

TM&S Receives All Gold, Silver TBSA Ratings

Our 2009 interim assessment ended June 30 with a Silver or Gold rating now in all 17 elements. The Textron Business System Assessment (TBSA) measures business excellence in priority areas to determine progress and help ensure continuous improvement. Since our assessment last October, we have made significant improvement in the following four elements:

- Talent Development (Bronze to Silver)
- Product and Service Development (Bronze to Silver)
- Competitive Impact (Bronze to Silver)
- Productivity and Key Cost Drivers (Silver to Gold)

The assessment was led by Textron Corporate Lean Sensei Bill Comeau, who is fairly familiar with our business and operations from previous assessments over the past four years. Areas that Bill pointed out as strengths included our extremely active Six Sigma Green Belt program and excellent results in the following areas:

- Cross-functional teamwork
- Safety performance
- Training programs
- Continuous improvement and cost saving projects.



Colombian National Army and Air Force representatives visited TM&S on August 31, touring the shipyard, Front Street and Gause offices. Pictured above: BG Javier Fernandez with the first Colombian vehicle, currently being fabricated at the shipyard.

TACOM Signs New ASV Contract

On July 23, Textron Marine & Land Systems announced the signing of a new contract for Armored Security Vehicles with the U.S. Army Tank-automotive and Armaments Command (TACOM).

The contract includes a base order of an additional 191 M1117 ASVs and 38 M1200 Armored Knight vehicles, as well as field support and special sustainment tools. Delivery is expected to begin in February 2010, and if all options of the contract are exercised, it could continue into 2013 with a total value of approximately \$200 million, of which \$99 million is currently funded. We have delivered a total of 2,153 ASVs to the U.S. Army to-date.

"This new contract is a continuing testament to the capability of the ASV and the people here at Textron Marine & Land Systems that dedicate themselves to building

this highly mobile and survivable vehicle," said Textron Marine & Land Systems General Manager Tom Walmsley. "The ASV has been outstanding in protecting our troops in military operations around the world, has demonstrated an excellent readiness rate, and has a proven maintenance record in some of the most difficult combat situations in the world. We're proud of the mission success of the ASV, but what is most important is returning our soldiers home safely when their combat service is complete."

The ASV has maintained exceptional operational readiness and combat availability rates over the life of the U.S. Army program as vehicles log more than 30,000 miles per year in combat operations. We have achieved more than 48 consecutive months of on-time delivery to the U.S. Army on the ASV program.

2009: Textron's Been in N.O. Area 40 Years

A quick look back at TM&LS' history and how we ended up where we are...

Once upon a time, Textron Marine & Land Systems was Bell Aircraft Corporation. That was back in 1935, when our founder, Lawrence Bell, opened his aviation business in Buffalo, New York.

Twenty-five years later, Textron purchased the company as Bell Aerosystems. By this time, one of the three divisions of the company, Bell Helicopter, was the only one producing aircraft. Some of the early fixed-wing planes included FM-1 Airacuda, P-39 Airacobra, P-63 King Cobra, P-59 Airacomet, XP-77 (made entirely of plywood), XP-83, X-1, X-2, X-5, and the Bell XF-109. The company's first helicopter was the Bell Model 30, in 1941.

In 1961, the first air-cushion vehicle (ACV) was developed, and in 1962, Bell announced it would build a 22-ton, 62-foot hydroskimmer for the navy, the largest air cushion vehicle ever constructed in the United States.

Along the way, Bell was developing rocket engines, a rocket belt and jet belt, and many other fascinating inventions. But the growth of the ACV business continued at a rapidly increasing pace, and in 1963, we acquired the rights from Westland Aircraft Ltd. and Hovercraft Development Limited of England to manufacture and sell hovercraft in the United States.

In 1969, Bell opened a new facility in New Orleans for detail design, construction and test of the surface effect ship SES-100B. In 1970, Bell Aerosystems became a direct operating division of Textron Inc. and changed its name to Bell Aerospace. In New Orleans, we began work on a 50-knot, 45-ton air cushion amphibious assault landing craft for the U.S. Navy.

