



QUARTERLY REPORT - WINTER 2012

This last quarter has been very busy in the Southern Maryland Community. Within the gates of the base, Captain Steve Schmeiser has turned over command of the Naval Air Station Patuxent River. In his tour, as the Commanding Officer, Captain Schmeiser has been instrumental in helping community leaders and the Alliance to educate and inform the community on important issues such as encroachment, Enhanced Use Lease (EUL) and other issues that impact the base and the community.

We welcome Captain Ted Mills as the new Commanding Officer of the Naval Air Station Patuxent River and look forward to working together supporting the base and its mission.

One of the initiatives we have undertaken within the last year is the update of the Strategic Plan initiatives for the Alliance. The objective of this document is to identify goals that will strengthen the Patuxent River community, educate the community on these goals, implement plans to achieve these goals, track our progress and update the plan annually. The organizations that are involved in the development of the plan are Alliance members, county government, Navy leadership, local industry, and our political leaders.

Some of the goals identified are:

- Prepare for the likelihood of a future BRAC
- Secure Patuxent River complex as a principle UAV Test Site
- Future autonomous, networked platforms and Systems that are integrated and interoperable
- Continue to address Encroachment issues
- Prepare for decreasing Department of Defense budgets
- Continue initiatives for Workforce Development
- Identify and secure Emerging Technologies
- Work toward Infrastructure Recapitalization
- Enhanced communication inside/outside the Patuxent River/ St. Inigoes Community

As I mentioned, one of our initiatives is to secure the Patuxent River complex as a principle UAV test site. Congress is considering legislation that would direct the Federal Aviation Administration to develop a plan to integrate unmanned flying vehicles into national airspace that is currently used by manned aircraft. One proposal the Federal Aviation Administration (FAA) developed involves setting up six government-sanctioned test ranges and research centers around the country to provide ranges for unmanned craft under different geographic and climate conditions. The Alliance has been working with the local Navy Leadership, the Hampton Roads Military & Federal Facilities Alliance, Wallops Island Flight Facility on the Eastern Shore; NASA Langley Research Center and the National Institute of Aerospace to coordinate meetings to discuss partnering and combining our expertise, capabilities and resources. Being designated as an FAA approved UAV test ranges and research center could bring additional work to the Southern Maryland community.

We continue to monitor the impacts of Wind Turbines, in-shore and off-shore, to the Atlantic test Range (ATR). The Alliance has maintained communications with the Range Sustainability Office to stay abreast of the associated technical impacts related to the operation of wind turbines in and around the ATR operational areas as well as potential mitigation efforts the government is investigating. We are continuing our liaison with key local, state and federal government agencies and personnel to ensure all are aware of the potential adverse impacts. Our goal continues to be one that supports renewable energy sources that can be engineered and installed with minimal adverse impact to the mission of the Patuxent River complex.

I cannot stress enough the importance of the community coming together and supporting the mission performed here at the Patuxent River/St. Inigoes complex. With the potential of a BRAC and budget reductions in the near future this could be a threat or an opportunity for our community. Patuxent River offers state of the art facilities and a talented, professional workforce that has supported numerous aircraft programs and non-aircraft programs with great successes. We need to exploit our assets, mitigate the threats and expand the opportunities. We have grown as a community because of our successes and the support of our Congressman, Senators, and Delegate. As a community we need to continue to support the Navy's mission in Southern Maryland.

The Southern Maryland Navy Alliance is a Non Profit volunteer organization whose sole mission is to support the Patuxent River/ St. Inigoes complex and community. I would like to recognize a couple of individuals that have been instrumental in leading efforts and volunteering numerous hours and support to the Alliance and community. Ken Farquhar has taken the lead in the development of the Strategic Plan and has facilitated efforts to secure the Patuxent River complex as a principle UAV test site. Keith Fairfax has, for many years, been a familiar individual associated with the base and community. Mr. Fairfax continues to work for Air Installation Compatible Use Zones (AICUZ) and Clear Zones to ensure the Navy will be able to continue to perform its mission in Southern Maryland. Glen Ives is the Executive Vice President of the Alliance and has been involved in developing several important initiatives with me. Last I would like to thank the Board and membership for the support of the mission of the Southern Maryland Navy Alliance. Without a strong organization the Alliance would not be as involved and successful as we have been.

