

BULLHORN #79 25 October 2010

**ATTENTION!!!**

**ATTENTION!!!**

**The Association of the United States Navy - AUSN** - is hosting a  
*Navy Now Forum – West Coast*

1130 to 1400; Lunch: 12:00 p.m. Thursday, November 4<sup>th</sup>, 2010 at the Coronado Island  
Marriott 2000 Second Street Coronado San Diego, California

The Guest Speaker will be **VADM Allen G. Myers**, Commander, Naval Air  
Forces; & Commander, Naval Air Force, U.S. Pacific Fleet

**Reservations** = 703-548-5800 or Email: [ike.puzon@ausn.org](mailto:ike.puzon@ausn.org) Details are in the separate  
attachment to the BULLHORN email

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**CNO Guidance for 2011** is included as a separate attachment to the BULLHORN #79  
email.

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## **Colors Passed, Gen. James Amos Becomes 35th Commandant Of The U.S. Marine Corps**

(STARS AND STRIPES 22 OCT 10) ... Kevin Baron

WASHINGTON – Gen. James Amos became the 35th commandant of the U.S. Marine  
Corps on Friday, taking command of a force that has roughly 20,000 Marines deployed at  
war in southern Afghanistan while at the same time is being tasked to question its own future  
by civilian defense leaders.

"If I said I was about to jump out of my skin, it would be an understatement," Amos said  
eagerly, as soon as he took the microphone.

Amos, who served as vice commandant, commanded II Marine Expeditionary Force and an  
aviation wing in Iraq. He is the first naval aviator to hold the job and takes the post as  
Defense Secretary Robert Gates has called for the Marines to conduct an introspective  
analysis of what kind of force it wants to be in the future.

Gates and Marine Corps leaders frequently bemoan that the corps has been used as a “second land army” in Iraq and Afghanistan, getting away from its amphibious roots. In his remarks Friday, Gates recalled that retiring commandant, Gen. James Conway led Marines through times of change where they, “reached back to their small war heritage.”

Conway frequently likes to say, Gates noted, “Wherever there’s a fight, that’s where the Marine Corps belongs.”

This summer, Gates predicted that the size of the corps likely will decrease as Iraq and Afghanistan drawdown. The last combat-purposed Marine left Iraq this year, though Amos noted the tens of thousands of Marines still fighting in Afghanistan under his watch.

Amos embraced his new mission, referencing a mid-20th Century Congressional mandate: “Our nation still needs a force that is most ready when the nation is least ready,” he said.

“That will be my focus during my commandancy for the next four years.”

Looking back, Conway said he leaves those Marines in Afghanistan on a promising note.

“There’s a good sense of optimism there,” he said of his last visit, six weeks ago. “Our Marines believe that they have the momentum, they have the initiative. Our Army brothers are starting to see the same thing we think down in the province of Kandahar. Lots of work still to be done; close fight still to be won, but what they all ask of us is that we stay with them.”

An all-star lineup of military leadership attended the ceremony at the historic Marine Barracks in Washington, DC, which was built in 1801 and has been home to every commandant since 1806. Amos lives in 200-year old, red brick officers quarters steps from the main commandant’s house at the end of a long parade ground. After the Conways move out shortly, the house will undergo structural renovations and the Amos family will not move in for roughly another six months, according to Maj. Joseph Plenzler, the commandant’s spokesman.

Attendees included Chairman of the Joint Chiefs of Staff Adm. Mike Mullen; Vice Chairman of the Joint Chiefs Gen. James Cartwright; recently retired National Security Advisor Gen. Jim Jones; Army Chief of Staff Gen. George Casey and Vice Chief Gen. Peter Chiarelli; Air Force Chief of Staff Gen. Norton Schwartz; Chief of Naval Operations Adm. Gary Roughead; CENTCOM Commander Marine Corps Gen. James Mattis, retired Sen. John Warner, R.-Va., former chairman of the Senate Armed Service Committee; and former Sen. Chuck Robb, D.-Va., a Marine Corps veteran of the Vietnam war.

Amid the spit-polished pomp of the occasion, in the simplest of traditions, Conway took the Marine Corps flag from Sgt Major of the Marine Corps Carlton Kent, passed it to Amos, and the two men switched places.

