



CHINFO NEWS CLIPS

Navy Office of Information, Washington, DC

(703) 697-5342

Thursday, October 21, 2004

THE NEWS HERALD (FL) 18 OCT 04

Top Military Brass Touch Base

Navy, Marine Corps Officers Address Defense Conference At Bay Point

By Faith Ford

While U.S. forces continued to battle insurgents in Iraq on Tuesday, top officers of the Navy and Marine Corps talked about the future of the military during a defense conference at Bay Point Marriott.

Chief of Naval Operations Adm. Vern Clark and Marine Corps Commandant Gen. Michael Hagee listed faster response, greater efficiency and increased dedication to before and after stages of war as goals military officials continue working toward while they look to the military's next generation.

Hagee and Clark spoke to a packed house during the second day of the ninth annual Expeditionary Warfare Conference, which closes Friday. The event is sponsored by the National Defense Industrial Association and co-hosted by Naval Support Activity-Panama City and its tenant, Naval Surface Warfare Center-Panama City.

Event coordinator Pat Spring, program manager of the seabasing program office at the Naval Surface Warfare Center-Panama City, said the conference provides a forum for industry and military leadership to discuss concepts and technology for the future. Over 750 people registered to attend this year, a record for the event.

Bay County is an ideal location for the defense conference, Spring said, because it is home to the Naval Surface Warfare Center-Panama City.

"Panama City is one of the research and development centers for the Navy," he said.

To win the war on terrorism, Hagee said U.S. forces need to be able to identify the enemy. He emphasized the importance of preparation during

his midmorning speech. During a later interview, he pointed to programs to educate Marines on the Arabic language, Iraqi culture and Islamic religion prior to the invasion of the Middle East country. However, he suggested that the crash courses were not enough.

"If we're going to operate in that region, the American serviceman and servicewoman needs to understand that particular culture, and we can't do that when we're getting ready to cross the line of departure in two weeks," Hagee said. "That has to be part of this pre-conflict education." Both men also talked about seabasing, the conference theme. The concept involves supporting land conflicts from offshore.

"It's doing Operation Iraqi Freedom without having Kuwait, doing it all at sea," Hagee said.

Through seabasing, the Navy will take the military capabilities U.S. forces have at home into foreign seas, Clark said.

"We could take our sovereignty, the sovereignty of this nation, and park it in international waters," he said.

The Marine Corps and the Navy are working together on the concept, but Hagee and Clark said all forces would be involved.

Capt. Vito Jimenez, commanding officer of the Naval Surface Warfare Center-Panama City, said seabasing is one of the focus areas at the local research facility.

"It's a concept rather than a piece of gear or some kind of weapon," he said. "We have to consider how we're going to do it with the things that we have, think about the use of battle space, expect all the value that you can get out of technology to be able to do the things out on a sea base instead of having to do it onshore."

U.S. Hits Terrorist Sites In Fallujah

By Rawya Rageh, Associated Press

BAGHDAD — U.S. aircraft on Wednesday launched four strikes on what the U.S. military said were safe houses used by Abu Musab al-Zarqawi's terrorist network in the insurgent stronghold of Fallujah.

The U.S. command denied witness reports that U.S. aircraft attacked a female teachers' college and a house where a family of six was killed.

U.S. and Iraqi forces have stepped up operations to curb insurgent violence so that Iraqi voters throughout the country can choose a government in January.

But Iraqi Foreign Minister Hoshiyar Zebari complained Wednesday that the United Nations has not sent enough election experts to help prepare for the balloting. "Judging by the size of the process in Iraq and its complexity, we definitely need a larger U.N. presence in Iraq, at least to bestow trust upon the electoral process," Zebari said.

The United Nations pulled its international staff out after bombings at its Baghdad headquarters in August 2003 killed 22 people,

including the top U.N. envoy. U.N. Secretary-General Kofi Annan has since allowed a team to return to help with elections. But he limited the team to 35 non-Iraqi staffers. The U.N. also is training Iraqis outside the country so they can instruct other Iraqis on how to run an election.

Since the bombings at the U.N. headquarters a year ago, attacks on foreigners have grown worse. CARE International suspended operations in Iraq on Wednesday, a day after the aid group's director for Iraq, Margaret Hassan, was abducted. Her family said it had received no demands from the kidnappers.

Also Wednesday:

*In Samarra, a Sunni Muslim stronghold recently recaptured by U.S. and Iraqi forces, 11 U.S. soldiers and an Iraqi interpreter were wounded when two car bombs exploded, the Army said.

*A suicide bomber in Baghdad detonated his car near a U.S. patrol on the airport road. Two U.S. soldiers and two Iraqi policemen were wounded. Zarqawi's terrorist group claimed responsibility on a Web site.

U.S. Central Command Naval Chief Foresees More Volatility In The Region

By Sandra I. Erwin

While naval forces under U.S. Central Command remain primarily focused on the conflicts in Iraq and Afghanistan, commanders are concerned about emerging threats that could further destabilize the Middle East. They also worry about maintaining the support of foreign allies, which make up 40 percent of U.S.-led maritime forces.

Among the most troubling developments in the region is the growing clout of Iranian hard-line conservative clerics who are intent on gaining power in that country and potentially obtaining nuclear weapons, according to Vice Adm. David C. Nichols, commander of the U.S. Navy's Fifth Fleet, in Bahrain.

"Iran is most likely to be the next conventional conflict in the CENTCOM [Central Command] area," Nichols said in a presentation to the Tailhook Association's annual convention of naval aviators in Reno, Nev.

"They are determined to build a nuclear bomb," Nichols said of leaders in Iran. Officials at Central Command see continuing Iranian support for terrorism that is contributing to instability in Southern Iraq, he added. The U.S. invasion and toppling of Saddam Hussein has bolstered Iran's regional clout, Nichols explained. "There is a sense that the [pro-U.S.] reformers are in decline and Iran is stronger in the region because we eliminated its tactical enemies: Saddam to the West and the Taliban in the East, and its strategic enemy in the region, Saudi Arabia, is pinned down internally."

Additionally, Iran perceives the United States as being "pinned down in Afghanistan and Iraq, and unable to respond in a meaningful way to any Iranian provocation," Nichols said.

Iran presents a complex threat because the country has essentially two military components: the Revolutionary Guards and the regular military.

The Revolutionary Guards provide military support to Islamic conservative clerics who are seeking to enhance their political clout.

According to a recent report published by "Eurasia Insight," the Revolutionary Guards have control over Iran's nuclear program. "The program, under intense international scrutiny because of its arms-making potential, is a source of tremendous national pride in Iran," wrote Kamal Nazer Yasin, a journalist specializing in Iranian affairs.

The article also notes that the presence of U.S. troops in two neighboring countries, Afghanistan and Iraq, has bolstered the Revolutionary Guards' role in defending Iran's national interests.

Nichols characterized the Revolutionary Guards as a "bunch of crazies," while the regular Iranian military is viewed as a "responsible" organization, Nichols said. "The opportunity for a chance meeting or an unintended event out there is very high."

Escalating violence and instability in Iraq also are raising concerns about how to deal with terrorism in the area.

"A year and a half ago, Iraq didn't have much to do with terrorism. It has a lot to do with terrorism right now," said Nichols. "It's become the new jihad battlefield since the Soviets left Afghanistan."

Nichols characterized the insurgency in Iraq as a combination of former regime elements, Sunni and Shiite extremists, thugs and a lot of people "with no place to go."

Before the Iraq war, Central Command planners had anticipated that the next "center of gravity" in the U.S. war on Al Qaeda, after Afghanistan, would be the Horn of Africa, on the continent's east coast.

"It's a huge, ungoverned space, where the population is generally sympathetic to extremist causes," said Nichols. A joint task force was set up initially on a ship to monitor the area, and later moved ashore to Djibouti.

Djibouti is located at the mouth of the Red Sea and serves as a strategic transshipment location for goods entering and leaving the East African highlands. France maintains a significant military presence in the country.

MORE

“We’ve been fairly successful in preventing terrorists from getting a foothold there,” said Nichols. “It’s one of the key ungoverned spaces in the region.”

Pakistan is another potentially volatile spot. Even though the current president, Gen. Pervez Musharraf, supports the United States, internal strife is brewing. “If Pakistan goes in the wrong direction, we are in trouble,” Nichols said. Musharraf has the support of about 50 percent of the people, he added. “About 25 percent don’t care and 25 percent are against him.”

It is important for the United States to stand by Pakistan, Nichols said. “Pakistan is making a difference, and we have to continue to help them.” In maritime operations, the Pakistanis have been most helpful in providing translators and assisting U.S. officials gain “awareness of the lay of the land.”

Nichols stressed that the U.S. success in fighting terrorism in the Middle East and South Asia is directly tied to the continued support of a multinational coalition that, besides Pakistan, includes the United Kingdom, Canada, Australia, New Zealand, Germany, Italy, France, Spain and Japan.

These countries conduct maritime surveillance in the Persian Gulf and elsewhere.

“About 40 percent of my forces are non-U.S.,” Nichols said.

Of three major task forces under his command, one is led by a French two-star officer, Rear Adm. Jean-Pierre Teule, who is responsible for anti-terrorism and counter-drug operations in the Red Sea, Gulf of Aden, Horn of Africa and Somali Basin, as well as the Arabian Sea, Gulf of Oman and Straits of Hormuz.

“Most people don’t realize the French have been in Operation Enduring Freedom since day one,” said Nichols. “The French were the first responders to the Cole bombing [in October 2000]. They’ve been aligned with us from the get-go.”