As President I want to thank the Navy leadership, county government, political leadership and our industry partners for all the help in supporting our mission and working as a true team with a common goal.

Respectively Submitted,

Ed Sierra
President



NAVAIR FIELD TECHNICAL UNIT, BAGHDAD

CAMP VICTORY • BAGHDAD, IRAQ

JULY 2003 – SEPTEMBER 2011

After more than eight years in operation, NAVAIR's Field Technical Unit (FTU) Baghdad, Iraq, has officially closed its doors. It was established by the Naval Air Systems Command, Code 4.5.11, to support communications systems repairs and upgrades for U.S. and Coalition forces. Over 60 contractor and government employees have served at the NAVAIR/BAE Systems-operated site since inception, providing on-base and down-range support for nearly a decade.

The professional Camp Victory group has left behind a legacy of outstanding Communications-Electronics sustainment to a succession of war-fighting commands. The FTU performed 47,000 technical service actions for 745 separate active and reserve units from 126 locations around the world. Major commands supported included Combined Joint Task Force Seven, the Multi-National Corps, Multi-National Force – Iraq, and U.S. Forces – Iraq. Today, NAVAIR FTU banners fly around the globe, continuing to support our proud military forces.



Proud beginning of the NAVAIR presence in Baghdad in 2003 – NAVAIR emblems get more formalized through the years



September 2011 - NAVAIR FTU Baghdad Manager Ray Lavoie, of BAE Systems, returns the symbolic FTU facility key to the Camp Victory DoD "Mayor"

PATUXENT RIVER COMPLEX DEVELOPMENT PAST, PRESENT AND FUTURE ▲

By Keith Fairfax

The December 7, 1941 attack on Pearl Harbor accelerated plans to consolidate Naval Aviation test programs to a single site at Cedar Point, MD. On December 22, 1941, construction at Cedar Point was authorized. Development would begin in earnest in less than 5 months. The federal government purchased 6,412 acres at a cost of \$712,287 (\$111 per acre) to become what we affectionately know today as Pax River. While this was a real bargain by today's standards, the resultant economic impact is highly significant in our history both nationally and regionally.

Many years before the arrival of the Naval Air Warfare Center-AD (NAWCAD) and the Naval Air Systems Command (NAVAIR), our region was a growing technical corridor. While Naval Air Station Patuxent River was developing, Webster Field was coming to life in nearby St. Inigoes. An early Webster Field activity was the US Navy's Air Navigation Electronics Project (NANEP). Established in Georgia in the early 1940's, NANEP transferred to NAAS Charleston, Rhode Island, in 1946. In 1948, NANEP joined the Navy's Electronics Test Division, NATC, here at Patuxent River, operating near today's Strike Complex. The technical requirements of evolving shipboard and aircraft sensor systems were supported in close proximity, with frequent conflicts between systems. In 1960, a bold move was made to shift the shipboard sensor work to the quiet Webster Field, and variations of that effort remain there today.

Through the years, Webster's mission transformed, as alignments with different commands molded its capabilities. In 1966, NANEP became a branch of the Naval Electronic Systems Command, or NAVELEX, and in 1967, it changed to the Naval Electronic Systems Test and Evaluation Facility (NESTEF), highlighting the growing emphasis on T&E. A deeper

engineering effort started in 1978, as the familiar Naval Electronic Systems Engineering Activity, or NESEA, under SPAWAR guidance, was established.

