Minor Injuries Reported after T-45 Training Jet Crash at NAS Kingsville

CORPUS CHRISTI, Texas – A Navy T-45C Goshawk aircraft crashed at Naval Air Station Kingsville at 2:38 p.m. Friday, May 10, the Chief of Naval Air Training Public Affairs reported in a release.

The two pilots, an instructor and a student, suffered minor injuries and were transported to a local medical treatment facility for care.

The pilots safely ejected from the aircraft before it crashed just short of the runway inside the airfield perimeter fence.

Emergency services immediately responded to the crash site. The incident is under investigation.

BAE Systems Sensor Technology Guides Next-Generation Missile to Readiness

Artist's rendering of the LRASM. BAE Systems

NASHUA, New Hampshire – BAE Systems worked

closely with Lockheed Martin to deliver Long-Range Anti-Ship Missiles (LRASM) to the U.S. Air Force, achieving Early Operational Capability (EOC) for the B-1B bomber ahead of schedule, BAE said in a May 6 release. The Air Force accepted delivery of production LRASM units following successful simulation, integration, and flight tests that demonstrated the missile's mission readiness.

"We're quickly delivering critical capabilities to warfighters to meet their urgent operational needs," said Bruce Konigsberg, Radio Frequency (RF) Sensors product area director at BAE Systems. "Our sensor systems provide U.S. warfighters with a strike capability that lets them engage protected, high-value maritime targets from safe distances. The missile provides a critical advantage to U.S. warfighters."

BAE Systems' long-range sensor and targeting technology enables LRASM to detect and engage protected ships in all weather conditions, day or night, without relying on external intelligence and navigation data.

BAE Systems and Lockheed Martin are working closely together to further mature the LRASM technology. The companies recently signed a contract for the production of more than 50 additional sensors and are working to achieve EOC on the U.S. Navy's F/A-18E/F Super Hornet in 2019.

The advanced LRASM sensor technology builds on BAE Systems'

knowledge in electronic warfare (EW), signal processing and targeting technologies, and demonstrates the company's ability to apply its world-class EW technology to small platforms. The successful LRASM sensor program demonstrates the company's ability to quickly deliver advanced EW technology to warfighters.

As part of the company's electronic warfare capacity expansion initiatives, it locates key programs where they will be optimally staffed to quickly transition from design to production, accelerate deliveries, and improve product affordability. The company's work on the LRASM program is conducted at state-of-the-art facilities in Wayne, New Jersey and Nashua, New Hampshire.

Sealift Command to Welcome New Navajo Class of Tugboats to Fleet

An artist rendering of the future USNS Navajo (T-TATS 6). U.S. Navy photo illustration.

NORFOLK, Virginia
– A new class of towing and salvage vessels will join the U.S. Navy's Military
Sealift Command (MSC) in fiscal year 2021.

"The new
Navajo class replaces the Powhatan class T-ATF fleet tugs, which provide
towing, diving and standby submarine rescue services for the U.S. Navy, and the

Safeguard class T-ARS rescue and salvage vessels, whose mission includes, salvage, diving, towing and heavy-lift operations," said Tim Schauwecker, MSC towing and salvage project officer.

"MSC and the fleet commanders will benefit by having new, state-of-the-art and highly capable platforms that can perform a wide range of missions ranging from towing and salvage, diving operations and submarine rescue," he said.

The primary mission of the fleet tug is towing and submarine rescue with the secondary mission of salvage. Rescue and salvage ships conduct salvage with a secondary mission of towing. The Navajo class will combine the capabilities of both classes into a single class for greater efficiency, Schauwecker said.

> *"This new ship class will … eventually restore the towing and salvage fleet to an end strength of eight hulls."*
>
> *Tim Schauwecker, Sealift command's towing and salvage project officer*

"The major improvements include a significant bollard pull increase that will enable the ship to tow virtually any ship currently in the [Navy] inventory. The new ships include additional deck space to account for the requirements of the submarine rescue diving and recompression system, including transfer under pressure, a

40-ton heave compensating crane to assist with underwater salvage operations such as lifting aircraft wreckage out of the water, dynamic positioning, which provides the ability to automatically maintain position and heading in the water by using its propellers and thrusters despite the environmental conditions, and berthing for an additional 42 personnel [other than crew] in two- to six-person staterooms. The ship will also have modern automation and engineering systems that include environmentally friendly main propulsion diesel engines," he said.

