



Lockheed Martin Management Association Retirees Newsletter

Looking Forward Towards A Wonderful Retiree Future!

NOVEMBER 2007

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PRESIDENT'S MESSAGE

Happy Thanksgiving Holiday! It is hard to believe that we are nearing the end of 2007. I have always noticed how the two months, November and December will swiftly fly by.

Our October Luncheon at the beautiful Fremont Hills Country Club in Los Altos was very enjoyable. I had the pleasure to meet many of you. There were a lot of fun and socializing taking place. The food, and the entertainment violin and piano music duo were excellent. Don't miss our next luncheon! I am

October Luncheon At The Fremont Hills Country Club Was Great!

Our October Luncheon was held at the beautiful Fremont Hills Country Club in Los Altos on October 10, 2007. Ninety-Six People attended the luncheon. Everyone enjoyed the time socializing and meeting people. We enjoyed Green Salad, the buffet setting of Roasted Turkey, Grilled Salmon, Mixed Vegetables, Pasta, Mashed Potatoes and Gravy, Dinner Rolls, with Dessert and Beverage. During the dining period, a background slide show of the previous August Barbecue Luncheon was shown. We were entertained with charming, romantic music and humorous anecdotes by a superb strolling violinist and pianist duo. We received many pleasing compliments from attendees. Everyone had a great time!



We thank the Program Committee and Volunteers: Jerry Vaughan, Carl Roberts, Carolyn Hobbs, Lucille Wilson, Dot Arnold, and Paul Contos for their work on making this a successful event.

Don't miss our next Luncheon with entertainment of the Dave Chaidez Ensemble for your dancing and listening pleasure on December 7, 2007 at David's Restaurant, Santa Clara. This is the last luncheon for 2007.

looking forward to meeting you at our next luncheon on December 7, 2007 at David's Restaurant, Santa Clara.

I once warned our members not to blink because you might miss something. I hope you are noticing our improvements that have taken place and continuing.

We are pleased to launch our new Newsletter color masthead this month. Thanks to Carl Roberts, our Newsletter Editor for his outstanding hard work. ... we are dressing up! ...and proud of our new improved Newsletter appearance. Using our new logo design, we have ordered LMMAR lapel pins for our member-

ship to wear proudly. This will help LMMAR's public relations visibility. ...now, the entire membership will be promoting LMMAR! We want our "Brand Name" image to become commonly recognized around the Lockheed Martin Community. The pins will be dis-

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tributed to the membership with our next LMMAR Directory mailing.

Ralph Tamm our Secretary has recently resigned due to his wife's illness. We pray for Ralph's wife. Ralph was very dedicated in carrying out the function of Secretary. We appreciate and thank Ralph for his many years of supporting LMMAR in many leadership positions. This is a big loss for our Executive Board.

Again, we request for volunteer help. We are in need of a Secretary, Assistant Newsletter Editor, Webmaster, and other key positions. Please contact me ASAP. We need your help! LMMAR is your Organization. I encourage all members to participate, volunteer your help, have fun, and meet great people. It has been said, "To find happiness, find a position or opportunity to do meaningful things".

Be Happy!

Ken Koga
President
kkoga04@sbcglobal.net

SUNSHINE

I found this saying somewhere along the way....and thought of sharing it with you. "I went out to find a friend.....and I found no one. I went out to BE A FRIEND, and found them everywhere".

Old news.....but need mentioning. Norman Rehbein passed away this past July. His family had notified LMMAR of a memorial service held in August. Sincere condolences are being sent at a late date.

Again condolences are being sent to

the Sheryl Meinzinger family. Sadness has again affected this family with the loss of her former husband Rex and now her daughter-in-law. A double memorial service was held the end of October for both.

Enjoy the beautiful fall colors ,each other and those in your life and have a wonderful Thanksgiving Holiday!

Joanie Brock

MEMBER LETTER

Norm Dhom
LMMAR

I thank you for the \$50.00 check for July 2007. I gave some thought as to what to do with it and came to the conclusion that I wanted to send it [to] help our troops in the present struggle.