Because of the valuable support the French provide, Nichols said, he has worked very hard

“to keep them committed there and tried not to make the disagreement over Iraq influence what’s going on in other areas in the global war on terror.”

Despite the growing demands on the fleet, Nichols insisted that the U.S. Navy is adequately trained and equipped, but he cautioned that, at a time when military resources are strained, the service needs to carefully assess how and where it deploys its aircraft carriers.

“The combat capacity that the carrier strike group represents has become a key piece of strategic reserve out there,” he said.

The Navy recently has moved away from pre-scheduled deployments for aircraft carrier groups, in favor of a new posture called “fleet response plan.” Under the FRP, carriers don’t have predictable deployments. Up to eight out of the Navy’s 12 carriers have to be ready to surge within 30 days, when called upon.

The concern for commanders such as Nichols, however, is whether FRP might undercut the Navy’s forward presence in key hotspots around the world. “FRP is potentially a very powerful tool, but we need to understand the opportunity cost . . . We have shown a little more appetite for risk, but we have people who don’t legitimately own the risk standing up and advocating to others who do.”

To showcase the FRP concept, the Navy conducted an exercise in July called Summer Pulse, where seven carrier strike groups were given 30 days to prepare and deploy throughout major theaters worldwide.

Nichols questioned why the Navy needed to spend so many resources on an exercise, when the service already had demonstrated its ability to surge when it prepared for combat in Iraq.

“I think Summer Pulse was a mistake,” Nichols said. “We had seven carriers deployed during Operation Iraqi Freedom phase III. It seems like a pretty good demo to me and we didn’t factor opportunity cost for Summer Pulse.”

Urban Fighting In Iraq Spurs New Thinking In Strike Aviation

By Sandra Erwin

Unconventional tactics have become standard procedure for U.S. naval aviators who are supporting ground troops in the fight against insurgents in Iraq.

The conflict has forced pilots to think differently, but commanders insist that the current war is not likely to permanently change the culture of carrier aviation.

Notably, pilots who have trained their whole careers to drop bombs from their jet aircraft now are finding that they often return to the carrier with most of their ordnance. The dense urban fighting in Iraq has made it difficult for aviators to pinpoint targets and strike them without risking widespread civilian casualties.

These realities have shaken many of the long-held assumptions in naval aviation, including the practice of tying success to the number of bombs dropped, said Rear Adm. (Sel.) William Gortney, a former air wing commander and chief of staff of the U.S. Navy's Fifth Fleet.

"It's a very different war out there," Gortney told naval aviators attending the 48th annual Tailhook convention, in Reno, Nev. "In this phase of the war, the metric for success is being there when you are needed, with the proper ordnance, with the proper training."

In practice, that often means flying at low altitudes to scare hordes of suspected insurgents congregating in Iraqi cities.

These missions are about "show of force and presence," and may or may not require weapon strikes, noted Capt. Mark A. "Cyrus" Vance, former commander of Carrier Air Wing 3.

In counterinsurgency enclaves such as Fallujah, typically "a crowd starts showing up some place, and guys on the ground feel threatened," Vance said. "When you bring naval tac-air down into lower altitudes, that tends to disperse crowds."

Similar tactics are employed in Afghanistan, where naval aviators also fly close air-support missions.

Capt. Haley Mills, who commanded Carrier Air Wing 1 last fall, said the wing flew 200 missions over Afghanistan and carried 300,000 pounds of ordnance without dropping a single bomb during a two-week period.

For more than a year, protecting U.S. vehicle convoys in Iraq from roadside bombs, rocket and mortar attacks has been a primary concern. Navy pilots were directed to provide security from the air. That required the development of new tactics and techniques to escort convoys, said Capt. Ice Field, commander of Carrier Air Wing 7.

"We were authorized to get down and make noise to disperse the crowd," Field said. Close-air support in Iraq poses particular difficulties, because the cities are so closely packed.

In the United States, Navy and Marine Corps pilots are trained to identify buildings in a high-density environment. But the Iraqi landscape never has been replicated in a U.S. training range. "Iraqi cities have at least three times as many buildings in the same amount of space as we do," said Field.

During the early stages of the Fallujah insurgency, in April and May, Navy pilots spent much of the time flying over the area and waiting to get called by Marines on the ground. Even seasoned Navy pilots such as Field were impressed by the poise of the Marines. "Eighteen-year-olds were cool under pressure," he noted.

"We dropped a few weapons," said Field. "But we found this was different than anything else we have done. We were taught to be on time, on target. But a lot of targets we were asked to find were so difficult that it took multiple trips, sometimes orbiting at low altitude, to pick them up."

The difficulties in pinpointing targets also highlight the inadequacy of the sensors used on military aircraft. "Quite often we were using our eyeballs, our binoculars to identify the target," he added.

Close-air support in urban areas has to be precise to be effective. "It has to be done

MORE

perfectly the first time,” Field said. “We cannot accept any errors.”

Nevertheless, there have been civilian casualties as a result of U.S. air strikes.

“A lot of the targets we had were wedged between schools, mosques,” said Field. “This is an area we were prepared for, in some cases. In other areas we need to expand our training.”

At times the airspace over Fallujah was more congested than Chicago’s O’Hare International Airport, noted Col. Jon “Punjab” Miclot, former operations officer for Marine Air Wing 3 in Iraq.

Dealing with the insurgency often becomes a cat-and-mouse game, said Miclot. “They move; we move. We get a little smarter; they figure out what we are doing, and vice versa.”

The problems identifying targets could be eased if Marines or soldiers on the ground could get a handheld computer with a real-time video link to unmanned aircraft orbiting the area, Miclot said. “Each squad leader needs a UAV to look down into Fallujah.”

Some of the most valuable tools for aviators are wing-mounted targeting pods, which have sophisticated sensors designed to help pilots get a clear view of the ground, especially at night.

It also has become obvious during the fighting in Iraq that U.S. aviators need smaller munitions that can hit targets without causing the devastation that ensues when 1,000-pound

or 2,000-pound bombs are dropped. “The size of warheads is an issue,” said Vance. In many cases, Navy weapon engineers adjusted the fuze to make bombs less destructive, he said. “There is creative fuzing going on to keep the blast fragmentation low.”

Miclot recognized that Marine pilots could benefit from more realistic training in urban close-air support. The air wing under his command trained at Yuma Proving Ground, in Arizona, where a range known as Yoda was set up to replicate the Iraqi environment. “It’s pretty darn close,” Miclot said. “But the urban stuff is tough ... Yoda doesn’t even come close to Fallujah.”

But it’s not yet clear how the lessons from the current fight will shape future training sites, he added. “I don’t know how we are going to do that in the future.”

Miclot cautioned that it would be a mistake to assume that all future conflicts will be like Iraq. He said aviation training should continue to accommodate all forms of fighting, including conventional bombing campaigns and air-to-air combat.

“Every war is different,” said Vice Adm. (Sel.) Mark Fitzgerald, former director of naval warfare. The Navy should strive to have a balanced force, so it can fight in different regions of the world, he said. This requires a broad range of capabilities.

Navy Investigators Volunteered For Intelligence Ops In Iraq

By Mike Gooding

One by one, several agents of the Naval Criminal Investigate Service's Norfolk field office were presented with the Navy's meritorious civilian service medal on Wednesday.

A year ago, as the Iraqi insurgency grew, the Department of Defense asked for 20 NCIS volunteers to perform "protective services." In other words, they'd be body guards.

Between then and now, more than 150 of the civilian agents have been dispatched to work with U.S. and coalition provisional authority forces. They perform badly needed anti- and counter-intelligence operations and criminal investigations.

"We made a lot of friends over there, a lot of Iraqis in both police departments and other services in the area. It was good to interact with them, see what they liked and what the needed,

helped them where we could," said Jonathan Robbins. "I believed in what we were doing and there was a good opportunity to go do something worthwhile and interesting. That was it, raised my hand."

Frank Ripa was quick to act, too.

"No doubt in my mind. It was the most rewarding experience I've ever had in terms of effecting, of saving lives every day. Every single day I can honestly say I saved lives," he explained.

The NCIS has more than 1,000 special agents and more than 1,000 support personnel in more than 140 locations around the globe.

Its self-stated mission is "to prevent and solve crimes that threaten the warfighting capability of the U.S. Navy and Marine Corps."

The agency does this by pursuing three strategic priorities: preventing terrorism, protecting secrets and reducing crime.

Anger Grows As Toll Mounts Among Marines In Western Iraq

By Fisnik Abrashi, Associated Press

QAIM, Iraq – The sound of the Black Hawk medical helicopter is an ominous sign for the Marines patrolling this forgotten western corner of Iraq that borders Syria. It means one of them is seriously wounded or killed by their elusive enemy.

The sound of roaring engine, shattering evening calm, is immediately followed with a quick whisper among the troops, trying to find out who it was this time.

At this Marine base, at the far west of restless Anbar province only miles from the Syrian border, the news spreads quickly. “We are losing guys left and right,” said Cpl. Cody King, 20, of Phoenix, not hiding his anger. “All we are doing around here is getting blown up.”

Most of the incidents these days, in this land of endless desert, dried-up river beds and winding dirt roads, include 155 mm artillery shells, mines and other sorts of crude homemade bombs. They make the Marines’ enemy faceless and only heighten the feeling of vulnerability. The armor at their disposal is in short supply.

King and his fellow Marines from the weapons company of the 1st Battalion, 7th Marine Regiment at Twentynine Palms spoke between patrols, huddled together and sifting through their log book, venting their anger and frustration.

