

# SURFLANT Stands Up Task Group Greyhound



Task Group Greyhound was formally introduced by Rear Adm. Brendan McLane, commander, Naval Surface Force Atlantic, and Rear Adm. Brian Davies, commander, Submarine Group Two and deputy commander, 2nd Fleet, at an event held at Naval Station Mayport aboard the guided-missile destroyer USS Thomas Hudner (DDG 116), Sept. 27. *U.S. NAVY*

MAYPORT, Fla. – Task Group Greyhound was formally introduced by Rear Adm. Brendan McLane, commander, Naval Surface Force Atlantic, Rear Adm. Brian Davies, commander, Submarine Group Two and deputy commander, 2nd Fleet, at an event held at Naval Station Mayport aboard the guided-missile destroyer USS Thomas Hudner (DDG 116), Sept. 27, said Lt. j.g. Caroline Leya, SURFLANT public affairs.

Task Group Greyhound (TGG) is a force generation initiative within the Optimized Fleet Response Plan, the standard ship cycle construct that guides a roughly 36-month readiness roadmap. It is designed to provide the fleet with continuously ready, fully certified warships ready to accomplish a full range of on-demand missions at all times. TGG will assign and task Arleigh Burke-class guided-missile destroyers to be at-the-ready to support sustainment operations and to counter Russian undersea threats to the homeland.

The day's event comprised of a cake-cutting, a virtual media availability and an anti-submarine warfare scenario conducted for the official party in the combat information center aboard Thomas Hudner.

McLane gave a Bravo Zulu to the first two TGG ships, Thomas Hudner and the guided-missile destroyer USS Donald Cook (DDG 75), and emphasized that maintaining an undersea warfare edge

over Russian submarines off the East Coast is a growing priority.

“Task Group Greyhound provides us a way to increase continuity between training and operating against high-end competitors in a dynamic environment,” McLane said. “These destroyers are now designated under Task Group Greyhound in the western Atlantic on watch 24/7 ready to practice, integrate, and operate at a moment’s notice.”

Facing the considerable threat from Russia requires focus, continuous monitoring and a team approach to undersea warfare. The TGG initiative will ensure that designated post-deployment East Coast destroyers remain in an extended sustainment phase on a rotating basis with other destroyers. This will be supported by incremental maintenance availabilities and sustained readiness certifications.

The TGG model is a reference to the World War II destroyers, or “Greyhounds of the Fleet,” that patrolled the seas in the “Battle of the Atlantic.” The modern version is similar to how readiness is maintained aboard forward deployed naval forces in Spain.

Cmdr. Bo Mancuso, Thomas Hudner commanding officer, acknowledged the importance of the initiative and of his command being selected to take the first watch.

“Being chosen as one of the initial ships to serve in this capacity is humbling, and a big responsibility that we are more than ready to honor,” Mancuso said. “It was our pleasure to host Rear Adm. McLane today and show him what we’re capable of and that our crew is up to the task.”

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# DARPA'S Hypersonic Air-Breathing Weapon Concept Achieves Successful Flight



*An artist's conception of the Hypersonic Air-breathing Weapons Concept (HAWC) missile. RAYTHEON MISSILES & DEFENSE*

ARLINGTON, Va. – DARPA, in partnership with the U.S. Air Force, completed a free flight test of its Hypersonic Air-breathing Weapon Concept (HAWC) last week, the agency said in a Sept. 27 release.

The missile, built by Raytheon Technologies, was released from an aircraft seconds before its Northrop Grumman scramjet (supersonic combustion ramjet) engine kicked on. The engine compressed incoming air mixed with its hydrocarbon fuel and began igniting that fast-moving airflow mixture, propelling the cruiser at a speed greater than Mach 5, or five times the speed of sound.

The HAWC vehicle operates best in oxygen-rich atmosphere, where speed and maneuverability make it difficult to detect in a timely way. It could strike targets much more quickly than subsonic missiles and has significant kinetic energy even without high explosives.