I am sending it to "Fisher House Foundation", an organization that gives help to military families in time of need. They enable family members to be close to a loved one during hospitalization for an illness, disease or injury.

I will use this good fortune to help out our troops who are defending us.

Thank you,

John Constantinides

THANK YOU!

A thank you to Mary Rodriguez for the wine donated to the LMMAR BBQ.

TRAVEL

Travel Chairman Vern De Vincenzi
916-408-4852 cell 408-348-4629
For additional information call Talbot Tours -800-662-9933

Asst. Travel Chairperson Janet Hammerlund 408-348-9933

Travel for 2007 and 2008

Dec. 30, 2007 - Jan. 3, 2008 San Antonio New Years Eve. Enjoy an evening of dinner and dancing, followed by a New Years Day Brunch. Tour the Alamo, King William Historic District, LBJ Ranch, Nimitz Museum and much more. \$1395.00 per person dbl occ. \$1720 Single supplement. This includes all taxes, Resort Fees and Gratuities plus much more. **LAST CHANCE**

April 24 - May 10, 2008 The Panama Canal Trip (WAIT LIST)

June 20 - 29, 2008. Lisbon to Porto, Portugal. Spend Two Nights in Lisbon before you head to Porto to board the riverboat through the Duoro River. Over the Centuries, the Duoro River has carved a spectacular and scenic valley endowed with panoramas stretching from stately Porto, in Portugal's center of port wine production, to Spain. And it is the Douro that has been the lifeblood of the region, providing a rich abundance of fruits, olives and grapes, as well as serving as a highway for travelers and for transporting casks of Portugal's most famous export, Port wine. The Duoro Queen will be your home for the next few days while you enjoy the food, wine and spectacular views. All State-rooms are outside facing for your personal viewing of this magnificent countryside. **THE DUORO QUEEN IS THE NEWEST AND MOST LUXURIOUS SHIP ON THE DUORO RIVER.** All state-rooms have private bath and shower, ample closet space, hotel type beds, TV and individual air conditioning. Price per person dbl starts at \$4065.00 to \$4545.00 dependant on cabin category. Single sup. \$799.00 Inclusive is a two night stay in Lisbon, 8 shore excursions with English speaking guides, round trip air, shuttle service to local airports as selected by Talbot Tours. All gratuities except for

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on board the ship. Brochures are available.

DELUXE ITALIAN HOLIDAY October 1—13, 2008 Arriving in Milan we start our venture into the Lake Maggioro area renowned for its spectacular scenery. The hillside village of Oggebio will be our home for magical three nights, touring by day, Stresa, Verbania, Lugano and the Borromean Islands. We depart on the fifth day for the Tuscany area where our hotel is a 15th Century Hilltop Villa overlooking the magnificent city of Florence. For the next few days and nights we will tour, San Gimignano & Pisa and above all Florence with its magnificent Cathedrals and Museums. The Medieval City of Siena is also on our schedule of tours and includes a delicious lunch followed by a winery tour and the tasting of the fruit of the vines. Departing for Sorrento a visit to the town of Orvieto in the heart of Umbria, a funicular ride to reach this ancient town to visit the glorious Duomo a Gothic masterpiece. Arriving late afternoon at our hotel in Sorrento the City of amazing colors we enjoy dinner and an evening of rest or walking about in the City. Driving along the Amalfi coast with a break for lunch to enjoy the magnificent views. Nearing the end of our journey we will visit the Isle of Capri and Pompei. With regrets we leave Sorrento for Naples for our return home. Inclusive for this trip are 20 meals, professional tour manager, local guides in Florence, Pompei & Pisa, Deluxe touring coach, all gratuities as per scheduled meals and tours. Price per person dbl occ: \$5150.00. Single sup. \$5995.00 for those who wish to extend their trip to Rome an option is available. Brochures are available.

