# Navy Recovers E-2D from Wallops Island and Chincoteague


A Navy E-2 Hawkeye conducts field carrier landing practice at Wallops Flight Facility at its ribbon-cutting ceremony in 2013. *U.S. NAVY*

NORFOLK, Va. – The Navy successfully recovered the E-2D Advanced Hawkeye that crashed in the vicinity of Wallops Island and Chincoteague, Virginia, April 12, the service announced.

U.S. Navy divers from Mobile Diving and Salvage Unit 2 recovered the aircraft with collaboration from other interagency partners, as well local and federal actors. MDSU 2 specializes in salvage, a Navy mission area that includes recovery of submerged objects.

“As Navy divers, we stand ready to conduct diving and salvage operations in any environment,” said Cmdr. Steve Cobos, commanding officer of MDSU 2. “We are grateful we could use our salvage expertise to help clear the site and safely recover the aircraft for the community and the surrounding environment.”

Safety of personnel and preservation of the environment and surrounding wildlife were top priorities in salvage efforts and the Navy consulted with various local, state and federal entities to ensure salvage efforts were safe for personnel, the environment and the community.

Navy divers recovered the E-2D by cutting the aircraft into sections and preparing each section to be lifted with a sling. A crane lifted each section out of the water and barges transported the aircraft pieces offsite. MDSU 2 also surveyed the site and surrounding area to identify and recover aircraft debris.

The E-2D aircraft, attached to Airborne Command and Control Squadron (VAW) 120, crashed March 30. The mishap, which left one service member dead and two injured, remains under investigation.

“We really appreciate the support from MDSU 2 and from the numerous local and state officials who assisted with recovery operations,” said Cmdr. Martin Fentress Jr., commanding officer of VAW-120.

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# Destroyer Frank E. Petersen

# Jr. Sailed Away From Ingalls Shipbuilding

Arleigh Burke-class guided-missile destroyer Frank E. Petersen Jr. (DDG 121) departed HII's Ingalls Shipbuilding division on Friday, April 8. *HII*

PASCAGOULA, Miss. – Arleigh Burke-class guided-missile destroyer Frank E. Petersen Jr. (DDG 121) departed from HII's Ingalls Shipbuilding division on April 8, the company said April 13. Frank E. Petersen Jr. will be commissioned next month in Charleston, South Carolina, before sailing to its homeport at Hawaii's Joint Base Pearl Harbor-Hickam.

"I'm very grateful for the resilient and dedicated shipbuilders on our team, each is world class," said Kari Wilkinson, president of the Ingalls Shipbuilding.

"Watching Frank E. Petersen Jr. sail away demonstrates what this shipyard is capable of, even in the face of a pandemic," said Donny Dorsey, Ingalls vice president of operations and previously DDG 121 ship program manager. "The Ingalls Shipbuilding team, and all those that contribute to the

mission, are the best. Despite challenges, the hard work of the entire shipbuilding team enable this very proud day – watching the Navy sail this ship and join the fleet to support the defense of our nation."

Frank E. Petersen Jr. is the 33rd destroyer Ingalls has built for the U.S. Navy, with five more currently under construction at Ingalls, including Lenah Sutcliffe Higbee (DDG 123), Jack H. Lucas (DDG 125), Ted Stevens (DDG 128), Jeremiah Denton (DDG 129) and George M. Neal (DDG 131). Ingalls is working with the Navy to keep the destroyer line strong as the Navy transitions to the next generation of guided missile destroyers.

Frank E. Petersen Jr. is named to honor the U.S. Marine Corps' first African American aviator and general officer. After entering the Naval Aviation Cadet Program in 1950, Petersen went on to fly more than 350 combat missions during the Korean and Vietnam wars.

Arleigh Burke-class destroyers are highly capable, multi-mission ships and can conduct a variety of operations, from peacetime presence and crisis management to sea control and power projection, all in support of the United States military strategy. Guided missile destroyers are capable of simultaneously fighting air, surface and subsurface battles. The ship contains myriad offensive and defensive weapons designed to support maritime defense needs well into the 21st century.

