

# desider

May 2013 Issue 60

the magazine for defence equipment and support



Ministry  
of Defence

## DE&S faces the future



Latest stage of the  
Materiel Strategy  
is unveiled

DE&S' Talk to the Board goes 'live' [See inside](#)



To the power  
of six



Thinking inside  
the box



Munitions  
safety



Latest Chinook  
on parade



Ceremonial  
honour

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# PROUD TO SUPPORT OUR ARMED FORCES.

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Engineers can now work more comfortably, maintaining vehicles for their next duty, or their return to the UK when Afghan operations come to an end. **desider** looks at Fitter Section in a Box

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The first steps on the UK's path towards declaring Initial Operating Capability for the Lightning II have been taken with the country's first operational pilot taking control of the aircraft

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The final Type 45 destroyer has arrived in her home port of Portsmouth to mark the end of a 12-year build programme involving thousands of staff in the MOD and British industry

### 30 Learning a lesson from Guy Fawkes

Safety of ordnance is one of the most enduring military requirements. And a forerunner of today's Defence Ordnance Safety Group was responsible for safe recovery of explosives during the Gunpowder Plot. There are lessons to be learned



## cover image

The future of DE&S is beginning to look clearer as Chief of Defence Materiel Bernard Gray announced the beginning of the Assessment Phase of the Materiel Strategy to staff in DE&S at Abbey Wood on 25th April.

MAY 2013

# desider

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# insiderGuide



# Bernard Gray

## Chief of Defence Materiel

**'I want to emphasise that this will be a fair competition between GOCO and DE&S+'**



I was extremely pleased to be able to tell several hundred of you during a special town hall session at our Abbey Wood headquarters that the Defence Secretary, Philip Hammond, had announced the launch of the Materiel Strategy Assessment Phase.

This work, which we expect to last about a year, will allow us to make a comparison between two possible futures for DE&S: a Government Owned Contractor Operated (GOCO) operating model, and "DE&S+", a public sector comparator.

I want to emphasise to you that this will be a fair competition between GOCO and DE&S+.

I wrote to you in July last year, following an announcement by the Secretary of State to explain that our preferred model for the future operation of DE&S was a GOCO.

To collect the information required on the GOCO model, we will be launching a commercial competition for a private sector partner and you will see the Contract Notice issued. An Invitation to Negotiate will be issued over the summer. The commercial activity ends with the selection of a single preferred bidder and it will be that bid which is ultimately compared against DE&S+ and will be used to provide a recommendation for the Materiel Strategy Main Gate Business Case. We expect a final decision on the future of DE&S to be made by the Government in the summer of 2014.

In the coming months we will also be finalising the details of what the GOCO would look and feel like and by the end of the Assessment Phase we will have communicated to you how you and your team would be affected, should we move forward with

the GOCO option. In order to develop the DE&S+ model the DE&S+ team will be carrying out development work on how we could improve DE&S entirely within the Government boundary, working with representatives across the business to refine this model.

Under either way forward, our intention is to provide DE&S with the skills, tools and authority it needs to deliver the defence equipment programme to time and cost. Too often in the past DE&S has been a prisoner of unrealistic expectations set by others. Our intention is to create a self-confident and robust organisation that can determine its own future and be a great place to work.

It is imperative that we transform our business, moving it from one which expends too much time and energy fighting bureaucratic systems, to one which releases our capacity to focus on delivering equipment to the front line.

While we can all be proud of the role we play in delivering equipment and support today we are duty bound to explore every opportunity to improve our overall contribution to Defence. To that end, I encourage all of you to take the opportunity to engage with the Materiel Strategy through the various fora, focus groups and workshops which will be advertised through the year.

There may be times during the Assessment Phase where we are unable to give you as much detail as we would like so that we do not compromise the commercial competition but please rest assured that we will tell you when this is the case.

I will, of course, continue to keep you informed as the programme goes forward.

CHIEF OF Defence Materiel Bernard Gray addressed nearly 500 staff at a town hall session in DE&S headquarters at Abbey Wood and took questions from the floor to mark the launch by Defence Secretary Philip Hammond of the Materiel Strategy Assessment Phase.

He told staff on 25th April: "This morning the Secretary of State is laying a written ministerial statement before Parliament in order to allow us to move into the assessment phase of the Materiel Strategy. I wanted to come along and talk to you as soon as this announcement was made."

Mr Gray said that the Assessment Phase, launched with the announcement in Parliament on that day, was about getting the best for DE&S, either under the public model of DE&S+, or as a Government Owned Contractor Operated organisation, inviting companies to bid to run DE&S.

Mr Gray said that for too long DE&S had been the unfortunate 'meat in the sandwich' between those in the MOD setting requirements and industry who delivered on them, often blamed for equipment and policy failures when it has not been the organisation's fault.

That was one of the driving forces behind the proposal to modernise the future Defence Equipment and Support.

"This does not work for us. We are

**'If we can solve the problems without turning us into a GOCO and we can get a sustainable and viable solution in the public sector, then that's fine by me'**

under significant pressure. Many people in the organisation don't feel they have the freedom to say what they might think," he said.

"We are under a lot of pressure between these two forces. I have never liked working in that environment and I am determined we should not be in that position.

"We must have the skills, the authority and the space to run programmes in a sensible way," he said.

"We must have an equal amount of power to say what things will cost and how long programmes will take and we must not be pushed into anything."

Mr Gray said he was impressed with the phlegmatic attitude of people managing projects in DE&S who had to deal with many other sources of authority

# Getting the best for DE&S

**Proposals for the organisation's future include finding the skills, authority and space to run programmes in a sensible way**

Staff hear the latest on the Materiel Strategy from Mr Gray at Abbey Wood

Picture: David Tucker



while trying to deliver on their tasks.

"So we need to be in a situation where we are more in control of our own destiny. We need the authority which comes with that," he said.

"We need to be able to compete with the private sector to recruit and retain people, those with the same skills as people who work in defence companies, the commercial, management, engineering, technical skills to run programmes to time and cost."

Mr Gray sympathised with staff for the continued uncertainty around the organisation.

"I do appreciate change is difficult, it is unsettling. Uncertainty in itself is unsettling. The amount of time we have taken coming through this is unsettling and we have another year or two to go.

I appreciate this. But there is light at the end of the tunnel. Whatever we end up doing we will have a stronger, more self confident, more self determining organisation.

"I want to turn us into a respected organisation, a programme management powerhouse. People will respect us for our judgement and for our skills. That's what I want. It can be done, and I am completely confident that we can do it. We can create the conditions for ourselves to be that respected leading organisation in delivering the defence equipment programme. That is why the uncertainty is worth it."

He explained that during his time in private business he had taken a company through a major transformation, so he knew the task was achievable.

Mr Gray said that, although GOCO had been the favoured option, he had an open mind on the best solution.

"If we can get the changes we need in the public sector then fine," he said. "I want to run this competition as a fair competition. If we can solve the problems without turning us into a GOCO and we can get a sustainable and viable solution in the public sector, then that's fine by me."

## **Key points from Mr Gray's address to staff included:**

- I am going to run this as a fair competition;
- I will stay on as long as this takes;
- The Secretary of State respects what you do;
- This period of uncertainty will be worthwhile;
- Whichever solution is chosen, DE&S will be stronger;
- Thank you for all your hard work and commitment.

■ continued on page 6



## Timetable

THE MATERIEL Strategy, led by Bernard Gray, was launched in May 2011. Its aim is to consider how DE&S can operate differently to become more effective and more efficient.

Under the Materiel Strategy, a compelling case has been made for reform; analysis has shown that cost and schedule overruns have resulted in significant additional costs to the defence budget in the order of hundreds of millions of pounds each year.

Last July, Defence Secretary Philip Hammond announced that the preferred future operating model for DE&S is a GOCO (Government-Owned, Contractor-Operated).

Following further analysis, the Materiel Strategy team submitted a Business Case to the Investment Approvals Committee in January to gain approval to move to an assessment phase. This approval has now been confirmed by the Defence Secretary and stakeholders across Government.

The assessment phase, which is expected to last approximately 12 months, will allow a comparison between two possible futures for DE&S: a public sector comparator known as "DE&S +"; and a GOCO, implemented in two stages.

To develop DE&S+, work with the Treasury and the Cabinet Office will explore the extent of change that could be delivered while keeping the organisation within the boundaries of the public sector. In parallel, a commercial competition will run to negotiate with potential partners about how a GOCO would work in practice.

The start of the commercial competition does not mean that a final decision has been taken to deliver DE&S through a GOCO.

Rather, running the competition in parallel with the work to develop DE&S+ will provide a full understanding of the costs and benefits of the potential future operating models, allowing a rational decision between them at the end of the process.

This final decision on the future operating model for DE&S is scheduled to be taken in summer 2014.



Praise: staff at DE&S, some of who are pictured above before the town hall session on 25th April, have been praised for their work by Defence Secretary Philip Hammond in his Written Ministerial Statement

Picture: David Tucker

# It's all about future skills and resources

DEFENCE SECRETARY Philip Hammond has praised DE&S staff for the job they are doing to support the UK's Armed Forces.

In his statement to the House of Commons on 25th April Mr Hammond confirmed that the proposals for the future of DE&S were all about skills and resources.

"I would like to put on record my appreciation of the excellent staff at DE&S and the work they do," he said in his written statement.

"This programme is about giving them access to the necessary skills, processes and resources to enable them to do their job better, ensuring that the Armed Forces are provided with battle-winning equipment on time and to budget."

Mr Gray told staff at a town hall session that Mr Hammond had been a big supporter of change in DE&S.

"The Secretary of State gets what we are trying to do," he told staff.

"He is our biggest senior ally and respects all of what you do.

## Defence Secretary says it will help DE&S staff do their jobs better

I hope that's a comfort to you in these uncertain times.

"There's still a lot of work to do to create the conditions to

allow us to be the organisation we want to be.

"Our job is to give the Armed Forces the tools to do their jobs and that is a great occupation to be doing.

"Thank you for your hard work and commitment.

"All of this work will be worth it because in the end we will find ourselves in a much better place," Mr Gray concluded.

## 'I would hope to be here to see this through'

■ continued from page 5

In answer to a string of questions from staff, including about whether he would stay to see the change through, Mr Gray said: "I will be here until we are in a stable, fully-functioning organisation.

"I have always argued that we need people to stay long enough to make sure the organisation grows and is stable. I would hope to be here to see it through."

He said decisions would be taken on which of the DE&S domains would be taken into a first stage potential GOCO in due course.

Each offered different opportunities with Maritime containing the largest programmed spending, Land containing less risk and a greater potential for some quick wins, while Air was heavily constrained by the volume of international programmes it held and Joint Enablers shared some of the benefits and drawbacks of the other three.



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## NEWSREEL

## Foxhound assembly

RICARDO, the company assembling the Foxhound protected patrol vehicle, has received the order for the final 76 vehicles for DE&S from prime contractor General Dynamics Land Systems – Force Protection Europe. Foxhound is being built at Ricardo's facility in Shoreham, Sussex. The total fleet ordered for the MOD is 376, with 196 currently in service with the Army. "The Foxhound vehicle continues to be a reliable and effective platform in Afghanistan," said Armed Forces Minister Andrew Robathan in a Parliamentary answer last month.

## Lunch talk

MOD Permanent Under-secretary Jon Thompson will speak on Defence Priorities 2013 at the next lunchtime seminar in Abbey Wood's lecture theatre on 8th May from 1 to 2pm. Spaces are limited. e-mail [admin.hq@defenceacademy.mod.uk](mailto:admin.hq@defenceacademy.mod.uk) or phone 96161 4828

## Supplier day

DEFENCE Science and Technology Laboratory (dstl) is holding a supplier networking day at the Quadrangle Centre, Kassam Stadium in Oxford on 14th June. In the next few years dstl will make greater use of external suppliers – industry, academia, small and medium-sized enterprises – developing stronger relationships with them. Deadline for registrations is 17th May at [www.dstl.gov.uk/suppliernetworkingday](http://www.dstl.gov.uk/suppliernetworkingday)

First flight of the Chinook Mk6 in the US



## Chinook Mk6 on time

THE CHINOOK Mk6 helicopter programme has passed a major milestone by achieving its first flight on time and on budget, less than a year from the start of manufacture.

The event at the Boeing factory in Philadelphia was welcomed by DE&S, along with Boeing senior leadership.

Capt David Childs, Chinook team leader at DE&S, said: "This is a truly impressive achievement for Boeing and the project team."

"To see the first aircraft fly less than 20 months after contract signature is a source of great pride for all those involved in this key project."

Chinook is a versatile aircraft, capable of transporting up to 40 men or 10 tonnes of cargo. It is currently providing

## First flight takes place less than a year after manufacture

vital support to front line forces in Afghanistan.

The Chinook team is managing the £841 million procurement of 14 new aircraft from Boeing, which as a key element of the Rotary Wing Strategy will significantly enhance heavy lift capability and bring the UK's overall number of Chinooks to 60.

The Mk6 features an all new digital flight control system as well as the same Thales digital 'glass' cockpit that is

currently being installed on legacy aircraft under the Julius Programme.

This makes them easier and safer to operate in the most difficult conditions, including hot and dusty environments such as those encountered in Afghanistan.

The Mark 6 programme remains on budget and to time and has now entered an extensive flight trials period where the aircraft will be put through their paces to test the new capability and achieve airworthiness certification before entering service in the middle of next year.

Three helicopters are expected to be ready for operational deployment in early 2015. Current plans see all 14 fully operational by early 2017.

## Bristow takes over UK search and rescue service

THE UK's search and rescue helicopter services will be run by Bristow Helicopters from 2016 in a £1.6 billion contract signed by the Department for Transport.

Search and Rescue (SAR) is currently provided by RAF and Royal Navy Sea King helicopters from eight bases and a civilian helicopter service by the Maritime and Coastguard Agency (MCA) from four bases.