Among other things their green leather-bound book lists are the number of times their company has been hit by homemade bombs since they arrived in the country two months ago. Also listed in the book, in fine, careful print, are the names of those who were killed or wounded during those incidents.

On Sept. 3, a homemade bomb ripped through a group of Marines providing security

for engineers repairing a bridge over the Euphrates River, near the town of Ubayd. Four were killed and three were wounded. King escaped unscathed.

In recent months, Marine fatalities have exceeded Army deaths – even though the Army has at least three times as many troops in Iraq.

It is difficult to pinpoint the reasons for the unusually high death toll for the Marines because they limit details on the circumstances of battle deaths to either “enemy action” or “noncombat related.” The Army specifies the type of weapon that caused the death as well as the city where it happened.

“After you lose so many Marines, you just keep fighting to stay alive,” said King, the son of a Vietnam veteran.

For some of the Marines, lack of armor, few vehicles and too restrictive rules of engagement are partly to blame. “We need more armor, more vehicles and more bodies,” King said.

Sgt. Ryan Hall, 27, said that a “50-50” chance of getting hurt or killed on patrol is a good bet among his troops. As he walks outside the compound, the Abilene, Texas, resident points to damage company vehicles have suffered. There are cracks in the armored windshield of their Humvees from flying shrapnel. There are holes on the back and damage to its side.

Shortly after darkness fell, another sound of the helicopter signaled what they all knew. “You do not know whether he will survive,” King said.

That night, only one made it. A suicide car bomber had rammed into their patrol near the town of Qaim. Two soldiers and one Marine died.

Detainees In Cuba Entitled To Lawyers, Judge Rules

By Gina Holland, Associated Press

WASHINGTON – A federal judge ruled yesterday that terror suspects held in Cuba must be allowed to meet with lawyers, and that the government cannot monitor their conversations.

In a strongly worded rebuke of the Bush administration, U.S. District Judge Colleen Kollar-Kotelly rejected the administration's argument that the detainees were not entitled to lawyers.

The Supreme Court ruled in June that the then-600 foreign-born men held in the Navy-run prison camp at Guantanamo Bay, Cuba, could challenge their captivity in American courts.

Kollar-Kotelly said that would be impossible without legal help.

"They have been detained virtually incommunicado for nearly three years without being charged with any crime. To say that (detainees') ability to investigate the circumstances surrounding their capture and detention is 'seriously impaired' is an understatement," she wrote.

She also said it was impossible for the men "to grapple with the complexities of a foreign legal system and present their claims to this court" without attorneys, access to a law library and fluency in English.

"We are reviewing the decision," Justice Department spokesman John Nowacki said.

Michael Ratner, president of the New York Center for Constitutional Rights, which represents some of the detainees, called it "a wonderful vindication of what the Supreme Court said they had a right to have: access to lawyers."

"The government had dug in here as if the Supreme Court ruling did not exist. It took a federal judge to tell them that's not the case," he said.

Multiple cases have been filed in federal court in Washington on behalf of Guantanamo detainees.

Kollar-Kotelly's decision, the most significant since the Supreme Court's June ruling, came in the case of three Kuwaiti nationals who have been held since shortly after the terrorist attacks on Sept. 11, 2001.

Government lawyers had agreed to let the men see attorneys, but argued that was not legally required. The government also wanted to monitor the meetings and review attorneys' notes and mail, something Kollar-Kotelly said would infringe on the detainees' attorney-client privilege.

"The court is acutely aware of the delicate balance that must be struck when weighing the importance of national security against the rights of the individual," Kollar-Kotelly wrote.

"However the government has supplied only the most slender legal support for its argument, which cannot withstand the weight of the authority surrounding the importance of attorney-client privilege."

Brian D. Boyle, a lawyer for the Justice Department, had told the judge earlier that allowing the conversations to go unmonitored would pose a national security risk if the lawyers intentionally or inadvertently disclosed classified information.

He said detainees might seek to use their attorneys to pass along dangerous information.

The judge said in yesterday's decision that attorneys must have appropriate security clearance to meet with detainees, and that they cannot discuss the conversations with anyone, unless the government agrees.

More than 500 men from 40 countries are being held on suspicion of links to al-Qaeda or the fallen Taliban regime of Afghanistan.

Navy Wraps Up Review Of Air-To-Ground Targeting Systems Deployed On Fighter Jets

By Sandra Erwin

A review of three air-to-ground targeting systems designed for Navy, Air Force and Marine Corps fighter jets is expected to leave current programs intact, sources said.

The Navy's top acquisition official, Assistant Secretary John Young, convened an independent panel of experts earlier this year to review the systems, which help aviators pinpoint targets on the ground at night and in adverse weather.

The three pods in the review included the Navy's advanced targeting forward-looking infrared (ATFLIR), the Air Force Sniper and the Marine Corps' Litening.

All three systems represent the latest generation of this technology, which employs high-magnification infrared sensors and optics packaged on stabilized mounts and installed on military jet fighters.

The services collectively could spend up to \$5 billion in the next five to 10 years on targeting pods, prompting Pentagon officials to question why the Defense Department could not consolidate the programs and possibly save money.

This is not the first time a senior review panel is charged to study targeting pods. The Defense Science Board probed the issue more than four years ago and concluded that the Air Force and the Navy should pursue separate programs for an advanced targeting pod.

The Defense Department originally considered combining both programs. The Navy launched the ATFLIR program in 1997, and awarded a contract to the Raytheon Company. The system now is in low-rate production. The Air Force, meanwhile, launched a separate program in 2001, called Advanced Targeting Pod, and selected the Sniper, made by Lockheed Martin Corp.

The Marines and the Air National Guard, meanwhile, chose the Litening pod, made by a team of Northrop Grumman and Rafael.

A member of the DSB study group told National Defense in 2001 that the most significant reason why the Pentagon should not consolidate the Navy and the Air Force programs was the cost associated with canceling the ATFLIR, if the Air Force decided that it did not meet its requirements.

Although the ATFLIR and the Sniper share much of the same technology, the primary difference is the cooling system. The Navy pod gets cooling from the platform aircraft, the F/A-18. The Air Force pods require an on-board environmental conditioning system.

The Navy pods also must be customized for carrier-based flying. They must be hardened to withstand catapult launches and harsh landings, as well as electromagnetic interference.

The Navy will spend about \$1.8 billion for 574 ATFLIR systems. The Air Force intends to buy 520 pods, each estimated to cost about \$1.5 million.

Young was briefed on the latest review findings on

September 23. A Navy spokesman said the service would not discuss any details on the panel's recommendations nor would it disclose the names of the panel members.

According to industry sources, the review did not identify a clear "winner," nor did it recommend the cancellation of any of the targeting pod programs.

These sources speculated that the motivation for Young's review was to put pressure on the contractors to lower the prices of the pods.

After the review was announced, Lockheed Martin launched an aggressive marketing campaign, hoping to persuade Navy officials that they should consider switching to the Sniper, even if that system had lost the competition back in 1997.

Morri Leland, a business development executive at Lockheed Martin, said the Sniper technology would suit the Navy's needs if the service chose to consolidate its targeting pod program with the Air Force.

Raytheon, meanwhile, expects that the price of ATFLIR will come down if the Navy agrees to a multiyear contract, said Dave Goold, business development director. The company is anticipating a production contract in early 2005 and is negotiating a multiyear deal with the Navy for the last 361 pods.

The Marine Corps and the Air National Guard said they are committed to the Litening pod, which they have been flying in combat for the past several years.

Carrier Flight Decks Will Have 'Pit Stops' For Navy Fighter Jets

By Sandra I. Erwin

A new aircraft carrier that is scheduled to enter service during the next decade will offer a radically different approach to servicing and prepping fighter jets.

The payoff will be a dramatic increase in the number of warplanes available for combat missions, Navy officials said.

Notably, the ship's flight deck will be designed so that aircraft can maneuver into a NASCAR-style pit stop, where they will be refueled, repaired and loaded with weapons.

This marks a significant departure from the way business is done on carriers today, where aircraft have to move around the deck and park at different locations for fuel, repairs and bomb replenishing.

The current process is time consuming and cumbersome, said Capt. Michael Schwartz, program manager for the Navy's future aircraft carrier, called CVN 21.

NASCAR-like pit stops offer an ideal combination of speed and efficiency, he noted. "In races, the car drives into one location instead of moving the car to different locations to get things done."

Aircraft carrier designers looked at the NASCAR model and decided it suited the needs of naval aviation. "Why not put in that kind of flexibility on the carrier, so we bring the maintenance to the airplane instead of having to pull the airplane around to different locations and constantly reconfigure the flight deck?" Schwartz said. In CVN 21, "we are going to have more parking places on the flight deck to give maintainers and fuelers more flexibility, so they can get more planes ready faster."

For the Navy, the ultimate goal is to be able to drastically increase the number of combat missions that can be launched in a single day. While Nimitz-class carriers today can manage up to 120 flight sorties in a 12-hour day, the goal is to raise that number to 160.

"Beyond that, there is a requirement to get to 270 sorties in a 24-hour flying day and sustain that over a four-day period," Schwartz said.

The pit-stop maintenance, along with changes in the location of the weapon elevators on the CVN 21, should help pump fuel and load ammunition at a much faster pace than is currently possible, he said.

CVN 21 designers concluded that getting the weapons on the airplanes is the biggest bottleneck with which they had to contend. Weapons are stored in magazines located in the lower decks of the carrier. They get lifted aboard elevators to the second deck, where the eating facilities typically are.

