

SBIR/STTR TRANSITIONS

2017 FALL



FROM THE DIRECTOR

I've been impressed all year by your talking about SBIR's proven ability to deliver innovation to our warfighters, and excited by Congressional efforts to make our great program even better.

The drumbeat began with the House drafting and then passing the "SBIR Improvement Act", followed by the Senate drafting its own version. It continued with some House and Senate Armed Services Committee members suggesting a permanent Department of Defense SBIR/STTR Program up to twice the current assessment. Then, the so-called "809 Panel", mandated by the FY2017 National Defense Authorization Act, recommended an astounding 5X increase in the DoD SBIR program.

Further, the Chief of Naval Operations published his ground-breaking white paper, "The Future Navy", calling for historic acceleration of innovation to face down global competitors - followed by the Chief of Naval Research's "Charter for Change" via a Naval R&D

framework tuned to field decisive capabilities through technological innovation.

Events such as our Forum for SBIR/STTR Transition, the Naval Gold Coast Conference and the National SBIR Conference held in Tampa, FL, racked up impressive participation numbers and more than a few deals were done. The 2017 SBA SBIR "Road Tours" reached numerous new entrepreneurs throughout the nation.

What I know is that through your hard work, SBIR/STTR has earned its way onto many premier Naval platforms: aircraft and helicopters, drones and UAVs, surface ships of virtually every class, submarines and UUVs. So: we have a story to tell, you have been telling it, and Congress is listening.

FY2018 Continuing Budget Resolution (CR)

A three-month CR, via H.R.601, agreed to between House and Senate leaders in early

September, provided short-term funding relief as Congress juggled an unwieldy load of natural and man-made challenges; but, continued to work on a comprehensive FY2018 omnibus appropriation with more Naval RDT&E funding, plus funding to build a large fleet with technological enhancements to veteran platforms such as the DDG-51 *Arleigh Burke*-class ships.

Naval Gold Coast Conference

The two-day August 2017 DON Gold Coast conference - organized by the San Diego NDIA chapter with excellent SPAWAR and OSBP collaboration - provided value to 1,500 registrants, including government, industry and STEM participants. Large firms such as Red Hat, Siemens and Eaton Industries - essentially new to SBIR/STTR - surfaced, with interest in exploring the SBIR/STTR value. About 700 1-on-1 meetings occurred using a simple and agile management system.

- SES presentations on NAVSEA sustainment (Ms. Karen Davis), and DON cyber security compliance by

SBCs (Dr. Kelly Fletcher), provided substantive and useful information.

- PEO EIS and C4I presentations by their DPMs offered DON customer detail by each PMS, focused on ACAT I/II/IIIs, with fiscal detail, SBC on-ramps and POCs.
- DON SBIR/STTR's sustainment panel featured substantive input from Mr. Chris Root (NAVAIR FRC North Island) and CAPT Andy Biehn (NAVSEA PEO IWS - AEGIS Fleet Readiness).

In summary, Gold Coast was a model DON procurement/sustainment event with abundant opportunities for SBIR/STTR. I recommend 2018 Navy Gold Coast to all of you!

New Directions, New Pilot Programs

I use pilot programs to experiment with SBIR/STTR improvements in cost, schedule and performance – taking input from small and large firms, and the Naval acquisition community. Currently, my pilots regarding Fleet readiness and sustainment, and better Primes engagement, have already been handed off to SYSCOM SBIR management for deeper dives. Collaboration with our Air Force colleagues, and with emerging university/industry “innovation centers”, is next on my agenda.

- **Sustainment Opportunities**

My NAVAIR sustainment pilot includes exploration of the F-35 program as it nears Initial Operational Capability (IOC), with both the Joint Program

Office and Lockheed Martin looking at the F-35's global sustainment challenge. Each F-35 owner – the Air Force, the Navy and the Marine Corps -- have fielded sustainment topics via SBIR/STTR and invested SBIR/STTR funds in innovative “big data” analysis and management tools. With F-35 scheduled to fly until 2065, we'll be looking to collaborate with Air Force SBIR colleagues to deliver tech innovation and cost avoidance over the lifespan of this warbird.

Further, our sustainment exploration touches the Fleet Readiness Command, the Marine Corps and Naval Shipyards at the four corners of the continent.

- **University-Industry Innovation Centers**

A co-investment by Raytheon Integrated Defense Systems, the State of Massachusetts, and UMass-Lowell (UML) has created a unique one-stop future R&D shop in the emergent field of printed electronics, and a professional pipeline for UML graduate engineering students. I'm working with this new innovation center – and with select University of California campuses and their innovation centers -- to leverage SBIR/STTR resources. As these innovation centers explore linkage with advanced manufacturing institutes created by landmark 2105 legislation, I hope to make SBIR/STTR a keystone link among the stakeholders.

Looking Ahead

What do I see on the SBIR/STTR horizon in 2018? More SBIR National Conferences in outreach locations, our third Primes Summit – including university, innovation center, and manufacturing institute stakeholders – linked to the 2018 Forum for SBIR/STTR Transition, in early April, a series of SBIR/STTR-themed “Industry Days” with big industry sponsors and possible Air Force/Army SBIR collaboration, and experiments with a mentoring program designed to help once-small successful tech firms partner with smaller, newer firms that need shop floor capabilities to match lab bench excellence – especially if they aspire to lucrative sustainment work based on cost reduction skills.

As I wrote in the last issue, I do a lot of wondering – and a lot of accepting that I don't have all the answers. What we can do, collectively and collaboratively, to generate more innovation? And faster! What are you thinking?

