

A powerhouse of strength and courage

The C-130J 'Hercules' lives up to its mighty name

In the history of aviation design, if there's a symbol for strength, durability and multimission success, it is without a doubt the C-130 Hercules. The aircraft is aptly named after the Greek mythological hero who personified strength and courage.

C-130s carry troops, vehicles and armaments into battle; they drop paratroopers and supplies from the sky; they serve as airborne and ground refuelers; they provide emergency evacuation, humanitarian relief and maritime surveillance.

C-130s have recovered space capsules and wear skis in Antarctica.

Surviving the toughest flights, the roughest landings and the constant pounding of heavy cargo, many of the earliest "HerCs" are still active today.

With more than 2,100 C-130s being flown in some 65 nations around the world, the J certainly has a legacy to live up to.

To learn more about this indefatigable workhorse, turn to the C-130J spread on Pages 6 and 7.



AERO Club donations help those who really need it

This year's LM AERO Club campaign is under way at all sites. Through the continued generosity of employees, many charitable, educational and service programs in our communities will continue providing assistance to those who really need it. AERO stands for Aeronautics Employees Reaching Out.

The goal of the campaign, which runs through Nov. 13, is \$2.65 million, a slight increase over the \$2.3 million pledged by LM Aero employees

in last year's drive. For information on where the money goes and campaign activities at your site, turn to Page 9.

Visa gift certificates totaling \$24,000 are being awarded to employees who are on the donor rolls. Certificates worth \$4,000 were awarded in random drawings to employees on campaign kickoff day, Oct. 23. On the final day of the campaign, Nov. 13, Visa certificates totaling \$20,000 will be awarded.

Campaign chairman is Warren McGee of Palmdale, a site lead for Manufacturing. The theme for this year's campaign is an appropriate one: "Be a Hero With a Heart."

"Of course, most of us will never be called upon to put our lives on the line to save another," McGee said. "But the need in other people's lives is still very real. Our contributions ... can make a major impact on the quality of life for people now and in the future. The LM AERO Club also provides limited financial assistance to Lockheed Martin employees and their immediate families in emergency situations."

It's easy to give through payroll deductions, and you can designate where you want your contributions to go. AERO Club canvassers have all the information you need to become a real hero.

"Please join your coworkers in becoming heroes by reaching out to

others through LM AERO Club participation," McGee said. "We may not all carry fire hoses or wear uniforms, but I know we all have plenty of heart. Enroll now and show how much you care."

Watch for campaign updates on the LM Aero InSite home page.



photo by John Rossino

AERO Club board member Gary Hillhouse reads to children at the Elaine Clark Center for Exceptional Children, an agency that receives support from the club.

F-35 cockpit setting new standards in safety, comfort

By Travis DeSair

Husbands and wives who share a car have a common ritual. The husband gets in the driver's seat and adjusts the mirrors, seat and steering wheel to a comfortable position. Later, the wife gets in the car and adjusts the mirrors, seat and steering wheel to suit her. Fortunately, automakers have long recognized that their cars must accommodate drivers of many different sizes. Most cars have seats and controls that can be adjusted to suit nearly any driver – from large to small.

The cockpits of fighter aircraft also accommodate pilots of different sizes for comfort and safety. A pilot must be able to reach critical controls even when restrained in the ejection seat and subjected to severe g-forces. However, designing a cockpit that accommodates a wide range of pilots can result in a penalty due to extra weight and complexity. Most fighter cockpits impose limits on how big or how small a pilot can be.

For the designers of the F-35 Joint Strike Fighter, creating a cockpit for both smaller and larger pilots has been a significant challenge. Steve Park, an LM Aero design engineer, has been working on the JSF cockpit for seven years. When asked what part of the cockpit design has been most challenging, Park said, "The control stick and throttle grips. Designing control grips that can be operated comfortably and safely by such a wide range of hand sizes has been a great challenge."

As for other innovative cockpit solutions, Park said, "The JSF cockpit will include rudder pedals on a curved adjustment track, an adjustable throttle grip position for different pilots' reach and a multiaxis, adjustable armrest with a hammock-style arm support."

continued on page 4

This month's theme is Customer Focus

The theme of this month's *LM Aero Star* is customer focus, which is a critical element of our Concept of Operations. Here are some key points to remember:

- Customers are our source of revenue ... they are why and how we exist.
- Customers contract for products and services ... through programs.
- Therefore, it makes good business sense that we organize around the customer's programs.

For more information on customer focus, see the Lockheed Martin Aeronautics Concept of Operations Guide in AeroCode at

http://aerocode.lmaero.lmco.com/home/ac/Concept_of_Operations.pdf

LM Aero provides customers with solutions, not excuses

By Bill Anderson, Vice President, Customer Support

Customer Support's objectives for 2002 are directly aligned with the overall company objectives, namely to focus on improving customer satisfaction. What specifically does this mean to the customer, and how do we translate that objective into workable actions? We believe that we can best serve our customer by meeting the challenges of what the customer needs to fulfill his/her mission.

Fundamentally, Customer Support focuses on providing solutions that maximize customer success and satisfaction with Lockheed Martin aircraft around the globe. We currently support 11 major aircraft platforms, representing more than 6,000 total aircraft, not including other aircraft programs with which LM Aero is strategically aligned.

The key to our future success is commitment to provide support solutions that the customer requires, using the right tools and technologies, distributed and supported across a global support network.

Our immediate customer's mission is to support the warfighter, whether the pilot in the cockpit or the flight line technician, planner and administrator. We must provide support through offering and fielding high-quality, affordable solutions that will provide the customer with mission-readiness and force-sustainment capabilities to enable the warfighter to get to target, execute the mission and return safely with a win. This is our mission as much as theirs.

The support approach that best exemplifies this commitment is our own F-117 Total Systems Performance Responsibility (TSPR) Program. The success that LM Aero has had in effectively operating F-117 sustainment is widely recognized throughout the government. No other program can boast such a high level of warfighter readiness, making the F-117 TSPR approach a model for the industry.

What will make us the best provider of aircraft spares, repairs and technical assistance in the eyes of our customers? What will ensure that we provide the technical publications, training and support equipment that works most effectively? How do we know that our field service representatives are the most qualified and can achieve the level of confidence that our customers demand?

Fundamental to success of our operations, we have implemented a long-term, continuous improvement strategy for all Customer Support products and services. For example, by assessing our critical activities and comparing these capabilities against industry benchmarks, we plan on fully maturing our capabilities to the highest standards of quality, performance and innovation. This will be accomplished either through investment in new processes and technologies or through strategic partnering.

How do we go about identifying what the customers need? How do we know that we are providing the right level of support and the right combination of tools and capability? By listening to them. We are actively engaging in dialogue to find out what we are doing that works well and what doesn't, and, as critically, finding out where their greatest needs are – both short-term issues and long-term concerns.

Some of the most important feedback we have received thus far concerns our customers' perception of multiple interfaces and mixed messages. As a fundamental business strategy, LM Aero has developed an increased focus on aircraft post-production support. Our role is to coordinate and prioritize LM investment across three major business areas in development of the support solutions our customers require.

The objective is to improve our fundamental capabilities, while offering the customer a single portal to access any support need. The Air Mobility Support organization is a first critical step in this direction. AMS has been devised to present a single, consistent interface to our mutual customers, regardless of where within the company or the corporation the provider may reside.

Through organizations like AMS, the company achieves a virtual presence and direct line of communication. We can know almost immediately what the customers need and when they need it. And we can use a broader array of suppliers and services, both within the corporation and without, to provide a more complete and timely response to each request.

We recognize that we cannot provide all solutions to all customers. Best-in-class, best-value solutions require strategic partnership arrangements, both with government and the industry.