"We clear all the tables, assemble the bombs, then put them on carts and put them on elevators to bring them up to the flight deck," Schwartz explained.

The problem is that the elevators come right up to the center of the flight deck, which means flight operations must be stopped while weapons get moved off the elevators. Storing weapons in the center of the ship was standard practice during the Cold War, when carriers were loaded with nuclear missiles and commanders worried that a strike against the ship would lead to Armageddon.

When the weapons reach the flight deck, groups of sailors then bring the bombs and hang them on the aircraft. "It's a very inefficient process," said Schwartz.

Under the new ship design, the weapons no longer are assembled in the mess halls. Instead, there will be designated weapon staging areas. After the weapons are assembled and placed on elevators, they will no longer end up in the middle of the flight deck, but rather on the starboard side, so they won't restrict flight operations.

Additionally, the Navy plans to develop new weapons handling equipment to move the bombs around and get them on the airplane faster, Schwartz said. "Just the rearrangements of the elevators, and having larger elevators will streamline the flow of weapons."

To make the 160 sortie-per-day goal, Navy engineers also are trying to figure out ways to pump fuel faster. The numbers of fueling stations and fuel hoses on the flight deck have

MORE

not been set yet. The Navy so far has run only digital models and scenarios to help determine the right configuration.

Cutting back on the manual labor also is a priority in the design of CVN 21. The Navy expects to reduce the ship's crew from more than 3,000 to about 2,000. The air wing, which includes about 75-85 aircraft and a crew of more than 2,000, also will see personnel reductions.

"The next piece is to look at what people do," said Schwartz. "Today, it takes a lot of manpower to carry the weapons and load them to the aircraft. We are looking at new weapons-loading devices that can allow one person or a small number of people to load weapons."

To the naked eye, the CVN 21 still resembles a traditional Nimitz-class flattop, but significant changes are planned for the flight deck design, Schwartz said. "Although the hull looks very much like the Nimitz, we have completely reoriented the flight deck to allow for more parking spaces for aircraft."

CVN 21 will have three aircraft elevators—two on the starboard side and one on the port side. Nimitz has three on the starboard side and one on the port side. The new ship will have 11 weapon elevators—one more than the Nimitz class. Schwartz cautioned that it is the location, rather than the number of elevators, that will help ease the movement of aircraft.

The success of the pit-stop approach is based not only on repositioning the elevators, but also on having enough space on the deck and designing the deck in the right shape and size, he noted. "Today, we find a lot of movement of aircraft around. ... A plane lands, you hook up a tow-bar and a tractor, pull it to

one location, and do maintenance. Then, you pull it to another location to get fueled, then to another location to get started." The crew is moving planes around constantly to prepare for the next launch and recovery cycle.

The island of the ship will be much smaller and moved aft in CVN 21, a design change that will free up more space for flight operations.

An aircraft carrier's island is the command center for flight-deck operations, as well as for the ship as a whole. The top of the island is outfitted with various radar and communications antennas, which monitor ship and aircraft traffic, intercept and jam enemy radar signals, track enemy aircraft and missiles, and pick up satellite signals, among other things. The island structure on Nimitz is approximately 100 feet long. The length may drop to about 60 feet in CVN 21.

Much of the size reduction is achieved by shifting from rotating radar antennas to dual-band phased arrays.

"We have taken away many of these known boundaries with this new deck orientation," Schwartz said. "We will have more flexibility to rearm and refuel."

He could not explicitly quantify the expected time savings associated with pit-stop maintenance, but estimated it could be up to a couple of hours per aircraft.

As to when the Navy will receive the first of the CVN 21 carriers, that remains to be seen. The current schedule has construction beginning in 2007, with delivery in 2014. But Navy officials have hinted that is likely to be delayed as a result of a funding crunch in the service's shipbuilding accounts.

Navy Transfers Space Surveillance Mission To Air Force

By Gary R. Wagner, Naval Network and Space Operations Command Public Affairs
DAHLGREN, Va. -- The Navy transferred operation of the former Naval Space Surveillance System, the nation's oldest sensor built to track satellites and debris in orbit around the Earth, to the Air Force during formal ceremonies here Oct. 1.

The Secretary of Defense had directed the Navy to transfer program management of the system to the Air Force beginning in October 2003. The Air Force requested that the Navy continue to operate the space surveillance sensor, also known as the "Fence," through fiscal year 2004.

The newly created 20th Space Control Squadron (20th SPCS) Det. 1 assumes operation of the Fence from the Naval Network and Space Operations Command (NNSOC). At the establishment ceremony, Rear Adm. John Cryer, the commander for NNSOC, reminded the audience that the nation's space surveillance mission has been a joint service effort from its earliest beginnings.

"Even as Navy developed the unique capability we have in the Fence, we have always worked closely with the Air Force," which is responsible for maintaining space control, Cryer emphasized. "We will continue that tradition of joint service cooperation in the years ahead."

Cryer expressed pride in the command's employees, who have been critical to the success of the Navy's space surveillance operation for the past several decades.

"And I'm pleased the Air Force has elected to continue operation of the Fence from Dahlgren, partly in recognition of the invaluable expertise our personnel bring to the mission," he continued.

The transfer of Fence operations to the Air Force brings an end to more than 40 years of Navy control of the sensor from Dahlgren, first by the Naval Space Surveillance System (NAVSPASUR), then assumed by Naval Space Command in 1993, and finally by NNSOC when that organization was established in 2002.

In addition to assuming operation of the Navy's space surveillance system, the 20th SPCS Det. 1 is also taking on the Alternate Space Control Center (ASCC) mission, which was first assigned to NAVSPASUR in 1987. In its ASCC role, NAVSPASUR – followed by Naval Space Command and finally NNSOC – served as the backup computational and command and control node for the Space Control Center at Cheyenne Mountain Air Force Base, Colo.

The new Air Force detachment is a component of the 20th Space Control Squadron headquartered at Eglin Air Force Base in Florida. During the ceremony, Lt. Col. James Hogan, squadron commander, presented the detachment's new flag to Maj. Donald Daugherty, the unit's first officer in charge.

"For 43 years, Navy has stood watch over space with the Fence, and has one of the first seats at the table of space surveillance," Hogan said. "In addition, the Navy has operated the free world's only Alternate Space Control Center for 17 years.

"Today marks this country's continued commitment to these two very important missions," Lt. Col. Hogan emphasized. "Through the Air Force's strong cadre of space professionals, we stand before you today, ready to accept this role."

Approximately 60 civilian personnel at Dahlgren — former NNSOC employees who directly support Fence and ASCC operations — will continue to work in their current functions, only as Air Force employees. Eleven Air Force military personnel have reported aboard as the first uniformed members of 20th SPCS Det. 1.

An additional 100-plus contractor personnel will continue to support Dahlgren operations and operate nine remote field stations that make up the space surveillance sensor.

Design and construction of the Navy's "Fence" was begun by the Naval Research Laboratory in 1958. By February 1959, a network of six antenna sites stretching across the southern United States from Georgia to California was operational around the clock.

MORE

Signals recorded at the sites as space objects passed through the high-energy radar were transmitted to the former Naval Ordnance Laboratory at Dahlgren. There, some of DoD's largest computers of that time calculated orbit predictions.

On Feb. 1, 1961, NAVSPASUR was established at Dahlgren as the Navy's first operational space command after Navy leadership recognized that the service had a particular need for a space detection system to provide the Fleet with operational data on orbiting satellites.

By mid-1965, the system had reached its current configuration of nine field stations with three transmitter sites at Lake Kickapoo, Texas, Jordan Lake, Ala., and Gila River, Ariz., and six receiver sites at Fort Stewart, Ga., Hawkinsville, Ga., Silver Lake, Miss., Red River, Ark., Elephant Butte, N.M., and San Diego, Calif.

The Naval Space Surveillance System field stations comprise a bi-static radar that points straight up into space and produces a "fence" of electromagnetic energy. The system can detect basketball-sized objects in orbit around the Earth out to an effective range of 15,000 nautical miles. Over 5 million satellite detections, or observations, are collected by the surveillance sensor each month.

Data collected by the Fence is transmitted to a computer center at Dahlgren, where it is used to constantly update a database of spacecraft orbital elements. This information is reported to the fleet and Fleet Marine Forces to alert them when particular satellites of interest are overhead.

Today, the Navy's space surveillance system is one of about 20 sensors that together comprise the nation's worldwide Space Surveillance Network directed by U.S. Strategic Command in Omaha, Neb.

Should Unmanned Combat Aircraft Be Piloted Only By Fighter Pilots?

By Sandra Erwin

As more unpiloted aircraft continue to populate the battlefield, a debate is brewing within the Defense Department as to whether these vehicles should be operated only by certified pilots.

The U.S. Air Force so far has been adamant about only allowing licensed aviators to fly unmanned air vehicles, or UAVs. The other services have not established strict guidelines yet, but that may change, particularly if more UAVs become launch platforms for bombs and missiles.

A fundamental question emerging in the UAV world is whether operating these aircraft is more like flying airplanes or more like playing a video game.

The answer appears to be both, plus whatever else falls in between.

“As long as we are in the business of dispensing kinetic firepower from UAVs, we will have credentialed warriors at the controls, who feel the full weight of responsibility, just as they would if they were piloting an A-10 or an F-16,” said Gen. John Jumper, chief of staff of the U.S. Air Force. He and other officials spoke during a panel discussion at the Air Force Association annual conference, in Washington, D.C.

