

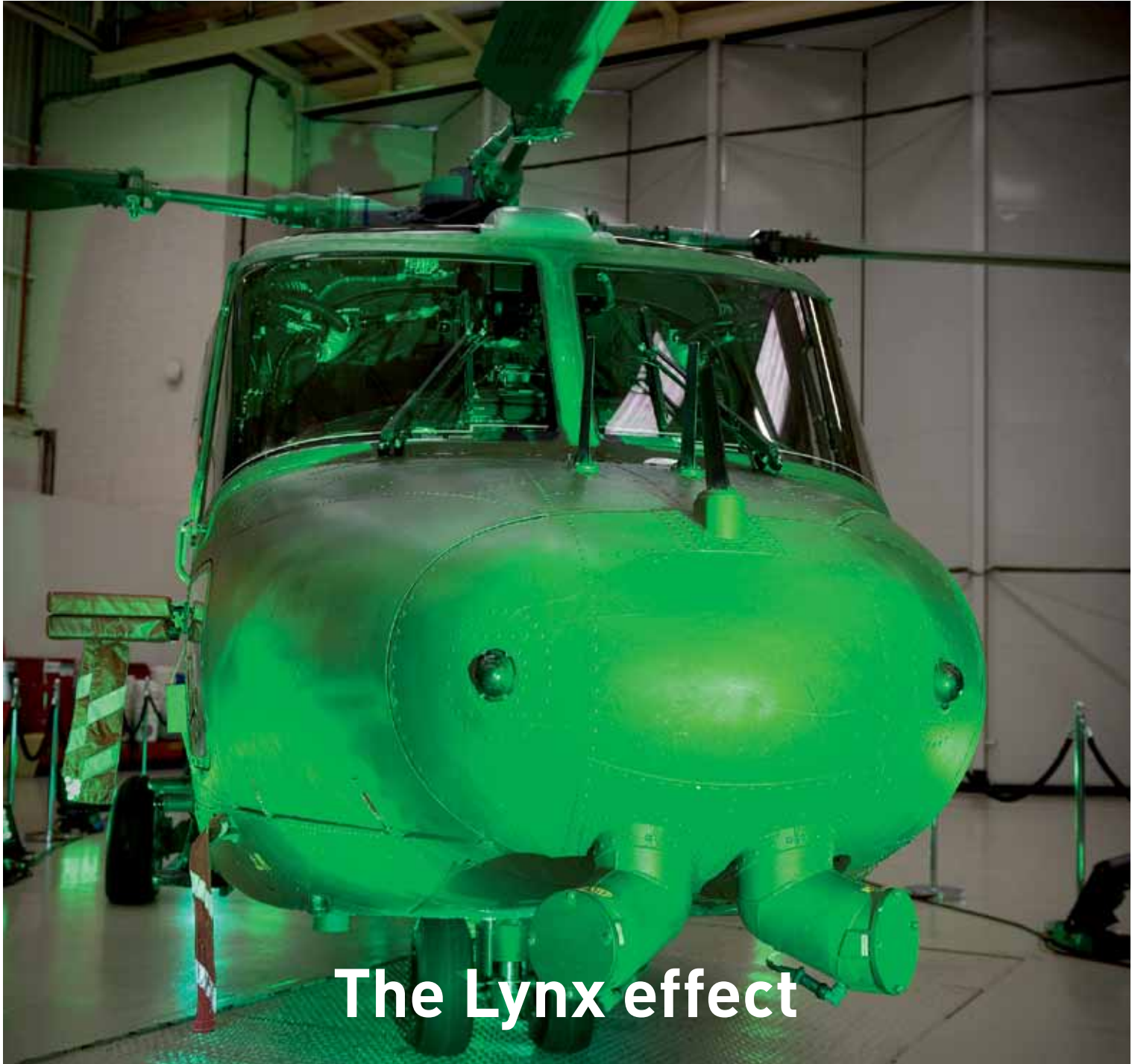
desider

Feb 2012 Issue 45



MINISTRY OF DEFENCE

the magazine for defence equipment and support



The Lynx effect

Latest DE&S organisation wallchart [See inside](#)



Fuelling the front line



Armour proves its worth



MOD on Olympic alert



A clearer way forward



Daring heads east of Suez

MOD faces Olympic-size task

THE MOD will provide up to 13,500 people and a host of assets to help security at this summer's Olympic Games.

This will include 5,000 personnel to support the police and other civil authorities, with specialist capabilities including explosive ordnance disposal teams, military working dogs and Royal Navy support to maritime policing, as well as a 1,000-strong unarmed contingency force for deployment in the event of an Olympics-related civil emergency.

There will be 1,000 personnel to provide logistics support, 3,500, rising to a peak of 7,500, to provide venue security, and a number to take part in ceremonial events.

Military assets will also be deployed, including:

- *HMS Ocean* berthed in the Thames at Greenwich, providing logistics support, accommodation and a helicopter landing site;
- *HMS Bulwark*, in Weymouth Bay, providing maritime command and control, accommodation, helicopter and small boat basing and logistics supply;
- Typhoon jets stationed temporarily at RAF Northolt in London and helicopters, likely to be Puma and Lynx, operating from *HMS Ocean* to support airspace security;
- Appropriate ground-based air defence capabilities also to support the airspace security effort.

Right: An RAF Puma is pictured on a training flight over the Olympic site last summer

■ Defence Secretary puts MOD on Olympic alert: page 13



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The Head of Army Aviation and Deputy Commander of the Joint Helicopter Command, Brigadier James Illingworth, has accepted the last Lynx 9A helicopter on behalf of the Army Air Corps from AgustaWestland

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Getting servicemen, women and civil servants home from anywhere in the world when their families need them is the responsibility of DE&S' Compassionate Cell, deep in the heart of Abbey Wood

24 Collective defence is the only way forward

A series of diverse and evolving threats now have a global dimension and collective defence is the only rational and long-term sustainable position, says Defence Secretary Philip Hammond in his first major speech in the United States



Picture: Andrew Linnett

cover image

A Lynx 9A is pictured at AgustaWestland's Yeovil plant where the last of 22 Lynx Mk9A helicopters was handed over to the Army Air Corps following a rapidly delivered upgrade programme.

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Assistant Head, Public Relations:

Ralph Dunn - 9352 30257 or 0117 9130257
ralph.dunn562@mod.uk

Deputy Editor:

Steve Moore - 9352 30537 or 0117 9130537
stephen.moore544@mod.uk

Distribution Manager:

Dick Naughton - 9352 34342 or 0117 9134342
dessec-cosbusmgr1a@mod.uk

Advertising:

Antho n Linton - Ten Alps Publishing, 1 New Oxford Street, High Holborn, London WC1A 1NU
Tel: +44 (0)20 7657 1819.
Fax: +44 (0)207 7379 7155
antho n.linton@tenalps.com

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Niteworks, the collaborative partnership between the MOD and the UK defence industry, has signed up its 100th member, Rockwell Collins UK

Bernard Gray

Chief of Defence Materiel

'My goal is that we move forward together as a team with the goodwill, understanding and commitment of you, the workforce'



As those who attended my town hall sessions in early January will already be aware the Secretary of State for Defence, Philip Hammond, was sent the Materiel Strategy submission, immediately prior to Christmas. The document set out the problem we face and proposed a range of potential options for the future operating model for Defence Equipment and Support. We now await a decision before we can move onto the next stage but, as I said last month, it will be a significant prize for the country and for defence if we get this right. There are considerable savings to be made if we can claw back the sizeable frictional costs that are an endemic problem in the current model and reinvest the dividend in equipment.

I know that a great many of you have contributed to the work that has taken place thus far. I am very grateful for your input at all levels and I know The Materiel Strategy team shares my view. It is only with hard facts that the problem can be properly bounded and solutions found. I urge you to continue the engagements you have been having with the team. I will also be taking the opportunity to speak to as many of you as I can through the programme of town hall sessions and update you on progress. I encourage all of you to come to listen and put your questions directly to me or indeed make use of the other communications channels, such as regular open forums that are open to you.

We know the areas in which we need to focus effort to improve both DE&S and defence

acquisition, they are certainly no secret, but we need to set the ball rolling and overcome organisational inertia if we want to reap the benefits. The Defence Board is investing considerable time and effort in trying to deliver a balanced programme for the next decade and I think significant progress has been made. Success in this endeavour will make a significant difference to you all allowing more time to be spent on delivering the programme rather than in iterative re-costing and re-profiling. But this is the first step - we will need to bear down on excessive specification and budgetary changes that impede project and programme delivery and address proactively the gaps between the skills we have now in the workforce and those that are needed in future to drive excellence throughout the organisation and in acquisition more broadly.

In the meantime DE&S is continuing to do its very demanding day job – equipping and supporting the UK's Armed Forces for operations. I was pleased to see a number of positive news stories in the papers over the past few weeks, notably the new air-portable fuel containers delivered into theatre and the Christmas food stocks delivered to Afghanistan, both managed by DE&S teams.

Finally, I was very pleased to see that current and former DE&S personnel were recognised in the New Year Honours at every level in the organisation from the Board to project teams. I would like to extend my personal congratulations to all of them.

Another 100

ANOTHER 100 Foxhound patrol vehicles will be ordered to take the total set for front line Armed Forces to 300.

The newest light protected patrol vehicle is regarded as the cutting edge of patrol vehicle technology. Its v-shaped hull is designed to provide unprecedented levels of blast protection for its size and weight.

Foxhound was unveiled by DE&S' Combat Wheels Group at Abbey Wood more than a year ago and the first of the initial 200 vehicles, built by Force Protection Europe, are currently being delivered for military training. These should be deployed to Afghanistan later this year.

News of the extra vehicles forms part of a £400 million package of protected vehicles and Counter-Improvised Explosive Device (C-IED) technology to further improve the protection of British Forces in Afghanistan.

IEDs are the single greatest threat to UK forces in Afghanistan. Improving the protection of personnel on the front line is the military's priority, and these investments mark another major step forward in the battle against the Taliban.

This announcement includes more than £200 million of advanced C-IED technology, giving British Forces a major boost in the battle against the insurgency.

Defence Secretary Philip Hammond said: "Protecting our forces from IEDs is our most urgent challenge.

"Foxhound is designed, developed and built in the UK and this announcement demonstrates the Government's commitment to providing our troops with world-class protective equipment.

"The vehicle will provide our Armed Forces with a highly protected and agile vehicle, and its manufacture in this country will create and sustain jobs across the UK.

"The C-IED package is another major step forward in the battle against the bombers, using cutting edge technology to defeat their evil campaign and protect our troops."

Foxhound's size and agility allows troops to carry out a wide range of tasks in environments that may restrict larger, heavier vehicles. It is ideal for the partnering and mentoring role required for transition in Afghanistan, being able to access urban areas with increased protection.

The vehicle incorporates technology from a range of areas, including from non-traditional defence sources such as the UK's world-leading motorsport industry, drawing a significant number of small and medium-sized enterprises from across the country into the supply chain.

Its engine can be removed and replaced

Foxhounds are on the way

DE&S' latest protected patrol vehicle already handed a vote of confidence

in just 30 minutes and it can drive away on only three wheels.

The second tranche of around 100 will be subject to final contractual negotiations with Force Protection Europe (FPE).

The vehicle was designed, developed and built in the UK by FPE and Ricardo plc, together with Team Ocelot partners Thales, QinetiQ, Formaplex, DSG and Sula. Construction of the vehicles will take place throughout the UK.



Multi-terrain performer: Foxhound going through its paces at Millbrook's proving ground in Bedfordshire, left, while, above, a digitally modified picture shows how it might perform in harsher front line conditions

Nato is way forward for defence, is the UK message

DEFENCE SECRETARY Philip Hammond has reaffirmed Britain's view of the importance of Nato during his first official visit to Washington to meet his US counterpart, Secretary Leon Panetta.

Mr Hammond and Secretary Panetta discussed progress of the ongoing Nato operation in Afghanistan, where British and American troops work alongside each other training and mentoring Afghanistan's security forces.

Discussions took place on the future

challenges faced by the North Atlantic alliance as defence budgets across the world continue to be affected by the worldwide economic situation.

This was also a subject Mr Hammond focused on in an address to the Atlantic Council think tank during his visit to Washington.

He urged the alliance to beat worldwide economic austerity by finding new ways of working together and identifying greater capability from resources that exist.

The Defence Secretary described the debt crisis as the greatest strategic risk to the future security of both the UK and the US. Military power and economic power are, he said, inseparable.

"The US defence review has shown that no-one is immune from the economic situation and that it is not just the UK that has had to take some tough but necessary decisions in defence," he said.

□ Philip Hammond on Nato: pages 24 and 25

Reaper - 2012

□ Reaper (also known as Predator B or MQ9) is a medium altitude, long endurance and armed remotely piloted aircraft system. It is being acquired as an Urgent Operational Requirement and has provided full motion video to UK and coalition forces in Afghanistan since October 2007. A Reaper system comprises several air vehicles, ground control stations, and communication links. The UK has five Reaper aircraft in service.