Vern

RALPH TAMM RETIRES FROM LMMAR EXECUTIVE BOARD

We sadly accept Ralph's resignation from the LMMAR Executive Board. Ralph has been a key player in LMMAR for more years than any of us can remember. He served in such capacities as Assistant Newsletter Editor, Assistant Membership Chair and, most recently as Secretary. Ralph was always on hand for the Newsletter mailing and for all the special mailing assignments. He did an excellent job in planning and conducting the LMMAR Executive Board dinner last February.

Ralph's wife, Bea, was recently hospitalized and this circumstance has placed great demands on Ralph. It is because of these added responsibilities and other personal demands that Ralph is compelled to give up his participation in the LMMAR Executive Board. He will continue his membership in LMMAR and we hope to see him from time to time in the future.

Good luck to Ralph and Bea, and thanks for all your efforts.

Jerry Vaughan

BRIDGE

Hi: We had some great bridge this past month with 12 to 20 players, but we all would like to see the group grow even bigger. Call or just come out and have some fun. Winners are as follows:

OCT 2nd: 1st; PAUL PEUKER; 2nd; JERRY VAUGHAN 3rd; TED HINSHAW 4th; ANGIE SCHYNERT 5th; CHUCK SCHMIDT
OCT 4th: 1st; JERRY VAUGHAN & JULE JOYCE; 2nd; GARY BEA & CHUCK

SCHMIDT; 3rd ERNA FICHTER & ANGIE SCHYNERT
OCT 9th: 1st; TED HINSHAW ; 2nd; GLENDA MURRAY; 3rd:CAESAR GROLEMUND; 4th; DICK SCHLINK; 5th; ROGER ABBEG
OCT 11th: 1st; CAESAR GROLEMUND & DICK SCHLINK; 2nd; TOM COUNIHAN & DAN SLOAN; 3rd; KEN KRUG & LLOYD LETTIS; 4th; CHET HAYES & TED HINSHAW
OCT16th: 1st; DICK YEAST; 2nd; DAN SLOAN ;3rd : TOM COUNIHAN; 4th; GLENDA MURRAY
OCT 18th: 1st; CHET HAYES & TED HINSHAW; 2nd; GARY BEA & CHUCK SCHMIDT; 3rd; DAN SLOAN & TOM COUNIHAN
OCT 23rd: 1st; CHET HAYES & TED HINSHAW; 2nd; KEN KRUG & DON PALERMO; 3rd; ALEX FUCILE& WILMA TRINGALI
OCT 25th: 1st; ROGER ABBEG & JORGE RODRIGEOUS; 2nd; GARY BEA & CHUCK SCHMIDT; 3rd; CAESAR GROLMUND & BOB VIGEANT
OCT 30th: 1st; CHET HAYES & TED HINSHAW; 2nd; KEN KRUG & DON PALERMO; 3rd; GARY BEA & CHUCK SCHMIDT; 4th; CAESAR GROLMUND & BOB VIGEANT

Ken Krug

THE ACORN DAYS

Denham S. Scott
 Reprinted from NAAR (North American Aviation Retirees Bulletin) – Summer 2001

How many of you know that in 1910 the mighty Martin Marietta Company got its start in an abandoned church in Santa Ana, CA? That's where the late Glenn L. Martin with his mother "Minta" Martin, and a mechanic named Roy Beal, built a fragile contraption with which Glenn taught himself to fly. It has often been told how the Douglas Company started operations in 1920 by renting the rear of a barbershop on Pico Boulevard in Los Angeles. The barbershop is still there. The Lockheed Company built its first

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Vega in 1927 in what is now the Victory Cleaners and Dryers at 1040 Sycamore Avenue in Hollywood. Claude Ryan who at 24 held a reserve commission as a flyer, had his hair cut in San Diego one day in 1922. The barber told him how the town aviator was in jail for smuggling Chinese across the border. Claude investigated and stayed on in San Diego to rent the old airfield from the city at fifty dollars a month and replace the guy in the pokey. He agreed to fly North instead of South.

In 1928, the Curtiss Aeroplane and Motor Company, Transcontinental Air Transport (now TWA) and the Douglas Company chipped in enough money to start North American Aviation, a holding company. The present company bearing the Northrop name came into being in a small hotel in Hawthorne. The "hotel" was conveniently vacant and available because the police had raided it found that steady residents were a passel of money-minded gals who entertained transitory male guests.