We continued to successfully land boat contracts for several years. The SES-100B set a world record for surface effect ships in 1973, reaching a speed of 70 knots in Lake Ponchartrain. It set another world record four years later, achieving 90.3 knots (104 mph) on St. Andrew Bay near Panama City, Florida, and yet again in 1980 at 91.9 knots (105.8 mph).

In 1976, we completed the first of two Lighter, Amphibious air cushion vehicles (LACV-30s) with a 30-ton payload.

The Bell Halter SES was launched in late 1978 as America's first commercial surface effect ship and the first product of the Bell Aerospace Textron-Halter Marine Inc. joint venture.

The next month, preliminary tests aimed at revolutionizing American amphibious warfare were successfully concluded with Bell's JEFF(B), America's largest military ACV.

In October 1981, a dedication and ribbon-cutting ceremony was held for the new \$10 million Bell Halter shipyard, the production facility for the New Orleans Operations and the only U.S. shipyard dedicated solely to full-time production of air cushion vehicles and surface effect ships. The new shipyard provided direct access to the Intracoastal Waterway, the Mississippi River, the Mississippi River Outlet, and the Gulf of Mexico. Navy dignitaries, Louisiana Congressmen Robert Livingston and Lindy Boggs, and Robert P. Straetz, Chairman of the Board of Textron Inc., attended the dedication.

In early 1982, the U.S. Navy exercised its option with New Orleans Operations for construction of the first three Landing Craft, Air Cushion (LCAC) for \$80.8 million, culminating more than 10 years of design and development. In September of the same year, the SES-200, the world's largest surface effect ship, completed a record-breaking trip from New Orleans, Louisiana, to Patuxent River, Maryland. The SES-200 averaged 23.4 knots during the 1,550-nautical mile, nonstop, nonrefueling voyage. The following month, the U.S. Navy exercised its second construction option and awards a \$51 million contract to New Orleans Operations to build another three LCACs.

That same month, Bell Halter delivered the first two production surface effect ships, the Sea Hawk (WSES-2) and the Shearwater (WSES-3), to the U.S. Coast Guard in an acceptance and naming ceremony at the shipyard.

In 1983, the 10th LACV-30 was accepted into U.S. Army inventory.

LCAC-1, the first production craft, rolled out

in May, 1984. It was America's largest military air cushion vehicle 0 and five more LCACs were in production at that time.

At the 1984 World's Fair in New Orleans, the Bell Halter SES Speed Command was christened the M/V Margaret Jill. The Margaret Jill operated as an oilfield crew boat in the Gulf of Suez.

In 1986, Cadillac Gage joined the Textron family, as a wholly-owned subsidiary of Textron Inc. CGT, founded in 1941 in Detroit, had been producing armored vehicles for 14 years.

On July 1, 1986, we became Textron Marine Systems. From that point, we were assigned all air cushion/surface effect marine activity, and were no longer a part of Bell Aerospace.

Following the purchase of Halter Marine's shares of Bell Halter in 1988, it became a part of Textron Marine Systems.

Also in 1988, Cadillac Gage Textron introduced the Commando V-600, a 6X6 weapons platform mounted with a 105mm low recoil force gun turret system.

We delivered the prototype 47' Motor Lifeboat to the Coast Guard in 1990, and in 1991, we got our first MLB contract, for five pre-production boats. TM&LS eventually delivered 117 MLBs to the USCG.

In 1994, we merged with Cadillac Gage Textron and became Textron Marine & Land Systems, and shortly thereafter won a \$50M contract to build LCACs for the Japan Defense Agency.

We delivered four R&D prototype Armored Security Vehicles to the U.S. Army in 1996. But it was two years before TM&LS got its first big ASV contract. In 1999, TACOM awarded TM&LS a contract for 94 ASVs, along with associated technical support and engineering services. The rollout of the first ASV was on April 18, 2000.

In February 2002, TM&LS was integrated with Textron Systems of Wilmington, MA in an effort aimed at "leveraging common function, processes, skills and talents."

The photos on the next page hit a few product highlights, some going back even further than our arrival in New Orleans.