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## **Naval Aviation News**

Naval Aviation News is back in print!! The latest, the Summer 2010 issue, can be found as a .pdf file at

[http://www.omnitecinc.com/files/NAN\\_vol94\\_no2\\_v4\\_final.pdf](http://www.omnitecinc.com/files/NAN_vol94_no2_v4_final.pdf)

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## Flag and General Officer Announcements

VADM Beaman is a Member of ANA-

Secretary of Defense Robert M. Gates announced today that the President has nominated Navy Rear Adm. Gerald R. Beaman for appointment to the rank of Vice Adm. and assignment as commander, Third Fleet, San Diego, Calif. Beaman is currently serving as deputy chief of staff for Global Force Management and Joint Operations/Concept Development and Experimentation, N3/N5/N9, U.S. Fleet Forces Command, Norfolk, Va.

### **Rear Admiral Gerald R. Beaman Deputy Chief of Staff, Global Force Management & Joint Operations U.S. Fleet Forces Command**

Rear Admiral Gerald R. Beaman, a native of Hammond, Ind., graduated from Marquette University with a Bachelor of Science in Business Administration and was commissioned through the NROTC Program in 1974. He was designated a naval flight officer in April 1975.

Beaman flew in the F-4J Phantom with Fighter Squadron (VF) 121 before transitioning to the F-14A "Tomcat" in 1976. His sea assignments include VF-32 (1976-79), and VF-33 (1986-88), embarked aboard USS *John F. Kennedy* (CV-67), USS *Eisenhower* (CVN-69), USS *America* (CV-66) in support of Operation *El Dorado Canyon* and USS *Theodore Roosevelt* (CVN-71). During Operation *Desert Storm*, he served as officer in charge of the Navy Fighter Weapons School (TOPGUN) Detachment in Riyadh, Saudi Arabia, and flew combat missions from the Persian Gulf. He commanded the VF-211 "Fighting Checkmates" (1995-96) aboard USS *Nimitz* (CVN-68). He was the assistant chief of staff for operations for commander, Carrier Group 7 (1998-99), and he assumed command of Carrier Air Wing 2 (2000-01) aboard USS *Constellation* (CV-64) in support of Operation *Southern Watch*.



Beaman's shore tours include flag lieutenant and aide to commander, Operational Test and Evaluation Force (1979-81), VF-101 program manager for the squadron augmentation unit (1984-86), Navy Fighter Weapons School (TOPGUN) where he served as maintenance officer, operations officer and executive officer (1988-92), U.S. Space Command, as chief, Global Engagement Division and as commander, Space Control Center, Cheyenne Mountain Operations Center (1996-98). Beaman was selected as a CNO Strategic Studies Group (SSG) Fellow for SSG XXI (2001-02) and was chief of staff to commander, Naval Air Forces (2002-04). He holds a Master's degree in National Security and Strategic Studies from the Naval War College at Newport, R.I. (1992-93). Beaman served as a special agent with the Federal Bureau of Investigation (FBI) (1981-84).

Selected for flag rank in 2004, Beaman's first flag assignment was as commander, Naval Network and Space Operations Command in Dahlgren, Va., and was then subsequently appointed as the director of operations, Naval Network Warfare Command (2005-06). He assumed command of Strike Force Training Pacific in June, 2006 (2006-08). His next assignment was deputy chief of staff operations, Allied Joint Forces Command-Naples, Italy beginning in Jan 2008 (2008-2009). In September 2009, he reported to U.S. Fleet Forces Command as deputy chief of staff Global Force Management & Joint Operations (N3/N5).

Beaman has accumulated over 3,500 flight hours and 1,067 carrier landings. He wears the Defense Superior Service Medal, Legion of Merit (4), Defense Meritorious Service Medal, the Meritorious Service Medal, the Strike/Flight Air Medal (2), the Navy Commendation Medal (3), the Navy Achievement Medal, and various unit, campaign and service awards.

