

desider

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MINISTRY OF DEFENCE



Carriers – a 'Made in the UK' success story

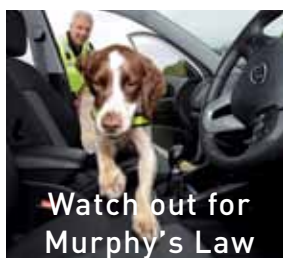
Variety of front line rations expands to include kosher food [See inside](#)



Viking reborn



On way to the front line



Watch out for Murphy's Law



Rapid work on the Rock



Scout proves pulling power

A dramatic landscape at sunset or sunrise. In the foreground, two soldiers in military uniforms are looking at a device together. In the background, another soldier stands with their back to the camera, looking out over a vast, open field. To the right, a large satellite dish is visible. The sky is filled with dark, heavy clouds, and a bright light source on the horizon creates a strong glow and long shadows. A lightning bolt is visible in the distance. The overall mood is one of global reach and operational readiness.

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Picture: Babcock

cover image

Prime Minister David Cameron has praised UK engineering skills during a visit to Rosyth to catch up on progress on *HMS Queen Elizabeth*, the first of two aircraft carriers being built for the Royal Navy

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The popular Nimrod aircraft will live on as a visitor attraction after XV249 was handed over to the RAF Museum at Cosford with the help of DE&S

Bernard Gray

Chief of Defence Materiel

'I was pleased to note that DE&S project teams have achieved significant milestones'



The Prime Minister gave a clear and powerful endorsement of the *Queen Elizabeth* class aircraft carrier programme during his recent visit to Scotland. He said the first of class, the *Queen Elizabeth*, which is in build at Rosyth, was the most impressive thing he had seen since he became Prime Minister.

desider has charted the steady progress of the *Queen Elizabeth* from its inception, but what was once a concept is now visibly taking shape as reality. Within the next few weeks we expect delivery of the last of the major lower hull units to the assembly yard at Rosyth and by the end of next year we expect the ship to be structurally complete. It is also pleasing to see continued progress on the closely-related F35 Lightning II programme, with the second of our operational test and evaluation aircraft successfully delivered to its operating base in the US.

In other areas too, I was pleased to note that DE&S project teams have achieved significant milestones. The Julius programme to upgrade Chinook helicopter cockpits to the latest standards has achieved its initial operating capability and aircrew are now under training. Head Mounted Night Vision System, an important programme for the infantry, and which is currently in use in Afghanistan, achieved its in service date ahead of schedule and the Royal Navy's latest radar programme, the Medium Range Radar, has also

achieved an initial in-service date.

The Materiel Strategy continues to make progress across a very broad front. Ongoing activities were reflected by Minister for Defence Equipment Support and Technology Philip Dunne in his speech to industrialists last month. The Minister explained that MOD has been engaging with industry to develop options and to begin to develop a commercial strategy. He went on to say that MOD would ensure industry was kept properly informed and its concerns taken into account.

A second round of "soft market testing", during which we talk to industry about how they could work with us in the future, is under way to feed into our developing thinking on the best management structure for DE&S.

In the meantime the Materiel Strategy team is working closely with the Centre to confirm the current assessment that a Government Owned Contractor Operated (GOCO) solution is the stronger of two options under consideration – the other being an Executive Non-Departmental Public Body. The Value For Money benchmark case, which underpins this work, is nearing completion as other work continues to develop the scope of the DE&S-Plus public sector comparator against which the assessment will be made. As always, as decisions are reached, I will make every effort to keep you fully informed.



Hats off to Claire as carrier's first crew

LEADING Hand Claire Butler, 29, is the first crew member to join *HMS Queen Elizabeth*.

Claire was presented with the first *HMS Queen Elizabeth* cap tally (hat band) by Rear Admiral Steve Brunton, DE&S' Director Ship Acquisition (above), at the head of the ship assembly dock in Babcock's Rosyth facility on 2nd October.

Claire is one of eight Royal Navy personnel selected as the first crew members to join the ship during the assembly process.

Claire said: "Becoming the first member of the Royal Navy to wear this cap tally is a fantastic honour. We are all well trained and as a team will make sure this warship becomes operational and helps to safeguard the world's oceans."



Duke tour delights staff

THE DUKE of Edinburgh, above, became the second Royal visitor in a week to view progress on *HMS Queen Elizabeth*.

The Duke's visit to Rosyth came just days after The Princess Royal toured the ship and met the workforce.

Programme Director Ian Booth said: "As Lord High Admiral of the Royal Navy and someone who has seen active service the Duke of Edinburgh wanted to learn about how these ships are being constructed and what benefits they will bring to the Royal Navy.

"Everyone who is part of the Aircraft Carrier Alliance is proud of the work we have accomplished on this programme, and it was an honour to be able to demonstrate our progress."

Lower Block 04, the biggest hull section of *HMS Queen Elizabeth*, is loaded onto the *AMT Trader* barge at Govan. The 11,300 tonne block was inched onto the barge in preparation for the 600-mile journey to Rosyth set to begin early this month

Carriers are a 'Made in the UK' success story

Now biggest piece is on the move

WORKERS AT BAE Systems have moved the biggest section of *HMS Queen Elizabeth* out of the company's shipbuilding hall at Govan in Glasgow for the first time.

A team of 40 moved the 11,300 tonne aft section, known as Lower Block 04, across the specially reinforced tarmac at the yard using 450 remote controlled transporters.

Angus Holt, *Queen Elizabeth* class Block Delivery Director at BAE Systems, said: "This marks the culmination of months of hard work and preparation and I am extremely proud of the team's achievements in loading out the aft section on time and built to an exceptional standard.

"The sheer size and complexity of the block highlights the skill of workforce on the Clyde and the huge amount of progress which we continue to make on the programme."

The block has been loaded onto one of the two biggest sea-going barges in the world for her journey around Scotland to Rosyth.

The load out comes 34 months after the first steel was cut on the section in January 2010.

The aft island for the first ship is under way at the company's Scotstoun yard while BAE Systems is also manufacturing sections of hull at its Portsmouth facility.

PRIME MINISTER David Cameron has praised UK engineering skills on a visit to Rosyth to see progress on *HMS Queen Elizabeth*.

The 15th October visit saw him briefed on carrier strike capability and the work of the vast range of people involved in one of the biggest engineering projects in the country.

Mr Cameron told shipworkers: "I get to see some pretty impressive things as Prime Minister but I haven't seen anything as impressive as this.

"This is a success story that the whole of the United Kingdom can take great pride in; just as with the Olympics we showed what we can do when we come together, you are showing it here in Rosyth with this

Prime Minister sees technical and engineering skills of carrier team

incredible feat of engineering." Mr Cameron added: "We are a very peaceful country but I think it is important that we always demonstrate we are prepared to have strong defences. And we also believe that we should be a country that plays its role in the world.

"This is four acres of UK sovereign territory that we can deploy anywhere in the world.

"We want to make sure that 'Made in the United Kingdom' is a badge we can be really proud of. These aircraft carriers are making that plain and clear."

Mr Cameron's comments came as another milestone was successfully negotiated with GE Energy Management's Power Conversion business delivering the last of eight propulsion motors for the two carriers.

Jim Bennett, power and propulsion director of the Aircraft Carrier Alliance, said: "The project team has pulled together to meet critical milestones. The on-time delivery of the 110-ton GE Advanced Induction Motors is a key element in the success of this undertaking."

GE won the contract in 2008 to deliver major elements of the Integrated Full Electric Propulsion systems, which comprise all shipboard electrical power generation and propulsion systems.

GE hopes to deliver increased fuel efficiency plus high levels of survivability with the ships expected to consume no more fuel during routine operations than the *Invincible* class carriers they will replace.

Propulsion is being designed and built under a cost-effective sub-alliance which brings together expertise from companies including Thales UK, GE Energy Management, Rolls-Royce and L-3 Communications.



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Connecting your enterprise

Some Project Teams (PTs) have struggled with limited visibility of their partners' critical data but this should now be a thing of the past.

2012 has seen tlmNEXUS help more DE&E customers than ever link their core business systems to their partners' providing one single view of how key products are performing and improving overall communications and clarity.

Using enterprise architecture, it is possible to allow PTs to safely view and share information with whom they need to, when they need to. A most recent and typical project provided the MOD with a NATO data link, through IBM middleware, to its partner BAE Systems, via messaging software.

These initiatives align with the Log NEC Programme's long term plans to support critical business areas with added interfaces. Interfaces that make the best use of the systems you have already invested in and use on a day-to-day basis.

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OPERATIONAL TRAINING has begun in the US on the improved Chinook Mk4 aircraft in preparation for its first deployment to Afghanistan.

Seven Mk4 helicopters have already been accepted by the MOD with 12 aircraft inducted into the modification line.

The UK's Chinook fleet is being modernised under Project Julius, which will improve capability and flight safety with a new integrated 'glass' cockpit.

'The MK4 aircraft is a huge success' – Darren Ash, DE&S

Modification is based on a Thales cockpit procured through prime contractor Boeing and will upgrade the full fleet of 46, introducing multi-function displays to replace analogue displays.

The new cockpit has significantly improved capability and situational awareness while contributing to a reduction in pilot workload as they spend less time focused on instruments.

Feedback so far has been positive. "I flew the commander of the Joint Helicopter Command in the front seat last week and could assure him that none of us has ever spent more time looking out of the window," said Sqn Ldr John Butler.



Above: the first Mk4 is accepted at RAF Odiham earlier this year

Right: the new cockpit boasts digital displays



Initial operating capability was declared in June and the Mk4 aircraft supported UK security during the Olympics.

Darren Ash, Chinook Future Projects leader at DE&S, added: "MOD staff and our partners in industry have worked tirelessly to address technical and software issues together and the results speak for themselves.

"The team here is incredibly proud of the improvements delivered, and rightly so; the Mk4 aircraft is a huge success."

The Chinook team is also working to deliver 14 brand new aircraft – known as Mk6 – currently in production, which will emulate the Julius cockpit design and bring uniformity to the fleet.

Our engineers are proud to be working with British cyclists as part of a £1.5M technology partnership BAE Systems has with UK Sport. By adapting a series of lasers and smart tags from battlefield identification technologies, cyclists now have a precise timing system to track multiple velodrome rides. Sports and engineering – a winning combination!

OUR ENGINEERS HAVE WORKED WITH UK SPORT TO DEVELOP A PRECISE TIMING SYSTEM FOR BRITISH CYCLISTS.



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www.planefocus.com

Queen of the skies



THREE VC10s mark the 50th anniversary of the first VC10 flight with a formation tribute over the skies of the UK.

The flight also marked the 28th anniversary of the RAF's 101 Squadron operating the aircraft and the squadron's 95th anniversary. The air-to-air refuelling and

transport aircraft, based at RAF Brize Norton, are due to go out of service next year as their replacement, the Voyager, comes on line.

The third aircraft – XR808 – sported a commemorative tail.

During the sortie one VC10 carried out in-flight refuelling of three Tornado GR4 aircraft

from RAF Lossiemouth as well as VC10 to VC10 refuelling.

The VC10 is known to some as 'Queen of the Skies' because she is graceful, fast and smooth to fly.

The photograph was taken in an air-to-air refuelling area over the North Sea.

AN ALMOST complete refresh of UK Forces' air capability is the challenge facing the new DE&S Chief of Materiel (Air).

Air Marshal Simon Bollom moved into post as a DE&S Board member on 1st October as a number of new capabilities are set to come on line.

"Absolutely the first priority is to deliver fit for purpose equipment to the front line to cost and time," he said. "Our reputation will always depend on that."

"But there are a number of challenging air system programmes reaching a very important stage. From my own background in Combat Air we have the delivery of the Lightning II, our future combat air capability. We will also be continuing to enhance the capabilities of Typhoon. And we have Watchkeeper and Reaper which are due to be our first core unmanned air systems into service soon."

"There will also be a radical reorganisation of the training systems through the continuing roll-out of the UK Military Flying Training System."

The Air Support side of his business will see equally demanding tasks.

"We have a lot of ageing aircraft and a big re-equipment programme," he said. "Voyager will ultimately

Air capability refresh – the challenge is on

replace VC10 and TriStar. We have our first aircraft in service in a passenger carrying role and next year the capability will be extended to include in-flight refuelling.

"Close behind that we have Airseeker, which is a massive increase in capability in terms of intelligence, surveillance and reconnaissance. Some uncertainty exists over the future of Sentinel, post Afghanistan, but it has proved itself in theatre in terms of support to troops on the ground."

"And finally in the air transport portfolio we have the A400M – Atlas – which will be a world-beater, replacing the C-130 in due course. It will probably be the best in class in the world inventory in terms of tactical air transport."

The Air Marshal has also pointed to delivery of the Materiel Strategy. He said:

"The Materiel Strategy is a massive opportunity to sort out the ways and means of delivering DE&S outputs. Whichever option is chosen it will be a very different way of doing business for us. I think there will be an opportunity

to remove some of the shackles which have frustrated us here in DE&S in enabling us to train and equip ourselves to prosecute the very challenging acquisition and support tasks which are in front

of us."

He added: "The reduction in head count is forcing us to do a fundamental reappraisal of how we do business more efficiently with less people. To do that we need a highly-trained and well-motivated workforce and this is where I need to provide, along with my management team, strong leadership to ensure that we

have a workforce which has a clear vision of the future, feels valued and is confident that it can deliver against the challenges ahead."

