



Delivering the Goods

News from the U.S. Coast Guard Acquisition Directorate

Six Stations to Receive First Response Boats-Medium (RB-M)

From RB-M Project Office

Six Coast Guard stations have been selected to receive the Coast Guard's first RB-Ms, beginning in the spring of 2008. Little Creek, Va.; Cape Disappointment, Wash.; Key West, Fla.; Milwaukee; New York; and Port Aransas, Texas will evaluate the boats' operational effectiveness to determine how well the RB-Ms will be able to conduct the missions of the Coast Guard.

"These six stations were selected to represent a variety of mission types and environments, weather conditions, logistic support concerns and to provide opportunities for special or unique testing and evaluation scenarios," said RB-M Project Manager, Capt. Mark L. Provaznik.

Station Little Creek will receive the first RB-M in March 2008. The remaining stations will receive the boats in the summer and fall of 2008, with Port Aransas receiving the last of the six craft in December.

The stations will begin evaluation of the boats, including operational drills and actual missions that are similar to those currently conducted by the stations. The Coast Guard will also look at the RB-Ms' operational suitability, which includes human factors (such as



Marinette Marine Corporation test boat underway. (Photo courtesy of Marinette Marine Corporation)

the optimization of human performance in the operation and maintenance of the RB-M by their crews), maintenance and repair, support logistics, and training.

Operational test and evaluation will continue for four to six months after initial delivery to each station. Provided the results compiled in the test report indicate the RB-M meets the Coast Guard's requirements, the project will progress from low rate initial production to full rate production (approximately 30 boats per year).

On June 21, 2006, the Coast Guard awarded Marinette Marine Corp. a contract for detailed design and production

of the RB-M, with the intent to build approximately 180 craft to replace the Coast Guard's 41 ft. utility boats and other non-standard medium sized utility boats. Detailed design of the RB-M was completed on June 28, 2007, coinciding with the laying of the first RB-M keel for hull No. 45601. ■

inside:

R-21 Saves Lives.....pg 2

HH-65C Project Advances...pg 3

Coast Guard Saves Lives with Rescue 21 System

By PA2 Thomas W. McKenzie

Fourteen boaters have Rescue 21 to thank for enabling the Coast Guard to bring them to safety this summer. Watchstanders used the newly established search and rescue, command and control system to help locate the mariners in distress and direct life-saving missions.

Available out to a distance of 20 miles offshore, Rescue 21 enhances the clarity of distress calls, allows for simultaneous channel monitoring, and reduces coverage gaps for coastal communications. The system also supports Digital Selective Calling (DSC), which enables registered mariners to send formatted distress alerts to the Coast Guard or other rescue authorities anywhere in the world. In addition, Rescue 21 provides portable towers for the restoration of communications during emergencies, including hurricanes or other natural disasters.

In July, Sector Atlantic City,



Rescue 21 is standing the watch - answering the call of duty across 8,400 miles of coastline. (Photo courtesy of Hon Leung)

N.J., used Rescue 21's direction finding capability to locate and assist two adults and one child lost in the fog without Global Positioning System (GPS) equipment. In August, Sector Atlantic City used Rescue 21 technology to help four overdue boaters who had failed to file a float plan, and found themselves 30 miles offshore. With Rescue 21's capability, the Coast Guard watchstander was able to locate the vessel using only the static of the vessel's radio transmission.

In another incident on August 17, the Coast Guard came to the aid of four people after their 26-foot boat, the JJ Rock and Reel, became disabled 30 miles off the coast of Cape Henlopen, Del. Rescue crews from Coast Guard Station Indian River, Del., Atlantic City, and Air Station Elizabeth City, N.C. searched for the missing boaters. Ultimately, it was Rescue 21 that pinpointed the location

of the disabled vessel.

Later in August, the Coast Guard and a Good Samaritan assisted two teenage boys after their boat broke down thirty-five miles east of Cape May, N.J. When the boys lost radio communications, they were spotted by the crew of The Denny Striper Show, a 25-foot recreational boat. The boat's crew contacted the Coast Guard and stayed on scene until help arrived.

Rescue 21 is being established at locations around the nation. For example, during an August 8 ceremony at Juneau, Alaska, Coast Guard Cmdr. Joseph Calnan assumed command of Rescue 21 Project Resident Office (PRO) Alaska. Calnan will oversee the design, construction, deployment and maintenance operations of Rescue 21 projects throughout that state. PRO Alaska occupies the former Bureau of Land Management site on Mayflower Island, Alaska. ■

Volume 1, Number 1

Delivering the Goods is published monthly by the Office of Strategic Planning & Communications (CG-925) to provide the men and women of the Coast Guard with information pertaining to significant items of interest involving the Coast Guard Acquisition Directorate (CG-9). You may send comments or suggestions to: acquisition@uscg.mil

Editor: George Kardulias
Contributing Editor: Hunter Keeter
Contributing Editor: Tori Arthur

Coast Guard HH-65C Helicopter Modernization Project Advances

By Hunter C. Keeter

The Coast Guard is completing the engine replacement phase on its 95 HH-65C Dolphin helicopters, marking a significant milestone in the three-phased Multi-Mission Cutter Helicopter (MCH) modernization project. The new engines provide more power, improving the safety and mission effectiveness of these crucial helicopters, which have been saving lives in Coast Guard service for more than 20 years.

“The re-engined HH-65C has fundamentally changed the way we employ the aircraft,” said Cmdr. William J. Travis, MCH project manager with the Office of Aviation Acquisition. “Thanks to an extensive team of dedicated and talented professionals from industry and the Coast Guard, the operational fleet was completed in less than two and one-half years. Over the next seven years with the completion of the next two phases, we will have not only extended the service life of the aircraft but greatly enhance the operational capability of the workhorse of Coast Guard aviation.”