Even though some tactical reconnaissance UAVs do resemble toy aircraft, many UAVs today are multimillion-dollar weapons of war, and should not be treated like toys, Jumper insisted. “It is not a video game, and we have to make sure that those at the controls feel the full weight of responsibility, authority and accountability for their actions.”

But not everyone agrees, even within the Air Force.

“I’ve always been an advocate for people who don’t necessarily have wings to be able to fly UAVs,” said Air Force Gen. Donald G. Cook, head of the Air Education and Training Command.

The Federal Aviation Administration requires that anyone at the command of an aircraft in controlled airspace must have a

commercial pilot rating. But that does not preclude the military services from assigning non-pilots to operate UAVs outside controlled airspace, Cook noted.

“Flying Global Hawk is not, in my view, a whole lot different than flying the GPS satellite,” he said. “It’s a point and click, not a stick.”

The Global Hawk is a high-altitude surveillance UAV, equipped with a sophisticated sensor package. The aircraft has been deployed to Iraq and Afghanistan, but the ground command-and-control stations are based in the United States.

Jumper pointed out that the controls of the Global Hawk don’t look like airplane controls, “but when you bring that UAV into a controlled airspace environment, you need to have a sense of what the airspace restrictions are. You have to know if you have to send it around traffic. There is a sense of airmanship that goes along with every basic employment of things that are in the air.”

Nonetheless, there is room for flexibility, Jumper said. UAV flying does not necessarily need to be performed by traditional pilots, “but it has to be done by people with the right credentials who have the right skills.”

With the numbers of UAVs entering service expected to grow rapidly in coming years, the Air Force is trying to find the best way to encourage skilled people to sign up as UAV operators, without necessarily jeopardizing their chances of getting promoted if they chose to not fly conventional airplanes.

The service is creating a “combat systems officer” career track that will encompass navigators, electronic warfare specialists, as well as UAV operators, said Cook.

In the U.S. Navy, it is unlikely that only pilots will be allowed to operate UAVs, said Capt. Ralph Alderson, who oversees the X-45 and X-47 combat UAVs at the Defense Advanced Research Projects Agency.

“The Navy’s position is to consider other operators that are not fighter pilots and get them minimum qualifications to satisfy the FAA,”

MORE

Alderson said. “This will be a different culture that comes along.”

Most challenging for the Navy will be to operate UAVs from aircraft carrier decks, which already are congested. “We will have people in

direct eye contact with the aircraft as it moves around the deck,” Alderson said.

He characterized UAVs as a “classic disruptive technology,” which “threatens to some degree a culture like ours, but you can argue it will make our jobs easier.”

Navy Denies Activists' Request For Separate Discussions On Sonar

The Navy recently told environmentalists it would prefer to address their concerns about the service's use of mid-frequency sonar -- which has been implicated in at least one occurrence of whale strandings -- through an existing federal advisory panel rather than the separate discussions activists were seeking, according to the Navy's top environmental official.

But environmentalists say the advisory committee is not the place to resolve issues over the Navy's alleged non-compliance with environmental laws in using mid-frequency sonar.

In a Sept. 30 letter to the Natural Resources Defense Council (NRDC), Navy Deputy Assistant Secretary for the Environment Donald R. Schregardus outlines "proactive steps" the Navy is already taking to protect marine mammals while mid-frequency sonar is used, and notes the public dialogue it is already engaged in to resolve issues related to sonar. The letter is available on InsideEPA.com.

The response is to a 13-page letter that NRDC and three other environmental groups sent last July, expressing their concerns over the Navy's widespread use of mid-frequency sonar. The letter asked the Navy to reassess its protocol for training with mid-frequency sonar and come into compliance with three natural resource laws (Defense Environment Alert, July 27, p18). NRDC and the other groups pointed to allegedly growing evidence of the link between mid-frequency sonar use and whale strandings and asked for a constructive dialogue on the issue. At the time, they had not set a deadline by which they would file litigation against the Navy if it did not respond to their concerns.

But the Navy contends its training with the sonar system is both protective of species and environmentally compliant. Schregardus said the Navy must use mid-frequency sonar to be prepared to meet national security threats. Specifically, it uses it to detect close-range submarines and to locate mines, according to the Navy. At the same time, it is committed to protecting the world's oceans, he said.

"To ensure we operate mid frequency sonar in a protective and compliant manner, the Navy carries out essentially all of the measures recommended in your letter to minimize risks to marine mammals," he told NRDC. The measures include training sailors to avoid impacts to marine mammals, annually funding millions of dollars in research related to marine mammals and evaluating standard procedures and policies to help in assessing the potential effects of sound in water on marine mammals during Navy training. Other measures include assessing how to best minimize potential effects from at-sea training areas on marine mammals, voluntarily barring multi-ship active sonar use in a channel in the Bahamas where mid-frequency sonar previously contributed to beaked whale strandings, and providing support for studying unusual marine mammal strandings.

A Navy spokesman also points out that Navy ships use active sonar less than 1 percent of the "underway time." The Navy has 100 surface ships equipped with mid-frequency sonar, he says.

Schregardus requests that since both parties are already on a federal advisory committee looking at the effects of manmade noise on marine mammals, commissioned by the Marine Mammal Commission, they should continue to actively engage in that forum and exchange information on the groups' specific concerns there. But he leaves the door open to separate communications if necessary.

"We think [the Marine Mammal Commission's panel] is a good, positive dialogue that we would like to encourage," Schregardus said in an Oct. 7 interview with Defense Environment Alert. "It doesn't mean we wouldn't sit down and talk to NRDC separately, but their letter laid out broad areas" that the Navy believes the panel will be looking at.

"If their letter is an invitation to a lawsuit, we certainly don't want another lawsuit," he added, referring to the NRDC suit over the Navy's low frequency active (LFA) sonar, "but

MORE

we . . . fully intend to comply with the laws and to meet our responsibilities under them.” While he did not wish to speak for NRDC’s purpose behind the letter, he noted that “[its] resources go into lawsuits, not into research.”

An NRDC source says the group is “disappointed” by the Navy’s reply, and is planning a detailed response and considering its options. This source contends that the Marine Mammal Commission’s advisory panel was not established to address the Navy’s compliance with environmental laws, nor redress ongoing harm caused by its mid-frequency sonar use. Rather, it will produce a broad public policy report to Congress, while the NRDC letter cited specific discrete and ongoing legal violations, the source notes.

While the Navy has pointed to the lack of evidence, in most cases, that mid-frequency sonar caused marine mammal strandings, environmentalists have cited marine scientists who say the weight of evidence does show a link between the two and have pressed for using the precautionary principle -- which would require DOD to prove it is not harming the environment. Schregardus believes this disconnect can and should be remedied “through science.” “What we’re disappointed in is that some of these groups . . . [are] not supporting the science,” he said in the interview.

But he notes that some groups “have a silent ocean agenda. And other groups have found that by trying to make this issue a very large and public issue, they make money on it. They bring in substantial dollars. NRDC had a large mailing over low frequency sonar, and claimed they got millions of dollars in receipts from that mailing,” he said. The Navy also faces opposition in gathering the science because

studies often require exposing animals to sonar, he said.

But the NRDC source disputes that the LFA case was driven by a desire to earn large amounts off the publicity. “We sued over the LFA system (and won) because, and only because, the Navy’s and [National Marine Fisheries Service’s] conduct was illegal,” the source says in an email on the issue.

The Navy is also anticipating a potential challenge from environmentalists on the development of defined shallow water training areas where instrumentation will be laid down in a specific geographic area to detect submarines and ships and test ships’ abilities.

“It’s what our planes do now for dogfights in the air,” he explained. The Navy currently does not have such a training site, which would aid it in learning more about its sonar, ships and tactics, he said. The Navy has been seeking advice from the National Oceanic & Atmospheric Administration over the past two years on what criteria it would use to authorize marine mammals impacts in a shallow water training range, he said.

In particular, the Navy is focused on developing an East Coast shallow water training range, he said. “We often were worried most about submarine-to-submarine activities out in the ocean, with the Soviet Union being the primary concern,” he said. But more countries are now developing submarine underwater systems to attack and destroy surface ships. “And therefore we need the ability to train, test and to detect those submarines that might be lying in wait as . . . our nuclear aircraft carriers move to different parts of the world to extend our warfighting capabilities.”

REUTERS (UK) 20 OCT 04

Court Says Whales, Dolphins Cannot Sue Bush

By Reuters

LOS ANGELES - The world's whales, porpoises and dolphins have no standing to sue President Bush over the U.S. Navy's use of sonar equipment that harms marine mammals, a federal appeals court ruled Wednesday.

A three-judge panel of the U.S. 9th Circuit Court of Appeals in San Francisco, widely considered one of the most liberal and activist in the country, said it saw no reason why animals should not be allowed to sue but said they had not yet been granted that right.

"If Congress and the President intended to take the extraordinary step of authorizing animals as well as people and legal entities to sue they could and should have said so plainly,"

Judge William A. Fletcher wrote in an 18-page opinion for the panel.

The lawsuit was brought against Bush and Defense Secretary Donald Rumsfeld on behalf The Cetacean Community -- defined as the world's whales, porpoises and dolphins -- by their self-appointed lawyer, marine mammal activist Lanny Sinkin.

Sinkin claimed in the lawsuit that the U.S. Navy had violated the Endangered Species Act with its use of long range, low frequency sonar that can cause tissue damage and other injuries to marine mammals.

Sinkin could not be reached for comment on the 9th Circuit's decision, which upheld a lower court ruling.

