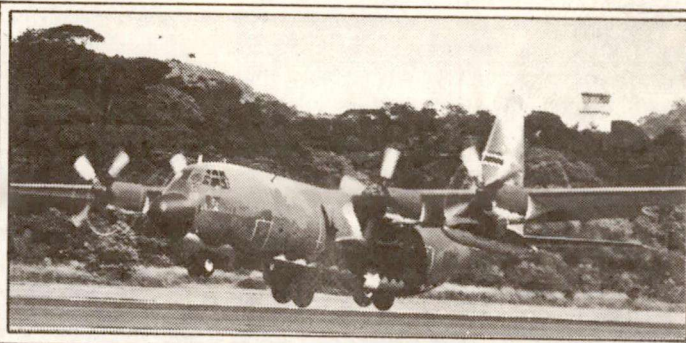


Lockheed OPPORTUNITIES

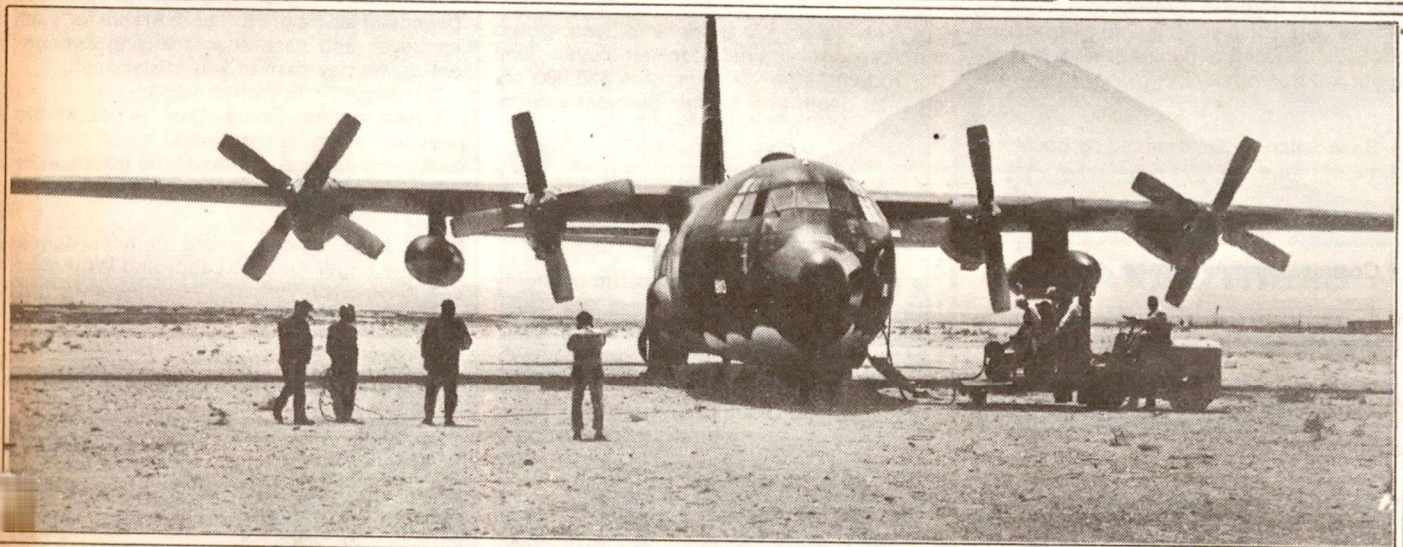
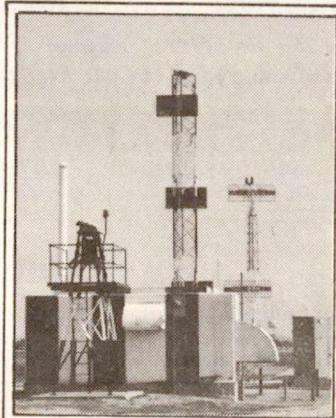
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**A GUIDE SHOWING WAYS AIR
TRAFFIC CONTROLLERS, TECHNI-
CIANS, SPECIALISTS, ENGINEERS,
INSTRUCTORS, FLIGHT CREWS,
MECHANICS AND OTHERS CAN
LEAD A GOOD LIFE WHILE CREAT-
ING NEST EGGS OF VARIOUS SIZES**



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Lockheed Opportunities

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A lot of people nowadays are thinking about overseas employment.

The reason is clear:

Incentives used to persuade qualified people to work in a foreign country represent about the only sure way of avoiding being a victim of inflation.

Persons who are about to leave the armed forces are particularly concerned. Many have to worry about trying to find suitable civilian housing in a high-priced, scarce market. Many don't have the high down payment even when something suitable is available. Not only is housing a problem; they have to contend with inflated prices on nearly everything else. Considering all that, it's natural to have thoughts turn to the possibilities of foreign employment.

Thinking about the advantages of overseas employment is one thing; doing something about it is another.

Most of the time, there's no easy way to find out where the jobs are and who has them, particularly jobs in one's specialty. Many employment agencies don't handle overseas employment, and among those that do, some charge an arm and a leg to place a person.

Even then, the exact nature of the job and benefits is not always described thoroughly and accurately. Just as bad, in many cases no idea is given to the prospective employee as to what living and working overseas is like.

We eliminate all that vagueness. This paper contains specific information about . . .

- **Job openings, including descriptions of the duties and the experience you need to qualify for the job.**
- **The countries where the jobs are and the nature of the projects upon which work is to be done.**
- **The nature of the incentives for taking a job, including the bonus percentage paid on top of base salary rates and the other economic benefits that make substantial savings possible.**
- **The detailed experiences of an employee and his family who have lived in Saudi Arabia for five years, and who are looking forward to maybe another five.**
- **An orientation program . . . attended by qualified persons before they make up their minds to accept a job . . . that during a four-day period reveals every aspect of living and working situations and conditions overseas.**
- **The phone numbers you may call free to get more information.**

After reading everything, you won't have to do any more wishful thinking, but you will have to act. Get to the phone, and give us a call.

INCENTIVES

Highlights are printed below of the job we've done in designing a comprehensive benefit plan for persons working in Saudi Arabia, where most of our overseas employees are located. Benefits in Sudan and Greece vary. If you're interested in working in those countries, you can get information about the benefits applicable there by calling our toll-free numbers.

- **Base Salary** — Determined by Lockheed at time of hire.
- **Foreign Bonus** — 40% of base salary.
- **Cost of Living Allowance**
- **Language Training Allowance** — Up to \$100 per year each for employee and spouse.
- **Tax Protection** — As all tax matters do, this one gets complicated, so call us for an explanation.

• **Savings Plan Program** — Employees are eligible for this after one year of Lockheed service. The company matches up to 8% of an employee's base salary with 50% additional money. (Example: If base salary is \$15,000 per year, employee may put 8% of it, \$1200, in the savings plan, and Lockheed puts half of that, \$600, into the employee's account.)

• **Housing** — Lockheed provides basic furnished house or apartment including utilities, except telephone. Lockheed will also provide a "settling in" allowance as determined by the company.

• **Insurance** — Life for employee; group medical and dental for employee and dependents after 90 days, plus \$25,000 accidental death and dismemberment for employee.

• **Vacation** — Four weeks each year.

• **Vacation Travel Time** — Five days.

• **Vacation Travel** — Round-trip economy fare to home of record.

• **Holidays** — Ten days per year.

• **Schooling** — For Grades K-9 in Saudi Arabia: Employee pays only the first \$300 of tuition regardless of number of children, and Lockheed pays the rest.

For Grades 9-12, Lockheed pays \$4,000 per year per child plus round-trip economy excursion from home of record to Saudi Arabia once a year, or up to \$7,500 per child for receipted expenses from Lockheed-approved boarding school.

• **Schooling - College** — Lockheed pays for one round-trip each year from college to Saudi Arabia through school year student reaches age 23.

• **Shipments** — Lockheed pays for up to 200 pounds of air freight to Saudi Arabia for each employee and each accompanying dependent or will pay cash in lieu of shipment.

• **Assignment Completion** — Lockheed pays for return transportation for 60 days of continued storage of household goods after return, and one or the other of the following:

Either (a) a service award in accordance with the Saudi Arabian Labor and Workmen Law benefit provisions if employee is not going to continue working for Lockheed, or (b) a service award plus up to 30 days per diem and lodging if employee is going to continue working for Lockheed.

LOCKHEED OPPORTUNITIES

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for

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Lockheed Opportunities

TAKE A QUICK LOOK FIRST

In an age when nearly everyone has about five other things to do besides what's being done right now, we'll make this fast reading for you. There's no use taking the time to read the whole thing first unless the job openings sound good to you.

Just run down this list of job titles. You may be qualified for more than one, so check off those you're interested in as you go along. Then, to get details about a job, flip to the appropriate page.

After you've decided you're interested in a particular job, you can start over by

coming back here to the front of the paper. You can then make good use of your time by reading the articles that give you information worthwhile in helping you to make a decision about your career.

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- Tracon/Rapcon
Controllers 4
- Control Tower Operators 4

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- Flight Engineer, JetStar 5
- Corporate Pilot
(Lear, King Air) 5

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- Communications
Technicians 4
- Data Processing
Technicians 4
- VOR/TACAN
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- Facilities Technician 5
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Technician (Shop
Maintenance) 5
- Avionic Communication
Technician (Dispatch) 5
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Technician (Shop
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- Avionic Navigation
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System Technician
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Instructors 6
- Avionics Instructor
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Instructor 7
- Avionics 7
- OJT Supervisor 7
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- Electromechanical
Supervisor 5
- Quality Control
Inspector 6

Professional & Management

WE HAVE OTHERS

There are times when all of our openings may not be listed in a particular issue of this paper. So, if you've scanned the above list and didn't find a job covering your specialty, don't give up. We've made it easy for you to call us, so give us a ring, and tell us about the kind of work you're interested in doing overseas. If we have an opening, or might have one in the future, we'll let you know right away.

