Coast Guard, Partners Recover Section of Downed Jet off Oahu

HONOLULU – Personnel from the Coast Guard and the State of Hawaii oversaw local salvor's recovery of a section of the fuselage from a Hawker Hunter aircraft, downed initially in December, off Honolulu, Jan. 8.

"Using a blend of local salvage assets, remote engineering guidance, and advanced sensing technology sourced from the mainland, the locally based salvage company Parker Marine Corp. has completed the next stage of the aircraft salvage," said Chief Warrant Officer Russ Strathern, a marine safety specialist, and response officer at Sector Honolulu. "The main section of the fuselage containing residual oil and potentially hazardous substances has been salvaged and transported to a staging location for the ongoing National Transportation Safety Board-led investigation."

Strathern also noted, "Because of the incident complexity and operational environment, this evolution was technically challenging. The aircraft owners worked tirelessly with the salvor and jurisdictional authorities to safely mitigate the threat to the public and environment, all while preserving evidence critical to future root-cause analyses. I'm pleased to note that there were no reported injuries after the initial accident or impacts to wildlife, these are great measures of success, and indicative of the hard work of the involved parties."

Following exhaustive searches, the fuselage was positively identified in 260-feet of water by a remotely operated vehicle (ROV) in early January. After analyzing the data from the ROV, the salvor consulted with an engineer, formulated a plan, and

received concurrence from the Coast Guard to proceed.

Using the ROV, the salvage company lassoed the tail of the aircraft wreckage with line and slowly raised it to the surface. The team towed the section to a haul-out point designated by the State's Department of Land and Natural Resources Division of Boating and Ocean Recreation Division. Following the section's removal from the water, it was transported by truck to Marine Corps Base Hawaii, where the National Transportation Safety Board will continue its investigation into the cause of the crash.

Throughout the operation, the Coast Guard worked closely with representatives from the Hawaii State Department of Health Hazard Evaluation and Emergency Response and Department of Land and Natural Resources offices to monitor the salvage and recovery efforts.

"With the removal of this section, which contained the aircraft's engine, any oil or hazardous substances from the aircraft has either been removed or naturally dissipated and the remaining pieces do not pose a significant or substantial threat to the public or environment," Strathern said. "Any future actions related to the crash site or remaining debris will be coordinated with the State's Department of Land and Natural Resources."

The privately owned aircraft crashed in December while participating in the Hawaii Air National Guard-sponsored training exercise Sentry Aloha. The pilot ejected before the crash and was rescued by the Coast Guard with the assistance of nearby good Samaritans.

Additional TROPHY Active Protection Systems Provided to Army and Marine Corps

ARLINGTON, Va. – Leonardo DRS Inc. has been awarded an undefinitized contract action initially worth $79.6 million to provide the U.S. Army and Marine Corps with additional TROPHY Active Protection Systems, Rafael Advanced Defense Systems Ltd. said in a Jan. 9 release. This brings the total funded value of the program to over $200 million.

Developed by long-time partner Rafael Advanced Defense Systems Ltd. of Israel, TROPHY provides combat-proven protection against anti-armor rocket and missile threats, while at the same time locating and reporting the origin of the hostile fire for immediate response.

“Leonardo DRS is proud of the confidence shown by the Army in deciding to field TROPHY to even more U.S. combat brigades,” said Aaron Hankins, vice president and general manager of the Leonardo DRS Land Systems division. “Together with our Rafael partners, we are fully committed to meeting our customers’ demands and are working in parallel to further address the urgent protection needs of other U.S. platforms.”

The DRS and Rafael team led a successful demonstration featuring a new, lighter TROPHY VPS variant on a Bradley Fighting Vehicle in Israel in August. The team will also be participating in the Army’s Stryker Expedited APS demonstration “rodeo” in February.

“Rafael does not stand still. TROPHY VPS provides the same capabilities and performance as TROPHY in a significantly smaller package,” said Moshe Elazar, executive vice president and head of Rafael’s Land and Naval Division. “We are also leveraging our global leadership in both active protection

(close to 1,500 TROPHY systems) and medium-caliber remote weapons systems (over 1,000 systems), to offer the mature, reliable, lightweight Samson turret, which combines both capabilities. Given our wide customer base and existing production lines for both, Samson is a capable, affordable, low-risk solution for the U.S. Army's Next Generation Combat Vehicles, other programs in Israel and other markets."

