# MQ-4C Triton anti-ice testing underway at Pax River

Release from Naval Air Systems Command

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Published: Jan 26, 2023

Naval Air Systems Command, Patuxent River, Md. –

The MQ-4C Triton test team conducted the first flight to assess the unmanned aircraft system's ability to fly with wing ice accumulation Jan. 25 at Patuxent River.

This was the first of approximately 15 flights planned through spring 2023 that will clear Triton to fly in icing conditions.

"Triton's ability to fly in icing conditions is a top priority

for the fleet," said Capt. Josh Guerre, MQ-4C Triton Program Manager. "The greater ability we have to fly in harsh weather conditions, the more capability we can provide to the fleet."

In late 2022, the Integrated Test Team (ITT) installed 3D-printed nylon ice shape blocks designed to simulate ice accumulation on the wings and V-tail if the aircraft were to fly through moderate icing. The orange-colored ice shapes are coated with a coarse grit that makes them textured and rough like ice that accumulates on the inside of a freezer, said Amanda Marge, MQ-4C Triton lead test engineer.

"The objective is to verify that there's sufficient stability and control in order to remove the restrictions in the flight clearance for flying in icing conditions – which could significantly increase the fleet's sortie rate," she said.

During the initial flight, the team executed basic flying qualities maneuvers such as control surface pulses, sideslips, and sustained turns at 20,000 feet. The team will analyze data from the flight to confirm that the aircraft responds as predicted to inputs and that the team can safely proceed with further testing.  As flights continue, the average planned duration for ice shape testing will increase to approximately five hours.

Triton will fly with this simulated ice accumulation on the wings throughout points in the operational envelope to determine the impact on aircraft flying qualities and performance. The testing will enable MQ-4C transits through moderate icing later this year. "This timeline will support deployment of the latest MQ-4C multi-intelligence variant," Guerre said.

The MQ-4C Triton is a long endurance, high altitude UAS that provides up to 24 hours of flight time.  It is currently conducting Intelligence, Surveillance, and Reconnaissance (ISR) missions overseas.

# U.S. Navy Showcases Operational Readiness, Flexibility in Exercise with Israel

Release from U.S. Naval Forces Central Command Public Affairs

**January 29, 2023**

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MEDITERRANEAN SEA –

U.S. naval forces participated in the largest-ever bilateral

exercise between the United States and Israel last week, which culminated in a visit to aircraft carrier USS George H.W. Bush (CVN 77) on Jan. 26 by senior military leaders from both nations.

During exercise Juniper Oak 23-2, the George H.W. Bush Carrier Strike Group operated in the Mediterranean Sea in support of U.S. 5th Fleet while still under the operational control of U.S. 6th Fleet. The command-and-control setup demonstrated the inherent flexibility of U.S. naval forces to simultaneously support operations in two regions – Europe and the Middle East.

“I’m proud of the effort from our team to support Juniper Oak, which showcased a high level of dedication, professionalism and readiness from our Sailors alongside our Israeli partners,” said Rear Adm. Dennis Velez, the strike group commander. “The command-and-control arrangement in Juniper Oak also highlighted the flexibility U.S. Navy carrier strike groups have to operate across multiple theaters of operation, and reflects the value the Navy provides to national security and regional stability anywhere in the world.”

The strike group coordinated complex, combined military operations with Israel on land, in the air and at sea, involving all elements of the team. Guided-missile destroyer USS Truxtun (DDG 103) participated in a live-fire drill in addition to a large-scale strike with air assets from Carrier Air Wing (CVW) 7.

Aircraft from CVW-7 involved in the strike exercise included 16 F/A-18 Super Hornets, four E/A-18G Growlers and two E-2D Hawkeyes. Four GBU-16 laser-guided bombs were expended on training targets.

Additionally, strike group ships also sailed in formation with Israeli vessels in the Eastern Mediterranean. Participating ships included George H.W. Bush, Truxtun, guided-missile

cruiser USS Leyte Gulf (CG 55), guided-missile destroyer USS Nitze (DDG 94), and Israeli Navy Sa’ar corvettes INS Hanit, INS Eliat, INS Oz, and INS Tarshis. The Israeli Navy submarine INS Dolphin also joined.

During Juniper Oak’s final day, top U.S. and Israeli military leaders flew out to George H.W. Bush to meet and discuss the results of the exercise as well as observe carrier flight operations.

