

# desider

the magazine for defence equipment and support



**New £300m ASRAAM  
contract awarded**

An aerial, high-angle photograph of a Northrop Grumman aircraft's wing and sensor pod. The aircraft is flying over a vast, hazy landscape with scattered clouds. The sensor pod is extended from the wing, and the aircraft's distinctive delta-wing shape is visible. The image is framed by a dark blue diagonal overlay on the right side.

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Typhoon firing an Advanced Short Range Air to Air Missile (ASRAAM)

**desider**

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# FOREWORD

by Sir Bernard Gray, Chief of Defence Materiel

The biennial Defence and Security Equipment International (DSEI) exhibition which took place on 15-18th September, in London's Excel, really put the world's focus on the equipment and support DE&S provides to the UK Armed Forces.

The exhibition provides a chance for UK industry to demonstrate that it is at the cutting edge of military technology, and many of the projects and programmes DE&S successfully delivers in partnership with our industry partners were on show throughout the exhibition.

MOD used this year's DSEI as an opportunity to announce a number of key developments on DE&S programmes. These included key milestones being hit on the A400M Atlas, which achieved its In Service Date, and Merlin Mk2, which reached Full Operating Capability, a clear demonstration that we are continuing to deliver for our armed forces customers.

We also announced the good news that DE&S has signed a £300M contract for a new variant of the Advanced Short Range Air-to-Air Missile (ASRAAM) missile, which will give the RAF a vital capability upgrade.

It was rewarding to see the turreted AJAX prototype vehicle unveiled and renamed by the Army at DSEI. As some of you will know the AJAX programme, formally known as Scout SV, is one that I am particularly proud of. I was understandably pleased to see for myself the culmination of a great deal of hard work from teams in DE&S which has resulted in this achievement, and the intense interest AJAX received from the defence media and visitors to the show.

Away from DSEI, this month's edition of *Desider* showcases more of the great work that DE&S teams are doing across the country. Last month we featured the Voyager and Airborne Equipment Branch teams from RAF Brize Norton who shared with us an update on the work they are doing. In this edition the helicopter support teams, based at Yeovil, tell us about the work they are doing on Wildcat and Merlin. These are both examples which remind us of the scale and breadth of the work DE&S teams across the UK are doing to equip and support our Armed Forces customers.

As we continue on our transformation journey, we will be even better equipped to deliver our promise to our customers and increasing value for the taxpayer.

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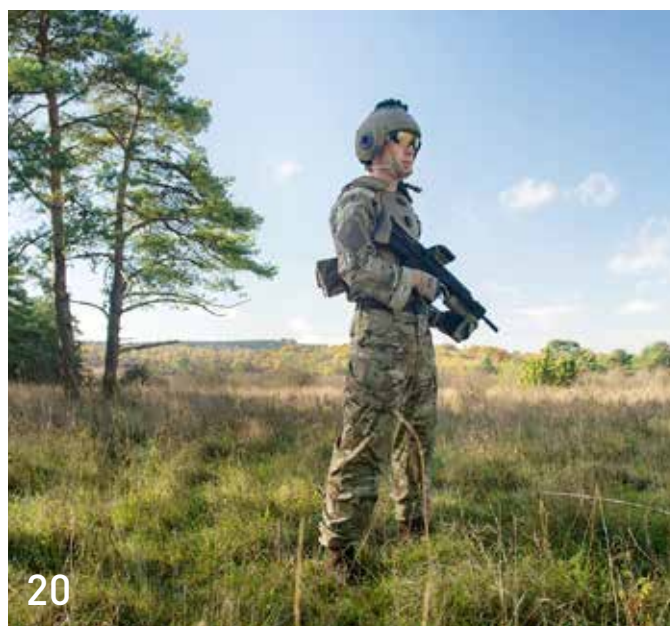
The replacement of the Type 23 will have a strong Anti-Submarine Warfare pedigree and weapons systems with a range of capabilities.

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A glance into the futuristic kit for the 2020 British soldier: sensor-laden body armour, a smart watch and smart glasses.

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All five weapons in HMS Iron Duke were tested in just one day- a spectacular sight.



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- 26** 10 years getting more for less

The DE&S C-Vehicle Private Finance Initiative has reached its 10th anniversary proving value for money and being considered a success.

- 28** DE&S @ Yeovil

Desider visited AgustaWestland in Yeovil where DE&S helicopter support teams are based to learn about how our organisation works across the UK and not just in Bristol.



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## REGULARS

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David Ball took on the role of Director Learning & Talent in May this year, stepping aside from his previous role as Director HR and outlines his new job.

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A round-up of news about people in DE&S, including a 60-second snapshot of a chosen member of staff.

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Cyber Thinkers and DE&S Safety Day 2015 lead the way in this month's round up of learning and development in DE&S.



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# InsiderGuide

**GEOFF ROBINS** is Director Transformation with responsibility for managing the Managed Service Provider contracts, including the programme's relationship with other MoD wide change initiatives. He talks to Desider about his role in DE&S Transformation and his career to date.

Picture: David Tucker 

I started my career working for the Ministry of Defence procurement executive back in the 80s, where I originally worked in the Harm vs. Alarm anti-radar homing missile procurement.

When I left the procurement executive, I initially went to work for an engineering consultancy and I have now spent over 35 years delivering solutions and services into a broad range of regulated industries including defence, aerospace, rail and nuclear.

Along the way I have been involved in two management buy-outs. The most recent being in 2001 that saw the creation of the Advantage Business Group (ABG), which consisted of three companies providing technical and management consulting and software solutions across a broad range of sectors and clients.

ABG was eventually sold to Atkins in 2007, at which time I became group managing director for the defence, aerospace and communications portfolio – a 1,200 person business unit with operations across the UK, Northern Europe, USA and India.

I'd been following defence acquisition reform agenda throughout the last five to six years and I've always been passionate about it. The opportunity to come and play a part in this journey was simply too good to miss. I think my role is possibly the most challenging and fascinating transformation job in government.

There are several strands to my role: I work with the transformation partners to ensure their plan is going in the right direction and being managed appropriately.

To make sure we're not out of step with other defence activity, I will be managing our transformation dependencies with service providers, such as Defence Business Services, Information Systems & Services and Defence Infrastructure Organisation.

There's also an element of my role that focuses on internal and external stakeholders. It's essential that staff, our customers and our suppliers understand what's happening.

Finally, I also look at the future requirements that will emerge from our transformation implementation plan and make sure we're positioned to meet them.

The transformation programme will bring a range of benefits; we wouldn't be doing it if it didn't. Some of these are obvious, such as allowing us to save money, but there are other advantages too. We'll be able to improve the organisational culture, be more business minded and have the flexibility to



do what's best for DE&S.

Fundamentally, my vision is delivering on all of those benefits but, equally, it's also for us to have a reputation for excellence with all of the people we interact with; for us to be recognised internationally as the best defence procurement organisation.

When asked what a successful DE&S transformation would look like to me I use a sports analogy: I know when a team's playing well because every player

is supporting everyone else. The most successful teams win consistently because of this mindset. In rugby, for example, there may be occasions when you're playing hooker but you end up scoring a try on the wing.

For me that's what success would look like. We'll be delivering outstanding equipment and support to our customers, and working together flexibly and harmoniously in support of their needs.

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INSPIRED WORK

# New RAF intelligence aircraft arrives in UK seven months early

The significant achievement of DE&S has been recognised following news that the second Rivet Joint signals intelligence aircraft, part of the Airseeker Programme, has been delivered to the RAF, seven months ahead of schedule.

The second of three specialist surveillance aircraft, ordered by

DE&S, was handed over to the RAF at Mildenhall airbase in Suffolk last month and will soon be deployable on operations.

Since delivery of the first aircraft last year, over 60 improvements have been incorporated into the second plane, ranging from upgrades to the aircraft's mission systems to engine improvements,

providing increased fuel efficiency and durability.

The Airseeker not only gathers data and vital intelligence using advanced sensor technology, but it is also able to carry out onboard analysis and distribute the information to be exploited by assets on the ground via its high-tech communications suite.



