

desider

October 2012 Issue 53



MINISTRY OF DEFENCE

the magazine for defence equipment and support

New capability – and a new ministerial team



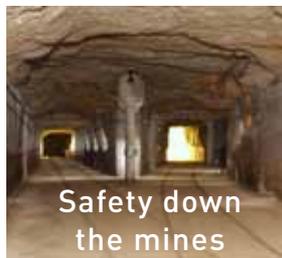
All change on the ministerial team [See inside](#)



Wildcat goes training



Cutlass unveiled



Safety down the mines



Apprentices hit the mark



Lightning II - a flier's dream



We ensure global reach
from **up there**

to ensure smooth passage
down here

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cover image

The second of the *Astute* class submarines, *Ambush*, is pictured as she makes her way towards her future home port of Faslane last month. *Ambush* left BAE Systems submarine-building facility at Barrow and is due to embark on a set of sea trials

LA (Phot) Stu Hill

OCTOBER 2012

desider

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Printing:



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insiderguide

Bernard Gray

Chief of Defence Materiel

'Project teams in the Submarines Operating Centre are at the forefront of working with industry to achieve objectives in an affordable way'



I was pleased to welcome the new Minister for Defence Equipment, Support and Technology, Philip Dunne, to DE&S Abbey Wood headquarters immediately after his recent appointment. During the visit he spent time with DE&S Board members, visited teams on site and received briefings on DE&S operations and The Materiel Strategy. In addition, he was able to meet and speak to a number of key industrial figures who had convened in Abbey Wood to participate in a Materiel Strategy Industry Day.

These are very important times for DE&S. As many of you know, following the Government's announcement in July, we are working up the detail of how DE&S would be transformed into a GOCO, in particular to inform any legislation which may be required.

Alongside that work we are developing a value for money benchmark "DE&S-Plus" as a comparator, so we can take soundly-based decisions on the future of DE&S in the coming months.

No final decisions have been taken and, as always, I will ensure you are kept fully informed of progress. This work is, as you would imagine, high on the priority list of the new Minister and he has expressed a wish to get involved early on and be briefed on the detail.

The Minister has also made clear his determination that the Armed Forces should get the equipment they need. His first public event was a visit to BAE Systems Maritime – Submarines' shipyard at

Barrow-in-Furness to view the second *Astute* class submarine, *Ambush*, as she was made ready to depart on sea trials. I know the Minister was hugely impressed by what he saw.

The *Astute* class programme is one of DE&S' biggest, most challenging and demanding projects. Nuclear-powered attack submarines are enormously complex and costly to construct and are much needed by the Royal Navy to meet the defence requirements of the country.

Further, the UK is committed to building and operating nuclear-powered submarines into the future. DE&S project teams in the Submarines Operating Centre are at the forefront of working with our partners in industry to achieve these objectives in an affordable way.

This programme is an illustration, at one extreme, of the complexities and difficulties that many of us in DE&S face as we work to meet the needs of the Armed Forces. These difficulties have in the past been exacerbated by having an over-committed programme, which led to a large number of programme and funding changes that in turn absorbed so much time and effort. The Secretary of State's announcement, before recess, that the budget was largely balanced should go some way to easing the commitment pressures and allow teams to concentrate more on delivery – we have an agreed budget and plan for the next decade – but other challenges remain to be overcome as the change programmes within DE&S and MOD press forward.

PHILIP DUNNE, the new Minister for Defence Equipment, Support and Technology, made his first visit to DE&S headquarters at Abbey Wood on 10th September.

Bernard Gray, Chief of Defence Materiel, formally welcomed him and hosted him during a series of briefings and meetings.

The Minister met DE&S Board members. Separately, Dr Simon Cholerton, DE&S Chief of Staff, briefed Mr Dunne on the organisation including its role, strategic objectives, staffing, budget and locations.

Barry Burton, Director Materiel Strategy, then briefed the Minister on the Strategy, its background, the significant amount of work that has been undertaken so far, work currently underway and what lies ahead.

The visit coincided with a Materiel Strategy Industry Stakeholder Day and the Minister meet some of the key DE&S industry stakeholders.

All change o

Mr Dunne then visited the DE&S Operations Facility in the Defence Support Chain Operations and Movements team and met the Maritime Combat Systems project team to gain an understanding of project activities.

Mr Gray said: "I was delighted to welcome our new Minister to DE&S Headquarters at Abbey Wood. I hope the visit provided him with a thorough insight into the scale of DE&S' activity, the range of its project portfolio, some of the key issues we face and our top priorities.

"I'm very much looking forward to working with the Minister over the forthcoming months on the challenges ahead."

In a message to staff Mr Dunne said it was a great privilege to serve UK Armed





The new House of Commons team, from left: Dr Andrew Murrison (Minister for International Security Strategy), Mark Francois (Minister for Defence Personnel, Welfare and Veterans), Defence Secretary Philip Hammond, Andrew Robathan (Minister for the Armed Forces), and Philip Dunne (Minister for Defence Equipment, Support and Technology, including defence exports).

Picture: Harland Quarrington

in the ministerial team

Forces at the MOD. "They are the pride of our nation and it is an honour to be given the responsibility for ensuring they are properly equipped for the often dangerous and always demanding tasks that we ask of them," he said.

"These remain difficult times for the economy, and defence must continue to play its part in addressing this. However, great strides have been made. An overheated equipment programme and an out-of-control procurement budget have been reined in and we have a deliverable path towards Future Force 2020. I am committed to driving this forward."

Mr Dunne added: "Service personnel and civil servants responsible for delivering and supporting our equipment at Abbey Wood, in Main Building and across the sphere of defence, are critical to the success of operations on the front line.

"But we should continue to improve our performance in procurement. So I regard the transformation of DE&S as one of my main priorities, a view shared by the Prime Minister and the Defence Secretary.

"We must have the most effective and efficient system to ensure the Armed Forces get what they need, when they need it, at best value-for-money. I look forward to working with Bernard Gray to achieve this.

"I am pleased to be entrusted with promoting responsible defence exports. They play a critical role in the UK's defence policy and objectives as well as making a significant contribution to national prosperity and growth. I look forward to working closely with the defence industry and helping Britain punch above its weight in the export market."

Mr Dunne is MP for Ludlow where he was brought up on the family farm. He is married with two daughters and two sons.

In Parliament he has been a member of the Work and Pensions Select Committee, the Public Accounts Committee and the Treasury Select Committee.

Before politics, Mr Dunne had a 20-year business career. He has experience of business both big and small having worked for investment banks in London, New York and Hong Kong and having helped start and build businesses.

His former chairmanship of a venture capital trust reflects his enthusiasm for encouraging entrepreneurship in the small business sector.

Mr Dunne has also paid tribute to his predecessor, Peter Luff, who will retire from the House of Commons at the next General Election.

He said: "The MOD is in much better shape now than when Peter was appointed in 2010. For the first time in a generation the books are balanced and there is a clear and deliverable plan to meet the

requirements of Future Force 2020. Peter can take enormous pride in these achievements. They did not come without some very difficult, but ultimately correct, decisions and the process of transformation is underway. I look forward to building on his achievements."



Chief of Defence Materiel Bernard Gray welcomes Mr Dunne to Abbey Wood, far left, on 10th September and also House of Lords Defence Spokesman Lord Astor of Hever, below right, a week later

'A critical time for defence'

THE MOD'S new Permanent Under Secretary has been appointed at – to use his own word – a 'critical' time for defence.

Jon Thompson took up the post on 3rd September after Prime Minister David Cameron, with the agreement of Defence Secretary Philip Hammond, approved his appointment as successor to Ursula Brennan.

Mr Thompson became the MOD's Director General of Finance in January 2009, where he was responsible for a range of cross-departmental business including strategy, financial management and corporate services.



He has spent most of his career in the public service, working for the Department for Education, Ofsted and two local authorities. Mr Thompson has also worked for Ernst & Young and in international financial services.

He said: "It is a privilege to be taking over at this critical time for the MOD. As Director General of Finance, I have seen the passion and commitment that defence inspires in our people.

"The MOD is one of the great departments of state and should be a global exemplar for others to follow. It is a considerable honour to have been selected to lead the MOD as the Permanent Secretary, as we transform the organisation while ensuring success on operations."

NEWSREEL

Contract values

THE current value of the contract for the *Queen Elizabeth* class carriers, including the engineering transition stage and DE&S project costs, is £5.24 billion, according to the latest Parliamentary figures. Sea trials are currently planned for 2017 with aircraft trials in 2018. *Astute* class submarine contracts are currently valued at £6.109 billion. This includes design and development, support studies and long lead items. The current value of the contracts for the Type 45 destroyers is £5.577 billion.

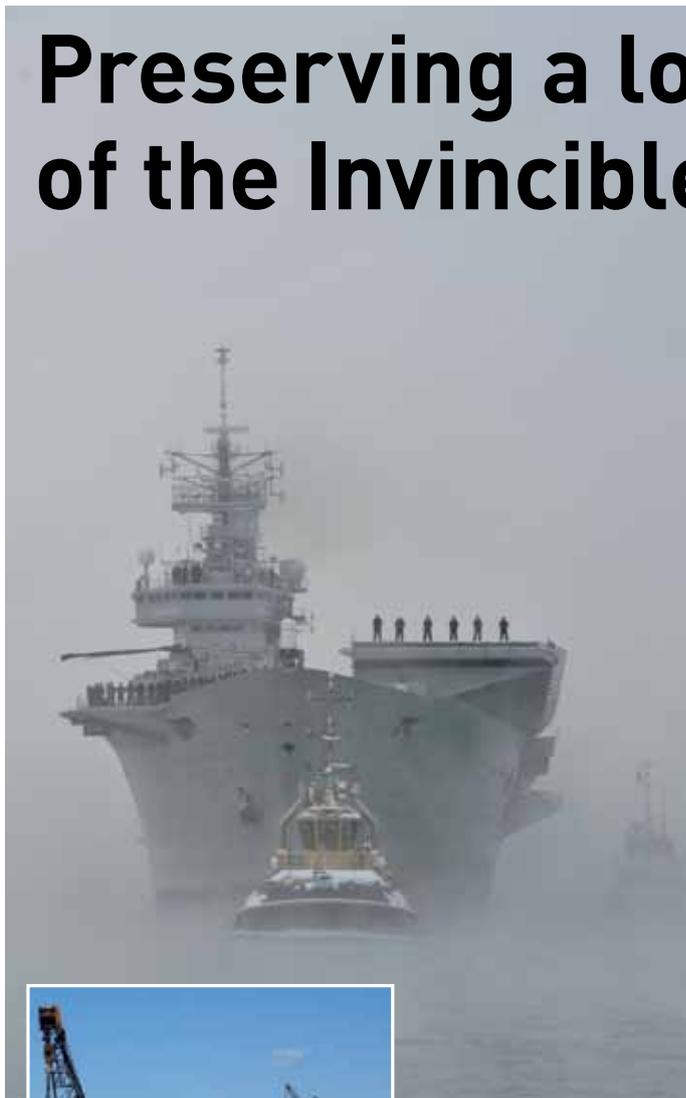
Ceremony work

THE total number of military horses employed on ceremonial duties as at 13 July this year was 417, Parliament has been told. A further 82 horses were held by the Defence Animal Centre for rest or treatment, for use as training horses, or waiting to be re-homed on their retirement. Two ponies are kept by the Parachute Regiment as mascots. The cost of feeding and bedding ceremonial horses for the last four financial years has been £4.2 million.

Costs confirmed

IN-SERVICE costs of the UK's nuclear deterrent are around five per cent of the defence budget and are expected to stay at that level during the current spending review period, which covers the financial years 2011-12 to 2014-15, Defence Secretary Philip Hammond has told Parliament.

Preserving a long legacy of the Invincible class



Above: *Ark Royal* makes her final entry into Portsmouth nearly two years ago

Left: *Invincible* approaches Leyal's yard in the Aegean before recycling

DE&S IS to look to industry for ideas to preserve the legacy of the Royal Navy's *Invincible* class aircraft carriers.

As the out of service date for *HMS Illustrious*, the last of the three still in service, approaches, industry is being asked to provide viable proposals to keep her available for future private use in a different capacity while still offering taxpayers good value for money.

HMS Invincible, *HMS Illustrious* and *HMS Ark Royal* came into service in the early 1980s and have spent the last 30 years protecting the UK's interests across the world.

HMS Illustrious is due to retire from the Royal Navy in 2014 and the MOD intends to talk to organisations interested in preserving her as a lasting tribute to the work of the *Invincible* class, who have played key roles in conflicts in the Falkland Islands, Iraq and Bosnia.

