

SOUTHERN MARYLAND NAVY ALLIANCE

Quarterly Report ■ Summer 2014

PRESIDENT'S LETTER

Well, some things never change ... I'm behind once again with my letter for this issue of our Navy Alliance newsletter, but as it turns out, I'm glad I waited to write this until now. It's Memorial Day as I write and I can't help but feel an even greater sense of commitment and confidence in our Alliance and our mission, particularly after an especially meaningful day at Arlington and experiencing the incredibly poignant feelings of loss, gratitude and pride that comes with walking upon that hallowed ground, and seeing the neat rows of thousands upon thousands of white headstone markers ... simple but dignified stone markers with the names of our fellow Americans who braved and sacrificed everything for our country, our freedom ... for the best way of life we know, and our world can offer. A clear and emotional reminder that what happens at our own world's finest Naval Air Station Patuxent River is so important to our nation and our community.

We are staying busy with many challenges as we head into the heart of summer. As folks move their activities outside to enjoy the natural beauty and healthy offerings of Southern Maryland, the Patuxent River and the Chesapeake Bay, your Alliance continues to press and move forward with timely and important initiatives to address the many challenges that come with being a community so heavily reliant upon federal programs and funding.

Our first priority and concern is always focused upon protecting the national security mission and work that occurs at the Patuxent River Complex. The work there represents many good things for our nation and for our community. The work there keeps our men and women, our Warfighters, equipped with the very best, most capable and technologically advanced aircraft and weapons and related systems in the world.

The work there keeps our Warfighters much safer and in the best position to fight and win whenever and wherever our nation asks them to go. The work there not only keeps our nation more secure, but our world as well. And finally, the work there represents a significant aspect of our local community and state in terms of professional careers and opportunities, our economy, and our way of life.

To that end, we remain proactive and vigilant in preparing for the inevitable Base Realignment and Closure process that evaluates and determines where that work will be accomplished in the future. We have no idea when the next BRAC process will begin, but we know that we need to be prepared and are well into that process. With the support of our local government, we have been able to accomplish an analysis of our strengths, weaknesses, opportunities and threats (SWOT), and this analysis will serve as a good base line to further our efforts to help make the Patuxent River Complex, in the words of Senator Mikulski, "BRAC-proof."

We have been working closely with our State Delegate John Bohanan and our state delegation, and our own Southern Maryland Higher Education Center, with the University System of Maryland, to further our initiatives to bring a greater University System of Maryland presence to our Southern Maryland region. A third building to be completed in the 2017 to 2018 time frame on the campus of the SMHEC will include academic classrooms and facilities, but also Research and Development and Incubator capabilities, and an Autonomous Systems component. There is tremendous potential to further our technology base and diversify our academic and business bases.

Encroachment continues to be a very real threat to the mission at Patuxent River.

Recently, Governor O'Malley vetoed HB 1168 which would have placed a 13 month moratorium on the building of 600 foot wind

turbines off Somerset County on the lower eastern shore, until further analysis on the potential impacts to the radar systems of the Atlantic Test Range could be completed. These wind turbines will adversely impact the radar's performance and consequently the Test and Evaluation mission of the Atlantic Test Range. We fully support alternative and renewable energy initiatives but we must proceed intelligently and consider the consequences on the national security mission of Patuxent River and the related jobs that fuel our local and state economies.

There are many more challenges and associated initiatives that your Alliance continues to work. I'm short on space and time, however, so I will defer to the next newsletter to fill you in on a few more. Chris Goode describes our committee structure in a related article in this newsletter. Please take a few moments to review his article as our committee alignment and structure has been key to our success in being able to stay on top and ahead of so many of these threats and challenges.

Our committees are chaired and manned by brilliant men and women with tremendous experience across industry, government, academia and our community, and who are selflessly dedicated to serving our nation and our community. They volunteer countless hours to help ensure the viability and health of our mission at Patuxent River, and the quality of life of our Southern Maryland community. Stop by one of our events or a meeting or a committee session and get to know them ... you're always welcome.

Very Respectfully,



CAPT Glen Ives, USN (Ret.)
President

**The Southern Maryland Navy Alliance Exists to Protect and Enhance
Naval Aviation and the Military Economic Base in Our Region.**

SENATOR MIKULSKI TALKS JOBS IN ST. MARY'S COUNTY

By Tom Garrison

The Southern Maryland Navy Alliance helped host Sen. Barbara Mikulski, D-Md., during her Maryland Jobs Tour in St. Mary's County on Wednesday, March 19, 2014.

Mikulski spent a rainy day on the peninsula meeting with Patuxent River Naval Air Station officials, representatives of the Alliance, and the Patuxent Partnership. She also toured one of BAE Systems' facilities on Three Notch Road in Lexington Park.

A five-term senator, and the longest-serving woman in Congress, Mikulski's focus was squarely on jobs and regional stability. She highlighted her success in

passing the Consolidated Appropriations Act of 2014.

