

Collins Aerospace Aids Navy, Marine Corps Pilots With New Visual Acuity System

CEDAR RAPIDS, Iowa – Collins Aerospace Systems, a unit of Raytheon Technologies Corp., is helping the U.S. Navy and Marine Corps transition from analog to digital night-vision systems with the company's new Enhanced Visual Acuity (EVA) system, the company said in a release.

The system, recently selected for use by rotary-wing and tilt-rotor aircrews, is the first to provide advanced digital night vision and display technology that increases flight safety and mission effectiveness for the warfighter.

Currently in development, EVA is a digital day/night vision solution that will integrate a helmet-mounted binocular display to provide wider, higher-resolution imagery and improved night vision performance at Very-Low-Light-Levels (VLLL) – when the rotary-wing pilot needs it the most. In addition, the design will minimize head-borne weight to reduce pilot fatigue while increasing comfort and safety.

“Digital night vision is a big step forward in providing enhanced situational awareness to the warfighter and is a foundation we’ll continually build on to ensure mission success,” said Dave Schreck, vice president and general manager for military avionics and helicopters at Collins Aerospace.

Work on the new developmental contract is taking place at Collins Aerospace facilities in Iowa, California and Massachusetts and will be completed by March 2023.

First CMV-22B for Fleet Operations Arrives at Naval Air Station North Island



Maintainers assist the first CMV-22B Osprey assigned to VRM 30 in landing June 22 at Naval Air Station North Island. U.S. Navy/Mass Communication Specialist 2nd Class Chelsea D. Meiller

NAVAL AIR STATION NORTH ISLAND, Calif. – Bell Textron Inc. and Boeing delivered the first CMV-22B Osprey for fleet operations to the U.S. Navy on June 22. The CMV-22B is assigned to Fleet Logistics Multi-Mission Squadron (VRM) 30 at Naval Air Station North Island in San Diego.

“We are thrilled to bring the Osprey’s capabilities as a warfighting enabler and its ability to provide time-sensitive logistics to the men and women deployed around the world in support of U.S. Navy operations,” said Kurt Fuller, Bell V-22 vice president and Bell Boeing program director.

This aircraft is the third overall delivery to the Navy. Bell Boeing delivered the first CMV-22B at Naval Air Station Patuxent River in February for developmental testing, followed by a second in May. The Navy-variant V-22 will take over the carrier onboard delivery mission, replacing the C-2A Greyhound.

“This first fleet delivery marks a new chapter of the V-22 tilt-rotor program providing enhanced capabilities and increased flexibility to the U.S. Navy as they conduct important operational missions around the globe,” said Shane Openshaw, Boeing vice president of tilt-rotor programs and

deputy director of the Bell Boeing team.



VRM 30 was established in late 2018 to begin the Navy's transition from the C-2A Greyhound to the CMV-22B. U.S. Navy/Mass Communication Specialist 2nd Class Chelsea D. Meiller

The CMV-22B and C-2A Greyhound conducted a symbolic passing of the torch flight in April.

"The CMV-22B will be a game-changing enabler to the high-end fight supporting the sustainment of combat lethality to the carrier strike group," said Navy Capt. Dewon Chaney, commodore, Fleet Logistics Multi-Mission Wing. "The multi-mission capabilities of the CMV-22B, already recognized, will be realized in Naval aviation's air wing of the future. The arrival of this aircraft is the first of many steps to that becoming reality."

The CMV-22B carries up to 6,000 pounds of cargo and combines the vertical takeoff, hover and landing (VTOL) qualities of a helicopter with the long-range, fuel efficiency and speed characteristics of a turboprop aircraft.

Bell Boeing designed the Navy variant to have the expanded range needed for fleet operations. Two additional 60-gallon tanks and redesigned forward sponson tanks can cover more than 1,150 nautical miles.

The CMV-22B also can provide roll-on/roll-off delivery of the F135 engine power module for the F-35 Lightning II strike fighter.

State Department Approves Possible Sale of Mark VI Patrol Boats to Ukraine



A Mark VI patrol boat operates in the Indian Ocean in May. The State Department has approved the possible sale of up to 16 of the boats and related equipment to Ukraine. U.S. Navy/Mass Communication Specialist 3rd Class Griffin Kersting

WASHINGTON – The U.S. State Department has approved the possible foreign military sale of up to 16 Mark VI patrol boats and related equipment to Ukraine for an estimated cost of \$600 million, the Defense Security Cooperation Agency (DSCA) said in a June 17 release. The DSCA has delivered the required certification to Congress of the possible sale.