As a result of Base Realignment and Closure (BRAC) 1993, nearly a third of Webster Field tasking was transitioned to SPAWAR in Charleston, SC. The volume of departing workload was limited, thanks to the efforts of the region's new Congressman, Steny Hoyer. Newly arrived in Southern Maryland after the redistricting of the 1990 census, Hoyer sponsored discussions with top NAVAIR and SPAWAR admirals, insisting that critical programs like the communications systems of the Navy's AEGIS Destroyer could not be disrupted during important developmental phases. The result was retention in Maryland of several command, control, communications and sensors (C4ISR) projects, including tasking for NAVAIR PMA 299's LAMPS Helicopter, PMA 213's Carrier Landing Systems, and the important AEGIS work.

Just one-tenth of the NAVAIR enterprise, Webster Field enjoys success under the leadership of NAWC 4.5. With strong expertise supporting shipboard air traffic control, the AEGIS CG/DDG systems, and even Special Forces and Federal Agencies projects, the busy site hosts a solid core of NAVAIR's capability portfolio. Today, the Webster impact continues, with an ever increasing role in DoD's Unmanned Air Systems strategy.

The BRAC rounds of 1991 and 1993 brought significant development to Pax River, and ultimately fused the Pax and Webster efforts. The transfer of the Naval Air Research and Development Center at Warminster, PA brought the Research arm of NAVAIR together with the existing Test and Evaluation group at Pax River. The term RDT&E took on a whole new meaning. Likewise, the formidable propulsion expertise transferred from Trenton, NJ built on growing local knowledge. Finally, the transfer of NAVAIR from Washington, DC added acquisition and the potential for total systems integration to the diverse mix.

Looking back to the 1940s, and later to the 1990s as BRAC brought expansion, reminds us of the broad impact of

fortuitous development.

Today, "Pax River" is well recognized as the busiest Flight Test Center in the free world and is respected throughout the worldwide network of naval aviators. The establishment of the Catapult and Arresting Gear site in 1954, Real-time Telemetry Processing System in the 1970's, extensive Range in 1980's and facilities such as the Anechoic Chamber in 1990's along with extraordinary engineering workforce has made Pax River the premiere Developmental Test and Evaluation Aerodrome facility in the world. Ironically, the challenge to maintain technical superiority in naval aviation is now greater than ever. New game-changing technologies call for significant paradigm shifts. The NAWCAD Strategic Plan recognizes the role of lead systems integration, rapid acquisition, autonomous systems, nano- and meta-materials, directed energy weapons, and workforce development in a learning organization. Moreover, NAWCAD is moving forward with initiatives that place RDT&E and advanced education at the forefront of the learning curve. A formal exchange agreement with the Massachusetts Institute of Technology (MIT) is now in place. Likewise, NAWCAD, through the Patuxent Partnership, has forged a relationship with the Physics Department of St. Mary's College of Maryland. More agreements with University of Maryland, Georgia Tech, Penn State, NASA, Draper Labs, MIT Lincoln Labs, Lawrence Livermore Lab, and the Air Force are contemplated or underway. These key RDT&E relationships promise to bring leading edge technology and education to our region.

Likewise, a proposed partnership with the National Flight Academy in Pensacola, FL will bring total immersion, serious gaming resources to bear to inspire our youth to move forward in the pursuit of the type of technological excellence necessary to propel us into the coming decades. The NFA will provide hands-on problem solving through classroom and Museum experiences in the new Patuxent River Naval Air Museum, scheduled to begin construction in 2012. We look forward to the support from the St. Mary's County Commissioners on this community effort. ●



Happy 100th Birthday to Naval Aviation!
Bravo Zulu!





*Happy 70th Birthday to
Patuxent River Naval Complex!
Bravo Zulu!*



AN HISTORIC VISIT

On Friday, January 20, 2012, Secretary of Defense Leon Panetta made an historic visit to NAS Paxtuxent River; being the first Secretary of Defense to ever visit Pax River. Congressman Steny Hoyer had invited Secretary Panetta to visit the Patuxent River Naval Complex to tour its facilities and to receive several briefings highlighting the vast capabilities that exist here.

