Lockheed to Deliver 50 C-130Js Via Multiyear III Award

Two KC-130J Super Hercules conduct a ceremonial formation flight for the VMGR-352 75th anniversary above Marine Corps Air Station Miramar, California. U.S. Marine Corps/Lance Cpl. Clare J. McIntire

MARIETTA, Ga. – Lockheed Martin will deliver 50 C-130J Super Hercules to the U.S. government through a C-130J Multiyear III award, which was finalized by the government on Dec. 27, Lockheed announced Jan. 13.

The Department of Defense awarded more than $1.5 billion in funding for the first 21 C-130J aircraft on the multiyear award. The overall award, worth more than $3 billion, provides Super Hercules aircraft to the U.S. Air Force (24 HC/MC-130Js), Marine Corps (20 KC-130Js) and Coast Guard (options for six HC-130Js). Aircraft purchased through the C-130J Multiyear III award will deliver between 2021 and 2025 and will be built at Lockheed's Marietta, Georgia, facility.

"The C-130J Multiyear III award represents a joint commitment between Lockheed Martin and the U.S. government in delivering proven capability that meets our operators' mission and affordability requirements," said Rod McLean, vice president and

general manager of air mobility and maritime missions at Lockheed.

The
C-130J is the global standard in tactical airlift, providing a unique mix of
versatility and performance to complete any mission. The Super Hercules
worldwide fleet has more than 2 million flight hours and is the airlifter of
choice for 20 nations.

Leonardo to Build Navy’s New Training Helicopter

ROME – Leonardo, through AgustaWestland Philadelphia Corp., has been awarded a contract valued at $176.5 million for the production and delivery of 32 TH-73A helicopters, initial spares, support and dedicated equipment and specific pilot and maintenance training services, the company said in a release.

Work will be mostly performed at Leonardo’s Philadelphia facility and is expected to be completed by October 2021.

“On the cusp of celebrating nearly 40 years of operating in Philadelphia, Leonardo is thrilled the U.S. Navy has selected our TH-119-based offer and us as a local and long-term partner,” said Alessandro Profumo, Leonardo’s CEO. “We are proud to be a core contributor to the future of U.S. defense.”

“Today’s brilliant news is a ringing endorsement for our solutions setting new industry standards for training,” said

Gian Piero Cutillo, managing director of Leonardo Helicopters. “We are committed to working with the U.S. Navy to ensure future pilots meet all evolving service requirements.”

“Our plan since day one has been to offer the U.S. Navy the training capabilities they asked for, without compromise,” said William Hunt, managing director of Leonardo Helicopters Philadelphia. “We are honored to deliver on that promise, build the new fleet in Philadelphia and maintain it from Milton, Florida.”

Former CNO Adm. Vern Clark to Chair SNA Board of Directors

Retired Adm. Vern Clark, a former CNO and the new chairman of the Surface Navy Association board of directors. Defense Media Activity

Retired Adm. Vern Clark will assume the position of chairman of the board of directors of the Surface Navy Association (SNA) this week at the association’s annual banquet on Jan. 16.

Clark was approved by the board on Jan. 13 at the association’s annual board of directors meeting. He succeeds retired Adm. James Hogg, who has been chairman since 1994.

In addition to numerous ashore assignments, Clark served at sea aboard the destroyers USS John W. Weeks and USS Gearing. He commanded USS Grand Rapids, USS McCloy, USS Spruance, the Atlantic Fleet Anti-Submarine Warfare Training Center, Destroyer Squadron 17 and Destroyer Squadron 5.

Clark speaks to attendees at his retirement ceremony.
As a flag officer, he commanded the USS Carl Vinson Battle Group/Cruiser-Destroyer Group 3, the U.S. 2nd Fleet and U.S. Atlantic Fleet. He became the 27th chief of naval Operations in 2000 and retired in 2005. He serves on boards or as a trustee of corporations, organizations and universities.

Hogg is a 1956 graduate of the U.S. Naval Academy and was commissioned in 1956. His sea commands included a guided missile cruiser, two destroyer squadrons, a cruiser-destroyer flotilla and the U.S. 7th Fleet. He served for 35 years and retired from active duty in 1991 as an admiral. He was the director of the NO's Strategic Studies Group at the Naval War College in Newport, Rhode Island, from 1995 to 2013. Hogg succeeded Adm. Arleigh Burke (then chairman emeritus) as chairman of SNA's board.