"That legislation cancels Sequester for two years, providing certainty and stability for military leaders and defense contractors," said Mikulski. "It also restores regular order for the next two years, ensuring there will be no government shutdowns or rolling furloughs for service members or support staff."

Patuxent River's dependence on the health of the Department of Defense (DoD) was of equal concern. During a late afternoon press conference, the senator commented on Base Realignment and Closure (BRAC), saying her role as chairwoman of the Senate Appropriations Committee would give her leverage to ensure that Patuxent River avoids upcoming closures.

At BAE Systems, Mikulski was joined by

Inc. President and CEO Jerry DeMuro and local company leadership such as Vice President and General Manager Mark Keeler and Operations Directors, Tom Garrison and Roger Bazzarre. The senator's tour included interaction with systems integration specialists and engineers, who demonstrated their work in the development and support of DoD electronics, security, and communications systems. Mikulski also posed with employees in front of a National Guard Bureau crisis response vehicle.

"I'm here in Southern Maryland to talk jobs, jobs, jobs, and my unwavering commitment to the men and women working to keep our nation safe," she said "I will continue to fight for Maryland's public and private defense assets, keeping our nation safer and Maryland's economy stronger."



Barbara Mikulski, D-Md., takes a moment to pose with BAE employees in front of a National Guard Bureau crisis response vehicle.

WORKFORCE PARTNERSHIP COMMITTEE (FORMERLY CSS POLICY COMMITTEE) UPDATE

By Bob Wirt

The Department of Defense, United States Navy, Naval Aviation, and the Naval Air Systems Command are under tremendous churn associated with historical budget reductions. The abilities of NAVAIR to execute its mission of providing full life-cycle support of Naval Aviation aircraft, weapons and systems operated by Sailors and Marines is being challenged during times when demands upon the operating forces are as globally dynamic as ever. A couple of years ago, the Southern Maryland Navy Alliance recognized a need for opening lines of communication between our organization, those we represent, and the Leadership of the Naval Air Systems Command. In order to better position ourselves to do so, and given our mission to support, promote, and enhance the intellectual capital and infrastructure at Patuxent River and St. Inigoes, Navy Alliance chose to establish a Committee for Contract Support Services (CSS) Policy. The Committee for CSS Policy took on a charter of facilitating open and honest communications with NAVAIR; specifically to understand policy as it relates to the business community at large, NAVAIR's desired outcomes now and into the future – as it relates to the communities' ability to support its mission - and to ultimately provide feedback to NAVAIR relative to those desired outcomes. We recognized an added, but beneficial role, of being a trusted communicator for NAVAIR as we endeavor to gain a shared understanding of its vision for the desired skills, infrastructure and intellectual capital

to be drawn from the local business community. The intent is to openly provide this information to business leaders as they look to invest in the future while supporting NAVAIR's mission. Over the last couple of years, the Committee has had numerous opportunities to engage various members of the NAVAIR Leadership, the Professional Services Council, Small Business Round Table and the Acquisition Improvement Team, as well as local, state and federal government leaders and representatives.

The Committee, now known as the Workforce Partnership Committee, will be establishing regularly scheduled meetings in order to ramp up its activities. Co-Chairing the Committee are Bob Wirt and Adelle Pierce. Committee members are Glen Ives, Ken Farquhar, Tom Jarboe, Bruce Orjada, Ed Sierra, Ray Wernecke, and Pete Williams. We welcome additional participation, and encourage other Navy Alliance members to become active participants. Your thoughts are desired in order to promote the most diverse set of ideas for facilitating the business community's contribution to NAVAIR's mission success!

UAS - GET REAL! UMD UAS TEST SITE FUNDED BY STATE, PART OF MAAP AT AUVSI

By Matt Scassero

As an organization you can have all of the grandiose strategic plans and visions to make a good staffer proud. As Cuba Gooding would say, however..."SHOW ME THE MONEY!"

In the effort to stand up an academic research-based Unmanned Aircraft Systems (UAS) test site serving government and commercial industry, University System of Maryland (USM) has sought and received funding to operationalize the test site. In the state FY2015 budget the USM received \$1.3M