Defense Dept. Is Adding A Step To Assist U.S. Voters Overseas

By Michael Moss

Bowing to pressure from both political parties, the Pentagon says it will post on its Web site a federal write-in ballot that civilian and military voters alike can use overseas if their regular ballots fail to arrive in time.

Political wrangling and late primaries caused local election offices in at least eight swing states to miss a Sept. 19 cutoff for sending out ballots that would have ensured their timely return from far-flung locales where mail service is slow. Partisan groups vying to get out the overseas vote had begun posting the substitute write-in ballot, which covers federal but not local races or measures, on their own Internet sites out of concern that its distribution to consulates had made it too hard to get.

The Defense Department is offering its new help "at the request of both political parties to extend every opportunity to those overseas, both civilian and military," said Lt. Col. Joseph Richard, a spokesman for the Pentagon, which runs the federal government's Voting Assistance Program.

A series of missteps by program officials, along with lingering concern about overseas voting problems that surfaced in 2000, is prompting election officials, political operatives and various groups representing Americans abroad to take further action to shore up the fractured voting system for the estimated 4.4 million eligible voters overseas.

Last week Colorado joined four other swing states - Florida, Iowa, Ohio and Washington - in deciding to accept ballots from overseas that arrive beyond Election Day. The cutoff dates vary by state, ranging as late as Nov. 17, and could delay the reporting of results in the presidential race.

Further, the off-again-on-again status of Ralph Nader on the ballot in Pennsylvania has prompted the United States Justice Department to sue state officials to force a ballot deadline extension there two weeks beyond Election Day. State officials are fighting the move.

Twenty-three states are allowing voting by fax to avoid mail delays overseas, but there remain potential snags with this method as well. Election officials in California said this week that they were searching for legal authority that would let them accept faxed ballots that did not include a secrecy waiver that states require of voters who use this system.

Two Democratic members of Congress, meanwhile, have asked its investigative arm, the Government Accountability Office, to examine the Pentagon's handling of the Voting Assistance Program. The request, from Representatives Henry A. Waxman of California and Carolyn B. Maloney of New York, cites a range of issues that have surfaced recently in news reports.

Among their concerns, the lawmakers said, are the Pentagon's use of a private contractor in establishing an e-mail and fax balloting system, and the recent introduction of an Internet system that makes the ballots of local election offices in individual states available to military personnel abroad but not to most civilians.

Pentagon officials have said that in general, this retrieval system, at myballot.mil, can be made available only to the military because a Pentagon database is being used to verify voter identities. Colonel Richard, the Pentagon spokesman, acknowledged recently, however, that some civilians working for military contractors could use the system as well, since they are included in the verification database.

Super-Secret Sub Goes Out Of Service

What Did The USS Parche Do On Those Missions? Her Crew Will Never Tell

By Robert A. Hamilton

Chief Petty Officer Richard Okrasinski of Plainfield wears the black, gold and red ribbon of a Presidential Unit Citation, one of the most prestigious medals in any of the services.

He can't tell you what he did to earn it. He can't even tell you when he got it. But if you obtain a copy of his service history, you can narrow it down to sometime between 1996 and 2000, when he served on the USS Parche.

The Parche, the Navy's double-super-secret spy submarine, was taken out of service Tuesday in Bangor, Wash., ending more than three decades of "spook" missions by submariners who are notoriously closed-mouth, even by the standards of the Silent Service.

The Parche earned its own chapter in the book "Blind Man's Bluff," which detailed a number of Cold War submarine missions, but people who know about submarines say the book barely scratched the surface of what the Parche has done over the past 32 years. And the Parche sailors aren't talking, not even to other submariners.

If an admiral asked a junior enlisted man on the Parche crew how he earned the medals on his chest, the admiral would get a polite refusal to answer.

"Most people have come to understand that I'm not going to tell them anything about that part of my life," Okrasinski said. "My wife doesn't want to know, my father is curious, and my mother doesn't even want to admit I go to sea — she worries about me whenever I'm not at home."

"We mostly did a really good job of keeping a very low profile," said Adam Bridge of Davis, Calif., who put the Parche into commission as a nuclear electronics technician in 1972 and served aboard the sub until August 1977.

"Civilians just look at you and say, 'Oh yeah, a submarine. Great.' But every once in a while someone will have read 'Blind Man's Bluff' and starts to ask questions," Bridge said in a telephone interview. "I just say there's

nothing I can comment on, that by the nature of their operations, all submarine missions are secret.

"And then I add that, as a taxpayer, I think they got their money's worth."

Bridge's son, Eric, is a machinist mate 3rd class aboard the Jimmy Carter, the third Seawolf-class submarine that is being heavily modified at Electric Boat to fill the void left by Parche's decommissioning.

"We've already defined a set of boundaries," Bridge said. "We agreed that if I ask a question and he doesn't know the answer, he will say, 'I don't know.' And if the answer would be something that he can't speak about, he'll say, 'I can't say.'"

The Parche is a "stretch hull" Sturgeon-class submarine, one of nine lengthened by 10 feet to 302 feet to accommodate extra equipment.

It's rumored that the Parche was the quietest of the nine, and was picked for more extensive modifications in the late 1970s at Mare Island Naval Shipyard in California, including a 100-foot special section that gave it a unique "ocean interface," which meant it could deploy divers or special equipment without surfacing.

For the last quarter-century it has boasted some unusual features that are visible on top of its hull as well, but nobody has ever offered any explanations for their use.

"I used to say forward of the sail is our bowling alley, and back by the stern was just the hump," Okrasinski said. "Most people were interested in what was up front."

The Parche was originally homeported in Charleston, S.C. It was moved to Mare Island Naval Shipyard in the 1970s when it began doing special missions, and then to Bangor, Wash., after its modifications were completed.

Because of the demand for its services, the Parche has long been one of the busiest boats in the fleet. Okrasinski said during his first year he did 200 days at sea. Whereas other attack submarines would do six months at sea followed

by 18 months of shore time, maintenance and local operations, Parche did two or three three-month deployments every year, as well as a three-month repair period.

The Parche was also the only attack submarine homeported in Bangor for most of its life, in part because the Navy didn't want the crew mingling with other SSN sailors, or even with the ballistic missile submarine crews that call Bangor home.

"Nobody talked to the Parche sailors," Okrasinski said. "We lived in our own barracks, had our own pier, and had our own parking. We just kept to ourselves."

Retired Vice Adm. Bernard M. Kauderer, who was commander of the Pacific and Atlantic submarine forces at a time when the Parche had already established its reputation in the 1980s, said he was delighted to learn that the Carter would get a special 100-foot hull section to replace the capabilities that will be lost with the Parche's decommissioning.

"The way the program is planned, it can sustain a gap," Kauderer said.

In fact, he said, with the Carter slated to go on sea trials next year and to be delivered to the Navy shortly after that, it won't be much different than if the Parche had gone in for an overhaul.

"You just plan the kind of operations this submarine does for when the asset is available," Kauderer said. "It's not like a normal SSN (attack submarine), where it has to be instantly available to surge. These are very carefully planned operations, planned well in advance, so it's easy to plan something like this around the schedule.

"It's a great move to have a specially configured submarine asset ready to perform those very unique missions. It's a mission that no other platform, really, can conduct."

There is one Parche mission that leaked out to the public, thanks to Ronald Pelton, a National Security Agency analyst who spied for the Russians in the 1970s and 1980s.

For five years, the submarine snuck into shallow water in the Sea of Okhotsk between two large Soviet naval bases to tap a communications cable that carried military signals. Parche might have been caught in the act if not for satellite photos that showed intense Soviet interest in the area before it went in to retrieve the recordings that its tap had made.

It's not a mission that the Navy can credibly deny — the tap is in a museum at the former KGB headquarters in Moscow.

It was missions like that, and others even more hair-raising, that have earned the submarine a number of Presidential Unit Citations. The medal is awarded for extraordinary heroism in accomplishing a mission under extremely difficult and hazardous conditions. It is a rarity on the Groton waterfront, and if you see it on a sailor you can be sure he's done a tour on the Parche at some point. Some jokingly call it the "Parche Unit Citation."

Does it bother him that he can't discuss why he earned such a prestigious award?

"Not really," he said. "There was a reason that we got it, and I understand there is a reason we can't talk about the reason."

Pentagon Says No Medical Draft Is Needed

By The Associated Press

WASHINGTON - No war or other national emergency would overwhelm the military's medical care system and require a draft of civilian health care workers, a senior Pentagon official said Wednesday.

Dr. William Winkenwerder Jr., assistant secretary of defense for health affairs, told reporters that the Pentagon's own medical system and the private health care networks with which it is associated were sufficient under any situation.

"It would perform very effectively in the event of a national catastrophic event, even a large one," Dr. Winkenwerder said.

He was responding to an article in The New York Times on Tuesday that the Selective Service had updated its contingency plans for a draft of doctors and other health care workers,

as required by a 1987 law. The article quoted a Selective Service spokesman as saying there were plans to deliver 36,000 health care workers to the Pentagon if and when a special-skills draft was activated.

Dr. Winkenwerder said, "There is no need for such a contingency plan," while acknowledging that such a plan was required by law.

"We have incredible capacity, so we don't see the need for any call-up of additional medical personnel," he said.

Dr. Winkenwerder's comments come amid a swirl of statements and rumors about a possible military draft. President Bush has said flatly that there will be no draft; his Democratic rival, Senator John Kerry, has suggested that a draft is a possibility under a second Bush administration.