> *"Vern Clark, with his experience and expertise as a surface warfare officer and as a leader, will ensure our association continues its steady course of growth, success and increasing value to the Navy and all those it serves."*
>
> *Retired Adm. James Hogg, outgoing chairman of the SNA board*

"It's been an honor and privilege to lead SNA for the past 25 years, and it has been immensely gratifying – both professionally and personally – to see our association grow in support of the surface warfare professionals in the Navy and Coast Guard in so many meaningful ways," Hogg said. "Vern Clark, with his experience and expertise as a surface warfare officer and as a leader, will ensure our association continues its steady course of growth, success and increasing value to the Navy and all those it serves."

"We have been incredibly fortunate to have Adm. Jim Hogg at the helm of our association during a period of incredible growth and success in meeting its mission," said retired Vice

Adm. Rick Hunt, who is the president of SNA. “Surface warriors have benefited from his leadership and his dedication to his shipmates, past, present and to come. SNA’s success in maintaining a strong membership, growing participation in our symposiums and professional development events, active chapters and sound financial health is in no small part due to his contributions.”

Sikorsky, Rheinmetall Unveil Plans for German Heavy-Lift CH-53K

Sikorsky and Rheinmetall submitted a bid for production and operation of the Sikorsky CH-53K King Stallion heavy-lift helicopter. Photo by Sikorsky

Koblenz, Germany – Sikorsky and Germany’s Rheinmetall submitted a bid for the production and operation of the Sikorsky CH-53K King Stallion as the Bundeswehr’s new heavy-lift transport helicopter for its Schwerer Transporthubschrauber (STH) program, Lockheed Martin, which owns Sikorsky, said in a release.

“Our entire team is pleased to offer the CH-53K, the most efficient, capable and intelligent helicopter that will deliver the best long-term value to the Bundeswehr through the 21st century,” said Beth Parcella, CH-53K’s international business development director.

Sikorsky and Rheinmetall formed a STH project team of more than 10 German companies, which includes MTU Aero Engines,

Autoflug GmbH and Hydro Systems.

Parcella stressed that it was important “to build a strong German industrial team early on and to capitalize on the know-how of the German teammates for the STH project.” This will ensure the quality of the offer and subsequently the high availability of the CH-53K in the German air force, she said.

“German companies will play a significant role in the success of the CH-53K program,” said Mike Schmidt, managing director of Rheinmetall Aviation Services. “For the industry, this means the creation of many new, long-term jobs for highly qualified employees and an important transfer of know-how. Sikorsky and Rheinmetall prepared the application together over a long period of time – this has strengthened the bonds within our team.”

The CH-53K’s avionics and digitized flight control systems are designed to accommodate future software upgrades, and its internal payload capability may be increased substantially with relatively simple modifications. An integrated sensor system enables the aircraft to predict and prevent problems at an early stage and thus drastically reduce the maintenance effort, which is key for high availability rates of the fleet.

Additionally, the CH-53K is equipped with air-to-air refueling fully interoperable with Lockheed Martin’s KC-130J tanker aircraft, which the Bundeswehr is planning to operate and which is already being used by France.

The CH-53K easily accommodates the same air transport pallets, enabling fast cargo handling between it and fixed-wing transport aircrafts such as the C130-J and the A400M. This means that the helicopter can be used particularly in areas where these aircraft cannot land.

The CH-53K can be used for the tactical transport of personnel and material as well as for disaster relief, humanitarian

missions, medical evacuation or combat search-and-rescue operations. For example, no other heavy-lift helicopter can transport more water to fight fires and simultaneously carry material and personnel. The CH-53K features fly-by-wire flight controls, reducing the pilots' workload and allowing pilots to anticipate limits while keeping their eyes outside.

If the bid is successful, Sikorsky and Rheinmetall intend to set up a logistics hub and a STH fleet support center at Leipzig/Halle Airport. The two are in talks with representatives of state government, local companies and the airport operator.

Keel Laid for Future Destroyer USS John Basilone

BATH, Maine – The keel of the future USS John Basilone (DDG 122) was ceremoniously laid at General Dynamics Bath Iron Works shipyard on Jan. 10, the Program Executive Office-Ships said in a release.

Speakers at the ceremony included Capt. Seth Miller, DDG 51-class program manager, Diane Hawkins, niece of the ship's namesake, and the ship's sponsors, Amy Looney and Ryan Manion.

The ship's sponsors authenticated the keel by etching their initials into the keel plate, a tradition that symbolically recognizes the joining of modular components and the ceremonial beginning of the ship.