As part of the Integrated Deep-water System (IDS) Program, the HH-65s are being modernized to the MCH standard in three-phases. The first phase has added two Turbomeca Arriel 2C2-CG turboshaft engines, each putting out maximum continuous 853 shaft horsepower at sea level with both engines operative. The Arriel 2C2-CG engine is capable of 1,053 shaft horsepower output

with one engine inoperative.

With the new engines, the HH-65Cs have 40 percent more power (relative to the engines they had as HH-65Bs). This extra power gives the aircraft greater endurance, greater payload lift capability and improved survivability. For example, because of the increased shaft horsepower output from a single engine, the HH-65Cs are able to continue flying safely in the event one of their two engines fails.

The added performance of the new engines has served the Coast Guard well during the past several years. The HH-65s recently clocked their one millionth flight hour in Coast Guard service during a search & rescue/medical evacuation mission from Air Station Barbers Point, Hawaii. In the incident, HH-65C

tail no. 6505 was commanded by Lt. Dan Long and co-pilot Lt. Chris Finch; and crewed by flight mechanic AMT2 Wayne Caetano and rescue swimmer AST1 Jason Schelin.

With support from a Coast Guard C-130 aircraft, the Barbers Point aircrew located a Taiwanese long-line fishing vessel, the MV Darlong Hsing 21, which was 176 nautical miles east of Hilo, Hawaii (more than 500 nautical miles off Oahu). One of the Darlong Hsing 21’s crew had experienced chest pains and required medical attention.

“The combined efforts of multiple C-130 crews and the crew of CGNR 6505 were directly responsible for the success of this long range search & rescue mission,” said CGAS Barbers Point Executive Officer, Cmdr.



The re-engined HH-65Cs allows Coast Guard missions, that were previously impossible with legacy HH-65Bs, to be successfully completed.

Thomas G. Nelson. "The C-130s were used to deliver medicine, pinpoint the vessel's position on multiple occasions and to place an interpreter overhead to coordinate extraction of the patient via helicopter."

The 6505's aircrew found the fishing vessel dead in the water and abeam to 4–6 ft. seas, with northeast wind at 20 knots. The mission was complicated by the vessel's superstructure and antennas, which necessitated precision hovering to deliver the rescue swimmer. AST1 Schelin descended to assess the 50-year old patient's condition and prepare him for hoisting to the helicopter. Following a successful winch recovery, the 6505 flew to Hilo International Airport and delivered the patient to an emergency medical services team waiting there.

In July 2006, an HH-65C helicopter crew assigned to Coast Guard Air Station Port Angeles, Wash., rescued an injured hiker from a near-vertical mountain slope at an elevation of 6,300 feet. The rescue hoist would have been impossible to accomplish with the less-powerful HH-65B helicopter. HH-65Cs also performed well in 2005 during Hurricane Katrina relief operations, when three helicopters and their aircrews flew 85 sorties to rescue more than 300 people.

Building on the record of success, the MCH project has remained a high-priority for Coast Guard aviation. The agile Dolphins are mainstays of the service's helicopter fleet, annually contributing 68 percent of the service's total rotary wing

flight hours.

According to Lt. Cmdr. David A. Husted with the sponsor's resource office at Coast Guard headquarters, 95 HH-65s flew a total of 53,630 hours in fiscal year 2007, accounting for almost half (45 percent) of the service's total flight time (including fixed and rotary wing aviation).

The Coast Guard has put its best aviation talent on the MCH modernization project, assigning the lion's share of the engineering and manufacturing work for the conversion to the Aircraft Repair & Supply Center (AR&SC) in Elizabeth City, N.C. Since the mid-1990s, the AR&SC has used world-class commercial best practices to develop product lines for all aircraft in the Coast Guard inventory.

"The way a product line is set up, imagine one-stop shopping for just about everything related to the aircraft: parts, engines, gear boxes, etc." Said Cmdr. Erik C. Langenbacher, AR&SC's H-65 product line manager. "We have a staff of specialists that provide services for our aircraft, often working in the field with the operators, and with the original equipment manufacturers to develop maintenance and modernization solutions."

Two production facilities were used to re-engine the fleet's 95 aircraft. Eighty-three aircraft were converted at AR&SC and, to accelerate the completion of the fleet, 12 aircraft were converted at the American Eurocopter facility in Columbus, Miss.

American Eurocopter was sub-contracted to the Deepwater prime, Integrated Coast Guard Systems (ICGS). The second conversion facility helped reduce the anticipated four year fleet conversion to less than two and one-half years.

Now that the first phase of MCH is complete, the Integrated Acquisition Program Manager for Aviation is leading the effort –in partnership with AR&SC's HH-65 Product Line and others, including the Aviation Training Center (ATC) in Mobile, Ala.– to work with industry and complete the next steps in the MCH modernization.

The MCH project's second phase modernizes aging and obsolete systems essential to safe flight and installs a Aircraft Ship Integrated Secure and Traverse System (for use aboard new ships, such as the National Security Cutter). The third phase modernizes the helicopters' automatic flight control system and cockpit avionics. When all three phases are complete, the helicopters will be designated as the MCH, denoting their multi-mission capabilities.

Meanwhile, HH-65Cs are in service at air stations across the nation, including Atlantic City, N.J.; Port Angeles, Wash.; Barbers Point, Hawaii; New Orleans; Miami; Savannah, Ga.; San Francisco; Los Angeles; Houston; and Detroit. Air stations at Borinquen, Puerto Rico; Traverse City, Mich.; Corpus Christi, Texas; Humboldt Bay, Calif.; Kodiak, Alaska; Port Angeles, North Bend, Ore. and ATC Mobile also operate the HH-65C. ■