LOCKHEED MARTIN

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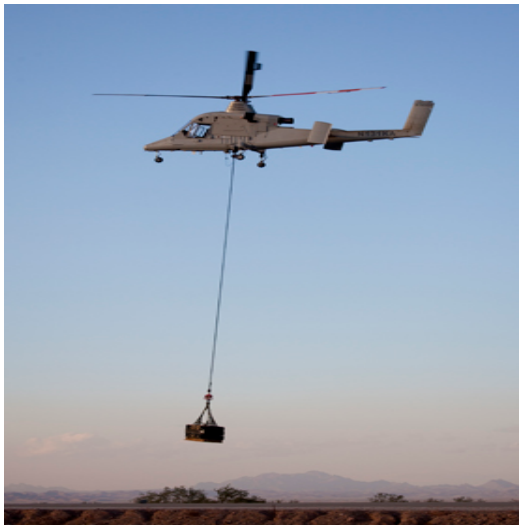
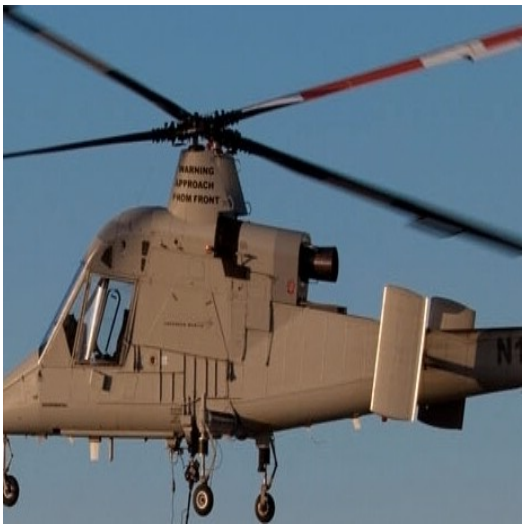
Robert J. Stevens

Chairman and Chief Executive Officer





This Week:

K-MAX offers added level of security to U.S. Military operations.

Robert O. Work to head the Littoral Combat Ship Program.

Distinguished test pilot for the Lockheed SR-17 retires.

A look at one Undergraduate student's experience as a Lockheed intern.

Upcoming events for the corporation you won't want to miss.

Unmanned Aircraft System

"The K-MAX has just completed a five-day Quick Reaction Assessment by the Navy that has proven its cargo-carrying capabilities. It will provide a unique level of safety in Afghanistan."

-Robert J. Stevens

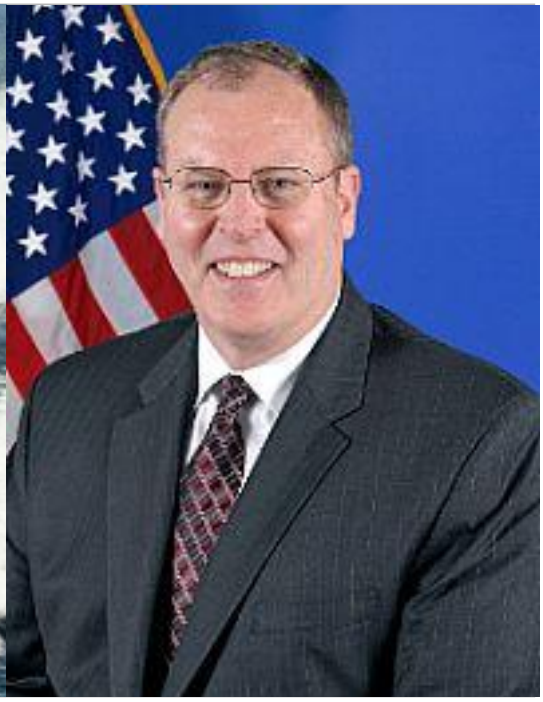
Intelligent Aircraft Exceeds Expectations

Lockheed Martin has joined forces with Kaman Aerospace Corporation to deliver a transformed K-MAX to the battlefield. With its unmanned aircraft system, the K-MAX power lift helicopter is capable of autonomous or remote controlled cargo delivery.