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# Czech Republic Chief of

# Defense Signs Beams of AH-1Z and UH-1Y


Czech Republic Chief of Defense Gen. Aleš Opata signs an H-1 aircraft beam. *BELL TEXTRON*

AMARILLO, Texas – Bell Textron Inc. completed another step in the production of AH-1Z and UH-1Y helicopters for international customers, the company announced April 14.

Czech Republic Chief of Defense Gen. Aleš Opata and delegates visited Bell's Amarillo Assembly Center in a landmark meeting to observe the Czech Republic H-1 aircraft production line.

"Hosting Gen. Opata at our Amarillo Assembly Center allows us to showcase the significant progress Bell has made in aircraft production to support this vital international program and customer," said Mike Deslatte, H-1 vice president and program director. "We are honored to continue our great relationship with the Czech Republic as we prepare to provide them with leading defense aircraft and continue the success of the H-1 program."

During the visit, Gen. Opata signed the beams of the first AH-1Z and UH-1Y aircraft that will be delivered to the Czech Republic. Production continues on schedule with all 12 aircraft expected to be complete in 2023.

“In military operations today, one of the key requirements is to be able to win in both aircraft capabilities and logistics support,” said Nate Green, H-1 program manager. “There is no better example of two complementary aircraft regularly operating from expeditionary locations and completing as many missions together as the AH-1Z and UH-1Y.”

The Bell AH-1Z and UH-1Y offer advanced capabilities for defense missions and decrease the maintenance and operational footprint due to their 85% commonality. Bell is actively producing AH-1Zs for the U.S. Marine Corps and expects to complete deliveries this year, followed by production for international operators. Bell recently completed the first delivery of four AH-1Z helicopters to the Bahrain Defence Force and expects to complete the first international delivery of the AH-1Z this year.

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# New Task Force 153 to Patrol Red Sea, Bab al-Mandeb Strait, Gulf of Aden

Vice Adm. Brad Cooper, commander of U.S. Naval Forces Central Command, U.S. 5th Fleet and Combined Maritime Forces, speaks to Maj. Gen. Abdullah Hassan Al-Sulaiti, commander of the Qatari Emiri Naval Forces, at the Doha International Maritime Defence Exhibition and Conference in Doha, Qatar, March 21. *U.S. NAVY / Mass Communication Specialist 1st Class Mark Thomas Mahmod*

ARLINGTON, Va. — Combined Maritime Forces, or CMF, the U.S.-led multi-national coalition of forces enforcing maritime security in the U.S. Central Command are of responsibility, is establishing a fourth task force to enhance the security of the region.

CMF is establishing Commander Task Force 153 (CTF-153) on April 17, with ceremonies to be held at U.S. 5th Fleet headquarters in Manama, Bahrain, said Vice Adm. Brad Cooper, commander of the CMF, whose duties also include commander, U.S. 5th Fleet, and commander, Naval Forces, U.S. Central Command. Cooper briefed reporters on the new task force in an April 13 press teleconference.

CTF-153 will patrol the waters of the Red Sea, the Bab al-Mandeb Strait and the Gulf of Aden in an effort to expand capacity to cover those regions to counter activities such as human trafficking and smuggling of weapons and illegal drugs.

The region also has seen combat action from Iran-supported Houthi rebels in Yemen firing missiles at shipping in the areas and using explosives-loaded attack boats.

Cooper said the new task force will “definitely increase our deterrence posture” in the region.

As the CMF’s fourth task force, CTF-153 joins CTF 150, responsible for maritime security outside the Persian Gulf in the Gulf of Oman and North Arabian Sea; CTF-151, the counter-piracy task force; and CTF-152, responsible for maritime security inside the Persian Gulf.

With 34 member nations, the CMF is the largest standing naval partnership in the world. The member nations rotate command of the task forces. Cooper said he had “sufficient forces” to meet the CMF’s commitments.

Cooper said the maritime security efforts have “always been our best when we’re teamed with international partners,” and that the United States is “teaming with a lot of navies who are very capable.”

He singled out mention of the Egyptian navy, which joined the CMF a year ago and will strengthen the efforts to patrol the Red Sea and protect the Suez Canal.