MSC search-and-rescue vessels have contributed to a variety of missions around the world, including recovery efforts for John F. Kennedy Jr.'s plane crash, the USS Guardian grounding, TWA flight 800, Hurricane Katrina and the SS El Faro sinking.

MSC took delivery of the Powhatan class of fleet ocean tugs between 1978 and 1981. These ships were designed and built based on commercial offshore towing vessels and were manned by civilian mariners. Salvor and Grasp were commissioned in 1985 and 1986 and were sailed as USS ships by U.S. Navy Sailors. The Navy decommissioned the Safeguard class of salvage ships in 2006 and 2007 and transferred them to MSC, where they were redesignated as T-ARS and manned by civilian mariners.

According to the Congressional Budget Office's 2019 shipbuilding analysis, the procurement of the new Navajo class aligns with the Navy's plan to expand the fleet to 355 ships.

"This new ship class will bring a significant capability increase to the U.S. Navy and Military Sealift Command and eventually restore the towing and salvage fleet to an end strength of eight hulls," Schauwecker said.

Secretary of the Navy Richard V. Spencer announced in March the new class of ships will be named Navajo, in honor of the major contributions the Navajo people have made to the armed forces.

The lead ship will start construction in May, with delivery of the first five ships in fiscal 2021 and 2022, followed by one ship per year through 2025.

HII's Digital Shipbuilding Transformation Earns 2019 CIO 100 Award

NEWPORT NEWS, Va. – Huntington Ingalls Industries' Newport News

Shipbuilding division has been named a recipient of a 2019 CIO 100 Award for adopting business-aligned IT strategies during its integration of modern technologies into shipbuilding. The ongoing initiative, known as Integrated Digital Shipbuilding (iDS), is transforming the way ships are being designed and built.

The annual awards program, sponsored by IDG's CIO magazine and the CIO Executive Council, celebrates organizations that are using IT in innovative ways to deliver business value, optimize business processes, enable growth or improve relationships with customers.

Newport News is being recognized for its use of technology business management strategies to bolster IT cost transparency and build trust, which helped the company to embrace a digital-first mindset in adopting leading-edge technologies.

Since the company's digital transformation began two years ago, Newport News has introduced laser scanning, augmented reality, modeling and simulation, and additive manufacturing into processes to increase efficiency, safety and affordability. The digital shipbuilding efforts also include transitioning from traditional two-dimensional paper-based instructions – the

company’s primary
method for conveying design data for more than a century – to digital formats.
The company currently is developing digital work packages for the aircraft
carrier Enterprise (CVN 80), which will be the first ship built completely
paperless, and preparing to go digital with the new class of ballistic
submarines, the Columbia class.

“Digital
shipbuilding is the largest transformative initiative, digital or otherwise,
that Newport News has embarked upon since switching from diesel to
nuclear-powered aircraft carriers in the 1960s,” said Bharat Amin, Newport
News’ vice president and chief information officer. “I feel proud of my team
for helping to drive change and empowering shipbuilders with the tools to build
today’s warships with tomorrow’s technology. It’s an exciting time to work in
IT and at HII.”

The
company will be recognized at the CIO 100 Symposium and Awards Ceremony on Aug.
21 in Colorado.

Schiebel Wins Norway’s Tender for UAS Deployment in the Arctic

Schiebel’s Camposter S-100 will start tests with the Norwegian Coast Guard in fall 2019. Schiebel

VIENNA, Austria – Norway’s Andøya Test Center selected Schiebel’s market-leading Camcopter S-100 vertical takeoff and landing (VTOL) unmanned air system (UAS) for extensive search-and-rescue trials as part of the Arctic 2030 project, the company said in a May 2 release.

In a typical configuration, the Camcopter S-100 operates six hours continuously and is able to simultaneously carry multiple payloads, offering significant payload flexibility to the user. Therefore, the S-100’s missions deliver aerial views that reach considerably farther than manned helicopters.

The S-100 also offers a number of key advantages for naval operations in the Arctic. As a VTOL platform, the Camcopter does not require any additional start or recovery equipment and its minimal footprint is perfect for offshore patrol vessels with small deck sizes. The S-100 also distinguishes itself through its ability to perform in the harshest weather conditions, flying at

temperatures down to -40°C. This has been proven in a series of intensive trials, such as the Canadian icebreaker operations. In this particular case, the Camcopter S-100 was deployed 60 nautical miles north of Fogo Island, offshore Canada, providing a wide-view image of the ice structure as well as identifying the boundaries between flat and rough ice.

