

CTMA CONNECTOR

FALL 2026



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CTMA Program

Debbie Lilu

EVP Mx and Sustainment, Business Development

CTMA Connector Staff

Pam Hurt

Executive Editor

Nancy LaMarca

Editor

Christina LaRose

Senior Writer

Ryan Burklow

Writer

Lindsey Konarske

Designer

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[NCMS Newport News
Shipbuilding Technology
Accelerator](#)
Newport News, VA

December 8-10, 2026

[2026 Department of War
Maintenance Symposium](#)
Fort Lauderdale, FL

January 19-21, 2027

[NCMS Technology Showcase
– Pearl Harbor](#)
Honolulu, HI

February 9-11, 2027

NCMS Sustainment
Accelerator – Norfolk
Norfolk, VA

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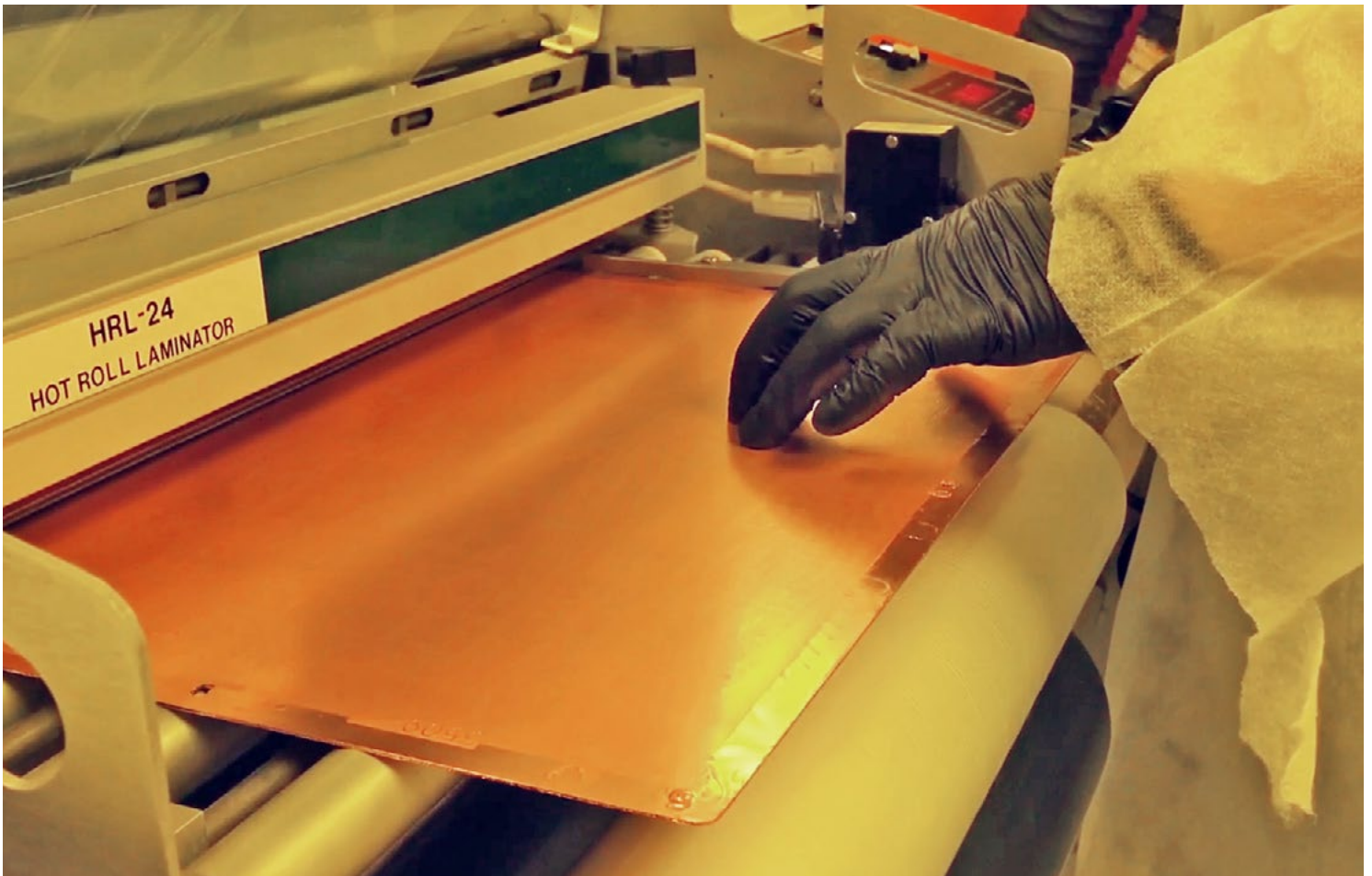
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About NCMS

The National Center for Manufacturing Sciences (NCMS) is a cross-industry technology development consortium, dedicated to improving the competitiveness and strength of the US industrial base. It leverages its network of industry, government, and academic partners to develop, demonstrate, and transition innovative technologies efficiently, with less risk and lower cost.