What are the benefits of such a machine?

This development will allow for cargo resupply to the U.S. military day or night. Not only will it provide round the clock assistance but the aircraft can go beyond what man can accomplish. The K-MAX will now be able to fly at higher altitudes, with a larger load, to several more locations, without any risk of losing life.

To date, the system has surpassed all expectations and will remain an important part of U.S. military operations.

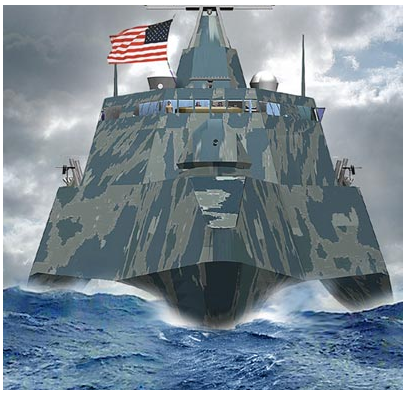


The Honorable Robert O. Work Joins the Lockheed Martin Littoral Combat Ship Program

Robert O. Work has extensive training and education in the U.S. Navy and Marine Corps. He has held many command, leadership and management positions throughout his 27-year career. His last role was with President Barack Obama's Department of Defense Transition Team. In this position, he was the leader of the Department of the Navy issue team, and served on the defense policy, acquisition, and budget teams.

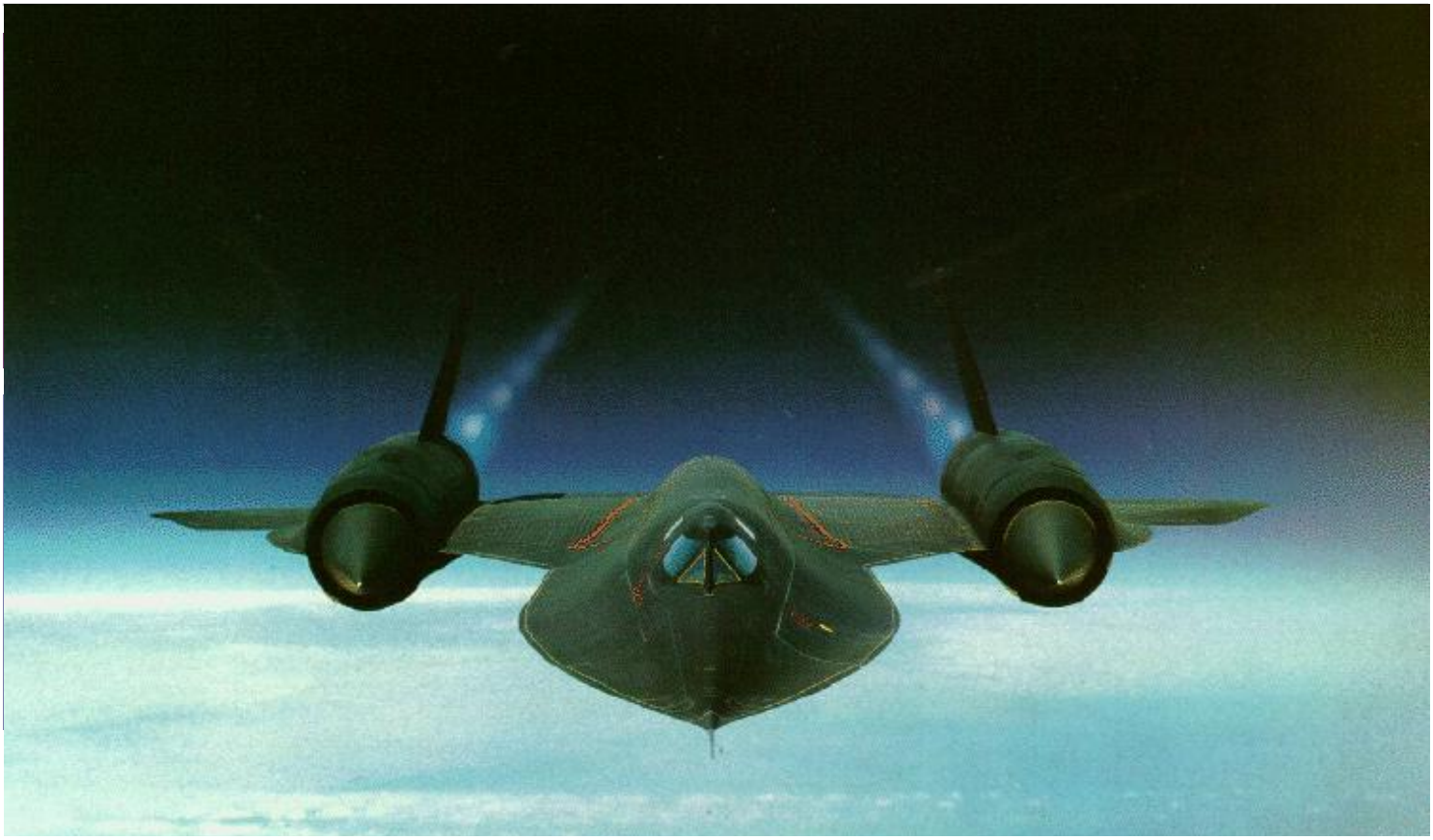
Work will join the Lockheed Martin team as head of the Littoral Combat Ship Program where his expertise in the field will accelerate the developments of this program.