CTF-153 will first be commanded by U.S. Navy Capt. Robert Francis, who with his staff soon will embark on the command ship USS Mount Whitney (LCC 20), which normally serves as the flagship of the U.S. 6th Fleet in the Mediterranean Sea. An officer from a partner nation will assume command of CTF-153 later this year, Cooper said.

Cooper said that CTF-153 will typically include two to eight ships, plus maritime patrol aircraft as needed. The staff itself will be comprised of approximately 15 personnel.

He said that with the additional task force the CMF will "be able to connect in ways we simply haven't been able to do in the past."

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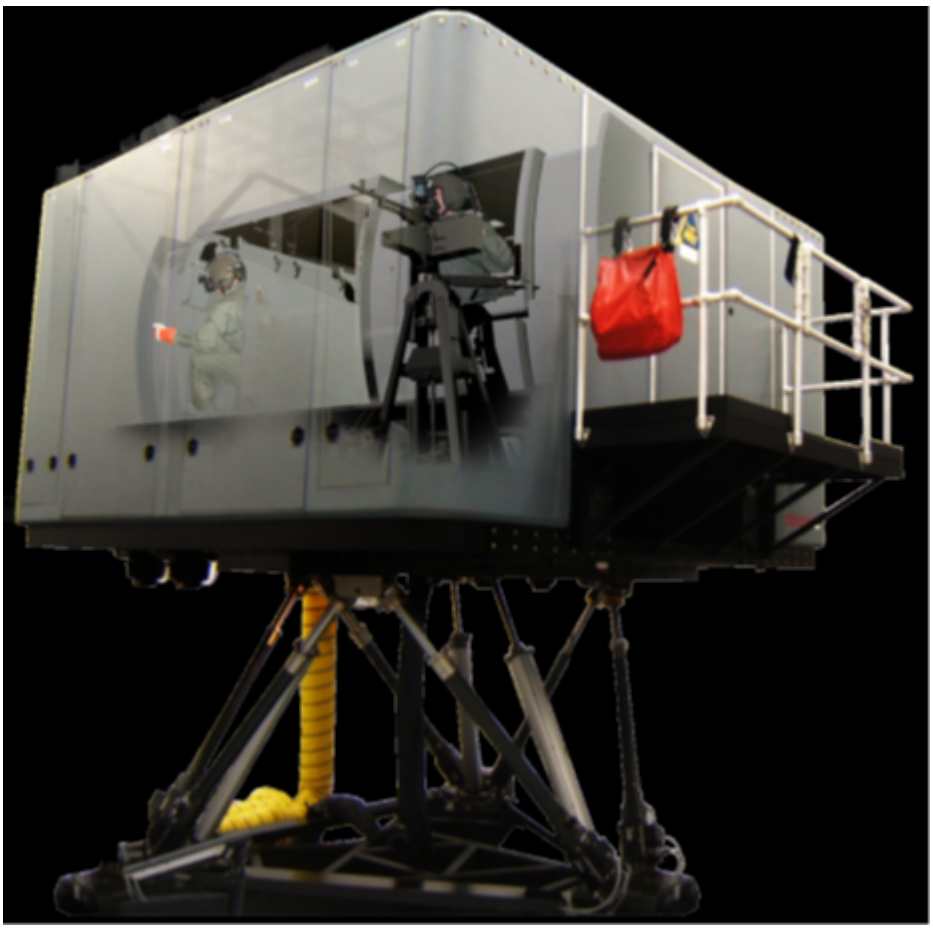
# Navy, Marine Corps Aircrew's New Training Devices Improving Capability, Readiness



The Naval Aviation Training Systems and Ranges program office recently delivered the first fully capable Naval Aircrewman Training Systems and Marine Common Aircrew Trainers to the fleet. The graphic displays U.S. Navy aircrew conducting training in an aircrew virtual environment trainer. *U.S. NAVY*

PATUXENT RIVER, Md. – The Naval Aviation Training Systems and Ranges program office (PMA-205) recently delivered the first fully capable Naval Aircrewman Training Systems (NATS) and Marine Common Aircrew Trainers (MCAT) to the fleet, the Naval Air Systems Command said April 12.