A selection of products from past to present



William F. Moore, inventor of Bell's Rocket Belt, makes preflight adjustments (1961)



XC-8A Aircraft flight tests Bell Air Cushion Landing System at Wright-Patterson AFB (1975)



LCAC-1 Rollout (1984)



SKMR-1 (1963)



Amphibious Assault Landing Craft JEFF(B) (1977)



MLB rollover testing (ca. 1992)



SES-100B (1969)



Lt. Governor James E. Fitzmorris, Jr. and Congressman Bob Livingston break ground for the Bell Halter Shipyard, which is now the TM&LS Shipyard. (1981)



Commando V-150ST Water Cannon (ca. 1994)



SES-100B fires a test rocket(1974)



LCACs 1,2, and 3 (1982)



XM1117 ASV, M1117 prototype (1996)



ASV rollout (2000)



In September 2008, TACOM awarded Textron Marine & Land Systems a contract valued at \$7.5M to supply spare parts and tooling to the Iraqi Police in support of 78 M1117 ASVs delivered to Iraq over a seven-month period ending in March 2009. The order consisted of 37 Conex Boxes containing 10,573 total parts, and was to be turned over to DCMA for inspection and acceptance no later than July 31, 2009. On July 13, through the combined efforts of TM&LS Shipping, Supply Management, Planning, Quality, DCMA and Spares, this order was accepted two weeks early. Thanks to the entire team for achieving this important accomplishment! Pictured are: from left, Dewain Koonce, Tony Knight, Judy Bice, Terry Pearl, Kevin Cancienne, Ryan Allemand, Raquel Sandrock, Shannon Lockhart, Colleen Schonhoff, Matthew Betsayad, Pam Uhle, Barry Groomer, Stacy Spunk, and Archie Whaley



BAYOU CAFE

is now taking orders for
your Holiday Dinners

Deadline to order is November 13.
Call 985-661-3616 or 985-661-3619 to
reserve your menu items.

Fully Cooked 10-12 lb Turkey
Smoked, fried, or baked
\$35

Honey Baked Spiral Ham
\$45

SIDE DISHES			
EACH FEEDS APPROXIMATELY 8-10 PEOPLE			
Oyster dressing	\$40	Shrimp mirliton	\$35
Cornbread dressing	\$25	Sweet potato	\$25
Dirty rice	\$25	Green bean	\$20
Baked macaroni	\$25		

DESSERTS

Pumpkin or pecan pie

Bread Pudding - Large Pan **\$30.00**

You will be able to pick up your order anytime the day before Thanksgiving (Nov. 25), or up until noon on Thanksgiving Day (Nov. 26)

TM&LS Second Quarter Charitable Donations

As a major employer in Slidell and greater New Orleans, TM&LS helps bring prosperity to the area. Providing jobs is a very important part of what we do, but it's not the only contribution we, as a responsible business, make to the quality of community life. Another important role we play is contributing to the wider good through our monetary support of causes that help out members of the community not necessarily employed here at TM&LS. Some of the charitable entities to which we've contributed thus far this year include the following:

UNO Foundation – 50th anniversary scholarship fund

Vanguard Heroes Program – honoring brave soldiers for acts of heroism

National WWII Museum – supporting our veterans

Truth 180° - 501(c)3 non profit organization whose goals include serving the needs of adults and adolescents with various disorders with individual and family therapy and substance abuse counseling

Congressional Coalition on Adoption – helping promote public awareness about adoption

What's happening with



by Julie Stokes-Soniat duFossat

Many great things are happening on the CMMI effort. Both the Configuration Management tools, MS Sharepoint and Solidworks PDM, have been approved and servers are in house being established! The procedure for utilizing our Requirements Management software, which is Telelogic DOORs, is in the final stages of development, so all projects will be able to use this software consistently to produce the required documents for CMMI SCAMPI appraisals.

We also are excited to have Cantrell Simon join our team as the MS Project Subject Matter Expert. Cantrell will be meeting with all the project leads to standardize the way we use MS Project and will then conduct training on the agreed to methodology.

The Process Group (PG) is still undergoing CMMI Level 3 qualification assessments on their identified processes, which they are nearly finished with their baseline procedures and are starting to look at training for those procedures to be delivered in the next quarter.

