Admiral Caudle Confirmed as Chief of Naval Operations

ARLINGTON, Va. – Admiral Daryl Caudle was confirmed July 31 by the U.S. Senate as the 34th chief of naval operations (CNO). Caudle was serving as commander, U.S. Fleet Forces Command when he was nominated by the president.

Adm. Daryl Caudle is a native of Winston-Salem, North Carolina and a 1985 graduate of North Carolina State University (magna cum laude) with a degree in chemical engineering. He was then commissioned after attending Officer Candidate School in Newport, Rhode Island. Caudle holds advanced degrees from the

Naval Postgraduate School, Master of Science (distinction) in Physics; from Old Dominion University, and Master of Science in Engineering Management. He also attended the School of Advanced Studies, University of Phoenix, where he obtained a Doctor of Management in Organizational Leadership with a specialization in Information Systems and Technology.

His doctoral dissertation research was conducted on military decision making uncertainty regarding the use of force in cyberspace. He is also a licensed professional engineer.

He assumed command of U.S. Fleet Forces Command; U.S. Naval Forces Northern Command; U.S. Naval Forces Strategic Command; and U.S. Strategic Command Joint Force Maritime Component Commander on December 7, 2021.

Prior to this assignment, he served as commander, Submarine Forces; commander, Submarine Force Atlantic; commander, Task Force (CTF) 114, CTF 88, and CTF 46; and commander, Allied Submarine Command.

His other flag assignments include deputy chief for security cooperation, Office of the Defense Representative, Pakistan; deputy commander, Joint Functional Component Command-Global Strike; deputy commander, U.S. 6th Fleet; director of operations U.S. Naval Forces Europe-Africa; commander, Submarine Group Eight; commander, Submarine Force, U.S. Pacific Fleet; and vice director for Strategy, Plans, and Policy on the Joint Staff (J-5) in Washington, D.C.

His early sea tours included assignments as division officer, USS George Washington Carver (SSBN 656G); engineer, USS Stonewall Jackson (SSN 634B); engineer, USS Sand Lance (SSN 660); and executive officer of USS Montpelier (SSN 765).

Caudle’s first command assignment was as commanding officer of USS Jefferson City (SSN 759). As deputy commander, Submarine Squadron 11, he served as commanding officer of USS Topeka (SSN 754) and USS Helena (SSN 725) due to emergent losses of

the normally assigned commanding officers. He also commanded Submarine Squadron 3.

His tours ashore include assignments as assistant force nuclear power officer, Commander Submarine Force, U.S. Atlantic Fleet; officer-in-charge of Moored Training Ship (MTS 635); deputy commander of Submarine Squadron 11; assistant deputy director for information and cyberspace policy on the Joint Staff (J-5) in Washington, D.C.; and as chief of staff Commander Submarine Force, U.S. Pacific Fleet.

His personal decorations include the Navy Distinguished Service Medal, Defense Superior Service Medal (four awards), Legion of Merit (four Awards), Meritorious Service Medal (Three Awards), Navy and Marine Corps Commendation Medal (five Awards), and the Navy and Marine Corps Achievement Medal (four Awards).

Vice Admiral Dougherty Takes Command of NAVAIR

From Naval Air Systems Command, Aug 1, 2025

NAS PATUXENT RIVER, Md. – Vice Adm. John “Doc” Dougherty, IV assumed command of the Naval Air Systems Command Aug. 1. Dougherty relieved Vice Adm. Carl Chebi, who retired after 38 years of distinguished naval service.

Under Chebi’s leadership, NAVAIR achieved and sustained the highest readiness levels in the history of naval aviation, identified over $3 billion in savings to reinvest in naval aviation priorities, and delivered capabilities that are changing the way the naval aviation trains and fights.

“I’m incredibly proud of the NAVAIR team’s dedication to delivering the capabilities the fleet needs, when they need them,” said Chebi. “I have full confidence Doc will lead this exceptional workforce to deliver next-level capabilities and readiness for our warfighters.”

Dougherty brings a powerful combination of acquisition and technical experience to his new role, having served as commander of the Naval Air Warfare Center Aircraft Division and NAVAIR Chief Engineer.