The NATS was delivered to Naval Air Station Mayport, Florida, and two MCATs were delivered to Marine Corps Air Station New River, North Carolina. Both the NATS and the MCAT devices are being used to conduct initial, integrated crew training and proficiency flights, ultimately reducing flight hours in operational aircraft, reducing and and in some cases eliminating ordnance expenditures, and reducing high-risk evolutions that could lead to mishaps.

"This is long overdue" said Capt. Lisa Sullivan, PMA-205 program manager, who oversees the two programs. "In the past, H-60, H-53, H-1, and V-22 aircrew did not have an opportunity to start their training in a controlled simulator environment before entering into a dynamic aircraft environment. For our Marine Corps aircrew, it provides the ability to gain initial weapon engagement proficiency in a simulator before live fire training on operational flights."

The NATS device is the first of nine deliveries under the Aircrewman Training Optimization program, an effort enhancing their hardware and software capability baseline. It provides a blend of virtual and physical environments for training MH-60R aircrew in crew coordination; aerial gunnery; hoist operations; search and rescue; and vertical replenishment. The Navy is incorporating these enhanced environments into Navy helicopter Wing Training Manuals.

The fleet will officially begin training in the MCAT this

spring and during recent MCAT mission scenario testing, Marine Corps enlisted aircrew subject matter experts said the MCAT will be a training and readiness game-changer. Prior to the delivery of the new device, Marine Corps CH-53E, MV-22B, and UH-1Y enlisted aircrew trained on operational aircraft.

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# Austal USA Celebrates Opening of Steel Facility


Austal USA hosted a curtain drop ceremony to celebrate the opening of its steel facility. *AUSTAL USA*

MOBILE, Ala. – Austal USA hosted a curtain drop ceremony April 12 to celebrate the opening of the company's state-of-the-art steel facility in front of more than 200 guests, including representatives from the U.S. Navy, Coast Guard, federal,

state and local government and the Embassy of Australia, the company said in a release.

The addition of steel shipbuilding capability complements the company's aluminum shipbuilding expertise.

"The opening of the new steel manufacturing line at Austal USA means south Alabama will be able to continue providing high-quality ships for the Navy," said Rep. Jerry Carl (R-Alabama). "This massive $100 million investment will also create jobs and spur economic growth throughout the region, while continuing to develop and grow our local workforce with the hiring of countless folks in the trades to meet the demands of the new line."

"We are so excited to see our plans to add steel to our capabilities come to fruition," said Austal USA President Rusty Murdaugh. "The addition of steel capability is a game changer as it opens up our capability to support the U.S. Navy, U.S. Coast Guard and other customers with high-quality ships. We appreciate the confidence the Department of Defense and the Department of the Navy have shown in us with the award of the DPA grant to get this project started and look forward to repaying that confidence with our future performance delivering high-quality steel ships."

The 117,000 square foot manufacturing addition will house computerized and robotic steel processing equipment to handle all of the current and future demands of the U.S. Navy and the U.S. Coast Guard.  A 60,000 square foot stock yard will be utilized for handling the raw steel and a 19,500 square foot paint facility will provide the ability to paint and blast simultaneously in two separate cells, or both cells can be combined providing the ability to paint super-modules.

Financing for the new steel production line was provided in part by a Defense Production Act Title III Agreement between the U.S. Department of Defense, in support of the U.S. Navy

shipbuilding industrial base, and Austal USA. The agreement, valued at $50 million, was announced in June 2020 and was part of the national response to COVID-19 to maintain, protect and expand critical domestic shipbuilding and maintenance capacity. Austal USA matched these funds and invested an additional $50 million into the completion of the steel facility.

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# USS Annapolis Makes Fifth Submarine Homeported in Guam

The Los Angeles-class fast-attack submarine USS Annapolis (SSN 760) arrived March 28 at Naval Base Guam from Naval Base Point Loma, San Diego. *U.S. NAVY*

APRA HARBOR, Guam – The Los Angeles-class fast-attack

submarine USS Annapolis (SSN 760) arrived March 28 at Naval Base Guam from Naval Base Point Loma, San Diego, shifting its homeport as part of the U.S. Navy strategic laydown plan for naval forces in the Indo-Pacific region, Submarine Squadron 15 Public Affairs said April 10.