□ The UK is acquiring, supporting and arming the Reaper system via Foreign Military Sales cases with the US Government. Prime contractor to the US Government is General Atomics – Aeronautical Systems Inc. Launch and recovery operations are carried out in theatre by the USAF with beyond line of sight missions flown by the RAF from UK ground control stations based in the USA.

□ To double the UK capability the UK is acquiring five new Reaper aircraft from the US Government. A new squadron will also form at the future Reaper operating base, RAF Waddington.

□ Although led by DE&S' Unmanned Air Systems team the programme is a collective effort including Director Information Systems and Services, Director Weapons, Defence Ordnance Safety Group, and Defence Support Chain Operations and Movements.

□ By the end of last year the UK Reaper system had flown 30,465 hours in Afghanistan and employed 260 weapons in meeting requests for support from ground commanders.

Right: Air Marshal Leeson inspects a Reaper aircraft nearing the end of integration, accompanied by GA-ASI Group President Mr Frank Pace



DE&S all set to double UK Reaper capability

THE UK'S Reaper system has now clocked up more than 30,000 flying hours in Afghanistan – as attention turns to the £135 million programme to deliver new Reapers to theatre.

The programme includes manufacture, acceptance and delivery of five aircraft along with associated ground equipment to the UK from the middle

of this year. It also includes establishment of the future UK operating base for Reaper at RAF Waddington to operate the new equipment.

The coming 12 months will be a busy time for DE&S' Unmanned Air Systems team delivering the enhancement as well as sustaining current Reaper operations.

Air Marshal Sir Kevin Leeson, DE&S Chief of Materiel (Air), has met key representatives from the US Air Force and General Atomics Aeronautical Systems Inc (GA-ASI) in the US.

At the company's premises in San Diego Sir Kevin saw the composite and integration facilities for Reaper aircraft and ground stations.

Smaller firms benefit from combat air cash



An eye on the future: Hermes 450, above, and Desert Hawk, below



THE MOD has underlined its backing for science and technology with a £40 million contract to ensure the UK retains a leading edge in the next generation of combat air systems.

The four-year Future Combat Air System (FCAS) focused research contract with BAE Systems aims to sustain and develop the UK's critical technology and skills in this field.

It will inform the MOD's unmanned air system strategy over the coming decades to ensure that the best use is made of these new technologies.

Minister for Defence Equipment, Support and Technology, Peter Luff, said: "As part of our ongoing investment, the MOD has and will continue to invest in aerospace sector projects like this to ensure that we develop and maintain the UK's formidable strengths in this specialist field."

Currently, the majority of unmanned aircraft flying are surveillance and reconnaissance in support of front-line troops, providing them with vital intelligence and helping to save lives in Afghanistan.

With the new contract, a significant amount of the funding is expected to go to UK small and medium-sized enterprises, widening the supplier base and ensuring the MOD has access to the best national and international technologies.

Dr Nick Joad, who heads the Defence Science and Technology Laboratory's Air Domain, said: "This is an important step in ensuring that the MOD continues to develop its capabilities in this area and exploit potentially game-changing technologies."

"We have worked hard with BAE Systems to ensure we have a high impact programme and look forward to seeing the fruits of this investment of both money and intellectual capital."

HMS Daring arrives off Gibraltar on 18 January

Daring – now her real work begins

First Type 45 heads off on maiden operational deployment east of Suez

DE&S' HEAD of Destroyers has praised the work of the Type 45 community as *HMS Daring* set sail from Portsmouth last month on her first operational deployment.

The first-of-class vessel headed for a seven-month stint east of Suez to safeguard the sea lanes and work with UK allies in the region. It is six years since she was launched on the Clyde.

On her day of departure Commodore Stephen Braham said: "This is a highly significant milestone, an end and a beginning; an end in that it is the culmination of a vast amount of dedicated teamwork and focused effort from across the whole of the Type 45 community – DE&S, BAE Systems and the Royal Navy – who have spent so many years and months building her,

tripling her and training her to the point where she is now one of the most highly advanced and powerful warships in the world. They should be enormously proud of everything they have achieved.

"However, it is also important to recognise that events today mark a beginning too, in the sense that it is only the start of the many real challenges that doubtless lie ahead for this magnificent ship in the years to come. Indeed, for her and her crew it is only now that the real work begins.

"I congratulate wholeheartedly all those who have strived for this day – and achieved it – and to wish *Daring*, and all those who sail in her, every success in her endeavours."

The Portsmouth-based warship – hailed by her Commanding Officer



Above: supplies ready to be loaded onto *HMS Daring* in Portsmouth

Captain Guy Robertson as 'staggeringly capable' – takes over from frigate *HMS Argyll* on a varied mission that includes counter-piracy.

She sailed with her 200-plus ship's company, her normal complement bolstered by a specialist Royal Marines boarding team from the Fleet Protection Group.

"We know that *Daring* is more capable than anything which has gone to sea before," said navigator Lieutenant Will Blackett. "This ship was designed for anything – and is ready for anything."

Last year was largely dominated by training, trials and tweaks. The ship fired her Sea Viper – the missile system around which she is built – for the first time off Scotland in May.

She was fitted with Phalanx automated guns over the summer, and underwent two months of operational sea training in the autumn.



Historic moment: *HMS Daring* slips out of Portsmouth on the way to her first operational deployment

NEWSREEL

Carrier costs steady

LATEST cost estimates for the *Queen Elizabeth* class aircraft carrier programme remain at £5.2 billion, Minister for Defence Equipment, Support and Technology Peter Luff has confirmed. This figure is based on current configuration of the carriers and does not include costs, currently estimated at £1 billion, of installing catapults and arrestor gear to enable it to operate the more capable carrier variant of the Joint Strike Fighter, a decision which will be taken next year. Overall spending on the Carrier Strike Programme has been reduced by £4.4 billion over the next 10 years.

Plant work

THE MOD is working with Rolls-Royce on plans to refurbish the nuclear submarine reactor core plant at Raynesway in Derby over the period 2012 to 2022, Minister for Defence Equipment, Support and Technology Peter Luff has told Parliament.

Woodford sold

BAE Systems has sold its Woodford site in Cheshire to Avro Heritage Ltd. Avro has vowed to ensure that Woodford's proud association with the aviation industry is reflected in the future development of the site. BAE Systems and its predecessor companies have had a presence at Woodford since 1924 building more than 20,000 aircraft including the Lancaster bomber, Canberra, Vulcan, Nimrod and Avro jets.

DE&S and Atlas earn their reward for continued co-operation

DE&S' DEFENCE Information Infrastructure Group has been recognised for the success of its collaborative work with its contractor Atlas.

The group, which looks after the computer-based information system used by MOD staff and service personnel, is the first in the department to achieve BS11000 certification, a recognition of commitment to such working.

Collaboration develops two-way

Brigadier Phil Davies with the certificate, flanked by Captain Kevin Wilson and Kevin O'Neill, both from the DII Group



relationships to deliver greater innovation and competitive advantage than could be achieved by operating independently. It improves cost management and use of resources, reduces risk and increases business value.

The DII Combined Operating Model was set up to make the group and Atlas more agile, stay within budget and provide stability to minimise disruption during any reorganisation.

Certification will cover the life of the business relationship and is subject to annual reviews.

Assessments were held last autumn. Interviews with key members who manage the relationship with Atlas took place in December.

Worthy of particular praise was the group's working environment, audit, joint risk management and proactively deployed communications process.

DE&S radar deal unlocks wind energy progress

THE MOD has agreed a deal for developers to fund new wind farm-friendly radars.

They will have the potential to unlock more than four gigawatts (GW) of renewable energy, enough to power over two million homes.

A new air defence radar that is not adversely affected by wind farms has been installed and tested on the Norfolk coast, releasing the potential development of 3.3GW of renewable energy. Until recently, the MOD has objected to wind farms near radars due to the interference caused by the turbine blades.

In an award-winning follow on deal, the MOD has ordered two more of the wind farm-friendly radars, funded by developers, which will be installed in Northumberland and Yorkshire, unlocking a further 750 megawatts (MW) of renewable energy. This deal will promote further development of wind farms and help the Government reduce carbon emissions.

Minister for Defence Personnel, Welfare and Veterans Andrew Robathan said: "The MOD was instrumental in convincing the energy companies to collaborate and jointly fund the cost of the radar, meeting operational



A Lockheed Martin TPS-7701 radar

requirements and ultimately enabling the generation of more renewable energy. This is good news for all parties to this arrangement."

On behalf of the MOD, Serco has installed a Lockheed Martin TPS-77 radar near Cromer, on the Norfolk coast. The MOD has therefore removed planning objections to five further offshore wind farms in the Greater Wash.

The new TPS-77 was delivered in a project between DE&S, Serco, Lockheed Martin and the Department of Energy and Climate Change to produce a radar not affected by wind

farm turbine blades. The project was delivered on time, within cost and meeting stringent performance requirements.

As a result, DES' Cretheus project team was shortlisted as one of the top three of 750 projects in the Civil Service Awards 2011, and won an acquisition award from Defence Minister Peter Luff.

The two new radars in Northumberland and Yorkshire, replacing existing radars, provide the potential to remove objections to multiple future wind farms, estimated to be able to provide in total over 750 MW of renewable energy.

Frigate hosts Wildcat in latest round of testing

THE ROYAL Navy's next-generation helicopter has received the thumbs-up from one of its pilots during three days of trials on board a Type 23 frigate in Portsmouth.

A Wildcat touched down onto the flight deck of *HMS Iron Duke* at the base as part of intensive tests before the fast and potent helicopter is declared operational.

Pilot Lieutenant Commander Lee Evans said he was impressed with the Wildcat's performance:

"It flies like a Lynx which is good from a pilot's point of view. It's stable, it's got one third more power than a Lynx and that gives you much more confidence as a pilot," he said.

The mass of data and readings recorded by the test team will take around nine months to analyse. "The science going into the trials is amazing," added Lt Cdr Evans.

In three years' time the Wildcat will be the backbone of the Royal Navy's frigate and destroyer operations around the globe, replacing the trusted Lynx which has served the Fleet Air Arm loyally since the mid-1970s.

The aircraft has already begun sea trials.

As well as conducting landings on the frigate, a 31-strong test team ensured Wildcat could be moved in and out of the hangar using the ship's helicopter recovery system. On-board refuelling and ammunition checks were also carried out.

The helicopter has already completed 'hot and high' trials in Colorado in the USA and has flown on to and off the auxiliary vessel *RFA Argus* at sea.



Touchdown: Wildcat lands on *HMS Iron Duke*

■ Lynx 9A: pages 17-19

NEWSREEL

Cyprus has bright future

THE British sovereign base areas in Cyprus will continue to be supported, a Government study has confirmed. The areas provide a capable forward mounting base and are expected to make a big contribution to the logistic drawdown from Afghanistan. "The Strategic Defence and Security Review 2010 emphasised the fundamental importance of an ability to remain adaptable for the future. The sovereign base areas provide the United Kingdom with a unique contribution to our ability to achieve this goal," said Defence Secretary Philip Hammond.

Reds may be staying put

A planned move of the Red Arrows from RAF Scampton to RAF Waddington has been put on hold. Units at RAF Scampton were expected to move by the end of 2014 but the Government has decided to review the moves. Further decisions will be announced by the end of this year.

On their way

TRANSFER of the Harrier fleet for use as spare parts to the USA has begun with the arrival of 40 United States Marine Corps containers at RAF Cottesmore. Peter Luff, Minister for Defence Equipment, Support and Technology has announced that all Harrier assets are to be removed from UK collection points by 31 March.

New vehicles all set to give Marchwood a lift



Handover: by Gordon Farms to Lt Col Hutchings

FOUR NEW container handling vehicles have been delivered to Marchwood military port.

Keys to the Hyster vehicles were handed over to Lt Col Simon Hutchings by Gordon Farms of DE&S' Service Provision team.

"This is a game-changing surface mounting capability, delivering exponential levels of versatility and availability," said Lt Col Hutchings. The vehicles have been delivered as part of the Yellow Fleet Contract with Barloworld Handling and mark the completion of the Marchwood fleet optimisation programme where rationalising the overall fleet has allowed investment in new critical assets.

Lt Col Hutchings complimented the Regimental stevedores and Barloworld for successful completion of the project. "This investment has become an integral part of Marchwood delivering commercial standards of operational efficiency," he said.

Marchwood, opposite Southampton and known as the Sea Mounting Centre, is where large amounts of military equipment pass through on the way to, and back from, operations and exercises abroad.

NEWSREEL



Brazil takes patrol ships

THREE patrol ships, built by BAE Systems for Trinidad and Tobago, will now be going to Brazil. Two of the 90-metre vessels, originally procured by the government of Trinidad and Tobago with expert advice from DE&S, will be delivered to Brazil this year with the final one next year.