In his first message to the workforce, Dougherty outlined NAVAIR's "playbook" for delivering readiness and capability—emphasizing a "fleet first" approach to advancing operational readiness and effectiveness, prioritizing speed, executing with precision, tracking performance and owning results and building trust to align efforts and enable data-informed decisions at the lowest levels.

A Harrisburg, Pennsylvania native, Dougherty graduated from United States Naval Academy in 1995 and holds both a Master of Business Administration and Master of Systems Engineering from the Naval Postgraduate School. Dougherty's extensive background includes operational tours flying the F/A-18C Hornet with over 1,200 flight hours and 300 carrier landings, followed by senior acquisition roles managing critical programs including Precision Strike Weapons, F-35 Joint Strike Fighter, and the Navy's Next Generation Air Dominance Program.

"It's a privilege to lead this talented team as we continue advancing naval aviation capabilities and readiness," Dougherty said. "Our success is measured by the fleet's success, and that mindset will continue to drive our priorities moving forward."

Historic TH-57 Helicopter Landing Aboard USS Lexington Marks End of an Era

A TH-57C Sea Ranger and a TH-73A Thrasher attached to Helicopter Training Squadron (HT) 28 land on the flight deck of decommissioned aircraft carrier USS Lexington (CV 16), Museum on the Bay, in Corpus Christi, Texas, July 30, 2025. This landing commemorates the legacy of the TH-57 training helicopter while showcasing the future of naval aviation with the TH-73. (U.S. Navy photo by Morgan Galvin)
From Morgan Galvin of the Chief of Naval Air Training

CORPUS CHRISTI, Texas, July 30, 2025

Helicopter Squadron 28 (HT-28) conducted a landing of a TH-57C Sea Ranger helicopter aboard decommissioned aircraft carrier USS Lexington (CV 16) Museum on the Bay, July 30, 2025. The landing honored the legacy of the TH-57C and celebrated the Navy's transition to the TH-73A Thrasher, the next-generation training helicopter poised to advance the future of rotary-wing aviation.

Based out of Naval Air Station Whiting Field in Milton, Florida, HT-28 is one of the Navy's advanced helicopter

training squadrons, responsible for training hundreds of student naval aviators each year in rotary-wing flight operations. The squadron’s expertise and dedication ensure that naval helicopter pilots are equipped to meet the rigorous demands of operational fleet service around the world.

While in service, the TH-57C trained more than 30,000 naval aviators and will continue to serve as a living tribute to decades of naval aviation excellence aboard USS Lexington Museum.

“The successful landing and transfer of the TH-57C to the USS Lexington Museum honor a remarkable legacy of naval aviation training, especially here in South Texas,” said Rear Adm. Rich Brophy, Chief of Naval Air Training. “The Sea Ranger has prepared generations of pilots for the fleet, and we are proud to preserve its history for future aviators and visitors. At the same time, we welcome the enhanced capabilities the TH-73A brings to our training community.”

The USS Lexington now proudly houses the TH-57C, where it will inspire and educate the public on the history and evolution of naval rotary-wing aviation.

As the Navy celebrates its 250th anniversary this year, this historic event symbolizes the service’s continued commitment to honoring its past while embracing innovation to train tomorrow’s warfighters.

Navy Demonstrates Multi-Day

Solar UAS Flight

NAVAL AIR WARFARE CENTER AIRCRAFT DIVISION, Patuxent River, Md. – The Navy, in partnership with Skydweller Aero, recently achieved continuous solar-powered unmanned flight during a nonstop three-day test from Stennis, Mississippi. Led by the Naval Air Warfare Center Aircraft Division (NAWCAD), the test of Skydweller UAS marks a significant advancement in both long-endurance solar-powered UAS technology and its potential to enhance maritime intelligence, surveillance, and reconnaissance (ISR).

Release From NAVAL AIR WARFARE CENTER AIRCRAFT DIVISION

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(NAWCAD), the test of Skydweller UAS marks a significant advancement in both long-endurance solar-powered UAS technology and its potential to enhance maritime intelligence, surveillance, and reconnaissance (ISR).