There is pressure on DE&S too to improve still further the safety culture. "Since the Haddon-Cave report and since the Military Aviation Authority was stood up it's put a lot of pressure on us, both to review our systems and put in place more robust processes," he said.

"I think there's been some excellent work done in that respect, but we need to continue the efforts here to ensure that we can support the in-service air platforms in a safe and professional manner."

Air Marshal Bollom has previously been Director Equipment Capability responsible for battlefield helicopters and was leader of the Tornado team before becoming Director Combat Air in January 2008.

A keen sportsman, he is married with two children and lives in Cambridgeshire.



Second UK Lightning II is delivered

Lift-off: the second UK Lightning II aircraft takes off from Fort Worth on its way to Eglin Air Force Base, Florida

Picture: Neal Chapman



THE SECOND British Lightning II aircraft has been delivered.

The short take-off, vertical landing version of the F-35 took off from Naval Air Station Fort Worth for delivery to Eglin Air Force Base in Florida on 19th October.

The UK aircraft – ZM132 or BK-2 – was piloted on the 90-minute flight by RAF Sqd Ldr Jim Schofield, the UK test pilot. The aircraft joins the first UK F-35B which arrived at Eglin for operational test and evaluation in July.

Sqn Ldr Schofield was followed on the flight by Marine Corps Major Adam Levin at the controls of the eleventh

US Marine Corps F-35B to be ferried to Eglin.

The F-35B short takeoff, vertical landing variants are the

■ DE&S' Combat Air priorities: page 20

15th and 16th F-35s to ferry to Eglin this year.

Arrival of the second UK aircraft increases the capability for pilot and maintenance training. The first class of RAF and Royal Navy aircraft maintainers attending courses

at the F-35 Academic Training Center were at Eglin to meet the jet.

The UK aircraft are embedded in the Marine Fighter Attack Training Squadron 501, and are used by both countries to conduct F-35 training.

There are now 13 B variants of the fighter at the squadron. Combined with the nine A variants flown by the US Air Force, Eglin is the largest fleet of F-35s in the world.

An RAF and Royal Navy pilot are soon to begin instructor pilot training, making them the first international pilots trained at Eglin on the fifth-generation multi-role fighter.

UK industry is gearing up for increased F-35 production

A NEW production line for the Lightning II has been switched on at BAE Systems' Samlesbury site.

The new line, known as the Integrated Assembly Line (IAL), is the latest phase of the manufacturing facility, opened at Samlesbury last March.

Since the start of the programme through to 2016, BAE Systems will have invested more than £150 million in F-35 buildings, infrastructure and specialist plant and machinery at its Samlesbury site.

The new IAL will use an automated overhead monorail system to 'pulse' sections of the rear fuselage of all three types of F-35 (Conventional, STOVL and Carrier variant) around an assembly line, building them as they go and allowing more units to be produced more efficiently.

This will help ramp up production from the current level of one per week up to the required level of one per day by 2016.

A similar IAL is planned for production next year to

support the horizontal and vertical tail assembly builds.

Chris Allam, F-35 Senior Vice President for BAE Systems, said: "Less than six months since completing the extension to this world-class facility, we've now got a world-class assembly line to go with it. As far as manufacturing goes, this puts us right at the top of the premier league."

Over the past ten years BAE Systems has made significant investment in the F-35 programme, including a new titanium machining facility which opened in 2010, a new office building, the newly-extended manufacturing facility and now the new production line. BAE Systems employs almost 2,000 on the F-35 programme.

Fifteen per cent of Lightning II work is carried out in the UK with a supply chain of more than 130 British companies. The programme is worth more than £1 billion to UK industry each year and will support thousands of British jobs over the next 25 years.

NEWSREEL

More cash backing

EXTRA financial support to reserves and injured service personnel has been announced by the Government, including £5 million on improvements to the Defence Medical Rehabilitation Centre at Headley Court. In a new measure, civil servants from every government department who volunteer as Armed Forces reservists will be guaranteed a minimum 10 days' special paid leave to conduct their military training. This comes into effect next month and will allow central government employees to attend the mandated annual period of continuous training without having to draw on their annual leave entitlement.

Recruitment

DE&S is recruiting 200 C2 to B2 engineers to fill safety critical and safety enabling roles. Closing Date for applications is 9th November. To apply, visit: <http://www.mod.uk/DefenceInternet/AboutDefence/WhatWeDo/ScienceandTechnology/DESG/DefenceEquipmentAndSupportEngineeringVacancies.htm>

Ellamy figures

DURING Operation Ellamy last year, UK forces employed a combined total of around 80 Storm Shadow and Tomahawk Land Attack Missiles; and around 230 Dual Mode Seeker Brimstone missiles, latest figures revealed to Parliament show.

NEWSREEL

Caroline to find new home

THE Government is proposing the transfer of *HMS Caroline* to the National Museum of the Royal Navy. The ship is considered to be the second most important ship in the UK National Maritime collection after *HMS Victory*; she is the only surviving veteran afloat of the Battle of Jutland (1916). *HMS Caroline* has been moored in Belfast since January 1924 and has been a depot ship and Royal Naval Reserve training ship. She was decommissioned on 31st March 2011.

Brazil move

GENERAL Dynamics UK has established a Brazilian subsidiary General Dynamics do Brasil which coincided with Prime Minister David Cameron and a British business delegation visiting the country. The company plans to replicate its south Wales-based Edge facility in Brazil to support relationships between British and Brazilian SMEs.

Name change

DE&S' Medium Range Air Defence team, part of the Weapons Operating Centre, has been renamed. It will now be known as Maritime and Air Weapons Systems.

Refuel stats

DURING Operation Ellamy, on average three mid-air refuelling operations were required for each Tornado strike mission to Libya from RAF Marham and two for the return, according to the latest Parliamentary statistics.

Team delivers night vision ahead of time

MORE THAN 2,500 head-mounted night vision systems have been delivered early to enhance the Army's pre-deployment training.

The Head Mounted Night Vision System (HMNVS) is a monocular night vision goggle manufactured and supplied by US-based ITT Exelis.

"The soldier gets an 'intensified image' of the surrounding area, amplifying the very small amount of lights to a level that their eyes can see with," said Andrew Davies, project manager with Dismounted Soldier Systems.

"This enables them to operate at night which they wouldn't be able to without the use of the night vision goggle.

"The HMNVS forms the primary night vision device for the dismounted soldier."

Procurement has been through the Dismounted Close Combat Consolidation Programme which was originally a four-year programme.

However ITT were able to prioritise their manufacturing line and deliver the first batch to Donnington in May 2012 rather than the estimated March 2013.

And through various opportunities it has also been possible to compress deliveries for the future three years into this year with an additional 5,675 planned for delivery by the end of next March.

Private sector disciplines 'essential' to procurement**New Minister's first speech backs ideas for DE&S reform**

BRINGING PRIVATE sector discipline and productivity to public procurement has been described as 'essential' by the new Minister for Defence Equipment, Support and Technology.

That is why the MOD is looking at restructuring DE&S to allow for the injection of new ideas and new experience from the private sector, he said.

In his first speech to industry as Minister, Philip Dunne backed the Government's already-stated preference for options including a Government owned contractor operated DE&S.

But he acknowledged legitimate concerns, mainly relating to propriety, accountability and measuring performance.

"That is why we have been engaging with industry in recent months to gain your input, as we explore further the options and begin to develop a commercial strategy," he said.

"And that is why we have also a soft market testing exercise with potential providers to sound out their issues.

"This is undoubtedly an innovative approach to defence procurement and so it is all the

more important to make sure incentives are aligned, but also to ensure that the interests of defence and equipping our Armed Forces remain paramount.

"Whatever we decide and whatever we do, I would stress that we will continue the engagement we have started with our main contractors to ensure industry is well informed and any concerns can be taken into account."

Mr Dunne said he would continue championing small and medium-sized companies for their work in defence.

"They make a vital contribution to the national economy and often provide the source of innovation and adaptation which can lead to breakthroughs in defence applications," he said.

"So I am keen to encourage our prime contractors to do a better job at informing my officials of the number of SMEs and the value of their

contributions to contracts placed with larger companies."

Mr Dunne, a businessman before entering Parliament, will also continue encouraging overseas-based suppliers to invest in the UK's defence and security sector. He pledged to maintain a dialogue with industry, cutting bureaucracy and helping companies with their exports.



Philip Dunne

Viking work gets a head start



Brigadier Robert Talbot Rice, head of Combat Tracks Group at DE&S, discusses refurbishment of Viking powerpacks with Jan Rautio, project manager for BAE Systems. The engines are from the first stripped Vikings ready for phase 1 of the regeneration project. Looking on are Royal Navy Captain Chris Hodkinson, left, Peter Nyren and Alan Lines of BAE and Tim Barnard (second from right) of the Platforms team

WORK TO regenerate the Royal Marines' fleet of amphibious all-terrain vehicles is already under way.

Brigadier Robert Talbot Rice, head of DE&S' Combat Tracks Group, saw at first hand preparations to deliver the programme on the Viking vehicle during a visit to BAE Systems Hagglunds in Sweden on 16th and 17th October.

Nearly 100 vehicles are in line for a major overhaul in a £37 million contract with the company.

Already 28 Vikings have been delivered from the UK to Hagglunds' plant, with 12 already stripped down. The first vehicle is expected to have completed the overhaul phase of the programme by early next month.

Brig Talbot Rice said: "I am confident from what I have

seen during this visit that BAES Hagglunds have all the industrial elements in place to deliver a successful programme.

"There is also a constructive working relationship between the user, the project team, and BAES Hagglunds which has already proved itself.

"Although the decision to proceed was only made in August, with help from 3 Commando Brigade the first vehicles are already at the plant, and the first stage of the regeneration is already underway. The programme to reinstate the fleet is on track."

Vikings were deployed to Afghanistan in 2006 but have since been replaced in theatre by Warthog vehicles. The programme will return Vikings to their original amphibious standard.

The Brigadier was

accompanied on his tour by Platforms Team leader Tim Barnard, who said: "Viking regeneration is an exciting programme which has demanded that Platforms Team within Combat Tracks Group and BAES Hagglunds work together to achieve contract award and get the first vehicles into the facilities in Sweden. This is an impressive start and a good example of sound engineering and effective supply chain management underpinning a challenging programme."

Captain Chris Hodkinson of Navy Command was also impressed. He added: "I was delighted to see clear evidence of a good working relationship between DE&S and BAES Hagglunds. In particular, it was very good to see the first batch of Viking undergoing refurbishment; a major step towards returning protected manoeuvre capability to the Royal Marines and amphibious forces."

■ Vikings on the march: pages 22 and 23

MOD repeats social media warnings

THE MOD has repeated its warnings to civilian and service personnel to guard personal information when using social media channels.

New guidance has been released for staff using social media sites like Twitter, Facebook and YouTube so they don't do or say things that bring themselves and their service into disrepute.

It is a reminder that personal and operational security should be a primary concern and that social media merely provides a different context where sensitive details can be found.

Risks include posting details of troop movements and operational events, locations and travel details of ships or aircraft, and people's home addresses.

NEWSREEL

Completing addresses

ALLIES Computing – which provides international address data – has added the 658 UK-style British Forces Post Office addresses and postcodes to its World Addresses web service. This means customers can provide Forces personnel overseas with the same access to internet goods and services they would get at home. Emma Gooderham of Allies Computing said: "Prior to the Royal Mail and the MOD working together, many servicemen and women would experience difficulties when entering a BFPO address on an online form, which risks failed deliveries of personal packages. New UK-style postcodes eliminates these issues. We will include the information in our standard World Addresses package."

Academy on the way

A TURNING of the earth ceremony has taken place at what will become the Afghan National Army Officer Academy (ANAOA). Once fully operational, the ANAOA will train up to 1,350 male students and 150 female students each year. Based on a model resembling the Royal Military Academy Sandhurst, it will help to sustain the ongoing progress being made in building a capable and professional Afghan National Army. This work will take place during and after transition of security responsibilities to the Afghan Government post-2014.

Marines' landing craft centre is well on course

THE COMMANDING officer of the new facility being built for the Royal Navy's fleet of landing craft, hovercraft and fast offshore raiding craft has welcomed on-time progress of the project.

This part of the £30 million Devonport Landing Craft collocation will be the hub of the Royal Navy's amphibious capability when completed next spring.

Colonel Garth Manger said: "This is a fantastic new asset being built in Devonport and it underlines the naval base as a centre of specialisation for amphibious support and training.

"We can centralise amphibious landing craft and other small craft along with two Assault Squadrons, managed as one whole fleet.

"The training will also be in one location. The site is alongside the jetties where the Royal Navy's amphibious ships such as *HMS Ocean* and *Bulwark* are berthed."

The centre will also provide fully-equipped engineering facilities for Royal Marines to maintain their craft and vehicles.

Joint project leader



Heading for the finish line: the slipway under construction at Devonport. Below: Col Manger

Commander Tim Geary added: "This new centre is part of the development of the naval base.

"It is good news for Devonport and represents a big investment underpinning the presence of the amphibious centre of excellence within the base."

The centre will train and develop core amphibious and surface assault skills and equipment to maximise operational capability and

availability of the amphibious assault forces.

