

# desider

June 10 Issue 25



MINISTRY OF DEFENCE

the magazine for defence equipment and support



## DVD – a focus on the future soldier

Special 12-page preview inside

Readership survey form [See inside](#)



New look goes operational



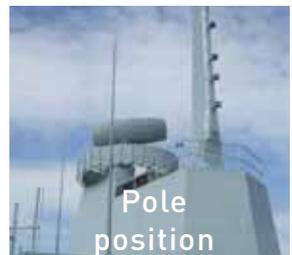
MR2 reaches retirement



Lynx goes on the prowl



New build on track



Pole position

19-30



Picture: Andrew Linnett

## cover image

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**desider**

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**Distribution:**

If you have any queries concerning distribution or require alterations to the number of copies you receive, please contact the editorial team on the numbers above.

**Printing:**

Corporate Document Services Ltd, 7 Eastgate, Leeds, LS2 7LY

*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 editorial team 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.

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**General Sir Kevin O'Donoghue  
Chief of Defence Materiel**



'You should feel proud of the progress made in the last year and prepared for any future changes arising from the SDSR with confidence'

I have now met and held some very useful discussions with the key members of the Government's new defence Ministerial team, led by Dr Liam Fox. I look forward to working closely with them over the coming months as the Strategic Defence and Security Review (SDSR), which Secretary of State announced when he took up office on 12 May, takes shape.

As *desider* goes to press, Tom McKane, DG Strategy, is preparing a plan which will be put to the Defence Board and Ministers for their agreement on what will be taken forward in the Review. SofS has made clear that he wishes the Review to be conducted as transparently as possible, in a way that allows all staff, military and civilian, to be engaged. I want DE&S to play its full part in the Review and I would encourage you to take every opportunity to take part. I appreciate this means a period of uncertainty for us and I would ask for your forbearance. As Tom McKane noted in his recent update to staff: "It will be a pretty swift and bumpy ride for quite a lot of the time."

While work is underway to address how defence might operate in the future, we can be reassured that our current performance is making headway. In the last financial year, ending in March, we delivered a tremendous amount of vitally important equipment and support to the front line on current operations in Afghanistan as well as several billion pounds worth of defence equipment to the Armed Forces to support future operations. It was a strong performance, reflected in key points I've listed below:

- Procurement for operations today is responsive, fast and high quality and it is recognised as such across our front line users. Well over 90 per cent of Urgent Operational Requirements (UORs) are delivered within their agreed timescale.
- Out of the approximately 1,900 current equipment projects being managed by you, DE&S is delivering more than 80 per cent on time and 90 per cent to cost.
- Of the 70 specific support agreements that DE&S has with the front line commands, we met 97 per cent of them. These cover very important activity, such as the availability of key combat capabilities including fast jets, warships and submarines and land equipment.

- And MOD is ranked high in the top quartile of more than 50 international commercial and public organisations managing complex projects.

In terms of the projects that you work on or support, this amounts to the delivery to the front line of more than 1,400 protected vehicles, all but 200 of which were UORs. Helicopter flying hours in Afghanistan have been increased by almost one fifth with further improvements planned, while helicopter numbers have been increased by more than one tenth, again with further improvements planned.

Improved capabilities covering very important areas such as Counter Improvised Explosive Device, Unmanned Aerial Vehicles and medical support have also been introduced into service in theatre.

The Support Chain has delivered very large quantities of equipment and support to theatre. Examples include 190,000 bags of mail, thousands of new helmets and personal radio systems, large quantities of food and ammunition and, most important, more than 58,000 personnel have been transported into and out of theatre by air.

These are significant achievements in support to current operations. For the future, important deliveries to the Armed Forces last year included the first of the reverted Mk3 Chinook helicopters, the first Nimrod MRA4 maritime reconnaissance aircraft, the first Type 45 air defence destroyer while the first of a new class of attack submarines, *Astute*, is well into her trials.

These are all reasons why you should feel proud of the progress that we have made in the last year and prepared for any future changes arising from the SDSR with confidence.

Finally, the support of our industry partners to our troops on the front line is of huge importance, particularly now that we have many contracts with industry for the availability of front line capabilities. I recently visited the AgustaWestland plant at Yeovil, as reported inside this issue of *desider*, to see how operational support for this key aircraft in theatre is being done and it is very impressive.

## Ministerial team

Liam Fox is the new Secretary of State for Defence after five years as Shadow Defence Secretary.



Scottish-born, Dr Fox studied medicine at the University of Glasgow and worked as a general practitioner. He has been Conservative MP for Woodspring, now North Somerset, since 1992.

Nick Harvey is Minister for the Armed Forces. Educated at Middlesex University he became Liberal Democrat MP for North Devon in 1992 and has been the party's Shadow Defence Secretary since 2006.



Lord Astor of Hever and Conservative MPs Peter Luff, Gerald Howarth and Andrew Robathan are new Under Secretaries of State. Eton-

educated Lord Astor served in The Life Guards in Malaysia, Hong Kong and Northern Ireland. He was elected a hereditary peer in 1999 and has been an opposition spokesman on defence since 2003.

Mr Luff has been MP for Mid Worcestershire since 1992. He read Economics at Cambridge and has served as Assistant Chief Whip. Since 2005 he has been chairman of the Business, Innovation and Skills Committee.

Mr Howarth is MP for Aldershot and joined the University of Southampton Air Squadron while he was a student. Since 2002 he has been a Shadow Defence Minister.

Mr Robathan is MP for South Leicestershire. He went to Oriol College, Oxford and served in the Coldstream Guards and SAS from 1974 to 1989 before embarking on a career in politics.



# 'Every penny spent on defence must count'



Left: Defence Secretary Liam Fox arrives in Nad-e Ali and is met by Lieutenant Colonel Frazer Lawrence, Commanding Officer of the Nad-e Ali Combined Force.

THE FIRST duty of Government is to protect our way of life and provide security for our citizens. That is why I am proud and honoured to have been appointed as Defence Secretary by the Prime Minister David Cameron.

I would like to pay tribute to my predecessor, Bob Ainsworth, who always had the best interests of the Armed Forces at heart.

Britain's forces are rightly respected at home and abroad, and widely regarded as among the best in the world. During my five years as Shadow Defence Secretary I have been privileged to see them at work in Iraq, Afghanistan and elsewhere.

As a nation we have a responsibility to ensure they have our full support in return for the selfless service and sacrifice they make in our name. The new Government will honour that duty with a new Tri-Service Covenant that will set out our obligations and commitments to the men and women of our Forces, their families and veterans.

The campaign in Afghanistan is a national security imperative. We are there out of necessity, not out of choice. I am determined that alongside our ISAF partners we will succeed. We will ensure that our Forces have the equipment and support they need to do what we ask of them.

## New Defence Secretary opens up with a message to MOD personnel

Defence faces major challenges over the next few years. In today's uncertain world, it is essential that we maintain a highly dedicated and professional body of servicemen and women with the capability to defend our national interests whenever they are called on to do so, and a strong cadre of professional defence civilians to undertake the distinctive tasks for which they are responsible.

A review of defence is long overdue but the needs of

an assessment of our role in NATO and other partnerships, the threats we face, the military capabilities we need to protect our interests, and the programmes we need to deliver those capabilities.

Resources will be tight for the country as a whole and defence is no exception. We must make sure that we make every penny spent on defence count. This means we will have to look again at all that we currently do, including the organisation and structure of the department, each of the services and the support area to ensure that we can undertake confidently and effectively the key tasks for which MOD is responsible.

We need to confront these issues head on and ensure that we emerge from the review with a clear way ahead for defence that meets the needs of the current counter-insurgency campaign in Afghanistan but also ensures that we are well prepared for whatever the future may bring. I will set the work in hand straight away, to deliver before the end of the year.

I look forward to working with you all to tackle the challenges we face. With your support, I know we will do so successfully.

### 'Britain's Forces are regarded as among the best in the world'

our Forces can no longer be considered in isolation from other security challenges we face. We will be taking forward a Strategic Defence and Security Review, working with other departments including the new Foreign, Development and Home Secretaries as part of the new National Security Council.

Our aim must be to ensure that Britain's defence is based on a clear definition of our strategic interests,

■ Dr Fox's message was delivered to MOD staff on his first full day in office on 13 May

DVD2010



de&amp;s

## DVD – unique date in defence calendar

A GREATER range of teams will be involved in this year's DVD – DE&S' annual stakeholder event for the land and support chain communities.

The two-day event – 23 and 24 June in Bedfordshire – is a pivotal date in the defence diary for those involved in procurement and supply of vehicles, battlefield infrastructure and support to the UK's Armed Forces.

Chief of Defence Materiel,

General Sir Kevin O'Donoghue, said: "Defence's prime effort is in Afghanistan and no parts of DE&S contribute more obviously to that campaign than the Land Equipment and Joint Support Chain.

"DVD is an essential part of our support to current operations as it brings the MoD customer and industry supplier together in a way that is just not possible in an office environment.

"The exchange of ideas which this event generates will enable us to continue providing the best possible equipment and support to our armed forces.

"DVD is a unique and important part of the defence calendar."

● Preview pages 19-30



## Prowling the front line



Multi-tasking: the first Lynx Mk9a helicopters have arrived at Camp Bastion for a range of support duties

THE FIRST four upgraded Lynx Mk9 helicopters – Lynx Mk9A – have begun operational tasking in Afghanistan.

The Lynx Mk 9A will deliver a step change in capability following a demanding upgrade programme delivered on time, despite a number of obstacles including volcanic ash which disrupted their transportation by C-17 to Camp Bastion.

The upgrade, an Urgent Operational Requirement, converts 12 Lynx Mk9 to the Mk9A standard. A further contract with AgustaWestland will convert the remaining 10 Lynx Mk9 helicopters.

Lynx Mk9A can conduct specified tasks throughout the Afghan summer. Previously the Lynx had to be withdrawn as the heat caused deterioration in engine performance.

Major Max Lytle of the Army

### First upgraded Lynx goes operational

Air Corps' 672 Squadron, said: "We are now in Afghanistan, playing an important role in protecting ground forces and carrying out surveillance, boosting performance in Afghanistan's challenging conditions."

Modification involves the replacement of the Rolls Royce Gem engines with the more powerful LHTEC CTS800, together with associated cockpit instrumentation and controls.

The Mk9A has also been fitted with a secure communications system, and .5 inch machine gun and enhanced FIND capability – an electro optics device.

Captain Richard McElwaine, leader of DE&S' Lynx team, said: "The Gem-powered Mk9, although a great aircraft for European conditions, has not got the performance for the Afghan theatre during the summer.

"The upgraded aircraft will provide a valuable operational enhancement that will benefit our troops on the front line.

"To deliver this upgrade in less than 18 months from starting the programme is an excellent achievement, and all parties involved need to be commended."

The upgraded Lynx joins Joint Helicopter Force (Afghanistan), commanded from Camp Bastion. This force comprises helicopters from all three services operating to support the multi-national coalition effort, including Chinooks, Merlins, Apaches and Sea Kings.

### List of pledges made on MOD future

THE NEW Coalition Government has pledged to do more to support UK Armed Forces .

And veterans and their families will be treated with the dignity that they deserve.

Among promises made by the Government in a statement on 20 May, a Strategic Defence and Security Review will be held, commissioned and overseen by the National Security Council, with strong Treasury involvement.

The Government will also develop and publish a new National Security Strategy.

Britain's nuclear deterrent will be maintained, although renewal of Trident should be scrutinised to ensure value for money.

There is also an aim to reduce MOD running costs by at least 25 per cent.

The Military Covenant will be rebuilt with measures including ensuring that service personnel's rest leave can be maximised and further education scholarships provided for children of service personnel killed on active duty since 1990.

## Engine support points way forward

TWO NEW contracts supporting Typhoon and Tornado fast-jet engines has created a template for the future, according to the MOD's Joint Propulsion Team – JPT.

Rolls-Royce will support Typhoon engines in an £865 million contract – PSOP 3 – signed last December.

And the company will support Tornado engines for 15 years in a £690 million contract – ROCET 2 – signed in April.

Jim Laver, commercial lead for the JPT, said: "The contracts will allow the MOD and Rolls-Royce to drive value, flexibility and responsiveness, enabling long term support in an uncertain world."

Both contracts result in squadrons having a replacement engine or spare delivered to an aircraft within two hours of a problem occurring – a huge step forward in the service.

Both contracts include measures to reduce engine removals by providing timely technical advice to squadrons from a 24-hour operations centre.

ROCET 2 programme manager Jane Bailey said: "These contracts take service delivery to the RAF to the next level. These contracts give the Forces the twin benefits of increased operational capability and better value for money."

The team collocates engine elements of all DCA's fast jet platforms with Rolls-Royce, partnering the MOD with key suppliers.

Air Commodore Neville Parton, head of Harrier, Survival and Tornado, said: "This was a truly remarkable achievement by a truly joint team – now we need to deliver."



24-hour support, above, from Rolls-Royce ops centre in Bristol for the front, right, where a company engineer helps the RAF on a Tornado flightline

# TOBA – the new rules for how we work together

THE TERMS of Business Agreement – TOBA – is a very important step for MOD as it introduces a clearer and more formal business relationship between DE&S, Head Office and the Front Line Commands, writes Dr Andrew Tyler, DE&S' Chief Operating Officer.

The Strategy for Acquisition Reform recognised that many different parts of MOD work closely together to ensure acquisition delivers to the front line, but that this sometimes creates complexity and confusion.

The TOBA aims to solve this by describing the roles and responsibilities of the various parties involved, and introducing new business rules for the way we deal with each other.

The TOBA was formally launched by Second Permanent Under-secretary the end of April

and I am one of the Champions across the department overseeing its implementation, ensuring its relevance and importance is understood. I regard the TOBA as a major opportunity to drive improved performance across the acquisition community.

That said, we need to

□ The full version of the TOBA including business rules and questions and answers is available on the D Change website with contact details for further information. There will be a Defence Acquisition Reform Programme market stall event in Abbey Wood on 13 July which will include a TOBA stand.

recognise we are only at the start of this process. Some elements of the TOBA will take time to put in place. In DE&S this includes strengthening the capability of CAAS to take on their enhanced

role, and introducing the new project start up and foundation milestone review process.

This means it will be a while before it is fully rolled out across the acquisition community and we are able to make a realistic assessment of the difference it is making.

Part of my role as Champion is to monitor how the agreement is working in practice, to understand whether behaviours have changed, establish areas of best practice and identify where it might need to work better.

Of course not all the change needed is in DE&S; Head Office and Front Line Commands too are making significant changes as part of the Defence Acquisition Reform Programme. I will be meeting my fellow TOBA champions from across the department in early June to agree an implementation action plan.

This might sound like more bureaucracy, but much of it is formalising how we should all have been working anyway.