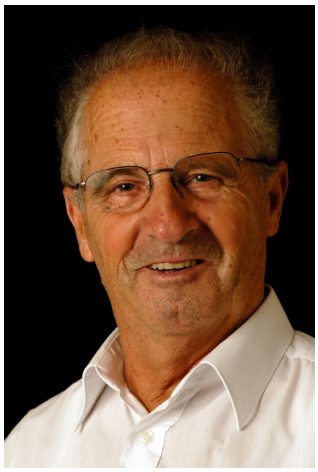
The Lockheed Martin (LCS) is designed to provide dominance on the waterfront. The ships have adaptable and reconfigurable components that will allow for more flexible and efficient combat capability. This enables commanders to meet changing warfare needs in a dynamic field where technology is always advancing. The ship has many advantages for surface water combat.



Key advantages of (LCS)

- Minimally manned- 40 core crew
- Speeds exceed 40 knots
- More than 40 percent reconfigurable space
- Highly automated and total ship wide system integration
- High degree of maneuverability and accessibility
- Advanced mission packages and core defense systems





Richard McCalister:

Test Pilot for the Lockheed SR-71

Richard McCalister remembers December 22,1964 like it was yesterday. He was whipping through the wind at a speed three times the speed of sound aboard what he affectionately called the Blackbird. The Lockheed SR-17 was known by many for its incredible speed and height capabilities during the Cold War. The world's fastest operational aircraft was so technologically advanced that it was and remains the pinnacle of aviation achievement.

To Richard McCalister, test pilot for the SR-71, flying that aircraft was the experience of a lifetime. The long-range, advanced, strategic reconnaissance aircraft was the ultimate toy for the aviation buff. His enthusiasm for the aircraft helped its development during the early stages of the aircraft's career. With McCalister's assistance, the SR-71 was able to set two world records for its class- an absolute speed record of 2,193.167 mph and an absolute altitude record of 85,068.997 feet.

(continued)

These records were set on July 28, 1976 and the Blackbird would remain the world's fastest and highest-flying operational aircraft throughout its 24-year career. In these 24 years the aircraft accrued about 2,800 hours of flight time. McCalister likes to boast,

"The first few hours were the best the Blackbird ever flew. We made history that day in December. I've never felt such a rush, the experience completely solidified to me what it was I loved about flying."