“This demonstration is a prime example of how NAWCAD partners with industry to deliver what the fleet needs,” said NAWCAD Commander Rear Adm. Todd Evans. “It also reflects the technical depth of our workforce and our ability to translate ideas into capability.”

The 73-hour flight proved Skydweller’s ability to maintain continuous solar-powered operation and demonstrated the feasibility of achieving a positive energy balance to power the aircraft during extended flights. It also validated the system’s communication links, autonomous real-time decision making and ability to adapt to turbulent weather.

“Integrating Skydweller into the Navy’s ISR architecture creates a layered and resilient network that maximizes the capabilities of all our assets,” says NAWCAD’s Special Purpose UAS lead Bill Macchione. “This collaborative approach ensures we have the right platform for the right mission, optimizing our resources and enhancing our overall maritime domain awareness.”

Skydweller’s strength lies in its ability to provide continuous, wide-area surveillance over extended periods, enabling more advanced systems to focus on missions that require such specialized capabilities as rapid response and advanced sensor packages.

NAWCAD began experimentation with Skydweller’s solar-powered UAS capabilities in 2020 to address U.S. Southern Command (SOUTHCOM) operational challenges, including drug trafficking and border security. This technology provides continuous surveillance over vast areas, enabling the U.S. and its allies

to enhance maritime security and disrupt illicit activities. NAWCAD will conduct further testing with Skydweller later this summer in the SOUTHCOM area of responsibility.

NAWCAD's military, civilian, and contract personnel operate test ranges, laboratories, and aircraft in support of test, evaluation, research, development, and sustainment for all Navy and Marine Corps aviation platforms. Based in Patuxent River, Maryland, NAWCAD also has major sites in St. Inigoes, Maryland; Lakehurst, New Jersey; and Orlando, Florida.

U.S. Navy Seeks Industry Feedback for Modular Attack Surface Craft Program

By Program Executive Office Unmanned and Small Combatants Public Affairs, July 31, 2025

WASHINGTON, D.C. – The U.S. Navy released a solicitation seeking industry input in support of the Modular Attack Surface Craft (MASC) program, July 28. The solicitation, open until August 11, invites industry partners to submit white papers or slide decks outlining their capabilities and proposed solutions for the MASC program.

The program will utilize an innovative acquisition approach – leveraging Other Transaction Agreements, a flexible and streamlined acquisition tool – to emphasize rapid deployment and cost-effectiveness through commercial off-the-shelf technology and incremental development phases. Utilizing existing commercial designs and production capabilities will enable the Navy to rapidly deploy a formidable and cost-

effective USV force.

“The MASC program represents a significant step forward in the Navy’s pursuit of a robust and adaptable unmanned surface fleet,” said Capt. Matthew Lewis, program manager of the Unmanned Maritime Systems program office. “This innovative approach to acquisition, coupled with a modular design philosophy, will provide the fleet with cost-effective and highly capable platforms to address the challenges of the 21st-century maritime environment.”

MASC combines essential capabilities from the Navy’s Medium and Large Unmanned Surface Vessel (USV) programs, merging them into a flexible, modular platform designed for multi-mission operations. This will enhance the Navy’s distributed lethality and battlespace awareness through embarked warfighting capabilities including anti-surface warfare, strike warfare and information operations in addition to future embarked mission areas.

“By uniting advanced modular design with rapid, cost-effective acquisition strategies, MASC will transform our surface fleet’s capabilities—enabling distributed lethality and enhanced battlespace awareness across multiple mission domains,” said Melissa Kirkendall, acting Program Executive Officer, Unmanned and Small Combatants (PEO USC). “We encourage industry partners to engage with this transformative initiative and collaborate with us to shape the future of unmanned maritime operations.”

The development of MASC answers the call to adapt to evolving geopolitical and technological challenges. MASC will bolster the Navy’s ability to operate in contested environments, ensuring a more distributed and resilient force posture and significantly enhancing the Navy’s combat effectiveness.

PEO USC designs, develops, builds, maintains, and modernizes the Navy’s unmanned maritime systems; mine warfare systems;

special warfare systems; expeditionary warfare systems; small boats/craft; and small surface combatants.