Rules around actioning change requests and using CAAS endorsed cost estimates are common sense if we are to maintain a balanced and affordable equipment programme. I expect DE&S staff to abide by the rules set out in the TOBA, and challenge other parts of the acquisition system if they do not.

Personal objectives should reflect the TOBA principles and line managers are responsible in the first instance for addressing non-compliance.

## What's different?

- Define Key User Requirements with tradeoffs occurring as early as possible in the acquisition process.
- Only accept Category A and projects into the equipment programme that have satisfied the Project Start Up process with the Joint Capabilities Board and only activate the Equipment and Logistics DLODs following the new DE&S Foundation Milestone Review.
- Only use cost estimates for Cat A&B projects that have been supplied or as a minimum endorsed by CAAS when preparing investment business cases. The use of CAAS has been mandated by CDM.
- Record project related decisions in the project history and the names of individuals who are accountable for the decisions and assumptions they made.
- Only consider requests for requirement changes from the Sponsor that are IN WRITING.
- Respond to requests for requirement changes from the Sponsor IN WRITING setting out the performance, cost or time impact.
- Take actions in pursuit of the best solution for defence rather than the individual organisation.

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## NEWSREEL

## Director flies the F-35

THE director of the F-35 integrated test force in California has logged his first flight in the Lightning II stealth fighter. Lt Col Hank Griffiths, performed several test points on the 90-minute flight in the F-35A conventional takeoff and landing variant. "The fleet users are going to enjoy how well the airplane handles while under tight control," he said "Formation, air-to-air refuelling and air-to-air tracking are going to score high marks. It was a thrill to fly and easy to land – a perfect combination for a brand new pilot in a single-seat fighter."

## Figures show Sentry duty

THE average operating cost per hour for the RAF Waddington-based E-3D Sentry is £33,000, according to figures released through Parliament. The cost includes forward and depth servicing, fuel, crew and training costs and the cost of capital charge, depreciation and other overheads. Operating costs of the Hercules C-130J are £12,000 with the C-17 Globemaster III operating at £42,000 per hour.

## Triumph welcome

*HMS Triumph*, the youngest of the Trafalgar-class submarines, has been rededicated in a ceremony in Devonport and has returned to the operational fleet. The submarine is the last of the Trafalgar boats to undergo a £300 million nuclear refuel and equipment upgrade.

# Contract treble keeps air defence up and running

COBHAM WILL upgrade and support key MOD air traffic control (ATC) and air defence systems to at least 2015 under three contracts totalling almost £12 million.

Contracts allow DE&S' Air Defence and Air Traffic Systems (ADATS) delivery team to maintain UK air defence capability and support military air traffic control systems worldwide up to and through the transition to Project Marshall, formerly known as the Joint Military Air Traffic Service.

Since 1999 Cobham's ATC radar display system, the RDS1600, has been in operation at all MOD airfields. Previously deployed to Basrah, current deployments include Camp

□ The Cobham contracts encompass ATC radar display systems, the Airfield Radar Integration Project (ARIP) and the Radar Remoting and Combining (RRC) project

Bastion airfield in Afghanistan where displays are part of ATC systems vital to air operations.

As part of the five-year extension, a system upgrade will mitigate obsolescence issues and provide capability enhancements.

Cobham has provided support to the ARIP system since 2006. ARIP presents real time aircraft positional information from a number of remote ATC radars to the Air Surveillance and Control System. This will continue until 2015.

Engineering officer, Sqn Ldr Rob Keir of ADATS, said: "The ARIP and ATC radar display contract extensions provide the most cost effective means of maintaining and enhancing front-line capability until delivery of Project Marshall."

Under the RRC project, Cobham will replace the Plessex and Marex systems with its RDSTrack product and provide ongoing support until 2015.

Operational next year the new system will enable access to surveillance data from remote sites to controller workstations providing ATC, Royal Navy fighter control and range safety



## First service pilot tames the Wildcat



THE FIRST service pilot has taken to the air in the next generation Lynx helicopter – the Wildcat.

Royal Navy pilot Lieutenant Commander Simon Harlow took the controls of the aircraft, less than six months after the helicopter's flying debut at AgustaWestland.

The AW159 Wildcat is a multi-role aircraft for the Royal Navy and the Army and will perform tasks on the battlefield including reconnaissance, command and control, transportation of troops and materiel and providing force protection.

The Royal Navy variant will provide an agile maritime capability providing anti-surface warfare and force protection. It will support amphibious operations and be an important element in defending ships against surface threats.

A second Wildcat is due to fly soon in its 'new' two tone grey colour scheme.

Above: the Lynx Wildcat, flown by Lt Cdr Harlow, inset  
 ■ Crews sharpen up on Lynx Mk8: pages 36 and 37  
 ■ Lynx Mk9a reaches the front line: page 5

services.

The first system will be deployed at Wattisham. Further systems will be installed in the Hebrides Range and south-west exercise areas, controlled from RNAS Yeovilton and *HMS Drake*.

Programme manager Fred Beamish of ADATS said: "RRC makes use of Virtual Private Network Internet Protocol to

transport the data and has great potential for expansion and development into other systems."

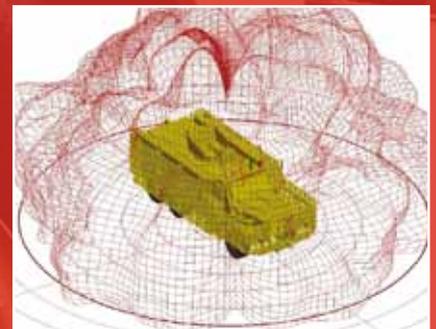
Steve Fitz-Gerald of Cobham added: "These contract awards from a major customer further endorse our air traffic management systems and our through life support programs.

"It shows that the MOD has real confidence in our growing RDS product range."

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On watch: a Lockheed Martin air defence radar soon to be deployed around The Wash to combat windfarm interference

# New radar in bid to beat the windfarms

NEW RADAR is to be installed in the east of England to combat interference from windfarms.

DE&S' Air Command and Control Programme Support Function (Air C2 PSF) has let the contract with Serco to deliver a Lockheed Martin TPS77 air defence radar in the Greater Wash area.

Following talks between the MOD, Department Energy & Climate Change (DECC), Crown Estate and the windfarm industry it was agreed that developers would meet costs.

This novel procurement will see DE&S' Air Defence and Air Traffic Services (ADATS) Delivery Team and Serco delivering the radar to its in-service date. ADATS will provide through-life support.

Historically the MOD has objected to windfarms in line of sight of air defence radars due to disruption caused by wind turbines.

The deal will allow the MOD to remove its objection to five offshore wind farms of almost 1,000 turbines, releasing more than 3GW of wind energy potential.

The UK has a target that by 2020, a fifth of all energy use is to be derived

from renewable sources. If all wind farms are developed in the Greater Wash area enough power could be generated for 1.7 million homes.

ISTAR's Air C2 Programme Delivery Group (PDG) played a pivotal role co-ordinating a variety of stakeholders.

Clive Tarver, head of PDG, said: "Not only is MOD perceived across Government and industry to have moved significantly from being an obstacle to being an enabler to wind farms, in this case we held the deal together when it threatened to break.

"It is a testament to the multi-disciplinary nature of the PDG, the key role of the Programme Support Function, and the commitment, determination and professionalism of team members."

Nicola Vaughan of RenewableUK, hailed the deal as fantastic news and praised the MOD for "moving mountains".

Gp Capt Maurice Dixon, DE&S' Deputy Head Sustainable Procurement Strategy, added: "This has been an exemplar of pragmatic user operational risk management and proactive and innovative co-operation – a win win outcome for all."

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# Diamond cuts a dash



*Diamond* shines in the Firth of Clyde  
Picture: BAE Systems

## Contract sees Thales take on training role

THE SECOND phase of a contract for interactive 3D media for Type 45 destroyers' long-range radar training maintainers has been awarded to Thales UK.

This second phase, under contract with BAE Insyte, is to provide web-enabled, training media.

Thales was awarded an initial contract in April 2007 for the provision of 3D training media for medium-frequency sonar systems. This was the first of its type to be accepted by the Royal Navy.

This initial training media, also created under

### Computer-based instruction trains T45's radar operators

contract with BAE Insyte, is now being used by the Type 45 Training Unit as part of training courses being run at *HMS Collingwood*.

Training will also later be delivered over the UK Defence Learning Portal.

Extensive use of flexible

interactive training media provides a cost-effective alternative to the use of traditional training equipment.

The design of the assets allows maintenance training to be either instructor-led computer-aided instruction, or self-paced computer-based training.

In both modes the maintainer can interact with photo-realistic animated 3D models of cabinets and equipment to work through sequences of learning that cover activities such as 'start-up/shut-down', 'remove/install' and 'fault finding'.

Marion Broughton, head of Thales UK's training and simulation business, said: "Thales has set the gold standard for the development of maintenance training assets within the Royal Navy and this has been recognised by this second contract to provide innovative training for the *Daring*-class ships."

*Diamond*, the third Type 45 destroyer, is resplendent against the Scottish hills on 14 May as she sets sail from Scotstoun for sea trials.

During the three-week period in the Firth of Clyde and North Channel her ship's company of BAE Systems, Royal Navy and supplier personnel were set to undertake extensive platform, weaponry and communications systems trials.

This would include combat systems sensor alignment trials where different combat systems are tested against surface and air targets; fully integrated communication system equipment trials which test the ship's internal and external communications equipment; and small arms firing involving mini guns and general purpose machine guns.

Further integration and testing will take place on her return to Scotstoun.

*Diamond* will leave the Clyde for the final time in September when she will travel to Portsmouth for handover to the Royal Navy.

Angus Holt, UK Programmes Director at BAE Systems Surface Ships, said: "*Diamond* performed exceptionally well during her first set of sea trials in November and the trials she has embarked on today presents an opportunity to build on her achievements to date and demonstrate her outstanding capability."

*HMS Daring* and *Dauntless*, the first two ships in the class of six, are now at their home port of Portsmouth. Work continues on the Clyde on the remaining ships of the class.

### T45 progress report

- *HMS Daring* was commissioned into service in July 2009, while the second of class, *Dauntless*, was handed over to the Royal Navy last December
- Fourth of class, *Dragon*, will undertake sea trials later this year
- *Defender*, the fifth vessel, was launched at Govan on 21 October 2009 and outfitting work is continuing on the ship at Scotstoun
- *Duncan*, the sixth and final vessel, is currently under construction on the berth at Govan and will be launched on 11 October



From left: Trevor Woolley, Mark Warren, PFI manager with the General Support Group, and Nick Earl of VT

## Abbey Wood fleet goes cleaner and greener

TEN NEW Vauxhall Corsas have been delivered to Abbey Wood to help DE&S reduce carbon emissions.

The environmentally-friendly ecoflex 1.3 CDTi will add to the 20 Vauxhall Astra 1.7s already in the car pool.

The new cars emit only 99g/km of CO<sub>2</sub>, use fuel more efficiently and use more recyclable materials and parts.

The Corsas will help the MOD improve its performance in reducing emissions. New cars on the fleet should not exceed 130g/km.

So far more than 6,000 have been delivered with average emissions of 129.3. The MOD has hit this target a year early.

Chief of Corporate Services, Trevor Woolley, said: "These new Corsas will help DE&S reduce its emissions and make further progress towards achieving the challenging 15 per cent CO<sub>2</sub> reduction target.

"While I encourage all Abbey Wood staff to reduce their travel, when car travel is necessary they should use the lowest suitable class of vehicle which will support this endeavour."

Pool cars are better value and have a major impact on the MOD's carbon footprint compared to hired-in vehicles, the majority of which are petrol with higher CO<sub>2</sub> emissions.

Currently there are more than 50 vehicles a day provided to Abbey Wood users; 30 of these are allocated from the pool.

The UK White Fleet contract, delivered by VT Group on behalf of DE&S, manages the MOD's 15,300 non-deployable administrative vehicles.

# Projects under more scrutiny

DE&S HAS joined with MOD centre to improve control on the entry of major new projects into the department's Equipment Programme.

Project Start-Up and Project Foundation will de-risk capability delivery by applying a robust and consistent approach to new projects, and is part of the Defence Acquisition Reform Programme.

Andrew Tyler, DE&S' Chief Operating Officer, said, "So often, as we analyse failed projects, I have observed that the root causes of failure originate in the genesis and early evolution of these projects.

"Our new focus on Project Start-Up and Project Foundation is about making sure that we embed this learning in new projects during their most formative

## New controls turn focus on start-up stages

stages, providing a foundation for subsequent success.

"I am very interested in getting this up and running over the coming year."

During Project Start-Up, MOD's Joint Capabilities Board will decide the viability of a new project.

A formal 'structured interface' will be used to task new projects on DE&S and provide greater clarity of the customer requirement, and will lead to Project Foundation.

The new Foundation Milestone Review will then

make recommendations to programme boards on whether a project is achievable.

Work is now underway between DCDS (Cap) Head of Capability Improvement and DE&S Programmes and Technology Group to embed the new approach as normal business.

Tim Sheldon of Programmes and Technology Group said: "Pilots complete in the autumn with guidance available from the end of November when it will be operated as steady state for all future category A and B DE&S projects."

Project Foundation is a key activity for the new Business and Programmes Development team, established on 1 April to help DE&S teams deliver programmes right first time.

# New-look troops go out on front line operations

BRITISH TROOPS in Afghanistan are sporting a new look as their uniform changes for the first time in more than 40 years.

Personnel on the front line are now wearing uniform in the new Multi Terrain Pattern camouflage, first unveiled in *desider* earlier this year.

It has been designed to work across the range of terrains to reflect the diverse landscape UK troops encounter on patrol in Helmand Province.

This is part of MOD's ongoing programme of work to provide the best possible equipment and support to the front line.

Soldiers deployed to Afghanistan in April, including members of the Royal Dragoon Guards, were the first to be issued with the new uniform. It will be issued to all military personnel by 2012.

Sergeant Luke Cunningham of the Royal Dragoon Guards said: "I was in Afghanistan in 2008 so I have worn both Combat 95 and Multi-Terrain Pattern camouflage on



New camouflage patterns have made their debut on operations

operations. The new camo is definitely better for the conditions we face in the Green Zone of Helmand.

"It's more comfortable and it is superior in terms of the operations we're undertaking here."

The new camouflage was trialled in laboratory tests and field evaluations.

Colonel Stephen James,

DE&S' Defence Clothing team leader, said: "This is the first time since 1968 that we have introduced a new pattern to UK Forces.

"We have presented the new designs to the US Department of Defense and, following our recommendations, the US Army is about to adopt the same technology for their uniform in Afghanistan."

# Now the carriers are really making waves



Coronet Building at Cowes is pictured with Artisan 3D as the pole mast is fitted

QUEEN ELIZABETH class development work at Cowes has reached another milestone. Coronet building, a replica of the aircraft carrier's aft island above 04 deck, is now making waves – radio and radar waves.