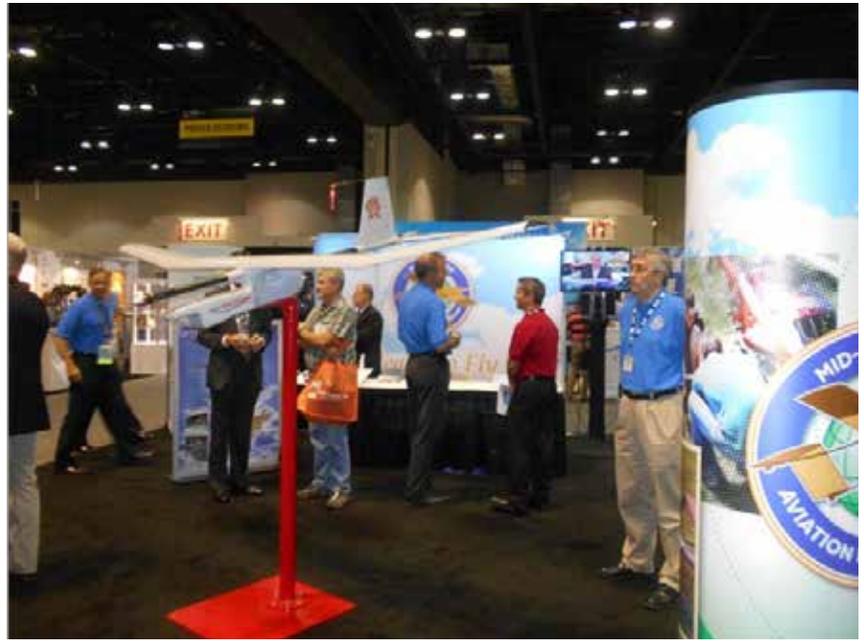
to stand up and run the test site. Both Chancellor Brit Kirwan of USM and Dean Darryll Pines of the Clark School of Engineering in College Park have committed that money to be spent to establish that presence and resource here in Southern Maryland. In fact, we have received unparalleled support from the entire USM and University of Maryland (UMD) organizations to make our visions a reality supporting not only UAS but autonomous research across all domains. Included in the budget was an additional \$1M for further design work for the third building at the Southern Maryland Higher Education Center (SMHEC), and pre-authorization of \$5M in the FY2016 budget to complete design and begin construction. This third building, being programmed by USM, will accommodate the growth plans of the SMHEC as well as be the home to an autonomous research initiative that will include research, academia and business support pieces that are in design as we speak. Our champion in Annapolis, Delegate John Bohanan, has aligned the moons to ensure a cross-state support for our work, and we are seeing the fruits of that and much more labor going on behind the scenes. New initiatives at the state level to incentivize businesses, such as the E-nnovation grants, are also invigorating interest in new entrepreneurial endeavors, many aligned with our focus here.

Marketing our efforts as part of the Mid-Atlantic Aviation Partnership (MAAP) began in earnest at the recent Association for Unmanned Vehicle Systems International (AUVSI) Unmanned Systems 2014 convention in Orlando, Florida May 12-15. Virginia, New Jersey and Maryland were there in force alongside several of the other FAA-awarded test sites and lots (LOTS!) of industry booths showcasing wares from across all domains and of every size, shape and color. As in recent years there was a diminished DoD presence as the autonomous

world takes more and more interest in the burgeoning commercial market, often spring boarding off of developments that defense programs have spearheaded. Once again, it comes down to the humans behind the unmanned systems, and we lead the parade. Continuing to focus our people across our many stakeholder organizations on the next big, sustainable thing is our goal.

One of the critical areas for integration of UAS into the national airspace will be certification of the aircraft. On this front we have a dual interest. As part of the FAA UAS Test Site program there is an interest in making the six test sites the foci for new Designated Airworthiness Representatives (DAR) for UAS. On the process side of the house, UMD is one of the leaders in taking its cue from the FAA and converting the DoD airworthiness directives, the MIL-HDBK-516B and NAVAIRINST 13034.1, into a commercial friendly product. Most UAS operators are using manufacturer's documentation and their airworthiness statements, reviewing them and signing off with just those as justification. Using the resources of the Clark School of Engineering, we have stood up an engineering-based process that actually conducts and reviews our own data, not relying only on what the manufacturer provides with their system. We have gained valuable cooperation from our initial platform partner, UAV Solutions, out of Jessup, MD, as they were clearly "all in" for this effort. The initial run of this process is complete, and we are not only learning tremendous lessons from it, but making those lessons and the process available in the future.

Stand by for news in the very near future on operational flights out of the UMD UAS Test Site. Public outreach will be a strong piece of what we do in establishing ourselves as not only technically competent, but focused on providing services, support and information to all of our stakeholders, including our local communities where we operate. See you on the flight line!



The Mid-Atlantic Aviation partnership was busy with a good volume of floor traffic at the AUVSI Unmanned Systems 2104 convention in Orlando. There was a lot of interest in research with UAS and flying systems, such as the UAV Solutions Talon 120 pictured here, in commercial applications.



UMD UAS Test Site Director Matt Scassero talks with the Ohio UAS Test Site operations director and marketing person on possible collaborations. There was immense interest in cooperation from all levels for both FAA-designated test sites as well as academic and industry partners who are still planning on moving forward with plans to invigorate the UAS industry.

ENCROACHMENT, NOT JUST A FOOTBALL FOUL

By Greg Gillingham

Encroachment by definition is the gradual intrusion upon the rights or property of another. It is only a five yard penalty in football but when it applies to the missions performed at the Naval Air Station at Patuxent River, Maryland, it is a huge penalty and can be difficult to assess. It is virtually impossible for anyone to be knowledgeable about all of the variables that can encroach upon those missions. The Navy has personnel that monitor the more recognizable encroachment issues such as housing development, planning and zoning ordinances, and noise complaints.

