CNO to Issue Order Banning Confederate Flag

ARLINGTON, Va. — The U.S. Navy has begun to develop a policy prohibiting the display of the Confederate battle flag aboard Navy bases, ships, aircraft and submarines, a Navy official said.

Chief of Naval Operations Adm. Mike Gilday's order will be "meant to ensure unit cohesion, preserve good order and discipline and uphold the Navy's core values of honor, courage and commitment," Cmdr. Nate Christensen, spokesman for Gilday, said on June 9.

The U.S. Marine Corps already has issued such a policy. Commandant Gen. David Berger on June 5 delivered a message to the Corps banning display of the Confederate flag in public spaces and work areas.

The Marine Corps policy exempts some displays, such as works of art and educational or historical displays where the flag is not the focus. State flags that include the battle flag inset, such as that of Mississippi, also are exempt, as are state-issued license plates and grave sites of Confederate soldiers.

The Department of the Army reportedly is considering changing the names of 10 installations that bear then names of Confederate officers.

Defense Secretary Announces Flag, General Officer Nominations

Vice Adm. James J. Malloy speaks to the crew of the guided-missile destroyer USS Farragut in February over the ship's intercom system. Malloy has been nominated to become deputy commander of U.S. Central Command. U.S. Navy/Mass Communication Specialist 3rd Class Jack D. Aistrup

ARLINGTON, Va. — Defense Secretary Mark T. Esper announced June 9 that the president has made the following nominations:

- **Navy Vice Adm. James J. Malloy** for reappointment to the rank of vice admiral and assignment as deputy commander, U.S. Central Command, Tampa, Florida. Malloy is serving as commander, U.S. Naval Forces, Central Command; commander, 5th Fleet; and commander, Combined Maritime Forces, Manama, Bahrain.
- **Navy Rear Adm. Michelle C. Skubic** for appointment to the rank of vice admiral and assignment as director, Defense Logistics Agency, Fort Belvoir, Virginia. Skubic is serving as commander of Naval Supply Systems Command and chief of Supply Corps, Mechanicsburg, Pennsylvania.

On June 4, Esper announced the following nomination:

- **Marine Corps Lt. Gen. Robert F. Hedelund** for appointment to the rank of lieutenant general and assignment as commander of U.S. Marine Corps Forces Command and commanding general of Fleet Marine Force Atlantic and U.S. Marine Corps Forces North. Hedelund is serving as commander of U.S. Marine Corps Forces Command and commanding general of Fleet Marine Force Atlantic in Norfolk, Virginia.

Elbit Systems UK Demonstrates USV Capabilities in Anti-Submarine Trials

Elbit Systems UK completed a series of anti-submarine warfare trials with the United Kingdon Ministry of Defence. Elbit Systems

LONDON – Elbit Systems UK completed a series of anti-submarine warfare (ASW) trials with the United Kingdon Ministry of Defence (MOD), the company said in a release. The trials were delivered via Dstl's (Defence Science and Technology Laboratory) Progeny Framework, exploring how autonomous systems could support future ASW operations.

Elbit Systems UK was one of a shortlist of U.K. companies selected to take part in this second phase of the project – a series of live at sea trials which took place off U.K. coast with the Ministry of Defence in late October 2019.

Elbit Systems UK used its Seagull unmanned surface vehicle (USV) for these trials, with the USA's L3 Harris providing the sonar. Seagull, Elbit System's multi-mission, multi-sensor USV demonstrated its autonomous ASW utility to the U.K. MoD, across the entire trials period, utilizing its 'ASW Toolbox' solution throughout to show how the abilities of this system to offer a force multiplier for ASW operations.

"Elbit Systems has world leading technology to offer to the maritime and littoral environment," said Martin Fausset, chief executive officer of Elbit Systems UK. The Seagull USV has once again, demonstrated its superior capabilities underlining

Elbit Systems UK's competitive position to providing innovative and cost-effective solutions to the U.K. Armed Forces. We are proud of our ongoing work with the Royal Navy as we work together to maintain its operational advantage."

