

Global C-130J Fleet Surpasses 2 Million Flight Hours



Two KC-130J Super Hercules aircrafts assigned to Marine Aerial Refueler Transport Squadron (VMGR) 352, Marine Aircraft Group 11, 3rd Marine Aircraft Wing (3rd MAW), conduct a ceremonial formation flight for the VMGR-352 75th anniversary above Marine Corps Air Station Miramar, Calif. The squadron held a battle color ceremony, which consisted of a reading of the unit's citations and awards, a color guard, performance by the 3rd MAW band and a ceremonial formation flight. U.S. Marine Corps/Lance Cpl. Clare J. McIntire

The global community of C-130J Super Hercules operators recently surpassed 2 million flight hours, Lockheed Martin announced in an Oct. 15 release. These hours were logged beginning with the C-130J's first flight on April 5, 1996, through the end of July 2019.

Twenty-two operators from 18 nations contributed to this achievement, adding hours through multiple missions including combat, transport, aerial refueling, special operations, medevac, humanitarian relief, search and rescue, weather reconnaissance, firefighting and commercial freight delivery.

"The C-130J has earned a reputation as the world's workhorse, and this most recent achievement is a powerful reminder of the Super Hercules' unmatched global reach."

Rod McLean, vice president and general manager of the Air Mobility & Maritime Missions line of business at Lockheed Martin

Rod McLean, vice president and general manager of the Air Mobility & Maritime Missions line of business at Lockheed Martin, announced the milestone at the Hercules Operators Conference, the annual C-130 operator-industry event held in

Atlanta.

“The C-130J has earned a reputation as the world’s workhorse, and this most recent achievement is a powerful reminder of the Super Hercules’ unmatched global reach,” McLean said. “Crews continue to exemplify the C-130J’s proven capability and versatility with every mission they fly. The Lockheed Martin team is proud of the work of the Super Herc crews who rely on the C-130J to support vital missions, both home and abroad.”

Countries with military variant C-130Js contributing to these flight hours include (in order of delivery) the United Kingdom, United States (the U.S. Air Force, Marine Corps and Coast Guard), Australia, Italy, Denmark, Norway, Canada, India, Qatar, Iraq, Oman, Tunisia, Israel, Kuwait, South Korea, Saudi Arabia, France, and Bahrain. Also contributing is Lockheed Martin Flight Operations, whose crews are the first to fly every C-130J produced.

The U.S. Air Force maintains the largest C-130J fleet, with Super Hercs flown by Air Mobility Command, Air Combat Command, Air Education and Training Command, Special Operations Command, and Air National Guard, and Air Force Reserve units. In addition, Defense Contract Management Agency crews support C-130J test flights at Lockheed Martin’s Aeronautics site in Marietta, Georgia, home of C-130 production.

The C-130J Super Hercules is the current production model of the legendary C-130 Hercules aircraft.

Coast Guard Repatriates 45

Dominican Migrants Following 3 At-Sea Interdictions



A group of migrants is waiting to be embarked aboard the Coast Guard Cutter Heriberto Hernandez (WPC-1114) during one of three separate illegal voyages, of 49 migrants, in the Mona Passage this past weekend. The interdictions were a result of ongoing efforts in support of Operation Unified Resolve, Operation Caribbean Guard and the Caribbean Border Interagency Group (CBIG). U.S. Coast Guard

SAN JUAN, Puerto Rico – The Coast Guard Cutter Heriberto Hernandez (WPC-1114) repatriated 45 of 49 Dominican migrants to a Dominican Republic Navy vessel Oct. 14 just off the Dominican Republic, following the interdiction of three separate illegal migrant voyages near Puerto Rico, the Coast Guard 7th District said in an Oct. 16 release.

Four other migrants remain in Puerto Rico to face possible federal prosecution on charges of attempting to illegally reenter the United States, which carries a potential maximum term of imprisonment of 20 years and a fine of up to \$250,000.

The interdictions were a result of ongoing efforts in support of Operation Unified Resolve, Operation Caribbean Guard and the Caribbean Border Interagency Group (CBIG).

“These are illegal and perilous ventures which greatly endanger the lives of migrants, who often embark grossly overloaded makeshift boats with little or no lifesaving equipment,” said Capt. Eric King, Commander of Coast Guard Sector San Juan. “In addition to enforcing U.S. immigration laws, these interdictions help prevent the unnecessary loss of life.”