The new service will operate similarly to the existing MCA contract and will run for 7-10 years. It will be managed by the MCA, which provides SAR from Portland, Lee on Solent, Stornoway and Sumburgh.

The new service will operate a mixed fleet of 22 helicopters from ten bases around the UK

Sikorsky S92 helicopters will continue to be based at the MCA bases at Stornoway and Sumburgh, and at new bases at Newquay, Caernarfon and Humberside airports.

AgustaWestland AW189 helicopters will operate

from Lee on Solent, Prestwick airport, and new bases at St Athan, Inverness and Manston airports. All bases will be operational 24 hours a day.

Bases are strategically placed near areas with high SAR incident rates and will help ensure maximum operational coverage across the UK.

The new contract will effectively remove the MOD from long term SAR provision. But Bristow – which already has a history of SAR in the UK – and the MOD have agreed to a 'managed transition' to enable service personnel who wish to continue to work in SAR to do so without risking the current military service provision.

Those who wish to stay in the services will be re-deployed as part of their career pattern.

The new UK SAR service will be phased in while the military SAR service will be drawn down between spring 2015 and early 2016. Current SAR Sea Kings will be retired from service. By summer 2017 the new contractor will be fully operational at all ten bases.



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## Single source rules to continue this year

SINGLE SOURCE pricing arrangements – used by the MOD when pricing new single source contracts and amendments – will continue in the new financial year.

The MOD has continued to consult industry on recommendations made in October 2011 on single source pricing by Lord Currie of Marylebone. Pending the outcome, existing arrangements will remain.

Philip Dunne, Minister for Defence Equipment, Support and Technology, said in Parliament: "The work on new single source pricing regulations and the replacement of the review board with a more empowered public body, the Single Source Regulations Office, is proceeding well and we plan that these will be fully implemented in 2014-15.

"In the meantime the MOD will be seeking to negotiate new single source pricing terms into selected high-value single source contracts during 2013-14."

Mr Dunne added: "One aspect of the existing regime that Lord Currie recommended should be retained is the methodology behind the Government profit formula as far as the calculation of the baseline profit rate and capital servicing allowances are concerned.

"Accordingly, the review board has recently completed its 2013 general review and has recommended revised formula allowances. Updated allowances have been agreed with industry, to be implemented on new single source work from 1st April 2013."

# Latest Bowman gets set for front line delivery

THE LATEST update to the Bowman Tactical Communications System has been delivered on time and on budget.

The BCIP 5.5 programme – run by DE&S' Bowman and Tactical Communications and Information Systems (BATCIS) team – has taken two years to complete after several development phases followed by trials and tests by users on real equipment using realistic scenarios. It was ready to field in March.

The new capability is a sustainment package to the fielded BCIP 5.4 baseline, improving interoperability, ease of use and reducing the training burden.

Prime contractor is General Dynamics and the contract includes:

- uplift of the Land Environment Message Set to improve interoperability with the implementation of new Nato message standards;
- improvement to the Bowman External Messaging Service to

## Update delivered on time and to cost

simplify its management and improve communications with external users;

- update of the office tools packages to Microsoft Office 10.

BCIP 5.5 is being fielded to Front Line Commands through to March 2015 with the first maritime platforms and the first Land formations (3 and 16 Brigades) beginning this month.

BATCIS' Fielding Management team at Ashchurch will be responsible for liaison and project management.

With fielding costs reduced by more than 50 per cent the timely delivery of BCIP5.5 to Operation Herrick and all three services will minimise disruption to operations and readiness levels.

# MAJOR CONFLICTS WORLDWID SOLDIERS IN ACTION: 530,000 ONE PARTNER FOR SECURITY S

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# Recruits will be first to step out in latest line of combat boots

A NEW range of combat footwear which gives service personnel much wider choice about what they step out in began issue last month.

New recruits are the first to use the new footwear – unveiled by DE&S last summer – which sees brown boots replace black ones. The selection also includes greater provision for women who have previously had to choose from the same sizing range as men.

There are five categories to choose from, left, depending on the terrain and duties being carried out.

A wider selection of footwear stems from recognition of the diverse range of activities that the British Armed Forces undertake in modern defence and combat.

Camouflage and concealment experts were involved in trials which led to introduction of Multi-Terrain Pattern camouflage, which the new brown boots match.

Maj Phil McGregor of Defence Clothing said: “The footwear has been

**Report:** Clare Trenholm

tested with 2,000 troops across the world in different climates such as Kenya, Cyprus, Canada and the UK. The feedback we have received has been excellent, with the increased range of fit being particularly popular with women.”

Within most categories there will be two separate brands in two width fittings as well as gender-specific options, from suppliers Iturri, Haix and YDS.

Black boots will still be used for a limited number of non-camouflage outfits, such as dress uniforms and those for ceremonial duties.

Front Line Commands are responsible for the availability programme at unit level and brown boots will be available for general issue as replacements from this summer.

Royal Navy and RAF personnel will move to brown boots where appropriate when current stocks have been exhausted.

- Desert Combat – worn by dismounted troops conducting high levels of activity in desert environments exceeding 40 degrees Celsius
- Desert Patrol – worn by mounted troops, typically drivers/armoured troops conducting lower levels of activity in desert environments exceeding 40 degrees Celsius
- Temperate Combat – worn by dismounted troops for high levels of activity in temperate climates
- Patrol – worn by mounted troops, typically drivers/armoured troops conducting lower levels of activity in temperate climates
- Cold Wet Weather – worn by dismounted troops for high levels of activity in temperatures down to minus 20 degrees Celsius.

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OLUTIONS



## NEWSREEL

## Command in control

THE new Joint Forces Command reached full operating capability on 2nd April. The Command brings together more than 20,000 military and civilian personnel to ensure that joint capabilities are correctly prepared for operations. In addition to thousands of personnel in Cyprus, Gibraltar, the Falkland Islands and the British Indian Ocean Territory, the Command also includes the Defence Academy in Wiltshire and Defence Intelligence and cyber capabilities. A number of units have also been transferred in to ensure better training and coherence for specialities, from doctors and nurses to linguists and military surveyors.

## In-house bids

THE opportunity is there for anyone to make a bid for the Defence Support Group (DSG) if they can satisfy the requirements for sale. Armed Forces Minister Andrew Robathan was answering a Parliamentary question on the possibility of an in-house bid. DSG is being sold to enable the business to diversify, grow and get access to investment.

## Data storage

COMMUNICATIONS company ViaSat is to develop encrypted data storage for the Merlin helicopter to enable high capacity, secret transport of data recorded on sorties. Data will be fully protected, meaning it can be securely collected, stored and analysed.

## DE&amp;S operating centres to take on new safety reporting

BMT DEFENCE Services will be enhancing its safety and environmental reporting tool – Assert – and providing it across all DE&S operating centres.

Assert is currently helping to improve efficiency and quality of safety and environmental performance reporting in four key centres – Air Support, Combat Air, Helicopters and Ships.

Jon Carter, Systems Manager at DE&S' Quality, Safety and Environmental Protection Group, said: "Roll-out of Assert across DE&S presents a great opportunity in terms of delivering safety and environmental performance reporting efficiencies to the organisation.

"We are looking forward to working with BMT over the duration of the contract and expanding the usage of the tool to fully utilise its capabilities."

Assert enables MOD administrators to update required reporting criteria, allowing the MOD to adapt easily to changing safety and environmental policies and processes much more seamlessly. Assert technical infrastructure has also been designed to integrate and report data from other existing MOD systems and data sources.

BMT will provide on-site training at a number of MOD locations. BMT will also be responsible for helpdesk support over the next three years.

# Tornado moves onto a higher plane



A Tornado GR4 leaves Gioia Del Colle in Italy for a sortie over Libya in 2011

AN UPGRADE which enhances the Tornado GR4's capability has been introduced on time and within budget.

The £275 million Tornado Capability Upgrade and Sustainment (Pilot) Programme – CUS(P) – delivered by DE&S' Fast Air Support Team, achieved its initial operating capability on 19th March.

Its in-service date, defined as the first six modified aircraft delivered to front line service, was achieved nine days later.

The upgrade, approved at the end of 2007 to be in service by 31st March this year, introduces a secure radio communications system, a tactical situational awareness system supported by a secure, jam-resistant datalink, and full integration of Paveway IV precision-guided weapon.

During the development programme, BAE Systems, Raytheon and QinetiQ showed their flexibility by delivering the Paveway IV capability early. This

## DE&S team delivers six-year programme on time and within budget

was deployed in June 2009 when the Tornado GR4 Force took over from Harriers on Operation Herrick in Afghanistan.

Air Vice-Marshal Stuart Atha, commander of the RAF's 1 Group, said: "Improved communications, enhanced situational awareness and greater precision are all reasons why this upgrade and sustainment programme is key to maintaining Tornado's relevance for operations today and on unforeseen operations we will inevitably be supporting in the future. I am grateful to DE&S and industry, but most notably BAE Systems, for all they

have done to help achieve the in-service date."

Air Vice-Marshal Graham Farnell, Director Combat Air in DE&S, added: "This represents an exceptional example of working together between the user, DE&S and several industry partners to take situational awareness and war-fighting capability to the next level for a platform that is already hugely capable and is now more so."

Martin Taylor, Director Combat Air Support at BAE Systems, said that partnering with the MOD continued to demonstrate real value to the task assigned to the RAF.

"I am proud that we have been a part of this exceptional team achievement, and I look forward to many more achievements in the Tornado Force," he said.

CUS(P) embodiment began last September at BAE Systems' upgrade facility at RAF Marham. It is expected to continue until 2016





Defence Secretary Philip Hammond is pictured with personnel at RAF Marham

## F-35 to Marham

THE F-35 Lightning II fighter will be based at RAF Marham, a decision which has secured the future of the base.

New investment and infrastructure will make the Norfolk RAF station the main operating base for the aircraft.

Lightning II will be jointly operated by the RAF and the Royal Navy and the aircraft will operate from the Navy's new *Queen Elizabeth* class aircraft carriers as well as from RAF Marham.

The news comes as the test programme continues to progress in the United States. The first flight of the third UK test aircraft took place in the US on 2nd April.

Defence Secretary Philip Hammond has visited RAF Marham to view facilities and talk to personnel.

"This is the next step in the restructuring of the Armed Forces, providing them with the world's most capable combat aircraft," he said.

"Basing the Lightning II at RAF Marham makes strategic sense and best use of the resources available. It also secures the future of one of the UK's most operationally-experienced bases. Now this decision has been taken, we can start the planning and infrastructure investment required for RAF Marham's future."

RAF Lossiemouth is to become the new home of the UK's Typhoon fleet, while the out of service date for the Tornado GR4, currently based at RAF Marham, has been brought forward to 2019.

The UK's first two Lightning

### New carrier-borne and land-based fighter secures RAF station



Picture: Randy Crites – Lockheed Martin

### UK test aircraft no 3 makes first flight

THE THIRD UK Lockheed Martin F-35 Lightning II is pictured, above, at Naval Air Station Fort Worth Joint Reserve Base in Texas embarking on its first flight.

The aircraft, known as ZM137, was flown by Lockheed Martin F-35 Chief Test Pilot Alan Norman. ZM137 will complete a series of company and government checkout flights before acceptance by the MOD.

ZM137 will join UK aircraft ZM135 and ZM136 at Eglin Air Force Base, Florida, later this year where it will be used for pilot and maintainer training.

□ F-35B programme latest: pages 26 and 27

II aircraft are participating in the US test programme and will remain in the US.

The UK expects to receive front line aircraft from 2015 onwards with an initial operating capability from land in 2018, followed by first of class flights from *HMS Queen Elizabeth* later that year.

In other basing changes the

drawdown from RAF Leuchars continues along with closure of the airfield at RAF Wyton.

The MOD is set to withdraw from Ashchurch, Gloucestershire, the central hub for vehicle operations where depots are coming to the end of their lifespan, unless retention of a small number of buildings proves better value for money.

### Night tests are going well too

AN F-35B Lightning II has completed the first short take-off and vertical landing during a test mission in the United States at night to expand the flight envelope and deliver capability to the aircraft.

The flight took place on 2nd April to gather data on the helmet and lighting conditions for night time operations.

The test was one of a series of events being conducted to prepare for the second of three scheduled at-sea test periods during the development programme.

The first F-35 ship trials took place in 2011, when two F-35Bs performed 72 vertical landings and takeoffs aboard the *USS Wasp*, a large-deck amphibious ship.

The F-35B has conducted 700 short take-offs and completed 380 vertical landings including the first operational vertical landing aboard Marine Corps Air Station Yuma in Arizona in March.

# DE&S faces up to a new world

New operating model sees defence transformation take a leap forward

THE NEW, radical operating model for defence has been published – a major step in the MOD's transformation agenda.

The model, introduced on 1st April, aims to achieve a more efficient and effective way of operating defence, ensuring sustained delivery of affordable defence and delivering Force 2020.

Relations between DE&S, Head Office, the four Commands (Navy, Air, Land, Joint Forces) and the Defence Infrastructure Organisation change.

"Wherever possible, the new model increases empowerment by delegating the money and decision-making to those in defence who know best how to deliver our business," said Permanent Secretary Jon Thompson and Chief of Defence Staff General Sir David Richards in a letter to staff.

"Head Office will set the strategic direction and hold leaders accountable for delivery. Service chiefs and others now have the freedom to make their own choices in how they deliver against their objectives set out in their Command Plans – without day-to-day interference from Head Office.

"They are more empowered to make their own decisions on what equipment they buy, how they manage their money and their people."

DE&S will now have not one but several customers who will make their own choices of how they meet the requirements of defence and will look to DE&S to service those requirements.

The organisation's relationship with these customers should be closer than when Head Office acted as the 'middle man'. This should make requirement definition more effective.

DE&S will provide robust costing of the equipment and support elements of the Command Plans, confirm that they are deliverable and then deliver in line with the agreement established with the Command Top Level Budget holder. Command TLBs and Head Office will hold DE&S to account for this.

