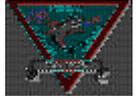


MIUW-SU NEWSLETTER



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FROM THE PROGRAM MANAGER

This has been a very challenging and event filled year for the Program Office. After successfully overcoming all the Y2K issues and concerns we went on to field the last V3 configuration of the MIUW System Upgrade, negotiated a new contract for the High Mobility Multipurpose Wheeled Vehicle (HMMWV) based V4 configuration, commenced an aggressive effort to replace and upgrade the Genset/ECUs in the Mobile Sensor Platforms, install new thermal and visual imaging systems and monitors, and field the first NT based Graphical Data Fusion System. We are in the process now of bringing all System Upgrade vans to the same configuration baseline; replacing the WSC-3 radios with VICS radios, replacing the IAMPS message processing system with NAVMACS II and replacing the TAC-3 computers with NT computers. We still face many challenges as we head into 2001 but we are committed to making the MIUW System Upgrade more rugged, reliable and serviceable.

Program Office Awards MIUW V4 Contract

On November 2, 2000, the MIUW program office awarded the AN/TSQ-108A(V)4 contract to Science Applications International Corporation (SAIC). The V4 is the latest generation MIUW. SAIC will design, build, test, and deliver the V4 system. They will repack-age the equipment from the Radar Sonar Surveillance Center (RSSC) into two sheltered High Mobility Multipurpose Wheeled Vehicles (HMMWV) and a Rapidly Erectable Shelter (RES). A trailer mounted 35KW generator will supply power, environmental control and stowage for the RES. The Mobile Sensor Platform (MSP) and Portable Sensor



Platform (PSP) remain unchanged. The sheltered HMMWV's are designated as the Communications Central Platform (CCP) and Acoustics Processing Platform (APP). The CCP houses the communications equipment. The APP contains acoustic equipment including the AN/SQR-17A and Readiness Trainer System (RTS). The Mobile Operations Center (MOC) will contain operator workstations with the exception of the sonar operators who will reside in the APP. The V4 offers a number of advantages over the current system. The MOC offers considerably more room than the current RSSC. Ruggedness and reliability were prime considerations in the design of the V4 system.

The first V4 system is scheduled for delivery to NCWG TWO in August 2001. Prior to acceptance, it will undergo extensive testing to verify it is fully operational in the harsh environments that MIUW encounters. The contract contains options to build additional V4 systems as well as convert current V3 van systems into the V4 HMMWV configuration.

IMPORTANT DATES AND EVENTS

January – New IBU patrol boat arrives in San Diego

June - First MIUW System Upgrade AN/TSQ-108A (V)4 delivered to the Navy

Program Office Supports First OUTCONUS LASS Deployment

MIUWU 105, IBU 17 and MIUWU 206 deployed to the South Korean port of Pusan from 23-31 OCT 2000 for exercise Foal Eagle. MIUWU 105 and IBU 17 were instrumental in the successful deployment, recovery and operational employment of the LASS (Light Array Sub System). Pusan is the world's fourth largest container port and ensuring an unimpeded flow of troops and materiel is a requirement for success in any Korean conflict. MIUWU 105 provided surface and subsurface surveillance for Pusan Harbor while IBU17 was tasked to deploy and recover the arrays in addition to patrolling the harbor and approaches and providing interdiction capability. The subsurface surveillance strategy included deploying a mix of LASS arrays and sonobuoys to guard the western approach to the harbor. MIUWU 206 was deployed atop Yongdo Island and monitored sonobuoys, but was not involved with the acoustic arrays.

This first OUTCONUS deployment of the LASS was the culmination of a planned training continuum which began with LASS/



SBDS (Small Boat Deployment System) class in July 00, then deployment in the Puget Sound/Whidbey Island environs during SEAHAWK in August, and finally a full blown OUTCONUS exercise to validate the training, operations and logistics of the system. This was also an evaluation of SPAWAR's training on the new systems to determine whether

the sonar technicians and IBU crew could operate the winches. SPAWAR personnel (Dr. Roy Yamori and Mr. Tom Pastore) were on-hand to furnish assistance as requested.