The Seagull USV has multimission capability, being able to perform ASW, mine countermeasures (MCM), electronic warfare (EW), maritime security (MS), hydrography and other missions using the same vessels, mission control system and data links.

Meanwhile its ASW capability provides the UK navy with a tactical advantage by deterring and threatening enemy submarines using an available asset with significantly lower risk. Seagull's MCM capability facilitates end-to-end mine hunting operations including detection, classification, localization, identification and neutralization of bottom, moored and drifting sea mines.

The Seagull is deployable with capability to operate from port or mothership, with two vessels able to be controlled from the same mission control system and both manned and unmanned modes of operation, the latter featuring a high level of autonomy.

Seagull offers endurance of four days and mission sea-keeping of up to Sea State 5.

Seagull has previously participated in bi-national MCM trials in the North Sea off the Belgian Coast organized by the Directorate General of Material Resources of the Belgian Defence Ministry and has been used in a series of demonstrations alongside several global navies, including being deployed in 2018 by NATO forces in a joint ASW exercise alongside the Royal Navy's Type 45 destroyer HMS Duncan and the Spanish Navy's Santa Maria-class frigate "Victoria."

The Progeny Maritime Research Framework was launched by Dstl to create a community of science and technology suppliers to support current and future maritime research projects. The

Progeny Maritime Research Framework is worth up to 200 million pounds over 8 years and it is anticipated that requirements will be delivered by industry, including small and medium sized enterprises and academia.

The Progeny Maritime Research Framework is supporting science and technology research for current in-service capability and the next generation of maritime technology. Examples of research areas it is addressing include unmanned systems, future submarine platforms and underwater communications and networking.

Coast Guard Breaks Illegal Fishing Interdiction Record for 3rd Straight Year

A Station South Padre Island law enforcement boat crew stops a lancha crew engaged in illegal fishing in federal waters in the Gulf of Mexico on April 30. Coast Guard law enforcement crews have already interdicted a record-breaking number of lanchas throughout the Gulf of Mexico for fiscal year 2020. U.S. Coast Guard/Station South Padre Island

NEW ORLEANS – U.S. Coast Guard law enforcement crews have already interdicted a record-breaking number of lanchas throughout the Gulf of Mexico for fiscal year 2020, the Coast Guard 8th District said in a release.

Since October 2019, Coast Guard assets and personnel have detected 176 lanchas and interdicted 106. Since the first recorded lancha interdiction in the late 1980s, the Coast Guard has seen a significant uptick in detection of

these vessels, particularly in the past three years, recording a seasonal record of 74 lancha interdictions during the same time frame 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.

“A huge part of our mission success comes from the dedication and close coordination between our local, state and federal partners,” said Lt. Kurt Mees, Coast Guard Station South Padre Island commanding officer. “We are all committed to the protection of marine resources and the enforcement of U.S. regulations.”

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 U.S. natural resources.

Ford Completes Its Largest Aircraft Embark

200604-N-QI093-1360 ATLANTIC OCEAN (June 4, 2020) The Ford-

class aircraft carrier USS Gerald R. Ford (CVN 78) Transits the Atlantic Ocean, June 4, 2020. U.S. NAVY / Mass Communication Specialist 2nd Class Ruben Reed
ATLANTIC OCEAN – With Carrier Air Wing (CVW) 8 embarked, USS Gerald R. Ford (CVN 78) logged significant milestones this week during post-delivery test and trials (PDT&T) operations at sea, the ship's public affairs department said in a June 7 release.

During Ford's largest aircraft embark to date, CVW-8 completed critical milestones on the first-in-class ship, testing secure communications and tactical data links, supporting the use of network-enabled weapons, combined fixed- and rotary-wing close air support integration and SIMDIS, a multi-dimensional interactive graphical and video display to playback large events for debriefs.

