Captain Coles: All should wish congratulations to COL Moldovan our Assistant Naval Attaché from Romania. We wish him and his family all the best with the birth of a wonderful son to the family!

FLO sponsored Quarterly Brief: Master Chief Petty Officer of the Navy, MCPON (AW/NAC) Mike D. Stevens will be the keynote speaker to the Corps on 5 Feb, 1230 – 1430 at the Ft. Meyer Officers Club. A formal invitation will be sent soon. This will be a great opportunity to hear from our most senior enlisted sailor and to ask questions.

CNO-MCPON “Conversation with a Shipmate”
The CNO and MCPON recently filmed another episode of "Conversation with a Shipmate," this one focused on their personal views on Leadership. During this conversation, the two leaders define what leadership means to them, expectations of leaders, and how it applies to our Navy. To view where CNO and MCPON stand on leadership visit www.navy.mil homepage and click on the tab "Conversation with a Shipmate."

NAA General Meeting: Reminder, the next NAA General Meeting is this coming Monday January 27 at 1200 at the Navy League (2300 Wilson Blvd. suite 200, Arlington, VA).

NAA Breakfast: The next breakfast will be held on Thursday, 6 February 2014. The briefer will be RADM Cavo Dragone an Italian Admiral. More details will be provided by the NAA.

Upcoming List of Events: Please don’t assume you are invited unless you receive a personal invitation.

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U.S. Federal Holidays (Navy FLO closed)
17 Feb 14 President’s Day

PHOTO OF THE DAY

PEARL HARBOR (Jan. 14, 2014) Dato’ Seri Hishammuddin bin Tun Hussein, Malaysia’s Minister of Defense, passes through side boys aboard the guided-missile cruiser USS Lake Erie (CG 70) while visiting Joint Base Pearl Harbor-Hickam. Hishammuddin met with various commands in Oahu during his visit to Hawaii. (U.S. Navy photo by Mass Communication Specialist Petty Officer 3rd Class Johans Chavarro/Released)

Future Platforms: Unmanned Naval Operations
(WAR ON THE ROCKS 21 JAN 14)... Secretary of the Navy Ray Mabus

This past summer, Chief of Naval Operations Jonathan Greenert and I stood on the flight deck of the aircraft carrier GEORGE H.W. BUSH, at sea off the coast of Virginia. We watched as the X-47B unmanned aircraft, a sixty-two foot wingspan demonstrator, made its first arrested landing onboard an aircraft carrier. It was a historic moment for naval aviation.

Every Naval Aviator knows landing on an aircraft carrier is about the most difficult thing you can do as a pilot. Recovering the X-47B safely aboard the ship, with the autonomous system landing independent of its human operators, was a vital step toward our future vision of a Carrier Air Wing. In less than a decade, this future air wing will be made up of...
today’s F/A-18 Super Hornet strike fighters, MH-60 Seahawk helicopters, and advanced future platforms like the F-35C Lightning II Joint Strike Fighter and our next generation unmanned carrier aircraft. The U.S. Navy and Marine Corps are America’s “Away Team.” We provide presence. We are where it counts when it counts, not just at the right time but all the time. We give the President and Combatant Commanders the flexibility they need to respond to any challenge. The platforms we buy to make up our fleet are an important part of our future. Unmanned systems are vital to our ability to be present; they lessen the risk to our Sailors and Marines and allow us to conduct missions that are longer, go farther, and take us beyond the physical limits of pilots and crews. Launching and recovering unmanned aircraft as large and capable as our manned fighters from the rolling decks of aircraft carriers is just one element of the future of maritime presence and naval warfare.

Under, On & Over The Sea

The future of unmanned systems in the Navy and Marine Corps is focused on incorporating our people on manned platforms with unmanned systems to create an integrated force. A good example of this integration is the Mine Countermeasures Mission Module we are testing for the Littoral Combat Ship. This module includes a small remotely controlled submarine which tows a mine-hunting sonar to detect the mines, paired with a manned Seahawk helicopter which neutralizes the mines once they are found. The development team is also working with unmanned surface and air systems for autonomous mine sweeping, shallow water mine interdiction, and beach mine clearance. Nobody can argue with the idea that when clearing mines we should keep our Sailors out of the mine fields and let our unmanned systems take those risks.

Helos Leading The Way

While we are designing and testing our fixed wing unmanned aircraft, some of our helicopter squadrons have been operating unmanned systems – both in combat and maritime security operations – for years. The MQ-8B Fire Scout is our current unmanned helicopter system. It has been conducting missions including patrolling against illicit trafficking in the Pacific, counter-piracy operations in the Indian Ocean, and combat operations in Afghanistan and Libya. Since the Fire Scout’s first deployments in 2009 our ships, helicopter squadrons, and Marine Corps units have been working together to refine and expand how we use the platform.