Sincerely,



Robert L. Smith



LIFETIME ACHIEVEMENT AWARD FOR NAVAL SBIR/STTR PROGRAM STAFFER

During the Small Business Technology Council (SBTC) Washington Membership Meeting on June 20, 2017, Allen Baker received the SBTC Lifetime Achievement in Small Business Advocacy Award. Baker, who was introduced to the SBIR/STTR Program in Silicon Valley in 1986, has served Naval Program Directors John Williams and Bob Smith since 2002. He joins Rick Shindell, another Naval SBIR/STTR veteran, in recognition for lifetime SBIR/STTR advocacy as well as program innovation across the spectrum of federal agencies.

Encouraged by his Naval SBIR/STTR Directors to pursue innovation, Baker has helped architect successful industry collaboration with SBIR/STTR awardees for key defense acquisition programs, and is presently exploring, with Director Bob Smith, SBIR/STTR collaboration with the nation's newest tech engine: university-industry innovation centers linked to advanced manufacturing labs. Baker's written contributions to SBIR/STTR include work on the current SBIR/STTR Policy Directive, numerous technology innovation studies published by the National Research Council and RAND Corporation, and the widely used "SBIR/STTR Phase III Guidebook", among dozens of other publications on applied innovation practices.



Allen Baker receives the Lifetime Achievement in Small Business Advocacy Award. From L to R: John Williams (Director, Office of Innovation and Technology, SBA), Jere Glover (Executive Director, SBTC), Allen Baker, and Bob Smith (Director, DoN SBIR/STTR)

Baker, who has no retirement plans, is distinctive for a pony-tail that honors his Native American heritage. Prior to his employment in Silicon Valley's explosive first-growth phase, Baker co-founded the Corporation for American Indian Development to bring technology-enabled employment to tribes, and embed technology in economic development strategies.

REQUIRED CYBER SECURITY CERTIFICATION: WHAT YOU NEED TO KNOW

On November 4, 2010, the President signed Executive Order 13556, Controlled Unclassified Information (CUI). This established a government-wide CUI Program to standardize the way the Government will handle unclassified information that requires protection. The guiding document for this endeavor is NIST Special Publication 800-171.

NIST SP 800-171 and You!

NIST SP 800-171 provides the minimum required cybersecurity standards to protect the confidentiality of CUI for Federal Agencies. The document contains specific security requirements that contractors must implement at contract award. Within 30 days of contract award, the contractor must notify the DoD CIO (osd.dibcsia@mail.mil) of any of the security requirements specified by NIST SP 800-171 that are not implemented at contract award.

Full compliance of NIST SP 800-171 is required no later than December 31, 2017.

Contractors may use subcontractors and/or outsource information technology requirements; but, they are responsible for ensuring that these entities meet the cybersecurity standards.

Go to <http://nvlpubs.nist.gov/nistpubs/SpecialPublications/NIST.SP.800-171.pdf> to download a copy of NIST SP 800-171.

For more information about your role in Protecting Controlled Unclassified Information (CUI), go to: DoD's Office of Small Business Programs: <http://www.secnav.navy.mil/smallbusiness/pages/index.aspx>

Contact DoN OSBP at OSBP.info@navy.mil



MARINES BUY A LOT OF LITTLE THINGS, AND THAT MEANS BIG OPPORTUNITIES TO TRANSITION TECHNOLOGY

By Edward Lundquist

“We don’t buy really big systems, like warships,” says Jeff Kent, who manages the Marine Corps Systems Command’s (MCSC’s) SBIR program. “We have lots of little programs.”

But when it comes to transitioning SBIR technologies, those little programs offer big possibilities.

“MCSC manages 470 programs. We procure vehicles, weapons and systems that support our Marines,” says Kent. “We buy systems for the entire Marine Corps—with the exception for things that fly, which come under the purview of Naval Air Systems Command (NAVAIR).”

“We allocate SBIR topics by Marine Corps priorities, funding availability, and the viability of the topic. We often seek ways to achieve program enhancements that didn’t get funded, or to mitigate risk in a program,” says Kent. “If the prime’s approach doesn’t work, do we have an alternative way to solve the problem?”

“That means there is opportunity,” he says. While Kent says the Corps doesn’t buy a lot of big expensive things, some smaller things it does procure are ordered in large quantities. “We have roughly 180,000 Marines, and every Marine is a rifleman. So something like a better form of hearing protection might result in a large quantity purchase.”

Kent says any way to reduce weight is welcomed. “A dismounted Marine carries more than 100 lbs. of gear. We need to consolidate and lighten the load. Marines have lots of gadgets that need power, so we need to be more efficient with power, and reduce the weight of batteries or energy sources, and reduce power consumption.”



“We tend to equip the entire Corps,” Kent says. “We may buy 150,000 of something in the initial buy.”

Marines need water purification systems, cold weather gear, methods to secure equipment and tie down vehicles; field medical equipment and systems; ground transportation and engineering systems; and intelligence, surveillance and reconnaissance systems.

MCSC is procuring command, control and communications; information technology and networking infrastructure; battlespace management and air defense; training systems; infantry weapons systems; combat equipment and support; armor and fire support; systems engineering; ammunition; and lifecycle logistics.



Some of MCSC's SBIR topics address the needs of the Corps' vehicles. "We have approximately 40,000 vehicles. That means we're looking for ways to improve suspensions; brakes; transmissions; engines; fuels; defensive systems and armor; transportability and fleet management tools. If you have something we like, it could end up on a lot of vehicles."