“My crew is proud to join the submarine force team in Guam,” said Cmdr. James Tuthill, Annapolis’s commanding officer. “It’s an excellent place to live, with a strong sense of community and a clear mission. We worked hard to get the ship through a shipyard period ahead of schedule, and we’re ready to assume our place on the front line.”

The security environment in the Indo-Pacific requires the U.S. Navy station the most capable ships forward. This posture allows rapid responses for maritime and joint forces and brings our most capable ships and submarines with the greatest amount of striking power and operational capability to bear in the timeliest manner.

“I would like to personally extend a warm Hafa Adai to the Sailors and families of our fifth homeported submarine on Guam, USS Annapolis,” said Commander Joint Region Marianas Rear Adm. Benjamin Nicholson. “Guam and the Mariana Islands are incredibly important to the overall defense of the region, and this additional capability further underscores our commitment to a free and open Indo-Pacific.”

In accordance with the strategic laydown plan of 2021, Annapolis makes the fifth Los Angeles-class fast-attack submarine to be homeported in Guam alongside USS Asheville (SSN 722), USS Key West (SSN 758), USS Jefferson City (SSN 759), and USS Springfield (SSN 761). USS Springfield arrived in Guam one week before USS Annapolis on March 21.

“As part of the U.S. Navy’s plan to put the most advanced and capable units forward, USS Annapolis completed a homeport

shift from San Diego, California to Guam in order to support Indo-Pacific initiatives and missions," said Capt. Bret Grabbe, commodore, Submarine Squadron 15.

Commissioned April 11, 1992, Annapolis is the fourth ship of the United States Navy named for the city of Annapolis, Maryland. Annapolis has a crew of approximately 16 officers and 127 enlisted Sailors.

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# Heavy Icebreaker Polar Star Returns to U.S. After 147-Day Antarctic Deployment


The U.S. Coast Guard Cutter Polar Star (WAGB 10) passes Alcatraz as the cutter transits the San Francisco Bay, April 4. Following its 147-day Antarctic deployment, the cutter will undergo annual maintenance in a Vallejo, California, dry dock. *U.S. COAST GUARD / Sachiko Itagaki*

ALAMEDA, Calif. — The 140-member crew of U.S. Coast Guard Cutter Polar Star (WAGB 10) returned to the United States and entered dry dock Friday after completing a 147-day deployment in support of the U.S. Antarctic Program and national interests in Antarctica and the Southern Hemisphere, the Coast Guard Pacific Area said April 8.

The Polar Star's crew departed their Seattle homeport on Nov. 13, 2021, for the cutter's 25th Operation Deep Freeze deployment and traveled 24,300 nautical miles to Antarctica and back.

This year marks the 66th iteration of Operation Deep Freeze,

an annual joint military service mission in support of the National Science Foundation, the lead agency for the United States Antarctic Program. Since 1955, the U.S. Department of Defense and the Coast Guard have provided air and maritime support across and around the Antarctic continent.

The cutter made several international port calls including stops in Wellington and Lyttelton, New Zealand, and Hobart, Tasmania, Australia. Polar Star's crew hosted the U.S. Ambassador to New Zealand and members of the Royal New Zealand Navy while in New Zealand.

While in Antarctica, Polar Star transited through more than 450 miles of pack ice and broke a 37-mile channel through seven-foot-thick fast ice to McMurdo Station to allow the safe transit and offload of supply vessels Ocean Giant and Maersk Peary.

Polar Star also partnered with the Royal New Zealand Navy to escort the ice-capable logistics ship HMNZS Aotearoa for its first trip to McMurdo Station.

Polar Star transited to the Bay of Whales Feb. 17, setting a record for the furthest south any vessel has navigated, reaching 78 degrees 44 minutes 1.32 seconds south latitude, keeping about 500 yards from the ever-shifting Ross Ice Shelf. The cutter also surveyed 396 nautical miles of the ice shelf for future navigational use.