About CTMA

The CTMA Program offers a unique contracting vehicle for industry, academia, and the DoW sustainment community to work collaboratively. Through these efforts they promote the demonstration, evaluation, and validation of new and innovative technologies that enhance warfighter readiness at optimal value and lowest risk. This non-FAR based contracting vehicle is the only DoW-wide program focused solely on maintenance and sustainment.



A technician processes a copper sheet for manufacturing a printed circuit board at the Naval Surface Warfare Center (NSWC) Crane Division's Printed Circuit Board Lab in Crane, IN. NSWC Crane is one partner on a CTMA project seeking to improve supply chain resilience for copper foil. (Image extracted from US Navy video by Audrey Deiser.)

CTMA Project Increases Domestic Production of Copper Foil for Electronic Devices

Securing critical mineral supply chains is a top priority for the US government and private sector. Over recent years, a combination of legislation, executive orders, federal funding, and trade policy has aimed to reduce reliance on foreign supply chains for [critical minerals](#), including copper, that are vital for national security, economic stability, and supply chain resilience. Copper foil is needed to manufacture printed circuit boards (PCBs), which are used in virtually all electronic devices from smartphones to military hardware.

To rapidly accelerate domestic production of copper foil, the CTMA Program is partnering with the DoW's Warfighting, Investments, Resourcing, and Execution (WIRE) Office; the Naval Surface Warfare Center, Crane Division (NSWC Crane); and industry partner Principal Mineral Company. The project team successfully expanded

manufacturing of electrodeposited (ED) copper foil—thin, continuous sheets of copper that can be used in numerous products that serve the DoW, the defense industrial base, and the commercial sector.

“The focus of this project is the sustainment and modernization of domestic copper foil production to strengthen the electronics and PCB supply chain,” Chris Lehman, Chief Development Officer of Principal Mineral, said. “Copper foil is a key material for microelectronics in both defense and commercial systems, and this effort raised our output for the domestic supply base.”

The project took place at a production facility in Camden, South Carolina that has produced copper foil since 1991. In 2025, the facility faced closure and Principal Mineral stepped in to acquire it and revitalize the business, which

was renamed Camden Copper. A CTMA project team performed process optimization to improve efficiency, reduce costs, and scale performance to meet current and future commercial and defense demand.

To achieve these optimization gains, the project team modernized the plant's industrial control systems—upgrading programmable logic controllers (PLCs), supervisory control and data acquisition (SCADA) interfaces, and process instrumentation—alongside targeted capital investments in core plant infrastructure and processing equipment. These improvements strengthened plant resilience, delivered measurable operating efficiencies, and positioned the Camden Copper facility to reliably scale production output.

After completing facility upgrades, the team successfully demonstrated copper foil production and validated quality assurance parameters.

“We confirmed that our specifications and performance targets meet the requirements of DoW programs and our direct customers,” Lehman said. “We also provided documentation demonstrating that our inspection and control systems are operating effectively to ensure product consistency and quality.”

Another major focus of this project is workforce development and training.

“This work let us overhaul training for both longtime employees and new hires,” Judodine Nichols, Chief Technology Officer of Principal Mineral, said. “We tied every lesson to how the plant runs today, from how we run the line to how we inspect product, so people know exactly what to do and why it matters.”

“The workforce is the center of gravity for Camden Copper,” Lehman said. “We refreshed our training, enhanced our procedures and documentation, and added new employees so we can keep critical production running and growing. Keeping this facility online has kept nearly 50 high-paying manufacturing jobs in the Camden community, and we continue to invest in our people as we invest in the plant.”

The industry partners noted several additional successful outcomes.

“We worked with our customers to get their qualifications done quickly so we could run real production,” Nichols said. “The pace we achieved comes down to two things: a cleaner process and a very capable team, which let us start shipping copper foil to customers much sooner than a typical ramp.”