However, there are other issues that are not so recognizable; such as frequency congestion or commercial systems that may interfere with Navy systems over time. That brings us to the subject of windmills, or wind turbines as they are called these days. What's not to like about a free source of electricity, right?

Historically, wind turbines have not been an issue in our area since the cost to buy and install a system was not economical nor a sound investment. However, with the various government subsidies available to homeowners and commercial companies, they are now racing to install systems before these subsidies expire. Additionally, Governor O'Malley has a goal to have 20% of Maryland's electricity derived from renewable sources by 2022. This goal has commercial wind energy companies planning to install many wind farms across Maryland.

Wind turbines affect certain types of radars that use the Doppler Effect to make measurements. These radars are not the traditional blips on a screen like most of us have seen in the movies but instead they measure frequencies associated with the movement of targets. Since wind



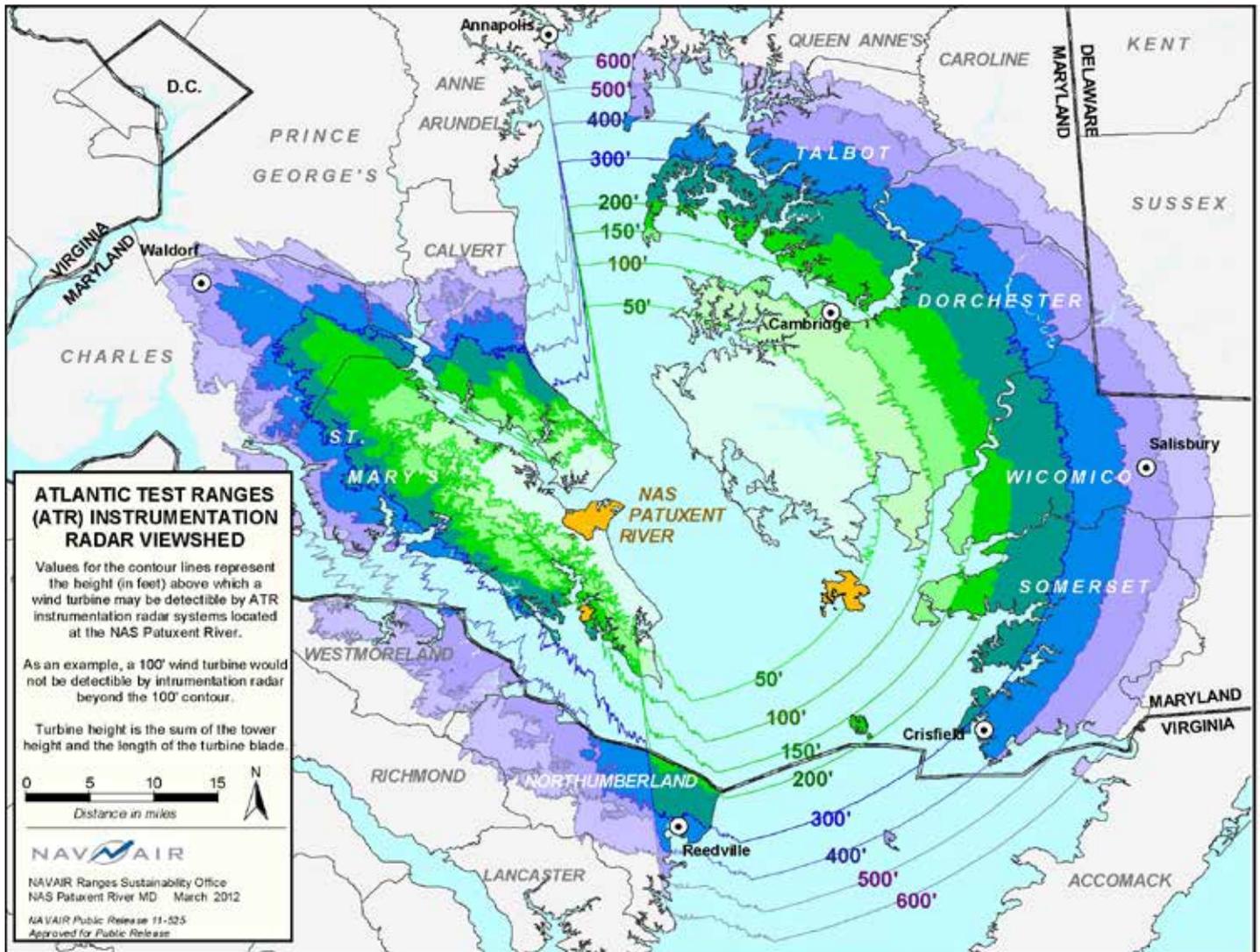
24 wind turbines each 600 feet tall planned for Maryland's Eastern Shore will be in full view of sensitive test instrumentation radars at the Navy's Atlantic Test Range.

turbine blades are constantly moving at different rotational rates and the blades are moving towards the radar and away from the radar, they produce random frequencies that contaminate the radar measurements. In fact the high turbine blade tip speeds can actually mimic the velocity of an aircraft in flight.

