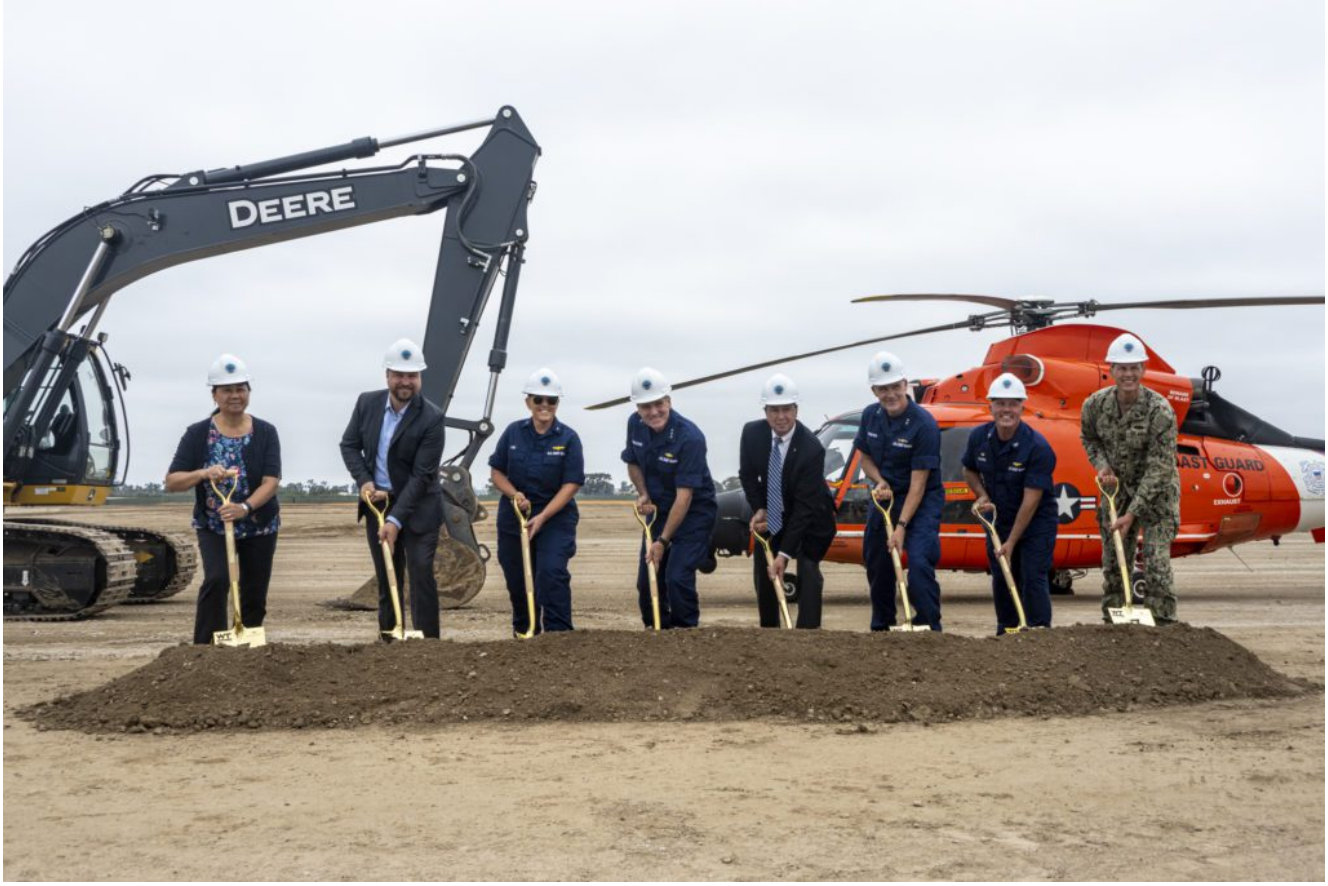
Coast Guard Breaks Ground on New Air Station in Ventura



Debra Chinn, a member of the Coast Guard Facility Design and Construction Center, Joe Bissaillon, the Architect and Project Manager for Woolpert, Rear Adm. Carola List, the Coast Guard Assistant Commandant for Engineering and Logistics, Vice Adm. Michael McAllister, the Coast Guard Pacific Area commander, Sam Abutaleb, the Vice President of Whiting-Turner Construction, Rear Adm. Brian Penoyer, District 11 commander, Capt. Thomas Cooper, Coast Guard Air Station San Francisco commanding officer, and Capt. Kirk Lagerquist, the chief staff officers for Naval Base Ventura County, participate in a ground breaking ceremony for the Coast Guard Air Station Ventura, July 27, 2021. *U.S. COAST GUARD / Petty Officer 1st Class Richard W. Brahm*

SAN PEDRO, Calif. – The Coast Guard helicopter crews flying out of rented space at the naval base at Point Mugu will finally get a permanent home as ground broke July 27 for their new facility, the Coast Guard 11th District said in a

release.

The $53 million Coast Guard Air Station Ventura is scheduled to include a 48,000 square-foot hangar and a 12,200 square-foot administration and berthing facility at Naval Base Ventura County in Point Mugu.

Four MH-65 Dolphin helicopters and 82 personnel are slated to be stationed at the air station when it opens for operations in August 2023.