ONR Recognizes 2019 Young Investigators

ARLINGTON, Va. – The Office of Naval Research (ONR) recognized 25 awardees of the 2019 Young Investigator Program (YIP) Dec. 17. These recipients will share $16.5 million in funding to conduct naval-relevant scientific research with direct benefits for Sailors and Marines.

"To meet the demand signal from the National Defense Strategy, we must attract the best and brightest minds to work on naval warfighting challenges. The Young Investigator Program does just that, and I'm honored to announce the recipients for 2019," said Chief of Naval Research Rear Adm. David Hahn. "Since 1985, this program has attracted outstanding scientists and engineers from across academia to support our Navy and Marine Corps – and in this era of great power competition, that is more important than ever before."

The ONR YIP is a highly competitive program in which academic achievements and potential for scientific breakthroughs are major factors in the evaluation process. The winning candidates were selected from more than 260 applicants – all of whom are college and university faculty and obtained a PhD

within the past seven years.

Awardees represent 23 academic institutions nationwide, supporting efforts related to aerodynamics, autonomy, energetics, power and energy, machine learning, sensing and sensors, quantum materials and undersea-breathing technologies. The YIP awards support laboratory equipment, graduate student stipends and scholarships, as well as other expenses critical to ongoing and planned research. Typical grants range between $500,000 to $750,000 over a three-year period.

Established in 1985, the ONR YIP is one of the nation's oldest and most selective basic research early career awards in science and technology. Its purpose is to fund tenure-track academic researchers, or equivalent, whose scientific pursuits show outstanding promise for supporting the Department of Defense, while also promoting their professional development.

Marine Task Force Operates Across Africa During 'New Normal' Mission

ARLINGTON, Va. – A relatively small Marine Corps task force spent seven intense months operating across the vast expanse of Africa, focusing on the "New Normal" mission of ensuring there would be no repeat of the deadly 2012 attack on the American diplomatic compound in Benghazi, Libya, that killed the U.S. ambassador and three other Americans.

"New Normal dominated. … That's why we were there," to support the State Department's missions, Col. Adam L. Chalkey,

commander of the recently returned Special Purpose Marine Air-Ground Task Force (SPMAGTF) Crisis Response-Africa 18-2, said Dec. 14.

The task force's "No. 1 operational priority," and what he considered would be "the minimal mission success," Chalkey said, was "we could not have another Benghazi," with a loss of American lives.

Focusing on that mission, one of the SPMAGTF's five infantry platoons rotated on 24-hour alert status prepared to fly wherever needed to reinforce or evacuate a U.S. diplomatic facility that was threatened. That response force would have been augmented as required by additional personnel and transported by some of the unit's six MV-22 tiltrotor Ospreys, with aerial refueling and communications support by its three KC-130 tanker-transports.

Asked if he was confident that they could have met their primary mission, Chalkey noted that "there always is uncertainty" and some places in Africa are more unstable than others. But, he said, "I'm confident we're not going to have another flashpoint incident" like Benghazi.

He attributed that confidence to the fact that organizations that might think of attacking a U.S. installation "know we are there, able to respond," which serves as a deterrent.

And it was not just the SPMAGTF that could respond. The Marine unit was tied closely in with the U.S. European/Africa commands and the conventional and special operations forces under their authority, he said.

But while part of his force was standing that fly-away alert, the rest were conducting a staggering array of cooperative security exercises across most of Western and Central Europe and the vast expanse of Africa, as far from its European operating bases as Madagascar, which is nearly twice the east-west distance across the United States. Those operations

required a total of 3,077 flight hours, with no mishaps.

And he had to maintain a balance between standing alert and doing unit training, Chalkey said.

“If all we did was standing alert, we would not be able to train and stay mission-ready,” he said.

They were able to maintain that balance through the security cooperative arrangements and access to allied training areas. As a result, the colonel said his units returned home better trained than when they deployed.

“Even though our mission was New Normal, we were operating out of Europe … taking full advantage of Europe and our strategic partners,” to keep his own force well trained and to help improve the combat capabilities of U.S. allies in Europe and Africa, Chalkey said at a Potomac Institute briefing.

The unit, which averaged about 850 Marines and Sailors, rotated between out of Moron, Spain, and Sigonella, Italy, with most of its time at the latter facility on the island of Sicily.