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General Glueck is not an ANA Member -

**General Officer Announcement**

Secretary of Defense Robert M. Gates announced today that the President has nominated Marine Corps Maj. Gen. Kenneth J. Glueck Jr. to serve as the commanding general, III Marine Expeditionary Force; commander, Marine Corps Bases, Japan; and commander, Marine Forces Japan and for appointment to the rank of lieutenant general. Glueck is currently serving as the director of operations and logistics, U.S. Africa Command in Stuttgart, Germany.

## **Major General Kenneth J. Glueck, Jr. Director of Operations and Logistics, United States Africa Command**

Major General Glueck assumed his current duties as the Director of Operations and Logistics on 21 August, 2009. He was designated a Naval Aviator in 1976, with initial operational assignment to Marine Attack Helicopter Squadron (HMA)-169. He then served as a Flight Instructor prior to becoming a Presidential Command Pilot with Marine Helicopter One (HMX-1). Following Marine Corps Command and Staff College, he served on III Marine Expeditionary Force staff and as Executive Officer of HML/A-269 and Marine Medium Helicopter Squadron (HMM)-365, participating in Operations Desert Shield and Desert Storm. From 1991-1993, Major General Glueck commanded HMM-365, and deployed in support of Operation Provide Promise, the Balkans.



From 1993–1998, he attended NATO Defense College in Rome, Italy, then had assignments in Allied Forces Southern Europe and Headquarters Marine Corps (Programs and Resources).

In 1998, he assumed command of the 26th Marine Expeditionary Unit. 26th MEU participated in the NATO bombing campaign (Noble Anvil), provided security to refugee camps in Albania (JTF Shining Hope), and conducted peace support operations in Kosovo (Joint Guardian).

From 2001-2003, he was the Director, Expeditionary Force Development Center at the Marine Corps Combat Development Command, then served as the Commanding General, 3D Marine Expeditionary Brigade and Deputy Commanding General, III Marine Expeditionary Force, from 2003-2005; participating in tsunami relief efforts with CTF-536 and FHA and disaster relief efforts in the Philippines as Commander JTF-535. His following assignments were as Chief of Staff, United States Southern Command and as Commanding General, 2d Marine Aircraft Wing, II MEF, at MCAS Cherry Point from 2006-2008.

Prior to reporting to U.S. Africa Command, he served as the Chief of Staff for Multi-National Force Iraq in Baghdad.

Major General Glueck has earned a Bachelor of Science degree from MacMurray College, Jacksonville, Illinois and a Master of Science degree in Business Management from Troy State University, Alabama.

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## F35 News and Updates

Northrop Grumman video on F-35 at

<http://www.es.northropgrumman.com/solutions/f35targeting/assets/eodasvideo.html>

And ---

***Aviation Week.com (Thursday, October 21, 2010) has article on the F-35 flight test program.***

**Excerpts:** As for overall test progress, AF-2 completed the program's 300th flight this year at Edwards on Oct. 20. So far for the month, the F-35As at Edwards and F-35Bs at Pax are running fairly close to plan.

BF-5 - the F135 engine has had to be removed and returned to Pratt & Whitney after it self-ingested a plastic part from a heat exchanger during ground runs. The aircraft may not fly this year as planned.

### **F-35 Flight Test Update**

Posted by [Graham Warwick](#) at 10/21/2010 4:03 PM CDT

It's been quiet on the flight-test news front in Joint Strike Fighter-land, where they have been preoccupied by the UK's implosion. They still have several aircraft that must fly this year to stay on track, so I thought I would provide a progress report. Here it is:

AF-3 - the third US Air Force CTOL test jet is in final finishes and expected to return to flight by mid-November. AF-3 is the first F-35A mission-system test aircraft, but rather than update it to the latest Block 1 software before flying it, Lockheed plans to ferry it to Edwards AFB with the original Block 0.5 load. The reason - AF-3 will go through radar cross-section tests at Edwards and Lockheed wants it to be pristine, straight out of final coatings, and the block update requires some panels to be opened, spoiling the finish.

AF-4 - in engine runs and expected to fly before the end of October.

AF-6 - the first low-rate initial production aircraft is complete and expected to fly in the first half of November.

AF-7 - the second of the two LRIP 1 aircraft is on the flight line.

AF-8 - the first LRIP 2 aircraft has just rolled off the assembly line.