The first interdiction took place on the morning of Oct. 11

after a Customs and Border Protection (CBP) Air and Marine Operations DHC-8 marine patrol aircraft crew sighted a migrant boat near Cabo Rojo, Puerto Rico. A Puerto Rico Police Joint Forces of Rapid Action marine unit arrived on scene and interdicted the makeshift vessel with six men aboard. The Coast Guard Cutter Diligence (WMEC-616) arrived on scene shortly thereafter and embarked the migrants.

The second interdiction took place Saturday morning after Ramey Sector Border Patrol agents detected an inbound migrant vessel near Aguadilla, Puerto Rico. Two responding Puerto Rico Police Joint Forces of Rapid Action marine units interdicted the makeshift vessel with 26 Dominican migrants aboard, 24 men and two women.

The third interdiction took place during the night of Oct. 12 after the crew of a Coast Guard HC-144 Ocean Sentry detected a 20-foot migrant vessel transiting the Mona Passage towards Puerto Rico. Cutter Heriberto Hernandez diverted and interdicted the makeshift vessel with 17 men aboard.

Once aboard a Coast Guard cutter, all migrants receive food, water, shelter and basic medical attention.

Cutter Heriberto Hernandez is a 154-foot fast-response cutter homeported in San Juan, Puerto Rico, while the cutter Diligence is a 210-foot medium-endurance cutter homeported in Wilmington, North Carolina.

Miguel Keith Completes

Acceptance Trials



ESB 5 is named in honor of Marine Corps Vietnam veteran and Medal of Honor recipient Miguel Keith. U.S. Marine Corps and Secretary of the Navy Public Affairs

SAN DIEGO – The Navy’s newest Expeditionary Sea Base (ESB), Miguel Keith (ESB 5) successfully completed acceptance trials on Oct. 11, the Naval Sea Systems Command said in an Oct. 15 release.

The trials were conducted off the coast of Southern California after departure from the General Dynamics National Steel and Shipbuilding Co. (GD-NASSCO) shipyard in San Diego. During the week of trials, the Navy’s Board of Inspection and Survey conducted comprehensive tests to demonstrate and evaluate the performance of all the ship’s major systems.

“Our ESBs are bringing tremendous operational capability to our combatant commanders,” said Capt. Scot Searles, Strategic Sealift and Theater Sealift program manager, Program Executive Office Ships. “These ships are supporting a wide variety of mission sets in the 5th and 6th Fleet and more recently have demonstrated their ability to integrate mine countermeasure mission packages. These sea trials demonstrated the high quality of this ship and its readiness to join the fight.”

ESBs are highly flexible, modular platforms that are optimized to support a variety of maritime based missions including Special Operations Force and Airborne Mine Countermeasures support operations in addition to humanitarian support and sustainment of traditional military missions, according to the Navy.

“Our ESBs are bringing tremendous operational capability to our combatant commanders.”

Capt. Scot Searles, Strategic Sealift and Theater Sealift

program manager, Program Executive Office Ships

ESBs include a four-spot flight deck and hangar and a versatile mission deck and are designed around four core capabilities: aviation facilities, berthing, equipment staging support, and command and control assets. ESBs will operate as the component commander requires providing the U.S. Navy fleet with a critical access infrastructure that supports the flexible deployment of forces and supplies.

Miguel Keith is the third platform of the ESB variant and is scheduled to deliver in early fiscal 2020. GD-NASSCO is also under contract for detail design and construction of ESB 6 and 7, with an option for ESB 8.

AeroVironment Launches New Puma LE UAS



The new Puma LE unmanned aircraft. AeroVironment
AeroVironment Inc. has launched the Puma LE (Long Endurance), the next generation in its Puma All Environment small unmanned aircraft system product line, the company said in an Oct. 14 release. The updated platform has increased range and expanded payload capacity, according to the company. Puma LE features an integrated Mantis i45 gimbaled electro-optical/infrared sensor and night-vision goggle-visible laser illuminator, to provide imagery for intelligence, surveillance, and reconnaissance (ISR) during day, night and low-light operations on land and in maritime environments.