Underway, CVW-8 conducted day and night cyclic flight operations totaling 324 catapult launches and arrested landings, qualifying 50 pilots, including Ford's commanding officer, Capt. J.J. Cummings. To date, Ford has conducted 3,480 catapult launches and arrested landings with the electromagnetic aircraft launch system (EMALS) and ad vanced arresting gear. Additionally, during this execution of cyclic flight operations with CVW-8, Ford moved thousands of pounds of inert ordnance via advanced weapons elevators to F/A-18 Super Hornets, employed during close air support and air-to-ground training missions. Executing cyclic operations and arming aircraft with bombs from the ship's magazines were firsts for the team.

The air wing's embark provided the first opportunity for Ford's weapons department to execute a full ordnance movement using a lower stage weapons elevator. Performing as advertised, Ford's AWEs conducted more than 1,300 cycles during this latest at sea period that enabled the successful transfer of 176 inert bombs in support of air wing operations. Ford's AWEs have conducted over 10,000 cycles to date.

Commander, Carrier Strike Group (CSG) 12 also embarked Ford during this underway, marking the first time a Strike Group Commander and staff embarked Ford for operations. CSG-12 was able to successfully conduct all intended command and control operations, control and distribute the link picture, and coordinate with Ford and Truman Strike Group assets as well as higher headquarters. Rear Adm. Craig Clapperton, commander, CSG 12, assessed that the Strike Group and ship are ahead of schedule in this important command and control domain.

Clapperton emphasized that this PDT&T phase is all about operating Ford systems with fleet operators and discovering anomalies and working solutions. These solutions will be key to ensuring that when Ford enters the fleet after operational testing, the ship is ready to support the war fighter.

For example, on June 2, just prior to a scheduled flight deck operation cycle, the ship's EMALS went down. Loss of EMALS curtailed flight operations to some extent, but the strike group, ship and air wing team still accomplished significant goals scheduled for the Ford-class aircraft carrier, according to the release.

After several days of troubleshooting and assessing a fault in the launch system's power handling elements, embarked EMALS experts and Ford's crew restored the system to enable the safe fly-off of the air wing on Sunday morning, June 7.

"The ship's response to these EMALS challenges underscores our ability to identify and to correct issues impacting flight operations quickly. That's the purpose of the PDT&T phase," said Clapperton. "The learning and improvement that results from pushing the systems will make the ship and air wing team better and more effective in future underway events."

USS Ronald Reagan Carrier Strike Group Departs for 2020 Deployment

Sailors assigned to Helicopter Maritime Strike Squadron (HSM) 77 prepare an MH-60R Sea Hawk for takeoff from the flight deck of the Navy's only forward-deployed aircraft carrier USS Ronald Reagan (CVN 76). U.S. NAVY / Mass Communication Specialist 3rd Class Jason Tarleton

PACIFIC OCEAN – The Ronald Reagan Carrier Strike Group is underway, serving as America's strongest symbol of resolve and navigating the global pandemic as its mission endures, in support of a free and open Indo-Pacific, the commander, Task Force 70 said in a June 8 release.

This deployment marks USS Ronald Reagan's (CVN 76) fifth year of service as part of U.S. forward-deployed naval forces. Reagan, Carrier Air Wing (CVW) 5 and Destroyer Squadron (DESRON) 15 represent the cornerstone of the strike group.

Following sea trials, Reagan commenced deployment by on-loading more than 1,000 tons of ordnance – enough combat power to cause the ship to sit five-inches lower on the waterline – in addition to personnel and aircraft from aviation squadrons within CVW-5. With more than 5,000 crew embarked, and 60-plus aircraft, Reagan is capable of sustaining around-the-clock maritime operations.

While underway, the Ronald Reagan Carrier Strike Group will work alongside allies and partners to strengthen regional capabilities, further develop warfighting concepts and improve distributed maritime operations that provide layered defense options to protect shared interests.

The Ronald Reagan Carrier Strike Group is forward-deployed to

the U.S. 7th Fleet area of operations in support of the Indo-Pacific region.