BMT boost

MARITIME design and engineering company BMT Defence Services has had its status as Recognised Organisation (RO) renewed by the MOD. This permits BMT to undertake assurance activities for MOD naval authorities and structural and watertight integrity surveys for safety certification. BMT has also been given full delegation for plan approval activities for auxiliary and combatant ships for the Buoyancy and Stability Naval Authority.

Vector award

VECTOR Aerospace has been awarded the MOD's Design Approval Organisation Scheme certification. The scheme provides a level of assurance to project teams on the company's design modifications and repairs to UK military aircraft.

Scout armour stands firm against the IED threat

A NEW modular armour system has withstood a series of Improvised Explosive Device (IED) blasts in another key step to delivering the Army's next generation of reconnaissance vehicles.

As part of live firing trials, Scout's armour systems were pitted against two different types of IEDs, the weapon of choice for insurgent fighters.

Thirty-six blasts were fired at the armour system and results confirmed it has the ability to protect the crew compartment against penetration by IEDs.

Provided by General Dynamics UK, the Scout Specialist Vehicles (Scout SV) programme is expected to replace the 41-year old Scimitar family of vehicles and deliver the Army's Future Force 2020 recce capability.

In its primary role to find and understand the enemy, Scout is planned to operate out on its own at the vanguard of the battlegroup where the IED threat is at its highest.

Scout is also expected to be flexible across the future character of conflict, such as performing escort duty for supply convoys and patrolling in urban conditions. High levels of armour are needed to protect the crew from IEDs and other threats.

Lessons from Afghanistan and Iraq have underlined the



Flashpoint: Scout's armour system – modular armour packs bolted onto a hull – survives another test blast



importance of vehicle survivability.

Platforms have become heavier since the end of the Cold War, with lighter vehicles up-armoured or even replaced on the battlefield.

Lessons have been built into Scout's design, with modular protection to meet IEDs in a variety of operational threats.

The base vehicle comes in a fly-light mode but, once in theatre, armour packs beef it up

for major combat operations and asymmetrical warfare.

The chassis can take a 42-tonne payload, meaning it is 'future-proof' from day one. Even at higher weights, Scout has excellent mobility due to its seven road wheels and wide tracks that give it a ground pressure similar to Scimitar 2.

Design of the new armour has been forged with expertise and knowledge of British engineers and building on experience from UK research and development.

These armour packs will be fitted to the Scout prototypes for arduous trials with British soldiers, who will put it through its paces to ensure it can cope with cross-country running.

MOD keeps up Typhoon export backing

THE MINISTRY of Defence has repeated its support to defence export campaigns, particularly for Typhoon, despite the decision of Japan to procure the F-35 Joint Strike Fighter.

Minister for Defence Equipment, Support and Technology Peter Luff told Parliament: "The Government is clearly disappointed that the Eurofighter Typhoon bid for Japan's F-X future fighter requirement, led by BAE Systems, was unsuccessful.

"But this department is committed

to providing support to defence export campaigns where there is a direct benefit to defence to do so.

"Ministers and officials are providing support to all Typhoon export campaigns as part of an active and innovative defence diplomacy initiative."

Mr Luff added in a Parliamentary answer: "We will continue to work closely with BAE Systems, our Eurofighter partners and colleagues from across Government in support of ongoing Typhoon export campaigns."



'Beach balls' keep front line fuel rolling in

Report: Hannah Swingler

GIANT "BEACH balls" to transport fuel by air have been delivered to troops in Afghanistan.

Known as Air Portable Fuel Containers Mk 5 they will deliver essential fuel supplies to remote areas of the front line, reducing the need for risky overland convoys.

Each container holds up to two tonnes of fuel to make life easier for troops in remote bases where it powers generators to provide heat as well as electricity for lighting, medical facilities and communication equipment.

It is also used to fuel vehicles and aircraft based remotely or used on extended operations.

Richard Holloway, Battlefield Utilities team leader at DE&S, said: "These containers provide an effective, safe and quick means of delivering fuel to the front line, ensuring essential support to operations."

Flt Lt John Harrison, Tactical Supply Wing Detachment commander at Camp Bastion, added: "They are extremely robust and have the capability to be airlifted full of fuel and deposited wherever they are needed, usually in extremely austere locations.

"This allows the battlefield helicopter to extend its reach from Camp Bastion and spend longer at the front line to deliver valuable support to ground troops. They are relatively maintenance-free and easy to operate, making them an essential bit of equipment."

The reusable containers, or balls, are made from rubber and polymer Kevlar, a flexible plastic commonly used in body armour and are transported either in a sling under a helicopter or in the body of transport aircraft.

They can also be parachuted into remote locations or dropped from heights of up to 25ft.

Measuring 4.5 feet in diameter when full they are 25 per cent lighter than previous models used meaning that, when deflated, it takes fewer troops to carry and fold the containers flat for storage purposes.

Designed and built in the UK the containers have been bought under a £2 million, five-year agreement with GKN Aerospace based in Portsmouth, securing 10 jobs at the factory.

Phil Swash, President and chief executive of Aerostructures Europe at GKN Aerospace, said: "We have a small, dedicated workforce in Portsmouth with around 180 people working on fuel and emergency flotation systems, ten of whom work specifically on this project.

"The real contribution this equipment makes is something this team and the whole site is extremely proud of."

Above: how the fuel is delivered to front line bases in Afghanistan

Right: two of the Air Portable Fuel Containers Mk5



Defence Secretary estimates sub conversion costs

DEFENCE SECRETARY Philip Hammond has said it will cost around £3 million to allow women to serve on submarines.

Appropriate accommodation is needed along with emergency air supplies, so should any female submariner be found to be pregnant while on board, she will be able to breathe from a discrete air supply until she can be medically evacuated.

Female officers will serve on *Vanguard* class submarines from late next year, followed by ratings in 2015.

Women will be able to serve on *Astute* submarines as both officers and ratings from about 2016. The decision to allow women to serve on submarines was made last autumn.

□ Final decisions on how many F-35C aircraft will be ordered to deliver a Carrier Strike capability by 2020 will not be made before the next planned Strategic Defence and Security Review.

"We will not set a firm in-service date for the aircraft until after our next Main Gate decision, currently planned for 2013," said Defence Minister Peter Luff in a Parliamentary answer.

Popular Swordfish now back in focus



Fairey Swordfish, pictured on its poppy drop

THE FAIREY Swordfish Mk2 – tail number LS326 – has been back in the skies over the UK after returning to flying last summer.

The aircraft, of the Royal Navy Historic Flight (RNHF), is one of three MOD-owned Swordfish and one of only two airworthy examples of its type worldwide.

The Swordfish along with seven other historic types (fixed and rotary wing) are operated by Army and Royal Navy Historic

Flights and supported by Special Projects Multi Air Platforms (SPMAP) team based at Abbey Wood.

Last spring the historic flights were subject to an extensive flight safety review which meant flying was cancelled while each aircraft was reviewed.

LS326 returned last June after a considerable amount of hard work put in by the three man Engineering Authority in

SPMAP along with key stakeholders BAE Systems (Brough), QinetiQ (Farnborough) Structures, the Military Aviation Authority and RNHF.

LS326 launched last year's Royal British Legion's Poppy Appeal for its local branch. The aircraft, piloted by Lt Cdr Glenn Allison RN, with two crew members from the RNAS Yeovilton-based flight, released 15,000 poppies over Middle Street in Yeovil.

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Contract puts fire into Navy firefighting

MANAGEMENT OF firefighting equipment for Royal Navy vessels is to be carried out by Babcock.

The company has been awarded a contract by DE&S covering spares, repairs and management of a range of firefighting and damage control equipment on ships and submarines.

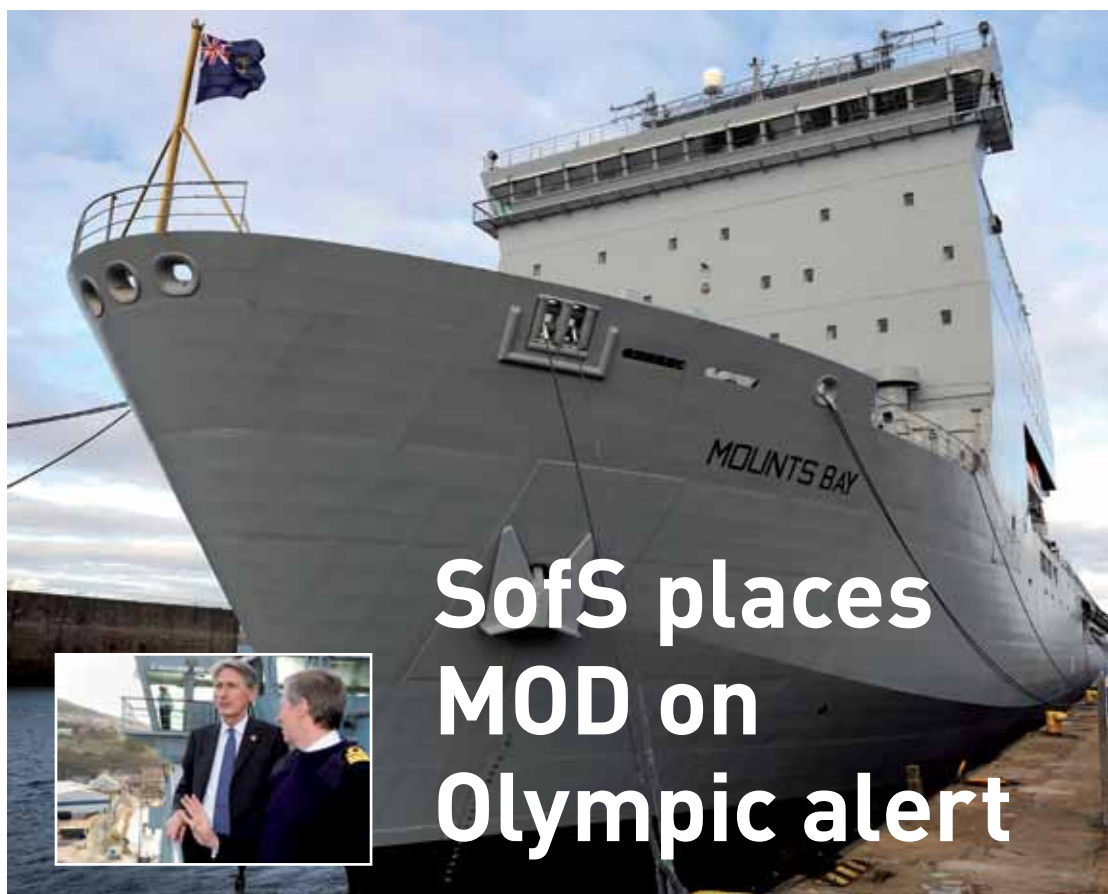
Equipment covered under the contract includes fire extinguishers, hoses, fire detection sensors, firefighting foam, and more.

Equipment and services are common

to all classes of current surface ships and submarines, and the new Type 45 destroyers and *Astute* class submarines.

Babcock will offer a single point of contact for all equipment and services, which should reduce project, commercial and technical overheads for the DE&S team.

All spares and repairs will be delivered within either 60 or 90 days from receipt of order. The company plans to work with DE&S to improve forecast demand to maximise operational capability and value for money.



Philip Hammond visits Portland where RFA Mounts Bay, above, is moored

DEFENCE SECRETARY Philip Hammond has seen first-hand how the south west will benefit from the 2012 Olympic Games.

Mr Hammond was in Weymouth, venue of the sailing events, on 9 January where he announced the Royal Navy and Royal Marines would play a part in security around the Dorset town.

Mr Hammond met Dorset police and port authorities on board *RFA Mounts Bay* to hear about local plans for the Games and to discuss security of the Weymouth Olympic venue

“It is a pleasure to visit Weymouth to see the benefits that the 2012 London Olympic and Paralympic games is bringing to the town and to the wider south west region,” he said.

“The Royal Navy will form an integral part of the security operation around Weymouth during the Games with *HMS Bulwark* and *RFA Mounts Bay* and a contingent of Royal Marines assisting the Dorset Police in securing the area.”

Mr Hammond also attended a Cabinet meeting on the Olympic Park in Stratford, East London.

The meeting focused on how every part of the UK can take full advantage of the Olympic and Paralympic Games and the unique chance that that the country has to sell itself to a massive international audience.

Earlier Mr Hammond announced that around 13,500 MOD personnel would be involved in helping the Games go smoothly.

He said: “Our Armed Forces will do a fantastic job – and I look forward to their professionalism and agility being on show on the world stage once again.”

NEWSREEL

Back in the fold

HMS Illustrious has been formally welcomed into the Royal Navy with a rededication ceremony at sea following her latest maintenance period which completed in Rosyth last year. The aircraft carrier held the ceremony as she returned from Hamburg – the ship’s first visit to a foreign port in more than two years.