The easy phone call is free. The numbers are on Page 15.

Job Opportunities

SAUDI ARABIA

The Country

Though occupying an area of about 900 thousand square miles, roughly one-quarter the area of the United States, Saudi Arabia has a population of between four and five million. That's about the number of people in Chicago and its environs.

Saudi Arabia is bordered by Jordan, Kuwait, and Iraq on the north; by the Arabian Gulf on the east; by the Red Sea on the West, and that separates the country from Africa; and by Qatar and the United Emirates on the south. The capital is Riyadh; the main port is Jeddah. Lockheed has operations in both cities. The country has the two holiest cities of the Islamic faith. Mecca was the birthplace of Mohammed, and Medina his burial place.

Until recently, most of the population was engaged in desert farming, simple commerce, and fishing along the coastal areas. Now, their lives are changing rapidly as they learn many new things under the guidance of employees of foreign companies.

The Project

We're oldtimers in Saudi Arabia. We've been working there since 1964 when the country bought four of our C-130's. Now, it has many more of those planes plus numerous other military and civilian aircraft for which we provide logistics and technical support.

We have several projects underway which have the overall objective of helping the Kingdom achieve self-sufficiency in the operation of its aircraft and aerospace industry. What it amounts to is the transfer of our technology to the people there.

We work closely with the Royal Saudi Air Force in developing depot level maintenance programs, nationwide air traffic control systems, and supporting ground environment programs. Though the job titles below are written in the singular, we have several openings in most classifications, for in all of our programs we not only have to do the actual work of operating systems, but have to spend considerable time in training others to do it, too.

Details of each project would fill lots of pages, so after you've picked out a job you like, call us to get further information you need to clarify any doubt in your mind as to what the work is all about.

Air Traffic Controllers

CENTER CONTROLLERS. Minimum of 5 years experience as journeyman controller and hold a valid certificate from last assignment. Must be capable of obtaining and maintaining a Class II physical. Contract will be effective upon satisfactorily completing a Lockheed-approved course of instruction.

TRACON/RAPCON CONTROLLERS. Minimum of 5 years experience as journeyman controller and hold a valid certificate from last assignment. Must be capable of obtaining and maintaining a Class II physical. Contract will be effective upon satisfactorily completing a Lockheed-approved course of instruction.

CONTROL TOWER OPERATOR WITH MANUAL APPROACH CONTROL EXPERIENCE. Minimum of 3 years experience as journeyman controller and hold a valid certificate from last assignment. Must be capable of obtaining and maintaining a Class II physical. Contract will be effective upon satisfactorily completing a Lockheed-approved course of instruction.

Engineers Technicians Specialists

★ HIGH PRIORITY ★

COMMUNICATIONS TECHNICIANS (VCSS). One of our most critical needs is for technicians with an enthusiastic interest in and a comprehensive understanding of digital logic techniques and microprocessors as well as an appreciation for the great potentiality the latter have for application throughout the field of electronics. Frequency and time multiplexing equipment at three of our Saudi Arabian locations requires immediate application of your talents. If you have five years of communications experience and want to enjoy ground-floor opportunities in these fields, please waste no time in calling us.

COMMUNICATIONS TECHNICIANS. Our technicians perform routine and corrective maintenance on VHF/UHF air-to-ground systems, HF single sideband communications with powers up to 10 KW, and microwave relay with associated multiplexing equipment. All systems are solid-state based and require formal communications equipment training and five years of related experience troubleshooting at the component level.

DATA PROCESSING TECHNICIANS. Perform routine and corrective maintenance on high speed digital computers, data transfer and alpha-numeric equipment. To qualify for one of these positions you should have

formal training in digital processing techniques and at least three years of "hands-on" maintenance of computer systems. Experience in ARTS II, ARTS III, or TPX-42 as used in air traffic control is desirable.

VOR/TACAN TECHNICIANS. To perform routine and corrective maintenance on the latest state of the art navigational aids. These completely solid-state facilities require an extensive background in solid-state electronics with the ability to troubleshoot and effect repairs at the component level. These positions require formal training on VOR and TACAN systems plus three years of active "hands-on" maintenance. There are twenty-one facilities throughout Saudi Arabia, some of which are doppler.

Job Opportunities

SAUDI ARABIA

ILS TECHNICIANS. There are twelve facilities that require the expertise of technicians who enjoy working with the newest in landing systems. All are completely solid-state, Category I through Category III ILS with DME employed at some locations. To qualify for one of these positions, you must have had formalized training on ILS and at least three years of "hands-on" maintenance experience. DME and/or NSME training is highly desirable.

ELECTROMECHANICAL SUPERVISOR. To supervise a staff of facilities maintenance technicians with skills in power generation, high volume air conditioning, electrical, carpentry, machinist and auto repair. Requires formal training and five years of experience in diesel power generation, automatic changeover, logic controlled systems, and air conditioning.

RADAR ENGINEER. Perform system integration engineering to insure the compatibility of all new and modified radar systems and equipment provided under the contract with existing equipment and systems in Saudi Arabia. Review and approve test plans from subcontractors and witness all

radar system tests. Coordinate, as directed by the department manager, with Saudi Government officials in all matters pertaining to acceptance of the new and modified radar systems.

SYSTEMS ANALYST. To analyze computer software and provide automation engineering support to all automated facilities/systems. These positions require six years of experience in computer programming and analysis utilizing high level assembly language as related to air traffic control.

FACILITIES TECHNICIAN-ELECTRICAL. Perform routine and corrective maintenance on all electrical systems and electrical equipment. Requires five years of electrician experience in an industrial plant.

ENGINEER — ELECTRONIC. Perform design, review, performance analysis, integration and/or operations engineering effort, as assigned on Saudi Arabian program. Systems may include aircraft, air traffic control, weapons, communications or aerospace ground support equipment. Requires a bachelor degree in Electronics, Electrical Engineering or related field or its equivalent industrial training/experience.

Flight Crews

PILOT (C-130). Supervise and coordinate an aircrew composed of co-pilot, flight engineer and loadmaster in operation of the C-130 throughout all of its performance parameters. May instruct Saudi Arabian pilots in systems operation and pilot duties. Direct applicable aircrew members in pre-flight preparations and inflight inspections to include weight and balance computations, aircrew and passenger briefings, air traffic control clearances and procedures. Insure that required flight logs, records and maintenance forms are properly prepared. Monitor and perform inflight operation of all aircraft systems. Applicants should have minimum of 2000 flight hours in C-130B/E/H/N/P or KC-130F and be current within 90 days of application. Instructor time in the above C-130 models is desired.

LOADMASTER (C-130). Complete preflight of C-130 cargo compartment as outlined in Flight Manual. Preplan cargo loads and supervise loading and off-loading operations of aircraft. Compute weight and balance to insure aircraft is loaded within Flight Manual parameters. Participate in aerial flights as required to perform airdrop missions and aerial refueling. Will instruct Saudi Arabian Loadmasters in proper loading and aircraft procedures. Must have 2000 flight hours in C-130 tactical airlift operations and be current within 90 days of application. Instructor time in C-130 aircraft is desired.

FLIGHT ENGINEER (C-130). Complete preflight and thru-flight inspections on C-130E/H and KC-130H as outlined in appropriate flight manual. Operate systems controls and monitor engine operation during taxi and flight. May instruct Saudi Arabian flight engineers in system operation and flight

engineer duties. Perform extra duties as may be assigned by Flight Operations Manager. Engineer applicants should have a minimum of 3000 flying hours in the C-130B/E/H/N/P or KC-130F models, preferably with the U.S. Air Force Tactical Airlift Command or U.S. Marine Corps. Instructor time in the above C-130 models desired. Must have performed as a flight engineer in C-130B/E/H/N/P or KC-130F models within 90 days of application.

PILOT (JETSTAR). Applicant must be qualified to fly as aircraft pilot or co-pilot on the JetStar. Has training responsibility for assigned RSAF students. Must have experience in the JetStar and other multi-engine jet aircraft. Prefer that applicants have six take-offs and landings in the JetStar within 90 days of application.

FLIGHT ENGINEER (JETSTAR). Fly as third crew member on the JetStar. Has training responsibility for assigned RSAF students. Must have a minimum of three years recent experience as JetStar flight engineer on military or commercial aircraft. Must have worked on the JetStar at least 12 of the 36 months immediately preceding employment.

CORPORATE PILOT (LEAR/KING AIR). Applicant must be qualified to fly as either pilot, co-pilot, or flight instructor. In addition, the following ratings are required: ATP, type rating on the Lear (if applying for work on that aircraft), CFII, Restricted Radio-Telephone permit, capable of passing 1st class physical—no waivers. A & P license considered a plus. Position requires 5000 total pilot hours, 2000 hours MEL, with 500 hours P.I.C. in Lear 24, 25 or King Air 100, 200 models.

CRYOGENIC FLUIDS PRODUCTION SPECIALIST. Operates, inspects, and maintains cryogenic production, storage, and transportation equipment (i.e., A-1-A and GB-12 Production Plants, MA-1 50 gallon and C-1 500 gallon oxygen transportation trailers as well as 500 gallon industrial storage vessels). Must have at least 3 years of recent experience in the cryogenics fluids field with the A-1-A or GB-12 generating plants or their equivalent.

