

VT Group Awarded Navy Afloat Global C4ISR Installations Contract

CHANTILLY, Va. – VT Group, a middle-market technology integrator and C4ISR solutions provider, has been named by Naval Information Warfare Systems Command (NAVWAR) as one of six award winners for an indefinite delivery, indefinite quantity contract.

VT Group will compete for work in the areas of afloat installation and integrated command, control, communications, computers, intelligence, surveillance and reconnaissance (C4ISR) systems aboard the U.S. Navy's growing fleet of surface ships and submarines. The contract vehicle has a ceiling value of \$2.45 billion over a five-year base period and one five-year option period.

VT Group has a 50-year history providing the Navy with C4ISR solutions and full lifecycle engineering services – in the air, ashore and at sea. Its maritime solutions business has integrated C4ISR technologies aboard every existing class of warship and submarine, building differentiated expertise in undersea warfare platforms and systems.

“VT Group is proud of its longstanding partnership with the U.S. Navy,” said John Hassoun, VT Group president and CEO.

“This award showcases our growing portfolio of fleet modernization capabilities and highlights the

exceptional performance of our shipboard leaders and technicians. We look forward to continuing to provide NAVWAR with the deck-plate innovations and engineering expertise they have come to expect from our team.”

Coast Guard's Newest National Security Cutter Arrives in Hawaii



The crew of the U.S. Coast Guard Cutter Midgett cruises past Diamond Head on Oahu on Aug. 16. Midgett is the second national security cutter to be homeported in Hawaii after Cutter Kimball. U.S. Coast Guard/Petty Officer 3rd Class Matthew West

HONOLULU –

The U.S. Coast Guard Cutter Midgett (WMSL-757) arrived Aug. 16 at its new homeport in Honolulu, the Coast Guard Pacific Area said in a statement.

The

Midgett is the eighth of the Coast Guard's national security cutters and the second to be homeported in Hawaii. Its sister ship, the Cutter Kimball (WMSL-756) arrived on Dec. 22. Both cutters are scheduled to be commissioned Aug. 24 during a ceremony presided over by Coast Guard Commandant Adm. Karl Schultz.

“The U.S. Coast Guard has an enduring role in the Indo-Pacific Region, going back over 150 years, and our commitment today is as strong as ever,” Schultz said.

“The national security cutters are the flagships of the fleet, and the homeporting of the Kimball and Midgett in Hawaii and their future deployments throughout the Indo-Pacific demonstrate the U.S. Coast Guard’s dedication to safeguarding the nation’s maritime safety, security and economic interests throughout the region.”



An Air Station Barbers Point HC-130 Hercules aircrew flies over the U.S. Coast Guard Cutters Midgett and Kimball off Oahu on Aug. 16. U.S. Coast Guard/Petty Officer 3rd Class Matthew West

Advanced command-and-control capabilities and an unmatched combination of range, speed and ability to operate in extreme weather enable national security cutters to deploy globally to confront national security threats, to strengthen maritime governance, to support economic prosperity and to promote individual sovereignty.

Known as the Legend class, national security cutters are capable of executing the most challenging national security missions, including support to U.S. combatant commanders. They are 418 feet in length, 54 feet in beam and 4,600 long tons in

displacement. They have a top speed of more than 28 knots, a range of 12,000 nautical miles, an endurance of up to 90 days and can hold a crew of up to 150. These new cutters are replacing the high endurance Hamilton-class cutters (378 feet) that have been in service since the 1960s.



Kahu Dr. Kaleo Patterson blesses the Midgett after it sailed into its homeport of Honolulu for the first time on Aug. 16. U.S. Coast Guard/Chief Petty Officer Sherri Eng

While

national security cutters possess advanced capabilities, more than 70% of the Coast Guard's offshore presence exists in the service's aging fleet of medium-endurance cutters. Many of these ships are more than 50 years old and are approaching the end of their service life. Replacing the fleet with new offshore patrol cutters is one of the Coast Guard's top priorities.

Midgett is named to honor all members of the Midgett family who served in the Coast Guard and its predecessor services. At least 10 members of the family earned high honors for their heroic lifesaving efforts. Among them, the Coast Guard awarded various family members seven gold lifesaving medals – the service's highest award for saving a life – and three silver lifesaving medals.

The Midgett's transit to Hawaii was punctuated by two interdictions of suspected low-profile go-fast vessels in the Eastern Pacific Ocean, the first July 25 and a second July 31. The boardings resulted in a combined seizure of over 6,700 pounds of cocaine, estimated to be worth over \$89 million.