BF-1 - the first STOVL F-35B test jet has had its auxiliary-inlet door hinges replaced and is flying again at Pax River (no news yet on whether it has resumed vertical-landing

tests).

BF-4 - the first F-35B mission-system test aircraft is still on the ground at Pax, going through the Block 1 update.

BF-5 - the F135 engine has had to be removed and returned to Pratt & Whitney after it self-ingested a plastic part from a heat exchanger during ground runs. The aircraft may not fly this year as planned.

CF-1 - the first F-35C carrier variant was expected to return to flight today (Oct. 21) after completing final finishes. **UPDATE** - CF-1 *did* fly today.

CF-2 and -3 - are off the assembly line and expected to fly in the first quarter of next year, completing the 12 development-aircraft deliveries (with an additional CV test jet planned later).

CATBird - the distributed aperture system is being fitted to the 737 avionics testbed, which is expected to resume Block 1 mission-system testing at the beginning of November.

As for overall test progress, AF-2 completed the program's 300th flight this year at Edwards on Oct. 20. So far for the month, the F-35As at Edwards and F-35Bs at Pax are running fairly close to plan.

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## **More P-3s Available for the Fleet**

21-10-2010

NAVAL AIR SYSTEMS COMMAND, PATUXENT RIVER, Md. -- The Navy's efforts to extend the life of the P-3 Orion are paying off with the largest number of P-3s in service since 2007. Currently, there are 80 mission P-3s and trending upward; a vast improvement from the Fleet's lowest point in 2009 when only 49 aircraft were available for missions.

To address the significant inventory shortfall due to the initial Zone 5 groundings in December 2007, NAVAIR conducted a detailed value stream analysis of the entire P-3 airframe manufacturing and depot repair facility industrial base, specifically targeting resources to address critical path issues that were impacting an efficient return of aircraft back to the Fleet. This included engagement of senior Navy leadership across the Naval Aviation Enterprise to articulate the operational needs, which ultimately led to Congressional funding support for additional outer wing fatigue repairs.

Two new plank and wing spar manufacturing vendors were certified to reduce impacts associated with long-lead items. Three new depot facilities were brought under contract to conduct wing modifications and start work on the backlog of grounded aircraft. Existing

contracts were restructured to incentivize depot throughput and investment was made at the Navy's own depot to implement production level management software solutions to streamline P-3 repair operations.

Based on the improved performance that resulted from the industrial base expansion and depot efficiency initiatives, and the ability to switch to an 'on-wing' Zone 5 repair methodology, as developed by Fleet Readiness Command Southeast (FRCSE), the Navy has realized a greater than 50 percent increase in available mission aircraft inventory since early 2009. This accelerated recovery will not only allow the Navy to send more aircraft forward as required but also enable the squadrons not deployed the ability to meet their training and readiness requirements for the first time in years.

"We are extremely pleased with the progress that has been made in helping to restore the Fleet over the past couple of years," said Capt. Mike Moran,

PMA-290 Program Manager. "The support of Navy leadership and Congress, the restructuring of our depots contracts, the shift to 'on-wing' zone 5 repairs, and the improved partnering with our depot teams, both organic and commercial, has enabled us to expand capacity and accelerate the recovery to where we are today. There is no greater reward for our team then to see the direct benefit of our efforts for the fleet - more aircraft forward and improved training opportunities at home is the bottom line and we could not be more proud to be a part of it."

Regularly scheduled maintenance, including preemptive measures, such as structural inspections and fatigue level tracking of the aircraft, are helping to sustain the fleet. Corrective structural modifications, such as partial wing replacements, performed on some of the grounded planes have provided them with an extended service life as well. As of September, 45 P-3s were undergoing depot repair. Often times, when an aircraft enters the depot for a specific structural modification, such as a partial wing replacement, it leaves with additional repairs and changes, making it difficult to predict the length of time an aircraft will spend in the depot.

"It is not uncommon to find areas of major corrosion that need attention," said Capt. Aaron Rondeau, P-3 Department Head. "At the same time, they are getting updated electronics and avionics, such as acoustics, air traffic

control and navigation systems, high frequency radios, satellite communications and image processors. All this work takes time, and we continue to find efficiencies to reduce the turn around time and expect the trend to continue," added Rondeau.