“Because of this project, the facility achieved full-rate production in just a matter of months. [This] was essential to meet industry demand and maintain continuity of supply for our customers.”

***—Chris Lehman, Principal
Mineral Company***

“Because of this project, the facility achieved full-rate production in just a matter of months,” Lehman said. “The effective and expedient scaling of production was essential to meet industry demand and maintain continuity of supply for our customers. This is a credit to the strength of the entire team.”

The industry partners noted that the complex nature of the initiative's process improvements was supported by NCMS.

“Our engagement with NCMS gave us a path to increase output fast,” Nichols said. “It was a complicated effort with a lot of moving parts,

and the support we had from NCMS, our vendors, and our customers helped us reach full production in about 60 days.”

“This work fits into a broader push to rebuild our industrial base,” Lehman said. “We need this kind of investment across the value chain, so the United States has more resilient supply chains and more reliable access to strategic materials.”

This project was essential to sustain copper foil production supporting the DoW and commercial sectors, including consumer electronics, medical devices, data infrastructure, and more. The process improvements and workforce development completed in this project can serve as a model for other facilities seeking to increase domestic production of critical minerals. Moving forward, the next steps for this project include expanding production at Camden Copper, refining processes, and growing business with core customers supporting the DoW and commercial industry. ■



Moody Air Force Base in Georgia had an array of solar panels installed on base during an energy infrastructure project designed to save on energy costs. (US Air Force photo by Airman 1st Class Megan Estrada.)

Securing Energy and Water Resource Resilience for USAF and Critical Industries

Every industry requires a reliable supply of energy and water, yet many industries lack data models of the interconnections between their energy and water infrastructure. Effective data management is critical to ensure adequate supplies of essential resources for industrial production. Recently, a [National Academies of Sciences, Engineering, and Medicine report](#) emphasized the need for data management to secure water and energy resilience.

A current CTMA initiative is providing a solution to this problem by standardizing the collection of energy and water infrastructure data. The collaboration brings together the Office of the Assistant Secretary of the Air Force for Infrastructure, Energy, and Environment, and industry partner Concurrent Technologies Corporation (CTC). By combining their expertise, the team is developing consistent, repeatable, and validated processes and methodologies for data-driven modeling and decisions that improve energy and water resource resilience. These processes and methodologies can be adapted for other DoW services, federal agencies, and the private sector.

“This project is focused on energy and water infrastructure resilience,” Saaya Miyashiro, Energy Policy and Data Analyst

for CTC, said. “The common thread is doing that from a data-informed approach.”

The project has three focus areas. The first is providing policy and guidance on how the Air Force can ensure reliable, secure water resources and supporting infrastructure. The goal is to help ensure mission readiness and improve the quality of life for Airmen and Guardians.

“This approach identifies key data sources and fields to inform water security methodologies,” Miyashiro said. “It was a collaboration between the data team and the water team to look at the existing data sources, documentation, and processes to create a framework for what the Air Force should do next.”

The second priority is data governance, which is essential for ensuring energy resilience and sufficient water resources across a large enterprise. By investigating ways to automate the collection of installation-level energy data, the team will increase data sharing to enable metrics, reporting, and decision-making for risk mitigation. This work will culminate in an energy and water data governance process for data informed decision-making across the Air Force.

“If data is siloed, it’s hard to find and access to pull it together for analysis,” Miyashiro said. “We’re bringing a data governance perspective to improve data access and quality. We’ve reviewed industry standards, and the team has translated best practices from industry into specific Air Force requirements.”

Additionally, the team is focused on utilizing AI effectively to ensure energy and water resource resilience. “We’ve worked with the Department of the Air Force Chief Data and Artificial Intelligence Office (DAF CDAO),” Miyashiro said. “Our team has gotten recognition from CDAO during meetings saying we’re proactive and leading the way for bringing the DAF Data and AI Strategies to life.”

Along with this framework, the team has developed a data governance application called TRAIL (Trusted Registry for Asset Insight and Lineage).

“To develop TRAIL, we looked at all the data sources that the Air Force’s energy program would utilize and collected the relevant information,” Miyashiro said. “TRAIL has unique features that other off-the-shelf data governance applications don’t have. The Air Force’s data is extremely complicated from a data modeling perspective, with many data sources, types, and owners. We built a custom tool that provides the level of detail that the Air Force needs. It’s focused on the status of data as it currently exists, not just the metadata and the creation of records. It produces the lineage of data to show how the data sources connect and the transformation of the data fields over time.”