“The HAWC free flight test was a successful demonstration of the capabilities that will make hypersonic cruise missiles a highly effective tool for our warfighters,” said Andrew “Tippy” Knoedler, HAWC program manager in DARPA’s Tactical Technology Office. “This brings us one step closer to transitioning HAWC to a program of record that offers next generation capability to the U.S military.”

Goals of the mission were vehicle integration and release sequence, safe separation from the launch aircraft, booster ignition and boost, booster separation and engine ignition and cruise. All primary test objectives were met.

The achievement builds on pioneering scramjet projects, including work on the X-30 National Aero-Space Plane as well as unmanned flights of NASA's X-43 vehicles and the U.S. Air Force's X-51 Waverider.

"HAWC's successful free flight test is the culmination of years of successful government and industry partnership, where a single, purpose-driven team accomplished an extremely challenging goal through intense collaboration," Knoedler added. "This historic flight would not have been possible without the dedication of industry, U.S. Air Force, and Navy flight test personnel who persevered through the pandemic to make the magic happen."

The HAWC flight test data will help validate affordable system designs and manufacturing approaches that will field air-breathing hypersonic missiles to our warfighters in the near future.

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## **Coast Guard to Recapitalize Aids-to-Navigation Boats**



Coast Guard service members, from Aids to Navigation Team Astoria, aboard a 26-foot aids-to-navigation boat, tend a buoy in the Columbia River near Westport, Oregon, Jan. 30, 2019. *U.S. COAST GUARD / Petty Officer 3rd Class Trevor Lilburn*  
ARLINGTON, Va. – The Coast Guard, responsible for maintaining

the safety of the inland waterways of the United States, is planning on building a new class of aids-to-navigation boats (ANBs), the Coast Guard commandant said.

The ANBs care for and maintain the various marine navigation aids – such as signs, buoys, markers, beacons, radar reflectors and other systems – that mark channels and obstacles to provide for safe navigation of commercial, government and recreational boating.

As of last year, the Coast Guard operated a fleet of ANBs that included three 64-foot and four 55-foot ANB, 26 49-foot stern-loading buoy-servicing boats, 90 26-foot and five 17-to-23-foot transportable ANBs, as well as numerous smaller skiffs.

“We’re going to do a detailed design and construction award in the spring of 2022 to replace our half-century working aids-to-navigation boats,” said Adm. Karl Schultz, the Coast Guard commandant, speaking 28 Sept. at a webinar of the Heritage Foundation.

Shultz said the service plans to procure about 35 new ANBs, “but I believe we will be able to shrink down to about 30 really capable boats,” although he did not specify the type or types of ANBs to be replaced.

The admiral pointed out that many of the current ANBs do not have personnel accommodations for female crew members and the new boats would help to open more boats to female crew members.

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# Boeing Awarded Contract for Five P-8A Aircraft for Germany



Boeing has been awarded a production contract for five P-8A Poseidon aircraft for Germany. *BOEING*

ARLINGTON, Va. –The U.S. Navy awarded Boeing a production contract for five P-8A Poseidon aircraft for Germany, the company said Sept. 28. First deliveries are slated to begin in 2024 when the P-8A Poseidon will eventually replace Germany's fleet of P-3C Orion aircraft.

“We’re pleased to have finalized this sale to Germany and to expand our footprint in-country by bringing the P-8A and its unique multi-mission capabilities to the German Navy,” said Michael Hostetter, vice president, Boeing Defense, Space & Security, Germany. “The P-8 will ensure the German Navy’s ability to perform long-range maritime surveillance missions and will play a pivotal role in the region by leveraging existing infrastructure in Europe and full interoperability with NATO’s most advanced assets.”

German industry is a critical partner with the P-8A Poseidon program. By working with local partners, Boeing will provide support, training and maintenance solutions that will bring the highest operational availability to fulfill the German Navy’s missions. On June 17, Boeing signed agreements with ESG Elektroniksystem-und Logistik-GmbH and Lufthansa Technik AG to collaborate in systems integration, training, and sustainment work. German companies that currently supply parts for the P-8A include Aircraft Philipp Group GmbH, Aljo Aluminium-Bau Jonuscheit GmbH and Nord-Micro GmbH.