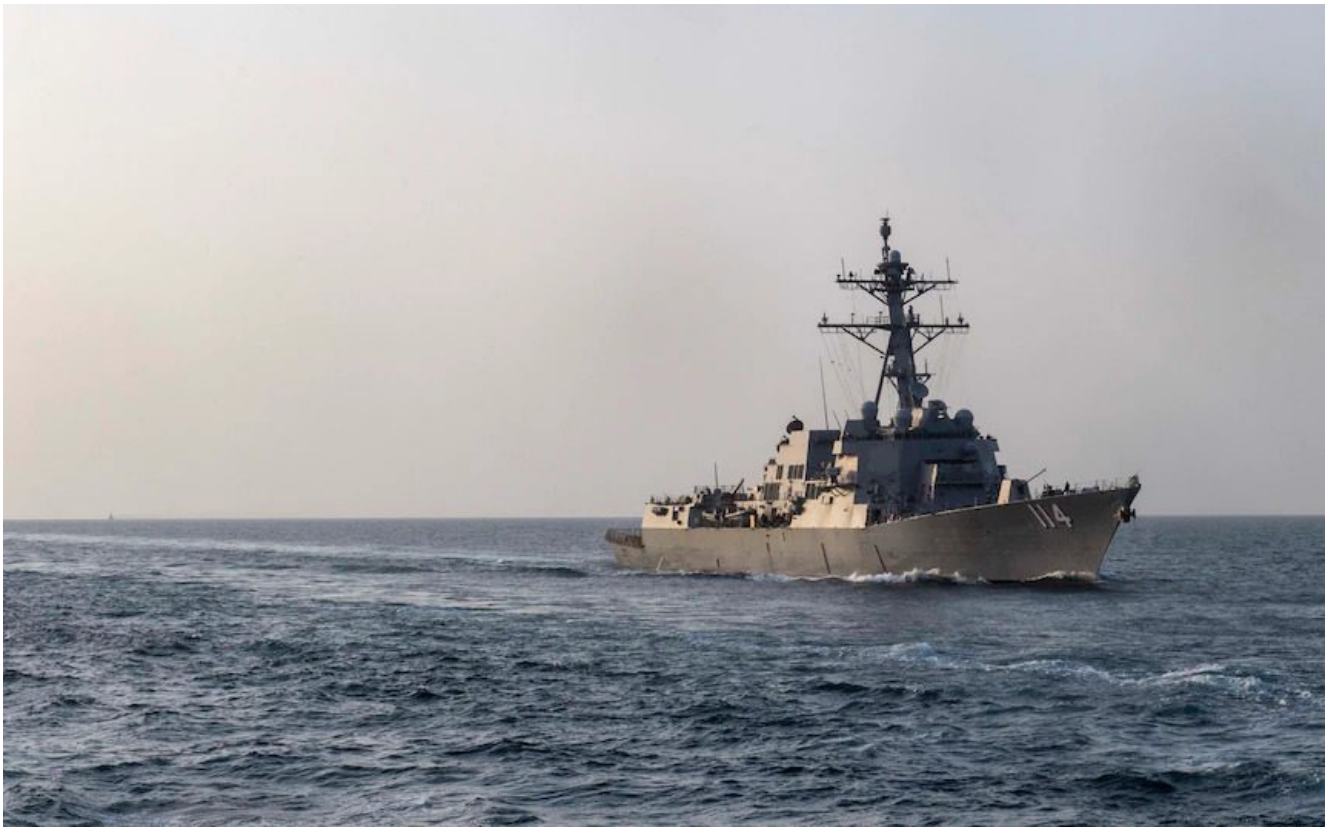
“We’re excited to break ground to re-establish a permanent air station,” said Vice Adm. Michael F. McAllister, commander U.S. Coast Guard Pacific Area. “The new air station in Ventura will enhance critical mission capabilities, allowing us to better serve this critical area.”

Previously, the Coast Guard operated Air Station Los Angeles out of the Los Angeles International Airport for more than five decades until it lost its lease in May 2016. The Coast Guard officially closed the air station and shifted aviation operations to a Forward Operating Base (FOB) located at Naval Base Ventura County supported by Coast Guard Air Station San Francisco. The Point Mugu FOB operates out of a leased hangar facility and leased berthing space from the Navy. Currently, 13 permanent service members and approximately 11 rotating crewmembers from San Francisco fly two MH-65 Dolphin helicopters out of Point Mugu.

Coast Guard operations are scheduled to shift from the FOB to the new facilities of Air Station Ventura upon the facility’s completion.

The air station’s area of responsibility covers 350 nautical miles and stretches from Dana Point to Morro Bay, including the Channel Islands. Missions include 24/7 emergency response, search and rescue, drug and migrant interdiction, law enforcement, and marine and waterways conservation and protection.

MDA Test Intercepts Target with SM-6 Missiles



The U.S. Missile Defense Agency, in cooperation with the U.S. Navy, conducted Flight Test Aegis Weapon System 33 in the broad ocean area northwest of Hawaii, July 24. *U.S. NAVY*

WASHINGTON – The U.S. Missile Defense Agency, in cooperation with the U.S. Navy, conducted Flight Test Aegis Weapon System 33 in the broad ocean area northwest of Hawaii, July 24, the agency said in a release.

The objective of FTM-33 was to intercept a raid of two Short-Range Ballistic Missile targets with four Standard Missile-6 Dual II missiles.

Based on initial observations, one target was successfully intercepted. At this time, destruction of the second target cannot be confirmed.

FTM-33 was the most complex mission executed by MDA (a raid of two test targets and two SM-6 Dual II salvos consisting of four missiles). It was the third flight test of an Aegis BMD-equipped vessel using the SM-6 Dual II missile.

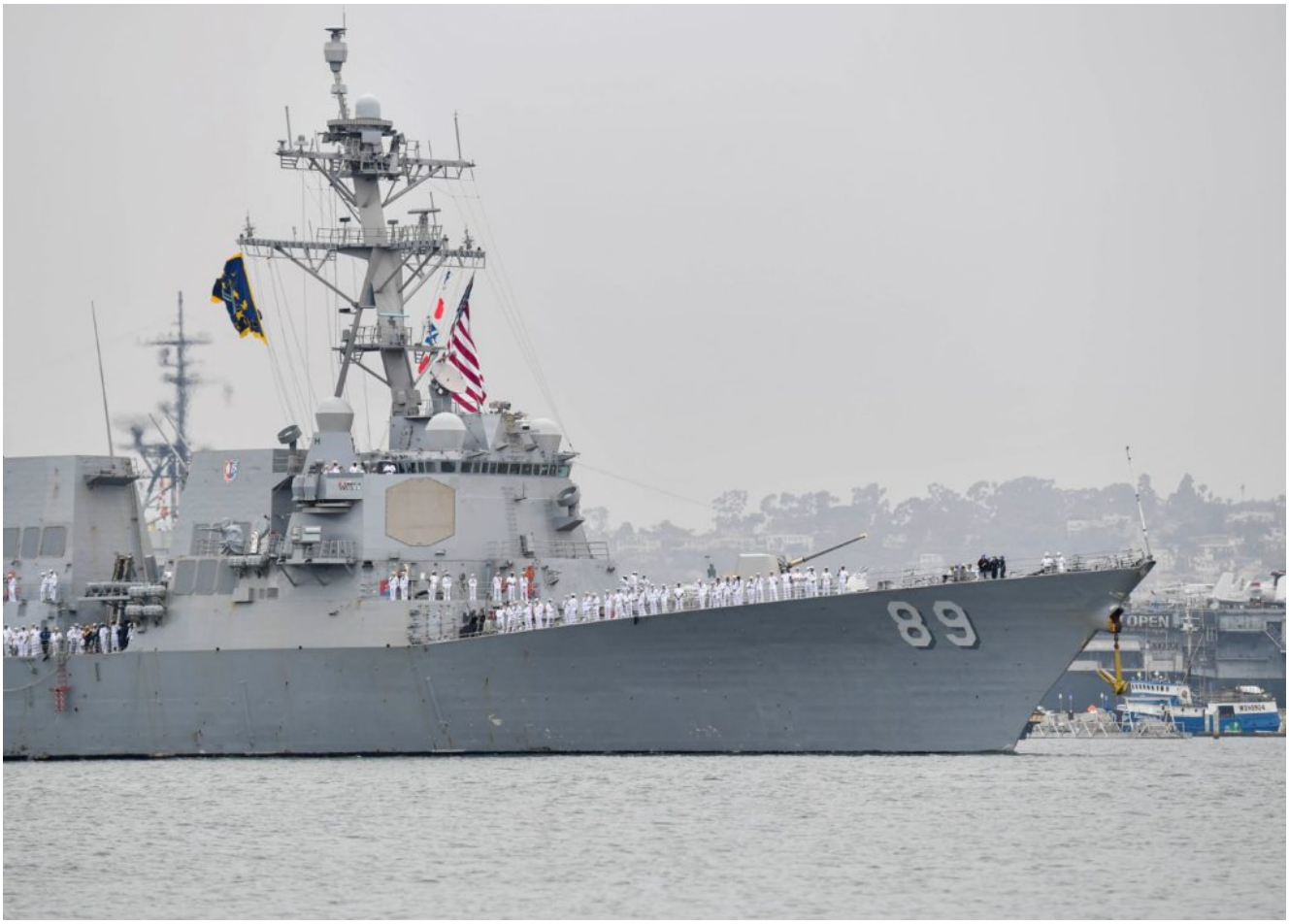
FTM-33, originally scheduled for December 2020, was delayed due to restrictions in personnel and equipment movement intended to reduce the spread of COVID-19.