Search dogs lead the way

NEARLY 1,000 dogs – search dogs and guard dogs – provide the bulk of the MOD’s inventory of animals, according to the latest figures. The list also includes 499 working horses, all in a ceremonial role, and 13 falcons used for runway clearance. The list of official mascots includes two drum horses, three dogs, three mountain goats, one Swaledale ram and two Shetland ponies.

Figures fall

THE trained strength of the UK Armed Forces reduced from 178,400 to 173,830 from 1 May 2010 to 1 November 2011, Parliamentary figures reveal. During the same period civilian personnel at the MOD reduced from 89,770 to 79,240.

Cash gift

A collection at Christmas by DE&S’ Policy Secretariat and the Corporate Communications teams raised £90 for Medecins Sans Frontieres.

Leading the way: *HMS Kent* is pictured entering Portsmouth following her successful maintenance period in Rosyth, which came to an end before Christmas. The Babcock team which worked on her has now begun work on *HMS Portland*

Portland to benefit from lessons learned at Rosyth

HMS PORTLAND has entered Rosyth for the latest upgrade and maintenance programme on a Type 23 frigate.

The docking period will draw on Babcock's experience from previous successful Type 23 refits, including that on *HMS Kent* completed last December by the same team, and its close partnering with DE&S, to deliver the programme with maximum efficiency and minimised cost, representing optimum value for money.

HMS Portland will be the latest ship to receive the new DNA2 Command System, key to the ship's fighting capability against air, surface and underwater threats. She will also be fitted with Defence Information Infrastructure (Future) enabling information sharing and collaborative working across the defence sector network.

Sonar 2087, the tactical variable depth active and passive anti-submarine warfare system, will be fitted, which will involve significant structural modifications to the aft end of the ship.

Further modifications will include the Sea Wolf mid-life update comprising tracking, guidance and weapon management upgrades to counter evolving anti-ship missile threats. The ship's 4.5-inch gun will be replaced along with a new 30mm automatic gun fit.

In addition to these upgrades a full programme of deep maintenance will be undertaken, including structural repairs, refurbishment and maintenance of all the ship's systems and equipment, and renewal of the hull coatings.

The demanding and tightly scheduled programme will last eleven months.

DE&S' project manager David Winstanley said: "We are looking forward to the challenges of *Portland's* upkeep period and are confident that the embedded partnering ethos will ensure another successful project at Rosyth."

HMS Portland will leave Rosyth for sea trials in the autumn.

Right: *HMS Portland*, due back in the Fleet towards the end of the year after upgrade work at Rosyth picture



DE&S cements relations with aircraft industry

VISITS TO Filton and Broughton to monitor progress on two future RAF aircraft have underlined DE&S' key supplier relations.

Air Marshal Sir Kevin Leeson, Chief of Materiel (Air) at DE&S, visited two EADS facilities producing wings on some of the world's most high-tech assembly lines.

At Airbus Filton, Sir Kevin was given an explanation of the complex process of manufacturing an Airbus A400M composite wing. The wing uses cutting edge carbon composite manufacturing techniques.

Composite technology will ensure

the A400M offers a significant leap in capability over existing transport aircraft and provides the UK industrial base with a world class composite manufacturing capability.

At Airbus in Broughton Sir Kevin saw the A330 wings destined for the fourth Voyager aircraft – the RAF's new air-to-air refuelling and transport aircraft – which was undergoing work to install hydraulic and electrical systems.

Supplier relations develop robust strategic relationships between DE&S and industry to improve coherency, performance and decision-making.



Above: Sir Kevin, right, inspects an A400M wing assembly in build at Airbus, Filton



The lightweight generator's award shows how the Centre for Defence Enterprise is helping foster defence innovation

Top award gives centre a boost

A LIGHTWEIGHT oxygen generator developed to save lives on the front line has won first prize at the Engineer Technology and Innovation Awards 2011.

The award for best collaboration in defence and security was presented to Cambridge Design Partnership and the Defence Science and Technology Laboratory's (Dstl) Centre for Defence Enterprise (CDE).

CDE is a gateway to the MOD for academia, industry and independent inventors to help provide rapid response and support to anyone with exceptional innovative ideas that can help defence.

Cambridge Design Partnership is a technical consultancy with a record of designing breakthrough medical devices, but this was the first time it had worked with the MOD.

Research by Dstl showed how blunt force trauma survival rates increase significantly when oxygen is administered, but there is a need for a lightweight solution appropriate for the front line.

As a result, Cambridge Design Partnership designed an integrated oxygen concentrator powered by a micro-diesel engine instead of a heavy battery. It is now working to further the technology, and it sees wider opportunities for supplying the oxygen generators for civilian use, such as search and rescue operations, disaster relief and ambulances.

Industry updated on the C-IED fight

DE&S' COUNTER-IED (Improvised Explosive Device) Office has held another hard-hitting and informative industry day for 140 representatives from 90 companies.

Introduced and supported by Director Battlespace Manoeuvre (General Nick Pope) and Director Information Superiority (Air Vice-Marshal Mark Green), speakers were the best of the technical expertise within MOD. Included was a returning Company Commander and members from the C-IED Task Force from Operation Herrick 14 who were complimentary about the kit so far supplied.

Industry feedback suggests 'first hand knowledge from the front line is invaluable' to its investment decisions.

Delivery team leaders, capability sponsors and the science and technical community were also present at the Main Building event.

For more information contact the DE&S C-IED Office on 030679 81298 or DESCIEDOffice-multiuser@mod.uk

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When two hats become one . . .

Rear Admiral Simon Lister's role in the Royal Navy complements his day job at DE&S, as he explains to Ralph Dunn



MOD DIRECTOR Submarines Rear Admiral Simon Lister already has a full-time day job in DE&S but is also double-hatted as the Royal Navy's Chief Naval Engineer Officer.

But for Rear Admiral Lister, the two roles have for all practical purposes become one.

"As Chief Naval Engineer Officer (CNEO) I lead the service's engineering branch, which totals around 9,000 officers and ratings serving all over the world – and here in DE&S where they bring their operational expertise to teams working on procurement and support of naval equipment," he said.

"In his handover to me my predecessor, Rear Admiral Bob Love, told me the two roles were complementary. In my day to day business as Director Submarines, I am immersed in delivering engineering to the Royal Navy – on procurement of new platforms and in-service support.

"And as CNEO my biggest focus is on the training and education of men and women in the branch, so that they are offered the experience and get the necessary qualifications and leadership opportunities to give them the chance of career progression in the Royal Navy.

"I answer to the 1st Sea Lord on whether the Royal Navy's people, procurements, policies and processes all fit together as we go forward into the

future, making sure that when we embark on changes, we have considered the consequences of those changes," he said.

Another focus is on ensuring the increasing sophistication of sea-going equipment does not affect the all-important ability of warships and submarines to operate remotely from shore support.

A major event in Rear Admiral Lister's diary is the Chief Naval Engineer Officer's conference on 15 and 16 March at HMS



Immersed in delivering engineering: Rear Admiral Lister explains DE&S' submarine dismantling plans at the launch of public consultation on Plymouth last autumn

Collingwood which he will host.

He said: "It's a gathering of the clans and a chance to catch up with the latest developments and news across the service. I want to help ensure that all of us in the engineering branch have an opportunity to shape the Navy's Engineering Strategy, and to form a common view about how we will contribute to the Future Navy Vision and how we will deliver the engineering component of that."



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Last Mk9A handover completes Lynx fleet upgrade

A ceremony at AgustaWestland's Yeovil plant saw the last of 22 Lynx Mk9A helicopters handed over to the Army Air Corps following a rapidly delivered upgrade programme.

An Urgent Operational Requirement to convert an initial 12 aircraft saw a contract placed in March 2009, with the remaining ten Mk9s added later that year.

The final aircraft has been handed over three months early, with the

Report: Tim Lewis

Mk9A having already exceeded 4,000 hours on operations in Afghanistan, where its more powerful engines allow all year-round flying in hot and high environments.

As well as structural changes to accommodate the new engine the upgrade also includes improvements to cockpit instrumentation and the ability

to mount a larger door gun and more effective camera.

Brigadier James Illingworth, Head of Army Aviation and Deputy Commander of the Joint Helicopter Command, received the aircraft on behalf of the Army Air Corps from AgustaWestland chairman Graham Cole.

■ continued on page 18



Picture: Andrew Linnett

■ continued from page 17

DE&S was represented by Commodore Malcolm Toy and by Lynx team leader, Captain Richard McElwaine and members of his team based at Yeovil, whose performance won them a Chief of Defence Materiel Commendation in 2010.

Yeovil MP David Laws was among speakers who praised the workforce for turning the project around so rapidly, while Major James Senior from 9 Squadron, Army Air Corps joined Brigadier Illingworth in highlighting the excellent performance of the Mk9A in theatre.

Major Senior's presentation included video footage of the Mk9A on operations in Afghanistan and on exercise in Norway and Kenya and particularly mentioned the tremendous advantages brought about by the 40 per cent power increase, greatly improving the helicopter's versatility. This included its ability to free up Apaches for other tasks by escorting larger support helicopters such as Chinook and Merlin.

The achievement of delivering the upgraded capability was summed up in comment by DE&S Director Helicopters, Adrian Baguley: "The delivery to time and cost of this Urgent Operational Requirement has given theatre commanders a much more capable and versatile light helicopter. This was a truly outstanding example of joint working between the DE&S Lynx project team and AgustaWestland."

Commemorative pictures of Mk9A are handed over to Captain Richard McElaine, below right, and, bottom right, Major James Senior by chairman Graham Cole of AgustaWestland

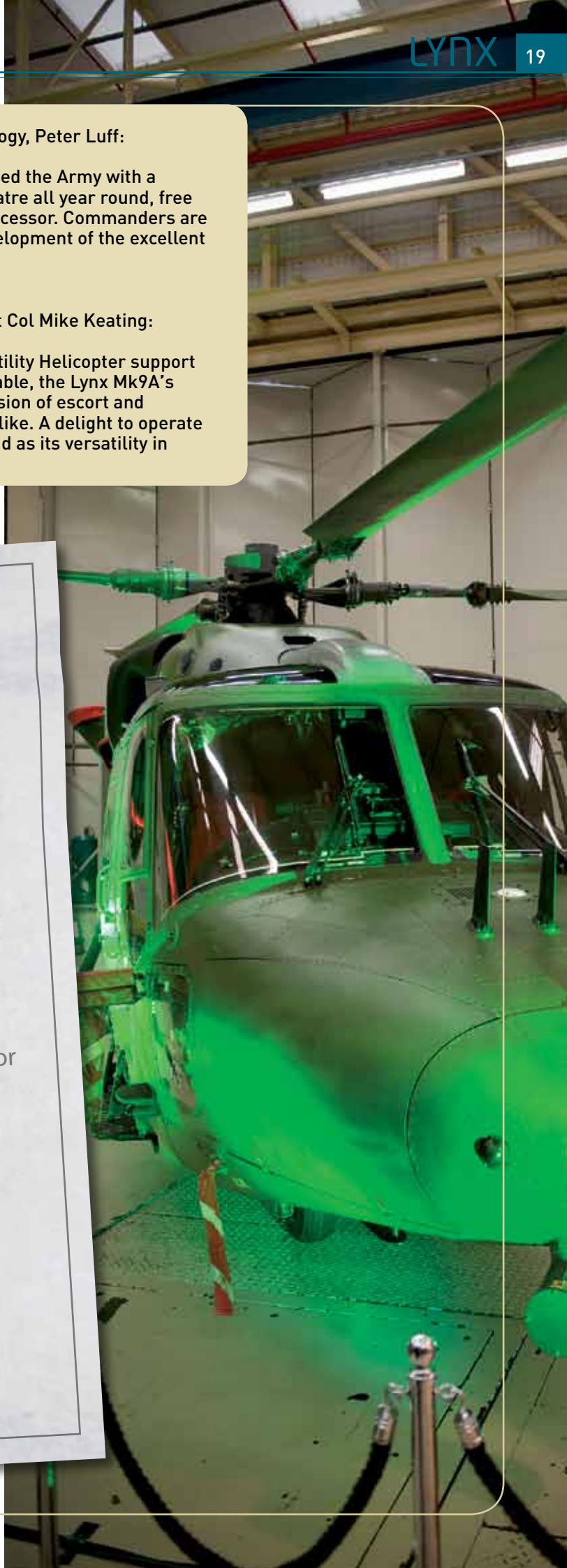
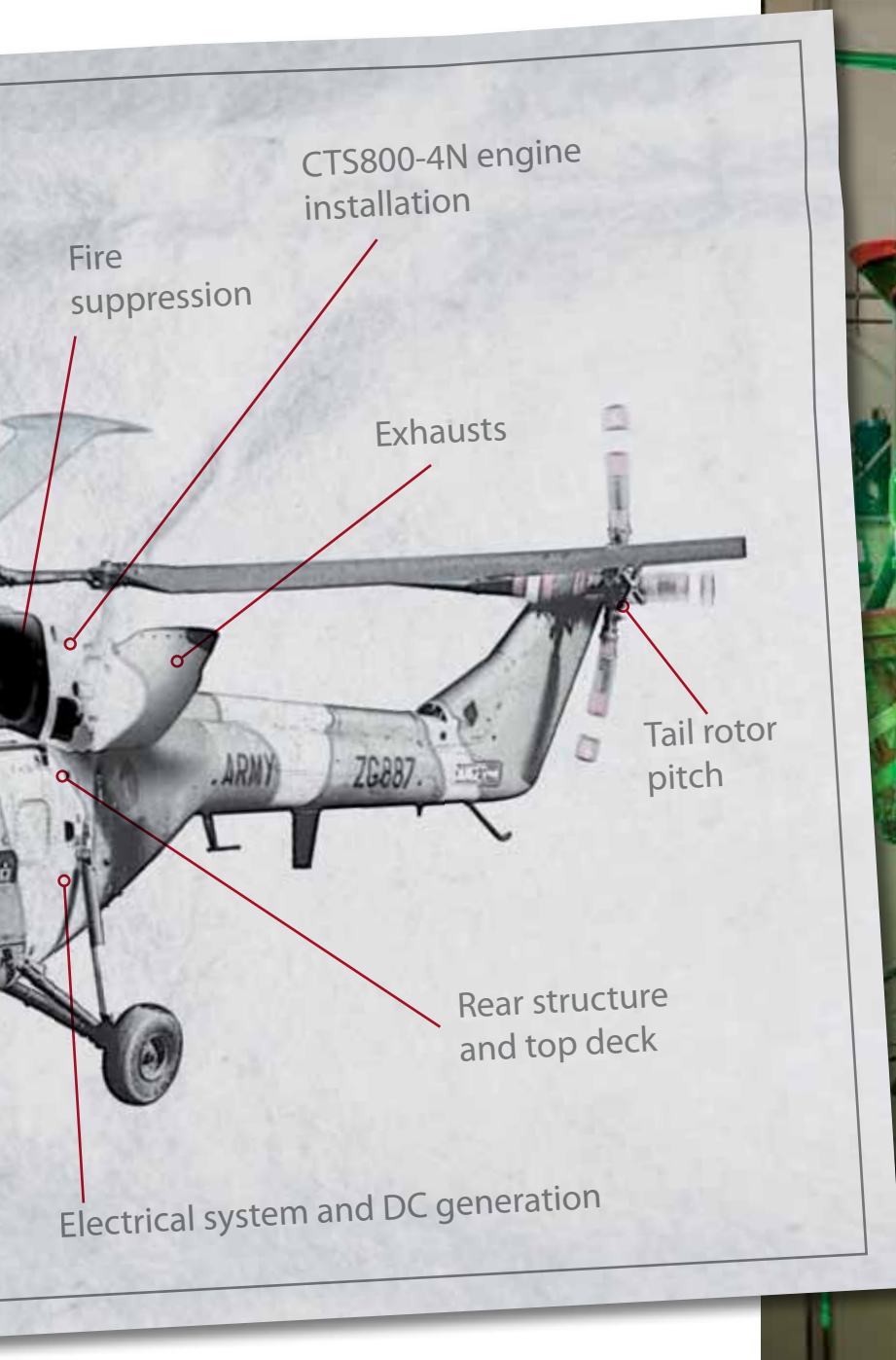