True, some Marine Corps vehicles are big. The high-mobility multipurpose wheeled vehicle (HMMWV), better known as the "Humvee" is a substantial vehicle, and is also operated by the Army and other services. The M1A1 Abrams tank employed by the Marines and the Army's M1A2 look similar, but, there are differences in the combat systems. Various versions of the mine-resistant ambush protected (MRAP) vehicles have been operated by the services and allies. The amphibious assault vehicle (AAV), which is being replaced by the amphibious combat vehicle (ACV), is the only vehicle unique to the Marine Corps. But the Corps also has smaller vehicles, including light and medium trucks.

Kent says technology advanced through Army-funded SBIRs can transition to Marine Corps programs, and vice versa. SBIR technologies used in Marine Corps vehicles, for example, may be applicable to the

Army. One of the current SBIR topics pertains to reducing heat signatures on the new ACV, and that solution could be useful for other systems. "What you make for the Marine Corps and can transfer to the Army may result in a 10-fold increase in business for you," he says.

Kent says there is an added advantage to the service's vehicle SBIR investments, because in some cases, the technology can be commercialized to numerous non-military vehicles.

Kent advises companies to obtain a national stock number (NSN) for their products. That way units can order on their own initiative through the DoD supply system.

And for those companies working on their Phase II to stay in contact with their technical point of contact (TPOC) and contracting organization's representative and keep them informed. "Let them know you're out there," Kent says.

Kent suggests that small businesses interested in pursuing or advancing Marine Corps SBIR opportunities watch for new topics as they are promulgated, and attend symposia and exhibitions like "Modern Day Marine" held in Quantico each year, and Sea-Air-Space in Washington. "Look for opportunities to take your prototypes to experiments, demos and other events."

"The best way to get a General to like something is to put it in the hands of some Marines and see how much they like it," Kent says.

Small Company's "keep-it-simple" Approach Solves Problem for Marine Corps

In trauma situations, time is of the essence and patients must receive initial care during that first "golden hour." This is especially true for traumatic head injuries; which are a leading cause of death or permanent disability.

That's why a small company licensed a basic technology to address an SBIR topic, and developed a small medical diagnostic device that is making a huge difference on the battlefield.

"We were a small team of engineers trying to start a company. When we learned about SBIR, it was a big motivator to get incorporated so we could take advantage of it," says Dr. Baruch Ben-Dor, President and CEO of InfraScan Inc., in Philadelphia. "We saw the SBIR topic, and our technology was very close to what the Navy was looking for."

With battlefield casualties, the severity of shock or trauma is not always obvious to the patient or the observer. Bleeding inside the head, called intracranial hematomas, wouldn't appear to a medic or fellow soldier. Externally, there might be no sign of a critical injury until the bleeding starts to compress the brain. The only way to tell if there is internal bleeding inside the brain is with a computerized

tomography, better known as a CT scan, which requires a very expensive medical device that takes up an entire room.

Such a device is not practical on a battlefield, and might only be available following a time-consuming evacuation to a hospital or clinic. But thanks to a Navy SBIR effort, a handheld diagnostic device called the Infrascanner can know what the eye can't see.

The solution is actually quite simple.

Infrascanner uses near-infrared spectroscopy, which can compare the differential light absorption associated with the injured versus the non-injured parts of the brain.

"It's not as accurate as a CT scan," says Ben-Dor. "But it has over 90 percent sensitivity, which means it almost always shows the presence of bleeding if it is occurring. It has very good specificity, too, which means it rarely has false alarms."

To meet the requirement, Ben-Dor says InfraScan licensed the basic technology from Dr. Britton Chance of the University of Pennsylvania and Dr. Claudia Robertson, a leading neurosurgeon of the Baylor College of Medicine. "We looked at the technology, and saw a good concept that was ready for commercialization."



By focusing on the exact requirement specified in the topic and leveraging the existing technological concept, InfraScan was able to adapt it, kept it simple, and get the device ready for testing sooner.

"Our business model is to build a system, field it, and then make it better based on what the users tell us. We're still working on improvements to existing systems,



and making it more affordable. Our current product is generation 6. We're giving it new functions and helping the medic solve more problems," says Ben-Dor.

According to Ben-Dor, new versions can determine if the brain is not getting enough oxygen or if there is a swelling because of water inflow to the brain as well as hemorrhagic shock. "But we still want the device to be very simple," he says. "We're trying to provide a device that is focused on the need of the user, not the technology. Our technology is not super sophisticated, but from the very beginning, from our Phase I to delivery to the user, what we did address was exactly what the user needed. This is about the needs of the field medical personnel."

The Infrascanner was deployed with Marines in Afghanistan where they were able to use the system to determine if a medevac was necessary. "We were able to determine that in 15 traumatic head injury cases there were no brain bleeds, thus evacuating using a vehicle and eliminating the need to send a helicopter to take the patient to a hospital," Ben-Dor says. "So we saved 15 helicopter flights, and allowed those aircraft to be used for more urgent situations."

"Before the Infrascanner, the only way we could assess brain injuries in the field was by completing a symptom questionnaire," says John Philpott, a medical team engineer with Marine Corps Systems Command.

"Those Marines who we can determine are not suffering from a brain hematoma can get back to the action sooner," Philpott says.

However, the device is a life-saver. An Afghan boy was injured by an IED. The parents brought the boy to the Marines with a small head laceration. But the Infrascanner found brain bleed. The boy was evacuated to a surgical hospital and his life was saved.