Polar Star spent a total of 65 days in Antarctica, making it the longest Operation Deep Freeze deployment completed by a Coast Guard polar icebreaker in 18 years.

After completing operations in Antarctica, Polar Star moored in Hobart and hosted Tasmanian Gov. Barbara Baker, and U.S. Consul General Kathleen Lively, along with several other government and military officials that are dedicated to

supporting scientific efforts in Antarctica.

“I am so proud of this crew and their accomplishments,” said Capt. William Woityra, commanding officer of the Polar Star. “They overcame constant challenges to complete the mission and set records along the way. They epitomize the values on the Antarctica Service Medal: courage, sacrifice, and devotion. I can think of no better team to lead future expeditions and new icebreakers as the Coast Guard invests in Polar Security Cutters.”

Polar Star did not return to its homeport of Seattle, instead the crew proceeded directly to dry dock in Vallejo, California, to immediately start work on the second phase of a five-year, $75 million Service Life Extension Program. The Coast Guard will replace antiquated technology to ensure the longevity of the nation’s only operational heavy icebreaker while in dry dock this year, supporting the Coast Guard’s enduring commitment to Antarctic operations.

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# SENEDIA Marks National Submarine Day with Call for Next-Generation Workforce

Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility successfully undocked the Los Angeles-class fast-attack submarine USS Topeka (SSN 754) on time commencing a two-day evolution on July 27, 2021. *U.S. NAVY / Amanda Urena*

MIDDLETOWN, R.I. – SENEDIA, a membership alliance for defense tech, talent, and innovation, celebrated National Submarine Day on Monday, April 11, with a call to action for the future submarine shipbuilding workforce. The industry is facing a critical worker shortage, and SENEDIA is ramping up training and career exploration efforts to engage the next generation workforce.

"Careers in submarine shipbuilding are high-wage, high-growth, high-demand, and those who choose this pathway gain a deep sense of fulfillment and patriotism knowing they are supporting our submarine sailors and protecting our country," said Molly Donohue Magee, SENEDIA executive director. "Our current submarine shipbuilding workforce ranks are not sufficient to meet the extraordinary – and growing – demand, and SENEDIA is committed to engaging, training, and expanding the workforce to move our industry forward on a path to

stability and growth."

The Navy's need for new submarines to add to their fleet is significant, with two Virginia-class submarines and one Columbia-class submarine being built every year for the foreseeable future. To help meet that demand, SENEDIA has a two-pronged approach that includes incumbent worker training for individuals already in the workforce and career exploration and on-the-job learning for future workers.

"The opportunities available in submarine shipbuilding are exciting and rewarding and can put people on a path to security and success," said Rear Admiral Scott Pappano, Program Executive Officer – Strategic Submarines. "As individuals, those who work in the submarine shipbuilding industry find hands-on work that is constantly changing and have the ability to explore and advance innovative new technologies. We take great pride knowing that our work makes an important difference to our national security."

Since launching their incumbent worker training program in August 2020, funded through the Department of Defense Industrial Base Analysis and Sustainment Office, SENEDIA has trained more than 1,200 people, 800 of whom completed the program in the last year alone. These individuals are employed throughout the supply chain, with a critical mass at General Dynamics Electric Boat, the epicenter of the submarine shipbuilding industry. Electric Boat alone plans to hire over 2,200 employees over the next year.

Being part of the submarine shipbuilding workforce requires only a high school diploma or equivalent and provides a career with strong wages and outstanding benefits.

Carla Hall, a Marine Corps veteran who received training at the Westerly Education Center, Rhode Island, and is now a pipefitter at Electric Boat, calls the training "a lifechanging experience."

“You’re going to be able to find meaningful work; you’re going to be able to find a nice wage for you and your family; and you’re going to make lifelong friends,” she said.

To grow the pipeline of workers, SENEDIA continues to expand its high school and middle school outreach. SENEDIA currently works with career and technical education programs in Rhode Island and Connecticut, engaging more than 100 high school students each year to explore potential careers in advanced manufacturing and submarine shipbuilding. SENEDIA is expanding our outreach throughout New England.