Program officials will continue to evaluate system performance based upon data obtained during the test.

The firing ship for the test was the USS Ralph Johnson (DDG 114).

The SM-6 Dual II missile is designed for use in the terminal phase of a short-to- medium-range ballistic missile trajectory.

USS Mustin Returns to San Diego after 15 Years of Service in Japan



Arleigh Burke-class guided-missile destroyer USS Mustin (DDG 89) returned to San Diego, July 22, after 15 years serving in the Forward Deployed Naval Forces in Japan. *U.S. NAVY*

SAN DIEGO – Arleigh Burke-class guided-missile destroyer USS Mustin (DDG 89) returned to San Diego, July 22, after 15 years serving in the Forward Deployed Naval Forces (FDNF) in Japan, commander, Naval Surface Forces, U.S. Pacific Fleet, said in a July 23 release.

Mustin executed a change of station to the United States to conduct a planned depot modernization period and will be replaced by Arleigh Burke-class guided-missile destroyer USS Ralph Johnson (DDG 114), which will depart its homeport of Everett, Washington.

"Planned maintenance availabilities like these are critical to ensuring ships are maintained and equipped to perform combat-ready tasking when called upon and achieve their expected service life," said Cmdr. Robert Briggs, commanding officer of

USS Mustin.

Mustin arrived in Yokosuka, Japan in July 2006 and has participated in multiple humanitarian efforts in the Indo-Pacific region while assigned as a FDNF ship. In 2008, as part of USS Essex Amphibious Ready Group, Mustin provided aid to Myanmar in response to Cyclone Nargis. The ship earned the Humanitarian Service Medal for response to the 2011 Tohoku earthquake and tsunami as well as Typhoon Haiyan. Also in 2011, at the request of the government of Thailand, Mustin provided aerial surveillance support following flooding.

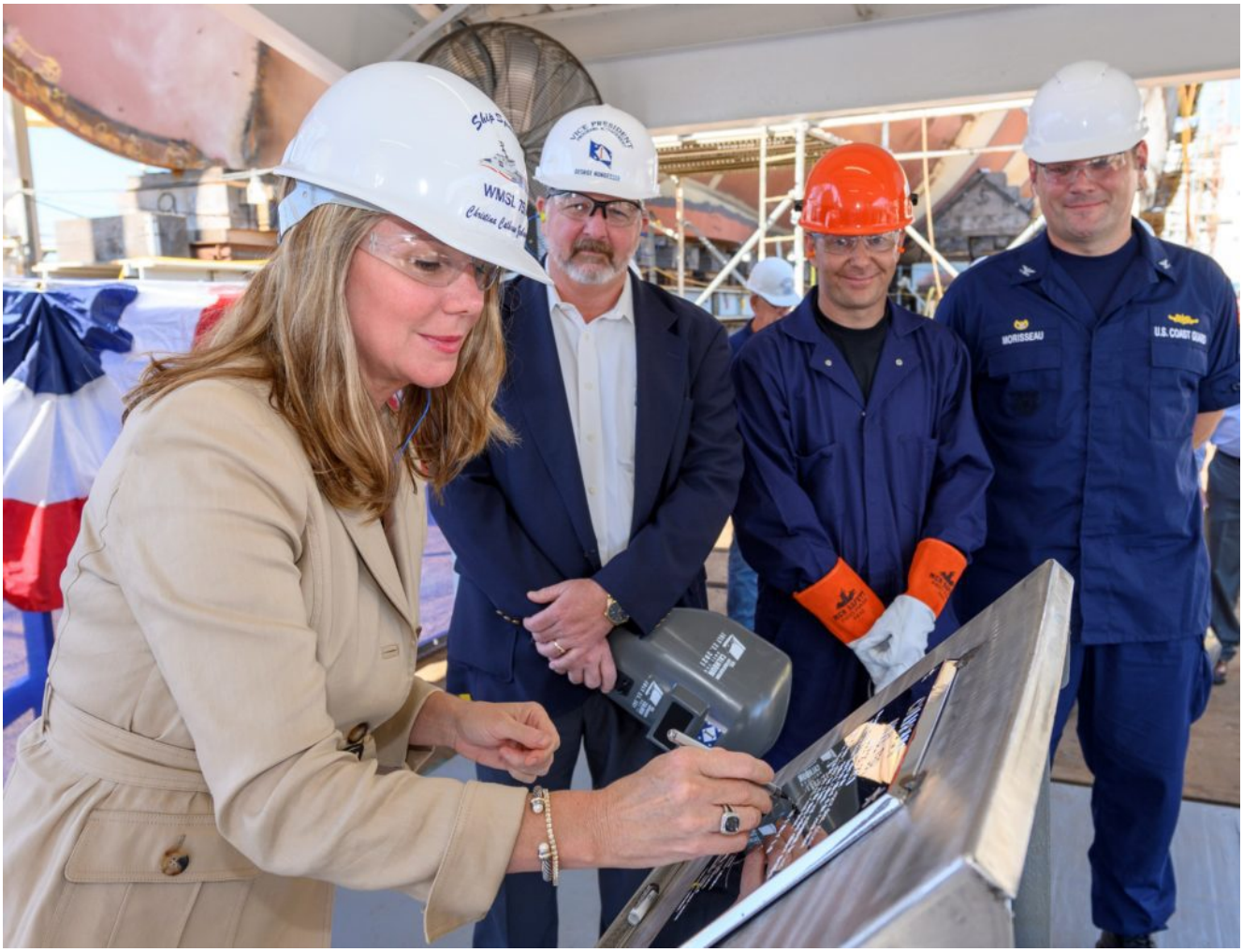
While taking precautions against COVID-19 at the onset of the global pandemic, Mustin successfully participated in a number of training exercises and operations including Integrated Ship and Air Team Training, Surface Warfare Advanced Tactical Training, Freedom of Navigation Operations, and carrier strike force operations with USS Ronald Reagan (CVN 76) and USS Nimitz (CVN 68).

“I couldn’t be more proud of Mustin’s accomplishments,” said Briggs. “As we transition into the maintenance phase over the following months, the crew is focused on upgrading the combat systems and engineering plant, and eventually returning this warship back to sea.”