In applying for the initial SBIR, Ben-Dor says InfraScan also tapped into existing knowledge about how to apply for funding. Now SBIR is a very important part of the company's business plan. "We worked with a number of academics with experience writing grant proposals to help us with our initial SBIR," he says. "Now we help other people do it."

In trying to line up financing for his company, Ben-Dor likes the fact that the SBIR investment is about access to innovative technology; not surrendering a percentage of the business.

Infrascanner is now a program of record and part of Marine Battalion Aid Station diagnostic toolkits for operational use. The Department of the Navy's SBIR investment of \$843,113 has resulted in \$7,000,000 in Phase III revenue. In recognition of their efforts, the MCSC InfraScanner team won the Department of the Navy's 2016 Ron Kiss Maritime Technology Transition Award.

**Source: Dr. Baruch Ben-Dor
President & CEO, InfraScan Inc.
3508 Market Street, Suite 127
Philadelphia, PA 19104
(215) 387-6784
www.Infrascanner.com**

FIRST LOOK – a snapshot of this year's SBIR/STTR Transition Program (STP) participants

The following pages show a first look at the Phase II companies that are currently enrolled in the DoN SBIR/STTR Transition Program (STP). The companies are listed in alphabetical order, under OSD Communities of Interest (Col) categories most appropriate to their technology. If you see something of interest, and want to know more, please contact the company directly.

To learn more about each of the listed companies, go to the Virtual Transition Marketplace (<https://www.navyfst.com/vtm/>)—and search our on-line database of innovative Phase II SBIR/STTR Technologies.

