

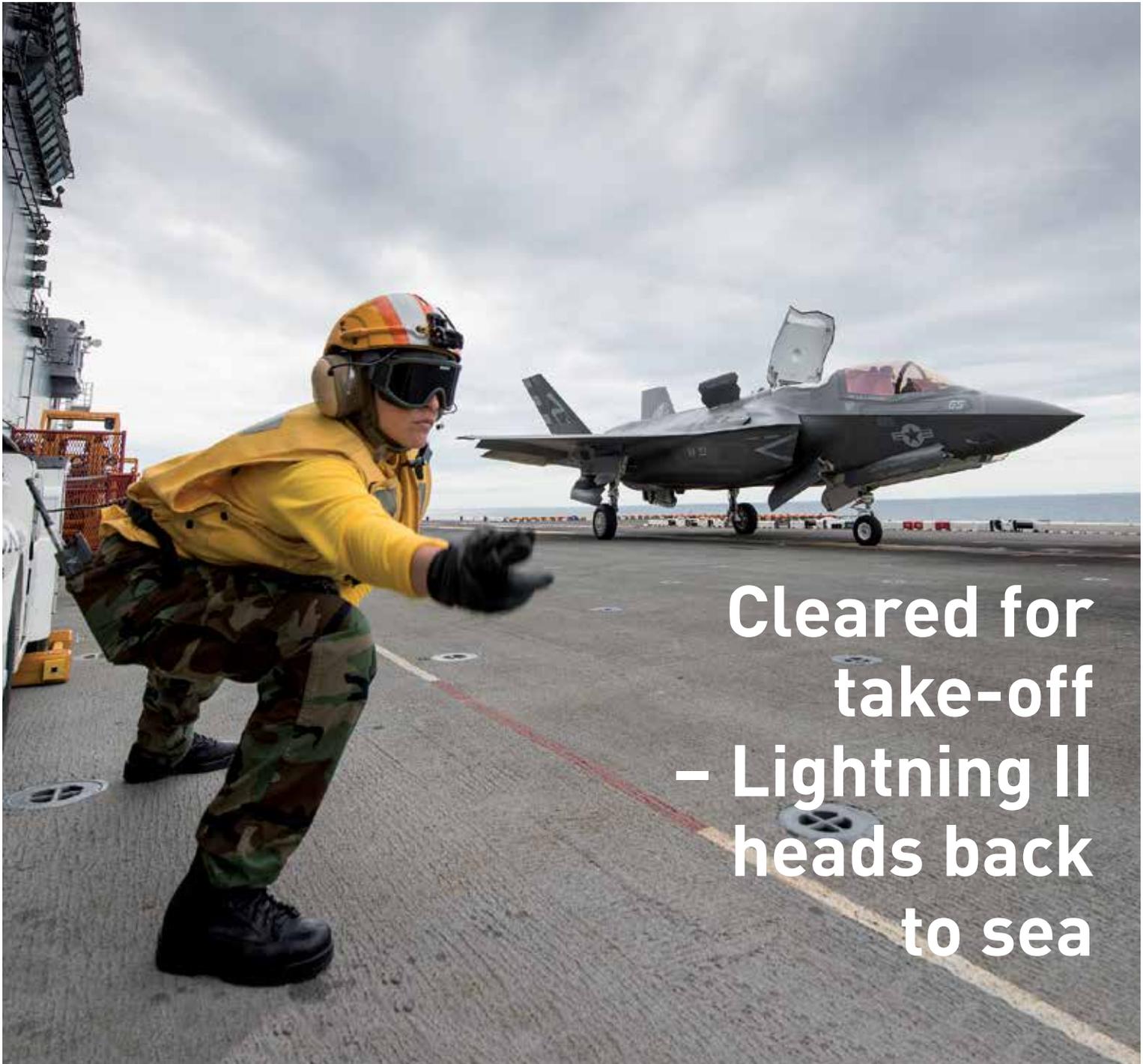
desider

Oct 2013 Issue 65

the magazine for defence equipment and support

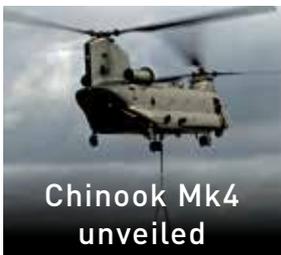


Ministry of Defence



Cleared for
take-off
– Lightning II
heads back
to sea

First DG Finance and DCDS Military Capability head office wallchart [See inside](#)



Chinook Mk4
unveiled



Safety down
the mines



Sea Ceptor
on target



Front line
delivery



Engineering
the future



A Royal Marine keeps a watchful eye out for the enemy during a Commando Assault on Sazan Island in Albania. The training took place near Vlore in Albania, as part of Exercise Albanian Lion 13. Plymouth-based Royal Marines were exercising in Albania as part of an annual deployment of the Royal Navy's high-readiness fleet – the Response Force Task Group.

FEATURES

- 22 F-35 tests – all objectives met**
The Lightning II jet has been back on an aircraft carrier, testing out its short take-offs and vertical landings among a range of capabilities
- 24 Sea Ceptor – a boost for British jobs**
The Armed Forces and British industry have both received a shot in the arm with a contract awarded to MBDA for the new Sea Ceptor naval air defence missile
- 26 Capability delivery – the final few yards**
While the focus in Afghanistan is on redeployment of equipment there is no let-up in delivering new and improved capabilities
- 28 A winner all the way**
Cockpit improvements steal the show as the latest Chinook goes on display during pre-deployment training on Salisbury Plain
- 30 Gatecrashers!**
Apprentices from Devonport have taken this year's Tom Nevard engineering competition by storm



Picture: Lockheed Martin

cover image

A short take-off vertical landing version of the F-35 Lightning II jet is set for the off during a second set of trials aboard *USS Wasp*. Trials provided a host of data to confirm the programme's progress

OCTOBER 2013

desider

Assistant Head, Corporate Comms:

Ralph Dunn - 9352 30257 or 0117 9130257
DESSec-CorpComms-AsstHd@mod.uk

Editor:

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

Distribution Manager:

Dick Naughton - 9352 34342 or 0117 9134342
dessec-corp-busmgr1a@mod.uk

Advertising:

Richard Stillman - Ten Alps Media, 1 New Oxford Street, High Holborn, London SC1A 1NU
Tel: +44 (0)20 7657 1837
Fax: +44 (0)20 7379 7155
richard.stillman@tenalps.com

Printing:



desider is distributed free of charge to DE&S employees and the equipment capability sponsor. Copies can also be made available to readers outside the MOD, including those in the defence industries. While the editor takes care to ensure all material produced is accurate, no liability can be accepted for errors or omissions. Views expressed in *desider*, and the products and services advertised, are not necessarily endorsed by DE&S or the MOD. All content for advertorials must be cleared by the relevant MOD project team before publication.

© Crown Copyright

This magazine is produced on Cocoon Silk 90gsm which contains 50 per cent recycled and de-inked pulp from post consumer waste and Forest Stewardship Council certified material from well-managed forests.



NEWS

- 6 'Two consortia really want to win this'**
Bernard Gray has said the companies interested in running the future DE&S will 'vie with one another very extensively' in the coming competition
- 8 The alternative to GOCO firms up**
The team designing DE&S+, the possible public sector future for the organisation, has achieved its first major milestone
- 10 DE&S staff turn out for DSEI**
DE&S staff joined more than 1,500 exhibitors at the annual Defence and Security Equipment International exhibition at ExCel in London
- 12 Latest Foxhound takes total to 400**
DE&S is to buy another 24 Foxhound patrol vehicles for the British Army in a £23 million contract with industry
- 12 Engine deal is fired up**
A £367 million contract will provide engine maintenance for the Army's Apache helicopters and the Merlin helicopters used by the RAF and Royal Navy
- 18 Rapid radio delivery**
A rapid procurement has seen Royal Marines deploy on their latest exercise with new radios boasting vastly improved capability
- 20 Typhoon reaches fighting weight**
The first Tranche 3 Typhoon has been weighed-in like a boxer to confirm it meets rigorous design standards set by engineers
- 21 Centre adds value to maritime systems**
The launch of a new Centre by GinetiQ with equipment and software to support the lifecycle of a maritime autonomous system has been welcomed by DE&S' Director Ships, Tony Graham





REINVENTING ICT

INNOVATION, COMMITMENT AND TRUST

Central Government requires complete transparency and accountability from its providers. Lockheed Martin UK delivers innovation with elements our customers consider absolutely essential. These include: a collaborative environment, end-to-end transparency, strong supply chain integration from small and medium sized businesses, and the ability to reach back to essential technology and technology professionals. It's a formula for building trust — and for reinventing ICT.

Bernard Gray

Chief of Defence Materiel

'Outline proposals from both GOCO bidders and DE&S+ are being evaluated'



I was very pleased to be able to give evidence about the need for change in the way that DE&S is managed to two Parliamentary Committees at the beginning of last month.

One was the Public Bills Committee, which is looking at the Defence Reform Bill, and the second was the House of Commons Defence Committee.

I was able to give MPs on both committees some detail about areas in which the Materiel Strategy has highlighted the need for significant change in the way we do our business, including how we recruit, retain and support our staff, our relationship with the rest of the MOD and the costs to MOD of the status quo.

Whichever of the two potential routes for the future of DE&S is selected – either a GOCO or DE&S+ solution – I am convinced that we will need considerable change in these areas.

I also explained to MPs that DE&S staff are not able to speak truth to power. I think it is widely recognised that there are examples in recent history of where that has not served the interests of the MOD. Pressure can be applied to DE&S staff to provide information they are not immediately equipped to provide or agree on courses of action that they are not immediately equipped to endorse. This pressure can prove extremely difficult, if not impossible, to resist as there is very little protection against it.

I said that DE&S is losing some of its most talented people to industry because, depending upon post, they are paid significantly less in comparison with their industry

counterparts. These people are engineers, project/programme managers, contract specialists and finance professionals; these roles are in strong demand in private industry meaning that DE&S is not properly equipped to negotiate effectively in this market.

In the meantime work on the Materiel Strategy is continuing to push forward. Outline proposals from both GOCO bidders and DE&S+ are being evaluated. The DE&S+ team has recently developed its design for an improved relationship with the military customer and is working on a new organisational structure and integrated set of core business processes.

We have been talking to the Treasury and the Cabinet Office about the kinds of Human Resources freedoms that would be open to DE&S under both the potential GOCO and the DE&S+ models. These freedoms do exist, because in some other parts of the public sector staff work on different terms to the mainstream Civil Service – good examples are teachers and doctors.

All this is steady progress as we look ahead to the development of the Main Gate Business Case next year.

Alongside this work I was pleased to see announcements of DE&S project activity during the DSEI 2013 defence and security exhibition including an order for further Foxhound vehicles and contracts for helicopter engine maintenance and for production of the new naval air defence system Sea Ceptor, which will be fitted to the Royal Navy's Type 23 frigates.

'Two cons

Chief of Defence Materiel tells MPs the companies interested in running the future DE&S will 'vie with one another very extensively' in the coming competition

CHIEF OF Defence Materiel Bernard Gray told a committee taking evidence on the Defence Reform Bill that he was content with the number of bidders involved in the Materiel Strategy programme.

He said in response to questions from the Public Bills Committee in the Houses of Parliament: "I have three. In the way that I think about the proposition and I quite like the formulation, we are running a competition in the private sector, but we are also running a competition with the public sector. So the DE&S+ model is very real and I invest a lot of time in trying to strengthen that proposition and to force it ahead to be as good as it possibly can be.

"Would I like more bidders? Yes, we would always like those, but there are constraints in this competition in that we are looking for a highly-skilled organisation. You cannot just have anybody walking in. There are potentially four, five or six worldwide companies that are of a scale to do this, and we have hired one of them on our side of the bid.

"I am happy that the two consortia both really want to win this. Although nobody in the world has quite done this at this scale yet, a lot of other countries are very interested in what we are doing. I am sure that they will vie with one another very extensively to win this. As I said, I am also pushing DE&S+ very hard."

Mr Gray told MPs on the committee during the hearing on 5th September that only eight per cent of DE&S' annual expenditure went on staff costs and running costs; the remainder was split approximately half and half on buying new equipment and supporting existing equipment.

He said DE&S did not currently possess the skills to negotiate effectively with industry and that the organisation's staff faced difficulty dealing with powerful vested interests in the MOD and needed to be able to speak truth to power.

"Depending on the particular job and skill-level and so on, we are something between a quarter and three quarters underpaid relative to industry. That means that I am losing my most talented people to industry, particularly at a level

ortia really want to win this'



Left: Philip Dunne, Minister for Defence Equipment, Support and Technology (second from right), joins officials from General Dynamics at the DSEI exhibition at ExCel in London last month. It was announced an additional 24 Foxhound vehicles would be bought for the British Army in a new £23 million contract. Foxhound is designed and built in the UK by General Dynamics Land Systems: Force Protection Europe.

DE&S at DSEI: pages 10 to 13 and 22 to 25

Outsourcing will take staff totals to required levels – Minister

MINISTER FOR Defence Equipment, Support and Technology Philip Dunne told MPs on the committee that approximately 17,000 people now in DE&S would reduce to about 14,500 by 2015 with a large part of the reduction due to the outsourcing of logistics, commodities and services activity.

He said he anticipated that, by the time a decision on the future of DE&S was taken, the people who were within DE&S

managing the Naval bases would be devolved to the Royal Navy.

The Minister said he was also anticipating that people in the information systems and services activities – the IT management activity – would be transferred out of DE&S.

Approximately one third of the people involved in what the MOD calls functional directorates, such as finance and commercial teams, would be retained within the MOD to form part of the intelligent customer,

and would not go into a GOCO.

The remainder of DE&S would be expected to be within the scope of a GOCO. Of those, a proportion could be military personnel on secondment to the GOCO.

The Minister also said the single-source contracts elements of the Bill were extremely important in rebalancing the relationship between the MOD and its principal contractors and were expected to lead to savings of about £200 million a year.

in their 30s when they start to have family responsibilities and bills," he said.

Speaking about the difficulties that could be faced by staff, Mr Gray said that people could be put under pressure by vested interests within the MOD and had very little protection should they try to raise the issue within the department.

DE&S Director Materiel Strategy

Barry Burton told the Committee that discussions had taken place with the Treasury and Cabinet Office on the kind of Human Resources freedoms that might be possible for both DE&S+ and a potential Government Owned Contractor Operated (GOCO) entity.

He said: "However, in both sides of the options for the Materiel Strategy – both

the DE&S+ and the GOCO – we have been very clear with Treasury and Cabinet Office colleagues that part of the deal here is to explore how far we can push the

employment models to give us the freedom to be able to run what Mr Gray describes as a rather different sort of business, moving away from policy generation into programme management, engineering and things like that, in a rather different way."

Mr Gray praised his own team and told the committee the team working on the negotiations on GOCO proposals was strong.

He said: "It has a very significant amount of my time; the commercial director of the MOD, Mr Les Mosco, is leading the negotiations on our part – he is our most senior commercial officer – and we have a very strong team, led by Barry, doing the detailed work.

"We are confident that we have a high-quality team to go out there and negotiate this in the first place."