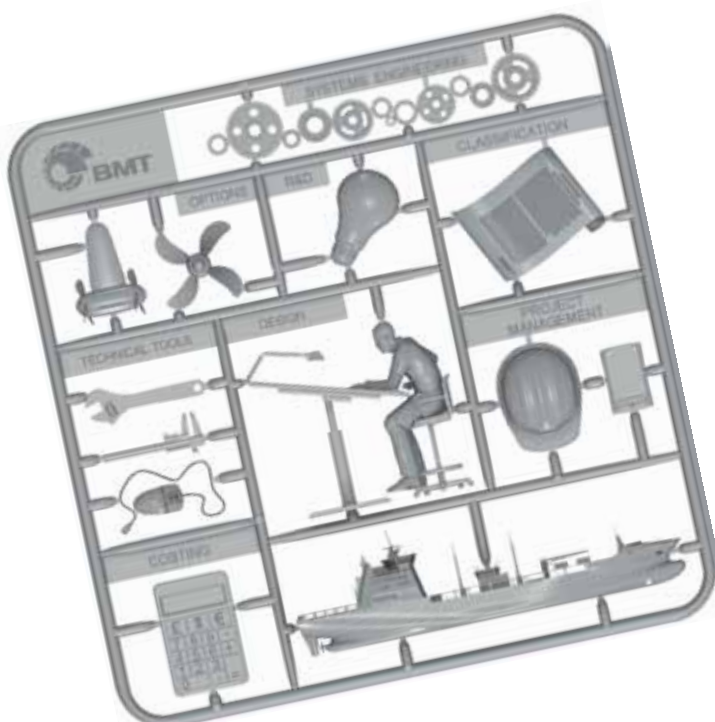
It will include buildings, hard standings, waterfront facilities, a wide slipway, jetty and pontoon berths.

The jetty will be equipped with a ship hoist to lift the 168-tonne landing craft out of the water for servicing.

The centre is being delivered by the Defence Infrastructure Organisation with building by Debut Services (South West).



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"Where will our knowledge take you?"

More Phalanx on way to defend Royal Navy ships

THE ROYAL Navy will receive a delivery of the latest highly advanced radar-controlled gun systems, thanks to a new DE&S contract.

The Phalanx Close-In Weapon System is a rapid-fire, computer-controlled, radar and electro optical-guided gun system designed to defeat anti-ship missiles and surface threats.

It features a 20mm gun capable of firing armour-piercing bullets at up to 4,500 rounds per minute. More than 890 systems have been deployed in 25 navies.

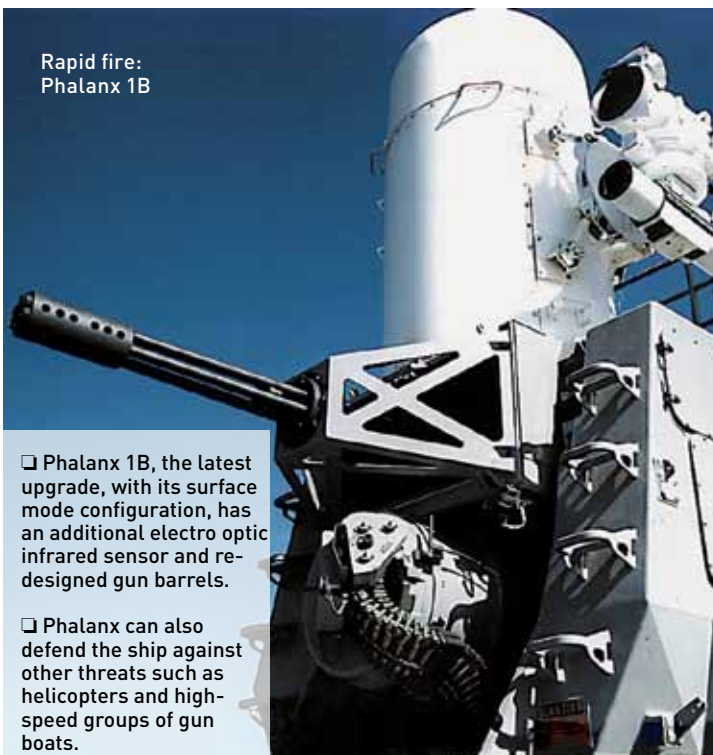
DE&S has ordered an additional five of the upgraded Phalanx 1B systems, which are planned to be fitted onto Royal Navy vessels under a £42.8 million contract with Raytheon.

Steve Ranyard, who leads DE&S' International Guns, Missiles and Rockets team, said: "This contract will help provide the Royal Navy vessels with the best possible ship self-defence 24 hours a day.

"The Phalanx system can defend against all types of air and surface threats in the naval environment and has proved to be a reliable system on other Royal Navy ships."

Paul Gilligan of Raytheon added: "The constant

Rapid fire:
Phalanx 1B



□ Phalanx 1B, the latest upgrade, with its surface mode configuration, has an additional electro optic infrared sensor and re-designed gun barrels.

□ Phalanx can also defend the ship against other threats such as helicopters and high-speed groups of gun boats.

□ Phalanx 1B also adds new functionality giving situational awareness that allows operators to visually track and identify targets before engagement.

evolution of the threat demands the most successful and reliable method of protection, which Phalanx provides."

The Phalanx system is currently installed on 14 Royal Navy vessels including the Type 45 destroyers.



Church welcomes Royal visit

THE PRINCESS Royal, Commodore-in-Chief Portsmouth, visited the city's naval base on 18th October, above, to mark two anniversaries.

She visited St Ann's Church in the base for a service of thanksgiving marking the Queen's Diamond Jubilee and the 30th anniversary of the Falklands Conflict.

The Princess unveiled a plaque commemorating the Jubilee and the Right Reverend Dr Stephen Venner, Bishop to Her Majesty's Forces, dedicated two new glass doors which are decorated with a jubilee and Falklands insignia.

Naval base chaplain Reverend Keith Robus, who helped organise the event, said: "The visit was the culmination of major restoration work completed in St Ann's Church. The official opening and dedication brings a new light and perspective to the church.

"We at St Ann's are delighted with our new facilities which will enhance our service to those who worship in the church, those in the base and to our many visitors from the wider community."

JAMES takes another leap forward

AN INFORMATION system which keeps tabs on the condition and utilisation of military equipment has taken a major step forward.

Data from JAMES, the Joint Asset Management and Engineering Solution, informs engineering and fleet managers and DE&S teams of the availability and tasking of equipment at any particular time.

The information improves decision-making, indicating what is needed to get fit equipment to where it is required at the right time.

From this month the computer-based system will provide extra planning capability – presented on screens as Dashboards – to improve engineering and asset management.

An addition to the system – enterprise resource planning – will provide one combined view of equipment status and usage; whether it is fully fit, can perform a limited role, or is non-taskworthy and whether that equipment is tasked or free.

This will improve equipment management and allow project teams to see how their equipment is used, if availability targets are being met and if their fleet is the right size.

The system will also now provide a view of equipment condition – awaiting spares or maintenance for instance – to give managers a quick sight of outstanding work, and project teams with the latest on fault reporting.

A spokesman for the JAMES team said: "The Dashboard is a significant enhancement to JAMES and it will pay for itself within ten months by replacing manpower-intensive and less accurate manual reports.

"It also enables DE&S and Front Line Commands to make decisions about fleet size and support solutions that could save millions of pounds."

All information will be updated daily at midnight.

Further info from <http://defenceintranet.diiweb.r.mil.uk/DefenceIntranet/Teams/BrowseTeamCategories/Orgbased/DES++Defence+Equipment+Support/JointAssetManagementAndEngineeringSolutionsjames.htm>

Eurocopter's Romania Puma makes its debut flight

THE FIRST life-extended Puma to be modified at Eurocopter's factory in Romania has made its maiden flight.

This is the first of 20 production helicopters that are being fitted with new more powerful engines, a digital flight control system, enhanced communications and ballistic protection.

Modifications will significantly improve the safety of the aircraft and enhance its performance, particularly in demanding high altitudes at hot temperatures. Four trials aircraft modified in France complete the programme fleet total of 24.

A formal event held at the factory in Brasov on 18th September to celebrate the programme achievement also marked the tenth anniversary of the official creation of Eurocopter's production factory in Romania. It was attended by the Romanian Prime Minister Victor

Ponta, and Chairman of the All-Party Group on Romania in the UK Parliament, Lord Davies.

Other attendees included the British Ambassador Mr Martin Harris and DE&S' Puma 2 Gazelle team leader Group Captain Malcolm French.

Gp Capt French said: "This accomplishment marks another important milestone achievement in a programme that will deliver a highly effective, medium support helicopter capability until 2025.

"I am extremely grateful for the successful joint efforts of everyone at Eurocopter Romania, my own team and the many others in industry and defence who have made this possible."

Eurocopter UK is the prime contractor for the Puma Life Extension Programme with work being completed at the company in the UK, France and Romania. Aircraft delivery will be complete in 2014.



Flight debut – 24 helicopters are being modified in the Puma Life Extension Programme

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Avro RJ100 will be quieter, more reliable and cost effective

New aircraft will help train future pilots

QINETIQ has modified an Avro RJ100 aircraft to be used initially by the Empire Test Pilots School at Boscombe Down for training future test pilots and flight test engineers.

The aircraft, owned by QinetiQ but funded by a Long Term Partnering Agreement (LTPA) with DE&S, will be joined in 2014 by a slightly smaller Avro RJ70 aircraft, which is currently undergoing extensive modification.

Although used previously as airliners, the Avro RJ aircraft are a major advance over the existing Hawker Siddeley Andover C1s and BAC-111s which date from the 1960s and have been used at Boscombe Down for many years.

As well as being quieter, the new aircraft will have much reduced maintenance costs, improved reliability and availability, and be more representative of current aircraft types.

DE&S' Trials, Evaluation Services, and Targets team is responsible for the management of the LTPA.

Team leader Steve Horrocks said: "The Andover and BAC-111 aircraft have given excellent service at Boscombe Down over many years, but the advent of the new Avro RJ aircraft brings us into a new era, delivering an enhanced and more reliable capability with reduced running costs, leading to significant long term financial savings."

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Scout SV

Real pulling power!



Scout's Mobile Test Rig base platform, at the front, makes light work of towing 92-tonnes worth of vehicles during 300km of testing

A KEY test of the Scout Specialist Vehicle project – which will deliver a fleet of medium weight armoured vehicles to the Army – is under way in Austria.

Testing of the Mobile Test Rig (MTR), assembled during the summer at General Dynamics European Land Systems' Steyr facility, is a risk reduction asset of the project.

The test involved towing three vehicles totalling 92 tonnes as a mobile dynamometer to load the propulsion system in the MTR, and demand maximum power in various gears.

Some of the towed vehicles are fitted with retarders that can increase the drawbar load on the MTR vehicle to achieve the necessary load.

Successful testing under these demanding conditions for 300km follows earlier shakedown trials of 265km.

This form of stress testing demonstrated the ability of the mobility system to perform under extended full load conditions.

Once these basic tests have finished at Steyr, the vehicle will be despatched to General Dynamics Santa Barbara Sistemas in Spain for extensive mobility performance trials in hot, dusty conditions on a test track modelled on the UK Army Trials and Development Unit's Bovington circuit.

These will be followed by a programme of reliability and durability testing, collectively totalling 10,000km.

Mobile Test Rig helps project pass propulsion system tests



Resplendent: Scout SV demonstrator pictured at Andover

Demonstrator shows Army HQ the appliance of science

A DEMONSTRATOR of Scout SV was among equipment on show at Army Headquarters in Andover.

The one-day showcase last month was put on by the Defence Science and Technology Laboratory (Dstl) to demonstrate its land environment science and technology capability.

Scout SV proved particularly popular, alongside other kit including pelvic protection, future helmets and body armour, and a portable respirator system. Scientists and military advisers were on hand to answer questions

□ The Scout SV project will incrementally deliver a fleet of medium-weight armoured vehicles to replace the existing Combat Vehicle Reconnaissance Tracked (CVR(T)) fleet, in addition to introducing new vehicle roles.

□ The first increment delivered will be Reconnaissance Block 1 which includes one of the Army's highest equipment priorities and the replacement for Scimitar. Recce Block 1 also includes replacements for Samson and Spartan.

about Dstl's role in developing these work programmes.

Dstl calls on support from science and technology teams in DE&S and the Front Line Commands to ensure a coherent and focussed research programme.

Work by Dstl scientists has been welcomed by the Army. Major-General Bruce Brealey of DG Capability said: "It is already clear that the Dstl Science and Technology Gateway is a fundamental core element of the Army's capability management organisation."

Mainmast boost to intelligence capability

NEW INTELLIGENCE systems under Project Mainmast have been delivered to the Royal Navy

Mainmast (Maritime Imagery Manipulation and Storage) provides the ability to store, retrieve and exploit imagery to support high quality and timely intelligence.

Delivered initially to *HMS Bulwark* to support security at Olympic sailing events off Weymouth, Mainmast has wider uses and will be installed on a number of ships deployed on operations to provide greater situational awareness to commanders and help intelligence-led operations.

It will also support sharing intelligence with wider UK and coalition forces as the system is designed to Nato standards making it interoperable with coalition intelligence systems.

Mainmast equipment was procured by DE&S' Imagery and Geospatial Systems (IMAGE) team through UTC Aerospace Systems. It took an existing off-the-shelf design deployed in Operation Herrick to produce a maritime variant for use as maritime task equipment with installation managed by DES Ships.

IMAGE project manager Richard Leach said: "Just like a successful medal winning team in the 2012 Olympics this delivery was the result of good teamwork bringing together the right skills all focused on a clear goal and a hard deadline.