Alongside an array of radio transmitters and receivers, the aft island of the carriers will host the new Artisan 3D Medium Range Radar (MRR) and the ships' communications Pole Mast (PM).

The radar, developed by BAE Insyte at Cowes has now been fitted on Coronet to investigate how it will interact

with the other transmitters and in particular the PM.

While the island has been extensively computer modelled to confirm the electro magnetic environment (EME), and the PM has been designed to minimise radar reflections and potential interference, the 'near field' effects are more difficult to predict by computer modelling alone.

Building a replica and conducting actual measurements with real radio and radar antennas will allow the EME modelling, aerial layout and aft island and

PM design to be validated, de-risking the carrier build programme.

*HMS Queen Elizabeth* and *HMS Prince of Wales* are being built in sections at shipyards around the country with final assembly at Rosyth – the 'wrong' side of the Forth rail and road bridges.

Unlike the current carriers which have to have their foremasts removed to get under the bridges, the Queen Elizabeth class will have a folding pole mast design which will be 'dipped' to allow the ships to pass under the bridges.

## Future tanker service is right on course

WORK ON the exterior of the hangar and the training school are on schedule at RAF Brize Norton for the start of the Future Strategic Tanker Aircraft (FSTA) service in October 2011.

Behind the scenes the effort continues to make sure infrastructure and processes are in place.

In recognition of work to build up partnering arrangements across the supply chain and with customers, VT Group – a sub contractor and shareholder of AirTanker Services – was one of the first UK organisations to achieve British Standards accreditation against the new PAS1100 standard for collaborative business relationships specifically for its work on FSTA.

Wg Cdr Trudie Strait of DE&S' FSTA team attended a reception in the House of Lords to mark the prestigious award for her work in leading the MOD team in the partnering arrangements.

AirTanker – shareholders EADS NV, Rolls-Royce, VT Group, Thales UK and Cobham – will run the service with 14 Airbus A330 aircraft provided by Airbus Military and converted for air-to-air refuelling and military transport.

The hangar at Brize will allow two aircraft to be maintained simultaneously and house maintenance crews, two squadrons and an operation centre. A training school includes a full mission simulator.

The company will maintain and support the aircraft through life worldwide.

## Team takes on a unified combat systems role

A NUMBER of groups within the Director Ships operating centre in DE&S have been drawn together to create the Maritime Combat Systems team.

The team's formation is part of a larger combat system change project which will create a single platform and through-life focus for all surface ship and submarine combat systems.

The sponsoring group for this wider project is chaired by Rear Admiral Simon Lister (D Submarines) with Rear Admiral Bob Love (D Ships) and John Van Griethuysen, the Submarine Chief Engineer.

The MCS team is headed by Dave Twitchin with 211 civilian and military staff in Bristol, Portsmouth and Frimley.

Further information from Commander Bill Biggs (DESShipsMCS-RM@mod.uk).



Dave Twitchin discusses the team's implementation plan. From left: Capt Pat O'Neill, Rear Admiral Simon Lister, Dave Twitchin, Rear Admiral Bob Love, Capt Jim Palmer. Picture: James Hennessey

## C-130K is home after longest stay abroad



Back home: Lyneham welcomes the C-130K from the Falklands

THE RAF'S longest detachment of an aircraft type in one operational overseas location has come to an end.

The Hercules C-130K aircraft has been replaced by the newer C-130J version, ending a 28-year period of service in the Falkland Islands. The K version is expected to go out of service in 2012.

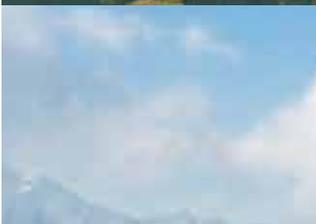
Three C-130K Hercules – latterly reduced to one – have been a regular

sight in the islands, supporting ground forces and patrolling the water around the islands, including South Georgia and South Sandwich, looking for unidentified surface vessels.

The aircraft also provided Search and Rescue cover and a vital transport link in the event of compassionate or medical evacuation flights from the islands back to the UK.

Wing Commander Mike Wilson, commander of the RAF's 30 Squadron, said: "This aircraft swap marks the end of an era for the K; she has done an exemplary job over the last 28 years and all involved should be justly proud of this fantastic achievement.

"However, time and technology moves on and the J now takes up the role and will continue seamlessly where the K left off."



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# New respirator passes acceptance milestone

THE NEW General Service Respirator (GSR) which will provide improved respiratory and ocular protection against chemical, biological, radiological and nuclear (CBRN) threats has achieved System Acceptance.

Produced by Scott Health and Safety the GSR offers previously unprecedented levels of protection and significantly reduces physiological and psychological burden experienced by the user thanks to an increased field of view, reduced breathing resistance and improved drinking system.

Phil Strudley, leader of DE&S' CBRN delivery team, said: "Key to the success of this programme has been the close co-operation between the DE&S CBRN team, Dstl and Scott Health and Safety.

"As a result, the GSR is set to provide a world class respiratory



The new GSR, ready to enter service later this year

and ocular protection capability to the UK Armed Forces for at least the next 20 years."

Declaration of System Acceptance enables the start of full rate production and the first

delivery of equipment into MOD stores in preparation for pre-deployment training.

The GSR is set to enter service later this year replacing the current S10 respirator.

## Machine shop earns positive feedback

FORTY-FOUR deployable machine shops – used by mechanical and electrical engineers on the front line – have been handed over by Marshall SV of Cambridge ahead of schedule.

"They were delivered six months ahead of schedule on a 24-month contract, within budget and with enhanced capability," said Colonel John Abbott of DE&S' Deployable Support and Test Equipment team.

"This excellent example of all round value for defence was only possible due to the partnering approach taken between MSV and the MOD.

"Constant user involvement has ensured that this capability is definitely what the wide ranging user community wanted. Early feedback is extremely positive from all."



**W**ork on the state-of-the-art Corsham New Environment has entered its final stages marking the beginning of the end for the build phase of this multi-million pound project.

And while the redevelopment of the Basil Hill site, which is home to DE&S' Information Systems and Services, will be a key enabler to delivering the DE&S ISS transformation as part of the wider PACE programme, it will also mark a new era in living accommodation to forces personnel who call the site home.

As the Corsham site is operational, hosting the Global Operations Security Control Centre (GOSCC) as well as 2 Signal (NC) Brigade for example, it positions those working there closer to the front line.

Build Project Manager Lt Col Phil Westwood from Defence Estates, who has overseen the build since the turning of the first sod in September 2009, said: "Work of the staff on this site is imperative to supporting our efforts on the front line and so it's important that they are given the infrastructure to deliver this service to the highest of standards.

"A key part of this infrastructure is the new living accommodation for those who live on-site, as we recognised that the standard of service accommodation was way below an acceptable standard.

"The decision to build brand new facilities was taken at the highest level and after much planning and hard work the emerging result is outstanding – this really will be the beginning of a new era in the way service personnel live."

The accommodation, which will house 180 service personnel, will see officers, warrant officers and senior NCOs and junior ranks living in separate wings of a single building, designed and constructed to provide excellent standards of accommodation for each rank, incorporating a degree of privacy from each other.

What makes this accommodation unique is the balance of contemporary planning with the traditions of the military. There are three separate mess areas surrounding a central conference facility. Each mess is closed off for privacy, but can be opened up to join the conference room, creating one large floor

area for big functions. The three separate messes are served by one, central kitchen, ensuring high standards whilst maximising efficiency.

Each room, regardless of rank, has an en-suite incorporating shower and toilet installed to a high standard, using top quality materials. All rooms also have a large storage cupboard as well as connection points for telephone lines and digital television services. However, senior officers will be provided with a

**Staff at Information Systems and Services – part of DE&S based in Wiltshire – are preparing to move into brand new multi-million pound buildings. For Armed Forces people the prospect of living in new mess facilities is an appealing one with new accommodation to be ready by the autumn. For builders and service personnel it's a case of . . .**

**One ste**

larger room which includes an additional living space.

Each floor has a combined laundry and kitchen facility and will be maintained to exacting standards by Inteq, the consortium comprising of John Laing (construction) and Interserve (facilities management), as part of the 25-year Private Finance Initiative. A (very) short walk away is the new gymnasium, which will contain the latest fitness equipment. New leisure facilities include squash courts, an all weather sports pitch and a grass pitch.

Fundamental to this development is for it to be 'green' and to deliver against tough environmental targets. Unique elements like a living Sedum roof is a prime example of commitment in this area.

**'This really will be the beginning of a new era in the way service personnel live'**

Top deck: the roof terrace is joined to the officers' mess by a decking area.

Main picture: an aerial shot of the development shows the three separate wings of living accommodation flowing out from the central conference and messing facilities

Pictures: Darren Setter

# Step nearer the finishing line

Corporal Natalie Lewis, complete with hard hat and safety goggles, inspects the new service accommodation which she will move into later this year

## I can't wait to move in, says Corsham corporal

CORPORAL NATALIE Lewis of the Royal Signals is due to move into the new living accommodation when the site is completed in November this year.

"We have all been kept informed about the changes to the site and what we can expect when we finally move here, but I didn't realise quite how fantastic the facilities are," she said.

"I have my own room now so it will be nice to have this extra bit of privacy."

"It's clear that a lot of thought has gone into the design of this place and with us all living together in the same building it will strengthen that sense of belonging to a team and will keep up the morale of the boys and girls who work and live here.

"I am really looking forward to moving in."

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# **ETPS**

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# DVD2010

- Military equipment under the spotlight
- CDM welcomes opportunity to bring DE&S, Forces and industry together
- A vision of the infantry soldier in 2020
- New DE&S teams attending this year
- Teams help soldiers live and work while on operations

**Millbrook  
Bedfordshire  
23/24 June**

**DE&S' leading  
showcase for the  
land-based fighting  
forces of the future**



A **desider** guide to DE&S' annual key stakeholder event



# General Sir Kevin O'Donoghue, Chief of Defence Materiel

**'I am delighted with the evolution of DVD and the benefits realised through contributions from the defence community'**

Defence's main effort remains the fight in Afghanistan and DVD plays a vital role in support of that effort. By concentrating the MOD and our industry partners together in a single location, DVD generates an exchange of ideas which enables us to continue supplying the best possible capabilities and support to our Armed Forces.

Land Equipment and the Joint Support Chain are both major contributors to the campaign in Afghanistan, delivering vital operational output to the front line. Both groups feature prominently at DVD, with many teams using the event as their stakeholder day. This year, there is a focus on the Integrated Soldier System, outlining the architecture and vision for the soldier of 2020 encompassing the key areas of capability, integration and the soldier's burden.

I have attended DVD on three previous occasions as Chief of Defence Materiel and, looking back, I am delighted with the evolution of the event and the benefits realised through contributions from all members of the defence community. I am sure that all will enjoy another highly productive visit to DVD this year.

Last year's DVD attracted more than 320 small, medium and large companies displaying equipment, systems and services including protected mobility and general support vehicles, tented accommodation, clothing, medical supplies, fuel and test equipment.





# DVD puts military equipment under the spotlight

To book your place at DVD 2010 you must register in advance at [www.theevent.co.uk](http://www.theevent.co.uk)

**D**VD 2010 takes place at a time when the role of the Land Equipment teams at DE&S to furnish and support UK soldiers on the front line is more crucial than ever.

This year's event welcomes several more new teams that have chosen to make DVD their key stakeholder event. DVD represents a valuable opportunity for DE&S teams to meet industry and the end users in an efficient manner. More and more teams are choosing to attend DVD each year.

Joining DVD for the first time is the Individual Capability Group (ICG), responsible for managing the strategic direction and operations activities for a number of teams. These teams procure and support all equipment designed to improve safety and capabilities of the dismounted soldier on operations. Their activities will be a centrepiece for DVD this year and details of their responsibilities and activities can be found on pages 22 and 24.

Particular emphasis will be paid

to the creation of the ISSE, which is responsible for developing the Soldier System Architecture for the 2020 vision of the soldier.

Members of these project teams will be present to discuss how through the use of technology and research the soldier system architecture can be achieved.

DVD 2010 will again provide a unique opportunity for the defence sector to meet, learn about, discuss and experience the equipment, technologies and support services that are critical to the success of the UK's armed forces.

The event offers two days of efficient interaction, during which members of the defence acquisition community, military personnel and industry organisations, as well as related government departments, can assemble for informal discussion and briefings – offering vital user feedback to strengthen MOD and industry working relationships.

More companies than ever are due to participate at DVD 2010, which reflects the high regard that industry has for this event.

Direct contact with these key stakeholders helps DE&S and wider industry to monitor the levels of technology, capability and service they provide to the Armed Forces on operations now and in the future.



# Living and working on operations

**This year's DVD welcomes several more teams who have chosen to make DVD their key stakeholder event. DVD represents a valuable opportunity for DE&S teams to meet industry and the end user in an interactive and efficient manner**

FOOD REMAINS vitally important to the morale of the forces, especially on operations.

The Defence Food Services team (DFS) undertakes a great deal of work to provide frontline soldiers with the best choice of nutritionally-balanced meals.

Last year's event saw the team unveil a new range of ration packs developed by the DFS to alleviate menu fatigue experienced by soldiers on operation for extended periods.

The new multi-climate ration packs increased the number of available operational meals to 68 and DFS is now developing improved Arctic, jungle, emergency, ship and submarine rations.

The DFS team will again be working in a fully-operating field kitchen at this year's DVD event, serving ration pack lunches for attending VIPs and media.

JOINING DVD for the first time in 2010 is the Individual Capability Group (ICG).

It is responsible for managing the strategic direction and operations activities for the Dismounted Soldier System Team (DSS), Integrated Soldier System Executive (ISSE), and the Light Weapons, Photographic and Batteries Team (LWPB) and the Personal Combat Equipment team.

These teams have responsibility for procuring and supporting all the equipment designed to improve safety and capabilities of the dismounted soldier on operation now and in the future.

Particular emphasis will be paid at DVD to the creation of the ISSE, which is responsible for the development of the soldier system architecture for the 2020 vision of the soldier.

Members of these project teams will be present to discuss how through the use of technology and research the soldier system architecture can be achieved.