Process training will be provided to the development workforce in an overview training format, as well as to the individuals who will be responsible for producing the identified deliverables in a detailed training format. All affected personnel will receive the appropriate training when we implement CMMI at TM&LS, currently scheduled for fall 2009.

Following implementation of the new procedures, all development projects will begin utilizing these procedures immediately in preparation for the upcoming SCAMPI appraisal.

Following implementation of the CMMI-compatible processes, all development projects will begin using these processes immediately

From the day we implement onward there will be a requirement for compliance with the new TM&LS procedures for each and every development project, including those departments supporting development. Note that not just those projects selected for a SCAMPI evaluation will be required to comply; these

procedures will affect all development projects. We have a monthly CMMI overall progress chart and scorecard posted on some of the department SQDIP boards for your review. We will keep you posted on our continuing progress via newsletters, flyers, departmental staff meetings, and e-mail system as appropriate.

CMMI PG is comprised of the following team members:

- CMMI PG Lead..... Julie Stokes-Soniat duFossat
- CMMI PG..... Bill Shipley
- CMMI Engineering Lead Rocky Frisard
- Engineering Lead – Technical Solution Winston Smith
- Engineering Lead – Product Integration Jim Cunard
- Engineering Lead – Verification & Validation Toney Fowler
- Engineering Lead – Requirements Rocky Frisard
- Program Management Lead Alison Rooney
- Quality Assurance Lead John Loomis
- Quality Assurance Arland Daniels
- Configuration Management Lead Michael Dunning
- Configuration Management Brian D'Aquin
- Supply Management Lead..... Wayne Williams
- Finance Lead George Thorne
- Training Lead Chuck Blohowiak

Anyone with questions or concerns regarding the CMMI implementation at TM&LS should contact Julie Stokes-Soniat duFossat. Her e-mail is JStokesSoniatduFossat@TMLS.Textron.com, and her phone number is 985-661-3647. Julie welcomes and encourages all comments, concerns, or suggestions from anyone regarding CMMI.

All Hands Meetings

Sr. VP and General Manager Tom Walmsley held All Hands meetings on August 19 and 20. In talking about the state of the business, he opened with a discussion of how, following layoffs at Cessna, Textron is starting to stabilize.

Guest speaker at the meeting was MAJ Dave Thompson, a veteran of 20 years in the Army National Guard, who said former TM&LS employee Col. Dave Treuting was a mentor of his. "I did not get the ASV until 2000, during my first tour in Iraq with the 800th company in Baghdad," he said. "It's a great vehicle, great survivability, great firepower, but survivability is the key. Thompson also said that TM&LS is doing great things for in-theater soldiers and marines. "We have the best Army because of the personnel and equipment we have, and I just wanted to thank you."



"Nothing we do is worth sacrificing safety; it is important."

On the land side of the business, Walmsley said that TM&LS has received partial funding for the ASV follow-on contract, a base contract, plus two one-year options, carrying us a little way into 2012; and the 39 Colombian and 80 Iraqi vehicles will help us carry on through January 2011. "This stable base allows our IR&D to continue."

Marine business includes the Chile MLB, for which we hope to have a contract in hand by the end of this year. "With today's environment that is a real plus. Two years will go by fast so we have to go beyond this," he said.

Competitive programs currently under way include Canada's Tactical Armored Patrol Vehicle (TAPV), which offers a potential for 500 vehicles and options for an additional 200; and the Ship to Shore Connector (SSC), a replacement for LCAC. Walmsley said if we win that contract, we're **continued.....see All Hands, page 10**



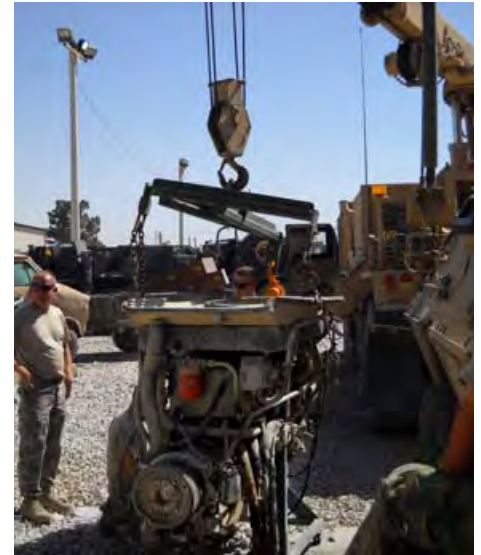


“We have the best Army because of the personnel and equipment we have, and I just wanted to thank you.”