"It's an honor to celebrate this milestone with Ms. Looney, Ms. Manion and members of the Basilone family," Miller said. "Laying the keel for our nation's 72nd Arleigh Burke

destroyer, and building a ship named for a man who embodied the spirit of commitment and strength, this is a truly special occasion.”

The ship’s namesake was a U.S. Marine Corps gunnery sergeant who was killed in action during the Battle of Iwo Jima in World War II. Basilone received the Medal of Honor for heroism displayed in the Battle of Guadalcanal in 1942 and for conspicuous gallantry displayed in the Battle of Iwo Jima after he single-handedly destroyed an enemy blockhouse and led a Marine tank under fire safely through a minefield.

Arleigh Burke-class destroyers are multimission surface combatants that serve as integral assets in global maritime security, engaging in air, undersea, surface, strike and ballistic-missile defense as well as providing increased capabilities in anti-submarine warfare, command and control and anti-surface warfare.

As a Flight IIA Arleigh Burke-class destroyer, John Basilone will employ the Aegis Baseline 9 Combat System, which includes Integrated Air and Missile Defense capability, delivers quick reaction time, high firepower, and has increased electronic countermeasures capability for anti-air warfare.

MARAD Announces Funding Availability for Small U.S. Shipyards

WASHINGTON – The U.S. Department of Transportation’s Maritime Administration (MARAD) announced the availability of $19.6 million in federal funding to support capital improvements and

employee training at small U.S. shipyards. The Small Shipyard Grant Program helps modernize eligible shipyard operations by improving efficiency and fostering quality ship construction, repair and reconfiguration.

“The Department of Transportation will be investing $19.6 million to help shipyards across the country improve their facilities and maintain their efficiency,” Transportation Secretary Elaine L. Chao said.

The private American shipyards that build and repair America’s military and commercial fleets contribute billions of dollars to the nation’s economic growth. In 2013, the private shipbuilding and repair industry supported nearly 400,000 direct and indirect jobs nationwide, $37.3 billion in gross domestic product and $25.1 billion in labor income.

“U.S. small shipyards are the economic backbone for communities throughout the country,” Maritime Administrator Mark. H. Buzby said. “They are a proven, wise investment, leveraging the skills and expertise of our shipyard community, which in turn empowers our entire maritime industry.”

Available to U.S. shipyards with fewer than 1,200 production employees, the Small Shipyard Grant Program supports a variety of projects, including capital and related improvements and maritime training programs to foster technical skills and operational productivity. Since its inception in 2008, the program has awarded more than $223 million through 244 grants.

Comtech Wins $211 Million Contract to Support Next-Gen Marine Troposcatter

MELVILLE, N.Y. – Comtech Systems Inc. has been awarded a 10-year, $211 million contract by the Cubic Mission Solutions for next-generation troposcatter systems to support the U.S. Marine Corps.

Comtech Systems is part of Comtech's Government Solutions segment. Cubic Mission Solutions is a business division of Cubic Corp.

In connection with this contract award, Comtech received an initial $13.4 million order to supply next-generation terminals to Cubic. Delivery of the first units will support test and evaluation for the Marine Corps.

Compared to legacy systems for the Marines, Cubic and Comtech's next-generation troposcatter solution increases bandwidth by an order of magnitude and reduces the size, weight and power by nearly 90%, making it the highest data capacity and most mobile beyond-line-of-sight system in the world.

"We are extremely excited to be able to provide our leading next-generation troposcatter solution to Cubic, in support of the U.S. Marine Corps," said Fred Kornberg, president and CEO of Comtech Telecommunications Corp.

"As the world's leader in digital troposcatter systems, our next-generation technology will enable the warfighter to communicate more reliably and with greater capability on the battlefield than ever before."

Northrop Grumman Wraps Initial In-Water Testing of AQS-24 Sonar Using Next-Gen Deploy, Retrieval Payload

The AQS-24 mine-hunting sonar during recent testing of a next-generation deploy and retrieval payload. Northrop Grumman Corp.

PANAMA CITY, Fla. – Northrop Grumman Corp.'s AQS-24 mine-hunting sonar recently completed initial in-water testing of a next-generation deploy and retrieval payload, the company said in a release.

Operated from the Mine Countermeasures Unmanned Surface Vessel (MCM USV), the AQS-24 D&R demonstrated the unmanned operations needed to perform a mine hunting mission off the MCM Mission Package aboard the littoral combat ship (LCS).

"Achieving this important milestone demonstrated reliable unmanned mine hunting operations, while using operationally representative hardware from the LCS MCM Mission Module," said Alan Lytle, vice president of undersea systems for Northrop Grumman. "This allows the program to begin preparation for further at-sea testing of the system for extended duration missions in rigorous conditions."