'I am losing my most talented people to industry, particularly at a level in their 30s when they start to have family responsibilities and bills'

NEWSREEL

Astute comms announced

SEA, a subsidiary of technology group Cohort, has been awarded a contract by BAE Systems, to provide two external communications systems for the *Astute* submarine programme, with a value of approximately £11 million. The two systems are intended for *Astute* Boat 6 (*Agamemnon*) and the unnamed Boat 7. The contract builds on the work already under way to provide the same system for *Artful*, *Audacious* and *Anson*. SEA will work with partners Aish Technologies, Selex ES and Thales UK to deliver the systems.

Rivet cost

THE unit cost of an Airseeker intelligence gathering aircraft – the first will enter service next year – will be around £180 million, according to figures released in Parliament. The cost of training Airseeker air and ground crew is around £18 million from 2010-11 to 2013-14. Three aircraft, known by the US as Rivet Joint and based on the Boeing RC-135, are being procured by DE&S for the RAF as replacements for the Nimrod R1.

Flight figures

MINISTER for Defence Equipment, Support and Technology Philip Dunne has announced plans to increase commercial flights from RAF Northolt within the current capacity of 40 movements a day with a cap of 12,000 a year. Up to 31st July there were 5,116 commercial movements – either a take-off or landing – at Northolt.

Charting formation of the new military customer organisation

THIS MONTH'S edition of *desider* magazine carries a copy of a new wallchart detailing the structure of the newly-formed Director General Finance and Deputy Chief of the Defence Staff (Military Capability) organisation.

This wallchart complements the chart issued in the July edition of *desider* magazine that detailed the structure of the four newly-formed Defence Finance and Military Capability front line command organisations in the Royal Navy, Army, Royal Air Force and Joint Forces Command.

Together these two charts cover the structure of the MOD's reformed military customer organisations as set out in Lord Levene's 2011 Defence Reform report.

The changes are a key part of Defence Transformation. Further copies of the chart are available from DESec-internet@mod.uk



DE&S+ – the alternative to GOCO starts to firm up

THE TEAM designing DE&S+, the public sector-owned and operated comparator to a future Government Owned Contractor Operated DE&S, has achieved its first major milestone.

The team has produced an outline proposition which sets out the key features of the proposed future operating model and, at a high level, the changes that would need to happen to achieve it.

In developing the proposition the team drew on internal and external experts.

"We wanted to ensure that we drew on expertise and good ideas from within DE&S, as well as learning from other organisations both within Government and in the private sector," said Dr Liesl Neale, head of the DE&S+ team at Abbey Wood.

"We have also talked to academics from Cranfield University, who work on acquisition issues. No organisation is exactly like DE&S, but we have looked at aspects of how other organisations operate in order to identify best practice



Liesl Neale

which has informed our design."

The outline proposition forms the basis for the next phase of work during which the team will put flesh on the bones of the design and turn ideas into practical plans for making the changes happen.

They will also be discussing with colleagues in MOD, Cabinet Office and Treasury

the delegations and authorities needed to enable the operating model to be its most effective.

Another key area of focus over the coming months will be refining the costs and benefits

'No organisation is exactly like DE&S'

model associated with the proposition.

Dr Neale added: "We have been busy working out our approach to costs and benefits. We have been working closely with colleagues in Performance Development Improvement who are helping us to develop a robust approach to quantifying the impact our proposed changes will have.

"As with the GOCO bids, the DE&S+ proposition will be required to deliver a fully-costed proposal which sets out the hard financial benefits, as well as any business improvement benefits we expect to deliver."

Working to fight the bio-threat

THE MOD is looking to establish closer links between the UK and overseas laboratories and networks to strengthen biological security.

Natural disease outbreaks and release of infectious agents are risks to global security. Infectious diseases remain a major concern, and can cause social and economic disruption for millions of people.

The MOD is working to strengthen biological security through its UK Biological Engagement Programme.

A number of projects were funded last year. This year the Defence Science and Technology Laboratory's Centre for Defence Enterprise is calling for more proposals from companies via a submission to the Centre's website by 28th October.

BUILT BY INSPIRATION.

At BAE Systems, we serve the needs of our customers by delivering a wide range of advanced defence, aerospace, and security solutions that provide a technological and performance edge. We work together with local partners to develop, engineer, manufacture and support the innovations that sustain economies, increase defence sovereignty, and safeguard commercial interests. With some 88,000 employees in six continents, our story is about talented people who are relentlessly committed to creating solutions that protect and strengthen nations. That's work that inspires us. That's BAE Systems.



DSEI 2013 ... DSEI 2013 ...

Defence Secretary's keynote speech:
page 11

Major DE&S announcements:
page 12

F-35 Lightning II trials:
pages 22 and 23

Sea Ceptor contract:
pages 24 and 25

DE&S plays its part in exhibition success

DE&S STAFF were out in force as more than 1,500 exhibitors made Defence and Security Equipment International (DSEI) at ExCel in London, the largest event of its kind and an ideal opportunity for international armed forces to meet industry and discuss their equipment needs.

"This exhibition is an excellent example of the opportunities we can create by Government and industry working hand-in-hand to a shared objective, and you will have the Government's full support in generating the contacts and the sales you seek in the next few days," said Minister for Defence Equipment, Support and Technology Philip Dunne in his opening speech.

He also emphasised MOD's support for the Defence Growth Partnership, for which the strategic document Securing Prosperity was launched on 9th September.

This initiative is designed to identify the defence sector's core strengths and set out how both government and industry will work together to maximise the UK's competitive advantage to boost British jobs, trade and growth.

On the MOD contribution to the four-day DSEI, Director General Exports Susanna Mason said: "DSEI allowed us to show the variety of work we do to support the defence and security industry.

"My senior team were able to set out how we are developing international acquisition policy, promoting exports and the exportability of defence equipment and services, and how we are looking to

protect the technology advantage of the UK Armed Forces."

Paul Hamilton, Head of Industrial Policy and one of the MOD speakers at DSEI, added: "It was good to see so many examples of battle-winning leading edge capability on display. DSEI is a really good showcase for the best that defence industry has to offer in meeting the needs of our UK Armed Forces.

"With so many exhibitors and overseas delegations, there was a real buzz about the place and I know that the organisers Clarion were very happy with the strong turnout and support they had from the staff of DE&S, Dstl and the wider MOD."

Praise for DE&S: from Paul Hamilton



PM backs vision for growth

PRIME MINISTER David Cameron has backed a new joint government and industry vision for growth in the UK defence sector.

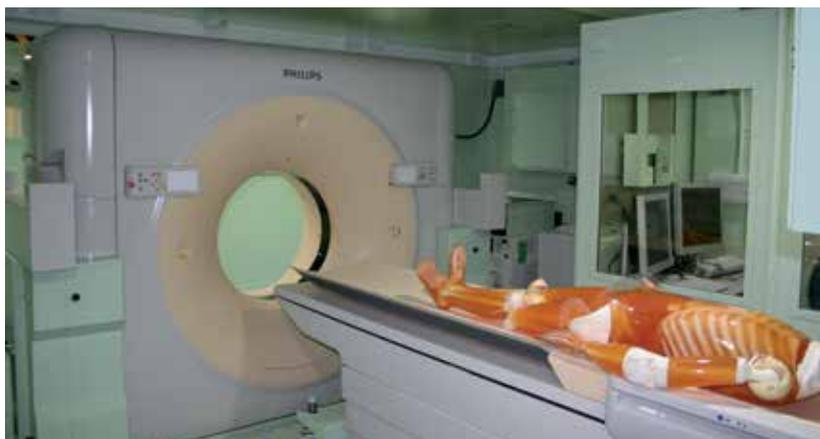
'Securing Prosperity – a strategic vision for the UK Defence Sector' identifies the sector's core strengths and sets out how government and industry will work together to maximise the UK's competitive advantage to boost British jobs, trade and growth.

This strategic vision for the defence sector has been developed by the Defence Growth Partnership – a forum set up by the Prime Minister last year.

The Prime Minister said: "Britain's defence industry is a national success story that we are right to take pride in.

"Across the country, British engineers, scientists, apprentices and manufacturers are working to ensure that our Armed Forces have the best equipment in the world."

Securing Prosperity – a strategic vision for the UK Defence Sector is available at www.defencegrowthpartnership.co.uk



■ For the first time at DSEI, a deployable CT scanner was on display. The unit, loaned by the MOD, was shown by Marshall Aerospace and Philips Healthcare in the newly-established medical and disaster relief area.

The Philips Brilliance CT 64 scanner provides medical teams deployed anywhere in the world with a full body CT scan capability much earlier in the care chain. This will lead to even more effective patient treatment and potentially increased levels of survival.

Steve Fitz-Gerald, CEO of Marshall Aerospace and Defence Group said: "We are very grateful to the MOD for loaning the unit on display as it provides a wonderful opportunity for visiting delegations to see some of the UK's leading technology."

□ General Dynamics UK officially unveiled its mobile test rig – the precursor to a prototype Scout Specialist Vehicle (SV) – at DSEI.

The rig will play a key role in reducing risk and maximising the reliability of the SV platform and its common components through a rigorous series of trials, which began in June 2012 and are moving into the final phase.

The rig began its tests just three weeks after the MOD confirmed last May that funding for the Armoured Vehicle Programme, which includes the Specialist Vehicle, is part of its core programme of committed funding.

A challenge to industry

REFORM OF DE&S and the Single Source Procurement Rules represent a significant challenge to our industry partners, but also a significant opportunity.

By making the MOD a more intelligent customer, we are putting the onus on industry to make itself more efficient. To reduce its overheads, streamline processes, invest in the latest equipment and facilities and continually bear down on cost inflation. That will not be pain-free.

But the opportunity is there to ensure that at a time when defence budgets in the developed world are constrained, the UK defence industry is lean, efficient and globally competitive, able to compete and win in open competitions for the rising defence spend of the emerging powers, focussing as much in the future on export opportunities and winning business overseas, as on retaining contracts at home.

Michael Fallon launched 'Securing Prosperity', the vision and strategy for the Defence Growth Partnership (DGP) between Government and industry with the explicit aim of promoting a highly competitive and innovative sector, focused on delivering battle-winning capabilities for the UK Armed Forces, our allies and defence partners around the world.

And we have a new cross-Whitehall Ministerial Working Group on Defence and Security Exports.

This is about playing to our strengths for the good of defence and to support economic growth.

Of course, the need to boost competitiveness and increase exports is not just a challenge for UK industry and Government; it's a challenge being felt across the Continent.

Everyone is familiar with some of the propositions that have been put forward to confront it – for pan-European industry mergers or greater industrial consolidation.

In Brussels, the European Commission has been

Defence Secretary Philip Hammond used his keynote speech at DSEI to explain that Defence Reform, including making DE&S smaller and more efficient, is reflected in what is now expected of defence firms



Challenging industry: Philip Hammond speaking at the opening of DSEI

developing its own proposals. In July it set out its plans for a more competitive defence sector. Some of those proposals we can welcome – such as improving competition in the internal defence market, and supporting small and medium-sized enterprises.

But others, such as interference in the export of defence equipment and government-to-government defence sales; or the creation of top-down "regional smart specialisation strategies" or "specific European standards for military products" represent a significant potential extension of the Commission's role and are not necessarily in the UK defence industry's best interests – and we will resist them.

In the UK, there is a genuine debate about how we respond to this wider competitiveness challenge – because it lies at the heart of the question of how we are going to develop the next generation of platforms and capabilities. Should UK industry go it alone? Do we

have the technological edge to do so?

Successful domestic procurement reform, a more open and better-aligned relationship between the MOD and its suppliers, a greater focus on exportability, and a very careful eye on potential interference from Brussels; these are the challenges we must address to ensure that we get the battle-winning capabilities we need for our Armed Forces, to the specification agreed, delivered on time and on budget. And to ensure that the UK defence industry maintains its position in export markets and remains a significant contributor to the UK economy.

As we develop a more transparent, better aligned relationship with industry, I will do everything I can to protect you from unnecessary regulatory and bureaucratic burdens, whether home-grown or made in Brussels. In return, I hope you will embrace the new collaborative culture we seek.

Policy proves a first-year success

THE MOD'S industrial engagement policy saw more than £400 million of inward investment placed with the UK's defence and security sectors in its first year.

Two more companies, Rheinmetall and Nexter, used DSEI to inform Minister for Defence Equipment, Support and Technology Philip Dunne that they would like to take part.

The Defence and Security Industrial Engagement Policy (DSIEP) encourages overseas companies to work with the UK's defence and security sectors. UK's industry is then better positioned to secure exports as well as support front-line capability.

Although participation is voluntary, four companies signed up in the first year – Boeing, Saab, Rockwell-Collins and L-3 Communications. Participants inform the Minister of their activities in the UK and, where appropriate, how they support the wider aims of the White Paper; 'National Security Through Technology.'

Reports provided in the first year gave good examples of how this has been achieved. Saab, for example, has used the expertise of a UK small and medium-sized enterprise by training staff to support the Giraffe multi-role surveillance system.

The UK company, Operational Solution Limited (OSL) performs support on Saab's behalf in Afghanistan and, while the initial aim was for OSL to support the British Army, this has been extended to support for the Australian Army.

Another example is the work Redmayne Engineering of Lymington secured from Boeing. Redmayne manufactured enclosure assemblies for the Julius low light cockpit system for the RAF's fleet of Chinook Mk2 and Mk2A helicopters.

This is part of the avionics upgrade which enables landings to be made safely in dust or low light as well as adding a new mission planning system to the helicopter.

Armour centre formed

THE UK's first ceramic armour development centre is to be formed in Newport, south Wales.

Defence Science and Technology Laboratory (Dstl) has joined forces with Kennametal Manufacturing UK on a £2 million project helping to sustain 50 local jobs.

It will develop full-size ceramic armour components for personnel and vehicle protection, large enough for full scale impact tests.

Dstl is already working with Tata Steel in Port Talbot to develop advanced steel armour and this new facility in Newport will see south Wales become the UK's centre of advanced military armour technology.

Improved UK based development and production will also help reduce the reliance on imports of ceramic armour and make it more readily available during the development of any future vehicles or body armour.

Professor Peter Brown of Dstl said: "This joint investment is the culmination of four years work. The ability to make ceramic samples large enough for full scale impact tests and the very significant reduction in time taken to produce a sample, means that we can investigate a much wider range of innovative formulations, faster and more cheaply than before."

Mike Williams, Kennametal managing director added: "This is an exciting opportunity for Kennametal Manufacturing UK to work with the MOD and Dstl and also expand its portfolio into the field of high performance ceramic armour products."

DSEI 2013 . . . DSEI

Helicopter engine deal is fired up

A £367 million contract will provide engine maintenance for two of the UK's helicopter fleets.

The six-year agreement, with Rolls-Royce Turbomeca will deliver essential support for the Army's Apaches and the Merlin helicopters used by the Royal Navy and RAF and save more than £300 million compared to previous arrangements.

The Apaches and Merlins are powered by the same RTM322 engines.

By simplifying the supply chain, improving technical support and increasing availability of spare parts, the new contract will help reduce the number of major

repairs needed on the airframes, improving availability for tasking.

