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PRESIDENT'S CORNER

Chet Hayes is away from the area again, so I will fill in for him this month. We continue to sign up new members from those folks retiring from Lockheed Martin. I attend the Leadership Association meetings each month, and they help us to identify those folks who are retiring. We make these folks aware of what our organization has to offer retirees, and invite them to join LMMAR.

The LMMAR Luncheon meeting in December had a very good turnout. The Los Altos Country Club has had excellent turnouts for the two meetings we have held there. We are hoping the

February Luncheon will also do well at that location. Please let us know your thoughts on future Luncheon locations.

Hal Boddy

POSITIVE HISTORY # 35

An analysis of a Greek calculator buried at sea for over 2100 years indicated the ancients had cosmological knowledge that was lost for generations.

After a century of study, scientists have unlocked the secrets of this old device known as the "Antikythera mechanism," showing it to be a complex and uncannily accurate astronomical computer. The device was found in 1901 by Greek sponge divers working in 120 feet of water off the coast of the Greek island of Antikythera, midway between the southern tip of Greece and Crete. The site is on a major trade route between Rhodes and Rome.

The mechanism recovered in more than 80 highly corroded fragments from a sunken Roman ship, could

predict the positions of the sun and planets, show the location of the moon and even forecast eclipses. By turning the gears with a hand crank, the user could select a specific day in the past or future and observe the positions of the heavenly objects on that day.

The international team of scientists reported today (30 Nov. 2006) that the first-century BC device, the earliest known example of an arrangement of gear wheels, shows a technology sophistication that was not seen again until clockworks mechanisms were introduced in the 14th century. Also I would guess that the inventors of this device had a better understanding of astronomy, such as the earth revolving around the sun and the moon revolving around the earth, than those who lived many centuries later - up to the sixteenth century.

Ref. National News, San Jose Mercury News, 30 November, 2006 - Ralph Tamm

An Aerospace Engineer

One who poses as an exacting expert on the strength of being able to turn out, with prolific fortitude, strings of incomprehensible formulae calculated with micrometric precision from extremely vague assumptions which are based on debatable figures acquired from inconclusive and quite incomplete experiments carried out with instruments of problematic accuracy by persons of doubtful reliability and of rather dubious mentality with the particular anticipation of disconcerting and annoying a group of hopelessly laid-back fanatics described altogether to frequently as airplane designers. (author unknown)

MEMOIRS

by
Richard (Dick) Schlink

(continued from December)

As the ship took on a fifteen degree list I told my four helpers we had better make our way to the starboard side where the Damage Control group was already lining up against the bulkhead. We did so by walking

on tables, lathes and other bolted down machinery, hand-walking the overhead pipes. What saved our lives was the fact that all hatches, including ammunition loading hatches, were open. These loading hatches are enclosed in a square tube and go straight up and down from the weather deck to the lowest half deck. At about 45 degrees the man at the head of the line entered the hatch, followed by each of us in turn. I think I was in the last quarter section of the line of about fifteen men. When it came my turn I didn't use the rung ladder, but walked up the bulkhead to the weather deck and stood on the side of the #4 turret. Looking up as the rest of our group flashed by me, I saw a vertical Main Deck Aft slowly rolling above me and realized it could come down on top of me. Kicking off my untied shoes and discarding my first aid kit (Yeah! I didn't realize till then I still had it), I dove into the water and swam like a hovercraft till I had to come up for breath. I was out from under the ship but right in the middle of a pool of bunker oil and it got into my eyes. Ducking, I swam under water with my eyes open to wash them out. Did this three times at the end of which I found myself in mid-channel along with a lot of other men. I remember hearing plunking sounds under water, now I found out the cause. I heard machine gun fire and turning I saw a plane with guns blazing coming right at me, but before any further reaction the plane was gone and I wasn't hit. A motor launch came along side to start picking up us swimmers. I told the Ensign I would rather swim ashore but was ordered into the boat at the point of a gun. Covered as I was with oil I guess maybe he thought I was enemy. It took three people to get me over the side of the boat. I was so slippery and I could give them very little help. With a full load of swimmers the boat gently beached on the Married Quarters Island across from battleship row. I took about ten steps up from the beach and collapsed. I had turned to look at the havoc across the channel

and immediately went into shock. I sat looking at the black smoke and could see the bottom of my ship protruding from the water. Finally the hot sun on my oil covered skin brought me back to reality. Standing I took off my oil covered t-shirt and discarded it (our uniform was t-shirts and white Bermuda shorts). Taking off my shorts and turning them inside out I managed to wipe a lot of oil off my face, but still not good enough so I took off my under shorts and was doing a credible job when a female voice behind me said, "Can you use a towel sailor?" Donning my shorts the towel was a godsend.