An interactive version of the new Defence Operating Model is available via the Defence Intranet to understand how defence works; and shows how every organisation in defence contributes to the whole.

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# New RAF transports are cleared for service



TWO NEW short-to-medium range transport aircraft have been released to RAF service.

The Command Support element of DE&S' C-17&CS project team has delivered the BAe146-200QC (Quick Change) aircraft from the civil market as a new variant for the RAF.

Following a period of intense activity for the team, working with BAE Systems and Hawker Beechcraft Services who were contracted for the modification and maintenance required, the aircraft have been delivered to 32 (The Royal) Squadron.

The first of these aircraft has been deployed with the second due at the end of last month.

"This capability has provided a significant contribution to coalition efforts in Operation Herrick," said Air Commodore Guy Van den Berg.

"The timely delivery of this capability has done much to enhance the reputation of DE&S and its contractors and demonstrates that important capability can be delivered to the front line in exceptionally short timescales and at relatively modest cost when conditions are right and all parties are pulling in the same direction. An outstanding achievement."

On a visit to the aircraft at RAF Northolt, Philip Dunne, Minister for Defence

Equipment, Support and Technology, said: "A world-class air transport force allows the RAF to deliver personnel and materiel around the world, swiftly and flexibly.

"These aircraft can be quickly converted from a cargo role for over 10 tonnes of freight to an airliner for nearly 100 passengers. The aircraft can also operate from short runways, making them perfectly suited for operations around the world."

Work took place under a £15.5 million Urgent Operational Requirement contract.

Among military equipment fitted are a defensive aids system to bring the aircraft's protection to the right levels. Also installed is a Successor Identification Friend or Foe (SIFF) system.

HF and UHF radio communications systems and a Satcom satellite communications system have also been included. An armoured flight deck has been incorporated along with fuel tank inertion, air conditioning upgrades and a fire protection system in the baggage bay.

The large cabin volume of the aircraft will allow up to 23,500 lbs (10.6 tonnes) of freight to be carried.

Philip Dunne, Minister for Defence Equipment, Support and Technology, visits RAF Northolt where the two new aircraft will be based. He is pictured, below, with Wg Cdr Jonathan Beck, commander of 32 (The Royal) Squadron which already operates two of the aircraft



## Support contract 'awarded'

THE MOD has signed a corporate licence agreement with QinetiQ Commerce Decisions for 'Award' to support delivery of the procurement process.

Award is web-based software to support strategic procurement. It has been deployed across the MOD for more than 12 years on programmes with a range of contract values.

It supports construction, transport and defence systems, IT outsourcing, collaborative frameworks and multi-lot projects.

"We have been using Award but placing separate contracts each time. It makes sense to place a corporate licence contract with QCD, and greater use of Award should help standardise our evaluation processes," said Les Mosco, MOD Director Commercial.

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## NEWSREEL

## Tactical support

A BMT-led consortium has supported the Bowman and Tactical Communications and Information Systems team in the pre-assessment phase of the Land Environment Tactical Communications and Information Systems programme which could provide the next generation of tactical communications to UK Forces. BMT has helped improve understanding of end user requirements to aid in establishing robust programme management methods and processes to take the project to the next stage.

## New coating

INDUSTRIAL services specialist Pyeroy has started new painting work on hull sections of the second aircraft carrier *Prince of Wales* at BAE Systems in Portsmouth. Pyeroy's 25-strong team will apply 3,500 sq metres externally and 58,000 sq metres internally of coating to provide at least 10 years' protection for the ship's steelwork against the ravages of sea and weather.

## Lossie move

ESTIMATED cost of all Typhoon-related capital works at RAF Lossiemouth is £85 million, which includes moving two Typhoon squadrons from RAF Leuchars. Move of personnel, equipment and communications and information systems from RAF Leuchars to RAF Lossiemouth is £13 million, according to figures released in Parliament.

## Submarine dismantling: the next stage

RADIOACTIVE WASTE is to be removed in due course from a single nuclear-powered submarine at Rosyth to demonstrate the initial dismantling process for such boats that have left Royal Navy service, the MOD has announced.

The reactor pressure vessel will be removed and stored whole. If this demonstration is successful the remaining submarines at Rosyth and Devonport will be dismantled.

The decision was announced on 22nd March by Minister for Defence Equipment, Support and Technology Philip Dunne following public consultation organised by DE&S between October 2011 and February 2012.

However no radioactive waste will be removed from submarines until a disposal storage solution

has been agreed. All UK nuclear licensed and authorized sites will be considered for interim storage of intermediate level waste, including MOD and industry sites.

More than 1,200 people attended consultation events and DE&S received more than 400 written responses, all of which were recorded and considered by the dismantling team.

Mr Dunne said: "We are grateful to everyone who took part in this consultation, and the wide range of comments provided valuable input to the MOD's options analysis, which has changed and matured significantly as a result."

Comments received can be seen at <https://www.gov.uk/government/consultations/consultation-on-the-submarine-dismantling-project>

## Partners hail sonar success

Final  
Type 23  
fit  
makes  
frigate  
a  
potent  
force



Advanced: HMS Portland

DE&S AND Thales UK are hailing the success of Sonar 2087 after the final fitting of the anti-submarine system to a Type 23 frigate.

*HMS Portland* is back in Royal Navy service following her 12-month multi-million pound refit by Babcock at Rosyth (see *desider* January 2013), making her among the most advanced vessel of its kind in service.

Sonar 2087's towed array system enables warships to hunt submarines at considerable distances and locate them beyond the range from which they can launch an attack.

The Royal Navy has described how the combination of a Type 23 frigate fitted with Thales' Sonar 2087 and a Merlin helicopter equipped with Sonar 2089 dipping sonar makes the class the 'most potent anti-submarine warfare platform of any navy at sea today'.

Eight of the Royal Navy's fleet of Type 23 frigates have now been upgraded for use as submarine hunters. The other seven are *Westminster*, *Northumberland*, *Richmond*, *Somerset*, *Sutherland*, *Kent* and *St Albans*.

Sonar 2087 is a low-frequency sonar with both active and passive sonar arrays. The system is manufactured at Thales sites in the UK (Cheadle Heath in Manchester and Templecombe in Somerset) and France (Brest).

Greg Pugh, Sensors Programme Manager with DE&S' Maritime Combat Systems, said: "The frigates are at the heart of the Royal Navy's front line fleet, and are proving to be a formidable and highly-effective capability. Sonar 2087 is a very capable system, giving these platforms a significant capability enhancement."

Ed Lowe, head of Thales



Above: Thales UK's Sonar 2087

UK's naval business, added: "We welcome the news that *HMS Portland* has completed this upgrade. Fitted with Sonar 2087 and Sonar 2089, the Type 23s represent a formidable anti-submarine warfare force. We are proud to be a key sensor supplier to the Royal Navy."



# DE&S vital in modern Navy evolution

## First Sea Lord welcomes commitment to programme for new equipment

A PARTNERSHIP with DE&S will be crucial to the Royal Navy's continued evolution.

Admiral Sir George Zambellas (pictured), the new First Sea Lord, said he saw the future naval service operating routinely and comfortably, at range as well as closer inshore – offering genuine political and operational options by affecting what happens on the land, as much as at sea or in the air.

But in meeting that ambition, the delivery of the Naval Equipment Programme, in partnership with DE&S, was key, he said.

"This programme is a series of complex acquisition projects – Type 45 destroyers, *Astute* class submarines, both Carriers, Type 26 Global Combat Ships, new aircraft, protected vehicles and our future support shipping – all of which account for a sizeable chunk of the defence equipment budget," he added.

"This is a welcome and strategic commitment by

defence which governs the future size and shape of the Navy's contribution to the UK's security at home and overseas.

In a message to naval personnel, Admiral Zambellas said: "But the Equipment Programme shouldn't dictate our evolution as a fighting

force. Numbers of ships, submarines and aircraft can't be the sole measure of our success, because these capabilities are worthless without the political intent to use them, and the experience, skill and authority of

the maritime professionals – Regulars and Reserves – who operate them.

"So, equipment has its place, but our future will be governed as much by the attitude, optimism, creativity and confidence of the men and women who have chosen to pursue a career in the naval service."

Admiral Zambellas has succeeded Admiral Sir Mark Stanhope as First Sea Lord.



## Pennant to support military training

PENNANT TRAINING Systems will support training equipment at the Defence Schools of Aeronautical Engineering at Cosford, Arborfield and Gosport and a number of other military establishments.

The contract brings four into a single integrated support contract to provide maintenance for 38 equipment types across 21 military sites.

Managed by DE&S' Flight Simulators and Synthetic Trainers team, the training devices will be supported, initially for three years with an option for two further one-year extensions. The potential value is £5 million.

Babcock International Group will provide sub-contract support to Pennant.

Pennant Training Systems, a subsidiary of Pennant International Group, is based in Cheltenham.

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## It's all about experience for DE&S' Sea King staff

AS PART of a policy to encourage employees to experience capabilities of the aircraft on which they work, DE&S' Sea King team arranged for stakeholders to fly in the iconic aircraft in March.

Forty three people including civil servants and employees from AgustaWestland, Rolls Royce, Selex and Thales UK were given

a familiarisation flight in a Sea King Mk4, taking in west country landmarks such as Sherborne Castle and Glastonbury Tor.

The flights augmented the team's continuous professional development programme of safety presentations and Military Aviation Authority briefs.

Chris Page, Sea King Depth

Manager said: "This reminds everyone why they are here and the importance of what they do; and secondly, it's a great incentive for engineers to get it right!"

Aircraft ZA298 was provided by 845 Naval Air Squadron, part of the Commando Helicopter Force at RNAS Yeovilton, and flew from AgustaWestland's Yeovil airfield.

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# Tools to do the job – anytime, anywhere

## Mechanics praise latest toolkits to be delivered to the front line by DE&S

NEW TOOLBOXES for mechanics to keep patrol vehicles on the move on the front line are going down a storm in Afghanistan.

Twenty Six Vehicle Mechanic's Deployed Toolboxes (VMDT) arrived on Operation Herrick last month to unanimous praise from maintainers.

Forty will be delivered over the coming months which sees DE&S' Operational Infrastructure Programme (OIP) providing tools for urgent operational requirement vehicles coming into the core fleet at the same time as vehicles are being prepared to return to the UK from Afghanistan.

The tools, delivered by Military Equipment Tool Solutions (METS), part of OIP, are being used on vehicles such as Husky and Mastiff.

The concept toolbox project used data from the Army's new CSS Capability Directorate as well as feedback from tradesmen returning from Operation Herrick.

"We worked very closely with our Requirements Manager Major Oli Morgan to understand exactly what the tradesman needed to access the range of protected mobility vehicles," said Colin Pipe, VMDT project manager.

"It was essential we got as much information from the Royal Electrical and Mechanical Engineers in terms of what they needed to support vehicles.

"Visits to forward bases proved invaluable and meant we could understand the benefits a capability like this brings to supporting availability."

Cpl Stuart, a production manager with REME, said: "This is the best toolbox I have seen in my eleven years as a mechanic in the REME and, with the accessories, it's ideal for deploying forwards."

**'The best toolkit I have seen in my eleven years as a REME mechanic'**



Mechanics hard at work: the toolbox includes everything for a crew of three from a rechargeable impact gun to imperial/metric ball end allen keys to high spec articulated ratchet combination spanners

Dismounted patrols need to get to broken down vehicles on the battlefield with the right tools to diagnose and repair faults as far forwards as possible. The tool chest comes with a wide range of carriage methods to allow the mechanic

to decant tools into tool rolls and be carried in a daysack.

The METS team supplies general tools and tool kits to all Front Line Commands and advises DE&S project teams. Projects range from recovery mechanics' tool kits to Tornado boxes and even tool provision on the Queen Elizabeth class carriers.

■ Thinking inside the box: on the front line, pages 23-25

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## Edinburgh home for the final time

HMS EDINBURGH – the Royal Navy's last remaining Type 42 destroyer – returned to Portsmouth from her final deployment at the end of March.

The 30-year-old warship has spent the last six months patrolling the Atlantic. She decommissions next month, having clocked up 793,345 miles, as the Type 42s make way for the Type 45s.

# Royal visitors check out Astute build progress



HUNDREDS GREETED the Duke and Duchess of Cambridge as they visited BAE Systems at Barrow shipyard for a tour of the *Astute* class submarines being built at the Cumbrian yard.

Inside, hundreds of employees, some with their families, greeted the second-in-line to the throne and his expectant wife during a tour of key facilities.

The Duke unveiled a plaque to open the new Talent design office for the Successor deterrent submarine programme. Managing Director John Hudson said its engineers would be designing "one of the most complex man-made engineering structures".

Prince William was presented, by design apprentice Will Daniels, with a mounted submarine section of pressure hull welding.

Led by Mr Hudson and DE&S Director Submarines, Rear Admiral Simon Lister, the Royals saw units under construction in the new assembly shop for the fifth *Astute* class submarine *Anson* and met members of the workforce and their families.

Next stop was Devonshire Dock Hall construction facility, where they saw Boat 3, *Artful*, due for launch later this year, and Boat 4, *Audacious*, as well as units for *Anson*.

As Commodore-in-Chief Royal Navy Submarine Service, the Prince and his wife then met members of the crew of *Artful* and their families in the crew building alongside Devonshire Dock.

Above: Prince William meets Rear Admiral Simon Lister, DE&S Director Submarines.

Above left: the Royal couple with *Astute* programme director Jon Swift

Pictures: Philip Hatfield



## E-learning is on the Duke's agenda

THE DUKE of York has visited Portsmouth naval base to open a new education and resettlement centre for sailors, their families and civilians and to meet the centre's staff.

Prince Andrew, above, unveiled a plaque at the Waterfront Education and Resettlement Centre – housed in a refurbished former film library near to *HMS Victory* – which has 26 computers for e-learning courses, free internet access, tutor rooms and offices for staff. It replaces a smaller facility at nearby Lancelot Building which could only accommodate 15 sailors.