Hawaii Welcomes Third Sentinel-Class Coast Guard Cutter



The William Hart, a 154-foot fast-response cutter, arrived in Hawaii to its new homeport on Aug. 17. U.S. Coast Guard HONOLULU –

The Coast Guard Cutter William Hart (WPC-1134) arrived in Honolulu Harbor on Aug. 17, becoming the third 154-foot fast-response cutter homeported in Hawaii, the Coast Guard 14th District said in a release.

The FRCs are some of the newest Coast Guard vessels to come online, replacing the aging patrol boat fleet currently in use. The FRCs represent the Coast Guard's commitment to modernizing service assets to address the increasingly complex global maritime transportation system.

FRCs boast advanced command, control, communications, computers, intelligence, surveillance and reconnaissance systems designed to assist the cutter's crew with their primary mission to patrol coastal regions.

Recently, the FRCs already stationed in Honolulu participated in longer over-the-horizon

voyages to the Republic of the Marshall Islands and Samoa, displaying the potential of these cutters and their importance to the Coast Guard's overall Pacific strategy and regional partnerships.

William

Hart, the cutter's namesake, was a Gold Lifesaving Medal recipient who rescued a crew member of the tug Thomas Tracy. In 1927, Hart dove into the water in a 70-mph gale off Absecon, New Jersey, to save the mariner, who went overboard in the storm.

Throughout

the 1930s, Hart served in the Army Corps of Engineers before returning to the Coast Guard in 1939, advancing to chief petty officer and serving as a boatswain's mate. Once the United States entered World War II, Hart was commissioned as a lieutenant junior grade and served in both the Atlantic and Pacific theaters. He retired from the Coast Guard in 1950.

William Hart is the last of the three FRCs to be stationed in Hawaii. The crew transited the vessel from Key West, Florida, following delivery and preparation for sailing. Three more are scheduled to be homeported in Guam, increasing the Coast Guard 14th District's total number of FRCs to six.

The Coast Guard is acquiring a total of 56 FRCs to replace the 110-foot Island-class patrol boats. Coast Guard Sector Honolulu, to whom the cutter crew will report, plans to commission the William Hart in a ceremony Sept. 26.

Coast Guard Repatriates 25 Migrants to Dominican Republic

SAN JUAN,

Puerto Rico – The U.S. Coast Guard Cutter Legare (WMEC-912) repatriated 22

Dominicans and returned one Venezuelan and two Haitians to a Dominican navy

patrol vessel Aug. 15 near Samaná, Dominican Republic, the Coast Guard 7th

District said in a release.

The

repatriation followed the interdiction of an illegal migrant voyage Aug. 13 off

the coast of Aguada, Puerto Rico.

Seven

other Dominican migrants traveling in the group remain in federal custody

facing possible prosecution by the U.S. Attorney's Office for the District of

Puerto Rico on potential charges of attempted illegal reentry into a U.S.

territory.

The

interdiction is the result of ongoing efforts in support of Operation Unified

Resolve, Operation Caribbean Guard and the Caribbean Border Interagency Group

(CBIG).

“The swift response by Puerto Rico Police Joint Forces of Rapid Action marine units and efficient collaboration with the crew of the cutter Legare allowed for the safe embarkation of the migrants, while the professionalism of our partners from the Dominican Republic navy ensured their safe and expedited return,” said Capt. Eric King, Sector San Juan commanding officer.

Coast

Guard Sector San Juan Command Center watchstanders were contacted Aug. 13 by Puerto Rico Police. The watchstanders were told that two Police Joint Forces of Rapid Action (FURA) marine units had interdicted a 25-foot migrant boat about 3 nautical miles off the coast of Aguada.

Coast

Guard watchstanders diverted the cutter Legare to the scene. Once there, Legare crew members safely embarked 29 Dominicans, 25 men and four women; 2 Haitian women; three Brazilian men; and a Venezuelan man.

Once

aboard a Coast Guard cutter, all migrants receive food, water, shelter and basic medical attention.

The seven migrants facing prosecution are in custody of U.S. Border Patrol agents in Puerto Rico, while the three Brazilian migrants were transferred to Immigrations

and Customs

Enforcement—Homeland Security Investigations Special Agents
for further
immigrations processing.