“Juniper Oak has raised our level of planning and our level of implementation of combined operations,” said Israeli Lt. Gen. Hertzi Halevi, chief of the general staff for Israel Defense Forces. “It is always good to have our best partner here with us to learn from each other. This interoperability strengthens our ability to cope with a range of security challenges over the area.”

The U.S. 5th Fleet operating area includes 21 countries, the Arabian Gulf, Gulf of Oman, Red Sea, parts of the Indian Ocean and three critical choke points at the Strait of Hormuz, Bab al-Mandeb and Suez Canal.

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# Navy Accepts Delivery of Future USS Carl Levin

Release from Naval Sea Systems Command

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Jan. 26, 2023

Navy Accepts Delivery of Future USS Carl Levin

By Team Ships Public Affairs

Bath, Maine – The Navy accepted delivery of the future guided missile destroyer USS Carl M. Levin (DDG 120) from General Dynamics Bath Iron Works, Jan. 26.

Delivery represents the official transfer of the ship from the shipbuilder to the Navy. Prior to delivery, the ship conducted a series of at-sea and pier-side trials to demonstrate its materiel and operational readiness.

“Delivery of this ship will provide critical capacity to our surface fleet today and well into the future,” said Capt. Seth Miller, DDG 51 program manager, Program Executive Office (PEO) Ships. “All who serve aboard DDG 120 will be a reflection of Sen. Carl M. Levin’s commitment to our Nation through service.”

A Flight IIA destroyer, DDG 120 is equipped with the latest Aegis Combat System.  The Aegis Combat System provides large area defense coverage against air and ballistic missile targets, and also delivers superior processing of complex sensor data to allow for quick-reaction decision making, high firepower, and improved electronic warfare capability against a variety of threats.

The shipyard is also in production on future destroyers John Basilone (DDG 122), Harvey C. Barnum Jr. (DDG 124), Patrick Gallagher (DDG 127), Louis H. Wilson Jr. (DDG 126), William Charette (DDG 130), and Quentin Walsh (DDG 132).

As one of the Defense Department’s largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, special mission and support ships, boats and craft.

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# New Commanders Nominated for 5th, 7th Fleets

Rear Admiral Fred Kacher and Rear Admiral Fred Kacher
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ARLINGTON, Va. — President Joe Biden has nominated two Navy rear admirals for the rank of vice admiral and as numbered fleet commanders.

In a Jan. 27 announcement, Defense Secretary Lloyd J. Austin III said that Navy Rear Adm. George M. Wikoff and Rear Adm. Frederick W. Kacher had been nominated for the next rank and as commanders of the U.S. 5th Fleet and U.S. 7th Fleet, respectively. Wikoff also would become commander, Combined Maritime Forces, Manama, Bahrain. Both admirals currently serve in the Joint Staff, Wikoff as vice director and Kacher as vice director of operations.

Wikoff, a native of New Brunswick, New Jersey, is a naval aviator and served as a fighter pilot. He commanded a fighter squadron, a strike fighter fleet replacement squadron, a carrier air wing and a carrier strike group. Kacher, a native of Oakton, Virginia, is a surface warfare officer who served on cruisers and destroyers. He commanded a guided-missile

destroyer, a destroyer squadron and an expeditionary strike group.

If confirmed, Wikoff would succeed Vice Adm. Brad Cooper and Kacher would succeed Vice Adm. Karl Thomas.

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# UK Frigate Forward-Deployment Programme: Demonstrating value through improved availability


Pictured: HMS MONTROSE carrying out duties, protecting British shipping in the Gulf.

HMS MONTROSE is currently carrying out duties patrolling the Gulf, keeping the shipping lanes safe and ensuring that

international trade is not threatened. In the first two months on patrol in 2019 HMS MONTROSE safeguarded over 6 million tonnes of British Shipping. HMS MONTROSE is also carrying out counter narcotic operations for CTF 150.
HMS MONTROSE is a type 23 frigate originally based in Plymouth and is the Royal Navy□s forward operating ship based out in the Gulf for the upcoming years and works on a watch rotation basis. Every 4 months the port and starboard crew rotate. The Starboard crew of HMS MONTROSE is made up from sailors from HMS MONMOUTH.

Dr. Lee Willett, London

The UK's forward-deployed frigate programme in the Gulf is demonstrating operational value for the UK, senior Royal Navy (RN) officers told *Seapower* as HMS *Montrose* – the Type 23 frigate that was the first ship deployed under the programme – returned home on 17 December 2022. Type 23 sister ship HMS *Lancaster* took over on station in late November.