Work will be carried out at four bases where the Apaches and Merlins operate – RAF Benson, RNAS Culdrose, AAC Wattisham and AAC Middle Wallop – and at company sites in the UK and France.

Minister for Defence Equipment, Support and Technology, Philip Dunne, said: "This contract will provide important support for our Merlin and Apache fleets, which play a vital role defending this country's interests around the world."

This single contract has been largely down to the hard work of

the Joint Propulsion Team who manage the MOD's aero engines which involve Rolls-Royce as a single portfolio. Common issues can be tackled across the fleet and the joint team's work helps to give DE&S the chance to build a strong knowledge base.

Head of Helicopters 3 at DE&S, Air Commodore Mark Sibley, said: "Merlins and Apaches have been used extensively in Afghanistan and are two key capabilities for our Armed Forces. This contract has a number of benefits for our Apache and Merlin crews, principally improving engine availability and reliability, while reducing costs."

Latest Foxhound order takes Army total to 400

'This buy underscores how well the vehicle has been received by front line users' – Phil Tulitt, DE&S



Hard worker on operations: Foxhound in Afghanistan

DE&S is to buy an additional 24 Foxhound vehicles for the British Army in a new £23 million contract.

Foxhound, designed and built in the UK by General Dynamics Land Systems: Force Protection Europe, first deployed to Afghanistan last year.

The announcement has been welcomed by DE&S' Protected Mobility Team, whose leader Phil Tulitt said: "Foxhound is proving its worth on operations and this latest buy underscores just how well the vehicle has been received by front line users who value

the high mobility and personal protection it provides."

Foxhound represents leading edge technology. Vehicles are agile enough to reach a top speed of 70mph with a V-shaped hull providing unparalleled protection against a range of threats for their weight and class.

Since 2010, £371 million has been invested in Foxhound and the latest order will take the Army's total fleet to 400 vehicles.

Announcing the contract at DSEI, Minister for Defence Equipment, Support and Technology, Philip Dunne, said:

"Foxhound gives our Armed Forces enhanced mobility, enhanced protection and enables them to operate in a wide range of environments.

"This further investment will bolster the British Army's capability far into the future and demonstrates our commitment to provide troops with the battle winning vehicles they deserve.

"There is no better advertisement for the British defence industry on the international stage than the UK's Armed Forces using British built equipment on operations."

Farewell to the VC10

Decoy trials take step forward

THALES UK and Blue Bear have completed a key milestone in the development of the Accolade programme with the launch of an off-board active decoy on Salisbury Plain.

Accolade is a joint UK-French research project to develop a decoy that can defeat advanced anti-ship missiles.

DE&S' Underwater and Electronic Warfare team is the contracting authority.

The decoy consists of a carrier and electronic warfare payload, fired from a launcher and sent clear of the ship. Once the decoy slows down from the ballistic trajectory the positional vehicle begins jamming.

As a missile nears the target ship, the decoy aims to distract or disturb the missile seeker guidance system.

If the missile seeker is already locked onto the ship in final attack phase, the decoy presents a false signature of the ship to 'seduce' the missile away.

DE&S' Accolade project manager Trevor McKerlich said: "The trial has de-risked the critical launch phase of the Accolade solution and I now look forward to the next major milestone."

Daniel Gilderthorp, programme manager at Thales UK, added: "This marks the start of a very important phase for the programme, where the concept that has been under development for the past three years will finally be brought to life."

"The Thales-Blue Bear team is proud of the solution and looks forward to the next stages of our partnership and this exciting project."

47 years of service come to an end with a final air-to-air refuelling

The final sortie: VC10 ZA150 is joined by a pair of Typhoons on its final appearance in UK skies

A LAST sortie has marked the retirement of one of the most iconic aircraft to fly in RAF colours.

VC10s ZA147 and ZA150 flew together to refuel Typhoon, Tornado GR4 and Hercules aircraft, along with refuelling one VC10 from the other.

The two were marking the departure from service on 25th September of the popular tanker and transport aircraft after 47 years of RAF service.

Gp Capt Steve Lushington, Station Commander at RAF Brize Norton, home to 101 Squadron and the last two VC10s, paid tribute to the aircraft.

He said: "You only have to look through the chapters of aviation history to find the VC10 has played a part somewhere along the line, be that the return of people held hostage around the world or flying the Royal Family, the Queen, heads of state and prime ministers to all sorts of wonderful locations as part of state visits.

"There is a significant amount of VC10 history at RAF Brize Norton and we're very proud of

that heritage."

On his return from the final sortie, the captain of ZA147, Sqn Ldr Jess Gannon, said: "It's probably going to take a little time to sink in actually, but we're all a little subdued – it's a bit of a sad day.

"It's been a big part of all of our lives for quite a long time and it's such an iconic aeroplane; so to be the guys that fly it on the last

operational sortie, it's been an absolute pleasure.

"You can see by the crowds that have been out to see us that the support from the public for these tremendous aircraft has been absolutely phenomenal."

The aircraft are being replaced by the fleet of new generation air-to-air refuellers and transport aircraft, the Voyager.



Pilot's eye view of the final sortie

A NEW development in battlefield geospatial intelligence (Geoint) to improve situational awareness for the British Army is ready for action.

A range of capabilities under the Future Deployable Geoint programme will be provided to the UK's Joint Force Intelligence Group by Lockheed Martin UK Information Systems and Global Solutions and its industry team.

It will enable commanders to rapidly brief and equip their troops for

operations with up-to-date, customised digital intelligence.

The system also includes a fleet of 11 vehicles and three vehicle-mounted containers.

A spokesperson for DE&S' IMAGE team said: "FDG is a vital project that provides improved and enhanced tactical Geoint capabilities. Having achieved Initial Operating Capability in August, the system is now available for tasking."

System is ready to give troops the best data

NEWSREEL



Elaine joins the DIO

THE RAF has appointed its first female two-star officer. Air Vice-Marshal Elaine West, above, 51, will be Director of Projects and Programme Delivery at the Defence Infrastructure Organisation. She will lead the way in delivering multi-million pound infrastructure projects to support military training, improve defence capability and oversee the drawdown of Army units from Germany.

Contract extension

BMT Hi-Q Sigma, in partnership with Nuvia, has been awarded a 12-month contract extension to continue providing technical expertise and support for the Submarine Dismantling Project. The project is to help develop a solution for dismantling the UK's nuclear submarines after they have left service. BMT has been working on the project for the last four years.

Raising cash

BOEING is again the lead sponsor of the British Military Tournament on 7th-8th December at Earl's Court, London. Money raised will go towards Army Benevolent Fund The Soldiers' Charity, The Royal Navy and Royal Marines Charity, and The RAF Benevolent Fund.

THE ROYAL Navy's third *Astute* class attack submarine has been formally named *Artful* in the traditional way with a bottle of local Cumbrian beer.

Marking this milestone in the vessel's construction in Barrow, Lady Amanda Zambellas, wife of the Royal Navy's First Sea Lord Admiral Sir George Zambellas, named the submarine. The bottle of beer came from the Hawkshead Brewery in Staveley.

The naming ceremony comes just two months after the first two of the seven *Astute* class submarines, *HMS Astute* and *HMS Ambush*, were nearing completion of their extensive sea trials and have been handed over to the Royal Navy to begin to prepare for operations.

Minister for Defence, Equipment and Support Philip Dunne said: "*Artful* is the third in our fleet of *Astute* class submarines, the largest and most advanced attack submarines ordered by the Ministry of Defence providing unprecedented levels of stealth and attack capability to the Royal Navy.

"The *Astute* programme is a significant investment by the Government and is set to sustain more than 5,000 UK jobs within BAE systems and the 400 separate suppliers across the supply chain."

The *Astute* submarines



Artful in the main hall at Barrow.
Picture: Andrew Linnett

Artful naming is no small beer!

will replace the older *Trafalgar* class boats, and possess greater firepower and advanced stealth technology.

Artful is expected to be rolled out of the shipyard construction hall early next year and is due to start sea trials in early 2015.

Submarine naming is 'like a christening'

THE NAMING of *Artful* is an important milestone in the early life of a submarine, DE&S Director Submarines explained at the Barrow naming ceremony.

"It is like the christening of the submarine," Rear Admiral Simon Lister told the assembled media.

"The ship's company are now beginning to take charge of the systems so when *Artful* leaves Barrow, they will be confident.

"This is the point where they really start to get their hands on it.

"I welcome the decision to separate the naming ceremony and the launch of the submarine because it means that there are only two days of interruption to work when it used to be a week or more. We can also get more done in dry dock."

Artful is due to get her first public airing early next year, giving the many apprentices on the project extra pride in seeing the fruits of their labours.

"It's good for apprentices in particular to see boats at all stages, almost finished

like *Artful* and just starting to form the metal sheets like Boat 6," said Barrow-based Lt Cdr Howard Kelly, DE&S' nuclear assurance and acceptance manager in the Submarine Production team.

"In the industry, people sometimes refer to 'metal bashing', but building these submarines is not metal bashing; the level of accuracy is amazing.

"The programme is also supporting the lives and livelihoods of the people of Barrow for the next 25 years."

Welding instructor Joe Murphy, a worker at Barrow for 40 years, added: "It's very rewarding passing on skills to the next generation - I'm sixth generation at Barrow and now my son works here too.

"It's vitally important to keep the skills in the shipyard; it's carrying on a great tradition. We're building the finest boats in the world, I think!

"The completion of *Artful* is a massive achievement, and a great day to show off to the world how good we are and what a skilled workforce we have."



Simon Lister



Howard Kelly



No.1 Supplier to the MoD

All major programmes delivered on time and to budget.
All modifications delivered on time or ahead of schedule.
Integrated support programmes delivering increased availability
and exceptional value for money.
It's no surprise that Finmeccanica was rated the number one supplier
by the MoD Supplier Relations Team in its 2012 annual Performance Review.

LEADING THE FUTURE

agustawestland.com



 **AgustaWestland**
A Finmeccanica Company



Wings on their way

WINGS FOR the first Airbus Military A400M Atlas airlifter have left Filton bound for the assembly line at Seville.

The first wings were announced as near completion earlier this summer, as featured in *desider's* August edition.

The picture shows one of the wings being loaded onto Airbus' roll-on roll-off ferry at Royal Portbury Dock, Bristol.

The wings will make the return journey when the first of 22 aircraft ordered by the UK is due to be delivered next September.

Through Life Support.

We have designed, manufactured, delivered and supported more than 5,000 tactical shelters in over 200 configurations including deployable C4ISTAR, medical, scientific investigation, command and control and ground control systems for over sixty years.

We work collaboratively with our customers and users to provide cost effective through life support of mission critical systems.

**Innovation and
Excellence in
Engineering and
Support Solutions.**

marshalladg.com

Marshall



Project aims to streamline procurement

THE WAY DE&S staff buy equipment and services, seek contract action and manage relations with suppliers will change under a new project involving contracting, purchasing and finance across the MOD.

The first in a series of stakeholder presentations has taken place at Abbey Wood to increase awareness for the many staff it will affect. The project aims for a modern procurement-to-payment process for managing acquisition with a single source of management information.

It will bring better control of procurement where no single end-to-end process exists, greater visibility and automation to improve efficiency.

The Contracting, Purchasing and Finance project, in its assessment phase, is a key business change project to improve e-procurement toolsets for all acquisition staff.

It is an important part of the MOD's transformation agenda.

The presentation on 13th September was led by Defence e-Procurement Services leader Mike Beard, supported by

DE&S' Commercial Chief of Staff Hilary Furlonger, and the Chief Information Officer Corporate Services Systems Convergence Programme Head Nicki Deane.

The project is not just a toolset for commercial and finance staff as there are many users of the capability, with around 80 per cent outside the commercial and finance functions.

Hilary Furlonger stressed that influencing staff was an issue for the project, as was removing alternative procurement routes.

"The way you buy, seek contract action and manage engagement with suppliers will change for everyone – the aim is to deliver one system; alternatives will be withdrawn," she said.

"It is most important that non-commercial and finance aspects, for example project managers, sponsors and logisticians, are fully incorporated into a new system which is likely to be commercial-off-the-shelf and will reflect industry best practice."

For further information or to arrange a CP&F briefing contact Comrcl-CPF-PSO@mod.uk



Nicki Deane

Trafalgar comms in line for an update

BABCOCK IS to design and develop the first stage of an obsolescence update to the Communications Coherency for Submarines (CCSM) system on *Trafalgar* class submarines.

CCSM, developed by Babcock, was first installed on T-class submarines in 2005 to handle existing and future levels of message traffic and information, including the ability to share information efficiently as part of a coalition task force.

The system is now due to be extended to the end of the four remaining T-class submarines' service lives.

The first stage will be to update the hardware and software handling the military signal messages. Stage two will address the legacy communications equipment routing infrastructure.

LTPA
T&E begins here

Have you met some of your Test and Evaluation team?

To get the best out of Test, Evaluation and Training, you need suitably qualified and experienced people, combined with access to the right facilities.

Since 2003, cost effective Test, Evaluation and Training Support Services have been delivered to the MOD through the Long Term Partnering Agreement (LTPA). This brings together experts in the test and evaluation of systems, weapons and components to meet your requirements, from concept to disposal. Tailored live and simulated training is also available.

Visit www.LTPA.co.uk to find out more.

Senior Engineer, ETPS,
MOD Boscombe Down

Capability Manager,
MOD Aberporth

Capability Manager,
MOD Shoeburyness

Telemetry Engineer,
MOD Aberporth



0800 015 0594 www.LTPA.co.uk

www.LTPA.co.uk is a QinetiQ registered domain name.

QinetiQ

Rapid radio delivery keeps Royal Marines out in front

A Royal Marine on exercise during Albanian Lion

A RAPID DE&S procurement has seen Royal Marines deploy on their latest exercise with new radios boasting vastly improved capability.

Twenty-seven Harris AN/PRC 117G radios will provide 3 Commando Brigade with unprecedented situational awareness.

This will enable applications such as video streaming, simultaneous voice and data feeds, collaborative chat, and connectivity to secure combat networks.

The radios, with up to ten times the processing power of current man-pack radios, have been procured for Navy Command by a Stephen Turpin-led team from Battlefield and Tactical Communication and Information Systems (BATCIS). They boast better tactical beyond-line-of-sight communications for reconnaissance forces.

The 117G replaces the 117F with the Royal Marines eager to be the first to field the radio during the amphibious exercise Albanian Lion and the current Cougar 13 deployment east of Suez as part of the Royal Navy's Response Task Force Group.

Radios and associated training were delivered in August, a year after the requirement was raised, thanks to the work of BATCIS through existing contracts with Harris Systems.

Once the beyond-line-of-sight capability is validated, 3 Commando Brigade looks forward to unlocking many other features of this radio system to support operating at high readiness.

Brigade Foreman of Signals Steve Pritchard said: "The recipients are very impressed with the radio. This will prove to be a significant capability uplift for the Royal Marines and will undoubtedly be of huge benefit on exercise."

The 117G's wideband networking capabilities give soldiers and commanders critical real-time data through a radio significantly superior to legacy units in size, weight and capability, and offers a greater degree of mobility, security and survivability. The radios also represent technology which will ensure software upgradeability well into the future.

Four more sign up to Niteworks

ANOTHER FOUR companies have signed up to Niteworks, the MOD-industry partnership.