Delivering Group 2 capabilities in a Group 1 footprint, the aircraft weighs 22.5 pounds (10.4 kilograms) and is launchable by hand or bungee. Onboard batteries provide 5.5 hours of flight endurance, doubling the time on station of Puma 3 AE, with an operational range of 60 kilometers when used with AeroVironment's Long-Range Tracking Antenna (LRTA). Puma LE's dual-case mission pack contains everything needed to perform two complete 5.5-hour missions with a single aircraft and ground control system.

According to AeroVironment, Puma LE is built for multimission operations with up to 5.5 pounds of total payload capacity. The aircraft's ruggedized secondary payload bay enables the integration of third-party payloads, with a dedicated power supply providing 18-24 volts at up to 5 amps, and an Ethernet connection port for payload communications.

"Puma LE is the next generation of the combat-proven Puma AE small UAS, delivering immediate tactical ISR, extended endurance and a dedicated secondary payload bay to dramatically expand its mission capabilities," said Rick Pedigo, vice president of sales and business development for AeroVironment. "With Puma LE, AeroVironment expands the envelope of small unmanned aircraft systems, and enables our customers to proceed with certainty in ever-changing operational environments."

Puma LE can be operated manually or autonomously with AeroVironment's common GCS.

DHS, Coast Guard Extend

Limited Contract Relief for Offshore Patrol Cutter

WASHINGTON – The Department of Homeland Security, in coordination with the U.S. Coast Guard, granted extraordinary relief to the Eastern Shipbuilding Group (ESG) for the offshore patrol cutter (OPC), Coast Guard Headquarters announced in an Oct. 11 release.

ESG submitted a request June 30, 2019, for extraordinary relief after its shipbuilding facilities sustained significant damages from Hurricane Michael, a Category 5 storm, in October 2018.

Acting Secretary of Homeland Security Kevin K. McAleenan made the decision to grant extraordinary contract relief limited to the first four hulls on the basis that ESG's performance on the OPC contract is vital to the national defense. The Coast Guard will immediately transition to a follow-on competitive contract for the remaining OPC program of record.

The Coast Guard, supported by DHS and the Navy, conducted an extensive analysis of ESG's request guided by law and federal acquisition regulation. This review included an assessment of the cost, schedule and performance impacts on the existing contract. The review was overseen by a Contract Adjustment Board chaired by the DHS Deputy Under Secretary for Management.

"Eastern Shipbuilding's request for extraordinary relief was carefully considered," said Coast Guard Vice Commandant Adm. Charles W. Ray. "This review validated the essential contributions the OPC will provide to our national security and determined that limited relief, in parallel with immediate recompetes, is the best option in this exceptional situation. Doing so is consistent with the law, fiscally responsible, and

the most expeditious means to deliver this essential national capability.”

The Coast Guard intends to release a Request for Information to gauge industry interest in re-competing the remainder of the OPC program of record. This information will inform the acquisition strategy for the follow-on procurement.

The OPC will replace the fleet of medium-endurance cutters, commissioned between 1964 and 1991, providing a critical capability between the National Security Cutter and the Fast Response Cutter. OPC acquisition will expand the Coast Guard’s capability to secure the U.S. border and approaches, disrupt drug cartels and other illicit actors, prevent unlawful immigration and enhance national preparedness. This decision will ensure critical capabilities are delivered to the fleet as expeditiously and responsibly as possible.

Huntington Ingalls Industries Expands Shipbuilder Academy Program

PASCAGOULA, Miss. – Huntington Ingalls Industries’ Ingalls Shipbuilding division hosted a ribbon-cutting ceremony on Oct. 8 for its new Shipbuilder Academy site in Gulfport, according to a company news release.

Shipbuilder Academy was established in 2016 at Ingalls’ Maritime Training Academy with a mission to provide enrolled students with a strong foundation in the maritime industry and fill the current industry skills gap. Through a partnership with the Gulfport School District, Ingalls is expanding the

program to a new site inside the repurposed Gaston Point Elementary School.

“Ingalls has been a cornerstone of the Gulf Coast for more than 80 years, and we want to provide paths for hiring local talent,” said Brian Cuccias, president of Ingalls Shipbuilding. “A well-trained workforce is so vital to our community’s success that Ingalls has created a proactive approach in helping create meaningful programs that result in job-ready, skilled graduates. These students become a pipeline for Ingalls and other companies along the Gulf Coast.”