Today, there are 147 P-3s available in inventory. To ensure the aircraft remain safe, fatigue levels are tracked under the Navy's Fatigue Life Management Program (FLMP), which updates the fatigue status for each P-3 aircraft every six months. The Navy is actively working to improve structural fatigue projections by monitoring flight hours and mission profiles flown by each aircraft. The community has also resorted to more frequent use of simulators to satisfy flight training requirements.

To address repair on the fatigued outer wing of the P-3, a rotatable wing pool is being established, which will allow the aircraft to be fitted with either a refurbished or new outer wing with less time delay. First, it requires sets of new wings to begin the pool. As the old outer wings are removed and replaced, they are refurbished and returned to the pool. Fifteen new outer wings have been ordered with the first set installed and seven more in production. This effort will significantly reduce the turn around time for outer wing repair and provide for additional flight hours on some of the P-3s.

The P-3 is one of the Navy's oldest aircraft today with an average age in the fleet of 30 years. The P-3 replacement program, the P-8A Poseidon, is on track to stand up its first operational squadron in 2013. The P-8 will benefit from lessons learned from decades of upkeep on the P-3, including a more rigorous way of tracking maintenance data and understanding fatigue life expectations as early as possible to avoid crisis situations. As the Navy's frontline, land based maritime patrol aircraft since the 1960s, the P-3 will pass on the same mission capabilities to the P-8, plus enhanced systems and greater performance for years to come.

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## **HAWKEYE Birthday**

Celebrating fifty years of Hawkeyes in the sky 21-10-2010



NAVAL AIR SYSTEMS COMMAND, PATUXENT RIVER, Md. -- Fifty years ago today, the Navy's first specifically designed carrier-based airborne command-and-control aircraft, the E-2A Hawkeye, took to the skies for its maiden flight over Bethpage, N.Y.

The Navy, after determining that it had a requirement for enhanced Advanced Early Warning, selected Grumman to build an aircraft to produce better detection capabilities.

From that requirement, the development of the E-2A Hawkeye took place in the late 1950s.

Unlike its predecessors, the E-2A Hawkeye was the only aircraft to have a rotating dome with a redesigned radar and a crew of five aviators. Its primary mission: long-range detection.

The E-2A Hawkeye introduced the ability to "see" through weather and sea clutter with its APS-96 radar. Before the E-2A Hawkeye, aircrews traced each individual track. The newer technology available in the E-2A Hawkeye generated automatic course and speed information on all tracks allowing naval flight officers to focus on engaging the enemy.

"The back end of the E-2 was like a Buck Rogers wonder," said retired Navy Cmdr. Frank Miley, E-2A NFO. "It had so many capabilities that the controllers that worked the back could not use all of its capabilities."

In 1964, Grumman delivered the first of 59 E-2A Hawkeyes to the fleet. Since then, the E-2A Hawkeye became a regular part of the fleet's defensive and offensive forces.

In 1966, the first Hawkeye squadron, Carrier Airborne Early Warning Squadron (VAW) 11, went to sea for the first time aboard the USS Kitty Hawk.

"Many admirals that were in charge of the battle group would not launch other aircraft until they knew that the E-2 was up and working," Miley said.

The E-2A Hawkeye patrolled the skies over Vietnam detecting hostile forces. It also provided strike and traffic control, search and rescue guidance, and communications relay.

"Being in the Hawkeye community, we learned command and control and saw "the big picture" that many in other aviation communities and shipboard just didn't see," said retired Navy Cmdr. Mike Ungerman, E-2A NFO. "We had to know all aspects of intelligence including the surface threat. We had to know the sub-surface threat. We had to know the aviation threat, and we had to know the land order of battle in the areas we deployed to."

Through the years, the E-2 has undergone several configuration upgrades. In 1969, the E-2A Hawkeye aircraft were modified into E-2Bs offering a newer general purpose computer capable of tracking 300 targets both in the air and on the ground. E-2B Hawkeye aircraft remained operational in the Navy until 1986.