"Significant credit goes to DES Ships, Navy Command, ships' staff, UTC Aerospace Systems, QinetiQ, CAP C4ISR and Defence Intelligence."

Chief Petty Officer Paul O'Shaughnessy, Royal Navy Imagery Analyst, has been using the system. He said: "Mainmast's near real-time exploitation of full-motion video and other forms of imagery will be crucial in operational situations, from counter piracy to high-end war fighting operations."

Grimsby hits half way



MINEHUNTER *HMS Grimsby* has taken to the water again, a significant milestone in her £3.9 million overhaul.

The Clyde-based ship, left, is half way through an eight-month support period (docking) carried out by Babcock at Rosyth which will see her refurbished by early in the New Year.

During her time at Rosyth *HMS Grimsby* has been rewired for a new computer system, received a new main gun, had the latest generation of echo sounder fitted and enjoyed a substantial overhaul of her sonar.

Enhancements mean that the *Sandown* class ship will remain at the forefront of minehunting technology.

LTPA

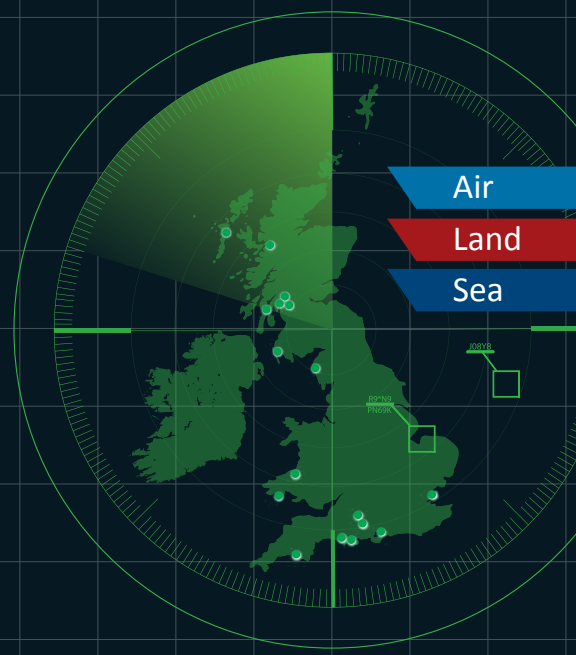
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THE FORMER Head of Interface Design in The Materiel Strategy team has been promoted to Major General and appointed as Director Customer Design in the MOD – a new role that will play an important part in defence transformation.

Major General Peter Fox, pictured, will report in his new role to Director General Transformation Jonathan Slater and through him to Chief of Defence Materiel (CDM) Bernard Gray, in CDM's capacity as Senior Responsible Owner for the overall end to end acquisition process.

Mr Gray said: "Major General Fox is well suited to lead the development and design of the Intelligent Customer function in Head Office and the Commands. He has extensive experience of working in the Capability Sponsor area and in DE&S and will bring a great deal to this entirely new post.

"His work for me in The Materiel Strategy team has already covered some of the same ground and will have helped prepare him for the challenges of his new post."

New role will play a big part in transformation

Mr Slater said: "Working with Barry Burton, Director Materiel Strategy, Peter will be responsible for leading a parallel design programme to strengthen the customer function in the Commands and Head Office to match an improved DE&S. He brings extensive experience in acquisition, from London and Bristol, to this new post."

Major General Fox said: "Taken together, the Materiel Strategy and Customer Design programmes present a strategic opportunity to significantly improve the overall performance of the defence acquisition and

support system. I am very excited about this new role, which plays well to my previous experience and is a very good fit with some of the work I have been undertaking in the Materiel Strategy team during the past few months, where I was responsible for leading the design of the interfaces between the future DE&S, MOD centre, the Commands and international partners.

"Although I will be based in London, I expect to remain a frequent visitor to Bristol and, on a personal note, look forward to keeping in touch with the many friends and

colleagues that I have worked with at Abbey Wood."

Before his recent experience in The Materiel Strategy team, the General spent nearly four years in the DE&S Weapons Operating Centre as Head of Team Complex Weapons, Head of Programmes and, latterly, as acting Director.

He has completed three appointments in the MOD Central Customer organisation, most recently from 2005 to 2008 as Director Equipment Capability Deep Target Attack. He was commissioned into the Royal Regiment of Artillery in 1980 and has served on operational tours in Northern Ireland, Bosnia and Kosovo.

The General lives with his family, Marie and Sophie, near Malmesbury in north Wiltshire.



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THE FIFTH of the Royal Navy's six new Type 45 destroyers has begun the long road to front-line duties, sailing from Portsmouth for the first time under the White Ensign.

HMS Defender is now undergoing trials and training off the south coast ready to be declared operational early next year.

Defender arrived in Portsmouth at the end of July. She entered harbour under the Blue Ensign, before the ship was formally handed over by BAE Systems and the flag was replaced by the Royal Navy's famous standard.

As well as readying systems and stocking up on supplies over the summer, gunnery senior rating PO Andrew Cload has been drilling the ship's company in the art of naval ceremony – which came in very handy when *HMS York* made her final entry into Portsmouth.

It is customary for ships to salute each other as they pass – an officer salutes while a rating pipes, normally on the bridge wing or flight deck.

But given *York's* career, *Defender's* crew felt the White Rose warship deserved something a little extra – and obliged by lining the upper deck and 'cheering ship': doffing caps and giving three cheers.

Once the formalities were over it was straight back to work in preparation for *Defender's* trials.

"Taking this destroyer to sea for the first time is no mean feat and represents the culmination of more than two years of hard work for my team," said first Commanding Officer Cdr Phil Nash.

"Leaving Portsmouth as planned and on time is a huge achievement and brings

the ship another step closer to deploying on operations wherever in the world we are needed.

"I know my sailors are proud to be part of *Defender's* first ship's company – I am equally proud of them."

Commodore John Newell, Head of DE&S' Ship Support (Alliance) team, said: "*HMS Defender* is the fifth vessel of the class to reach this significant milestone and it

is testament to the hard work of all involved that the ship has achieved this on time and in a strong position to go into a challenging sea trials programme.

"The Type 45 destroyer is a hugely capable platform already proving its value to the Royal Navy. We look forward to *Defender* successfully completing sea trials and becoming a fully operational Royal Navy vessel."

Defender sets sail as York bows out



Main picture: *Defender* departs Portsmouth white, right, her crew cheer the final arrival of *HMS York*



Lynx tests latest Type 45

DEFENDER HAS used her flight deck in anger for the first time as a Lynx passed aviation trials.

The Lynx maritime attack helicopter from 815 Naval Air Squadron, pictured right, tested *Defender's* ability to launch, land on, refuel and look after a helicopter in challenging sea conditions.

Sub-Lieutenant Dan Drew, the ship's Deputy Logistics Officer, said: "Preparing for an aircraft to land onto a warship is a task which involves everyone on board. From the obvious things like planning and executing these operations, to the less obvious such as painstakingly checking the upper deck for debris which could be harmful to the helicopter, everyone plays a part in increasing *Defender's* capabilities that little bit further."



AS THE Type 45 destroyers come on stream the retirements of their predecessors continues with the end of *HMS York's* 27-year Royal Navy career.

The White Ensign was lowered on the Type 42 destroyer, pictured above on her final entry into Portsmouth, at the end of September following her 750,000 miles of service.

Her Commanding Officer, Commander Rex Cox, said: "It is time to say farewell to a distinguished lady who has been both a home and a way of life to so many."

The last of the Navy's Type 42s, *York* was built by Swan Hunter at Wallsend and launched on 20th June 1982.

Commodore John Newell at DE&S said: "This is another milestone not only for *HMS York* but of the Type 42 class of destroyers which have provided the Royal Navy with a vital capability since 1978.

"As noted by Commander Cox *HMS York* has had a long and distinguished service which is rightly celebrated as we bid the ship a very fond farewell."

HMS Edinburgh is now the last of the Type 42s still in service

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The second F-35B Lightning II aircraft – BK-2 – destined for UK hands is pictured, below left, at Fort Worth before delivery to Eglin Air Force Base in Florida on 19th October. On the right is BF-16, the latest to be delivered to the US Marine Corps.

Picture: Neal Chapman



Combat Air chief outlines his operating priorities

AIR VICE-MARSHAL Graham Farnell took up his new appointment on promotion as DE&S Director Combat Air just a few days after he choreographed, in his former role as head of the Lightning project, the successful handover to the UK of the first of the stealthy fifth-generation combat aircraft.

He said: “As I leave the Lightning team, it is fitting to reflect on the incredible achievements of the team in securing approval to invest in this superb aircraft, securing the means to fly and share resources with the US Marine Corps and securing the necessary evidence and understanding to ensure a flight test permit is safe to issue.

“The F-35 Lightning II project has dominated almost four years of my life, culminating in acceptance and delivery of BK-1, the first Lightning II aircraft to be added to the military register, now successfully delivered to the

air warfare test and evaluation squadron, currently based at Eglin Air Force Base. That was a hugely satisfying and rewarding experience, for me and the Lightning team members based in UK and the USA.

“In my new role the Lightning II will remain part of my challenge and now I will be embracing the

COMBAT AIR PRIORITIES

- Continuing development of the Operating Centre towards meeting the demanding targets of the interim structure and beyond;
- Developing means to routinely achieve the demanding standards set for operation within the UK Military Aviation Environment for the combat air portfolio;
- Developing wherewithal to deliver required numbers of suitably qualified and experienced personnel to enable achievement of the required UK standards and practices in supporting platforms at every stage of life cycle;
- Working with industry, in the UK and overseas to meet the aviation needs of the services;
- Continuing improvement of existing platforms alongside introduction of new equipment against a backdrop of financial austerity.



as well as the emergence of nanotechnology, and the exciting range of fixed and rotary wing training solutions for the UK.

“I am already experiencing the challenges presented to the operating centre, with an incredible mix of platforms at every stage of the equipment lifecycle, ranging from hand-held remotely piloted unmanned air vehicles (fielded as urgent operational requirements) to the most advanced combat aircraft in the world.

“The operating centre has a complex task of international collaborative procurement, focused delivery of the whole UK flying training system, supporting force readiness preparations for future operations and supporting current operations while accommodating continuing manpower challenges.”

Nimrod R1 goes on show



DE&S helps find XV249 a new home at Cosford museum

Air Marshal Sir Kevin Leeson, left, joins staff at Cosford welcoming XV249 to the RAF Museum as he marks his retirement from DE&S, and, right, hands over the logbook on behalf of DE&S to Peter Dye



THE NIMROD will live on as a visitor attraction at Cosford after the RAF Museum unveiled XV249 as its latest acquisition.

The R1 surveillance version of the iconic aircraft had flown for more than 18,000 hours during its life before the Nimrod fleet was finally withdrawn last year.

It was handed over to the museum at the end of September, one of a small number of Nimrods which can be seen at museums and sites around the country.

The aircraft was unveiled to an audience including Air Chief Marshal Sir Brian Burridge (rtd), DE&S' retiring Chief of Materiel (Air) Air Marshal Sir Kevin Leeson – who handed over the aircraft logbook on behalf of DE&S – and past and present personnel from 51 Squadron, the only RAF Squadron to have flown the Nimrod R1 during its 40 years of RAF service.

RAF Museum Director General Peter Dye said: "Maritime surveillance, anti-submarine operations and intelligence gathering have been key tasks for the RAF for much of its long history.

"When the Nimrod was finally retired from service in 2011, the type had operated with distinction for over 40 years in all these roles, and more.

"Given the importance of the aircraft and its unrivalled contribution to the front line, the RAF Museum was determined to acquire an example for permanent exhibition. We are

deeply grateful to those who flew in, maintained or otherwise supported the Nimrod during its long and faithful career."

In a twist of fate XV249 was flown by the museum's curator and ex-RAF pilot Al McLean, during its earlier career.

Mr McLean said: "We have

been hoping for a Nimrod for some time now and although there were a number of technical challenges in actually getting one to Cosford we are very pleased to have an aircraft that actually flew in both the maritime patrol and electronic intelligence gathering role."

But 'final approach' proves tricky



Narrow scrape: The wings make their way under the railway bridge at Cosford en route to the RAF Museum

THE FINAL few miles of XV249's history proved to be some of the most difficult.

With the runway at Cosford too short to fly the aircraft in, it had to be flown to Cotswold Airport at Kemble, home of Air Salvage International (ASI).

The company dismantled the wings and tailfin so the 38-metre fuselage could be transported to Cosford by low loader last March.

The rest also followed by road to Cosford, negotiating some tight spots under bridges on 'final approach' to the museum. It was then reassembled and is already on show to visitors.

Such a Herculean effort to transport the aircraft to Cosford was only made possible through sponsorship, with BAE Systems, Rolls-Royce, Cobham, Selex Galileo, Ultra Electronics, L-3 Communications and ASI all offering to complete the work at minimal cost.

Focus turns to human resources

MATERIEL STRATEGY human resources lead Steve Goodbourn led a focus group at Abbey Wood on the Transfer of Undertakings (Protection of Employment) Regulations 2006, pensions, remuneration, training and staff deployment at the first of a series of events looking into human resources issues.

The event began with an update on The Materiel Strategy.

Delegates were asked what questions they might put to prospective bidders in a Government owned, contractor operated (GOCO) body.