We walked across the causeway to the enlisted quarters at the Sub Base where three showers and kerosene cleansed my skin of oil. An unknown shipmate gave me a dungaree shirt and trousers and a pair of sandals. Then I heard that Captain E. J. Foy, our previous skipper, was handing out post cards to Oklahoma sailors. We were well acquainted as I had been his Swedish Masseur during his tour on the ship and received a heartfelt welcome from him along with the post card. He told me to address it, say I'm OK and give it back as he would mail it in the states when he returned the following week. Many of us started relating our experiences in getting off the ship and this is where I met one of the crew who had been trapped in an air pocket along with John Schoonover, Pharmacist's Mate First Class who weighed about 230 pounds and knew he would never get out. He assisted four other men to dive to the porthole and squeeze thru, the skinniest going first.

Hearing rumors that the Japanese were landing on the island, many of us made our way to Ford Island, believing that would be the place of last resort. My stomach finally gave me an urgent call for food. I hadn't eaten since breakfast. A supply officer opened a storage facility on the island and this was the first and only time I ate hardtack and some sort of meat spread and loved it. The next morning

I went to the hospital to go to work. Chief Elkins was still there and remembered me from my short tour of duty there. I was put to work on the night shift on a ward full of burned patients.. It was frustrating anguished work, knowing that all our efforts were not going to save many of those badly burned men. In mid-December I was ordered to an Army transport which loaded every patient capable of travel for return to the states. We arrived on Christmas Day in San Francisco and I was able to Western Union my folks their first knowledge I was OK.

After thirteen months of recruiting duty at the Boston Naval Recruiting Station, during which I married my hometown sweetheart, I received orders to report to the destroyer, USS Ellyson and spent the remainder of WWII on it. . The "Elly Mae" was a sea going vessel. She participated in the landings off Casablanca, German submarine hunting in the Mediterranean, the Normandy landings and bombardment of Cherbourg, the Southern France landings, and after conversion to a destroyer mine sweeper, she did deep water mine sweeps off Okinawa before and during the landings. For the next three months she was on radar patrol screening for Japanese suicide planes. My promotion to Warrant Rank, "Pharmacist" returned me to the States and eventual duty at the U. S. Naval Hospital, Newport, RI, and I began experiencing the joys of family life with Jenny and two year old Timothy. Follow on duty stations included four years at Military Air Transport Service, Andrews Air Force Base, Maryland, during the Korean War where I participated in setting up the Air Evac System returning wounded to the States and hospitals nearest their homes. Two years at Supreme Headquarters Allied Powers Europe (SHAPE) near Paris, France, writing administrative manuals, and, finally, Naval Air Station, Moffett Field Dispensary for three years, retiring in June 1960.

My application to join Lockheed was

(Continued on page 3)

accepted and I spent the next 22 years working at various jobs in the Missile Systems Division, including Systems Checkout, Missile Mechanical Design and Support Equipment Manufacturing. For the last twelve years I held Supervisory positions, the last two of which I participated in developing the computer programs for Support Equipment Manufacturing. As a retiree, I held the position of LMMAR Secretary for seven and a half years. I have traveled extensively after my second retirement, and at the age of 88 I'm still wandering over the globe.

This concludes Richard Schlink's memoir contribution. Thank you Dick for sharing your experience with us.

—Ed.

DECEMBER LUNCHEON

We had a good turnout for the December 6 luncheon, crowding the capacity (180) of the club. Tables were resplendent with seasonal centerpieces and favors thanks to the efforts of Alice & David Ray and Pat & Gary Murray. After lunch the Dave Chaidez combo played for us and there were still a few couples dancing when they signed off at 2:00.

Jerry Vaughan

BRIDGE REPORT FOR JANUARY

The changes We made two months ago seem to be going along all right (we got no complaints). However The Holidays did not help our Bridge attendance. We had one Bridge cancellation because of not enough players (eight is our minimum) . This hasn't happened in a number of years.

Well we are starting a new year and hope to have better luck in the future.