The third focus area is partnerships with federal agencies, laboratories, academia, and non-governmental organizations to support research and transformational efforts in energy and water resilience. Effective partnerships for knowledge transfer are essential, and the team is developing a framework to identify future potential partners.

“A lot of energy and water resource resilience outcomes are from partnership agreements with external entities and federal agencies,” Miyashiro said.

The CTMA project team reviewed examples of partnership agreements focused on energy and water resilience. One

example—a partnership between the Mountain Home Air Force Base (AFB) and the Idaho Department of Water Resources Board (IWRB)—is building a water pipeline to ensure a reliable supply of water to the base. In addition, a water treatment plant will be constructed on the base.

Another example the team reviewed was a memorandum of understanding (MOU) between the Department of the Air Force and the Edison Electric Institute (EEI). This MOU establishes an agreement that EEI will help facilitate cooperative energy resilience planning across the DAF where contracts between an installation and its servicing electric company are in place.

After analyzing how these and other partnerships were structured, the CTMA team developed a framework for a formal process that captures how to enter, evaluate, and reflect on partnerships. A data-driven approach will be used to generate requirements for each partnership and track the lessons learned.

“Partnership is very important, and there is a need for a standardized process for initiating, entering, and evaluating whether a partnership delivered resilience outcomes. In this project, we’re looking at a data-informed process that can strengthen partnership efforts overall.” This work, still ongoing, will produce a formal partnership framework.

Currently, the project is approximately 75 percent complete, and the team continues to develop processes and methodologies to improve Air Force energy and water resource resilience. The processes and methodologies developed in this project can be adapted by other federal agencies and commercial industries to automate and standardize the collection of energy and water data, improve data modeling, increase data sharing, enable measurement and verification, and complete risk mitigation for data-informed decision-making. ■

The team is focused on utilizing AI effectively to ensure energy and water resource resilience.... With this framework, the team has developed a data governance application called TRAIL (Trusted Registry for Asset Insight and Lineage).



A technician performs one step in the corrosion remediation process known as Induction Coating Removal and Laser Ablation (ICRALA). ICRALA was developed by Best-Tec, a provider of advanced coating technologies and a member of the CTMA project team that collaborated on demonstrating innovative corrosion remediation processes for the Navy. (Photo courtesy of Best-Tec.)

Ship Corrosion Remediation Processes Garner Accolades

Recently, a CTMA project team has been deploying new corrosion-mitigation processes and technologies aboard an Arleigh Burke-class destroyer, which Navy leadership selected as the Best-Looking Warship for two consecutive months. This determination was made by the Corrosion Control Project Manager at Naval Station Norfolk after an assessment of corrosion remediation, preservation, and maintenance.

On the ship, the CTMA team successfully completed the following work: deck edge cleaned, primed, coated, and paint protection film installed, along with freeboard cleaned, primed, and coated.

The team that worked on this ship is part of a broader CTMA initiative focused on corrosion prevention and

mitigation, a major cost driver not just for the Navy but for the DoW and many industries. The DoW spends \$20 to \$23 billion each year on corrosion prevention and mitigation. Corrosion costs the global economy [more than \\$2.5 trillion annually](#).

For nearly three decades, the CTMA Program has developed and demonstrated many processes and technologies that reduce the costs of corrosion remediation. This current project brings together NAVSEA with industry partners Best-Tec, Valkyrie Enterprises, and Automatic Coating Limited USA.

These companies' processes and technologies address corrosion immediately—at the pier where the ships moor when they're still in semi-operational status—instead of



Sailors paint scuppers—one method used to prevent corrosion—on the flight deck of the Nimitz-class aircraft carrier USS Abraham Lincoln while moored at Naval Air Station North Island in San Diego, CA. (US Navy photo by Mass Communication Specialist Seaman Apprentice Melanie Perez.)

waiting for a ship to arrive in a shipyard or be scheduled for maintenance availability.

“The experts come in and do corrosion remediation on both sides of the ship at the same time. The fact that they’re able to do this in pier, while still allowing ships to maintain an operational requirement, is amazing because it keeps the fleet up and ready,” said Rick Rivera, a retired Navy service member who is managing the project for NCMS.

Greg Kleinrichert, Vice President of Best-Tec, has been working on the project since April. His company uses a patented process called Induction Coating Removal and Laser Ablation (ICRALA).