	Company/Topic Title	Topic #	POC	Phone	Email	
Advanced Electronics	Azure Summit Technology, Inc. Cognitive Radio Architectures for Cyberspace Operations	N151-064	David Krivonak	(571) 308-1425	David.Krivonak@azuresummit.com	
	Bridger Photonics, Inc. Metrology of Visibly Opaque, Infrared-Transparent Aerodynamic Domes, Conformal Windows, and Optical Corrector Elements	N152-105	Nathan Greenfield	(406) 585-2774 x105	greenfield@bridgerphotonics.com	
	Charles River Analytics Inc. Submarine Imaging Real-time Enhancement (SIREN)	N141-025	Wayne A. Thornton	(617) 491-3474 x633	wthornton@cra.com	
	EOSPACE Inc. Novel, Very Wide-Bandwidth Characterization Technique	N131-059	Dr. David Moilanen	(425) 869-8673 x408	david.moilanen@eospace.com	
	EOSPACE Inc. Ruggedized, Ultra-Compact, High Dynamic Range, Dual-Output Wideband Electro-Optic Modulator	N142-100	Dr. David Moilanen	(425) 869-8673 x408	david.moilanen@eospace.com	
	EOSPACE Inc. Integrated Laser and Modulator	N151-018	Dr. David Moilanen	(425) 869-8673 x408	david.moilanen@eospace.com	
	Freedom Photonics LLC Integrated Laser and Modulator	N151-018	Daniel Renner	(805) 967-4900	drenner@freedomphotonics.com	
	GIRD Systems, Inc. JTRS Compliant Waveform for LCS Unmanned Vehicle Communications	N141-035	Jim Caffery	(513) 281-2900	jcaffery@girdsystems.com	
	Intelligent Automation, Inc. Predictive Condition-Based Maintenance for High-Powered Phased Array Radar Systems	N141-054	Bryan Stewart	(301) 294-4251	bstewart@i-a-i.com	
	Mainstream Engineering Corporation Extreme Temperature, Low Loss Custom Power Switch	N151-065	Troy Beechner	(321) 631-3550	tbeechner@mainstream-engr.com	
	NP Photonics, Inc. Broadband High Power Mid-IR Supercontinuum Source	N092-119	Arturo Chavez-Pirson	(520) 799-7438	chavez@npphotonics.com	
	OptiPro Systems LLC Aerodynamic Dome Manufacturing Cost Reduction	N132-121	Pat Bechtold	(585) 265-0160 x235	pbechtold@optipro.com	
	OptiPro Systems LLC High Precision Conformal Sensor Window	N132-122	Pat Bechtold	(585) 265-0160 x235	pbechtold@optipro.com	
	OptiPro Systems LLC Corrective Optics Manufacturing for Aerodynamic Infrared Domes and Conformal Sensor Windows	N132-124	Pat Bechtold	(585) 265-0160 x235	pbechtold@optipro.com	
	OptiPro Systems LLC Metrology of Visibly Opaque, Infrared-Transparent Aerodynamic Domes, Conformal Windows, and Optical Corrector Elements	N152-105	Pat Bechtold	(585) 265-0160 x235	pbechtold@optipro.com	
	Out of the Fog Research LLC Fast Tuning, Analog Notch Filters Subsequent	N08-083	Stuart Berkowitz Ph. D.	(415) 505-3827	sberkowitz@outofthefogresearch.com	
	Quantum Semiconductor LLC Development of CMOS-based APD Arrays with Si-Ge-C Materials	NM12-158	Lynn Forester	(408) 243-2262	Lynn.Forester@Quantumsemi.com	
	SA Photonics, Inc. Advanced Processing Electronic Attack (EA) Digital Radio Frequency Memory (DRFM)	N121-036	David Cushman	(408) 560-3500 x116	d.cushman@saphotonics.com	
	SciTec, Inc. Atmospheric Infra-red Transmittance Calculator (AIRTraC)	N132-090	Jim Bower	(571) 344-3009	jbower@scitec.com	
	Sonalysts, Inc. Advanced Modeling and Visualization of Effects for Future Electronic Warfare Systems	N151-021	Robert Riley	(860) 326-3771	rriley@sonalysts.com	
	Syncopated Engineering Inc. Cognitive Radio Architectures for Cyberspace Operations	N151-064	James Costabile	(410) 707-7338	jcostabile@syncopatedengr.com	
	TDA Research, Inc. Innovative, High-Energy, High Power, Light-Weight Battery Storage Systems Based on Li-air, Li-sulfur (Li-S) Chemistries	N152-093	J.D. Wright	(303) 940-2300	jdwright@tda.com	
	Technology Service Corporation Disruptive Military Navigation Architectures	AF141-253	Brandon Wolfson	(256) 535-2181	brandon.wolfson@tsc.com	
	Air Platforms	Advanced Ceramic Fibers, LLC Robust 2700 F MC/C Fiber Reinforced Matrices for Turbine Engines	N141-074	Ken Koller	(208) 522-6008	kkoller@acfibers.com
		Advanced Rotorcraft Technology, Inc. High Fidelity Rotorcraft Towing Modeling and Simulation with Towed Magnetic Anomaly Detection System	N15A-T009	Donna Carrig	(408) 523-5100	donna@flightlab.com
Applied Thin Films, Inc. Ceramic Matrix Composites for Advanced Tactical Missile Radomes		NN131-056	Dr. Sankar Sambasivan	(847) 807-4077 x212	sankar@atfinet.com	
Barron Associates, Inc. Test and Certification Techniques for Autonomous Guidance and Navigation Algorithms for Navy Air Vehicle Missions		N152-084	Neha Gandhi	(434) 973-1215	gandhi@barron-associates.com	
Charles River Analytics Inc. Embedded Architecture for Cyber-resilience (EAC)		N15A-T022	Curt Wu	(617) 491-3474 x564	cwu@cra.com	
Creare LLC Compact, Inexpensive, Microchannel Recuperators for Small Gas Turbines		A12-080	Michael Izenson	(603) 643-3800	mgj@creare.com	
Creare LLC Carbureted Fuel Injection System for Augmentor Stability		N07-040	Darin Knaus	(603) 640-2355	dak@creare.com	
Knite Inc. Active Combustion Control (ACC) of Augmentor Dynamics		N14A-T004	Artur Suckewer	(609) 406-7888	asuckewer@knite.com	
M4 Engineering, Inc. Bonded Joint Analysis Method		N12A-T004	Daniel Hammerand	(562) 981-7797	dhammerand@m4-engineering.com	
Materials Research & Design Multi Scale Model of Pin-Reinforced Foam Cores		N10B-T050	Craig Iwano	(610) 964-9000 x119	craig.iwano@m-r-d.com	
Metis Design Corporation Probability of Detection (PoD) Toolbox for Guided Wave-based Structural Health Monitoring (SHM)		N10A-T042	Christopher Carella	(415) 814-2298	ccarella@metisdesign.com	
NanoSonic, Inc. HYBRIDSIL™ Anti-icing, Icephobic Coatings for U.S. Navy Superstructures		N14A-T013	Vince Baranauskas	(540) 626-6266	vince@nanosonic.com	
Physical Sciences Inc. Advanced Composite Propellant Replacement for High Performance Plateau Burning Double Base		N132-105	Dr. Allan Dokhan	(978) 689-0003	dokhan@psicorp.com	
Prime Photonics, LC Innovative Foreign Object Damage (FOD) Detection and Identification Technology for Military Turbine Engines		N093-183	Malcolm Laing	(540) 808-4627	mlaing@primephotonics.com	
Redondo Optics, Inc. Low Power, Low Cost, Lightweight, Multichannel Optical Fiber Interrogation Unit for Structural Health Management of Rotor Blades		N151-006	Edgar Mendoza	(310) 292-7673	emendoza@redondooptics.com	
RMCI, INC Universal Decoder for Airborne Generated Data		N142-098	Stephen Potts	(256) 489-9068	stephen.potts@rmci-inc.com	
SciMax Technologies Innovative, Lightweight, Durable Composite CH-53K Cargo Floor		N142-103	Joseph Bruno	(631) 405-9916	jbruno@scimaxtech.com	
Visual Performance LLC Effective Measures of Training Display System Performance		N142-104	Charles Lloyd	(314) 489-0395	charles.lloyd@visualperformance.us	