“With strategic agreements and industry partnerships already in place, we stand ready to deliver a robust sustainment

package for the German Navy's P-8A fleet," said Dr. Michael Haidinger, president, Boeing Germany, Central & Eastern Europe, Benelux and Nordics. "Together with the German Navy, the Federal Ministry of Defense and local industry, we will ensure maximum operational availability that will allow the German Navy to meet the full range of its maritime challenges."

Deployed around the world with more than 135 aircraft in service, and over 350,000 collective mishap free flight hours, the P-8A will significantly advance Germany's antisubmarine warfare, antisurface warfare, intelligence, surveillance and reconnaissance and search and rescue mission capabilities.

Germany is the eighth nation to have acquired the P-8A, joining the United States, Australia, India, the United Kingdom, Norway, Korea and New Zealand.

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## **Coast Guard Nabs 2 Smugglers, Seizes \$7.5 million in Cocaine in Caribbean Sea**



Coast Guard Cutter Kathleen Moore interdicted a drug smuggling go-fast vessel in the Caribbean Sea with 250 kilograms of cocaine and the crew apprehended two smugglers Sept. 25, 2021, in waters south of the Dominican Republic. *U.S. COAST GUARD*  
SAN JUAN, Puerto Rico – The Coast Guard Cutter Reef Shark transferred custody of two smugglers and offloaded approximately 250 kilograms cocaine at Coast Guard Base San Juan Saturday, following Coast Guard Cutter Kathleen Moore's interdiction of a go-fast smuggling vessel in the Caribbean

Sea, the Coast Guard 7th District said Sept. 27.

The apprehended smugglers are Dominican Republic nationals, who were charged with possession with intent to distribute cocaine aboard a vessel subject to the jurisdiction of the United States. The cocaine seized has an estimated wholesale value of approximately \$7.5 million. U.S. Coast Guard Special Assistant United States Attorney Jordan H. Martin is in charge of the prosecution of this case.

The interdiction resulted from multi-agency efforts in support of U.S. Southern Command's enhanced counter-narcotics operations in the Western Hemisphere and coordination with the Caribbean Corridor Strike Force.

During a routine patrol Wednesday, a U.S. Maritime Enforcement Aircraft detected a suspect go-fast vessel, approximately 145 nautical miles south of the Dominican Republic. Coast Guard watchstanders in Sector San Juan diverted the cutter Kathleen Moore to carry out the interdiction. With the assistance of the cutter's small boat, the crew of the Kathleen Moore interdicted the 25-foot vessel that was carrying two men and 10 bales of suspected contraband onboard, which tested positive for cocaine.

"The crew did a great job working with interagency partners and Coast Guard watchstanders preventing this drug smuggling go-fast from making landfall," said Lt. Andrew R. Collins, cutter Kathleen Moore commanding officer. "We are glad to help keep these drugs off the streets, and we will continue to work diligently with fellow Coast Guard units and our interagency partners to stop these drug-smuggling attempts in the high seas."

The seized drugs and detainees were transferred to the Coast Guard Cutter Heriberto Hernandez and then to the Coast Guard Cutter Reef Shark for transport to Puerto Rico, where federal law enforcement agents from the Caribbean Corridor Strike

Force received custody.

Cutters Kathleen Moore and Heriberto Hernandez are 154-foot fast response cutters respectively homeported in Key West, Florida, and San Juan, Puerto Rico. Cutter Reef Shark is an 87-foot coastal patrol boat homeported in San Juan, Puerto Rico.

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## **NAVFAC Northwest Awards \$21M Contract for Shipyard Facility Upgrades**



Puget Sound Naval Shipyard in Bremerton, Washington, is home to one of seven Defense Logistics Agency Land and Maritime's detachments. *DEFENSE LOGISTICS AGENCY LAND AND MARITIME / Gary T. Sutto*

SILVERDALE, Wash. – Naval Facilities Engineering Systems Command (NAVFAC) Northwest awarded a \$21 million contract Sept. 13 for seismic repairs and life safety improvements to building 431 at Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS & IMF), Washington, the command announced Sept. 24.