The goal of the Andøy Municipality project is a demonstration of VTOL UAS use in the Arctic region in an effort to increase maritime safety. For this purpose, the Camcopter S-100 will be equipped with an electro-optical/infrared camera gimbal, an Overwatch Imaging PT-8 Oceanwatch payload, an automatic identification system receiver and a maritime broadband radio by Radionor. Such a combination of payloads is intended to strengthen emergency preparedness in the region and provide search and rescue mission support.

Tests are scheduled to commence in the fall of 2019 with the UAS being deployed from Norwegian Coast Guard vessels in Andfjorden, Northern Norway. More operations are planned in Spitsbergen in the spring of 2020.

“This is clearly an important milestone in the project,” said Gunnar Jan Olsen, general manager of the Andøya Test Center. “We have already gained some experience with the

Schiebel Camcopter S-100 UAS during an impressive demonstration in 2017. We believe that these current, more extensive S-100 trials will demonstrate that maritime safety in the Arctic can effectively be increased with the help of VTOL UAS."

Coast Guard Commissions Newest FRC in San Diego

Adm. Charles Ray, the U.S. Coast Guard vice commandant, delivers his remarks during the commissioning ceremony for the Coast Guard Cutter Benjamin Bottoms at Coast Guard Sector San Diego, May 1. The Benjamin Bottoms will operate throughout the 11th Coast Guard District which includes all of California and international waters off of Mexico and Central America. U.S. Coast Guard / Petty Officer 1st Class Patrick Kelley

SAN DIEGO –

The Coast Guard commissioned the newest California-based 154-foot Fast Response Cutter in San Diego, May 1, the Coast Guard 11th District said in a release of the same date.

The Benjamin Bottoms is the fourth Sentinel-Class Fast Response Cutter (FRC) to be homeported at Base Los Angeles-Long Beach.

While these ships will be based in San Pedro, they will operate throughout

the 11th Coast Guard District, which includes all of California and international waters off of Mexico and Central America.

“Radioman First Class Benjamin Bottoms is a Coast Guard hero,” said Adm. Charles Ray, the Coast Guard vice commandant. “He was the embodiment of honor, commitment and sacrifice – the motto of this new cutter.”

FRC’s are 154-foot multimission ships designed to conduct drug and migrant interdictions; ports, waterways and coastal security operations; fisheries and environmental protection patrols; national defense missions; and search and rescue.

To date, the Coast Guard has accepted delivery of more than 30 FRCs. Each ship is designed for a crew of 24, has a range of 2,500 miles and is equipped for patrols up to five days. The FRCs are part of the Coast Guard’s overall fleet modernization initiative.

FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment as well as over-the-horizon response boat deployment capability and improved habitability for the crew. The ships can reach speeds of 28 knots and are equipped to coordinate operations with

partner agencies and long-range Coast Guard assets such as the Coast Guard's National Security Cutters.

FRCs are named in honor of Coast Guard enlisted leaders, trailblazers and heroes. The four California-based FRCs are:

Forrest Rednour (WPC-1129): Rednour aided in the rescue of 133 people during the sinking of the U.S.A.T. Dorchester, Feb. 3, 1943. He was awarded the Purple Heart and Navy and Marine Corps Medal for his actions. Rednour lost his life in the sinking of the Coast Guard Cutter Escanaba in June 1943.

Robert Ward (WPC-1130): Ward operated beach-landing boats during the Normandy invasion. He landed his craft on the Cotentin Peninsula and rescued two stranded boat crews in the face of a heavily fortified enemy assault.

Terrell Horne III (WPC-1131): Horne was murdered by suspected drug smugglers who intentionally rammed the boat he and fellow Coast Guardsmen were aboard during law enforcement operations near Santa Cruz Island off the Southern California coast in December 2012. Horne pushed one of his shipmates out of the way of the oncoming vessel attack and sustained fatal injuries.

Benjamin Bottoms (WPC-1132): Bottoms was part the Coast Guard aircrew that rescued an Army aircrew from a downed B-17 off

the east coast of Greenland
in 1942. Bottoms and the pilot conducted the first landing of a cutter plane on
an icecap and commenced a two-day rescue over a rugged arctic terrain that
required multiple flights. During the second day of rescue operations, radio
contact with Bottoms' plane was lost and he was declared missing in
action.