Study Finds 65,000 Gays In The Military

By Joanne Kimberlin

NORFOLK — More than 65,000 gay men and women are serving in the military, according to a first-of-its-kind study released this week.

The study also found that more than 27 percent of homosexual couples in the Hampton Roads area have at least one veteran partner, ranking the area No. 2 in the nation for percentage of same-sex households with vets.

Only Pensacola, Fla., with 34 percent, has more.

The numbers come courtesy of the Urban Institute, a non-profit independent policy research and educational organization.

Counting the homosexuals serving in the “Don’t Ask, Don’t Tell” military has been nearly impossible in the past. To get its figures, the Urban Institute spent six months mining data from the 2000 census, where privacy laws opened the door for more honesty from the people who make up a household.

The census analysis offers an unprecedented peek into the military’s “invisible minority,” said Gary Gates, author of the study. Homosexuals are prohibited from serving openly in the military.

“You can’t just go in and survey these people,” Gates said. “If they raise their hands, they risk their careers.”

Gates said it’s not surprising that so many of the region’s same-sex couples include veterans since Hampton Roads is the country’s veteran capital.

“People always want to know what’s different about homosexuals,” Gates said. “But the really interesting thing is what’s the same.”

Factors such as race, income and children have more influence on where a homosexual couple lives than their sexual preference, Gates said.

“It’s no different with military service,” he said. “Gay and lesbian vets live in Norfolk because of the commissaries and the hospitals

and the roots they put down while they’re in the service.”

The study tallied active duty, reserves and National Guard service. Older gays and lesbians reported serving as far back as the Korean War.

“This is not a new phenonemon,” Gates said, “and it’s not a trivial number.”

Gates thinks the true number of homosexuals with military service is actually higher. Bob Lewis, president of Hampton Roads Pride, a local gay community group, agrees.

“A lot of people wouldn’t put that kind of information on a government form,” Lewis said, “no matter what kind of privacy promises they’re made.”

Lewis said he served four years in the Navy before being discharged in 1982 for being gay. “That was before ‘Don’t Ask, Don’t Tell,’” he said. “Back then it was simply ‘Don’t Be.’”

He knows numerous homosexuals in the military today, he says. “It’s still a hard life. You have to pretend you’re something you’re not, while everyone else gets to be natural.”

Lewis said the policy causes most of the homosexuals he knows to leave the military after their first hitch. “It’s just too much pressure. There’s the constant risk of being discovered and professionally disgraced.”

The Urban Institute’s study, however, says the length of service among gay men tends to equal that of straight men. Lesbians usually serve longer than their heterosexual counterparts.

Among other findings: lesbians account for five percent of all female military members, gay men make up 2 percent of the male military, and there are 1 million homosexual veterans living in the U.S.

“We’ve known for years that gays are serving in the military despite the barriers,” Gates said, “but until now it’s all been anecdotal. It’s amazing to finally have some real numbers.”

Architect Of Cold War Also Helped End It

By Don Oberdorfer and Patricia Sullivan

Paul Henry Nitze, author of the basic U.S. strategy against the Soviet Union at the start of the Cold War and later a key negotiator of U.S.-Soviet arms accords that helped dismantle the global conflict, died of pneumonia Tuesday at his home in Georgetown. He was 97.

Nitze, whose senior government posts spanned nearly a half-century and eight presidents, from World War II to the end of the Reagan administration, was nearly without parallel for the breadth and depth of his experience in world affairs.

He helped devise U.S. economic warfare policy in World War II, was a major figure in initiating the Marshall Plan to rehabilitate postwar Europe and in the decision to build a hydrogen bomb, advised President John F. Kennedy in the Berlin and Cuban missile crises and had a hand in U.S. military policy in the Vietnam War.

Nitze helped rein in the nuclear arms race through negotiations with the Soviet Union. He assisted in negotiating four major arms control treaties with the Soviets in the 1970s and 1980s and was among the leaders of a campaign to reject the SALT II arms control treaty.

An intense, wealthy and well-connected figure who enjoyed operating behind the scenes, Nitze never achieved a Cabinet position, partly because of his prickly personality. He was part of the old Washington establishment, steeped in a Yankee background, educated in elite schools and patrician in his bearing. "My body does what I tell it to do," he once informed a tennis partner, notwithstanding that he was past retirement age. Despite his arrogance, he was an intellectual egalitarian and hired proteges who would intellectually challenge him.

Nitze was best known for two prominent and contrasting episodes in his long career.

In 1950, he wrote NSC 68, the official National Security Council blueprint for American strategy in the Cold War, which called for "a rapid and sustained buildup of the political, economic and military strength of the free world" to combat the power of the Soviet Union. Nitze, then chief of policy planning at the State Department, wrote that such an

unprecedented peacetime mobilization was required "to wrest the initiative from the Soviet Union [and] confront it with convincing evidence of the determination and ability of the free world to frustrate the Kremlin design of a world dominated by its will."

The second celebrated episode was Nitze's attempt -- which he initiated -- to break the deadlock over intermediate-range missiles in Europe in mid-1982 during a "walk in the woods" near Geneva with his negotiating counterpart, Soviet Ambassador Yuli Kvitsinsky. When Nitze's unauthorized compromise became known in Washington, it touched off a fierce protest by conservatives leading to its rejection by President Ronald Reagan, even as Moscow also rejected it.

Nevertheless, the bold effort by an establishment conservative in an out-of-channels initiative with the Soviet Union captured the imagination of politicians and the public. Nitze's exploit became the subject of many articles and speeches and a play that won the American Theatre Critics' drama award in 1988.

Former Secretary of State George P. Shultz, who relied extensively on Nitze's advice in arms negotiations with Moscow, called Nitze the finest public servant he had ever known. In his 1993 memoir, "Turmoil and Triumph," Shultz described his former aide as an almost legendary statesman who was "a walking history of the Cold War" because of his involvement in nearly every major decision of the U.S.-Soviet military confrontation.

Soviet negotiators, who knew Nitze and his record well, treated him with deference in the negotiations of the late 1980s and referred to him respectfully in private as "the old man." At the Reykjavik, Iceland, summit of 1986, Nitze was paired with another trim, white-haired figure of great prestige, Marshal Sergei Akhromeyev, then chief of staff of the Soviet armed forces, in an all-night bargaining session that made unexpected gains. The session paved the way for the first substantial arms reduction agreements of the Cold War.

Such was Nitze's impact that a Navy destroyer was named for him in April, only the

MORE

eighth time in Navy history a warship was named for a living person. Journalist and author Strobe Talbott said at an Aspen Institute conference honoring Nitze that the ship, like the man, “is lean, it is fast, it’s adroit, it’s got by far the smartest electronics . . . and even the weapons that it has on board are an exquisite combination of offensive and defensive.”

Nitze’s outspokenness and his notable shifts of position on arms control issues prompted criticism from both liberals and conservatives domestically. Although he participated in negotiations aimed at achieving the strategic arms accord in the Nixon administration, Nitze led a campaign against the eventual SALT II agreement while out of government during the Carter administration. He bitterly opposed the nomination of Paul C. Warnke, a former colleague, to be Carter’s chief arms negotiator, testifying that Warnke’s views were “demonstrably unsound,” “asinine” and a “screwball, arbitrary, fictitious kind of viewpoint that is not going to help the security of this country.” Warnke, also a statesman of stature for many years, got the job over Nitze’s objections.

Such activities led Talbott to write in “The Master of the Game,” his 1988 biography of Nitze, that “when outside the government, he was part of the problem afflicting arms control, an implacable obstructionist and sometimes even a character assassin of those who were trying to advance the process. When inside the government, he tended to be part of the solution -- a dogged negotiator, an innovative deal maker, a bold infighter, a trusted counselor.”

Internal disputes over the Strategic Defense Initiative illustrated Nitze’s ability to formulate clear and relatively simple statements of policy about highly complex questions. Nitze’s one-paragraph formulation of the desirable relationship between offensive and defensive arms was enshrined as the centerpiece of Reagan’s 16 pages of secret instructions to Shultz on the occasion of the resumption of U.S.-Soviet arms bargaining in January 1985.

Nitze was born in Amherst, Mass., on Jan. 16, 1907, the son of a college professor of Romance languages. After graduating from Harvard University, Nitze and a friend, on a dare, canoed from Boston to New York. The

young graduate then went to work on Wall Street on the eve of the Great Depression.

Because of good fortune in business and his marriage to Phyllis Pratt, an heiress to the Standard Oil fortune, Nitze became wealthy at an early age. Fascinated by world affairs, he devoted himself primarily to public service from the time he first came to Washington in 1940 at the invitation of his close friend, James V. Forrestal, later the first secretary of defense.

In 1943, Nitze and his relative by marriage, Christian Herter, then a congressman from Massachusetts and later secretary of state, founded the School of Advanced International Studies in Dupont Circle, which in 1950 became affiliated with Johns Hopkins University in Baltimore. In 1989, Johns Hopkins renamed it the Paul H. Nitze School of Advanced International Studies. Nitze maintained his office there as diplomat-in-residence from his retirement from government in 1989 until his death.

During World War II, Nitze was a senior official of the Board of Economic Warfare, which was charged with obtaining and allocating war-related resources. Near the end of the war, Nitze became vice chairman of the Strategic Bombing Survey, which studied the impact of the air war against Germany and Japan, including the U.S. atomic attacks on Hiroshima and Nagasaki in 1945.

