

PREMIUM EDITION

EDITOR: Katherine Ziesing

e. katherineziesing@yaffa.com.au, Tel 02 6203 9535

SUBSCRIPTIONS: Judy Hinz, Tel 07 3348 6966, e. judyhinz@yaffa.com.au

26 April 2012 • Issue 202

Mercedes to put V12 into G-wagen

Mercedes is supplying the ADF with several different versions of the G-Wagen including a four-wheel drive wagon, a four-wheel drive cab-chassis, six-wheel drive single cab and six-wheel drive dual-cabs. Now we hear that Mercedes is sticking an absurdly massive engine into its decades old ex-military transport G-wagen.

A recent report suggests it is testament to the present confidence at Mercedes Benz that for the first time ever there is to be a mind-boggling 6 litre V12 twin-turbo variant. This enables the new G 63 AMG to accelerate from zero to 100 km/h in 5.3 seconds, with a top speed of 230 km/h (142 mph) electronically limited.

This of course makes it the most powerful SUV in the world – but not the fastest. If the performance figures look slightly disappointing, one has to remember that the G-Class has the aerodynamics of a house.

Petrol consumption figures are not quoted as yet but one could make an educated guess – similar to the consumption of small sovereign nation probably, but at least Mercedes has included an economy function so that you can have a smile about it.

As to cost it is estimated that the V12 version is worth around \$290,000. We don't know what the ADF paid for their G-wagens – *DWP/Vincent Rice/Gizmag*

Two more AWD blocks head for Adelaide

BAE Systems in Williamstown has shipped a further two Air Warfare Destroyer (AWD) blocks to AWD shipbuilder ASC in Adelaide as part of the \$8 billion defence project. Director of BAE Systems Maritime, Bill Saltzer, said the latest delivery now made a total of seven blocks sent to Adelaide since August last year.

"This is a major milestone for our yard with Blocks 101 and 415 being delivered to ASC. Block 101 is also the last of the keel blocks for Ship 1," he said.

Mr Saltzer said construction on the latest blocks, which weighed 65 tonnes and 83 tonnes respectively, began mid-2010.

"The progress BAE Systems has made on the AWD Blocks in terms of quality and productivity, particularly in the last year, has been a boost for the Williamstown yard," he said.

"We have invested heavily in the yard and our people to develop shipbuilding skills which are valuable to the Victorian and national economies.

"As well as our investment in skills, education and training of our workforce of tradesmen, technicians and engineers, BAE Systems and the Victorian Gov-

ernment have made major investments in upgrading facilities and adding new shipbuilding and military systems integration technologies.

“The shipyard is currently working on major defence projects such as the Landing Helicopter Docks (LHDs) which will be the largest naval vessels ever to be commissioned into the Royal Australian Navy fleet, blocks for Air Warfare Destroyers, and upgrades to the ANZAC Frigates that were originally built in Williamstown.”

Mr Saltzer said the industrial capability existing now and still growing in Williamstown to support these projects has taken a great deal of time and investment to develop and it will be critical to the future of Australian Defence Force.

“The skills and technologies that we are continuing to be build up with major projects such as AWD, LHD and ASMD are the same capabilities that will be needed in Australia for the naval projects planned by the Government for the future,” he said.

Joint EW Ops Support Centre agreed at Old Crows

Agreement in principle has been reached for the establishment of a Joint Electronic Warfare Operations Support Centre (JEWOSC) at Edinburgh, Air Vice Marshal Neil Hart, head of Joint Capability Coordination (JCC) within the Vice Chief of Defence Force Group, told the Australian Chapter of the Old Crows Association in Adelaide last week.

The intention to create such a centre was first disclosed in the 2009 Defence White Paper. This stated it would involve the collocation of a number of different ADF EW organisations, aimed at growing a critical mass of personnel and expertise and taking responsibility for training, research and development, countermeasures development, and the validation and verification of EW systems.

Group Captain Wayne Johnston of JCC said that behind the JEWOSC concept, considerable headway had been made in improving higher guidance and governance documentation on EW. This included the development of an operational level EW Conops and the concept for a JOINT EW Coordination Centre at Headquarters Joint Operations Command.

“There’s still some work to be done on that proposal and there are still some fine details to be hammered out but with capabilities like the Joint Strike Fighter and the changes in strategic threat with increasing cyber attacks etc, this is a great step in the right direction”, GPCAPT Johnston said.

He did not provide any details on schedule or organisational structure.