We are focused on seeking out the best aeronautics products and services, support approaches and sustainment operations in the world – and on building upon these proven resources and capabilities. We are achieving this by building a network of alliances that comprise the best sources for every product and service we offer in order to fulfill every customer request and requirement.



Bill Anderson: Superior customer support is a key to our future.

A look at Total Value



Photo by Denny Lombard

Barbara Hauge of Palmdale refers to a new corporate brochure, "Total Value of Your Lockheed Martin Career." It includes information on pay, benefits, work environment, career development and rewards and recognition for salaried employees.

AeroCode bringing processes to all

By Katie Cline and Casey Gordon

With the inception of the company's Concept of Operations, LM Aero made a definitive statement about its future: The company is a customer-focused, process-oriented organization.

LM Aero's goals include making processes more accessible and understandable to employees. Employees' understanding and use of these processes are the keys to meeting customer satisfaction with consistent performance.

AeroCode is a key factor in helping the company meet and surpass these objectives. It provides a single portal to LM Aero policies, organizational information and processes for use by all employees. AeroCode is easily accessible through the LM Aero InSite home page.

Each new policy and process document is created as AeroCode. Approximately 9,600 existing documents from Fort Worth, Marietta and Palmdale have been examined by process owners, who determined whether the documents have future relevance.

If relevant, the existing documents are migrated into AeroCode and updated alongside the new documents. Irrelevant documents are deleted.

This brings all three sites to the new standard by the end of 2002. All company employees will use AeroCode as the new standard of authority within the company.

Sandra Shoemaker, vice president of Integrated Company Operations, said that she has seen many positive benefits to employees at all sites from using AeroCode.

One user, Gary Setser of Quality Assurance, said, "The way AeroCode shows you both the legacy documents and the new AeroCode documents in the same place will really help the people on the shop floor."

AeroCode moves LM Aero from its current uses of process to an even higher level by redirecting employee and company focus beyond compliance with ISO 9000 to concentration on processes. This is necessary for defining LM Aero as a process-oriented organization. AeroCode is a tool that employees will use to know exactly what process should be used.

Once AeroCode collects all necessary information, the company will implement new software for even greater capabilities.

LM Aero Star is published monthly for the employees of Lockheed Martin Aeronautics Co. in Clarksburg, W. Va.; Fort Worth, Texas.; Johnstown, Pa.; Marietta, Ga.; Meridian, Miss.; Palmdale, Calif.; and Pinellas Park, Fla.

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LM Aero celebrates Quality Month

Activities have been under way at all sites in commemoration of October as National Quality Month. In preparation, essay and campaign button contests were held. LM Aero activities culminate in the annual paper airplane contest, which pits winners from each site on Oct. 29 to crown the flyoff victor and winner of the Eagle Flight Award. To learn more about the various events, go to <http://manufacturing.lmaero.lmco.com/qualityassurance/contest/qacontest2002.html>



'Our Brand Means Quality' Essay Winners

Here are the winning entries in the quality essay contest, which posed the question, "What does our quality policy, *Our Brand Means Quality*, mean to you as an LM Aero employee?" Contestants were limited to 25 words or less.

- **Pinellas – Randy Panazze, Tooling Fabrication:**
"Our Brand Means Quality" means to meet or exceed our customers' expectations through people, programs and products.
- **Palmdale – Frank Pascual, Avionics Hardware and Test:**
It expresses my individual commitment to help produce and deliver a product or service that is the finest and best anywhere ... anytime.
- **Kirk McLaughlin, Airframe Design Engineering:**
The men and women who fly our planes risk their lives daily for our country. They deserve my best effort and 100 percent dedication to quality.
- **Fort Worth – Alan Mims, Customer Support - Advanced Support Concepts:**
"Our Brand Means Quality" means be responsible for my work, recognize when something is wrong and fix it, and continuously re-examine my work for improvement."

Quality campaign button winner announced

Michael Allen of Fort Worth designed this winning Quality campaign button in a contest that drew 60 entries from across LM Aero.

Paper airplane flyoff will determine winner of Eagle Award

The last local competition in LM Aero's paper airplane contest will be held in Fort Worth on Tuesday, Oct. 29, at 11 a.m. in the factory between Columns 93-109AB in the factory. The contests already have been held in Palmdale, Pinellas and Marietta.

Immediately following the Oct. 29 competition, winners from all sites will compete in Fort Worth for the final flyoff. This contest will determine the winner of the big prize, the Eagle Flight Award. That award remains on display at the winning site until the following year's competition.

Last year's Eagle award went to Danny Lueckenhoff of Fort Worth for his entry called Paper Floater.

X-35B vertical liftoff makes our quality policy a reality

By Mark Holtzclaw, Chief Engineer and Senior Manager, Advanced Development Programs



Palmdale employees celebrate the first vertical takeoff of the X-35B JSF demonstrator.

I was one of the hundred or so engineers and technicians who came to work early on that Sunday morning (June 2001) instead of sleeping in. It was the morning Simon Hargreaves piloted the X-35B vertically for the first time. The straining of the thousands of horses of energy rumbled the earth as the machine first gained clearance from the ground and pushed itself up off the ground like a gymnast, but balanced on a column blast of warm air.

We all stood in awe as that airplane shaped for supersonic flight hung almost motionless in the air 20 feet from the ground. Goosebumps formed and my

scalp tingled as the amazing feat ended with a beautiful gentle descent and landing followed by the near silence as the huge engine and lift fan spooled back down to idle. Tears welled in most of our eyes as we shook hands all around.

In the midst of it all, I remember my instantaneous gut reaction of wondering how anyone could put his life on top of such an immense collection of thunder and ride it without hesitation straight up into the air. How could we as responsible engineers and technicians condone such a risk?

Then I answered my own question with a simple look

around at the folks who designed and built it. I remembered that the thousands of decisions that go into designing and building a machine like this are governed by one most overriding policy; it is the policy that pervades throughout and guides the actions of all members of the team; the policy that includes yet transcends any written policy. I like to think of it as a policy of caring so much about the product that we can put the life of our friend and colleague in its hands.

The team knows *Our Brand Means Quality* because they live by this policy. This is what our quality policy means to me, and I know I'm not alone.

Marine general discusses C-130J production with employees

By Regine de la Cruz

What can be done to improve the production process? This was the question Maj. Gen. Michael Hough asked employees during his tour of the C-130J production line in Marietta last month. He is assistant deputy commandant of aviation for the U.S. Marine Corps.

Hough also spoke with C-130J production line workers and LM Aero leadership about the C-130J and its operational importance to the U.S. armed services. During a short speech, he recognized the C-130J and the people on the production floor for their contribution to the success of the American war effort against terrorism.

"The Marines will tell you, there is nothing better on this planet than the C-130 to complete our mission," he said. "In Pakistan and Afghanistan, the C-130 has been the workhorse and the factor that spells success. The Marines are incredibly grateful for what you are doing here in Marietta to help us in our mission."

Hough spent additional time talking to production line employees one-on-one about their suggestions on how the production process

could be improved. "I've been talking to your leadership, but some of the best ideas come from right here on the plant floor," he said. "You are all part of the solution." The general's visit had an impact on



Photo by Bob Jacob

Ed Griffin, a C-130J senior structure mechanic, discusses production with Maj. Gen. Michael Hough.

employees. "It seemed apparent to me that he was here to check on the safety and quality of production of the aircraft," said Ellen Jefferson, a C-130J structures assembly mechanic. "When a top general comes to see what you're doing, it makes you a little nervous, but you're glad he's interested in what you're doing. Safety is the main concern."