Minister for Defence Equipment, Support and Technology, Peter Luff:

“I’m delighted that this programme has swiftly equipped the Army with a helicopter that can play a valuable support role in theatre all year round, free of the performance restrictions that affected its predecessor. Commanders are already feeling the benefits of this more versatile development of the excellent Lynx.”

Commanding Officer of 9 Regiment Army Air Corps, Lt Col Mike Keating:

“The Mk9A has revolutionised the provision of Light Utility Helicopter support on Operation Herrick. Operationally credible and capable, the Lynx Mk9A’s performance and reliability enable the enduring provision of escort and overwatch to support helicopters and ground troops alike. A delight to operate and maintain, the platform’s utility continues to expand as its versatility in theatre increases on a daily basis.”



‘We intend to move forward together as a team. We will need to proceed with the goodwill, understanding and commitment of you, the workforce and communication and engagement with you is a big part of what we are about. I will be doing town hall sessions both here and at other DE&S sites and there are a great variety of other ways through which we want to involve everybody. I will also work with the Two Stars and One Stars on fleshing this out and making this work’ – Bernard Gray

Hundreds of DE&S civilian and military personnel were told by Chief of Defence Materiel (CDM) Bernard Gray in a town hall session held at DE&S headquarters in Abbey Wood, Bristol, that a submission and accompanying report on options for the future of the organisation had been sent to Secretary of State Philip Hammond, as planned, before Christmas.

Options presented to Mr Hammond, whittled down from an initial eight, were a trading fund, an Executive Non Departmental Public Body (ENDPB) and a government-owned contractor-operated (GoCo) organisation.

And Mr Gray praised The Materiel Strategy team, under Major General Chris Deverell, for the huge amount of work it had done in the last nine months to produce and refine the potential options for DE&S.

Mr Gray led two town hall sessions and took questions from staff.

He said: “It is now up to the Secretary of State to decide what to do. It will be a significant prize for the country and for defence if we get this right.”

He added that now the options paper had been concluded and circulated he

‘It is now up to the Secretary of State to decide what to do. It will be a significant prize for the country and for defence if we get this right’

Equipment Plan. He said a key area was the frictional cost to MOD of an overheated equipment programme, which amounted to between £1.3 and £1.9 billion every year, averaged over the last ten years

He said: “By extending the amount of time a project runs there is a direct

Strategy is all ready to future of equipment an

was able to share more of the thinking behind it with staff. Communication and engagement with everyone in DE&S would be a key priority.

“We intend to move forward together as a team. We will need to proceed with the goodwill, understanding and commitment of you, the workforce and communication and engagement with you is a big part of what we are about.

“I will be doing town hall sessions both here and at other DE&S sites and there are a great variety of other ways through which we want to involve everybody. I will also work with the Two Stars and One Stars on fleshing this out and making this work.”

He outlined some of the problems that DE&S now faces in delivering the

labour cost, indirect labour cost and assets in industry which are used for much longer.”

Frictional costs included spending to develop and dispose of post main-gate capability that is not used, increased costs on procurement projects, extension of the service life of equipment to fill a capability gap, development of solutions to mitigate delays and costs of extending the lives of DE&S teams.

Mr Gray told DE&S staff that lying behind the cost and time issues there were three overarching problems, of which the first was being addressed by the Defence Board and the second and third by The Materiel Strategy:

- An overheated programme

‘We are a numbers business so we need to make sense of and organise the numbers. Numbers are the instrument panel we need to run the organisation’

where requirements exceeded the amount of money available;

- Too many specification and budgetary changes were being requested. Alongside this problem cost and technical risk were understated;

- Business capabilities, core functions and tools were lacking in DE&S.

Mr Gray explained to staff that programmes for which full data was available showed a cost increase of around 40 per cent and an increase in time of around 79 per cent. "This data has been run through three separate processes. We are starting far more equipment activity than we are in a position to finish," he said.

A proportion of DE&S stock inventory has not moved in four years – the organisation was ordering things which were not being used.

"Our third problem is a lack of skills," he said. "The rules within which we operate are a significant constraint on our ability to recruit talented people."

shape the d support

Mr Gray said that the job of DE&S was complex and difficult but the organisation had not always helped itself – and one of these areas was in over-optimism.

He explained the advantages and disadvantages of the three potential options and said that in all three the role of DE&S in procuring and supporting equipment would remain the same with the organisation being the deliverer, going to industry to acquire military equipment at the request of the Capability Sponsor and front line commands. And military personnel would still form roughly the same proportion of DE&S personnel as now.

In answer to questions from staff Mr Gray said that additional skills were not just needed in the areas of project and programme management.

He said; "It's about commercial negotiation, engineering and finance skills. We are a numbers business so we need to make sense of and organise the numbers. Numbers are the instrument panel we need to run the organisation.

"There is a significant benefit to us if we get this right and significant problems if we get it wrong," Mr Gray



Home – from anywhere in the world

‘And if we can’t get you back in time then we really take a knock’

Getting servicemen, women and civil servants home from anywhere in the world when their families need them most is an exacting task.

Deep in the heart of Abbey Wood, the Defence Support Chain Operations and Movements’ Compassionate Cell is an unremarkable looking unit – a pair of office desks with a six-foot-high map of UK airfields and a television screen playing rolling world news.

But the job the small team does is vital – bringing people home in their hour of need.

Abbey Wood moves into gear in your hour of need

The team of ten, from all three services, work in pairs in shifts which means the unit is active 24 hours a day, every day. There is never a moment when serving sailors, marines, soldiers, airmen or civil servants on operations do not have the comfort of knowing that, if the worst were to happen to close

family members back home, this team would spring into action to get them home to be at their loved ones’ side. This reassurance allows them to concentrate fully on the task in hand.

With British military personnel and civil servants on active service across the globe, the unit can be tasked with anything from picking a soldier out of a forward operating base in the middle of Afghanistan, to getting a member of the Royal Fleet Auxiliary off a ship in the middle of the ocean.

No hard and fast regulations can be laid down for the granting of compassionate travel; each case requires individual, objective and sensitive assessment. The authority for travel at public expense on compassionate grounds rests entirely with the Joint Casualty and Compassionate Centre (JCCC) in Imjin Barracks, Gloucester, or, for civilians, the Employee Wellbeing



Section of Defence Business Services. Then it’s the job of the Compassionate Cell to organise the transport.

After negotiations with medical staff, the urgency of travel needed is agreed as, in this business, hours and even minutes really do count. The cases are classified either as compassionate Alphas or Bravos. The Alphas need to be home by the fastest possible means; the Bravos need to be home by a specific date.

Although the use of existing military air transport is the default setting, for compassionate Alphas it’s any means necessary to get the person home in time. This includes buying seats on commercial aircraft, arranging special flights of military aircraft and even hiring taxis for transport from airport to hospital.

A couple of recent cases give a flavour of the job’s importance. Last summer a Royal Marine in a Forward Operating Base in Helmand Province, Afghanistan was categorised as a Compassionate Alpha due to serious illness of a member of his family. Due to the base’s remoteness, he had missed the last military transport aircraft by two

he world



Picture: Kevin Slade

hours with the next one 24 hours later. One of the C-130 Hercules aircraft based in Afghanistan was tasked to fly the Marine to Minhad Airbase in the United Arab Emirates. The Compassionate Cell booked a civilian flight from Dubai to Manchester leaving two hours after the arrival of the C-130. This flight arrived at Manchester airport where there was a taxi waiting to take him to the hospital where his next of kin was. The total time from notification to arrival at the hospital was only 20 hours.

In another case a soldier on exercise in Canada was told his father-in-law was seriously ill in a Nottingham hospital – he was deemed an Alpha case. The fastest way to get him back to the UK was by a commercial flight from Calgary to London Heathrow. At Heathrow he was met by a member of the Civilian Airport Detachment – military movements personnel who serve the London area – and transferred to a waiting military Agusta 109 helicopter. The helicopter landed him on the sports field at Nottingham University, from where he was taken by military transport straight to the hospital. From leaving Canada to arriving at the hospital took 17½ hrs.

Wing Commander Guy Lendon, head of the cell, said: “The people we move are not just numbers to the staff of the Compassionate Cell. The men and women who work there care deeply about getting these people home, because as serving service personnel themselves, they know that one day it could be them needing to get back home in a hurry.

“If, on the odd occasion, personnel don’t get back in time to say goodbye to their loved ones, the staff on the unit really take a knock; they put everything into getting that individual home as quickly as possible.

“Every family has a little card with details of the JCCC and, should

the need arise, they know they can get loved ones home as soon as possible, taking away one of the stresses of being separated.”

■ As an indication of just how important this DE&S unit is, the number of compassionate cases moved in the three years to last year is contained in the table, right.

| Year | Compassionate Alpha | Compassionate Bravo |
|------|---------------------|---------------------|
| 2009 | 530 | 1,206 |
| 2010 | 510 | 1,235 |
| 2011 | 481 | 1,262 |



'Nato – the most successful tool defence ever invented'

International terrorism, nuclear proliferation, failing states, resource depletion, the security consequences of a changing climate – this is a world of diverse and evolving threats, all of which have a global dimension.

And in a globalised society there are no corners left to hide, hoping that bad things happen to someone else.

So, collective defence is the only rational and long-term sustainable posture.

The UK and the US are natural partners and Nato is a strong and durable expression of that partnership.

The successful response of the Alliance to the crisis in Libya, has reconfirmed the utility of Nato, in delivering military force in a coalition, and serving the needs of international security.

When sustained multinational action was required, Nato was the only realistic co-ordinating mechanism.

Nato provides a ready structure for joint and combined operations which it is impossible to replicate quickly elsewhere.

Other partners outside the Alliance can be swiftly and effectively accommodated, as both the Libya operations, and International Stabilisation and Assistance Force operations in Afghanistan show.