AVIONIC COMMUNICATION TECHNICIAN (SHOP MAINTENANCE). Perform all aspects of maintenance, as required by pertinent technical directives to return communication system components to like-new condition. Perform OJT instructor duties for any students that may be assigned. Must have six years experience in the electronic field with two years working on Avionic communication systems.

AVIONIC COMMUNICATION TECHNICIAN (DISPATCH). Perform all aspects of aircraft maintenance as required by pertinent technical directives to return Avionic Communication System to operational condition. Perform on the job instructor duties for any student that may be assigned. Must have five years Avionic Communication experience with two years experience on the C-130E or suitable training.

AVIONIC NAVIGATION TECHNICIAN (SHOP MAINTENANCE). Performs all aspects of maintenance as required by pertinent technical directives to return navigation system components to like new condition. Performs OJT instructions or duties for any students that may be assigned. Must have 5 years experience in the electronic field with two years working on avionic navigation systems to include APQ-122 radar system.

AVIONIC NAVIGATION TECHNICIAN (DISPATCH). Performs all aspects of aircraft avionic navigational maintenance as required by pertinent technical directives to return avionic navigational systems to operational condition. Performs on the job instructor duties for any student that may be assigned. Must have five years avionic navigational equipment experience with two years experience on the C-130H or suitable training. Skill level must be compatible with USAF 7 level navigational technician.

AVIONICS INSTRUMENT TECHNICIAN — (SHOP). Inspect, troubleshoot, repair, overhaul, modify, remove/install avionics instrument and flight director systems and components, to include IRAN maintenance. Responsible for training RSAF students assigned to him. A minimum of five years experience working on instrument and flight director systems. Must have overhaul experience on instrument overhaul with a background in overhaul of electro-mechanical components at an FAA Repair Station, U.S. Military Depot, or manufacturer.

Job Opportunities

SAUDI ARABIA

AVIONICS INSTRUMENT SYSTEM TECHNICIAN (DISPATCH). Inspect, troubleshoot, repair, modify, remove/install avionic instrument systems and components to include phase maintenance. Responsible for training students assigned to him. A minimum of five years experience working on avionics instrument systems. Must be experienced in capacitance fuel quantity in tank maintenance, flight director systems (Air Force standard or the FD-109 Collins Systems), pressure and static operated systems. Must have a working knowledge and application of electronic principles, mechanical drawings, wiring diagrams, to include use, care, repair of testing and measuring devices.

AUTOMATIC FLIGHT CONTROL SYSTEM TECHNICIAN (DISPATCH). Perform all aspects of aircraft auto pilot, compass and flight director maintenance as required by pertinent technical directives to return the autopilot, compass and flight director systems to operational condition. Perform on the job instructor duties for any student that may be assigned. Must have five years autopilot, compass, and flight director experience with two years experience on the C-130H or suitable training.

AUTOMATIC FLIGHT CONTROL SYSTEM TECHNICIAN (SHOP). Perform all aspects of maintenance as required by pertinent technical directives to return automatic flight control system components to like-new condition. Performs OJT instructor duties for any student that may be assigned. Must have six years experience in the electronic field with two years working on automatic flight control system components.

PRECISION MEASURING EQUIPMENT TECHNICIAN. Inspect, repair, troubleshoot, overhaul, modify, and calibrate precision measuring equipment, using principles of metrology and calibration standards. Responsible for training assigned RSAF students. Must have a minimum of five years experience working in the electronic field, with three years experience in a precision measuring equipment laboratory.

AIRCRAFT ELECTRICAL TECHNICIAN (SHOP). Perform all aspects of maintenance, as required by pertinent technical directives to return electrical system components to like new condition. Perform OJT instructor duties for any students that may be assigned. Must have six years experience in the electrical career field, with at least one year being spent in repair/overhaul of aircraft electrical accessories at a military depot, authorized FAA repair station or factory.

AIRCRAFT ELECTRICAL TECHNICIAN (DISPATCH). Perform all aspects of aircraft maintenance as required by pertinent technical directions to return electrical systems to operational condition. Performs OJT instructor duties for any student that may be assigned. Must have six years multi-engine aircraft electrician experience with two years on the C-130H or suitable training on C-130H.

AVIONIC INERTIAL NAVIGATION SYSTEM SHOP TECHNICIAN. Perform all aspects of maintenance as required by pertinent technical directives to return inertial navigation system components to like new condition. Performs OJT instructor duties for any students that may be assigned. Must have five years experience in the electronic field with two years working on avionic inertial navigation systems. One of these years should have been spent in repair/overhaul of navigation equipment at a military depot, authorized FAA repair station or factory.

MAINTENANCE ANALYSIS TECHNICIAN. Work in a C-130 maintenance control function performing the following duties: collect and maintain data, review for significant trends, isolate and identify problem areas. Prepares studies, summaries, and presentations in the form of either charts, graphs, or tabular displays as required for presentation to the Chief of Maintenance or Maintenance Manager. Past experience in support of C-130 aircraft highly desirable. Must have a minimum of three years in data surveillance and statistical procedures and be familiar with USAF AFM 66-1 Maintenance Procedures.

INVENTORY MANAGEMENT TECHNICIAN. Performs and monitors management and procedural inventory control actions. Performs statistical computations and comparative analysis, and accumulates data for use in functional analysis. Performs scheduled, cycle and special inventories, preparing necessary adjustment documentations. Prepares and analyzes reports, procedures, policy data, training material, plans and local directives.

Requires a minimum of five years experience in Air Force property accounting, knowledge of basic mathematics, base supply policy and procedures, principles of property accounting through manual supply system.

MATERIEL FACILITIES TECHNICIAN. Receives, prepares for storage, stores, segregates, inventories, issues, delivers, prepares shipments, identifies, inspects and classifies property. Requires a minimum of five years experience in property accountability. Methods of storing, receiving, packaging, issuing and shipping or transfer of property, techniques of handling hazardous, radioactive, flammables and explosives, ground and industrial safety techniques are mandatory.

QUALITY CONTROL INSPECTOR. Inspect the overhaul, repair modification and/or maintenance of C-130E/H or KC-130 including engines, accessories, instruments, cabin air systems, propellers, hydraulic system, electrical systems, functional operations, control systems and structures including service and flight information. Be responsible for the quality of workmanship performed and maintain adequate records of the work in conformance with AFM 66-1.

OJT SUPERVISOR. Develop and supervise on-the-job and general military training programs, instructional methods and techniques in support of the C-130E/H Instrument, Automatic Flight Controls, Electrical, Fuels, Hydraulics, Power Plant, and Pneumatics Shops. Prepare and conduct courses for supervisory and trainer personnel in current OJT techniques. Coordinate on-the-job training activities by maintaining liaison with Technical Training, publication distribution, technical library, and training devices activities to insure optimum utilization and effectiveness in support of OJT programs.

TECHNICAL INSTRUCTOR (C-130). Performs all duties consistent with classroom (platform) training of RSAF students to meet established course syllabi in the following areas: A. P. G. (Systems)/Avionics/Flight Engineer. Applicant must have a minimum of three years teaching experience in the subject areas and be a graduate of an approved Technical Instructor or Academic Instructor course. FTD or NAMTD exposure will satisfy the experience requirement.

TECHNICAL INSTRUCTOR. Full recognition, in the relevant specialty areas below, as a Senior Technician by a military authority. Must have a minimum two years formal classroom and five years experience including one year as a supervisory technician in one of the following equipment areas: Air Defense Radar, Navaid radar, Troposcatter and Line-of-Sight links, Flight Facilities equipment including ILS, CADF, ground-to-air and airfield communications equipment, electronic digital computers, and data handling equipment.

MAINTENANCE SUPERVISOR. Full recognition as a C-E Maintenance Engineering Officer by a Military or civil authority. Must have 8 years experience in Electronics Maintenance on a site of similar configuration as that in a USAF Ground Environment complex. Must be thoroughly familiar with maintenance, management, statistical analysis and maintenance instruction preparation techniques, including such areas as radar, computers, tropo, and power production.

Job Opportunities

SAUDI ARABIA

OJT SUPERVISOR, AVIONICS. Develop and supervises OJT and general military training methods and techniques in support of the C-130E/H aircraft communications, navigation and radar shops. Prepares and conducts courses for supervisor and trainer personnel in current OJT techniques. Coordinates OJT activities by maintaining liaison with technical training, publications distribution, technical library and training devices activities to insure optimum utilization and effectiveness in support of OJT programs.

Requires a minimum of 5 years recent experience in the maintenance of C-130E/H (or similar aircraft), radio, radar, navigation systems, and a thorough knowledge of basic and advance electronics principles to include solid state, digital-analog, logic micro-electronic state-of-art circuitry.

AVIONICS INSTRUCTOR COMMUNICATIONS/CLASSROOM. Develop and present formal courses of instruction to RSAF personnel on all Avionic Communications equipment used on the C-130E/H airplane. Demonstrate techniques and procedures to students using training aids such as trainers, graphics and support systems. Brief students on safety precautions to be observed with equipment or facilities and insure compliance when used. Administer practical and/or written tests and grade students in accordance with applicable measurement criteria. Counsel students for poor attitude, lack of interest or failing grades. Maintain attendance records and report all trainee discrepancies.

Applicant must have at least ten years experience in the Avionics Communications Career Field with at least three years recent experience with the communications equipment installed on the C-130E/H aircraft.