They were also asked, from an HR perspective, what could be changed to enable DE&S to work more effectively in a DE&S Plus model.

Mr Goodbourn said: "The Materiel Strategy team welcomes feedback from DE&S staff. In advance of each focus group attendees will be issued with the questions to enable them to prepare and gather the views of colleagues. Staff of all grades are welcome to attend and can sign up through event booking."

If you work outside Abbey Wood and would like a focus group in your area, contact DES CDM-MatStrat-Team@mod.uk

Email thoughts are welcome to the team mailbox.

Vikings are on the march again

Royal Marines' amphibious all-terrain vehicles to be regenerated in new deal between DE&S and BAE Systems

The Royal Marines' fleet of amphibious all-terrain vehicles – Vikings – are to be regenerated under a new £37 million contract with BAE Systems.

The 99 Viking vehicles, which can be launched straight from the back of a ship and propelled through water before landing for a beach assault, are in line for a major overhaul.

They were deployed to Afghanistan in 2006 for their versatility across tough terrains before they were later replaced by Warthog. Viking will now be fitted with new mine blast protection bodywork and brought back to their

original amphibious standard, having been adapted for the rigours of land operations.

Minister for Defence Equipment, Support and Technology, Philip Dunne, said: "The £37 million mid-life upgrade to the Viking fleet of amphibious vehicles will keep these highly capable vehicles in service with the Royal Marines into the 2030s.

"With a balanced defence budget, for the first time in a generation, we are able to deliver with confidence the equipment our Armed Forces require."

A delighted Commandant General Royal Marines, Major General Ed Davis, added: "Viking is an essential asset for

- Work on the programme will be carried out on BAE Systems' new armoured vehicle production line in Örnköldsvik, Sweden. Restoring the UK armoured amphibious capability will ensure a vital asset is available for disaster relief or military intervention in trouble spots. The programme is expected to be completed by the end of 2014.
- The Viking reset is part of a planned DE&S/BAES coherent management of the fleet until its current out-of-service date of 2031. More improvements towards the end of the decade are expected.
- Sweden announced an order for 48 Viking Mk2s and a support package last January. France bought 53 in December 2009. The Netherlands is the fourth customer. All four nations share operational information and co-operate on support through a multi-national user group.





the Royal Marines in conducting short notice crisis response operations around the world and any modification which enhances operational effectiveness and makes life that bit safer for our personnel is always welcomed."

Of the 99 Vikings, 19 are set to be fitted with top-mounted guns and nine more will allow the firing of an 81mm mortar from the vehicle. All will have improvements made to their braking and suspension systems to bring them up to Mk2 standard. As well as new front and rear car hulls the Vikings will

have the latest mine-protected v-shaped underbody which is designed to protect the occupants should it drive over an explosive device.

"The highly versatile Viking is fundamental to the Royal Marines' ability to carry out littoral operations and this cost-effective programme will sustain this vital capability," said Alan Lines, support services director at BAE Systems. "Such regeneration and upgrade programmes are a growing part of our work as defence budgets tighten around the world."



'The highly versatile Viking is fundamental to the Royal Marines' ability to carry out littoral operations and this cost-effective programme will sustain this vital capability' – Alan Lines, support services director at BAE Systems



Rapid repair – between a Rock and a hard place

A DE&S team helps riggers replace radome more than 1,000 feet above sea level with a commanding view of the Mediterranean

A badly weathered radome on top of the Rock of Gibraltar – visible to thousands for miles around – has been repaired in rapid time by riggers and a team from DE&S.

The radome houses a Watchman radar and protects it from the extremes of Mediterranean weather at Rock Gun, hundreds of metres above the town. Watchman is used to control air traffic and is vital to operation of Gibraltar's airfield which handles a mixture of military and civilian aircraft.

Damage to the radome was discovered during routine maintenance last March. It presented serious risks to performance and integrity of the radar – affecting its critical flight safety role – but also to the inhabitants of the town below at risk from falling debris.

Radar engineers from DE&S' Air Defence and Air Traffic Systems (ADATS) team along with RAF technicians devised a temporary solution to the problem, but, working with the radome manufacturers L3, concluded that a replacement radome was the most cost-effective, long term solution to the serious structural defects. And it was needed before the autumn weather kicked in.

"Failure to do that would present a serious risk of the radome breaking up with the potential for collateral damage to the housed radar," said Flight Sergeant John Summerson, deputy project manager for ADATS' Antenna Systems and Radomes team. "And there was also the possibility of injury to people at the foot of the Rock."

He added: "Operation of the airfield in Gibraltar along with all its navigation

aids is complex with local government and commercial airline interests to consider. So we worked with them to keep disruption to Watchman operations to the absolute minimum. The project plan reflected a minimum 'outage' and accommodated flight safety checking."

Replacing the radome presented a number of challenges:

- Rapid manufacture of a replacement radome – L3 juggled their production lines to prioritise the safety-critical radome;
- Health and safety issues – riggers working on the radome with a 400-metre drop on the east side;
- Timing and minimising the radar downtime – requiring the agreement of the Gibraltar government;
- Transporting the new radome panels up the precarious and narrow Rock road system;
- Handling panels in the blustery, swirling winds of the Rock;
- Finding a crane big enough to do the job, but small enough to get up the



roads – local company Eurogruas had to perform a trial run up the roads using a tracked spider crane unit.

Work decommissioning the old radome started on 25th August and finished ahead of schedule, returning the radar to full operational use just two weeks later.

No 90 Signals Unit at RAF Leeming provided a team of riggers along with two from the Ground Radio Section at RAF Gibraltar. Team leader Sgt Steve Tildesley's task was to replace the radome in accordance with the ADATS team's installation brief. RAF Gibraltar provided logistics support from its Movements



This picture: the radome at Rock Gun and, below and far left, work continues to replace it

Flight, Airfield Services Mechanical Transport Team and Royal Gibraltar Regiment Mechanical Transport Troop.

Chris Carpenter, Head of the ISTAR Delivery Group, said: "This project has demonstrated the best of DE&S skills in supporting operations by keeping defence equipment running. Safety was their paramount concern, but it has also shown the agility of the ADATS team and their supporting industry partners.

"To see the project come in on time, within budget and in such testing circumstances is a real credit to their ability and their commitment to defence."



'To see the project come in on time, within budget and in such testing circumstances is a real credit to their ability and their commitment to defence' – Chris Carpenter, Head of DE&S ISTAR Delivery Group

Merlin gets shipshape

Next generation
Royal Navy
helicopter makes
its debut at sea

'Success of the trials bears testimony to the excellent joint working between all parties including ship's staff'
– Capt Andy Lison, Merlin team leader

The Royal Navy's next-generation Merlin helicopter has made its debut at sea undertaking industry trials aboard *HMS Illustrious*.

The trials were a great success and will support the delivery of a key DE&S system training milestone.

Captain Andy Lison, leader of DE&S' Merlin team, said: "This embarked trial is the culmination of many months of hard work by the project team, industry and the Royal Navy and is an essential milestone as we move into the delivery phase of the project.

"The success of the trials bears testimony to the excellent joint working between all parties including ship's staff."

During September, a joint MOD/ industry team – including personnel from the Fleet Air Arm, constructors AgustaWestland, defence giant Lockheed Martin and Air Test and Evaluation Centre experts from Boscombe Down – operated from *HMS Illustrious* undertaking navigational embarked trials with the Merlin Mk2 test aircraft, ZH826.

This aircraft, one of the first of 30 Merlin Mk2 helicopters to be delivered by DE&S, flew ten sorties from *Illustrious* in the Western Approaches between Plymouth and the edges of the Atlantic.

The primary aim of the trials was to assess performance of the new navigational equipment including the new EGI (embedded GPS) and Inertial Navigation System (INS) while at sea,

an environment where the systems had not previously been tested. This new technology will allow Royal Navy crews to track multiple targets on or below the surface which will greatly enhance capability while on global operations in support of the anti submarine role and undertaking counter piracy, anti-smuggling and counter terrorism missions.

The project is on schedule to deliver the first three of the 30 converted Merlin Mk2 aircraft this year to allow crews to begin training at RNAS Culdrose.

While on deck, tours of the new-look aircraft were given to the ship's Commanding Officer, Captain Martin Connell, his deputy Commander Matt Harvey, and officer cadets.

DE&S' Merlin team is responsible for delivering the Mk2 as part of the £850 million Merlin Capability Sustainment Programme.

The Mk2 replaces the Merlin Mk1 which has been in front-line service with the Royal Navy since 2001.



The Mk2 aircraft, above and facing page, will update the capability of Mk1, pictured here, which has served the Royal Navy well for more than ten years

More variety heads for

DE&S team develops kosher food rations for Jewish troops on operations as the best service chefs in the business go head to head in their annual culinary clash

A new range of kosher rations is being made available to Jewish troops serving on the front line in Afghanistan.

DE&S, in conjunction with the Jewish Armed Forces Committee, has developed a specific range of menus which use only raw ingredients from approved kosher suppliers.

The new ration packs – food has to taste good, provide nutrition and energy,

be light enough to carry and easy to cook, and able to withstand storage in extreme temperatures – have been approved by Rabbi Reuben Livingstone on behalf of the London-based Sephardi Kashrut Authority. It means Jewish troops can still keep kosher while serving on operations.

Minister for Defence Equipment, Support and Technology Philip Dunne said: “Food plays a very important part in

life on the front line and it is vital that we provide nutritious and interesting meals to our troops and we also acknowledge the various dietary needs associated with different faiths.”

Group Captain Andy Killey, Head of DE&S’ Defence Food Services, added: “Whether on a ship, in a submarine, on the battlefield or in the air, food makes a major contribution to the morale and operational fitness of service personnel.

Army chefs get to grips with their tasks on day one of the three-day Exercise Joint Caterer



Story: Hannah Swingler
Pictures: Andrew Linnett

the front line

This new ration is the latest addition to a range of foods that ensure that all who serve in our culturally diverse Armed Forces are appropriately fed."

The new rations have already received the thumbs up. Colonel Martin Newman, chairman of the Jewish Committee for UK Forces, said: "The new Kosher meals are excellent and I am sure they will be popular with our Jewish troops. It may also encourage more young Jewish people to consider a career in the Regular or Reserve Forces, knowing that their religious dietary requirements are specifically catered for."

The Kosher rations are the latest addition to the range available to British troops depending on their dietary requirement. As well as Halal and vegetarian menus, there are also specific rations available for Sikhs and Hindus.

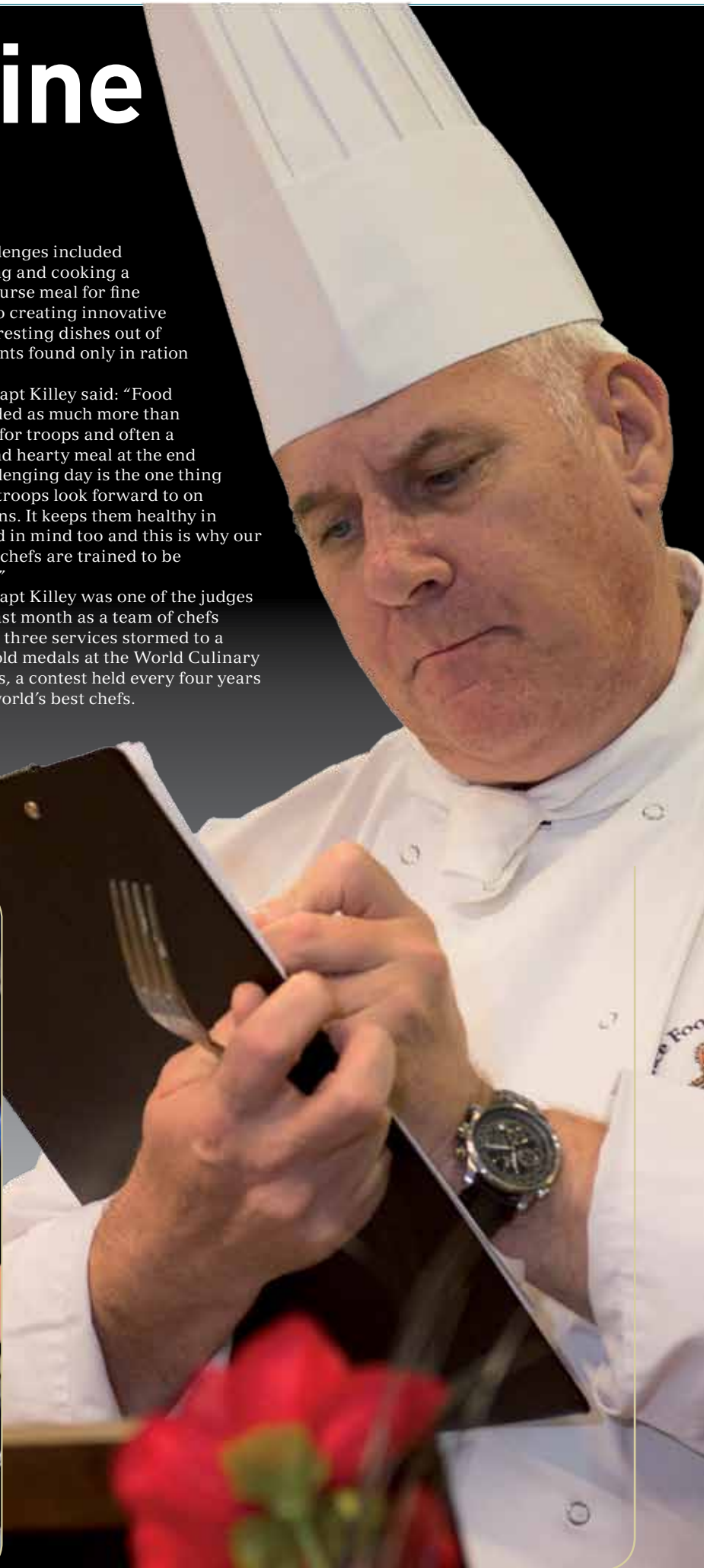
The new rations were announced just as hundreds of service chefs put their appetite for success to the test in the annual three-day DE&S-run Exercise Joint Caterer at Sandown Park in Surrey.