“This process uses two technologies: induction heating and lasers,” Kleinrichert said. “It begins with induction heating, which transfers electromagnetic energy through the coating system and into the substrate. Induction is good for bulk removal of thick paint and rust to get down to the bare metal. It’s an electronic process, so it has no media and no waste. The fume extraction is built into the unit and meets EPA and OSHA standards.”

The next step is to use a laser on the same areas. “The laser is a diode-pumped solid-state pulse with a Q-switch,” Kleinrichert said. “Our unit builds up a lot of energy per

pulse. The laser saves a ton of paint because you no longer need to reprime and do multiple coats, only the problem areas. It leaves a better substrate for the coating and painting, so it will last longer.”

Kleinrichert emphasized that it’s not necessary to fully replace legacy tools: “We’re not throwing the old tools away; we’re using the best tools where they’re needed. We still use a needle gun and some minor hand tools from time to time. But the laser eliminates a lot of waste, and it reduces what we need to do with the other tools.”

So far, the Best-Tec team has completed the ICRALA process on a number of ships at Naval Station Norfolk, with plans to work on more.

“The ICRALA process takes less labor and less time,” Kleinrichert said. “For example, on one ship, the initial estimate was that the coating removal would take a week with eight people. Our process got it done in three days with two people.”

After the ICRALA process is complete, the team from Valkyrie Enterprises primes, paints, and coats the ships with a paint protection film to help mitigate corrosion better than what was done in the past.

“We’re executing innovative methods to mitigate corrosion on ships and bring them up to a higher standard,” Steve Williamson, Vice President of Valkyrie Enterprises, said. “We started with ships in San Diego, Mayport, and Norfolk, and we’ll be expanding this work. Valkyrie Enterprises is very proud to be part of this great team to bring about innovative methods to combat corrosion.”

A technological innovation demonstrated by the CTMA team is placing polymer additively manufactured scuppers to combat running rust down the freeboard.

In another win for this project, in March 2026 the CTMA team supported an expedited maintenance request to remediate corrosion onboard an aircraft carrier in San Diego, CA. Valkyrie created a comprehensive work plan and deployed resources 48 hours prior, allowing them to hit the ground running.

Working in conjunction with aircraft carrier personnel, Valkyrie employees cleaned the freeboard and installed the additively manufactured scuppers over the three days, working 12 hours daily (sunrise to sunset). The goal was to apply as many scuppers as possible while working around the very busy schedule of the carrier personnel.

“This effort was significant because it shows the processes and technologies that were demonstrated in this project can also be successfully used for aircraft carriers,” Rivera said.

Another industry partner on this project, Automatic Coating Limited USA, began working in May to address watertight assets on Navy ships, including doors, hatches, and scuttles.

“We meet with the Navy to learn their priorities, remove doors, transport doors, repair, recoat, reinstall, and test,” said Jocelyn Bamford, CEO of Automatic Coating Limited USA.

The Fluidized Bed coating system meets NAVSEA Standard Item 009-32 cleaning and painting requirements for watertight fixtures on ships. The average time is 7 business days for removal, remanufacture, coating, and installation, per set of 5 doors, with some completed faster.

Remanufacturing doors has several benefits over buying new. “Fabricating a new door takes months. The remanufacturing process is much faster,” Bamford said. “We also have a patent-pending process for remanufacturing doors which enables us to achieve repeatability. Installing new doors needs hot work [welding] on the ship. Installing remanufactured doors eliminates the hot work required. Based on our work with the Coast Guard, we know that hot work can cost more than double as compared to a remanufactured watertight fixture. Additionally, by virtually eliminating the hot work, that part of the ship doesn’t have to be cordoned. This leads to huge cost savings and a faster turnaround.”

The Automatic Coating Limited USA team has supported a number of ships. Overall, the industry partners noted several successful outcomes of the work so far. “The greatest success is the fast turnaround time within spec and budget,” Bamford said. “We’re here to meet the Navy’s objectives by ensuring that every door we touch will be watertight, secure, and not rusting for many years, extending the life cycle and saving costs for the Navy.”

“We’re ramping up capacity with the objective of completing repairs and coatings for the Navy,” said Swanand Khanwelkar, Engineering and Maritime Services Manager, Automatic Coating Limited USA.