After Glenn Martin built his airplane in the church, he moved to a vacant apricot cannery in Santa Ana and built two more. In 1912 he moved to 9th and Los Angeles Streets in downtown Los Angeles. Glenn Martin was then running a three-ring-circus. Foremost, he was a showman who traveled the circuit of county fairs and air meets as an exhibitionist aviator; secondly, he was an airplane manufacturer. He met his payroll and bought his lumber, linen and bailing wire from the proceeds of his precision exhibition flying. His mother, "Minta" and two men ran the factory when Glenn was risking his neck and gadding about the country. One of these was 22-year old Donald Douglas who was the whole of his engineering department and the other was a Santa Monica boy named Larry Bell who ran the shop.

The third circus ring was a flying school. It had a land plane operation in Griffith Park and later at Bennett's Farm in Inglewood; and a hydroplane operation at a place that's now part of

the Watts District. A stunt flyer named Floyd Smith ran it. One of his first pupils was Eric Springer, who later became an instructor and then Martin's test pilot, still later the test pilot for the early Douglas Company, and then a Division Manager.

Between Eric and Floyd, they taught a rich young man named Bill Boeing to fly. Having mastered the art; Boeing bought a Martin biplane, hired Ross Stem, Glenn's personal mechanic, and shipped the airplane to Seattle. Later, when it crashed into the lake and Boeing set about to repair it, he ordered some spare parts from Martin in Los Angeles.

Martin, remembering the proselytizing incident with Ross Stem, decided to take his sweet time and let Boeing stew. Bill Boeing said, "To Hell with him", and told Ross Stern to get busy and build one of their own. Boeing had a friend named Westerfelt and they decided to form a company and build two airplanes. These two "BW" airplanes bore a remarkable resemblance to the Martin airplane which, in turn, had been copied from Glenn Curtiss. There seems to be a moral about customer relations and product support mixed up in this episode.

During WWI, a bunch of sharpies from Wall Street in New York got control of the Wright Company in Dayton and the Martin Company in Los Angeles. They merged the two companies into the Wright-Martin Company. They sent a young man named Chance Vought to be their Chief Engineer. Donald Douglas lost no time in quitting and went to work for the U.S. Signal Corp.

The Wright-Martin Company started building obsolete "Standard" biplanes and Hispano-Suiza engines, with the latter under a license agreement with the French Government. Martin told them what they could do with them, and took off for Cleveland, taking Larry Bell and Eric Springer with him. Having the backing of a baseball mogul to build a new factory, he was soon joined by Donald Douglas who went to work and came up with the

design of the Martin Bomber. It came out too late to see service in WWI, but showed its superiority when General Billy Mitchell made everyone mad at him by sinking the captured German battle fleet. The deathblow to the allegedly Dreadnaught "Osfriesland" was delivered by the Douglas designed Martin Bomber.

At Cleveland, a young fellow called "Dutch" Kindelberger joined the Martin Company as an engineer. Also a veteran Army pilot from WWI named Carl Squier became Sales Manager. His name was to become one of the most venerable names in Lockheed history. Back in 1920, Donald Douglas had saved \$600.00 and struck out on his own. He returned to Los Angeles, found a backer, David Davis, rented the rear of a barbershop and some space in the loft of a carpenter's shop where they built a passenger airplane called "The Cloudster."

Claude Ryan bought this a couple years later, which made daily flights between San Diego and Los Angeles with it. This gives Ryan the distinction of being the owner and operator of the first Douglas Commercial Transport, and certainly a claim to be among the original airline passenger operators. In 1922, Donald Douglas was awarded a contract to build three torpedo planes for the U.S. Navy, Douglas lived in Santa Monica, but worked in Los Angeles.

Way out in the wilderness at what is now 25th Street and Wilshire Boulevard in Santa Monica, there was an abandoned barn-like movie studio. One day Douglas stopped his roadster and prowled around to investigate. The studio became the first real home of the Douglas Aircraft Company.