Commissioned in San Diego nearly 18 years ago on July 26, 2003, Mustin spent three years assigned to Destroyer Squadron 23 as part of U.S. 3rd Fleet before joining the FDNF as part of Destroyer Squadron 15 based out of Yokosuka, Japan, with U.S. 7th Fleet.

Forward deployed naval forces improve the ability for the U.S. to protect interests while reassuring their friends and allies in the region of their commitment to peace, stability, and prosperity with unfettered access to the sea lanes for all nations in the Pacific.

HII Authenticates Keel of National Security Cutter Calhoun



Ship sponsor Christina Calhoun Zubowicz writes her initials onto a steel plate that will be welded inside Calhoun (WMSL 759), the national security cutter named in honor of her grandfather, Charles L. Calhoun. Pictured with Zubowicz are (left to right) George Nungesser, Ingalls Shipbuilding vice president of program management; Christopher Tanner, a structural welder at Ingalls; and Capt. Peter Morisseau, commanding officer, U.S. Coast Guard Project Resident Office Gulf Coast. *HUNTINGTON INGALLS INDUSTRIES / Lance Davis*

PASCAGOULA, Miss. – Huntington Ingalls Industries' Ingalls Shipbuilding division ceremonially authenticated the keel of Legend-class national security cutter Calhoun (WMSL 759) July 23, the company said in a release.

The keel authentication, initially planned for 2020, was postponed due to the COVID-19 pandemic.

"This is a very special keel authentication ceremony for a multitude of reasons," said George Nungesser, Ingalls' vice president of program management. "While we were able to work steadily and safely though the pandemic, visitation to the shipyard made commemorating major shipbuilding milestones a challenge. We are proud to be able to celebrate our talented shipbuilders and their successes today during this ceremonial keel laying."

Calhoun recently reached the halfway point of its construction. Ingalls is the builder-of-record for the Legend-class NSC program and has delivered nine national security cutters with two more under construction.

NSC 10 is named for Charles L. Calhoun, the first master chief petty officer of the Coast Guard. He served in the U.S. Navy for three years during World War II and was honorably discharged as a torpedoman second class in February 1946. Seven months later, he enlisted in the Coast Guard and held various leadership positions over the course of 14 years. He served as master chief petty officer of the Coast Guard from Aug. 27, 1969, until Aug. 1, 1973.

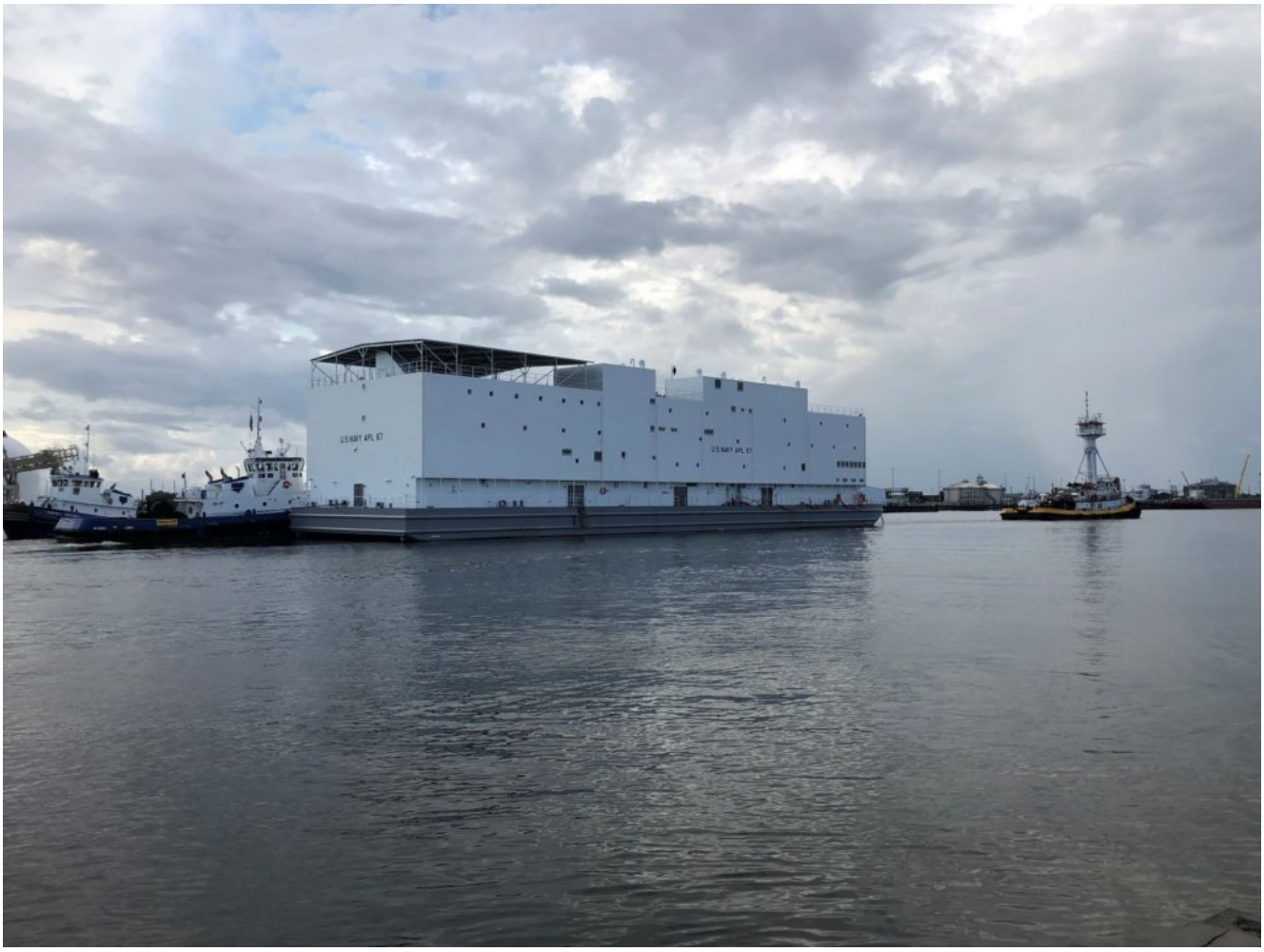
The sponsor of NSC 10 is Christina Calhoun Zubowicz, the granddaughter of Charles L. Calhoun.

"I want to thank the entire United States Coast Guard for this opportunity and recognize their fervent efforts in protecting America's economic, national and border security," Zubowicz said. "May abundant divine protection, luck and blessings surround the ship: and the men and women –

the shipbuilders, in crafting the new innovative national security cutter, Calhoun.”

The Legend-class NSC is the most technologically advanced ship in the Coast Guard’s fleet, which enables it to meet the high demands required for maritime and homeland security, law enforcement, marine safety, environmental protection and national defense missions. NSCs are 418 feet long with a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 120.