Industry's Role in Force Projection, Sustainment a Topic at NDTA-USTRANSCOM Command Fall Meeting

Assistant

Secretary of Defense for Sustainment Robert McMahon will
discuss industry's role
in projecting and sustaining U.S. forces during an emergency
or a crisis at the
National Defense Transportation Association-U.S.
Transportation Command fall meeting
Oct. 7-10 at Union Station in St. Louis.

As one of
five keynote speakers, McMahon will discuss the private
sector's role in providing
augmented transportation capacity to support Defense
Department requirements.

"Clearly,
DoD cannot accomplish its mission without partnering with
commercial partners
in the world of logistics and sustainment. They are absolutely
essential to our
success by ground, sea and air," said Michael P. Kleman, a

spokesman for USTRANSCOM.

“Our success is reliant on that partnership.”

The collaboration’s foundation rests on the Voluntary Intermodal Sealift Agreement and Civil Reserve Air Fleet programs, which provide commercial ships and aircraft, respectively, to meet mission needs.

For example, VISA involves the participation of all major U.S.-flag companies and offers access to more than 90 vessels, contributing more than 3 million square feet of force-projection capacity and 143,000 20-foot equivalent units (TEUs) of sustainment capability. On the other hand, CRAF includes 25 safety-certified U.S. air carriers, providing long-range international airlift for about 40% of DoD air cargo and more than 90% of passenger transport.

In addition, the Maritime Security Program, managed by the U.S. Maritime Administration, consists of 60 military-useful, internationally-trading, U.S.-flags ships that employ more than 2,500 U.S.-trained and credentialed mariners. MSP vessels are required to be enrolled in the VISA program.

After completing a 34-year Air Force career, retiring as a major general in 2012, McMahon was CEO of the 21st Century Partnership and then served as the director of field operations and site lead for the Boeing C-17

Globemaster III Integrated

Sustainment Program. He later served as president of Fickling Management

Services of Macon, Georgia, from 2015 to 2017, leading a real estate company

that maintained properties in eight states.

“I have a

much greater appreciation of the private sector than I had when I wore the

uniform. They are great Americans, just as dedicated and patriotic as those in

uniform,” McMahon said.

In his

current position, McMahon works as the principal staff assistant and adviser to

the undersecretary of defense for acquisition and sustainment, deputy secretary

of defense, and secretary of defense for sustainment in the DoD. As the

principal logistics official within DoD senior management, he also provides

oversight of logistics policies, practices and efficiencies to enable readiness

throughout the Pentagon as well as manages more than \$170 billion in logistics

operations.

McMahon also oversees the DoD’s real property portfolio made up of 28 million acres, over 500 installations, and more than 500,000 buildings and structures valued at \$1 trillion. Those interested in attending Mr. McMahon’s keynote address and other fall Meeting activities can register [here](#).

Newest National Security Cutter Makes Second Cocaine Seizure in Five Days as 4,600 Pounds Are Interdicted



Crew members from the Coast Guard Cutter Midgett sit atop a low-profile go-fast vessel interdicted by the crew July 31. The crew seized more than 4,600 pounds of cocaine from the suspected drug-smuggling vessel. U.S. Coast Guard

ALAMEDA,

Calif. – Crews aboard the precommissioned U.S. Coast Guard Cutter Midgett (WMSL-757)

interdicted a suspected low-profile go-fast vessel July 31 and seized more than

4,600 pounds of cocaine during a boarding in international waters of the eastern

Pacific Ocean, the Coast Guard Pacific Area said in a release.

This was

the second at-sea cocaine seizure made by Midgett's crew within five days.

Midgett's

crew seized more than 2,100 pounds of cocaine July 25 from a low-profile

go-fast boat, the cutter's first cocaine seizure ever since departing the

Pascagoula, Mississippi, shipyard in June following acceptance by the Coast

Guard.

The July 25 and July 31 boardings resulted in a combined seizure of more than 6,700 pounds of cocaine with an estimated street value of over \$89 million.

Low-profile go-fast vessels are built by cartels for smuggling large quantities of contraband by riding low in the water to avoid detection. They are designed to be quickly sunk by using their integrated scuttling valves, a dangerous practice that jeopardizes the safety of smugglers and the Coast Guard boarding teams.



The cabin of a low-profile go-fast vessel interdicted by crew members from the Coast Guard Cutter Midgett on July 31. U.S. Coast Guard
Nearly 80% of all known illegal narcotics coming into North America are smuggled by international cartels through the eastern Pacific corridor, an area greater in size than the continental United States. The profits from cocaine manufacture allow drug cartels to diversify and fund other illicit trafficking activities such as the smuggling of opioids, synthetics, methamphetamines, people and weapons.