With the \$120,000 Navy contract, Donald Douglas needed and could afford one or two engineers. He hired my brother Gordon Scott newly over from serving an apprenticeship to the Martinside and the Fairey Aviation Companies in England. Gordon was well schooled in the little known sci-

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ence of Aviation by 1923.

My first association with some of the early pioneers occurred when I visited my brother Gordon at the barn at 25th Street. I found him outside on a ladder washing windows. They were dirty and he was the youngest engineer. There were no janitorial services at the Douglas Company in those days.

Gordon introduced me to Art Mankey, his boss and Chief Draftsman, and four of his fellow engineers. There was a towhead guy called Jack Northrop, a chap named Jerry Vultee, and a fellow named Dick Von Hake who was a reserve Army flyer. Jack Northrop came from Santa Barbara where he had worked during WWI for the Lockheed Aircraft Manufacturing Company. The fourth member of the Engineering Group was Ed Heinemann. They were all working on the design of the Douglas World Cruisers. Shortly afterwards, Jack Northrop left the Douglas Company in 1926. Working at home, he designed a wonderfully advanced streamlined airplane. He tied back with Allan Loughhead who found a rich man, F.E. Keeler, willing to finance a new Lockheed Aircraft Company.

They rented a small shop in Hollywood and built the Northrop designed Lockheed "Vega." It was sensational with its clean lines and high performance.

In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Vega was built, William Randolph Hearst, publisher of the Hearst newspaper chain, bought it and entered it in the Dole Race from the Mainland to Honolulu, which was scheduled for 12 August 1927.

In June 1927, my brother Gordon left the Douglas Company to become Jack Northrop's assistant at Lockheed. He also managed to get himself hired as the navigator on the "Golden Eagle," the name chosen by Mr. Hearst for the Vega which hopefully would be the first airplane to span the Pacific.

The race was a disaster! Ten lives were lost. The "Golden Eagle" and its

crew vanished off the face of the earth.

With its only airplane lost under mysterious circumstances, a black cloud hung heavily over the little shop in Hollywood. However, Captain George H. Wilkins, later to become Sir Hubert Wilkins, took the Number Two airplane and made a successful polar flight from Nome, Alaska to Spitzbergen, Norway.

After that a string of successful flights were to put the name of Lockheed very much in the forefront of aviation.

At Lockheed, Jack Northrop replaced the lost Gordon Scott with Jerry Vultee.

In 1928, Jack quit the Lockheed Company to start a new company in Glendale called Avion. Jerry Vultee then moved up to become Chief Engineer at Lockheed. He hired Dick van Hake from the Douglas Company to be his assistant. A young man named Cliff Garrett joined the Lockheed Company as the driver of their pick-up truck.

I went to work at Lockheed shortly after the "Golden Eagle" was lost. I became the 26th Lockheed employee. The Vegas were made almost entirely of wood and I became a half-assed carpenter, generally known as a "wood butcher."

In 1929, Jerry Vultee quit the Lockheed Company to start the Airplane Development Company, which became the Vultee Aircraft Company, a division of E.L. Cord, the automobile manufacturer. He later merged with Reuben Fleet's Consolidated Aircraft Company to become Convair. When Vultee left Lockheed, Dick van Hake became the Chief Engineer.

In the meantime, Glenn Martin closed his Cleveland plant and moved to Baltimore. His production man, Larry Bell, moved to Buffalo to found the Bell Aircraft Company. Carl Squier left Martin to tie in with the Detroit Aircraft Company which had acquired the Lockheed Aircraft Company and seven others. They hoped to become the "General Motors" of the aircraft busi-

ness! They appointed Carl Squier as General Manager of the Lockheed plant, which moved to Burbank in 1928.