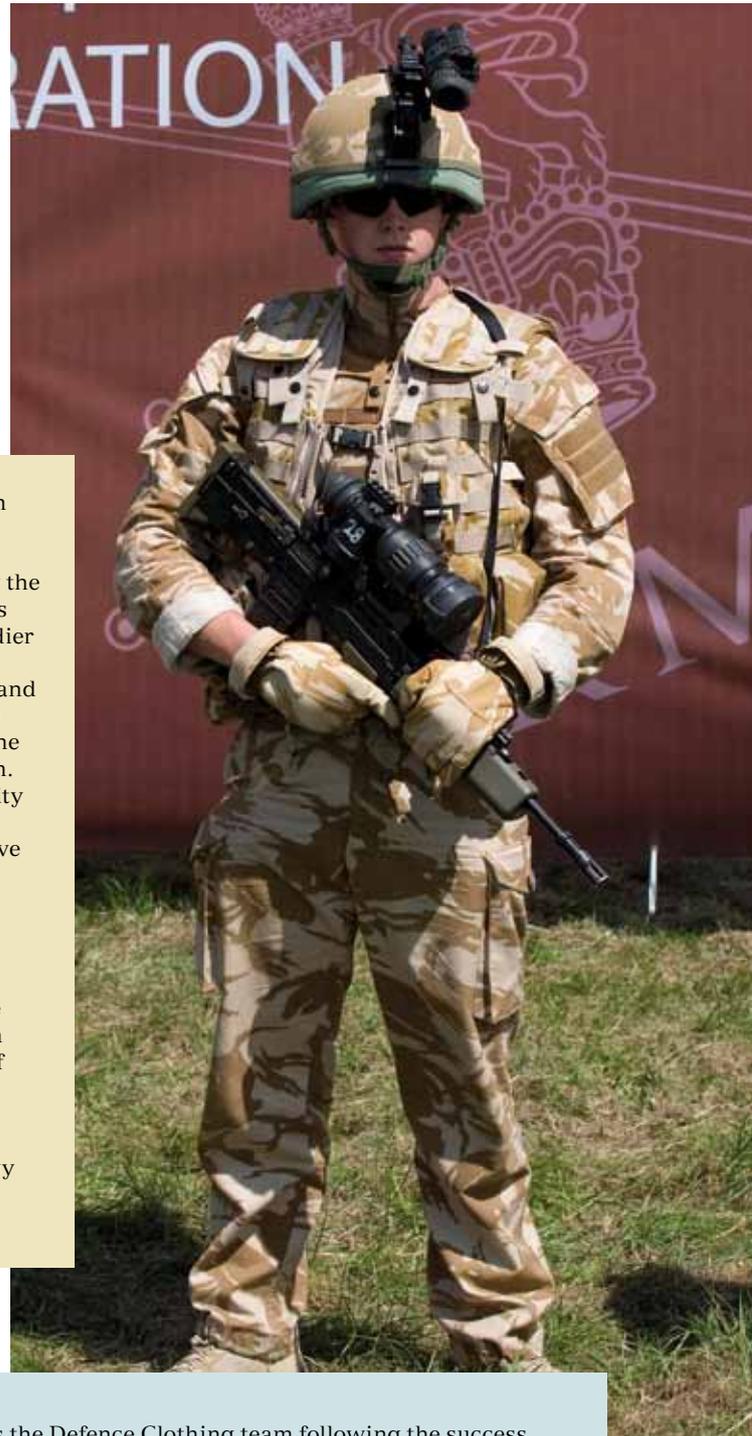
RETURNING TO DVD this year is the Defence Clothing team following the success of its 2009 attendance.

Responsible for the maintenance of UK Forces' clothing inventory through production planning based on customer requirements, procurement and stock management.

DC consists of two acquisition teams: Workwear and Personal Protection Equipment, and Parade and Ceremonial. The team works closely with the Commodities Cluster to provide all clothing and equipment requirements at home and on operations.

On display for discussion at DVD will be the New Clothing Solution's online ordering service iNSC. Following a successful pilot in 2008/2009, the system provides improvements to provisioning, warehousing and distribution of clothing for service personnel.

The iNSC project is currently running a competition to seek proposals from industry which will be evaluated against in-house options later this year.



## The Fruits of Innovation and Investment



Following the commercial success achieved by Iveco across Europe over the past two years, the company has been deeply involved in two discreet streams of engineering activity to meet the evolving needs of the user. Focused both on the development of innovative new products, and on the production of new variants of existing platforms, the company has invested heavily to evolve optimum solutions to the user's needs

The DVD show at Millbrook comes at a point when many of the company's initiatives are approaching fruition. Three principal platforms will be displayed: the newly developed 4 x 4 version of the Daily, the 8 x 8 Trakker chassis, with a protected cab, and the LMV, developed to meet evolving UK requirements.



*The new Daily 4x4*



*Self Loading Dump Truck (Protected)*

variant. Combining a higher payload with a larger cabin and a lightweight load platform, this vehicle also incorporates a Generic Vehicle Architecture and Systems Information Exploitation capability, developed by the Selex/IBM GVA Rainbow Team and complying with the evolving Def Stan.

At the heavy end, the stand will include a dynamic display of the extremely successful 8 x 8 Protected Trakker chassis. The platform is already in service in a number of configurations, including as a Self Loading Dump Truck for the UK, and as an NBC decontamination vehicle and fuel and water tanker for Germany.

Iveco's stand is next to the MoD stand on the off road area.

For further details, please contact Andrew Bucknall, Area Sales Manager on 01923 259728, or by e-mail at [andrew.bucknall.iveco.com](mailto:andrew.bucknall.iveco.com).

The Daily 4 x 4, a newly developed variant of the popular commercial chassis, is a cost effective and rugged logistics solution which, at DVD, is displayed carrying CAMELEON Modular Mission System developed by OVIK Solutions Ltd [www.cameleon-mms.com](http://www.cameleon-mms.com) or [www.oviks.com](http://www.oviks.com). This highly innovative solution allows a range of different mission modules to be fitted to the same platform via an on-board mount/dismount system. This further enhances the platform's flexibility, allowing one chassis to fulfil a variety of different roles and reducing the total fleet size required.

The LMV's continued commercial success owes much to Iveco's commitment to improving and further developing the design to match the user's needs. The variants on display include the new Protected Utility



*LMV Protected Utility*

# 2020 vision – the infantry

**A major theme of DVD 2010 will be lightening the load the 21st century soldier has to carry. Colonel Peter Rafferty outlines a coherent approach to providing the range of a soldier's capabilities**

A NEWLY-FORMED group has pledged to continue "pushing the boundaries of technology" in its quest to develop new kit for soldiers.

The Personal Combat Equipment team, set up in April having formerly been an element of the Defence Clothing team, is responsible for delivering equipment perfectly tailored to the rigours of current operations. It now sits in the Individual Capability Group in Land Equipment.

Col Peter Rafferty, the team's leader and an infantry officer recently returned from a long tour in Afghanistan, said he and his colleagues are constantly striving to reduce the burden on dismounted troops by coming up with lighter, better-integrated gear.

"The aim is to deliver "Robocop"," said Col Rafferty. "That's science fiction today but it is the long-term vision, that of a fully integrated lightweight state-of-the-art system with the soldier at its heart.

"The demands of modern operations mean that more equipment is being placed on the bodies of our soldiers. You can't wave a magic wand because if you add equipment, you add weight, therefore other things have to be improved to make that burden neutral.

"It's a massive challenge but we now have one single group responsible for all the bits and bobs that go on a soldier."

The team makes its debut at DVD. Also present will be stands from the Light Weapons, Photographic and Batteries and Dismounted Soldier Systems teams and Col Rafferty is keen for as many soldiers as possible to go to DVD to learn more about how the kit they use on the front line comes into being and give their views on kit they have used.

"The value of attending DVD for younger soldiers is the chance to see the evolution of the equipment, some of which they may not be familiar with," he said.

"They can talk with a number of procurement teams and get a better idea of how the equipment is developed and, crucially, how they can influence that with a view to further developments in the future.

"Not every good idea can be implemented but we listen carefully to the thoughts of our users. They are the ones who use the equipment and it is important for them to know that they have a voice."

## DE&S - delivering a more effective fighting soldier

BRITISH SOLDIERS in Afghanistan are better equipped for combat than ever before. DE&S teams, supported by industry partners, make sure the best equipment is fielded. Dismounted Close Combat (DCC) equipment now enables full day/night operations, with a range of weapon systems available at section level, *writes Kevin Cover of ISSE.*

However, in meeting urgent needs of current operations, the level of integration of DCC equipment within the soldier system has not been optimised. As a result, soldiers on operations carry a heavy burden and there is considerable scope to enhance effectiveness by improving integration, reducing weight and removing inefficiencies and overlaps in capabilities.

The Integrated Soldier System Executive (ISSE) team has been set up to bring a coherent approach to delivering DCC capability.

ISSE is responsible for delivering the Soldier System as a 'platform' and while we do deliver a small number of integration projects, our main task is to design a model of what the Soldier System needs to look like over the next ten years.

ISSE will deliver a significantly enhanced, more effective soldier by considering the system as a whole, rather than through distinct capabilities and equipments. In the short term, restoring the overall agility of soldiers deployed on operations is a fundamental requirement.

Various Land Equipment delivery teams are already working with ISSE to address issues:

- Reduce weight and number of batteries by scavenging power from batteries in high demand equipment (through the provision of a soldier's personal charger which enables 'dead' batteries to charge any other soldier battery)

- Create connectivity by providing common connection interfaces thus enabling soldiers to 'plug into' other equipments and vehicles to recharge batteries and/or utilise their power supplies instead.

- Introduce water purification technology to reduce the amount of water carried by soldiers.

ISSE is attending DVD2010 and will brief industry to explain the 2020 soldier and demonstrate the current situation, equipments and projects.

DVD is attended by authorised visitors from all areas across the defence acquisition, military and industry communities. Heads of capability, senior defence staff from front-line commands and other military users meet and share ideas about issues affecting current and future equipment and support.

# soldier of the future



Pictured: soldiers on operations in Afghanistan – the 21st century soldier combines weaponry, clothing and kit. The soldier, right, wears the new multi terrain pattern camouflage during a foot patrol in Afghanistan

Operation Herrick has posed some particularly tricky questions to the people tasked with developing battle-winning kit, but the experts continue to come up with the goods.

Col Rafferty pointed to the Army's current line up of ballistic protection, including Osprey body armour, as an example of where the British military is at the "forefront of the world".

But he is justifiably proud of procurements to date; the importance of the work will ensure that he and his team never rest on their laurels.

"We invest a lot of time, energy and taxpayers' money in taking lessons learned from clothing and equipment we have fielded and I send a team to theatre every deployment to get feedback directly from the soldiers," he added.

"Where it's sensible and affordable to do so, we build any capabilities they suggest into the equipment.

"Our staff understands that whatever the operation or the environment there is a job to be done to make sure that soldiers have the best solutions available. Everybody who deploys benefits from the work of this team.

"It's daunting in the realisation of the volume of the work involved, but it's not a challenge which we feel is beyond us."



# Backing troops on the front line

HAVING THE correct medical provisions is critical for saving the lives of those on the front line.

It is therefore vital that the Armed Forces are equipped with the latest medical technology available.

Members of the Medical and General Supplies team (MGS) will be on hand throughout this year's DVD event, showcasing the most up to date life-saving products used by all three services on operations.

MGS provides and supports nearly 200,000 line items of medical and general stores, ranging from fasteners, bearings, flags, ropes and electrical equipment, to operating theatre equipment, medicines, vaccines and blood-related products used on operations to save lives.



SOLDIERS AS well as military personnel from other services also require somewhere safe and secure to live while on operations.

Meeting this need means the correct infrastructure is required to build adequate accommodation, both domestic and technical, wherever UK Forces are deployed.

The Expeditionary Campaign Infrastructure (ECI) team is in charge of the delivery of this essential role.

Its responsibility includes providing temporary deployable housing, field hospitals and working environments such as tents or mobile units and the necessary protection as well as camouflage and concealment.

It is this breadth of equipment that will be displayed at this year's event with members of the ECI in attendance to meet industry to discuss what measures can be made to further improve tactical base infrastructure.

The ECI will also be providing a number of re-deployable shelters to offer meeting and workshop space for industry meetings during the event.

THE BATTLEFIELD Utilities (BFU) team delivers and sustains such consumables as water and electricity via bespoke infrastructure, a crucial necessity for operating troops. BFU manages through-life capability for the Armed Forces and works closely with Royal Engineers, Royal Electrical and Mechanical Engineers, the Royal Signals and Royal Logistics Corps.

Members of the BFU will be at the event to discuss current and future procurement provisions including items such as joint operational fuel systems, future power and combat water supply systems.

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# FOR TODAY'S MOST DEMANDING OPERATIONS, OSHKOSH DEFENSE DELIVERS

Tactical wheeled vehicles today must be more capable than ever. To properly support governments and militaries around the world, they must operate in harsh, rugged environments, transport the heaviest payloads across the battlefield and deliver protection from an increasing array of threats. U.S.-based Oshkosh Defense continues to lead the way in designing, producing and supporting the most versatile, well-protected and high-performance military-class vehicles for operations across the globe.

To ensure it provides international forces with the most capable and advanced vehicles in the field, Oshkosh makes vehicle technologies a top priority. The Oshkosh® TAK-4® independent suspension system was developed in-house, is featured on several Oshkosh vehicles and is being retrofitted on thousands of Mine Resistant Ambush Protected (MRAP) vehicles to give U.S. forces improved mobility in Afghanistan. Oshkosh also designed the ProPulse® diesel-electric hybrid system, which improves a vehicle's fuel economy up to 20 percent and delivers up to 120 kilowatts of military-grade exportable power.

Additionally, Oshkosh supports military fleets with the complete spectrum of life-cycle sustainment through its global aftermarket services. Oshkosh field service representatives (FSR) are stationed worldwide and provide support services such as training, maintenance, parts identification and technical assistance.

Following is a selection of some of the international vehicles that Oshkosh offers and supports for international forces.

## M-ATV

Legacy MRAPs, designed for paved roads and urban road networks, were experiencing difficulties operating on the severe terrain found throughout Afghanistan. As a result, the U.S. military called for the industry to create the MRAP All-Terrain Vehicle (M-ATV), which would deliver protection capabilities equal to or greater than legacy MRAPs and offer enhanced mobility.

After a competitive bid process, the U.S. military selected Oshkosh Defense on June 30, 2009, to supply its M-ATV offering. The first vehicles reached Afghanistan in October 2009 and were operating in theatre by December 2009. To date, Oshkosh has received orders from the U.S. government to deliver 8,079 M-ATVs, as well as parts kits, upgrade kits and in-theatre aftermarket support services.

Oshkosh designed the M-ATV around its proven Medium Tactical Vehicle Replacement (MTVR) chassis and its patented TAK-4 independent suspension system. The M-ATV features an armour system similar to what is being used on more than 5,000 MRAPs and thousands of Oshkosh MTVR armoured cabs operating in theatre. The TAK-4 suspension system, which has undergone more than 800,000 kilometres of U.S. government testing, helps the vehicle achieve a 70 percent off-road profile capability and 40 centimetres of independent wheel travel. It also allows the M-ATV to receive additional, heavier armour packages while still carrying payloads of up to 1,814 kilograms.



The Oshkosh M-ATV delivers the MRAP-level survivability and exceptional mobility needed for demanding operations that take place in harsh terrain and challenging conditions.