During his visit, Secretary Panetta toured a number of facilities including the large Anechoic Chamber and the Aircraft Prototype Facility (APF), two key programs sponsored by Congressman Hoyer in the congress and worked by him to secure the necessary MILCON funding in order to build these facilities. This combination of technologically advanced facilities and skills of the military, civilian and contractor workforce make the Patuxent River Naval



Secretary Panetta and Congressman Hoyer are briefed by Lt. Col. Matt Kelly on the JSF cockpit. (Courtesy of the Department of Defense; Photo Credit: Erin Kirk-Cuomo)



Mr. Larry Hollingsworth (AIR 4.5) briefs Secretary Panetta, Congressman Hoyer and Acting Under Secretary of Defense Frank Kendall on Irregular Warfare support at Pax River. Randy Morris and Jim Stiefvater are pictured left-to-right in back row. (Courtesy of the Department of Defense; Photo Credit: Erin Kirk-Cuomo)

Complex a “national treasure,” Secretary Panetta stated, noting “these are world-class facilities” that are “important to our national security.” During his visit, Secretary Panetta lifted a 2011 probation that had been placed on the Short Takeoff and Vertical Landing (STOVL) variant of the F-35, Joint Strike Fighter (JSF), which is a key component of Naval Aviation’s future plan; a fifth generation aircraft vital to maintaining air superiority as the U.S. plans for emerging threats.

In addition to the aircraft RDT&E efforts briefed, Mr. Larry Hollingsworth briefed the Secretary on Pax River’s work in Irregular Warfare in support of other DoD commands and activities as well as several Federal Agencies. Pax has long been rightfully viewed as the center for Naval aviation, but its work in Irregular Warfare is not only critical to our warfighters, it is complementary to NAVAIR’s basic mission furthering its Research and Development (R&D) efforts along with rapid prototyping, development, and delivery capabilities.

Secretary Panetta’s visit comes at a time when DoD budget analysts are planning for significant reductions and it was just reported by the *Air Force Times* that Secretary Panetta will be requesting “two new rounds of military base closures [BRAC] in the United States as part of the Pentagon budget-cutting process.” Congressman Hoyer’s invitation to the Secretary could not have come at a better time to showcase the the Patuxent River Naval Complex with facilities and personnel that make it a national asset.

During his visit the Secretary noted what we cannot do is what we did in previous DoD budget reduction processes; making cuts across the board. He cited that future

SOUTHERN MARYLAND NAVY ALLIANCE



Ed Sierra

President

Glen Ives

Executive Vice President

Ken Farquhar

Vice President

Christine R. Wray

Secretary

Bob Russell

Treasurer

Dawn Rich, Membership Liaison

Brent Bennett, Naval Liaison

Keith Fairfax, Community Liaison

Greg Gillingham, Encroachment Liaison

Mark Keeler, Webster Field Liaison

Tom Garrison, Webster Field Liaison

BGen Mike Hayes, USMC (Ret.),

DBED Liaison

Thomas O. Evans, DBED Liaison

John Bohanan, Congressman Hoyer’s Office

Sarah Leming, Senator Mikulski’s Office

Deb Stone

systems and programs will need to be agile, flexible and responsive to address emerging requirements ensuring the U.S. military remains effective in protecting our interests around the world. Therefore, programs will be evaluated on that criteria and how they will best serve the needs of DoD and national security.

A key component in this future defense posture will be a continued focus on technology development; an enhanced capability in RDT&E. In Secretary Panetta’s remarks at the end of his visit, he stated “we will continue to invest in special operations ... we have that capability here ... we are going to build that for the future ... we need the kind of R&D that goes on here ... we need the kind of testing that goes on here.” ●