Navy and Marine Corps Commence Large Scale Exercise 2025

From U.S. Fleet Forces Command, July 30, 2025

NORFOLK, Va. – Sailors and Marines from across 22 time zones,

six component commands, and seven U.S. numbered Fleets are now participating in Large Scale Exercise (LSE) 2025, as the Navy and Marine Corps officially kick off one of their largest global training events, July 30.

LSE 2025 is a global, all-domain warfighting exercise designed to simulate complex, real-world threats—from the piers of U.S. naval bases to ships at sea and headquarters around the globe—creating a realistic environment that mirrors strategic competitor challenges.

Using state-of-the-art technology, exercise planners have built real-time, dynamic scenarios that stress-test Navy and Marine Corps systems, processes, and decision-making—without physically wearing down our ships, aircraft, and equipment. While the scenarios are virtual, the lessons learned are very real, testing readiness, flexibility, and resilience in ways never before imagined.

Building upon insights from previous exercises, LSE 2025 enables Sailors and Marines to plan, execute, and evaluate advanced warfighting concepts, ensuring future readiness when facing a thinking, capable adversary.

For the first time, LSE will include U.S. allies and partners—including Canada, Japan, and NATO—expanding the exercise's reach and enhancing coalition integration. This level of international coordination strengthens interoperability, trust, and joint effectiveness across the maritime force, ensuring we can respond to future challenges with unity and precision.

"This isn't just about scale—it's about integration, synchronization, and rehearsal for the full spectrum of conflict," said Vice Adm. John Gumbleton, deputy commander, U.S. Fleet Forces Command. "LSE 2025 will test our ability to globally coordinate Maritime Operations Centers, execute

contested logistics, and mobilize our Reserve forces. Large Scale Exercise 2025 is how we prepare to fight and win—anywhere, anytime."

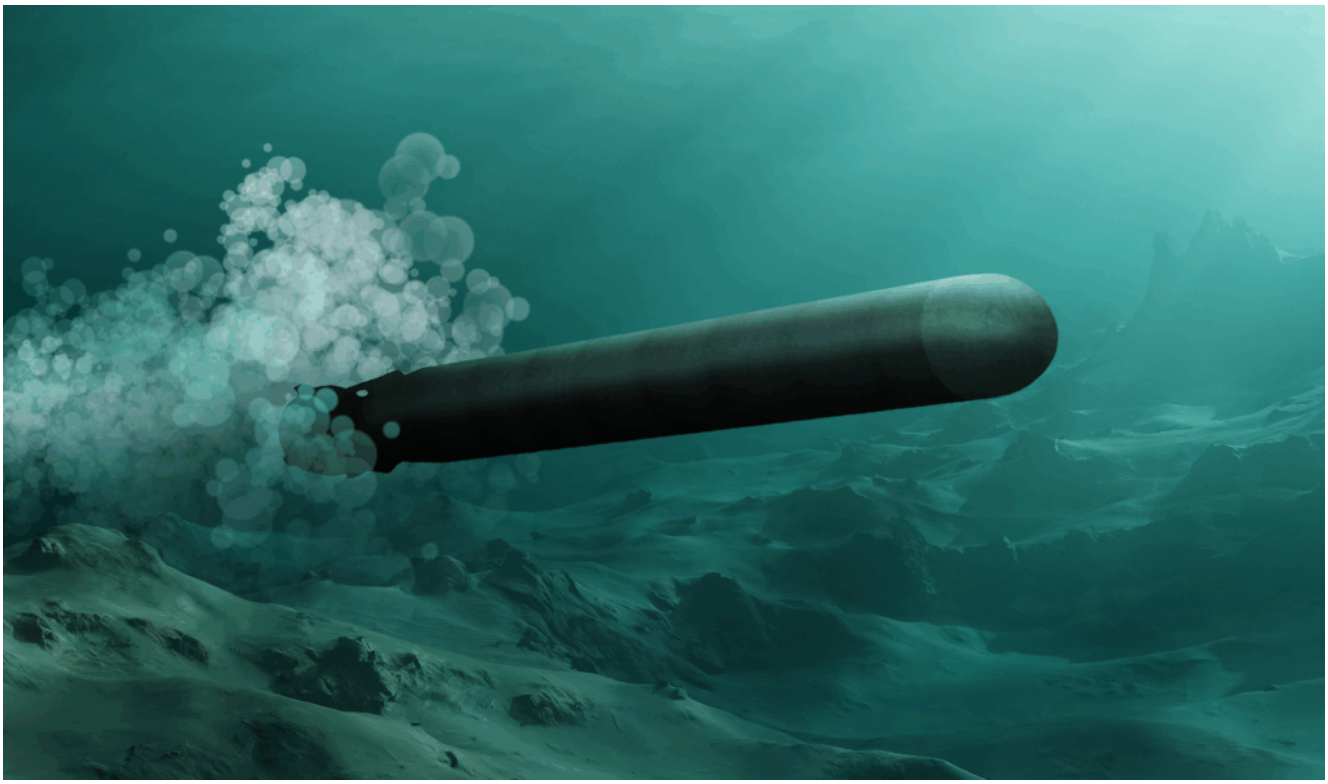
LSE 2025 is the only exercise where all 10 Fleet Maritime Operations Centers (MOCs) will operate simultaneously. While many exercises focus on a single fleet or region, LSE 2025 raises the bar—requiring coordinated action across the globe and providing critical experience at the operational level of war.