“This milestone for the Airseeker programme, coming ahead of schedule, gives the UK another world-class real-time signals intelligence and surveillance capability supporting forces in the air and on the ground.

“It also marks the significant achievement of the Defence Equipment and Support team in delivering this outstanding aircraft to the RAF.”

Air Marshal Simon Bollom



## Key Facts

- 1 Airborne electronic surveillance capability that is rapidly deployable in support of operations
- 2 Delivered seven months early and available for operations within a matter of weeks

- 3 Over 60 improvements to the second plane, ranging from communications and sensor accuracy, to engine upgrades
- 4 Collects, analyses and disseminates electronic surveillance data in support of national/joint/coalition operations
- 5 First of three aircraft deployed in July 2014 is supporting operations in the Middle East

### Dimensions & Specifications

Length	41.1m
Wingspan	39.9m
Height	12.8m
Speed	478 knots
Max Altitude	50,000ft
Aircrew	2 pilots, 1 navigator, up to 25 mission crew



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# NEWS IN BRIEF

## Litening III Targeting Pods reach 100,000 flying hours

Litening III Targeting Pods have achieved the 100,000 hour mark in terms of flying hours since they were introduced in service in 2008, proving their reliability and their cost effectiveness.

The DE&S Targeting and Mission Systems (TMS) section, part of the Airborne Platform Systems Project Team (APS PT) is responsible for the delivery and support of these pods, which provide laser targeting and guidance for missile systems, as well as a surveillance capability.

The pods also have a data-link which allows the images seen by the aircrew to be transmitted to personnel on the ground to assist with operations.

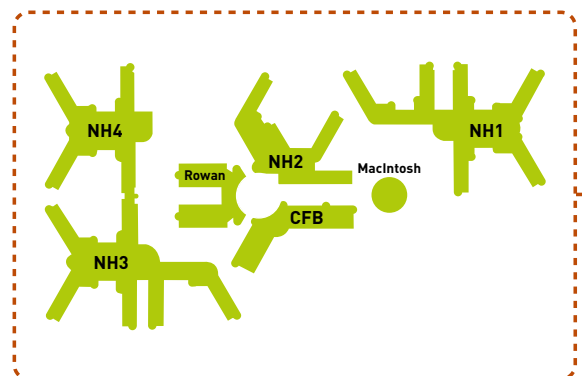
The Litening III pods are fitted onto the Tornado and Typhoon aircraft, and have been on operations over Iraq, Libya, and Afghanistan.



They are able to laser-designate ground targets even when flying high speed, low altitudes and when engaging in combat manoeuvres. Another improvement from its predecessors is that its sensors enable it to be operated at height over 15,000 feet.

DE&S Target and Missions Systems Lead Rob Woods was a Warrant Officer in the RAF when the pods were introduced into service. He helped with the setting up of the support structure and training as the In Service Support Manager. He said:

*“We are delighted by the success of this Litening third generation. It has flown a lot of hours in a very short time, proving to be a very reliable piece of equipment and achieving above 90% availability.”*



## MOD extends reach of its Enduring Families' Free Mail Service for Defence Personnel

The Ministry of Defence has announced the extension of its Enduring Families' Free Mail Service (EFFMS), which allows families and friends to send letters and parcels weighing up to 2kg to servicemen and women deployed on operations around the world for free.

In response to feedback received from current and serving personnel, the MOD has taken the step to extend this service from 1st September 2015. It allows a further 1,200 personnel serving on operations or ships in the Joint Operational Area (JOA) to benefit from the service.

The Enduring Families' Free Mail Service is delivered by the British Forces Post Office in conjunction with Royal Mail, and allows families and friends to send letters and items roughly the size of a shoe box from one of the 11,500 post offices throughout the UK to Defence personnel around the world.

£4.8 million  
extension contract

### Contract Extension for F-35 Integration Support Team

A £4.8 million contract extension has been awarded to BAE Systems' Defence Information F-35 UK Lightning Integration (UKLI) team to continue supporting the UK integration of a ground-based air support system for the combat jet.

The UKLI team provides engineering support to the Ministry of Defence around the integration of ground-based logistics systems and processes used to support F-35 Lightning II operations and maintenance.

The primary part of this work is around integration of the JSF-developed Autonomic Logistics Information System (ALIS), a web-enabled IT system which integrates capabilities including operations, maintenance, prognostics, supply chain, customer support services, training and technical data on a single, secure network.

The extension of the contract covers a further two years, until April 2017.

### Warrior upgrade on track after completing Critical Design Review

The final stage of the system design and development phase for the Warrior upgrade programme was successfully achieved with the recent completion of its Critical Design Review (CDR), a key anchor milestone.

After several weeks of thorough scrutiny and analysis, the CDR was accomplished following successful live firing trials that took place in Scotland in April with the CTAi 40mm Cased Telescope cannon.

This upgrade will enhance the British Army's combat capability, providing 245 improved Warrior vehicles that include a new turret with an ultra-modern CT40 weapon system and a modular protection fitting system to increase lethality and adaptability.

Other features, such as an updated environmental control system, better all-round cameras and night vision capabilities, have been designed to improve the crew's comfort and awareness.

Defence Minister Philip Dunne said: "This critical step in locking down the final system design is an exciting milestone, ahead of the first deliveries of the vehicle in 2018."

The project will now move on to the next phase of producing the Demonstration Vehicles to support the trials which start in 2016.

1,600 tonne sections  
travelled 680 miles over five days.

### Queen Elizabeth Class aircraft carrier

The final sections of the second Queen Elizabeth Class aircraft carrier produced by Cammell Laird have arrived at Babcock Rosyth Facilities in Fife, following their voyage from Birkenhead.

Centre Block 4 is the longest of the upper sections of hull of HMS Prince of Wales, the second of two new aircraft carriers being constructed by the Aircraft Carrier Alliance. Comprised in two parts, it contains a mixture of aviation workshops, mission system compartments and training rooms. The top deck of the block will make up the single biggest part of the flight deck, situated behind the aft island.

The block will be fitted onto the top of Lower Block 4 in four sections by Goliath, the largest lift capacity crane in the UK. The 1,600 tonne sections of the carrier was transported by a sea-going barge and travelled around the north coast to reach the assembly site, a journey of 680 miles over five days.





Above: Michael Fallon's Keynote Address announcing a £300M contract awarded by DE&S for new missiles for the RAF.

# A look back at DSEI

A host of DE&S programmes took centre stage at this year's Defence and Security Equipment International (DSEI).

The ExCel Centre in London hosted an estimated 33,000 visitors from all over the world during the four day event.

Over 1500 stands, 42 international pavilions and over 50 countries were present at the event, which took place between 15th and 18th September. Over 300 new companies participated this year.

Focused on innovation, the showcase displayed the latest equipment and technology, besides offering networking opportunities.

Among the attendees was the Secretary of State (SofS) Michael Fallon, who delivered a Ministerial Keynote Address in which he announced a £300M contract awarded by DE&S for new missiles for the RAF. He addressed the importance of innovation, exportability and efficiency as a means to overcome the threats and challenges ahead.

He said: "Exports are good for the economy. And what's good for the economy is good for our national security. That's why the government will continue to work tirelessly to champion the UK defence and security sector to highlight our world class capabilities."

SofS expressed his gratitude for Defence staff. He said: "The reality

is the cutting edge planes, tanks and ships on display all rely on people for their manufacture and maintenance. So let me say thank you to the 160,000 people in our defence industry who power our economy and keep Britain safe."

Philip Dunne, Minister of State for Defence Procurement (MinDP), described DSEI as an opportunity, and invited all attendees to make the most of it. He depicted the relationship with industry as a partnership with room to grow, also on an international scale, and encouraged innovation as a means towards increasing prosperity. The Minister also announced key DE&S milestones on A400M and Merlin Mk2 during his speech.

He said: "DSEI puts the best of British capability on a pedestal. And yet it's only a fraction of the capability we've got at our disposal. That we are able to field such achievements is down to the success of our Defence Reform programme. A tectonic transformation of how we do business."