Notes from the field...

TM&LS Field Service Rep Michael Lavender shares some photos of his activities in Afghanistan with you on this page and the next. The photos are from two different classes, one a maintenance class, and the other an operators class.



"This picture is from the ASV maintenance class I taught from July 18-25. The students are in the process of reinstalling an engine that has been serviced and cleaned into a serviced and cleaned ASV 412. It currently has 19,206 miles and 3,197 hours on it, which is equivalent to 50,000 miles because of the terrain and climate in Afghanistan. The class was held in Bagram, Afghanistan. Pictured are (from left going clockwise) SGT Robert A. Hill; DA Civilian Kelvin L. Sloan; SGT Adam Kaylor; and PFC Suzanne Brown (watching from the engine bay below). The other pictures on this page are from the same class."





“This is an operators class I was conducting from 25 to 29 May 2009. In the picture I’m demonstrating to the students the test track I have set up on the site which has a few steep hills and a large ditch they have to drive through. Right now, going pretty fast, I’m approaching a steep incline (even though it does not look like it in the picture) to demonstrate the reaction time of the brakes before doing a crawl down and locking the brakes midway to show the holding abilities of the brakes on a down hill slope. Many of the other vehicles cannot do this, or it’s actually dangerous for them because of the risk of rolling; since the ASV can do it, I try to show that.”



“Same class the other two photos on this page; PVT Michael Lalonde posed for this shot. As a student, he is in the turret awaiting his turn to drive the test track. I’m in the TC side; inside in the driver’s seat, I’m not sure who it is, I want to say PFC Matt Hager. In the foreground you can see the weeds and bright sand, the staging yard for the base and the Afghanistan mountains with snow, yes in the month of May!



“PFC Matt Hager is driving this time, while I’m in the TC checking to see whether he can control the ASV going down the hill without locking the wheels or ‘bucking’ the truck out of control or going too fast. The ISAF on the side stands for ‘International Security Assistance Force’ since we are in a war alongside NATO. Next to the ASV are actual ruins of a mud hut building that once used to be there. Believe it or not many students nearly panic at first, because all they see is the ground coming at them when they are going down, and it takes a try or two to be able to control the speed.”

Click and donate



2009 Louisiana Bike MS Ride: October 3-4, 2009

The 2009 Louisiana Bike MS Ride is October 3 & 4. As you may recall, last year the TM&LS team was able to raise almost triple their goal. This year, Keith Dubose says he's going to ride again for the fifth time.

If you're interested in joining the team to help raise money in support of multiple sclerosis research, a fun event for a good cause, email Keith at kdubose@tmls.textron.com, or give him a call at 985-661-2233.

"I do not know if we have other bike riders out there, but everybody's welcome. The more the merrier!" Dubose said. Last year, there were more than 1000 riders.

While the Louisiana Bike MS Ride covers 150 miles, it's two 75-mile days with lots of support and rest stops stocked with refreshments and Bike Shop support every 10 to 12 miles, so you don't need to be a Tour de France pro to ride.

Keith says that some prep training is necessary for most, but you see all skill and fitness levels out there riding. "Some people finish each 75-mile leg in under four hours, and some take eight."

Host cities are Hammond, LA and McComb, MS. At the end of the first day, riders have the option of camping at Percy Quin State Park with live music and fabulous Louisiana food. Those who don't wish to camp at the park can opt to stay in one of the local hotels. A shuttle will run from the park to the hotels.

For more information, check out the website of the Louisiana Chapter of the National Multiple Sclerosis Society:

http://bikelam.nationalmssociety.org/site/PageServer?pagename=BIKE_LAM_homepage



TM&LS Employees are eligible to join the New Orleans Firemen's Federal Credit Union

Contact NOFFCU at 800-647-1689 or www.noffcu.org

All Hands.....from page 6

probably looking at 15-20 years production.