The next generation Fire Scout, the MQ-8C with its greater payload and longer range, made its first flight last year. It will deploy in support of our Littoral Combat Ships and Special Operations units. In the past year, we have stood up our first two Fire Scout squadrons in San Diego to train and organize the operators and maintainers who will work on these aircraft. Meanwhile the Marines continue to experiment and operate with the Cargo Resupply Unmanned Aerial System (CRUAS) which carries cargo to patrol bases and forward operating bases in combat areas such as Afghanistan, eliminating the need for dangerous convoys and potentially saving lives.

The Future Airwing

The X-47B is the culmination of an experimental program to prove that unmanned systems can launch and recover from the aircraft carrier. The program that follows this demonstrator will radically change the way presence and combat power is delivered as an integral part of the future carrier air wing. Known by the acronym UCLASS, for Unmanned Carrier Launched Airborne Surveillance and Strike system, it will conduct its missions over very long periods of time and at extreme distances while contributing to a wide variety of missions. It will make the carrier strike group more lethal, effective, and survivable. The end state is an autonomous aircraft capable of precision strike in a contested environment, and it is expected to grow and expand its missions so that it is
capable of extended range intelligence, surveillance, electronic warfare, tanking, and maritime domain awareness. It will be a warfighting machine that complements and enhances the capabilities already resident in our carrier strike groups.

Operating these platforms independently of a pilot, and with growing autonomy, greatly increases the possibilities for what we can do with them in the future. Unmanned carrier aircraft don’t require flights to maintain pilot proficiency; the operators can maintain their skills in the simulator. The planes will be employed only for operational missions, saving fuel costs and extending the service life of the aircraft. They also create the opportunity to advance new ways to use our aircraft, like developing new concepts for swarm tactics.

We are finalizing the requirements that will lead to a design for the UCLASS. We aren’t building them yet. We want to ensure we get the requirements and design set right before we start production in order to avoid the mistakes and cost overruns which have plagued some past programs. Meanwhile our other unmanned systems like the Fire Scout and Triton continue their success.

The Future Of Naval Operations

Across the entire spectrum of military operations, an integrated force of manned and unmanned platforms is the future. The X-47B’s arrested landing aboard USS GEORGE H.W. BUSH showed that the Navy and Marine Corps are riding the bow wave of technological advances to create this 21st century force. But it is our Sailors and Marines that will provide the innovative thinking and develop the new ideas that are crucial to our success. The unmanned systems and platforms we are developing today, and our integrated manned and unmanned employment methods, will become a central part of the Navy and Marine Corps of tomorrow. They will help ensure we continue to be the most powerful expeditionary fighting force the world has ever known.

Ray Mabus is the 75th Secretary of the Navy, leading the U.S. Navy and Marine Corps. He has served as Governor of the State of Mississippi, Ambassador to the Kingdom of Saudi Arabia, and as a surface warfare officer aboard USS Little Rock (CLG-4).

TR Celebrates 103 Years of Carrier Aviation

(NAVY NEWS SERVICE, 21 JAN 14)… by Mass Communication Specialist 3rd Class Heath Zeigler)

NORFOLK (Dec. 20, 2013) The aircraft carrier USS Theodore Roosevelt (CVN 71) displays holiday lighting while moored at its homeport of Naval Station Norfolk. The ship was decorated as part of Naval Station Norfolk's annual holiday celebration. (U.S. Navy photo by Mass Communication Specialist Seaman Edward Gutierrez III/Released)

The aircraft carrier USS Theodore Roosevelt (CVN 71) commemorated the 103rd anniversary of carrier-borne naval aviation with the first arrested landing of the day when a C-2 Greyhound, assigned to the Rawhides of Fleet Logistics Support Squadron (VRC) 40, touched down, Jan. 18.

On the same day in 1911, Eugene Ely successfully landed a Curtis pusher biplane on a makeshift landing platform aboard the Pacific Fleet's armored cruiser USS Pennsylvania. It was the first landing on a carrier.

"Eugene Ely landed on a ship for the first time 103 years ago," said Cmdr. William M. Schomer, TR's mini air boss. "We [TR] celebrated that accomplishment by highlighting the first trap of the day."