Defence Learning Branch launched

Vice Chief of Defence Force Air Marshal Mark Binskin has officially launched the Defence Learning Branch which will implement plans for a single Defence-wide education and training system. Previously known as Defence Education and Training Branch, the new Branch joined the Australian Defence College within VCDF Group on March 23, 2012.

“Our success into the future is heavily dependant on the quality of our people. Further developing and refining the management of education and training will provide Australia a clear capability edge.” AIRMSHL Binskin said.

“I will be working closely with the Deputy Secretary People and Policy Group to reform education and training across Defence. The Defence Learning Branch will be a key joint enabler for the delivery of Force 2030.”

The Defence Learning Branch will support the skilling of the Defence workforce by setting the strategic direction, coordinating and delivering Joint, Common and Australian Public Service Education and Training.

Boeing honours Ferra Engineering

Defence Materiel Minister Jason Clare has congratulated Brisbane manufacturer Ferra Engineering on winning a prestigious international award. At a ceremony in the United States, Ferra Engineering was presented with Boeing’s International Supplier of the Year award. Ferra was selected from a pool of more than 17,500 Boeing suppliers in 50 countries worldwide.

Ferra manufactures a range of parts for Boeing including rudder pedals for Super Hornet fighters and spare parts to Boeing B737, B747 and B757 commercial aeroplanes.

“This is an outstanding achievement. This is a testament to the capability of the Australian Defence industry - especially our small and medium sized businesses like Ferra,” Mr Clare said.

Ferra won the work with Boeing through the Federal Government’s Global Supply Chain Program which facilitates opportunities for Australian industry to gain access to export markets with international defence primes.

“This is more proof that the Federal Government’s Global Supply Chain Program was working,” Mr Clare said. “Ferra was one of the first businesses to sign up to the Federal Government’s Global Supply Chain Program in 2009”

He said the program had so far delivered \$443 million worth of export contracts for Australian business, with small business winning 90 per cent of the value of that work. Currently six major global defence companies are engaged in the program, including Boeing, Raytheon, Thales, Northrop Grumman and more recently BAE Systems and Lockheed Martin.

Exercise Bersama Shield 2012

Australia and the other members of the Five Power Defence Arrangements (FPDA) have commenced Exercise Bersama Shield 2012. The Exercise promotes a shared understanding of procedures for air and maritime operations, the protection of the marine environment and disaster relief management.

The Australian Defence Force has deployed 12 aircraft and two naval vessels to participate in the exercise this year, as well as 20 personnel to work in the exercise headquarters.

Exercise Bersama Shield 2012 is occurring between April 23 – May 05, 2012 in Malaysia, the South China Sea and Singapore.

Many of the Australian participants will be operating at HQ – Integrated Area

Defence Systems at RMAF Base Butterworth in Malaysia, from where the exercise is being commanded. Royal Australian Air Force aircraft including F-18 Hornets and AP-3C Orions will operate from RMAF Butterworth. HMAS Ballarat and HMAS Collins will participate in the naval component of this exercise.

US could benefit from Russian radars

Missile defense cooperation with Russia, including the use of Russian radars, would benefit the United States, Director of the Missile Defense Agency Lieutenant General Patrick O'Reilly said, according to RIA Novosti.

O'Reilly testified before a Senate panel about the Missile Defense Agency's requested budget for 2013. "There actually are [Russian] capabilities that we could benefit from. It's primarily...their large sensors that they have for their homeland defense," he told the Senate Appropriations defense subcommittee.

"The location of Russia itself, looking through - from Europe all the way across through Asia, including Northeast Asia, gives - would give us the opportunity to view threats very early in their flight, if we were able to observe. And their ability to observe flight testing done by other countries would, in fact, provide us beneficial information," he went on.

US administration officials have repeatedly said that missile cooperation between Washington and Moscow will benefit both sides. However, no practical steps have been made so far. O'Reilly said, however, that he was unaware of any "specific proposals" in Russia-US missile defense cooperation talks.

US watchdog wants Lockheed LCS variant cancelled

The nonpartisan, independent US watchdog POGO (Project On Government Oversight), has sent a letter to the Senate and House Armed Services Committees recommending that an expensive and severely flawed variant of the Littoral Combat Ship program be eliminated.

The letter comes on the heels of POGO's release of Navy documents revealing serious cracking and corrosion problems with the ship—along with evidence of dangerous equipment failures. As DWP readers will know there are two variants of the LCS: one built by a team led by General Dynamics, which will cost \$345.8 million per ship, and the other built by a team led by Lockheed Martin, which will cost \$357.5 million per ship.