Ukraine's government had requested the boats along with 32 MSI Seahawk A2 gun systems; 20 Electro-Optics-Infrared Radar systems (16 installed and 4 spares); 16 Long-Range Acoustic Device five-kilometer loudspeaker systems; 16 Identification Friend or Foe systems; and 40 Mk44 cannons (32 installed and eight spares).

As part of the sale, Ukraine also requested communication equipment; support equipment; spare and repair parts; tools and test equipment; technical data and publications; personnel training and training equipment; U.S. government and contractor engineering, technical and logistics support; and other related elements of logistics support.

“The proposed sale will improve Ukraine's capability to meet current and future threats by providing a modern, fast, short-range vessel,” the release said. “Ukraine will utilize the vessels to better defend its territorial waters and protect other maritime interests.”

The prime contractor will be SAFE Boats International of Bremerton, Washington.

Navy Awards Austal USA \$43 Million Contract for LCS Post-Delivery Services

MOBILE, Ala. – Austal USA has been awarded a modification to previously awarded contract with a total potential value of \$43,362,000 by Naval Sea Systems Command to exercise the options for littoral combat ship (LCS) class design services, material to support LCS class design services and the integrated data product model environment (IDPME), the company said in a June 23 release.

“The continued award of LCS post-delivery services contracts reflects the Navy’s ongoing confidence in Austal to perform quality work throughout the life cycle of the ship,” Austal USA President Craig Perciavalle said. “Austal’s post-delivery service and supply team’s performance will help continue Austal’s outstanding support to the fleet well into the future.”

Austal will provide LCS class design services to all LCS ships and services may include program management, fitting out services, change processing, software maintenance, engineering and lifecycle efforts. Austal will also maintain an IDPME that shall enable Navy access to enterprise LCS data management.

Coast Guard Cutter Valiant Returns to Jacksonville After 60-Day Patrol



The Coast Guard Cutter Valiant conducting flight operations with Air Station Miami MH-65 Dolphin Helicopter in order to qualify flight deck team members mid-May 2020, in the Caribbean. U.S. COAST GUARD

JACKSONVILLE – The crew of Coast Guard Cutter Valiant (WMEC-621) returned home to Naval Station Mayport, Florida, June 22, after completing a nine-week patrol conducting operations in the Windward Passage between Haiti and Cuba in support of Coast Guard 7th District and Operation Southeast Watch, the 7th District said in a release.

Coast Guard Cutter Valiant patrolled over 11,000 nautical miles in the Caribbean, working closely with the Navy and Coast Guard cutters Diligence (WMEC-616), Resolute (WMEC-620), Kathleen Moore (WPC-1109), William Trump (WPC-1111) and Raymond Evans (WPC-1110).

Valiant increased Coast Guard presence along the northern coasts of Haiti, Dominican Republic, Cuba and the Windward Passage, working to prevent an anticipated surge of illegal immigration and human smuggling amid the COVID-19 global pandemic. Throughout this patrol, Valiant served as the Cutter Tasking Unit, directing all Coast Guard assets supporting Operation Southeast Watch in the Windward Passage. In order to deter an illegal exodus from Haiti, Valiant maintained an overt presence by frequently transiting the Canal de la Tortue, a heavily trafficked, deepwater passage between the Tortuga Island and the Northern Haitian coastline.

Early in the patrol, Valiant conducted vital training with two MH-65 Dolphin helicopters from Air Station Miami. The first evolution involved a vertical replenishment between the cutter and an airborne helicopter and aided in the qualification of Valiant's flight deck crew as well as two pilots for shipboard operations in preparation for hurricane season. The second evolution included multiple day and night touch and go landings, as well as a helicopter in-flight refueling, ultimately leading to the qualification of numerous crew members.

Valiant unloaded nearly 14,000 pounds of cocaine and marijuana and nine detained suspected drug smugglers during the patrol. The contraband and detainees were seized by multiple Coast Guard and Navy assets and transferred to other Coast Guard cutters for future disposition stateside.

Valiant also assisted in the transfer of a Coast Guard 45-foot Response Boat-Medium (RB-M) from Coast Guard Sector Miami to Coast Guard Sector San Juan. The Valiant crew took on the tow of the RB-M from Coast Guard Cutter Diligence in the Windward Passage and towed the vessel the remaining 360 nautical miles to Sector San Juan, saving the Coast Guard over \$100,000 in shipping costs.