WEAPONS DIRECTOR. Full recognition as a Weapons Controller by a military authority. Completion of a formal service school course in weapons control is mandatory. Have extensive experience in the fighter control field, of which at least 5 years will have been in a Chief Controller or equivalent post. Have knowledge of Command and Control including communications network availability, meteorology, maps and charts, elementary navigation, ECCM, Weapons, Flight Plans and Radar. Be familiar with a Ground Environment Operation System. Computer controlled interceptions, and be proficient in the use of the PPI display, Tabular display and Operator Keyboards. Must have at least 2000 certified live interceptions.

WEAPONS CONTROLLER. Full recognition as a Weapons Controller by a military authority. Completion of a formal service school in weapons control is mandatory. A minimum of 2 years experience in Weapons Controller assignments is required. Must have a minimum of 1000 certified live interceptions. Must have knowledge of aircraft control procedures, detection systems, weapons systems, aircraft performance

characteristics, and meteorology. Must be familiar with the Ground Environment Operational Systems, computer controlled interceptions such as Sage, Buic, NTDS, MTDS, and be proficient in the use of P.P.I. displays, Tabular Displays and Operator Keyboards.

ENGLISH LANGUAGE INSTRUCTOR. B.A. in English Language from a recognized university or have qualified as an English Language teacher at a recognized Teacher Training College. Must have 2 years' experience, preferably 5, in teaching English, preferably to students whose prime language is not English. Should possess evidence of attending a familiarization course teaching English using American language course material and related testing procedures, or have passed a TEFL course. Should have passed a course on instructing of not less than 6 months duration in a university or Teachers Training College.

Mechanics

JETSTAR MECHANIC. Perform ground maintenance and related tasks on RSAF JetStar Aircraft. Provide OJT training to RSAF counterpart in all facets of this position. Two years recent JetStar (C-140) flight line experience plus at least 5 years other jet aircraft line experience. Experience training other line mechanics.

FLIGHTLINE MECHANIC (C-130 CREW CHIEF). Perform pre- and post-flight inspections of assigned aircraft. Responsible for servicing aircraft and performing operational checkouts on components and systems. Has training responsibility for assigned RSAF students. Must have a minimum of three years recent experience on C-130 aircraft, preferably models E, H, and KC-130.

ENVIRONMENTAL SYSTEMS MECHANIC. Perform installations and removals of all components of the pneumatic systems, trouble shoot and adjust or repair discrepancies on the aircraft (C-130E and H Model). Capable of overhauling and functional testing of pneumatic components. Be familiar with cabin pressure test stand and pneumatic control test panel. A minimum of three years experience within the past five years. This experience must show actual on-the-job work. A strong shop overhaul experience on pneumatic components for the C-130 Aircraft would be helpful.

FUEL SYSTEMS MECHANIC. Inspect, troubleshoot, remove, repair, install, and modify aircraft fuel systems. Has training responsibility for assigned RSAF students. Must have a minimum of three years recent experience on C-130 aircraft, preferably models E, H, and KC-130.

PROPELLER (54H60) MECHANIC. Inspect, install, troubleshoot, repair, and overhaul aircraft propellers and components. Has training responsibility for assigned RSAF students. Must have a minimum of three years recent experience on C-130 aircraft, preferably models E, H, and KC-130.

ENGINES (T-56) MECHANIC. Remove, install, disassemble, assemble, inspect, repair, service, and test T-56 engines and components. Has training responsibility for assigned RSAF students. Must have a minimum of three years recent experience on T-56 engines. It is preferable that this experience be earned on C-130 aircraft, however, P-3 Orion and E-2 experience may be acceptable.

C-130 AIRCRAFT MECHANIC (AERO-REPAIR). Perform depot maintenance in the inspection and repair as necessary (IRAN) dock. Inspect, repair, modify aircraft structures, systems, and components. Must have experience in removing, replacing, and rigging flight controls, landing gears, flaps, and other major components. Perform or assist in corrosion control as required by shot-peen, sandblast, or sheet metal repair. A minimum of three years C-130 experience is required.

AEROSPACE GROUND EQUIPMENT MECHANIC. Perform check out, troubleshooting, maintenance, and operation of powered and non-powered A. G. E. assigned in support of the C-130 aircraft. Has training responsibility for assigned RSAF students. Must have at least three years recent experience on A. G. E.

HYDRAULICS MECHANIC. Inspect, troubleshoot, repair, remove and replace assemblies and sub assemblies of the C-130 hydraulic system. Has training responsibility for assigned RSAF students. Must have a minimum of three years recent experience on C-130 aircraft, preferably models E, H, and KC-130.

SHEETMETAL MECHANIC. Sheetmetal layout and parts fabrication from drawings and/or using sample parts; inspections and repair of IRAN and Phase aircraft; modifications and service bulletins of the C-130 Aircraft radome fiber-glass repair and corrosion control and/or repair.

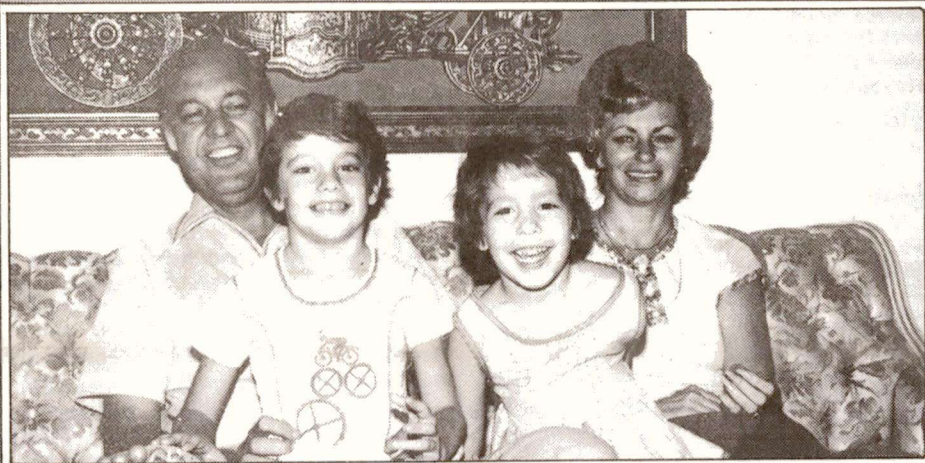
SPECIAL VEHICLE MECHANIC. Performs scheduled maintenance, repairs and checks out equipment. Has training responsibility for assigned RSAF personnel. Knowledge of mechanical theory as applied to special purpose vehicles. Should have at least 3 years experience.

(Continued on Page 10)

Living and Working in Saudi Arabia

AN INTERVIEW WITH A LOCKHEED EMPLOYEE

THE MASON FAMILY



Derek Mason, 7, and his sister, Dawn, 4-1/2, make many of us look like pikers when it comes to logging long-distance international flights. Five times they've made the approximately 17,000-mile round-trip between Jeddah, Saudi Arabia and Ontario, California.

Every year they get the chance to have airline stewards and stewardesses give them all the free milk and soft drinks they want. They can live it up that way because their Dad and Mom, Amos and Sharon Mason, decided back in 1974 . . . before Dawn was born . . . to move to Saudi Arabia and become part of Lockheed's operations there.

Each year since then, the family has flown from Jeddah to Athens, Greece, where the plane refuels, to Frankfurt, Germany, where they change planes for the flight to New York and then on to California to spend a 30-day vacation with relatives and friends in Ontario, the city where the Lockheed Aircraft Service Company has its headquarters.

Amos didn't need an employment ad or a paper like this to find out about jobs in Saudi Arabia. He had been working for Lockheed since 1957, and was familiar with the kinds of job openings the company had overseas.

He had joined Lockheed not long after graduating from high school. He was hired as a mail boy. He had plans, though, to go to college and pay his way while continuing to work. He spent evenings for the next 11 years working toward the degree in business administration he eventually received.

Paying the tuition had become progressively easier as he was promoted from mail boy to warehouse clerk, to receiving clerk, to dispatcher, to expeditor, to materiel coordinator, and, finally, to buyer, the position he held at the time he decided to work in Saudi Arabia.

Demonstrating that promotional policies of the company work just as effectively overseas as at home, Amos started at the beginning position of materiel representative in Saudi Arabia, and then in four years worked his way up to the position he now holds, Supervisor of the Materiel Facilities Department.

Now in his 23rd year with Lockheed, Amos cheerfully agreed to be interviewed when he was informed that the intention was to ask questions about his and his family's experiences in Saudi Arabia so potential employees and their wives and children would have a clearer idea of what life is like for Lockheed employees in that country.

Something other than cheerfulness could've been expected, for we talked to him and Sharon on the Saturday morning before their scheduled Monday return trip. That was a time when some impatience and perhaps annoyance might have been reasonably expected, considering they had to take care of all the last-minute details of shopping and packing, saying goodbyes to lots of relatives and friends, and getting the children organized and prepared for a long journey. Despite all that, their good nature prevailed. We deeply appreciate their cooperation.

Question: Amos, what was your motivation, or motivations, for deciding to work overseas?

Amos: Travel. I think that was probably No. 1. Then, probably, second . . . a very close second, was the chance to make some money.

Q: We've emphasized money in our past issues because we figure that unless there are quite a few dollars attached to it, who's going to change his life so much by working so far from home. So, giving thought to making money is a very realistic, down-to-Earth reason.

A: Yes. In fact, I probably might not rate travel and money 1 and 2 . . . probably even.

Q: Either one of them can be great. If you like to be a traveler and get paid well, or if you get paid well and can travel besides . . . it looks like a very good situation.