The Mare Island Navy Yard constructed the temporary wooden platform over Pennsylvania's aft deck and gun turret. A series of ropes, with sandbags at each end, were stretched across the temporary deck and held above it by boards laid along its length. Hooks attached to the airplane's landing gear caught the ropes and the weight of the sandbags was used to bring the plane to a rapid halt. Pennsylvania's crew constructed awnings on the sides and front of the flight deck to catch the plane and pilot in case the plane failed to stop.
This arrangement paved the way for today's modern arresting gear and safety barrier system employed on the Navy's aircraft carriers.

"Eugene Ely's biggest challenge was probably not knowing what to expect. Through the years we have grown and changed the way we fly around the ship, but for him, he was the beginning of the data set, the first data point which grew into what we have today. Without men like him we may have never known how invaluable an asset an aircraft carrier would be," said Schomer.

Theodore Roosevelt continues to carry out the tradition and legacies set forth by Eugene Ely and the brave crew of the USS Pennsylvania.

**Blue Angels Plan October Comeback At Jacksonville NAS**

(FLORIDA TIMES-UNION, 22 JAN 14) by Clifford Davis

The bird approached from the east, through the clouds with wings of blue and gold.

She was returning home to the place of her birth, something she does every year that is witnessed by hundreds of thousands of people.

But last year, a financial drought of sorts kept the famous bird grounded. Now she’s back.

The lone F-18 Hornet came roaring past the control tower at Jacksonville Naval Air Station Tuesday, a tantalizing appetizer to the Blue Angels’ return for an October air show.

The plane’s pilot, Lt. Ryan Chamberlain, and the Angels’ event coordinator, Lt. Cmdr. Michael Cheng, were in town to meet with base leaders to hash out details of the show.

“The air show is a big event here in Jacksonville,” Cmdr. Mark McManus, air operations manager and air show director at Jacksonville NAS said. “I think there were about 250,000 people here for the 2010 air show.”

The Blue Angels were formed here at Jacksonville Naval Air Station in 1946 and the show is always a big draw in the community.

But after gridlock in Washington resulted in forced budget cuts known as sequestration, last year’s show was canceled and there was some doubt as to whether there would be one this year.

“For them not to be here, there was a lot of disappointment,” McManus said. “We got a lot of phone calls right away, but it was beyond our control.”

That was cleared up in October when the Navy announced the Angels’ return to a full schedule, which included Jacksonville.

The pilot of the plane, Lt. Ryan Chamberlain, said the group made the best of a bad situation by doing community service work in and around their home of Pensacola during their time off.

And though they’re back to performing aerial acrobatics at break-neck speeds, Chamberlain made it clear it’s not about them.

“I did two aircraft carrier deployments in support of Operation Enduring Freedom and Iraqi Freedom,” he said. “So to fly a six-hour mission, tank off of our Air Force brothers, support the Marines, Army and coalition forces on the ground, that’s what makes this job special.

“I get to tell the story of what it’s like to serve with those individuals.”

The air show featuring the Blue Angels at Jacksonville NAS is scheduled for Oct. 25 and 26.

**US, French Naval Aviators Cross Skies, Decks Together**

(NAVY NEWS SERVICE, 20 JAN 14) by Mass Communication Specialist 3rd Class Shane A. Jackson

U.S. and French aircraft embarked on the USS Harry S. Truman (CVN 75) and the French aircraft carrier FS Charles de Gaulle (R 91) began conducting combined flight operations in the U.S. 5th Fleet Area of Responsibility, Jan. 14.

The flight operations are part of an ongoing period of overall combined operations between the Harry S. Truman Carrier Strike Group (HST CSG) and French Task Force 473.
As part of combined flight operations, aircraft assigned to Carrier Air Wing 3, embarked on board Harry S. Truman, and aircraft from Charles de Gaulle, have launched and landed on both aircraft carriers.

"The experience was similar to landing on Harry S. Truman but since Charles de Gaulle is just a little smaller, the sight picture was a little different," said Lt. Cmdr. Bex Boyd, an F/A-18 pilot assigned to the "Gunslingers" of Strike Fighter Squadron (VFA) 105, who also serves as the squadron's training officer.

Boyd also noted that some of the hand signals used by flight deck personnel were slightly different from those used on American aircraft carriers and that they used flags instead of lights to signal for the aircraft to launch.

He said that while there were some differences in the way things are done, the experience was a positive one and credited Charles de Gaulle's crew for their professionalism.

"They were very professional and it was a great experience," he said.

Boyd and Cmdr. Forrest Young, VFA-105's commanding officer, were the first two U.S. Navy pilots to land on the French aircraft carrier during the current period of operations.