HMS Invincible was decommissioned in 2005 and her recycling was completed earlier this year.

The 31-year-old *HMS Ark Royal* was withdrawn from service last year, following the 2010 Strategic Defence and Security Review. She will also be recycled as part of a £2.9 million deal with Turkish company Leyal, the same company responsible for recycling *Invincible*.

Leyal is one of Turkey's leading ship recycling companies based in Aliaga, near Izmir on the Aegean coast.

Preparatory work will be carried out on *HMS Ark Royal* over the winter to enable her to travel from Portsmouth to Turkey.

Bids received for further use for *HMS Ark Royal* were considered, but were judged either not feasible or appropriate, or carried too much risk.

Invincible was the company's eighth and highest profile ship recycling following previous recycling of Type 42 destroyers *Cardiff*, *Newcastle*, *Glasgow*, *Exeter*, *Southampton* and *Nottingham*, and the former fleet auxiliary *Oakleaf*.

Invincible was the 14th ship successfully recycled by DE&S' Disposal Services Authority.

Minister: Why this is so important

THE NEW Minister for Defence Equipment, Support and Technology has outlined why *HMS Illustrious* will be the subject of ideas from industry as to how she can be preserved.

"It is important that we preserve the legacy of the Royal Navy's *Invincible* carriers," said Philip Dunne.

"When *Illustrious* retires from the Royal Navy, we would like to see her preserved as a legacy to the work she, *Invincible* and *Ark Royal* have done to protect the UK over three decades. We would be keen to seek innovative proposals from a range of organisations, including private sector companies, charities and trusts.

"*HMS Ark Royal*, like her sister ships, served this country with great distinction. Retiring her five years earlier than planned was a difficult decision but it was the right one that, combined with her sale, has saved more than £100 million. That has helped the MOD achieve a sustainable and balanced budget for the first time in decades."

He added: "The Royal Navy's new *Queen Elizabeth* class carriers and the Lightning II aircraft that will fly off them are among the biggest projects of the now fully-funded equipment programme."

Picture: Lockheed Martin



Above: two US F-35B aircraft – the short take off and vertical landing variant to be operated by the UK – are seen together in a rare picture as BF-02 and BF-04 take part in a formation flying qualities test in the Atlantic test range in the US on 22nd August. Testing formation flying qualities provides data on handling characteristics of the aircraft which are undergoing test and evaluation at Patuxent River. Lightning II – a pilot's view: pages 19-21

Stop-start tests propel JSF to a new level

THE short take off and vertical landing version of the Joint Strike Fighter – the F-35 Lightning II to be bought by the UK – has completed its first air starts, which test the ability of the propulsion system to restart during flight.

Verifying the restart capability of the propulsion system is part of the initial flight test programme for the F-35 and a prerequisite for extreme manoeuvre testing, scheduled to start next year.

The aircraft, the US BF-02, completed 27 air starts at various altitudes at Edwards Air Force Base in California. The Edwards range is 20,000 square miles of airspace, and has 65 linear miles of useable landing area on dry lakes if required during testing.

Flight Lieutenant Ian Bennett of DE&S' Lightning team, said: "This testing in support of the extension to the air start flight envelope is a highly positive move towards the acceptance of the F-35 Lightning II into the UK's front line operational fleet.

"Playing a part in these advances of the F-35 gives the

UK an early and valuable insight into the capability of this cutting edge aircraft."

Cdr Bow Wheaton, UK Technical lead at Patuxent River in the US, added: "In true integrated spirit the UK team was fully involved in the airstart testing at Edwards and played a vital role in the detachment.

"Airstarts represent an essential element of development testing of any new aircraft. This relatively high risk activity, particularly in a single engine jet like the F-35, was conducted at Edwards where the vast lake bed provides an emergency

landing option should it become necessary.

"Overall the tests were a great success and have paved the way for high alpha testing next year."

RAF and Royal Navy personnel played a lead role in the deployment of the aircraft. "The Brit contingent is well respected in the US/UK development test team," said Wg Cdr Dan Blogg at Patuxent River.

Below: the joint UK and US test team pictured at NAS Patuxent River



NEWSREEL

Surveillance milestone

SURVEILLANCE aircraft at RAF Waddington have notched up 20,000 flying hours protecting British and other ISAF forces in Afghanistan. Sentinel and Shadow aircraft have each clocked up 10,000 hours on Operation Herrick. On 14th August Sentinel hit the milestone of 10,000 operational hours in support of British and coalition troops, with more than half of these hours clocked up since May 2011.

Trials day

DE&S teams and staff involved in planning or programming army trials and evaluation are reminded of the essential Army Trials Briefing Day at Larkhill on Tuesday 6th November. It is free to attend, but spaces are limited; e-mail CGS EqptStratA-BM-TP0-E1 for a booking form to secure a place. Tel 01980 84 5272 or 5664.

Systems fit

KELVIN Hughes Surveillance has secured an agreement to supply integrated bridge systems and helicopter control radars for four fleet tankers being built by Daewoo Shipbuilding and Marine Engineering in South Korea for the Royal Fleet Auxiliary. Kelvin Hughes systems – navigation, command and control and helicopter control radar – have low integration risk, enhanced operational capability and reduced whole-life cost.

NEWSREEL

Jubilee centre is opened

THE Prince of Wales and the Duchess of Cornwall have opened the new Jubilee Rehabilitation Complex at the Defence Medical Rehabilitation Centre in Headley Court, Surrey. This is a new £16.9 million complex funded by the MOD. It includes a new therapy building with a second prosthetics department, radiology department and open plan gym to ensure injured personnel continue to receive the best medical care and rehabilitation.

Shared info

BABCOCK'S Collaborative Working Environment (CWE) information management service is to be extended across the maritime enterprise, under a contract awarded earlier this year. Full transition to the new capability will be completed by next spring. The CWE provides a secure web-based workspace for members of disparate organisations to work together in a single, secure environment, and is used by DE&S to share data and systems with all Tier 1 industry partners.

Top answer

THE MOD received 5,342 items of correspondence which received a ministerial response between 1st August 2011 and the end of July. Ninety-two per cent were answered in 20 working days and 95 per cent within 30 working days, according to the latest figures.

New Strategic Systems chief takes up his post

THE NEWLY-APPOINTED DE&S Chief Strategic Systems Executive (CSSE), Rear Admiral Mark Beverstock, has spent most of his Royal Navy career either in submarines or in acquisition – much of the latter in DE&S project teams.

He was promoted Rear Admiral after spending two years on secondment from DE&S to the military customer organisation in MOD Main Building and took up the post of CSSE in July.

"I'm delighted to be back at Abbey Wood. It's a great privilege to work on such a complex programme that is so important to the defence of the nation. I continue to be hugely impressed by the dedication, commitment and competence of the people here in DE&S who manage the programme as well as those in industry and the men and women who operate, maintain and support the system," he said.

"On a programme of this scale and importance there will always be challenges and I look forward to tackling these as well as supporting the Chief of Defence Materiel in the upskilling of DE&S staff and the work of The Materiel Strategy."

The CSSE post has four main roles:

- The UK Project Officer for the Polaris Sales Agreement – which reaches its 50th anniversary next year;
- Assurance of the programme to deliver Continuous At Sea Deterrent – for which CSSE reports to the

Rear Admiral Mark Beverstock, right and below, is DE&S' new Chief Strategic Systems Executive



First Sea Lord;

- Successor programme manager;
- Deputy Director for DE&S Submarine Operating Centre.

He said: "My own team is only a couple of dozen strong, but I also deputise for Director Submarines Rear Admiral Simon Lister as leader of the DE&S Submarine Operating Centre and its several hundred personnel."

The Admiral's extensive service in the Navy includes duty on the frigate *HMS Ambuscade* during the Falklands campaign, following which he specialised as a Submarine Weapons Engineer. He served on board the Polaris submarine *HMS Repulse* and oversaw the completion



of the Trident submarine *HMS Vanguard's* build, trials, missile tests and her first operational deployment.

This year he is working towards graduating from the Major Projects Leadership Academy, a new programme across Government aimed at improving delivery of complex programmes.

Outside work he is an amateur flautist and very keen cyclist; he has been President of the Royal Navy and Royal Marines Cycling Association for more than ten years and regularly rides to work at Abbey Wood.

He is married with three children, two of whom are at university and training to be doctors.

Work on Astute finishes on time

HMS Astute's substantial in-service maintenance programme has completed on-schedule.

Work by DE&S, Babcock and BAE Systems was carried out at Faslane during transfer from build and commission into full operational use.

Babcock Submarines Managing Director Mike Homer said: "This maintenance period has demonstrated how collaboration can be successfully implemented, and the experience will be applied to *Ambush's* first future base

maintenance period, with joint working practices applied from the outset.

"In a separate project, we have also been working with BAE Systems to review *Astute* class transition from build to becoming operational, and ways to improve efficiency and value for money. This work is still underway."

HMS Astute will leave the Clyde for further sea trials before her full operational handover.

☐ *Ambush* to Faslane: pages 22 and 23

Our engineers are proud to be working with the Wheelchair Racing Team as part of a £1.5M technology partnership BAE Systems has with UK Sport. Over the past two years we've been applying fighter jet design engineering in materials and aerodynamics to redesign key elements of the wheelchair. Sports and engineering – a winning combination!

OUR ENGINEERS WORK WITH UK SPORT TO HELP WHEELCHAIR RACERS REALLY FLY.



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Reserve cash

AN additional £1.8 billion being invested over the next ten years in reserve forces will be used to increase and develop their trained strength and enhance their capability, Defence Secretary Philip Hammond has told Parliament. It will increase recruiting and improve retention, enhance training and provide more and better equipment. Investment has already begun and will enable reserve forces to play greater roles as integral elements of the whole force.

On the line

THE MOD's railway infrastructure moves equipment, including munitions and armoured vehicles, and includes a wide range of assets, such as standard gauge and narrow gauge locomotives, rolling stock, tooling and infrastructure, former Defence Minister Gerald Howarth has said in an answer to a Parliamentary question. Some of this equipment is operated on behalf of the MOD by contractors. Sites include Defence Munitions Kineton, the Logistic Services site at Bicester, and Marchwood Military Port.

T23 transfer

PROVEN equipment from Type 23 frigates will be used in the future Type 26 Global Combat Ships, according to Philip Dunne, Minister for Defence Equipment, Support and Technology. This is being explored as part of the ongoing T26 assessment phase to ensure best value for money for defence.



A warm welcome on Abbey Wood visit

AIR CHIEF Marshal Sir Stuart Peach, on the right, Commander of Joint Forces Command, is welcomed to Abbey Wood by Pete Worrall, DE&S' Chief of Materiel (Joint Enablers).

The focus of his visit was within Mr Worrall's operating centres where he was briefed by Col Martin Ringrose from Helicopters and Brigadier Rob Meinertzhagen and Dr Simon

Dakin from ISTAR. He was briefed on Sentinel and Sentry while visiting Air ISTAR within Air Support, hosted by Bill Chrispin, leader of the Airseeker team. He also toured DE&S' Operations facility, hosted by Col Justin Stanhope-White, and received a Materiel Strategy briefing from Brigadier Peter Fox, Head Materiel Strategy Interface Design.

Kit goes on show to keep front line troops safe



An Apache attack helicopter, left, puts on a show for watching photographers while, below, Foxhound attracted a host of admirers



DE&S STAFF have been out and about to see the latest deployment of troops to the front line put their equipment on show.

Military personnel from 4th Mechanised Brigade showcased their capability as they prepared for deployment to Operation Herrick 17 this month.

Also on display at Bulford Camp was some of the latest protective equipment the Brigade will use in Afghanistan, including personal equipment, and Foxhound, the Army's newest vehicle.

DE&S is buying another 25 vehicles at a cost of around £30 million.

Defence Clothing team took part in the event where they displayed current and future kit.

The team's Lt Col Matthew Tresidder said: "We have revolutionised the soldier's kit over the past three years and will continue to improve it based on feedback from troops.

"It is important that we attend these events so then we can show deploying units what they are going to be issued with during their time in Afghanistan.

"We also provide examples of kit that we are developing for future use, for example lightweight waterproofs, a new thermal shirt and a thermal fleece.

"Enhancements have also been made to the body armour which comes with fitted side panels. In addition to this we have designed new ballistic tier 1 underwear which will come in both male and female versions rather than the current unisex design which will be issued in the New Year."