That is why Nato remains the most powerful alliance in the world, and the most successful tool for collective defence ever invented.

But at the same time, Libya and Afghanistan have highlighted the significant difficulties we face in ensuring that Nato continues to serve the needs of collective security.

In the course of the past year, two US Defense Secretaries have felt the need to express their concern about the future of Nato.

Robert Gates and Leon Panetta, each

'Nato provides a ready structure for joint and combined operations which it is impossible to replicate quickly elsewhere'

The debt crisis should be considered the greatest strategic threat to the future security of our nations, says Defence Secretary Philip Hammond, which is a chance to strengthen and renew the North Atlantic Alliance

in their own way, has asked fundamental questions about the future of the Alliance.

Why does the Alliance struggle to generate deployable capability from the huge forces nominally available to it?

Are we seeing the beginning of a two-tier alliance with some allies less willing to participate in operations than others?

And the \$64,000 question: how long will public opinion in those nations who invest proportionally more in defence capability be willing to subsidise the defence of those who invest less?

Too many countries are failing to meet their financial responsibilities to Nato, and so failing to maintain appropriate and proportionate capabilities.

Too many are opting out of operations or contributing but a fraction of what they should be capable of.

The economic and fiscal circumstances in which most developed countries find themselves makes this problem difficult to fix in the short term.

Without strong economies and stable public finances it is impossible to build and sustain, in the long-term, the military capability required to project power and maintain defence.

That is why today the debt crisis should be considered the greatest strategic threat to the future security of our nations.

In the United Kingdom we have had to make some tough decisions to get the defence programme back on track and sustainable in the long-term.

But the action being taken by the UK, by the US and other allies to bring their fiscal positions under control is itself a strategically essential underpinning to future sustainable defence capability.

So the simple truth is clear: across the alliance, aggregate defence expenditure is certain to fall in the short term and, at

best, recover slowly in the medium term.

The challenge is to maximise the capability we can squeeze out of the resources we have.

The Secretary General's Smart Defence points the way to how this is likely to be achieved.

First, this work needs to begin, and begin now, with an objective and clear-sighted assessment of the current state of Nato's collective competence.

This needs to take account of what we know of reductions that are already planned, how these impact on current capabilities and how well these capabilities are supported and able to be sustained.

Second, we need to deal with the sensitive issue of political solidarity. We must find a way to allow the assets of the Alliance, including the command structure, to be used by the few on behalf of the many to implement the will of the wider international community.

Third, we need to build on the ability of non-Alliance members to contribute to Nato operations.

Both Libya and Afghanistan have shown how agile Nato can be in incorporating the contributions of outsiders.

We should capitalise on this experience in making it easier for non-Nato nations and key potential partners – such as Sweden, Australia, Qatar, UAE, Japan and South Korea – to contribute to Nato's operations; to fight as well as facilitate, often without the caveats that some Alliance members insist upon.

That is why another part of making Smart Defence a success should be making the Alliance more flexible, encouraging collaboration among groups of members, including with partners outside the Alliance, which could have the effect of boosting the overall capability of the Alliance.

for collective

The new Northern Group of nations, which includes the Baltic and Nordic countries, Germany, Poland and the Netherlands, as well as the UK, is part of this process for us.

The Franco-British Defence Treaties, signed last year, herald another deepening partnership for the United Kingdom.

There are many different ways of working together and we should not be afraid to explore initiatives that add value to the capability of the Alliance as a whole.

The solidarity of the Nato Alliance is something we have come to take for granted over the decades.

Of course there have been tensions from time to time, but that is always true within even the closest families.

What Secretary Gates and then Secretary Panetta have done is remind us that the Alliance cannot rest forever on the post 9/11 surge in US defence spending.

In the absence of a "crock of gold" anywhere in sight, that means we must renew our vows, and resolve to work smarter, to deliver more with less by

working ever more closely together.

And when all of us face the same inexorable pressure to reduce deficits; when defence must compete for a share of a shrinking pot of money, it becomes ever more difficult to justify to our citizens delivering security for those who seem reluctant to value it by investing in it themselves.

Let's work together to ensure that the resourcefulness that has allowed us to triumph in adversity in the past, is used to turn this fiscal challenge into an opportunity;

It is an opportunity to work more closely and effectively together to strengthen and renew the Nato Alliance as it enters the next phase of its proud history.'

■ Mr Hammond was speaking at the Atlantic Council, Washington DC on 5 January. The full text of his speech can be seen at <http://www.mod.uk/DefenceInternet/AboutDefence/People/Speeches/SofS/20120105NatoTheCaseForCollectiveDefenceInThe21stCentury.htm>

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Understanding durability is key to the efficient procurement of protective clothing and footwear for military use, with garment performance and through-life return on investment being of equal importance. GORE-TEX® fabric is the most proven, durable, weather-proof, breathable fabric in the marketplace, meaning functional qualities are maintained to the highest degree throughout each garment's life, providing a better long-term cost solution for military buyers, as well as trusted performance for users.

In military garment terms, durability means a garment's abilities to withstand the hard wear of military service and laundry. A garment that wears out in the face of such usage must be replaced. This can immediately negate any minor saving gained through the procurement of a less durable garment with a lower unit price. In pure fiscal terms, garments that

last longer are a better investment than garments that are cheaper at the point of procurement but which lose functionality after a lesser time in service, resulting in higher replacement costs and compromising protection.

The microporous GORE-TEX® membrane, which forms the heart of the fabric's waterproof yet breathable qualities, features pores that are about 20,000 times smaller than a drop of water but much larger than a water vapour molecule. This means no water can penetrate the membrane but water vapour can escape easily.

As inventor of the first such waterproof clothing system, Gore has many years of product development and redevelopment in close cooperation with customers and end users. While the unique membrane is inherently strong and durable, Gore's expertise in lamination developed over many years keeps GORE-TEX® fabric ahead of competitors in terms of durability. Additionally, Gore imposes strict licensing schemes governing the manufacturer of all garments using GORE-TEX® fabric. While working closely in partnership

with garment manufacturers to ensure market-leading durability and performance is maintained, Gore has also invested heavily in further garment technologies such as GORE-SEAM® tape and other accessories to ensure all garments fully meet the product promise.

With over twenty-five years dedicated to providing garment solutions for the military, Gore has achieved an unrivalled superiority in providing performance garments with the highest level of durability on the market. That durability not only provides performance soldiers can trust and long-term cost effectiveness, but also environmental benefits from reduced replacement requirements.

Products that last and continue to perform as expected are what military users expect and what Gore continues to provide with on-going research and development, working hand-in-hand with military customers to meet ever changing battle arenas and scenarios.

For further information go to www.gore-workwear.co.uk.

Firm support as Torbay programme forges ahead



INDUSTRIAL SUPPORT group Pyeroy continues to grow services to the marine sector by backing the maintenance of HMS Torbay.

The Gateshead-based company is providing scaffolding and other containment systems in and around the *Trafalgar* class submarine while the vessel is in the care of Babcock at Devonport, announced in November's *desider*.

The contract builds on the company's provision of scaffolding around HMS *Vigilant* in Devonport's 9 Dock and support to maintenance recently completed on HMS *Talent* in 15 Dock.

Jack Hayton, director of Pyeroy's Marine Division, said: "This is another major contract that showcases the expertise and workmanship of our workforce."

Pyeroy provided scaffolding and painting for refit of the Type 23 frigate HMS *Northumberland* also undertaken at Devonport.

Babcock boat manager Jon Lewis said: "HMS *Torbay* docked to schedule and the tailshaft inspection has completed slightly ahead of plan.

"Scaffolding for access to the vessel's hull is complete, and early surveys of external sensors and hull fittings are well in hand. We remain ahead of schedule on weapons upgrade.

"In the reactor compartment, we have supported Rolls Royce in their inspections of the Primary Circuit and we will continue to support a busy inspection programme throughout the docking period."

Pyeroy also supports Babcock

at Rosyth and was involved in HMS *Illustrious*' 18-month refit completed last June. The company is also supporting work, including painting, on the *Queen Elizabeth* aircraft carriers under construction in yards around the country.

It's always good to talk in Devonport's new experience

COMMUNICATIONS CONNECTIVITY for warships and submarines alongside at Devonport has been improved – the latest enhancement to services under the Devonport Experience initiative launched last autumn.

The Devonport Experience – involving Babcock, the Devonport Naval Base Commander (NBC(D)), Commodore of the Devonport Flotilla (ComDevFlot), Interserve and Serco – acts on feedback from crews to improve experience of Devonport for operational users.

More than 100 staff from 11 ships and submarines gathered views on engineering activities to accommodation, shore supply connections, sports pitches, vessel movements to out of hours support.

One area for improvement has been connectivity of television, data and telephones, a perennial problem at the waterfront. While this has improved for surface ships it has been more difficult to make the same benefits available to submarines.

A single point of contact for technical help has addressed some issues although telephone connection is still a problem. This is being worked on by a team from DE&S and Fleet to deliver a simpler, more robust method of linking shore and onboard equipment.

Other improvements include an extension to the base's Sunday night shuttle; increased frequency of the main bus service; shortened waiting times at Camels Head and Drake Gates; and installation of new Defence Information Infrastructure terminals at the Waterfront Learning Centre.

Underway: scaffolding surrounds HMS Torbay in the early stages of her RAMP maintenance period in Devonport

Scheme helps to preserve engineering talent

ENGINEERS AND those with engineering-related skills who are leaving the MOD are being urged to join a scheme which links them with companies looking to fill vacancies.

The Talent Retention Scheme (TRS) aims to retain key skills in the economy which might be lost after the Strategic Defence and Security Review.

The MOD was a founding member of the business-led Skills and Job Retention Group, along with many major companies, which has set up TRS.

The scheme, involving up to 1,000 companies by the end of last year, allows individuals to register skills and qualifications and search for engineering vacancies.

It also allows employers to upload vacancies and search the database for people with specific skills or qualifications.

TRS starts initial contact between the two after which normal recruitment processes begin. All eligible civilian personnel leaving the MOD via Voluntary Early Release Schemes are able to register on the TRS and be provided with a link to the site with their termination letter.

Service personnel, eligible to resettlement through the Career Transition Partnership, can register via a link on the Partnership website.

TRS, Government-funded for the first year, is free to join for small to medium sized companies with no subscription costs for the individual.

A TRS spokesman said: "The scheme has been lauded as being good for those leaving the department with the opportunity to move into good jobs where their engineering expertise could be utilised. This will also help the economy.

"Trades unions have been engaged in MOD's participation in TRS and are supportive."

For more information on TRS and how to register see 2011DIN01-225.

Staff sign off with success on management system course



STAFF WHO implement an environmental management system in project teams have completed their practitioner course.

The course is aimed at DE&S people who implement POEMS – the Project Oriented Environmental Management System – in their teams.

It forms part of a suite of acquisition environmental management courses developed by Cranfield University and SKM Enviros, and delivered at the Defence Academy, Shrivenham.

Pictured are DE&S staff who have completed the practitioner programme, receiving their certificates from Rosalind Roberts, head of safety and environmental protection at DE&S. Also in the picture are course tutors Tracey Temple and Geoff Hooper, and Sue Leycock, DES' acquisition environmental manager.

Back row, from left: Tracey Temple, Sue Leycock, Peter Longden, David Small, Nick Hand, Phil Foster, Pete Burrell and Geoff Hooper. Front: Sarah Jackson, Nina Mistry, Rosalind Roberts and Charlotte Johnson. Sinnathamby Vijayakumar, Sue Scoble, Ian Sanders, Tim Hale, Alice McBroom, Chris Maile and Nigel Williams have also completed the course requirements.

Further information on acquisition environmental management courses contact Sue Leycock, DES SEP-Acq-EnvMan. Tel: 9679 82522

Log NEC impacts on defence

THE SECOND Logistics Network Enabled Capability (Log NEC) open day at Boscombe Down offered an overview of the key logistic change programmes that will impact across defence.

It was also an opportunity to see demonstrations of Management of the Joint Deployed Inventory (MJDI) and Joint Asset Management and Engineering Solutions (JAMES), two of the major transformational projects that are rolling out.

Brigadier Alan Clacher, head of Log NEC at DE&S, marked the first year since introduction of the Log NEC Delivery Partnership with Boeing Defence UK by stressing the importance of working with industry on an approach to new programmes that focuses on adopting of joint standards.

The next event will be on 26 April.

Niteworks hits a century

Partnership signs up its 100th member

NITENETWORKS, THE collaborative partnership between the MOD and the UK defence industry has signed up its 100th member.

Rockwell Collins UK is the latest company to take on membership, commemorated during a visit to the Niteworks offices in Farnborough by Peter Luff, Minister for Defence Equipment, Support and Technology.

Mr Luff presented a certificate to Steve Banham, managing director of Rockwell Collins UK and said: "I am a keen supporter of Niteworks and I am delighted to be part of the celebrations to mark this milestone. The resources that Niteworks can draw from organisations such as Rockwell Collins UK helps to improve requirements, reduce risk, and enhance value for money for the MOD."