	Company/Topic Title	Topic #	POC	Phone	Email
Autonomy	Boston Fusion Corp. Multi-Level Associative Content Environment (MACE)	N132-131	Dr. Carl Weir	(617) 583-5730	carl.weir@bostonfusion.com
	Boston Fusion Corp. Cognitive Adaptation of Management Behavior of Information via Observation (CAMBIO)	N141-071	Dr. Carl Weir	(617) 583-5730	carl.weir@bostonfusion.com
	Charles River Analytics Inc. Advanced Mission Planning Tools (AMPT)	N122-124	Stephanie Kane	(617) 491-3474	skane@cra.com
	Charles River Analytics Inc. Sensor System for Precise Automatic Relative-position Keeping (SPARK)	N143-129	Wayne Thornton	(617) 491-3474 x633	wthornton@cra.com
	Daniel H. Wagner, Associates, Incorporated Fusion and Optimization for C2 of Unmanned Systems (FOCUS)	N151-020	James Eanes	(757) 727-7700	james.eanes@va.wagner.com
	EnergyNTECH/N.A.Tech. Inc. Efficient, Cost-Effective, Low-Emissions Method to Cutting Nuclear Submarine and Aircraft Carrier Hulls	N123-157	Dr. Jerry Jones	(720) 232-3490	jejones@energyntech.com
	Qualtech Systems, Inc. Sense and Respond Technology Enabling Condition Based Maintenance (CBM)	N141-030	Sudipto Ghoshal	(860) 761-9341	sudipto@teamqsi.com
	SA Photonics, Inc. Aircraft Carrier-based Precision Ship-Relative Navigation Guidance for Aircraft Landing under Emissions Control Conditions	N15A-T014	David Cushman	(408) 560-3500 x116	d.cushman@saphotonics.com
	Trident Systems Incorporated Force Level Automated Certification of Downward Compatible Baseline Software	N00-062	Tim Spafford	(703) 267-6742	tims@tridsys.com
Biomedical Combat Casualty Care	Perceptronics Solutions, Inc. Medical Informatics Decision Assistance and Support (MIDAS)	N151-069	Dr. Gershon Weltman	(818) 788-1025	gweltman@percsolutions.com
	TDA Research, Inc. Expeditionary Portable Oxygen Generation System	N142-087	Gokhan Alptekin	(303) 940-2349	galptekin@tda.com
Command & Control, Communications, Computers, and Intelligence (C4I)	Daniel H. Wagner, Associates, Incorporated Detection Avoidance System for Submarines (DASS)	N14A-T016	Brandon Lindley	(703) 727-7700	brandon@va.wagner.com
	Daniel H. Wagner, Associates, Incorporated State Estimation Tool for Undersea Systems (SETUS)	N151-033	Brandon Lindley	(703) 727-7700	brandon@va.wagner.com
	DECISIVE ANALYTICS Corporation RDF Entity and Association Disambiguation (READ) Enhancement	N102-176	James Nolan	(703) 414-5002	jim.nolan@dac.us
	DECISIVE ANALYTICS Corporation Automated Concept Map Elicitation (ACME)	N132-128	James Nolan	(703) 414-5002	jim.nolan@dac.us
	DECISIVE ANALYTICS Corporation Discovering Valued Information in a Cloud Environment (DVICE)	OSD11-DR6	James Nolan	(703) 414-5002	jim.nolan@dac.us
	Fuse Integration, Inc. Tactical Troubleshooting Tool (T3)	N121-106	Rebecca Unetic	(952) 994-3323	rebecca.unetic@fuseintegration.com
	Fuse Integration, Inc. Minimized Space, Weight and Power Network Architecture Solution	N151-015	Rebecca Unetic	(952) 994-3323	rebecca.unetic@fuseintegration.com
	Numerica Corporation Surface Composite Tracker Component	N141-036	Ben Slocumb	(970) 207-2212	ben.slocumb@numerica.us
	Real-Time Innovations Minimally Intrusive Real-time Software Instrumentation Technologies	N092-121	Joe Schlesselman	(408) 990-7422	joe@rti.com
	Real-Time Innovations Cloud-Based Real-time Data Dissemination and Scalable Storage for Track Management	N111-054	Joe Schlesselman	(408) 990-7422	joe@rti.com
Cyber	Chip Scan Inc. Detecting Malicious Circuits in IP-Core using Boolean Functional Analysis	OSD141-IA2	Lakshminarasimhan Sethumadhavan	(212) 939-7132	simha@chipscan.us
	La Jolla Logic, Inc. Utilization of Inference Engine Technology for Navy Cyber Situational Awareness	N132-140	Stacey Anfusio	(619) 559-6083	sanfusio@lajollalogic.com
	Mayachitra, Inc. Orthogonal Approach to Malware Detection and Classification	N151-067	Lakshmanan Nataraj	(805) 967-9828	nataraj@mayachitra.com
	Vigilant Cyber Systems, Inc. Develop a Methodology for Cyber-Electronic Warfare Battle Damage Assessment (BDA) using Game Theory	N141-078	Dustin Heath	(336) 769-6600	dheath@vigilantsys.com
Electronic Warfare/Electronic Protection (EW/EP)	HYPRES, Inc. Modular, Multi-Function Digital RF Receiver	N141-064	Michael Dezego	(914) 592-1190	mdezego@hypres.com
	Metamagnetics Inc. Frequency Selective Limiters for Counter Directed Energy and Electronic Warfare Protection	N111-080	Michael Hunnewell	(617) 833-2950	mhunnewell@mtmgx.com
	NAVSYS Corporation System-of-Systems Open Architecture PNT (SOAP) Solution for Assured PNT in a GPS Denied Environment	AF141-253	Brad Clawson	(719) 481-4877 x138	bradc@navsys.com
	Numerica Corporation High Efficiency SIGINT Collection	N122-121	Ben Slocumb	(970) 207-2212	ben.slocumb@numerica.us
	Sensing Strategies, Inc. High Energy Laser Locator System	AF05-313	Richard Preston	(609) 818-9801 x101	rpreston@sensingstrategies.com
Energy and Power Technology	Lynntech, Inc. Advanced Cathode for High Energy Li-Air Batteries	N152-093	Brian Hennings	(979) 764-2234	brian.hennings@lynntech.com
	MaxPower, Inc. Safe, High-Power Battery for Sonobuoys	N092-110	Ian Kowalczyk	(215) 513-4230	ian.kowalczyk@maxpowerinc.com
	Space Information Laboratories, LLC Reliable, Safe, Lithium-ion Battery Enabled by a Robust Battery Management System	N15A-T001	Edmund Burke	(805) 925-9010	edmund.burke@spaceinformationlabs.com
	Systems & Technology Research Compact Deep Vector Sensor Array	N151-011	Bob Hall	(703) 362-6957	robert.hall@stresearch.com