Jefferson's connection to the military extends far beyond her job on the production line. "I've had three uncles in the military: one who served in World War II, one in Vietnam and one who is stationed at Dobbins right now," she said. "I've also got three nephews who are at the age where they could serve in the military. I treat each plane like a member of my family is getting on it. We all have stock in Lockheed Martin. Most of us have been in the military or have family in the military. We take what we do seriously. We care about the safety of the men and women who get on these planes, and when we send the military out, we certainly want them to come back."

Hough's visit also included a tour of the production line and several executive presentations on manufacturing processes and quality assurance procedures.

Neither snow, nor rain ... you get the idea

Raptor braves the elements in climatic tests at Eglin AFB

By Jeff Rhodes

Neither snow, nor rain, nor heat, nor gloom of night stays these couriers from the swift completion of their appointed rounds.

This famous quote by the fifth century Greek historian Herodotus has been the unofficial slogan of the U.S. Postal Service for many years. But it also could be the motto of the Air Force's McKinley Climatic Laboratory. With the exception of the "gloom of night" part – the lab's overhead lights

Raptor 4004 was tested in the lab's main test chamber. The test plan for the Raptor was straightforward. "We basically look at what has been done before on other fighter aircraft and build on that experience," said Brent Poulson, the F/A-22 Combined Test Force climatic lab program manager. "The F-22 also has an environmental specification: It is supposed to operate at a certain set of temperatures and under a list of specific conditions."

degrees; to a buildup of 8 inches of snow resulting in a load of 20,000 pounds on the top of the aircraft; to a wind-blown snow at about 44 feet per second. And that's just the cold stuff.

After the snow melts, heat testing began. The trials started at a comfortable 80 degrees and built up to 120 degrees with the engines running. A later battery of tests subjected the aircraft to 95 degrees at 74-percent relative humidity, then 105 degrees at 80-percent humidity to see where condensation occurs inside the aircraft.

Then the rains came. In one test, the Raptor was inundated with 1.4 inches of rain per hour for nearly eight hours to see how the drain holes on the bottom of the aircraft perform. Wind-blown rain tests identify where puddles might form in the weapons bays and in other openings. These tests were followed by an overnight in freezing rain. The resulting ice required nearly 1,200 gallons of deicing fluid to thaw the aircraft. The ice test was followed by a

ground fog test at 0 degrees and a vortex icing test – where the engines suck in standing ground water – to see where ice forms in the engine inlets.

After the tests were completed, the aircraft returned to flight status. On its way back to Edwards Air Force Base, Calif., Raptor 4004 stopped over in Fort Worth on Sept. 10. It was the first time an

F-22/A had landed at the LM Aero plant in Texas, and employees converged on the runway to catch their first in-person glimpse of the awesome stealth fighter.

"We have tested the F-22 in every conceivable operational condition," said Wayne Drake, the lab's technical director. "Getting the same kind of data we get here in three months would have taken years without this facility and at a much greater cost. We now know the F-22 can work in the weather."



Photo by Derk Blansett

A battery of tests includes subjecting the Raptor to 95 degrees at 74 percent relative humidity and 105 degrees at 80 percent humidity.

are mostly kept on – that saying sums up what goes on in this one-of-a-kind test center in the Florida panhandle.

The lab can recreate nearly every weather condition that exists on Earth with temperatures in the two main test chambers ranging from minus 65 to plus 165 degrees Fahrenheit.

Every major U.S. weapon system and its associated equipment make the trek to Eglin Air Force Base to go through environmental testing at the lab. The F/A-22 is the latest to be frozen, baked, deluged, snowed, blown, fogged and humidified. The Raptor survived and successfully completed its intensive three-month test program in early September.

In the chamber, Raptor 04 looked like a creature out of a science fiction movie. With ducting in place to dampen exhaust, the aircraft was tied down in multiple places and perched on jacks so the landing gear could be cycled and the hydraulics checked. The picture is made complete with snow cannons, wind machines on the floor, and banks of heat lamps and rainmaking equipment suspended from the ceiling.

The aircraft was subjected to all manner of weather extremes in a battery of separate tests. The individual trials ranged from cold soaking the aircraft at minus 65 degrees before "warming" it to minus 40



Photo by Derk Blansett

The lab burdens down the F-22/A with 8 inches of snow, which translates into a load on the aircraft of about 20,000 pounds.

F-35 cockpit *continued from Page 1*

To assist with the configuration and layout for the JSF cockpit, a wooden mockup was built at LM Aero. The mockup closely approximates the real cockpit design and allows engineers to try new ideas quickly and inexpensively. The mockup even includes realistic rudder pedals and a motorized ejection seat, which was disabled.

Two Navy human factors researchers traveled to Fort Worth to conduct a detailed evaluation of the new cockpit. The researchers, Lori Brattin and Heather Tucker, work in the Navy Cockpit Accommodation team, which is part of the JSF Program Office. Several LM Aero employees sat in the mockup to see how well they fit. The subjects wore complete flight gear that included boots, a helmet and survival gear – just like a real pilot. The employees represented the extremes of pilot sizes – from tall, lanky males to petite females.



Photo by Jack Noble

Navy researchers Heather Tucker, left, and Lori Brattin take measurements of the JSF mockup cockpit while Robin Bertling serves as a test subject. Bertling works on the JSF program in Human Factors Integration.

Brattin and Tucker took several measurements of each "pilot" to see how well they could reach the controls. After the evaluation Tucker said, "I think the most innovative feature of the

ensure that nearly any pilot will be able to fly the F-35 with comfort and safety. The cockpit includes many innovative features that will become the new standard in fighter design.

JSF cockpit is the ejection seat. It allows smaller individuals to place their seat at the Design Eye Point, while still being as close to the controls as possible." Tucker has conducted evaluations of 27 different cockpits and feels that the JSF cockpit will do very well at accommodating its intended population.

By paying close attention to cockpit design and the customers' needs, LM Aero engineers will

Changes to newspaper debut soon

The November / December LM Aero employee newspaper will have a new name and a new look. We are shortening the name simply to *Star* and adopting the new Lockheed Martin Corp. "look and feel" for print publications. You will see a new page design and typeface, increased emphasis on photography and even some new colors. The staff is excited about the changes, and we look forward to bringing this new *Star* to you in December

Safety glasses could save your life

Imagine edging your lawn on a bright, sunny day. Suddenly, debris brushes your sunglasses, knocking them off your face on to the ground. After picking them up, you discover a screw lodged into the glass area with its sharp end pointing inward.

Would you be upset because your glasses are broken? You should be thankful the force of the screw hitting the glass was great enough to knock them down. If it were not for your glasses breaking, the screw would have traveled through your eye and straight into your brain. The impact would have killed you instantly.

Sound scary? It should; the possibility of this or a similar traumatic event is likely. For these reasons, it is important to wear safety glasses while performing

all potentially hazardous tasks, including tasks performed at work.

Each year, several hundred employees receive medical treatment for work-related eye injuries. These injuries mainly occur due to a lack of wearing safety glasses.

Lockheed Martin encourages good safety practices to their employees. There are signs posted in designated areas to warn those who enter of proper safety procedures. Safety glasses are easily available. Just ask. There are no papers to sign and no special identification to show.

It is up to each employee to practice good safety habits. Your vision is important. Do your part to help protect it.



Photo by John Rossino

Steve Carr, left, and Vince Ruiz wear ear and eye protection while using a riveting gun on the C-130J line at Marietta.

New ISO 9000-2000, AS 9100-2001 standards

Preventive action can head off costly quality problems

As LM Aero gets closer to meeting the compliance requirements for certification in the new ISO 9000-2000 and AS 9100-2001 standards, it is important that we communicate the importance of "preventive action" as a process.

Both standards place significant importance not only on corrective action but also preventive action. Preventive action is one of our most important processes because it can save us time, money and can prevent potential mishaps. Everyone benefits if we can prevent a problem before it produces a non-conformance or becomes a safety issue.