DE&S was well represented at the event. Chief Of Defence Materiel, Sir Bernard Gray, visited various industry stands including General Dynamics UK where he saw the newly unveiled turreted AJAX prototype, the British Army's future Armoured Fighting Vehicle, formally known as Scout SV. Lt Gen

Sir Chris Deverell, Chief of Materiel (Land), addressed in his keynote address the role and function of the Land Domain within DE&S and how it serves its customers. He also reflected on how it can be improved, as well as on the impact of the DE&S transformation. Major General Paul Jaques, Director of Land Equipment, delivered a conference on innovation to support and acquisition, where he commented on the need to invest in relationships with industry and the importance of time in concept phase and delivery.

Logistics had a high profile at this year's event, with two DE&S seniors participating in a conference entitled 'Transforming the UK Defence Support Chain'.

Director Inventory Management Andrew Cannon-Brookes explained that the primary aim was to reduce the logistics footprint, thereby driving the asset and cost effectiveness. He also talked about the need to get industry involved, a task achieved through the United Kingdom Council for e-Business (UKCeB).

Roger West, Director Logistics Delivery Operating Centre, made reference to the LCS-T programme and emphasised that the changes being delivered represented a generational improvement in the MOD's capability, providing the foundation for further logistics improvement opportunities in the years to come.

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# Atlas ready for worldwide operations

A key capability milestone for the DE&S A400M Project Team was marked at DSEi with the announcement that the Royal Air Force's next generation transport aircraft is now ready for worldwide operations.

Minister of State for Defence Procurement Philip Dunne revealed the landmark in his keynote speech, noting he was "delighted" that the £2.75 billion programme had achieved its In-Service Date (ISD), which was a "great achievement for all those who have been involved in the programme".

The latest aircraft was delivered to RAF Brize Norton just days before the exhibition, with four of the aircraft now operating from the base. Three other UK A400M Atlas are currently in Spain being fitted with UK-specific systems required to operate in hostile environments.

The handover of the seventh aircraft from Airbus Defence and Space means the fleet is now able to undertake tasks wherever it is needed in the world.

DE&S Chief of Materiel (Air), Air Marshal Simon Bollom said: "The achievement of the A400M In Service Date is a key milestone for the Royal Air Force and is testament to the outstanding work of the DE&S Project Team working closely with the RAF and industry."

Since taking delivery of its first A400M Atlas in November, the aircraft has undertaken a range of training and operational sorties around the world to test its capability and to build up the first crews.

The aircraft, which will gradually replace the C130 Hercules, is capable of operating either at low or high-level altitudes and to deploy troops and/or equipment between

and within theatres of operation, either by parachute or by landing on short, unprepared or semi-prepared strips.

Head of the A400M Programme Air Cdre Stephen Wilcock added: "Since taking delivery of our first aircraft, intensive efforts have been made to prove the initial capability of the aircraft and to build up the first cadre of RAF A400M aircrew. Achievement of ISD is the culmination of this work, and means that the RAF A400M Atlas fleet is now capable of undertaking extended duration tasks worldwide."

As the A400M Atlas fleet continues to build, more advanced military capabilities will be introduced as planned over the coming months including aerial delivery of stores, parachuting and advanced self-protection capabilities.

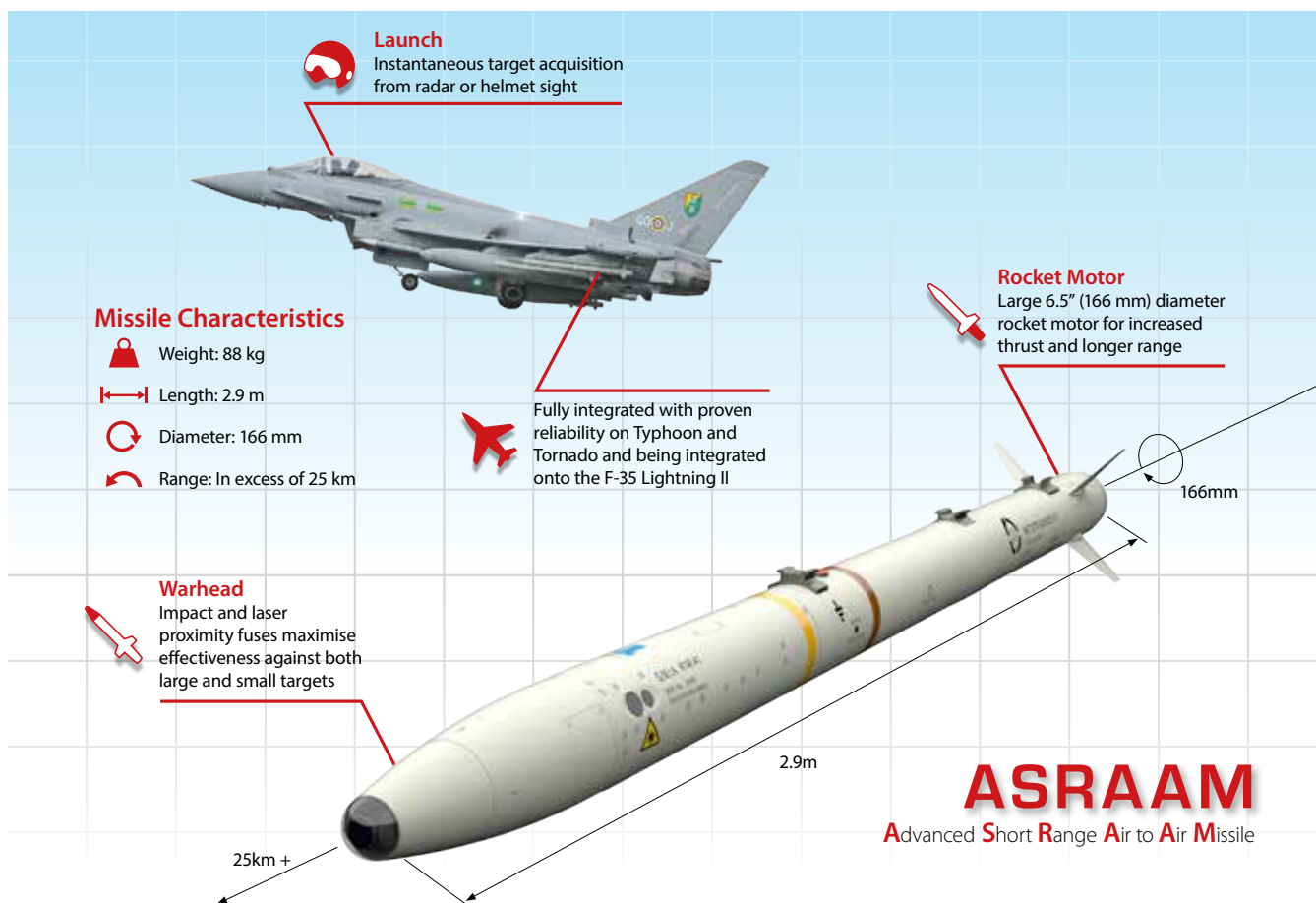
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"The achievement of the A400M In Service Date is a key milestone for the Royal Air Force and is testament to the outstanding work of the DE&S Project Team"

Air Marshal Simon Bollom

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# £300m ASRAAM contract to support 400 UK jobs

“The contract provides the most cost-effective way of maintaining this capability and allows what is a very effective missile to be retained whilst ensuring continued compatibility with the aircraft we launch it from.”

Air Marshal Simon Bollom

Defence Secretary, Michael Fallon made the announcement at DSEI that the MOD has awarded MBDA(UK) a £300m contract to sustain a key air-to-air missile used by RAF Typhoon jets, supporting over 400 jobs across the UK.

Whilst making a keynote speech at the event he revealed that the company, which has sites in Bristol, Stevenage, Hertfordshire and Lostock, Lancashire will design and build the new variant of the Advanced Short Range Air-to-Air Missile (ASRAAM) missile.

The eight-year contract will see the incorporation of updated sub-systems into the current ASRAAM design that, in the future, will make it possible to upgrade the weapon system as necessary.