Building 431, used to repair and test ship parts, was built in 1934, with an addition built in 1943.

“This award action is a continuing example of NAVFAC strengthening our shore installations through seismic resiliency and better positions our shipyard infrastructure for the advancement of naval lethality,” said NAVFAC Northwest Commanding Officer Capt. Ben Miller. “I am very pleased by the

team effort to award the contract and look forward to working with our contractor partners to get this important project underway.”

The work to be performed includes demolition, abatement, excavation, placement of micropiles, reinforcement of existing pile caps, placing grade beams and concrete slabs, reinforcing walls, among others, and salvage and reinstallation of existing government-owned equipment.

“Our partnership with NAVFAC Northwest is vital to our mission success,” said PSNS & IMF Commanding Officer Capt. Jip Mosman. “This project is the continuation of several phased projects to repair building 431. Infrastructure upgrades are an important step in providing world-class facilities to the workforce and ensuring the shipyard’s ability to maintain, modernize and retire the Navy’s fleet for decades to come.”

Work will be performed in Bremerton, Washington, and is expected to be completed by August 2023. Fiscal 2021 operation and maintenance (Navy) funds in the amount of \$20.8 million are obligated on this award. Jabez-Abscher-1, a Joint Venture, of Orting, Washington, received the award.

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## **Boeing Delivers First Operational Block III F/A-18 Super Hornet to the U.S. Navy**



Boeing has delivered the first of 78 contracted Block III F/A-18 Super Hornets to the U.S. Navy. *BOEING*  
ARLINGTON, Va. – Boeing has delivered the first of 78

contracted Block III F/A-18 Super Hornets to the U.S. Navy, the company said in a Sept. 27 release. Block III gives the Navy the most networked and survivable F/A-18 built with a technology insertion plan that will outpace future threats.

“The fleet needs capabilities to keep its edge,” said Capt. Jason “Stuf” Denney, U.S. Navy F/A-18 and EA-18G program manager. “Getting the first operational Block III in our hands is a great step forward in supporting our capability and readiness goals.”

Capabilities of the Block III include the advanced cockpit system with a 10-inch-by-19-inch touch screen display, enhanced networking, open mission systems, reduced radar signature and a 10,000-hour airframe.

Block III’s new adjunct processor translates to a fighter that will do more work and in far less time increasing a pilot’s situational awareness. The jet is ready to receive apps-based solutions that will allow upgrades to the aircraft throughout its life span.

“We invested in Block III technology and developed the capabilities in partnership with the U.S. Navy to meet its emerging requirements,” said Jen Tebo, Boeing vice president of F/A-18 and EA-18G programs. “The hardware upgrades are complete. Today we are maximizing the open hardware and software and developing the apps to keep Block III ahead of future threats. We are giving Navy pilots the tools to make the fastest and most informed decisions possible now and in the future.”

Boeing will continue to deliver Block III capabilities to the Navy through the mid-2030s from three lines. One new build production, and two Service Life Modification lines extending the life and eventually upgrading Block II Super Hornets to Block III. The first aircraft delivered will complete the U.S. Navy flight test program before deploying to a squadron.

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# Coast Guard Cutter Patrols EEZ in Partnership with Samoa



The crew of the U.S. Coast Guard Cutter Oliver Berry (WPC 1124) travels to their new Homeport in Honolulu, Sept. 22, 2017. The Oliver Berry is the first of three 154-foot fast response cutters to be stationed in Hawaii. *U.S. COAST GUARD / Petty Officer 3rd Class Amanda Levasseur*

HONOLULU – The Coast Guard Cutter Oliver Berry crew conducted patrol operations in Samoa’s exclusive economic zone in September 2021, deepening U.S. close partnership with Samoa and promoting resource security within the area, the Coast Guard 14th District said.