Niteworks continues to evolve and expand access to the full breadth of defence and security capability in response to MOD decision support requirements.

Rockwell Collins joined Niteworks as an associate member



Warm welcome: Steve Banham, left, joins up with Niteworks with a welcome from Mr Luff

to complement its involvement in British aerospace and defence. Mr Banham said: "Rockwell Collins UK is a British defence contractor and has a great deal of expertise to offer the Niteworks collaboration. We look forward to working with Niteworks and supporting the development of projects for the MOD."

Gerry Ward of Niteworks

added: "Our members are key to the success of Niteworks. Our plan entering 2011 was to have 100 members by the end of the year so I'm thrilled that we achieved our goal. In fact, our membership currently stands at 105 and with continuing interest from potential organisations I expect that 2012 will see a healthy increase in this number."

Land staff take up the portfolio challenge

PORTFOLIO MANAGEMENT has come to DE&S' Land Equipment area.

The area's operating centre has been implementing a framework over the last 12 months with Portfolio Management Office staff sent on a newly-available practitioner training course.

Land Equipment's Head of Portfolio and Programme Support, David Marsh, said: "As an Operating Centre we have limited resources, both financial and manpower, to deliver our outputs.

"We must prioritise what we are going to deliver and to balance customer demand, available resources and acceptable risk across all our outputs safely and professionally. Portfolio management helps us do this more effectively."

Although more evident in the private sector, portfolio management has become more widely accessible across Government and has enjoyed increasing visibility thanks to the first accredited course leading to Management of Portfolios foundation and practitioner certification.

Portfolio and Programme Support team Assistant Head Sue Bibby said: "The training has been valuable in improving the office's collective understanding



Course attendees in Neighbourhood 1's atrium, from left (all Land Equipment's Portfolio Management Office unless stated): Maj Paul McNicholas (Individual Capability Group), Amanda Turner, Matthew Nixon (LE Transformation), Sue Bibby, Edward Plaster, Bridget Smyth, Arron Newble, Emma Martin, Anthony Friday

of portfolio management best practices. The Management of Portfolios guidance is complementary to project and programme management techniques and, through the course, we have identified opportunities to improve and mature our approach."

Director Land Equipment, Major-General Carew Wilks, added: "The tools that portfolio

management give us in terms of decision making, prioritisation, front door processes and so on are essential in a more resource constrained environment.

"We will now consolidate and build on the excellent portfolio framework implementation work to date, ensuring that effective portfolio management becomes 'business as usual' in the operating centre."

Marchwood on the march

MOD STAFF have been praised for their role in a 'disaster' exercise at Marchwood military port.

Operation Spartan involved a number of agencies, including the MOD Police personnel of 17 Port and Maritime Regiment of the Royal Logistic Corps, and the Defence Fire and Rescue Service.

The autumn exercise saw the 23,000-tonne roll-on roll-off cargo ship *MV Hurst Point* 'collide' with a jetty on its arrival in port. Fuel was leaking into Southampton Water, cargo had shifted on the deck trapping two crew members and containers on deck had ruptured, generating smoke across the exercise area.

The exercise tested the port's incident plan, the response of local emergency services to a complex, major incident and the ability of agencies to work together.

Ben Smith of Hampshire Fire and Rescue Service said: "The exercise was concluded with all parties satisfied that the 'incident' had been successfully dealt with.

"Thanks must go to all those who took part and the staff at Marchwood for making port area and ship available."

Marchwood Warrant Officer Dave Rush said: "The facilities at the Sea Mounting Centre made it possible for all the emergency services to exercise their skills in a controlled environment with minimum disruption to external agencies. It also allowed 17 Port and Maritime Regiment to practise waterborne response to an emergency alongside the other professionals."

Teams urged to join the 'spring clean'

DE&S STAFF are being urged to help in an equipment 'spring clean' to add to stock reductions which have already reached nearly £2 billion.

The Stock Transition Programme (STP) aims to reduce equipment in the defence inventory by 35 per cent in five years.

Between September 2010 and last October, the STP and Project Hercules teams, working with stakeholders, identified more than 2,000 lorry loads of equipment for disposal.

Project teams, Operating

Centres, Support Solutions Improvement Team, Logistics Commodities and Services, and Finance colleagues are helping to identify items to be reviewed.

Disposal of surplus inventory will be arranged through the Disposal Services Authority.

Results are contributing to the planned closure of A-Site Bicester next month, avoiding expensive building maintenance.

Brigadier David Martin, Head of Supply Chain Management, said: "When it comes to optimising inventory, and deciding what can

be disposed of, the project teams make the final decision.

"Their effort in support of the STP is crucial and the results to date demonstrate what can be achieved alongside their role in supporting current operations".

Anyone who knows of inventory 'gathering dust', should contact the relevant project team or the STP teams.

Email: Glyn Duffield, DES JSC SCM-SCO-STP-OpsMgr (for Land and Maritime) or Wg Cdr Steve Heaton, DES CA-Proj HERCULES-PM (for Air).



Proud boss: Lt Cdr Kevin Stockton

Divers do base proud

CLYDE'S DIVERS have won an effectiveness trophy for a busy year which included investigating a series of postal bombs.

The divers of the Northern Diving Group were brought into the investigation and the key forensic follow-up into bombs sent through the post to a number of people connected to Glasgow Celtic Football Club

Their safe handling of a tense and sensitive situation won them plaudits and the Diving Unit Effectiveness Trophy for 2011 – but there is much more to the 34-strong team.

They cover more than half the UK's land mass, including more than 3,000 miles of coastline.

Two divers are always on 30 minutes notice to deploy anywhere for Improvised Explosive Device Disposal and within 24 hours a five-man team can be sent anywhere in the world for Fleet maintenance and repairs. Eighteen members are also

Busy year of bomb disposal earns its reward

part of DE&S' Nato Submarine Rescue System, which, again, can be deployed anywhere in the world.

Commanding Officer, Lieutenant Commander Kevin Stockton, said: "It has been a hard year but a very satisfying one. The men and their support staff have faced up to every challenge with resolve and skill. They are a very talented team."

Captain of the Clyde base, Captain Jack Tarr, said: "Dealing with explosives is always dangerous, improvised and old explosives even more so. As well as being highly professional, these men routinely face dangers few of us can imagine."

Cash helps service children

THE MOD is to provide cash to help schools prevent disruption to children of service personnel during the early days when they are settling into new surroundings.

The four-year scheme is one of the key commitments of the Armed Forces Covenant.

Lynda Fisher, MOD Director for Children and Young People, said: "Moving from one school to another can be a challenging time for the children of serving personnel.

"The money will allow schools to provide measures to ensure children of service families do not suffer any disadvantage by moving to or through different school systems."

Thirteen schools close to Clyde naval base will share £147,000, part of a £3 million allocation from the Support for State Schools Fund.

Abbey Wood team praised for its direction of travel

THE ENVIRONMENTAL Team at Abbey Wood has been named runner up in the Energy Award team category at the MOD Sanctuary Awards.

The award recognises the team's work on a programme of activities aimed at helping employees cut their transport carbon emissions and relieve local congestion.

A key issue has been the need to reduce the number of single occupancy cars and encourage more sustainable travel options.

As a result the team has implemented measures including provision of dedicated priority parking spaces for staff who car-share.

The team has also been running a successful awareness campaign with regular updates on the intranet for staff, and an events programme supported by local transport providers and other external partners.

Another 'green transport' initiative has been the upgrade of cycling facilities, including expansion of changing room and lockers with more bike racks.

The judges said how



Above: Sue Hordle and Steve Croome of DE&S' Infra SHEF team at Abbey Wood receive their award from Major-General Nick Ashmore, Director of the DIO Strategic Asset Management and Programme team

impressed they were with the team's dedication and drive to educate and raise awareness of the sustainable travel agenda.

Iain Brookes, Head of Infrastructure and Security, said: "This award recognises the progress that has been made at

Abbey Wood with an increasing number of staff now car sharing, cycling and using public transport to get to work.

"This reflects the hard work of the team at Abbey Wood and the flexibility of staff in using alternative forms of transport."

Our financial freefall!

Advisers swap the office for parachutes in Help for Heroes jump

TWO ABBEY Wood-based financial advisers will be jumping out of a plane next month to raise money for Help for Heroes.

Kelly Flanagan has been covering the south of England for Forces Financial for the last five years, offering mortgage and protection advice to all staff on site, both military and civil service.

She has now been joined by Melissa Fox, a second mortgage broker, who will work alongside her and will accompany her on the skydive at a date and venue to be decided.

"I've never been skydiving before so to commit to doing something which might be regarded as reckless is a bit out of character for me," said Kelly.

"But it's all for a good cause and Mel was up for the challenge too. We hope to get plenty of support from people at Abbey Wood."

Forces Financial's branch is in Neighbourhood Two at Abbey Wood where the duo provide a free service to staff on mortgages, mortgage life cover, mortgage critical illness cover, family life cover,



All aboard the skydive: Melissa Fox, left, and Kelly Flanagan are all set for a skydive to raise money for Help for Heroes

family critical illness cover, buildings and contents cover and recommended solicitors.

Forces Financial also offers other products including exclusive MOD credit cards and saving bonds and a few months ago installed a cash machine in Neighbourhood Two that also provides the site

with euros and dollars.

Anyone interested in sponsoring them should e-mail kelly.flanagan@forcesfinancial.com or call her on 07887 998568 with any enquires regarding the company's services or to sponsor the pair; or pop into the office in Abbey Wood

Blue light wins MOD green light

THE WORK of Clyde naval base's police officers in building relationships with the local community has earned them an MOD award.

The MOD Police and Royal Navy Police have joined forces with Strathclyde Police to hold regular discos for youngsters in nearby Helensburgh. The events – known as the Blue Light Discos – have built a rapport with youngsters in areas around the naval base.

The team's hard work and dedication has now been recognised at the highest level an MOD People Award.

The team was represented by Sergeant George Smart and Constable Russell White during an award ceremony at Main Building.

Sgt Smart, the originator of the initiative, said: "The MOD Police, our partner agencies and dedicated volunteers have strived to make the Blue Light Discos a great success. It is really great that the hard work of the team has been recognised by the MOD."



Merlin keeps charity flying high

DE&S' MERLIN team and industry colleagues from AgustaWestland and Lockheed Martin have presented a cheque for nearly £5,000 to the Brainwave children's charity.

The cheque was presented by team leader Captain Andy Lison, on the right of the picture, to Brainwave's Paul Smith at AgustaWestland in Yeovil.

Also pictured is two-year-old Lucas Merreywether with his parents Andy and Sharon; Lucas receives regular therapy at home and at Brainwave's Bridgwater base and his

treatment will be sponsored for the next 12 months using money raised by the Merlin team.

The cash was raised last year through raffles, quizzes and sponsored events, including a strong team for the 2011 Bristol Half Marathon.

Captain Lison said: "Brainwave is a fantastic charity and we are delighted to contribute to the ongoing support that they are providing to children like Lucas. It was an absolute pleasure to meet Lucas and his family and we wish them every success with his programme of therapy."

TWELVE DE&S staff have been recognised in the New Year Honours list for their contributions to UK defence.

Air Marshal Sir Kevin Leeson, Chief of Materiel (Air) becomes a Knight Commander, and Commodore Robert Thompson, formerly Naval Base Commander Portsmouth, and Andrew Tyler, former DE&S Chief of Materiel (Joint Enablers), become CBEs.

Trudy Couchman, Assistant Director Wyton Transformation Team, was awarded an OBE for work she has done at RAF Wyton to manage the withdrawal of DE&S from the site and her support of the people affected.

She said: "Having worked in the MOD for 32 years I have known a number of people whose contributions have been recognised through the award system – but I never thought it would happen to me.

"So, when I received a letter from the Cabinet Office notifying me that my name was to be put forward for an OBE, I was astounded – almost speechless! I did not know whether to laugh or cry.

"Although this is a personal award, in my heart I know that anything I have achieved has only been possible as a result of the contribution of the outstanding people it has been my privilege to work with over the last few difficult years.

"I don't yet know when I will go to the Palace to receive the award but know that for me and for my husband, without whose help and support I could never have coped, it will be a very special day."

Commander Mike Maltby, deputy leader of the Minewarfare, Patrol and Hydrographic team, was also awarded an OBE for his dedication to increasing surface combatant capability against a background of increased operational tempo and decreasing resources.

He said: "There is a huge team effort involved in that success and clearly this award reflects their commitment. But it goes without saying that I am absolutely thrilled to be one of the few Naval recipients of an OBE this year, especially as I am due to retire from the service this summer."

Mike Pigott of the Personal Combat Equipment team received an MBE in recognition of his long service in the realm of ballistic protection. This includes development and introduction of personal protection systems ranging from Osprey to the latest tiered pelvic protection system.

"I am absolutely delighted to receive the award; it came completely out of the blue," he said.