A: We've had a chance to do a lot of traveling, and my wife and children all enjoy that as much as I do.

Q: Where are some of the places you've visited?

A: We've been to Madrid, Spain; Athens, Greece . . .

Sharon: One year, our friends here decided to take their vacation in Europe, so we made arrangements to meet them in Amsterdam in The Netherlands. We rented a car, and the four of us drove everywhere for three weeks.

Q: What places are your favorites among those you visited?

S: Switzerland and Austria.

A: I liked Innsbruck and Venice.

S: Oh, yes. Venice was real nice, of course, but those gondolas are a little scary. In all the places, though, it was hard to believe that we were actually there . . . in the places we've always read about or heard about, and never dreamed we'd be visiting them.

Q: How about inside Saudi Arabia itself . . . are there interesting trips within the country that you can take?

A: Yes. Lockheed provides a bus for group trips, and then we just pay the driver. He'll take you anywhere in the country you want to go.

Q: What are some of the places like where you go?

S: I was only there a few weeks and we took a trip to Taif. That's about 70 miles from Jeddah where we live and it's up in the mountains. We got up early in the morning, and it took about 2 and a half hours to get there. When we left Jeddah, the temperature was about 120 degrees. As we started up the mountain, it began to rain, which was a welcome sight. When we got to the top, it was about 75 degrees . . . nice and cool.

A: A lot of vegetables and fruit are grown in the mountains. We stopped and got some watermelons.

Living and Working in Saudi Arabia

AN INTERVIEW WITH A LOCKHEED EMPLOYEE

Q: Speaking of fruits and vegetables, Sharon, from the women's standpoint, what is shopping like in Saudi Arabia? Are there supermarkets?

S: Yes, we have supermarkets.

Q: Are they available to Saudi Arabians, too . . . they're not like a PX or a commissary, are they?

S: No. We shop in them and so do the local people. We buy there just about the same things we get here. Not everything is always available, though. You might see something on the shelf this week, but once it runs out, you might not see it again for six months.

Q: Are the products mostly from Europe, or are they from all over the world?

S: All over the world.

A: About 95% of the foodstuffs on the shelf is American, though.

Q: How about meat?

A: Lots of meat comes from the United States. Some of it from Australia, and we get a lot of European beef.

S: Chickens come from France.

Q: Do you have Julia Child's cookbook so you can prepare the chicken in the French manner?

A: No. Southern fried is good enough!

Q: You don't seem to have to change your diet in any way by living in Saudi Arabia. There's nothing that you like, then, that's in such short supply you never get it?

A: That's right. We have supermarkets that are just like the chains Americans are familiar with. You can get just about anything there that you can buy here with the exception of head lettuce, which we don't get too often. They have Romaine lettuce, which we primarily use. Celery is hard to come by.

Q: What are some of the comparative prices of food, say the Romaine. Right now here in California it's selling for about 39 cents a bunch.

A: You can't buy it by the head or bunch. You buy it by the kilo (a little over two pounds). A bunch of Romaine may weigh about two kilos, and that costs about 60 cents. A head of regular American lettuce would cost three to four dollars.

Q: Are a lot of the foods frozen?

A: Yes. And the canned stuff is just regular American canned food like Libby's, Del Monte, and Stokeley.

Q: Are the stores crowded?

A: It's crowded . . . just like here.

Q: On another subject, Sharon; have you ever worked in Saudi Arabia? I know that you're too busy now with the two children.

S: No. I haven't worked over there. There are many women who do, and most of them are in secretarial jobs.

Q: How about teachers?

A: We have several wives of our employees who teach, and a lot of the wives work in the Medical Department as nurses and clerks.

Q: What is the percentage of wives who do work?

A: I'd say about 25%.

Q: What kinds of things are there for women to do who don't work? I can see where they'd have a lot of time to learn languages and other things using tape recorders during their idle moments. What do most of them do?

S: There's one group that plays bridge once or twice a week. Many of us have joined the ALJ . . . the American Ladies of Jeddah. It's a club where women from all the different companies get together. We have meetings, and trips, and we go on tours of the city.

A: Tell him about the trip they just recently took.

S: The Club arranged a trip to Damascus, and it was for five days. Damascus is in Syria, and it's supposed to be the oldest continuously existing city in the world. They went to Petra, Jordan . . . they just went all over . . . before ending up in Damascus and then flying back to Jeddah. This year, in November, there are about five families, including us, and we're going to form a caravan and drive up to Damascus.

Q: Why would you pick out November for the trip?

A: It's reasonably cool, and we get nine days off from work as part of the religious holidays observed by the Saudi Arabians.

Q: I understand that Lockheed employees in Saudi Arabia get paid for ten holidays a year. Are the religious holidays you mentioned part of the holidays Americans observe?

A: Let me explain. Our work week is Saturday through Wednesday. So, accounting for the nine days that we have off this November are the Thursday and Friday making up the first weekend; plus the next five days which are religious days; and then the second weekend. That gives us nine full days to make the trip.

Q: In addition to those five religious holidays, what others do you observe?

A: We observe four other Moslem religious days, which also occur in succession like the other five, and then we have Christmas Day.

Q: So you don't observe the Fourth of July, Thanksgiving, and the other holidays we normally have here?

A: Not as a day off from work, but we celebrate them. We celebrate the Fourth on the nearest Thursday to it . . . the first day of our weekends. Lockheed employees join with employees of other companies and we always have a big celebration. We will organize a big dinner-picnic and serve it on five or six boats at a facility we use on an inlet from the Red Sea . . . we call it a creek. What we normally do at Christmas is that four or five families get together and all the women pitch in to cook the dinner . . . like we do here.

Q: Can you buy turkeys over there?

A: Yes, you can buy turkeys. The company normally gives us turkeys on Thanksgiving and Christmas.

Q: Sharon, let's get back to the women's club. Does the club put out a directory

or handbook that'll help newly-arrived wives learn about the area?

S: Yes, we have one. But the club likes to have the women become members before giving them the book.

Q: What is done by either the club or Lockheed wives to welcome a newcomer? Do they have some kind of welcoming committee?

S: No. Usually, they just have the buddy system, I guess you'd call it.

A: And that usually means, like, when we get a new man in my department, we usually have him over to our house for dinner a couple times, and my manager will have him over for dinner, too. And then when his wife arrives in the country, usually we have him and his whole family over for dinner.

Q: Is that a common practice among other supervisors, or is this done just by you because you're employee relations-minded?

A: It's common practice, and I think it just makes it a nice homey atmosphere for people.

S: When a new lady arrives, we also have coffee for her to give her a chance to meet all the ladies in the compound.

Q: How long did it take you, Sharon, to get used to being under new conditions and circumstances overseas?

S: I didn't have any problems. I went over with the attitude I'd like it, and I think the biggest problem of some of the women is that they go over with the attitude that they won't like it . . . and so they don't.

Q: It's probably like some people who travel within our own country . . . they make up their minds they won't enjoy themselves, and they make themselves miserable.

S: Exactly. It's the same over there.

Q: How many women who after they get there say to heck with this, I'm going home?

S: Not many at all.

Q: What is the turnover, would you say, Amos, among employees who decide they don't want to continue working there?

A: About 5% of the people don't complete their two-year contracts. In my department, we had only one man that I can remember in five years that came over and never stayed his time.

Q: How many men are we speaking of?

A: Thirty-one in my department.

Q: How many decide to stay on as you have beyond the original two-year period?

A: So far, we have only one man that plans on leaving. The rest of them will stay six months beyond the contract or a year or two years. Very, very few of them go home after the two-year contract period.

S: Some people have been there for 10-11 years. There's a lady at the club whose husband works for another company and she's been in Saudi Arabia 25 years. To her, it's home.

(Continued on Page 12)

Job Opportunities

SAUDI ARABIA

(Continued from Page 7)

GENERAL AIRCRAFT MECHANIC (CARGO). Performs scheduled maintenance, repairs, and checks out equipment. Has training responsibility for assigned RSAF personnel. Inspects, repairs, and services vehicles and mounted equipment; forklifts, tugs, K-loaders, scales, warehouse trailers, and 463L related equipment. Calibrates and adjusts components and operating mechanisms. Performs preventive maintenance. Supervises special vehicle repair by RSAF students. Must have knowledge of mechanical theory as applied to special purpose vehicles. Should have at least three years experience with twelve months in the last year. USAF 7-level desired.

GENERAL AIRCRAFT MECHANIC (463L DUAL-RAIL). Performs activities engaged in maintaining, planning, inspecting, repairing, adjusting, and modifying 463L dual rail systems. Determines condition of equipment, calibrates components and related equipment, performs pre-flight inspections on 463L dual rails; and supervises RSAF students. Knowledge of mechanical theory as applied to 463L dual rail systems and related equipment is required. Should have at least two years experience in 463L dual rail maintenance. USAF 7 level desired. Related USAF AFSC 431 X1.

AIR CARGO SPECIALIST (RIGGER).

Prepares loading plans; devises cargo handling and restraint techniques; performs pre- and post-flight inspections of aircraft and related systems. Insures safety of cargo, mail, and baggage. Supervises rigging of supplies and cargo for air drop; assists with aircraft loadmaster activities. Knowledge is required of types, capacities and configuration of aircraft, air drop techniques, and cargo restraint techniques. Aerial port experience mandatory. Riggers school desired. Air drop load inspector experience desired. In addition, experience in performing loading plans, loading aircraft, rigging cargo platforms and suspension and extraction systems, packing aerial delivery containers and equipment parachutes is mandatory.