The E-2C Hawkeye, which had its first production delivery in 1973, was equipped with the early warning APS-120 - now the APS-145 - radar capable of detecting targets anywhere within a 6 million cubic mile surveillance envelope, while simultaneously tracking more than 2,000 targets and controlling more than 20 airborne intercepts.

The Navy operated four configurations of the E-2C Group II aircraft, which saw significant improvements over their years of operation. In fiscal 2004, the Navy commenced fleet delivery of a robust Group II replacement mission computer effort and flat-panel displays.

The E-2C+ Hawkeye variant included the NP2000 composite eight-bladed propeller, currently used on all fleet E-2C Hawkeyes.

In 2002, the Navy introduced the last variant of the E-2C Hawkeye, known as Hawkeye 2000. This variant includes an improved commercial, off-the-shelf based mission computer upgrade, a new operator display, improved satellite communications and the USG-3 Cooperative Engagement Capability system.

Hawkeye 2000 aircraft equipped with CEC deployed for the first time in 2002, in support of Operation Enduring Freedom in Afghanistan.

The Navy continued procurement of the Hawkeye 2000 through 2007 and delivered the last E-2C Hawkeye aircraft Sept. 30, 2009 to VAW-120.

"Being in the E-2C was an incredible experience as a young lieutenant," said retired Navy Lt. Cmdr. Mark Smith, E-2C Hawkeye flight test NFO. "If you think about it, you influence a multi-million dollar battle group in the pursuit of national policy, and there is no other aircraft that you could possibly do that in as a junior officer."

Currently, the Navy is in the testing phase of the latest iteration of the Hawkeye, which began development in 2003. The E-2D Advanced Hawkeye features upgraded aircraft systems and a state-of-the-art APY-9 radar with a two-generation leap in capability.

The E-2D Advanced Hawkeye continues the Navy's integrated warfighting legacy by providing broad-area coverage, resulting in a wider range of capabilities, and an enhanced ability to work in the littoral and over land.

These systems, completely redesigned to provide a seamless stream of information between the key players of the strike team, include a new glass cockpit. The 17-inch liquid crystal display panels provide the co-pilot with the ability to become a fourth tactical operator - when not actively engaged in flying the aircraft - to give the crew more flexibility in performing its diverse missions.

The E-2D Advanced Hawkeye program completed first flight Aug. 3, 2007. Three aircraft continue flight testing here. Initial Operational Test and Evaluation is scheduled for 2013 and Initial Operations Capability in 2015.

"For five decades, the E-2 community has served our great nation not only during times of conflict but also in times of great necessity," said Capt. Shane Gahagan, Hawkeye Greyhound program manager. "As we move forward, we look to the E-2D Advanced Hawkeye to watch our skies."

The Navy's active inventory includes 66 Hawkeye aircraft, two of which are pilot trainers, and four E-2D Advanced Hawkeye aircraft. "The Hawkeye has operated as the Navy's prime provider of organic AEW and battle management for the Carrier Strike Group for the past 50 years.

The addition of the E-2D Advanced Hawkeye will ensure the continuance of the Hawkeye's role of leading the way well into the middle of this century," said Gahagan.

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## NAE CR CFT, DCAOs take next steps toward better, faster, smarter naval aviation readiness in FY11

By Jacquelyn Millham, Current Readiness/Enterprise AIRSpeed Public Affairs

**M**ore than 170 senior Naval Aviation leaders from both the Navy and Marine Corps held a Naval Aviation Enterprise (NAE) Current Readiness Sum-

mit in San Diego, Calif., Aug. 23-26 to train, share information, review best practices, and chart the way forward for Fiscal Year (FY) 2011.

The CR CFT is a collaborative

group of subject matter experts and decision makers who address fundamental change in the way Naval Aviation readiness and resource requirements are determined, managed, coordinated and prioritized.

The summit represents the next step toward implementing actions to improve current and future Naval Aviation readiness in a cost-wise manner as outlined by the NAE Air Board

*(Planning continued on Page 3)*

### In this issue

1. CR CFT, DCAOs take next steps toward better, faster, smarter naval aviation in FY11  
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### Carriers—Ready on arrival!