Under the forward-deployed programme, a Type 23 frigate operates across the Gulf and wider region, using the UK's Naval Support Facility in Manama, Bahrain and other regional facilities (including Duqm Naval Dockyard, Oman) for operational support, maintenance, and rotation of the ship's two crews (port and starboard). *Montrose* arrived in the Gulf region in April 2019, having sailed from the UK in November 2018 and conducting a global deployment en route.

The programme's purpose is to improve availability at sea in a critical region by eliminating rotational ship transits; and to improve effect on station by building understanding of the region and partnerships with regional countries.

As regards availability, *Montrose* was on operations for 1300 of the 1509 days it was away from the UK, Rear Admiral Steve Moorhouse, the RN's Director Force Generation, told a media briefing onboard *Montrose* as the ship sailed back into HM

Naval Base Devonport, Plymouth, UK. In current operational terms, that increased availability allowed the UK to maintain increased presence around the critical choke points located in the region, Rear Adm. Moorhouse explained: in future operational terms, it allowed the RN to learn lessons to feed into the planned forward deployment for the incoming Type 31 frigates (which are scheduled to enter service from the mid-2020s).

**Keeping Ships in Shipshape Condition**

"The key lesson is the model and the concept work," Rear Adm. Moorhouse told *Seapower*. "It will change almost everything in how we traditionally go about our business …. Every element changes and modernises, such that we get the best value for money out of the hull." Such changes, he explained, included ensuring the platform is fully prepared before deploying, for example conducting major refit and upgrade work in the UK, but also conducting maintenance at various partners' dockyard facilities across the Gulf region. In training terms, there is a need to complete crew and individual training prior to the crew departing from the UK, including through using simulation; in theatre, training can be supported through working with allies and partners or by dispatching training teams from the UK.

As regards in-theatre upkeep, Commander Claire Thompson – commanding officer (CO) of *Montrose*'s starboard crew – told *Seapower* that conducting "operational spring cleans" with a "little and often" approach has been the model used for *Montrose*. Little and often helps build a maintenance baseline, Cdr Thompson explained. "When you get the opportunity, you can get above that baseline – but don't drop below it is the key thing."

As regards improved regional understanding, forward deployment enables the RN to maintain presence for much longer periods. "[The ship's crews] understand the region far, far better now

because they're persistently there," said Rear Adm. Moorhouse.

Cdr Thompson added that the handover process with *Lancaster*'s CO included detailed discussion of operational routines based around this improved understanding – how to employ the best tactics, how to achieve the mission, and what operational approaches *Montrose*'s crews found successful.

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# CH-53K lifts F-35C in external load test

[Release from Naval Air Systems Command](#)

A non-flyable F-35C Lightning II airframe is flown as part of a CH-53K King Stallion external load certification lift Dec. 13, 2022, at Naval Air Station Patuxent River, Md. The structure is from the first F-35C carrier variant aircraft, CF-1, a former developmental flight test jet from the Patuxent River F-35 Integrated Test Force (ITF). ITF test teams collaborated with Marine Operational Test and

Evaluation Squadron One (VMX-1) and a Marine helicopter** support team with Combat Logistics Battalion (CLB) 24,** Combat Logistics Regiment 2, 2nd Marine Logistics Group to** conduct the lift. (U.S. Navy photo by Kyra Helwick) *

NAVAL AIR SYSTEMS COMMAND PATUXENT RIVER, Md.

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A CH-53K King Stallion heavy lift helicopter from Marine Operational Test and Evaluation Squadron (VMX) performed an external load certification lift of an inoperable F-35 Lightning II airframe in December at Naval Air Station (NAS) Patuxent River, Maryland. The lift was to evaluate the load and inform future lift capabilities.

The CH-53K is the most powerful helicopter ever developed by the United States government.  This new-build helicopter will continue to fill the CH-53E Super Stallion mission as a pillar of logistics and assault support for the U.S. Marine Corps efforts, but with significant improvements such as state-of-the-art, fly-by-wire technology reducing pilot work load, contributing to aircraft stability, and improving overall safety. The recent full rate production decision for the CH-53K is validation of the aircraft’s value to the U.S. Marine Corps and last month’s test lift is one more demonstration of its performance and reliability.