DE&S' efforts were praised by a number of personnel on their way to Afghanistan. Private Emma Hollis of the Royal Army Veterinary Corps said:

"The kit is great; I think it is brilliant, especially the wet and warm weather gear. I am also impressed by the way things are being tailored for women now such as the boots and the new female ballistic underwear."

Brigadier Bob Bruce, Commander 4th Mechanised Brigade, said: "Today has enabled many of the men and women who will deploy on Herrick 17 to showcase the high quality equipment with which they will deploy and also the results of the extensive pre-deployment training they have conducted."

Typhoon Tranche 3 hits the front

THE FIRST Typhoon Tranche 3 front fuselage unit has rolled off the production line at BAE Systems' Samlesbury site.

Under the Tranche 3A contract signed in 2009, 112 aircraft have been ordered for the four European partner nations, with 40 bound for the RAF. Deliveries are expected to start next year.

The front fuselage, part of British single seat aircraft number 116, includes more than 350 modified parts designed, engineered and assembled to incorporate the most advanced capability enhancements.

Improvements include a fuel dump system which will enable Typhoon to fly further and stay on mission longer.

Oceans of thanks

Games organisers pay tribute to those who supported security work



DE&S Ships support: pages 26 and 27

Royal visit boosts project

The Olympic Rings pass *HMS Ocean* during the Games in August

DE&S TEAMS who worked hard to help safeguard the 2012 Olympics Games and Paralympics have been thanked by organisers.

HMS Ocean, moored at Greenwich for the duration of the two events, returned to Devonport on 21st September marking a wind-down of the security operation.

DE&S staff were heavily involved in supporting the ships involved in security, while also helping the massive logistic operation in looking after thousands of servicemen and women who were working at the Games.

Lord Coe, Chairman of the London 2012 Organising Committee, said: "Our heartfelt

thanks go to the men and women who stepped up to work shoulder to shoulder with us to deliver an effective, seamless and well regarded security operation."

HMS Ocean provided a highly visible presence on the Thames at Greenwich for the summer, acting as a helipad for aircraft to patrol the skies and as accommodation for more than 400 soldiers on security duties.

As well as hosting high profile visits from the Prime Minister David Cameron and the Princess Royal, the ship controlled 180 landings from seven types of aircraft and sent personnel on more than 120 security patrols along the river.

While co-ordinating flying operations, the flight team

clocked up 1,680 hours of flying aircrew and snipers in their embarked Lynx helicopters.

The public was also welcomed on board with three open days attracting more than 11,000 visitors to explore the ship and meet the team keeping the capital safe.

Chefs busied themselves in the galley cooking up more than 100,000 meals for the ship's company while visits from the Team GB athletes helped keep morale high.

HMS Bulwark and *RFA Mounts Bay* performed security roles at the Olympic sailing events off Weymouth, while P2000 patrol boats and a host of smaller vessels provided security operations at both venues.

THE *QUEEN Elizabeth* class aircraft carriers received some Royal attention on 19th September when the Princess Royal paid a visit to the assembly site at Rosyth.

The Princess, who is Admiral and Chief Commandant for Women in the Royal Navy, as well as Commodore-in-Chief of Portsmouth naval base, was given a brief from the Aircraft Carrier Alliance management team and a tour of *HMS Queen Elizabeth*.

Programme Director Ian Booth said: "It was a great honour to brief the Princess on this programme. She was extremely interested to learn about the way the Aircraft Carrier Alliance operates and to see how far the programme has come.

"As the work to assemble the first of class accelerates the scale of these ships is becoming more and more apparent, and I hope we will have more opportunities to show the tremendous achievements that are being made across the Aircraft Carrier Alliance."

□ Mission system training: page 16

Nimrod MRA4 decision was 'the right one'

THE MOD has defended the decision to end the Nimrod MRA4 programme in the face of MPs' renewed criticism.

Armed Forces Minister Andrew Robathan said: "Tough decisions had to be taken to get the MOD's books back into balance and cancelling the Nimrod MRA4 programme was the right decision.

"Only one Nimrod MRA4 had been delivered to the RAF and it had not passed air worthiness tests, the project was hundreds of millions over budget, years late and needed considerable further funding to rectify ongoing technical problems."

Mr Robathan was replying to the House of Commons Defence Committee's 19th September report on future maritime surveillance which raised concerns over capability gaps.

"UK maritime surveillance is being delivered by a wide range of military assets, including our surface

ships, submarines, Merlin and Sea King helicopters, Sentry and Hercules aircraft and we are also co-operating with our allies," he said.

MPs are worried that a decision on a maritime patrol aircraft has been postponed until the next defence review in 2015.

Committee chairman James Arbuthnot said: "We are unconvinced that the MOD has the capacity to respond to any escalation in the risks that may appear beyond the UK's shores.

"We believe the risk is likely to worsen in the medium term as further maritime surveillance capabilities are withdrawn or not yet filled."

The report welcomes establishment of the Maritime Security Oversight Group and the National Maritime Information Centre as first steps towards a more strategic and co-ordinated output and as a way of mitigating some of the capability gaps.

A grounding in overseas procurement

A TRAINING course has been set up to help mitigate risks in procurement contracts between DE&S teams and overseas suppliers.

The course covers how to apply Government Quality Assurance (GQA) to contracts with the UK's Nato and non-Nato partners and should be taken by all involved in requesting and providing GQA.

GQA is normally provided on a reciprocal basis by Nato countries at no charge. A more complex process is involved with other nations where no arrangement covering GQA exists.

The course has been compiled by Defence Quality Assurance with the Defence Academy – College of Management and Technology and is available on its website under 'Acquisition e-learning'. Further information can be obtained from dessedqa-pol-int2@mod.uk

More front line drivers are



Sgt Darryl Adams from 2 Tactical Police Squadron shows Defence Secretary Philip Hammond around Foxhound at Camp Bastion while, right, Defence Minister Lord Astor talks to members of DE&S Foxhound team during a visit to Abbey Wood on 17th September

Pictures: Cpl Paul Morrison and Paul Griffin

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

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on the Foxhound trail

RAF DRIVERS have become the latest converts to the Foxhound patrol vehicle in Afghanistan.

Members of No 5 RAF Force Protection Wing in Helmand Province are among the first to operate Foxhound, DE&S' latest protected patrol vehicle, while providing external security for 28,000 personnel at Camp Bastion.

And they have been extremely impressed with the results as they patrol an area where improvised explosive devices are an ever-present threat.

Being lighter and smaller than other

'Foxhound is a cracking piece of kit'

protected vehicles Foxhound brings a whole new capability to the Force Protection Wing and is ideal for personnel operating in partnering roles and engaging with local communities.

Corporal Fraser Bruce of the RAF Police said: "Along with members of my section, a few weeks ago we undertook local training on how to drive and operate

Foxhound. Now that the first vehicles have been released to us, we're keen to make the very best use of it. This is a cracking bit of kit."

Squadron Leader Rich Curzon, who commands the Bastion Security Squadron, agreed.

"Foxhound's arrival provides my troops with first-rate protective equipment, the very best they can get," he said.

"We are simply pleased to be able to put Foxhound straight into operational use," he added.

Squadron Leader Jim Stewart, Chief of Staff for the Bastion Force Protection Wing, described the vehicle as 'an enormous leap forward in capability'.

"The off-road mobility, enhanced protection and night-vision systems that it offers to the troops on the ground are unmatched in a vehicle of this size,"

he said. "From a logistics perspective, it will offer significant benefits to the mechanics in terms of reliability.

"It is the ideal platform for the operations being conducted by the RAF Regiment and RAF Police around Camp Bastion," he added.

A total of 325 new vehicles will eventually be delivered to DE&S under a contract worth £430 million that is providing around 750 highly-skilled jobs across the UK.



E: 28

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And Duncan makes six!



DUNCAN, the sixth and final Type 45 destroyer, left Scotstoun on the River Clyde last month for her first stage of sea trials off the west coast of Scotland.

The three-week programme was to test her power and propulsion systems, auxiliary and domestic services.

Duncan's senior officer Commander Phil Game said: "Putting to sea for the first time is

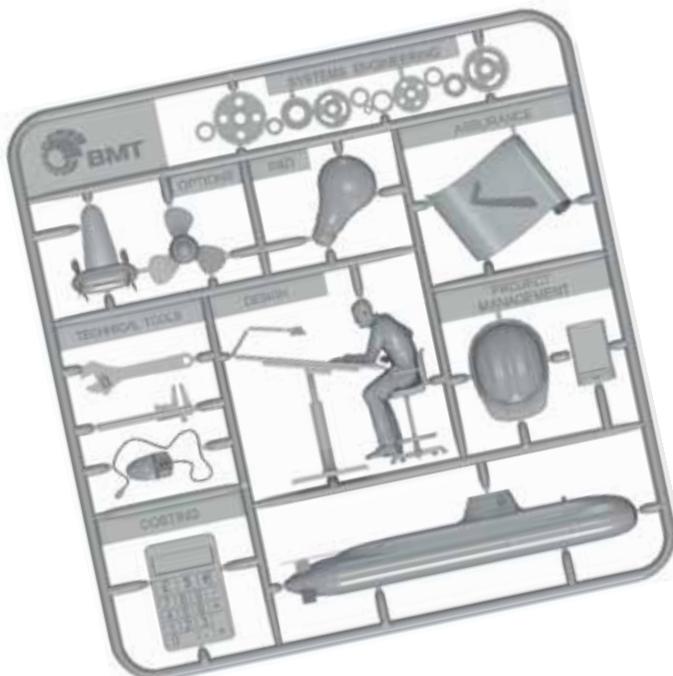
a significant milestone in the early life of the ship and a tribute to the teamwork between BAE Systems, the MOD and my Royal Navy personnel to get to this point."

The BAE Systems-built ship is on track to be handed over to the Royal Navy in the first half of next year. This follows the handover of *Defender*, which was accepted off contract in a ceremony at Portsmouth in July.

Once handed over, *Duncan* will be based in Portsmouth where DE&S, BAE Systems, the Royal Navy and industry partners will work as a single team – the Type 45 Class Output Management Team – to sustain the high level of availability required throughout the life of the Type 45 ships.

The team will provide support to all six ships in class.

Achieving new depths in submarine design



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"Where will our knowledge take you?"



Torbay is back in the water again

A MAJOR milestone has been completed with the flood-up of *HMS Torbay* (left) – the first time the *Trafalgar* class submarine has been afloat since docking ten months ago.

Flood-up signals completion of around 85 per cent of the vessel's Revalidation and Assisted Maintenance Period (RAMP) by Babcock at Devonport.

The milestone has been achieved in what is the largest planned workscope undertaken in a RAMP.

Work has included examination of the hull and ship's systems, plus full rebuild of one of the platform's combined coolers and a revalidation of the circulating water system.

Significant emergent work has been managed as part of the RAMP programme by a joint team of DE&S, Babcock, ship's staff and Fleet.

Babcock boat manager Jon Lewis said: "Flood-up marks the 'beginning of the end' for this project as we focus firmly on the RAMP end game and delivery back to the customer."

Completion is scheduled for next summer.

First Puma handed over for trials at Boscombe

UPGRADE OF the RAF's Puma helicopters has taken a major step forward with the first Mk2 aircraft handed over to DE&S by Eurocopter.

The aircraft will begin trials at QinetiQ's facility at Boscombe Down.

Gp Capt Malcolm French, leader of DE&S' Puma 2 Gazelle team, said: "We are modifying our Puma helicopter fleet to enhance significantly its performance, safety and mission capability.

"I am delighted to announce the arrival of the first modified aircraft at Boscombe Down where it will conduct the UK phase of its flight and ground trials.

"This is a significant achievement in the programme and I am grateful for the successful efforts of the joint MOD and Eurocopter team in progressing this key future capability for defence."

Eurocopter has completed the initial upgrade on three Puma helicopters, the first of which is now at Boscombe Down.

The Puma Mk2 helicopters will be a key element of the UK's medium battlefield support helicopter capability, and will be deployed for tactical troop and load movement by day and night. The upgrade will extend the operational lifetime of 24



Puma will be significantly upgraded by its life extension programme

aircraft.

"This delivery milestone marks another important accomplishment in a programme that is vital for the UK's combat capabilities, and it results equally from Eurocopter's commitment to its success and our close co-operation with the MOD," said Markus Steinke, Managing Director of Eurocopter UK.

"Once upgraded, Puma Mk2s will be serving the RAF until 2025, offering exceptional performance and capability."

Enhancements include new Makila 1A1 turboshaft engines; integration of a full glass cockpit incorporating modern avionics and a flight management system; implementation of a digital automatic flight control

system; as well as a secure communications suite, new defensive aids and ballistic protection for crew and passengers.