Navy’s APL 67 Sails Away from Pascagoula, Bound for Japan Base



The Navy’s newest berthing barge, Auxiliary Personnel Lighter (APL) 67 sailed away from VT Halter Marine’s shipyard this week en route to Naval Base San Diego. APL 67 will eventually be delivered to Yokosuka, Japan. *NAVAL SEA SYSTEMS COMMAND*

PASCAGOULA, Miss. – The Navy’s newest berthing barge, Auxiliary Personnel Lighter (APL) 67 sailed away from VT Halter Marine’s shipyard this week en route to Naval Base San Diego, the Program Executive Office–Ships said in a July 21 release. APL 67 will eventually be delivered to Yokosuka, Japan.

APLs are 82-meter-long barges that can berth up to 611 people, 74 officers and 537 enlisted personnel. Mess seating is available for 224 enlisted personnel and 28 officers in 20-minute intervals, allowing food service for 1,130 personnel to have three meals a day.

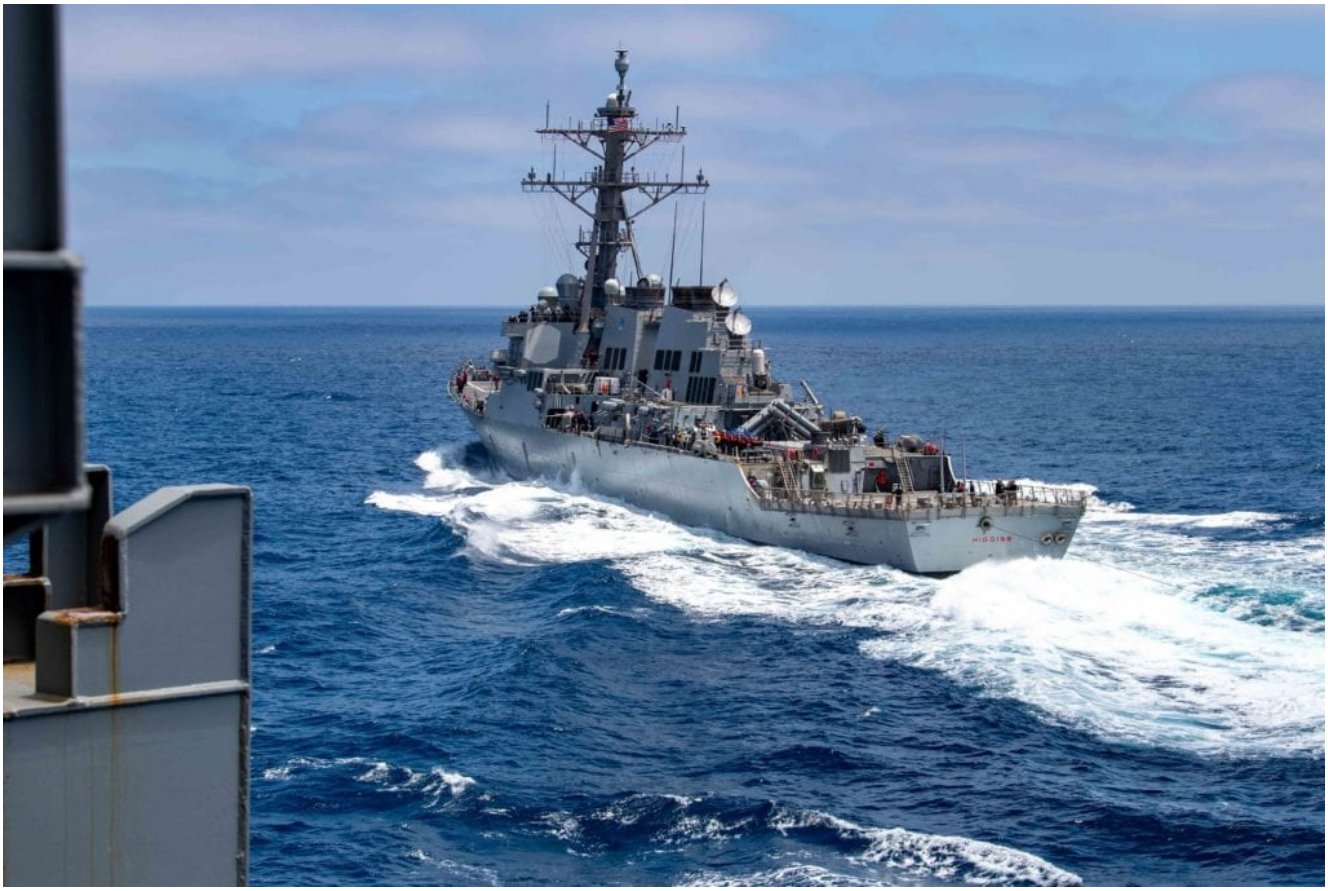
APLs are equipped with offices, classrooms, washrooms, laundry facilities, a medical treatment facility, a barber shop and a

fitness center.

“The modern APLs make the lives of our Sailors easier while their ships are in port for maintenance or training events.” John Lighthammer, acting program manager, Support Ships, Boats and Craft, Program Executive Office Ships. “We look forward to continuing to get these vessels delivered to the fleet to provide support while our Sailors focus on mission.”

VT Halter Marine is in production on APL 68 and three other APLs.

NSWC Taps VTG to Equip More Ships with Counter-UAS Laser



The Arleigh Burke-class guided-missile destroyer USS Higgins

(DDG 76) steers away from Nimitz-class aircraft carrier USS Carl Vinson (CVN 70) following a replenishment-at-sea, July 20, 2021. VTG will equip more such ships with anti-unmanned aircraft laser systems. *U.S. NAVY / Mass Communication Specialist Seaman Sophia Simons*

CHANTILLY, Va., July 21, 2021 – VTG has been selected by the Naval Surface Warfare Center, Port Hueneme Division, to equip more ships in the U.S. fleet with an innovative laser designed to counter threats from unmanned aerial systems.

Under the prime, single-award contract, VTG will install and integrate the AN/SEQ-4 Optical Dazzler Interdictor, Navy (ODIN), a directed energy weapon, aboard five U.S. Navy Arleigh Burke-class destroyers.

“Our team is honored to support NSWC-PHD in integrating this innovative defensive technology into the fleet. The ODIN laser represents a significant advancement for the Navy in addressing asymmetric threats and protecting our sailors,” said John Hassoun, VTG president and CEO. “Delivering next-generation capabilities to our warfighters is something we’re passionate about. VTG’s depth of expertise with ODIN, together with our skilled fleet modernization team, cutting-edge manufacturing and prototyping capabilities, and long-term legacy of support to the Navy, makes us uniquely qualified to perform this mission critical work.”