AIR CARGO SPECIALIST (HANDLER).

Receives, processes and categorizes shipments of cargo and mail; selects and assembles aircraft loads; prepares and maintains air movement records and reports. Knowledge of types, capacities and configuration of transport aircraft and balance factors. Operation of material handling equipment and knowledge of air drop is desirable. Experience in functions such as preparing aircraft loading plans, loading aircraft and operating material handling equipment is mandatory. Completion of basic air cargo course is desirable.

APG PHASE MECHANIC. Performs periodic phase inspections, repair and operational checkout of systems on C-130 aircraft. Performs rigging, removal and replacement of components such as flight controls and landing gear. Instructs and reports training progress of students. Maintains hangar housekeeping and safety standards. Minimum of 6 years aircraft mechanic experience, and minimum 3 years current C-130 phase and/or periodic inspection experience. Has trained aircraft mechanics using on-the-job training methods.

PROFESSIONAL AND MANAGEMENT

We have requirements for managerial-type people at most of our overseas locations.

If you are a retired commissioned officer with supervisory experience in air traffic control, air defense, or aircraft maintenance and overhaul and want to continue working in your experience specialty, please send your resume to:

D.D. Lucas
Lockheed Aircraft Service Company
P.O. Box 33
Ontario, CA 91761

Job Opportunities

GREECE

The Project

Lockheed is working with the Hellenic Aerospace Industry to assist in the establishment and operation of a modern aerospace facility that'll serve the current and future aircraft maintenance needs of Greece. This includes the construction and operation of an engine overhaul depot, accessory and electronic depots, and warehousing. Technical support is given to the Hellenic Air Force and to the commercial airline, Olympic Airways. As in Saudi Arabia, an important part of the work is the training of Greek personnel to operate the facility themselves.

TRAINING SPECIALIST (FIRE CONTROL RADAR). F-4E instructor for fire control radar systems, APQ-120.

Develop and conduct formal classroom training to meet student job requirements using proper instructional techniques and methods. Instruct in on-the-job training.

Knowledge of on-the-job and classroom instruction training techniques and methods of instruction. Knowledge of the specific teaching area corresponding to skill level 7 (USAF Standards) is mandatory. Completion of an aircraft-oriented vocational or

military aircraft technical school is mandatory.

TRAINING SPECIALIST (AIRCRAFT SYSTEMS). Develop and conduct formal classroom training in assigned duty area to meet students job requirements using proper instructional techniques and methods. Instructs on-the-job training as required. Coordinates training as required. Develops long-range training requirements to meet company and production objectives. Experience in development of classroom training

programs, and classroom teaching. Ten years aircraft experience with six years experience as a technical instructor. Qualified F4 or C130 aircraft general mechanic instructor with ability to teach aircraft jet engines, aircraft propeller system and rotors is highly desirable. A & P certificate is mandatory.

TRAINING SPECIALIST (INERTIAL NAVIGATION SYSTEM). Develop and conduct technical training programs for aircraft and electronic depots relating to the INS ASN 63 as associated with the F-4E aircraft.

Orientation Program

A THOROUGH GUIDE TO NEW SURROUNDINGS

One of the definitions of orientation is a guide to adjusting to new surroundings.

Ordinarily, as one moves from one American company to another, or from one military base to another, no great amount of guiding is required. Adjustment is not very difficult when customs, traditions, facilities, and everyday living remain essentially the same.

When it comes to working overseas, though, most of us need all the help we can get to guide our thinking to begin with and to guide our actions later on. That's why at Lockheed we place a lot of emphasis upon an orientation program that's probably more extensive and thorough than any conducted anywhere.

Because the company's overseas experience, accumulated over a period exceeding 40 years, gives us an insight into the adjustments required by both individuals and families to foreign surroundings, we've developed guides so comprehensive that in the case of Saudi Arabia the orientation program covers our days.

Unlike the usual practice of conducting a program after a person has become a new employee, ours is carried out prior to a person making a commitment to work overseas and before being placed on the payroll.

Generally, the program starts on a Tuesday, continues through Thursday, and on Friday two-year contracts are signed. On the Thursday evening, a reception is held attended by the applicants, their wives, and several Lockheed employment representatives. This enables information to be exchanged on an informal, friendly basis as people talk in small groups.

The reason for that is simple. We want to make certain that if a person has any doubts at all about whether adjustment can satisfactorily be made to new surroundings and conditions of employment, he should tell us here, not after he arrives in the foreign country.

The orientation program and a person's participation in it works this way:

After our employment representatives have determined through phone conversations and a review of resumes that applicants are qualified and have a serious interest in working overseas, they invite the applicants to attend the orientation program at the company's expense.

About twelve to fifteen applicants are invited to each program. If married, they may bring their wives whose expenses are covered also.

The program is designed to convey in great detail information about our company and every aspect of overseas employment. Most of the information is presented through tapes made for use with a TV set. The tapes are produced by Lockheed employees who have specific knowledge of what people want to know before they decide to work abroad. The tapes supply most of the answers, and any remaining questions are answered on the spot by Lockheed employment specialists.

The program usually ends with everyone in attendance feeling that they've learned a heck of a lot about what life and work is like in the real world, not in the world of rumor and conjecture where the picture of foreign employment is painted in the extremes of a jolly adventure by some people and a really bad experience.

If you're qualified for any of the jobs described in this paper, and are serious about considering overseas employment, we hope you'll be among those who'll benefit from one of our future orientation programs.

A PROFESSIONAL BRIEFING

At Lockheed, we depend upon several people to answer questions that potential employees have about our overseas operations. They're our employment representatives, the recruiters you'll talk to over the phone, and maybe in person. All of them have worked overseas; some as bachelors, others as husbands and fathers who had their families to look after as well as themselves.

Additionally, we have two gentlemen whose fulltime jobs are to keep aware of what's happening at our foreign installations and to create programs that inform potential employees of everything that from years of experience the two know is considered important by men, women, and children living in another country.

The two are Carl Ginter and Jim Chavez. They've briefed just about everyone now working for Lockheed in Saudi Arabia. In the process, they've made friends of all of them.

They conduct our Orientation Program. In the course of doing that, their knowledge and experience gained through many years of traveling the world are passed on to newcomers during formal presentations and informal bullsessions.



Jim Chavez and Carl Ginter.

Carl has been with Lockheed 27 years. He worked for the first time in Saudi Arabia from 1966 through 1969, and again from 1974 through 1977. Both times he was Manager of Industrial Relations for our operations in that country. Early this summer, he left for Saudi Arabia again, this time spending several weeks directing a crew taping a completely updated

orientation program. Carl's 14-year service in the U.S. Navy included duty throughout World War II. He was called back in during the Korean War.

Jim Chavez is also a veteran of the U.S. Navy. Much of his 21-1/2 years of service were spent in Naval Intelligence. He was an early visitor to Saudi Arabia, having stopped at the port of Jeddah back in 1947 while in the Navy. He, too, was actively involved in World War II and Korea. At Lockheed, he's been an employment specialist for the past three years, a position which has covered the work of making presentations in Iran covering maintenance depot training programs and, for the past year, working with Carl in conducting orientation programs.

After attending Carl's and Jim's informative sessions, potential employees know for sure what working abroad will be like. Best of all, they know there'll be no shocks or surprises, for when Carl and Jim say that's the way it is, you can count on that being the way it is.

Living and Working in Saudi Arabia

AN INTERVIEW WITH A LOCKHEED EMPLOYEE

(Continued from Page 9)

Q: Because it's possible to fix up your individual homes in the compound areas the way you do in the States, it's possible, isn't it, to feel as much at home as you would in a housing development here?

A: Right. In our compound, there are 26 homes... actually mobile homes... and at Christmastime they're all decorated just like at home. When you go outside the compound, well, you see the real world, of course, but inside, it's just like the United States.

Q: Have you always lived in a mobile home there?

A: No. We lived in "A" Compound when we first got there. They're three-bedroom villas... very nice. Then, we accumulated a lot of stuff over four years, and we moved into a bigger compound. But, the villas there were owned by a member of the royal family, and when she decided to have the villas returned for some reason, Lockheed returned them. We moved to the mobile homes the company provided.

Q: Are you in the mobile home out of preference, or would you rather be in another house?

A: We requested to move into the mobile home. They're nice... three bedrooms, washer and dryer, dishwasher, central air conditioning. They're 24 feet by 60 feet... double wide. Sharon was the one that sold us on the mobile home.

S: They were so well-furnished, and the draperies were all up.

Q: How about Lockheed City, the new town the company has built for employees?

A: It's about 35-40 minutes from where we live, to the north of Jeddah, going toward Medina. The people who we've talked to, several of them work for me, who live there just love it.

Q: Sharon, let's go from homes to schools. What's your opinion of the schools over there?

S: They have a very good school system, and it's affiliated with the San Diego, California school system. We are very well satisfied. They're a little bit more advanced, I think, than they are here.

Q: In what way?

S: Well, not having had any children in school until we started with one there, I guess my opinion is based more than anything else on my own school experience as a child... Derek was learning things in kindergarten that I never learned. They were also learning Arabic in kindergarten. Now, in the first grade, he's doing very well. He learned how to read very well. And I think when he gets to fifth grade he'll have a choice of either French or Arabic. After three weeks, they have an open house so you can meet the teachers and tour the school's facilities. And twice a year, they have a conference between teachers and parents, and the teachers will let you know

whether the children are having any problems.

Q: When you want to go out, or on a trip, do you have any difficulty finding a babysitter?

A: We very seldom have any problem.