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## Babcock to provide support for Royal Navy engineering kit

A FOUR-YEAR contract for manufacture, supply, repair and provision of technical services for maritime engineering equipment has gone to Babcock.

Under the £11 million contract Babcock will supply a core project management service to procure and manage a range of constructive equipment for ships and submarines.

This includes lifting and handling, mooring, anchoring, upper deck safety, observation equipment and refuel at sea equipment.

The company will also provide engineering support, technical assistance and post-design service activities.

Paul Vosper, Maritime Equipment Systems leader at DE&S, said: "Securing ongoing purchase, manufacture, repair and technical services activity for maritime constructive equipment is vital for

continued support to operations.

"This contract will enable DE&S to develop strategic relationships with Babcock and to sustain the delivery of essential mission critical services to the required quality and performance while achieving demonstrable value for money for the taxpayer."

The core provision of the project management service will be developed from Babcock's existing equipment support, procurement and fulfilment infrastructure. This already enables the company to deliver a number of similar contracts.

Babcock Defence Systems Technology Managing Director, Jeff Lewis, said the company was delighted to have secured the contract.

He added: "We have a number of key strengths to offer that will enable us to deliver the service and quality required to meet the MOD and Royal Navy's needs for this wide range of equipment."

# Bomb disposal staff praise cutting edge of Cutlass



Remote but in control: Cutlass shows off during a bomb disposal event at Devonport naval base

ROYAL NAVY divers in Plymouth have taken delivery of the new remote-controlled bomb disposal vehicle called Cutlass.

The Southern Diving Group demonstrated the six-wheeled Cutlass to the new head of Royal Naval Mine Warfare and Diving, Capt Phil Milburn, when he visited for a bomb disposal demonstration.

The £1 million Cutlass vehicle can remotely neutralise improvised explosive devices. Capt Milburn was shown how the computer-controlled Cutlass with articulated arm and disruptive weapons was able to quickly deal with a simulated

## Devonport demonstration shows off new capability

terrorist car bomb at an exercise area in Devonport naval base.

Lt Cdr Ross Balfour, officer in charge of Southern Dive Unit 1, said: "We demonstrated how we go about providing continuous round the clock cover to protect the public from unexploded ordnance and suspect devices.

"This included Cutlass which has many technological

advances over the previous 'wheelbarrow' system. It has a multiple-articulated weapons boom which replicates the movements of a human arm, allowing the operator unrivalled access to an enclosed space, like a vehicle.

"It is controlled via computer and fibre optic link with advanced optics allowing exceptional visual awareness of the area and any device.

"Cutlass represents a major improvement in our explosive ordnance disposal capability while improving safety for the general public and our EOD operators."

## NEWSREEL

### Naval defence research

QINETIQ Maritime is to research co-ordinated defence for Royal Navy vessels against threats from small, agile boats used by pirates and terrorists. Research could provide new technology to enable naval commanders to operate more effectively in highly dynamic littoral environments, react to threats and reduce exposure of personnel to danger from agile aggressors. The contract has been awarded by the Defence Science and Technology Laboratory.

### On the move

AVIATION repair company Vector Aerospace UK has completed its move of Hercules C-130 propeller maintenance, repair and overhaul to Almondbank in Perthshire. The Almondbank facility – a leading provider of repair for rotary and fixed wing aircraft – will be supporting operators of the Hercules transport aircraft around the world.

### Mali task

BRITISH troops have arrived in Mali as part of a European Union training mission to develop infantry and artillery skills of the Malian armed forces combating extremists in the north African country. The 40-strong UK team includes personnel from 1st Battalion The Royal Irish Regiment, 45 Commando Royal Marines and 29 Commando Regiment Royal Artillery.

## NEWSREEL

## Maritime growth

THE global maritime industry will return to long term growth, according to a report published last month. Lloyd's Register, QinetiQ and Strathclyde University suggest 'the marine world in 2030 will be almost unrecognisable owing to the rise of emerging countries, new consumer classes and resource demand'. The report predicts size of fleets for advanced navies (US, Russia, Japan, China, UK, India) will continue to fall but power exercised by these navies through technology will almost double based on QinetiQ's Naval Power Index. For more information on the report visit [www.QinetiQ.com/maritime/GMT2030](http://www.QinetiQ.com/maritime/GMT2030).

## Lunchtime learning

THE next event hosted at Abbey Wood by the MOD's Special Interest Group of the Chartered Institute of Purchasing and Supply (CIPS) sees Mark Webb of Future Purchasing speak on Category Management on 17th May. Further events will be on 24th June (Andrew Douglas of the University of the West of England), 30th September (Paula Gildert, CIPS President) and 25th November (Muir MacDonald, BMT Defence Services). Events are open to all through Events Booking.

## Radar work

DELIVERY of a new TPS-77 radar at Staxton Wold is scheduled for this August, with full operating a month later, Parliament has been told.



Challenger will be a visitor to DVD2013

THE SHIFT towards support for contingent operations and the challenge of delivering the land forces of 2020 will form the centrepiece of DVD next month.

The event at Millbrook Proving Ground in Bedfordshire brings together military stakeholders, industry and the acquisition community for two days of discussions, engagement with the user, demonstrations and live displays.

This year's tenth anniversary sees the event sponsored by Army HQ and DE&S Land Equipment. This change reflects Army headquarters' new responsibilities for capability management.

"The theme for DVD2013 is Transforming support for land equipment to deliver Army 2020," said Neal Lawson, head of

DE&S' Land Combat Mobility Programme.

"As the combat mission in Afghanistan reduces over the next two years, the focus for equipment planning and support shifts towards contingent operations and delivering Army 2020. This transition will require ingenuity in the way in which equipment can be prepared for new roles and sustained efficiently.

"DVD2013 provides an opportunity to reflect on this challenge, to review through-life support options and for the Army, DE&S and industry to discuss and develop innovative and efficient solutions."

Recent focus has been on the Protected Mobility fleet with urgent operational requirement vehicles such as Mastiff, Husky and, last year, the core Foxhound on show.

"With the theme for DVD2013 now focusing on Army 2020 as a whole, this year's exhibition will also showcase many other types of vehicle and major equipment. For example, static displays in particular will aim to illustrate the equipment holdings of units in the future structure," said Mr Lawson.

From its origins as a single team's industry day DVD has come a long way. The original title – Defence Vehicle Dynamics – became simply DVD as the scope and size changed.



Recent focus: Mastiff, left and Warthog

## Open for land equipment business

DVD2013, which takes place on 19th and 20th June, is open to everyone in the MOD involved in delivery and support of land equipment.


The majority of internal attendees will come from DE&S (principally from the Land and Joint Enablers domains and headquarters) and Army HQ, along with others in the scrutiny/policy communities, at the Defence Academy, training schools, Permanent Joint Headquarters and in other Front Line Commands. Targeted attendance from a Field Army brigade with recent experience from Afghanistan will be a new development for DVD2013.

Already more than 130 suppliers and others from charities and trade associations have taken up exhibition stands.

Coach transport for day visitors will be available from Abbey Wood and Army HQ (bookable via e-solutions at Abbey Wood). Other travel arrangements will be subject to local scrutiny and costs will lie where they fall.

All attendees should register via the DVD2013 website at [www.theevent.co.uk](http://www.theevent.co.uk)



A soldier in camouflage uniform is working on a portable engine in a small, enclosed space. The soldier is focused on the task, with his hands on the engine. The background shows a storage unit with blue and white drawers. The text 'How front line engineers can now 'think inside the box'' is overlaid on the right side of the image.

# How front line engineers can now 'think inside the box'

Fitters use DE&S-supplied portable garages to provide forward maintenance for patrol vehicles: pages 24 and 25



# Thinking inside the box

Engineers can now work more comfortably, maintaining vehicles for their next turn of duty, or their return to the UK when Afghan operations come to an end

Maintainers in Helmand Province have now received their full complement of mobile garages where they can work more efficiently – and comfortably – on the front line.

Fitter Section in a Box (FSIAB) is a self sufficient containerised workshop complete with its own generator, air-conditioned inflatable vehicle bays and compressed air facility. This all packs into one 20ft ISO container and allows troops from the Royal Electrical and Mechanical Engineers (REME) to maintain and repair the UK Forces' light protected mobility fleet in Helmand's austere Forward Operating Bases.

Five workshops have been delivered to Helmand in nine months to provide urgently needed infrastructure to support the transition to Afghan-led operations and the return of equipment to the UK. The equipment has been delivered by Deployable Technical Support Systems Section in DE&S' newly-formed Operational Infrastructure Programme (OIP).

The garage was trialled last June in Forward Operating Base Ouellette when it was given the thumbs up from the troops. "Last year's trial worked really well and proved that the kit worked – I wanted to make sure that we got the most out of a superb piece of kit," said Major Oli Morgan, OIP Support and Test Equipment

Requirements Manager. "It was essential to embody everything the maintainer needed to get the kit back in the hands of their parent Battalions, so we set a very demanding timeline to make sure we got the containers into Afghanistan in time to support redeployment of vehicles back to the UK."

The team behind FSIAB has been widely praised for use of innovative techniques and its reputation to deliver technical projects at pace. "The secret behind being able to deliver a technical project like this is agility – we are a small multi-skilled

team underpinned by very close links to OIP commercial staff who have been outstanding in the support they have given us," said Gary Daniels Output Manager for Deployable Technical Support Systems (DTSS), which also acts as DE&S' gatekeeper





for technical container projects. "This means we can respond quickly and get a solution that meets the user's needs in record time."

While Husky and Jackal were two vehicles that could be accommodated in the garage, it was a different story for the newly-deployed Foxhound. "Maintaining Foxhound within FSIAB was a key operational requirement and we had to find out if the vehicle would fit and quickly! Getting it wrong would mean delay and extra costs – so we needed a game changer or we wouldn't meet the deadline," said John Nicholls

DTSS Deputy Output Manager. Virtual Battlespace 2 software, usually used for operational training, created an accurate virtual world to assess whether the vehicle, with its pod tilted, could be fitted and worked on in the inflatable shelter. "The results of VBS2 were spot on and gave us assurance that the existing shelters would work," Mr Nicholls added.

While the virtual models were being built, modifications to the FSIAB container were being refined to make maximum use of internal packing space and workshop facilities. All this activity was supported by the other output sections within OIP, in particular Workshop Tools and Equipment section, run by Caroline McDonald, supplying oil sump suckers to reduce the time to conduct oil changes on Husky from four hours down to 20 minutes. The suite of workshop equipment supplied with FSIAB has transformed the deployable container into a

fully operational technical environment saving time and effort for maintainers in the extremes of Afghanistan.

The garages can be quickly moved from one site to another, particularly while bases are handed over to Afghan Forces. And REME tradesman who use the technical container have not been short of positive comments.

Craftsman Craig Nevet, 4th Regiment Royal Artillery Workshop, said: "Having a decent place to work in the extremes of Afghanistan is great – instead of worrying about the temperature outside I am able to worry about the job. We used the pillar drill and vice to manufacture a temporary modification to a camera bracket; once the other vehicle crews saw this they all wanted one and it's made a real difference."

Cpl Scott Rule, of the Queen's Royal Lancers fitter section, added: "FSIAB has really helped us with engineering hygiene over the winter, especially when the rain's been lashing down. Having the shelters has meant we can protect big jobs that require us to strip the vehicles down without it filling up with water, plus the guys can keep warm with the doors closed and work as late as we need."

Led by Colonel Doug Gibson, OIP has been formed from Deployable Infrastructure and Expeditionary Campaign Infrastructure project teams as part of Brigadier Peter Rafferty's Operational Support change programme.



Craftsman Dean Norton of 1 Close Support Battalion, REME in Fitter Section in a Box



# Frank pilots Lightning II to another level

UK's first operational pilot marks the country's latest milestone in the Joint Strike Fighter programme

The first steps on the UK's path towards declaring Initial Operating Capability of the F-35B Lightning II Joint Strike Fighter have been made with the country's first operational pilot taking controls of the aircraft.

As RAF Squadron Leader Frank Buchler undertook his first training sortie from Eglin Air Force Base, home to the 33rd Fighter Wing in the United States, the team that made passing the milestone possible was praised by the project's UK national deputy.

While this is a landmark event in the flying career of Sqn Ldr Buchler, it also represents the culmination of a magnificent team effort on both sides of the Atlantic," said DE&S' Group Captain Harv Smyth, who is based in Washington DC.

This last year has witnessed many 'firsts' for the UK Lightning programme, not least the acceptance of our first aircraft. This sortie, the first to be flown by an operational pilot, represents the start of the UK's path towards declaration of an Initial Operating Capability from land in 2018 with our very own stealthy, fifth generation air system.





I thank all those involved with the programme, either directly or indirectly, as their tenacious efforts in preceding years have been vital to getting to this point. This has been the epitome of a whole team effort.

Following on from the F 35B test flights of RAF Sqn Ldr Jim Schofield last year, Sqn Ldr Buchler is training to be an instructor pilot. He is part of the US Marine Corps Fighter Attack Squadron 501 (VMFAT 501) where the Corps and the UK have established a sharing arrangement for training those who will fly and those who will maintain the aircraft.

There were no surprises; the jet was fun to fly and the flight went as expected," said Sqn Ldr Buchler. "The ground school training package at the Academic Training Center, where the flight simulators and classrooms are located, prepared me for smooth flying.

The F 35 Academic Training Center is part of the larger F 35 Integrated Training Center, hosted by the US Air Force Wing at Eglin, and is the training hub for US and international partner operators and maintainers of the JSF.

We couldn't have picked a better spring day on the beautiful Emerald Coast to set another milestone for the F 35 programme," said Col Andrew Toth, the wing commander. "Frankie and the entire team at Eglin continue to make great strides in establishing the foundation of formal maintenance and pilot training for our services and partner nations alike.