The NAS Patuxent River F-35 Integrated Test Force (ITF) test team, Naval Air Warfare Center Aircraft Division (NAWCAD) Cargo Lab, and others ensured a successful lift and flight by conducting load certification testing, sling configuration analysis, and cargo characteristics documentation were completed as required. Data from the tests will inform the flight envelope for future events. An earlier crane test lift verified the sling, rig, pitch and bank attitudes of the jet, and control surface states.

The aircraft lifted is a developmental test carrier variant

F-35C fighter jet that had accrued 750 flight hours during 450 test flights between 2010 and 2016. The F-35C and rigging weighed about 22,000 pounds after removal of its mission and propulsion systems, outer wings, and additional equipment.

The CH-53K is currently cleared to conduct a 27,000-pound external lift and is projected to be cleared for a 36,000-pound external lift, nearly three-times more under high, hot conditions than its predecessor, the CH-53E.

In September 2021, the CH-53K performed its first operational mission by lifting a Navy MH-60S Knighthawk helicopter from a 12,000-foot mountain top in California. That aircraft weighed approximately 15,000 pounds and was successfully transported 23 miles to Fallon, NV.

“This type of mission is precisely what the K was designed and built to do,” said Col. Kate Fleeger, program manager for the Heavy Lift Helicopter Program Office (PMA-261). ”It continues to prove its value in support of Marine Corps operations, transporting equipment that no other rotary wing platform can lift.”

The CH-53K entered its full rate production and deployment phase in December and is on schedule to declare Full Operational Capability in FY2029.

The F-35 Lightning II Joint Program Office (JPO) leads the life-cycle program management of the F-35A, F-35B, and F-35C; the fifth-generation joint strike fighter (JSF) air system of choice for the U.S. Air Force, U.S. Navy, U.S. Marine Corps, international partners and foreign military sales customers.

Heavy Lift Helicopter Program Office (PMA-261) manages the cradle-to-grave procurement, development, support, fielding and disposal of the entire family of H-53 heavy lift helicopters.

# BAE Systems to support Columbia-class submarine effort

Artist rendering of Columbia-class submarine (US Navy image)

Release from BAE Systems

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BAE Systems won a $71 million competitive contract award to manufacture and deliver U.S. Navy Columbia-class submarine components.

This is the second contract award received by BAE Systems for work on the U.S. Navy's key nuclear sea-based deterrent, Columbia-class submarines.

"We look forward to continuing to support the U.S. Navy's Undersea Force by providing critical submarine components for

this key national deterrent," said Brent Butcher, vice president of the Weapon Systems product line at BAE Systems. "Our decades of experience in supporting submarine programs and our selection for this opportunity demonstrates that the BAE Systems team has the trusted expertise required to manufacture and deliver components that promote the Navy's undersea dominance and excellence."

For over 30 years, BAE Systems has supported the Navy's submarine programs by providing more than 30 Virginia-class propulsors, Virginia payload module tubes, and Seawolf-class propulsors. Work under the current contract will be performed in Louisville, Kentucky and Minneapolis, Minnesota with a completion expected by the third quarter of 2030.

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# National Security Multi-Mission Vessel (NSMV) Program Achieves Milestone with Steel Cutting of Fourth Ship

TOTE Services, LLC, (TOTE Services), Philly Shipyard, Inc., (Philly Shipyard) and Texas A&M University at Galveston today celebrated the cutting of steel for the fourth National Security Multi-Mission Vessel (NSMV) destined for the Texas A&M Maritime Academy in Galveston, Texas.
[Release from Philly Shipyard]

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National Security Multi-Mission Vessel (NSMV) Program Achieves Milestone with Steel Cutting of Fourth Ship

*NSMV IV to be delivered to Texas A&M Maritime Academy in 2025*

TOTE Services, LLC, (Tote Services) Philly Shipyard, Inc., (Philly Shipyard) and Texas A&M University at Galveston today celebrated the cutting of steel for the fourth National Security Multi-Mission Vessel (NSMV) destined for the Texas A&M Maritime Academy in Galveston, Texas.

This event marks another major construction milestone for the U.S. Department of Transportation Maritime Administration’s

(MARAD) NSMV program, designed to provide a purpose-built, state-of-the-art training platform for state maritime academies in New York Massachusetts, Maine, Texas, and California, respectively. In addition to providing world-class training for America's future mariners, these five NSMVs will be available to support humanitarian assistance and disaster relief missions in times of need. The vessel is contracted for delivery in 2025 to the Academy in Galveston.