Though McCalister was the first to fly the aircraft, he denied the opportunity to fly it for it's last flight. To him, the thought of flying the Blackbird into the Smithsonian was too depressing. Instead, Lt. Col. Ed Yielding and Lt. Col. Joseph Vida flew the SR-71's last flight on March 6, 1990. They set the aircraft's last record by flying from Los Angeles to Washington, D.C., in 1 hour, 4 minutes, and 20 seconds. The aircraft landed at Washington-Dulles International Airport before being turned over the Smithsonian.

McCalister has visited his old friend in the Smithsonian a few times before.

"It's too bad I can't take her out one more time. At least the prestige of the Blackbird is in a place where it can be appreciated by many."

The titanium beauty now sits on a pedestal for aviation. The achievements the aircraft made, at such an important time of development, are hard to forget.

An Intern Story

LaTasha Brown's Discoveries as a Geoeye-2 Intern

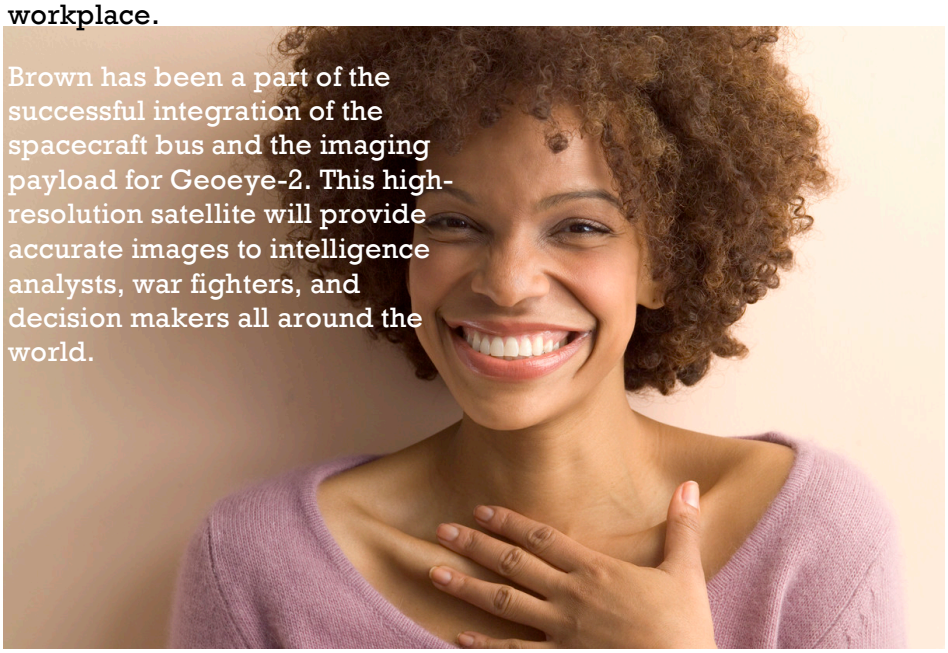
LaTasha Brown is in her fourth month as an intern for Lockheed Martin's Geoeye-2 program. She is an undergraduate from the University of Maryland, where she studies Geography.

Her main focus for her internship is to put into practice what she is learning in the classroom. And Brown has had a lot of hands on experience since she has been an intern. This experience has provided her with valuable insight into the world of geography, technology, and the workplace.

"I have had the privilege of working at the Lockheed Martin Space System Company during such an exciting time. Everyone's enthusiasm for their work has really opened my eyes so many new things. I can't wait to see what will happen once the Geoeye-2 is up and running and what I will learn next," said Brown.

Not only has Brown learned a lot from her internship experience, but so have we. At Lockheed Martin we recognize that our interns are the next generation of decision makers.

The knowledge our interns can gain while in our internship program will make a huge difference in their capabilities going forward with our company.



Brown has been a part of the successful integration of the spacecraft bus and the imaging payload for Geoeye-2. This high-resolution satellite will provide accurate images to intelligence analysts, war fighters, and decision makers all around the world.