S: Sometimes, if people want to take little side trips within the country, we keep their children. The next time, they'll keep ours. People are a lot closer there than they are at home. We get together and have barbecues, or go out to dinner together.

Q: My own opinion is that in general people who decide to work and live in another country are probably more extroverted and fall in with the idea of having parties and more social activities than those who never think about leaving their home towns. Do you find that true?

A: Right. Most of our people are really outgoing, like to have a good time, they enjoy each other. In our compound, we're only a block and a half from the Red Sea, and the water level is too high to dig a swimming pool. So, the company has built tennis courts and a big barbecue area for us. We all get together and have a barbecue within the compound.

Q: Who does the cooking? Mostly the men?

A: Yeah.

Q: What do you drink at those affairs?

A: Any kind of soft drink... Coke, Pepsi, 7-Up, Dr. Pepper... near beer, without any alcohol in it.

Q: Any problem getting ice?

A: No. Markets sell ice just like you'd buy it in a liquor store here. Also, you can go down to a place where they sell blocks of ice. If you need a 50-pound chunk, you just go down and buy it. It's not expensive.

Q: At your barbecues and parties do you have enough people that know how to play instruments to form bands?

A: There are two or three good bands over there.

S: And then we have Merve's... or Marv's... Music Machine. It's four fellows that have the lights and music to put on a disco show, the whole thing.

A: If you're having a get-together, you just notify them, and they'll quote a certain fee, and come over and set-up for you.

Q: What do they come over to? Your home, an auditorium?

S: Wherever you want to have the party.

A: Like in our compound, if we want to have a dance there in the evening, we'll use the tennis court for a dance floor, and they'll set up there. Lockheed also has a Social Center, and if you want to use that, you just sign-up for it ahead of time.

Q: Besides disco, what other kinds of parties do you have?

S: We had a Valentine Party. It was really nice. Two or three couples organized it. They went all out. The women, as they entered, received a real red rose.

Q: Who pays for those parties and the extras like the flowers?

S: The rose was part of your ticket. And they had all types of food and music.

A: The couples who did the organizing and decorating, they let us know that a red rose will cost so much, the music will cost so much, and the food so much... and then they divide the total of what it cost them and charge for it that way. Nobody makes any money off it; we just have a great time.

S: There was a St. Patrick's Day dance. I think that was done through the Social Center. The food was delicious. I don't remember who did the cooking for that one, but sometimes we have Saudi Airlines cater an affair.

A: The airline catered our Christmas dinner last year. Most of the parties and barbecues have food prepared by those of us who like to cook.

S: Two years ago, we had an Easter party for adults two evenings before Easter. On the invitation, we were told to bring a paper sack and a flashlight, and no one knew what was going on except the ones who organized the party. Teenagers had hidden the eggs for the adults, and we had an Egg Hunt in the dark, of all things. We had more fun! Can you imagine all those adults running around looking for Easter eggs in the middle of the night!

A: My boss found 47 eggs. Sharon and I together found 11. We forced him to eat all 47!

S: The next morning, we had the children's Easter party, and that was a lot of fun, too.

Q: All that talk of good food makes me hungry. How about dining out? Isn't there an international cuisine there, considering all the people from different countries that work on projects in Saudi Arabia?

A: Yes, there is. Usually, when we go out to eat we do it in groups. We'll have 8 to 10 couples. We'll decide that, say, next Wednesday we're all going to dinner. We have this restaurant, A Thousand and One Nights. It's at the top of a 15 to 20 story building; it's all glassed in. It's a Lebanese restaurant that just has excellent food. We have the Shangri-la, which is a very good Chinese restaurant, and another good one, the China Rose. And what's the name of the Indian restaurant?

S: The Shalimar.

A: If you like spicy foods, they put lots of spice in their food. We also have an Italian restaurant... pizza, spaghetti, anything you want.

Q: Are there any typical American short-order-type of places, like McDonald's, for instance?

S: Not McDonald's, but Colonel Sanders is there.

A: And there's a man who converted his mobile home into a fast hamburger joint. You can get hamburgers, French fries, cheeseburgers, and milk shakes. Then, we have an American-style restaurant where you can get steak sandwiches, hot dogs... just about anything you want.

Living and Working in Saudi Arabia

AN INTERVIEW WITH A LOCKHEED EMPLOYEE

Q: But... can you get along without tacos and enchiladas?

S: We make those at home. When we leave here to go back to Saudi Arabia, I usually go to the store the night before and get the tortillas, and we wrap them in foil and newspaper and put them in our suitcase and take them with us, and when we get there, in the freezer they go.

A: Last year, we took 19 dozen back with us, and that lasted about 6 or 7 months!

Q: Do you do much baking, Sharon?

S: I used to make all our bread, but I don't anymore, but I bake everything else... cakes, cookies, pies.

Q: Are most of your appliances the same as you have here?

S: Yes. We have an electric stove, and a freezer, and most everyone has one of those because the freezing units of refrigerators are too small.

Q: Have any problems with the power going off?

S: Very seldom. We used to when we first went there, but they evidently have most of their electrical problems solved now.

Q: How about clothing?

S: We generally buy our clothing here when we come home on vacation.

Q: Do you need any heavy clothing there?

S: You need at least one jacket...

A:... for about one evening of the year.

S: But, most people make the mistake that because it's hot most of the time they're not going to take any heavy clothing. What they don't think about is that when they're traveling, the climate's going to be different. I came home two winters ago, and when I got here, I was freezing. Before I went back, I bought myself a heavy coat, so when we travel at least, I have a coat. Before I had that coat, we went to Madrid. We froze because we weren't prepared.

Q: How about your day-to-day clothing? I understand that when you're within the compound, you dress like you do in Southern California... shorts, etc. But, when you go outside the compound, do you wear a long dress or slacks?

S: When I go to the market near us, I generally wear slacks. If I go downtown shopping, then I wear either a long skirt or a dress that comes up to the neck and all the way to my shoes.

A: It's just an Arabian custom that women should be covered up, and I think as long as we're in their country, we should abide by their customs with no complaint.

Q: How about when you go swimming... any Gay 90's outfits?

A: Around swimming pools, the women wear bikinis. When they go to the beach, they wear about the same thing. We try to stay away from the areas where the Arabians would normally be.

Q: What do you do about children's clothing?

S: I usually buy here the size they're wearing now plus the next size larger to take into account how fast they grow in a year.

A: They have sales of used clothing within the compound. Over here, you ordinarily wouldn't wear used clothing, but over there sometimes you buy brand new clothing for children and within two months they've outgrown it. And it's a shame to just throw it away.

S: The men don't have to worry about wearing out their own clothes. They're issued uniforms.

Q: What kind of uniforms?

A: They're a shirt and pants. The pants are brown and the shirts yellow. We used to wear blue, much like the uniforms of the U.S. Air Force, but so did the Royal Saudi Air Force, the members of which we work with. When Saudi Arabian officials looked out in the hangars they saw a gob of people, but couldn't tell us apart, so they asked us to change the colors of our uniforms.

Q: What are your hours at work?

A: We start at 7:30, and end at six minutes to 4.

Q: Six minutes to 4?

A: The reason for that odd time is that we used to work 42 hours a week over a period of 6 days. Then, the Saudis wanted to change and do it the American way... work five days a week. Since we were still supposed to work 42 hours a week, they just divided 5 into that and it comes to 8 hours and 24 minutes a day... six minutes to four.

Q: Do you find it easy to get along with the Saudis at work?

A: I've never had a problem at all dealing with them. I'm the kind of person who likes to treat people the way I want to be treated.

Q: The Golden Rule applies no matter where you are.

A: That's very true. I don't think I've ever had an argument with a Saudi. They are very nice people, easy to get along with. You just have to take the time to make sure they understand you, for their comprehension of English may not always be 100%.

Q: A couple more questions and we'll quit. I know you've got a lot to do to get ready for the return trip. Do you have any hobbies, or do you find a need to have a hobby to keep yourselves occupied and interested over there?

A: My hobby is poker. I play poker every Wednesday night.

S:... and reading, and watching TV.

Q: What kind of TV... isn't it mostly closed-circuit type programming?

A: In all of our compounds, we have cable television. You're familiar with video cassette players... well, Lockheed hires an individual and he plays the cassettes over the whole circuit. I have a video cassette recorder and player myself... and probably 50% of the other people have them, too... and we go over to the Social Center and borrow the particular tape we want, so we don't depend upon the closed-circuit TV all the time.

Q: So, most of the TV is material that's been taped in the States and sent over?

A: All of it.

Q: How about radio?

S: Voice of America, Armed Forces Network.

Q: Are you out of range of most European stations?

A: I have a shortwave set, and a lot of other people do, too, and we pick up stations all over the world. I tried to get the Super Bowl one year, and I picked up South Africa, South America, and everything but the Super Bowl.

Q: I meant to ask you about the Medical Department before and got carried away on something else. Tell me a little about it.

A: We have, in my opinion, a fine Medical Department. We have two doctors, and they take care of us very well. On occasion, patients may be backed up in the waiting room just as they are here, but most of the time there's little waiting. Over the years, we've had three people that I know who've had heart attacks, and arrangements were made to give them care in the hospital operated by the government for Royal Saudi Air Force personnel and other government people. They got well with no problems. We also have two dentists, and I can vouch for them... I had two teeth filled over there. One of the dentists was educated in England, and the other is from Egypt, I believe. They both work in the same office, and they do real good work.

Q: How about the children, Sharon. Any problems in looking out for their health?