"TOTE Services is proud to join MARAD, Philly Shipyard, and the Texas A&M Aggies to celebrate the start of construction of this new vessel that will be used to help train the next generation of officers at the only maritime academy on the Gulf Coast," said TOTE Services President Jeff Dixon. "This vessel will vastly enhance Texas A&M's degree programs and give the Academy a ship that can hold its entire program in a single cruise, providing cadets the opportunity to become skilled in ship-handling, decision-making, and unexpected challenges with the type of comradery that cannot be replicated in a classroom."

In May 2019, MARAD awarded TOTE Services a contract to be the Vessel Construction Manager (VCM) for the NSMV program. Since then, the innovative VCM contract structure has proven to be an effective model in which the government benefits from commercial best practices to design and construct vessels that are built by union labor in a U.S. shipyard with U.S.-made steel and U.S.-made engines.

"Today, marks another significant milestone for TOTE, the Maritime Administration, and the maritime industry as whole," said Maritime Administrator Ann Phillips (Rear Admiral USN, Ret.). "These NSMV's will play a crucial role in the maritime industry – providing future generations of mariners a world-class platform for training and serving as an exceptional resource for emergency response and homeland security for the nation."

Construction of the NSMVs will recapitalize our nation’s maritime training fleet, strengthen America’s industrial base, and directly support more than 1,300 shipyard jobs in Philadelphia, Pennsylvania.

“We are proud to welcome cadets and staff from Texas A&M Maritime Academy to our shipyard in celebration of the official start of fabrication on their new training vessel,” said Steinar Nerbovik, President and CEO, Philly Shipyard. “With this milestone event in the NSMV program, we now have four ships under active construction and strong backlog into the future. I want to thank everyone involved in this project across the board, including all of our advocates, our partners at MARAD and TOTE Services, our suppliers, and of course the staff and workers around me who are supporting and constructing these important vessels that will build America’s maritime future.”

“This is a significant milestone for Texas A&M University at Galveston, home to the Texas A&M Maritime Academy,” said Col. Michael E. Fossum, Vice President of Texas A&M University, Chief Operating Officer of the Galveston Campus and Superintendent of the Texas A&M Maritime Academy. “Having the ability to live, learn and train together on a world-class, specialized training vessel is essential to meeting our mission in educating and training merchant mariners who go on to serve in both our armed forces and the maritime industry. We’re incredibly grateful to MARAD, TOTE Services, and Philly Shipyard for their stewardship of the NSMV program.”

Construction of the first two vessels is well underway, with contracted delivery of NSMV I to SUNY Maritime College in 2023, NSMV II to Massachusetts Maritime Academy in 2024, and NSMV III to Maine Maritime Academy in 2024.

# About the National Security Multi-Mission Vessel (NSMV) Program

The U.S. Department of Transportation Maritime Administration's (MARAD) NSMV program is designed to provide a purpose-built, state-of-the-art training platform for the state maritime academies in New York Massachusetts, Maine, Texas, and California, respectively.

This next-generation training fleet will address a critical shortage of qualified officers necessary to crew government and commercial owned sealift ships. In addition to providing world-class training for America's future mariners, the NSMVs will be available to support humanitarian assistance and disaster relief missions in times of need.

The NSMV will feature numerous instructional spaces, a full training bridge, and have space for up to 600 cadets to train in a first-rate maritime academic environment at sea. State maritime academies graduate more than half of all new officers each year—the merchant mariners who help keep cargoes and our economy moving. Many also support U.S. national security by crewing military sealift vessels.

In addition to being a state-of-the-art training and educational platform, each ship will feature modern hospital facilities, a helicopter pad, and the ability to accommodate up to 1,000 people in times of humanitarian need. Adding to the NSMV's capability, it will provide needed roll-on/roll-off and container storage capacity for use during disaster relief missions.

Ship specifications will be compatible with the pier length, draft restrictions, and mooring limitations at each of the maritime training academies.