"I have immense pride in the work I do and I think this award reflects that and, more widely, the work completed within the Personal Combat Equipment team. The equipment we provide is world leading and this is exactly what our service personnel deserve. A day to remember at Buckingham Palace now awaits and I can't wait!"

Major Andy Hawkins retired

from the Army at Christmas after nearly 40 years as an ammunition technician just days before his MBE was announced.

The final 12 years of his service was spent in the Weapons Operating Centre, and its predecessors. When he deployed to Iraq is estimated he saved the MOD more than £100 million while ensuring continued supply of scarce munitions to the front line.

He was a key start up member of DE&S' munitions contract with BAE Systems – the MASS contract – and helped it go from strength to strength while balancing defence's needs in developing a tool to calculate the strategic munitions stockpile.

Honoured – DE&S staff earn a trip to the Palace



Report: Pauline Boardman



Honoured for their work with DE&S: Andy Hawkins, far left, Mike Pigott, above, and Trudy Couchman, left



FULL DE&S LIST

KCB

Air Marshal Sir Kevin Leeson – Chief of Materiel (Air)

CBE

Commodore Robert Thompson – formerly Naval Base Commander Portsmouth
Andrew Tyler – formerly Chief of Materiel (Joint Enablers)

OBE

Trudy Couchman – Assistant Director Wyton Transformation Team
Commander Michael Maltby – Deputy leader Minewarfare, Patrol and Hydrographic

MBE

Major Toby Barnes-Taylor – Formerly Chief of Staff Individual Capability Group
Philip Burns – BAE Systems Submarine Solutions
Squadron Leader Graem Corfield – FAST (recommended for service prior to joining the team)
Garry Cunningham – In Service Submarines
Brian Grant – Base Manager, Babcock Marine
Major Andrew Hawkins – formerly Defence Munitions
Michael Pigott – Personal Combat Equipment team

Foxhound in awards too

AN MOD scientist has been awarded an OBE for his world-leading armour protection work.

Dr Andrew Baxter of the Defence Science and Technology Laboratory (Dstl) at Porton Down, has been a force behind many of the changes in protection delivered to troops in Iraq and Afghanistan. He has 25 years of service with the MOD, ten of which have been in his current role in Dstl's Physical Sciences Department.

During the past year, the 49-year-old from Salisbury in Wiltshire, has played a critical role in developing Foxhound, the next generation of light protected patrol vehicle soon to be delivered to the Forces.

He helped set the protection requirements and provided a leading-edge assessment of industry proposals for the project. Working with DE&S and Force Protection Europe, he has helped to guide the design of the vehicle.

The development of Foxhound took place in an incredibly short timeframe – from concept to initial delivery in just 36 months.



A Herculean task for, from left, Andy Hawkins, Dave Brown, Fiona Thornton, Steve Moorhouse, Paul Abbott, Steve Pead and Martin Collings

Commercial team puts the focus on continuing growth

COMMERCIAL MEMBERS of DE&S' Hercules Tristar team nearly quadrupled their fundraising efforts from growing moustaches for the Movember campaign.

The team, based at Marshall Aerospace in Cambridge, were looking to raise £200 for the campaign to help raise awareness of prostate cancer and other cancers that affect men.

Due to the generosity of colleagues, family and friends, the final total raised was £789.

Results ranged, in the words of one observer, from the 'pitiful to the terrifying, with some disturbing resemblances to, among others, Borat, Homer Simpson, Desperate Dan and David Brent'.

From Ministry to Ministry

Top club puts rhythm into Corsham physical training

THE MINISTRY of Sound has come to the rescue of the gym at Corsham.

The London nightclub and record label, which celebrated 20 years in business last year, answered an SOS from gym staff at Corsham which resulted in a supply of the year's best dance music for gym members to exercise to.

"Since the gym opened it has struggled to get any decent music and I had already donated some of my older Ministry of Sound CDs," said Paul Sweet of the Problem Management Team at Information Systems and Services' service operations.

"I asked the Ministry of Sound whether they could spare any surplus CDs to help their Armed Forces heroes get the best from their fitness training by listening to some quality music."

The answer was prompt. "Three CDs with around 60 songs from 2011 were gratefully received by gym staff and users and are being extensively used for body conditioning sessions in the main gym hall area as well as in the weights, running, rowing and striding machine area of the gym.

"A big thumbs up to the Ministry of Sound with heartfelt thanks from all the users of the gym who are benefiting from improved focus to their training workouts helping mind, body and soul."



Hitting the right notes: rear, from left: PE administrator Margaret Thompson and RAF physical education staff Cpl Scott Henely and Sgt Andi Goodall. Front: Paul Sweet

DSRA Lottery winners November

- £20,000:** Christine Rodgers (Lisburn).
- £10,000:** Michael Harris (Abbey Wood).
- £5,000:** Kelly Herry (Salisbury). **£2,000:** John Sweeney (Glasgow). **£1,000:** Rebecca Green (Baker Barracks).
- £500:** Susan Impey (Main Building).
- £300:** Gill Attrill (UKHO), Matthew McGrogan (Lisburn), Nigel Rummey (Andover), Karen Campbell (York Barracks). **£200:** Susan Firth (London), Donald Ross (Helensburgh), Stefan Povey (Bicester), Sally Saunders (Dstl), Michael McAteer (York), Nigel Kendall (Dstl), Elizabeth Richardson (Braintree), Susan Southey (Bicester), Bryan Robertson (Stirling), Laura Christie (RAF Lossiemouth), James McKay (Dunfermline). **£100:** David North (RAF Marham, Darren Birks (Aldershot), Robert Coleborn (Gosport), John Jones (DSG), Andrew Dorman (Ensligh), Rosemarie Townsend (RAF Waddington), Calum McNicol (Helensburgh), Nigel Hector (Abbey Wood), Kevin Richards (Culdrose), Alistair MacLeod (Faslane), John Turner (RAF Henlow), Elizabeth Morris (Woking), Anne Ruscoe (Dstl), David Close (Winchester), Esther Stanley (Bicester).



Fit to bop: gym users at Corsham now have the latest tunes to train to

DE&S focuses on road safety

ROAD SAFETY came to DE&S sites with a jam-packed programme of information and displays for staff.

A simulated car crash saw two volunteer victims being cut from a wrecked vehicle at Devonport which brought home to onlookers the complex work of rescue workers in a real-life situation.

More than 500 drivers and cyclists were stopped at Devonport for car, bike and personal visibility tests, focusing on being seen and safe. More than 600 staff were tested on road safety awareness.

At Clyde, the Car Seat Sled gave riders the chance to experience forces up to five times their body weight, similar to that encountered in a car crash at just seven miles an

hour, which showed the dangers of not wearing a seatbelt.

The Vehicle Operator and Services Agency conducted vehicle checks which resulted in two immediate prohibitions and one delayed prohibition.

Supported by MOD Police constables Brendan Scullion, Chris Swallow and Andy Taylor, passers by were given advice on safe driving and information on safety cameras by Strathclyde Safety Camera Partnership's Neil McGillivray.

Also in attendance was PC Colin Alexander from Strathclyde Police Motorcycle Unit who held a popular presentation for motorcyclists.



Seatbelt awareness for staff at Clyde naval base

Base remembers 1941 tragedy

Clyde pays tribute to crew lost in World War Two sinking

CLYDE HAS remembered the loss of 764 men who perished 70 years ago when the Royal Navy cruiser *HMS Neptune* struck a mine in the Mediterranean.

The warship was leading a raiding squadron off the coast of Tripoli and the uncharted minefield was so close to land and in such shallow water that the blast was entirely unexpected. There was only one survivor.

The loss was one of the worst but least known of the World War Two.

HMS Neptune is now the name of the land establishment at Clyde.

The Captain of *HMS Neptune*, Captain Jack Tarr, said: "The loss of so many men was a terrible one and it is important that it is not forgotten. We do remember our fallen in November but for *HMS Neptune*, 19 December is a date that remains in our memories.

"We must not lose sight of the fact that only last month *HMS Bangor*, one of our Sandown class minehunters, returned from 120 days of hard work off the coast of Libya dealing with modern day and historic ordnance.

"We have sailors in our own waters and, in fact, around the world who are still facing the challenges of mines in open water. These are very brave young men and women."



Left: personnel at Clyde pay their respects to those who lost their lives on *HMS Neptune* in 1941

Team earns its reward for top vehicle service

A DE&S team has been commended for its performance in delivering the highest levels of service in bringing patrol and support vehicles into service.

The Protected Mobility team won its Director Land Equipment commendation from Major General Carew Wilks for showing the highest levels of acquisition best practice.

The team identified, assessed, acquired, supplied and then supported a series of protected mobility vehicles, exceeding the Urgent Operational Requirements for patrol and tactical support vehicles now on operations in Afghanistan.

According to the commendation the team met its deadlines which were driven by the

insurgent threat, demanding extraordinary levels of commitment, dedication and flexibility resulting in massive increases in operational capability and a direct contribution to saving lives in Afghanistan.

Ironically Maj-Gen Wilks was leader of the Specialist and Utility Vehicles team, elements of which later formed Protected Mobility.

The team has also increased its charity output too, with £190 raised from taking part in the Movember appeal and more than £200 from selling home-made cakes for the Royal British Legion

This added to the £5,000 raised on a Help for Heroes walk from Avebury to Stonehenge last summer.

Double dental celebration

Charity night keeps up department's proud record

MEMBERS OF Clyde's Dental Department held a charity night for the Meningitis Association Scotland and The Vale of Leven Hospital Cancer Fund.

Held in the base's Senior Rates' Mess, the night attracted more than 200 guests and doubled as a joint birthday party for dental hygienist Leslie Mooney, 50, and her son, James, 18.

But for Leslie and James the occasion was more than just a chance to celebrate their milestone birthdays. Thirteen years ago Leslie's youngest son, John, died from meningitis at age two, and for the past ten years she has been a cancer patient at the Vale of Leven Hospital Oncology Unit.

"Both these organisations have been a great support to me and my family," said Leslie. "I wanted to give something back."

"The fundraising part of the evening consisted of a race night,



Above: tranche of cash is handed over, from left, Dental Nurse Jill Simpson, Leading Dental Nurse Laura Cheetam, Leslie Mooney, Commander Stuart Stevenson, Eileen McKiernan from the Meningitis Association, Hugh McKiernan, and dental nurse Sarah Mercer

and raffles where we raised £4,500."

Last October the dental department got behind Leslie's charity drive, organising a cake bake outside the military site's medical centre.

The event was a huge success raising around £1,313 for the two charities.

Since then the department has been busy gathering more cash

from donations and independent raffles, bringing the grand total so far up to £9,913.

Leslie also works in two other dental practices, both owned by Margaret Colvin. She and her staff have got behind the fundraising effort too and have collected around £500 in donations from patients and raised £200 raffling electric toothbrushes.

Dentists answer the call

DEVONPORT'S dentists roared into action when the call came from 8,000 miles away.

Currently deployed on Atlantic Patrol Task (South), *HMS Montrose* has been visited by the flying dentist from *HMS Drake* Dental Centre at the naval base.

Surgeon Lieutenant Commander Alistair Lovell and Dental Nurse Jade Hutchison conducted clinics from the ship's sickbay.

Lt Cdr Lovell treated 97 of *HMS Montrose's* crew. Aside from routine check-ups and hygiene treatment, he performed emergency extractions, root canal fillings and dealt with an infected wisdom tooth.

After ten days on board, 88 per cent of the crew were fully dentally fit with the remainder undergoing longer-term treatment.

DINs - released this month

Defence Instructions and Notices (DINs) are defence-wide instructions, guidance and notices for military and civilian staff, containing up-to-the-minute information to help people carry out their duties. Some of the latest issued on Defence Equipment and Support are:

2012DIN01-011: The In-Service Fast Stream competition 2012 is open to all permanent MOD staff below Band B with at least one year's service as of 20 February 2012. MOD employees who applied for the external fast stream competition last September are ineligible for the In-Service competition this year.

2012DIN04-016: The Defence Spectrum Organisation, part of DE&S, is now responsible for allocating radio frequencies for use by any UK military spectrum dependent equipment that can transmit or receive radio frequency energy, whether in the UK, on visits, trials or exercises abroad or on military deployments.

2012DIN04-002: This DIN is a guidance note to inform MOD personnel in operation, maintenance, management or audit of wheeled vehicles on the introduction of a revised series of inspection reports to replace the AF G932(B) Wheeled Vehicle Inspection Report.

2012DIN04-001: The Field Electrical Power Distribution System equipment management has passed from the Battlefield Utilities team to Powerfield Ltd, a Rolls-Royce Distribution and Generator Systems derivative, under the auspices of the Future Power project and will now be managed under a contractor logistic support arrangement

Further information and more details on the latest DINs see:

<http://defenceintranet.diweb.r.mil.uk/DefenceIntranet/Library/CivilianAndJointService/AtoZ/DinsIndex2012.htm>

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