Army, Royal Navy and RAF chefs took part in a series of competitions designed to showcase the professionalism and unique skills of catering staff across the Forces.

Challenges included preparing and cooking a three-course meal for fine dining to creating innovative and interesting dishes out of ingredients found only in ration packs.

Gp Capt Killey said: "Food is regarded as much more than just fuel for troops and often a warm and hearty meal at the end of a challenging day is the one thing that the troops look forward to on operations. It keeps them healthy in body and in mind too and this is why our military chefs are trained to be the best."

Gp Capt Killey was one of the judges earlier last month as a team of chefs from the three services stormed to a dozen gold medals at the World Culinary Olympics, a contest held every four years for the world's best chefs.



Meeting evolving land systems needs

Advertising
features

WHILE the air and maritime components of DSEI have developed significantly in recent times, the exhibition is still recognised globally as a definitive land systems event.

One of the main themes for DSEI 2013, which takes place at ExCeL London from 10th-13th September, will be the UK Government's plans for reshaping the British Army as outlined in Future Force 2020.

Secretary of State for Defence Philip Hammond has stressed the need for the British Army to be sustainable, capable and adaptable – essential qualities at a time of evolving threat profiles and budgetary austerity.

Industry is challenged with producing innovative solutions to these shifts in requirement, which apply not only to the UK but also the majority of traditional markets for land systems. DSEI will once again provide an international showcase of the products, systems and technologies that will be crucial to future land operations capability.

The dedicated Land Systems Zone at DSEI 2013 will show dramatic growth, with more than 70 dedicated stands located in one easy to navigate area.

Throughout the halls the land systems content of the show will feature a Who's Who of the global industry, ranging from prime contractors to niche specialist suppliers. They include BAE Systems, General Dynamics, Nexter, ST Engineering, Navistar, Daimler, Streit Group, JCB, Land Rover, Patria and Supacat.

The exhibition floor will also host seminars with a programme that includes sessions developing themes from the Future Land Forces conference that took place in Amsterdam from 9th-10th October 2012. The conference was staged by DSEI organisers, Clarion Events.

The Vehicle Display Area, which was introduced to widespread acclaim at DSEI 2011, will be located in the Land Systems Zone in the north hall. In 2011 the display area saw the launch of BAE Systems ADATIV technology and OVIK's CVR(T) Meerkat upgrade.

DSEI 2013 has already been earmarked by leading manufacturers as their showcase to launch significant new platforms and equipment.

In recognition of the contribution of SMEs the DSEI organisers will again be mounting the Innovation Challenge awards scheme that proved so popular in 2011, when the winner was Revision Military with its fully integrated modular helmet system.



'DSEI will once again provide an international showcase of the products, systems and technologies that will be crucial to future land operations capability'

□ The Foxhound light protected patrol vehicle, above and below, now in service with UK Forces in Afghanistan, was one of the highlights of DSEI 2011.

The vehicle is at the cutting edge of protected patrol technology, providing unprecedented levels of blast protection for its size and weight.

Featuring high levels of blast survivability, Foxhound is ideally suited to manoeuvring around the narrow backstreets of Helmand's towns and villages.

Weighing in at six tonnes, it has a top speed of 70mph and can do 0-50mph in just 19 seconds. Four-wheel steering makes it extra agile, with a 40ft turning circle.



DSEI will be held at ExCeL, London from 10th-13th September 2013

www.dsei.co.uk

Vehicles need more than capability

AS CUTS in military budgets continue, it's clear that measurable financial savings have been made in many engineering teams within the defence sector, writes *Julian Bryan, head of military strategies at Millbrook*.

However, as project managers emerge in the place of engineers the knowledge and experience needed to get under the skin of the military's requirements is becoming increasingly important to the future of land vehicles on the front line.

For specialist vehicle manufacturers the aim should be simple – sell quality vehicles that are sustainable, in this sector it appears not to be quite that straightforward. The military needs impartial judgement to assess the suitability of land vehicles deployed, so it's crucial that any advice they are given is objective to ensure that only the most capable and reliable vehicles are delivered.

Capability and reliability go hand in hand; there is no point in a vehicle being capable if it breaks after five minutes, it must

be reliable too. And reliability needs to be built-in during vehicle development; it's not something that can be added as an after-thought. The reality is that no planes will fly and no ships will sail without reliable vehicles on the ground.

The next crucial element is vehicle availability. We cannot use availability as an opt-out for not having reliable vehicles. It's like someone walking around the supermarket pushing a trolley and their partner following them around with another trolley just in case a wheel falls off.

Expert industry advice should be provided by third parties, who have the skills and experience to support military personnel in all areas of defence vehicle engineering, testing equipment to exhaustive, repeatable standards and solving engineering problems that reflect the changing needs of the military. Most importantly we need to be very careful about the quality of advice to ensure there is no commercial conflict and that all advice remains impartial and open.



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Effective use of central contracting

THE MOD is making more effective use of central contracting, according to Minister for Defence Equipment, support and Technology Philip Dunne in answer to a Parliamentary question last month.

The approach is being led by the Cabinet Office, through the Government Procurement Service (GPS).

This has accounted for around £220 million of MOD expenditure in the first quarter of the current financial year.

Mr Dunne said the MOD uses GPS contracts and electronic catalogue systems to purchase most low value items under £1,000, including stationery, information technology consumables, printing and furniture.

This procurement approach maximises savings to the MOD and reduces the need to use other purchasing routes.

Fourth centre opens to keep logistics on track

Front: Debbie Docherty, service delivery (east) manager for Boeing Defence UK. Behind, from left: Air Commodore Barrie Thomson, Head of DE&S Log NEC; Mike Kurth, MD Boeing Defence UK; Iain Stewart, MP for Milton Keynes South; Jeff Pete, Boeing Defence LogNEC programme director



THE FOURTH and final infrastructure facility to improve logistics information to the Armed Forces has opened in Milton Keynes.

Turing House – close to the famous wartime cipher centre at Bletchley Park – is part of the partnership between DE&S Logistic Network Enabled Capability (Log NEC) and Boeing Defence UK.

It is named after Alan Turing, the father of computer science and artificial intelligence.

The building completes the basic infrastructure promised by Boeing of two competency centres, the first of which is in Bristol, and two data centres in Corsham and Farnborough.

“Turing House is the second competency centre for Log NEC, a collection of logistic applications, systems and services that delivers asset management, engineering and supply information,” said Air Commodore Barrie Thomson, Head of Log NEC.

“Stringing together information to allow people to do their operational job is the reason we’re here – support for operations. We owe that capability and legacy to Alan

Turing.” Boeing Defence UK Managing Director Michael Kurth added: “The partnership enables exploitation of logistics information for better decision making.”

Turing House will be home to Boeing and MOD employees as they provide a more secure, stable and resilient Logistic Network Enabled Capability for the British military community and their allies.

As a mathematician, logician, cryptanalyst and computer scientist, Turing was highly influential in the development of computer science, giving a formalisation of the concepts of algorithm and computation.

The UK is celebrating the 100th anniversary of Turing’s birth this year. Most prominent of events was the passing of the London 2012 Olympic Torch in front of his statue in Manchester on his birthday.

“We owe a great deal to Alan Turing,” said Air Commodore Thomson. “It is men and women like him who fought the war effort at home then and enable us to support our British Armed Forces today. After all, they’re the reason we’re here.”



THE UK MARITIME ENGINEERING ENTERPRISE: BUSINESS OPPORTUNITIES FOR ADVANCED TECHNOLOGY IN THE 21st CENTURY

A national conference that looks at the application of advanced technology across the spectrum of the UK's maritime engineering enterprise and the business opportunities that are emerging. Speakers from the highest echelons of the industry will promote debate on these topics and discuss the critical issues.

Tuesday 9 & Wednesday 10 April 2013
The De Vere Grand Harbour Hotel
West Quay Road, Southampton

Preceded by an industrial visit to the National Oceanography Centre at Southampton and with the opportunity to visit Ocean Business, the showcase exhibition for advanced technology in the maritime environment, that runs in parallel with the conference, the event also includes a structured programme of one-on-one meetings and a conference reception and dinner.

It promises to be a “must attend & unmissable” networking opportunity.

Organised by the Society of Maritime Industries
in co-operation with Intelligent Exhibitions

For further details go to: www.maritimeindustries.org/events

DE&S HAS been given a first-hand update on progress of the A400M Atlas flight test and production schedule.

Outgoing Chief of Materiel (Air), Air Marshal Sir Kevin Leeson, visited the Airbus Military production line in Seville on 27th September for an update on the RAF's next generation tactical airlift aircraft.

The flight test programme has been extended due to issues with the engine gearbox but, this one aspect aside, the aircraft is performing well across a host of mission types with the RAF scheduled to take delivery of its first aircraft in 2014.

Air Marshal Leeson's visit coincided with a test flight of MSN4, the aerial delivery test aeroplane. The flight gave the Air Marshal the opportunity to view aspects of the cargo handling system and aerial delivery equipment as well as a chance to fly the aircraft and experience its handling.



Above: Air Marshal Leeson at the controls of MSN4 and, centre left, with Richard Thompson, Chief Executive of Airbus Military UK and Ed Strongman, Atlas chief test pilot

DE&S takes to Atlas controls

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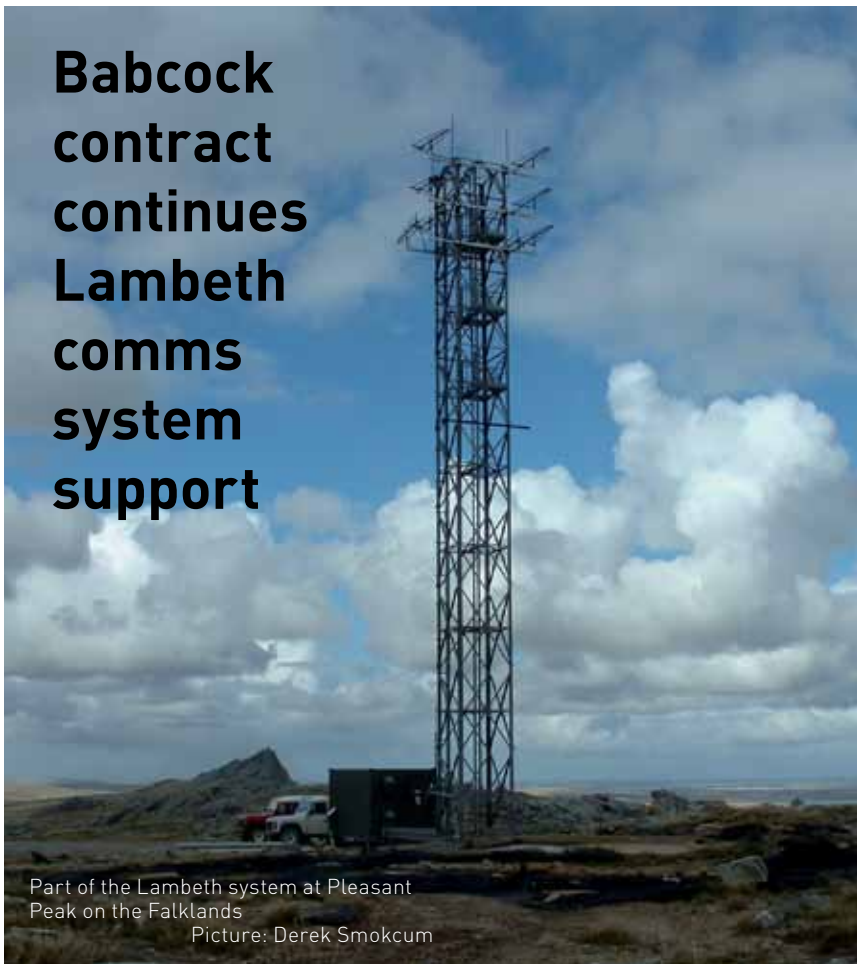


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Babcock contract continues Lambeth comms system support



Part of the Lambeth system at Pleasant Peak on the Falklands
Picture: Derek Smokcum

SUPPORT TO a Falkland Islands communications system has been extended by another 20 months.

Babcock will now support the system – a UHF/VHF link called Lambeth for both voice and data communications throughout the islands – into 2014.

DE&S provides first line maintenance with the company supplying more complex support.

The contract was awarded to Babcock following competition in 2008, with options to extend the service up to a maximum of 24 months.

Babcock provides a resident engineer who supports all sites and carries out repairs and maintenance in-situ or off-site at Babcock's local base, or by provision of locally-held spares or replacement equipment as necessary.

Babcock also provides continuation training on the system for new military staff on arrival in the Falklands.