What is preventive action? The standard defines preventive action as an activity or process used to identify potential nonconformances. To meet the requirements of the standards, we must evaluate the need for action to prevent an occurrence, determine the action needed, implement it, record the results and review the preventive action taken.

This is everyone's responsibility. Our intent is to facilitate a database that could be used as a resource across our company's multiple areas, programs and sites. We need your help to effectively identify and compile preventive actions that in progress and have been completed.

Core Quality Assurance has created a web-based "Preventive Action" page that can be used to request preventive action reviews.

It also is used as a tool to review preventive action successes and can serve as a feedback tool for a requester to check back from time to time to see what activity has taken place on his or her specific request.

Submit your preventive action investigation request to:

http://manufacturing.lmaero.lmco.com/quality_assurance/mr_ca/preventative_action/menu.html

Travelers' use of **LM e-Res** continues to grow

In April 2001, the corporation and Navigant Integrated Services rolled out a more cost-effective system, LM e-Res, for booking domestic and simple, single-destination international reservations online.

LM e-Res is designed to save you and the company time and money by providing a user friendly system to access travel information, as well as make travel reservations 24-hours a day without ever having to pick up the telephone. No waiting on the line, and no more waiting for someone to call back. Best of all, the information you see on LM e-Res is live from the same reservation system used by Navigant, and it searches for Lockheed Martin-preferred vendors.

The use of e-Res has saved the company more than \$400,000 in agency fees since last January, and Lockheed Martin would like to see 100 percent of domestic travel arrangements completed online; complicated arrangements, however, such as multi-city international reservations, should be booked by calling Navigant Integrated Services at 1-800-970-7286.

The current LM Aero usage of the system is 67.3 percent, which keeps LM Aero as the top business area using LM e-Res.

You can access LM e-Res directly from the InSite Home Page through a link under the Services heading in the Link Directory. If you have any problems, call the helpline at 1-800-970-7286 and choose prompt #7.

Employees becoming fans of e-Res

Here's what LM Aero employees have to say about their experiences in booking travel arrangements through e-Res:

Mike W. Morrison, senior purchasing representative:

"LM e-Res is one of several enhancements that have been made for the company traveler but the first change that truly gives the traveler total control. LM e-Res features allow the traveler to work to their schedules, make cost-saving decisions and get the reservations made correctly the first time."

Charles C. Cartwright, manager of Technical Order data systems:

"The LM e-Res system allows me to examine different possible plans to meet my travel needs. It provides multiple choices for hotels providing both price and amenities to help me make my selections."

Faith Kindlin, administrative assistant specialist:

"It's so easy. I love the convenience of seeing all the available flights from the different airlines for specific dates and times. I also like the ability to choose and select the seats."

Lina Mead, senior administrative assistant for Advanced Development Programs:

"e-Res allows flexibility in determining what the travel options are for our ADP travelers. It is easy to use and allows quick turnaround on scheduling on short notice."

Marion Logan, administrative assistant specialist:

"The system has templates that allow me to use it in a snap."



Photo by Randy Crites



Photo by John Rossino

Charles Cartwright and Faith Kindlin plan upcoming trips using the LM e-Res method.

Mike Morrison books travel arrangements via LM e-Res, a welcome change that gives the traveler "total control."

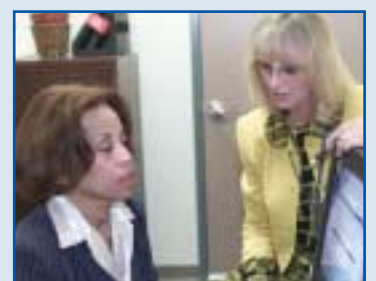


Photo by Denny Lombard

C-130J



Ross Reynolds, Vice President
C-130J Program

Photo by John Rossino

Setting New Standards in Mission Performance

The C-130J is a versatile aircraft produced in dozens of variations for customers across the globe. Here's a look at six C-130J models:

C-130J

the world's most advanced airlifter

The C-130J, the newest addition to the Hercules family, entered development in 1991. The first J – actually a stretched version – rolled off the assembly line in October 1995 and saw its first flight on April 5, 1996. Today, 118 C-130Js have been ordered for customers around the world with 90 aircraft already in customer inventory (see related story on C-130J customers).



The C-130J combines modern space-age technology, a proven, rugged air-

frame and more than 50 years of experience in the design and manufacture of military aircraft to become the world's most-advanced airlifter.

Around the world, the J is already demonstrating its outstanding tactical and strategic capabilities. Although designated a tactical airlifter, the C-130J has demonstrated strategic capabilities with unrefueled, non-stop flights of more than 4,000 miles. The worldwide fleet recently passed a tremendous milestone, exceeding 50,000 flying hours.



The C-130J is the first combat aircraft to complete FAA certification. It also has the distinct recognition of being the most highly tested aircraft in aviation history, passing hundreds of inspection points during FAA testing.

In the short life span of the program, the J and its operators are certainly living up to the C-130 legacy by raising the worldwide standard for air mobility.



CC-130J

greater lift, range and speed

This version of the C-130J, designated CC-130J by the U.S. Air Force, is now known around the world for its tremendous range, speed and lift capability.

The CC-130J is based on the standard C-130J model, but features a fuselage 180 inches longer than the standard J model, providing greater air-lift capability required by many operators.

Compared to the standard model, the CC-130J carries eight 463L pallets rather than six, 97 medical litters instead of 74 and 24 container delivery system bundles instead of 16. Most important, the

CC-130J carries 128 combat troops instead of 92, and 92 paratroops instead of 64.

HC-130J

meeting Coast Guard missions

Six new HC-130Js will bolster the U.S. Coast Guard's current 1970s and 1980s-vintage fleet of H models. The new aircraft will reduce maintenance costs and will increase efficiency, performance and operability. Range and endurance will increase by 25 percent.

The HC-130J, the Coast Guard's long-range surveillance aviation platform, performs the service's most-demanding missions, including search and rescue, law enforcement, International Ice Patrol and environmental response.



WC-130J

in the eye of the storm

WC-130Js are assigned to the 53rd Weather Reconnaissance Squadron at Keesler Air Force Base, Biloxi, Miss. It is the only unit in the world that routinely flies directly into a hurricane's eye to carry out vital data-gathering missions. These aircraft, commonly referred to as Hurricane Hunters, monitor storm and hurricane movements, providing data that helps assess potential impact on population centers.

Known as the Weatherbird program, LM Aero is required to test, develop and integrate specialized avionics, sensors and structural modifications required for the weather reconnaissance mission into the new C-130J airframe.



The C-130J has a familiar silhouette, but in fact it's a brand-new airplane with performance to prove it. When compared with the earlier production C-130E, the J provides a 40 percent greater range, 40 percent higher cruising ceiling, 50 percent decrease in time-to-climb, 21 percent increase in maximum speed and 41 percent decrease in maximum effort takeoff run.





EC-130J *psychological warfare*

The role of the EC-130J, as part of the U.S. Air Force's Special Operations Command, is to carry out psychological warfare missions. The specially equipped aircraft can broadcast programming using all commercial AM and FM radio bands, VHF and UHF television bands, and the military's VHF, HF and FM frequencies.

Broadcasts from the aircraft are carried out in areas of military conflict or political unrest to either inform or influence both military and civilian personnel.



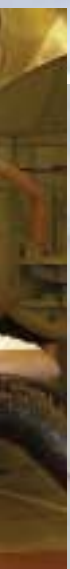
KC-130J *aerial refueling*

The KC-130J aerial refueler is the most advanced tactical tanker in terms of operational capability, versatility and cost-effective functionality. The tanker variant of the J is in production for the U.S. Marine Corps and Italy.