The companies, all involved in technology for the defence and security markets, are Montvieux, Plectek Consulting, SA Capabilities and Snowflake Software.

Samantha Page, Head of Commercial/ Partnering at Niteworks said: "We are delighted to welcome another four associate members to Niteworks increasing our industry membership still further.

"In addition, we have a large number of other

companies which have expressed an interest in joining up.

"This reaffirms the strength and health of the partnership, coming shortly after the recent confirmation of a new £17 million contract for the continuation of Niteworks."

Niteworks is a partnership between the MOD (including DE&S and the Defence Science and Technology Laboratory, Dstl) and industry. It analyses problems, examines options and de-risks requirements, helping the MOD to make better, faster and more informed decisions.



Your Survivability Partner to
FlexFence Advanced RPG Protection

Lorica Systems UK Ltd, The Airport, Newmarket Road, Cambridge CB5 8RX
Tel: +44 (0) 1223 373737 Email: contactus@loricasystemsuk.com

www.loricasystemsuk.com





Use our RESTRICTED LAN Interconnect Remote Access (RLI RA) service to work securely on your emails, applications and files when you're away from your office.

Find out what we can do for you:
0800 389 2272 option 8
dfts.comms@bt.com
www.dfts.r.mil.uk
bt.com/defence



NEWSREEL

Reaper release

EIGHT per cent of unmanned aircraft sorties over Afghanistan this year have involved release of a weapon, according to figures released to Parliament. Up to 31st July 466 sorties have been flown, the vast majority in the Intelligence, Surveillance, Target Acquisition and Reconnaissance role. Since 2008 3,745 sorties have been flown, with a weapon released, in each case from Reaper, the only armed system, on 299 occasions.

Numbers falling

THERE are 14,560 UK Forces personnel in Army bases in Germany, according to Parliamentary figures. This is expected to reduce to 12,480 by December next year and 6,800 by December 2015. The last major formation, 20 Armoured Brigade, begins withdrawal at the end of the decade. Before 2010 there were around 20,000 personnel in Germany.

F-35 move

809 Naval Air Squadron is to be re-formed to operate the UK's F-35 Lightning II stealth aircraft that will fly off the *Queen Elizabeth* carriers from 2018. Earlier this year, it was announced by the Chief of the Air Staff that 617 'Dambusters' Squadron would be the first RAF squadron to fly the jets. Royal Navy and RAF pilots are already training alongside the US Marine Corps at Eglin Air Force Base in Florida.

Tranche 3 Typhoon reaches its fighting weight



Above: an RAF Typhoon departs for a sortie over Libya in 2011 while, below, BS116 tips the scales at Warton

THE FIRST Tranche 3 Typhoon has been weighed-in like a boxer to confirm it meets the rigorous design standards set by the engineering team working on the aircraft.

The aircraft, British single seat number 116, had its measurements recorded using a highly sophisticated set of hydraulic scales at BAE Systems' military aircraft business in Warton.

BS116 tipped the scales at 23,500kg. The weighing system for Typhoon consists of load cells which are placed between hydraulic jacks and three lifting points of the aircraft, with the jet then being gradually taken off the ground.

Based on readings from a series of these simple three point lifts, engineers can calculate the total aircraft weight and the centre of gravity positions to a high degree of accuracy.

Like all champion fighters the Tranche 3 is required to meet strict weight restrictions although, unlike heavyweight

boxers, there is no option of moving into a different class if it fails to meet its target.

All aircraft can vary in mass due to fluctuations in components such as paint, wiring and sealant, making periodic weigh-ins necessary for military and civil jets to determine the correct centre of gravity pre-flight.

The upgraded aircraft will become a multirole fighter – capable of shifting between air-to-air and air-to-ground attacks without having to stop to reconfigure its weapons.

The RAF will receive 40 of the jets as soon as they are ready, allowing the force to remain at the cutting edge of aviation developments for decades.

Tom McMichael, Engineering Director, BAE Systems Combat Air, said: "We are delighted to have taken another important step in the Typhoon Tranche 3 programme with this successful weigh-in; the upgrade across this fleet continues to roll out."



TYPHOON HAS now clocked up more than 200,000 flying hours across its worldwide fleet.

The four-nation Eurofighter partnership has delivered 378 aircraft with a further 719 on contract and 571 ordered.

It is made up of 20 operating units with locations throughout Europe, the south Atlantic and the Middle East.

This includes seven in the UK – four at RAF Coningsby, two at RAF Leuchars and one in the Falkland Islands – five in Italy, three in Germany, three in Spain and one each in the Kingdom of Saudi Arabia and Austria.

Alberto Gutierrez, Chief Executive of Eurofighter Jagdflugzeug, said: "The programme has never looked stronger. When the chips are down, air chiefs want an aircraft that is versatile, reliable, resilient and cost-effective."

Regulator to handle sell-off of MOD radio waves

COMMUNICATIONS REGULATOR Ofcom will handle the MOD's release of around 200 Megahertz (MHz) of radio spectrum for commercial use.

Radio spectrum refers to the radio waves over which all wireless communication takes place, including radio, television, radar, satellite, mobile voice and data. The spectrum being released is all below 15 Gigahertz (GHz) which is regarded as the most useful and valuable part of the radio spectrum because of its wide range of applications.

Demand for additional spectrum is high, fuelled by the needs of consumers to access video and data-hungry applications on their smartphones and tablets.

The spectrum being released can help meet this demand by supporting the expansion of fourth-generation (4G) mobile services to more people

in cities, towns and villages across the UK. Both business and domestic users will benefit from faster speeds, better coverage and much improved reliability.

The release is being overseen by DE&S Director Technical – Defence Joint Spectrum Authority.

Minister for Defence Equipment, Support and Technology, Philip Dunne, said: "Ofcom are experienced in managing radio spectrum sales. I am confident they will oversee a competitive and fair process."

"Freeing up this spectrum will be good for business and good for consumers. It is a valuable step in driving growth and building a stronger economy."

Ofcom plans to release the spectrum to the market in 2015/16.

Abbey Wood plays host to overseas visitors

DIRECTOR SHIPS hosted a Japanese delegation from the Engineering Division of the Maritime Staff Office for an exchange of technical information on 10th September.

Topics discussed included maritime patrol aircraft, next generation destroyers and mine hunters, chaff countermeasures, research programmes, shock testing and Spey engine support.

The visit coincided with the 400th anniversary of the 'red seal' agreement between England and Japan where the then Shogun (Emperor) conferred trading privileges on the English through a red seal permit giving them 'free licence to abide, buy, sell and barter' in Japan.



Signing in: Des Ashton

□ Des Ashton, New Zealand's Deputy Secretary of Defence (Acquisition), visited Abbey Wood on 9th September where he was hosted by Warren Bayliss from DE&S' International Relations Group.

During his visit Mr Ashton met Chief of Defence Materiel Bernard Gray and received briefings on Memoranda of Understanding, Air Support, Materiel Strategy, Land Vehicles and Bowman.

NEWSREEL

Llanbedr joins UAS line-up

LLANBEDR Airfield in north west Wales has been brought into the Wales Unmanned Aircraft System (UAS) Environment, which will further enhance the UK's reputation in facility and capability provision for UAS operations. Llanbedr will help give QinetiQ – which operates other sites in the environment – more operating capability to develop UAS technology using the airfield's enhanced services.

Astute delivery

NORTHROP Grumman has supplied the final batch of Platform Management System (PMS) hardware for the fifth *Astute* class submarine. The equipment controls and monitors the submarine's platform machinery and onboard systems. The company is under contract to supply PMS hardware and software for *Astute* Boat 4 *Audacious* and the forthcoming *Astute* boats 6 and 7.

Hermes milestone

THE Hermes 450 (H450) Unmanned Air Systems have completed 70,000 hours of surveillance support to UK Forces in Afghanistan from Camp Bastion – equivalent to eight years of non-stop flying. It is more flying hours than any other nation with H450 in Afghanistan. H450 provides headquarters staff with persistent intelligence, surveillance, target acquisition and reconnaissance via electro-optical and infrared sensors out to 150km.



QinetiQ's Ocean Base at Haslar - so large it is officially a reservoir

Centre to show value of autonomous systems

THE LAUNCH of a new centre with equipment and software to support the lifecycle of a maritime autonomous system has been welcomed by DE&S.

The Maritime Autonomy Centre at QinetiQ's Haslar site in Gosport (see *desider* September) is designed to be Europe's premier supplier of test services, allowing the defence industry and organisations like DE&S to assess new autonomous technology in a secure environment.

Autonomous systems – so high-tech they can change behaviour in response to unanticipated events during operation – have been identified by the UK Government as a vital technology to propel the country to future growth.

Tony Graham, Director Ships at DE&S said: "Creation of the QinetiQ Maritime Autonomy

Centre is a demonstration of confidence in the future defence value that will be delivered through maritime autonomous systems.

"I would hope that the commercial and defence sector, academia and our international partners will see the obvious benefits of specialist staff running secure technical facilities with world class hydrodynamic facilities and deployable range capabilities focusing on defence solutions."

He added: "I'm particularly pleased that the experimental Ocean Basin at Haslar will support sensitive research and development in this growing international market."

The centre's capabilities will range from closed water testing through to full scale open water tests where a number of assets can operate together to de-risk

a mission prior to deployment. A virtual adaptive independent modelling environment will also allow system architecture and mission systems to be developed.

Sarah Kenny, QinetiQ Maritime's managing director, said: "We have an enviable pool of skilled personnel, including specialists in underwater communications, sensor integration, ship and submarine design, hydrodynamics, complex synthetic and physical trials, mission and combat system design, and intelligence surveillance and reconnaissance.

"These skills, combined with our physical maritime testing facilities, equipment and software, ideally place us to be at the forefront of the development of maritime autonomous systems."

F-35 Lightning II – all objectives met



The Lightning II jet has been back on an aircraft carrier, testing out its short take-offs and vertical landings alongside a range of other capabilities. Data gathered will be relevant to flight operations off the Queen Elizabeth class carriers

The F 35B Lightning II has completed its second set of trials off the deck of an aircraft carrier – with all test objectives met.

The aircraft embarked on the American carrier *USS Wasp*, where SqN Ldr Jim Schofield became the first UK pilot to demonstrate the powerful short take off, vertical landing capabilities of the aircraft at sea. The aircraft will be operated by the RAF and the Royal Navy when it comes into service later this decade.

The three week trials, referred to as DT 2, took place off Maryland in the USA to expand the operational envelope for the F 35B to support the US Marine Corps' initial operating capability in 2015. Test jets participating in DT 2 were flown in greater sea and wind states, landing on *USS Wasp* during day and night operations, and while carrying internal weapons.

The team successfully worked to expand the F 35B's at sea operational envelope, and met all needed test objectives. At the end of DT 2, the final

tally was 95 vertical landings and 94 short take offs, with 19 night take off and landings.

For the Royal Navy's Lt Cdr Rob Trewinnard Boyle, working on the busy flight deck of a carrier brought back memories of his previous job, Senior Air Engineer on *HMS Ark Royal*.

As the trials maintenance officer he was joined by SqN Ldr Schofield, with two naval maintainers on mechanics and avionics and an RAF Sergeant armourer. Half of the UK maintenance team at Naval Air Station Patuxent River now have hands-on experience of operating F 35B at sea.

Lt Cdr Trewinnard Boyle said: "The trials were very successful, with a lot of info gained that is directly relevant to operations on *Queen Elizabeth* carriers. Although the *USS Wasp* is only 40,000 tonnes, compared to *Queen Elizabeth* at 65,000 tonnes, this is still twice the size of *Invincible/Illustrious/Ark Royal*. It gave us a great look at how easy the F 35 is to manoeuvre around a flight deck, flight deck safety for the F 35,

especially at night, and how the Thermion deck coatings held up while we were expanding the operating envelope for the F 35B. I can confirm that, as with DT 1, the F 35B does not melt the flightdeck, even without the Thermion!

We were involved in loading and unloading internal stores and munitions (AIM 120, GBU 12 and GBU 32) on the flight deck. GBU 12 is similar in size and shape to the UK's Paveway IV guided munition and we will also be using AIM 120 AMRAAM. It also gave the UK experience of maintaining low observable materials in a salt water environment.

Trials involved two aircraft, BF 1 and BF 5. "Capability wise we were testing BF 5 at Block 2B standard, which is what the US Marines will be using when they declare initial operating capability in 2015," said Lt Cdr Trewinnard Boyle.

By the time we're flying off *Queen Elizabeth* we should be well into Block 3 capabilities. Both BF 1 and BF 5 were heavily instrumented for the trial to ensure as much data as possible was recorded for analysis. This data fed into



two aircraft control rooms, one for each aircraft.

Having been involved with the planning from the very start it was great to see everything come together and for us to make history again with the first ever night short take off and vertical landing, and the first UK military pilot to be deck and night qualified," he said.

But it wasn't just about flying the aircraft. "There were lots of opportunities to experience F 35 maintenance and operations while embarked, especially internal weapons carriage and night take off/landings," he said. "Working on the flight deck was reminiscent of my previous job and the ship's company were extremely friendly and helpful. The entire flight deck team had previously spent time at Patuxent

River during the field carrier landing practices, building the handlers confidence and familiarity with this new aircraft.

With the wardroom on *Wasp* being towards the bows, on the deck below the flight deck, the experience of an F 35B taking off overhead was similar to that experienced by junior rates in the mess deck of an *Invincible* carrier under the ski jump during Harrier launches – a slow rumble getting louder followed by a whoosh which literally shook the cabins.



Visitors to DSEI last month were told that the F-35 is the largest defence programme in the world.

The briefing, led by Minister for Defence Equipment, Support and Technology Philip Dunne, featured many of the companies involved in the aircraft's supply chain.

He said: "The UK's involvement will generate billions of pounds and tens of thousands of jobs for the British economy for decades to come, with more than 500 suppliers across the UK already contributing. Backed by this government's strategic vision for UK aerospace, the F-35 programme allows us to continue to build on the strengths of our nations avionics, systems and sensors industry." Steve O'Bryan, vice president, F-35 Business Development at Lockheed Martin Aeronautics, added, "Our suppliers here in the UK are essential to the success of this programme. Together, they will produce 15 per cent of each one of the more than 3,100 F-35s planned for the global fleet. We are leveraging their proud legacy of innovation in aerospace to deliver this unprecedented capability to the warfighter."

BAE Systems, delivering a fuselage every five days, pointed to more than 90 suppliers in the UK who are working for the company, while Rolls-Royce hailed the success of the aircraft's lift system in the carrier trials where there was 100 per cent availability of Rolls-Royce parts.

Precision engineers RE Thompson, with around 30 employees, told the audience they have been working on the programme for around 14 years and expect to have trebled their assembly area by next January. And 130 cockpit seats have been delivered for F-35 pilots by the Martin Baker company, sustaining more than 700 staff and nearly 70 suppliers in 20 UK counties.



Sea Ceptor – a boost fo

DE&S team's 'enormous hard work' sees industry begin gearing up for progressive delivery of key weapon system

British industry has received a shot in the arm with the news that Sea Ceptor, the new naval air defence system that can intercept and destroy enemy missiles, is to be manufactured in the UK under a £250 million contract that will sustain hundreds of jobs.