Michael Fallon, said: “ASRAAM missiles provide our Typhoon jets with battle-winning technology on combat missions, and these upgrades will help to make it a missile for the future, ready for use on our new Lightning II aircraft.”

Chief of Materiel (Air), Air Marshal Simon Bollom, said: “The contract provides the most cost-effective way of maintaining this capability and allows what is a very effective missile to be retained whilst ensuring continued compatibility with the aircraft we launch it from.”

ASRAAM is currently in-service on Typhoon and Tornado GR4 aircraft, and will be integrated onto the Lightning II platform in time for first aircraft delivery.

# Merlin Mk2 achieves Full Operating Capability on time and under budget

“The considerable investment the UK Government has made in these next-generation Merlin helicopters will ensure that we continue to deliver a flexible capability that meets the needs of our Armed Forces.”

Philip Dunne

**D**uring his keynote address at DSEI, Defence Minister Philip Dunne announced that the Royal Navy's anti-submarine warfare helicopter, the Merlin Mk2, has achieved Full Operating Capability (FOC), on time and under budget.

The news on the £807 million upgrade programme was revealed at the exhibition after the delivery of 24 out of a total of 30 Merlin helicopters to the Royal Navy.

The Merlin Mk2s are the world's most advanced maritime helicopter and have undergone improvements to their anti-submarine/surface warfare combat

capabilities, including radar upgrade, as well as being fitted with advanced glass cockpits.

Each aircraft has improved aircrew consoles, touch-screen displays and are fitted with over 40km of new wiring. The new technology gives them the enhanced ability to detect and track targets, and to share data with other aircraft and ships while airborne.

The helicopters roles include carrying out counter-piracy and casualty evacuation duties. They have delivered vital support to the UK effort in Sierra Leone to tackle the spread of Ebola and supported the rescuing of migrants in the Mediterranean.

“The Merlin Mk2 is an exceptional aircraft providing a variety of specialist warfare and general roles, and this programme has been delivered on time and under budget making it a great procurement success.”

Air Vice-Marshal Julian Young, Director Helicopters at DE&S

**MERLIN MK - 2**

**TRACKS AND TRANSMITS INFORMATION ON TARGETS TO NEARBY SHIPS**

**1-2 PILOTS**

**3 CREW**

**THE MERLIN HAS A LIFT CAPACITY OF 3.8 TONS**

**FITTED WITH:**

- DEPTH CHARGES
- STINGRAY TORPEDO
- GPMG
- HMG

**£2.4m UNDER BUDGET**

**24 OUT OF 30**

Delivered to the Royal Navy

**MERLIN WILL BE DEPLOYED ON ROYAL NAVY SHIPS, SUCH AS THE NEW QUEEN ELIZABETH CLASS**

**HAS DELIVERED VITAL SUPPORT TO TACKLE SPREAD OF EBOLA IN SIERRA LEONE AND RESCUING OF REFUGEES IN THE MEDITERRANEAN**

**NEW TOUCH-SCREEN TECHNOLOGY**

**ENHANCED RADAR SYSTEM**





# Capability Demonstrated

## **ROTARY WING UNMANNED AIR SYSTEM (RWUAS) CAPABILITY CONCEPT DEMONSTRATOR (CCD)**

Demonstration flight trials successfully delivered using the AgustaWestland SW-4 Solo, optionally piloted helicopter at Llanbedr Airfield to inform future Tactical Maritime UAS decision making.

## **LEADING THE FUTURE**

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# Scout SV renamed AJAX

Picture: Andrew Linnett

The Defence & Security Event International (DSEI) at ExCel in London Docklands was chosen by General Dynamics UK to launch AJAX, previously named Scout.

The platform and the flagship variant of the AJAX programme, is the second prototype to be unveiled by General Dynamics UK, and the first to feature the Lockheed Martin UK-developed turret, which is designed to meet the needs of the modern British soldier.

The 38 tonne AJAX platform seen here displayed will be the 'eyes and ears' of the British Army on the battlefields of the future. It will be effective in the most difficult terrains around the world, providing all-weather intelligence, surveillance, target acquisition and reconnaissance (ISTAR) capabilities.

Commenting on the unveiling of the AJAX platform, MOD Armoured Vehicles Head of Programmes, Major General Talbot-Rice, said: "We are committed to supplying the Armed Forces with the very best equipment possible and are delivering on this by supplying the AJAX platform which will become their first fully digitised armoured fighting vehicle."



—“—

"We are committed to supplying the Armed Forces with the very best equipment possible and are delivering on this by supplying the AJAX platform which will become their first fully digitised armoured fighting vehicle."

Major General Talbot-Rice

—”—

## Surveillance and intelligence systems contracts announced

Two Unmanned Air Systems (UAS) used to protect troops in Afghanistan have been brought into the Armed Forces' core equipment programme.

Announced during DSEI, contracts worth approximately £23M combined have been placed for the Black Hornet and Desert Hawk 3 systems, which were used on operations to provide surveillance and intelligence for troops on the ground.

The palm-sized Black Hornet provides real-time video and snapshot images while Desert Hawk 3, which is battery-powered and weighs only 8lbs (3.6kg), gathers intelligence and provides reconnaissance and surveillance.

The introduction of Black Hornet was a significant milestone in the development of the UK Armed Forces unmanned aerial systems, with the UK the first nation to use a rapidly deployable "nano" UAS solution.

Defence Minister Philip Dunne said: "Unmanned and remotely-piloted air systems are increasingly important in today's operational environment and our protected Defence budget and £160 billion equipment plan has allowed us to bring both Black Hornet and Desert Hawk 3 into our core programme."

The Black Hornet and Desert Hawk 3 systems both achieved Full Operating Capability (FOC) in August this year.

Chief of Materiel (Air) at Defence Equipment and Support, Air Marshal Simon Bollom, added: "This is a world-class capability and tremendous asset providing local situational awareness to troops on the ground. Therefore, bringing these proven systems into core will provide our Armed Forces with an invaluable addition to their surveillance and intelligence gathering operations."

DE&S recently awarded a contract extension to Marlborough Communications Limited to support Black Hornet through to its Out of Service Date in 2017, while Lockheed Martin Mission Systems and Training has also been awarded a contract to support the Desert Hawk 3 programme.



Picture: Ed Low



# The Type 26 Global Combat Ship designed to be amongst most advanced vessels in fleet

**N**ew computer generated images showing the latest design of the next generation of Royal Navy warships were unveiled at DSEi by BAE Systems Maritime Naval Ships.

The Type 26 Global Combat Ship, which is planned to replace the Royal Navy's current Type 23 Frigates, will have a strong Anti-Submarine Warfare pedigree and weapons systems including vertical launch missile silos capable of deploying a range of different capabilities from Anti-Submarine, Surface and Land Attack weapons.

The ship will also have the capacity to support either the Wildcat or Merlin helicopters in a purpose-built hanger, as well as a flight deck capable of landing a Chinook helicopter with ramp down for the embarkation of troops.

Displayed on BAE Systems' stand at the exhibition, the Type 26 images included a look at the mission bay, which is key to giving the ship its operational flexibility, and the ship's operating centre.

The operating room includes a shared infrastructure and will allow

for future technology upgrades.

The design of the ship was shown in a three and a half minute CGI video which was accompanied by a 3D "fly through" which took the viewer on a tour of the ship.

Commodore Paul Methven, head of the Type 26 programme, said: "As these new images show, we are pressing ahead successfully with the specifics of the ship's design and equipment choices in conjunction with our main supplier BAE Systems.

"The Type 26 Global Combat Ship is designed to be one of the most advanced vessels in the Royal Navy's fleet - it will have the flexibility and adaptability to meet the future demands of the maritime environment."

During the exhibition, BAE Systems Platforms and Services (USA) also announced it has been selected as the preferred bidder to supply the 5 inch gun for the Maritime Indirect Fires System (MIFS) requirement on the Type 26 Global Combat Ship.

Subject to contract award, BAE Systems will provide the MIFS



The mission bay

Integrated Gunnery System (IGS) which includes a 5 inch, 62 Calibre Mk 45 Mod 4 Naval Gun System, along with a Gun Fire Control System which will provide the Royal Navy with proven capability to deliver effects and support land forces ashore.