He added that we're looking at more Reset, depending on how many vehicles come back (probably 70-80 resets). The team did a great job with reset, and it is very low cost, making it a very attractive program."

He also discussed Textron's Open Door policy. "Interaction gives your boss or bosses an opportunity to address your issues and concerns. If there is an issue it needs to be addressed. The environment we come into every day - we create - we must treat each other with respect."

Employees will receive a special Safety thank you for achieving 1.4 million hours without a lost time injury. "Nothing we do is worth sacrificing safety, it is important," he said.

"We are now approaching 48 months without missing a delivery on ASV. There are 1,000 people here responsible for that, no matter what your contribution is. Thank you. That is a significant accomplishment."

The TM&LS Employees' Club Presents

FAMILY BOWLING NIGHT!

2 Strike Plus* PRIZE

Lots of Door Prizes!

Saturday, September 19
6 - 9 pm

Bowling USA, Slidell

\$10 member • \$10 guest

TICKETS ARE FIRST COME, FIRST SERVE LIMITED TO MEMBER AND 3 GUESTS

Price includes 3 hours of bowling, shoes & refreshments (draft beer/soft drinks)

Contact your POC soon for ticket information and deadlines.

TM&LS reserves the right to take photographs at this event and to subsequently make such photos available to its employees and in postings at its website and internal emails and posters.

3 STRIKES in a row WINS FREE TURKEY GIFT CERTIFICATE (LIMIT 1 PER BOWLER)

Six Sigma Green Belt Project Waste Reduction through Visual Management

The key to waste reduction in the shipyard's maintenance shop was visual management, Mike Cummings decided, and he made it his Six Sigma Green Belt project.

With the help of Maintenance staff, he planned the improvements, including painting the shop, labeling the racks, and selected dedicated drop areas for incoming and repaired machinery.

A daily/weekly cleaning plan was developed, and the reorganization was under way. As you can see from these photos, the results were striking. Mike projects a benefit potential of \$10,000.



Before >



After



Before >



After



Tools on table and floor



Tools on wall hangers



Org. by similarity and function



Shadow markings on shelves



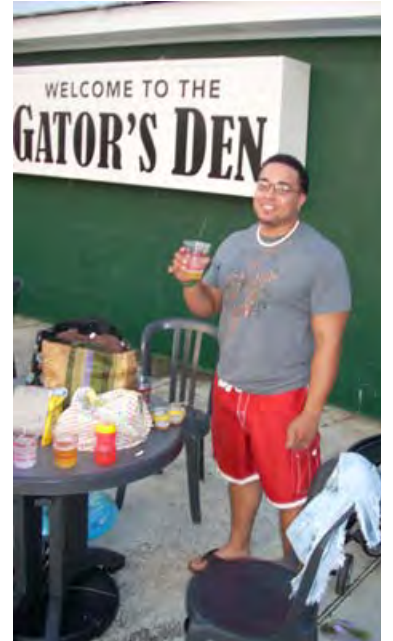
Drawers and shelving labeled



Fencing installed to control access to materials and tools

Where else can you go swimming at a baseball game? The fireworks just make it better!

Employees Club Goes to Zephyr Stadium



Annual Youth Fishing Event Held June 6

The Friends of Louisiana Wildlife in conjunction with the U.S. Fish & Wildlife Service, held their annual youth fishing event at Bogue Chitto National Wildlife Refuge on June 6. As in previous years, TM&LS was a sponsor for the event.

Each summer, kids ages 4 - 12 get to enjoy a day of fishing and fun as part of National Fishing and Boating Week.

Each child received a t-shirt, rod-and-reel, tackle, bait and lunch following registration.

The Bogue Chitto Refuge, at 36,000 acres, is one of the most undisturbed swamplands in the United States and is the home of a number of endangered and threatened species.

In the photo at right, Dock Mitchell and his son Justin, 11, who took third place overall in the fishing event. "We got three and a half pounds of filets out of four catfish," Dock said.