The Oliver Berry’s crew helped to fill the policing gap for illegal, unreported, and unregulated fishing while Samoa’s Nafanua II patrol boat was out of service.

“The United States offered to assist the government of Samoa by providing security and sovereignty operations in Samoan waters due to the absence of their patrol boat,” said Cmdr. Jeff Bryant, the 14th District’s chief of enforcement. “It was a pleasure to support Samoa in enforcing their laws to protect fisheries and other natural resources within their EEZ.”

The United States and its allies are trusted partners in the region. The U.S. Coast Guard employs 11 bilateral shiprider agreements with Pacific Island Forum nations, including Samoa, to help them ensure their resource security and maritime sovereignty. Pursuant to those agreements, host government officials generally join Coast Guard patrols. Due to COVID-19 protocols, in this instance the Oliver Berry did not make any shore visits or host Samoan

government officials aboard.

“The Oliver Berry’s patrol operations highlighted the close U.S.-Samoa partnership and our shared commitment to ensuring security and freedom of navigation in the Pacific,” said Acting Chargé d’Affaires Mark Hitchcock. “We look forward to working with the Samoan government and coast guard to facilitate additional patrols in the near future.”

The U.S. Coast Guard and the government of Samoa have a history of partnership. In 2019, the Coast Guard Cutters Walnut and Joseph Gerczak visited Apia Harbor and conducted patrol operations with officials from Samoa’s Ministry of Police and Ministry of Fisheries aboard. Crew from the Coast Guard Cutters also visited Lufilufi Primary School on Upolu Island to donate books, stationary, and sports gear and met with the Samoa Victim Support Group, a nonprofit organization that specializes in providing shelter for domestic abuse victims, to donate children’s clothes, baby bottles, toddler blankets and reading materials.

The goal of the Coast Guard remains supportive and responsive to our international partners as they seek to improve the daily lives of their people and contribute to a free and open Indo-Pacific.

Oceania covers an area of 3.3 million square miles and has a population of 40 million people; it is a melting pot of culture and diversity and each of those cultures has a dependency on living marine resources and maritime commerce to allow their people to thrive.

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# First Connecticut-Built Sikorsky CH-53K Helicopter in Hands of U.S. Marine Corps



Sikorsky, a Lockheed Martin company, celebrated the first Connecticut-built CH-53K helicopter in a ceremony at its Stratford facility. *SIKORSKY*

STRATFORD, Conn., Sept. 24, 2021 – Sikorsky today celebrated the first Connecticut-built CH-53K heavy-lift helicopter that will be delivered to the U.S. Marine Corps, parent company Lockheed Martin said Sept. 24. This helicopter, which moves more troops and cargo more rapidly from ship to shore, was the first all digitally designed helicopter.

The CH-53K's digital thread runs from design through production, maintenance, and sustainment, increasing mission availability while reducing pilot and crew workload.

“This Connecticut-built CH-53K aircraft is a testament to the Sikorsky legacy of building safe, reliable rotorcraft for decades. But the way we design, test and build helicopters has transformed,” said Paul Lemmo, president of Sikorsky. “Our employees are using digital tools and other advanced technologies such as manufacturing simulation and 3-D laser inspection technology. This factory transformation is a model for all future helicopter programs at Sikorsky.”

This King Stallion helicopter will be stationed at Marine Corps Aviation Station New River in Jacksonville, North Carolina, where Marines will conduct training flights and support the fleet with heavy-lift missions with the aircraft in preparation for the CH-53K's first deployment in 2024. This heavy-lift helicopter is part of a 200 aircraft program of record for the Marine Corps with a total of 33 aircraft currently on contract and an additional nine on contract for

long-lead parts.

“The CH-53K helicopter provides advanced capabilities allowing Marines to get anywhere in the world where the mission requires heavy-lift logistics support,” said Lt. Gen. Mark R. Wise, deputy commandant for aviation, during a ceremony at Sikorsky. “This helicopter is a much safer aircraft because it can maneuver in low visibility environments. It will forward deploy Marines quickly and effectively.”