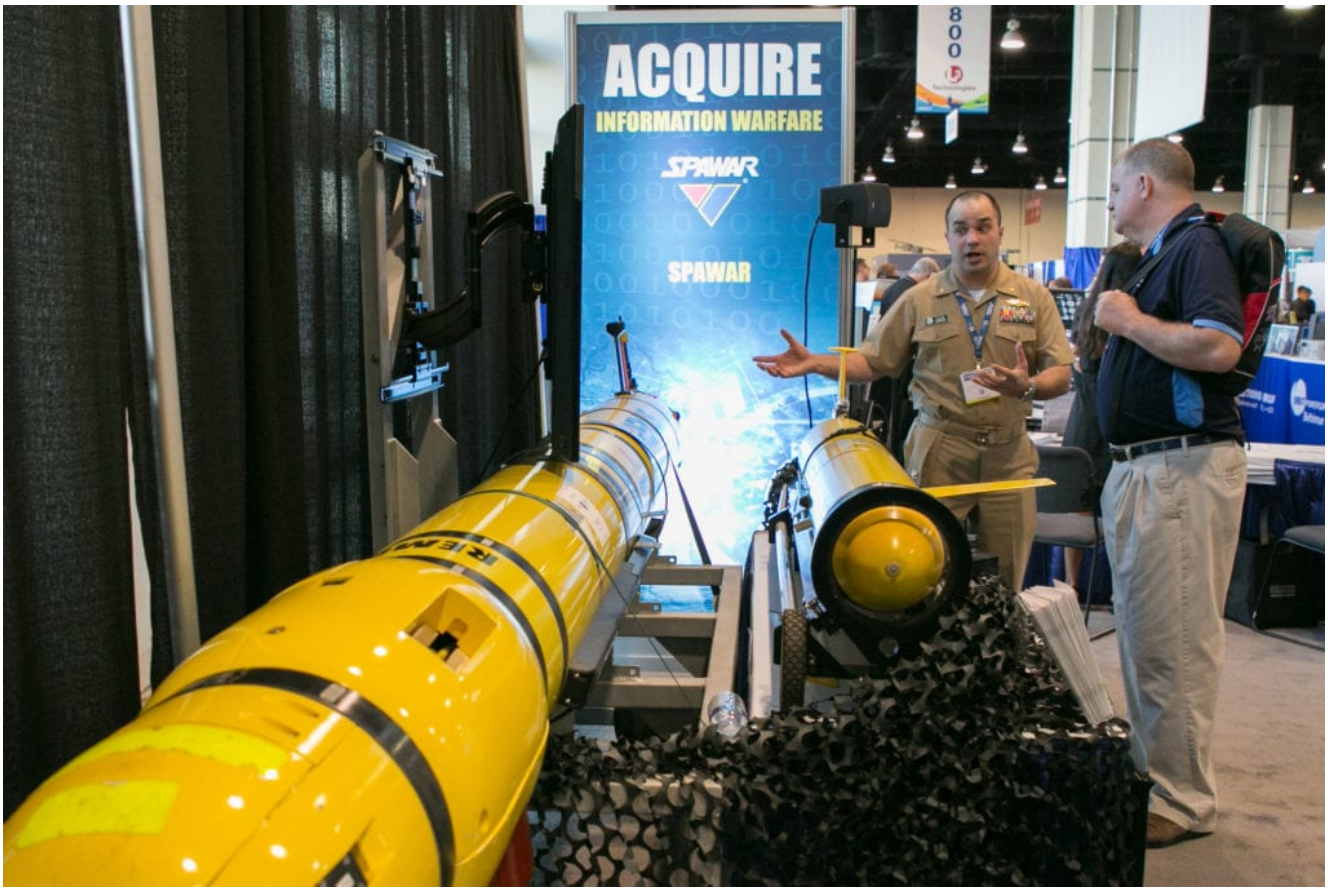
In 2020, VTG successfully integrated the ODIN laser aboard the USS Stockdale (DDG 106) and USS Spruance (DDG 111) through a separate sole-source contract, completing both projects on time and on budget, and setting the standard for future directed energy weapon installations aboard U.S. Navy ships.

ODIN is used to counter adversary UAS-mounted intelligence, surveillance and reconnaissance capabilities. This laser for the optical dazzling of adversaries’ long-range and very long-range surveillance systems is being developed and built by the government at NSWC Dahlgren Division, and rapidly fielded to meet an urgent fleet need. The ODIN laser will be employed on

surface combatants to counter asymmetric threats and to provide a scalable response for escalation of force.

Over the past decade, VTG has modernized 240 different surface ships, aircraft carriers and submarines. With a record of exceptional quality, uncompromising safety, and on-time and on-budget delivery, VTG ensures that our sailors have a competitive advantage over near-peer adversaries now and in the future.

Navy Awards Teledyne Contract for Autonomous Underwater Vehicles



Littoral Battlespace Sensing Unmanned Underwater Vehicles

(LBS-UUV) on display at the Navy League's Sea-Air-Space conference and exhibition in 2017. The LBS-UUV is made up of two vehicle types, a glider and an autonomous undersea vehicle. *U.S. NAVY / Krishna M. Jackson*

THOUSAND OAKS, Calif. — Teledyne Technologies Inc.'s subsidiary, Teledyne Brown Engineering Inc., has been awarded an indefinite-quantity/indefinite-delivery contract with a maximum base value of $27.4 million from the U.S. Navy for the Littoral Battlespace Sensing-Glider (LBS-G) program, the company said in a July 19 release.

The contract, awarded under full and open competition, includes a single five-year ordering period and five one-year option periods. The option periods, if exercised, have a ceiling value of $39.2 million.