	Company/Topic Title	Topic #	POC	Phone	Email
Ground and Sea Platforms	Beacon Interactive Systems Prognostics and Health Management (PHM) for Afloat Information Technology (IT) and Network Services	N07-108	Paul Maloney	(617) 441-9229	paul.maloney@beaconinteractive.com
	Creare LLC A Compact System for Shipboard Pipe Reinforcement	N151-042	Jay Rozzi	(603) 643-3800	jcr@creare.com
	Hydronalix, Inc. Compact, Lightweight Autonomous Underwater Vehicle (AUV) with Robust Navigation and Range for Riverine Reconnaissance	N102-182	Tony Mulligan	(520) 360-3486	tony.mulligan@hydronalix.com
	Intelligent Automation, Inc. Development of Novel and Emerging Technology for the Enhancement of Fault Diagnostics	N132-144	Bryan Stewart	(301) 294-4251	bstewart@i-a-i.com
	Intelligent Automation, Inc. GECKO: Agile and Dexterous Robot for Maintenance of Ship Tanks	N141-042	Bryan Stewart	(301) 294-4251	bstewart@i-a-i.com
	METSS Corporation Fat Line Tow Cable	N151-037	Brian Collett	(614) 797-2200 x112	bcollett@metss.com
	Ocean Power Technologies, Inc. Persistent Easy-to-Deploy Stationkeeping Sonar Powerbuoy	N121-096	David Stewart	(609) 730-0400 x220	dstewart@oceanpowertech.com
	San Diego Composites, Inc. TRIDENT II Replacement Closure	N132-142	Daniel Avina	(858) 751-0450	davina@sdcomposites.com
	Human Systems	ATA Engineering, Inc. High Efficiency Insulating Barrier for Expeditionary Shelters	N142-088	Joshua Davis	(858) 480-2028
Propel LLC Seam Engineering: Stitchless Seam Technology		N122-134	Bethany Pollack	(401) 722-4491	bpollack@propel-llc.com
UtopiaCompression Corporation Training Effectiveness Measurement Software		OSD10-HS3	Priya Ganapathy	(310) 473-1500	priya@utopiacompression.com
Materials & Manufacturing Processes	ATA Engineering, Inc. Non-Linear Behavior Models for Design of Carbon-Carbon Composite Components	N141-082	Joshua Davis	(858) 480-2028	jdavis@ata-e.com
	Atmospheric Plasma Solutions Method for Removal of Airfield Paint Markings and Aircraft Tire Rubber Build-up from Installed AM2 Mat Surfaces	N151-022	Peter Yancey	(919) 341-8325	pyancey@aplasmalution.com
	Composites Automation Resin Infusible Carbon Fiber Unidirectional Broadgoods for Fatigue Dominated Applications	N151-072	Dr. Roger Crane	(410) 562-2163	crane@compositesautomationllc.com
	GVD Corporation Innovative Environmental Protection for Airborne Platforms	N093-187	Austin Nowak	(617) 661-0060 x38	anowak@gvdcorp.com
	HygraTek LLC Durable Low Adhesion Anti-Icing and Ice-Phobic Surfaces	N14A-T013	Michael Gurin	(847) 962-6180	mgurin@hygratek.com
	Intelligent Optical Systems, Inc. In Situ Inspection of Additive Manufactured Metallic Parts Using Laser Ultrasonics	N15A-T008	Marvin Klein	(424) 263-6361	marvink@intopsys.com
	Luna Innovations Incorporated Durable Sol-Gel Surface Treatment to Control Cathodic Current Density	N14A-T014	Adam Goff	(434) 220-2513	goffa@lunainc.com
Sensors and Processing	Materials Sciences Corporation Advanced Structural Development for Naval Hovercraft Ramps	N112-142	Dr. Anthony Caiazza	(215) 542-8400	tony@materials-sciences.com
	Adaptive Methods, Inc Strike Group Active Sonar Exploitation	N111-041	Newell Stacey	(703) 259-6032	nstacey@adaptivemethods.com
	Applied Research in Acoustics LLC Mitigation of Biologically Induced Active Sonar Reverberation in Littoral Regions	N131-045	Jonathan Botts	(202) 629-9716	jonathan.botts@ariacoustics.com
	Hydroacoustics Inc. Very Low Frequency (VLF) Transducer	N103-223	Tom Brovarone	(585) 359-1000 x258	tbrovarone@hydroacousticsinc.com
	Innoveering, LLC Micro-Plasma Blade Monitoring Sensor System	N152-095	George Papadopoulos	(631) 974-7218	George.Papadopoulos@innoveering.net
	Marine Acoustics, Inc. Multi-ship Sonar Bistatic Automatic Active Localization	N151-055	Steve T. Psaras	(703) 260-6222	steve.pсарas@marineacoustics.com
	Nokomis, Inc. Detection of Permethrin in Military Uniforms via Microwave NDE	N142-084	Andrew Portune	(724) 926-2299	aportune@nokomisinc.com
	SeaLandAire Technologies, Inc. High Gain Array of Velocity Sensors	N101-014	Anthony Hays	(517) 784-8340 x119	ahays@sealandaire.com
	Technical Data Analysis, Inc. Detecting Crack Nucleation/Damage Mechanisms In Sea-Based Aviation Environments	N121-099	Luca Airoidi	(703) 226-4079	lairoidi@tda-i.com
	White River Technologies Compact, Lightweight Magnetic Sensor for Small Unmanned Undersea Vehicles (UUV)	N08-218	Jack Foley	(603) 678-8385	foley@whiterivertech.com
	White River Technologies In-Air E-field Sensor for Airborne Applications	N15A-T004	Jack Foley	(603) 678-8385	foley@whiterivertech.com
	Yankee Environmental Systems, Inc. Next-Generation Marine Atmosphere Observing Instrumentation	N08-195	Mark Beaubien	(413) 522-3136	mcb@yesinc.com
	M&S Capabilities	3DSIM LLC Innovative Approach to Rapidly Qualify Ti-6Al-4V Metallic Aircraft Parts Manufactured by Additive Manufacturing (AM) Techniques	N151-012	Jon Ginn	(435) 631-9203
ASSETT, Incorporated Affordable Scalable Acoustic Panel Arrays		N121-055	Drew Xifos	(703) 365-8950	andrew.xifos@asset.net
Systems Enabling Tools	ASSETT, Incorporated Analytical Tool Sets with Models, Metrics, and Measurement Techniques for System Architecture Development	N04-069	Drew Xifos	(703) 365-8950	andrew.xifos@asset.net
	Composites Automation Novel Multi-scale/Multi-physics Integrated Tool for the Prediction of Manufacturing-Induced Defects in Autoclave Composite Airframe Parts	N15A-T003	Dr. Roger Crane	(410) 562-2163	crane@compositesautomationllc.com
Weapons Technologies	Advanced Systems & Technologies, Inc. High-Performance Deformable Mirror Technology Test and Evaluation Platform	N142-115	Vladimir Markov	(949) 733-3355	vmarkov@asatechinc.com
	ASR Corporation Compact Megavolt Switch Utilizing Novel Switching Mediums	N14A-T018	Michael Skipper	(505) 830-3000	mcs@asrcorporation.com
	Helicon Chemical Company LLC Temperature-Insensitive Composite Propellants with Tunable Plateau Burning Using In-Situ Energetic Nanoparticles	N132-105	Dr. David Reid	(321) 300-6266	david.reid@heliconchemical.com
	Radiation Detection Technologies, Inc. Advanced Silicon Diode Switch for HPRF Systems	N15A-T023	Dr. Steven Bellinger	(785) 532-7087	bellinger@radectech.com
	Reactive Metals International Inc. Reactive Metal Composite Materials with Enhanced Ignition/Deflagration Efficiencies	N141-072	Steven Thoma	(505) 414-1139	steven@reactivemetalsinc.com
	Summit Test Solutions Automated Generation of Advanced Test Diagrams to Reduce Test Program Set Life-Cycle Costs	N101-029	Ron Taylor	(760) 310-5916	ron.taylor@summittests.com
	Toyon Research Corp. Demonstration of a Local Carrier-Based Precision Approach and Landing System (LC-PALS)	N14A-T009	Dr. Kenan Ezal	(805) 968-6787 x180	kezal@toyon.com
	VIP Sensors Multimode Distributed Optical Sensor for Target Detection Classification and Tracking	N141-070	Alexis Karolys	(949) 429-3558	alex@vipsensors.com



