Navy Announces New Flag Officer Assignments

Rear Adm. E. Andrew Burcher, then-commander, Submarines NATO, left, speaks to Capt. Cassidy Norman, commanding officer of the Blue Ridge-class command and control ship USS Mount Whitney (LCC 20), aboard Mount Whitney, Nov. 6, 2019. *U.S. NAVY / Mass Communication Specialist 3rd Class Drew Verbis*

ARLINGTON, Va. – The secretary of the Navy and chief of naval operations announced on Sept. 3 the following assignments:

Rear Adm. Eugene A. Burcher will be assigned as vice commander, U.S. Fleet Forces Command, Norfolk, Virginia. Burcher most recently served as deputy chief of staff, Submarines, Maritime Command Headquarters, Northwood, Great Britain; and commander, Submarines, NATO, United Kingdom.

Rear Adm. (lower half) William L. Angermann will be assigned as reserve vice commander, U.S. Second Fleet, Norfolk, Virginia. Angermann is currently serving as reserve deputy commander, Naval Air Force Atlantic, Norfolk, Virginia.

Rear Adm. (lower half) Kenneth R. Blackmon will be assigned as reserve director for Maritime Operations, U.S. Fleet Forces Command, Norfolk, Virginia. Blackmon is currently serving as deputy commander, Third Fleet, San Diego, California.

Rear Adm. (lower half) Gregory K. Emery will be assigned as commander, Navy Information Force Reserve, Fort Worth, Texas. Emery is currently serving as deputy director, Warfare Integration Directorate, N2N6, Office of the Chief of Naval Operations, Washington, D.C.

Rear Adm. (lower half) Jacquelyn McClelland will be assigned as vice director, Navy Staff, Washington, D.C. McClelland is

currently serving as commander, Navy Expeditionary Logistics Support Group, Norfolk, Virginia.

Rear Adm. (lower half) Robert C. Nowakowski will be assigned as reserve vice commander, U.S. Naval Forces Central Command, U.S. Fifth Fleet, Manama, Bahrain. Nowakowski is currently serving as deputy commander, Navy Recruiting Command, with additional duties as deputy commander, Naval Education and Training Command Force Development, Millington, Tennessee.

Rear Adm. (lower half) Ryan B. Scholl will be assigned as deputy director, Defense Threat Reduction Agency, Office of the Under Secretary of Defense for Acquisitions and Sustainment, Washington, D.C. Scholl is currently serving as commander, Carrier Strike Group Eight, Norfolk, Virginia.

Rear Adm. (lower half) Larry D. Watkins will be assigned as reserve vice commander, U.S. Third Fleet, San Diego, California. Watkins is currently serving as director, Network Engagement Team, U.S. Southern Command, Doral, Florida.

Capt. Bradley D. Dunham, selected for promotion to rear admiral (lower half), will be assigned as reserve deputy commander, Naval Air Force Atlantic, Norfolk, Virginia. Dunham is currently serving as chief of staff, Navy Reserve, U.S. Fleet Forces Command, Norfolk, Virginia.

Capt. Dennis E. Collins, selected for promotion to rear admiral (lower half), will be assigned as commander, Navy Expeditionary Logistics Support Group, Norfolk, Virginia. Collins is currently serving as commanding officer, Navy Reserve, U.S. Indo-Pacific Command Detachment 401, Camp H. M. Smith, Hawaii.

Capt. Mark F. Haigis, selected for promotion to rear admiral (lower half), will be assigned as deputy commander, Naval Expeditionary Combat Command, Norfolk, Virginia. Haigis is currently serving as deputy chief staff officer, Operations and Plans, Navy Reserve Chief of Naval Operations for

Operations and Plans, Washington, D.C.

Capt. Scott W. Ruston, selected for promotion to rear admiral (lower half), will be assigned as deputy commander, Naval Education and Training Command Force Development, Pensacola, Florida. Ruston is currently serving as deputy commander, Navy Reserve, Navy Region Southwest Reserve Component Command, San Diego, California.