“The efforts of and the relationships built with our host nations, Spain and Italy, gave us the opportunity to train,” he said.

And they also were conducting security cooperation missions across Africa, “helping our partners mature their skills, to the point where they could export those skills to other African nations.” That was in keeping with the intentions of Marine Gen. Thomas D. Waldhauser, commander of the U.S. Africa Command.

L3 OceanServer Awarded Contract for UUV to Support the Marine Corps

FALL RIVER, Mass. – L3 OceanServer was awarded a contract to support the U.S. Marine Corps Systems Command with an Iver3 unmanned underwater vehicle (UUV) to be used for testing and evaluation, the company announce in a Dec. 13 release.

Over the past four years, L3 OceanServer has leveraged hundreds of thousands of operational hours on Iver vehicles to build a system with warfighter-driven attributes. With more than 300 vehicles sold to various customers worldwide, the Iver is a commercial, off-the-shelf product that delivers the latest advances in technology with proven performance in real-world situations.

The Iver is a purpose-built UUV that carries the highest-performance, man-portable sensor package available, including the iXBlue PHINS Compact Inertial Navigation System and the EdgeTech 2205B Bathymetry and Side Scan Sonar. The longer runtimes of the Iver, paired with its precise navigational accuracy, enable long ingress/egress missions to allow the operator greater standoff distances, increasing overall mission safety.

“L3 OceanServer has been focused on supporting the Marine Corps’ total mission profile,” said Daryl Slocum, general manager, L3 OceanServer. “We have incorporated their direct feedback into two of our vehicle platforms, the Iver3 and Iver4, to build a premier product that supports nearshore and very shallow hydrographic surveys.”

The Iver is an open platform and often the vehicle of choice for development programs interested in designing and testing new behaviors to be used across the fleet. Many of the recent

mine countermeasure behaviors and automatic target recognition algorithms were originally designed and validated on the Iver platform. Today, there are more than 50 Iver systems in use by the U.S. Navy.

L3 OceanServer is part of the Maritime Sensor Systems sector within L3's Communications & Networked Systems business segment.

Marine Corps Awards OTAs to Assess Handheld Targeting Capabilities

MARINE CORPS BASE QUANTICO, Va. – Marine Corps Systems Command (MCSC) has awarded four Other Transaction Authorities (OTAs) to assess industry's capability to produce a Next Generation Handheld Targeting System (NGHTS) that is compact, rugged and lightweight.

The use of OTAs were approved by Congress in 2016 as a procurement method to pay for prototypes and to use nontraditional defense companies to spur innovation. The OTAs were awarded to BAE Systems, Elbit Systems of America, Fraser Optics and Northrop Grumman Systems Corp. The four companies will explore possibilities focused on the following criteria:

■ The system's overall ergonomics for supporting forward deployed, foot mobile users.

■ Target recognition, location and designation ranges during day and night operations.

■ The ability to integrate the system with the Target Handoff

System Version 2 to view and manipulate target information.

■ Technological maturity, manufacturability and value engineering.

■ Sustainability at the operational user level.

NGHTS is a single, lightweight, man-portable system that enables Marines to quickly acquire targets; perform guidance of against targets; and generate target location data during combat operations.

“During the first phase, the four awarded companies will explore potential system capabilities and provide Marine Corps Systems Command with an in-depth study of the best solution for our Marines at the best price,” said Megan Full, contract specialist supporting Program Manager (PM) Fires at MCSC. “We will collect the findings by the second quarter of fiscal year 2019 and choose one or more vendors to move onto phase two where they will develop and demonstrate prototypes.”

Currently, the Marine Corps uses four legacy systems: the Portable Lightweight Designator Rangefinder, Joint Terminal Attack Controller, Laser Target Designator and Thermal Laser Spot Imager. The intent is for NGHTS to replace all four systems.

“For the last four years, we have worked diligently to explore an option that condenses the legacy versions into one lightweight system with a reliable power supply that is rugged enough to throw onto a Marine’s pack,” said Jeff Nebel, Fire Support Coordination Team lead, PM Fires.

“The NGHTS will combine all of the legacy capabilities into one system that is compatible with both current and future fire support systems, and will support the Marine Corps for the next 15 to 20 years.”

