

# Cutter Thetis Returns Home from a 43-day Drug-Busting Caribbean Patrol Sea



The Coast Guard Cutter Thetis (WMEC-910) underway in the West Caribbean, Jan. 14, 2021. The Coast Guard Cutter Thetis crew returned to Key West, Florida, on Feb. 21 after a 65-day Caribbean Sea patrol in support of Coast Guard 7th District. U.S. Coast Guard

KEY WEST, Fla. – The crew of Coast Guard Cutter Thetis (WMEC-910) returned home to Key West, Florida, on Feb. 21 after a 43-day patrol to the Caribbean Sea, the Coast Guard 7th District said in a Feb. 22 release.

The crew interdicted three drug vessels and seized close to 6,000 pounds of cocaine with a street value of approximately \$82 million.

“By making our presence known in the Caribbean, we continue to disrupt the flow of illicit and dangerous drugs into the United States,” said Cmdr. Justin Nadolny, cutter Thetis commanding officer. “Despite strong winds and rough seas throughout the patrol, the crew persevered and did an outstanding job in executing the mission. I couldn’t be more proud to be part of such a fine team. This crew achieved superior results while maintaining positive attitudes and keeping morale high. I’m also thankful for the support of our Thetis family back in Key West. It’s not easy when your loved ones are deployed for long periods of time and their continued love and support kept us all motivated and focused.”

Working in support of U.S. Southern Command’s Joint Interagency Task Force South, the Thetis crew played a critical role in executing the nation’s counter drug mission. Thetis deployed with an MH-65 Dolphin helicopter and aviation detachment capable of conducting airborne use of force from the Coast Guard’s Helicopter Interdiction Tactical Squadron based in Jacksonville, Florida.

In one case, Thetis’ crew assumed tactical control of Port Canaveral-based Coast Guard Cutter Confidence’s (WMEC-619) pursuit boat and boarding team. Thetis’ crew launched an MH-65 helicopter, which stopped the go-fast vessel with disabling fire, and resulted in an estimated 1,100 pounds of cocaine disrupted and the apprehension of two suspected smugglers. Thetis’ crew also conducted a joint interdiction with its Key West sister ship, Coast Guard Cutter Mohawk (WMEC-13) and crew. During this case, Thetis’ crew used an MH-65 helicopter and stopped a go-fast vessel with precision fire to the vessel’s outboard engine, resulting in an estimated 1,220 pounds of cocaine seized and the apprehension of three suspected smugglers.

The crew also conducted joint counter-narcotic operations with the Colombian navy. While patrolling with one of the partner nation’s ships, Thetis’ crew conducted communications

exercises, showcasing the teamwork and joint interoperability between the United States and Colombia.

“I am exceedingly proud to sail with the Thetis crew,” said Lt. Moriba George, cutter Thetis’ engineering officer. “The engineering department demonstrated their ability to improvise, adapt and overcome with the many challenges and rigors that being underway in turbulent seas can pose. Their continual positive energy and dedication to the mission in the midst of the COVID-19 pandemic is incredibly admirable. We are looking forward to a productive maintenance period and spending some well-earned time at home with our loved ones.”

Counternarcotic interdictions were in support of Campaign Martillo, a multinational counter-narcotics collaboration to disrupt transnational criminal organizations that threaten global security and prosperity. Martillo is led by Joint Interagency Task Force South, a component of U.S. Southern Command, and supported by 15 U.S. and 21 international agencies.

Named for the famous Greek mythology sea nymph and mother of Achilles, Thetis is a 270-foot Famous-class cutter homeported in Key West with a crew of 104.

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**Lockheed Martin Awarded 4th,  
5th Production Lots for LRASM  
for F/A-18E/F, B-1B**



A Long Range Anti-Ship Missile in flight. Lockheed Martin has been awarded a new production contract for the missile. Lockheed Martin

ORLANDO, Fla. – Lockheed Martin has been awarded a \$414 million contract from the U.S. Navy and Air Force for Long Range Anti-Ship Missile (LRASM) production, the company said in a release. This is the largest LRASM production contract in the history of the program.