The vehicle uses a Caterpillar C-7 276-kilowatt engine and an Allison 3500 SP automatic transmission, and carries four passengers and a gunner. Its two-channel central tyre inflation system has four terrain settings, which the vehicle can switch to automatically. Run-flat tyres allow the vehicle to drive a significant distance at a high speed on flat tyres.

## SandCat™ protected multi-role vehicle

The SandCat™ vehicle was designed specifically for international governments and militaries to meet a wide range of operational needs. To date, Oshkosh has received orders for the SandCat from Sweden, Bulgaria, Canada and Israel. The vehicle's space, weight and payload all can be adjusted according to the mission's needs or threat level. The SandCat is available in three variants,

including utility, transport and Special Operations Vehicle (SOV), which are all built around the same high-speed platform.

The SOV was created for special forces units that require an open, mobile and well-protected vehicle for operations in remote locations. The utility and transport variants carry four to eight people respectively. The SandCat is built around a commercial chassis to ensure rapid and efficient manufacturing of the vehicle. It uses commercial off-the-shelf components to help maximize ease of maintenance and repairs internationally.



The protected, highly-maneuvrable Oshkosh SandCat™ vehicle is customizable for use in varying roles, including law enforcement, security, special operations, military, peacekeeping and disaster aid.

To adapt to changing threats on short notice, all of the SandCat's armour components are modular and replaceable in the field. This also allows forces to rapidly repair or recondition damaged vehicles at a moment's notice. The vehicle's additional safety features include a high-energy absorbing belly deflector, collapsible seat base and suspended seats.

## MTVR

Oshkosh has produced more than 10,000 MTVRs for the U.S. Marine Corps and Navy Seabees. The vehicle has proven itself in theatre, including in Afghanistan where MTVRs have accumulated more than 110,000 operational kilometres and have readiness rates greater than 92 percent.

The MTVR was designed as a next-generation replacement of the MTV. Like the M-ATV, the MTVR was built to operate extensively in off-road missions and uses the Oshkosh TAK-4 independent suspension system to help achieve a 70 percent off-road profile capability. The vehicle is available in several variants and can fulfill a wide array of support missions, including cargo transport, recovery, refuelling and tractor-trailer missions.

It features an off-road payload capacity of more than 6 tonnes and an on-road payload capacity of more than 13.5 tonnes. The vehicle can travel up to 105 kilometres per hour on primary or secondary roads, can ford up to 1.5 metres of water, and uses either Caterpillar C-9 or C-12 engines.



The Oshkosh MTVR has an off-road payload capacity of more than 6 tonnes and thrives in both on- and off-road environments.

## FMTV

The Family of Medium Tactical Vehicles (FMTV) consists of 17 models and 23 variants, including cargo, tractor, van, wrecker, tanker and dump truck, and is the latest addition to the Oshkosh Defense line of international vehicles. The FMTV vehicles are manoeuvrable and are built with an armour-ready cab.

The FMTV has a 30 percent off-road capability and payload capacities ranging from more than 2 tonnes to more than 9 tonnes. The vehicles use an Allison 3700SP automatic transmission and also feature a central tyre inflation system. FMTV trucks feature a common cab and share a parts commonality of more than 80 percent for simplified maintenance and reduced supply-chain costs.

## About Oshkosh Defense

Oshkosh Defense, a division of Oshkosh Corporation, is an industry-leading global designer and manufacturer of tactical military trucks and armoured wheeled vehicles. The company delivers a full product line of conventional and hybrid vehicles, advanced armour options, proprietary suspensions and vehicles with payloads that can exceed 70,000 kilograms. Oshkosh Defense provides a global service and supply network including full life-cycle support and remanufacturing, and its vehicles are recognized the world over for superior performance, reliability and protection. For more information, visit [www.oshkoshdefense.com](http://www.oshkoshdefense.com).

# Maintaining vital support

■ Delivery of equipment to the front line is in most cases carried out via airfreight, due to the remote locations in which the UK forces are operating.

Returning to DVD for their second year will be representatives from the DE&S' Air Commodities team (AC).

The team is responsible for managing the through-life operation of ground support equipment used by the aircraft of all three services.

The team will again be displaying some of the equipment and infrastructure used in its role, such as the 55-tonne tractor unit used to move aircraft around airbases.

■ Another returning team is the British Forces Post Office (BFPO).

Responsible for providing the official and private mail distribution at home and abroad, BFPO works closely with the Royal Mail and has adopted its services, products and carriage policies.

Last year the team unveiled its now hugely successful hybrid mail system – e-bluey, which will again be demonstrated at DVD along with the team's new Post Office Counter Application Package.

■ Fresh from one of its most recent projects in Iraq will be the Disposal Services Authority (DSA).

DSA's primary focus is to define and implement the most cost-effective and efficient disposal of surplus MOD equipment.

The team provides direct support for DE&S project teams, frontline commands and other government departments in the disposal of end-of-life inventory, wrecked vehicles, waste management and redundant or surplus equipment.

■ Another returning team to DVD is the Defence Storage and Distribution Agency (DSDA).

A part of the MOD's supply chain, DSDA is the link between the commercial and military supply system.

DSDA is responsible for sustaining the operational readiness of the UK's armed forces worldwide by providing storage, distribution and processing services that meets the highest levels of professional excellence and delivers a cost-effective provision.

ATTENDING DVD this year will be the maintenance products that keep all vehicles and equipment functioning, provided by the Deployable Support and Test Equipment team (DSTE).

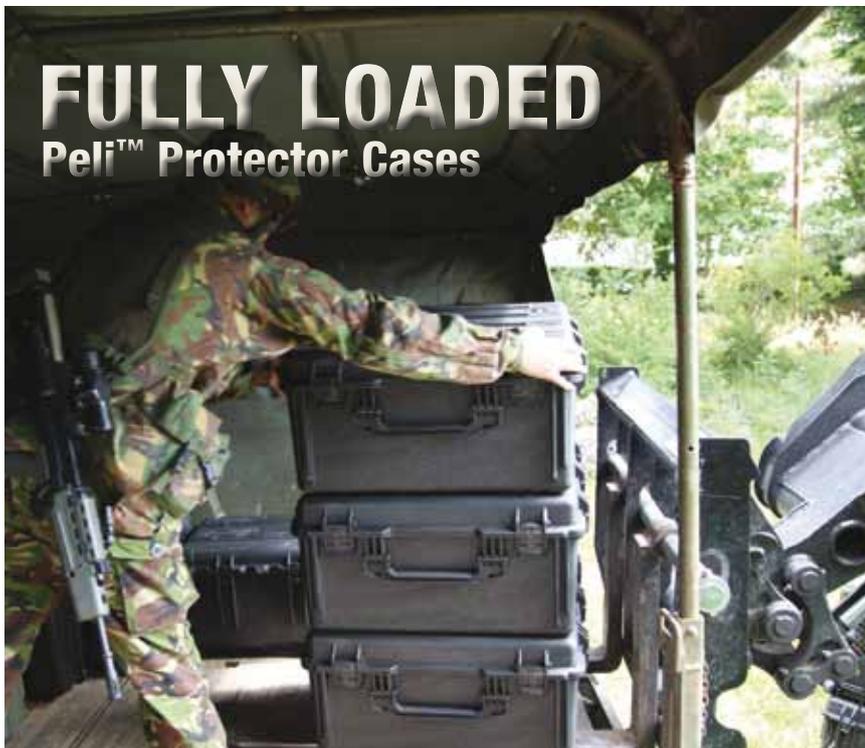
DSTE supplies tools, repair systems and test equipment for soldiers to diagnose, inspect, maintain, calibrate and repair the wide variety of equipment in use, wherever they are operating.

Such support guarantees UK Forces can remain mobile at all times and does not compromise their capabilities during operations.

ANOTHER VITAL aspect of keeping Forces mobile is acquisition, evaluation and development of fuel.

It is through the use of testing units provided by the Defence Fuels Group (DFG) that specification of fuels, gases and lubricants remain constant.

On hand at this year's event will be key DFG personnel, demonstrating vital parts of the process.



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# UK Forces on the move

**Maintaining the mobility of UK forces is a key role of DE&S and the latest front line vehicle technology will again play a significant part in the proceedings at DVD 2010.**

A GREAT example of how DE&S and industry are working together is the development of the Defence Standard 23-09 (Generic Vehicle Architecture Design – GVA) released next month.

The MOD and industry have developed an open, modular and scalable generic vehicle architecture for the first time, which can be mandated across in-service and future platforms.

These standards will allow a common approach that will bring about operational effectiveness and reduce the cost of ownership across the fleet.

The GVA stand will occupy an area next to the display of current in-service vehicles. This will allow visitors to make comparisons between the demonstrator vehicles that are testing the GVA architecture and those currently in theatre to emphasise the realistic developments the Defence Standard 23-09 enables.



THE PROTECTED Mobility team is responsible for the delivery of vehicle-based Urgent Operational Requirements (UORs), providing an accelerated approach to delivery and sustainment of vehicles deployed on operations.

The team has delivered more than 1,000 protected mobility vehicles through the UOR acquisition role since 2006.

2010 promises to be another productive and successful year for the team with Wolfhound, Warthog and Husky entering service.

DVD has in the past showcased many new modes of transport and this year's event will again allow visitors the ability to gain first hand experience of the latest technology available.

A unique attraction of DVD is the opportunity to see these vehicles in action on the Millbrook off-road course.

ANOTHER ADDITION to DVD 2010 is the Manoeuvre Support team (MST) from the Combat Wheels Group which is delivering a diverse portfolio of equipment designed especially to combat the improvised explosive device (IED) threat.

MST's responsibility spans mobility, counter-mobility and survivability capabilities and includes items such as the in-service hand-held mine detector devices.

The key focus for MST remains its engagement with its industrial partners to maintain an effective and efficient support to operations.

Members of the MST team will be available for discussion throughout the two days concerning its portfolio of equipment such as Terrier, Vallon and BR90.

A FURTHER vehicle capability provider attending this year is the Service Provision team.

It is responsible for providing a range of Mechanical Handling Equipment (MHE) such as plant or engineering items to White Fleet (WF) vehicles such as mini buses, light goods, cars and coaches through Private Finance Initiative contracts.

Members of the Project Phoenix team will be on hand to discuss the future requirements of the Tri Service Materiel Handling Service and WF for Northern Ireland, Germany and Cyprus.

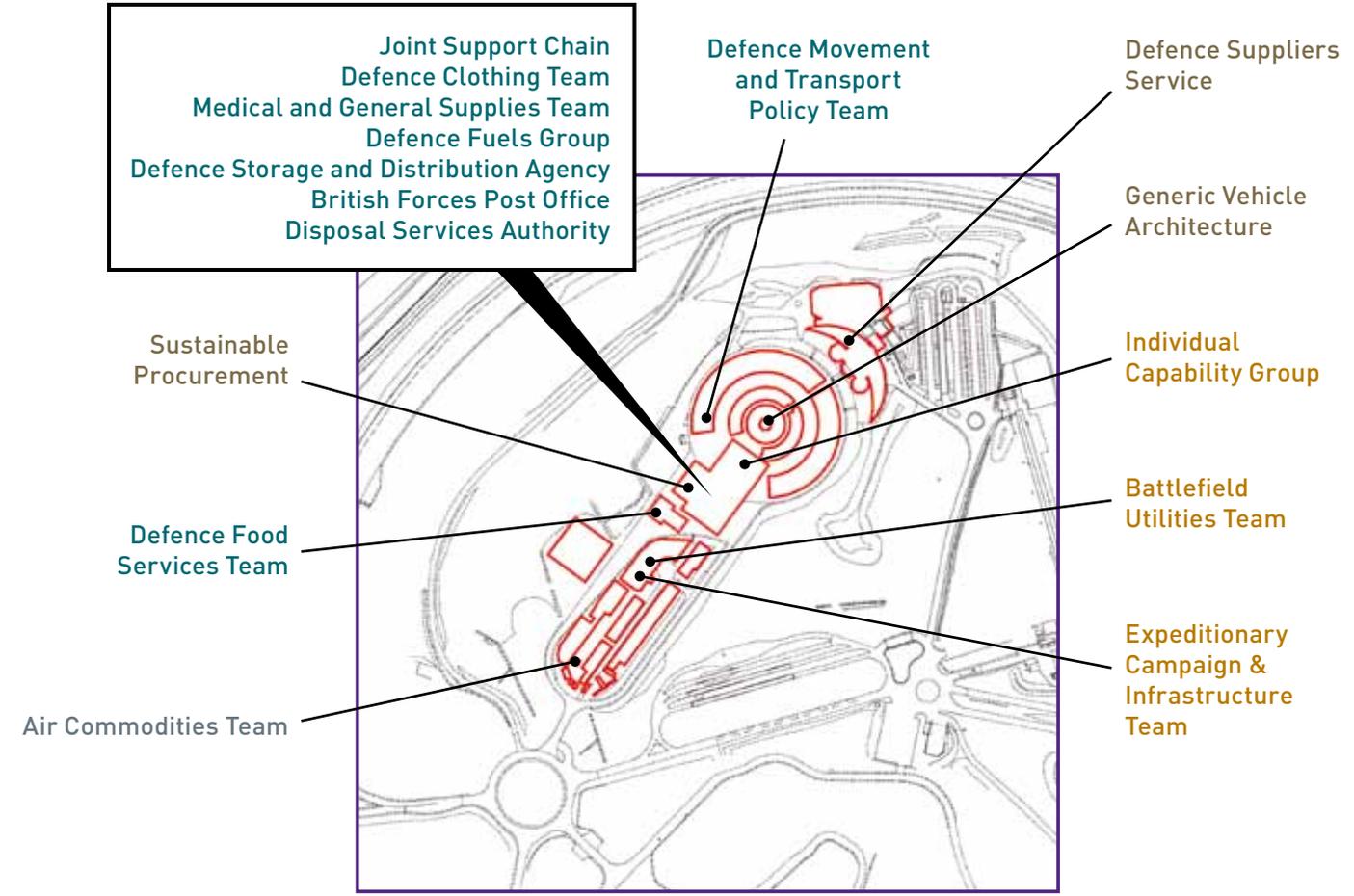


SITED ON Millbrook's off-road course will be the General Support Vehicles (GSV) team, which will be returning in 2010 to display some of the heavy logistic combat support vehicles as well as its specialist and light utility vehicles used by the services.

GSV is responsible for procurement and through-life management of cargo and utility vehicles operated throughout the British Forces with the aim of reducing the whole-life costs.

Visitors to DVD will be able to benefit from the knowledge and experience of the representatives from GSV, who will be on hand throughout the event to demonstrate and discuss the current role of these impressive logistics vehicles.

# DE&S Team Locations





## **LYNX MK9A - ENGINE UPGRADE**

In December 2008 the UK MoD contracted AgustaWestland to deliver Lynx Mk9A helicopters, upgraded with the LHTEC T800 engine, to be deployed in Afghanistan by May 2010. The UK MoD/AgustaWestland Strategic Partnering Arrangement enabled this major upgrade programme, including trials and training, to be delivered...