Using only wing and external tanks, this J has a 57,500-pound (8,455 U.S. gallons) fuel offload capability while performing a 500-nautical-mile-radius mission, compared with 38,000 pounds (5,588 U.S. gallons) for the current fleet of KC-130Fs.

The standard hose-and-drogue configuration is suited for helicopters and jet aircraft. Internal provisions for its own refueling probe provide even greater flexibility. The Mark32B-901E aerial refueling system delivers 270 to 350 gallons per minute at 50 psig, without the fuselage tank used on the KC fleet to provide pressure.

The new propulsion system offers a key enhancement for rapid ground refueling, including a function that feathers the props while the turbines continue to run and pump fuel. This eliminates prop blast behind the aircraft so ground forces can operate in relative calm. The KC-130J can offload up to 600 gallons of fuel per minute – nearly four times the current offload rate.



C-130J customers have one thing in common: *They fly the best*

U.S. Government

The U.S. Government is the largest customer to date for the J program with a total of 75 C-130J aircraft on contract for the Air Force, Air National Guard, Air Force Reserve Command, Marine Corps and the Coast Guard.

The Air Force currently has a requirement for 168 C-130Js. The 2003 defense budget contains a request for a multiyear acquisition of 40 aircraft over five years. The Marine Corps has a requirement for at least 51 tankers and also has received approval to pursue a multiyear acquisition of 24 aircraft. The two acquisitions will be combined to realize tremendous cost savings of more than 10 percent for both services.

Three Air National Guard wings currently operating the J are the 143rd Airlift Wing, Rhode Island ANG; the 146th Wing, California ANG; and the 175th Wing, Maryland ANG.



Although the U.S. Army is not a direct customer of the J program, it has a strong interest in the program since the J is used primarily to transport Army equipment and troops. In fact, the Army recently announced a new requirement that calls for new combat vehicle acquisitions to be transportable in a C-130.

Italian Air Force

Italy is Europe's second largest C-130J operator, with a total of 22 aircraft on order. The National Training Center at Pisa Air Base, due to open by end the year, will mark the Aeronautica Militare Italiana (AMI) as the operator of the largest C-130J simulator training center in Europe.

The Italian configuration of the C-130J is among the most sophisticated yet developed for the aircraft. It has a highly advanced suite of communications and defensive systems that include U/VHF combined multiband radios and a laser warning receiver system.

In addition, the AMI has the first C-130J "receiver-tanker" built. A receiver-tanker has the ability to both refuel other aircraft as well as being refueled itself during flight – a true force-multiplier.

Royal Air Force

The Royal Air Force received the first J off the production line. The first-born child of the C-130J program – actually a stretch model – completed assembly in October 1995. The same aircraft took its first flight on April 5, 1996.

The RAF is the largest J operator in Europe and currently holds the only operational C-130J training and support facility located at its base at RAF Lyneham, England.

In addition to being the launch customer for the J program, the RAF was the first J operator to deploy its C-130J fleet into military service in Afghanistan.

Royal Australian Air Force

The Royal Australian Air Force has more than four decades of experience flying legacy Hercules as the first international C-130 customer.

In 2000, the RAAF became the first C-130J operator to receive all of its new aircraft. Since then, the RAAF has been operating its Js in numerous roles while assisting other operators to develop the aircraft's operational and technical capabilities.

One of the first fleets to see international operations, the RAAF C-130Js participated in missions in East Timor as early as 2001.

Royal Danish Air Force

After a contract was signed in December 2001, aircraft No. 5536 began assembly last February as the first Danish CC-130J in production.

Several of Denmark's leading officials, including those who helped give birth to the Danish purchase, recently visited the Marietta site to view LM Aero employees piece together the structural beginnings of their new, next-generation Hercules.

The first Danish aircraft is scheduled for delivery in fourth quarter 2003. The three new CC-130Js on contract will replace the current Danish fleet, consisting of three 1975 vintage C-130Hs.



AIAA recognizes engineers for innovative JSF design

The American Institute of Aeronautics and Astronautics has honored eight LM Aero engineers for their contributions to the design of the F-35 Joint Strike Fighter: Paul Bevilaqua, Dave Butcher, George Law, Gerry Murff, Paul Park, Brian Quayle, Kevin Renshaw and Rick Rezabek.

They received AIAA's Aircraft Design Award for 2002. The award is presented to a design engineer or team for "the conception, definition or development of an original concept leading to a significant advancement in aircraft design or design technology."

The citation, presented to the team on Oct. 1 at an AIAA forum in Los Angeles, recognizes the engi-

neers "for an innovative tri-service solution next-generation strike aircraft demonstrating commonality, carrier approach and STOVL (short takeoff/vertical landing) flight all in a fourth-generation low-observable (stealth) airframe."

"This group helped the JSF do what no other aircraft has been able to accomplish truly successfully – meet the fighter performance needs of the Air Force, the Navy and the Marine Corps using a single design," said Tom Burbage, Lockheed Martin executive vice president and F-35 JSF program general manager. "It's impossible to overstate how hard this team worked to achieve this very difficult goal. The honor could not have gone to a more deserving group."

F/A-22 team cited for quality

Aviation Week & Space Technology magazine has awarded its 2002 Quality Center Award to the F/A-22 team for successfully executing all program requirements with strict adherence to the highest quality within tight budget restraints.

The award, established in 1998, identifies and celebrates the aerospace industry's ability to initiate quality practices in development and manufacturing products for the civil aviation, military and space industries.

The magazine awarded the Raptor program because of the team's ability to successfully develop and execute the following criteria: development of high-quality products and continuous process improvement techniques; organization-wide focus on customer needs;

aviation/aerospace economic activity and employment; and leadership in spreading quality initiatives among numerous suppliers, customers and partners.

Also named in the award were the F/A-22 program's key, first-tier suppliers and partners, which include Boeing, engine-maker Pratt & Whitney, avionics suppliers BAE Systems North America and TRW, and the Northrop Grumman-led joint venture with Raytheon for the aircraft's radar system.

"Speaking on behalf of the 1,000 suppliers in 46 states that contribute time, talent and energy to the F/A-22 program, we are truly honored to receive this prestigious award," said Bob Rearden, vice president and F/A-22 program general manager at LM Aero.

LM Aero individuals and teams win Nova Awards

At Lockheed Martin, individuals contribute their creativity and skills to the overall success of the corporation. Each year, however, the efforts of some really stand out. The Nova Awards honor those who have made outstanding contributions to Lockheed Martin's missions and objectives. The awards were presented Sept. 27 at the Air and Space Museum in Washington, D.C. Congratulations to the following LM Aero employees who received the Nova Award:



Paul Bevilaqua

Showed technical excellence in his vision for the shaft-driven lift fan, which was a major contributor in the JSF win for Lockheed Martin.



Henry Bruggeman

Served as the technical coordinator in developing the first supplier Total System Performance Responsibility program for the F-117 braking system.



Atherton Carty

Led the rapid conceptual design tool project, which provided the ability to rapidly synthesize vehicles supporting ADP's expanding product portfolios.



Thomas Hartmann

Instrumental in launching a major, highly sensitive program, which could result in the design, development, certification and production of 300-500 flight vehicles.



Lynn Johnson

Responsible for the implementation of the electronic wire-routing document process, which provides mechanics with online retrieval and print capability.



Shawn Mulvaney

Instrumental in the conceptualization and development of mission system architecture for the Joint Strike Fighter, which was referenced as a key element in winning JSF.



David Webb

Helped establish the Joint Workplace Employee Participation Program, which helped to position LM Aero to win new business and build greater job security for all employees.

EP-3E Recovery Team

Recovered the downed U.S. Navy EP-3E from China, a mission that was flawlessly accomplished ahead of schedule and under budget.