The combined Lot 4/5 contract continues production of the air-launched variant of LRASM, now operational on the U.S. Navy F/A-18E/F and U.S. Air Force B-1B.

“This contract reflects LRASM’s increasing significance to our customers’ missions. Focused teamwork around a shared vision with our customers and our dedicated supply partners remains key to this program’s success,” said David Helsel, LRASM director at Lockheed Martin Missiles and Fire Control. “We look forward to continuing our important work and growing our capabilities and platforms.”

LRASM is designed to detect and destroy specific targets within groups of ships by employing advanced technologies that

reduce dependence on intelligence, surveillance and reconnaissance platforms, network links and GPS navigation in electronic warfare environments. LRASM will play a significant role in ensuring military access to operate in open ocean, owing to its enhanced ability to discriminate and conduct tactical engagements from extended ranges.

LRASM is a precision-guided, anti-ship standoff missile based on the successful Joint Air-to-Surface Standoff Missile – Extended Range (JASSM-ER). It is designed to meet the needs of U.S. Navy and U.S. Air Force warfighters in contested environments. LRASM provides an operational capability for the U.S. Navy's offensive anti-surface warfare Increment I requirement.

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## **USS Dwight D. Eisenhower Deploys Upon Completion of Historic COMPTUEX**



The Nimitz-class aircraft carrier USS Dwight D. Eisenhower

(CVN 69) departs for a scheduled underway in this 2019 photo. As part of the Eisenhower Carrier Strike Group, it has now departed for deployment. U.S. Navy / Mass Communication Specialist 3rd Class Daniel E. Gheesling  
NORFOLK, Va. – The Nimitz-class aircraft carrier USS Dwight D. Eisenhower (CVN 69) and the ships and aircraft of Carrier Strike Group (CSG) 2, the Eisenhower Carrier Strike Group (IKE CSG), departed for deployment Feb. 18 after successfully completing a historic Composite Unit Training Exercise (COMPTUEX).

That COMPTUEX included a NATO vignette and training with SEALs from an East Coast-based Naval Special Warfare (NSW) Group for the first time in recent history, the U.S. 2nd Fleet said in a Feb. 18 release.

“COMPTUEX provided graduate-level training that simulates the full spectrum of operations, low intensity to high-end combat that IKE CSG must be ready for,” said Rear Adm. Scott Robertson, commander, CSG-2. “The live, virtual and constructive training with a NATO backdrop enabled the team to hone its application of integrated, multiple domain warfare. We are ready to deploy!”

The inaugural NATO vignette, developed by CSG 4 and Combined Joint Operations from the Sea Centre of Excellence (CJOS COE), consisted of familiarity training designed to facilitate Allied maritime interoperability and integration, in practical terms using NATO procedures, messaging formats and chat capabilities. The vignette developed and refined a clear list of interoperability requirements for future Navy force generation, and improved allied maritime command and control linkages.

“To ensure truly effective deterrence and defense in the North Atlantic, we need to make sure that the navies of NATO can work as one team, and that means interoperability is vital,” said Commodore Tom Guy, Royal Navy, deputy director CJOS COE.

“This NATO vignette has been a great step forward in pursuing allied interoperability. CJOS COE looks forward to continuing to develop this for future deploying strike groups.”

Additionally, NSW SEAL, Boat and Reconnaissance units integrated with the IKE CSG team to enhance warfighting lethality in the maritime domain and to educate Fleet leadership on unique NSW capabilities. The SEAL Team focused on supporting COMPTUEX in maritime strike warfare. During the training, personnel helped with over-the-horizon targeting, directed combat aircraft's action in close-air support, and other offensive air operations. NSW forces controlled operations from a Task Group headquarters. To extend the IKE CSG reach, NSW forces employed multi-mission combatant craft, which allowed operators to get closer to simulated enemies and send the real-time operational picture back to decision-makers on the ship and beyond. The SEAL Team also sent an advisor to the training cell to provide expertise on NSW capabilities.