Overall, this project’s focus on rapid corrosion mitigation has been the key to its success. “Easily the biggest win is addressing corrosion immediately,” Williamson said. “This has been a great partnership with an organization like NCMS that is looking for innovative technologies to support the Navy, in partnership with NAVSEA, to rapidly implement improvements.”

While the next efforts will remediate corrosion on other Navy ships, the processes and technologies can be widely applied in construction, energy, water and wastewater, chemical processing, and transportation for significant public benefits including improvements in safety, costs, efficiency, and environmental impact, compared to traditional methods. ■

A technological innovation demonstrated by the CTMA project team is placing polymer additively manufactured scuppers to combat running rust down the freeboard.

New CTMA Final Reports

Every quarter, the CTMA Program releases to the public the most recent final reports for completed CTMA projects. See below for highlights of some of the latest releases, which are all linked to their project summaries posted on the NCMS website. To see more final reports for CTMA projects, please visit: <https://ncms.org/ctma-projects/>.

Advanced Cyber Security Solutions for Maintenance Recovery Systems and Support Devices

Advanced maintenance support devices and test equipment are important tools for vehicle mechanics and roadside assistants to triage and repair maintenance faults in vehicles. In this initiative, software for a Maintenance Support Device (MSD) was extended to provide a secure foundation applicable to multiple tactical ground platforms, expanding the capability of the MSD to other platforms. The project team designed and developed a more capable, cyber-hardened maintenance support device that enables protected vehicle recovery and maintenance operations resulting in more reliable repairs and increased vehicle availability. Outside of the DoW, the approach to data collection used in the MSD could be used in commercial applications. [See Report](#)

Advanced Vehicle Covers to Improve Reliability and Maintainability

This project advanced the state of new vehicle cover designs, materials, and manufacturing processes that can better protect vehicles and other equipment, including

on-board electronics and critical components, from environmental and weather conditions. The project team focused on creating a vehicle cover that is cost-effective, safe, extends equipment useful life, and is easy to maintain. The project yielded a successfully validated advanced cover that surpassed the performance of an earlier version. After rigorous testing, the selected material achieved a 25 to 30 percent improvement in weight reduction, durability, and flexibility. [See Report](#)

Advanced Winter Tire Technologies for Improved Safety & Mobility

Current on/off road heavier truck tires are unsuited for safe winter use, leading to many accidents and needlessly exposing drivers to dangerous operating conditions. For the DoW these same concerns exist with heavy on/off road trucks. To address this issue, a CTMA project team tested and validated a prototype winter 16.00R20 tire that improved the performance of military vehicles driven in snow and ice. The tire is now available for both DoW and commercial use. [See Report](#)



A technician from the Puerto Rico Army National Guard prepares a maintenance support device used to gather maintenance data for ground vehicles in real time. (US Army National Guard photo by Spc. Deneiz Agosto Camacho.)

Light Weighting Material Solutions for Maintenance & Sustainment – Phase II

Although there has been significant progress made in the development of lightweight materials for use in the automotive and trucking industries to improve fleet fuel efficiency, more work is needed to advance solutions that offer increased reliability and durability of key components, such as wheels. Historically, lighter weight wheels suffered from negative trade-offs regarding their cost, life, reliability, and durability. This multiphase project investigated the use of advanced carbon materials in military vehicles and developed a domestic supply chain for these materials. In the project's second phase, the team demonstrated multiple benefits of using carbon fiber reinforced polymer (CFRP) wheels on military vehicles and determined that CFRP wheel manufacturing processes are feasible and ready for production at scale. [See Report](#)

Structural Thermoplastics for Vehicles

This project developed lightweight, corrosion-resistant thermoplastic composite structures using economical materials and manufacturing processes, thereby reducing vehicle weight and easing maintenance and sustainment burdens in automotive, marine, and defense industries. The successful developments from this project, such as low-cost manufacturing of lighter-weight thermoplastic composite vehicle structures and low-cost tooling, will provide immediate benefits to the military and long-term advantages to the automotive industry. [See Report](#)

Accelerating Additive Manufacturing to Support Maintenance and Sustainment

To create a stronger, lighter, and more efficient alloy for various military and civilian applications, the project team installed a wire arc additive manufacturing (WAAM) machine at the University of St. Thomas and executed a structured design of experiments. The researchers found that fine-tuning layer height and print speed yields measurable improvements in surface finish without significantly increasing build time, that pre-processing of metal wire improves dimensional accuracy in critical components, and that closed-loop environmental control enhances repeatability. In addition to this work, the team applied AI, ML, and physics-based computational simulations to a comprehensive dataset of over 7,000 unique alloys. As a result, they identified 5 alloys that exhibit promising combinations of high strength, ductility, and cost-effectiveness for defense and industrial applications. Along with these findings, the researchers produced comprehensive technical reports on hydrogen, which is critical for metal AM, and graphene, which is important for AM. [See Report](#)