“The NGHTS will be an important advancement because it is

planned to reduce the current weight of the laser designation and laser spot imaging capability by 60 percent, which will increase the mobility and lethality of our fire support-focused Marines," said Maj. Nathan Morales, Targeting Systems project officer, PM Fires. "This capability is focused on our ability to fight in the compartmentalized terrain outlined in the Marine Operating Concept."

Marine Corps Declares Remaining Marines Involved in Aviation Mishap Deceased

MARINE CORPS BASE CAMP BUTLER, Okinawa, Japan – The Marine Corps has pronounced the five remaining Marines involved in the F/A-18 and KC-130 aviation mishap deceased, the III Marine Expeditionary Force said in a Dec. 10 release. The change in status comes at the conclusion of search and rescue operations.

The next-of-kin for the five deceased Marines have been notified.

"Every possible effort was made to recover our crew and I hope the families of these selfless Americans will find comfort in the incredible efforts made by U.S., Japanese, and Australian forces during the search," said U.S. Marine Corps Lt. Gen. Eric Smith, commanding general, III Marine Expeditionary Force.

"Our most valued asset is the individual Marine. We remain faithful to our Marines and their families as we support them through this difficult time. We ask for members of the public

to please respect the family and allow them privacy.”

The KC-130 Hercules was assigned to Marine Aerial Refueler Transport Squadron 152 (VMGR-152, call sign “Sumo”), 1st Marine Aircraft Wing.

“All of us in the Sumo family are extremely saddened following the announcement of the conclusion of search and rescue operations,” said U.S. Marine Corps Lt. Col. Mitchell T. Maury, commanding officer of VMGR-152. “We know this difficult decision was made after all resources were exhausted in the vigorous search for our Marines. Our thoughts are heavy, and our prayers are with all family and friends of all five aircrew.”

The F/A-18 Hornet involved was assigned to Marine All-Weather Fighter Attack Squadron 242. The aircraft were conducting regularly scheduled training. It is not confirmed that aerial refueling was ongoing when the mishap occurred.

The Marine Corps rigorously investigates all aviation mishaps to identify the causes, learn from them, and mitigate future incidents. The circumstances of the mishap are currently under investigation. There is no additional information available at this time. The identities of the Marines will be provided 24 hours after next of kin have been notified.

ODU, LAVLE USA Announce New Marine Electric Propulsion

Laboratory for Newport News

NORFOLK, Va. – Old Dominion University (ODU) is collaborating with LAVLE USA Inc. to establish a new Marine Electric Propulsion Simulation (MEPS) Laboratory, the university announced in a Dec. 8 release. The $12 million, 22,000-square-foot lab will be built on 1.33 acres in the heart of downtown Newport News, Virginia.

The lab will house state-of-the-art equipment to develop marine electric propulsion, advanced energy storage, autonomous systems and associated technologies to advance marine vessels for military and commercial applications. It will also focus on training the current and next-generation workforce supporting the shipbuilding and ship repair industry.

ODU President John R. Broderick sees the partnership in Newport News as an ideal opportunity for hands-on learning, particularly in one of the region's key industries.

"The university is excited about this project, which has grown from of our digital shipbuilding initiative and aligns with our partners' collective vision for America Builds and Repairs Great Ships," Broderick said. "It is exactly the sort of collaborative research with which ODU wants to be affiliated – it is cutting edge, makes a significant economic impact to the region, supports the region's military, maritime and industrial bases, and provides hands-on training and education for students, industry and naval personnel."

The lab is expected to create at least 25 high-paying jobs including designers, engineers, programmers, and analysts.

LAVLE will design the lab's engineering and building plans for city approval in the first half of 2019. Construction is expected to begin in the summer with occupancy anticipated in summer 2020.

“The advantages of workforce development in Newport News cannot be overstated. In addition to the technical advantages of partnership with ODU and the MEPS Lab, LAVLE USA is extremely excited about the workforce development opportunity where our business will become even more heavily invested. Vessel electrification and hybridization within the region is a critical future market,” said Jason Nye, LAVLE CEO.

“We are pleased LAVLE and ODU have selected Newport News as the site of the MEPS Lab,” said Mayor McKinley L. Price. “The research and development that will be conducted at MEPS will bring new technology to the commercial and military markets and expand Newport News’ role as a center of excellence for maritime innovation and construction.”

“The city and EDA are excited to host MEPS,” said Florence G. Kingston, the city’s director of development and secretary/treasurer of the EDA. “We have been impressed by the entrepreneurial approach LAVLE and ODU have displayed during the site-selection process for the lab.”