The opportunity to support IKE CSG objectives by showcasing NSW's unique contributions to distributed maritime operations improved integration and interoperability with the fleet. NSW was able to validate near-peer maritime and land-based tactics, techniques and procedures to demonstrate NSW's critical role in global power competition.

COMPTUEX is a live, virtual, and constructive (LVC) training that provides Sailors from the IKE CSG with an opportunity to operate real equipment with real risk. LVC training increases interoperability and provides the fleet with unprecedented flexibility in conducting training across the spectrum of operations and threat scenarios. CSG 4 was involved in building the scenarios and assessing performance to ensure that when IKE CSG shows up to the fleet they are ready to operate.

The IKE CSG is a multiplatform team of ships, aircraft and more than 6,000 Sailors, capable of carrying out a wide variety of missions around the globe.

Deploying ships and aircraft of the strike group, commanded by Rear Adm. Scott Robertson, include flagship USS Dwight D. Eisenhower (CVN 69), commanded by Capt. Paul F. Campagna; eight squadrons from Carrier Air Wing Three; Ticonderoga-class guided-missile cruisers USS Monterey (CG 61) and USS Vella Gulf (CG 72); Arleigh Burke-class guided-missile destroyers USS Mitscher (DDG 57), USS Laboon (DDG 58), USS Mahan (DDG 72) and USS Thomas Hudner (DDG 116) from Destroyer Squadron 22 stationed at Naval Station Norfolk, Virginia.

Squadrons of Carrier Air Wing (CVW) 3, commanded by Capt. Marcos Jasso, embarked on Eisenhower include the "Fighting Swordsmen" of Strike Fighter Squadron (VFA) 32, "Gunslingers" of Strike Fighter Squadron (VFA) 105, "Wildcats" of Strike Fighter Squadron (VFA) 131, "Rampagers" of Strike Fighter Squadron (VFA) 83; "Dusty Dogs" of Helicopter Sea Combat Squadron (HSC) 7; "Swamp Foxes" of Helicopter Maritime Strike Squadron (HSM) 74; "Screwtops" of Airborne Command and Control Squadron (VAW) 123; "Zappers" of Electronic Attack Squadron (VAQ) 130, and a detachment from Fleet Logistics Support Squadron (VRC) 40 "Rawhides."

C2F exercises operational authorities over assigned ships, aircraft, and landing forces on the East Coast and the Atlantic. When directed, C2F conducts exercises and operations within the U.S. European Command area of operations as an expeditionary fleet, providing Naval Forces Europe an additional maneuver arm to operate forces dynamically in theater.

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# HII Awarded \$2.9 Billion Contract to Execute USS John C. Stennis RCOH



The Nimitz-class aircraft carrier USS John C. Stennis (CVN 74) transits the Pacific Ocean during a replenishment at sea. Huntington Ingalls Industries' Newport News Shipbuilding will carry out its refueling and complex overhaul under a \$2.9 billion contract. U.S. Navy / Mass Communication Specialist 2nd Class Walter M. Wayman

NEWPORT NEWS, Va. – Huntington Ingalls Industries' Newport News Shipbuilding division has been awarded a \$2.9 billion contract for the refueling and complex overhaul (RCOH) of the nuclear-powered aircraft carrier USS John C. Stennis (CVN 74), the company said in a Feb. 19 release.

“We are pleased to be awarded the contract to execute this

extensive construction and engineering project,” said Todd West, Newport News’ vice president, in-service aircraft carrier programs. “Our teams have spent three years preparing and planning for each step of the process along the way, and we look forward to continuing our work with our suppliers and Navy partners in anticipation of the ship’s arrival at Newport News.”

The RCOH represents 35% of all maintenance and modernization in an aircraft carrier’s 50-year service life. Stennis’ RCOH will include the refueling of the ship’s reactors, as well as extensive modernization work to more than 2,300 compartments, hundreds of tanks and systems. In addition, major upgrades will be made in the propulsion plant, to the flight deck, catapults, combat systems and the island.