The Navy has been reaching out to all Maryland and Virginia counties that fall under the 2700 square miles of test airspace, alerting them to this turbine interference issue. The hope is for these counties to establish ordinances that provide the Navy the opportunity to comment on proposed turbines. The Navy even generated a map (on page 6) to show allowable heights of turbines as a function of distance from the radar to ease an approval process. Additionally, Navy personnel, the Southern Maryland Navy Alliance, and local and state government officials have worked collectively to establish legislation in Maryland that allows for Navy input into the approval process of commercial wind turbines. To date all turbines having the potential to interfere with Navy systems have been adjusted in height so as not to

interfere. However, a current commercial wind farm proposed for Maryland's Eastern Shore (with turbines reaching nearly 600 feet - among the tallest turbines in the country) is too tall to be placed as planned without significantly impacting Navy systems. The Great Bay Wind Energy Project is a 150 megawatt 24 turbine wind farm proposed by a Texas based company to be built in Somerset County in direct line of sight of Navy systems at NAS Patuxent River.

Since February of this year local, state, and federal elected leaders along with the Navy Alliance have been working to establish a 15 month moratorium on large scale wind turbine installations so as to give the Navy time to explore potential technical solutions. House Bill 1168 was introduced by Delegate John Bohanan to provide for this moratorium and the bill passed both houses of the legislature by a wide margin. However, the Bill died on May 16th when Governor O'Malley vetoed the Bill stating "The real threat to Pax River is not an array of wind turbines on the lower Eastern Shore, but rising sea levels caused by climate change". Although the outcome of the Navy's study



This viewshed map was developed by the Navy to inform the public on allowable heights of turbines as a function of distance from test instrumentation to avoid conflicts and expedite the approval process.

will not be known for several months, it is not expected to reveal revolutionary or quick solutions. Department of Defense policy regarding encroachment seems to dictate that the Services strive, at all cost, to find a win-win solution. If this is the case the Navy will likely succumb to a curtailment agreement (which means

turn off the wind turbines during Navy testing) and assess another encroachment penalty on the mission effectiveness at NAS Patuxent River. We have all heard the adage “death by a thousand cuts”, it is not the single encroachment that is the issue but the aggregate of the many that must be considered. We cannot rely on

the federal system to protect our region. It is up to us to preserve and enhance our economy and promote Southern Maryland as an excellent place to test naval aviation.

NAVY WORKING CAPITAL

By Gene Townsend

The purpose of this article is to describe the Working Capital Fund (WCF) legal basis, its operations and private sector characteristics.

WCF LEGAL BASIS

A Working Capital Fund (WCF) is established by Congress to provide the initial appropriation which is used to finance the cost of producing goods and services. An essential criterion is a WCF must have many customers.

Each approved entity receives a WCF Charter similar to incorporation in the private sector. It is established as a means of helping service activities to function more efficiently and in a business-like manner. WCF operates as a revolving fund and is free from dependence on a cycle of annual appropriations. It has an indefinite life to operate on a basis similar to private enterprise going concern concept. Working Capital Funds Corpus (cash) is used to finance operations from the time that specific work is begun to the time that payment is received from customers.

WCF OPERATIONS

A WCF has a Command and a business unit (NAWCAD). It has a cash account in the Treasury. The most important element is it must have customers. WCF must sell services/products to customers to survive. It then must bill customers for services/products to recognize revenue and collect cash. All costs