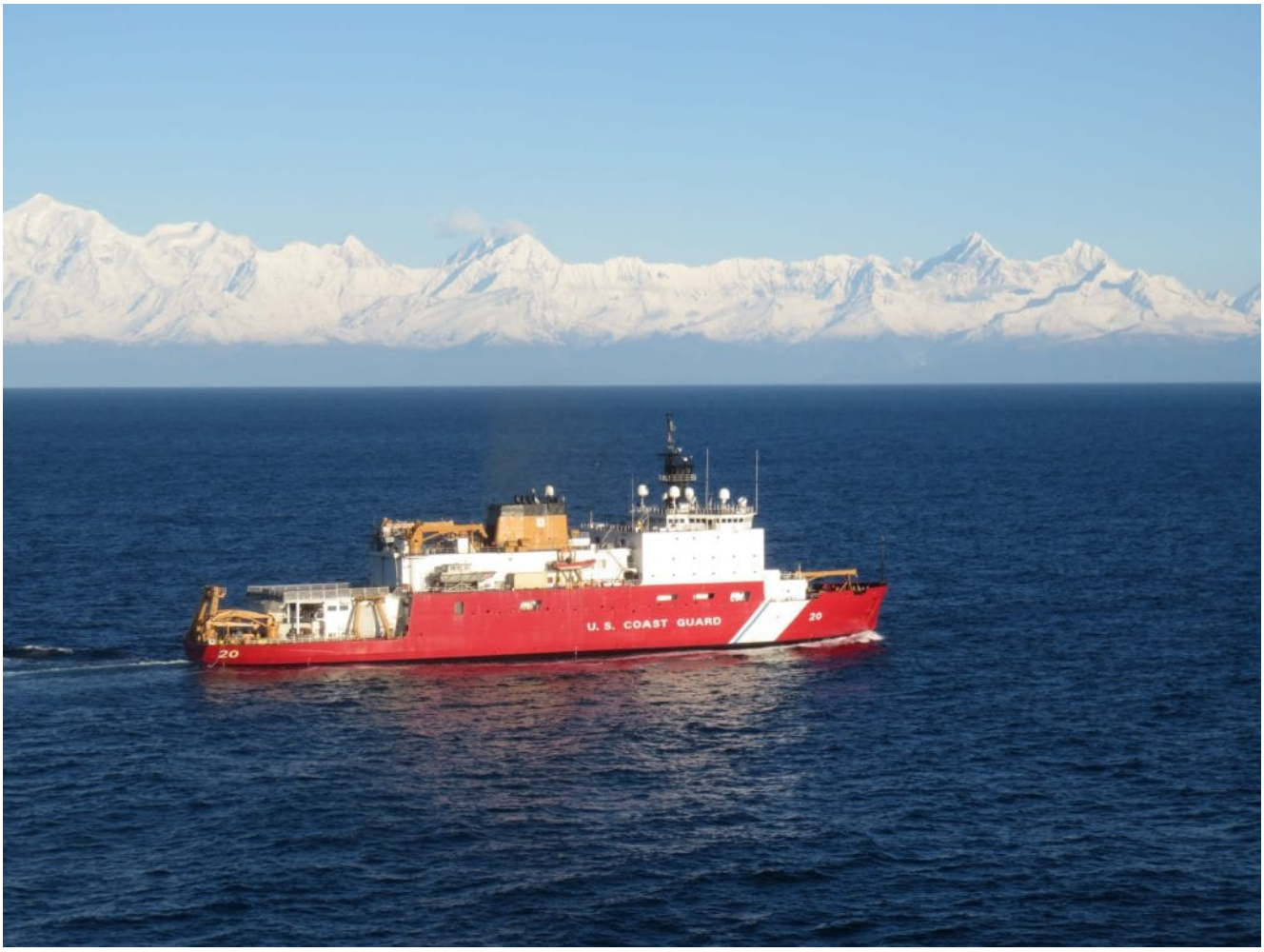
Teledyne Slocum gliders are long-endurance, buoyancy-driven autonomous underwater vehicles (AUVs) that provide a highly persistent means to sample and characterize the ocean water column properties. They can do this at spatial and temporal resolutions not possible using other vessels or tactical units alone. The AUVs host a range of oceanographic sensors to support antisubmarine warfare, mine countermeasures and Naval Special Warfare mission areas.

Teledyne Brown Engineering and sister company, Teledyne Webb Research, will perform the design, development, fabrication, production, test, and support of the LBS-G systems. Under a previous contract awarded in 2009, Teledyne delivered 203 gliders to the U.S. Navy.

"We are pleased to announce the continuation of Teledyne's successful partnership with the Naval Information Warfare Systems Command to deliver this capability," stated Jan Hess, president of Teledyne's Engineered System Segment and Teledyne Brown Engineering. "We look forward to supporting the Navy and assisting with its awareness and understanding of the ocean's conditions."

Teledyne Slocum gliders provide the U.S. Navy the capability to conduct persistent sampling of large ocean areas for long periods of time. They also allow focused sampling to obtain extremely high-resolution data within a smaller, tactically significant operating area. The LBS-G System, part of the LBS Unmanned Undersea Vehicles program, is part of a solution to close critical capability gaps allowing the U.S. Navy to characterize adequately and persistently the physical ocean environment on tactical and strategic scales in a battlespace.

Icebreaker Departs for Arctic Deployment, Circumnavigation of North America



The Coast Guard Cutter Healy (WAGB-20), a polar-class ice breaker, transits Southeast Alaskan waters Nov. 24, 2018. The Healy is one of two ice breakers in U.S. service. *U.S. COAST GUARD / Lt. Kellen Browne*

SEATTLE – The Coast Guard Cutter Healy (WAGB 20) departed Seattle on Saturday, July 10, for a months-long Arctic deployment and circumnavigation of North America, the Coast Guard Pacific Ares said in a July 16 release.

The crew aboard Healy, a 420-foot medium icebreaker, will provide U.S. surface presence in the Arctic, conduct high latitude science and research missions, engage in exercises and professional exchanges with foreign navies and patrols, and conduct other operations as directed throughout the deployment.

Healy is scheduled to circumnavigate North America via the Northwest Passage and the Panama Canal. Healy's deployment supports the Coast Guard's Arctic Strategy while providing

critical training opportunities for polar sailors and future operations in the Arctic.

The crew will promote U.S. interests along the U.S. and Russia maritime boundary line.

“Healy’s deployment provides opportunities to deepen the Coast Guard’s cooperation and commitment with our Arctic allies and partners and to support scientific exploration to increase understanding of the changing Arctic environment and associated impacts,” said Coast Guard Pacific Area Commander Vice Adm. Michael McAllister.

The Healy deploys annually to the Arctic to support multiple science missions and Operation Arctic Shield, the service’s annual operation to execute U.S. Coast Guard missions, enhance maritime domain awareness, strengthen partnerships, and build preparedness, prevention, and response capabilities across the Arctic domain.

Commissioned in 1999, Healy is one of two active polar icebreakers in the Coast Guard’s fleet. The Seattle-based Coast Guard Cutter Polar Star (WAGB 10) is a heavy polar icebreaker commissioned in 1976.

The U.S. Coast Guard is recapitalizing its polar icebreaker fleet to ensure continued access to the polar regions and to protect the country’s economic, commercial, environmental, and national security interests. The Polar Security Cutter is still in the design phase, and Halter Marine is working toward completing the necessary work to begin construction on this incredibly complex, state-of-the-art icebreaker. The contract delivery date for the first Polar Security Cutter is 2024.

Bell Begins UH-1Y Production for the Czech Republic

Two UH-1Y Venoms, assigned to the “Vipers” of Marine Light Attack Helicopter Squadron (HMLA) 169, prepare to land at Naval Air Facility (NAF) Misawa, Japan, on July 15. *U.S. NAVY / Mass Communication Specialist 3rd Class Benjamin Ringers*

CRESTVIEW, Fla. – Bell Textron Inc., a Textron Inc. company, has restarted UH-1Y Venom helicopter production for the first international operator. Crestview Aerospace has completed manufacturing the first of eight cabins at the Crestview Florida facility. The aircraft will complete final assembly at the Bell Amarillo Assembly Center.

The helicopters are part of the 2020 U.S. Department of Defense contract awarded to Bell for the production and delivery of eight UH-1Y and four AH-1Z helicopters for the government of the Czech Republic.

“Crestview Aerospace is honored and grateful for the

opportunity to team with Bell on the continued production of the UH-1Y cabin for the first international customer," said Paul Kohlmeier, senior vice president, Strategy and Business Development, Crestview Aerospace. "Crestview continues to build in the same high quality and reliability into the international Venom helicopters that underpin the aircraft currently operated by the United States Marine Corps around the world."

Bell delivered the final UH-1Y for the U.S. Marine Corps program of record in April 2018 and has continued to produce and deliver the AH-1Z as part of the H-1 production contract for 349 H-1 aircraft, consisting of 160 UH-1Y and 189 AH-1Z.