In addition to the partnership with Gulfport School District, the new Shipbuilder Academy site received a grant in the amount of \$150,000 from the W.K. Kellogg Foundation. The grant is meant to help Gulfport School District and Ingalls increase workforce development and career pathways by expanding Shipbuilder Academy across the Mississippi Gulf Coast.

The program, now entering its fourth year, has expanded to Mobile County and enrolls students from eight high schools along the Gulf Coast, including Pascagoula, Gautier, Moss Point, East Central, Vancleave, St. Martin, Ocean Springs and Alma Bryant. The Gaston Point site will serve students from an additional three high schools: Biloxi, Gulfport and Pass Christian.

Navy Secretary Thanks Oshkosh Defense for Work on JLTV



Master Gunnery Sgt. Kiel Allen directs a Joint Light Tactical Vehicle onto the bow of the amphibious assault ship USS

Kearsarge. U.S. Navy/Mass Communication Specialist 3rd Class
Jacob Vermeulen

OSHKOSH, Wis. – Oshkosh Defense received a visit from Navy Secretary Richard V. Spencer, who addressed team members and thanked them for delivering Joint Light Tactical Vehicles (JLTV) to the U.S. Navy and Marine Corps ahead of schedule and below budget. The Bravo Zulu Award they received signifies a “job well done.”

“I recently had the pleasure of meeting the general responsible for fielding JLTVs to [II Marine Expeditionary Force] at Camp LeJeune,” Spencer said. “He went on to tell me that the teamwork between Oshkosh and the Marines was so cohesive that the only way someone could tell the difference between the two was by the color of their shirts. For that, I thank you all. And please know that the sweat and time put into each vehicle is just the beginning of its life. That vehicle will go on to play a critical role in the Navy’s success for decades to come.”

“It is a true honor to host Secretary Spencer and introduce him to the men and women who come to work each day focused on delivering the products that allow our warfighters to complete their missions and return home safely,” said John Bryant, executive vice president of parent company Oshkosh Corp. and president of Oshkosh Defense.

The JLTV program is in full-rate production and has completed all reliability qualification and performance testing as well as logistics supportability evaluations around the country. In August, the Marine Corps reached Initial Operating Capability on the vehicle almost a full year ahead of schedule.

Spencer Names Future Transport Dock Ship in Honor of City of Harrisburg



An artist rendering of the future USS Harrisburg. U.S. Navy Harrisburg, Pa. – Navy Secretary Richard V. Spencer has named the next San Antonio-class amphibious transport dock ship, LPD 30, in honor of Harrisburg, Pennsylvania, according to a statement from Spencer’s public affairs office.

“The people of central Pennsylvania have always played a critical role in forging the strength of our Navy and fighting to defend our nation,” Spencer said. “The future USS Harrisburg will carry on this legacy to every part of the world.”

LPD 30 will be the second U.S. Navy vessel named after the city. The first was a troopship acquired by the Navy during World War I that served in commission from May 29, 1918, to Sept. 25, 1919. That ship also served with the Navy in the Spanish-American War under another name.

The capital of Pennsylvania, the Harrisburg-Carlisle metropolitan statistical area is home to several Defense Department facilities, including the Naval Support Activity, Mechanicsburg. During the Civil War, Camp Curtin, located in what is now the Uptown area of the city, served as the largest camp during the conflict with more than 300,000 enlistments passing through its gates.

San Antonio-class amphibious transport dock ships support amphibious assault, special operations or expeditionary warfare missions and can serve as secondary aviation platforms for amphibious ready groups. LPD 30 will be the first Flight II San Antonio class ship, serving as the functional

replacement for the aging LSD 41/49 Whidbey Island-class dock landing ships.

The ship provides the Navy with modern, sea-based platforms that are networked, survivable and built to operate with modern-day transformational platforms, such as the MV-22 Osprey and amphibious assault vehicles.

USS Harrisburg will be built at Huntington Ingalls Industries, Pascagoula, Mississippi. The ship will be 684 feet long, have a beam length of 105 feet and be capable of operating at speeds in excess of 22 knots.

Construction Starts on Future USS Nantucket



Sponsor Polly Spencer's name is engraved in a plaque for the keel laying of the future USS Nantucket on Oct. 9 at Fincantieri Marinette Marine.

MARINETTE, Wis. – Lockheed Martin and Fincantieri Marinette Marine marked the start of construction on littoral combat ship (LCS) 27, the future USS Nantucket, with a ceremony here Oct. 9, according to a Lockheed Martin statement.