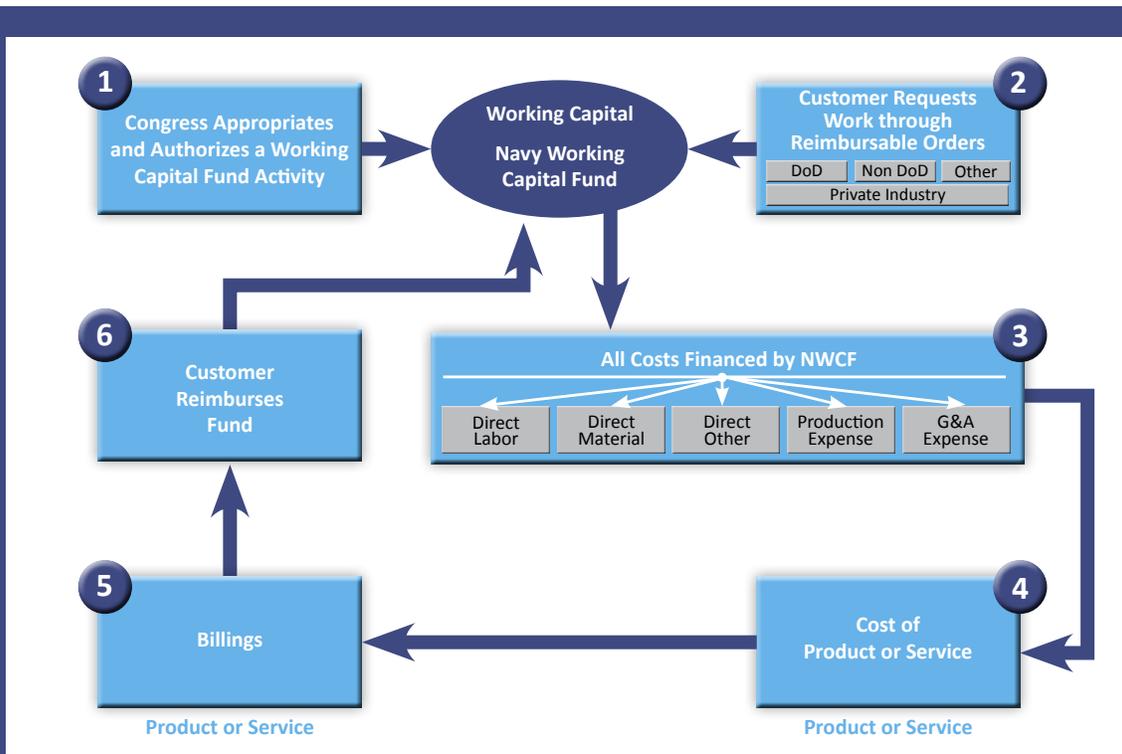
are initially charged and paid by a WCF and then recovered through rates charged to customers. Rates are developed on a breakeven basis (no profit) unless NAVCOMPT directs otherwise. Investments are purchased with cash and are depreciated as an expense over an asset's useful life and depreciation cost is recovered in customer rates. WCF is managed on an accrual basis for expenses and revenue. WCF operates as a business (Revenue minus Expenses equals Net Operating Results). Net Operating Results is the same as profit/loss in a private sector business. Any past profits/losses are retained in an Accumulated Operating Results (AOR) Account similar to Retained Earnings in a private sector business.

WCF PRIVATE SECTOR CHARACTERISTICS

As you can see the business is the same as the private sector business practices. Both have accrual accounting, depreciation of capital assets, Net income statements, Balance sheets and Cash flow statements, job order accounting system and cash management.

So Working Capital Funds operate like a business. It creates buyer-seller relationships with customers so when customers are turned away or the seller makes it too difficult they take their work to new sellers and do not return. WCF Activities are dependent upon orders received from customers to recover operating costs and when work is reduced it impacts rates to all customers because the fixed costs are spread over fewer customer orders. The Working Capital Fund objective is to provide stability to customer prices so that when work is turned away it impacts all customers.

See the WCF business cycle of operations in the below chart.



NWCF ... Concept of Operations

ECONOMIC DEVELOPMENT COMMISSION GETS UNDERWAY

*By Robin A. Finnacon,
Acting Director*

SMC Department of Economic Development

The St. Mary's County Economic Development Commission (EDC) met for the first time on Thursday, May 15. The EDC is an appointed body of the St. Mary's County Board of Commissioners and is responsible for developing a strategy to broaden the County's future economy. Commission members include Richard Braam, Carlos Bravo, Daniel Carney, Bill Scarafia, Laura Clarke, Phil Dorsey, Dr. Tracy Harris, Phil Langley, James Raley, Tom Sanders, and Tom Watts.

Both the University of Maryland (UMD) and Towson University (TU) will be under contract to conduct research to facilitate the EDC's efforts to develop a strategy focused on opportunities for non-Navy work. The County's existing industry sectors will be explored including defense, with particular attention on technologies and innovations that have commercial applications. The development of a comprehensive economic development strategy (CEDS) is funded through State, County and federal sources and is expected to take a year to complete. Once developed, the Strategy will be presented for adoption by the Board of County Commissioners.

Simultaneously, the Maryland Department of Business and Economic Development is pursuing a grant from the federal Office of Economic Adjustment to support a "Southern Maryland Technology Commercialization Pilot Project" intended to update the 2006 Strategic Economic Diversification Plan for Calvert, Charles and St. Mary's Counties and to test the commercial potential of defense technologies patented by NAS Patuxent River and the NSWC Indian Head and

Dahlgren Divisions. Coupled with the findings of the CEDS, the region will realize a tremendous benefit from these two initiatives. A heightened sense of urgency spurred by the recent decline in federal defense spending has galvanized the region and local governments are now looking to capitalize on opportunities stemming from technology innovation and commercialization of defense patents and licenses. Charles County opened a technology incubator in 2013 to spur business growth. That same year, St. Mary's County launched the Southern Maryland Innovation and Technology Initiative to encourage technology entrepreneurship. Calvert County worked with the College of Southern Maryland (CSM) to establish a technology-driven curriculum based on energy. Dedicated classroom and lab space was constructed in Prince Frederick, the Calvert County seat, for CSM's Center for the Nuclear Engineering Technology program. The Southern Maryland counties participate in the Start-Up Maryland initiative that has swept the State and the Maryland Technology Development Corporation now provides hands-on mentorship and grant funding for technology and technology-enabled start-ups and early-staged companies. St. Mary's College of Maryland is now an affiliate of the Maryland Industrial Partnership Program and actively seeks opportunities to support technology industry growth in the region and beyond.