The system, built by MBDA, will be fitted to the Royal Navy's Type 23 frigates and in future, the Type 26 Global Combat Ship. Capable of travelling at speeds of more than 2,000 miles an hour, it will be able to intercept multiple targets and protect an area out to a range of 25km.

It will complement the longer range Sea Viper system on the Type 45 destroyers, providing the Royal Navy with a full range of missile systems to defeat current and future threats.

Sea Ceptor is made up of the Common Anti Air Modular Missile and its system equipment. It will ensure the Royal Navy deploys with

the latest air defence missiles, protecting the launch vessel and nearby deployed forces under its defensive cover from a range of airborne threats.

DE&S has also extended a Portfolio Management Agreement made with MBDA in 2010 to manage the UK's complex weapons portfolio. Under this agreement, the two will work together to deliver savings of around £1 billion over the next decade from lower costs of ownership and by operating a common stockpile of the missiles for a future planned land system. MBDA's production line will be optimised to supply UK requirements while supporting potential overseas customers who wish to acquire Sea Ceptor. The system is regarded as a compelling proposition for other nations who wish to upgrade from legacy systems as well as for future new build vessels.

Contract award is a significant milestone for DE&S' Short Range Air Defence team (SHORAD). Leader

Adrian Birch said: "This demonstrates confidence in the progress of the development programme to date, and enables MBDA and its supply chain to begin gearing up for progressive delivery of this key weapon system over the coming years.

It is the culmination of an enormous amount of hard work by the SHORAD and MBDA teams, and is a tangible demonstration of the operation of MOD/MBDA Team Complex Weapons portfolio.

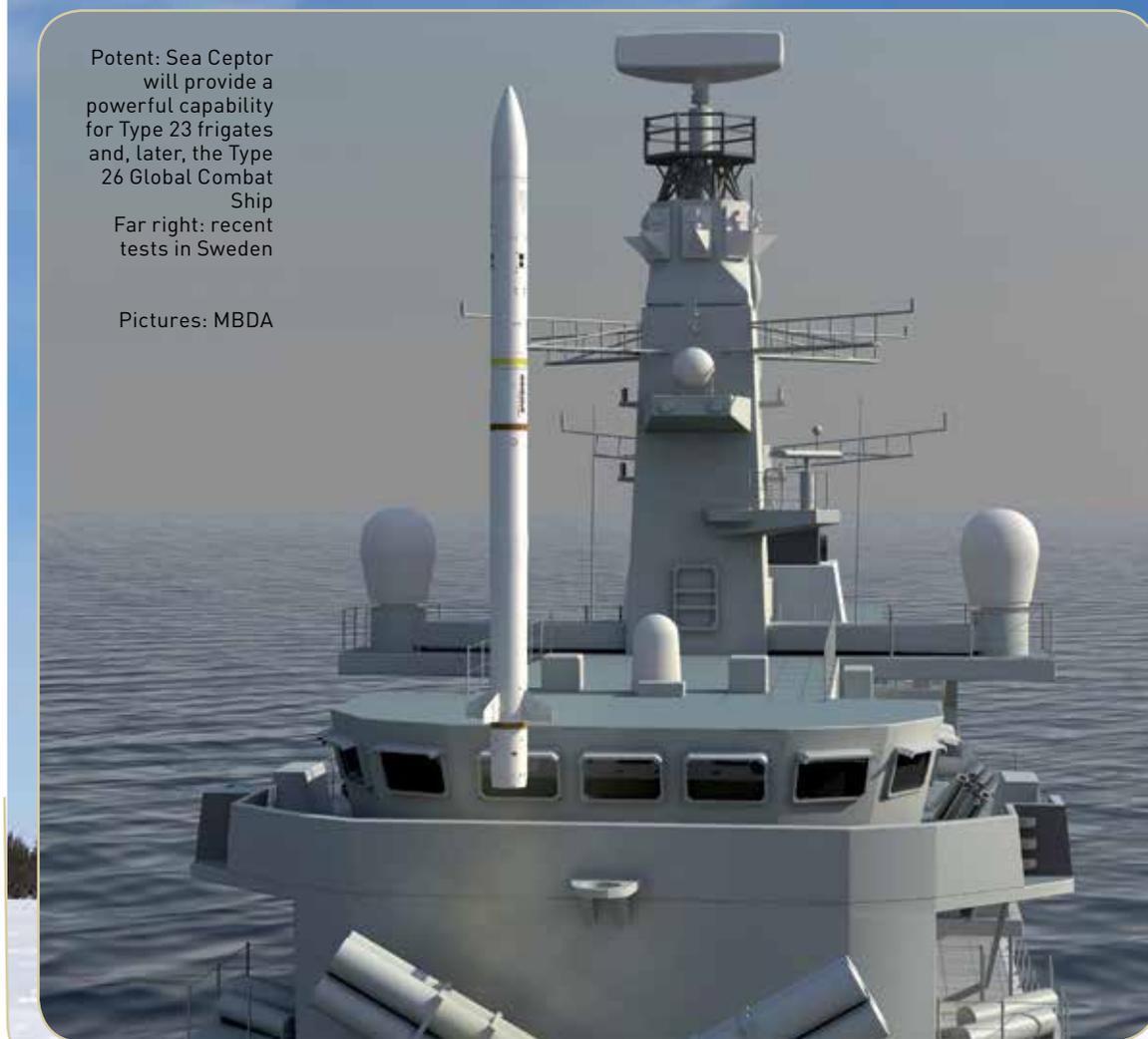
Dr Nicholas Boyall, leader of DE&S Team Complex Weapons, said that extension of the agreement with MBDA would "bring benefits generated chiefly through commonality, modularity and re-use of systems and technologies as well as better management of the supply chain and increased contractual agility and flexibility.

He added: "Sea Ceptor is a core element of MOD/MBDA Complex Weapons Portfolio and the Agreement

Potent: Sea Ceptor will provide a powerful capability for Type 23 frigates and, later, the Type 26 Global Combat Ship

Far right: recent tests in Sweden

Pictures: MBDA



r British jobs

covers a range of in service weapons systems and future planned weapons. Some of these include future air to surface weapons such as SPEAR (Selected Precision Effects at Range) Capability 3, and the future replacement for Rapier based on the reuse of the Sea Ceptor missile generating significant savings for the MOD.

The Sea Ceptor contract will sustain around 250 jobs at MBDA sites in Stevenage, Filton and Lostock. It is also estimated that a further 250 jobs will be secured in companies in the supply chain.

MBDA's UK managing director Steve Wadey said the system was a perfect example of how the Portfolio Management Agreement would make a difference to all stakeholders.

The weapon system provides the Royal Navy's Type 23, and subsequently the Type 26, with a step change in operational capability and through life cost benefits while delivering better value for the UK taxpayer," he said.

Likewise the UK defence industry advances its manufacturing and production lead in complex weapon systems, the importance of which has previously been demonstrated through surging deliveries or rapid entry into operational use.



Capability delivery – the final few yards

While the focus in Afghanistan is on redeployment of equipment there is no let-up on delivering new and improved capabilities to the front line. Major Simon Maggs provides an appreciation of the complexities of continued support to operations and reminds DE&S staff of their vital contribution

When I arrived in post the drive to deliver equipment was nowhere more apparent than in the platform domain. During my six-month tenure I saw delivery of numerous vehicle-based urgent operational requirements (UOR) including the Vehicle Emergency Lighting System, Barbadian lightweight mineroller, Mastiff 3 Force Protection, Vehicle Mounted ISTAR plus extensive modifications to numerous vehicle fleets including Warrior and Husky.

I witnessed some first-rate examples of equipment procurement. The Warrior Crew Fire Survivability modification required immense attention to detail in the design, manufacture, trialling, and detailed tracking of components into theatre, all to deliver enhanced survivability to the Operation Herrick

Armoured Infantry (AI) Company.

Successful fielding and integration of Mastiff 3 Force Protection, Barbadian and Vehicle Mounted ISTAR was achieved through co-operation of numerous parties, including deployed representatives from industry and driving instructors from Leconfield, who all had a vital role to play in delivering complete capabilities. We also benefitted from visits by DE&S team leaders and requirements and project managers.

While there is much to be proud of in this extraordinary era of UOR equipment delivery, there is equally much to learn. The greatest lesson of the tour was the need to maintain shared situational awareness across the 4,000 miles between the UK and Afghanistan. Communicating from theatre via three different IT systems

can easily develop into an email blizzard, the only antidote for which is regular verbal communication, either by video conferencing or telephone.

Equally, the requirement for careful issuing and tracking of consignments to theatre became obvious early on. As a novice in operational logistics, I found myself undergoing a crash course in materiel from logistics specialists and some of the more experienced DE&S project managers. Clear labelling of packages was often enough to make the difference between a consignment being lost or found.

As UORs arrived in theatre, the vital role played by integrated logistics support staff in the project teams became increasingly apparent. I learned that codification of spares and publication of modification instructions was essential

Major Maggs began the year as deputy UOR project manager with the Battlefield and Tactical Communication and Information Systems team, before deploying to Afghanistan in February as SO2 Protected Mobility and Manoeuvre Support in the Equipment Capability (EC) branch of Headquarters Joint Force Support (Afghanistan). EC includes capability managers, equipment support and materiel specialists focused on 'running the final yards' of the acquisition effort

Left: Mastiff 3, operated by Bastion Force Protection Wing

Main picture: Husky heavy weapons variant, equipped with Barbadian super-lightweight mineroller

Right: an upgraded Warrior from the Armoured Infantry Company returns to Lashkar Gah Durai



in enabling users and maintainers to correctly identify and embody the required components.

Likewise, the importance of being able to access up-to-date Army equipment support publications via the Technical Documents On Line system, plus the central role of JAMES (Joint Asset Management) in communicating new modifications, supporting fleet management and maintaining configuration control, all became clear. In the final yards of acquisition, the devil is indeed in the detail.

I return to DE&S where I expect to be forcefully reminded of all those other demands on the home base that compete with our main effort of support to operations: the return to contingency, restructuring for Army 2020 and of course UORs into the core equipment programme. I am hugely grateful to all those unsung heroes who continue to maintain their focus on Operation Herrick against a backdrop of big change and uncertainty. Regardless of where we sit in the procurement chain, equipping and supporting

the front line is a team effort and no role is unimportant. What we do and how well we do it makes all the difference in the world – sometimes the difference between life and death. The soldiers of the AI Company, who survived six IED strikes on their upgraded Warriors without sustaining a single casualty need no convincing.



Report: Clare Trenholm



Left: introduction of Chinook Mk4 was part of a media day for 7 Brigade heading out to Operation Herrick 19. Private Connor Weston of 3 Mercian is one of the first to be issued with the Army's newest pistol, the Glock 17

Cpl Ed Grace of 11 EOD Regiment, Royal Logistic Corps, uses Dragon Runner which can blow off sand enabling its camera to see possible devices below the surface



A winner all the way

Cockpit improvements steal the show as the latest Chinook goes on display to journalists at a media day on Salisbury Plain

Delivery of the Chinook Mk4 means the RAF now has an enhanced capability with the newest cockpit and avionic mission system. This means an improvement to situational awareness and therefore flight safety.

A host of national and defence trade journalists attending the media day for Operation Herrick 19 were handed the opportunity to take a flight in the Mk4 and be briefed on the finer points of the £280 million upgrade.

Speakers at the briefing included Captain David Childs RN, head of the Chinook programme in DE&S, Gp Capt Dom Toriati, Station Commander at RAF Odiham in Hampshire where the aircraft is based, and the Managing Director of contractor Boeing UK David Pitchforth.

Capt Childs explained the reasoning behind the upgrade by saying: "I wanted aircrews to be able to walk out to any Chinook and fly any mission."

The Chinook is a vital piece of

equipment for the Armed Forces and continues to serve them effectively across the world, including in Afghanistan.

Capt Childs added that the Chinook Mk4 programme being undertaken while the aircraft were deployed to Afghanistan added logistical problems.

"It was akin to changing the wheel on a car while it was driving at 70 mph... but we have managed to succeed," he said.

The upgraded aircraft will have an enhanced night operational capability by providing a new integrated cockpit display and avionic mission system, known as Project Julius. The integrated Cockpit Display and Mission Avionics System design will reduce crew workload and aircrew fatigue, and increase situational awareness.

In common with the other marks, the Mk4 is able to transport up to 40 men or 10 tonnes of supplies. As a vital support helicopter for UK forces, the Chinooks will help to deliver Future Force 2020,

which will meet the demands laid out in the Strategic Defence and Security Review.

Gp Capt Toriati said: "The Chinook is the stalwart of the Joint Helicopter Command lift capability, with three years service in Iraq and 12 years in Afghanistan. It's very much part of our national resilience. With the addition of digital capability, there is more situational awareness, which is a real step forward for the Force."

Media were shown first hand how the dust of the English countryside rises in the last part of the Chinook's descent, which can make locating the ground and landing safely very difficult.

This is exacerbated in more dusty terrains like Afghanistan.

Gp Capt Toriati added: "For the last 100ft on the approach it's like you are trying to keep ahead of a billowing cloud of fine talcum powder, sometimes at night."



Project Julius

Project Julius will introduce a digital 'glass' cockpit and a new crewman's workstation across the current UK fleet of Chinook helicopters. This involves the installation of flat panel and digital displays in place of analogue dials and gauges, providing improvements such as a moving map display, an on-board mission planning system and the third-crewman's position being integrated into the cockpit.

The installation of the new equipment is undertaken at the Vector Aerospace plant at Fleetlands in Gosport.

Gatecrashers!

Devonport apprentices take annual engineering competition by storm

Apprentices from Devonport gatecrashed this year's Tom Nevard Memorial Competition to walk away with two of the top prizes.

Nine apprentices from the Devon naval base made the long journey to North Glasgow College for the annual engineering skills competition, the first time the base had been represented.

And Kersey Segger and Daniel Drury proved the toast of their colleagues as they finished top in the individual mechanical handskills and machining sections of the competition.

The duo were among a field of 60 apprentices from across the MOD – a large contingent from DE&S – to pit their skills and knowledge of their craft against the best.

The competition was first held in 1952 in memory of Tom Nevard, a former MOD

official who guided the careers of many young apprentices.

The class of 2013 came from Abbey Wood, Donnington, Gosport, Colchester and Devonport and took part in a week of activities which tested skills in electronics, mechatronics, mechanical handling and machining.

The team event, where apprentices were set the task of building a tower crane to their own design, was won by a quartet from DE&S made up of Elliot Rogers from Defence Munitions in Gosport, and Abbey Wood's Patrisha Goodman, Nick Bennett and David Friday.

For the apprentices it was an important week. Nick Bennett, an apprentice technician at Abbey Wood, said: "It gave us the opportunity to network with other people from MOD apprentice schemes,



share experience and get a better understanding of what types of work they're involved in.

"Moreover, the competition gave us as DE&S apprentices the chance to experience some types of engineering we would not normally undertake, like machining and designing."

Phil Rotherham, senior apprentice manager at Abbey Wood, added: "This was my fourth year of involvement with the competition and once again I was delighted and encouraged to witness the high level of skill, knowledge, general professionalism and, most importantly, the enthusiasm for engineering of all the apprentices taking part."