French aircraft also took advantage of combined operations to land on and launch from Harry S. Truman. "It's a great opportunity to test our interoperability through this kind of experience," said a French Rafale pilot known as "Pronto." "I have already landed on an American aircraft carrier but it was the first time for me to do it with a Rafale F-3." The Rafale F-3 is a single-seat jet fighter and the most advanced in France's fighter inventory.

Like Boyd, Pronto noted the difference in the size of the two flight decks and a few operational differences. However, he said he faced no challenges in landing on Harry S. Truman.

"There were no difficulties," he said. "The main difference is the size of the deck and the fact that it's full of planes when we land. Some of our procedures are also different."

In addition to launching and recovering on their counterparts' flight decks, U.S. and French pilots have also participated closely together in air defense, a war at sea exercise, and a variety of other operational and training scenarios.

HST CSG and French Task Force 473 will continue operating together throughout the month of January to enhance levels of cooperation and interoperability, enhance mutual defense capabilities and promote long-term regional stability.

**Offensive ASuW And The Rules Of The Game**

(INFORMATION DISSEMINATION, 22 JAN 14)... by Bryan McGrath

The Surface Navy Association held its annual gathering last week, and some of the biggest news to come out of it thus far has been a focus on offensive ASuW, aided in no small part by the speeches of ADM Samuel Locklear (PACOM), VADM Tom Copeman (SURFOR) and RADM Tom Rowden (N96). PACOM's quote "I've never wanted to enter any tactical scenario where all I had is a defensive capability. It’s a losing proposition...you will defend yourself until you’re dead" certainly put a smile on my face. The surface navy appears to be all over this one, with a number of important options to explore from lasers to railguns to missiles. I like where this is headed.

But there is more to this than hardware, and I have been thinking about it quite a bit after finishing Andrew Gordon's magisterial "The Rules of the Game: Jutland and British Naval Command" over the holidays. The book is actually two books—the first, in which Gordon traces the development of the Royal Navy from Trafalgar to the start of WWI, and the second, which is an exhaustive overview of the Battle of Jutland. My interest is in the first part.

In it, Gordon traces the evolution of the Royal Navy from its zenith at Trafalgar, to a more hidebound, administrative, and ineffective Navy at the start of the First World War. The key variable of individual initiative within the ranks of commanding officers is studied closely, with Gordon finding that over time, it came to be somewhat less valued. It is cruel of me to reduce this masterpiece to this paragraph, but this is a blog and I want to be concise.
Gordon's thesis is that the poor performance of the RN at Jutland can be directly traced to this century-long evolution (or devolution, if you will). The "peacetime" RN lost some of its edge, and it showed when it had the chance to crush the High Seas Fleet, and couldn't.

I've begun to wonder whether or not our own Navy has similarly evolved (devolved) over time, perhaps since WWII but certainly since the fall of the Berlin Wall.

I don't want to go too far with the historical comparison, but I will use Offensive ASuW as an explanatory point. During the 21 years I served on active duty, I often underwent numerous "Harpoon Tactical Qualifications" or some other similar assessment of my ship's ability to proficiently wield the Harpoon Weapon System. As an Operations / Combat Systems type, this was one of our big inspections, one of the things you practiced over and over and over again for. Yet no matter how many times I submitted to and passed these inspections, one thought was never far from my mind – and that was "God I hope my Captain doesn't employ this weapon the way they are training us to do it."

You see, the heavy influence of the PEACETIME NAVY was at work. We overanalyzed, over-plotted, over-targeted and over-thought every single engagement, driven in no small measure by the fear of hitting "white shipping," or the clueless merchant who meanders into a hot war zone during the scenario. Never mind that the flight path of the missile avoided the merchant by hundreds of yards. Never mind that its seeker head wasn't active when it CPA'd the merchant. Never mind that the height of the missile at that part of its flight path would have flown over most of the merchants in the world at that time. Never mind that merchants don't have AAW radars and missiles.

No, invariably we would hold off on the shot to allow for "adequate" separation, or as some unfortunate watch teams found, take the shot and then suffer the ignominy of some OS Chief who couldn't sit watch supervisor on your watch team tell you that you had failed to account for white shipping.

I came to despise the Harpoon weapon system, not for any reason except the ridiculous pain it caused me as a leader in preparing for the elaborate kabuki that was a Harpoon Cert. Some of us would whisper..."if we were really at war...then..." and discuss how we might ACTUALLY want to employ the weapon. By the time I had the ability to make a real difference – command – the Navy had ceased to put Harpoon on its new construction ships and I commanded one of those Harpoonless ships. We haven't built a warship with the organic ability to disable another surface vessel over the horizon since the year 2000.