"This exercise provides an incredible opportunity to hone command and control across the most lethal amphibious task forces in the world, ensuring sea lanes remain open and global commerce flows freely, maintaining peace and stability worldwide," said Lt. Gen. Bobbi Shea, commander, Marine Forces Command. "LSE offers a glimpse into the future of warfare, pushing the boundaries of what's possible and ensuring that our Navy-Marine Corps team remains the most advanced, agile, and effective fighting force in the world."

Large Scale Exercise 2025 represents a pivotal opportunity to test and refine the Navy and Marine Corps' ability to operate in a globally contested environment. By integrating advanced warfighting concepts, allied capabilities, and real-time operational coordination, LSE 2025 reinforces the maritime services' commitment to maintaining strategic advantage, deterring aggression, and ensuring security and stability across the world's oceans.

USFFC is responsible for manning, training, equipping and employing more than 125 ships, 1,000 aircraft, and 103,000 active-duty service members and government employees, and providing combat-ready forces forward to numbered fleets and combatant commanders around the globe in support of U.S. national interests.

Lockheed Martin Delivers 250th MK 48 Torpedo Guidance and Control Section



Bethesda, Md. July 28, 2025 – Lockheed Martin has reached a landmark achievement with the delivery of the 250th MK 48 Guidance and Control (G&C) Section, a critical component of the MK 48 ADCAP torpedo, a powerful and reliable weapon that has been the cornerstone of the US Navy's and Allies' submarine arsenal. The Guidance and Control Sections are designed to detect and track threats in real-time, ensuring pinpoint accuracy and lethality in the most high-pressure situations.

The MK 48 Guidance and Control Section, leverages advanced capabilities to engage and eliminate fast-moving, evasive and deep-diving threats with precision. Its advanced processing

and algorithms enable a flexible response in complex engagements, allowing the system to adapt in a dynamic undersea environment. This makes the MK 48 Heavyweight Torpedo an indispensable asset in the heat of the battle where split-second decisions mean the difference between success and failure.

“Reaching the production of the 250th MK 48 Guidance and Control Section marks a major milestone in our mission to deliver new torpedoes to the fleet. It’s a fitting achievement that this comes as the US Navy celebrates its 250th birthday this year – a powerful reminder of our enduring commitment to those who serve”, stated Tom Warner, Lockheed Martin, RMS Vice President of Undersea Warfare.

The production of 250 Guidance and Control Sections is a testament to Lockheed Martin’s unrelenting pursuit of excellence and its commitment to supporting the US Navy’s mission. This achievement demonstrates Lockheed Martin’s ability to aggressively revitalize a once-dormant technology, while maintaining the highest standards of quality and performance. As the US Navy continues to evolve and face new challenges, Lockheed Martin remains steadfast in its commitment to providing the advanced technologies and capabilities necessary to maintain its edge in the maritime domain.