F-117 Lean Team

Reduced hours per aircraft by 24 percent for the F-117 depot program, a lean improvement that was instrumental in increasing the fiscal 2002 contract by two additional aircraft.

JSF Concept Demonstration Aircraft/Proposal Team

The Joint Strike Fighter team, which consists of the JSF EMD Proposal team, the Integrated STOVL (short takeoff and vertical landing) System Demonstration-JSF X-35B team and the JSF Capture team, played key roles in Lockheed Martin's selection as the prime contractor for the JSF SDD program.

LMLA chapters sweep awards at NMA Conference

By Alison Orne

Lockheed Martin Leadership Association (LMLA) chapters from LM Aero walked away winners at the National Management Association's 71st annual conference at San Francisco in September. All three LMLA chapters continued their winning trend by bringing home the Outstanding Chapter Award.

The capstone of the conference was the 2002 Executive of the Year Award, which went to Dr. Vance Coffman, Lockheed Martin chairman and CEO.

Michelle Lewis, certified manager from the Marietta chapter, was named NMA's 2002 Member of the Year. In her acceptance remarks, she spoke of how she has developed in the leadership association through community service and professional development.

In size group two, the Palmdale chapter won first place in the Publications contest and third place in Community Services. In size group one, the Marietta chapter won first place in Publications, Community Services and Professional Development. Also in size group one, the Fort Worth chapter received second place in Publications and Professional Development. Each award reflects the enthusiasm of LMLA members and the outstanding company support.

Coffman shared his pride in being a part of the NMA team. "My view is that this award derives its significance not so much because of the accomplishments of the person who receives it, but rather from the accomplishments of those who give it," Coffman said. "The National Management Association is one of this country's greatest leadership assets."

Warren McGee officially kicks off local AERO Club campaign

LM AERO Club's Palmdale site campaign leader, Warren McGee, officially kicked off the annual campaign at Rick Baker's all-hands meetings Oct. 23 - 24. McGee is leading the local effort to raise \$350,000 to benefit those who are less-fortunate.

Mcgee said, "Our dollars are used in so many ways – meals for the hun-

gry, shelter for victims of violence, organized and supervised after school programs for youth, reading programs for the illiterate, shelter for the homeless, assistance to the elderly – the list of needs goes on and on.

"Any one of us could potentially be on the receiving end someday. One would hope that people were giving

generously to their local charities. It's an excellent opportunity to help people right in your own neighborhood."

Employees who were on the donor roll as of Oct. 21 were automatically entered into a companywide, random drawing to win one of 38 Visa gift certificates totaling \$4,000. The campaign closes Nov. 13, and those

who signed up to contribute will be entered into the final drawing when \$20,000 in Visa gift certificates will be divided among 138 lucky winners.

Automatic payroll deductions make it easy to give, and you can take total control of how your dollars are used. It's your choice and your chance to be someone's "Hero With A Heart."

Guide Dogs of America - Guide Dogs of America breeds, raises and trains guide dogs for blind men and women throughout the U.S. and Canada. An intensive, month-long training program provides quality instruction for the individual and dog, and follow-on support services for the graduated team. LMAero employee, Druann Skinner (right), who has trained several puppies for GDA, is pictured with trainers, Jessica Alfenito and Jean Richardson at GDA's Sylmar facility.



Saddle Up Therapeutic Riding Stables - Saddle Up is a therapeutic horseback riding program for physically and mentally challenged individuals that strives to improve strength, flexibility, balance, coordination and self-confidence. Pictured on horseback is William, with mother, Shirley Harbeson, and father, Jon Hammer, both LMAero employees. LMAERO Club contributions were used to construct the retaining wall in the background, which was dedicated in the name of the club and William.



Antelope Valley Special Olympics - More than 400 mentally challenged athletes take part in 12 weekly sports training programs of the A.V. Special Olympics. Volunteer coaches and staff guide the athletes through a nine-month program culminating in the annual High Desert Classic meet in June. Pictured is Sharon Ellis on the balance beam, with spotters Rosanna Faulkner and Robert Bidingier.

2001 Financial Summary: LM AERO Club, Palmdale

Receipts

Receipts	\$221,765.17
Total Expenditures (detailed below)	142,441.65
Balance Carried Forward to 2002	79,323.52

Expenditures

Emergency Aid Fund	
Funds restricted to Emergency Aid	23,584.00
Emergency Aid Disbursements	17,370.41
Balance Carried Forward to 2002	6,213.59

United Way & Agencies Restricted Disbursements

502-United Way of Greater Los Angeles (Antelope Valley)	3,307.63
503-United Way-Desert Communities, Victorville	446.05
504-United Way-Inland Valley, Riverside County	273.00
505-United Way-Ventura, Thousand Oaks, Camarillo, Orange	442.13
506-United Way-Arrowhead & San Bernardino	254.26
507-United Way-Kern, Bakersfield & Tehachapi	208.81
508-United Way-Mt. Baldy & Rancho Cucamonga	267.00
509-United Way-Mojave Valley & Barstow	96.50
520-Learning for Living	931.47
521-Boys & Girls Clubs	906.25
522-Friends of Jackie Robinson Park	1,350.30
523-Successes by 6	372.98
524-Desert Haven Enterprises	1,412.85
525-Health Start Programs	115.30
526-Boy Scouts of America	3,106.49
527-Girl Scouts of America	981.76
528-El Nido Family Center	162.84
530-Bridging the Gap to Self-Sufficiency	1,765.94
531-Homeless Solutions Center	683.55
532-Lancaster Community Shelter	1,462.37
533-Assistance League of Antelope Valley	352.96
534-Salvation Army	2,742.07
535-Mental Health Association	374.60
536-St. Vincent de Paul Society	1,662.89
540-Building Health Communities	1,053.06
541-The Clinic	219.81
542-Partners in Care, Care-A-Van	1,049.81
543-AV Council on Alcoholism & Drug Dependency	418.41
544-AV Domestic Violence Council	1,925.51

545-Children's Center of Antelope Valley	1,946.10
546-Children's Bureau of Southern Calif.	406.14
547-AV Youth Services	95.57
548-Edwards AFB Youth Center	393.69
549-Valley Child Guidance Clinic	303.14
550-American Red Cross	1,899.63
551-Children's Hospital, Los Angeles	2,851.00
552-Sam Dixon Health Clinic, Santa Clarita	354.07
Total Funds Restricted to United Way and Agencies	36,594.94
Additional Funds to United Way of Greater LA (AV) Pledge	43,404.06
Total United Way Pledge and Payments	80,000.00

Restrictions to National Charities

510-American Cancer Society	11,335.39
511-American Heart Association	5,000.00
512-American Diabetes Association	5,265.09
514-Multiple Sclerosis Association	1,688.76
515-March of Dimes	1,282.00
Total Funds Restricted to National Charities	24,571.24

Other Charities

Guide Dogs of America	12,500.00
Saddle Up Therapeutic	5,000.00
AV Special Olympics	3,000.00
Total to Other Charities	20,500.00

General Safety Committee profile on Shannon Chamness

By Jim Collins

This is the eighth in a series of profiles covering General Safety Committee members. The committee is a critical part of Palmdale's safety and health program, where management and employee representatives meet monthly to solve workplace safety issues



Shannon Chamness joined Lockheed Martin in May 1978. Following a brief hiatus, he rejoined the company and subsequently was promoted to Sanitation supervisor. He has been a SAFTE (Safety Awards for Team Excellence) member since the program began some six years ago and serves on three SAFTE teams.

Chamness is currently the night-shift supervisor overseeing Sanitation Services. In 2001, he joined the General Safety Committee because of his interest in improving workplace safety, and is a member of the training subcommittee, which provides ideas on safety training.