The helicopter's greater onboard fuel capacity and lower fuel consumption will increase the Puma Mk2's operating range. It will be able to carry twice the payload over three times the range than its predecessor even in the most demanding of environmental conditions.

The Puma Life Extension Programme contract was signed in September 2009. Eurocopter UK is the prime, with work being completed at Eurocopter in the UK, France and Romania. Aircraft deliveries will be complete in 2014.

NEWSREEL

Successor spend so far

THE MOD has so far spent just over £17 million on long lead items for the successor submarines, specifically on development of the Pressurised Water Reactor 3 plant. There has been no spending on long lead items for nuclear weapons as decisions on refurbishing or replacing the existing warhead will not be required until the next Parliament, Defence Secretary Philip Hammond has said.

Data boost

BMT Isis and BMT Defence Services have announced they are supporting the MOD in enhancing the Maritime Legislation Database for the Defence Maritime Regulator. This helps ship operators understand legislation they must comply with. As well as improved functionality, BMT is adding all UK, EU and International 'safety' legislation, (previously only environmental legislation was included) making it more useful for management of MOD shipping safety and environmental compliance.

A testing life

EIGHT thousand hours, or one complete lifetime, of durability testing on the 350-tonne rig at BAE Systems in Brough is now complete on the airframe of the F-35 conventional take-off version, proving it can handle all kinds of flying conditions. Work is on schedule for proving the aircraft for up to two lifetimes, or 16,000 hours.

A NEW £1 million integration facility has been opened for the mission system which will be fitted to the *Queen Elizabeth* aircraft carriers.

The system is the 'brain' of the ship that enables it to conduct air traffic control, navigation, tactical picture compilation, communications, mission planning for the embarked F-35 Lightning II aircraft and Merlin helicopters, and carry out engineering maintenance and logistics support.

The facility is named after Admiral Sir Lumley Lyster, mastermind behind the Taranto raid and architect of the Royal Navy's carrier strategy during World War Two.

Lyster Building at *HMS Collingwood* in Fareham marks a ground-breaking collaboration between the Aircraft Carrier Alliance (of which DE&S is part), Navy Command and Flag Officer Sea Training.

It will bring together the Combat Management, Communications and Visual Surveillance systems on the ship's fibre-optic network and integrate these key capabilities on a scale never seen in previous ships.

It will also provide an opportunity for sailors and engineers based at *HMS Collingwood* to see the new technology and get to grips with it before joining the ship at Rosyth.

The first Weapon Engineers are due to join *Queen Elizabeth* next March.

Admiral Sir Mark Stanhope is shown around the new mission system facility in Fareham



Engineers handed chance to learn on carrier 'brain'

In opening Lyster Building, First Sea Lord Admiral Sir Mark Stanhope told guests: "Lyster was a leader and innovator in delivering air power from the sea and this will be the primary role for the *Queen Elizabeth* class carriers, as part of our Future Navy 2020 vision.

"It is apt therefore that the Aircraft Carrier Alliance should take him as their inspiration in developing this world-class engineering and training facility that will help ensure *HMS Queen Elizabeth* enters front line service before the end of the decade."

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Transfer secures future of Navy's patrol vessels



THE MOD has secured the future of three Royal Navy patrol vessels in a deal with industry that will save taxpayers millions of pounds.

Since *HMS Tyne*, *Severn* and *Mersey* entered service nine years ago, the MOD has been leasing the vessels from BAE Systems at a cost of £7 million a year.

The lease was due to be renewed in 2013 but rather than face having to pay more to rent the vessels, DE&S has signed a £39 million contract to buy the ships outright, keeping them in service with the Royal Navy for the next ten years.

All three River class offshore patrol vessels play an important role in essential operations policing the UK's territorial waters.

Based in Portsmouth, each ship spends around 300 days at sea each year undertaking patrol tasking and training. Their duties include maritime security and counter-terrorism, enforcement of fisheries regulations, search and rescue, and operations to

tackle smuggling and other illegal activity.

Defence Secretary Philip Hammond said: "These three ships represent an essential UK capability in protecting UK waters and safeguarding our maritime interests. Buying these vessels is a shrewd move and another example of the department renegotiating contracts and making decisions to benefit our Armed Forces and the taxpayer.

"This contract saves money in the long term and ensures the Royal Navy is able to continue to conduct a wide range of operations to protect the UK."

Head of the Royal Navy Fishery Protection Squadron, Commander Graham Lovatt, said: "The River class offshore patrol vessels have repeatedly proven themselves to be extremely capable ships.

"With maritime security and fishery protection roles, they play a vital part in protecting the nation's interests close to home. I am very pleased that the MOD has secured their continued use."

Hunt is on to unlock cyberspace secrets

DEFENCE SCIENTISTS are inviting research proposals by the end of this month for innovations to improve understanding of cyberspace.

A total of £400,000 is available for successful proposals at this initial phase. Projects will also receive support from Defence Science and Technology Laboratory's (Dstl) experts who can provide an understanding of UK military requirements.

Dstl's Dario Leslie said: "Cyber threat is a tier one risk in the UK's National Security Strategy, and a key challenge to MOD with its extensive, networked infrastructure and deployed operational forces. The ability to understand and react to events in cyberspace in a timely and appropriate manner will be key to future success."

Further information from <http://www.science.mod.uk/events>

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Helmets top the one million mark

THE ONE millionth combat helmet has been produced by NP Aerospace.

The helmet, made at the company's advanced armour systems facility in Coventry, is one of 80,000 Mk 7s supplied to the MOD for British Forces in Afghanistan.

It was presented to Peter Luff, the former Defence Equipment, Support and Technology, on a 30th August visit.

The company has supplied helmets to the MOD for 33 years.

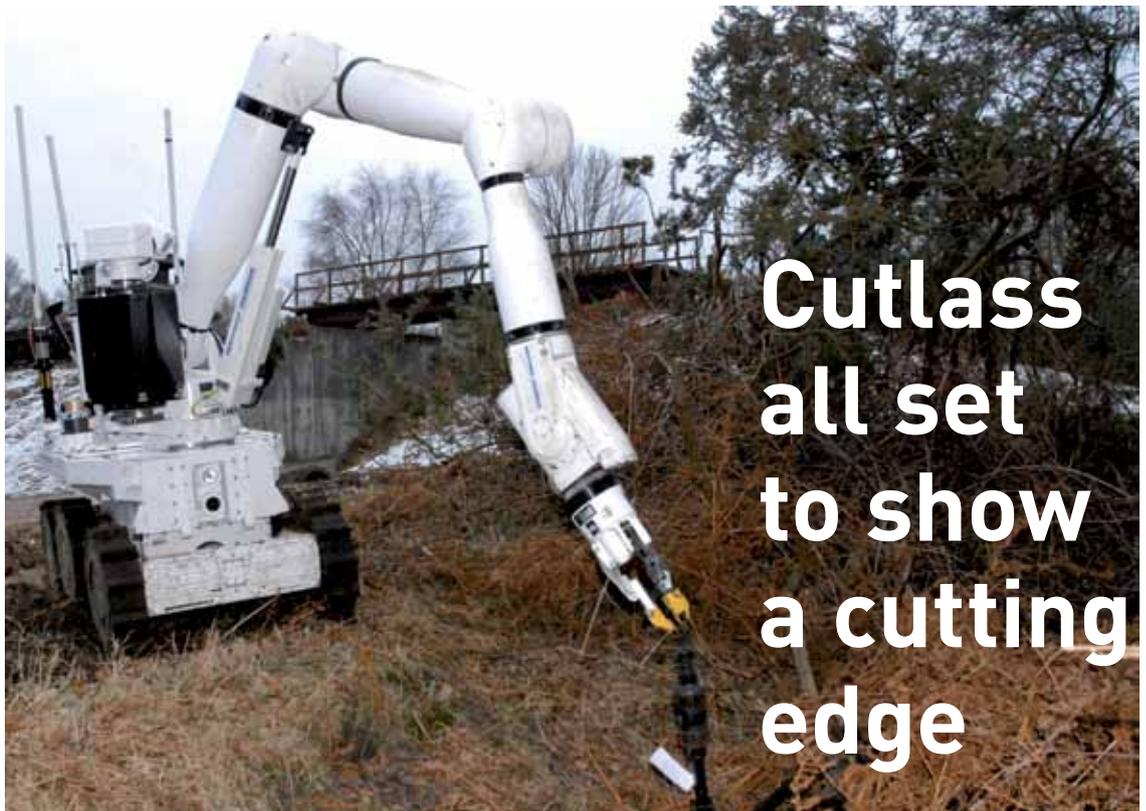
Mr Luff was joined by senior figures at DE&S who were hosted by Mark Robertshaw (Chief Executive of parent company, Morgan Crucible) and Duncan Eldridge (President of NP Aerospace).

The party toured the company's vehicle support solutions facility to see integration and spares support operations for the Mastiff family of vehicles.

During the campaigns in Iraq and Afghanistan, NP Aerospace has integrated, delivered and supported around 750 Mastiff, Ridgback and Wolfhound protected mobility vehicles in addition to supplying critical survivability systems such as Camac vehicle armour and Osprey body armour.

The visit to NP's vehicles support solutions site was timely as the Army deliberates its future equipment following the end of combat operations in Afghanistan.

NP highlighted three issues; its proposal to undertake reception, triage and storage of vehicles returning from Afghanistan; extension of the Mastiff family spares contract; and a coherence package to give the MOD and the company time to decide on the future of the Mastiff fleet.



Cutlass all set to show a cutting edge

A NEW capability to defeat improvised explosive devices has come into service.

Cutlass is a next generation remotely-controlled vehicle for hazardous duty operations.

"Cutlass will significantly enhance the ability of users to defeat and dispose of unexploded ordnance and improvised explosive devices from a safe distance, and also to provide forensic information systems capability for national security and resilience," said Danny Milligan, chief executive of manufacturers Northrop Grumman Information Systems Europe.

"The unique knowledge and experience that we have gained in this domain has helped us to deliver this important next generation of improvised explosive device disposal capability and we look forward to exploiting the potential opportunities for exporting this capability into international markets."

Cutlass was unveiled at Northrop Grumman Remotec's production facility for unmanned ground systems in Coventry, visited by former Defence

Minister Peter Luff accompanied by Pete Worrall, DE&S' Chief of Materiel (Joint Enablers).

Mr Luff said: "The rollout of Cutlass marks an important milestone in our successful 20-

"This technologically advanced device showcases the engineering excellence of Northrop Grumman and the UK subject matter experts who have been involved in its development."

The system offers the latest technology in a modular design, enabling the user to deal with the full range of military and improvised explosive devices.

It is capable of accommodating a wide range of payloads, sensors and tools.

The manipulator arm is equipped with a three-fingered gripper and has nine degrees of freedom for greater movement and agility inside limited spaces, such as the interior of a car.

The robot is able to creep along at deliberately slow speeds for delicate operations and may accelerate to high speeds to enable rapid travel.

The six-wheeled design offers mobility on all types of hard and soft terrain and in all weather.

Northrop Grumman's unmanned ground vehicle business has been in Coventry for more than 20 years. The company has more than 2,000 unmanned ground vehicle systems in operation around the world.



Peter Luff, centre, is pictured with Danny Milligan, chief executive of Northrop Grumman's Information Systems sector in the UK, right, and Kevin Rooney, managing director of Northrop Grumman Remotec, left

year relationship with Northrop Grumman.

"Cutlass is a world-class product that will provide our UK-based bomb disposal teams with a capability to help protect them and the public from the threat of explosive devices.

A flier's dream

RAF pilot
Sqn Ldr Jim
Schofield, UK
test pilot for
Lightning II, sings
the praises of the
UK's version of
the F-35 Joint
Strike Fighter

When the UK accepted its first F-35 Lightning II at a ceremony in Fort Worth, Texas in July it marked a new dawn. F-35 is set to become the mainstay of the UK fighter force for the next 35 years.

Be in no doubt, this is a very exciting aircraft. It combines advanced sensors, swing-role capabilities, exceptional performance and an unparalleled ISTAR capability in a relatively small and agile platform. Oh, and by the way, it's both stealthy

and supersonic giving it a significant advantage in combat, as well as being able to hover, meaning it has global reach from the widest range of aircraft carriers and austere bases.

The unparalleled capabilities the aircraft brings will allow it to interoperate with armies, navies and air forces like none before and its ability to find, track and engage targets will give the UK the upper hand in future conflicts.