Built at Newport News, Stennis was christened in 1993 and delivered to the Navy in 1995. The ship is the seventh Nimitz-class carrier to undergo this major life-cycle milestone. More than 4,000 Newport News employees will support the execution effort, which will continue through late 2025.

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## **Cutter Harriet Lane Returns Home following Interdiction of \$40M Worth of Drugs**



An MH-65 Dolphin Helicopter rests on the deck of the Coast Guard Cutter Harriet Lane during their 71-day patrol. The Coast Guard Cutter Harriet Lane is home-ported in Portsmouth, Virginia. U.S. Coast Guard  
PORTSMOUTH, Va. – The Coast Guard Cutter Harriet Lane returned to its homeport in Portsmouth, Virginia, after a 71-day counter-drug patrol Feb. 12, the Coast Guard 5th District said in a Feb. 18 release.

In support of the Coast Guard's 11th District and Joint Interagency Task Force South, the Harriet Lane crew worked throughout the duration of the patrol in conjunction with a deployed aviation detachment from the Helicopter Interdiction Tactical Squadron (HITRON) based in Jacksonville, Fla. HITRON specializes in the execution of airborne use of force for the purpose of disabling non-compliant vessels suspected of illicit drug smuggling.

Harriet Lane joined forces with the Colombian navy to conduct

joint maritime operations in the Caribbean, focusing on interoperability, communications, and counter-narcotics efforts. Upon crossing into the Pacific via the Panama Canal, the Harriet Lane crew and her embarked aviation detachment interdicted two non-compliant vessels suspected of illicit drug smuggling.

These interdictions included the seizure of 980 kilograms of cocaine and 1,600 pounds of marijuana, an estimated street value of \$40 million. Harriet Lane also detained seven suspected drug smugglers associated with the interdictions. Between operational tasking, the cutter crew completed aviation, damage control, seamanship and navigation training to maintain operational readiness and prepare for future multi-mission deployments.

“I could not be more proud of the crew of Harriet Lane for their perseverance and operational success amid the continued pandemic,” said Cmdr. Dorothy Hernaez, commanding officer of the Harriet Lane. “The crew flawlessly executed COVID-19 mitigation protocols leading up to and during the deployment to remain healthy and operationally ready throughout. The success we had during this deployment would not have been possible without the continued support of our families and friends, who we are looking forward to seeing again upon our return to port.”

Prior to returning home, Harriet Lane stopped in Port Everglades, Florida, to transfer 17 suspected drug smugglers and \$206 million of illicit drugs to partner agencies for prosecution. In addition to the interdictions by Harriet Lane, people and drug evidence transferred in this evolution came from interdictions in the eastern Pacific and Caribbean by Coast Guard Cutters Bertholf, Munro, and Mohawk, as well as the USS William P. Lawrence with Coast Guard Law Enforcement Detachment Team 101 and USS Comstock with Coast Guard Law Enforcement Detachment Team 403.

Harriet Lane is a 270-foot medium endurance cutter responsible for a variety of Coast Guard missions, including search and rescue, enforcement of laws and treaties, maritime defense, and protection of the marine environment.

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## Heavy icebreaker Polar Star Completes Months-Long Arctic Deployment



The Seattle-based Coast Guard Cutter Polar Star (WAGB 10) sits at anchor in Taylor Bay, Alaska, Feb. 10, ahead of its scheduled logistics stop in Juneau, Alaska, near the end of its months-long Arctic deployment and return to its Seattle homeport. U.S. Coast Guard photo by Petty Officer 1st Class

Cindy Oldham

SEATTLE – The Coast Guard Cutter Polar Star (WAGB 10) returned to its homeport in Seattle Feb. 20 following a months-long Arctic deployment to defend the nation's maritime sovereignty and security throughout the region, develop future Arctic Sailors, and gather high-latitude scientific data, the Coast Guard Pacific Area said in a release.

The 45-year-old heavy icebreaker's crew spent a majority of the patrol operating in the Bering and Chukchi Seas. Notably, on Dec. 25 the crew traversed a historic winter latitude when they navigated through dense sea ice to patrol beyond 72 degrees latitude, farther north than any U.S. surface asset ever traversed in the winter.