As has been reported the General Dynamics/Austal LCS has some problems with corrosion. But POGO has obtained a number of documents showing that Lockheed Martin's USS Freedom has been "plagued by flawed designs and failed equipment since being commissioned, has at least 17 known cracks, and has repeatedly been beset by engine-related failures."

"What the documents show is grounds for questioning this LCS variant's viability," says POGO National Security Investigator Ben Freeman. A source close to the program, who blamed the Navy's Quality Assurance for accepting such a flawed ship, told POGO that this ship is "not fit for combat and should only be used for training [at most]."

In the letter, (<http://goo.gl/XntPa>.) POGO pointed out that “from the time the Navy accepted LCS from Lockheed Martin on September 18, 2008, until the ship went into dry dock in the summer of 2011—not even 1000 days later—there were 640 chargeable equipment failures on the ship. On average then, something on the ship failed on two out of every three days.”

According to the documents POGO obtained, in one particularly dangerous example, the ship was involved in counter-drug trafficking operations—which included detaining suspected drug smugglers—when the electricity on the entire ship went out, leaving it temporarily adrift. If this had occurred during combat, this mishap could very well have been fatal.

In the final paragraph of the letter POGO executive director, Danielle Brian says that based on the ship’s history of design and equipment failure, the LCS is simply not ready to be deployed to Singapore, as has been planned, or to any other destination.

“POGO’s position has long-been that only one of the LCS variants is necessary, and that the current dual-development is a corporate subsidy we can’t afford. As a result, we have recommended eliminating one variant to save taxpayer dollars. Now, based on the new evidence we have uncovered, we recommend that the more expensive and severely flawed Lockheed variant be eliminated.

“As Congress prepares to act on the National Defense Authorization Act for FY 2013, we encourage Members to either eliminate the Lockheed variant outright, or, at least, mandate that the Navy choose in a timely manner the variant that provides the best value.” —*Defpro/POGO*

USN selects UUV for LCS minesweeping

The US Navy has announced that it has selected a UUV (Unmanned Underwater Vehicle) to be used by Littoral Combat Ships for mine sweeping. The new Knifefish UUV will be the size of a torpedo and won’t be ready for service until 2017 unless, of course, there are development problems. There has long been uncertainty over which UUV the LCS would use because there are some in use for mine hunting already.

For example, there are several versions of the commercial Remus 600 UUVs being used for underwater reconnaissance (including searching for mines). The US Navy has also used the similar, but smaller Remus 100s for this in Iraq and the Remus design is highly regarded.

Carrying a side scanning sonar, and other sensors, a Remus 600 can stay under water for more than 24 hours, traveling at a cruising speed of 5.4 kilometers an hour (top speed is nearly twice that). The UUV can operate up to 100 kilometers from its operator and dive to 600 meters (1900 feet). The UUV keeps costs down by using GPS, in addition to inertial guidance. The UUV surfaces every hour or two to get a GPS fix and then goes back to doing what it was programmed to do.

Remus 100 was designed mainly for civilian applications (inspecting underwater facilities, pollution monitoring, and underwater survey or search). But there were similar military and police applications, like searching for mines or other terrorist activities. Belgium, Australia, and New Zealand also used Remus 100,

and over a hundred are in use. This success led to the development of the larger Remus 600, which is used by Britain and the US. Depending on sensors carried, each Remus 600 costs \$500,000-1,000,000. The Knifefish will probably be a lot more expensive, larger, and have more capabilities — *Strategy*

Norway to acquire new and upgraded CV90 vehicles

The Norwegian government is to acquire and upgrade BAE Systems/Hagglunds CV90 fighting vehicles for the Norwegian Army.

Two of Norway's primary units, the Telemark Battalion and the Armoured Battalion will receive new and upgraded vehicles to cover shortfalls in their current inventories of medium armoured vehicles.

The requirement calls for modifications to existing CV90 vehicles to accommodate new roles and systems, including added mine protection, improved C4ISR integration, rubber band tracks and Remote Weapon Stations for self defence.

In addition, Norway will procure additional CV90 hulls from BAE Systems which will bring the total Norwegian inventory to 146 CV90s in different configurations. The project will also include procurement of unmanned aerial and ground vehicles, remote ground sensors and C4ISR systems.

BAE Systems has proposed its tracked CV90 MkIII Armadillo and wheeled RG41 vehicles for the ADF's Land 400 program — *Defpro*