Nitze joined the State Department in 1946 and took part in the planning and implementation of the Marshall Plan for European recovery. In 1950, he succeeded George F. Kennan -- the State Department’s “wise man” and chief architect of the containment policy -- as director of the policy planning staff. He was a participant in the decision to build the hydrogen bomb and helped design the U.S. position in the Korean armistice negotiations and U.S. policy in Iran.

Nitze left government early in the Eisenhower administration but was brought back by Kennedy to be chief of the International Security Affairs office of the Defense Department, often known as the Pentagon’s State Department. In that job, Nitze was deeply involved in the 1961 Berlin crisis and other famous episodes.

In his 1989 memoir, “From Hiroshima to Glasnost,” Nitze revealed that he suggested at

MORE

the height of the Berlin crisis that Kennedy consider a strategic nuclear strike against the Soviet Union to forestall a similar Soviet attack. Nitze wrote that in retrospect, the Berlin confrontation of 1961 posed an even greater danger of nuclear war than the more-celebrated Cuban Missile Crisis the following year, when Nitze was part of the Executive Committee of the National Security Council that met daily with Kennedy.

As secretary of the Navy and later deputy secretary of defense in the Johnson administration, Nitze organized the defense of the Pentagon against Vietnam War protesters, participated in bombing strategy in Vietnam and eventually advocated a unilateral bombing halt and a move toward negotiations.

President Richard M. Nixon recruited Nitze as a member of his strategic arms negotiating team with the Soviet Union in 1969. Nitze was among the negotiators of the 1972 SALT I offensive arms accord and the companion Anti-Ballistic Missile Treaty on defensive arms. He was an early member of the SALT II negotiating team but resigned in the summer of 1974, shortly before Nixon's resignation.

In 1976, the final year of the Ford administration, Nitze was an influential member of Team B, a controversial group of outsiders who reassessed U.S. intelligence data and concluded that there was a sharply growing danger to the United States from a Soviet drive for nuclear superiority. Many scholars have since disputed its accuracy.

Nitze was an important organizer and member of the Committee on the Present Danger, a group of hard-liners who lobbied against the Carter administration's arms control policies. This put him at odds with a number of friends and former colleagues who were the authors of those policies. Nitze was a Democrat who was never partisan.

Shortly after leaving government in 1989, he was severely injured when a horse fell on him at his farm in Bel Alton, breaking his pelvis and leg. He recovered, but in 1993 colon cancer was diagnosed and he had a heart attack.

He told a Washington Post reporter in 1994 that he had a personal trainer and a wife who took him dancing at the River Club between their extremely active social engagements. Friends called him physically robust until recently and intellectually active.

In the 1940s, Nitze built the first ski lift on Buttermilk Mountain in Aspen, Colo., charging a nickel for a ride in an old fishing boat attached to a smelly and unreliable motorized winch, his grandson recalled at the Aspen Institute event. With his sister Elizabeth Paepcke and brother-in-law, Nitze then put together the financing for Aspen Skiing Corp., which founded the winter resort. He was chairman and the largest shareholder until he negotiated a sale of the company to 20th Century Fox in 1978.

He was a trustee of St. Mary's College of Maryland from 1985 to 1996 and was described by President Jane Margaret O'Brien as "instrumental in raising St. Mary's academic profile to a national level."

In 1985, Reagan awarded Nitze the Presidential Medal of Freedom, the nation's highest civilian honor.

Nitze's first wife of 55 years, Phyllis Nitze, died after a long bout with emphysema in 1987.

Survivors include his wife of 11 years, Elisabeth "Leezee" Scott Porter of Washington; four children from his first marriage, Peter Nitze of New York, William Nitze of Washington, Anina Nitze Moriarty of Boston and Heidi Nitze of New York; a stepdaughter, Erin Porter of Salt Spring Island, B.C., Canada; 11 grandchildren; three stepgrandchildren; and seven great-grandchildren.

VIRGINIAN-PILOT 20 OCT 04

How Would You Rate The Navy's New Line Of Utility Uniforms?

VIRGINIAN-PILOT UNIFORM POLL

Great - I'm ready to wear 'em

■ 35.04%

Good - They're pretty snazzy

■ 14.43%

OK - They'll do

■ 10.22%

Yuck - Back to the designer

■ 29.48%

No opinion

■ 10.83%

Total: 2446 votes



Applause aboard the Iwo Jima at Norfolk Naval Station greeted the unveiling of the proposed changes to Navy uniforms on Monday. The changes, which will be tested this winter, would eliminate a half-dozen uniforms.
Photo by Mort Fryman

Ships At Sea Link With Analysts Far Away

Trident Warrior Tests Navy's Reach-Back Capability To Process Intel

By Jason Ma

One of the initiatives that the Trident Warrior '04 experiment examined was the exchange of intelligence imagery between a ship and a shore facility to augment a strike group's ability to process targets.

The Tarawa (LHA-1), Pearl Harbor (LSD-52), Chosin (CG-65) and the John Paul Jones (DDG-52) were the primary ships participating in the event, which took place off the California coast from Oct. 4 to 15. In one of the experiment's scenarios, the Fleet Intelligence Support Team (FIST) in Maryland received video of a target area taken by a manned aircraft filling in as an unmanned aerial vehicle, said Ray Leach, Trident Warrior's co-leader for intelligence, surveillance and reconnaissance.

Aircraft carriers typically have three imagery analysts on board, and that was sufficient to process the pictures that F-14 Tomcats would bring back, he said in an interview aboard the Tarawa Oct. 4. But during Operation Iraqi Freedom, there were not enough on-board analysts to keep up with periodic floods of target imagery that needed processing for carrier pilots to use on strike missions, said Leach, who also works for Titan as a contractor at Naval Network Warfare Command.

"It was a challenge," he said of OIF. "They were pushed to the limit." Trident Warrior attempted to supplement the on-board image processing capability with analysts at the FIST to handle extra imagery volume, adopting reach-back practices that the Air Force already uses, he said. The idea is for the FIST to receive streaming video from a surveillance aircraft, freeze a frame that a strike group needs, and perform the image processing needed for

targeting. FIST analysts could also monitor the chatroom message traffic used in target coordination to better anticipate what images a strike group needs, he said.

The Navy still needs to resolve several issues before putting intelligence reach-back support into practice. Experiments like Trident Warrior will help determine the best method of transmitting target images, keeping in mind the already high demand for bandwidth, Leach said.

The Navy must also figure out how many analysts to put aboard ships and how many to keep at the reach-back facility, he said. The number of on-board analysts is limited by space on the ship. And the Navy might not want all its analysts ashore, either because network connections could go down or individual strike groups have different targeting priorities than those of the shore analysts, he added.

This year's Trident Warrior experiment was a chance to get enough experience to be able to explore reach-back capabilities more thoroughly in next year's experiment, Leach said. Trident Warrior '05 will feature a Global Hawk UAV that the Navy is buying to develop a concept of operations for the eventual Broad Area Maritime Surveillance UAV, he said.

Using a UAV for reach-back support requires answering other questions, such as who gets to use the UAV, what sensors it should have, what altitude is best for maritime surveillance, and how to task and retask the UAV, Leach said. Connectivity and image compression will improve with time, but the concept of operations needs work, he noted.

"It's all work out-able, but there's no existing procedure to do it," Leach said.



CHINFO NEWS CLIPS

Navy Office of Information, Washington, DC

(703) 697-5342

Thursday, October 21, 2004

NATIONAL DEFENSE MAGAZINE NOV 04

'Sea Bases' Will Be A Growth Industry, Predicts Expert

By Sandra Erwin

The relevance of the U.S. Navy in future military conflicts will be pegged to its ability to provide adequate "sea bases" for ground troops and tactical aircraft. This "assured access" will be an essential component of U.S. military strategy, because land bases on foreign lands increasingly will be unattainable.

These are the predictions of Owen R. Cote Jr., associate director at the Massachusetts Institute of Technology national security studies program. Cote is a futurist working on a Navy-funded study focusing on what lies ahead for carrier-based aviation. The study was commissioned by Vice Adm. (Sel.) Mark Fitzgerald, former director of naval aviation.

Cote said he can predict safely that "sea basing and tactical aviation are growth industries" in the U.S. Navy. "Access to bases is episodic, and comes with constraints. That's not likely to change."

Although critics contend that the vulnerability of sea bases to enemy attack will put a damper on this strategy, potential enemies of the United States are unlikely to pose serious threats to aircraft carriers or other large-deck vessels, Cote noted. It would be reasonable to expect that "the basic capability asymmetry that exists today will remain for as long as we can see," Cote said.

Early-warning radar aircraft such as the Air Force AWACS or the Navy's E-2C Hawkeye will help to "keep the other guy at arm's length," he added. These airborne radar platforms, which cost hundreds of millions of dollars each, are too expensive for most countries. "There aren't a lot of people making these, except some of our friends, who are selling them to our friends."

But the Navy should not be fooled into thinking technology can fix every problem, Cote cautioned. He cited space sensors, unmanned aircraft, stealth and network-centric warfare as examples of over-hyped concepts that in fact should be viewed as "non-panaceas."

The Air Force and the Navy also should rethink their approach to command and control, he suggested. Today's sophisticated "combined air operations centers" are too cumbersome and bureaucratic, Cote said. "Managing the air battle from a central location on the ground, some distance away, linked by satellite communications, works great against small-scale opponents where the number of targets is limited. But it's always going to constrict the pace."

In the future, he added, the management of the air war will need to be more decentralized. "A lot of what now goes on inside the CAOC we'll have to do in the back seat of an F/A-18 fighter jet."