**...on time and on budget.**

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# Nimrod – tribute to a mig

**T**HE NIMROD maritime reconnaissance aircraft (MR2) – derived from the de Havilland Comet – has retired after 37 years' service.

To be replaced by the Maritime Reconnaissance and Attack Nimrod (MRA4), the RAF's MR2 provided anti-submarine detection around the UK as well as a search and rescue capability.

A farewell ceremony at RAF Kinloss – home of the 'mighty hunter' – at the end of March marked the proud history of the aircraft.

RAF personnel, their families, VIPs and veterans attending the event had the opportunity to look round a Nimrod aircraft and tour exhibitions covering the operational role of the MR2. The MRA4 was also present at the event, giving attendees a glimpse at the future of the Nimrod programme.

During its career MR2 saw action in conflicts including the Falklands war, campaigns in the Gulf and Balkans as well as supporting operations in the Middle East. MR2 was also involved in several high profile search and rescue missions including the Piper Alpha disaster and the evacuation of British Nationals from Lebanon in 2006.

MR2 rounded off its remarkable career with a substantial serviceability record in its final months, testament to the hard work and determination of air base staff and DE&S' Nimrod team.

This was epitomised during its final NATO training exercise – Noble Manta – in the Ionian Sea where Nimrod beat off all other competition – the only aircraft to achieve a 100 per cent success rate – by achieving all 12 of the sorties planned during the exercise.

This was testament to the capability of the aircraft and the skills of Nimrod Line Squadron.

After the exercise, Rear Admiral Mark Anderson said: "The impressive results achieved, more detections and more attacks than any other platform speak for themselves.

"It is a timely reminder of the remarkable capability of the Nimrod MR2 aircraft and crew. This exercise has shown that although the MR2 is reaching its end after years of outstanding service, it does so at the top of its anti-submarine warfare game."

In its final few days, MR2s visited air bases that had formed a part of its history, such as RAF St Mawgan and Guernsey, marking 201's Squadron's affiliation with the island. An MR2 also made a fly-past at the Scotland's Six Nations rugby clash with England at Murrayfield.

Following the retirement of the fleet, many of the aircraft will move on to new careers. The first production MR2 – XV22 – has been delivered to the Cold War Jets museum at Bruntingthorpe where it has gone on display.

Other MR2s will become exhibits in a number of museums including Manchester Airport and the Yorkshire Air Arm museum near Elvington, who were the first to buy a Nimrod for their collection. Aircraft XV240 now stands as a gate guardian at RAF Kinloss.

Tim Rowntree, Director Air Support at DE&S, said: "The retirement of the Nimrod MR2 after 37 years of

**'It is remarkable that, up until its final days, the aircraft and its expert crews were right at the forefront of this important capability area'**  
**– Tim Rowntree, DE&S Director Air Support**

service, which has included significant contributions to many operations worldwide, is a real landmark in aviation history.

"It is remarkable that right up until its final days, as was so clearly demonstrated in Exercise Noble Manta, the aircraft and its expert crews were right at the forefront of this important capability area."

MR2 will be replaced by a fleet of nine Nimrod MRA4s – the first of which was accepted recently by the MOD at the BAE Systems' plant in Woodford.

The world class MRA4 will be a vital component of UK defence capability for the 21st century. The aircraft will fulfil the principal roles previously carried out by the MR2, including anti-submarine and anti-ship warfare, maritime reconnaissance and intelligence collection, and search and rescue.



Rock of ages: an MR2 on a farewell visit to Gibraltar before leaving service, above.

Right: an MRA4 returns to BAE Systems at Woodford following painting in RAF livery

While MRA4 is a rebuild of MR2, each aircraft is more than 93 per cent new and gathers, processes and displays up to 20 times more data than her predecessor. Able to fly more than 6,000 miles without refuelling, the MRA4 can scan an area the size of the UK every 10 seconds.

Head of DE&S' Nimrod team, Air Commodore Peter Ewen said: "This is the culmination of an enormous amount of effort by the Nimrod team and our colleagues in industry.

"By any measure, this is a fine piece of equipment and the team involved should be rightly proud of being part of this successful delivery."

This aircraft will initially be used for the training of RAF pilots who will then act as trainers for further air crews. The second MRA4 – PA05 – is scheduled for acceptance shortly.

# ghty hunter

The popular and hugely successful Nimrod MR2 has bowed out on a high. *desider* salutes 37 years of service, and the aircraft's replacement by an even greater capability



## ... as the RAF gears up for MRA4

'By any measure, this is a fine piece of equipment and the team involved should be rightly proud of being part of this successful delivery'  
 – Gp Capt Peter Ewen, DE&S'  
 Nimrod team



# Apache's new support ma

**A new contract to support the Apache attack helicopter is up and running. General Sir Kevin O'Donoghue is briefed on the way forward, and the work that will be done by DE&S and industry to increase aircraft availability to the front line**

**W**ork on the battle-winning Apache attack helicopter in Yeovil, Wattisham and in theatre is saving front line lives.

That was the message to DE&S staff and industry by the Chief of Defence Materiel, General Sir Kevin O'Donoghue, as he reviewed work at the start of a new contract to improve aircraft availability and turnround.

The £439 million Integrated Operational Support contract signed between DE&S and Yeovil-based AgustaWestland went fully operational on 1 April, six months after its public

announcement at Wattisham.

The contract sees the company work with DE&S and partners including Boeing, Lockheed Martin and Longbow International, to support the Army's fleet of Apache aircraft on a contracting-for-availability basis to the out-of-service date of the Apache aircraft in 2030.

The contract sees the company paid for flying hours achieved, increasing aircraft availability and reducing through-life costs.

AgustaWestland must deliver the required number of aircraft to the forward fleet while providing the

'An outstanding beast': an Apache takes off from AgustaWestland with Sir Kevin in the cockpit



# akes a flying start

required number of training sorties at the Army Aviation Centre at Middle Wallop.

Scheduled servicing takes place in the Depth Support Unit at Wattisham, the Apache's main operating base, while a trials aircraft is maintained at Yeovil.

Processes for the contract are handled by DE&S' Apache team, collocated with AgustaWestland at Yeovil, with a support team at Wattisham. Spares, repair and overhaul along with the all logistics support up to the front line are also the company's responsibility.

Staff working on the ground-breaking IOS are crucial to meeting the growing demands made on the Apache and the rate of flying in Afghanistan, which has been steadily increasing.

Sir Kevin visited AgustaWestland to hear progress on the contract, to meet members of the DE&S Apache team, and to open a new visualisation room. The room is like an operations room for staff where live data on the status of all UK Apache helicopters can be seen, and the state of spares and repairs can be monitored.

The visualisation room shows contract managers information on the Apache fleet which is updated daily by Engineering and Logistics personnel at Wattisham and in theatre. The information provides vital information on contract performance or, as managers call it, a 'single version of the truth'.

The information will help achieve the required performance, which include availability and serviceability of aircraft to the forward fleet, sortie completion rates and levels of deployable spares.

Graham Cole, Managing Director of AgustaWestland, said the contract was helping the relationship between industry and DE&S to get stronger.

"The performance of the company in doing things on time and to quality is now much better and I feel more confident now in saying that we can do what DE&S is asking of us.

"For us, both from a national point of view because we are British and have forces currently fighting, and also from an international point of view, for Sir Kevin to come to the factory and recognise what we are doing gives us encouragement and endorsement.

"Work going on at the moment in helicopters has been going on for a long time and is much greater than people believe because we have got on with it quietly. I have a very high regard for what the DE&S helicopter operating centre – Pete Worrall and his team – are doing.

"I have been working with Sir Kevin for a long time now and I feel we have a real partner in the work that we do to save both lives and money."



Sir Kevin meets staff from DE&S' Apache team, their AgustaWestland partners and other industry colleagues during his visit to the company's headquarters at Yeovil. The DE&S team is collocated with industry in Somerset where the Integrated Operational Support contract began on 1 April  
Pictures: AgustaWestland



Royal Navy Lynx crews will see their skills raised to new levels with completion of a major upgrade to the helicopter type's series of mission simulators.

Air crew and their ground engineers can now replicate every scenario the Mark 8 aircraft and those who fly and maintain them are likely to encounter from the relative comfort of the aircraft's home base at Yeovilton.

The upgrade to three separate elements of the trainers is the latest in a 10-year relationship between CAE, a global company with its engineering headquarters in Montreal, and the MOD through DE&S' Flight Simulation and Synthetic Trainers (FsAST) team.

"This is a successful delivery of training for front-line personnel," said team leader Russ Cole.

"They now have the opportunity in pre-deployment training to get themselves completely up to speed in communications and electronic warfare systems which operate on the Lynx.

"People will be trained on state-of-the-art synthetic systems which will deliver quality personnel.

"This really is putting cutting edge electronic warfare and communications systems into what is not a new aircraft or simulator, but we are integrating new technology into an existing system and it is working perfectly.

"It has been delivered to budget and certainly to specification. There were some challenges which meant the project was slightly behind time but those challenges have been dealt with by Chris Bunn and his project team and by the contractors.

"DE&S, with industry, is turning a requirement into a delivered training project for front line crews. It is extremely good value for money and more is being done with the system than previously envisaged."

The upgrade sees improvements to the full mission simulator, a replica of a Lynx cockpit. There is also a cockpit procedures trainer – a simple cockpit representation to accommodate the pilot and his observer – and a system-based trainer for classroom training of instructors, ground and air crew.

The upgrade meets FsAST's requirement to incorporate the second generation anti-jamming tactical UHF radio for Nato, known as Saturn, along with replacement of the aircraft's central tactical system, new Successor Identification Friend or Foe system, and the latest defensive aids suite into the training devices.

"The suite of synthetic training equipment is a very welcome and a much-needed capability," said Commander Nigel Amphlett, commander of the Navy's Lynx force.

"Not only does it enhance the output

of the operational conversion unit, it improves the operational effectiveness of the front line."

For CAE, who provide engineering support for the trainers at Yeovilton, the introduction of new capabilities is an important milestone.

"We are celebrating a 10-year association with the MOD of delivering Lynx training to the Royal Navy and also a step-change in technology to deliver that training," said Ian Bell, head of CAE's UK military business.

"Looking long term our relationship has had its challenges but during the delivery of Saturn we have worked closely with DE&S and I feel we have improved our standing year on year which speaks bundles for our relationship with FsAST. We believe in working hard for our customer."



## Lynx crew



Brigadier Mark Noble, front centre right, joins Ian Bell of CAE, front centre left, DE&S staff and Royal Navy users in front of the Full Mission Simulator. The simulator includes a Mark 8 cockpit, visual system and on-board instructor station. It employs visual, radar and night vision goggle databases of the UK flying area, parts of Norway and the Arabian Gulf. Mission sensor and weapons systems are fully simulated. Enhancements include the Saturn radio update and simulation of Successor Identification Friend or Foe. A defensive aids suite and electronic warfare equipment are also integrated into the upgraded simulator. Top picture: the crew of HMS Kent's Lynx Mark 8 demonstrate winning

'DE&S, with industry, is turning a requirement into a delivered training project for front line crews. It is extremely good



HMS Cumberland's Lynx negotiates the vessel's deck

# s sharpen up cutting edge

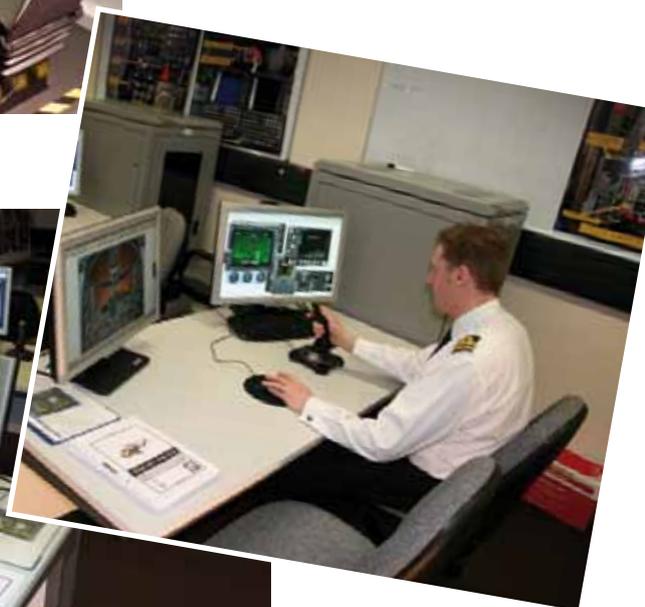
**Simulator upgrades at Yeovilton improve training for front-line helicopter personnel**



Left: a Lynx Mk8 crew member in the Crew Procedures Trainer. The trainer is a simple cockpit representation accommodating pilot and observer with similar simulation of aircraft systems to the Full Mission Simulator (see facing page). The trainer supports tasks including prosecution of targets, target identification and damage assessment and can produce a tactical environment with computer-generated forces. It also possesses an integrated Instructor Operator Station which can generate lesson plans, malfunctions and a range of flight scenarios



The Simulation Based Trainer takes training into the classroom where commercial off-the-shelf hardware and stylised software support training for pilot and observer with training events in which both of them take part. The trainer also supports training of Mark 8 maintainers including mechanical, electrical and radio/radar technicians



...d value for money and more is being done with the system than previously envisaged' – Russ Cole, FsAST team leader

# When small companies

The MOD depends on a wide spectrum of companies from multinational concerns with turnovers of billions of pounds to specialist micro-businesses with a handful of employees.

The contribution of small companies, including those which meet the EU definition of Small and Medium-sized Enterprises (SMEs), is often characterised by high levels of innovation and responsiveness. Many SMEs are created as a way for an inventor to bring a novel idea to market. DE&S needs this creativity to bring new solutions to rapidly-changing military requirements and to ensure healthy competition and challenge at all levels of the supply network.

A small team at Abbey Wood is often a company's first contact with the business leviathan that is the MOD. The Defence Suppliers' Service (DSS) helpdesk receives around 1,000 enquiries a year, primarily from SME companies looking to supply their products and services.

"Our job is to be the MOD's focal point for enquiries about supplying to defence and to steer companies in the direction of the project/delivery teams most likely to have an interest and future requirements for the capabilities a company is able to offer" said DSS manager Phil Margerison. "We encourage companies to send us information on what they do and what facilities they have to offer us. In addition to pointing companies towards the

## How a helpdesk inside DE&S' Supplier Relations Team encourages the UK's small and medium-sized companies to take the first steps in getting involved in defence equipment projects

**Even the carriers use small companies**

BAE Systems, Thales UK, Babcock and a number of other major companies may be the big players in the building of the Royal Navy's new aircraft carriers (main picture) – one of the biggest equipment projects undertaken by DE&S. But the project couldn't take place without a host of smaller firms providing their expertise and support. More than 50 SMEs have so far been awarded contracts to supply equipment to the two Queen Elizabeth class vessels.

right project teams, we also send them information on upcoming tendering opportunities.