As part of a ship-building tradition dating back centuries, a shipyard worker welded the initials of Polly Spencer, USS Nantucket's ship sponsor and wife of Navy Secretary Richard V. Spencer, into the ship's keel plate. This plate will be affixed to the ship and travel with Nantucket throughout its commissioned life.

“The USS Nantucket will confront many complex challenges,” Spencer said. “It will confront humanitarian relief all the way to ‘great power competition,’ drawing on the strength of every weld, every rivet applied by the great people here.”

The focused-mission LCS is designed to support mine countermeasures, anti-submarine and surface warfare missions today and is easily adapted to serve future and evolving missions tomorrow.

About 40% of the hull of a Freedom variant LCS is reconfigurable, able to integrate Longbow Hellfire Missiles, 30 mm guns and manned and unmanned vehicles. LCS is equipped with Rolling Airframe Missiles (RAM) and a Mark 110 gun, capable of firing 220 rounds per minute. An LCS also is capable of speeds in excess of 40 knots.

“LCS can serve a multitude of missions to include surface, anti-submarine and mine countermeasure missions by quickly integrating mission equipment and deploying manned and unmanned aerial, surface or sub-surface vehicles,” said Joe DePietro, vice president and general manager of small combatants and ship systems for Lockheed Martin.

LCS 27 is the first U.S. Navy ship to be named after Nantucket, Massachusetts, in more than 150 years. Nantucket has a deep connection to sailing and maritime traditions, serving as a whaling hub in the 1800s and as the home of generations of American Sailors since the town’s beginning. The previous USS Nantucket, the first to be named after the island, was commissioned in 1862 to serve during the Civil War.

“I have been given a very special honor in being the sponsor of the future USS Nantucket. I am happy she is being built here in Marinette, Wisconsin, which has an impressive history of shipbuilding,” said Polly Spencer, LCS 27 sponsor. “Thank you to all the talented people who are bringing this ship to

life. ... It is going to be an amazing journey that I am thrilled to be on.”

LCS 27 will be the 14th Freedom-variant LCS and will join a class of more than 30 ships. It is one of six ships in various stages of construction and test at the Fincantieri Marinette Marine shipyard.

“We are very excited to begin construction of the future USS Nantucket,” said Jan Allman, chief executive officer of Fincantieri Marinette Marine. “Our men and women are proud to put their efforts into giving the Navy versatile ships to keep our country and its interests safe.”

Coast Guard Sets New Record for Illegal Fishing Vessel Interdictions



A Mexican lancha sits moored at Station South Padre Island in South Padre Island, Texas, after Coast Guard law enforcement crews detected and interdicted three Mexican lancha boat crews illegally fishing off southern Texas in February. U.S. Coast Guard/Station South Padre Island

CORPUS CHRISTI, Texas – U.S. Coast Guard law enforcement crews interdicted a record-breaking number of lanchas throughout the Gulf of Mexico for fiscal year 2019, according to a Coast Guard 8th District release.

Since October 2018, Coast Guard assets and personnel have detected a total of 175 lanchas, intercepted 138 and interdicted 74. Since the first recorded lancha interdiction

in the late 1980s, the Coast Guard has seen a significant uptick in detection of the vessels, particularly in the past two years, recording 61 lancha interdictions in the previous fiscal year.

The Coast Guard utilizes a layered approach for interdiction through aircraft, small boats and cutters as well as improved technology on those assets, resulting in the drastic increase in lancha interdictions.

“Working with our ReCoM partners, we will continue to apply maximum pressure along the Maritime Boundary Line in order to deter this illicit activity, preserve our natural resources and uphold U.S. sovereignty,” said Lt. Kurtis Mees, Coast Guard Station South Padre Island commanding officer.

“I couldn’t be prouder of my crew’s efforts and their steadfast dedication towards this mission. This problem has persisted now in South Texas for 30-plus years, and we are committed to seeing an end to it.”

A lancha is a fishing boat used by Mexican fishermen that is about 20 to 30 feet long with a slender profile. They typically have one outboard motor and are capable of traveling at speeds in excess of 30 mph. Lanchas pose a major threat, usually entering the United States’ Exclusive Economic Zone near the U.S.-Mexico border in the Gulf of Mexico with the intent to smuggle people, drugs or poach the United States’ natural resources.