HII Delivers Eighth National Security Cutter Midgett to U.S. Coast Guard

With the signing of ceremonial documents, custody of the National Security Cutter Midgett is officially transferred to the U.S. Coast Guard. Left to right: Cmdr. Brian Smicklas, Midgett's executive officer; Capt. Travis Carter, commanding officer, Project Resident Office Gulf Coast; and Derek Murphy, HII's NSC program manager, perform the ceremony. Derek Fountain/Huntington Ingalls Industries

PASCAGOULA, Mississippi – Huntington Ingalls Industries' Ingalls Shipbuilding division delivered the National Security Cutter Midgett (WMSL 757) to the U.S. Coast Guard on May 1, the company said in a release. Midgett is scheduled to sail away in June and will be commissioned later this year.

"We have a mission statement in the NSC program that says during the construction of each NSC we will provide the men and women of the

United States Coast Guard with the finest ship in their fleet," said Derek Murphy, NSC program manager. "This excellence will be provided by our shipbuilders through working safely, attention to detail and ownership of work.

Since the beginning of construction on NSC 8, we've seen an amazing transformation, made possible by the thousands of people who poured their heart and soul into this ship."

> *"From a homeland security and defense perspective, this ship provides unmatched command and control."*
>
> *Cmdr. Brian Smicklas, Midgett's executive officer, acting commanding officer*

Ingalls has now delivered eight Legend-class NSCs and has one more under construction and two more under contract. Stone (WMSL 758) is scheduled for delivery in 2020. In December of 2018, Ingalls received two fixed-price incentive contracts with a combined value of $931 million to build NSCs 10 and 11.

"From a homeland security and defense perspective, this ship provides unmatched command and control," said Cmdr. Brian Smicklas, Midgett's executive officer and acting commanding officer.

Midgett navigates the Gulf of Mexico during her builder's trials on Jan. 22. Video by Derek Fountain/Huntington Ingalls Industries

"We've reached a number of accomplishments and milestones up to this point. However, there's more work to do on the water. We have record drug flows in the eastern Pacific, and there are traditional Western Hemisphere missions that our Coast Guard brothers and sisters are conducting on the water every day. We also see a large increase in demand for the geographic

combatant commanders for this specific National Security Cutter capability, and we're excited to fill that and be a part of the national fleet."

NSC 8 is named to honor the hundreds of members of the Midgett family who have served in the U.S. Coast Guard and its predecessor services. At least 10 members of the family earned high honors from the Coast Guard for their heroic lifesaving deeds. Seven Midgett family members were awarded the Gold Lifesaving Medal, the Coast Guard's highest award for saving a life, and three were awarded the Silver Lifesaving Medal.

HII Wins LCS Planning Yard Contract Worth a Possible $931.7 Million

HII's Ingalls Shipbuilding division in Pascagoula, Mississippi. Lance Davis/Huntington Ingalls

PASCAGOULA, Mississippi – Huntington Ingalls Industries' Ingalls Shipbuilding division has been awarded a cost-plus-award-fee contract with a potential total value of $931.7 million for planning yard services in support of in-service littoral combat ships (LCS), the company said in a May 1 release.

The contract, which includes options over a six-year period, also provides work packages for HII's Technical Solutions division.

"Ingalls Shipbuilding will build on 35 years of planning

yard experience to join our Technical Solutions division in fully supporting this life-cycle work on the LCS program," Ingalls Shipbuilding President Brian Cuccias said. "Our talented shipbuilding team has the resources and program management experience necessary to ensure the post-delivery work on the LCS program meets the requirements and missions of our U.S. Navy customers."

> *"Our talented shipbuilding team has the resources and program management experience necessary to ensure the post-delivery work on the LCS program meets the requirements and missions of our U.S. Navy customers."*
>
> *Ingalls Shipbuilding President Brian Cuccias*

The planning yard design services contract will provide the LCS program with post-delivery life-cycle support, which includes fleet modernization program planning, design engineering and modeling, logistics support, long-lead-time material support, and preventative and planned maintenance system item development and scheduling. Unique to this planning yard effort is the requirement to manage the scheduling of all planned, continuous and emergent maintenance and associated availabilities.

Most of the work will be accomplished in Pascagoula and Hampton, Virginia, by designers, engineers, logisticians, planners, program managers and a variety of

additional subject matter experts. Ingalls and Technical Solutions will also
provide waterfront support in the LCS homeports.