Additionally, with so many partner nations in the programme, allies

in future conflicts will be able to seamlessly merge this fifth generation fighter's capability to great advantage in the battlespace.

So what's it like to fly?

From a pilot's perspective the 'fifth generation' slogan is more than just marketing – it also applies to the cockpit and the way the aircraft flies.

■ continued on page 20



■ continued from page 19

The cockpit couldn't be any simpler, a single sheet of glass that would be familiar to any iPad user replaces the traditional instruments and screens and there isn't even a head-up display to clutter the view. This information and much more besides is projected directly into the pilot's visor no matter where he's looking.

Flying the jet has also been made as simple as possible. There are very few checks to carry out and the aircraft's handling is impeccable. Nowhere is this more applicable than in the short takeoff and vertical landing (STOVL) regime which typically requires in aircraft such as Harrier complicated controls and continual training to avoid mishaps.

With F-35 the designers revolutionised the STOVL experience; the controls have been simplified and the experience now requires much less training and is a wholly stress-free affair. F-35 is the easiest aircraft to fly of the 80 or so I've flown by a large margin, allowing the pilot to focus his mental capacity on warfighting rather than 'just' flying.

Sensors

The heart of the aircraft is its sensors and the way the information they collect is presented to the pilot. The amount of data that can be gathered has increased to the point where the pilot would be swamped many times over – it is therefore vital that the data is processed to the point where it can be presented in a coherent and meaningful manner.

Sensors include APG-81, the most advanced radar fitted to a fighter, the Distributed Aperture System which gives 360 degree infra-red coverage,

a comprehensive electronic warfare system and an electro-optical targeting system.

Information from all of these sensors is combined to provide a seamless multi-spectral picture of the battlespace. From a pilot's view the situational awareness provided is breathtaking, even more so when datalinks are used to share information with off-board assets. These sensors aren't merely applicable to high-end warfighting but also the more traditional roles such as close air support where tasking can be sent digitally from forward air controllers, targets digitally shared among wingmen and weapons can quickly be brought to bear with great accuracy.

Stealth

World-beating sensors alone, however, would be of little use if you couldn't get close enough to a target to be able to engage it. This is where F-35's stealth capabilities come to the fore, denying the enemy the ability

to track the aircraft and allowing UK Forces to operate in contested airspace that previously would have been unthinkable. Stealth features include internal weapon bays to reduce radar signature.

Survivability and availability

F-35 was designed with survivability in mind. It features, for example, defensive systems and flying controls that automatically reconfigure so that the aircraft remains flyable even with battle-damaged control surfaces. If subsystems fail during flight then the aircraft will let the maintenance team know even before it has landed so that they can be ready for troubleshooting or order replacement parts.

A computer system, ALIS, hosts all the support functions from flight planning through to documentation and maintenance tasks. There are very high expectations for how available the aircraft will be in front line service and ALIS will be key to this becoming a reality.

'From a pilot's view situational awareness is breathtaking'



ew the ness

The UK way ahead

The UK's focus in the near future will remain on developmental testing at NAS Patuxent River in Maryland, operational testing at Edwards Air Force Base in California and pilot/maintainer training at Eglin Air Force Base in Florida.

The UK has bought its first three aircraft, predominantly to support training and operational testing, and intends to build its Lightning Force gradually over the next few years towards an Initial Operational Capability later this decade.

Being part of the UK Developmental Test team at Patuxent River has unquestionably been the highlight of my career to date. Even in the largest defence project ever we still have a positive effect on a daily basis. Rest assured the team is working all hours as we strive to ensure that F-35 Lightning II reaches the UK front line with all of its massive potential realised.'

Sqn Ldr Jim Schofield, below, has flown 45 hours on the STOVL (short take off and vertical landing) type and has been selected as one of the test pilots who will embark in *USS Wasp* with two STOVL F-35s for the second LHD trial next summer.



From Barrow to the Clyde – Ambush cuts through the waves

‘It is now time to start putting *Ambush* through her paces on sea trials and prove that this amazing piece of equipment is ready for operations’ – Commander Peter Green, *Ambush*’s commanding officer

Ambush, the second of the seven planned *Astute* class attack submarines, has sailed into Clyde naval base before the start of sea trials.

The 7,400 tonne submarine sailed from BAE Systems’ yard in Barrow-in-Furness, where she was built, to Faslane, where she arrived on 19th September.

DE&S’ Director Submarines, Rear Admiral Simon Lister, was delighted to witness the departure of *Ambush* from Barrow.

“Departure marks a significant milestone in the *Astute* class programme and the delivery of a new fleet of powerful and versatile attack submarines which are much needed by the Royal Navy and

which will play a vital role in the future defence of the UK,” he said.

“This is the culmination of huge efforts by industry and also MOD personnel both civilian and uniformed. I am delighted that *Ambush* has been welcomed into her base port and that she and her crew can now progress sea trials and prepare for the operational handover of the second of what will be the most capable class of nuclear submarines ever fielded by the Royal Navy.”

Ambush’s commanding officer Commander Peter Green added his gratitude to BAE Systems, DE&S and all those involved in construction.

“It is now time to start putting

Ambush through her paces on sea trials and prove that this amazing piece of equipment is ready for operations,” he said.

Astute submarines will be quieter than older submarines, with the ability to operate covertly and remain undetected in almost all circumstances despite being 50 per cent bigger than the Royal Navy’s current *Trafalgar* class submarines. They will have capacity to carry a mix of up to 38 Spearfish heavyweight torpedoes and Tomahawk land-attack cruise missiles, can target enemy submarines, surface ships and land targets with pinpoint accuracy, and are fitted with a world-beating sonar system. *Ambush* is due to

***Astute* class facts:**

- 97 metres from bow to stern.
- A beam of 11.2 metres.
- Displaces 7,400 tonnes of seawater.
- The first Royal Navy submarines not to have a traditional periscope, instead using electro-optics to capture a 360-degree image of the surface for subsequent analysis by the commanding officer.
- Manufactures her own oxygen and crew’s drinking water from seawater.
- Could theoretically remain submerged for her 25-year life, if it were not for the need to restock the crew’s food supplies.
- Faster under the water than she is on the surface – capable of speeds in excess of 20 knots (37km/h), although her top speed has never been revealed.



enter service with the Royal Navy next year.

Philip Dunne made his first public appearance as the new Minister for Defence Equipment, Support and Technology at the pre-exit media facility for *Ambush* at Barrow. He was given a tour of the shipyard and the Devonshire Dock Hall where he met the workforce and saw the complex process of building a nuclear submarine, in this case Boat 4, *Audacious*, which is under construction.

He was also given a private tour of *Ambush* by Cdr Green where he was able to meet the crew. While on board Mr Dunne was given an insight into life on an operational submarine. "The 2010 Strategic Defence and Security Review made the right decision in confirming the full order for seven boats," he said afterwards.

For DE&S team members the move of *Ambush* from Barrow to the Clyde was a proud moment. Colin Caldwell, DE&S' Head of Submarine Production, said: "Both the Bristol and Barrow-in-Furness based members of the Submarine Production team within DE&S have worked incredibly hard on this project alongside the shipbuilder for the past six years and to finally see this magnificent vessel set sail and head to her new home

on the Clyde was wonderful for all concerned.

"I would like to thank everybody who has been involved in this project for their dedication, skill and sheer determination to bring this vessel to life and I wish *Ambush* and her crew the very best for the future."

Ambush was built by BAE Systems Maritime Submarines, with hundreds of suppliers around the country contributing component parts, including Rolls-Royce, Derby (nuclear plant); Thales UK, Bristol (visual system and Sonar 2076); and Babcock, Strachan & Henshaw, Bristol (weapon handling and discharge system). The class is composed of *Astute*, *Ambush*, *Artful*, *Audacious*, *Anson* and two as yet unnamed vessels.



Minister Philip Dunne and DE&S Director Submarines Rear Admiral Simon Lister



Ambush berthed at Barrow before her departure, below

Pictures: BAE Systems



'Completion of *Ambush* is a tribute to the hard work and commitment of thousands of people employed in this country's world-class submarine industry' – Philip Dunne



Wildcat embarks on its journey to the front line

Groundcrew from the Territorial Army are among the first to trial the Army's next generation helicopter, the Lynx Wildcat.

Five aircraft have been handed over to the Front Line Command with work continuing to deliver aircraft to meet the official Army in-service date of 2014.

DE&S Lynx team leader Captain David Elford said: "I am very pleased with the progress we have made together with the Joint Helicopter Command in initial fielding of this exciting new aircraft. As a project team we also look forward to delivering the Wildcat HMA to the Royal Navy early next year

"Delivery of the aircraft has not come without the need to fine-tune the design as would be expected with the introduction of a brand new helicopter but, through the hard work and efforts of the team and AgustaWestland, these issues are being overcome."

Territorial Army groundcrew have been delighted to work on the aircraft. "It is brilliant for us as a TA unit to be the first to get up close and personnel and work with the Wildcat. The Army of the future will rely more than ever on Reserve soldiers deploying alongside their regular counterparts, something we have been doing since we were formed

in 2006," said 6 Regiment, Army Air Corps Commanding Officer, Lieutenant Colonel Nigel Banks. "And I believe for a TA unit to be the first Army unit to have this training opportunity reflects the importance of the TA, who will need to increase their numbers to meet the demands of the Army 2020 structure to reshape the service."

The Government announced in July that the Army will have a greater reliance on Reserve soldiers to integrate with the regular Army.

6 Regiment (Volunteers) is based in Bury St Edmunds, Suffolk. Its role is to provide motivated trained groundcrew for Apache and Lynx as reinforcements to other Army Air Corps Regiments, both on exercise and operations. With the emergence of Lynx Wildcat to replace the current Lynx, the Corps will train to encompass this new capability.

The exercise will provide the TA soldiers with the opportunity to learn about working with the new aircraft, its refuelling and resupply.

Lynx Wildcat will perform a range of tasks on the battlefield including reconnaissance, transportation of troops

and material, and provision of force protection. It will be significantly more powerful than the current Lynx enabling it to operate in extreme hot conditions and at high altitudes.

The name Wildcat originates from the Grumman F4F which was widely used during World War Two. The aircraft ceased operational service in 1945. However, some of these flying aircraft remain, including one in the collection of the Imperial War Museum Duxford.

The regiment has two squadrons – HQ and 677 Squadron is based in Bury St Edmunds and 655 Squadron at Middle Wallop, Hampshire. It also has detachments in Norwich, Swaffham and Ipswich.

'I am very pleased with the progress we have made together with the Joint Helicopter Command in initial fielding of this exciting new aircraft' – Lynx team leader Captain David Elford



All hands on deck to keep security effort afloat

DE&S Ships Operating Centre plays its part in supporting those who kept the Games safe

The end of the Paralympics and the return of ships from the River Thames and the sailing venues at Portland saw DE&S' Ships Operating Centre taking stock of Operation Olympics, which became part of the day job for many staff.

Teams and individuals played their part in responding to routine and urgent requests, making an enormous contribution to delivering a successful and safe Games.

Support to *HMS Bulwark* in Portland and *HMS Ocean* moored at Greenwich was key. *Bulwark* provided a Command and Control Headquarters at sea in support of Dorset Police's maritime security operations. To work with the Police, both ships required complicated modification.

Bulwark posed the greatest challenge as she was required to operate with the Dorset Police to provide security in Weymouth and Portland.

A team of Maritime Combat Systems engineers played a key role in establishing a first class capability on *Bulwark*, from requirements setting

through to equipment procurement and integration, finally installing the equipment and testing it to make sure it provided exactly what the Police and Royal Navy required.

The Amphibious Ships team responded to an urgent requirement in July, a few weeks before *Ocean* was due to deploy to Greenwich, for additional generators on the flight deck.

An additional requirement for the Amphibious Ships team was for a £1 million spruce-up to accommodation spaces and domestic services to make sure they were suitable standard for occupancy by the security forces.

Ocean, *Bulwark* and support ship *RFA Mounts Bay* were made suitably presentable for the high visibility tasking.

Mounts Bay was based in Weymouth Bay as a maritime logistics hub to support Police. The Commercially Supported Shipping team worked with A&P Falmouth to ensure the ship was ready to fulfil all that was required of her and that she was presented in the best condition.

A final two weeks in June meant she

was ready for personnel and to provide support to the flotilla of small boats.

Urgent taskings came through to the Maritime Platform Systems Diesels Group, who supported ships in London and Weymouth with engines for all small boats and landing craft.

The team had to respond quickly on issues affecting the engines, to ensure operational capability was not affected, and also provided assistance to Police boats in Weymouth.