Navy Completes First Captive Carry Flight on F/A-18 of Extended Range Missile

The Navy conducts the first captive carry flight test of an AARGM-ER missile on an F/A-18 Super Hornet June 1 at the Naval Air Station Patuxent River test range in Maryland. U.S. Navy
PATUXENT RIVER, Md. – The U.S. Navy completed the first captive carry flight test of an Advanced Anti-Radiation Guided Missile-Extended Range (AARGM-ER) missile on an F/A-18 Super Hornet on June 1 at the Patuxent River test range, Naval Air Systems Command said in a release.

During the test, the F/A-18 Super Hornet conducted a series of aerial maneuvers to evaluate integration and structural characteristics of the AARGM-ER. Test points were completed across a range of flight conditions to demonstrate carriage compatibility of AARGM-ER with the F/A-18 Super Hornet.

“This first flight represents a significant step in the AARGM-ER engineering and manufacturing development phase,” said Capt. Mitch Commerford, who oversees the Direct and Time Sensitive Strike program office (PMA-242). “Data collected from this testing will inform the planned build-up and overall expansion of flight testing with AARGM-ER.”

Testing will continue over the next few years in preparation for initial operational capability in fiscal year 2023, he

said.

The extended range variant, which leverages the AARGM program that is currently in full rate production, has been upgraded with a new rocket motor and warhead. It will provide advanced capability to detect and engage enemy air defense systems.

AARGM-ER is being integrated on the F/A-18E/F and EA-18G and will also be compatible for integration on the F-35A/B/C.

Fairbanks Morse Finishes Engine Build, Testing for First Offshore Patrol Cutter

An artist's rendering of the offshore patrol cutter. Eastern Shipbuilding Group

BELOIT, Wis. – Fairbanks Morse has completed the build and testing of the two main propulsion diesel engines for the U.S. Coast Guard's offshore patrol cutter (OPC), the company said in a release. Fairbanks Morse was awarded contracts by the prime contractor, Eastern Shipbuilding Group, to build the two main engines for OPC Nos. 1 and 2.

"We are incredibly pleased to have successfully completed testing for our OPC engine," said George Whittier, CEO of Fairbanks Morse. "We are particularly proud to work with Eastern Shipbuilding and support them in their successful build of the first new generation of patrol cutter. Together we are proud to do our part in helping the U.S. Coast Guard keep our borders safe."

The OPC is a 360-foot vessel that will be powered by two FM | MAN 16V 28/33D STC diesel engines, with each engine rated 7,280 kWm (9,763 brake-horsepower) running at 1,000 revolutions per minute. These engines will be delivered to Eastern Shipbuilding Group in Panama City, Florida. The first OPC engine has been built and was delivered in January 2020. Fairbanks Morse has completed testing on the PTO engine, which is expected to be delivered to Eastern Shipbuilding this month.

Joey D'Isernia, president of Eastern Shipbuilding, congratulated Fairbanks and said, "Today marks another successful milestone in the OPC program. Our team continues to execute, and we are very pleased and excited to take delivery of and install these engines in USCGC Argus. This highly durable and reliable engine will support USCG missions for the next 40 years."

The OPC will provide a capability bridge between the national security cutter, which patrols the open ocean in the most demanding maritime environments, and the fast-response cutter, which serves closer to shore. The OPCs conduct missions including law enforcement, drug and migrant interdiction, search and rescue, and other homeland security and defense operations.

DOD Names Seven Installations as Sites for Second Round of 5G Testing

ARLINGTON, Va. — The Defense Department has named seven U.S. military installations as the latest sites where it will

conduct 5G communications technology experimentation and testing, the department said in a release.

The installations are Naval Base Norfolk, Virginia; Joint Base Pearl Harbor-Hickam, Hawaii; Joint Base San Antonio, Texas; the National Training Center at Fort Irwin, California; Fort Hood, Texas; Camp Pendleton, California; and Tinker Air Force Base, Oklahoma.