One metric ton of cocaine (2,204.6 pounds or 1,000,000 milligrams) is equal to 20 million individual doses upon arrival in the United States. The Coast Guard removed more than 2 million pounds (923 metric tons) of cocaine with an

uncut wholesale

value of more than \$27 billion over the last five years.

“The

national security cutter gets you further, faster and delivers more capability

once on scene than any other cutter in the history of our service,” said Capt.

Alan McCabe, Midgett’s commanding officer. “I am incredibly proud of the crew’s

efforts who made these two seizures possible, and we are eager to conduct

future operations throughout the Pacific.”

Midgett, the Coast Guard’s

eighth national security cutter, is sailing toward its future homeport in

Honolulu, where it will be commissioned Aug. 24 along with its sister ship, the

Coast Guard Cutter Kimball (WMSL-756), in a ceremony presided over by Coast

Guard Commandant Adm. Karl Schultz.

Bell 407GXⁱ Helicopter Earns IFR Certification

FORT WORTH, Texas – Bell Textron Inc. announced that the Federal

Aviation Administration has issued an instrument flight rules supplemental type

certificate for the [Bell 407GXⁱ](#) helicopter. The certification is a requirement for

the U.S. Navy Advanced Helicopter Training System competition, enabling the Bell 407GX_i to replace the Bell TH-57 Sea Ranger as the Navy's training helicopter.

Should the Bell 407GX_i be selected for the Navy's helicopter trainer program, the company plans to conduct final assembly of the aircraft in Ozark, Alabama.

"The team did a great job ensuring the Bell 407GX_i achieved the FAA's IFR certification necessary to meet all of the Navy's requirements," said Mitch Snyder, president and CEO of Bell Textron. "Bell is an instrumental part of the Navy's training program and has been for more than 50 years, and we look forward to continuing the tradition for the next generation of naval aviators."

A Bell to Bell transition offers low risk to the Navy by streamlining instructor pilot and maintainer transition training as well as using common support equipment and infrastructure. The 407 airframe has proven capabilities as the platform for the MQ-8C Fire Scout for the Navy.

Bell supports more than 1,600 Bell 407s globally. These aircraft have nearly 6 million flight hours across the fleet and are actively performing flight training as well as military and para-public missions helicopter mission-set.

The
407GXi's Garmin G1000H NXi Flight Deck enhances situational awareness and reduces pilot workload by delivering easy-to-read information at a glance. The
Bell 407GXi's new IFR capability will allow all-weather operations while continuing to provide multimission capability safely, reliably and effectively.

Coast Guard, Partner Agencies Recover 1,300 Pounds of Marijuana Near Catalina Island



About 1,300 pounds of marijuana is shown at Coast Guard Station Los Angeles-Long Beach, which was seized by the station's crew near Catalina Island. U.S. Coast Guard

SAN PEDRO,

Calif. – The U.S. Coast Guard and partner agencies responded to a report of

multiple bales of narcotics in the water near Santa Catalina Island on Aug. 13,

the Coast Guard 11th District said in a release.

A
concerned citizen notified Coast Guard Sector Los Angeles-Long Beach

watchstanders, reporting multiple bales of what the caller believed to be

narcotics floating near Santa Catalina Island.

A Coast

Guard Station Los Angeles-Long Beach 45-foot response boat-medium crew and a Baywatch Isthmus boat crew responded to investigate.

Coast

Guard and Baywatch crews recovered 43 bales from the water. The bales were transferred to U.S. Customs and Border Protection, who confirmed the bales consisted of marijuana weighing about 1,300 pounds with an estimated street value of \$1 million.

“We

appreciate the assistance provided by our partners and vigilant mariners in keeping these drugs off of our streets,” said Lt. Andrew L. Fox, the Station Los Angeles-Long Beach commanding officer. “We encourage anyone who sees suspicious activity on the water, signs of distress, or hazards to navigation to contact Coast Guard Sector Los Angeles Long Beach personnel on VHF channel 16 or at (310) 521-3801.”

The origin

of the bales is unknown. The case remains under investigation by agents of Immigration and Customs Enforcement-Homeland Security Investigations and the Coast Guard Investigative Service.

Response to the report was

coordinated through an interagency structure known as a

regional coordinating mechanism (ReCoM). Located in San Diego, Los Angeles and San Francisco, the ReCoM partnerships include the Coast Guard, CBP's Office of Air and Marine Operations and Office of Field Operations, U.S. Border Patrol and ICE's Homeland Security Investigations, in cooperation with state and local law enforcement partners operating along the California coast.