Alongside overseas operations involving boats, the Commercially Supported Shipping Boats team provided more than 50 boats to keep the waterways safe in London and Weymouth.

Despite a last-minute request from the MOD Police to increase the number of boats, the CSS-Boats team met all the needs of the various users throughout the Olympic and Paralympic Games.

The Thames was patrolled by three P2000 Archer class patrol boats in addition to a number of offshore raiding craft and Arctic rigid inflatables operated by the Royal Marines.

The MOD Police also contributed two



launches from Portsmouth and Plymouth naval bases.

A Fleet motor launch was supplied to *HMS President* on the Thames to transfer people to and from *Ocean*. The craft had a major failure in the run-up to the Games but Jack Anderson, Training Craft Project Manager, organised a replacement at short notice.

Weymouth and Portland were patrolled by four P2000s as well as offshore raiding craft and Pacific rigid inflatables operated by the Royal Marines.

The Army used Mexeflote pontoons to create a harbour and the MOD Police hosted the Dorset Police Commander using two of Island class boats from Faslane.

Along with Lt Jamie Weller of the Maritime Combat Systems team, who was an official flag bearer, Lt Alex Davies from the Ship Support Alliance team led the national flag-raising during sailing event victory ceremonies.

Lt Davies led a ceremony in difficult conditions for Ben Ainslie's gold medal presentation.



Top: RFA *Mounts Bay* is surrounded by numerous security craft at the sailing events

Above: the Paralympic Flame passes *HMS Ocean* on the River Thames.

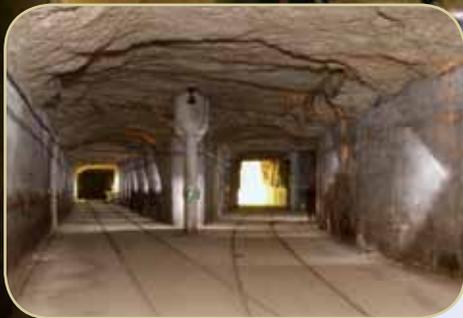
Below left: Lord Coe visits *HMS Bulwark* on 4th September.

Below right: *HMS Ocean*, moored at Greenwich, seen from The Shard at London Bridge



Tunnel vision – Corsham’s unique safety challenge

As one of defence’s newest assets, Corsham is equipped with the latest safety features. Occupied for nearly two years now, it boasts an impressive safety record. *desider* looks at what lies beneath and how that record is maintained



‘The No 1 priority for Information Systems and Services is support to operations, but business priorities come and go. My enduring priority is the well-being and safety of all ISS staff’ – Director ISS Major-General Tim Inshaw

Earlier this year Corsham-based Information Systems and Services (ISS) scored 91 per cent in the DE&S Occupational Health and Safety Audit, demonstrating robust safety, health and environment management systems in place.

Recent health and safety activity has seen a revamp and simplification of the 'near miss' reporting forms and procedures, encouraging around 2,000 people including operational military units at Corsham to recognise and report when a near miss has occurred. The ISS H&S team also briefs staff new to Corsham monthly on the site's safety, health and environment polices and procedures.

a significant code of practice called the 'Management and Administration of Safety and Health at Mines 1993', which defines what is required of the team at Corsham to maintain a safe environment below ground. Her Majesty's Inspector of Mines audits against a national code of practice when regularly inspecting Corsham.

Since a less than satisfactory inspection in 2007, ISS has put in place a robust system of safety monitoring and an improvement programme managed via a mines management plan. The Inspector of Mines reported recently: "Over the last five years, HSE Mines Inspectorate carried out a series of planned inspections, working closely

A checking regime inspects all areas containing asbestos at least once, and sometimes more often, every two years. Asbestos conditions are recorded on a central database. Deterioration can be detected and remedial action taken.

The same approach is applied to the underground roof and pillars. Independent geological surveys identified more than 4,000 separate pillars holding up 2,000 roof sections. Each has been photographed and the condition of every pillar and roof section is regularly monitored to avoid roof collapse.

Radon gas is a naturally occurring threat. Invisible and odour free, it is detected by special 'readers' throughout the caves and held individually by

But work at Corsham is not always conducted in the relative luxury of a modern environment. Beneath the new accommodation lurk around 240 acres of tunnels, bunkers and quarry, some dating back to the mid-19th century. For perspective, the entire old Basil Hill site occupied around 110 acres of land.

Corsham underground supplied stone to build much of Bath, stored ammunition during the war years and could have hosted the British Government during the Cold War. Conditions underground pose a unique safety challenge with potential threats including roof collapse and exposure to dangerous materials like asbestos and radon gas. All are monitored, managed and audited continuously to ensure the underground is safe for those working there regularly.

The Health and Safety at Work Act 1974 laid the foundation for safer working environments, procedures and practices for everyone in their place of work. Building on this legislation was

with a Corsham mine management team to achieve sustained improvement over a range of challenging technical legacy issues. Implementation of the safety management system is a credit to all involved and I would congratulate the MOD team on its achievements."

Key to this improving situation is the way in which the deadly brown and blue asbestos contained underground is being dealt with. Over the past four years approximately 400 tonnes of asbestos has been removed and disposed of safely.

ISS has gone beyond the standard recommendations by removing all asbestos designated as needing to be removed, plus all that was designated as needing to be 'encapsulated'.

Despite this, there is still asbestos contained within around 1,560 places underground. This is being managed by the ISS Mines Manager through the MOD Corsham Underground Asbestos Management Plan, which is monitored regularly by HM Inspector of Mines.

underground staff. If there is a positive reading, action ranges from improving ventilation, which will dissipate the gas, to completely evacuating affected areas.

The underground is a vast and dangerous place; maintaining it as safely as possible is a full-time task.

It is now a controlled environment with no access to anyone other than those who need to perform essential work. This comprises a small but expert team of ISS and Defence Infrastructure Organisation personnel, plus specialist staff from Interserve Defence, the facilities management organisation for Corsham.

The scale and complexity of the underground environment presents a unique challenge, but one that is met with ever-improving success.

Keeping this environment safe and secure helps contribute to the smooth running of what sits above ground, helping to maintain an 'out of sight, out of mind' position for the vast majority of Corsham's staff.



Applying the craft for DE&S to thrive on

DE&S apprentices have been putting their skills and knowledge to the test against some of the best apprentice engineers from across the MOD for the Tom Nevard Memorial Competition at North Glasgow College.

The competition was first held in 1952 in memory of a former MOD official responsible for apprentices. The apprentices, from areas across the business including Abbey Wood and Defence Munitions, took part in a week of competition against apprentices from other areas of the MOD including the Defence Support Group. They were tested on their skills in electronics, mechatronics, mechanical hand skills and machining.

An open day allowed MOD guests to meet competitors and view some of their work. Among those visiting was Richard Nevard, grandson of Tom Nevard. He was joined by Commodore Mike Wareham, Naval Base Commander at Clyde, and Mark Elliott, Director Technical at DE&S. Mr

Elliott said: "It was a particular pleasure for me to be responsible for the apprentices and attend the Tom Nevard as I represented the Admiralty Underwater Weapons Establishment as a craft apprentice at this competition. I'm surprised and pleased that it is still going. The tasks remain as challenging and the weeks as rewarding as they were then."

The top team award went to four DE&S apprentices – Stephen Townhill, Hossein Khoshtaghaza and Richard Johnson from Abbey Wood along with Keith Edwards of Defence Munitions in Gosport. The quartet were handed basic materials and were charged with sourcing extra material before project-managing and building a small Ferris Wheel and then making it work. They pipped a joint team of DSG and DE&S, which included Abbey Wood apprentices Patrisha Goodman and Alex Bishop, into second place.

"This year's competition was the most enjoyable I have been involved in and it was a privilege to meet all the apprentices who attended," said Tracey Cruse, the MOD's apprentice competition officer. "It is a very intensive week for them. The feedback was that it was a very worthwhile event to take part in. All the apprentices felt that their skills were challenged to the utmost all the time and tested to the fullest. Many of them are from an office environment so it was a real eye-opener for many who aren't craft apprentices to be in a workshop environment."

Other DE&S award winners included Andrew Hall, who took first place in the mechanical hand skills section – an award normally going to a craft apprentice – Danny White in the mechanics section, and Jake Briscoe and Elliott Rogers in the machining section.

Main picture: Sophie Clelland of Defence Munitions Gosport

Pictures: Andrew Linnett

TOM NEVARD COMPETITION 2012 WINNERS/RUNNERS-UP

DISCIPLINE	NAME	BASE	POSITION
TEAM	Stephen Townhill	ABW	1st
	Keith Edwards	D Munitions Gosport	
	Hossein Khoshtaghaza	ABW	
	Richard Johnson	ABW	
TEAM	Jack Jones	DSG Donnington	2nd
	Marc Piddock	DSG Donnington	
	Patrisha Goodman	ABW	
	Alex Bishop	ABW	
Mech. H/S Phase 1	Andrew Hall	ABW	1st
Mech. H/S Phase 1	Jack Carpenter	D Munitions Gosport	2nd
Mech. H/S Phase 2	Danny White	D Munitions Gosport	1st
N.B.	Winner only in	Phase 2	
Machining Phase 1	Gareth Hopton	DSG Donnington	1st
Machining Phase 1	Jake Briscoe	D Munitions Gosport	2nd
Machining Phase 2	Luke Gosling	DSG Donnington	1st
Machining Phase 2	Elliot Rogers	D Munitions Gosport	2nd





Soldier support team to take on a new look

Soldier Systems Programmes will continue to support the 'soldier as a system'. UK troops, above, are pictured during a demonstration of individual equipment earlier this year while, below, a member of 12 Mechanised Brigade joins colleagues in a push into part of the Upper Gereshk Valley in Afghanistan



DE&S' INDIVIDUAL Capability Group, which buys and supports a range of equipment for the individual soldier including weapons, sights and body armour, is to reorganise and take on a new name this month.

On 22nd October the existing structure based on four teams will be replaced by a single team led at 1-star level called Soldier Systems Programmes (SSP).

Reorganisation is the culmination of a review by Brigadier Mark Gaunt soon after he took over as Head of ICG in September 2011.

The new structure will mean that ICG is well placed to meet the challenges of the near future, having taken account of anticipated reductions in staffing levels over the next few years.

This work is also coherent with Director Land Equipment's Transformation Programme.

A delivery team led by Marcus Bruton will primarily face the supply chain and

deal with day-to-day delivery; a programme office led by Colonel James Daniel will primarily face the customer and deal with planning, all focused on delivering the 'soldier as a system'.

The delivery team will be focused on project management,



Review:
Brigadier
Mark
Gaunt

domain boundaries:

- surveillance and target acquisition
- command and battlespace management
- lethality
- survivability

Within each domain there will be project managers working across the entire procurement cycle, drawing on expert skills from within the programme office.

The office will translate the sponsor's capability plan into a synchronised equipment programme plan. The office will contain many of the functional experts such as engineering, commercial, finance, quality, safety, environmental, research and risk.

It is also intended that the programme office will manage performance data and handle requests for information, thus protecting the delivery staff, allowing them to get on with the important job of delivering and supporting equipment.

turning business cases into equipment and supporting that equipment through life, while ensuring that the soldier's equipment is integrated as a system. It will be divided into four domains, based on the Nato

THE LANCASTER bomber of the RAF's Battle of Britain Memorial Flight has taken on a new identity.

The aircraft PA474 has been repainted as 617 Squadron Lancaster B1, DV385, "Thumper Mk III".

This was one of the brand-new standard Lancasters issued to 617 Squadron as replacements after the Dambuster Raid in 1943.

The "Thumper" nose art features the cartoon rabbit - from the 1942 Walt Disney cartoon 'Bambi' - holding a foaming pint of beer.

The nose art was carried out by Clive Denney from Vintage Fabrics while the aircraft was in the Eastern Airways hangar at Humberside Airport.

Support for the Lancaster and the Spitfire, Hurricane and Dakota aircraft which are part of the flight, is provided by DE&S' Fast Air Support team.

RAF's historic Lancaster bomber sports a new identity





Christmas post is sorted by staff at British Forces Post Office, RAF Northolt

MOD issues new caution on Christmas mail

THE MOD has repeated its annual plea to everyone not to send unsolicited Christmas gifts to troops this year.

Extra gifts sent, no matter how well-intentioned, can slow down delivery of mail from family and friends to servicemen and women at front line bases.

While the Forces are hugely grateful for the sentiment behind such gifts, the message is clear: if people wish to show their support for those serving in austere conditions in Afghanistan, there are far more effective ways of doing so.