Babcock's Paul Herring said: "We are delighted to have been awarded this contractual option, following successful delivery of an effective engineering support service over the last four years, demonstrating our skills and expertise in maintaining and operating legacy equipment. We will now continue to provide this service to support the communications system until 2014."

A spokesman for DE&S' Networks team said: "We are very pleased with the dedicated and professional way in which the Babcock resident engineers carry out their duties and are delighted that this service will be continuing for the next 20 months."



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Laser protection treatment to give pilots a clearer vision of the future

A NEW type of eye protection for pilots who can be dazzled by light used in laser weapons and laser pens is being assessed by DE&S and scientists at the Defence Science and Technology Laboratory.

Specially designed spectacles can filter out different wavelengths of light from the spectrum, including those used in laser pens, which are becoming increasingly available from the internet.

Dstl scientist Dr Craig Williamson said: "There is an increasing number of incidents of inexpensive lasers being used to distract pilots, so we have been researching advanced technologies to mitigate this hazardous and potentially lethal distraction."

Unlike conventional laser eye protection (LEP), which tends to filter out and block just one wavelength from the colour spectrum, the prototype

spectacles made by Glasgow company Thin Film Solutions can filter out a range of different laser wavelengths, allowing greater operational benefits and flexibility for pilots.

This is achieved by a composite structure comprising a polycarbonate layer made with a special absorbing optical dye, bonded to a thin glass lens with a special coating to reflect certain wavelengths.

Pete Douglass, air lead for Technology Delivery at DE&S, said: "The project work on the LEP is a good example of how DE&S and Dstl work together to evaluate and de-risk technology and assess it for potential benefits and uses.

"With funding from the equipment programme we were able to task Dstl to evaluate this new LEP against older, more conventional filters to understand specific

issues and development needs before they would be ready for service."

Evaluation work has also benefited from Dstl's partnership with the US Air Force. Testing took place earlier this year.

"The bilateral work at the United States Air Force Tri-Service Research Laboratory in San Antonio proved invaluable," added Dr Williamson. "The results from the human performance testing carried out in the US on spatial detection and colour perception have set the benchmark for future work, and we're hoping that further bilateral funding will be available to research the next generation of eye protection in the coming years."

Optical performance and environmental testing is to be carried out by Dstl, with laser dazzle and performance testing at QinetiQ.

Right: new Defence Minister Mark Francois is pictured on a visit to Portsmouth to learn about life in the Royal Navy.

The Minister toured Navy Command HQ at Whale Island and met key personnel at Portsmouth naval base.

He also toured *HMS Illustrious*, the Naval Historical Branch and the National Museum of the Royal Navy



Pensions revamp is announced

THE MOD has made a key change to the proposed Armed Forces pension scheme.

Consultation on an outline design published in July has resulted in personnel now having more flexibility for the money they receive if they qualify for an early payment at 40.

Service personnel will still not have to make personal contributions and the normal pension age will be 60. For most other public service pensions the age will be linked to the state pension age, which is higher.

Minister for Defence Personnel, Welfare and Veterans Mark Francois said: "The Government had to make some tough decisions

to ensure sustainable public service pensions, but recognises the unique commitment made by the Armed Forces and therefore protected them as much as possible, making these changes in the fairest way possible.

"Armed Forces personnel will continue to receive one of the best and most valuable pensions, maintaining the non-contributory element, an early pension point at 40 and a lower normal pension age than other public sector employees."

A copy of the final agreement can be found at: <http://www.mod.uk/DefenceInternet/AboutDefence/WhatWeDo/Personnel/Pensions/FinalAgreement.htm>

Engineers pick up the scent of Bloodhound

WORK BY DE&S graduate engineers is to be taken forward by the Army in the bid to break the current land speed record.

The Royal Electrical and Mechanical Engineers (REME) has joined forces with the Bloodhound SuperSonic Car Project.

Bloodhound aims to design and build a car capable of 1,000 mph, eclipsing the current British land speed record of 763 mph set by the Thrust SuperSonic Car in 1997.

Philip Dunne, Minister for Defence Equipment, Support and Technology, has signed a concordat with Bloodhound director Richard Noble to promote science, technology, engineering and mathematics in the UK and raise the profile of science and technology in defence.

Revolutionary technology being built into Bloodhound today paves the way for the equipment that will be protecting our



The REME team with Philip Dunne, Wg Cdr Andy Green (driver) and Bloodhound Director Richard Noble

Armed Forces tomorrow.

Some DE&S engineering graduates have already spent time on the Bloodhound project. Now five REME engineers will help

build and maintain the car over the next two years. Record attempts will be made in South Africa in 2013 and 2014.

Mr Dunne said:

"Bloodhound is an inspirational project that will have a lasting legacy for the UK by inspiring future generations into careers in science, technology, engineering and maths. These are essential skills to British industry, particularly within the defence sector.

"This is also a great opportunity for the Army's mechanical engineers to share experience and develop their skills while working on this innovative technology here in the UK.

"That experience will feed directly back into the front line as they progress through their Army careers."

Posting to the Forces? Info at your fingertips

FRESH, INNOVATIVE, free and easy to use – a new app has been launched by British Forces Post Office (BFPO) featuring all you need to know about postal services to the Forces.

For a long time, BFPO has wanted to get mail information out quickly and efficiently to its large serving customer base from places like Germany, Brunei and the Falkland Islands and operational theatres, to deployed personnel and the global locations of the Foreign and Commonwealth Office.

The new app is the brainchild of Lieutenant-Colonel Colin Code, the wizard behind its design and functionality.

"The app is intuitive, it has a simple interface and is very responsive – it can find an answer to your mail query within seconds," said Lt Col Code.

For example, the app can locate all BFPO numbers globally – the user simply inserts the country they are posting to.

It lists all British retailers who post products to BFPO addresses and gives a reminder of dangerous air-cargo restrictions.

It will calculate the cost of your parcel once you enter the size, weight and destination and it even gives final mailing deadlines for key annual dates like Christmas.

"We welcome comments and ideas – we aim to update the app soon," added Lt Col Code.

The BFPO App, developed by Locassa, is now available at the App Store in iTunes; an Android version is to follow soon. Users can offer suggestions through BFPO enquiries – email at DESBFPO-Enquiries@diif.r.mil.uk.

Right: Sgt Leanne Gabbitas from HQ BFPO demonstrates the design

Below: Major Mark Lloyd shows the App to the wife of a serviceman





Abbey Wood helps raiding craft celebrate their finest hours



Towering achievements: DE&S-supported vessels flank the Royal Barge during the Diamond Jubilee Thames pageant while, right, the team lines up at Abbey Wood

STAFF AT DE&S have been handed a flavour of the busy work of the Ships Operating Centre supporting some of the biggest events seen in the UK for many years.

A range of small boats, ranging from fast rigid inflatables to P2000 patrol vessels were needed to provide security on the River Thames for the Queen's Diamond Jubilee pageant in June. More were then seen as part of the Operation Olympics security operation.

Two of the more high profile boats, the eight-metre long Pacific 24 rigid inflatable and the larger nine-metre troop-carrying offshore

raiding craft, both capable of up to 40 knots, were on show to observers at Abbey Wood on 28th September.

Cdre Dave Preston, Head of Commercially Supported Shipping, said: "It is fantastic to give staff at Abbey Wood the chance to see up close some of the boats that feature so greatly in maritime operations. My team is justifiably proud to have the opportunity to show boats which have been in the public eye so much this year. In theatre their role is fundamental to ensuring that military capability is sustained in the global maritime environment."



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ABBEY WOOD'S Cricket Club six-a-side team topped off a successful season by clinching their first CSSC national title at Tring Cricket Club.

The competition saw them play the winners of the CSSC regional competitions across the country.

Following on from their undefeated run that saw them win the Southern regional championship in August, they remained undefeated at Tring on 13th September, surviving a nailbiting last match with London to take the crown.

The team, right, led by Rich Hughes, was made up of Josse Vandeweyer, Ali Gardner, Andy Somerville, Paul Drennen, Jamie Lavender and Mark Biggs.

Abbey Wood's first title boasts six appeal



Corsham's orienteerer Flt Lt Geoff Ellis is now a triple domestic champion after winning three regional titles in 2012 in the M35 category.

Victory in the Southern Championships in Epping Forest by the wide margin of 14 minutes at the end of September capped titles in the Northern and Midland events.

He also confirmed retention of the M35 UK Masters Cup he won in 2011.

Geoff also took part in an event around the City of London the day before the Southern Championships, competing at elite level and finishing 15th.

An inch is as good as a mile!

Report: Hannah Swingler

A TEAM of DE&S cyclists completed the 4,500 miles from Abbey Wood to Camp Bastion in Afghanistan – more than half without moving an inch!

The team, pedalling furiously on exercise bikes in the Atrium of Neighbourhood Two, covered the full distance in a week.

The 25-strong team hopes to raise more than £4,000 – around £1 per mile – and the proceeds will be split between The Felix Fund (a bomb disposals charity) and the Bristol Children's Hospital's Wallace and Gromit Appeal.

The challenge combined five days of static cycling at Abbey Wood which realised 2,391 miles, followed by a 130-mile return ride by team members from Bristol to Vauxhall Barracks in Didcot, home of 11 EOD Regiment, and a 30-mile local cycle ride.

Team leader Steve Glass of Special Projects SCM said: "The team works closely with the military supporting operations in Afghanistan and UK. We also live and work in the Bristol area and were keen to support charities relevant to our military colleagues and the local community.

"Many of us cycle to work and this was a great way to raise some funds for really worthwhile causes; the team have really put a tremendous effort into it."

To make a donation go to <http://uk.virginmoneygiving.com/team/bristolto bastionbybike>

Or even 4,500 of them as DE&S team puts foot to pedal for charity at Abbey Wood



Saddling up for charity: team members put their backs into it in Neighbourhood Two

Picture: Andrew Linnett

DE&S signs up to Movember again

A COLLECTION of graduates on the Defence Engineering and Science Group scheme are taking part in 'Movember'.

For the whole of this month they will join thousands of others across the country growing silly moustaches with the aim of raising vital funds and awareness for men's health, specifically prostate cancer and testicular cancer.

Movember, a charity set up in 2003 by people in Melbourne, Australia, has blossomed into a global fundraising drive which generated £79.3 million last year and more than £180 million since it began.

Donations to the DESG team should be made to: <http://uk.movember.com/team/434445> where you'll also be able to follow the Mo Bro progress through regular updates and photos.

Alan takes to the hills

Army team battles rain and mud in Wales rally



Left: the crew of R6 hard at work on the Epynt special stage run on the mixed surface roads of the MOD's Senneybridge Range complex.

Below: jumping to victory on the Likes Land Rover Super Special stage in the Walters Arena near Neath.

Pictures: MJ and ME Brinkman

DE&S' ALAN Paramore led a five-vehicle Armed Forces Rally Team entry on another successful outing in the Wales Rally GB – the UK Round of the World Rally Championship and round seven of the Armed Forces Championship.

Major Paramore of DE&S' Protected Mobility team is director of the Armed Forces team, part of the British Army Motorsports Association whose chairman is DE&S' Director Land Equipment Maj Gen Carew Wilks.

Alan was partnered in the Land Rover Defender XD by co-driver Lt Col James Sunderland from the Royal Logistic Corps and the 2012 AFRT Championship leading crew fought their way up the starting order to earn an expectation busting 20th overall finish from the original 48 starters and 35 finishing crews competing in the National Rally Event.

The National closely followed the 31 mostly professional crews in the WRC International event over the same slippery but fast and spectacular special stage loose surfaced tracks over the mid-Wales mountains and deep into the Welsh forests.

A smooth and fast run over the final three stages high in the hills above the mining valleys of south Wales on day three saw Alan and James complete the event more than six minutes ahead of their nearest Armed Forces teammates.

The duo's distinctive white Land Rover also proved more than a match for many of the specialist-built highly-developed rally cars seeded ahead of them.

The crew was generously

acknowledged by the crowd at the ceremonial finish in front of the Welsh Assembly building in Cardiff.

Despite moving forward to September from its traditional November date, conditions on the fast forest and mountain roads of central and south Wales were tricky with heavy rain making many of the gravel tracks treacherous.



Flying training comes up trumps



From left: Glen Killourhey, Kate Leonard, Tom Read, Steve Card, Air Cdre Terry Jones, Ady Rowlands, Melanie Skinner (Cancer Research UK), Trevor Nash, John Camilleri, Geoff Roynon and Karl Curtis

MEMBERS OF UKMFTS (UK Military Flying Training System – a partnership between DE&S and Ascent Flight Training) raised more than £2,000 for Cancer Research UK from the Bristol half marathon on 30th September.

Thirteen Bristol-based staff from 22 Training Group, the DE&S team and Ascent took part, including the Director of Flying Training Air Commodore Terry Jones in specially designed UKMFTS shirts.

All completed the 13-mile course around the streets of Bristol.

The team's fastest time was run by Steve Card who came in with some of the elite runners and finished in one hour 28 minutes.



David sweeps off into retirement

ROADSWEEPER
David Lott has retired from his job at Devonport after 50 years of dedicated service to the MOD and commercial partners at the naval base.

David, pictured above, joined the Dockyard in 1962 at the age of 15 as a 'yard boy' in an era when the base employed more than 12,000 people.

It was a time when the workers maintained warships but also helped to build them.

A well known character around the base, David could be seen in all winds and weathers keeping the roads and pavements clean, providing a valuable service to the base community.