Additionally, in mid-January, the Polar Star crew and a Russian Border Guard aircraft crew patrolled a portion of the 1,700-mile international maritime boundary line. The joint effort supported mutual agreements to prepare for a potential natural or manmade maritime disaster and reduce any impacts it might have.

Capt. Bill Woityra, the Polar Star's commanding officer, said he is incredibly proud of Polar Star's crew for their hard work and perseverance through the long and arduous mission.

"Spending a majority of the patrol navigating dense, constantly shifting sea ice, consistently below-zero temperatures and day-long darkness, the crew's resilience was unyielding," said Woityra. "With their tremendous effort and positive attitudes, we accomplished everything we set out to do, and more."

Throughout the patrol, the crew continued progress toward developing future icebreaker leadership by honing ice navigation proficiency and regional familiarity. The crew also hosted scientists and researchers aboard to better understand Arctic operational capabilities and lessen the void of winter

data available from the world's most northern oceans.

Woityra said the United States and the Coast Guard are fiercely committed to defending national interests in the Arctic and, looking to the future, the U.S. must continue to invest in the infrastructure and platforms that will enable year-round Arctic operations, and continue to pursue technologies that will mitigate operational risks and enable mission performance in such a challenging environment.

In April 2019, the Coast Guard released the [Arctic Strategic Outlook](#), which reaffirms the service's commitment to American leadership in the region through partnership, unity of effort, and continuous innovation.

The Coast Guard has been the sole provider of the nation's polar icebreaking capability since 1965 and is seeking to increase its icebreaking fleet with up to six new polar security cutters (PSCs) to ensure continued national presence and access to the Polar Regions.

The Coast Guard awarded VT Halter Marine Inc. of Pascagoula, Mississippi, a contract for the design and construction of the Coast Guard's lead polar security cutter, which will also be homeported in Seattle. The contract also includes options for the construction of two additional PSCs.

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## **AeroVironment                      Completes Acquisition of Arcturus UAV**



Arcturus UAV's Jump 20 VTOL drone. Arcturus UAV  
SIMI VALLEY, Calif. – AeroVironment Inc. has completed its acquisition of Arcturus UAV Inc., a designer and manufacturer of high-performance unmanned aircraft systems (UAS). The approximately \$405 million transaction was previously announced in a press release on Jan. 13.

The United States Special Operations Command (USSOCOM) selected Arcturus UAV as one of six companies qualified for the potential \$975 million indefinite-delivery/indefinite-quantity MEUAS IV [Medium-Endurance UAS IV] contract in June 2020. The contract enables awardees to compete for site-specific task orders and provide USSOCOM with unmanned aircraft systems services and support for intelligence, surveillance and reconnaissance (ISR) operations.

Arcturus UAV employs its vertical takeoff and landing Jump 20 UAS in support of USSOCOM operations, minimizing the logistical footprint of UAS operations while delivering multi-payload, multi-mission capabilities. Arcturus UAV is also one of four awardees selected for funded development and demonstrations supporting the U.S. Army's FTUAS [Future Tactical UAS] program, a potential billion-dollar, next-generation UAS program.

“Like AeroVironment, the Arcturus UAV team is laser-focused on

supporting its customers around the world with the most reliable and effective products and services for their missions,” said Wahid Nawabi, president and CEO of AeroVironment. “As we welcome the Arcturus UAV team to AeroVironment, we commit to maintaining or exceeding the high level of service our existing and new customers experience. The Jump 20 and T-20 platforms, combined with associated ISR services, represent a significant expansion to AeroVironment’s portfolio of intelligent, multi-domain robotic systems that will enhance long-term shareholder value and help our customers around the world proceed with certainty.”

AeroVironment completed the acquisition of Arcturus UAV on Feb. 19, resulting in Arcturus UAV becoming a wholly owned subsidiary operating under the AeroVironment brand.