Capt. Douglas W. Sasse III, selected for promotion to rear admiral (lower half), will be assigned as reserve vice commander, U.S. Fourth Fleet, Jacksonville, Florida. Sasse is currently serving as reserve chief of staff, Commander, Naval Surface Force, U.S. Pacific Fleet, San Diego, California.

Capt. Michael J. Schwerin, selected for promotion to rear admiral (lower half), will be assigned as deputy commander, Navy Personnel Command, Millington, Tennessee. Schwerin is currently serving as commanding officer, Navy Reserve, Officer Training Command, Newport, Rhode Island.

Capt. David R. Storr, selected for promotion to rear admiral (lower half), will be assigned as reserve deputy commander, Naval Air Systems Command, Patuxent River, Maryland. Storr is currently serving as Manager Navy Reserve Rapid Research and Development Detachment, Patuxent River, Maryland.

GA-EMS Launch and Recovery Systems Successfully Perform

During Ford Full Ship Shock Trials

The aircraft carrier USS Gerald R. Ford (CVN 78) successfully completes the third and final scheduled explosive event for Full Ship Shock Trials while underway in the Atlantic Ocean, Aug. 8, 2021. *U.S. NAVY / Mass Communication Specialist 3rd Class Jackson Adkins*

SAN DIEGO – General Atomics Electromagnetic Systems' (GA-EMS) Electromagnetic Aircraft Launch System (EMALS) and Advanced Arresting Gear (AAG) aboard USS Gerald R. Ford (CVN 78) successfully performed as designed as the ship underwent full ship shock trials off the eastern seaboard during the months of June, July and August 2021, the company said in a Sept. 3 release.

Ford is the first aircraft carrier in more than three decades to undergo full ship shock trials, which provide crucial data for analysis to validate the shock hardness of the ship and all systems aboard to withstand battle conditions.

"The completion of this milestone is a validation of the critical steps we took early in the development process to work closely with the Navy to conduct preliminary shock qualification testing prior to delivering EMALS and AAG equipment to the shipyard for installation," said Scott Forney, president of GA-EMS. "We actually mount equipment on floating barges, and detonate ordnance at various distances and underwater to simulate operation and combat situations. This process allows us to address any issues prior to delivery and installation on the carrier. More importantly, this additional step helps ensure we deliver extremely robust systems to all Ford-class carriers that will provide decades of reliable operational performance under the most challenging conditions."

After completing full ship shock trials, CVN 78 enters a six-month planned incremental (PIA) availability period of modernization, maintenance and repairs. Prior to the recent shock test trials, EMALS and AAG successfully completed various additional milestones during the post delivery trials and test (PDT&T) period, including the completion of critical aircraft compatibility testing and flight deck certification involving F/A-18E/F Super Hornets, E-2C/D Hawkeyes and Advanced Hawkeyes, C-2A Greyhounds, EA-18G Growlers and T-45C Goshawks. At the end of the 18-month PDT&T period, EMALS and AAG successfully achieved and exceeded the Navy's target of 8,000 launches and recoveries aboard CVN 78.

"We will continue to work closely with the Navy to implement system upgrades during the PIA period to meet the ship's readiness requirements and upcoming deployment schedule," continued Forney. "We are extremely proud of our team, the crew, and of EMALS and AAG's successful progress in meeting the ship's performance milestones. We continue to work with the Navy as installation of these critical technologies moves forward aboard USS John F. Kennedy (CVN 79) and USS Enterprise (CVN 80), and as the Navy determines the production schedule requirements for the USS Doris Miller (CVN 81)."

GA-ASI Demonstrated Airborne MUM-T Using MQ-20 Avenger

A recent flight demonstrated autonomous collaboration using command and control of an MQ-20 Avenger from a ruggedized tactical control tablet, integrated with Autonodyne's RCU-1000 Advanced Human Machine Interface. *GENERAL ATOMICS AERONAUTICAL SYSTEMS*

SAN DIEGO – General Atomics Aeronautical Systems (GA-ASI) continues to advance new levels of autonomous control for unmanned aircraft, successfully completing an airborne Manned-Unmanned Teaming (MUM-T) demonstration on Aug. 25, 2021, pairing a company-owned MQ-20 Avenger with a modified King Air 200 as a surrogate for fourth- and fifth-generation tactical fighters.