"The MOD advertises all relevant tender and contract opportunities in the Defence Contracts Bulletin and we also publish a 'Selling to Defence' brochure

each year with general advice on becoming a defence supplier".

Phil added: "We receive enquiries from companies dealing with all manner of things – some of which can be very unusual and quirky, but all are treated seriously in the first instance. However, we make it clear to companies that it is up to them to approach the project teams directly to discuss possible future tendering opportunities."

Once the DSS has provided companies with an information pack and contact point, Martin Wragg – the team's other half – sends each company a questionnaire to find out how helpful they found the service and invite any suggestions for improving it. Nine months later, Martin issues a second questionnaire to discover how helpful the project teams proved, and whether companies found MOD's processes and guidance straightforward. "It is important for the reputation of DE&S that potential new suppliers are treated with courtesy," said Martin. "And we also owe it to the military customer and the taxpayer not to miss out on potentially innovative suppliers offering genuinely better value for money."

To avoid any impression of 'cold-calling', the DSS notifies project teams to expect an approach from companies. "We don't want genuine suppliers to be mistaken for random telesales reps; companies that come through us tend to be genuine" said Martin.

And the next company query is . . . Martin Wragg, left, and Phil Margerison deal with a query from one of the UK's small and medium-sized enterprises



# think big



## Just what is an SME?

**A European Union definition:**

**A medium-sized enterprise has up to 250 staff and an annual turnover of up to 50 million euro.**

**A small enterprise has fewer than 50 staff and an annual turnover of up to 10 million euro.**

**A micro enterprise has fewer than 10 staff and an annual turnover of less than 10 million euro.**

The DSS team also provides an important outreach service to would-be suppliers. They attend a number of exhibitions, seminars and 'Meet the Buyer' events across the UK, providing advice and guidance to companies about supplying to defence, either through individual consultations or by means of presentations at trade conferences and seminars. During 2009, the DSS team attended 47 such events and gave about 20 presentations.

The helpdesk team will also introduce companies who believe they have innovative ideas and solutions to the Centre for Defence Enterprise (CDE) at Harwell in Oxfordshire. The CDE was set up in May 2008 to harness and fund promising, cutting-edge ideas that could be used in the front line and elsewhere in Defence.

So far, more than 150 proposals have been given research funding by the

CDE and more than 60 per cent of those proposals have come from SMEs.

The DSS was formed in 1986 but only became part of the DE&S' 40-strong Supplier Relations Team in October 2008.

Helping companies is the DSS aim, but there are limits. "We don't treat SMEs any differently to other, larger companies" said Phil.

"The MOD does not operate a US-style quota system to ensure a set percentage of business goes to particular types of company. The MOD operates a strictly level playing field for all companies. Our role is simply to help prospective new suppliers to navigate defence, and help them connect with potential customers and tendering opportunities."

□ DSS Help Desk (Phil Margerison & Martin Wragg: 030-679-32844/32832/32843 [+44 117 9132844] [dessrt-dsshelpdesk@mod.uk](mailto:dessrt-dsshelpdesk@mod.uk)

## Hello? DSS Helpdesk . . .

(it's all in a day's work when you pick up the DSS phone at Abbey Wood!)

- 'I'm currently doing a crossword. There is a defence-related question. If I read it out to you, could you give me the answer?'
- 'Can you please tell me from whom the Army buys its boots, as my son has size 16 feet?'
- 'I'm a retired Army officer and an old pal from my club would like to know from whom the Army buys its Black Watch Tartan'
- 'I am trying to contact \*\*\*\*\* at Northolt as I am supposed to be attending a meeting with him tomorrow and I have lost the map'
- 'Is there a point at which you can declare a contract a contract? Is it related to frequency of use, cost, length of time?'
- An inquiry from an American company wanting to sell dental floss to the MOD.
- A query from a contractor wishing to be compensated for the congestion charges in London.
- An inquiry from a company about providing MOD with a waterless urinal cartridge service.
- 'Hello, I have an Irish thoroughbred horse and I would like to sell it to the Household Cavalry'
- 'My company is making a film about a father and son. The father was in the Navy and wanted to show his son what type of ship he trained on. Do you think the MOD could provide a model of the ship?'
- 'This is really important, I need a contact address for a nuclear research company in Bedfordshire. I don't know the name of the company but my ex-boyfriend works there'
- 'Hello, I live in Southend but I'm phoning from a hospital bed in Basildon. I would like to give you information on the weapons held by the Syrians, Libyans and Iraqis such as the Sidewinders. Could somebody call me back to let me know if I'm going to be paid for this information?'

## Latest news

### DE&S joins new efficiency scheme

DE&S HAS joined the Carbon Reduction Commitment (CRC) Energy Efficiency Scheme.

This is a new emissions trading scheme to help the UK meet its statutory carbon dioxide (CO<sub>2</sub>) emission reduction targets of 34 per cent by 2020.

The CRC scheme was launched in April and is being phased in over several years. Participants must monitor their emissions and forecast future energy consumption. They also need to purchase sufficient allowances to cover each tonne of CO<sub>2</sub> emitted each year.

The organisation then implements initiatives to improve energy efficiency of offices and buildings.

Benefits of good performance extend beyond reduced emissions and energy expenditure, as there are financial incentives and penalties for those in the top and bottom quartiles.

□ Guidance has been launched to improve sustainable development management and delivery.

A new strategic guidance document describes what sustainable development means for DE&S, and a DE&S Sustainable Development Intranet hub has been developed. This will become a one-stop shop to link the numerous topics and processes within the sustainable development agenda.

More information: 01225 467296 or visit the stand at DVD.

□ All work-related accidents, incidents and events should be reported to the DE&S Incident Notification Cell – DINC.

It is essential that DINC receives notification of all work-related incidents to assess significance of trends and to identify areas of highest risk.

Further information: 9355 68227.

## Sustainable development is an increasing commitment in DE&S. *desider* highlights some of the latest issues



Trevor Woolley, DE&S Chief of Corporate Services and Sustainable Development Champion

Since assuming the role of DE&S Sustainable Development Champion, I have been encouraged by the increasing commitment to sustainable development in DE&S, writes Trevor Woolley.

Embedding sustainable development in our business will improve our ability to minimise risks, maintain operational capability in changing environments and reap the benefits of financial savings and leaner support.

Sustainable development and climate change goals featured in both governing parties' manifestos in the recent election.

The new Prime Minister has already pledged that his will be the 'greenest government ever', and announced that central government will cut its energy use by 10 per cent in the next 12 months, the most stringent target to date.

We must rise to this challenge, and also to that embedded within the Defence Acquisition Reform Programme: to embrace sustainable development in all areas and stages of acquisition.

# Rising to the sustain



Above: redevelopment continues at pace at Corsham

CORSHAM REDEVELOPMENT will provide new office buildings, an accommodation complex and sports facilities – but wildlife protection has featured prominently during the works.

The site contains a wide range of habitats, including several valuable areas of mixed woodland and grassland and Sites of Special Scientific Interest.

A pre-construction habitat survey identified several notable species including great crested newts, lesser horseshoe and common pipistrelle bats.

An ecological management plan has been implemented, and actions include replanting new native hedgerows, erection of 28 bat boxes and two bat hotels, provision of badger gates, and preventing contamination from invasive weeds including Japanese knotweed and common ragwort.

Throughout the construction project, site managers have worked closely with partners in the site private finance initiative consortium including Interserve Defence and the building company Laing O'Rourke to enhance and conserve the local environment.



In charge of safety? A single code of practice will determine roles and responsibilities for Royal Navy vessels. Pictured: HMS Richmond undergoes maintenance

# nability challenge

PORTSMOUTH NAVAL Base Safety Group is developing a single code of practice for improving safety interfaces on board warships in maintenance and repair periods so that safety roles and responsibilities are more clearly defined.

This new code will focus on the framework of safety responsibilities and will define these responsibilities during transfer periods to ensure a robust safety management system is maintained.

The framework details safety responsibilities, during work on vessels, in Fleet time and during non-Fleet time (where DE&S or the naval base partners/contractors are responsible).

At sea, safety management is the responsibility of the commanding officer. When a warship comes into port for refit,

maintenance or repairs there are a raft of organisations that require access to the ship: naval base personnel, project teams, dockyard contractors and Navy Command.

Each organisation has its own safety procedures and ways of working resulting in complicated safety interfaces. The lack of a clear overarching framework of responsibilities can lead to confusion about who is responsible for overall safety co-ordination and control, including how such control is maintained.

The code of practice will ensure smooth transition of safety management responsibilities as vessels move through maintenance and will strengthen communication between all parties involved.

Further information: Gary Brennan, Portsmouth Naval Base (9380 22826).

THE MOD'S Climate Change Strategy requires DE&S projects to accommodate anticipated challenges of a changing climate.

The Successor SSBN programme is no exception and the Future Submarines (FSM) team has already started assessing potential impact of climate change to this project.

In March, the FSM team sponsored a climate change risk workshop at Jacobs Engineering UK's Filton office. Jacobs provides environmental, infrastructure and submarine operational support to the Successor project.

The workshop was attended by MOD and Industry subject matter experts from the submarine platform design teams and DE&S' Sustainable Procurement team.

The workshop tested the platform and shore infrastructure designs against the current understanding of climate change science.

The process identified important technical design issues to be addressed as the project progresses.

The effects of future changes in temperature and seawater chemistry warrant further investigation. The study also highlighted the impact of potential changes to sea levels, temperature and chemistry on supporting shore infrastructure.

Climate impact risk assessment processes will eventually be rolled out across DE&S.

## New course helps teams cut out the risk



DE&S staff on the pilot course earlier this year

A NEW 'practitioner' level training course on the Project Oriented Environmental Management System (POEMS) has been developed for staff who will be implementing POEMS in their teams. POEMS is the primary vehicle for identifying and managing environmental risks and opportunities in acquisition projects. Two courses, centrally funded by DES, will be held on 19-23 July and 20-24 September. Further information from Sue Leycock on 9355 67082 or Peter Browning on 95371 4559

DE&S' WATCHKEEPER Unmanned Air Systems and the Advance Jet Trainer teams were among those celebrating after receiving awards at the eighth annual MOD awards for acquisition which took place in Main Building.

The awards recognise and commend the achievements of teams from across the whole of the MOD who have demonstrated outstanding achievement in the acquisition field.

The 2010 awards represent the full scope of MOD acquisition, covering Urgent Operational Requirements, support to operations, sustainable procurement, equipment and estates.

This year's nominations were of a very high standard in what has been a very difficult year.

The winning teams who achieved outstanding excellence in acquisition were:

- DE&S Special Projects Search & Countermeasures Delivery Team
- DE&S Watchkeeper Unmanned Air Systems team
- DE&S Superintendent

# DE&S teams lead the way in annual awards

Fleet Maintenance & Babcock Fleet Services Directorate team

- CTLB(Com) Energy Procurement for Defence & DE&S Energy Category Management team

• DE&S Advanced Jet Trainer team

• DE Medical & Dental Centre project team

• DE RAF Portreath Land Remediation

There were also two special awards presented. These were for areas that held specific relevance to the current acquisition climate and the winners were:

- DE&S Special Projects Search and Countermeasures Delivery Team for Delivery of UORs
- DE Medical and Dental Centre Project Team for

Sustainable Procurement

The 2010 awards saw the introduction of the Personal Recognition Award to recognise the outstanding achievements of three particular project teams.

- DE&S Medium Armoured Tracks Team – Warrior Capability Sustainment Programme
- DE&S Medium Armoured Tracks Team

Specialist Vehicles Programme

- DE&S A400M Project team

These awards are an important way of publicly celebrating the successes and excellent work of the teams and individuals involved.

They show that acquisition is a team effort and demonstrate that MOD can deliver best-in-class project management.



Above: Captain Jeremy Rigby, right, presents the award to Sgt Geordie Chambers alongside John Culshaw, left

## Team leader praises quality of military chefs

MILITARY CHEFS provided food for thought at this year's Cost Sector Catering Awards – and earned high praise from a DE&S team leader.

The annual competition, organised by Dewberry Redpoint and hosted by TV impressionist John Culshaw, pays particular tribute to Armed Forces chefs.

Out of the three military chefs nominated for the title of Armed Forces Caterer of the Year it was Sergeant Geordie Chambers of the Royal Logistic Corps who walked away with the much coveted prize.

Captain Jeremy Rigby, leader of DE&S' Defence Food Services team, presented the award to Sgt Chambers.

"They have to contend with the daily trial and tribulations of running a kitchen, managing stocks and producing innovative and exciting dishes and also have the added stresses of carrying out all of this work in difficult and austere conditions and at the end of a challenge supply chain," said Capt Rigby. "All chefs nominated are outstanding in their own ways."

"It is quite telling at an awards event such as this how well the military caterers compare to their counterparts in other areas of the public and commercial sectors. This was an excellent opportunity to raise the profile of the military caterer into the public eye and to win considerable praise from other professional caterers for their skill levels, innovation and imagination."

Also nominated were RAF Warrant Officer John Cain and Colour Sergeant Keith Rowell, Royal Marines.



## Home of the BATTLEFIELD MISSION

Millbrook is an independent world-leading organisation specialising in the development, enhancement and research of military vehicles, as well as being home to the MoD Battlefield Mission



For further information:

contact Bruce Lornie on

+44 (0)1525 408476

bruce.lornie@millbrook.co.uk

[www.millbrook.co.uk/military](http://www.millbrook.co.uk/military)



**Warrant Officer Steve Anson works with DE&S' Combat Tracks Group, keeping the Forces' vehicles up to speed for operations. Away from DE&S, breathtaking speed is key for him. He's the Army's very own . . .**



# Leader of the skeleton crew



WHILE AMY Williams captured the hearts of British fans with her Olympic skeleton bobsleigh gold medal in Whistler, DE&S can boast its own champion at the high-speed helter-skelter sport.

Warrant Officer Steve Anson of the Royal Electrical and Mechanical Engineers, who works with DE&S' Combat Tracks Group, has been Army champion seven times in a 15-year career, his latest win coming on the Olympic track in Igls, Austria.

This was followed by representing the Army at Lillehammer at the Inter-Services Championship. Despite being fastest all week, injury saw him finish fourth.

He has represented Great Britain in 29 international races with a best of eighth in the World Championships and fifth in a World Cup race.

He narrowly missed a place at the 2002 Olympics.

But twice British champion Steve admits he didn't enjoy the sport which began with a novice training week.

"Being told to lie on a sled headfirst with your arms by your side, two inches off the ice ready to go at speeds up to 75mph with no brakes was not very appealing," he recalled.

"On my third day I flipped over onto my back at around 50mph but managed to get back the right way and finish.