"Valiant's crew has a unique ability to be at their best in the most challenging of times, and this patrol was no exception," said Cmdr. Matthew Waldron, Valiant's commanding officer. "Demonstrating exceptional fortitude, they adapted and overcame all challenges associated with the worldwide pandemic to safely conduct a two-month patrol in the Windward Passage. Using overt presence to deter migrant departures from Haiti, we prevented attempts of dangerous and illegal maritime voyages to the Bahamas and Florida. The crew's efforts proved highly effective, as migrant departures from Haiti were kept well below historic norms during this period, allowing first responders in the U.S. and the Bahamas to focus on pandemic response efforts."

The Valiant is a multimission 210-foot medium-endurance cutter. Missions include search and rescue, maritime law enforcement, marine environmental protection, homeland security, and national defense operations.

Coast Guard Cutter Vigilant Interdicts Approximately 6,800 Pounds of Cocaine



The Coast Guard Cutter Vigilant crew seized a total of 122 bales of cocaine in back-to-back interdictions of go-fast vessels just off the coast of Limon, Costa Rica, June 15, 2020. U.S. COAST GUARD

CARIBBEAN SEA – The Coast Guard Cutter Vigilant (WMEC-617) crew seized a total of 122 bales of cocaine June 15 in back-to-back interdictions of go-fast vessels just off the coast of Limon, Costa Rica, the Coast Guard 7th District said in a June 19 release.

The forward-deployed Coast Guard MH-65 Dolphin helicopter crew aboard the Vigilant successfully disabled the first go-fast vessel and observed the crew throwing packages overboard.

Once on scene, the boarding team discovered four people aboard and recovered 77 bales, or approximately 4,200 pounds, of cocaine from the water. Immediately following the first interdiction, the helicopter crew and a separate cutter boarding team were vectored to a 34-foot go-fast vessel with five people aboard.

The helicopter crew successfully disabled the second go-fast

vessel and also observed the crew throwing packages overboard. Vigilant's boarding team arrived on scene, apprehended five people and recovered 45 bales or approximately 2,600 pounds of cocaine from the water.

The cocaine recovered during both interdictions has an estimated wholesale value of approximately \$118.3 million. The nine people will be prosecuted by the Middle District of Florida and the seized contraband will be transferred to the Drug Enforcement Administration.

"Every high-speed interdiction of drug-laden vessels presents unique challenges, so for us to simultaneously interdict two overpowered go-fast vessels in the middle of the night is extraordinary," said Cmdr. Fred Bertsch, commanding officer of the Vigilant. "I am very proud of our crew and could not have asked anything more from them. These efforts, combined with those of our partner agencies and nations, will help ensure stability in the Western Hemisphere."

Once aboard a Coast Guard cutter, all detainees receive food, water, shelter and basic medical attention. Throughout the interdiction Coast Guard crew members were equipped with personal protective equipment to minimize potential exposure to any possible case of COVID-19. No detainees were reported to be sick or to have any COVID-19 related symptoms.

Littoral Combat Ship USS Kansas City Joins the Fleet



Cmdr. William Dvorak, executive officer of the Navy's newest littoral combat ship USS Kansas City (LCS 22) salutes Cmdr.

R.J. Zamberlan, the ship's commanding officer, during a reading of his orders during the ship's commissioning ceremony. The Navy commissioned LCS 22, the second ship in naval history to be named Kansas City, via naval message due to public health safety and restrictions of large public events related to the novel coronavirus (COVID-19) pandemic. U.S. NAVY / Mass Communication Specialist 2nd Class Alex Corona

SAN DIEGO – The U.S. Navy commissioned Independence-variant littoral combat ship USS Kansas City (LCS 22) June 20, Littoral Combat Ship Squadron One Public Affairs said in a release.

The Navy commissioned Kansas City administratively via naval message, due to public health safety and restrictions of large public gatherings related to the COVID-19 pandemic and transitioned the ship to normal operations. The Navy is looking at a future opportunity to commemorate the special event with the ship's sponsor, crew and commissioning committee.

"This Independence-variant littoral combat ship will continue our proud naval legacy and embody the spirit of the people of Kansas City," said Navy Secretary Kenneth J. Braithwaite. "I am confident the crew of the USS Kansas City will extend the reach and capability of our force and confront the challenges of today's complex world with our core values of honor, courage and commitment."