By the Carrier Readiness Team

**A**s an essential element of the Naval Aviation Enterprise (NAE), the Carrier Readiness Team's vision is to be the preeminent partnership of operators, sponsors, and providers who

champion the efficient delivery of the right carrier force, with the right readiness, at the right time . . . today and in the future. Although our methods and challenges will continue to evolve, the aim point of this vision is to continue

*(Ready continued on Page 2)*

### A letter on CRT's road ahead from Capt. Billy Hart

Carrier Readiness Community, as I begin my tour in command of *USS Theodore Roosevelt* (CVN 71) and my tenure as the lead of the Naval Aviation Enterprise's

Carrier Readiness Team, I want to give you an update on CRT activity and a snapshot of our road ahead. The accompanying "Carriers – Ready




Capt. Billy Hart

on arrival" article (on Page 1) expresses the key tenets of my vision, some challenges that will certainly affect our operations, and a few thoughts on how we intend to move forward.

I would like to build on the firm foundation we have established

*(Letter continued on Page 3)*

# AIRPLAN No 12



## THE NAVAL AVIATION ENTERPRISE

# AIR PLAN

*...One Vision, One Team*

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www.public.navy.mil/airfor/nae #12, August 2010

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*"The Commandant's fast, lethal and austere Marine Air Ground Task Force must be supported by robust, yet agile and responsive, expeditionary Aviation Logistics. We must focus on today's fight as we also look ahead to the Marine Corps of 2025."*  
 - LtGen George Trautman III, USMC, Deputy Commandant for Aviation

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**MALSP II: Enabling 'world-class' Marine Corps, Navy, and Joint Aviation Logistics**

- The Marine Aviation Logistics Support Program II (MALSP II) is an improved, advanced expeditionary logistics chain management system which uses a holistic approach to ensure that Marine Corps aviation logistics more effectively supports the Aviation Combat Element (ACE), optimizes current world-class multi-tiered logistics provider networks, and allows logistics professionals to tailor and deploy smaller support packages that easily sustain the force with robust capabilities and added flexibility.
- MALSP II merges all organic and commercial sources of material and information under one umbrella, responds to planned and actual demand patterns and collates key information to provide the right material, to address sources of demand, and to position the logistics chain to better sustain all the nodes along the chain.
- MALSP II builds on the Naval Aviation Enterprise (NAE) focus on Continuous Process Improvement (CPI). It successfully integrates Current Readiness (CR) metrics reporting methodologies with End-to-End (E2E) full spectrum alignment to significantly increase the effectiveness of today's logistics chain management.
- Current readiness reporting is used to identify and assess readiness drivers, isolate root causes, and shape future resource decisions. This reporting is a foundation of enterprise behavior and contributes to the success of MALSP II.
- By working together toward common goals, measurements and metrics, E2E alignment uses Theory of Constraints, demand-pull logistics and integrated logistics analysis to institutionalize CPI across the full logistics spectrum – all the way from a squadron with an aircraft requirement to operational support from agencies far removed from the field.
- E2E alignment uses time to reliably replenish (TRR) as a driving metric to ensure available material is in a "ready for issue" condition and that stocking points are replenished at the rate of consumption. TRR is a process improvement associated with E2E and reduces material wait time, thereby positively affecting aircraft availability.

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**Latest NAE Outstanding Performance Award Winners**

June 2010: LtCol Curtis Ebitz, HQMC, Aviation Plans & Policy Branch, USMC Flying Hour Cost Reporting Lead  
 July 2010: Col Steven Franklin, HQMC, Aviation Logistics Support Branch, USMC NAE Executive Coordinator  
 August 2010: LCDR Bruce Witt, Naval Aviation Schools Command, Aviation Commanding Officer Training