This second round, referred to as Tranche 2, brings the total number of installations selected to host 5G testing to 12. Tranche 2 builds on DoD's previously announced 5G communications technology prototyping and experimentation and is part of a 5G development roadmap guided by the Pentagon's 5G Strategy.

5G technology, the fifth generation of cellular network technology, is vital to maintaining America's military and economic advantages. Pentagon's efforts focus on large-scale experimentation and prototyping of dual-use (military and commercial) 5G technology that will provide high speeds, quicker response times and the ability to handle many more wireless devices than current wireless technology.

Last year, the department announced the selection of the Tranche 1 bases: Joint Base Lewis-McChord, Washington; Hill Air Force Base, Utah; Naval Base San Diego, California; and Marine Corps Logistics Base Albany, Georgia, as the first U.S. installations to host testing and experimentation of 5G. In May, the Pentagon announced Nellis Air Force Base, Nevada, had also been chosen.

The bases were selected for their ability to provide streamlined access to site spectrum bands, mature fiber and wireless infrastructure, access to key facilities, support for new or improved infrastructure requirements and the ability to conduct controlled experimentation with dynamic spectrum sharing.

DOD recognizes industry will play a key role in the development of leap-ahead 5G technology for both military and civilian uses. In the coming weeks, the department will issue requests for prototype proposals from industry partners. The new round of opportunities will focus on the following areas:

- Shipwide/Pier Connectivity at Naval Station Norfolk
- Enhancing Aircraft Mission Readiness at Joint Base Pearl Harbor-Hickam
- Augmented Reality Support of Maintenance and Training at Joint Base San Antonio
- Wireless Connectivity for Forward Operating Bases (FOB) and Tactical Operations Centers (TOC) at the NTC at Fort Irwin and Fort Hood, Texas
- Wireless Connectivity for FOBs and TOCs at Camp Pendleton
- DOD 5G Core Security Experimentation Network at Joint Base San Antonio and multiple remote locations
- Bi-directional Spectrum Sharing-DOD/Commercial at Tinker AFB

Launch, Recovery Systems Achieve Another Milestone Aboard Gerald R. Ford

An F/A-18E Super Hornet prepares to launch from the aircraft

carrier USS Gerald R. Ford on May 30 using the new Electromagnetic Aircraft Launch System. Gerald R. Ford is underway in the Atlantic Ocean conducting integrated air wing operations. U.S. Navy/Chief Mass Communication Specialist RJ Stratchko

SAN DIEGO – More than 3,000 catapult launches and landings using the Electromagnetic Aircraft Launch System (EMALS) and Advanced Arresting Gear (AAG) have been completed aboard USS Gerald R. Ford, said the systems' manufacturer, General Atomics Electromagnetic Systems (GA-EMS).

The milestone is significant for the carrier and its crew, as the Navy moves toward a goal of 8,000 launches and landings at sea scheduled through the end of 2020.

"EMALS and AAG continue to perform as expected as the ship ramps up evolutions towards achieving combat operational readiness," said Scott Forney, president of GA-EMS. "Both systems' capabilities are being rigorously exercised to meet the daily objectives for cats and traps in support of the various squadrons undergoing carrier qualification and training aboard CVN 78. In addition to marking the 3,000 milestone, on May 19, the ship performed 167 successful launches and recoveries in a single day, breaking the previous record of 135."

"Since January, CVN 78 has multiplied the total expected number of launch and landing evolutions by a factor of four," Rolf Ziesing, vice president of programs at GA-EMS, added. "We've seen EMALS and AAG put through the paces day and night on CVN 78, utilizing a range of aircraft, including F/A-18E/F Super Hornets, E-2D Advanced Hawkeyes, C-2A Greyhounds, EA-18G Growlers and T-45C Goshawks."

GA-EMS is building the launch and landing systems for two future carriers, USS John F. Kennedy and USS Enterprise. Cost savings are realized through multiple ship production contracts, which minimize production gaps while maximizing planning, scheduling and delivery to support all three Ford-

class carriers.