Vessel specifications:

- Length: 159.85 m
- Breadth: 27.00 m
- Draft, scantling: 7.50 m
- Total berthing: 760 people
- Speed: 18 kts
- Deadweight: 8,487 MT

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# Fairbanks Morse Defense Awarded Sole-Source Service Contract for LCS Freedom-Class Vessels

[Release from Fairbanks Morse Defense]

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BELOIT, Wis. – January 24, 2023 – Fairbanks Morse Defense (FMD), a portfolio company of Arcline Investment Management, has been awarded a five-year indefinite-delivery/indefinite-quantity (IDIQ) requirements contract by the U.S. Navy. The agreement makes FMD the sole source for engineering and technical support of the main propulsion diesel engines on the Navy's Freedom-class Littoral Combat Ship (LCS) program.

FMD will provide global maintenance and repair services and OEM parts to improve engine performance and increase operational availability. Additionally, the defense contractor's Factory-Certified technicians will conduct essential training so that Navy sailors are also equipped to support emergent repair needs for these critical pieces of equipment.

"Supporting our nation's fleets requires a finely tuned balance of service and speed of delivery. This is something that Fairbanks Morse Defense has mastered over more than a century of configuring the delivery of every customer engagement," said FMD CEO George Whittier. "We manufactured and delivered the main propulsion diesel engines for the LCS Freedom-class vessels, and no one else knows these engines better than our service team. We stand ready to provide the essential services that ensure our fleet is always mission-ready."

The U.S. Navy has turned to FMD for a full array of marine technologies and ship service systems for nearly 100 years. Approximately 80% of U.S. Navy ships with a medium-speed power application are powered by Fairbanks Morse Defense.

# SECNAV awards Navy Cross to retired Korean War veteran


SAN DIEGO (Jan. 20, 2023) – (from left) Adm. Samuel J. Paparo, U.S. Rep. Darrell Issa, retired U.S. Navy Capt. E. Royce Williams, Secretary of the Navy Carlos Del Toro, and Vice Adm. Kenneth Whitesell render honors during a ceremony awarding Williams with a Navy Cross Jan. 20. Del Toro was in San Diego for various fleet engagements, awards ceremonies and ship events.

Release from U.S. Navy

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By Mass Communication Specialist 3rd Class Aleksandr Freutel, Naval Air Force, U.S. Pacific Fleet, 23 January 2023

SAN DIEGO – Secretary of the Navy Carlos Del Toro awarded the Navy Cross to retired Navy Capt. Royce Williams for his exploits during the Korean War at a ceremony at the San Diego Air and Space Museum, Jan. 20.

The Navy Cross is an upgrade of the Silver Star Medal previously awarded to then-Lt. Williams on May 7, 1953, while assigned to the ”Pacemakers” of Fighter Squadron (VF) 781, for combat action against seven Soviet Mikoyan Gurevich (MiG) 15 aircraft.

“Royce Williams was a Lieutenant in the United States Navy when he took the lead of an incredibly critical mission during the Korean War, resulting in the protection of Task Force 77 from enemy attack,” said Secretary Del Toro. “His actions almost 70 years ago earned him recognition, and he was awarded the Silver Star Medal. However, as the Secretary of the Navy, I have the authority to consider proposals to upgrade awards. Among the many cases I have reviewed, Captain Williams’ case stood out. It was very clear to me that his actions were extraordinary, and more closely aligned with the criteria describing a higher award…and sir, what a tremendous honor it was to tell you in person, that after all these years, your courageous actions would finally get the recognition they deserve.”

On Nov. 18, 1952, Williams was flying with two other members of VF-781 from Essex-class aircraft carrier USS Oriskany (CVA 34) when they encountered seven MiG-15 aircraft. Before they could engage, the team’s flight leader had to return to Oriskany due to a fuel pump issue, leaving only Williams and his wingman. After Williams downed the first MiG, his wingman chased the falling aircraft, and Williams found himself alone in air-to-air combat with the remaining MiGs.

“In the moment I was a fighter pilot doing my job…I was only shooting what I had,” said Williams in a previous account of the fight. “They had me cold on maneuverability and acceleration – the MiG was vastly superior on those counts to the F9F. The only thing I could do was out-turn them.”

Out-manned and piloting what was considered an inferior

aircraft to the MiG-15, Williams engaged the enemy for 35 minutes, shooting down four of them in the longest dogfight in U.S. military history. Additionally, no other American fighter pilot has ever shot down four MiG-15s in one fight.

The Navy Cross is only awarded to service members who distinguish themselves for extraordinary heroism in combat with an armed enemy force, and is the U.S. Navy's second-highest military decoration. Williams retired from the Navy in 1980, and his medals include the Navy Cross and two Distinguished Flying Crosses.