S: No. Before they go to school, they have to get their shots, which the Lockheed Medical Department gives them. We haven't had any health problems at all.

Q: One final question. You come home on your vacation each year, but how about others... are there many people who decide not to return here and spend their vacations either in Europe or elsewhere or stay in Saudi Arabia itself?

A: It depends. Some people have certain goals in mind when they take overseas employment. For example, I had a friend who was there for three years, and he and his wife and children never left once in the three years. He had the goal of saving money because he wanted to buy one of those big freight trucks when he came back and go into that kind of business, which he did. The trucks cost about 55 or 60 thousand dollars. So, some people have certain goals involving money instead of traveling home or some other place. Since you're entitled to a trip home each year, Lockheed still gives you a check for the cost of airline tickets to your home of record regardless of whether you use it for traveling or to save.

Q: I've enjoyed listening to you two, and I've concluded you have a feeling you'll continue to stay overseas an indefinite time. Is that how it is?

A: Well, we've been there five years, and Sharon and I talk about staying another five. We'll, naturally, take it a year at a time, but we like it over there.

Job Opportunities

SUDAN

The Country

The Democratic Republic of Sudan covers an area of 967,491 square miles. It is the largest country in Africa, being one-fourth the size of the United States. The Libyan Desert is in the north and west, and the mountainous Nubian Desert in the east, with the narrow Nile Valley in between. The center contains large, fertile, rainy areas with fields, pasture, and forest. The south has rich soil and heavy rain.

The country is bordered by Egypt on the north; Libya, Chad, and Central Africa Empire on the west; Zaire, Uganda, and Kenya on the south; and Ethiopia on the east.

Sudan provides the principal world source of gum arabic, a substance from acacia trees and shrubs that's used in a variety of products, including mucilage, food thickeners, and as a binder for the ingredients of pills. Sudan's main export product is cotton.

The Project

The primary purpose is to provide on-site advice, liaison, and training in the installation, operation, and maintenance of C-130H aircraft. The objective is to elevate the technical skills and ability of Sudanese Air Force personnel responsible for the operation and maintenance of C-130H aircraft to a level of self-sufficiency.

AIRPLANE GENERAL (APG)/POWER PLANT. Technician is required to service and perform maintenance on C-130H airframe and systems. Thorough knowledge of power plant systems (engine, propeller, APU) and ability to operate, test and calibrate required. Performs minor and major inspections, and prepares aircraft for flight. Must be able to operate and maintain AGE associated with job duties. Must have performed these duties on C-130 aircraft a minimum of 5 years, the last 3 of which must be recent.

AIRPLANE GENERAL (APG)/FUEL SYSTEM. Technician is required to service and perform maintenance on C-130H airframe and systems. Thorough knowledge of aircraft fuel storage and distribution systems, and ability to perform sealant repairs is re-

quired. Performs minor and major inspections, and prepares aircraft for flight. Must be able to operate and maintain AGE that is associated with job duties. Must have performed these duties on C-130 aircraft a minimum of 5 years, the last 3 of which must be current.

ELECTRICAL/INSTRUMENT TECHNICIANS. Technician is required to functionally test, troubleshoot and repair the electrical and instrument systems on the aircraft. Must be able to calibrate and adjust electrical power supplies, compass systems (C-12), flight direct systems (FD-109), autopilots (AP-105), and other miscellaneous flight and system instruments. Must have performed these duties on C-130 aircraft a minimum of 5 years, the last 3 of which must be recent.

COMMUNICATIONS/NAVIGATION TECHNICIAN. Technician is required to functionally test, troubleshoot, and repair the communications and navigational systems on the aircraft. These include, but are not limited to, the HF-102, the 618M-3A VHF, the ARC-159 UHF, the LTN-72 INS, and the 515 VOR/ILS. Must have had five years total experience in C-130 Comm/Nav systems, the last three of which must be recent.

RADAR TECHNICIAN. Technician is required to functionally test, repair and adjust the APQ-122 Radar system. Experience must include a minimum of five years electronic maintenance and one recent year of experience on the APQ-22 radar.

MORE THAN ONE

It could be that when you read, for example, "Avionic Navigation Technician (Dispatch)" you might jump to the conclusion that there's only one such technician needed, and then decide not to apply for the job, figuring, perhaps, that someone else had already filled it.

Let's not have the lack of a letter "s" be that discouraging.

In just about all classifications, we have several openings, so don't let any negative thinking keep you from picking up the phone and calling us.

Naturally, there'll probably be times when others have been earlier in calling, for papers don't get to everyone at the same time. Though it may happen that certain jobs could be filled by the time you talk to us, that doesn't mean the end of opportunity for you.

THE COUNTRY'S INTERESTS

Persons qualified to fill the jobs described in this paper most likely became qualified through training and experience in the military service. They may still be in military service or in a civil service job. If so, we'd like to call your attention to a policy we have that takes into account the interests of our country.

We have the policy of not hiring anyone from either a military or civil service job whose work is presently considered critical to any United States government program.

Therefore, we're interested in talking to people in the military or in the civil service only if they have decided to retire or have decided not to re-enlist, and have already stated their intentions to find non-government employment.

Also, though we encourage readers of this publication to let relatives, friends, and neighbors know about our job opportunities, we'd appreciate your making sure they understand the provisions of the above policy if it pertains to them.

Singles

Most jobs are open to both married and single persons. Some jobs, however, are in isolated locations, and those are open only to singles.

Those are at ground stations that aren't within easy commuting distances from the main working and living areas. Since being away from home at night for extended periods puts more of a strain on family relationships than we like to see, it's more advisable to have singles work at those stations than married people.

Because not only that remoteness but the lack of family companionship at even the main living areas deprive singles of participation in some of the social affairs families seem to like, we've added some vacation and travel benefits for singles that go beyond the basic ones. If you're single, and want to know more about those extras, give us a call.

To Help You Keep In Touch

TELEPHONE FREE

Remember . . . the easy way to get in touch with us is by grabbing the telephone and dialing one of the numbers below. The number to call depends upon which overseas location you're interested in, and whether or not you'll be calling from California, Alaska, or Hawaii. If you're calling from any state but those, you dial a toll-free number. If you're calling from one of the three, you dial your operator and call collect. In either case, we pay, not you.

- For jobs in Greece, Call (800) 854-7717 Toll-free, or Call (714) 988-2534 Collect if you're in California, Alaska, or Hawaii.
- For jobs in Saudi Arabia and Sudan, Call (800) 854-7751 Toll-free, or Call (714) 988-2531 Collect if you're in California, Alaska, or Hawaii.

MAIL FREE

Though phoning is the faster way, some people hesitate to call strangers. At the bottom of this page is a handy coupon. Cut it out and paste it to any kind of envelope. Then, tear off the part of this page that's left, use the convenient check-off form below, and put it in the envelope you prepared. We pay the postage.

Lockheed Aircraft Service Company

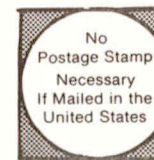
As you will note, I've checked the appropriate boxes.

- ☐ I'm interested in working in ☐ Saudi Arabia, ☐ Sudan, ☐ Elsewhere in the Middle East, ☐ Greece
- ☐ I don't have a resume right now, but I've put in the envelope along with this form a brief description of the work I've done.

Do not fold and send thru mail. Use only by pasting on an envelope.



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Lockheed Aircraft Service Company

A VITAL PART OF THE LOCKHEED CORPORATION

Lockheed Aircraft Service Company has been conducting overseas operations since 1938. It's the fastest growing division of the Lockheed Corporation, with sales of \$500 million in 1978 out of the corporation's total sales of three billion dollars.

Having re-assembled and modified 13,000 military aircraft from that start in 1938 in England until the end of World War II, Lockheed Aircraft Service (LAS) employees have gone on to process more than 120,000 aircraft over the years. Included among those have been wide-bodied jetliners, military cargo transports, advanced fighters, and helicopters. With all that behind us, and with

more presently underway, it's no idle claim when we say we're the world's most experienced aircraft maintenance and modification company.

Maintaining and modifying aircraft, though, represent but two areas of our business. Our 4500 employees are also engaged in the design and construction of aerospace depots and terminals; giving logistics support to airlines, both commercial and military; designing and building data recording and playback systems, and training and simulation devices; conducting marine research; designing air defense systems; and

rendering program management services for the installation of air traffic control systems, including system and equipment planning, engineering, training, logistics support, and maintenance.

An important part of our work in connection with many of the foregoing activities is the training of customers' employees, including the citizens of the foreign governments with whom we have contracts. Training takes the form of both classroom and on-the-job instruction. The latter requires the ability and patience to help others learn the same skills that LAS employees possess.

A Second Career

Whether you're retired and bored; planning on retiring and worried that you will become bored; or simply tired of what you're doing and looking for a career in a different environment, you'll find it worthwhile to talk to us about the opportunities we have for building a second career.

First of all, it won't be like working with a lot of strangers. If you're qualified for any of our openings you'll be working with people having backgrounds similar to yours.

They speak your language; they'll share the experiences they've had in making the change from one career to another; they'll help you with any problems you might encounter; and they're the types with whom you can shoot the breeze after work as well as to have informative and helpful talks on the job.

You'll be doing the work you're good at. It'll be recognized and appreciated, for you'll be

among people who understand what it takes to learn what you know and to apply your knowledge effectively.

You don't have to daydream about all this. It actually happens. You can make it happen to you by taking the first step right now. Call us, and talk to a person who's like you in many respects. He'll see to it that you have all the information you need upon which to base the launching of a second productive and remunerative career.