Beechcraft M-346N Unveiled as Solution for US Navy

Undergraduate Jet Training System

Introducing the Beechcraft M-346N for the future of Naval aviation

From Textron Aviation Defense, July 28, 2025

Textron Aviation Defense LLC, a Textron Inc. (NYSE: TXT) company, today announced its offering of the Beechcraft M-346N jet as a “ready-now” solution from an iconic American company for the U.S. Navy Undergraduate Jet Training System (UJTS) program. The U.S. Navy has released several Requests for

Information related to an upcoming Request for Proposals for a new aircraft for the UJTS program.

Textron Aviation Defense and Leonardo have entered into a teaming agreement to work together to meet the Navy's requirements for its new jet trainer. The Beechcraft M-346N is part of a proven integrated training system based on the original M-346 aircraft developed by Leonardo. More than 100 Leonardo M-346 aircraft are already meeting the demanding student pilot training needs for 4th and 5th generation air forces worldwide, including at Italy's globally renowned International Flight Training School (IFTS).

"With our heritage deeply rooted in the strength and reliability of American manufacturing, the Beechcraft M-346N joins a proud lineup of aircraft built on 95 years of aviation excellence. The aircraft can be the cornerstone for the Navy's future of undergraduate jet training, combining operationally-proven performance with cutting-edge technologies." Said Travis Tyler, president and CEO, Textron Aviation Defense

About the Beechcraft M-346N
The Beechcraft M-346N – a twin-engine, tandem-seat aircraft with fully digital flight controls and avionics – is equipped with a fly-by-wire flight control system with quadruple redundancy, a cutting-edge human-machine interface with Head-Up Display and Large Area Display in each cockpit, hands on throttle and stick (HOTAS) controls and innovative safety features such as the Automatic Ground Collision Avoidance System (Auto-GCAS).

Fitted with two Honeywell F124-GA-200 turbofan engines, the M-346N delivers an inherently high level of safety along with impressive performance, including a maximum cruise speed of more than 590 knots and a service ceiling of 45,000 ft.

The aircraft's advanced aerodynamic design enables exceptional maneuverability and energy management, while the elevated rear

cockpit gives instructors excellent visibility in all phases of flight. The result is a trainer that effectively bridges basic instruction and the high-performance world of carrier-based fighter operations.

Advanced integrated training: A complete ecosystem
The comprehensive M-346N integrated training ecosystem, which has been validated and continuously improved through the global operational experience of the M-346 integrated training system, is poised to provide the Navy with a complete solution that enhances student readiness and operational effectiveness while reducing training costs and risks.

The Beechcraft M-346N leverages the operationally-proven Embedded Training System avionics suite for basic to advanced tactical training emulating sensors, weapons and Computer Generated Forces. This enables students to interact in real-time through a Live-Virtual-Constructive (LVC) training architecture that links aircraft in flight (Live), simulators (Virtual) and computer-generated friendly and adversary forces (Constructive). The innovative system also features adaptive training powered by Artificial Intelligence which continuously analyzes student pilot performance data to personalize learning paths, automate evaluations and tailor instruction to individual strengths and areas for improvement

Together with its full spectrum of high-fidelity ground-based training devices – comprising simulators, computer training devices, mission planning / management tools and a carrier-based LVC environment – the Beechcraft M-346N offers a complete solution for training the next generation of Navy and Marine Corps aviators.

USS Iwo Jima Becomes First Amphibious Ship Outfitted with USO Afloat Recharge Centers

NORFOLK (July 28, 2025) Sailors assigned to the Wasp-class amphibious assault ship USS Iwo Jima (LHD 7) and United Service Organization (USO) staff take a group photo during a ribbon cutting ceremony. The event acknowledges the grand opening of the first USO afloat recharge centers on an amphibious assault ship. (U.S. Navy photo by MC1Erickson B. Magno)

From Petty Officer 1st Class Erickson Magno, July 29, 2025

NORFOLK, Va.—The Wasp-class amphibious assault ship USS Iwo Jima (LHD 7) and United Service Organizations (USO) held a ribbon cutting ceremony onboard, officially opening the first ship-based USO centers on an amphibious assault ship, July

28.