"Although nobody believed me when I got back to the top, this was later proved correct as a photographer had captured the moment in a set of four action shots.

"By the end of the week, I was the fastest of the students and was invited to attend the British Championships,

where a good performance led me into the British team."

Steve has been coaching the next generation of novices for many years, including Williams and her team-mate Shelley Rudman, 2006 Olympic silver medallist. Both began at an Army ice sports camp in October 2002, where Steve was a coach.

"I've travelled the world competing at the highest level in a sport which most people think is crazy," said Steve. "But it was overcoming fear, determination to succeed and deliver results which has driven me. Although I missed out on Olympic status, I can hold my head high."

He has balanced his sporting career with military life, including operational deployments, to become the Forces' most successful male skeleton athlete.

## HR Information Notes are for

# YOU

They contain vital information for all staff in DE&S - they are the main vehicle for announcing implementation of HR changes to line managers and individuals.

18/2010 - Review of DE&S Civilian Vacancies

19/2010 - DE&S Whitley Structure

20/2010 - Inclusion of Skills Development within Personal Objectives 2010-11

21/2010 - Armed Forces Act 2006 - Implementation in DE&S TLB



Winners all: General Sir Kevin O'Donoghue is pictured with those who have been commended in the sixth round of his awards

## DE&S staff earn deserved reward

### Specialists in Defence Support



www.cds.co.uk

Solutions for long-term projects and UORs

<ul style="list-style-type: none"> <li>■ Safety case consultancy</li> <li>■ Information Assurance</li> <li>■ Technical authoring</li> <li>■ Illustrations, 3D modelling and animation</li> </ul>	<ul style="list-style-type: none"> <li>■ Integrated Logistics Support</li> <li>■ Bid support</li> <li>■ Configuration control</li> <li>■ Training-needs analysis and course material</li> </ul>
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Please call Paul Meersman on 0800 138 4308 or email [defence@cds.co.uk](mailto:defence@cds.co.uk) for more information.

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THE SIXTH round of Chief of Defence Materiel's Commendations took place on 7 May at MOD Main Building.

General Sir Kevin O'Donoghue praised individuals and teams for their outstanding achievements in functions as diverse as collocation, communications, Chinook, Merlin and the human resources business partner role.

#### Winners

Chief Petty Officer (weapons analyst) Jo Barr, Maritime Capability Trials and Assessment; Miss Ali Bradshaw, Land Equipment Human Resources Business Partner; Staff Sergeant Graham Chignell, Combat Tracks Group (Artillery Systems); Sgt John Farrar, Nimrod; Mrs Karen Filer, Manoeuvre Support; Mr Tony Grantham, Defence Quality Assurance Field Force; Mr Richard Hayward, Special Projects Communications, Information Surveillance and Reconnaissance; Mr Graham Hill, DE&S Collocation; Mr Tim Iling, Special Projects Communications, Information Surveillance and Reconnaissance; Mr Norbert McEwan, Supply Chain

Management; Staff Sgt Simon Oldrid, Serious Equipment Failure Investigation; Mr David Pilch, Protected Mobility; Mr Danny Rose, C-17; Mr Peter Stacey, Superintendent Nuclear Works; WO1 Roy Walker, Serious Equipment Failure Investigation; Engineering Operations Communications Information Systems; DE&S Afloat Support Cluster Team 3; Chinook Mk3 Reversion Team; Communication and Situational Awareness; Director Helicopters Strategy team; DE&S Operations Centre Project team; Defence Logistic Operations Centre Operations team; Defence Logistic Operations Centre Performance Management team; Defence Logistic Operations Centre plans team; Joint Combat Aircraft Security team; Long Range Direct Fire Sight Urgent Operational Requirements Contract Delivery team; Mechanical & Avionics Systems Integrity; Merlin team and industry partners; Management of Materiel In Transit project; Munitions Packaging Refurbishment Alliance; Nimrod R Software team; DE&S Nimrod Review team; Office of Government Commerce Project for Categorisation team; Operational Vehicle Office; RD83 Project Delivery team; UK Mission Support System team.

# Babcock helps base give tots a birthday book boost

CAROUSEL, THE company which runs Clyde naval base's nursery celebrated 15 years of being in business on 23 April, and to mark the birthday Babcock Managing Director Craig Lockhart helped open the nursery's new lending library.

Helping Craig to cut the ribbon was four-year old Emily Nealon who designed a poster for the nursery's 'Celebrate a Story Day'.

Nursery assistant manager, Marion Dickson, said: "The kids have been celebrating the birthday all through the week and we have also baked cakes, planted trees and had a picnic.

"Many times the children ask to stop off at the library on the way home so they can borrow a book. We thought that having a library of our own would be great to encourage the children to have a love for books from an early age. Babcock was kind enough to help.

"If we start now, then hopefully that love will last throughout their lives."



Open for business: Craig Lockhart and Emily Nealon officially open the library at the Clyde nursery.

Babcock donated around £200 to buy the books and children went shopping to pick what titles they wanted for the library.

The children also get to take a pamphlet home with them to write a book review on the ones they particularly enjoy – with a

little help from mum and dad!

Carousel has run a nursery outside the base since 2001 and have looked after countless children of base workers.

Craig Lockhart and Emily Nealon officially opening the library.



MOD yoursay 2009

## DE&S Action Plan

THE TLB action plan has now been published and staff can find it via the D HR home page on the Defence Intranet.

The plan was developed by ECMB members with input from individual 2-star leaders.

In addition to the TLB plan, there are also local OC plans.

*desider* is always interested in carrying news of activities from around the various DE&S sites, including people stories, e-mail stories and pictures to [stephen.moore544@mod.uk](mailto:stephen.moore544@mod.uk)

## Finance's super 16 pass with flying colours at Abbey Wood



Back Row from left to right: Chris Ellis, Zubair Jamshad, Stuart McMahon, Kate Widdecombe, Lee Pendrey, Liza Parry, Katy Robinson, Sarah Crabtree  
Front Row from left to right: Rob Young, Charlie Jones, Natalie Hopkins, Claire Gates-Mutton, Kat Lansdown, Liz Grove, Thomas Burnell, Laura Mannion, David Noble (Director Finance) Absent: Nick Pope

SIXTEEN TRAINEES are celebrating after graduating from the Trainee Accountant Development Scheme.

The trainees have spent the past two years working towards completing the CIMA managerial level qualification.

They participated in two 12-month placements and undertook a variety of

learning and development activities. Each also had to commit to studying for the qualification in their own time. The scheme covered many subjects, from learning DE&S basic finance to the wider MOD business.

David Noble, Director Finance, who sponsors the scheme, presented the trainees with their certificates.

They have now successfully passed a C2 competence-based interview along with presenting a portfolio covering the core and functional evidence they have accumulated during their time on the scheme.

All the trainees have been placed as Band C2s within the finance function, where they will continue to develop their career.

## Safety work earns DE&S accolades

A 'PILLAR of industry' whose work extends across many classes of Royal Navy ship has been rewarded by DE&S for his contribution to naval ship safety.

Rear Admiral Bob Love, DE&S' Director Ships, has thanked Vaughan Pomeroy on retirement from Lloyd's Register.

Mr Pomeroy joined Lloyd's Register in 1980 and helped MOD Sea Systems Group's ship safety specialists with expanding a successful safety management system used for naval auxiliaries to cover warships.

Lloyd's Register Rules and Regulations for the Classification of Naval Ships has since been used with their commercial equivalent for every new acquisition warship including Type 45 destroyers as part of an evolving naval classification service.

The Queen Elizabeth carriers will benefit from safety assurance by Lloyd's Register of design, equipment in the support chain, system integration, ship construction and subsequent support, placing new ships in good stead for their future place in the Royal Navy.

## Foot sloggng

A MEMBER of DE&S' Defence Food Services team put his best foot forward across rugged terrain in the Falklands.

Squadron Leader Dave Tanner joined other members of the Ration Squadron on the 62-mile charity walk to Boxer Bridge in strong, gusty winds, which raised nearly £3,500 for local charities.

# Referee Billy lays down the law in Helmand

CLYDE NAVAL Base police constable Billy Hayes has swapped his beat for the heat of Afghan football matches in Helmand Province.

Billy organised the first Afghan National Police versus all-comers football tournament at police headquarters in Lashkar Gar.

And, building on his organisational role, he refereed all the matches.

Billy's day job is as a police mentor for the Afghan police. He is helping to train officers in all aspects of policing so they will eventually be able to take over the security of Helmand Province alongside the Afghan National Army.

Billy has also introduced a Crimestoppers 110 helpline that local people can call confidentially to seek help if they experience problems or insurgent intimidation in their communities.

Billy said: "I thought it would be a wonderful idea for everyone to enjoy some football in a safe place and they all certainly seemed to have a great day.

"The event was to let the young men know that they could



Full time: Afghan police staff celebrate after the end of their first football tournament, organised by PC Billy Hayes

call Crimestoppers 110 line any time they need to but, as a bonus, I think a better level of trust has been developed between the local young men and the Police Service in Lashkar Gah."

Billy's colleagues at Coulport

recently appeal led to MOD Police and Guarding Agency staff to collect used sports shirts, which realised 170 tops and other sports garments for Billy to give out to budding young sportsmen in Afghanistan.

## Peter wins out in third round of the Generation Game



Group Captain Chris Daykin, left, presents Peter Maidment with his Imperial Service Medal

FORTY-TWO years' service has won Peter Maidment the Imperial Service Medal – the third member of his family to be rewarded for public service.

Peter, formally of DE&S' Air Commodities team at RAF Wyton, was presented with the award by Group Captain Chris Daykin in the officers' mess at Wyton in front of friends and former colleagues.

The medal is awarded to eligible civil servants who have given at least 25 years' meritorious service.

Peter is a third generation MOD Civil Servant who has followed his father's and grandfather's example – both were awarded the British Empire Medal.

Peter began his career as a mechanical examiner with the Ministry of Technology at Bromley in 1967, and gained promotion six years later while working on the Sea Wolf missile programme.

He progressed to projects on Mk46 Torpedo and Sea Skua missile. In 1996 he moved to RAF Wyton as project manager for aircraft integrity monitoring equipment.

He retired as an engineer in May 2005 but returned to RAF Wyton later the same month in an administrative role. He ended his 42 years of service last August as inventory manager for GPS equipment with the Air Commodities team.

## Louise hits all the right notes on Cyprus concert trail



Ducky Opera, with Louise second from left in the front row

LOUISE MERRIFIELD, a DE&S project officer, has been singing in aid of the Army Benevolent Fund on a three-date tour of Cyprus.

Louise, of the Flight Simulation and Synthetic Trainers team at Abbey Wood, is a classical singer and was taken on as a soprano soloist to sing with Duchy Opera on their Cyprus tour.

She flew out with a party of more than 40, fully rehearsed and eager to perform the exciting and varied concert programme.

The concerts took place at Markedion Theatre, Pafos, Pissouri Amphitheatre and Atlantica Bay Resort, west of Limassol.

The audience enjoyed the traditional operatic favourites from *La Traviata* and *Carmen* and the lighter classics from *West Side Story* and *The Merry Widow*.

Several thousand pounds was raised for the charity, and the tour's success has ensured a repeat visit.

## Beating the roadside bomb earns Wayne bravery honour

CAPTAIN WAYNE Owens from DSDA Bicester will be receiving a Queen's Gallantry Medal this month for his courageous act of defusing 93 roadside bombs in his six-month tour of duty in Afghanistan last year – the greatest quantity dealt with in a single operational tour by a British operator.

The medal is awarded for exemplary acts of bravery not in the presence of the enemy. Fewer than 600 have been awarded.

Capt Owens of the Royal Logistic Corps trained as a high threat improvised explosive device (IED) operator and deployed to Helmand in March last year.

He led a 12-strong team, and headed the Army's Explosive Ordnance Disposal team consisting of Cpl Rich McKinnon, Cpl Jonny Wallace, LCpl James Marsh and LCpl Dave Timmins – later known as the 'Famous Five'.

"The summer was undoubtedly the most challenging and torrid for British Forces," said Capt Owens.

"Operation Herrick 10 saw 1,700 EOD incidents and my team conducted 107 tasks rendering safe 93 IEDs.

"Our continued drive to find and render these devices safe meant that we were providing a safer environment for the wider force to operate in.

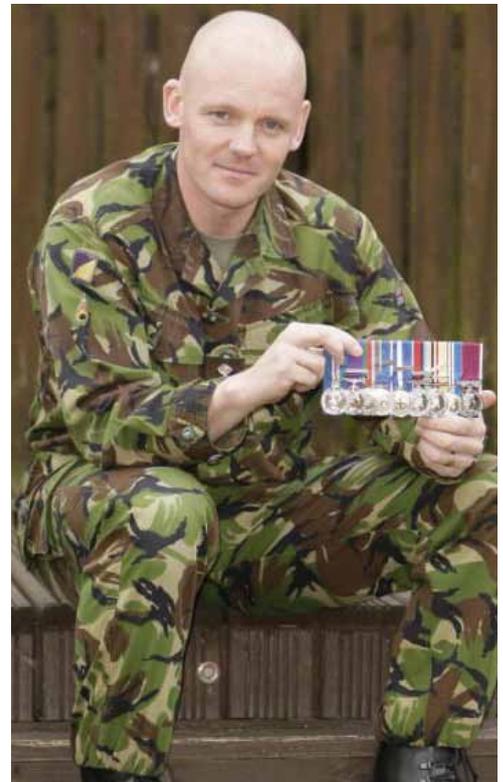
"Afghanistan is by far the most dangerous place on earth in terms of personal danger from enemy tactics;

that, coupled with the extremely arduous terrain and blistering heat which often reached 50°C, meant survival was a constant battle.

"Our team were subjected to intimate explosions from IEDs on two separate occasions with comrades losing limbs and suffering various other life changing injuries.

"Close coupled team work ensured all our casualties survived, which was a miracle given the circumstances and the extent of some of their injuries."

The 'Famous Five' will be cycling from Land's End to John O'Groats from 19 June in aid of the British Limbless Ex-Service Men's Association (BLESMA). See [justgiving.com/Felix-End2End](http://justgiving.com/Felix-End2End) for further details.



Above: Captain Wayne Owens  
Picture: South West News Service/Rex Features

## Trainees tot up impressive results

FOUR GRADUATE trainees from the Trainee Accountant Development Scheme proved they are top of the class with some exceptional CIMA worldwide results.

Thomas Burnell achieved an outstanding second place and Katherine Lansdown was ninth for Management Accounting Financial Strategy. Tom also produced an impressive fourth for

the aggregated strategic level papers.

Judith Bailey achieved eighth for her TOPCIMA, bringing her total achievements to three worldwide commendations throughout the duration of her studies.

Stuart McMahon attained one of his best results to come fifth in Management Accounting Business Strategy.



## **TOGETHER WE FLY HIGHER.**

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