The flight demonstrated autonomous collaboration using command and control (C2) of the Avenger from a ruggedized tactical control tablet, integrated with Autonodyne's RCU-1000 Advanced Human Machine Interface, to provide real-time situational awareness combined with complex behavior tasking. The airborne node utilized a GA-ASI-modified King Air 200, which allowed for rapid integration and test of the C2 hardware.

"GA-ASI continues to innovate by integrating state-of-the-art technology, providing combatant commanders with tested solutions for persistent, affordable air sensing with challenging target sets," said Mike Atwood, senior director of advanced concepts at GA-ASI. "This flight builds on the previous long-wave IR [infrared] passive autonomous testing and continues to validate that persistent Group 5 UAS aircraft can perform complex Air Moving Target Indication."

The Avenger flight originated from GA-ASI's Desert Horizon facility in the Mojave Desert and the King Air took off from Montgomery Airport in San Diego. The demo lasted for approximately two hours. The successful test proves the ability for GA-ASI MUM-T to command airborne assets while autonomously executing behaviors and missions that provide increased awareness and effectiveness to the warfighter.

"Autonodyne was thrilled to work with GA-ASI to leverage our previous work in MUM-T C2 and apply it to such an impressive air vehicle," said Autonodyne CEO Steve Jacobson. "Tactical control combined with powerful autonomy capabilities is critical to providing our warfighters the tools they need

now.”

Coast Guard Offloads $51 Million of Interdicted Cocaine in San Juan, Puerto Rico

The crew of the Coast Guard Cutter Richard Etheridge crew offloaded approximately 1,700 kilograms of seized cocaine at Coast Guard Base San Juan Friday, following the disruption go-fast vessel smuggling attempt by Coast Guard and British Virgin Islands authorities near Anegada, British Virgin Islands. *U.S. COAST GUARD*

SAN JUAN, Puerto Rico – The Coast Guard Cutter Richard Etheridge crew offloaded approximately 1,700 kilograms of seized cocaine at Coast Guard Base San Juan Sept. 3, after Coast Guard and British Virgin Islands authorities thwarted a go-fast boat smuggling attempt near Anegada, British Virgin Islands, the Coast Guard 7th District said in a release.

This disruption and seizure is the result of multi-agency efforts involving the Caribbean Border Interagency Group and the Caribbean Corridor Strike Force. The seized cocaine has an estimated wholesale value of approximately $51 million dollars.

During a routine patrol the night of Aug. 27, 2021, the Coast Guard Cutter Richard Etheridge responded to the sighting of a suspect go-fast vessel, in waters northeast of the British Virgin Islands. Coast Guard watchstanders in Sector San Juan

directed the launch of a Coast Guard MH-60T aircraft from Air Station Borinquen to vector cutter Richard Etheridge to the go-fast vessel's position. Additionally, Coast Guard and British Virgin Islands authorities maintained communication to interdict the suspect go-fast vessel. As the cutter Richard Etheridge closed in on the go-fast vessel, the smugglers proceeded to jettison their cargo and flee the area at high speed. Afterwards, the Coast Guard helicopter crew proceeded to assist cutter Richard Etheridge in locating the jettisoned cargo. In total, the crew of cutter Richard Etheridge recovered 57 bales, which tested positive for cocaine.

"Despite the challenging sea state conditions and thanks to the close collaboration and coordination with our Royal Virgin Islands Police partners, our crews did an outstanding job in disrupting a major shipment of cocaine and keeping it from ever reaching the streets," said Capt. Gregory H. Magee, Sector San Juan commander. "Our strong partnerships, as in the case of the British Virgin Islands and island nations throughout our area of responsibility, are key to achieving safe and secure maritime borders from drug trafficking and other smuggling threats in the Eastern Caribbean."