Coast Guard Interdicts 146 Haitian Migrants



Haitian migrants sit on the deck of the Coast Guard Cutter William Trump after being interdicted at sea on Aug. 11 north of Isla De Tortue, Haiti. U.S. Coast Guard

MIAMI –

The Coast Guard interdicted 146 Haitian migrants Aug. 11 about 69 miles north of Isla De Tortue, Haiti, the Coast Guard 7th District said in a release.

The crew

of the Coast Guard Cutter William Trump (WPC-1111) interdicted a 40-foot

migrant sail freighter with 146 migrants aboard. The cutter crew safely

embarked 120 males, 22 females and four minors.

“These

illegal ventures attempting to immigrate to the United States

in ill-equipped and severely overloaded vessels are extremely dangerous, especially during the hurricane season, when weather and sea conditions can rapidly change in minutes, putting migrants in danger of being lost at sea," said Capt. Jason Ryan, chief of the enforcement branch of the Coast Guard 7th District.

"The Coast Guard and our partner agencies coordinate efforts to interdict and stop these unlawful migration attempts into the United States. Migrants caught attempting to gain access into the U.S. through these dangerously illegal undertakings at sea will be repatriated to their country in accordance with existing U.S. immigration policy."

The William Trump crew met the Coast Guard Cutter Resolute (WMEC-620) and safely transferred the migrants to the Resolute's crew, who repatriated the migrants to their country of origin on Aug. 13.

A total of 3,414 Haitian migrants have tried to illegally enter the United States by sea in fiscal year 2019, compared to 2,727 in fiscal 2018. These numbers represent the total number of at-sea interdictions, landings and disruptions in the Florida Straits, the Caribbean and Atlantic Ocean.

Advanced Arresting Gear on USS Gerald R. Ford Ready for Propellers and Jets



An F/A-18F Super Hornet performs an arrested landing aboard USS Gerald R. Ford. U.S. Navy/Mass Communication Specialist 3rd Class Elizabeth Thompson

PATUXENT

RIVER, Md. – The U.S. Navy’s newest aircraft carrier Advanced Arresting Gear

(AAG) system received the green light to recover all props and jets, according

to an Aircraft Recovery Bulletin (ARB), the Program Executive Office (Tactical

Aircraft Programs) public affairs office said Aug. 13.

The ARBs

enable propeller aircraft – C-2A Greyhounds, E-2C Hawkeyes and E-2D Advanced

Hawkeyes – and jet aircraft – F/A-18E/F Super Hornets and E/A-18G Growlers – to

perform flight operations aboard the aircraft carrier USS Gerald R. Ford.

“The

entire team did a tremendous job accelerating the schedule and working through

challenges,” said Capt. Ken Sterbenz, program manager for the Aircraft Launch

and Recovery Equipment program office (PMA-251). “This achievement is another

significant step toward ensuring the system can support the ship’s full air

wing.”

ARBs are official Navy instructional documents identifying the weights and engaging speeds authorized for shipboard arrestments of specific aircraft.

“Release of the ARBs signifies Naval Air Systems Command’s ‘stamp of approval’ for the AAG system to safely recover these type/model/series aircraft aboard the Navy’s newest class of aircraft carriers,” said Jeff Mclean, deputy program manager for AAG system design and development.

The team, in collaboration with prime contractor General Atomics, continues to perform requisite system development and demonstration testing at land-based test sites located at Joint Base McGuire-Dix-Lakehurst, New Jersey. Comprehensive testing of new systems like AAG is critical because it ensures the technology meets Navy requirements and that it is safe for use in the fleet, Mclean added. The team conducted more than 2,500 dead-load arrestments at the Jet Car Track Site and 1,420 manned aircraft arrestments at the Runway Arrested Landing Site.

“The pace of system testing was consistently demanding and required numerous team members to perform their duties in difficult conditions and in all types of weather in order to meet critical program milestones leading up to these ARB releases,” Mclean said. USS Gerald R. Ford is the lead ship in the Ford-class of aircraft carrier, the Navy’s first new class of aircraft carriers in more than 40 years.

The AAG system is designed to arrest a range of aircraft, reduce fatigue to the aircraft and provide higher safety margins while reducing manpower and maintenance. AAG is one of more than 20 new systems incorporated into the design of the Ford class.