Earlier this year, an £859 million Demonstration Phase contract was awarded to BAE Systems, with manufacture expected to start next year; the first vessel is due to enter service in the early 2020s.

# The smart future of Army equipment



It seems like a product of science-fiction, but the Future Soldier Vision (FSV), is what British soldiers could be wearing on the battlefield in the 2020s.

The kit includes sensor-laden body armour, a smart watch that monitors life signs and smart glasses with integrated cameras.

The result of current military research and emerging commercial technology was unveiled at DSEI and displayed in the Land Zone at the Future Soldier Showcase.

Defence Secretary Michael Fallon said: "In an uncertain world, it is vital that we continually look at the future threats our Armed Forces might face.

"The Future Soldier Vision, which is supported by the protected Defence budget, our £160 billion equipment plan and the very best of the UK's science and technology expertise, demonstrates our commitment to ensuring our soldiers have the kit need to keep our country safe."

The FSV is designed to aid information gathering and sharing in hostile environments. It also features a head sub-system concept incorporating hearing protection, a robust personal role computer concept enabling better communications between personnel and an ergonomically designed and customisable weapon concept.

The first phase of the concept has been developed by the Defence Science and Technology Laboratory (DSTL) with industry partners Kinneir Dufort and SEA Ltd with the British Army.

Ross Jones, Programme Manager for Close Combat Systems in DSTL, said: "The Future Soldier Vision concept provides the MOD and industry with an aim point for what the soldier could look like a decade from now. It provides a platform to challenge what this future could be and how industry and academia could help the MOD to make it a reality."

Later this year British Army units will be receiving the new VIRTUS personal protection and load carriage system procured by the DE&S Survivability team in Soldier Training and Special Programmes

The complete system is comprised of a scalable body armour vest and chassis system, helmet and face protection, including ballistic glasses, ballistic goggles and a visor, as well as load carriage which includes a 90L Bergan, 40L daysack and Commanders 40L daysack.



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# ROYAL NAVY FRIGATES DEMONSTRATE POWERFUL ARRAY OF FIREPOWER

**H**MS Iron Duke demonstrated her awesome spectrum of firepower capability, with all five weapons tested in just one day. Starting in the morning with target tracking runs on the Seawolf missile system, the ship then moved into a gunnery shoot against an inflatable target, finishing with firing a Seawolf missile.

A spectacular sight – if you could catch a glimpse – Seawolf can strike a target at two-and-a-half times the speed of sound at a distance of up to six kilometres.



T&E begins here



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# DE&S team removes oil from WWII sunk tanker

The bottom of the South Atlantic Ocean is not a place you would expect to find a DE&S project team hard at work, but the Salvage and Marine Operations (SALMO) team has just returned from the island of St Helena after successfully completing a major marine and environmental operation by removing the oil from a World War II shipwreck.

The RFA Darkdale wreck, sunk in 1941, lay undisturbed until 2010, when a storm caused a leak of oil in the ship that sits at the bottom of the South Atlantic Ocean. The quantities were fortunately small, since then the SALMO team have been at the forefront of the operation to ensure a potential environmental disaster is avoided.

The team's latest visit to the island saw them arrive in St. Helena in June 2015 for the mobilisation phase of the project, part of the Legacy Wrecks Remediation Programme (LWRP).

The Royal Navy Fleet Diving Squadron (FDS) assisted the operation for six days from the M/V Pacific Dolphin, removing 38 shells from the shipwreck.

Once this was completed, the SALMO team with the help of industrial partner SWIRE Pacific Offshore began the complex procedure to remove the oil using two extra vessels.

The M/V Pacific Supporter laid a mooring pattern to hold the Pacific Dolphin in place over the shipwreck, and the tanker MT Golden Oak received the recovered oil.

With great care, the team installed valves onto the hull, in a process called hot tapping. Each of the 23 tanks potentially containing oil had to be accurately measured, and corrosion removed, before divers attached the valves with the help of remotely operated vehicles.

Once the valves were in place, they installed hoses to pump the oil into the waiting tanker. The team carried out over 12,500 minutes of diving, working

between 32 and 45 metres deep. By the end of the operation, almost 2,000m<sup>3</sup> of oil had been removed.

Staff Officer Wreck Manager Andy Liddell, who is usually based in Abbey Wood, said: "The aim of the project was to ensure that St. Helena would not suffer a major oil spill from the Darkdale, which could have caused serious long term damage to the environment.

"The internal complexities of wrecks mean it is impossible to remove every last drop of oil, but we have succeeded in our goal and the wreck, which is home to an abundance of marine life, is no longer at any risk from oil spill."

The presence of the team on the small island of St. Helena, which has a population of over 4,000, caused quite a stir around the local community.

Andy added: "During our time working on Darkdale we had a lot of interest from the local residents. We had the local film, radio and newspaper team on board the vessel for a visit and the interviews were broadcast on the local radio. Everyone on the island was very friendly and interested in the work we were doing."

The Governor of St. Helena, Mark Capes, praised the team's performance. He said: "I would like to acknowledge the extraordinary work that the team have done. I'm sure it was a dangerous and difficult job. The amount of oil held within the Darkdale wreck could have resulted in a nightmare scenario. They have done fantastic work for St. Helena and the island owes them a debt of gratitude."





The RFA Darkdale was stationed in St. Helena to refuel passing war ships when she was sunk by a German U boat in October 1941. She took the lives of 41 crew members to the seabed with her.

One of the final dives was to raise the Royal Fleet Auxiliary flag on the wreck as an act of remembrance to those who died on board.

The flag was raised by SALMO diver Gordon Vickers on the stern section of the wreck, close to the crew accommodation where the majority of the sailors would have been at the time of the attack. It was poignant moment for the SALMO team having sent so many divers to work on the wreck.



# 10 years getting more for less

After a challenging start, the DE&S C-Vehicle Private Finance Initiative has proven value for money and is now considered a success. It has also been quoted by the National Audit Office as an example of good practice. As the contract has reached its 10th anniversary, Desider talks to the team behind it, who have plenty to celebrate.



A decade has passed since the DE&S C Vehicle Capability Private Finance Initiative (PFI) was launched to provide the Royal Engineers and the Royal Logistics Corps with construction vehicles and field mechanical handling equipment.

The 15 year contract was awarded in 2005 for a value of £660m to ALC, a joint venture between Babcock and Amey plc, and it has since overcome all initial apprehensions thanks to hard work and close collaboration between DE&S and industry.

Kat Morgan, Head of the PFI Capability Cell in OSVP, said: "ALC have provided a consistently successful service, and the contract remains value for money, because we receive more, at no extra cost. The National Audit Office found that the savings identified through the HM Treasury led Efficiency Review were genuine savings and that the project had been delivered through a robust change control process."

**The equipment was deployed in Operations Telic and Herrick, and it played a key role in the building and setting up of infrastructure. Around 140 vehicles were sent to Iraq, while 200 were used in Afghanistan. They included excavators, dozers and concrete mixers, but also crane trucks, rough terrain fork lifts and well drills.**

Their tasks involved moving materiel and changing the landscape to secure safe passage for other Army vehicles, as well as performing a range of civil engineering tasks.

ALC provides a fully outsourced, whole fleet management service and is responsible for the administration of the entire fleet and timely allocation of assets across the UK and around the world to meet demands from all three front-line commands. They are responsible for availability of the vehicles, fleet maintenance, integrated logistic support, fully manned helpdesk and demand desk.

This last aspect is key, and it represents one of the biggest successes of this PFI according to the team, as the fleet has to be constantly ready to be deployed in operations. In addition, the kit needs to be available during peace time for training purposes.

The beginning of the project, however, proved to be challenging: setting up the processes and recruiting staff in a very short period of time, as well as dealing with obsolete kit. ALC put in place an Equipment Refurbishment and Replacement Programme - described by Army colleagues at the time as "sporty", which saw the fleet gradually reduced and rationalised so as to avoid having "fleets" within the fleet. This streamlined the training, maintenance and servicing requirements, making the fleet consistent, flexible and fully fit for purpose.