The UH-1Y shares 85 percent commonality of parts with the AH-1Z. The commonality between the aircraft enabled critical component supply chains to remain active during AH-1Z production for the USMC.

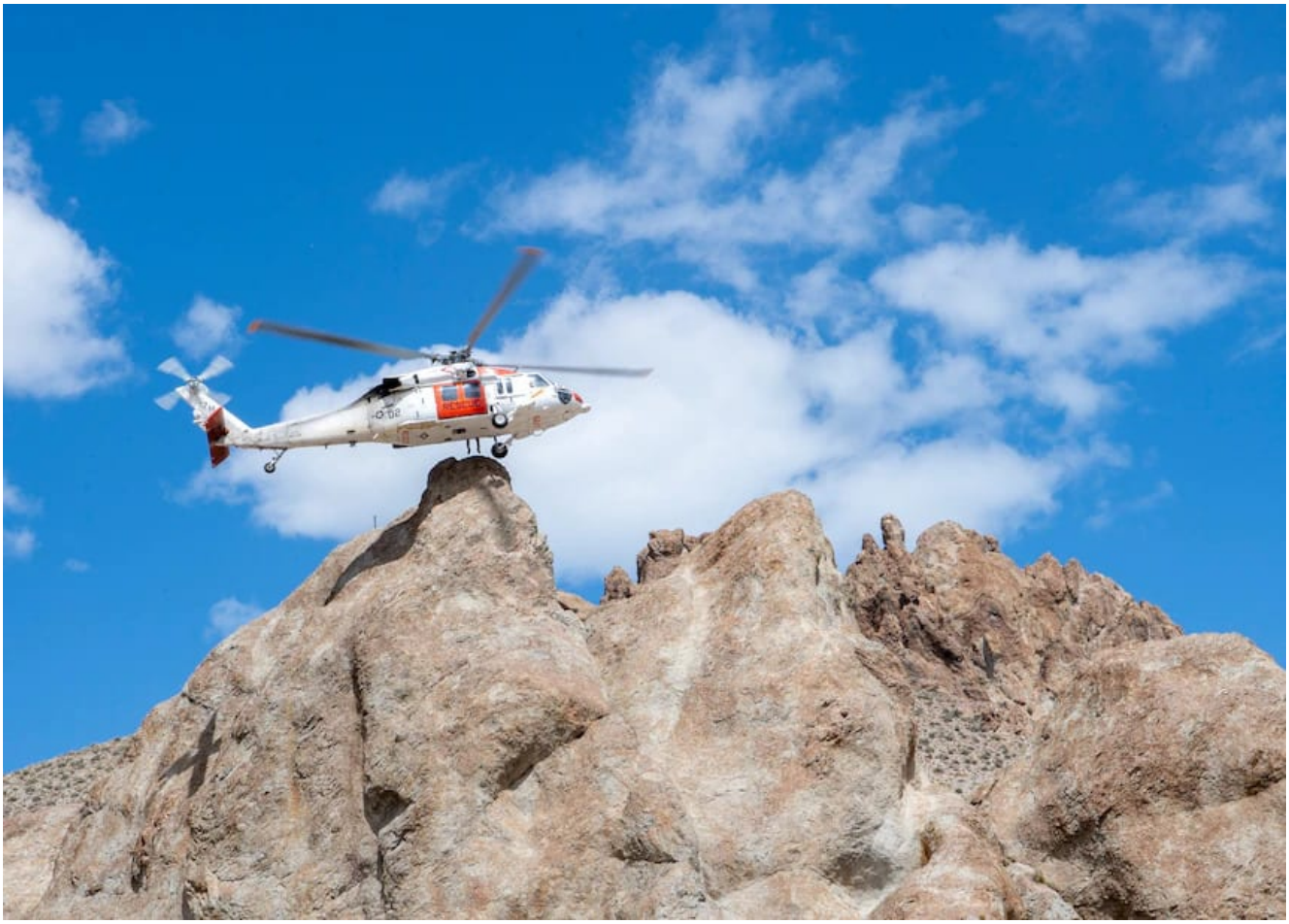
"Time, logistics, and man-hours are all strategic resources," said Mike Deslatte, vice president and H-1 program director, Bell. "Commonality helps ensure everything between the Viper and Venom, from manufacturing, maintenance, and upgrades, remains seamless while simultaneously providing lower program and life cycle costs. It's a real tactical advantage on multiple levels."

The UH-1Y and AH-1Z share the same engines, integrated mission system and dynamic components, such as the four-bladed rotor system. Both aircraft are specifically designed and produced for expeditionary operations. Together, they provide a full spectrum of military operations, unlike any other helicopter duo.

Bell anticipates production for the Marine Corps through early 2022, followed by continued production for foreign military customers. Bell has two signed Foreign Military Sales cases in

production, Bahrain and the Czech Republic.

Navy Helicopter Crew Rescued After Crash Near Mt. Hogue, California



The MH-60S Knighthawk helicopter that crashed, assigned to the "Longhorns" of Helicopter Search and Rescue (SAR) Squadron, conducts a one wheel during a simulated SAR training exercise in February. *U.S. NAVY / Mass Communication Specialist 2nd Class Ryan M. Breeden*

NAVAL AIR STATION FALLON, Nev. – A Navy MH-60S Knighthawk helicopter crashed near Mt. Hogue, California, at approximately 5 p.m. on July 16, while conducting search and

rescue (SAR) operations, the Navy said in a July 17 release. All four crewmembers survived the crash without injury and have been safely recovered.

The aircraft, call sign Longhorn 02, was supporting Mono County search and rescue efforts to locate a lost hiker in the rugged high-altitude terrain in the National Forest south of Boundary Peak, 120 miles south of NAS Fallon. The aircrew consists of four personnel – a pilot, co-pilot, and two crewmen.

The crash site is at 11,700 feet above sea level, in very rugged terrain. The crew were able to communicate following the impact, but a follow-on helicopter mission launched on the evening on July 16 from NAS Fallon was unable to retrieve them. An overnight kit was dropped to the survivors, who spent the night on mountain.

On the morning of July 17, an additional MH-60S, Longhorn 01, launched from NAS Fallon, and provided on-scene coordination, but could not affect a rescue. A CH-47 Chinook from Mather Air Force Base was called in for its superior high-altitude performance characteristics. It dropped off a ground SAR team that met up with the survivors while the CH-47 returned to Mammoth Lakes for fuel. The Chinook returned to the scene, and at approximately 2 p.m., the crew of Longhorn 02 was safely recovered aboard the CH-47.

All military support for civil mutual aid SAR missions are coordinated by the Air Force Rescue Coordination Center at Tyndall Air Force Base, Florida. Pursuant to the National SAR Plan of the United States, military aircraft may also be used for civil SAR/medevac needs to the fullest extent practicable on a non-interference basis with primary military duties according to applicable national directives, plans, guidelines and agreements.

The cause of the crash is unknown. The Navy will conduct a

mishap investigation, with support from the Naval Safety Center. Following the on-site investigation, the aircraft will be removed from its current position on U.S. Forest Service land.