"This is a great example of the close working relationship between the U.S. and the U.K. overseas territories," said Detective Inspector Mike Jones, head of Intelligence for the Royal Virgin Islands Police. "The excellent work of the U.S. Coast Guard forced the crew of the go-fast vessel to jettison their cargo. We will continue to work closely with all agencies and partners in order to disrupt and detect the movement of narcotics, illegal money and people trafficking."

Cutter Richard Etheridge is a 154-foot fast response cutter homeported in Miami.

Coast Guard Repatriates 91 Migrants to the Dominican Republic

A makeshift boat, one of three illegal migrant voyages, interdicted by the Coast Guard and Caribbean Border Interagency Group partner agencies Sept. 2, 2021 in the Mona Passage just off Puerto Rico. *U.S. COAST GUARD*

SAN JUAN, Puerto Rico – The Coast Guard Cutter Reliance crew repatriated 91 migrants to the Dominican Republic Sept. 3 from three at-sea interdictions in the Mona Passage off the west coast of Puerto Rico, the Coast Guard 7th District said in a release.

These interdictions are the result of ongoing Coast Guard and Caribbean Border Interagency group partner efforts to deter and stop illegal voyages in the Mona Passage.

In the first interdiction, the Coast Guard Richard Etheridge located and interdicted an illegal voyage at 3:26 a.m. Sept, 2, comprised of a 17-foot makeshift vessel with 32 migrants onboard, 30 men and two women, in waters just off Rincon, Puerto Rico.

In the second interdiction, a Puerto Rico Police Joint Forces of Rapid Action marine unit interdicted a 30-foot makeshift boat at 7 a.m. Sept. 2 just off Aguadilla, Puerto Rico that was carrying 50 migrants onboard; 47 men and three women.

In the third interdiction, a Puerto Rico Police Joint Forces of Rapid Action marine unit interdicted a 15-foot makeshift boat at 9:20 a.m. Sept. 2 just off Rincon, Puerto Rico that

was carrying 12 migrants onboard, 11 men and a woman.

“These interdictions highlight the professionalism, commitment and unwavering resolve of the Coast Guard and our Caribbean Border Interagency Group partners in safeguarding the maritime border of Puerto Rico,” said Cmdr. Beau Powers, Sector San Juan chief of response. “We continue to implore anyone thinking about taking part in an illegal voyage that they not take to the sea. It is just not worth it, not only would you be putting your life at risk, but the life of everyone else if the voyage. You are also risking federal prosecution for attempting to enter illegally into the United States.”

In the last eight days, Coast Guard and Caribbean Border Interagency Group partner agencies have interdicted 10 illegal voyages with 211 migrants, who were traveling illegally to Puerto Rico aboard grossly overloaded makeshift boats. Since Oct. 1, 2021, the Coast Guard and CBIG federal and state partner agencies have interdicted and or apprehended over 2,100 migrants who were traveling illegally to Puerto Rico.

Once aboard a Coast Guard cutter, all migrants receive food, water, shelter and basic medical attention. Throughout the interdictions, Coast Guard crewmembers were equipped with personal protective equipment to minimize potential exposure to any possible case of COVID-19. There were no migrants in these cases reported to have any COVID-19 related symptoms.

The Coast Guard Cutter Richard Etheridge is a 154-foot fast response cutter homeported in Puerto Rico, while the Coast Guard Cutter Reliance is a medium-endurance cutter homeported in Pensacola, Florida.

Carl Vinson, U.K. Carrier Strike Groups Conduct Joint Interoperability Flights

Pilots prepare to enter an F/A-18F Super Hornet assigned to the “Bounty Hunters” of Strike Fighter Squadron (VFA) 2, on the flight deck aboard Nimitz-class aircraft carrier USS Carl Vinson (CVN 70), August 26, 2021. *U.S. NAVY / Mass Communication Specialist Seaman Isaiah Williams*

PACIFIC OCEAN – Fifth- and fourth-generation aircraft assigned to Carl Vinson Carrier Strike Group (VINCSG), with embarked Carrier Air Wing Two (CVW-2), and U.K. Carrier Strike Group (CSG) 21 conducted joint interoperability flights in the U.S. Navy’s 7th Fleet, Aug. 26, USS Carl Vinson Public Affairs said in a Sept. 1 release.