Hamish Knox, ALC Managing Director, said: "We are very proud of the outcomes so far. Our equipment is designed for operation and adapted for peace, delivering high standards and getting over initial concerns. We have achieved over 99% availability since day one, and we have managed to get the 4,000 pieces of kit we inherited down to less than 2,000."

The remaining five years will be dedicated to further streamlining the fleet, ensuring requirements are met achieving further good value for money and maintaining the relevance of the contract to the changing needs of the customer. DE&S will jointly work with the service provider to identify the actions required and programme manage the activity that needs to be undertaken before contract end to provide a smooth transition to the next service provider, in order to avoid a capability gap or service disruption.



Pictures: Andrew Linnett 



Major Jonathan Leng



Sarah Bulmer



Sarah Roberts



Lt Tom Calder



Lt Mark Davis

# DE&S @ Yeovil

Desider visited AgustaWestland in Yeovil to learn about the work DE&S teams are doing to develop and support the Armed Forces helicopter fleet.



The Merlin, Lynx-Wildcat, Sea King and Apache project teams were all brought together in July 2014 when the Lynx team moved from RNAS Yeovilton to Centenary House in Yeovil.

Centenary House's layout and working environment has further strengthened the relationship with the contractor and enabled a motivational boost as a result of being so close to the product.

It was named so to commemorate the anniversaries both of World War I and of AgustaWestland's 100 years building helicopters, reflecting the heritage of this industry in the region.

The facility lies right next to the airfield, which sends a powerful message as teams can see project results from their working environments. This is also reinforced by the inside of the building, where the soft seating areas remind of helicopter rotors and the meeting rooms reflect the principles of the rotor in their glass walls.

They worked closely with AgustaWestland to deliver a building which reflected the needs of their dynamic and collaborative approach. One principle design aim was that the building should have a very clear focus on delivery, including large windows and screens to enable the workforce to be able to see the product they support.

The decision to move the teams together was made after a positive collocation experience with industry. Major Jonathan Leng, Lynx-Wildcat Mechanical Systems EA, said: "This is

where the aircraft are manufactured, and this is where people operate them, so it makes sense to put us here. It's the only logical place for this team."

The transition between locations was smooth and the relocation has had a positive impact in staff morale. Sarah Bulmer, Lynx-Wildcat Business Performance Manager, said: "From my desk I can see the helicopters flying around and it makes the context of what we do and the nature of our support to operations really clear, so it's visually very motivating to be able to see the aircraft outside."

Sarah Roberts, Lynx-Wildcat Logistics Repair and Overhaul Senior Inventory Manager, added: "Being in an environment where the helicopters are so to speak 'at your doorstep', is fantastic. It's invaluable to be able to go and physically see the items that you're managing. It also makes you quite proud of what you do. It gives you a sense of belonging and you appreciate why you are here and why you do what you do".

Yeovil hosts helicopter final assembly, support and maintenance, as well as aircraft upgrades such as the Merlin Mk3 to Mk4 transformation. The integration with industry, which has been very beneficial in other DE&S locations, has also made a huge difference in the Yeovil teams. Face to face contact and the ability to develop a close relationship mean better results and quicker solutions.

Lt Tom Calder, who works on Merlin-

Airframe Systems, said: "Having DE&S staff embedded within AgustaWestland in Yeovil is important from an integration point of view. The EH101 helicopter operates with other armed forces from all around the world as well, so if issues from those customers come in, we're on the ground ready to respond if there's an issue relevant for the UK Merlin variant."

Part of the DE&S team includes military posts, which provide a different approach to civilian involvement. The knowledge acquired in the project then works both ways. Lt Mark Davis, Merlin-Project Manager, said: "The main thing I'm going to take away is how much I've learnt. Coming here helps us understand how the aircraft is supported and supplied and it gives us a lot of experience that we then take with us when we are deployed."

Yeovil's biggest challenge involves communications with Abbey Wood, directly related to the distance between both sites. Sarah Roberts said: "Communication is the key to ensuring coherency as a Business, because in the Yeovil environment we've felt a bit like an out station. Anything we can all do to improve communication is welcome."

Sarah Bulmer agreed: "There is a difference in both locations not only in the level of communication that is provided, but the way that staff expects to hear it. For people in a more remote location, it's really important to reinforce that they are part of an organisation."





# David Ball on his new role as Director Learning & Talent

David Ball took on the role of Director Learning & Talent in May this year, stepping aside from his previous role as Director HR.

## **What do the Learning and Talent team do?**

The Learning and Talent team is a joint DE&S and Pricewaterhouse Coopers team. We are delivering a group of projects in the Transformation programme relating to how DE&S manages its learning and talent, as well as managing continuing business in these areas, including supporting the recruitment of the most senior staff. We also provide a focus in DE&S for promoting diversity and inclusion.

## **When did you start your role?**

I started in this role in May, after I stepped aside from the Director HR role for personal health reasons. I was really pleased that CDM, Sir Bernard Gray, asked me to take on a part-time role focusing on improving the way that we manage learning and bring on talent in DE&S. This is a really important and positive side of the transformation in HR.

## **Why is it so important?**

DE&S needs to be a place where people continuously and systematically learn. We need people to have sustained careers here. So we must grow and refreshing our own talent as well as buying it in. Offering a career and serious opportunities to learn makes us attractive to recruits. And I think it is really important that we are able to fill senior positions with home grown as well as outside talent, which means we must do more to identify and develop our own people to compete effectively for those positions. That is a part of our confidence in ourselves as an independent organisation capable of standing on our own feet.

## **What successes have you had so far?**

We have done some quite visible things already. We have designed and rolled out the Catalyst programme for Band B and OF5 staff who show clear

potential to join our most senior ranks. We have completed the trial stages of a people skills programme, which has had really positive feedback, and which we now want to start rolling out across the whole business. And we have designed and implemented a much better and more systematic induction programme for people joining DE&S. We are currently supporting the training programme to go with the 'spirals' as we take the business progressively through a programme to learn new ways of doing business: the training that goes with that programme must be a professional learning product that sets the tone for all our learning activity. And we are looking at the learning that our senior staff need to help them in the transformation, exploring how we might partner with leading business schools to support this.

## **What are main things you are working on?**

One of our projects is taking a radical look at the whole way learning is managed. Who should have the budgets for and make the decisions on training in our new balanced matrix model? How much should they have to fit our business need, taking into account what other world-class programme delivery businesses expect to spend? What relationship with our suppliers including the Defence Academy can we frame to get the best value? What system should we have for recording people's skills and training? And there are some fundamental issues about our competence frameworks: as we see all our staff as professionals in their functions, how can we streamline the functional competence frameworks? And is the Civil Service competence framework the best way to articulate the cross-cutting skills we all need to have in this business? We intend to have much of our work on a new framework for governing, managing and paying for training and talent complete by spring 2016. We will also have a properly

constituted skills team as part of the new HR function.

## **You said you also provided a focus for diversity and inclusion?**

Our diversity and inclusion project completes the set. There is much more that we need to do to make sure DE&S is a place where people can really be themselves; where barriers to talent are removed; and which attracts a wider range of people to join and stay with us. Diversity is one of the highest priorities across the civil service and in Defence, and we are working closely with the central Defence Diversity and Inclusion programme (DDIP to its friends) in MOD centrally on a programme to help this happen. In the competition for talent, quite simply we will not succeed if we are not able to attract the full diversity of professional talent that is there in the country as a whole. We are refreshing the network of senior champions and diversity groups; we have joined the Employee Network for Equality and Inclusion, which will help us benchmark ourselves; we are looking hard at how we recruit and present ourselves externally; but most importantly, we need to make inclusive behaviour a central part of how we all work and behave in the transformed DE&S. To me that is a core part of Transformation.