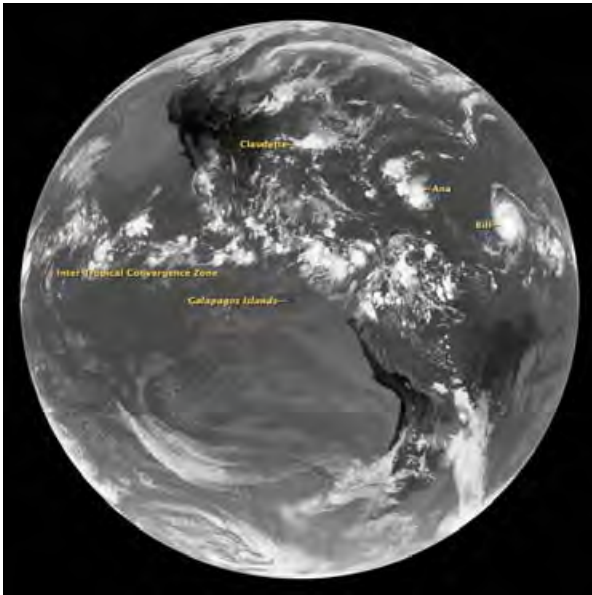


Pictured above as they prepare to fish are: Blane, Cierra, and Gaige Buras, Brian Buras' grandchildren.



Full Hemisphere Sat View

Bill, Ana and Claudette spin through the Atlantic



Remote-sensing scientists call a satellite image that captures an entire hemisphere of the Earth in one view a “full-disk” image. The delivery of the first full-disk image from a newly launched weather satellite is an exciting milestone in the mission. It provides scientists and engineers with incontrovertible evidence that a new satellite—as well as the communications systems needed to deliver the images back to Earth—is ready to do its job.

On August 17, 2009, at 1:31 p.m. EST, the latest NASA/NOAA geostationary weather satellite, called GOES-14, returned its first full-disk thermal infrared (IR) image, showing radiation with a wavelength of 10.7 micrometers emanating from Earth. Infrared images are useful because they provide information about temperatures. A wavelength of 10.7 micrometers is 15 times longer than the longest wavelength of light (red) that people can see, but scientists can turn the data into a picture by having a computer display cold temperatures as bright white and hot temperatures as black. The hottest (blackest) features in the scene are land surfaces; the coldest (whitest) features in the scene are clouds.

In the heat of the midday sun, the exposed rock in sparsely vegetated mountain ranges and high-altitude deserts in western North and South America are dark. In North America, the temperatures

cool (fade to lighter gray) along a gradient from west to east, as the semi-deserts of the West and Southwest transition to the grasslands and croplands of the Great Plains, which transition to forests in the East.

A band of scattered storms across the equatorial Pacific shows the location of the Intertropical Convergence Zone, which is a belt of showers and thunderstorms that persists near the equator year round. Need help precisely locating the equator? Look for the dark (hot) spots in the Pacific

Ocean west of South America: those are the Galapagos Islands, and the equator

passes through the northern tip of the largest island.

Perhaps the most significant features related to U.S. weather appear in the upper right quadrant of the disk: the remnants of Tropical Storm Claudette drenching the eastern Gulf Coast, Tropical Depression Ana unwinding over Puerto Rico and the Dominican Republic, and Hurricane Bill approaching from the central Atlantic.

The GOES satellites have three levels of naming. The two operational satellites are always called GOES-East (view centered at 75 degrees West) and GOES-West (view centered at 135 degrees West.) Replacements for the on-duty satellites are designated by a letter during their development and launch phases. When they are safely in orbit, they receive a number. Two backups are stored on orbit and are activated when the on-duty satellites fail.

Photo, story courtesy NOAA/NASA

Students from Northshore High School in Slidell brought their robot, Blue Steel, to Gause Blvd. administrative offices on July 6 to demonstrate it. Attending were (l-r, blue shirts) Lauren Adams, Rachel Holladay, Andy Zhou, Patrick Hallal, Sam Holladay, Andrew Yawn, Annie Holladay, and Hannah Sorrell. Textron was a gold sponsor for the team along with Lockheed Martin and Northrop Grumman. Sr. VP and General Manager Tom Walmsley received a plaque in appreciation for our sponsorship.

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News items and suggestions for stories about employees and
 TM&LS events should be submitted to **Julie Kelsey** at
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