At a leaving presentation attended by colleagues and with representation from the Royal Navy and Defence Infrastructure Organisation, Interserve Regional PFI Director Simon Cowls said: "David has made an invaluable contribution to the community of the base over the last 50 years. It is people like David who ensure the base has a reputation for high standards of service and customer care."

Quality support earns its just rewards

AN OPERATIONAL honour has continued a 'fantastic' period in the life of a DE&S engineer.

Squadron Leader John Gorman completed his third tour in Afghanistan with a Queen's Commendation for Valuable Service for maintaining aircraft support to the UK mission.

The 31-year-old served as a senior engineering officer where his leadership in the pressurised and intensive environment of optimising aircraft availability helped maintain operational effectiveness.

"It was a real surprise and a privilege to discover that I had been nominated for this award," he said.

"The last year has been incredible; I was promoted into an exciting and challenging six-month deployment after which I returned to the UK just 16 hours before the birth of my first child. To receive this award brings a great end to a truly fantastic period in my life."

He was also praised for his strong leadership and high standards during the deployment which led to his team setting the example during external audits.

His citation said: "Squadron Leader Gorman's inspirational leadership, unwavering support



DE&S
engineer
leads
latest
honours
list

Sqn Ldr John Gorman's third tour of Afghanistan has seen him earn a Queen's Commendation for Valuable Service for maintaining aircraft fit for UK operations

and superb supervision made a direct contribution to the overall mission success; this was made all the more impressive by this being his first squadron leader tour, which sets an example for us all to follow."

Sqn Ldr Gorman is an airframe manager with DE&S Hercules TriStar team based at

Marshall Aerospace in Cambridge. He said: "This was my third operational tour in Afghanistan and was definitely the most rewarding; when you provide aircraft on a daily basis to support the UK mission you know that your efforts make a real difference.

"I would like to extend a massive thank you to the team that worked with me in Afghanistan, who enabled outstanding operational effectiveness to be delivered over a sustained and difficult period."

'This award brings a great end to a truly fantastic period in my life'

Honour for Kandahar 'volunteer'

A SPELL of 14 months out of 18 serving in Afghanistan helped a weapons engineer earn a Joint Commander's Commendation.

Chief Petty Officer Gary Booker – "surprised but extremely proud" of his honour, he said – deployed as part of a team to Camp Bastion in 2010.

He was stood down but volunteered for further work in Afghanistan and was soon on his way to the airfield at Kandahar where he spent six months supporting UK operations.

Shortly after his return to the UK he was

asked to return. With a large turnover of manpower and gapped posts he stayed for eight months.

CPO Booker is based at Portsmouth.

He was joined on the list of three DE&S-related commendations by Flt Lt John Dipper who works in Information Systems and Services Service Operations at Corsham, and Acting Warrant Officer 1 Christopher Fishwick of the Royal Electrical and Mechanical Engineers who works at Abbey Wood for the Joint Support Chain's Supply Chain Management.

DE&S goes the extra mile

Safety and efficiency take top billing in latest awards

A DE&S Flight Sergeant has won a prestigious RAF award for his contribution to engineering efficiency.

FS Ken Holmes, who works in the International Guns, Missiles and Rockets team, is this year's winner of the Adrian Ray Memorial Award which recognises RAF engineers and technicians for their outstanding contribution to engineering efficiency.

Having identified an increasing trend in availability problems for the Tornado's Mauser 27mm cannon on Operation Herrick FS Holmes undertook a root and branch engineering review of procedures which identified significant issues.

His motivation, determination and resourcefulness enabled the review to be completed and recommendations implemented within eight months.

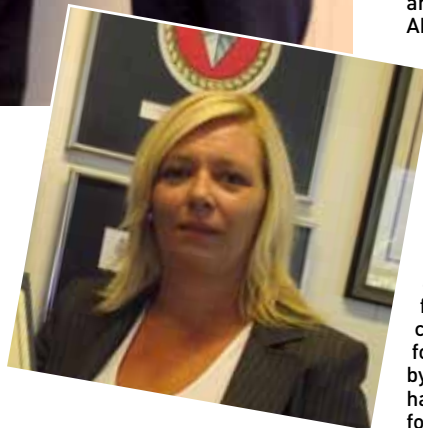
Improvements have reversed deteriorating availability, increasing 'right first time' maintenance with more than 90 per cent of cannons delivered to the Front Line without need for further rework.

Improvements have been welcomed by the users and have also been adopted by other Tornado partner nations.

FS Holmes is pictured, above, on the left, being congratulated at Abbey Wood by Air Commodore Mike Quigley, Head of Engineering with the Weapons Operating Centre.



Right: Jo Davidson, winner of a Director Ships People Award



SAFETY CONSULTANT Jo Davidson has been rewarded for going the extra mile at DE&S.

Jo of BAE Systems received a Director Ships People Award from Tony Graham, DE&S Director Ships, for the key role she played during a period of significant change and challenge within the Capital Ships and Destroyers safety team.

She maintained and progressed the maturity of compliant and robust safety management systems within amphibious and Type 45 ship projects.

Jo said: "After three years working within the Amphibious and Destroyers safety team in Abbey Wood it was a great honour to receive the award. This acknowledgement from Tony Graham has given me a great sense of achievement and personal satisfaction and I hope to continue working with Director Ships and the project teams in the future."

Tony added: "This award recognises where Jo has made a difference. Safety remains the foundation of effective military capability. She helped lay the foundation for our Capital Ships and by her determination and hard work has become a perfect ambassador for BAE Systems."

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:

2012DIN04-138: Update biosecurity policy has been issued to ensure appropriate measures are implemented for safe movement of vehicles, equipment and personnel worldwide. When conducting operations and training in countries without a robust biosecurity procedure it is necessary for all deployed forces to take all reasonable steps to ensure personnel and equipment do not inadvertently contribute to the biosecurity threat.

2012DIN04-135: An e-catalogue for administering arrangements for acquisition of equipment in support of military working dogs is now operational and should be used with immediate effect.

2012DIN04-131: This is to ensure all MOD staff are aware of and comply with policy and low value purchasing notices to use mandated pan-MOD/Government Procurement Service enabling contracts and frameworks when purchasing common goods and services. It provides clear guidance on the respective roles and authority of buyers across the MOD.

Further information and more details on the latest DINs see:

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

LATEST DSRA LOTTERY WINNERS August

£10,000:

Gerrard Di Santo (Babcock).

£5,000: Geraldine Bell (Aldershot).

£2,000: James Bowman (Pirbright).

£1,000:

Christopher Cowan (Abbey Wood).

£500: Simon Ruddick (Foxhill).

£300: Anthony Dignan (Liverpool), Gillian Quirk (Whitehall), Cheryl Henderson (Lisburn), Steven Lapsley (Glasgow).

£200: Ronald Law (RAF Lossiemouth), Doreen Smith (Portsmouth), Christine Allington (Abbey Wood), Robin Draper (RAF Marham), Jane Clayton (Catterick Garrison), Graeme Bakhsh (RNAD Coulport), Thomas Barrie (RNAD Coulport), Robert Dowdle (Gosport), Michael Matthews (Corsham), Michael Quarrell (Glasgow), Darren Merritt (RAF Innsworth), £100: Chloe Rudge (Ipswich), John Ball (Abbey Wood), William Hutchings (Abbey Wood), John Drummond (Innsworth), Janice Parker (Beith), Adrian Critchell (Wareham), Eileen Elgar (ATR Winchester), Mirette Jean-Francois (Warminster Road, Bath), Tracy Sexton (MOD Main Building), Anthony Metcalfe (Credenhall), Anne Eastham (RAF High Wycombe), Andrew Gigg (Gutersloh), Patrick Wattam (RAF Digby), Donald Turner (Shrewsbury), Elaine Dugan (Grantham).

A force for good

DE&S helps Ethiopia take on communications challenge

ETHIOPIA'S ARMED forces will look to improve communications capability, helped by a two-week input from DE&S.

Colonel Richard Spencer has just returned from the Horn of Africa where he led a five-strong team looking at communications and information management for an army and air force which now enthusiastically backs multi-national peace-keeping operations.

The colonel is deputy team leader of the Bowman and Tactical Communications and Information Systems team at Abbey Wood. This made him an ideal choice for the series of workshops run for military commanders in Addis Ababa.

"The hand of fate came down on me," he said of the trip organised by Army Command after offers of help from the UK to East African nations. "It was a great opportunity for me and a very good opportunity for the UK to back up its offers of help with actions."

The trip was split between the capital and Mekele, the location of Northern Command where the Ethiopians have a communications school.

"Ethiopia conducts operations with the UN and the African Union which means their communications are reasonably good. The country also has a burgeoning communications technology sector," said Col Spencer.

"They want to improve management, sharing and protection of information to make them better prepared in terms of national defence and, more importantly, when they go



Col Spencer, centre, with his UK team and Ethiopian communications specialists

on UN and AU operations. They wanted us to look at where they are, which is probably where we were about 15 years ago when we were using Clansman with a small data capacity and working predominantly insecure."

Col Spencer's workshops addressed issues of communications procurement, delivery, support, through-life management, personnel, organisation and training, and ended with a full operational deployment scenario.

"We weren't there to tell them

what to do, rather how to think. It was more about getting away from thinking about networks, and more about managing the information and moving it so commanders can plan, control and make better decisions," he said.

"They are aware they have big challenges but they bought into the idea that we can't solve problems for them. It's not a bunch of Westerners turning up to tell them how to operate."

A report will now go back to Ethiopian authorities for follow-up activity. A number of their communications specialists may come to the UK on information management and exploitation courses.

Col Spencer said: "It's very evident Ethiopia is seen as a force for good in Africa. Their primary role is defensive and they are focused on helping the UN and AU. Hopefully we have helped them in developing a bit further."

'It was a good opportunity for the UK to back up offers of help with action'



Gary earns his Afghan award

GARY COTTER, the first civil servant to be posted into a new front line position by DE&S' Information Systems and Services, has received his Afghanistan campaign medal.

Gary, (pictured on the right) from the Operational Planning team, spent three and a half months in the ISS Forward position. The newly-created post was critical to the smooth delivery of ISS services in theatre. Gary was based at Camp Bastion.

He was presented with his medal by Air Commodore Tim Bishop (on the left) who was due to hand over to Air Commodore Andy Powell as Head of Service Operations in Corsham at the end of last month.

Medical information systems take top billing

The joint MOD/Logica team picks up its award. The MOD was represented by Brigadier Martin Bricknell, fourth from the left, who manages the programme



THE MOD and industrial partner Logica have earned competition success for medical record systems used by front line and non-operational personnel.

The Corsham-based Defence Medical Information Capability (DMIC) programme has won the Excellence in Major Healthcare IT Development category as well as being crowned overall winner at the ehealth Insider Awards.

The field of entries was more than 300.

The programme is joined by the Whole Hospital Information System (WHIS) which has been shortlisted for an award at the BCS Computing awards to be held later this month.

Defence Medical Services provide primary, intermediate, secondary and dental healthcare for every member of the Armed

Forces anywhere in the world.

DMIC has replaced paper systems and means a patient's single medical and dental record is updated instantly so there is only 'one version of the truth'. Clinicians can access a patient's record, improving health outcomes and inspiring patient confidence.

A significant reduction in paperwork leads to improved record-keeping and reporting, and administrative savings. Analysts can access concurrent health data for epidemiology and health surveillance, while managers can apply governance and monitor performance.

WHIS operates at Camp Bastion in Afghanistan, providing electronic patient records, patient administration and business intelligence capability to one of the world's busiest trauma units.

Front line commanders benefit from having more troops fit for duty, and improved health information on deployable manpower.

WHIS has helped improve efficiency and save lives. Phase 1 initial operating capability was successfully achieved in four months with exceptional system reliability since, despite the tough environment.

Murphy lays down the law at Clyde!

Police dog has a nose for sniffing out trouble

CLYDE HAS a new four-legged crime fighter in the form of Murphy the Springer Spaniel.

The police pooch has a nose for sniffing out trouble and that's why he has taken his place as the MOD Police Dog Section's new explosives search dog.

Murphy and handler PC Steven Crook have become a common sight performing vehicle searches, office searches and working alongside police boat units to keep those who work and visit the naval base safe.

Before arriving at Clyde, Murphy and PC Crook underwent months of training around the country to further their experience in sniffing out explosives at different venues.

PC Crook said: "Before Murphy I had only ever worked with regular police dogs used for tracking and detaining suspects. When the chance to work with an explosives search dog came up I jumped at it.

"It takes two or three-years to train a dog to the level you want, but I was definitely up for the challenge. Working with Murphy has given me a whole new perspective. A friend of mine who has worked with Spaniels before described seeing them in action as like watching a box of fireworks going off. Murphy is so full of energy and enthusiasm that you



Explosive start: Murphy and handler PC Steven Crook get down to business at Clyde

can't help but be motivated." The two-year-old pooch was donated to the MOD Police and is one of the few dogs kennelled at home, living with PC Crook and his family.

"He is definitely the noisiest dog I've ever met and that's an advantage when it comes to explosive searches. He has gone from not being able to recognise a single explosive to being able to recognise eleven different

kinds – everything from military and commercial explosives to the home made variety."

The pair also conducts out-of-hours searches of offices at Clyde, leaving behind their own business card letting workers know that when they were out "Murphy has been about".

"He does a fantastic job, but it's probably best that you lock your sandwiches away when he's around!" said PC Crook.



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