### **Ramping Up Production**

The factory floor at Sikorsky is active with six CH-53K aircraft in build, and there are 36 more in various stages of production, including the nine for which the company is procuring long-lead parts. Sikorsky has made significant investments in workforce training, tooling, and machinery to increase the number of aircraft built and delivered year over year.

This is the first CH-53K helicopter to roll off the Stratford production line, with the next one set to be delivered in early 2022. Since October 2020, Sikorsky has delivered three operational CH-53K King Stallion heavy-lift helicopters to the U.S. Marine Corps in MCAS New River.

The CH-53K program entered initial operational test and evaluation in July. Four aircraft are now in the hands of VMX-1 operational and test evaluation squadron. Marine pilots and maintainers are operating the CH-53K in a fleet environment as part of the rigorous test program.

Marines are learning to fly and maintain the CH-53K using a suite of training devices developed by Sikorsky. Pilots receive hands-on training by experiencing a highly immersive virtual environment in the Containerized Flight Training Device (CTFD). The CFTD replicates the functionality, flight characteristics, mission profiles, and unmatched capabilities of the CH-53K helicopter. The device can replicate the various

environmental conditions the aircraft is likely to fly in as well as a multitude of mission profiles in the operation of a true heavy-lift helicopter.

Maintenance personnel also prepare with a virtual aircraft environment through the Helicopter Emulation Maintenance Trainer. Marines train with an immersive experience to practice avionics and airframe maintenance in the schoolhouse in order to be fully prepared to perform maintenance on their fleet aircraft.

The CH-53K is the only sea-based, long range, heavy-lift helicopter in production and will immediately provide three times the lift capability of its predecessor.

The CH-53K will further support the U.S. Marine Corps in its mission to conduct expeditionary heavy-lift assault transport of armored vehicles, equipment and personnel to support distributed operations deep inland from a sea-based center of operations, critical in the Indo-Pacific region.

The new CH-53K has heavy-lift capabilities that exceed all other DoD rotary wing-platforms, and it is the only heavy-lifter that will remain in production through 2032 and beyond.

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## **LA-based Cutter Returns Home after 32-day Deployment, Drug Offload**



A crew member from the Coast Guard Forrest Rednour holds

seized contraband during a drug offload in San Diego, Sept. 24, 2021. The drugs, worth an estimated \$96 million, were seized in the Eastern Pacific Ocean off the coast of Mexico.  
*U.S COAST GUARD / Petty Officer 1st Class Adam Stanton*  
SAN PEDRO, Calif. – The Coast Guard Cutter Forrest Rednour returned home Sept. 26 following a 32-day patrol, the Coast Guard 11th District said Sept. 27.

The crew disrupted illegal narcotics smuggling, seizing more than 5,000 pounds of cocaine that was offloaded in San Diego Friday, Sept. 24. The drugs, worth an estimated \$96 million, were seized in international waters of the Eastern Pacific Ocean off the coast of Mexico.

“The crew excelled during this patrol; their hard work and skill was apparent and allowed the cutter to weather a hurricane, conduct international engagements, and stop a vessel carrying approximately two metric tons of cocaine, all while in a 154-foot ship, 1,800 nautical miles and two time zones from home,” said Lt. Drew Ferraro, commanding officer of the Rednour.

During the Rednour’s deployment, the crew participated in a passing exercise with the Monte Albán, an Armada de México vessel, off the coast of Mexico.

“This deployment tested crew endurance and provided the same level of logistics challenges normally faced by much larger ships, but the Rednour crew navigated each obstacle with their usual dedication, professionalism, and teamwork,” Ferraro said. “Thank you to our outstanding logistics and finance team, and the shore-side coordinators that made this patrol successful. Lastly, thank you to the families and loved ones back home who supported us during this patrol and held down the home front during our absence.”

The Forrest Rednour is a 154-foot fast response cutter, commissioned in 2018 and homeported in San Pedro, California.