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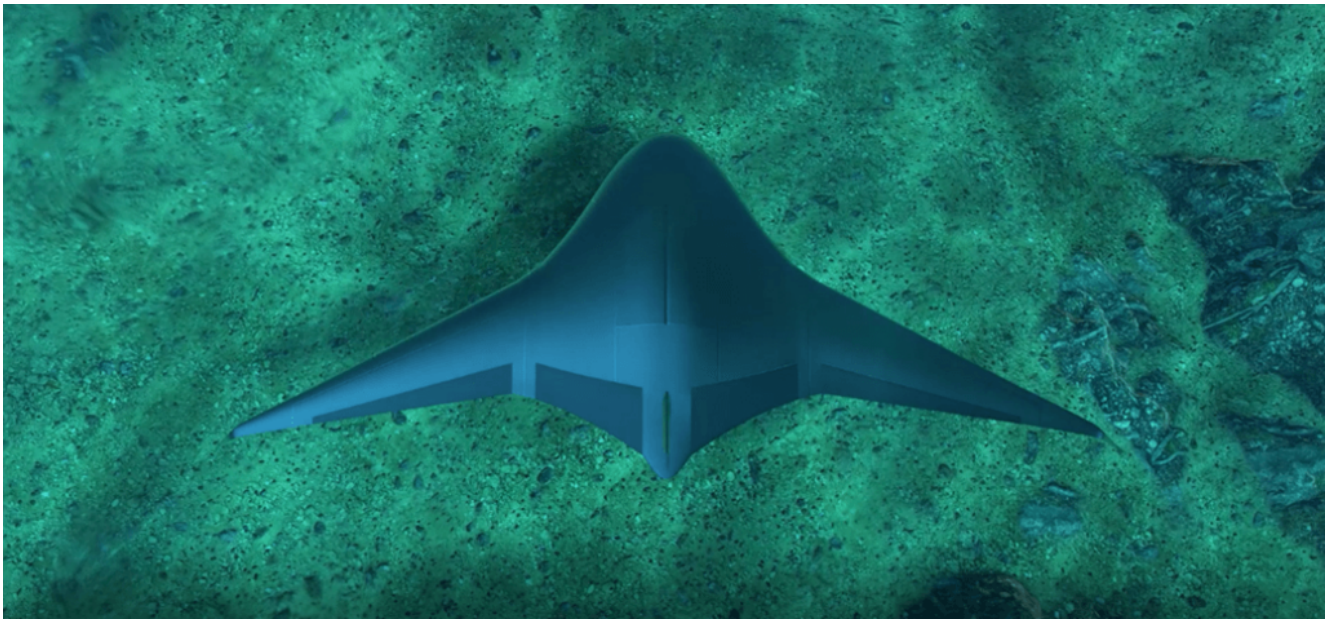
# Martin Defense to Develop Amphibious Autonomous Vehicle for Expeditionary Fuel Delivery



An artist’s conception of Martin Defense Group’s Manta Ray autonomous underwater vehicle. *DARPA*

ARLINGTON, Va. — A defense company in Hawaii has been tapped by the Office of Naval Research to develop an autonomous vehicle to deploy a fuel delivery system to support amphibious systems.

Martin Defense Group LLC of Honolulu has been awarded a $15 million cost-plus-fixed-fee contract for the development of an Amphibious Vehicle for Unmanned Surface Mobility, the Defense Department said April 6.

“The AVUSM system provides the capability of autonomously delivering a lay-flat fuel line hose from a floating embarkment platform, through the surf-zone, to above a high-water mark line for fuel delivery in support of expeditionary advanced base operations,” the announcement said. “This is also known as a reach-to-the-beach capability. This contract provides for technology development and maturation with the objective of transitioning the technology/capability to Navy and/or Marine Corps acquisition programs.”

Martin Defense also is the developer of the Manta Ray autonomous underwater vehicle for the Defense Advanced Research Projects Agency. Work expected to be completed by April 5, 2025.