Air Vice-Marshal Julian Young, Director Technical at DE&S, spent a long time with the apprentices during the competition, checking on their work and encouraging them at every turn.

"I was delighted to attend the competition, and meet many of those taking part and the all-important supporting and evaluation team," he said afterwards. "It was a super event, drawing together the very best of our apprentices in a highly demanding skills competition, and it was clear that it got the most out of them by making them think innovatively and testing them against the clock on a wide range of engineering competences.

"The individual technical standard of work was high, as were the spirits and camaraderie generated between the teams, which reinforces the teamwork



Team Event

1. Elliot Rogers (DM Gosport), Patrisha Goodman, Nick Bennett, David Friday (all Abbey Wood).
2. Andrew Reeves (DM Gosport), David Enchill (Abbey Wood), Luke Gosling (DSG Donnington), Bradley Merchant (Abbey Wood).
3. Danny White (DM Gosport), Scott Jarvis (DSG Donnington), Joe Jones, Oliver Field (both Abbey Wood)
4. Sophie Clelland (DM Gosport), Gavin Whitley, Richard Carlile, Mike Craddock (all Abbey Wood)
5. Andrew Leadbetter (DM Gosport), Kimberley Hill (DSG Donnington), David Mills (Abbey Wood), Patrick Davenport (DSG Donnington).
6. Sam Jennings (DM Gosport), Ryan Fox-Novack (DSG Donnington), Nicholas Macafee, Lewis Cook (both Abbey Wood).

Individual awards

Mechanical handskills and general fitting

Phase one: first: Kersey Segger (DE&S Devonport), second: Macauley Binner (DM Gosport). Phase two: first: Andrew Hall (Abbey Wood), second: Stuart Callard (Abbey Wood)

Mechanical machining and general fitting

Phase 1: first: Daniel Drury (DE&S Devonport), second: John Dungle (DSG Donnington). Phase 2: first: Gareth Hopton (DSG Donnington). No second place





Tower of strength: Air Vice-Marshall Julian Young, on the right, provided encouragement throughout his visit to the Nevard competition

needed later on in their careers.

Appreciating that the scoring was tight and all of those competing gained enormous experience from the event, my sincerest congratulations go to the individual and team prize winners."

He added: "The DE&S Board is pleased to continue its commitment to recruit, educate and develop apprentices, who will go on to underpin the technical and project support of delivery teams into the future. Indeed, the apprenticeship scheme provides the ideal springboard of personal and professional development for our young recruits into DE&S, and their contributions are valued and make an immediate impact on their graduation. Of note, 73 new apprentices joined DE&S in September. For my part, I look forward to supporting the 2014 competition."

His thoughts were echoed by Tom Nevard's grandson Richard, a liveryman with the Worshipful Company of Engineers, who for the first year since 2000 could not be at the event.

In a message to competitors he said: "Today the idea of apprenticeships is again valued. You can stand proud to be a real apprentice learning skills that the country and industry value highly."



Marchwood sees the equipment on its way home



Keeping check: Private Charlotte Jelley of the Royal Logistic Corps, above, checks vehicles as they are off-loaded with, left, Jackal leading the way

Below: Philip Hammond is briefed on Marchwood operations by W01 Andy Birkett, left, and port operations manager Lt Col Philip Alberry

PROGRESS ON the transfer of equipment from Afghanistan back to the UK is on schedule.

Mr Hammond said: "Having deployed thousands of vehicles and pieces of equipment to Afghanistan over the last 12 years we are making good progress in bringing them home as we near the end of combat operations in December 2014.

"A huge amount of work goes into returning our equipment and vehicles from Helmand, so I'm pleased with the progress we have made so far.

"The redeployment of equipment from Afghanistan is a major logistical challenge, but I am confident planners are up to the task and we are on schedule to bring home the vast array of equipment we have deployed there.

"Our troops will be resourced properly to the end of operations, and the drawdown of equipment will not compromise our mission in Afghanistan.

"We can only achieve this redeployment because of the successful transition of security control from British forces to Afghan forces, which are increasingly capable and professional. These forces have stepped up in the fight against the insurgency throughout this summer and now lead on security throughout the country."

Redeployed vehicles passes the 1,000 mark

THE RETURN of equipment from Afghanistan – a huge responsibility for DE&S and its logistics staff – has seen more than 1,000 vehicles and pieces of major equipment redeployed so far.

Defence Secretary Philip Hammond visited Marchwood military port – known as the military's sea mounting centre – last month as the latest fleet of vehicles was driven off a roll-on, roll-off ferry.

A total of 94 vehicles were unloaded following transit from a port in the Middle East. These included 18 Mastiffs, each weighing more than 26 tonnes, and more than 30 Jackal vehicles.

Other vehicles included a Coyote, four Spartan CVRT 2, ten Scimitar CVRT 2, one Samson CVRT2, ten Husky, seven Wolfhound and nine Ridgback.

British armoured vehicles are either flown from Camp Bastion in Helmand Province or in some cases moved overland through Pakistan to a sea port, before being loaded

onto the ferry. The ferry spends more than four weeks at sea navigating through the Gulf of Oman, along the coast of Yemen, across the Red Sea and through the Suez Canal, before sailing through the Mediterranean, past

to the UK, alongside 1,570 containers of materiel from Afghanistan.

Under current plans around 3,345 vehicles or items of equipment and around 5,500 containers of materiel will be returned by the conclusion of the British combat mission in Afghanistan at the end of next year.

The vehicles will next travel to the Herrick Exchange Point facility at Warminster, where mechanics will work to bring them to final unit-entry standard ready to issue to units for future training and use.

Marchwood is the sole 'Army' port in the UK. The port was built up in 1943 to ferry equipment and personnel to the Normandy beaches the following year.

The 289-acre site, which incorporates three main jetties, is operated by 17 Port and Maritime

Regiment, Royal Logistic Corps, who load and discharge service or civilian shipping in support of military administration, exercises and operations.



Gibraltar and finally turning for UK shores.

So far more than 1,080 vehicles and pieces of major equipment have been redeployed

New coating helps give vessel her shine back

HMS ENTERPRISE has emerged from dry dock sporting a new paint job after a major five-yearly upgrade.

The Plymouth-based survey ship's docking maintenance period at A&P's yard in Falmouth included improvements to the hull, engines, living conditions and the multi-beam hydrographic sonar.

The new 'Sealion' hull coating – rubbery and slimy to the touch even when dry – reduces marine growth and the risk of mechanical damage. It ensures a smooth hull surface that reduces drag and hence lower carbon emissions as fuel savings are made.

At the same time a 30,000-hour overhaul of main generators ensured they are in prime condition to carry out operations anywhere in the world including the coldest seas.

Another engineering feat was the ten-yearly overhaul, the first since the ship was built, of the Azipods – electric propulsion units with the electric motor driving the fixed pitch propeller in a submerged pod outside the ship hull.

This saves space inside the ship, gives high manoeuvrability and saves fuel and carbon emissions.

Satellite communications capability has also been refreshed with voice and data given an increased sea-going bandwidth.

The upgraded multi-beam



Ready: HMS Enterprise

echo sounder now provides up to 4,000 soundings per second, giving minute level of detail when updating charting and improving navigational safety for the Royal Naval and merchant marine fleets alike.

The improved sonar places *HMS Enterprise* at the forefront of global hydrographic

capability.

All of the above will be put to the test during the next six months, with ongoing trials, exercises in the Atlantic and basic operational sea training, pushing the ship to operational limits in the training environment before deploying next year.

Patrol ships in new support

A CONTRACT for support and maintenance of the Royal Navy's three *River* class offshore patrol vessels has been awarded to BAE Systems.

The £22 million-worth of work follows a competitive tender process run by DE&S' Commercially Supported Shipping team and will run until 2018.

The Contracting for Availability service for the *River* class will provide the Royal Navy with 320 operationally available days for each of the ships per year.

This will enable the ships to remain at sea as much as possible to carry out their primary roles of fishery protection, environmental protection, search and rescue and maritime security.

The success of these arrangements will be based on a strong relationship between DE&S, BAE Systems and the A&P Group which plays a key role in maintenance of the ships.

A similar contracting for availability arrangement is used to support two Royal Navy hydrographic vessels, *HMS Echo* and *HMS Enterprise*, as well as *HMS Clyde* based in the Falkland Islands.



HMS Mersey

NEWSREEL

Fylingdales celebration

RAF Fylingdales in Yorkshire, famous during the Cold War for its 'Golf Ball' radar installations, has reached 50 years of service. The station, a joint enterprise between the US and UK Governments, was declared operational on 17th September 1963. Minister for Defence Equipment, Support and Technology, Philip Dunne said: "Space matters to our defence and broader national security interests. RAF Fylingdales delivers some of our most important strategic missions, such as ballistic missile early warning and space surveillance."

Safety rules

BMT Isis is to update the Joint Service Publication, (JSP) 454, Land Systems Safety and Environmental Protection. JSP 454 provides the MOD and suppliers with Defence Regulations, codes of practice and supporting guidance to manage safety and environmental protection for equipment procurement and in-service support. BMT will ensure JSP 454 aligns with other supporting documents. The updated draft will allow all land safety representatives to understand the regulations and how to comply.

Future help

FRAZER-NASH consultants have worked with DE&S' Type 26 Global Combat Ship team to produce a detailed model in support of the Support Decision Point process. The model will help cost effective support for the Royal Navy's future warships.

Advertisement

COBHAM

MoD's provider of Air Support to
Operational Readiness Training

Also delivering aerial surveillance to
commercial and Government agencies

www.cobham.com



ISS and signals staff put their skills together to prove . . .

It's good to talk as Corsham beefs up mine safety

Talk talk: Andy Redford puts the finishing touches to one of the new telephones

A NEW telephone system has been installed across the maze of tunnels and mines underneath the Corsham site.

The new system in the mines replaces eight telephone handsets over the 200-acre site which were often placed in isolated and potentially dangerous places.

Information Systems and Services (ISS) has worked in partnership with Land Forces to install the new communications which improve safety across the mines, known as the Corsham Underground.

Inadequacies of the old network had been noted in routine inspections by HM Inspectorate of Mines, with

remedial action forming part of ISS' ongoing and extensive Mines Improvement and Management Plan.

ISS Head of Establishment's Mines Management team approached a signals squadron for help. Project planning was supplied by Staff Sergeant Giz Carr, an experienced electrical engineer, of the Communications Planning Office.

Around 25 members of 81 Signal Squadron, a territorial squadron based at Corsham, worked underground for nine months installing a new telephone exchange and 41 new handsets positioned on the safe access routes.

A connection point has been installed for a 'roving phone' to increase capability. Seven kilometres of cable have been laid, secured by more than 31,000 tie wraps.

The work was a unique opportunity for 81 Signal Squadron to practise and implement their skills – SSgt Alistair Rosser and Cpl Robin Anderson spent most time underground – and allowed ISS to further improve the underground environment at minimal cost.

The new network has already been praised during the latest inspection by HM Inspector of Electrical Engineering in Mines.

Company's work on comms networks set to carry on

A COMPANY'S contract extension to help manage voice and data networks across more than a quarter of a million MOD assets has been welcomed by DE&S.

BT has extended NG Bailey's arrangement, which includes buildings, comms rooms and underground cable ducts, to July 2015.

"The contract is good news," said Gareth Moore of Information Systems and Service's Fixed Networks team. "One of the best things about working with NG Bailey is their 'can do' attitude."

NG Bailey was first awarded the contract in 2009 as part of the Defence Fixed Telecommunications Service (DFTS) Agreement that BT delivers on behalf of the MOD.

Supporting communications across more than 210 military bases, the service helps the MOD ensure continuity and reliability of communications infrastructure, including systems management.

It will continue to deliver standardisation and better predictability of service, allowing the MOD to make better decisions about its communications infrastructure, from individual moves to major upgrades and changes. It also offers improved management information, allowing wider activities to be planned with less risk of failure.

David Wilson at BT Global Services, said: "The work we have been delivering has been assisting the MOD in its long-term programme of communications development and NG Bailey has played an instrumental part in that. We are pleased to award them this extension."

Bob Dunnett, managing director of NG Bailey's IT Services division, added: "The continuity and reliability of communications is critical for the UK's Armed Forces and NG Bailey looks forward to working with BT for a further two years to deliver this integral programme of activity."

Abbey Wood is the link for Nato maritime tactical data staff



Linking together: Nato representatives line up at Abbey Wood

Picture: Paul Griffin

DE&S posts its annual Christmas mail appeal

THE HEAD of British Forces Post Office has appealed to the public to donate to Armed Forces' charities this Christmas instead of overloading the service with unsolicited mail to Afghanistan.

In what has become an annual appeal, Colonel Stephen Heron praised the generosity of the British public in wanting to send presents to men and women on the front line.

In the run-up to Christmas BFPO receives a high volume of gifts and parcels to be sent on to personnel in operational zones – primarily Afghanistan but also to other countries around the world including Royal Navy ships.

Col Heron said: "Every year we see first-hand the generosity of the British public and though the sentiment is to be welcomed it can cause problems in delivering the mail that matters most – that from servicemen and servicewomen's families. Getting this post through to them is our absolute priority.

"It is far better for people who want to show their support for our Armed Forces to donate to charities who can use their experience to focus efforts directly on what will be of most benefit to deployed personnel."



The mail will get through: it's Christmas delivery time at a forward operating base in Afghanistan

The public are also asked to bear in mind this year that, with the ongoing redeployment of UK personnel and equipment as security responsibilities are increasingly handed over to the Afghan forces, there will be significantly fewer UK troops in Afghanistan this Christmas compared to previous years.

The Armed Forces are asking the public to make donations to charities such as

the uk4u-Thanks! Christmas Box Appeal, which works with BFPO to make use of any spare space in the existing supply chain.

The appeal has sent a present "on behalf of the nation" at Christmas for the last seven years to every serviceman and woman working overseas.

People can donate to this and other charities now to show their support and appreciation.

REPRESENTATIVES OF Nato nations have been at Abbey Wood taking the next steps to provide the latest equipment for warships to relay and receive tactical data.

NILE – Nato Improved Link Eleven – is the programme name for the international collaborative effort to develop Link 22, a tactical data link which will replace Link 11.

The programme office in San Diego is made up of representatives from the UK and US, France, Germany, Spain, Italy and Canada. The Netherlands, Finland and Australia are among others interested in the technology.

Surface Maritime Link 22, in Situational Awareness Command and Control is the DE&S project introducing Link 22 to the UK's platforms. The project is in its assessment phase with Main Gate decision expected next year.

Initially Link 22 will be fitted in Type 45 destroyers, Type 23 frigates and the *Queen Elizabeth* class aircraft carriers. It is intended that Link 22 will become the standard fit in many sea and air platforms in the future. The first UK units equipped with Link 22 are expected to reach their in-service date in 2016 with Full Operational Capability in 2019.

Most recently, the project team hosted representatives from the Nato nations for the 60th NILE steering committee.

Link 22 project manager Alex Kennard said: "It was a very productive meeting and we made good progress towards greater interoperability with other Nato nations.