Mail arriving at Camp Bastion for distribution causes a number of problems: it delays

gifts from families which are important for morale; it means extra re-supply flights, which puts personnel at greater risk of enemy attack; and many items sent are already available in theatre or not appropriate for the Afghan environment. Items go to waste and resources are diverted from crucial operations to organise their disposal.

Captain James Talman, Controlling Postal Courier Officer on Operation Herrick at Camp Bastion said: "Mail is really important to all our troops here.

"However, if people send out unsolicited parcels addressed to 'any soldier', or even to a named individual

who is not known to them, they will simply clog up the system and delay the packages from friends and families which are so important. While we all appreciate people's support, I would ask members of the public not to send any unsolicited mail."

Recommended service charities, which accept public donations to assist deployed personnel and their families at home, can be found on the MOD website at www.mod.uk/PublicSupportForOurServicePersonnel.

Some of these funds send welfare parcels to Afghanistan – but in a co-ordinated way which does not put undue pressure on resources.

Don't put mail from loved ones out of reach this Christmas!

Unsolicited mail to the Armed Forces at Christmas can delay family parcels from reaching our troops in time. If you don't know a Serviceman or woman away on operations this Christmas but want to show your support, there are lots of suggestions on the MOD website.
Please visit www.mod.uk/publicsupportforourservicepersonnel

Have your say in DE&S

All DE&S staff are urged to complete this year's MOD Your Say Survey taking place from 1st to 21st October 2012. Paper copies are to be received by 23rd October.

The survey is a chance to express views, feelings and experiences working for the MOD. The data collected will be used corporately and by DE&S to identify areas for improvement.

A key difference for staff completing the survey this year is that unique survey links will no longer be provided for each individual.

Instead, individuals will be given unique ID codes for their business areas/teams, which they will need to populate when completing the survey.

A list of codes will be published on the intranet for those completing on-line surveys and will be pre-populated on paper copies sent out.

Completing the survey should take no more than 15 minutes. Any queries, contact DBS-MODYourSaySurvey@mod.uk or focal point, Katrina McCabe at katrina.mccabe973@mod.uk



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Helping DE&S get into the minds of suppliers

IMPROVEMENTS IN presentation of DE&S requirements to industry was the focus of an Abbey Wood workshop.

Paul Davis, the Managing Director of partnering and relationship management services company Sigma, delivered a presentation 'Getting industry to understand your requirements'.

The 19th September presentation, delivered from an industry perspective, reviewed the process that contractors go through to producing a bid; detailing what happens before and after the bid arrives, mistakes that are made and how good practice can improve industry's receipt of documentation.

He suggested improvements to relations between the MOD and industry such as defining value for money, the 80:20 rule for polishing requirements to eliminate requirement creep,



reducing the time to contract and the importance of undertaking a detailed stakeholder analysis.

The presentation initiated discussion among the 80 audience members from a range of commercial, project and finance backgrounds.

The event was hosted by the MOD's Chartered Institute of Purchasing and Supply Special Interest Group (CIPSSIG).

The next CIPSSIG 'Lunch-bite' will be on 12th December hosted by

guest speaker Peter Smith. Mr Smith has vast commercial knowledge as the ex-commercial director of Mars confectionary and Natwest and he now runs the popular website www.spendmatters.co.uk.

His session will cater for networking opportunities and will debate topical issues.

Events are open to all. More information about the CIPSSIG can be accessed via the group's mailbox at DES ComrcI-CIPS-SIG (multiuser).

Requirements from an industry perspective: Paul Davis, above, of Sigma presents to DE&S staff at Abbey Wood

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□ DE&S' Networks team orienteering star Flt Lt Geoff Ellis, on the left, is presented with the trophy by retired Royal Navy Commander Mark White after retaining the Caddihoe Chase M35 Trophy.

He becomes only the third person to hold the trophy in consecutive years at the annual two-day event held in the south west – this year at Longleat.

Geoff extended a 28-second advantage over his nearest rival after day one into a comfortable victory on the second day.

Picture: Chris Branford (Wimbourne Orienteers)

LATEST DSRA LOTTERY WINNERS

£10,000: Patricia McMahon (London), Claire Leese (Chester). **£5,000:** Julie Alderman (Alconbury), Andrew Campbell (EDS). **£2,000:** Sharon Millar (Londonderry), Robert Gavin (Catterick). **£1,000:** Robert Smith (Portsmouth), James Cooper (Abbey Wood). **£500:** Ernest Robson (Larkhill), Richards Smith (Coughton). **£300:** Richard Weeks (Blandford), Nigel Davies (Abbey Wood), Richard Graham (Portsmouth), Hilary Murdoch (Arborfield), Elizabeth Nicholson (Catterick), Kenneth Beattie (Devonport), Iain MacGregor (Clyde), Michelle Davison (Stirling). **£200:** Paul Stevens (Aldershot), Lee Smith (Bath), Donald Bickerstaff (Wareham), Barry Toner (Portsmouth), Stephen Easton (Dstl), Andrea Middleton (Telford), Niall Brown (Holywood), Joan Boorer (Corsham), Brenda Eccleston (Liverpool), Ruth Barker (Abbey Wood), Michael Fenn (RAF Alconbury), Janet Harris (Imphal Barracks), Anna Martin (AFCO Canterbury), Tony Treadaway (Feltham), Margaret Henderson (Kinloss), Lindsey Chilcott (RAF Brampton), Andrew Stevens (Donnington), Patricia Evans (Whitehall), Ian Williams (Devonport), Nicole Queen (RAF Valley), Janet Harding (Northwood), Edward McGuire (Glasgow). **£100:** Dawn Neil (Stirling), Robert Wheatley (Bicester), Stuart Johnston (Bicester), Barry Greenwood (Episkopi), Christopher Cowan (Abbey Wood), Katherine Munslow (Abbey Wood), John Currie (Gibraltar), Joanne Sloan (Andover), Susan D'Alessandro-Wilks (Bath), John Summers (Abbey Wood), Michael Davies (Cardiff), Clive Caldwell (EDS), Alan Church (Ramsgate), Mark Roberts (BAE Systems), Elaine Holden (Gosport), Paul Williamson (London), Janet Harris (Imphal Barracks), Andrew Smith (Foxhill), Lee Howe (Abbey Wood), Kevin Taylor (Condor), Stephen Woods (Bath), Nigel Wooler (Sir John Mogg School), Dawn Harvie (Bulford), Karen Jackson (Upavon), Roger Asplin (Camberley), Steven Harris (RAF High Wycombe), Doreen Jones (RAF Aldergrove), Francis McGlade (Kingston Park), Lynda Dickinson (RAF Cranwell), Gerald Butler (Holywood Station).

Abbey Wood blazes a trail

ABBEY WOOD'S basketball players went one better than last year as they were pipped for the annual CSSC basketball title over two days at Bath University on 6th and 7th September.

The ABW Blazers, beaten semi-finalists last year, won all their group matches, only to go down in the final of the national competition to the Newcastle Cyclones.

Adam Zonic led the way with vision and intensity while Ali Bird scored points in bunches.

A second team, the DE&S Sonics, with a number of players only just learning the game, failed to progress from the group stages.

They were led by the hustle of Wayne Matthews and Rich Arckless and the rebound work of Andy McBain. Abel Ferencz scored most of their points.



Lare Akinmutande, above, and Adam Zonic, above left, going up for the shot with Ali Bird in the background

Binny leads the way

BINNY FRASER of Marine Combat Systems iHub led the Abbey Wood first team – one of two teams from the Defence Sports and Recreation Association representing Abbey Wood – to the CSSC netball plate title at Bath University on 6th and 7th September, losing only one game in the round robin contest against seven other teams.

The two-day competition involving teams from around a dozen Government departments was played in two groups over the two days.

After stiff competition on day one both DSRA teams played in the plate competition on the second day.

Plate champions: Binny Fraser, second from left in the front row, with her Abbey Wood team-mates



Clive touches down in Crewe!

From Defence Munitions to the big screen via American Football's field of dreams

A CHANCE inquiry about former colleagues in an American Football team has turned into an appearance on the big screen for Clive Dakers of DE&S' Defence Munitions.

Clive, who works in stocktaking at Longtown in Cumbria, played wide receiver for a Gloucestershire team while he was in the Army at Ashchurch in the 1980s.

While surfing the web for details of former teams, he found an advert for players to appear in a new film on the sport in the UK.

Gridiron UK, a comedy about a group of people setting up an American Football team in the 1980s, is released this autumn. Clive features in some of the action scenes.

"I was searching the internet for details on the Leamington Royals, the opponents in my first ever football game in 1984, when I found an advert looking for players to appear in the film," he said.

"*Gridiron UK* is about the formation of a team called the Crewe Railroaders and will feature their first game against the same Leamington Royals.

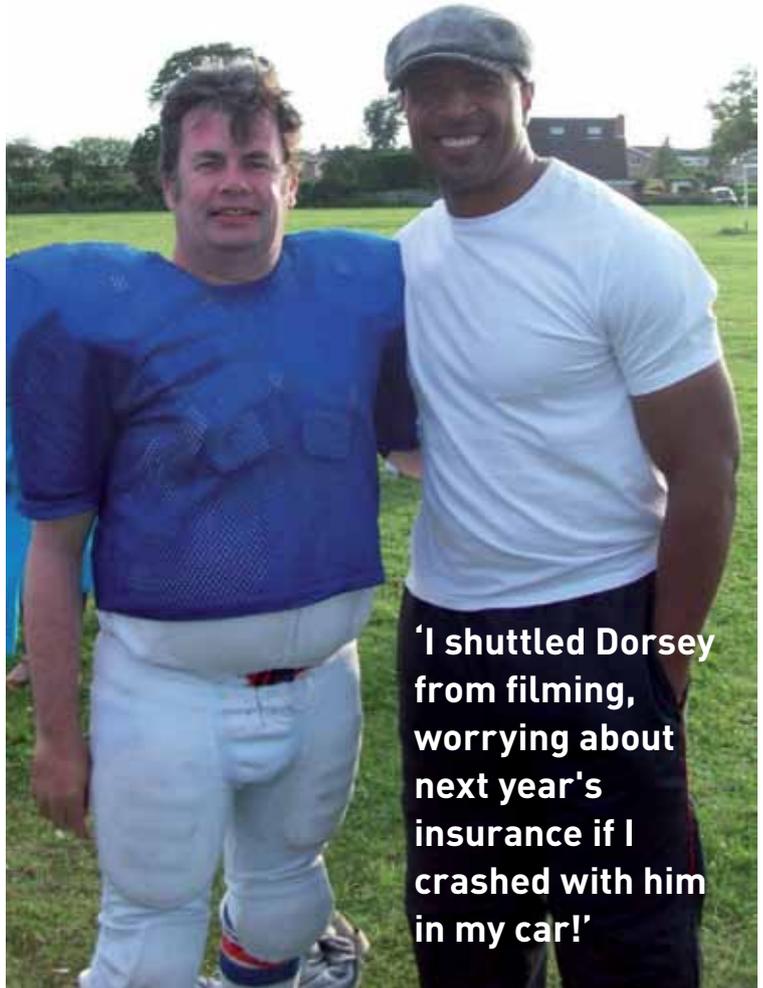
"I contacted the producer and was asked to attend an audition in Crewe. I turned up with my old kit, passed, and I also met up with my old quarterback from my Carlisle Kestrels days."

Filming took place over the summer, with Clive rubbing shoulders with some of the stars of the film. Celebrities include comedienne Helen Lederer, Steven Marcus (Nick the Greek from the film *Lock, Stock and Two Smoking Barrels*), Alison Carroll (*Lara Croft*) and the Fairbrass brothers of *Right Said Fred* fame.

Dorsey Levens, a retired running back and member of the Green Bay Packers'

□ *Gridiron UK* is based on a true story in 1985. Derek is a dreamer and a loser. No matter how hard he tries he fails at everything he attempts. Determined to show the world he can succeed at something he forms an American Football team in a country dominated by soccer, rugby, cricket and fish & chips. His desire to succeed consumes his life and he is blind to see that his success will lead to him losing everything.

Clive Dakers on the left, pictured with Dorsey Levens, former running back with the Green Bay Packers, who plays the coach in the new film *Gridiron UK*



'I shuttled Dorsey from filming, worrying about next year's insurance if I crashed with him in my car!'

Hall of Fame, plays the team's head coach. Singer and actor David Soul of the 1970s US police drama *Starsky and Hutch* is one of the film's writers.

"At first I was cautious around the real actors, trying not to appear star struck, but that didn't last long. It turned out they were just like regular people," Clive said.