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## 200 mile Charity Bike ride

**O**n 14th September a team of civilian and military staff of mixed cycling abilities, from DE&S embarked on a 200 mile bike ride from Abbey Wood to DSEI in London. The team will be raising

money for the Headley Court Defence Medical Rehabilitation Centre in Surrey, where one of the cyclists Lt Col Matthew Botsford was treated following a major stroke. Money raised will be

used to purchase a laptop to help patients with speech and language therapy, any remaining money will be donated to Help for Heroes.

Picture: David Tucker 



## QEC Industry and MOD teams receive CIPS Award

**T**he Aircraft Carrier Alliance supply chain team, including MOD reps has won a CIPS award for the cost savings it has made through a specialist consultancy project.

The Chartered Institute of Procurement & Supply (CIPS) held its annual CIPS Supply Chain Awards at the Grosvenor House Hotel, London on 9 September.

Shortlisted for two awards, the team, supported by PWC, won the Best Procurement Consultancy Project of the Year. The team comprised of supply chain professionals from across Industry, including MOD, BAE Systems, Babcock International and Thales.

In total, they saved £119m on the construction of the nation's two new flagships, savings delivered by March 2015 came from 67 different activities. The largest of those were from the renegotiation of contracts.

Ross Hillman, who heads up the Supply Chain function for the ACA, said that with an initial target price pre-agreed by the MOD and the ACA, the challenge was on to save £86m

from a spend of £800m. "The results have surpassed our original targets and expectations but also left a lasting legacy. The project resulted in contract managers having more confidence and a change in attitude from our suppliers who now fully recognise their role in providing greater accountability." Kevin Earle, Deputy Head Commercial Ship Acquisition QEC, from the MOD QEC Commercial Team endorsed this and further stated. "This is a real example of what can be delivered when MOD and Industry sit down and work together with clear objectives

and targets."

Up against stiff opposition from organisations including Efficco, Eunomia Research and Consulting, ITV and Leaseguard Group, the Judges gave praise for the ACA team, stating: "This entry had a very clear approach which was well base-lined. There was real gain for this organisation on a large-scale engineering project. The consultancy brought structure to the tracking and priority of activities, teasing out best practice already available from different elements of the organisations."



Shown receiving the prize include the majority of the consultancy team. Host TV presenter and comedian Alexander Armstrong joked, "This is the first time I've ever witnessed the entire population of a small hamlet come on stage to collect a prize!"

Picture: David Tucker



## Celebrating a 47 year career in the MOD

**D**E&S employee Brian Hewlett has retired after almost 50 years working in the MOD. He talked to Desider about his career and about the transformations the organisation has undergone during this time.

Brian started work on 9th September 1968, at the Aston Down Ministry of Technology Stores Depot, which was subsequently absorbed into the Ministry of Defence. His various roles took him through supply and transport before he moved to RAF Kemble, a period he remembers fondly.

Brian said: "Our task was to provide support to the United States Air Force based at RAF Kemble. That was a very interesting time in my career, because although I was working in the UK it certainly felt that I was actually in the United States. I learnt that although we speak the same language, there are a number of cultural differences, and that was very constructive."

After Kemble's closure, Brian

moved to RAF Innsworth, where he helped shape the future size of the Royal Air Force working in the manpower planning section. He also spent some time as manager in the archives, looking after personnel records for RAF retired servicemen and women.

Their tasks involved a number of activities, from assisting with the location of the next of kin of newly discovered bodies found in World War II aircraft, to helping veterans who did not remember their service number and needed RAF financial assistance.

This was before the era of computers, so the team had to deal with around 6 miles worth of records. For Brian, the introduction of the computer is the biggest change the MOD has undergone in all these years, along with the decreasing reliance on paperwork.

"When I started we didn't have a single computer. I'll always remember when I had to make a

## MOTTO

### the MOD Lottery July winners

#### £10,000:

Nicholas Carter (Abbey Wood),

#### £5,000:

Helga Kitney (Abbey Wood).

#### £2,000:

Carol Holmes (Chilwell).

#### £500:

Iain Dalrymple (Kirkcudbright),  
Sylvia Brunton (Worthy Down).

#### £100:

Helen Haworth (Watton)  
Richard Weekes (Yeovilton)  
Andrew Coleman (Whitehall)  
Karen Timms (Feltham)  
Brian Donovan (Crombie)  
Lorraine Kell (Glasgow)  
Keith Anderson (Otterburn)  
Paul Mitcham (Northwood)  
James Gill (Abbey Wood)  
Michael Kemp (UKHO)  
Hollie Fuller (Abbey Wood)  
Keith Dearness (Whitehall)  
Hazel Newman (UKHO)  
Lyndsay Hall (Portsmouth)  
Deane Thomas (London)  
Ceris Holder (Abbey Wood)  
Marion King (Winchester)  
Linda Fox (Cranwell)  
Diane Wilmont (Liverpool)  
Sandra Jubber (Portsmouth)

telephone call to London and I had to chase the operator. To think that you had to try and book a call is amazing. Things have changed so much."

"I have enjoyed working as part of the MOD family. On the whole I think they are a very good employer. There's a lot of job security, the conditions of service are good, and supervisors are very supportive. We are very fortunate."

He joined DE&S in 2008, and his last post, in Operational Support Vehicle Programmes (OSVP) involved providing administrative support to the Specialist Vehicles team.

Brian bid farewell to his MOD years on 11th September, the day of his 65th birthday. He plans to enjoy his free time cycling and dedicating himself to his voluntary part time jobs: inspecting tickets in the Severn Valley railway and working as a special constable in the Stroud area, an activity which earned him the MBE in 2013 for services to policing in Gloucester.

# 60 SECOND SPOTLIGHT

## Name?

Lucy Jefferies

## Job?

I am currently Assistant Head for the COS Team within D Tech. It's a busy, central role that supports Director Technical and covers HR, Business Management and Information Management. No two days are ever the same!

## Your route in to DE&S?

I first joined the MOD aged 21 as a casual E1, and after being made permanent got my first DES role on promotion to Band D, working with the (then named) Medical and General Supplies Team in a HR support role. This gave me my first taste of what HR was like as a career anchor and gave me a passion for working with people. It also showed me what it was like to work in a DES team that provided life saving equipment to the Front Line Commands and were involved in critical, high profile projects – and I was hooked! Now 8 years on, I have recently started my first Band B post, and still feel just as passionately.

## Your claim to fame?

One time, I saw Michael Jackson outside a London theatre, which was exciting enough in itself. He was ushered into his vehicle in a frenzy of paparazzi flashes, which then pulled out in front of us nearly causing an accident, but I was too starstruck to care!

## Your advice to anyone?

The best advice I ever received was to take ownership of my own career, and never stop learning. I actively try to learn new things all the time, both in terms of skills and about myself. There will be people along the way who will help and support you in your career, and offer you opportunities – but only you can decide to make the most of them, and you need to have ownership of your career to give you focus and ambition, and keep reaching your potential.

## What do you do when you are away from work?

I absolutely love spending time with my family, and I love nothing more than spontaneity. At weekends I love it when family or friends come up with ideas for



new ways to make fun memories and experience different things. I'm on a fitness kick at the moment so have been spending a lot of time at the gym recently, and have also developed a new love for Zumba! Unfortunately, I also love baking but this has had to go on the back burner for the time being! I also love music, reading and going to the movies and the theatre.

## What are you most proud of?

I am proud of being a working parent. I know how hard it can be to juggle family life and work, and that there are sacrifices that have to be made but it is so rewarding in the end. I am proud that I have been able to have the best of both worlds – albeit with lots of help and support! I am also proud of the outreach work I do with young people in the area, through Civil Service Local. I am passionate about inspiring young people and encouraging their ambition, and it means a lot to me to be able to get involved and hopefully make a difference.

## What irritates you the most?

Things that irritate me are brown bread, because it tries to convince that it is healthier for me, but it tastes horrible; waiting, especially for public transport; people that are rude; and having uncontrollable, frizzy hair!

## Who would you invite to your dinner party?

I think I would have to invite Daphne Du Maurier, because I'm a fan of some of her darker novels and would love to find out more about her inspiration as well as her life as a writer and mother in that era. I would also invite Jennifer Lawrence and Emma Watson, who are both 'real' young women that are advocates for being yourself, breaking stereotypes and achieving your potential. And Mary Berry would have to come too, ideally with a cake!