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Key Messages	Facts and Figures
<ul style="list-style-type: none"> <li>• The NAE focus on Continuous Process Improvement combined with MALSP II significantly enhances the effectiveness of logistics chain management.</li> <li>• MALSP II will empower MALS Commanders to take decisive roles as aircraft type/model/series logistics leads.</li> <li>• MALSP II will enable logistics professionals to provide world-class logistics support to Marine forces in austere expeditionary environments.</li> </ul>	<ul style="list-style-type: none"> <li>• Using E2E alignment tools, the KC-130J "Super" Hercules aircraft squadrons increased:                             <ul style="list-style-type: none"> <li>▪ Aircraft readiness by 26% in 12 months</li> <li>▪ Aircrew readiness by 25% in 9 months</li> <li>▪ Maintainer Core Competency by 75% in 5 months, and ultimately reduced the work week from 6 days to 5 days</li> </ul> </li> <li>• Using CR reporting tools, the UH-1 helicopter community improved Maintainer Core Competency aggregate qualifications from 85% in Apr 09, to 94% in Jun 10.</li> </ul>

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## Nulka missile decoys to guard US carriers

- Julian Kerr
- From: [The Australian](#)
- October 23, 2010 12:00AM

- **SPECIAL REPORT**

**CONFIDENCE in the capabilities produced by Australia's most successful collaborative defence program, the Nulka ship-launched active missile decoy, has been reinforced by plans to deploy it on US Navy (USN) nuclear aircraft carriers.**

Although this decision has yet to be announced either in Australia or the US, details are included in USN 2010 budget papers.

Nulka brings together hovering rocket, autonomous systems and electronics technologies to lure enemy anti-ship missiles with active radar seekers away from their targets.

After launch, Nulka employs a broad-band radio frequency repeater to radiate a large, ship-like radar return while hovering in a ship-like trajectory calculated to provide the most attractive target for single or multiple missiles.

Conventional wisdom had suggested it was not possible for such a soft-kill system to protect something with the massive radar cross-section of a 102,000-tonne aircraft carrier.

However, trials carried out aboard USS Kitty Hawk at Rim of the Pacific (RIMPAC) exercises in 2008, and by USS Abraham Lincoln at RIMPAC 2006, have resulted in the decision to extend installation of Nulka to the USN's 10 Nimitz-class supercarriers.

The launching system software is currently being upgraded to suit Nulka for carrier operations as an integral element of their Ship Self Defence System. The first carrier installation is expected to be on USS Abraham Lincoln in 2012.

Nulka is already deployed by the USN on more than 100 ships, ranging from Ticonderoga class missile cruisers, Arleigh Burke class destroyers and San Antonio class amphibious ships to Oliver Hazard Perry class frigates.

The system also equips the RAN's FFG-7s and Anzac-class frigates, and is fitted to Canada's Iroquois-class destroyers.

The Nulka concept originated in the late 1980s in the laboratories of the Defence Science and Technology Organisation.

The system was then developed and brought to market by AWA Aerospace, purchased in 1996 by the future BAE Systems Australia (BAES), which is still the project's prime contractor.

The electronic payload was originally developed by the USN's Research Laboratory and is now produced by the US company Lockheed Martin Sippican. The solid fuel rocket motor, initially manufactured by ADI (now Thales Australia) in Australia, is now provided by the US company Aerojet.

Program management and system engineering is carried out by BAES at their new facility in Melbourne. Flight control units and the thrust vector controllers that position the decoy in the selected trajectory independent of ship movement, wind and weather, are manufactured at BAES' Adelaide facility.

Final assembly of propulsion units is undertaken by Thales at its facility at Mulwala in NSW.

The system is consolidated at Mulwala by BAES personnel and each completed Nulka round is placed in a hermetically-sealed canister manufactured by Milspec that acts both as a storage container and launch tube.

The canisters are then placed in Varley-manufactured shipping containers for delivery to customers.

The only element of Nulka specific to an individual ship is the trajectory that it follows in flight.

A range of trajectories or combinations of trajectories is pre-loaded into the flight control unit, which after initialisation selects the optimal flight plan drawing on data from the ship's combat system, concerning both the type of threat and the location of friendly ships.

Although Lockheed Martin is the principal sub-contractor to BAES, BAES Business Development Manager of Weapon Systems Peter Osbourne, describes the relationship as a partnership. His sentiments are echoed by the USN's Nulka program manager, Ed Settle, who says the joint effort "fostered an exceptional spirit of co-operation between the US and Australian navies".

Celebrations are taking place in late October to mark the delivery of the 1000th Nulka round.

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