"This meeting marks the signing of the latest amendment to the Memorandum of Understanding between the participants which is a key milestone in developing the Link 22 solution."

Money earmarked for upgrade as Clyde faces a bright future

PERSONNEL AT Clyde will soon be enjoying the best accommodation as £31.5 million is invested in improving facilities across the base.

The investment in Clyde is part of a programme of spending which includes £100 million to create new Army accommodation across Scotland and £85 million for development of RAF Lossiemouth.

Minister for International Security Strategy, Dr Andrew Murrison said: "This new funding is a clear and visible sign of our commitment to Scotland and its continued vital role in the defence of the UK.

"The total number of Armed Forces personnel in Scotland is increasing and I want to ensure that they get the best possible accommodation and facilities."

Carillion has been awarded the contract to develop new living accommodation which will provide around 600 bed spaces.

Meanwhile trainee submariners at Clyde will benefit from improved mess and recreational facilities after a four-month upgrade.

At any one time there are around 75 students undergoing the Royal Navy's Submarine Qualifying Course working towards the dolphin badge that signifies a qualified submariner.

Thanks to a £7,000 grant from the

Royal Navy's Rebalancing Lives Fund the trainees now have a fully-equipped TV and recreational room complete with sofas, flat screens and games consoles, as well as seven kitchen and utility areas fitted with dining tables and chairs.

Opening the facilities on 11th September, Captain Alistair Willis, Captain of the Base, said: "The training is

second to none, challenging and very demanding on our students. These refurbished facilities will ensure that they have the ideal place to relax and revise together when not in classes."

Work on facilities, including sourcing and assembly of equipment, was carried out by course accommodation staff with the final cost being £6,260.



Captain Alistair Willis, Captain of the Clyde base, meets submarine students in their refurbished TV room

New finance officers will strengthen DE&S support



Heather Grossman

FOUR FINANCE officers have been appointed to strengthen the level of financial support to the Chiefs of Materiel at DE&S.

They will also provide a financial focal point for each of the Front Line Commands in DE&S.

Paul Dunster is the new Chief Finance Officer for Chief of Materiel (Fleet). He joined DE&S in 2007 as finance team leader and board member for the Information Systems and Services operating centre.

Three years later he became Head of Finance and board member for the Submarines operating centre.

Heather Grossman has taken up her post with Chief of Materiel (Air). She has been Assistant Chief Executive with Staffordshire Fire

and Rescue and most recently she operated as commercial finance lead on procurement projects with Bovis Lend Lease and Interserve's outsourcing joint venture with Leicestershire NHS.

Chief of Materiel (Land)'s Chief Finance Officer is Mark Binnersley who has wide experience in finance but also in broader general management. Most recently he has been working with a charitable trust in the education sector.

Simon Small joins Chief of Materiel (Joint Enablers) after four years of providing consultancy services. Previous to that he was Group Finance Director at RR Donnelley Global Document Solutions, a leading business process outsourcer.



Simon Small



Paul Dunster



Mark Binnersley

Exodus!

Corsham staff respond to Exercise Owen which will help improve business continuity

STAFF MAKE a mass exodus from Corsham, above as part of Information Systems and Services' first live business continuity exercise.

Exercise Owen was held towards the end of August to test internal incident response processes at the Wiltshire site after reports of a suspect van parked outside the perimeter fence.

Once the alert was raised the exercise began, the largest building at Corsham was evacuated and the site shut down.

Staff reacted calmly, followed instructions and the exercise was over in 25 minutes.

It produced a wealth of information for future planning to ensure the robustness of business resilience at Corsham.

Exercise Owen was part of a review at Corsham which started with creation of a full-time business continuity manager for 12 months.

Further business continuity exercises are planned over the next few months.



Corsham's Safety and Environment section head Andy Ralston helps co-ordination during Exercise Owen at Corsham's all-weather sports pitch

Devonport hosts latest Talk to the Board show

IT WAS a return to familiar territory for Vice Admiral Sir Andrew Mathews when he brought Talk to the Board 'Live' to Devonport on 13th September.

Vice Admiral Mathews, a former Naval Base Commander at Devonport, was welcomed by the current commander, Commodore Graeme Little, and joined by Director Materiel Strategy Barry Burton and DE&S' Head of People in Acquisition Steve Goodbourn.

More than 100 staff attended at *HMS Drake* where Admiral Mathews opened by acknowledging the busy summer at Devonport.

He commended the excellent work done to enable the Response Force Task Group deployment from Plymouth on 13th August, heading for

the Gulf, with brief stops at Gibraltar and Syria on the way.

Vice Admiral Mathews said "The point is, this is normal business for the Royal Navy. This is the day job for Devonport."

The Board team members were questioned on a variety of subjects including the transfer of DE&S to a GOCO or the DE&S+ option and the transfer of the naval base to Navy Command.

Other questions involved the management of change and the perception of the general public and the media of the Civil Service.

Vice Admiral Mathews emphasised that no decision had been made on the future status of the DE&S but a lot of work was being done on both options to make sure that the

final decision was the right one for defence.

Barry Burton also acknowledged the current negative view of civil servants in the media but added that Defence Ministers and the leadership of both the military and the MOD Civil Service were working hard to correct that view.

Questions were raised about upskilling and resourcing. Steve Goodbourn agreed that DE&S had not always got this right and work was being undertaken to address this, particularly with regards to critical posts.

Vice Admiral Mathews added that DE&S does not employ the 'usual' civil servant, with engineers, project managers and commercial officers being needed by DE&S.

Your chance to have Your Say

All DE&S military and civilian staff are urged to complete this year's MOD Your Say Survey, available on line until the end of the month.

The confidential survey results will be used to identify areas for improvement.

Since last year's survey Permanent Under-Secretary Jon Thompson has focused on leadership and managing change as priorities.

Senior Civil Service and Band B events have helped build a senior leadership cadre; leaders have objectives to improve engagement while Mr Thompson regularly updates staff in a blog on strategic topics and key issues being addressed by the Defence Board.

During the past year five 'live' question and answer sessions have been held with DE&S' Board over various sites with more planned.

Questions about the survey should be sent to the DE&S focal point katrina.mccabe973@mod.uk

It's not just tents and toilets!

KATY COLEMAN, a DE&S craft trials apprentice, is heading off to north Devon for her next placement with the Royal Marines. She was previously at Camp Bastion, working with the Operational Infrastructure Programme team as the first DE&S graduate apprentice to make it to Operation Herrick. It was, as she admits, a bit of an eye-opener.

"I once heard the Operational Infrastructure Programme team referred to by other apprentices as 'tents and toilets'," she recalled. "This left me a little apprehensive on joining the team as others were taking up 'exciting' placements in weapons, munitions and Chinook teams."

Yet the task of recovering equipment from Afghanistan was to prove just as 'exciting'. "Any equipment recovered from Operation Herrick needs to reflect the future capability requirements and the Total Fleet Requirement must meet the numbers desired for 2020," she said. "I was part of the team that had to assess which assets currently deployed were going to be candidates for recuperation while considering the logistical practicalities and cost effectiveness of recuperation."

A five-day pre-deployment course and a 24-hour flight to Camp Bastion kicked off what Katy describes as one of the best experiences of her life.

"Landing in the dark it was hard to get much of an impression of the place – but it felt big, cold, and flat," she said. "We were quickly ushered off the aircraft into the arrivals terminal for a briefing, arrivals paperwork and then taken to our bed space. The trip that had started 23 hours ago from Bristol had drained my colleagues but I was still buzzing. I was in Afghanistan!"

"Over the next four days the sheer enormity of it all started to sink in while travelling in and around Bastion

Apprentices are handed a wide range of experiences as they look to make a career with DE&S. One landed a job with a team which took her to Camp Bastion and back



Top: Katy Coleman pictured during her time at Camp Bastion

Above: normally a soldier's first impression of Operation Herrick – newly-arrived personnel wait at Camp Bastion's Reception, Staging and Onward Integration area before onward journeys

visiting various yards, equipment repair centres, transit camps and in-service support teams. I had been briefed, trained, assessed, equipped and knew what I was letting myself in for but strangely enough my security and safety never felt under threat at any time while being 'behind the wire' due to the normality of things around camp and the way everyone

carried on with their working day. However life is very different in remote patrol and forward operating bases and we were informed of some extremely hostile situations that occur at them."

For Katy her experience proved invaluable. She said: "Visiting Camp Bastion was not only an opportunity for me to see all the equipment I'd been involved with, reported on, tested and trialled and documented, it was also an opportunity to really 'see the whole story' for me with regards to

how infrastructure works. Seeing how generator farms for camps within Bastion were constructed, the environment the ablution units had to be used in, and how all cookhouse equipment was set up and used are things that can only be fully understood and appreciated if actually seen in operation as opposed to viewing paperwork.

"This placement has given me a real insight into the equipment and support that OIP delivers and sustains for re-deployable living and working expeditionary campaign infrastructure

through-life to equip and support current and future operations.

"As my second placement starts at the Craft Trials Wing, 11 Amphibious Trials and Testing Squadron at Royal Marines Instow, based on the knowledge I have gained from my first placement, I am relishing the thought of what experiences I will gain from the next."



Protector support work earns Andrew a People award

DIRECTOR SHIPS, Tony Graham, has presented a Ships' People Award to Lt Cdr Andrew Clark, pictured left, for his support work on *HMS Protector*.

Lt Cdr Clark's work on the support solution for the purchase of the ship will provide a detailed audit trail of decisions, issues and actions that have been carried out to develop the support solution.

During the process

he developed a robust, innovative and practical solution minimising impact on manpower while still delivering full operational capability.

Following his success for *Protector* he incorporated these principles into a strategy for the purchase of future in-service support for the River class of patrol vessels.

Lt Cdr Clark was also presented with a Certificate

of Valediction on behalf of the Admiralty Board in recognition of a 37-year distinguished military career.

Lt Cdr Clark joined the Royal Navy in 1976 and served on many vessels, most notably in submarines *Warspite*, *Revenge* and *Splendid*.

Mr Graham told him: "You can be rightly proud of your service and I would like to thank you for your invaluable contribution over the years."

Pursuit of change sees Dave clock up a civilian first

DAVE PAWLBY has become the first male MOD civil servant to graduate with a Masters Degree in logistics management via the Defence Logistics Staff Course.

The Support Solutions Officer in the Joint Support Chain, who was presented with his Masters degree in Lincoln Cathedral on 2nd September, was a student on the DLCS Cohort 2 which began in September 2010 as part of eight residential modules delivered by the Defence College of Logistics and Personnel at RAF Cranwell, over 20 months.

The course is taught with academic foundations provided by tutors from the Faculty of Business and Law at the University of Lincoln.

It is designed to achieve systematic acquisition of advanced academic knowledge, coupled with work-based support to explore and develop high level skills in the field of logistics.

The course is primarily intended for military officers of SO2 rank upwards, but also open for civilian logisticians at Band C2 and above.

Dave started the course while team leader of Log NEC Technical Information Services, and reached postgraduate diploma level in July 2012. He was then given the opportunity to complete his studies at Masters level.

Passionate about strategic change management, and to tie in with his continued role as a support

solutions officer, his dissertation was based on how DE&S manages large change projects using the universal hosting solution for technical information as a case study. This earned him a well deserved pass with merit.

The academic partnership with the university has been extended for another five years. Enrolments are in May and November; anyone interested should first look at 2012DIN07-091.



Darren's the tops at putting pen to paper



Dave Pawlby graduated in Lincoln Cathedral on 2nd September in the presence of several military figures including Brigadier Jon Brittain (Head of Logistics Policy and Strategy), Commodore Mike Bullock (ACOS Logs and Infra), Air Commodore David Stubbs (Commandant RAF College) and Col Simon Wheelton (Commandant Defence Logistics School)

LOGISTICIAN DARREN Emmett has proved he can put pen to paper effectively with a top prize for the best academic essay.

The RAF squadron leader, left, from DE&S' Operational Support Programmes was a student of the modular Defence Logistics Staff Course Cohort No 3 and was awarded the AgustaWestland Prize for the best overall academic essay on the Management of Project Risk, achieving the highest marks throughout the duration of the cohort.

He was also awarded the Chartered Management Institute Prize for the highest marks, aggregated across two cohorts, for his academic essays related to strategic management, project and contract risk management, purchasing and supply management, and logistics and operations management.

Gary Ramsden, the University of Lincoln Military Programmes Director, which delivers the course in contracted partnership with the Defence College of Logistics Policing and Administration, said Darren's consistently high standards of work and academic rigour should not go unrecognised.

Darren will be presented with his prizes at the annual Academic Logistics Awards Dinner at RAF College Cranwell this month.

Praise for teams in award bid

THE MOD's commercial director has congratulated three DE&S teams for being shortlisted for prestigious supply management awards.

The teams attended the awards run by the Chartered Institute for Purchasing and Supply. Despite failing to come away with the final prizes Les Mosco was delighted to see recognition for the commercial function at DE&S.

"It was already a very strong achievement to get three project teams – and even me as an individual award nomination – through to the finalist stage," he said.

"We should not be at all disheartened, and I would like to congratulate the three teams who got so far in the process, especially as there was fierce competition this year.

"We will aim for a good set of submissions next year too, as I and Steven Morgan (Director DE&S Commercial Operations) remain convinced that many of our commercial activities are way up there as among the most complex and positive contributions there is in the profession."

Shortlisted teams were:

- The MARS Tanker Team (nominated in the International Procurement Project of the Year);
- The Defence Medical Information Capability Programme (nominated in the Best Public Procurement Project);
- PA Consulting and ISS DIST (Best Procurement Consultancy Project of the Year) for the ten-year Defence Information Infrastructure programme.

Mr Mosco was shortlisted as one of the procurement and supply chain management professionals of the year.

In memory of Stephen



Team gets down to work with DIY at a Somerset church



Above Darren Jacobs and Mike Mogg work on the ceiling

Top left: John Cumbers and Ian Haskell work out distances and angles

Left: Simon Frame and regular church volunteer Peter Connew cut up plasterboard

THE SUDDEN death of a DE&S team member has galvanized colleagues to carry out restoration work on a Somerset church in his memory.

Stephen Welford of Operational Support Vehicles died earlier this year and his memorial service took place at St John the Baptist Church in Frome.

Stephen had given up much of his spare time to help out with repairs and modifications at the church, something he had never mentioned to his work colleagues.

"Like many old churches money to carry out repairs is just not available and much depends

on the goodwill, inspiration and dedication of the parish," said Requirements Manager Major John Pratt.

"We learned of the great work by volunteers improving the building and that Stephen gave up his spare time to help out."

John suggested to the Operational Support Vehicle Programme's deputy head Phil Burton that a small team of volunteers could spend two days carrying out general DIY, painting and plasterboarding a ceiling.

John led his team to Frome, made up of WO2 John Cumbers, SSgt Darren Jacobs, Helen Place,

Adam Bedford, Simon Frame, Ian Haskell and Mike Mogg.

"When arriving at St John's you are presented with impressive architecture and, inside, you are faced with the stunning interior finely balanced with its welcoming character," John said.

"Suitably impressed with the building and surprised that anybody would let us near such a fine place we were anxious to get started.

"The two days passed quickly with plenty of painting and plastering done. Everybody remained in good humour and the plasterboard remains on the ceiling!"