Marine Corps Officials Look to Micro-Grid to Help Offset Hike in F-35 Energy Costs

SAN DIEGO – The F-35 Lightning II jet will hike Marine Corps Air Station (MCAS) Miramar’s utility costs by 150 percent compared to legacy F/A-18 Hornets, an expense driven by greater power requirements to maintain and operate the highly complex, fifth-generation aircraft, a senior official told a group of energy officials.

But an expanding micro-grid and alternative energy projects could take a bite out of that bigger bill when the F-35 comes online by 2020, Col. Charles B. Dockery, the MCAS Miramar commander, said at a briefing Dec 3.

“We know already our F-35 hangars are burning about 150 percent more energy than the standard Hornet or Harrier hangar that I grew up in, so that’s a concern,” he told California Public Utilities Commission and California Energy Commission members who joined state, city and energy firm representatives for a two-day conference at the San Diego base.

Existing, older hangars can’t fully support the modern, multimission joint strike fighter, which requires hangars with upgraded electrical support. The Marine Corps is in the process of retrofitting, building or planning for hangars to support the F-35 at its fixed-wing air stations, including Yuma MCAS, Arizona, and Beaufort MCAS, South Carolina, that house the first F-35 operational and fleet replacement squadrons.

The F-35’s advanced electronics, navigation, avionics, communications and weapons systems are designed to be a leap in technology and combat power, but the jet is a power hog of sorts when grounded. Compared to legacy aircraft, it draws on more power for maintenance checks, repairs and operations when on the apron or inside hangars, so these must have the proper electrical connections, data networks, communications links, and heating, ventilation and air conditioning systems in aircraft bays.

“There’s infrastructure that is required to do some specific maintenance on the lift fan of the aircraft or [that] it requires conditioned air as part of that process,” Dockery said, in response to a question about the F-35’s increased power support requirement.

“This is a story that’s going on across the Navy as we try and

rise to this new global power competition," said John A. Kliem, a retired captain and civil engineer and executive director of the Navy's Resilient Energy Program Office.

Miramar's first F-35 hangar is currently under construction and is slated for completion in late 2019. It's one of nine construction projects planned at the air station to support the F-35.

The Marine Corps is buying the single-seat F-35 Lightning II – the F-35B with short-takeoff-and-landing capability and the F-35C for land and shipboard operations – to replace its fleet of Hornets, AV-8B Harriers and EA-6B Prowler jets. So far, the Marine Corps has two F-35 squadrons based at Yuma MCAS and another squadron at Iwakuni MCAS, Japan.

The first F-35C and F-35B jets are scheduled to arrive at Miramar starting in 2020, with Marine Fighter Attack Squadron 314 transitioning from the F/A-18 Hornet to the F-35C and VMFA-225 from its twin-seat F/A-18D Hornets to the F-35B, according to the 2018 Marine Aviation Plan.

Dockery, a veteran F/A-18 naval flight officer, said energy costs for 2020 "is always in the back of my mind." It's among several energy-related and budgetary challenges the air station faces as it looks to stay capable, relevant and modernized to support operational forces.

Two-thirds of the Marine Corps and Navy's air-to-air and air-to-ground and live-fire training ranges are located within one flight's distance from Miramar, located in northern San Diego. That location makes Miramar critical to support military training and project joint forces across the Indo-Pacific region. "We help 3rd MAW [Marine Aircraft Wing] project their aircraft … so they can maintain their ready and lethal force to deploy," he said.

Just last year, utility costs forced Miramar, headquarters of the 3rd MAW, to shift $1.5 million to cover its utility

budget, Dockery said. “I don’t see that changing through FY19.”

To add to that worry, expected cuts coming in the next Department of Defense’s budget, as well as shrinking Navy capital funding, could lead to more belt-tightening moves in the fiscal 2020 budget. That outlook may worsen in the face of likely higher energy costs, a trend of climbing rates that affect all military installations. This is compounded by aging installation infrastructure.

“We haven’t seen a lot of spending increases on the installation side,” said Dockery. “We are constantly almost doing triage to make sure we are fixing the right things on time.”

But Miramar officials hope that the Navy and Marine Corps’ investments in renewable, “green” energy innovations, along with more efficient fossil-fuel systems, will offset rising costs, including tapping into landfill gases for electricity and beefing up its micro-grid.