Vice Adm. Richard A. Brown, commander, Naval Surface Force, U.S. Pacific Fleet, welcomed the ship that brings capabilities to counter diesel submarine, mines and fast surface craft threats to the premier surface force in the world.

"Like other littoral combat ships, Kansas City brings speed and agility to the fleet," said Brown via naval message. "Congratulations to Kansas City's captain and crew for all of your hard work to reach this milestone. You join a proud surface force that controls the seas and provides the nation

with combat naval power when and where needed.”

Tracy Davidson, the ship’s sponsor, offered congratulations to everyone who played a role in delivering USS Kansas City to service.

“I am so proud of USS Kansas City and her crew, and everyone involved, for all the tremendous work they’ve done to bring this ship to life. Their dedication to our nation and the Navy is very much appreciated,” Davidson said. “I am privileged to be a part of this ship honoring Kansas City and look forward to remaining connected to USS Kansas City as her legacy grows, wherever she may sail.”

Kansas City’s commanding officer, Cmdr. R.J. Zamberlan, reported the ship ready.

“The caliber of crew required to prepare a warship entering the fleet is second to none,” Zamberlan said. “This is even more impressive aboard an LCS, where every member of the minimally manned team is required to fulfill multiple roles and excel at all of them to get the job done.

“This crew has exceeded expectations in unprecedented times and I could not be prouder to be their captain.”

Kansas City is the 11th of the Independence-variant to join the fleet and second ship to be named for Kansas City. The name Kansas City was assigned to a heavy cruiser during World War II. However, construction was canceled after one month due to the end of the war.

The name Kansas City was also assigned to the Wichita-class replenishment oiler AOR-3 in 1967. This ship saw service in the Vietnam War and Operation Desert Storm and was decommissioned in 1994.

The littoral combat ship is a fast, agile and networked

surface combatant, and the primary mission for the LCS includes countering diesel submarine threats, littoral mine threats and surface threats to assure maritime access for joint forces. The underlying strength of the LCS lies in its innovative design approach, applying modularity for operational flexibility.

Fundamental to this approach is the capability to rapidly install interchangeable mission packages onto the seaframe to fulfill a specific mission and then be uninstalled, maintained and upgraded at the Mission Package Support Facility for future use aboard any LCS seaframe.

AARGM-ER Components Pass Critical Design Review



Advanced Anti-Radiation Guided Missile image. NORTHROP GRUMMAN LOS ANGELES – Northrop Grumman Corp. recently completed its critical design review (CDR) following successful design verification tests of key components for the U.S. Navy's Advanced Anti-Radiation Guided Missile-Extended Range (AARGM-ER) program, the company said in a June 18 release. The AARGM-ER program is leveraging the AARGM program currently in full-rate production. Design verification tests of the AARGM-ER rocket motor and warhead along with the CDR verified subsystem- and system-level performance.

“Rocket motor design verification tests represented a significant knowledge point and milestone for engineering and manufacturing development,” said Gordon Turner, vice president, advanced weapons, Northrop Grumman. “These tests were important to informing the critical design review and

verifying performance of the missile. With our government partners, we are aggressively focused on achieving 'speed to fleet' while holding to program cost objectives."

Design verification tests of the rocket motor were conducted at extreme cold and hot temperature conditions and successfully demonstrated required propulsion performance. Testing of the warhead successfully demonstrated lethality performance. AARGM-ER is being integrated on the F/A-18E/F and EA-18G and will be compatible for integration of the F-35A/B/C. By leveraging the AARGM program, the AARGM-ER program with the new rocket motor and warhead will provide advanced capability to detect and engage long-range adversary air defense systems.

Navy-Coast Guard Team: 4 Interdictions in 4 Days



The Arleigh Burke-class guided-missile destroyer USS Lassen (DDG 82) with embarked U.S. Coast Guard (USCG) Law Enforcement Detachment team conducts enhanced counter-narcotics operations in the Caribbean Sea, May 26, 2020. U.S. COAST GUARD CARIBBEAN SEA – The Arleigh Burke-class destroyer USS Lassen (DDG 82) and the Freedom-variant littoral combat ship USS Detroit (LCS 7) with embarked U.S. Coast Guard Law Enforcement Detachment (LEDET) teams disrupted a combined 112 bales of suspected contraband worth over \$79.6 million from May 24-27, the U.S. 4th Fleet/U.S. Naval Forces Southern Command Public Affairs said in a June 19 release.