Artificial Intelligence for Expedited Adhesive Formulation Development

Traditional R&D of adhesive formulations require long lead times due to benchtop formulation and hands on testing review processes. To speed up this process, the project team in this initiative built a machine learning (ML) model that, over a five-week period, supported the creation of several new high-performance adhesives capable of bonding plastic, steel, aluminum, and titanium, which is historically one of the most difficult metals to bond with adhesives. The entire set of adhesives developed in this initiative could be used in packaging, construction, automotive, electronics, consumer goods, furniture, healthcare, and beyond. [See Report](#)

Digital Manufacturing Integration for Supply Chains – Phase III

The objective of this project was to design the vehicle protection system base kit (VBK) for ground combat vehicles to be faster, cheaper, smaller, and more reliable. By integrating digital manufacturing tools with a collaborative design process, the team successfully produced a design for a simpler chassis that more evenly distributed the component heat loads, eliminating the need for more complicated heat transfer solutions. The methodology employed in this project can be used in the private sector to create customized, high-performance components such as heat-dissipating housings for electric vehicle power electronics or lighter, more durable consumer electronics. [See Report](#)

Improved Vehicle Mobility Using Additive Manufacturing

This project focused on minimizing supply chain constraints and lead times for wheel- and track-based vehicles. The project team conducted R&D on materials and mechanical properties, then developed 3D printing technology to enable the military to 3D print non-pneumatic wheel solutions on demand for various ground vehicle applications. In short-term testing, under controlled loadings, the 3D printed non-pneumatic wheel solutions yielded performance similar to the non-3D-printed, non-pneumatic wheels. Overall, the project produced promising results that can provide a starting point for further investigation for direct application. [See Report](#) ■

NCMS Hosts First Sustainment Accelerator with US Coast Guard

Event draws more than 500 attendees and exhibitors



The Coast Guard Aviation Logistics Center in Elizabeth City, NC hosted its first-ever NCMS Sustainment Accelerator in June.

In June, NCMS facilitated its first collaborative event with the US Coast Guard: a sustainment accelerator focused on aviation logistics support. The event successfully connected 62 industry and academic exhibitors with subject matter experts and end users, which included personnel from across the Coast Guard base.

The Aviation Logistics Center (ALC) in Elizabeth City, NC, was the host site for the sustainment accelerator, and is the sole industrial complex for Coast Guard aviation. ALC provides depot maintenance, engineering, procurement, supply support, and logistics information systems to all Coast Guard operational assets.

The two-day event was designed to allow companies to showcase their technologies and clarify how they can benefit maintenance and sustainment efforts. In some instances, exhibitors also provided live demonstrations of those capabilities.

“The NCMS team invested significant time and effort to ensure that all attendees had an optimal experience and the opportunity to showcase capabilities and technology,” said Keith Reed, CEO of Grey Gecko, an exhibitor at the sustainment accelerator. “I was impressed by the excellent support from the Coast Guard staff, the number of visitors from all USCG departments, and the in-depth capabilities tour.”

Over the two-day event, more than 500 government attendees and ALC staff were brought in by the busload to view the exhibiting technologies. NCMS also hosted two after-hours social events to allow for additional networking.

For information on the organizations that exhibited, visit: <https://ncms.org/alc-exhibitor-directory-2026/>. ■

Sustainment Accelerator in Bremerton Showcases Technologies and Capabilities to Support US Navy

Attendees also welcomed to NCMS's CollabTeX Grand Opening in downtown Bremerton

NCMS partnered with the Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS & IMS) to host a Sustainment Accelerator in August, focused on technologies that support construction and maintenance for US Naval shipbuilding. Nearly 60 companies either exhibited their capabilities or had representatives who attended the event.

"This NCMS sustainment accelerator was a great opportunity to meet and talk to the teams and contacts on base that we already work with by phone and email," said Cameron Bevan, division sales manager with GoEngineer.

Exhibitors benefited from showcasing their companies to local government and industry decision-makers, as well as having opportunities to connect with other leaders and experts.