“We have some opportunities out there … that’s not only going to keep my costs down but is also going to make me energy resilient,” Dockery said.

A $20 million investment by the Defense Department is helping help shore up that resiliency, officials say.

In recent years, Miramar demonstrated a micro-grid to help find ways for installations to become more energy efficient and build energy resiliency to reduce costs and enable continued operations when the power grid goes down.

“If everything goes dark, I need something I can turn on right now,” Dockery said.

Miramar already buys 3.2 megawatts of electricity – one megawatt is enough to power 750 to 1,000 homes – from San

Diego Gas & Electric, the local utility provider. A backup power plant will provide to up 7 megawatts of power from four diesel and natural-gas generators to power the air station's flightline and more than 100 buildings nearby.

"So when SDG&E goes dark, I'm still launching and recovering airplanes," said Dockery.

This year, Miramar received a $5 million California Energy Commission grant to store up to 3 megawatts of energy in the installation micro-grid with backup batteries.

By next year, Miramar will draw from a mix of energy sources, including electricity and natural gas from the regional power grid; electricity generated by solar and methane gas from the adjacent San Diego landfill and integrated into the air station's micro-grid; and a building-level, $3 million micro-grid project with a large solar array and batteries to power the station's Energy & Water Operations Center building off-grid, or in "island mode." The Marine Corps also is boosting its collection and use of reclaimed water, which reduces the amount of pricier potable water that Miramar purchases, and a water project agreement with the city of San Diego is expected to improve water quality and water resiliency at Miramar, officials said.

"Resilience is a solution that involves all of it," Mick Wasco, Miramar's energy program manager, said in a briefing to the group.

"We had the renewables, but we had to bring in conventional power to make it all work," he added. The addition of battery storage also will help provide "power quality" and consistent demand, filling in as needed with fluctuations in available renewable-power generation, he noted.

Lt. Col. Brandon Newell, who heads innovation projects for Marine Corps Installations-West, said the goal is to shore up critical infrastructure when most needed.

“Our vision – our aspiration – for resiliency for installations is that we can go 14 days, no matter what happens external to the base, (and) that energy, water, communications, food and logistics can support the mission that’s required of that base,” Newell said.

The Marine Corps also is boosting its collection and use of reclaimed water, which reduces the amount of pricier potable water that Miramar purchases, and a water project agreement with the city of San Diego is expected to improve water quality and water resiliency at Miramar, officials said.

“This is really a cool thing; the whole Navy is excited,” Kliem told the group, noting Miramar is the first DoD installation to sign an IGSA, or intergovernmental support agreement, with localities – it’s a congressional authority – to help build energy resiliency. “There’s a lot of things that can be done with this once we break the code on how to do this.”

Search Continues for Marines Missing After Air Collision

ARLINGTON, Va. – The search continues for five Marines whose KC-130 Hercules transport/refueling aircraft collided Dec. 6 with a Marine Corps F/A-18D Hornet strike fighter over the Pacific Ocean.

The two Marines in the F/A-18D apparently ejected; one was rescued in fair condition, the other was recovered and declared dead, III Marine Expeditionary Force said in a Dec. 6 release.

“The search-and-rescue operations continue for the remaining five U.S. Marines who were aboard the KC-130 Hercules and F/A-18 Hornet involved in a mishap about 200 miles off the coast of Japan around 2:00 a.m. Dec. 6,” the release said. “The aircraft were conducting routine training and aerial refueling was a part of the training; as to what was taking place when the mishap occurred, that is under investigation.”

Forces from the U.S. Navy and Japan are assisting in the search.

“U.S. 7th Fleet is supporting ongoing search-and-rescue efforts with a Navy P-8A maritime patrol and reconnaissance aircraft flying out of Kadena Air Force Base, along with assistance from the Japan Maritime Self-Defense Force and the Japanese Coast Guard,” the release said.

The Marine Corps has not yet released the names and units of the seven personnel involved. Marine Aircraft Group 11, headquartered at Marine Corps Air Station Iwakuni, Japan, includes one F/A-18D squadron, Marine All-Weather Fighter Attack Squadron 242, and one KC-130J Super Hercules squadron, Marine Aerial Refueler Transport Squadron 152.

The loss of the KC-130J would be the first J-model lost by the Marine Corps. The KC-130J entered service in 2004. More than 50 have been delivered to the Marine Corps.