ATAC Selected as Provider of Training for Navy's TACT Program

WASHINGTON – Textron Airborne
Solutions, a business unit of Textron Inc., announced on May 1 that its
Airborne Tactical Advantage Company subsidiary (ATAC) has been selected as a
provider of contracted air services under the U.S. Navy's Terminal Attack
Controller Trainer (TACT) program.

Training provided under the IDIQ contract
will be led by ATAC and includes a team made up of Textron Aviation Defense and
the Valkyrie Defense family of companies. They will deliver contracted live-air
training to forward air controllers, joint terminal attack controllers (JTACs)
and forward air controllers (Airborne) on ATAC's L-39 Albatros, Textron
Aviation Defense's Beechcraft AT-6 Wolverine light attack and armed
reconnaissance aircraft and Valkyrie's A-27 Tucanos.

"TACT is a marked increase in both the
quality and quantity of JTAC training services demanded by the

U.S. Navy and Marine Corps. ATAC's world-class team is pleased to provide the most mission-representative JTAC training solutions available," said Russ Bartlett, CEO of Textron Airborne Solutions.

"Textron Aviation Defense is proud to be on this air services contract to equip the TACT community with the Beechcraft AT-6 Wolverine's cost-effective, high-performance close air support capability," said Brett Pierson, vice president of Light Attack Aircraft and Scorpion. "The Navy and Marine Corps flew the AT-6 during the U.S. Air Force Light Attack experiments and are well-acquainted with its unparalleled mission capability and optimized battlespace networking capability."

"Everyone at Valkyrie Defense's family of companies is excited to be working with ATAC in providing the best contracted close air support and JTAC training available. We look forward to fulfilling the needs of the U.S. warfighter for years to come with our fleet of aircraft," said Charlie Keebaugh, CEO of Valkyrie Aero.

ATAC has a fleet of more than 90 aircraft, having pioneered much of what are now contracted air services industry standards with 20 years of operating experience and 57,000 flight hours. For the past 15 years, ATAC has provided a wide range of contracted close air support capabilities to U.S. Department of Defense JTAC communities across

Europe, continental U.S., Hawaii and the western Pacific region. The only contractor that has operated supersonic fighter aircraft for the DoD, ATAC has helped train crews from the Navy, Air Force and Marine Corps and regularly operates out of as many as 25 different bases per year.

Textron Airborne Solutions focuses on live military air-to-air, air-to-ship and air-to-ground training and support services. Within Textron Airborne Solutions is Airborne Tactical Advantage Company (ATAC), a business that provides tactical flight training and adversary aggressor services for Navy, Marine and Air Force pilots.

Lockheed Develops Rack to Make F-35A/C a Six-Shooter

Marines prepare F-35B Lightning II aircraft on the flight deck of the amphibious assault ship USS Wasp. The F-35B can't accommodate the new Sidekick weapons rack, as its weapons bay is too small, but the F-35C, the Navy's variant of the joint strike fighter, can. Mass Communication Specialist 3rd Class Benjamin F. Davella III

ARLINGTON, Va. — The builder of the F-35 Lightning II joint strike fighter has designed a new weapons rack to enable the aircraft to carry two more missiles internally.

The new rack, called Sidekick, enables each of the two weapons bays of the Air Force F-35A and Navy carrier-capable F-35C to carry three AIM-120 Advanced Medium-Range Air-to-Air Missile (AMRAAM) instead of the current two, for a total of six internally carried AMRAAMs.

Speaking May 1 to reporters at a Lockheed Martin media briefing, a company F-35 test pilot, Tony ‘Brick’ Wilson, said the rack was developed entirely with company internal research and development funds.

> *“The extra missiles add a little weight but are not adding extra drag.”*
>
> *Tony ‘Brick’ Wilson, F-35 TEST PILOT*

The rack is not compatible with the vertical lift Marine Corps F-35B version, which has smaller weapons bay.

The F-35 can carry more AMRAAMs on external pylons, but Wilson pointed out that carrying two more internally preserves the stealth characteristics of the F-35.

“The extra missiles add a little weight but are not adding extra drag,” Wilson said.

Wilson also said the F-35 has the external structural capacity

for hypersonic weapons should that be required in the future.

He also said the company, working with the Air Force Research Lab, has developed and installed on the F-35A – six years ahead of schedule – the Auto Ground Collision Avoidance System (AGCAS).

The AGCAS has "saved eight pilots' lives," Wilson said.

He said the AGCAS will be installed later on the F-35B and on the F-35C in 2021.