While on routine patrol May 24 and 26, Lassen, along with embarked helicopters assigned to the "Proud Warriors" of

Helicopter Maritime Strike Squadron (HSM) 72, made two separate interdictions.

Lassen was able to intercept the vessels with coordination of the ship's embarked LEDET and Lassen small boats. The embarked helicopters onboard were instrumental in ensuring the compliance of the go fast vessels (GFV) until the small boat teams arrived to achieve positive control of the vessels.

"It has been an absolute pleasure serving onboard USS Lassen," said Lt. Kevin Painten, officer in charge, U.S. Coast Guard LEDET 403. "The crew is unmatched in professional expertise and combined with the LEDET and HSM-60 airborne use of force capability."

"Lassen is making a large impact in the SOUTHCOM [area of responsibility]," Painten continued. "This most recent interdiction is just one of the many examples of how Lassen and the embarked LEDET are combating transnational organized crime."

Additionally, on May 24 and 27 Detroit made two separate interdictions:

A U.S. Navy maritime patrol aircraft, assigned to the "Tridents" of Patrol Squadron VP 26, spotted an additional GFV, Detroit was vectored for a long-range intercept. Upon intercept, Detroit employed one of its embarked helicopters, assigned to the "Sea Knights" of Helicopter Maritime Strike Squadron (HSC) 22, to provide over watch and ensure compliance while the embarked LEDET on Detroit small boats achieved positive control of the GFV.

Lassen and Detroit recovered 70 bales of suspected cocaine totaling an estimated 2,009 kilograms, worth over an estimated value of about \$76 million.

Additionally, Lassen recovered 42 bales of suspected marijuana totaling an estimated 2,086 pounds, worth over an estimated

value of approximately \$3.6 million.

“I could not be more proud of the Sea Devils onboard Lassen. Lassen continues to excel day-in, day-out,” said Cmdr. Judson Mallory Lassen’s commanding officer. “This most recent success is a testament to my crew’s dedication, focus and self-sufficiency, supported by their seamless integration with our Air Detachment and the embarked USCG LEDET.”

USS Lassen and USS Detroit are deployed to the U.S. 4th Fleet area of operations conducting U.S Southern Command and Joint Interagency Task Force South’s enhanced counter drug operations in the Caribbean and Eastern Pacific.

On April 1, U.S. Southern Command began enhanced counter-narcotics operations in the Western Hemisphere to disrupt the flow of drugs in support of presidential national security objectives.

Numerous U.S. agencies from the Departments of Defense, Justice and Homeland Security cooperated in the effort to combat transnational organized crime. The Coast Guard, U.S. Navy, Customs and Border Protection, FBI, Drug Enforcement Administration, and Immigration and Customs Enforcement, along with allied and international partner agencies, play a role in counter-drug operations.

**HII Awarded \$145 Million
Advance Procurement Contract**

for Amphib LHA 9



An MV-22B Osprey lands in April aboard the amphibious assault ship USS America (LHA 6), the first of its class. Ingalls Shipbuilding has received another contract modification for long-lead-time material and advance procurement activities for the fourth ship of the America class, LHA 9. U.S. Navy/Mass Communication Specialist 3rd Class Jomark Almazan

PASCAGOULA, Miss. – Huntington Ingalls Industries' Ingalls Shipbuilding division has received a third contract modification from the U.S. Navy for \$145 million to provide long-lead-time material and advance procurement activities for amphibious assault ship LHA 9, the company announced in a release. This modification brings the total advance funding for LHA 9 to \$350 million.

“This advance procurement contract will help protect the health of our supplier base and strengthen our efforts to efficiently modernize the nation’s amphibious fleet as we continue to build amphibious ships for the Navy,” Ingalls Shipbuilding President Brian Cuccias said.

Ingalls is the sole builder of large-deck amphibious ships for the Navy. The shipyard delivered its first amphibious assault ship, the Iwo Jima-class USS Tripoli (LPH 10), in 1966. Ingalls has since built five Tarawa-class (LHA 1) ships, eight Wasp-class (LHD 1) ships and the first in a new class of amphibious assault ships, America (LHA 6), in 2014. The second ship in that class, the Tripoli (LHA 7), was delivered to the Navy earlier this year. Bougainville (LHA 8) is under construction.