Mission Planning was conducted by STGCS (SW) Langston (NCW Group 1) and Dr. Roy Yumori (SSC-SD) with assistance from IBU-17 and MIUWU 105. When the sites planned for the RSSC were changed it forced the recalculation of cable deployment routes. These calculations and inputting the new routes into the Precision Lightweight GPS Receiver (PLGR) took two days to complete.

Two IBU boats were equipped with the Small Boat Deployment System (SBDS) to provide redundancy and reduce the need for crane services. Normally, a davit mounted on a 5 ton truck is used to change reels and install the winches. One of the IBU boats was completely equipped in San Diego, while the other required installation of a pump by IBU personnel in Pusan.

IBU 17 successfully deployed and recovered five arrays and 20 kilometers of cable in often quite challenging conditions. Array headings were extremely accurate, due to the seamanship of the coxswain, BMC Neal. It was very hard to maneuver the boat due to cross wind and current but he worked diligently to keep the boat on the deployment route after the array was in the water. Several cables were severed – due to snags during recovery and fishing or ship anchors. One array had to be recovered using a grapple hook.

The MIUWU 105 ST's were led by LASS school attendees STGC Anderson, STG2 Valenzuela and STG2 Golightly from M103, augmented by ST's from other units. Mr. Tom Pastore (SSC-SD) provided systems engineering support. LASS acoustic sensor coverage was enhanced by the use of sonobuoys (deployed by either PSU or IBU craft), and VHF range was improved by moving the sonobuoy antenna to a location 60 feet up a large light tower.

Photo (STGC Anderson and STG2 Valenzuela)



This first OUTCONUS employment validated the deployability of the LASS/ SBDS, training continuum, which began in July, the importance of Mission Planning (van and sensor placement) and necessity of host nation cooperation. Fiber optic cable survivability is severely impacted without host nation enforcement of exclusion zones.

MMF TECH ASSISTS-HELP DESK SUPPORT

One of the many responsibilities of the SPAWAR Systems Center, San Diego (SSC-SD) MIUW In-Service Engineering Agent (ISEA) is to help the users in the field in the operation and maintenance of their systems. The MIUW Help Desk can best assist units experiencing difficulties with their System Upgrade if the unit technician fills out the Trouble shooting form found at <http://www.spawar.navy.mil/fleet/miuw-help>. This form aids troubleshooting by concisely describing the operating conditions at the time the equipment failed, what initial trouble-shooting has been performed and the results of that trouble-shooting. Once that information is at hand, units that require assistance should call the MIUW Help Desk at (888) 571-6388. This is a toll-free call and is manned during west coast working hours of 0800-1600. When requested, MIUW Help Desk support can be made available 24 hours per day. If your call is not immediately answered, please leave a voice mail

message and your call will be returned within two hours. Historically 50% of these calls have resulted in immediate diagnoses and immediate correction of the casualty over the course of just one phone call to the Help Desk. Calls to the Help Desk are free and do not incur any cost to the calling party or Group. We also encourage regular updates from Units via the Help Desk, just to keep the lines of communication open between our own system experts and the experts in the field. Another good source of information is the publicly accessible MIUW-SU web page located at <http://www.spawar.navy.mil/fleet/miuw-help/>. It contains pertinent system information, POCs, and links to program and outside sources that may be of help.

When problems arise that cannot be solved over the Help Desk phone or are beyond the capabilities of the unit personnel, the MIUW Maintenance Facility (MMF) will provide technical assistance on-site to take care of our customers. Technical assist visits to make repairs or perform equipment upgrades have ranged from Bahrain and Thailand to Korea and Puerto Rico.

Inshore Boat Program

Naval Coastal Warfare Group ONE and Inshore Boat Unit Seventeen are scheduled to take delivery of the first new Inshore Patrol Boat in January, 2001. The new boat, built by Willard Marine and Metalcraft Marine, is 32 feet long, has twin jet drives and is powered Cummins diesel engines. The boat reached speeds in excess of 40 knots during Builder's Trials on Lake Ontario on 27 November. SPAWAR will, working with NAVSEA and Combatant Craft



Department, Carderock, have the boats certified for air-lift and weapons installation.

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