Winners for December Bridge

Dec 5 IND 1. (tie) Tom Counihan AND Frank Fichter 3. Ted Hinshaw 4. (tie)

Alex Fucile AND Jerry Vaughan

Dec 7 Pairs 1. Julie Joyce & Bernie Hoyt 2. Tom Counihan & Gary Bea 3. Dan Sloan & Frank Fichter 4. Cecile Naar & Don Kies

Dec 14 Pairs 1. Caesar Grolemond & Bob Vigeant 2. Adrienne Hom & Jerry Vaughan 3. Ted Hinshaw & Chet Hayes 4. Don Kies & Frank Fichter

Dec 19 Ind 1. Frank Fichter 2. Jerry Vaughan 3. (tie) Lloyd Lettis AND Alex Fucile 5. Jack Parks

Dec 21 Pairs 1. Ted Hinshaw & Frank Fichter 2. Julie Joyce & Bernie Hoyt 3. Erna Fichter & Angie Schynert 4. Ken Krug & Ken Christie

Dec 26 Pairs 1. Julie Joyce & Bernie Hoyt 2. (tie) Tony Zadel & John Parker AND Wilma Tringali & Alex Fucile

Director: Frank Fichter
(650) 964-8030
fcferf329@earthlink.net

**MEMBERSHIP COLUMN
New Members: Dec 2006**

Edward Schlosser
304 Pacific Dr
Mountain View, CA 94043

Spouse: Sarah
Ph (650) 961-1231

James Thissell
38475 Jacaranda Dr
Newark, CA 94560
Ph (510) 793-4945

W. Dan Manassau
49 Sudbury Dr
Milpitas, CA 95035
Spouse: Michelle
Ph (408) 262-0559

Address Changes

Orrin & Pam DeFere
1684 St. Andrews Way
Prescott, AZ. 86301-4431

James R. Haney
27531 Avenida Larga
San Juan Capo, CA 92675
Ph (949) 388-2021

Sybil Jackson
10410 Kincheloe Ave
Klamath Falls, OR 97603-7164
(541) 882-1919

Dean Percy
7356 Timberrose Way
Roseville, CA 95747

Deceased

Stanley Chernack Nov 2006

Point of contact for address changes and other member concerns:

LMMAR

P.O. Box 3847

Los Altos, CA 94024

Norm Dhom, Membership Chairman
Norm_dhom@earthlink.net

Why Are Men Happier?

Your last name stays put

The garage is all yours

You can never be pregnant

The world is your urinal

Phone conversations are over in 30 seconds flat

Your underwear is \$5.95 for a

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three-pack

The same hairstyle lasts for years, maybe even decades

You can wear shorts no matter how your legs look

You can do Christmas shopping for 25 relatives on December 24 in 25 minutes

A 10 day vacation requires only one small suitcase

Wrinkles add character

PUN INTENDED

1. "Doc, I can't stop singing 'The Green, Green Grass of Home.'" "That sounds like Tom Jones Syndrome." "Is it common?" Well, "It's Not Unusual."

2. Two cows are standing next to each other in a field. Daisy says to Dolly, "I was artificially inseminated this morning." "I don't believe you," says Dolly. "It's true, no bull!" exclaims Daisy.

3. An invisible man marries an invisible woman. The kids were nothing to look at either.

4. Deja Moo: The feeling that you've heard this bull before.

5. I went to buy some camouflage trousers the other day but I couldn't

find any.

6. A man woke up in a hospital after a serious accident. He shouted, " Doctor, doctor, I can't feel my legs!" The doctor replied, "I know you can't - I've cut off your arms!"

7. I went to a seafood disco last week...and pulled a mussel.

8. What do you call a fish with no eyes? A fsh.

9. Two termites walk into a bar. One asks, "Is the bar tender here?"

10. A vulture boards an airplane, carrying two dead raccoons. The stewardess looks at him and says, "I'm sorry, sir, only one carrion allowed per passenger."

11. Two fish swim into a concrete wall. The one turns to the other and says "Dam!"

12. Two Eskimos sitting in a kayak were chilly, so they lit a fire in the craft. Unsurprisingly it sank, proving once again that you can't have your kayak and heat it too.

13. Two hydrogen atoms meet. One says "I've lost my electron." The other says, "Are you sure?" The first replies "Yes, I'm positive."

14. Did you hear about the Buddhist who refused Novocain during a root canal? His goal: transcendental medication.

15. A group of chess enthusiasts checked into a hotel and were standing in the lobby discussing their recent tournament victories. After about an hour, the manager came out of the office and asked them to disperse. "But why?" they asked, as they moved off. "Because", he said, "I can't stand chess-nuts boasting in an open foyer."

Submitted by Norm Dhom

To advertise items for sale in the newsletter, write to : LMMAR Newsletter, P.O. Box 3847, Los Altos, CA 94024

TRAVEL

The travel section for January is the same as for December, 2006. If you need a copy of the December 2006 newsletter, contact the membership chairman.

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