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## **MDSU 2 Hosts Ice Dive Training for Arctic Training**



Navy divers assigned to Mobile Diving and Salvage Unit (MDSU) 2 prepare to enter the water during ice dive training at Camp Ripley in Little Falls, Minnesota. The training hosted by MDSU 2, is in its third iteration and has become more relevant, showcasing how Navy divers are assisting in building a more capable arctic naval force. U.S. Navy / Chief Mass Communication Specialist Jeff Atherton

VIRGINIA BEACH, Va. – Mobile Diving and Salvage Unit (MDSU) 2, headquartered at Joint Expeditionary Base Little Creek-Fort Story, hosted the third iteration of ice dive training for Navy divers and explosive ordnance disposal (EOD) technicians at Camp Ripley in Little Falls, Minnesota, in February, the group said in a Feb. 16 release.

The course, run by qualified Navy divers and civilian instructors, teaches the fundamentals of operating on and diving under the ice.

Ice diving is unique and it can be hazardous without the proper training. Dry suit familiarization dives must be completed prior to diving under the ice, and scuba cold-water set-up training and familiarization must also take place prior

to the operation.

Familiarization and training on all aspects must be conducted prior to operating in an Arctic environment, which is why civilian instructors are used who have a wealth of experience operating in these cold environments. The courses hosted by Dive Rescue International are introductory and provides the tools necessary for Navy divers to execute ice diving operations in an Arctic environment. The extensive logistical considerations, medical considerations, emergency evacuation procedures, and topside personnel considerations are also taken into account prior to execution.

Camp Ripley is an outstanding site to conduct ice and cold weather dive training. The site allows Navy divers to train in a subzero temperature and arduous conditions at training ranges that provide bodies of water similar to operating in the Arctic environment. The Army National Guard has been a tremendous help in supporting with base facilities and logistical support making it an ideal location to train in the Arctic environment now and in the future.

In the course, the divers are responsible for dive setup, which includes building tents, heating the tents and cutting holes in the ice before diving.

While the Arctic environment is not outside of the skill set of Navy divers, it is a significant difference from the comparatively warmer waters of Virginia Beach and the significantly warmer waters of Key West, Florida, where many divers are accustomed to training.

With the recent release of the Department of the Navy's strategic blueprint for the Arctic, this annual training event has become even more relevant, showcasing how Navy divers are assisting in building a more capable arctic naval force.

MDSU 2 is part of Explosive Ordnance Disposal Group (EODGRU) 2, which oversees all East Coast explosive ordnance disposal

and a mobile diving and salvage unit which are capable of providing skilled, capable, and combat-ready deployable forces around the globe to support a range of operations.

*Article by Chief Petty Officer Jeff Atherton, Explosive Ordnance Disposal Group Two*

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## **15th MEU Supports Operation Inherent Resolve from Makin Island ARG**



A Marine Corps F35B Lightning II assigned to Marine Medium Tiltrotor Squadron 164 (Reinforced), 15th Marine Expeditionary

Unit (MEU), launches from the flight deck of the amphibious assault ship USS Makin Island (LHD 8) during flight operations in support of Operation Inherent Resolve, Feb. 13. U.S. Marine Corps / Sgt. Sarah Stegall

PERSIAN GULF – The Makin Island Amphibious Ready Group (ARG) and the 15th Marine Expeditionary Unit (MEU) began air operations in support of Operation Inherent Resolve (OIR), Feb. 13, the 15th MEU Public Affairs said in a Feb. 16 release.

Close air support operations and defensive counter air support operations were carried out by Marine Medium Tiltrotor Squadron (VMM) 164 (Reinforced), the aviation combat element of the 15th MEU, as part of broader U.S. Central Command counterterrorism operations in the region.

U.S. Marine Corps F-35B Lightning II aircraft departed from the amphibious assault ship USS Makin Island (LHD 8), flagship of the Makin Island Amphibious Ready Group, to execute the long-range strike.