"I even struck up a conversation with Helen Lederer about a Twitter conversation we had previously engaged in – she thought I was very funny.

"One thing that struck me about the crew was their forwardness; they would approach an

actor and, without asking, adjust some wayward piece of costume, and wander off again. I was flattered by the attentions of one young lady until I realised she wasn't checking me out, she was checking my make up!

"One day I shuttled Dorsey from filming back to the production office. I remember worrying about next year's insurance premium if I crashed with him in my car!"

Clive and other ex-players were there to add authenticity to the action scenes. He can be seen wearing number 89. "I had no lines but I always knew where the camera was!" he said.

The film goes on general release next month and on DVD in February.



Jacquie enjoys her cathedral graduation date

JACQUIE HARRIS, Defence Fuels Group Supply Chain Manager, (second left) is pictured with Brigadier Allan McLeod, Commandant of the Defence College of Logistics and Personnel Administration, and staff following her graduation in Lincoln Cathedral on 3rd September.

Mrs Harris was a student on the Defence Logistics Staff course and the first

civil servant to graduate with an MSc. Her dissertation on bulk liquid oxygen supply to British Forces Cyprus' earned her a well-deserved merit.

Course manager Sqd Ldr Jim Nadin said the professionalisation of defence logisticians through academic programmes such as this was long overdue and participation by members of the Civil Service welcomed.

Pictures: Tony Tanner



Corsham remembers 'The Few'

Above left: Air Vice-Marshal Greg Bagwell takes the salute as the RAF Ensign is lowered by local air cadets. Above right: Major General Tim Inshaw, Head of Information Systems and Services at Corsham, pictured with Air Vice-Marshal Bagwell

ALL THREE services and civilian mess members of Corsham Officers' Mess commemorated the Battle of Britain on 6th September.

Senior guest was Air Vice-Marshal Greg Bagwell, Director Joint Warfare within Joint Force Command, whose recent operational command experience was co-ordinating air operations during Operation Ellamy.

The evening's events began with a spectacular display by a Battle of Britain Memorial Flight Spitfire in clear blue skies.

The display was followed by a Sunset Parade by air cadets of 1304 (Chippenham) Squadron with Air Vice-Marshal Bagwell taking the salute during the lowering of the RAF Ensign.

Dinner followed with music provided by

the Central Band of the Royal Air Force, and personal accounts from the battle were read out by serving RAF officers.

Dinner ended with a speech from Air Vice-Marshal Bagwell in which he gave a comprehensive overview of the battle, including its political context, and additional layers of Britain's defence provided by the Royal Navy and Army.

DINs - released this month

Defence Instructions and Notices (DINs) are defence-wide instructions, guidance and notices for military and civilian staff, containing up-to-the-minute information to help people carry out their duties. Some of the latest issued on Defence Equipment and Support are:

2012DIN04-126: This lays down the notification period required by Defence Fuel and Food Services at Abbey Wood for fuel, lubricants and industrial and refrigerant gases, excluding LPG, requirements in support of exercises. The set timescales will enable DF&FS provisioning and contracts personnel to ensure the stocks are available in the right quantity, place and time and at the best possible price.

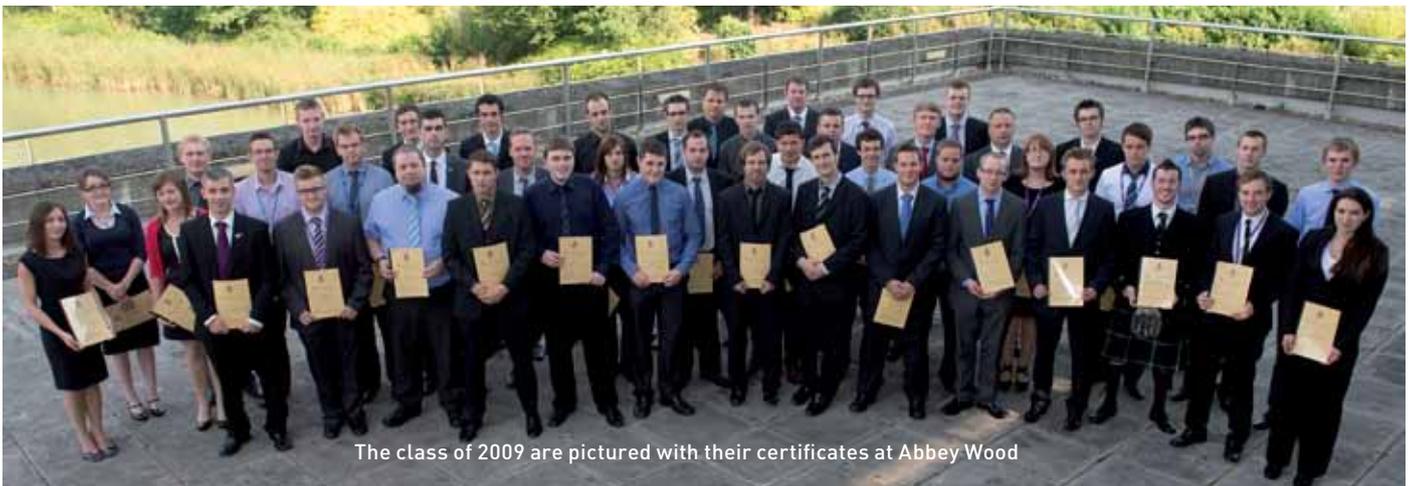
2012DIN04-125: This details introduction into service of the Residual Vapour Detector kit No1 Mk2A, spares and associated training kit and the withdrawal from service of the Mk1 and Mk2. It should be read by all Royal Navy, Royal Fleet Auxiliary, Army and RAF units scaled with holding RVD kits.

2012DIN04-121: This DIN informs the wider MOD and support community of the VC10 disposal/sales plans with a view to possible re-use of equipment by other project teams.

2012DIN04-116: Due to funding for the BCIP Asset Configuration Management System ending at 31st March next year and with the activation of JAMES there is no longer a requirement to maintain BACMS, which is now in drawdown phase and all equipment is to be returned to Bicester Trg Wing by 15th March next year.

Further information and more details on the latest DINs see:

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



The class of 2009 are pictured with their certificates at Abbey Wood

THE LATEST batch of apprentice awards have been handed out to civilian staff at Devonport.

Captain Mark Knibbs, Captain of the Base, presented the awards to staff from the MOD Guard Service and Naval Base Commander (Devonport) organisations on 4th September 2012.

Meanwhile at Abbey Wood the latest intake of engineering apprentices have been lining up for the camera.

And the latest technical apprentices to graduate and receive their certificates – the class of 2009 – have also been in front of the camera to celebrate the end of their three-years' work.

Captain Knibbs emphasised the importance of celebrating success and rewarding people for effort and achievements, especially in the current challenging climate.

The scheme is part of the MOD's commitment to the Leitch Skills Pledge, which aims to improve skills nationwide to ensure prosperity in the global economy, and bring world class skills to the workplace.

More than 20 have already achieved Levels 2 and 3 MOD Apprenticeships in Devonport. Tailored programmes require the candidates to provide technical and vocational evidence against set frameworks, as well as testing their key skills.

The awards ceremony recognised the steps to success for individuals involved in a team effort and completing them while doing their day jobs.

Records of achievement



Devonport's latest staff successes: Tania Milburn - Learning & Development Officer; Dave Shrimpton - Level 3 Business & Administration; Adrian Maltby - Level 2 in Customer Service; Sarah Clarke - Level 2 in Customer Service; Sean Allan - Level 2 in Team Leading; Mark Furneaux - Level 3 in Management; Captain Mark Knibbs - Captain of the Base; Sharron Wakeley - Level 3 in Management and Level 3 in Business & Administration; Steve Jones - Level 2 in Team Leading; Gary James - Level 3 in Management; Mark Foden - Level 2 in IT User Skills. Kelly Thompson - JHP Branch Operations Manager; Jayne Hooper - JHP Assessor.



Below: Abbey Wood's 2012 apprentice entry, from left: Matthew Taylor, Russell Boden, Joshua Coombes, Lucy Fox-Russell, Miles Goldsack-Rowland, Sam Kantor, Mark Elliott (Director Technical), Thomas Hawley, Dominic Peake, Joshua Phillips, Jamie Morris, Emily Plummer, Emily Townsend

Above: This year's Devonport apprentices are, from left: Emile Kamette, Daniel Drury, Kersey Seggar, Thomas Brenton-Hyde, Duncan Kemp (Engineering Skills Development Team leader), James Gold-Lewis, Joshua Hugo, Hayden Baugh, Tristan Jaycock



And now for Rio! Jon flags up a future Olympic dream

LEADING THE flag-raising team for the Olympics closing ceremony went against family advice for a DE&S RAF officer who was told 'never to volunteer'.

Sqn Ldr Jon Pullen of Logistic Network Enabled Capability ignored what his Warrant Officer father had always told him and put himself forward for Games duties.

He found himself in charge of a 15-strong team performing in front of a television audience of more than a billion.

Jon's role was to lead the team raising the UK, Brazilian and Greek flags while lowering the Olympic flag.

The tri-service team spent two weeks living in Hyde Park Barracks and training in the pouring rain in a disused car park in Dagenham.

"Our task was to raise the Union flag at the beginning of the ceremony and the Greek and Brazilian flags at the end as well as lowering the Olympic flag and marching it off," said Jon.

"My personal role was to march the teams on, bellowing commands in competition with Queen and Madness, to salute the three national flags and to remember not to salute the Olympic Flag - I was told the last person to salute the Olympic flag was Adolf Hitler; this had the potential to be my personal YouTube moment!"



Flag officer: Sqn Ldr Pullen, rear centre pictured with his flag team at the closing ceremony of the 2012 Olympics

The moment the team marched into the stadium will remain with Jon forever.

"Now I'm quite tall but I swear I grew at least another two inches when we heard the crowd's reception to us marching on," he said.

"What most people wouldn't have seen was the chaos that resulted from redressing the stadium into a concert venue with fireworks, stages, airborne rigging etc, which also resulted in us having to march into the stadium without a dress rehearsal there."

Raising the Union flag at the start and the Greek flag at the end went off without a hitch.

Snags with lowering the Olympic flag were overcome, but delays in the ceremony's tight timescales saw the team a few seconds late raising the Brazilian flag.

"It is great credit to the three lads on the team that the flag was attached in record time and we only missed the first ten seconds of the anthem," Jon said. "I have yet to be carpeted by the Brazilian Embassy so I'm thinking we probably got away with it!"

"Overall, on this occasion my dad was wrong - there are times to volunteer and this was definitely one of them. The only question I have now is: Boss, can I go to Rio?"

Share your ship-based knowledge

THE BRISTOL Shiplovers Society founded in 1931 is extending a warm welcome to *desider* readers to get involved in the society's 2012/13 programme.

A line up of meetings covering various topics relating to ships and the sea, both modern and historical, has been lined up every fortnight at the RNR HQ, *HMS Flying Fox*, Winterstoke Road, Bristol.

Further details of the programme can be found at <http://www.bristolshiplovers.co.uk>

The Society welcomes anyone offering to talk on a maritime topic. Contact is Captain Colin Smith, Master Mariner, the Society's chairman, on 01249 447449, or by e-mail through the website.

□ The British Military Tournament will be held on 8th-9th December at Earls Court, showcasing the best of Armed Forces skills and raising funds for the Royal Navy and Royal Marines Charity, ABF The Soldiers' Charity and The Royal Air Force Benevolent Fund.

To mark the Diamond Jubilee celebrations of 2012, this year's tournament will celebrate the life and times of the Queen.

Boeing will be the main sponsor of this year's event.

Tickets available from 0844 248 5026 or 0870 903 9033.

□ The charity Hounds for Heroes, providing assistance dogs to injured Armed Forces and emergency services personnel, is hosting a charity night where Army boxers will take on their counterparts from the Metropolitan Police on 29th November at Wellington Barracks in London. More info at www.thedogfight.co.uk

Youngsters enjoy an arresting day



OFFICERS FROM Devon and Cornwall Constabulary dropped in to Rogers Burrow, Devonport's nursery, complete with a marked police car.

Officers Claire Moore and Sharon Mitchell talked to the children about road safety and how to deal with strangers.

Nursery manager Rachel Hewson said: "We have regular visits by the emergency services. We have had a very interesting afternoon and the children have been given worksheets to complete and stickers. They particularly enjoyed dressing up in uniform and listening in to the control centre on the police radios."

Left: Claire Moore of Devon and Cornwall Police is pictured during her visit to Devonport's nursery.



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