Chamness attributes his long-time interest in safety to the time he spent working in the propane industry. Starting as a driver, he worked his way up to

service tech and began doing safety checks to find and correct problems with propane systems.

"I really enjoy participating in Palmdale's General Safety Committee and SAFTE team programs," he said. "I believe they have made a positive impact on workplace safety at our site; the SAFTE team program especially gets the employee involved in safety issues."

Since joining the General Safety Committee, Chamness has been involved in several projects to reduce custodial staff injuries.

You can contact Chamness or any General Safety Committee member if you have a safety concern. For questions about the committee, contact Steve Hughes at ext. 4342.

Make A Wish

Youngster fulfills his dream to fly in an X-35 simulator

Twelve-year old Zachary Gault fulfilled a lifelong dream on Aug. 16 when he took the controls and flew the X-35 simulator as part of a plant tour sponsored by the Leukemia Foundation. After a 45-minute flight, which ended with a fairly hard, bumpy landing, Zachary gave a thumbs-up to his father and two brothers who accompanied him.

Flying has always been a dream of his, and this plant tour led by Mike Carter and Dave Laughlin of Flight Test helped it come true. Other highlights of Zachary's tour included sitting in the actual cockpit of the X-35, touring the F-117 pole model and F-22 flight-test mod aircraft. LM Aero test pilots also autographed pictures for Zachary that will adorn his bedroom walls.

Photo by Carol Dodd



Raptor 08 completes readiness modification in Palmdale

As a scheduled part of the F/A-22 program's ongoing developmental efforts, LM Aero's facility here has successfully completed the modification and upgrade effort necessary for Raptor 08 to begin Dedicated Initial Operational Test & Evaluation (DIOT&E). Raptor 08 is the first of three F/A-22s scheduled to undergo DIOT&E readiness modifications at Palmdale.

"Performing the modifications on Raptor 08 was a tremendous opportunity for us," said Rick Baker, LM Aero vice president and Palmdale site general manager. "We couldn't be more proud to be part of this exciting flight-test program."



Photo by Denny Lombard

Members of the LM Aero - Palmdale modification team put the finishing touches on Raptor 08, just prior to delivery to Edwards AFB, Calif., on Oct. 4. Shown are Master Sgt. John Burton, left, Vince Pellicano Jr. and Tech Sgt. Verlyn Rogge.

Based on lessons learned from the F/A-22 program's ongoing developmental flight-test activities, Raptor 08 underwent a series of structural and electrical system modifications to support a wide swath of operational profiles, such as various speeds, altitude and angles of attack to make ready for DIOT&E planned for next year. After the jet arrived on July 2, a crew of just 14 technicians was able to complete the upgrades on schedule. "We're very proud of that accomplishment," Baker said. "We will ensure that all the latest upgrades are included so the DIOT&E fleet of jets will have a common configuration. These activities are a critical aspect of the F/A-22 Raptor program's development effort and low-rate production phase."

Raptor 08 departed the company's Palmdale facility on Oct. 4. Now back at Edwards, Raptor 08 will continue to perform developmental flight-test activities primarily in avionics testing before being transferred to the Air Force Operational Test and Evaluation Center (AFOTEC) detachment located there. Raptors 10 and 11 are expected to arrive at Palmdale for their DIOT&E modifications later this year. Previously, Raptor 07 underwent its DIOT&E modi-

fications at Edwards AFB while Raptor 09 was upgraded at the company's facility in Marietta, Ga.

AFOTEC's mission is to challenge and validate during realistic operational activities whether the Raptor is as lethal, survivable and reliable as it was designed to be. DIOT&E is currently scheduled to begin during the second quarter of 2003.

Approximately 300 employees support the F/A-22 program in Palmdale, where the Raptor's low-observable wing, vertical tail edges, low-observable antennas and radomes are built.

Do we have your correct in-plant address and mail zone?

In an effort to streamline the mail delivery system, the Mail Service has now assigned mail zones for each Palmdale employee. Please take a moment to locate your mail bin. If you do not know where your mail bin is or what your mail zone number is, please check with your department clerk or administrator.

Mail zone numbers have been placed on each mail bin at all of the mail drops, noted on black and orange labels.

Once your mail zone number has been established, it is important to update your locator information in LMPeople, InSite and the White Pages. If you cannot determine what your mail zone number is, call Mail Service at ext. 3436.

American Cancer Society presents award to LM Aero

Lockheed Martin's LM AERO Club was one of three Antelope Valley organizations to receive the American Cancer Society's Excalibur Award for its exceptional commitment and high level of financial support. Through United Way designated contributions, employees have gifted \$11,335.39 to the local ACS. This is part of the \$120,000 that LM AERO Club has contributed to the United Way Antelope Valley Region, including Santa Clarita, this year. In addition, LM Aero employee Tami Power was recognized for her personal support of the American Cancer Society.

Tami and fellow employee Kent Trenkle were co-leaders of an LM Aero team that participated in the local ACS' Relay for Life on Sept. 28 in Quartz Hill. This team led all participating groups with 135 miles and \$3,000 raised for the ACS in this 24-hour event.

Dawn Schneider, wife of Bill Schneider, ADP, Department 6E5P, was one of many participants who went the extra mile to find a cure for cancer.



Photo by Kent Trenkle

EIS releases unclassified archive facility in Palmdale

Enterprise Information Systems (EIS) has developed, tested and implemented an archive facility that provides an easy-to-use, interactive way for unclassified Palmdale network users to move files and directories to tape for off-line storage and to retrieve them when they are needed again. The facility uses the same tape drives and software that are already in place to perform network backups, so virtually no extra expense or administrative overhead are incurred.

The archive facility allows unclassified network users to archive files and directories to tape, view and retrieve them, all from a single application. The

system's simplicity, rapid turnaround and convenience all help to encourage users to remove clutter from their directories and free up space on network drives by archiving items that don't require immediate or frequent access. All users are encouraged to use the archive facility to store infrequently used files or folders.

The archive facility may be executed from the Palmdale unclassified network by going to Start / Frequently Used Applications and selecting the Archive Facility function. The system was designed to be self-explanatory, but has a complete help system that may be useful for some first-time users.

Facilities and Plant Engineering expands recycling program for cardboard

LM Aero Palmdale has joined Air Force Plant 42 in a recycling program for cardboard. White trash dumpsters will be placed at various locations around the plant identified as "Cardboard Only." Before placing the cardboard into the dumpsters:

- Remove packing materials such as Styrofoam, packing popcorn and

bubble wrap and place in regular trash containers.

- Break down cardboard boxes flat before placing in recycle dumpster.
- Do not place any other type of waste material into the recycling dumpsters.
- Continue to recycle aluminum cans, plastic bottles, newspaper and docu-

ment destruct waste in the appropriately marked receptacles.

Recycling helps save our natural resources and helps preserve the environment by reducing waste needlessly sent to the landfill. For information on the location of the nearest cardboard recycling container, contact Sanitation Services at ext. 2075.



Photo by Denny Lombard

Heart Walk 2002

Some 80 LM Aero employees and friends gathered at Marie Kerr Park in Palmdale on Sept. 14 and at Six Flags Magic Mountain in Santa Clarita on Sept. 28 to participate in the 5K Heart Walk, sponsored by the American Heart Association. As a result of their efforts and the generosity of many, employees reached their goal of raising \$20,000 through donations, sponsorships and a contribution from the company. The official tally was not available at press time.

As before, LM Aero was among the largest contributors from the San Fernando, Santa Clarita and Antelope Valley areas. "Words cannot express the heartfelt support of LM Aero employees," said Rhonda Purdle-Dossett, LM Aero Heart Walk chairperson. "Thank you, once again, for supporting our AHW."