“Long range F-35B Lightning II strike operations demonstrate the ARG/MEU’s ability to project air power well beyond the shore,” said U.S. Marine Corps Col. Christopher J. Bronzi, the 15th MEU commanding officer. “We look forward to exercising the capabilities in our arsenal while in theater and remain ready to deliver those capabilities at any time if called upon.”

The Makin Island ARG transited through the Strait of Hormuz and into the Arabian Gulf on Feb. 8. The Makin Island ARG and 15th MEU’s presence in the U.S. 5th Fleet area of operations demonstrates the U.S. and its regional partners’ commitment to the free flow of commerce, regional maritime security and freedom of navigation.

“This mission is a strong example of the value a deployed

naval expeditionary force brings to combatant commanders and joint partners in the region,” said U.S. Navy Capt. Stewart Bateshansky, Makin Island ARG commodore. “The MEU’s ability to source combat sorties from the Makin Island, while simultaneously supporting training and operations, is a testament to the flexibility and responsiveness of our Navy and Marine Corps team.”

The Makin Island ARG and embarked 15th MEU provide the combatant commander with a responsive, flexible and forward-deployed asset capable of maritime power projection, contingency operations and crisis response, shaping the operational environment to protect the United States and allied interests in any threat environment.

“We are proud and excited to be able to support missions in areas of the world where we are most needed,” said U.S. Marine Corps Lt. Col. Christopher Kelly, VMM-164 (Rein.) executive officer. “Conducting a long range strike mission with fifth generation F-35B fighters from amphibious assault ships demonstrates the versatility this platform brings to the joint force.”

The U.S. 5th Fleet AOO encompasses about 2.5 million square miles of water and includes the Persian Gulf, Gulf of Oman, Red Sea and parts of the Indian Ocean. The expanse is comprised of 20 countries and includes three critical choke points at the Strait of Hormuz, the Suez Canal and the Strait of Bab al Mandeb at the southern tip of Yemen.

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# Cubic to Deliver P5 Combat Training System for the F-35



U.S. Marines with Marine Fighter Attack Squadron 211, 13th Marine Expeditionary Unit (MEU), guide ordnance toward an F-35B Lightning II aboard the Wasp-class amphibious assault ship USS Essex (LHD 2), Sept. 22, 2018. Cubic Mission and Performance Solutions will provide two more production lots of the P5 Combat Training System for the F-35. U.S. Marine Corps / Cpl. Francisco J. Diaz Jr.

SAN DIEGO –Cubic Mission and Performance Solutions (CMPS) business division was awarded a contract worth \$32 million from Lockheed Martin for two more production lots of the P5 Combat Training System (P5CTS) for the F-35 Lightning II, Cubic announced in a Feb. 19 release.

Under the contract, Cubic will deliver over 150 training subsystems for Lockheed Martin's F-35 Air Combat Maneuvering Instrumentation (ACMI) system. This new order increases the total number of F-35 P5 on contract to over 1,150 and ensures

fielding of F-35 P5 out to 2025.

Unlike traditional P5 podded solutions for fourth-generation fighter aircraft, the F-35 P5 is an internal subsystem configuration that relays time, space and position information between participating aircraft and range ground stations during training sorties.

“Our advanced and interoperable P5CTS is used on more than 30 ranges worldwide and continues to set the standard for joint, multiservice and coalition training,” said Mike Knowles, president of Cubic Mission and Performance Solutions. “Training for today’s advanced threats to air combat operations requires adaptable, high-fidelity training tools. Cubic’s P5CTS provides secure and scalable instrumentation solutions that enable integrated fourth- and fifth-generation training for our U.S. forces, allies and partners.”

The worldwide P5 infrastructure includes the integration of P5 pods and internal subsystems, ground stations and software, and is an investment shared by 17 countries. A recent upgrade to this training infrastructure is the integration of decryptors in the P5 ground stations to enable F-35 live monitoring at training ranges.

Cubic and its principal subcontractor, Leonardo DRS, will continue to produce and maintain the F-35 P5 internal subsystem. The Leonardo DRS Airborne and Intelligence Systems business division is responsible for the design and production of the airborne P5CTS Internal Subsystem.