During the joint interoperability flights, the aircraft conducted missions to validate joint integration techniques, tactics, and procedures; including mid-air refueling. This is the first time that VINCSG and CSG-21 have operated together.

“In a very short amount of time, we were able to seamlessly combine the collective 5th generation capabilities of joint strike fighter aircraft from two services and a partner nation together with the rest of the advanced capabilities of our entire air wing,” said Capt. Tommy Locke, commander, CVW-2. “Our strike group and air wing arrived in the Indo-Pacific ready to demonstrate the value of having agile 5th generation maritime power in the region – and make no doubt, we are ready to win.”

Participating aircraft from CVW-2 include: four F-35C Lightning IIs from Strike Fight Squadron (VFA) 147; five F/A-18E/F Super Hornets, assigned to Strike Fighter Squadrons (VFA) 2 and 192; two EA-18G Growlers, from Electronic Attack

Squadron (VAQ) 136; and one E-2D Advanced Hawkeye, from Airborne Command and Control Squadron (VAW) 113.

Participating CSG-21 aircraft include: two U.S. F-35Bs from Marine Fighter Attack Squadron 211; and two F-35Bs from United Kingdom's No. 617 Squadron.

Coast Guard Works to Reopen Ports, Waterways Following Hurricane Ida

U.S. Coast Guard Air Station New Orleans, shown here preparing for Hurricane Ida in New Orleans, Louisiana, Aug. 28, 2021. *U.S. COAST GUARD / Petty Officer 2nd Ryan Dickinson*

NEW ORLEANS – The Coast Guard is continuously working to reopen the ports and waterways throughout Southeast Louisiana following Hurricane Ida, the Coast Guard 8th District said in a Sept. 2 release.

Capt. Will Watson, Coast Guard captain-of-the-port for the Port of New Orleans, is working in close coordination with federal, state, parish, city and maritime stakeholders to safely reopen maritime traffic along the Mississippi River and the Gulf Intracoastal Waterway. Some key areas along the river remain closed as recovery operations continue.

"We continue to work closely with the State of Louisiana and our maritime industry partners to reconstitute our ports," said Watson. "This is a massive recovery effort and we are doing our part to ensure that the commerce that sustains our Nation can continue to flow freely and safely over our

critical waterways.”

Coast Guard crews conducted post-storm port assessments to reopen the Mississippi River and Gulf Intracoastal Water after Hurricane Ida passed through the area. The assessments were conducted to ensure maritime commerce is safe to resume.

Coast Guard crews continue to work with port partners on the identification and mitigation of grounded and submerged vessels along banks of the Lower Mississippi River.

Northrop Grumman Ramps Up Production of Marine Corps’ G/ATOR Radar

The AN/TPS-80 Ground/Air Task Oriented Radar (G/ATOR) Active Electronically Scanned Array multi-mission radar system. *U.S. MARINE CORPS*

BALTIMORE – Northrop Grumman Corp has delivered its 15th AN/TPS-80 Ground/Air Task Oriented Radar (G/ATOR) Active Electronically Scanned Array multi-mission radar system to the U.S. Marine Corps, completing the low-rate initial production phase of the program, the company said in a Sept. 2 release.

The team recently fielded the first full-rate production system to the Marine Corps and will continue deliveries through 2024. Providing enhanced mission capabilities, software upgrades and logistics support are expected to continue through G/ATOR’s 30-year lifetime.

U.S. Coast Guard Concludes Training with Philippine Maritime Agencies

Crewmembers of the U.S. Coast Guard Cutter Munro salute a Philippine Coast Guard vessel transiting alongside the Munro in the West Philippine Sea, Aug. 31, 2021. Coast Guard members aboard the Munro and the Philippine Coast Guard participated in bilateral operations and exercises that included small boat operations and multi-vessel maneuvering. *U.S. COAST GUARD / Petty Officer 3rd Class Aidan Cooney*

ALAMEDA, Calif. – The U.S. Coast Guard Cutter Munro (WMSL 755) arrived in Subic Bay, Philippines, Aug. 31 following operations and exercises in the West Philippine Sea with the Philippine Coast Guard and the Philippine Bureau of Fisheries and Aquatic Resources, the Coast Guard Pacific Area said in a Sept. 1 release.