Milestones

Congratulations to the following employees for reaching the milestone of 20-plus years of service with Lockheed Martin Corp. in September 2002.

20 Years	Ralph Rush
Charles Erb	Manuel Sanchez
Albert Hurtz	Jimmy Wallace
Kevin Imoto	35 Years
Jeffrey Knight	Robert Albarran
Clarence Murray	Larry Kibble
25 Years	George Mathias
James Boyle	Warren McGee
John Fiore	Martin Nash Jr.
Robert Herriott	Danny Quinton
30 Years	John Rapp
Louis Baden Jr.	Boyce Sims
Gene Bolton	40 Years
Gordon Hanson	Sam Turner Jr.
Michael Kaplan	Jeff Viets
Eckhard Krick	45 Years
Robert Neufeld	Gary Wright

Retirees

September retirees

Benny Colon	RFP2	9-22-71
Kenneth DeFusco	RO21	9-5-68
Robert M. Hampton	2605	8-1-78
Robert Manick	4055	1-5-70
Robert R. Sizer	4091	6-26-67
Kenneth D. Safranek	4047	9-23-71
James A. Ramsdell	6D4P	2-5-79
Janis M. Taylor	REP4	9-24-79

Which plan is best for you?

If you have any questions about medical or dental coverage, now is the time to ask.

Visit the LM Aero – Palmdale 2002 Benefits Fair at a site near you. Representatives from various HMOs and dental providers will be on site to answer questions, from 11 a.m. to 4 p.m. on the dates and locations noted below.

Nov. 4 Site 2, Commons Area

Nov. 6 Plant 10, Cafeteria, Building 668

Nov. 5 Site 7, Building 730

Nov. 7 LERC conference rooms (LFCU Building)

Blood Drive scheduled for October 30

LM Aero – Palmdale's American Red Cross blood drive is scheduled for one day only on Oct. 30, 6:30 a.m. to 2:30 p.m., in the Unit 12 conference rooms, Credit Union Building. All employees, retirees and contractors are welcome. And, as in

the past, LERC will donate prizes for the drawing.

Fliers have been distributed to the mail drops this month so that appointments can be scheduled. If additional fliers are needed, call Employee Services at ext. 4029.

Lockheed Employees Recreation Club

Unit 12 (661) 572-2201 Store Hours 9:30 a.m. – 5 p.m.

WALKING PROGRAM

In its continuing commitment to promote employee wellness, the LERC would like to hear from you if you are interested in participating in a walking program at Plant 10. A similar program is already in place at Sites 2 and 8. If you are interested in participating at Plant 10, call Mike Harris at ext. 2213.

HONEY-BAKED HAM

Gift certificates now are available for \$35 (\$40 value). Certificates can be redeemed at all 320-plus locations nationwide. Preorder deadline is Nov. 1. Great gift idea or perfect for your holiday get-together.

SEE'S CANDY

Holiday preorder deadline is Nov. 20. Palmdale pick-up date is Dec. 10, and Burbank pick-up date is Dec. 12, 11 a.m. to 3 p.m.

2003 ENTERTAINMENT BOOKS

San Fernando and Santa Clarita Valley areas, \$20 pays for itself in just a few outings.

DISNEY FALL SPECIALS

Spend the day at Disneyland Park. Age 3 and up \$31, or spend the day at Disney California Adventure Park, age 3 and up \$26. Tickets are valid until Dec. 18.

TRICK-OR-TREAT

Oct. 31 is a special day at the LERC Store. Say the magic words and receive a surprise!

REMEMBER

Payment is made easy through payroll deductions on regularly priced items. Stop by the LERC today to pick up a payroll deduction authorization form.

For more information about these events, please visit LERC web site at <http://people.lmaero.lmco.com/lerc/index.html> or call 572-2201.

Ride Share Report October 2002

Reminder - All employees are welcome to participate in the buspool program. However, it is important that you notify the Ride Share office to reserve a seat and obtain fare and schedule information prior to boarding the bus.

Monthly Transportation Records (MTRs)

Fourth quarter Monthly Transportation Records were distributed to all Ride Share participants. If you are a Ride Share participant and you did not receive your MTRs, please call ext. 4734.

Vanpools Seeking Riders -
Arleta: Willie Hayden, ext. 2042;
Baldwin Park / Pasadena: Debra Flores, ext. 4087; **Burbank / Golden Valley:** Dave Schoch, ext. 3148;
Devore/Rialto: Walt Johnson, ext. 5586; **Canyon Country / Valencia:** Joel Nelson, ext. 6145;
Chatsworth / Granada Hills: Ken Hunter, ext. 2677; **Glendora:** Eric Freeman, ext. 1194; **Granada Hills / Golden Valley:** Randy Meathrell, ext. 7009 or Janice Baxter, ext. 2256; **La Crescenta - Sylmar:** Ron Schreiner, ext. 2885;
Los Angeles / Golden Valley / Paxton / Laurel Cyn: Andrew Tate, ext. 5113; **Los Angeles / Golden Valley:** Michelle Hughes, ext. 4086;
Montebello / Monterey Park / Rosemead: Felipe Acuna, ext. 5287;
Moreno Valley /Riverside/Devore: Tom Roth, ext. 6067; **Redland / Devore:** Mike Raddeman, ext. 5726;
Simi Valley: Merlin Jahraus, ext. 7996; **Simi Valley / Porter Ranch:** Paul Batulevitch, ext. 3162.

Carpools Seeking Riders -

San Fernando / Granada Hills: David Hollick, ext. 2532; **Santa Clarita:** Kay Waggoner, ext. 3326; **Simi Valley:** Cheryl Skarnes, ext. 7681;

Ride Share Questions - Contact Lynne Rudesill in the Ride Share Office at ext. 4734.

Classifieds

Only LM Aero employees and retirees may advertise. The Star does not accept ads concerning real estate, rentals, roommates, firearms or commercial ventures. Company phone numbers may only be used in connection with rides offered and lost & found. Send in only one ad for each issue, and limit your ad to approximately 14 words including home phone number. Submit ads to the Star office, D/002J, B/608, P/10, or fax to 661-572-4163 or email to ellen.bendell@lmco.com.

AUTOS

'88 Chevy 1/2 ton cargo van, 114K mi., a/c, smog cert. included, 661-722-2872

PETS

Pomeranian pups, ready in time for the holidays, 3 male, 1 female, \$350-\$400, 661-946-1816

Free flu shots, Nov. 11-13

The LERC will be offering free flu shots to all employees on Nov. 11, 12 and 13. For your convenience, check the schedule below for a location and time that best suits your needs:

• Site 7	Monday, Nov. 11	8:30 a.m.-10:30 a.m.	B/730, 1st floor training room
• Site 8	Monday, Nov. 11	11:30 a.m.-1:00 p.m.	B/870, s/w end, Conf. Rm. 103
• Site 2	Monday, Nov. 11	2:00 p.m.- 4:00 p.m.	Conf. Rm. 106B
• B/636	Tuesday, Nov. 12	7:30 a.m.- 9:30 a.m.	Commons area
• B/601	Tuesday, Nov. 12	10:00 a.m.-11:45 a.m.	Conf. Rm. 120
• B/602	Tuesday, Nov. 12	1:00 p.m.-3:00 p.m.	Conf. Rm. 107
• Unit 12	Wednesday, Nov. 13	10:00 a.m.- 4:00 p.m.	Conf. Rm. A



LM Aero Star is printed for readers like Keith Hoxea, Dept. 4043, who took the jackpot on LERC's August fishing trip with this 22-pound yellow fin tuna.

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In-house address From out of plant
Dept. 002J, Bldg. 6082 1011 Lockheed Way
Mail Zone 0819 Palmdale, CA93599
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