Cash helps Trees to grow even taller

YEOVILTON'S TALL Trees Community Centre has received £69,000 from the Armed Forces Community Covenant for refurbishment and updating.

The £30 million Covenant Grants scheme is MOD-led and provides financial support to local projects which strengthen

ties or mutual understanding between the Armed Forces and the surrounding community.

Commodore Jock Alexander, far left, joins community workers Sally Crawford and Gill Duke in accepting the money from Christopher Le Hardy of the Community Covenant.



Up the creek!

Apprentices join forces to clean up parts of Devonport

A GROUP of MOD technician apprentices in their second year of training joined forces with students and business to conduct a second local clean-up.

As part of their training programme, the apprentices are expected to undertake a community project. This year they joined an activity that had a local community input and contributed to the look, feel and environmental condition of areas feeding the dockyard, in this case the creek around the Weston Mill Jetty.

The MOD's apprentices joined the University of Plymouth's environmental sciences department and members of the contractor team leading the project,

spending hours removing litter from the banks of the tidal creek.

Items found and removed in nearly a skipful of rubbish included two mattresses, clothing, plastic bags, cans and bottles.

Chris Warn, outgoing MOD Apprentice Development Manager, said: "This type of activity has a positive affect on the apprentices and allows them to contribute outside the workplace and be involved with other teams, which in turn boosts team-working and communication skills."

"Each took away a sense of pride in what they achieved as a group."

Chris pools knowledge to save money

A GREEN-THINKING Royal Naval sailor has made a splash at Devonport by reducing costs and the carbon footprint of a diver training tank.

Chief Petty Officer Chris Springett, an engineer at the Southern Dive Unit, has introduced improvements to the tank's water heating and cleaning treatment.

It is saving the naval base in energy and fuel costs, water use and increases the life of parts.

His new system with new equipment and operating procedures will save about £190,000 over three years and helps the base meet carbon dioxide emission and sustainable energy use targets.

He said: "I completed a civilian swimming pool maintainer's course where I realised how archaic the control of



the dive tank filtration system was.

"It was inefficient because it was old with no feed-back or temperature control which wasted water, energy and the chemicals used to treat the water."

It is hoped the dive unit's headquarters carbon emissions will be reduced by 45,000 tonnes over three years.

Chris added: "The improvements save water and energy in heating and compressed air and save wear and tear on the system. We now use less chemicals to treat the water to make it hygienic and also reduce labour costs."

Chris' idea earned him an MOD GEMS award.

From one iconic building to another!

Mark swaps Abbey Wood for dream Millennium Stadium job

THE MILLENNIUM Stadium has a new manager this month – following his departure from DE&S.

Lieutenant Colonel Mark Williams of the The Royal Welsh has been working in Land Equipment's Operational Support Programmes.

But he has left DE&S on fast-track release, and will be in charge at the iconic home of Welsh rugby in Cardiff from this month.

The 42-year-old, who spent 20 years as an officer in Northern Ireland, Bosnia and Iraq, replaces former police chief

superintendent Gerry Toms who stepped down in June.

"I am deeply honoured to be joining the Welsh Rugby Union in such an important role," said Mark. "I relish the challenges and opportunities."

Mark, who is from Glynneath, added: "As a proud Welshman and rugby supporter, I understand the important place the stadium holds in the whole psyche and culture of Wales."

"I know my military and leadership experience will serve me well and I look forward to working with a great team at the WRU."

His appointment completes the WRU executive team a week after former England star Josh Lewsey was recruited as head of rugby.

WRU chairman David Pickering said: "This is a great appointment for the WRU and I know Mark already has strong relationships with the relevant local authorities, the emergency services and with the Welsh government."

Mark took up his appointment at the stadium on 1st October followed by membership of the Welsh Rugby Football Union the day after.



Up and down The Wrekin helps send cash to our heroes

MEMBERS OF DE&S' ISTAR Force Protection team at Donnington have raised cash for Help for Heroes by trudging up and down an iconic local landmark.

The third annual Wrekinathon sees competitors continually ascending and descending The Wrekin, a 400-metre high hill to the west of Telford, over 24 hours.

Along with Tony Rowley, Rob Moore, Olly Stanley and Phil Carrington of the team, other members from Donnington's workforce took part, helping to raise the total ascents and descents to 144, or 432 miles, 180,000 feet of ascent and around 887, 150 steps.

Individual contributions ranged from a single ascent to 17.

The final total raised came to £1,132.

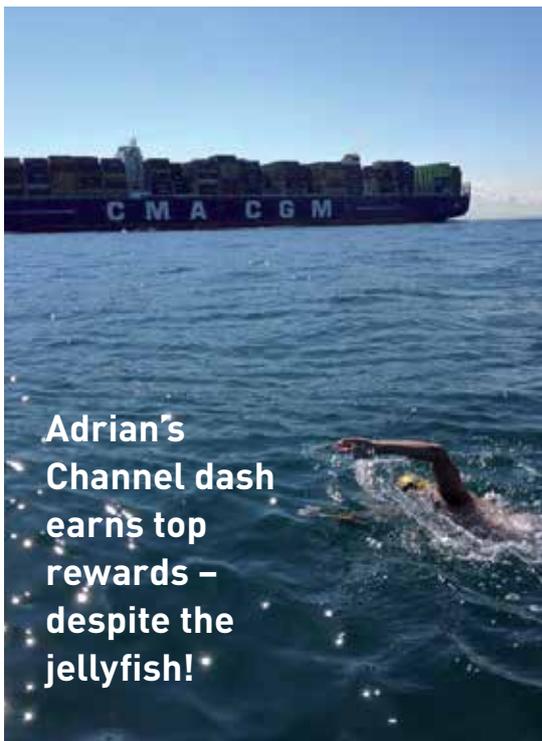
In the picture, above, Rob and Tony (far left and centre) are joined by Phil Stone, Jason Peate and Dave Blockside of the Defence Support Group enjoying sunset at the summit.

Geoff's three in a row

DE&S' orienteering star Geoff Ellis, from the Falcon team, made it three Caddihoe Chase titles in a row, the only person to have done so in its 39-year history.

The two-day competition near Yelverton, Devon, saw Geoff enjoying glorious Dartmoor sunshine on his 9km course which he conquered with a near-perfect run to finish seven minutes clear of his nearest rival.

A lapse on day two saw him leak time but his day one buffer enabled him to arrive at the finish comfortably ahead of the remainder of the field.



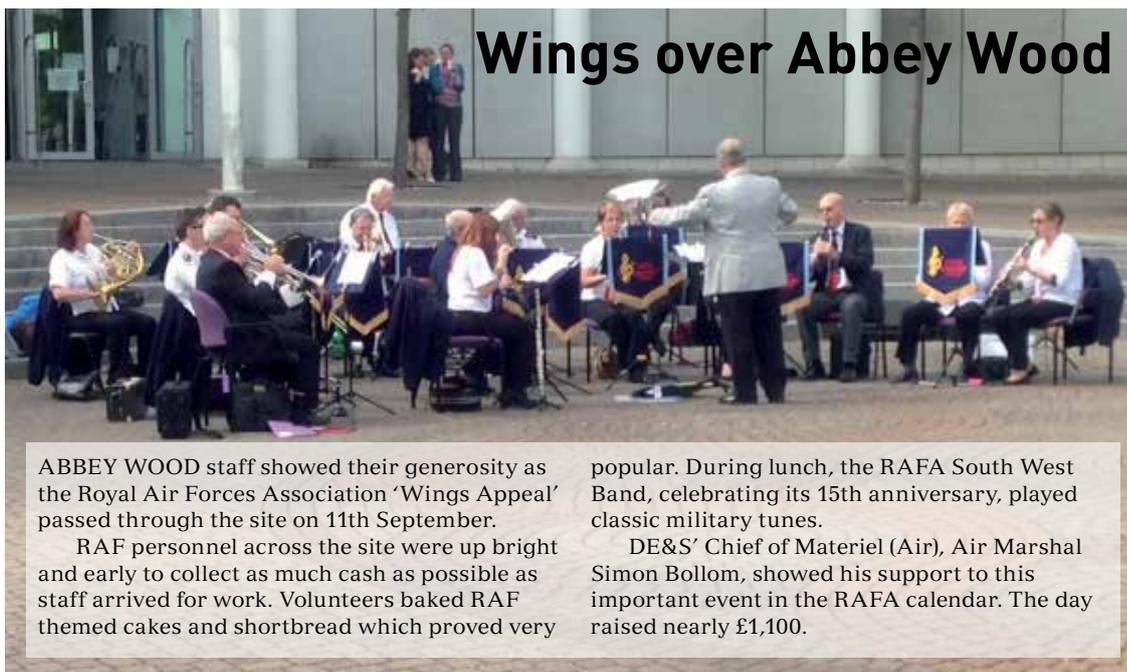
Adrian's Channel dash earns top rewards – despite the jellyfish!

ADRIAN RADFORD braved stinging jellyfish and one of the world's busiest shipping lanes to raise more than £7,000 for charity.

Adrian, of DE&S' Sea King team, stepped off Shakespeare Beach in Dover in the early morning to cross the 21.5 miles of the English Channel to France.

Although he intended to make the crossing in 15 hours he eventually covered more than 33 miles in just over 18 hours before arrival at Sangatte Beach, having avoided some large ships on several occasions.

The money Adrian has raised will be going to the British Institute for Brain Injured Children.



Wings over Abbey Wood

ABBEY WOOD staff showed their generosity as the Royal Air Forces Association 'Wings Appeal' passed through the site on 11th September.

RAF personnel across the site were up bright and early to collect as much cash as possible as staff arrived for work. Volunteers baked RAF themed cakes and shortbread which proved very

popular. During lunch, the RAFA South West Band, celebrating its 15th anniversary, played classic military tunes.

DE&S' Chief of Materiel (Air), Air Marshal Simon Bollom, showed his support to this important event in the RAFA calendar. The day raised nearly £1,100.



Managers' plane sailing

MANAGERS FROM the MOD and Babcock at Devonport are pictured flying model aircraft to mimic the Battle of Britain.

But there was a serious side to their 'dogfights' as Stephen Carver from Cranfield University used the exercise to illustrate the complexity and dynamic nature of projects and the pivotal role of leaders in creating the conditions for success.

Base commander, Commodore Graeme Little, said: "Stephen brings programme and project management to life, and creates a compelling set of messages that are easily translated to project and programme delivery."

Julian enjoys that champagne moment

Pictured: Julian Grey, centre, and friends Chris Cashell, far right, and Andy Gallagher at Land's End after their ten-day ride from Scotland.



THE CHAMPAGNE flows as a three-strong team reached Land's End last month at the end of a ten-day cycle from John O'Groats.

Julian Grey of Combat Air's Finance Team at Abbey Wood joined two friends for the ride which has so far raised £3,500, nearly twice their original target.

The trio flew to Scotland with their bikes and completed the 900 miles at an average speed of 15 miles an hour.

"The weather was kind to us for most of the journey with the exception of day nine, which saw torrential rain from start to finish while cycling through the hilliest parts of Cornwall," said Julian.

"Our support crews proved to be invaluable throughout, providing an endless supply of food and drink at each stop. In addition to our carb loaded diet, we must have eaten our way through 90 Mars Bars and bananas over the ten days.

"Crossing the line at Land's End is something we will never forget; greeted by our family and friends after ten days of hard effort and a year of planning was the best feeling ever."

Money will be split between Help for Heroes and Save the Children.

Sports Lottery winners – June and July

£10,000: Graham Keating (Holywood), Stuart Law (DIO Chepstow).

£5,000: (Lisa Bungard (RAF Northolt), Clare Gleeson (Abbey Wood).

£2,000: Graham Davidson (Old War Office).

£1,000: Neville Montgomery (Holywood), Gillian Heesom (Donnington).

£500: Jill Humphries (Abbey Wood), Andrew Oakley (Wethersfield).

£300: Diana Smith (RAF Mildenhall), Lynn Hammond (RAF Waddington), Peter Bullock (Abbey Wood), Melissa Stevenson (Newcastle), Robin Clark (Corsham), John Moorhouse (Larkhill), Robert Vining (Abbey Wood).

£200: Peter Mundy (Cardiff), Mark Newton (Cheadle Hulme), Craig Martin (Abbey Wood), Allen Thomas (Liverpool), Robert Venables (Gosport), Melissa Fraser (Glasgow), Alan Chadbone (Pirbright), Martin O'Brien Barden (Glen Douglas), Romaine Trigg (Abbey Wood), Tracy Kaye (Gosport), Judith Sutherland (Whitehall), John Smith (Gosport), Peter Gristwood (RAF Leeming), Valerie Newport (Camberley), Richard Tickner (Appleby), Frank Engall (RAF Lakenheath), Sandra Robinson (Old War Office), Alan Stacey (Blandford).

£100: Ian Gibson (Lisburn), Elaine Bowers (Glasgow), Mark Kramer (Wyvern Barracks), Sharon Rutter (RAF Wittering), Annette Mathers (Whale Island),

Michael Taylor (Portsmouth), George MacLennan (Fort George), Richard Bolwell (Abbey Wood), Louise Brady (Preston), Kristan Ellis (Abbey Wood), Paula Payne (Whitehall), Maria Sullivan (Bicester), Alexandra Browne (Bicester), Philip Kirk (RAF Mildenhall), Susan French (Corsham), Gemma Jones (Northwood), Gordon Squires (Rosyth), Simon Wall (Hyde Park), Jayson Young (Salisbury), Beatrix Kaye (Topcliffe), Danny Holland (Abbey Wood), Steven Burchill (Abbey Wood), Julie Baker (RAF Mildenhall), Christopher Sweeney (Gutersloh), Hugh Hamill (Kentigern), Laura Tempest (Andover), Kevin Wilson (Andover), Samantha Nicholas (Abbey Wood), Peter Bullock (Abbey Wood).

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:

2013DIN04-137: This DIN sets out the policy to be adopted for Sting Ray torpedo parachutes used on rotary wing aircraft in relation to life and usage.

2013DIN04-138: The Defence Ordnance Assurance Services has moved from DE&S' International Guns, Missiles and Rockets team to the munitions processing organisation in Defence Munitions to better align skilled staff by the team and Defence Munitions on the support function, and streamline staff recruitment and training.

2013DIN04-142: This announces introduction to service of modifications to the current wrap-around staging for routine and in-depth maintenance of the Sea King Mk 3, 4, 5 and 7 helicopters while working at height. Modifications are necessary for DE&S to fulfil its duty of care and be compliant with working at height legislation.

Further information and more details on the latest DINs see:

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

We ensure global reach
from **up there**

to ensure smooth passage
down here

TBWA CORPORATE - Asile Paris - © Astrium 2012. © Getty Images

By incorporating the strengths of Vizada into Astrium Services, we are the world's number one commercial MilSatCom service provider. Our powerful government satellite communication services that connect, inform and protect can now give you more. More solutions. More global reach. More reliability. More innovation. Now more than ever, you can count on us to support your critical missions. www.astriumservices.com

VIZADA AND PARADIGM
UNITING FORCES FOR A STRONGER ASTRIUM SERVICES

 **ASTRIUM**

AN EADS COMPANY