## Your secret?

Well, I'm actually afraid of the dark! I never quite grew out of being scared of it and don't like it at all!

Above: Lucy Jefferies getting involved and helping young people through Civil Service Local.

# Strzelecki ready to tackle the Worlds Toughest Mudder



**M**att Strzelecki of the DTech Project Management Development Team will fly to Las Vegas in November to take on one of the most difficult obstacle course races on the planet as he competes in the “Worlds Toughest Mudder”.

The competition held in the Las Vegas Desert, aims to push competitors from all over the world to their mental and physical limits. Competitors will be challenged against 25+ obstacles per 5 mile loop, including 35 foot cliff drops, 10 foot walls, open water swimming, electric shocks and freezing temperatures with the aim of completing as many laps as possible in a 24 hour period.

“Competing in Worlds Toughest Mudder is a personal challenge for me to see what I am capable of achieving. I have been preparing myself all year for this event which has included completing a 67 mile Ultra-Marathon, Several Marathons, Half Marathons and 27 laps of standard Tough Mudder Events in the last 12 months.”

“Training has been going well,

but it’s difficult not to get injured during the year. I’m really looking forward to the challenge, but I’m under no illusions how difficult it will be. I’m hoping to finish in the top 100 in the World, but I shall have to see how it goes on the day.”



## Vanessa Arruda comes 5th at Regionals

**T**he International Relations Group MOU Desk Officer; Vanessa Arruda and her horse Cienus (aka Lui) achieved a well deserved 5th place in the Elementary section, at the British Dressage Summer Regional Championship held at the David Broom Event Centre in only their second year of affiliated competition.

Despite the big atmosphere and bad weather, Lui pulled out a good performance with all the hard work paying off. Vanessa bought him as a 3 years old project to train from scratch, he was a long-legged playful horse that would jump at his own shadow but has grown into a talented competition horse, despite still being sharp and spooky.

Vanessa says; “We only started competing at affiliated dressage last year and since then we achieved more than I thought we would, including competing at several big events such as the Petplan Area Festival and the Winter National Championships.”

Vanessa and Lui are currently competing at Medium level and training for Advanced Medium. “I am very pleased with our progress and feel extremely lucky to have an amazing support Team [husband Mauro], access to excellent training and competing with some of the best riders in the country. It has been challenging training a youngster, competing and balancing a busy day job, which includes travel but it has also been very rewarding and wouldn’t have it any other way!”



Above: Vanessa and Lui during the prize giving ceremony.

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## 2015/16 Symposia at Shrivenham

29-30 Sept	Ordnance, Munitions and Explosives Symposium
20-21 Oct	Defence in Cyber
27 Oct	Robotics in Defence
28 Oct	Motorsport meets Defence
10-11 Nov	XVIIIth International CBRN Symposium
17-18 Nov	Countering Terrorism and Violent Extremism
25-26 Nov	Defence and Security Doctoral Symposium
08-09 Dec	Electronic Warfare
02-03 Mar	Defence Support and Logistics
20-21 Apr	Defence Information 2016 (with UKCeB)
11-12 May	Innovation Symposium (on behalf of DE&S)
02-04 June	Culture in Conflict
20-22 June	14th Electro Optics and Infrared Conference
12-14 July	Close Combat Symposium

To register on a symposium or find out  
more about Symposia at Shrivenham:

Email: [info@symposiaatshrivenham.com](mailto:info@symposiaatshrivenham.com)  
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# LEARNING AND DEVELOPMENT

## CYBER THINKERS!

**D**uring August 2015, approximately 500 DES Project, Programme & Risk Managers attended Cyber Awareness sessions with the theme of assessing the Cyber risk and embedding this activity into Contracts. These events were hosted and facilitated by DES CIO Compliance (Cyber) Team at MOD Abbey Wood.

Each session was opened with with a key note speech which highlighted the key changes which will affect how Cyber risk is assessed and how DES will gain assurance that appropriate mitigations are in place. Barry Burton (DES CDM-Corp-Affairs-Dir), John Cook (ISS Des-DAIS-Hd), and Ray Smart (DES CIO-Compl-AsstHd) delivered individual speeches which set the scene for the following sessions.

The first half of the two hour session set the context for the Defence Cyber Protection Partnership and explored the nature of the Cyber threat. This included a briefing from Sharon Wiltshire of the Cyber Jt User team. Sharon explained the importance of Cyber space to defence, and the need for each individual to act in a secure manner online, relating it to the current 'Year of Cyber' theme of social engineering. Directly addressing project managers, she also considered cyber throughout

the project life-cycle.

The second half built on the context of the cyber threat, where the DCPD representatives from MOD and BAE introduced the partnership and its three strands of work (information sharing, measurements and standards, supply chain awareness). They discussed the actions being taken to protect the Defence supply chain through the Cyber Security Model (CSM). It was explained that Project Manager involvement will in particular be at the risk assessment stage when projects are allocated a risk level of Very Low, Low, Moderate or High, with a corresponding cyber risk profile and a set of proportionate controls will be applied.

Particularly memorable were the thought provoking yet entertaining videos interspersed throughout the session, which re-inforced the Cyber message.

The session ended with an opportunity for Q&A, with some good questions that suggested the audience had thoroughly engaged with the content of the sessions. This was also an excellent example of Defence and Industry Partners working collaboratively and delivering a consistent message on a key Defence activity providing early engagement for the DES Project Community.

Following the success of these sessions, DES CIO are looking into

the possibility of holding future sessions at other locations in 2016; numbers permitting.

For further information on DCPD or Cyber Awareness, please contact: DCPD: ISS Des-DCPD (MULTIUSER)

DES Cyber Awareness: DES CIO-Compl (MULTIUSER)



DES CIO's "Cyril The Cyberman" Points out the Cyber Threats ahead

## Cross-Sector Innovation Event (CSIE)

**D**ES TECH Technology office will be hosting a Cross-Sector Innovation Event (CSIE) at Abbey Wood, Bristol on Thursday 12th November 2015 between 0900-1500. The "Market stall" event held in NH2 will showcase the benefits of developing or sourcing technology and innovation from other industry sectors such as healthcare, energy, security & motorsport. DE&S staff will have a unique opportunity to quiz organisations about their insights and experiences of innovations taken from different sectors and how this approach could work within defence, as well as book onto some insightful presentations.



Picture: Andrew Linnett

# DE&S Safety Day 2015

The DE&S will hold its inaugural Safety Day, across all its main sites, on 28 October 2015 (the anniversary of the publication of the Haddon-Cave Report). This will be an engagement day dedicated to safety related topics and issues within the DE&S. It will target DE&S staff wherever they work and will address occupational health and employee welfare, as well as equipment and system safety.

The theme for the event is: Everyone's role in Safety

Your safety is important to the DE&S Board, to emphasis this they have made it an all staff event with normal business activities suspended for the day.

Please take the time to make a note of this date in your diaries and to take an active part in the day's proceedings. We will publish more details as they develop.

Delivery focused;  
 Safety driven  
 Learning & Sharing  
 Leadership  
 SQEP  
 Proportionate & Appropriate  
 Culture  
 Accountability & Responsibility

Challenge  
 Behaviour

Pictures: David Tucker



## DE&S welcomes new Finance Graduates and Apprentices 2015 to Abbey Wood

DE&S Finance have just welcomed their first intake of Graduates for 5 years and a cohort of Apprentices on a newly implemented Apprenticeship scheme. Michael Bradley (DE&S DG Resources) met the cohorts on their second day welcoming them and encouraging them to embrace this opportunity. They have just completed a 2 week induction before commencing their first placements around Abbey Wood.

The aim of these DE&S Finance

Schemes are to develop new talent into financial managers and future leaders over a 2 year intensive programme, leading to a world wide recognised professional qualification. They will receive support not only from the Finance Professionalism Enabling Team (FPET) but also from Placement Line Managers and senior qualified financiers acting as mentors across the DE&S finance function. We look forward to welcoming the next intake in 2016.





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