It takes ten flight hours or about six to seven sorties for a student pilot transitioning from other fighter aircraft to become a qualified F 35 pilot. Sqn Ldr Buchler's last time flying was a year ago, coming from a background with the Jaguar and Typhoon. Wing Commander Jon Millington, the senior UK officer at the 33rd Fighter Wing, and a handful of British maintainers training within the Marine squadron were on the flight line to witness the historic event for both countries. Sqn Ldr Buchler's last tour was with 17 Squadron, where he was an operational test pilot on Typhoon. He will be back with his old squadron as 17's nameplate will be transferred to the UK's Lightning test squadron.

The British element at Eglin will continue to hone their skills in learning to maintain and fly the Lightning. A third British F 35B has made its first flight while a second British pilot has made the first flight of his progression to instructor. A third is set to arrive in the US in September.

The UK team will continue to be fully integrated in the US squadron, flying each other's jets interchangeably. Twelve RAF and Royal Navy maintainers along with two UK pilots will move to Edwards Air Force Base in California for operational testing scheduled for next year.

Sqn Ldr Buchler is now an instructor pilot on VMFAT 501 with a clear view of the way ahead. He said: "The F 35 has enormous potential and will be a great complement to our Typhoons.



VMFAT-501 commander, Lt Col David Berke welcomes Sqn Ldr Frank Buchler to the US Marine Corps Fighter attack Squadron 501



# Duncan makes it six o

The final Type 45 destroyer has arrived in her home port of Portsmouth marking the end of a 12-year build programme involving thousands of staff in the MOD and British industry

All six of the new Type 45 destroyers are now in the hands of the Royal Navy after *Duncan* was formally handed over by shipbuilder BAE Systems last month.

The 7,500 tonne vessel sailed from Scotstoun, Glasgow, to her new home in Portsmouth where she will undergo a series of trials and tests before being declared suitable for operations next year.

Her arrival at the naval base marks the end of a successful 12-year build programme to provide the Royal Navy with a fleet of the largest and most powerful air defence destroyers it has ever received.

Russell Brown, DE&S programme manager on the Type 45 project for the last six years, was delighted that the final ship had arrived in Portsmouth.

Mr Brown said: "With the departure of *Duncan* from Scotstoun. I look back with pride that all six ships in the class left the build yard in advance of their approval dates and with more inherent military capability than each of their predecessors. With five ships now in service and four having already

been deployed on Operations, *Daring*, *Diamond* and *Dragon* to the Gulf and *Dauntless* to the South Atlantic the programme has delivered a step change in capability for the Royal Navy."

Described by Minister for Defence, Equipment, Support and Technology, Philip Dunne as 'world class' the destroyers are a formidable force. "They will play an important part in allowing the Royal Navy to protect our interests wherever needed around the world," he said.

The destroyers will provide the backbone of the UK's naval air defences

for the next 30 years and beyond. The ships are capable of carrying out a wide range of operations, including anti-piracy and anti-smuggling activities, disaster relief work and surveillance operations, as well as high intensity war fighting.

Each destroyer can engage a large number of targets simultaneously to defend aircraft carriers or groups of ships, such as an amphibious landing force, against the strongest future threats from the air. The vessels will contribute a specialist air warfare capability to worldwide maritime and joint operations.

The first Type 45, *HMS Daring*, arrived in Portsmouth in January 2009. She



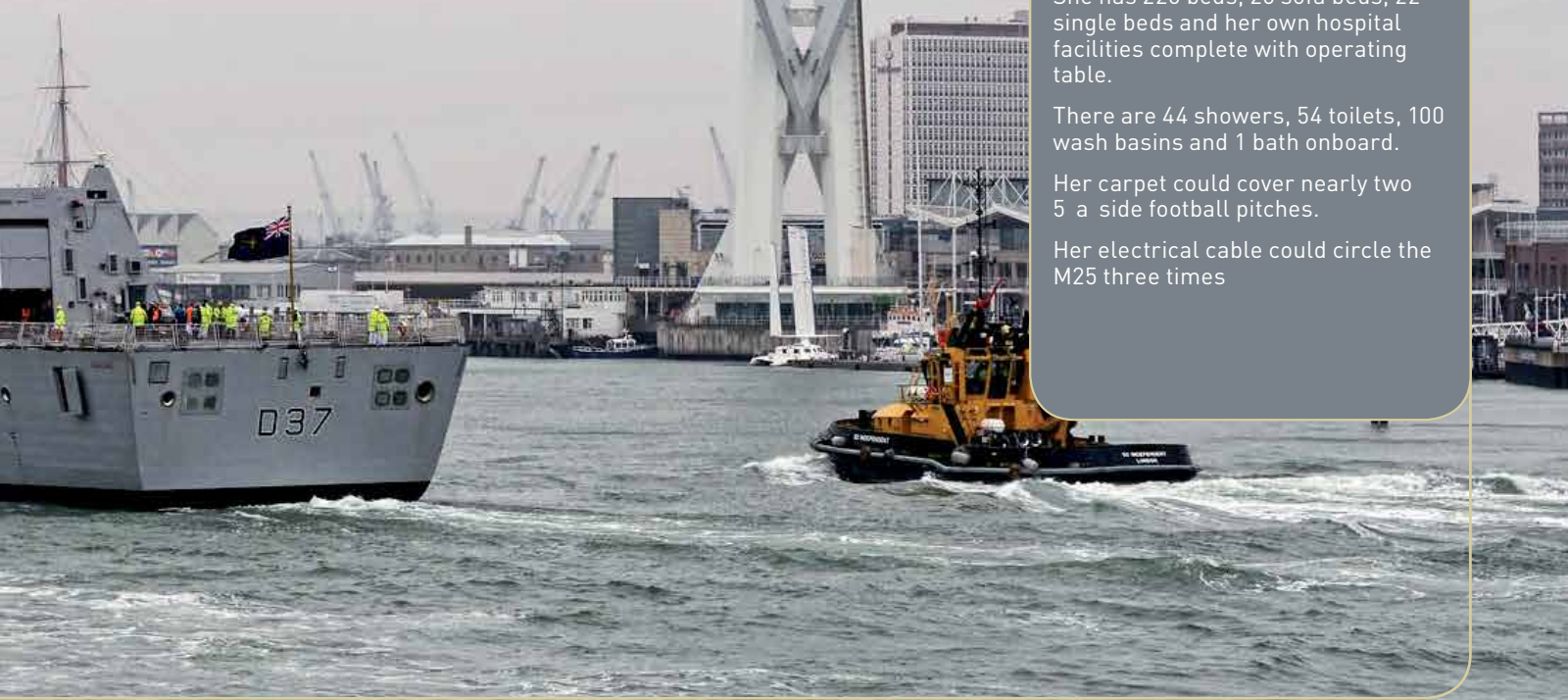


# f the best

has been followed by *HMS Dauntless*, *Diamond*, *Dragon*, *Defender* and now *Duncan*. They will all be based in Portsmouth.

Commander James Stride, *Duncan's* Commanding Officer, said: "My team of Royal Navy personnel have been 'standing by' the build of the ship since the launch in October 2010 and the numbers have now grown to the full complement of 180 men and women who are all now focussed on preparing for our sea training and trials phase under the White Ensign, prior to joining our sister ships on operations around the globe."

There was pride too at BAE Systems, whose Type 45 programme director Jennifer Osbaldestin said: "We are delighted with our achievements on the sixth and final Type 45 destroyer. BAE Systems is proud to continue supporting the Royal Navy by providing the vital servicing needed to ensure all six ships now based in Portsmouth retain their outstanding capabilities throughout their lifetime in the fleet."



# D37

## Duncan facts:

Her Sea Viper missiles weigh two thirds as much as a small car and accelerate from launch to a high supersonic speed in under 10 seconds.

Her hull is made of 2,800 tonnes of steel.

40 tonnes of paint covering 100,000 square metres of steel has been applied.

She is 152 metres long.

Her onboard power plant can supply enough electricity to light a town of 80,000 people.

Her fuel tanks are roughly half as big as an Olympic swimming pool.

She has 220 beds, 26 sofa beds, 22 single beds and her own hospital facilities complete with operating table.

There are 44 showers, 54 toilets, 100 wash basins and 1 bath onboard.

Her carpet could cover nearly two 5 a side football pitches.

Her electrical cable could circle the M25 three times

# Learning a lesson from

It's a little known fact that the Board of Ordnance, the forerunner of today's Defence Ordnance Safety Group (DOSG), was involved in the safe recovery of explosives from the vaults of Parliament after the discovery of the Gunpowder Plot in 1605. So the UK has been doing explosives safety for hundreds of years. Air Commodore Mike Quigley, DE&S' Head of DOSG, argues for one of the most enduring military requirements



Munitions safety can never be taken for granted. Munitions are intended to explode – as Parliament would have found to its cost had 18 hundredweight of Guy Fawkes' gunpowder done its job in 1605.

And the consequences of an accident involving explosives, in loss of life and assets, are potentially devastating.

Some aspects of explosives safety are indeed 'rocket science', but the key principle is straightforward: it's about eliminating hazardous consequences due to unintended reactions of munitions and energetic materials.

All organisations can learn from experience; successful organisations take what they learn and exploit it. This is the cornerstone of munitions safety in the UK.

DOSG's origins can be traced to a royal letter drafted on 22nd September 1414. Since then, all ordnance entering military service has been influenced to some extent by DOSG or its forebears. Over the years, knowledge and experience have been captured and

refined in policy, standards and technical publications. This, coupled with a healthy commitment to learning, gives us the expertise and confidence today to support the hazardous business of weapons acquisition.

A lot of work goes into creating a safe munition, including how the item will be stored, transported, and eventually used. Weapons may be stored in extremes of temperature, for long periods, and transported across rough terrain. After that, they must still be safe to fire in all environments from wheeled and tracked vehicles, ships, fast jets and helicopters, and by individual soldiers.

There is usually little margin for error when dealing with high explosives, propellants and pyrotechnics. But while significant effort is expended ensuring weapons are safe from an operator's perspective, they must also be highly reliable when we do want them to have an explosive effect. A balance is required. A weapon system can never be absolutely safe, but the risk to life (target excepted) must be as low as reasonably practicable. Achieving this consistently requires competent people working to well-proven procedures throughout a project's lifecycle.

DOSG comprises civilians and military specialists and combines engineering and scientific disciplines with front-line user experience.

DOSG provides an independent safety assurance function and contributes to the MOD's 'intelligent customer' capability, from system procurement to disposal, while always looking ahead to exploit emerging safety technology and ideas.

From the earliest stages of development DOSG works with industry and project teams to collect data to support the weapon's safety case. We aim to identify safety issues and undesirable performance features at the earliest stages of weapon development, because early intervention can mean massive cost savings through life. DOSG also supports in-service weapon systems, advising on transport, storage, maintenance and training safety.

In recent years, improved procedures have also been developed to provide timely safety advice for urgent operational requirements and the rapid deployment of cutting-edge capabilities on operations in Afghanistan and much closer to home for the Olympic Games.

Besides safety, DOSG is working with industry to develop sustainable ways of manufacturing and disposing of weapon systems to ensure





# Guy Fawkes

increasingly tough environmental standards are achieved.

Weapons is a high technology sector and innovation is essential to maintain military operational advantage and industry's commercial edge. Through its Research and Technology programme, DOSG works to identify new possibilities to improve performance and safety assessment. National and international best practice is translated into the Defence Standards we use with industry and our allies for weapons procurement and in-service support.

So DOSG has a distinguished lineage of nearly 600 years. As long as we have munitions and energetic materials in service, there will be a need for safety advice. When it comes to weapons, safety is an enduring requirement.

And the Gunpowder Plot offers at least one opportunity for 'Learning from Experience': if you procure large quantities of explosive material for nefarious purposes, then don't leave the receipt lying around if it has your name on it!



**DOSG is the UK lead for Ordnance, Munitions and Explosives (OME) safety and the MOD's focal point.** The group provides policy, second party assurance and impartial advice to DE&S project teams and other stakeholders to enable them to demonstrate that their weapon systems are safe and suitable for service. It also advises on matters affecting the safe use of weapons and hazardous stores during military training and on range safety.



# Toughpad goes where other tablets can't

## How Panasonic's FZ-G1 Windows 8 tablet is supporting military innovation

THE ARRIVAL of Panasonic's Toughpad FZ-G1 Windows 8 tablet marks a breakthrough in the technological support available to mobile military professionals in a wide variety of operations.

When it comes to enabling peacekeeping and military forces to access mission-critical data, and communicate on the move in some of the world's most hostile areas of conflict, specialized mobile computing devices are required.

These computers need to be equipped with outdoor-viewable screens to help monitor and manage battlefield situations, and relay images back to control centres. They also need to feature world-class connectivity and GPS functionality.

Equally, they must be capable of performing in the constantly challenging setting of a battlefield, yet still mobile enough to be carried easily in a rucksack.

Many see the tablet PC as the ideal form factor to deliver these capabilities. Until now, however, tablets simply haven't been built to perform in military situations.

But that situation is set to change with the recent arrival of the Toughpad FZ-G1 Windows 8 tablet.

### **Toughpad FZ-G1 – going where other tablets can't**

Joined in the family by the AndroidTM-powered FZ-A1 and JT-B1 Toughpad tablets, the Toughpad FZ-G1 is a fully rugged 10.1" tablet which goes where others simply can't.

#### **Screen visibility**

The first fully rugged device to use the latest IPSa technology, the Toughpad FZ-G1 provides new levels of viewing quality for tablet users working outdoors.

Offering extra-wide viewing angles, strengthened glass, high contrast ratio and high brightness, paired with a Panasonic anti-reflection layer, the 10.1" full HD screen is purpose-built to perform in any weather or light conditions. The screen also features 10-finger multi-touch input.

#### **Reliability and durability**

The FZ-G1 has a MIL-STD-810G rating for 120cm drops, as well as an IP65 ingress protection rating for resistance to dust and water. The device is also rated for use in extreme temperatures from -200C to +600C.