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UPCOMING EVENTS

Dec 3-6	2017 Winter Simulation Conference (WSC) http://meetings2.informs.org/wordpress/wsc2017	Las Vegas, NV
Dec 4	SBIR/STTR Symposium http://www.sbtcd.org/events/sbir/symposium2017/	Research Triangle Park, NC
Dec 4-5	Combat Systems Symposium http://www.navalengineers.org/Symposia/Combat-Systems-Symposium-2017	Washington, DC
Dec 4-7	Defense Manufacturing Conference http://dmcmeeting.com	Tampa, FL
Dec 4-7	Department of Defense Maintenance Symposium http://www.sae.org/events/dod	Salt Lake City, UT
Dec 13-14	Industry Day - Asymmetric Vision/Decide Faster Initiative https://www.fbo.gov/index?s=opportunity&mode=form&tab=core&id=df2e002f91e9e2fdc75126aa7966bb9f	Fort Belvoir, VA
Jan 14-17	Radio & Wireless Week https://radiowirelessweek.org/	Anaheim, CA
Mar 5-9	International Wireless Communications Expo (IWCE) http://www.iwceexpo.com/iwce18/Public/Enter.aspx	Orlando, FL
Mar 13-14	Human Systems Conference http://www.ndia.org/events/2018/3/13/human-systems-conference	Springfield, VA
Apr 9-11	Sea-Air-Space 2018 http://www.seaairspace.org	National Harbor, MD
Co-located		
Apr 9-11	DoN Forum for SBIR/STTR Transition (FST) https://navyfst.com	National Harbor, MD
Apr 25-27	2018 Army Aviation Mission Solutions Summit http://s15.a2zinc.net/clients/AAAA/AAAA18/Public/Enter.aspx	Nashville, TN
Apr 30-May 3	AUVSI's Xponential 2018 http://www.xponential.org/xponential2018/public/Content.aspx?ID=2354&sortMenu=101000	Denver, CO
May 13-16	2018 World Innovation Conference and Expo and SBIR/STTR Spring Innovation Conference	Anaheim, CA

CONTRIBUTORS

Contributing Editor: Ned Lundquist
Layout Design: Walter Regan
Photos: U.S. Navy, U.S. Marine Corps

For comments/questions about this newsletter,
 send e-mail to: NavySTP@atsicorp.com