Southern Maryland was represented by the UMD in the recent Federal Aviation Administration's Unmanned Aerial Systems (UAS) test site competition. UMD is now collaborating with Virginia Tech and Rutgers University in a mid-Atlantic partnership to maximize research and testing of unmanned and autonomous systems. The outgrowth of this partnership will yield substantial economic development dividends for the region and for Somerset County, home of the Crisfield Airport located on the Eastern Shore, where initial UAS testing in Maryland will occur. Furthermore, the UMD is committed to constructing what is expected to be a \$60M research facility at

the Southern Maryland Higher Education Center which is co-located with the St. Mary's County Regional Airport. UMD will house research labs, classroom space and a business incubator in the facility and will construct hangers at the airport to maximize testing capabilities and opportunities in Southern Maryland.

While the drawdown of two wars and the well-publicized Pentagon's intent to reduce the size of the armed forces, mothball obsolete installations and abandoned aging infrastructure served as a wake-up call to the State that "business as usual" will never again be enough to sustain economic prosperity in Maryland, Southern Maryland is seen as an ideal test bed for attempting to pivot a regional economy away from federal spending dependency. The critical mass of naval installations located in and surrounding the region, the highly educated workforce, the number of existing defense-related patents available for commercialization, the willingness of the region's elected officials, the support of the Navy Alliance, the Patuxent Partnership and the St. Mary's County Chamber of Commerce coupled with DBED's eagerness to export best practices to the balance of the State make this the time to develop outcome-based approaches to the commercialization of defense technologies and further strengthen our traditional industries.

The EDC is now underway to provide direction and focus to the many initiatives that stand to directly benefit job and income growth in St. Mary's County. Their task is both serious and ambitious. If successful, their work will influence the county's economy for generations to come. For more information about the EDC, contact the Department of Economic and Community Development at 301-475-4200, ext. 1407.



SMECO RELIABILITY PROJECT NEARING COMPLETION

By Tom Dennison

The St. Mary's County portion of SMECO's Southern Maryland Reliability Project is fully underway with new poles and wires being installed along Route 235 in Lexington Park and along Route 4 headed towards the Patuxent River.

Over the last few months SMECO's contractors have installed poles along Route 235 leading to their switching station on Buck Hewitt Road. A helicopter was used to string the lines between the poles.

In 2013, the SMECO completed Phase One and began work on Phase Two of the project. Phase One includes the new Sollers Wharf switching station in Lusby, which was energized in November, as well as an 18-mile segment of line that connects the Holland Cliff station in Huntingtown and the Sollers Wharf station. Phase Two consists of the section of line that goes from the Sollers Wharf station south to Solomons and the Navy Recreation Center, under the Patuxent River to Town Creek in St. Mary's County, and continues to the Hewitt Road switching station. We expect all the poles to be installed on Phase Two of the project in June.

The most complicated and costly part of the project is the connection between Calvert and St. Mary's counties because it involves crossing under the Patuxent River. The new river crossing, approximately 4,500 feet long, is more than 50 feet under the river bottom north of the Solomons Bridge. Burying the cable beneath the riverbed using state-of-the-art technology means the new line has little or no impact on the river, which protects oyster beds and the underwater ecosystems.

The process for going under the river started in Town Creek on the St. Mary's County side of the river. SMECO drilled under the river bed and up to the Navy Recreation Center in Calvert County using a horizontal directional drill, making several passes with the drill to increase the diameter of the hole to the proper size. Once the hole was prepared, five eight-inch fusible PVC conduits were pulled under the river from the Navy Recreation Center to the Town Creek property. This process was performed twice because there are two circuits that will go under the river. The cable will be pulled through the under-river conduit in late 2014.

The Southern Maryland Reliability Project is a multi-phase project that will ultimately create a 230-kV loop through Southern Maryland—ensuring greater reliability as population and demand grow. The entire project is 30 miles, including 28 miles of overhead line installed on existing rights of way and two miles of underground line, and it is expected to be completed by December 2014.



An example of the new transmission line structures for SMECO's Southern Maryland Reliability Project. The new poles are 145 feet tall, on average. The old wooden poles will be removed and those lines will be transferred to the new poles.



A helicopter was used to string the lines between the poles. Aside from being more efficient and less invasive from an environmental standpoint, the helicopter work was fun to watch.