#### **Lightweight design**

There's no compromise on usability, however. At just 19mm and 1.1kg, the FZ-G1 is thinner and lighter than its rugged tablet rivals.

#### **Vehicle mounting**

The FZ-G1 is supported by specialized

### **Advertising features**

vehicle mounts that allow the devices to stay connected to power and applications while on the move.

To help mobile operatives stay in touch with your control centres, the FZ-G1 also comes with an external antenna connector to allow vehicle-mounted devices to connect to a roof antenna.

#### **Connectivity**

Using its flexible ports, the FZ-G1 can be configured exactly for specific requirements, offering USB 3.0, USB 2.0, micro SD, HDMI and headphone/speaker and serial ports, LAN connector, Bluetooth 4.0 and WLAN capabilities as standard, with GPS and integrated smartcard reader optional.

#### **Security**

Unlike many other tablets that aren't built for challenging mobile work, the FZ-G1 comes ready-made with in-built security features.

Trusted Platform Module (TPM), integrated hardware security lock slot and password security all make this a device designed to keep critical data and applications secure.

#### **Front and rear camera options**

The FZ-G1 features a front camera and optional rear camera, providing high-quality images for documentation and communication purposes.

Combined, these specialist capabilities form a modern-day toolkit for mobile military professionals, supporting them in critical operations that range from battlefield command to logistics, and from supply chain management to asset maintenance.

So whether you're looking for a tablet that's tougher than the rest, and one that redefines what to expect from this popular form factor, visit [www.toughbook.co.uk/toughpad](http://www.toughbook.co.uk/toughpad) or call now on 01273 765 114.



## Thales Training: Earning the 'right' to Live-Fire training

**ARMED FORCES** across the world are in transition and this puts a premium on their training.

Thales is a critical partner with defence organisations round the globe and has developed a deep understanding of the issues that Armed Forces face every day.

Changes in force posture, adapting to new operations and planning for new contingencies are part and parcel of modern warfare and, together with force restructuring and the continual upgrade of military equipment, are the driving elements towards more effective military capabilities.

However, these changes rarely deliver increased military capability without appropriate numbers of trained, capable and ready forces available when needed.

Thales Training Solutions are designed specifically to take into account the specifics of each customer's training

needs so that they can deliver forces at readiness on land, sea or air.

We believe in working in partnership with organisations to ensure training solutions take a broad view – envisaging the entire training system and pipeline rather than focusing on specific training devices – to be both effective and efficient.

This is particularly the case for Land vehicle training. By offering safe, transportable and immersive training environments, Thales' Armoured Fighting Vehicle crew trainers enhance and support gunnery and driver drills for armoured vehicle commanders and crew under cost-effective, non-live firing scenarios – ensuring that individuals and crew 'earn the right' to participate in live training.

For information about Thales' Land Training Services, visit us at DSEi on Stand S6-210.

[www.thalesgroup.com/directedfidelity](http://www.thalesgroup.com/directedfidelity)



Panasonic recommends Windows 8 Pro.

**Panasonic**



## PANASONIC'S TOUGHPAD FZ-G1 WINDOWS 8 TABLET GOES WHERE OTHER TABLETS WON'T

When it comes to military forces accessing mission-critical data and communicating on the move in hostile areas of conflict, the fully rugged Toughpad FZ-G1 Windows 8 tablet marks a breakthrough in technological support for mobile military professionals.

- Intel® Core™ i5 3437U vPro Processor
- Windows 8 Pro
- Intel HD 4000 graphics
- Next generation IPSα Outdoor display technology
- 10.1" high brightness WUXGA (1920x1200) display (up to 800cd/m<sup>2</sup>)
- Capacitive 10 finger multi-touchscreen + digitizer
- 120cm shock resistant\*
- Water and dust resistant (IP65)\*
- Up to 8 hours battery life with user replaceable battery
- Flexible configuration port (serial, LAN, micro SD or USB 2.0)
- Lightweight design weights approx. 1.1kg

**It's a tablet that's tougher than the rest, and one that redefines what's expected from this popular form factor. To find out more visit [www.toughbook.co.uk/toughpad](http://www.toughbook.co.uk/toughpad) or call us now on 01273 765 114**



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\* Tested at Panasonic Factory.



# DSEI 2013 – a leading showcase for simulation and training

**Advertising  
feature**

DEFENCE AND Security Equipment International (DSEI) is the largest integrated defence and security exhibition in the world and is a key reference point for showcasing the latest capabilities in Military Simulation and Training (MST) systems spanning air, land and sea.

Hosted in London UK every two years, DSEI continues to serve as the premier meeting place for global defence and security communities.

DSEI 2011, organised by Clarion Events and staged at ExCeL in London, featured 1,391 exhibiting companies representing 46 countries and included 30 national pavilions, with 28,440 international visitors and 796 global VIPs in attendance.

## Growing market

In January 2013, Frost & Sullivan released its MST market forecast which predicted that the global demand for MST is expected to grow steadily at a compound annual growth rate of 2.51 per cent from 2012-2021, with current revenue opportunities of up to \$411.06 billion available to the industry.

Several factors are driving growth in MST spending. Foremost are the increasing costs of 'live' training on actual platforms in service. In an era of flat or falling budgets for many of the world's military forces, the demand for simulation to substitute for real training will continue to feature strongly.

## Air and land components

The air component at DSEI 2013 will cover the full range of front line operational requirements as well as joint enablers in fielding air support. Within the air sector, market opportunities are being shaped by next-generation platforms, e.g. A400M Atlas.

In March 2013, EADS (Airbus Military) and Thales UK signed an 18-year contract with the UK MOD to supply training services for the RAF's A400M Atlas. The programme, which will be operated by A400M Training Services Ltd, a joint venture between Airbus Military and Thales UK, will include the design, construction and management of the training school, installation and maintenance of full flight simulators and support to the RAF's own course design team and training staff.

Switching to the land environment, METRAVIB is maintaining monthly deliveries of its PILARw systems to front line forces and mechanised infantry operations in Afghanistan. The PILARw system uses sound waves generated by the firing of small arms, rocket propelled grenades and mortars to detect and accurately identify their location in real-time.



Exhibiting at DSEI 2013, METRAVIB offers hands-on training courses for systems such as PILARw, delivered by experts in their fields either at a customer's facility or, depending on requirements, in open air or urban environments.

## Maritime MST

The increasing technical and tactical complexity of many new systems coming into service today, e.g. naval ships, are shaping the procurement landscape to provide for training, according to a US provider of focused naval market analysis and consultancy.

"The growth in the sheer numbers of UAVs in service over the past decade has increased the demand for related flight and

sensor operator training. These trends are playing out on the manned maritime side of the market as well. Increasingly, navies are including in their RFPs for new ships and other systems a requirement for vendors to supply fully developed simulators and trainers optimised to those platforms," explained Bob Nugent, Vice President of Advisory Services at AMI International.

## Niche capability

In terms of niche training providers, Sonistics will be exhibiting for the first time at DSEI 2013, promoting their submarine escape training capability.

A submarine crisis at sea demands a unique response and skill set. Sonistics has previously provided the Indonesian Navy with in-country training for 65 of its submariners. A specialist team designed and delivered a week-long course, which included classroom instruction followed by hands-on work in the escape training tank. All 65 trainees successfully completed the course with a number of higher rank officers selected to train other submarine crews as required.

"With its international appeal, DSEI is able to attract a complete spectrum of simulation and training providers, ranging from large primes to small enterprises, covering the latest advances in the air, on land and at sea. With over 75 official delegations in 2011, DSEI offers both exhibitors and visitors alike a unique opportunity to network within a global context and discuss key trends in this important and vibrant sector," confirmed DSEI Exhibition Director, Duncan Reid.

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

**[www.dsei.co.uk](http://www.dsei.co.uk)**



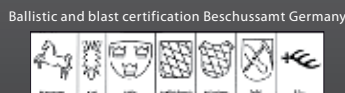


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# Stand SP-19

## NEWSREEL

**Small is best at DSEI 2013**

A MAJOR focus will fall on small and medium-sized companies at the biennial DSEI event in London from 10th-13th of September. Exhibition Director, Duncan Reid, said: "There is no doubt that SMEs recognise DSEI as the place to do business by launching new products and leveraging the networking potential on the show floor. Given the MOD's plans, there are clear benefits for SMEs to maximise their presence at DSEI 2013 to best identify potential business opportunities."

**DSG dividends**

DIVIDENDS returned from the Defence Support Group from an almost entirely MOD revenue stream reached £7 million in 2012-13, according to Parliamentary figures. It was the highest figure since the £5.2 million for 2008-09. "It should be noted that, while a good indication of the DSG Trading Fund managing its business well, it is only at the moment MOD money circulating through one of its own business divisions," Armed Forces Minister Andrew Robathan said.

**Plans in place**

ARMED Forces Minister Andrew Robathan has reaffirmed plans to introduce to service in 2028 the first Successor submarine. Current *Vanguard* submarines will undergo life extension to ensure they are able to hand over with the Successor class as they enter service, he has told Parliament.

# Multi-role Typhoon does its

**DE&S  
supports  
capability  
display  
in the Far  
East in  
a bid to  
boost UK  
industry**

Pictures: Geoff Lee  
[www.planefocus.com](http://www.planefocus.com)



DE&S AND BAE Systems are celebrating the first year of a contract worth £446 million to support the RAF's Typhoon fleet and other Eurofighter Typhoon customers.

The service support and sustainment contract, known as 'Contract 1' was born out of a desire from industry and the RAF to simplify the number and complexity of support contracts on Typhoon and create a 'one stop shop' for Typhoon fleet support.

And, via a series of joint working and continuous improvement initiatives, the team has secured significant cost reduction during the first year.

Almost 200 UK national requirements have been progressed – many to a successful conclusion, including support to the Typhoon jets on Quick Reaction Alert during the London 2012 Olympics.

As well as ensuring BAE Systems meets its system design responsibilities across Europe, the other aim of the contract is to maintain key engineering capabilities – along with helping

## ... and service support continues to be a success

to sustain more than 500 jobs.

Gp Capt Simon Ellard of DE&S' Fast Air Support team said: "Our joint approach to Contract 1 has seen a step change in how we do business and our 'first birthday' highlights the continued teamwork between the MOD and industry.

"The formation of a Joint Service Delivery Team and the adaptability of our wider teams have led to a timely and effective contract implementation. We have positioned ourselves to maintain the engineering resource needed to sustain Typhoon and, through the innovative and flexible use of our people, have already delivered valuable national engineering solutions to the RAF customer.

"Delivering this, while also making savings to the MOD, only adds to our achievements. It goes without saying that

our success would not have happened without the dedication of so many and I thank all those involved for a tremendous contribution."

Project manager Andrew Flynn added: "The range and scale of the requirements undertaken in the last 12 months have far exceeded expectation. Internationally, we have performed well across Europe with the first year's performance targets being exceeded, despite higher than assumed throughput. Nationally, we have seen a large number of varied demands and have been able to flex our resource accordingly,

"There's no doubt that the first 12 months have been successful but it is vital that we continue to meet the affordability challenges that lie ahead.

He said key to dealing with the challenge was the creation of a joint service delivery team of BAE and RAF personnel. He added that Selex, working alongside BAE Systems, has also been recognised as being critical to the success of meeting 'Contract 1'. Selex now form part of the joint team.



# export talking in the air



TYPHOON HAS spread its wings to the Far East to show off its capability and boost UK export prospects.

The RAF's 1 Squadron, ably helped by the efforts of DE&S' Fast Air Support Team, flew four Tranche 1 aircraft from RAF Leuchars to the Royal Malaysian Air Force Base at Butterworth.

The 7,000-mile trail, which included full ground support, was completed in four days in four stages via Cyprus, Bahrain and Sri Lanka.

The aircraft made use of one of the RAF's new Voyager transport aircraft to deploy the main party.

Typhoon took part in Exercise Bersama Shield, while an RAF team from 29 Squadron displayed the multi-role combat aircraft at the Langkawi Lima air show at the end of March for its first public display of 2013 to an international audience.

Malaysia is launching a competition to replace its MiG 29 aircraft and Typhoon is one of a number of options being looked at. UK Government Ministers and representatives from industry were in the country to push forward Typhoon's claims.

"Our job is to let Malaysia know that selecting Typhoon is not just about owning a world-leading fighter," said John Brosnan, BAE Systems' Kuala Lumpur-based regional managing director.

"It is also important to know that it means sustained benefits to the Malaysian economy through industrial partnerships, jobs, technology and skills development.

"While we got those 'partnership' messages across on the ground, at Lima we left Typhoon to do its own talking – in the air above Langkawi."

Officer Commanding of 1 Squadron, Wing Commander Mark Flewin, who led the trail and commanded the detachment, said: "A significant element of this exercise is working alongside our partner nations to improve our interoperability and adaptability so that we can meet the complex range of challenges that we may face in the context of future operations."

A delegation of 25 companies was led by Minister for Defence Equipment, Support and Technology Philip Dunne who has been working with industry, UK Trade and Investment Defence and Security Organisation, and the Eurofighter partner nations to support potential Typhoon sales.



Top: Typhoon flies over the Malaysian capital Kuala Lumpur with the Petronas Towers in the background

Above: an RAF Typhoon lifts off for a demonstration of its capabilities in the skies over Langkawi

Right: on the ground in Malaysia



## NEWSREEL

### Afghan exit gathers pace

THE last Royal Marines to serve in Afghanistan have returned to the UK – marking the end of more than a decade of operational deployments in the country. Troops from 40 Commando Royal Marines last month lowered the Royal Navy's white ensign that has flown above their main operating base Price, in the Nahr-e Saraj district, for the past six months – the last time the flag will fly in Helmand Province. Defence Secretary Philip Hammond said: "The courage of the Royal Marines, and all our Armed Forces who have served in Afghanistan, has been outstanding. Their commitment has made sure that transition of security to Afghan control is deliverable by the time we end our combat operations in December 2014."