Munro's crew participated in bilateral operations, professional exchanges, search-and-rescue and communications exercises, small boat operations, multi-vessel maneuvering and maritime domain awareness drills while at sea.

"As the maritime security challenges in the Indo-Pacific region become increasingly complex, partnering with our Philippine Coast Guard and fisheries counterparts is vital to our shared interest in a free and open maritime environment," said Munro's commanding officer, Capt. Blake Novak. "We thoroughly enjoyed our Philippine hosts' professionalism and hospitality, and we look forward to future bilateral operations to further our longstanding relationship."

The search-and-rescue exercise simulated the agencies' bilateral response to a vessel in distress. During the exercise, the Munro, PCG, and BFAR practiced searching for the distressed vessel, shipboard firefighting techniques, and recovering and treating persons in the water. As part of the exercise, members of the PCG joined USCG members aboard Munro as they launched the cutter's small unmanned aircraft system to aid in the search-and-rescue response. The day's exercises and operations provided opportunities for each involved agency to learn from each other.

"The success of the joint maritime exercise between the PCG and USCG will not only strengthen international partnerships for immediate response to calamities and disasters but will also ensure that our personnel could effectively perform their mandated functions in countering terrorism and other acts of lawlessness in our country's waters," said Adm. George V. Ursabia Jr., PCG commandant.

The USCG has a long history of cooperation with the PCG. In 2019, the Coast Guard Cutter Bertholf conducted engagements with the PCG as part of its Western Pacific deployment, focusing on search and rescue, maritime security, and law enforcement capabilities.

Munro, a 418-foot national security cutter, departed its homeport of Alameda, California, in July for a months-long deployment to the Western Pacific. Operating under the tactical control of U.S. 7th Fleet, the cutter and crew are engaging in professional exchanges and capacity-building exercises with partner nations and are patrolling and conducting operations as directed. National security cutters like Munro feature advanced command and control capabilities, aviation support facilities, stern cutter boat launch, and increased endurance for long-range patrols, enabling the crews to disrupt threats to national security further offshore.

"The Coast Guard shares deep and abiding interests with our

allies and partners, who, like us, have long endorsed a rules-based international order," said Vice Adm. Michael F. McAllister, commander, U.S. Coast Guard Pacific Area. "Partnering with the Philippines to enhance maritime governance, including important missions such as search and rescue and enforcement of fisheries laws and treaties, is essential to the security, stability and prosperity of all nations."

As both a federal law enforcement agency and an armed force, the USCG is uniquely positioned to conduct defense operations in support of combatant commanders on all seven continents. The service routinely provides forces in joint military operations worldwide, including the deployment of cutters, boats, aircraft, and deployable specialized forces.

Future USS Lyndon B. Johnson Conducts Builder's Trials

The future USS Lyndon B. Johnson (DDG 1002), the third and final ship of the Zumwalt class of guided-missile destroyers, recently conducted builder's trials. *U.S. NAVY*

WASHINGTON – The future USS Lyndon B. Johnson (DDG 1002) recently conducted builder's trials, the Team Ships Public Affairs office said in a Sept. 1 release.

Builder's trials consist of a series of in-port and at-sea demonstrations that allow the shipbuilder, General Dynamics Bath Iron Works and the U.S. Navy to assess the ship's systems.

"Trials provide an opportunity for the Navy and industry team

to test the capability and readiness of the ship," said Capt. Matthew Schroeder, DDG 1000 program manager, Program Executive Ships. "DDG 1002 is a warship that is going to equip our fleet with next-generation capability and capacity for the high-end fight."

After completing builder's trials and fully proving out the hull, mechanical, and electrical systems, the ship will complete combat systems installation and activation.

The future USS Lyndon B. Johnson is the third and final ship in the Zumwalt-class of guided missile destroyers and will provide multi-mission offensive and defensive capabilities to the fleet.