At this time, General Motors had acquired North American Aviation, which consisted of several aircraft companies in the East. Ernie Breech, formerly with Bendix but now with General Motors, hired "Dutch" Kindelberger away from Douglas to head up the aircraft manufacturing units. "Dutch" took Lee Atwood and Stan Smithson with him. The companies involved were Fokker Aircraft, Pitcairn Aviation (later Eastern Airlines), Sperry Gyroscope and Berliner-Joyce. Kindelberger merged Fokker and Berliner-Joyce into a single company and moved the entire operation to Inglewood, California.

Thus, a handful of young men played roles which profoundly affected all of our lives and the lives of millions of other Americans. They changed Southern California from a wasteland with a few orange groves, apricot and avocado orchards and the celluloid industry of Hollywood to a highly sophisticated industrial complex with millions of prosperous inhabitants. This technological explosion had some very humble and human beginnings. The "Acorns" took root in some strange places: a church, a cannery, a barbershop, but from them mighty Oaks have indeed come to fruition.

From a speech given by Mr. Denham S. Scott to the AIA on March 1, 1968.

MEMBERSHIP

Point of contact for address changes and other member concerns:

LMMAR

P.O. Box 3847

Los Altos, CA 94024

Norm_dhom@earthlink.net

Norm Dhom, Membership Chairman

November, 2007

Activity Calendar

1. **LMMAR Executive Board Meeting** * First Monday of each month unless holiday conflict, then second Monday * 9:00 a.m. * Bldg. 157-Litrium * Contact Ken Koga (408) 946-7292.
2. **LMMAR Newsletter Mailing Session** * Volunteers needed * Second Thursday of each month * 9:00 a.m. * Bldg 157-Litrium.
3. **LMMAR Travel** * Cruises, Tours * See Travel Section of Newsletter.
4. **LMMAR Bridge Card Players** * Join the fun! * Every Tuesday and Thursday, 12:00 noon * Palo Alto Elks Club * Contact Ken Krug * (408) 252-3023
5. **Lockheed Martin Blood Bank** * Second Wednesday of each month * 8:00 a.m. – 3:00 p.m. * Bldg. 163 * Contact Norm Dhom, 408-732-2742.
6. **Second Harvest Food Bank** * Volunteers needed * November 14, 2007 * 6-8 pm * 750 Curtner Ave, San Jose * Contact ps.voshall@lmco.com for more information.
7. **Seminar: Traditional vs. Roth IRA's** * The benefits of both * November 15, 2007, B/157, ECR, 11:30 am to 12:30 pm * Explore important transitions from 401K Rollover and the key difference between retirement plans * Free to LM Leadership Association members, \$5.00 for all non-members * Contact Steve Stoner: steve.stoner@lmco.com to Pr-register.
8. **3rd Annual Silicon Valley Turkey Trot** * November 22 from 7:00 to noon * Volunteers needed Thanksgiving morning * downtown San Jose. Email to: ps.voshall@lmco.com
9. **Lockheed Martin Annual Street Faire** * December 3, 2007 * 11:00 a.m. – 1:00 p.m. * Bldg. 157- Litrium * Boutique, LM Toys-For-Tots Cook Book, Silent Auction, etc. * LMMAR Contact: Carolyn Hobbs, (408) 248-3348
10. **LMMAR December Luncheon - Dance** * December 7, 2007 * David's, Santa Clara * Contact Jerry Vaughan, (408) 985-2708 or Ken Koga (408) 946-7292.
11. **Toys-For-Tots Super Saturday Stuff-The-Bus** * December 8, 2007 * 8:00 a.m. – 6:00 p.m. * San Jose Plaza De Cesar Chavez Park * Fill full size bus provided by VTA with toys * Curb-side collection for toys and money * For more information and other activities: www.toys4tots.us. * LMMAR Contact: Carolyn Hobbs, (408) 248-3348
12. **THE NUTCRACKER * BALLET SAN JOSE** * December 16, 2007 * 1:30 pm performance * A yearly festive tradition for children and families throughout the Bay Area. * Member \$40.00, Non-Member \$50.00 * Reservations must be made by November 16th to guarantee a seat with the group * Contact: Rob Giacomi at robert.w.giacomi@lmco.com or 408-742-8547

LMMAR NEWSLETTER
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