### Open for business

ENVIRONMENTAL support to UK Forces has been enhanced with full operational status of the Joint Operations Meteorology and Oceanography Centre at Northwood. The one-stop shop will be responsible for all environmental data to UK, EU and Nato units, formations, commands and headquarters. The Centre produces services from fleet and aviation forecasts to regional climatology and acoustic range predictions. It is a fusion of Royal Naval personnel, including international exchange officers, and Met Office staff under contract.

# Talkback

Report: Katrina McCabe  
Pictures: David Tucker

Board meeting: members of DE&S' Board face staff at the first Talk to the Board Live event at Abbey Wood. From left: David Ball, Director Human Resources and Chief Information Officer; Air Marshal Simon Bollom, Chief of Materiel (Air); Simon Cholerton, Chief of Staff; and Les Mosco, MOD Director Commercial

**Staff question DE&S Board members as 'Talk to the Board Live' makes its debut at Abbey Wood**

MEMBERS OF DE&S' Board have hailed the success of the first 'live' question and answer session with staff and pledged to hold further events.

Talk to the Board went 'Live' on 25th March, with staff asking face-to-face questions of four board members at Abbey Wood.

The panel members who hosted this event were Air Marshal Simon Bollom – Chief of Materiel Air; David Ball – Director Human Resources and Chief Information Officer; Simon Cholerton – Chief of Staff; and Les Mosco – MOD Director Commercial

Chief of Staff said: "The Board has introduced these sessions in response to feedback received from the MOD Your Say survey.

"We wanted to improve Board visibility and also provide an opportunity for Board members and staff to engage face to face on a regular basis.

"My colleagues and I were pleased with the range of questions and level of discussion generated at this first 'Live' event."

Mr Mosco added: "Events like this help

the Board gain an understanding of the key issues facing staff on a daily basis and provides a welcome opportunity for the



**'We were pleased with the range of questions and level of discussion' – DE&S Chief of Staff Simon Cholerton**

Board to share our own personal views and knowledge on the key issues raised."

Questions to the Board members covered a wide variety of topics including: corporate policies, the Government owned contractor operated and DE&S+ options for the future of the organisation, user requirements, Band B promotion scheme, Standard Business Cases, car parking, upskilling and IT performance. More details are available on the Defence Intranet.

Feedback from staff has also been positive. One attendee from DE&S Ships said: "Before today, I only recognised one of the four panel members. I thought they engaged well with the audience and were very open and honest in their responses. They were empathetic to the issues staff are facing and also open to new ideas.

"Overall it was much better than I thought it would be and I would encourage others to attend future events."

It is intended that sessions will be held quarterly at Abbey Wood. The next one is planned for 14th June. Further details will be advertised on the DE&S homepage.

Also the aim is to hold Talk to the Board Live sessions at other DE&S sites and again details will be published on the DE&S homepage.





## Dragon fire whips up a storm



THE PORT side 30mm gun and Phalanx weapon system are locked on target and engaged, above, as *HMS Dragon* got her maiden deployment off with a bang by testing every weapon on board.

The Type 45 destroyer sailed from Portsmouth to join other navies keeping the seas safe by preventing maritime terrorism, countering piracy, hunting drug runners and deterring human trafficking.

The ship's company tested all guns against inflatable targets to ensure they are fully accurate.



*HMS Dragon* passes Gibraltar on her first deployment

AB(EW) Andrew Bennet, one of the minigun operators, said: "It's really good to train with such a powerful weapon system, I was an aimer on a Type 42 but this ship is really stable so the system is very effective."

## A year of successful communication

THALES UK has marked the first year of operations for the Fully Integrated Communications System (FICS) on the Type 45s.

During deployments, the first three ships of the class were tasked with a variety of operations and exercises that thoroughly tested the communications systems.

FICS plays a vital role in helping the ship's crew to communicate in all environments.

The system was designed from the outset to reduce the manpower required to manage and operate the system, ensuring the ship's company can remain focused on operating the ship.

Thales is the lead contractor supplying the system to all six ships of the class.

The company has taken lessons learned from the Type 45 project to embody them into the product lines chosen by the Aircraft Carrier Alliance to provide several of the communications systems for the new *Queen Elizabeth* aircraft carriers.

# Partnering helps shape DE&S future information services

IT WAS smiles all round when the Defence Core Network Services (DCNS) team welcomed senior members of its newly-appointed Strategic Partner consortia during a visit to Corsham.

The Atos team, comprising Vega and Information Services Group (ISG), will work with Information Systems and Services Programmes Group to enable the DCNS programme to find more cost effective and integrated information solutions while maintaining services for the end user and increasing agility.

The £25 million three-year contract has potential to extend to seven. The team will provide delivery support and



From left: Paul MacGregor, General Manager VEGA Consulting; Commodore Jamie Hay, ISS Head Programmes and DCNS Director; Ursula Morgenstern, Atos John Keppel, ISG North Europe

programme assessment, while helping to ensure continuity of service, value for money and enhanced information services

across the department.

Head of the ISS Programme Team, Commodore Jamie Hay, said: "The Atos team

solution brings world class commercial best practice in delivering information and communications, set within a comprehensive understanding of the operational and business needs of defence."

Ursula Morgenstern, Chief Executive of Atos UK and Ireland, added: "We are immensely pleased that, along with our colleagues in Vega and ISG, we have been selected as the MOD DCNS Strategic Partner.

"We will be able to bring our considerable knowledge of the defence sector to provide communications solutions that will save the UK MOD money while delivering the flexible and specialist systems required."

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### Staff turn out as Gazelle passes its final 'Major' milestone

THE FINAL Major Service has been completed on the Gazelle helicopter.

Fleet leader XW847, with around 12,100 flying hours, rolled out of Bay 1, Hangar 2 at the Multi Platform Support Unit, Middle Wallop.

The Aerospatiale Gazelle is celebrating its 50th anniversary this year but is a mere infant in the UK military at only 40 years of age. It has an out of service date of March 2018.

The scheduled servicing regime for the Gazelle has been carried out in multiples of 50 flying hours, B1 – 50 hrs, B2 – 100 hrs, B3 – 200 hrs, B4 – 400 hrs, B5 – 800 hrs and Major Service 3,200 hrs or ten years.

Over the past 40 years around 70 have passed



through the doors for around 350 Major Services.

The event also marked the retirement of Ron Bideau who has worked on the Gazelle Major Line since the creation of the Gazelle depth support hub in April 2006 and on Gazelles for the better part of 40 years.

Pictured: staff mark the end of the final Gazelle Major Service while a Gazelle takes part in exercises in Canada

## Skynet 5D comes on line to boost satellite comms

THE SKYNET 5D satellite, part of a £4 billion Private Finance Initiative with the MOD signed in 2003, came into service on 2nd April.

The military communications satellite was launched into space on the Ariane 5 rocket from French Guiana last December.

It has now been positioned over the Middle East at 53 degrees East – taking the place of Skynet 5B – becoming Astrium Services' most active milsatcom satellite.

Its larger fuel tanks will enable it to be repositioned more frequently to meet operational needs.

The Skynet fleet is made up of eight satellites: Skynet 5A, 5B, 5C and 5D, combined with three Skynet 4 satellites (C, E and F) and one Nato IV satellite.

The 10 UHF channels on Skynet 5D have already been fully sold to customers including Harris CapRock and the Netherlands' Ministry of Defence.

Colonel Justin Hodges, Deputy Head for DE&S' Beyond Line of Sight team, said: "Entry into service of the Skynet 5D is yet another significant milestone in this successful programme."

"It marks the culmination of a decade of hard work by the Information Systems and Services' Networks Team and Astrium to provide additional communications capacity for the Armed Forces."

Through the Skynet concession, Astrium Services operates the Skynet military satellite constellation and the ground network to provide

all Beyond Line of Sight communications to DE&S.

It has enabled Astrium Services also to provide Skynet-based communication services to other government institutions including the UK Cabinet Office and forces from other nations such as US, Canada, Australia and also to Nato.

Evert Dudok, Chief Executive of Astrium Services said: "We are the only operator in the world providing near-global coverage reserved exclusively for government and military usage."

"Reaching from 180 degrees West to 135 degrees East with 75 X-band transponders our constellation has a total of 2.2 GHz – and we now offer more available capacity for our customers."



# Track and Trace

**H**ave you ever wondered where your letter or parcel was? The soon to be released Track and Trace Smartphone Application could provide the answer.

By entering or scanning a tracking product's barcode into the App, it will display the route the item will take, its location and expected delivery times along the mail pipeline.

At British Forces Post Office (BFPO) at RAF Northolt mail is automatically sorted using the latest 'optical character recognition' software. At each Forces Post Office, mail is also scanned on portable hand scanners and an audit trail is captured on the BFPO's IT system PACER 2.

The new app, released on IOS and Android on 5th June, complements the

recently released BFPO Information App, which allows customers to access up to date information on the most popular range of products and services that BFPO provides.

This App contains a handy postage calculator, advice on permitted items and lists the latest posting deadlines for key dates. The most recent version also allows creation of a label and barcode, which can be used to track mail items posted from within the UK using the BFPO Track and Trace App.

Technical support services manager, Lieutenant Colonel Colin Code, said: "BFPO is continually developing the range of services it offers to customers and these smartphone apps represent a real step forward; they are also free to download and easy to use."



## E-bluey App just gets smarter

BFPO is also refreshing its existing e-bluey Smartphone App.

The current App provides a convenient way of composing and sending e-blueys, in particular picture messages, without having to access a PC.

It also means you can take advantage of a Smartphone's speech to text facility.

"With monthly downloads averaging more than 70,000 per month, the e-bluey messaging service is extremely popular," said system manager Major Mark Lloyd.

"Smartphone devices now account for 20 per cent of e-blueys composed and I expect this to rise further with the release of the new and improved app later this year."

BFPO Smartphone Applications are compatible with IOS and Android devices and are available for download in the appropriate App store.

Further information on the full range of services provided by BFPO as well as the list of products that can actually be tracked and traced using the BFPO Track & Trace App can be found at [www.gov.uk/british-forces-post-office-services](http://www.gov.uk/british-forces-post-office-services)

□ Sylvia Horner was awarded the second 'H' Rowbotham Memorial Prize.

Sylvia is Chair of the Human Factors Network of Expertise at Thales and focal point for Human Factors Integration in Quintec and Thales UK.

The prize recognises outstanding contribution to the practice of human factors integration, which is an approach to managing engineering practices so that products are user friendly and support human interests.

The judging panel represented Cranfield University, DE&S, UKCeB and the MOD/Industry HFI Working Group. Sylvia received the award from Professor Karen Carr of Cranfield University.

## Shared working earns pilot scheme the top prize

A TEAM including the MOD, Babcock, Capgemini and Aish Technologies has won this year's UKCeB – the UK Council for Electronic Business – Excellence Award.

The award recognises work to enable Small and Medium Enterprises in the defence supply chain to share sensitive information securely and effectively when working with the MOD and prime defence contractors.

Babcock's Collaborative Working Environment (CWE) on the MOD's Interconnect via the internet allows different organisations to work together in a single secure environment.

Benefits include improved security, better administration and information exchange, and time and cost savings to defence. Companies get better visibility of programme activities enabling them to plan effectively and participate more effectively on defence programmes.

Julian Campbell of Chief Technology Officer accepted the award for the MOD.

Six finalists, including other MOD teams, were nominated for the annual Excellence Award, which was made at the Defence Information 2013 conference and forum held on 17-18th April at the Defence Academy, Shrivenham.

# Red Tape is up for the cut

## Innovation will be the key to improve ways of working

STAFF ACROSS the MOD are being encouraged to cut unnecessary red tape in a bid to improve ways of working.

The Red Tape Challenge was launched on 15th April and is aimed at sparking innovation by reducing bureaucracy in everyone's daily duties.

The Challenge is backed by Jon Thompson, Permanent Under Secretary, General Sir Nicholas Houghton, Vice Chief of the Defence Staff, and Roger Hutton, Director Strategy.

Mr Thompson said: "This Red Tape Challenge is an important way for us all to identify those things about our jobs that are more difficult than they need to be and suggest ways to do it better."

The campaign will run until 22nd July and has three specific themes: 'Realising the digital office' will look at improvements to processes and forms; 'effective communications' will focus on getting better at communicating information staff need to know; and 'maximising the use of resources', reducing unnecessary layers of bureaucracy.

Ideas should be submitted through the Defence Ideas Scheme, GEMS Online,

and can be tracked from initial submission through the process until a decision has been made.

As with other GEMS ideas, staff may be eligible for an award for successful submissions that originate from outside of their expected duties.

Staff are encouraged to get involved and come up with constructive and practical proposals for red tape reduction; which if implemented, could result in improved ways of working, not just for themselves but others too.

### Themes and remaining submission dates:

**Effective communications – submissions open 6th May until 24th May**

**Maximising the use of resources – submissions open 27th May until 14th June**



As part of the launch week activities, staff at Abbey Wood attended a market stall event on Tuesday 16th April to find out more about the campaign and how to submit their ideas.

Representatives from DE&S' Corporate Communications team, GEMS on-line and the MOD Centre's Red Tape Challenge team were on hand to provide advice and listen to some of the suggestions staff were considering submitting.

Above: Mandy Harris, far right, explains how to submit an idea to GEMS on line.

Below: Katrina McCabe of Corporate Communications, on the right, discusses the Red Tape Challenge at Abbey Wood.





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WHILE THE focus on keeping military mail flowing round the world often falls on RAF Northolt in London, tucked away in RAF Brize Norton's air cargo freight handling area is a small – but just as vital – outpost of DE&S.

British Forces Post Office's Brize Norton mail and courier hub is a busy logistics operation with a global reach.

Three military personnel and two civilians operate 24 hours a day on demand, and five days a week on the planned schedule of international flights which speed letters, parcels and other items to and from operational theatres.