The event took place at the Kitsap Conference Center in Bremerton, WA, August 25-27. This is the sixth time NCMS has hosted a technology showcase or accelerator event in this Pacific Northwest region since 2019. For more information on this accelerator, visit <https://ncms.org/events/sustainment-accelerator-puget-naval-shipyard>.

In addition to the Sustainment Accelerator, NCMS celebrated the grand opening of its new Collaboration & Technology Exchange (CollabTeX). The NCMS CollabTeX at Bremerton is designed to provide an in-person multi-use venue and access to a virtual collaboration space. CollabTeX provides industry, academia and government personnel with a Pacific Northwest location to collaborate in a secure environment. It also reinforces NCMS's commitment to the region's military installations and the industry supply chains that support them. ■



Fifty-six technology providers displayed their latest innovations to over 500 attendees at the 2026 NCMS Sustainment Accelerator held in August at the Kitsap Conference Center next to the Puget Sound Naval Shipyard & Intermediate Maintenance Facility. (NCMS photo by Pam Hurt.)



NCMS President and CEO Lisa Strama and Bremerton, WA Mayor Greg Wheeler cut the ceremonial ribbon at the Grand Opening of the NCMS Collaboration & Technology Exchange (CollabTeX), held in August in Bremerton in conjunction with the NCMS Sustainment Accelerator. (NCMS photo by Lauren Bentley.)

FEATURED NEW MEMBERS

BG Workforce Solutions

BG Workforce

Solutions (BGWS) is a  **BG Workforce** force multiplier for the defense industrial base. BGWS translates mission intent into rapid, measurable results while mobilizing industry partners, advanced technologies, and local communities to build enduring capability. BGWS implements and operates advanced manufacturing and training centers while also delivering IL4-compliant digital platforms that extend learning and accountability:

PROXIMUS: A point-of-need reference tool integrating AR/VR, videos, images, and technical documents that offers real-time AI assistance for training, maintenance, and troubleshooting.

CERTIS: A workforce evaluation system capable of tracking individual skills, capabilities, and credentials, and instantly reports on personnel readiness and organizational bench strength.

COGNIS: An online learning management system (LMS) custom built for the DoW's cybersecurity and operational requirements. This system integrates with existing LMSs to provide rapid content authoring, publishing, and administration.

ORBIS: An integrated AI companion to enhance technical training for learners and instructors, ORBIS leverages technical content to guide learners and boost instructor productivity by generating learner assessments.

To see BGWS's full profile, visit: <https://ncms.org/news/bg-workforce-solutions-member-spotlight/>.

CDME at The Ohio State University

The Center for Design and Manufacturing Excellence (CDME) at The Ohio State University is a nationally recognized advanced manufacturing research center that combines innovative technology development with a uniquely impactful approach to workforce preparation. CDME's mission is to advance the United States' manufacturing competitiveness and strengthen national security by developing both emerging



technologies and the skilled workforce needed to deploy them.

CDME has partnered with over 150 companies, completed 1000+ applied projects, and accelerated technology adoption in sectors vital to US competitiveness. The center leverages expertise in additive manufacturing, AI and automation, biomedical and medical device prototyping, materials and welding, precision machining, molding and forming, prototyping, and manufacturing cybersecurity. This approach allows CDME to transform emerging technologies into market-ready solutions for industry and government partners.

To see CDME's full profile, visit: <https://ncms.org/news/CDME-ohio-state>.

Horizon Industries

Horizon Industries, a division of East Texas Lighthouse for the Blind, is

one of the nation's

leading converters

and manufacturers of

industrial wiping towels,

performance cleaning cloths, hexavalent chromium

elimination products, and paracord for the US military and civilian government agencies.



Horizon manufactures a comprehensive range of light-, medium-, and heavy-duty wiping towels engineered for applications ranging from general cleaning and facility maintenance to demanding industrial and aerospace tasks, including heavy oil and grease removal, metallic and composite surface preparation, and aircraft canopy cleaning. Designed for performance, consistency, and reliability, Horizon products help maintenance professionals meet the rigorous requirements of military, aerospace, and industrial environments.

At East Texas Lighthouse for the Blind, the mission is clear: empower individuals who are blind or visually impaired through rehabilitation, education, training, and employment. Horizon Industries brings that mission to life in a powerful way, by transforming opportunity into meaningful, high-performance work. To see Horizon Industries' full profile, visit: <https://ncms.org/news/horizon-industries-member-spotlight/>. ■