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TOM DENNISON

Tom Dennison is the Managing Director of Government and Public Affairs for SMECO. He is the primary legislative and media liaison for the Cooperative, interacting with local, state and federal officials. He joined SMECO in 2006 following a seven-year career as a State House correspondent and Annapolis bureau chief for the Southern Maryland Newspapers and The Gazette newspaper.

He is a graduate of Indiana University of Pennsylvania and the National Rural Electric Cooperative Association's Robert I. Kabat Management Internship Program at the University of Wisconsin. He is president of the fund-raising committee for the Southern Maryland March of Dimes, and is a member of the board of the Maryland Chamber of Commerce, the St. Mary's Chamber of Commerce, the Maryland Government Relations Association and graduated from Leadership Maryland in the Class of 2012. He lives in Mechanicsville with his wife, Brandy, and two daughters.



PETER D. GREEN

Peter Green is the President of Wyle's Aerospace Group, which provides acquisition management, sustainment engineering, and test and evaluation services and solutions to the Department of Defense and other government agencies at 24 offices nationwide. He has been employed by Wyle and its heritage companies since 1985 where he has held several positions including Aerospace Group's Vice President for Business Development and Strategic Planning; program manager; systems engineer; chief pilot; and flew at Patuxent River as a contract test pilot for sixteen years.

Mr. Green served in the U.S. Navy as an active duty and naval reserve officer, logging more than 6,000 hours as a naval aviator, primarily in the P-3 Orion. He retired as an Aerospace Engineering Duty Officer in 2001.

A 1977 graduate of the United States Naval Academy, Mr. Green holds a Bachelor of Science in physics, a Master's of Science in systems management (RDT&E) from the University of Southern California, and is a 2005 graduate of the Darden School of Business Executive Management Program at the University of Virginia.



CHRISTOPHER LONGMORE

Christopher T. Longmore is a partner at Dugan, McKissick and Longmore, LLC. His practice areas include business disputes, government contracting, estate planning and zoning matters. He is past chair of the St. Mary's County Chamber of Commerce, Ex-Officio Board Member and General Counsel of Leadership Southern Maryland and Board Member of United Way St. Mary's County.

He is a graduate of Loyola College in Maryland, now known as Loyola University Maryland (B.A. Psychology 1993), and he earned his Juris Doctor from the Georgetown University Law Center, *magna cum laude* (1997). He lives in Great Mills with his wife Katie and their four children, Zachary, Isabella, Gabrielle and Lucas.

SMNA COMMITTEES MAKING PROGRESS

By Christopher J. Goode

In the Fall of this year, the eight committees established by the Southern Maryland Navy Alliance (SMNA) to provide specialized expertise and insight will turn two years old. The committees have empowered SMNA members to deepen their involvement and responsibilities in the Alliance while greatly expanding the scope and effectiveness of SMNA's strategies. A brief look at some of the initiatives and actions over the last two years demonstrates the value of the committees.

The SMNA committees have become fully operationalized and are now essentially managing and overseeing standalone projects. Take for example the BRAC Committee which helped to develop the Statement of Work for the Strengths, Weaknesses, Opportunities & Threats (SWOT) analysis and which will develop the game plan for SMNA's overall BRAC strategy.

The Encroachment Committee was recently engaged in support of House Bill 1168 to protect the testing environment at the Atlantic Test Range. This effort will continue. It will demand the technical expertise of those who have worked at the Range and understand the true impacts to national security by diminishing the effectiveness and access to it. Encroachment is the single, undeniable, and existential threat to any installation. All across the country, defense communities are painstakingly undertaking efforts to stop or rollback encroachment of all types. To do otherwise puts mission and jobs at direct risk.

There has never been a greater need for irregular warfare, rapid response and prototyping skillsets. Just this week, during the mark-up of the FY15 National Defense Authorization Act, the Senate permanently codified and authorized up to \$500 million for the Department of Defense's program to train, equip, and build the capacity of foreign security forces to conduct counterterrorism and coalition operations. The technical facilities and workforce at NAS Patuxent River and Webster Field can play a significant and growing role to meet the Combatant Commander's requirements to support our allies. The work of the IWC/RR Committee is the work of SMNA's future.

The UAS Test Site Committee has worked to support the Mid-Atlantic Aviation Partnership (MAAP), representing the FAA test site coalition of Virginia, New Jersey and Maryland. While the funding for this effort may take some time to catch up to the requirements, to fully integrate unmanned systems into the National Airspace System is the law. Unmanned air systems are already deeply integrated into the technical fabric of NAS Patuxent River.

As defense budgets continue to decline and with a BRAC round looming, well-informed decision-making based on sound analysis, open debate, and consensus building is an imperative. The committee structure injects technical competence and a currency of thought on a unique set of disciplines and initiatives that will have a profound impact on SMNA's members in the coming years. SMNA's issues are complex and the challenges demand persistent and thoughtful engagement. SMNA is fortunate they have such a high-caliber cadre of members who have chosen to dedicate their personal time and expertise to take their Alliance to the next step.



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