So now the community is getting justifiably concerned, and the wheels are turning to return a surface to surface over the horizon weapon to the surface fleet. I am pleased. I am also pleased at the words used by both VADM Copeman and RADM Rowden at SNA pointing to the requirement to embrace warfighting – basic blocking and tackling again.

It sounds as if we may not need our "Jutland" to shake us out of the peacetime Navy mindset, or at least a mindset in which we concentrated on other aspects of the warfight and allowed our Sea Control skills to dull a bit.

Whatever direction the Navy ultimately takes in re-equipping its surface combatants for the war at sea, one thing is clear to me. We must from the get-go, plan and train to employ the weapon the way we would in war, a war in which we might once again be challenged at sea. We must not train out the aggressiveness that we seem to want now to reinsert. The temptation to "overthink" these new capabilities will be HUGE, as they will likely fly far greater ranges than the Harpoon did. So be it. We should not waste weapons indiscriminately, but we must ensure that the technologies we acquire promote the greatest forward lean possible in taking the offensive. These are the rules of the game.

Bryan McGrath is assistant director of the Hudson Center for American Seapower at the Hudson Institute, and is managing director of the FerryBridge Group.
**Description**
The KC-130 is a four-engine turbo-prop, multi-role, multi-mission tactical aerial refueler and tactical transport aircraft that supports all six functions of Marine Aviation and is well suited to meet the mission needs of the forward-deployed MAGTF. The Hercules provides fixed-wing, rotary-wing, and tilt-rotor tactical air-to-air refueling; rapid ground refueling of aircraft and tactical vehicles; assault air transport of air-landed or air-delivered personnel, supplies, and equipment; command-and-control augmentation; battlefield illumination; tactical aero medical evacuation; combat search and rescue support. When equipped with the Harvest HAWK ISR / Weapon Mission kit, the aircraft can perform Multi-Sensor Image Reconnaissance (MIR) and provide Close Air Support (CAS). With its increase in speed, altitude, range, performance, state-of-the-art flight station (which includes two heads-up displays (HUDs), night vision lighting, an augmented crew station, fully integrated digital avionics), enhanced air-to-air refueling capability, and aircraft survivability enhancements, the KC-130J provides the MAGTF commander with multi-mission capabilities well into the 21st Century.

**Status**
The USMC requirement is for 79 KC-130Js. The legacy fleet of 51 KC-130F and R model aircraft were retired in February 2009, and 28 KC-130T model aircraft are yet to be replaced. As of October 2012, the USMC KC-130J inventory totaled 46 J-model Hercules.

**Developers**
Lockheed Martin Marietta, Georgia USA
NAA – ANNUAL GENERAL MEETING – 27 January 2014

The next Naval Attachés Association Annual General Meeting, organized by Group V, will take place on 27 January, 2013, at 1200 at:

Navy League (NL) (estimated 1300) luncheon at “La Tasca” Restaurant
2300 Wilson Blvd. Suite 200
Arlington, VA, 22201

2900 Wilson Blvd
Arlington, VA, 22201

Dress: Working Uniform/civilian attire

All attachés are encouraged to attend the AGM, placed at the conference room in ground floor of NL building. This year, because of agreements to reach, assistance is paramount.

Meeting Agenda:
- 1150-1200: Arrival.
- 1200: Welcome & NAA activities report (Chairman).
- 1240: Navy League Presentation (NL rep).

Lunch
After the meeting, attachés will have the opportunity to enjoy a Spanish “tapas” based luncheon at “La Tasca” Restaurant, located 8 minutes walking from the Navy League.

The Naval Attaché Association is partially financing this luncheon. Find attached the menu (includes non-alcoholic beverages. Alcoholic beverages will be charge separately) and some other directions.

In order to attend, attachés must complete the form below and fax or email it no later than Tuesday 18 January, to Laura Rioja (all contact details to be found above) and mail a check payable to Naval Attachés Association for $26.

Please note that there is some restrictions on reservations and cancellations after January 23rd, due to the restaurant policy.

I will be attending the NAA ANNUAL GENERAL MEETING on January 27th 2014

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Country
Signature

I have mailed a check of $26 payable to the NAA.

The Navy League has some parking available in a garage on N. Adams Street (between Clarendon Blvd. and Wilson Blvd.). Please do NOT park in any spot designed with a “T” (i.e. T15).

La Tasca is providing a 50% off on the parking located right across the restaurant (Wilson Blvd. with Fillmore St.) up to 3 hours.

For those individuals taking the Metro, Courthouse and Clarendon Stations (Orange Line) are appropriate.