Every bag of mail, parcel or individual letter, prioritised onto flights by the Defence Logistic Operations Centre, is moved out through Brize Norton. In a normal month BFPO sorts hundreds of tonnes of mail – more than 40 per cent going to operations.

Just as important to defence is the courier traffic that flows through BFPO's Brize Norton courier terminal. Averaging more than 350 items a week the operation is mandated to run at a zero error rate all year round.

It's a big achievement given that the support to Operation Interstate – a courier operation moving samples and forensics during Operation Herrick – ran at three tonnes alone in 2012, all of it consigned through this key logistic node.

Each item is logged, bagged, consolidated and needs to be physically



escorted as it is flown to destinations worldwide.

"The Brize terminal is not widely known in the military," said Capt Harj Gill of BFPO. "But, as with all BFPO services, the work our staff does is very important



## The mail will get through – thanks to the Brize guys

Above: air freight mail is prepared and loaded onto specialist air pallets

Left: BFPO's Technical Warrant Officer, WO1 Jason Crilley, briefs SSgt Stephen Cameron and Cpl Jennifer Leonard

to success on operations and to the morale of service personnel."

The reality is a huge amount of physical work and a rigorous administrative process that enables the service – hundreds of tonnes of mail and thousands of courier items required to support operations – to be delivered to defence by DE&S' Logistic Commodities and Services.

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# A cast of millions sees Nick go out on a high

Steady as she goes: Major Nick Mott, on the left, makes sure the coffin of Baroness Thatcher arrives safely at St Paul's Cathedral. His brother Bill is at the front of the bearer party



A DE&S requirements manager leaves Abbey Wood for a new post this month after taking charge of the bearer party at the funeral of Baroness Thatcher.

Major Nick Mott was chosen to lead the party, made up of representatives from regiments and units who served in the Falklands Conflict of 1982.

In a unique double, Nick's brother Bill, was chosen as the party's Warrant Officer, and walked ahead of the coffin during the funeral, which was watched by millions on television.

## DE&S officer guides Baroness Thatcher's bearer party

"I have been in the Army for 33 years so it's not the first ceremonial occasion I have been at but this one was certainly a privilege," said Nick.

The duo, who both served with the Welsh Guards during the Falklands Conflict, joined the bearer party for three days of preparation before the big 17th April event.

It is the first time a tri-service party has been chosen for such a high profile occasion, which presented its own challenges. On the day though, things went like clockwork. "You have

to cut yourself out of the occasion and make sure you are concentrating on the task ahead, listening to the words of command and not letting the emotions of the event get to you," said Nick. "That's not easy."

"But everybody felt they were representing their unit or their regiment and doing an honour for the country. It was a proud occasion for all of us."

■ Of the units represented the Scots Guards served most notably at Tumbledown, supported by the Gurkha Rifles; 40 Commando Royal Marines were among the first troops ashore and secured the beachhead at San Carlos; The Parachute Regiment was involved in attacks at Ajax Bay, Wireless Ridge and Goose Green; the Royal Engineers' bomb disposal operators were widely deployed to clear routes, mines and booby traps; 4th Regiment Royal Artillery fired more than 12,000 shells at enemy positions in the final 12 hours of the conflict; the Welsh Guards, who lost more than 30 men and suffered 70 wounded when *RFA Sir Galahad* was attacked by Argentine aircraft, cleared Sapper Hill.

■ Nick Mott joined the Welsh Guards in May 1980 and was posted to Pirbright. He was commissioned in 2003.

■ Since being commissioned, he has been a Unit Welfare Officer, Regimental Careers Management Officer, S03 O&D School of Infantry, Quartermaster Technical, Quartermaster, Student on the Initial Command and Staff Course (Land) and is currently a Requirements Manager at DE&S for Soldier System Programmes.

■ Nick has deployed on operations to the Falkland Islands in 1982, Northern Ireland (3 tours), Iraq and more recently to Afghanistan. He has also served in Kosovo, America, Canada, Cyprus, Kenya, Belize, and Germany on temporary deployments and exercises.

■ He has two brothers who have also served with the Regiment. His older brother, Warrant Officer Class 1 Garrison Sergeant Major Bill Mott also served in the Falklands Conflict and walked ahead of Baroness Thatcher's coffin during the funeral march.





# Jim scales Afghan heights

## Kabul work earns him well-deserved OBE

A ROYAL Navy Captain in DE&S has been awarded an OBE for his efforts to forge closer links with the Afghan Government.

Captain Jim Higham headed the International Security Assistance Force's Key Leader Engagement Team in Kabul, where he helped corral the efforts of the international community to build more effective links with President Hamid Karzai and the Afghan Government.

Capt Higham said: "My role was to ensure that the President, key members of his Government and religious leaders understood what it was we were trying to do for them and why.

"We worked hard to build relationships between key ISAF commanders and influential members of Afghan society and these links proved vital in helping to overcome the inevitable set backs that both sides face when fighting a complex counter insurgency."

Born in Plymouth, Capt Higham has served as a Weapon Engineer Officer in a number of ships. Latterly, he has helped to develop strategies to counter rocket attacks and roadside bombs in Iraq and Afghanistan and spent 18 months as the Military Assistant to the Minister for the Armed Forces.

Of his 12-month deployment with ISAF he added: "We sought to get not just ISAF but the whole international community in Kabul speaking with one voice.

"It was an incredible job and allowed me a privileged insight into how this fascinating country is starting to turn itself around after decades of conflict."

Capt Higham leads the Maritime Resources and Plans team at Abbey Wood. He lives in Bristol with his wife Helen, a housemistress and teacher at Clifton College and their two

children, Rebecca and Sam.

When he found out he was due to receive the OBE he said he was surprised and honoured. "The news came like a bolt from the blue," he said. "I certainly didn't think I'd ever be on the Operational Honours List for

service in Afghanistan when I joined the Navy as an engineer all those years ago."

Officer of the Order of the British Empire rewards service in a wide range of activities with 'valuable service' the only criterion for the award.



### DSRA LOTTERY WINNERS FEBRUARY 2013

**£10,000:** Allan Duncan (Corsham).  
**£5,000:** Diane Campbell (Shrivenham).  
**£2,000:** Kelvin Wain (Donnington). **£1,000:** Scott Johnson (Abbey Wood). **£500:** Daniel Berry (Abbey Wood). **£300:** Neil Williamson (Fylingdales), Mark Brant (Donnington), Neil Hind (Abbey Wood), Rosemarie Lofly (Northwood). **£200:** Janice Lithgow (Leeming), James Bowman (Pirbright), Caraline Windsor (UKHO), Robert Leonard (Menwith Hill), Roger Tredwell (Melton Mowbray), Bernard Wynne (Bovington), Amy Gilbert (Longmoor), Alan Jervis (Waldon), Martin Sherman (Groton), Nigel Morris (Gosport), Rita McKechnie (Wyton). **£100:** Jonathan Ross (Whittington), Evelyn Hardy (Rosyth), Stephen Westwood (Abbey Wood), Ian Potter (Cosford), Vasen Moodley (Andover), Christine Moreton (Portsmouth), Michael Goswell (Taunton), Carl Basson (Portsmouth), Anthony Miller (Cheery Hinton TAC), William Chapman (Abbey Wood), Paul Middleton (Aldergrove), Stephanie Francis (Aldershot), Steven McLean (Abbey Wood), Damian Kemp (Lisburn), Fiona Mendolicchio (Halton).



Journey's End: for the stretcher and walkers at Devonport

## Stretcher party earns rousing welcome

A TEAM of Royal Navy medics enjoyed a rousing welcome at Devonport after completing a 360-mile charity stretcher-carrying trek.

The team finished at Hasler Company after walking a marathon distance daily for two weeks from the Midlands to the south west.

The trek has raised funds for military charities who work to improve the quality of life for servicemen and women. Hasler Company, part of the Naval Service Recovery Centre, supports wounded, injured and sick service personnel.

The team started on 4th April at the Royal Centre for Defence Medicine in Birmingham which provides medical support to military operational deployments, and secondary specialist care to service personnel. The team also passed through Headley Court in Surrey, which treats recovering injured troops.

TEAM BUILDING and enjoyment will be top of the agenda as thousands take part in the annual MOD sports day.

The event on Friday 28th June at Bath University's sports village is the flagship event for the Defence Sports and Recreational Association.

DE&S staff will pit their skills against their counterparts from across other Government departments.

Among sports featured will be archery, athletics, cricket, football, fun runs, hockey, netball, rounders, swimming, tennis, Tug of War and volleyball.

There will be other fun events along with live music and a barbecue.

Entry forms and further information are available from the DSRA Team Intranet Page: Defence Sports and Recreational Association



## Encourage your team to pull together

Sign up for the MOD's annual sports day



# Corsham officer leads UK to Saudi recital contest

THE UK – led by an RAF officer who works in DE&S – has become the first non-Muslim country to take part in an international Quran recital contest for military teams.

The three-strong team, led by Wg Cdr Mo Ahmed of Corsham-based Information Systems and Services, was competing in the biennial event in Saudi Arabia.

Nearly 120 competitors took part reciting passages of text from the Quran from memory. They are then judged on accuracy.

Wg Cdr Ahmed was joined by the Armed Forces Muslim Chaplain Imam Ali Omar, and Lance Corporal Muhammed Tajudeen who took part in the contest.

L/Cpl Tajudeen received an honourable mention for his efforts by the judging panel.

After the award ceremony, hosted by Deputy Defence Minister Khalid bin Sultan bin Abdul Aziz, the delegation moved on to a spiritual tour of Medina followed by the Umrah pilgrimage to Mecca.

"The visit to Medina and taking part in the Umrah was a fantastic opportunity. All Muslims aspire to visit Medina and Mecca at least

once in their lifetime," said Wg Cdr Ahmed.

"Not only did we get to take part in the pilgrimage but we had direct access to a number of high profile Islamic scholars who gave us great insight into the readings and rituals that make up the Umrah. This sort of access is usually reserved for Royalty and Heads of State; so, indeed, we are very lucky people."

The UK team met military personnel from other countries such as Jordan, Bahrain, Senegal, Yemen, Chad, Pakistan and Djibouti.

"It was great to hear that they saw British troops as among the best in the world and I particularly enjoyed seeing the surprise on their faces when they realised how well versed and devout we were in our Islamic duties," Wg Cdr Ahmed added.

"Overall the trip was a great success for the British Forces. We are the first non-Muslim country to enter this contest, which is a significant achievement, and our Saudi hosts treated our delegation well."



CORSHAM'S GEOFF Ellis is pictured studying his route as he maintained a top three finish in the Jan Kjellstrom Easter Orienteering Festival in the Chilterns.

Geoff, an RAF officer in his third year in the 35-40 years category, continued his form in the sprint event, finishing 40 seconds ahead of his nearest rival.

In the two classic events he recorded a second and a third place, leaving him third overall but celebrating a podium finish in his last nine major UK competitions.



# Clyde opens up to new generation of workers

CHILDREN OF workers at Clyde were treated to a day of activities when 'Kids at Work Day' came to the naval base.

Twenty-four children began the day with a trip on the water courtesy of the MOD Police's Clyde Marine Unit.

Children and parents were also hosted by Royal Marines from 43 Commando Fleet Protection Group who took time to show their visitors some of the wide array of equipment which Marines use.



Children are introduced to the Royal Marines' new Island class vessels

This was followed by a tour of the Royal Marines' new Island class patrol vessels which had just returned from live firing exercises at sea.

The children also got to experience the purpose-built submarine simulator base's Flag Officer Sea Training building before a spot of lunch with their parents.

The afternoon brought the opportunity for the children to go tobogganing at the Neptune Ski Centre and there was even a little genuine snow fall to get them in the mood.

Next up was a visit to the MOD Police's dog section where specialist search dog Murphy was one of the star attractions. The base's Fire Station also provided children and parents with a tour and a chance to travel on a fire engine.

The final stop on the day was the Sportsdrome where children and parents got to use the climbing wall and practise their rope skills.

Organiser Joanne McMurdo from Lockheed Martin UK Strategic Systems said: "We thank all the base sections that we visited for making us feel thoroughly welcome."

"It was a fantastic day and the children got a great insight into the diversity of jobs and facilities available at Clyde."



## Back to school for Forces' youngsters

A PRE-SCHOOL for children of armed forces' personnel has been ceremonially reopened in Plymouth today after modernisation.

Plympton's 'Jack & Jill's' pre-school was formally re-opened by Captain Gary Pettitt, above, Captain of the naval base at Devonport, after improvements by MOD contractor Babcock.

School manager Sarah Hendry said: "Everyone who uses the childcare setting here is thrilled with the lovely new play space – both inside and out – enabling children to have great play and learning opportunities in a safe and stimulating environment provided by Babcock."

Dave Nance, project manager for Babcock, said the building had been in need of a new lease of life. The building is much more friendly and welcoming for children, staff and parents to use, to play."

The Plympton site is MOD-owned and contractually maintained by Babcock.

## 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:

**2013DIN04-042:** Nominations are invited for the MOD Sanctuary and Energy Awards 2013 which primarily recognise group and individual efforts on conservation or energy awareness projects on or within land and property that the MOD owns or uses in the UK or overseas or have a close connection to defence business. Closing date is 31st May.


**2013DIN04-040:** This DIN helps ensure the US-UK Defence Trade Co-operation Treaty is understood and appropriately used by the MOD. It details how the treaty works, including the Approved Community, Intermediate Consignees, the Exempt Technologies List and associated marking requirements, and helps to realise its benefits.

**2013DIN04-039:** The Pistol Pyrotechnic 1 inch No 1 Mk5 has had its out of service date extended from 31st March to 31st December 2013 to allow time to implement modifications to the Royal Navy submarine fleet to accommodate replacement of the capability.

**2013DIN04-037:** This DIN informs users of the declaration of obsolescence for a number of GPS navigation and receiver sets.

Further information and more details on the latest DINs see:

<http://defenceintranet.diif.r.mil.uk/Reference/DINsJSPs/Pages/DINsindex2013.aspx>



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