The afloat centers include many of the same amenities as a land-based center, such as comfortable seating, TVs, video and board games, and snacks. Equipping the ship with these centers creates a home away from home for Sailors and embarked Marines while on deployment.

“Onboard Iwo Jima, we have 2,200 Sailors and Marines—warfighters who are being prepared and are ready to support our nation’s business when we deploy,” said Capt. Kathryn Wijnaldum, executive officer of Iwo Jima. “Our intent for its [centers] use is that they will provide an opportunity to support the warfighter—to help them reset, recharge, and de-stress—so that they can resume their duties that enable us to accomplish our mission and get the job done when our nation calls upon us.”

These new ship-based centers gives the Sailors of Iwo Jima and their embarked Marine teammates from the 22nd Marine Expeditionary Unit (Special Operations Capable)—America’s premier warfighters—an alternative way to recharge and build a close-knit community with one another while serving in high-stress operational environments.

“Thank you for the extreme cooperation of the ship and for the patience to deal with us here now on our very first gator,” said Jeff Hill, the USO’s Expeditionary Region Vice President. “To be able to serve Marines and Sailors wherever the world takes you, USO is going to be with you wherever you may go—that’s our objective.”

Iwo Jima is the first amphibious assault ship to have ship-based centers, and the USO has ship-based centers on 10 aircraft carriers and five destroyers.

For more than 80 years, the USO has served the men and women of the U.S. military and their families throughout their time

in uniform—from shore-based assignments and continuing that tradition at sea. With multiple ships now carrying a USO presence, the organization is charting a course toward an extraordinary era of support to service members at sea.

Iwo Jima is moored at Naval Station Norfolk following its return from a 4-week underway for Composite Training Unit Exercise (COMPTUEX). COMPTUEX was the final certifying event in the pre-deployment workup cycle for the ship's company.

Iwo Jima is the flagship of the Iwo Jima Amphibious Ready Group (ARG) which is capable of conducting global missions to accomplish U.S. strategic goals, deter adversaries, and ensure unimpeded commerce by keeping the high seas open and free in accordance with international law. Embarked aboard ARG shipping is the 22nd MEU (SOC) and provides a forward-deployed, flexible sea-based Marine Air Ground Task Force (MAGTF) capable of conducting amphibious operations—to include enabling the introduction of follow-on forces and designated special operations to meet Combatant Commander's requirements.

BlackSky Wins Next Phase of U.S. Navy Optical Inter-Satellite Link Research Contract

Contract furthers the design, development and evaluation of compatibility with Space Development Agency transport layer in support of tactical ISR missions

From BlackSky, July 29, 2025

HERNDON, Va. (July 28, 2025) – BlackSky Technology Inc. (NYSE: BKSY) won the next phase of a competitive U.S. Navy research contract to further develop optical inter-satellite link (OISL) terminal applications for its Gen-3 constellation. The OISL terminals are expected to increase the speed at which very high-resolution imagery and other high-volume space-based data travel directly between satellites before downlinking to ground stations.

“This important award directly supports BlackSky’s ability to deliver timely, high-impact intelligence that drive decisions all the way to the tactical edges of the frontline,” said Brian O’Toole, BlackSky CEO. “High-speed inter-satellite communication links are a critical innovation that makes BlackSky’s commercial remote sensing services a robust and viable option for fleet-wide tactical ISR operations.”

Under the development agreement, BlackSky will explore hardware and software design adaptations, novel operating concepts for commercial transport network nodes and establish new protocols for data movement. Future Gen-3 satellites will be equipped with optical inter-satellite link terminals compatible with both the Space Development Agency’s Transport Layer and commercial transport networks.

“Extending our Gen-3 capabilities with optical intersatellite link terminals will give customers reliable access to real-time earth imaging capabilities across the full range of warfighting scenarios. Enhanced Gen-3 satellites are expected to deliver data to end users 10 times faster than current systems, with data volumes five times greater than existing capabilities,” said O’Toole.

Laser-based OISLs create high-bandwidth, direct communication lines between satellites, reducing the time it takes to transmit and process data. In addition to reduced latency and

decision making, OISLs can provide a more secure and resilient data transmission path, making them less susceptible to interference and jamming.