The MCM USV tests are ahead of planned user-operated evaluation system testing of the AQS-24 on LCSs. The company has multiple versions of the AQS-24 to provide mine-hunting capabilities for navies. The AQS-24B is a deployed system which uses side-scan sonar for real-time detection,

localization and classification of bottom and moored mines in addition to a laser line scanner for precise optical identification.

Integration of the AQS-24 sonar with USVs allows for the real-time transmission of all AQS-24 data to a remote sonar operator, who can then commence real-time mission analysis (RTMA) of all recorded mission data. RTMA significantly reduces MCM detect to engage timelines, as well as the real-time reacquisition and identification of bottom mines following traditional mine hunting sorties.

Coast Guard to Commission Fast-Response Cutter Daniel Tarr

The Coast Guard Cutter Daniel Tarr moors in Galveston, Texas, on Dec. 26. The Daniel Tarr is the service's 36th fast response cutter and will be commissioned Jan. 10. U.S. Coast Guard/Petty Officer 3rd Class Paige Hause

ARLINGTON, Va. — The Coast Guard will commission the fast-response cutter Daniel Tarr in Galveston, Texas, on Jan. 10, according to the Coast Guard's 8th District.

The Daniel Tarr is the 36th FRC delivered to the Coast Guard by Bollinger Shipyards. Vice Adm. Scott Buschman, Coast Guard Atlantic Area commander, will preside over the ceremony.

Lt. Nicholas Martin is the Daniel Tarr's commanding officer.

Daniel Tarr, the cutter's namesake, was one of four Coast Guard coxswains who served with the Marines during the

amphibious invasion of Tulagi, Solomon Islands, in August 1942. Tarr enlisted as a surfman and later became coxswain of USS McKean's Boat Number 1 prior to the invasion.

On Aug. 7, 1942, Tarr, along with the other three coxswains, landed the first wave of the Marine Corps' Raider Battalion on the beaches of Tulagi. In the following three days, they also delivered vitally needed equipment, ammunition and supplies. For their role in the landing of the Marines' first wave and capture of Tulagi, the four coxswains were awarded the Silver Star Medal. They were the first enlisted men in the Coast Guard to receive the Silver Star Medal.

The Coast Guard Cutter Daniel Tarr's patrol area will encompass 900 miles of coastline for the 8th District, from Carrabelle, Florida, to Brownsville, Texas. Fast-response cutters are named after Coast Guard enlisted heroes and are replacing the service's 110-foot patrol boats. These vessels feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment.

Navy Awards BAE $175 Million for Vicksburg Modernization

The guided-missile cruiser USS Vicksburg prepares to depart Naval Station Mayport, Florida, for a two-month underway in 2016. U.S. Navy/Mass Communication Specialist 2nd Class Mark Andrew Hays

NORFOLK, Va. – BAE Systems has received a $175 million contract

from the U.S. Navy to modernize the guided-missile cruiser USS Vicksburg, the

company said in a Jan. 6 release. The Vicksburg will undergo about 18 months of work at the company's shipyard in Norfolk, the ship's homeport.

The modernization period (MODPRD) contract includes options that, if exercised, would bring its cumulative value to $175.1 million.

BAE Systems initiated the first phase of Vicksburg's modernization program in May 2017. The company will begin the final phase of work, called MODPRD, later this month. Under the new contract, the shipyard's employees and industry partners will work on the ship's weapons and engineering equipment, including its gas turbine propulsion system, restore crew habitability spaces and support the installation of a new Aegis combat system, communication suite and CANES (Consolidated Afloat Network Enterprise System). The Vicksburg's MODPRD is scheduled to be complete in July 2021, allowing the ship to rejoin the operational fleet afterward.

BAE's Norfolk shipyard also is performing similar work on the guided-missile cruiser USS Gettysburg. The Gettysburg's MODPRD work began in January 2019 and is expected to be complete this fall. The Gettysburg and Vicksburg were commissioned in the early 1990s, but BAE's work is expected to extend the service lives of both ships into the mid-2030s.

"Over the last few years, BAE Systems has worked extensively on modernizing the Navy's Atlantic Fleet cruisers," said Dave Thomas, vice president and general manager of BAE Systems

Norfolk Ship Repair. “The Vicksburg and Gettysburg modernizations are big jobs. Our experience with cruisers and the expertise of our ship repair partners will return these vital combatants to the fleet with clear improvements and upgraded capability to carry out their missions.”