



DEFENCE WEEK

SUBSCRIBER EDITION NEWS | INTELLIGENCE | BUSINESS OPPORTUNITIES | EVENTS

IN THIS ISSUE

NATIONAL NEWS

Johnston: Need for Collins class to be extended	1
Boeing Australia's new leader has 'form'	3
CEAFAR does its stuff in international test	4
CEAFAR scalability key to new markets	5
ASLAV surveillance variants handed over at last	5
Scan Eagle shows the way	6
DSTO and IBM to collaborate on cyber security research	7
CII and AIDN, sign cooperation MoU ..	7
Defence Fellowship to focus on oil security	8
Motorsport community backs Australian-made Hawkei	9
ADM Online: Weekly Summary	9

INTERNATIONAL NEWS

Boeing delivers first Peace Eagle to TAF	10
Taranis UCAV 's first flight 'surpasses expectations'	10
One for our JATC friends	11
Major air defence orders for Rheinmetall	12
FORTHCOMING EVENTS	13

PUBLISHING CONTACTS:

EDITOR

Katherine Ziesing
Tel: 02 6203 9535
Email: katherineziesing@yaffa.com.au

SENIOR CORRESPONDENT

Tom Muir,
Tel: 02 6291 0126
Email: tom.muir@home.com.au

CONTRIBUTOR THIS ISSUE SENIOR CORRESPONDENT

Julian Kerr,
Email: jhrkerr@bigpond.net.au

MANAGING EDITOR

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

SUBSCRIPTIONS

Martin Phillpott,
Toll Free 1800 807 760
Email: martinphillpott@yaffa.com.au



Johnston: Need for Collins class to be extended

Julian Kerr | Adelaide

Defence Minister David Johnston has confirmed the need for a lengthy extension of the in-service life of the RAN's Collins class submarines to avoid any capability gap prior to introduction of the Future Submarine under Project Sea 1000.

Speaking on February 7 at a function at Sydney's National Maritime Museum to mark the centenary of Australian submarines, Senator Johnston said the government would ensure Australia retained a regionally superior conventional submarine capability, and would make the decisions necessary to guard against any risk of a capability gap.

This was more important than ever, given the significant proliferation of modern submarines across the Asia-Pacific region.

"We will need to extend the planned withdrawal dates of the Collins class for as long as we safely and reliably can to ensure we maintain our submarine capability as we work through the complex issues involved in introducing the Future Submarine without inducing schedule risks," the Minister stated.

Since the six-strong Collins class was designed with a theoretical platform life of 28 years, its progressive retirement should take place





between 2024 and 2031, observers noted.

However, a **Service Life Evaluation Program (SLEP)** in 2011 showed there was no single technical issue that would fundamentally prevent Collins class submarines from achieving a service life extension of one operating cycle, providing an indicative service life for the fleet ranging from 2031 to 2038.

Speaking in Adelaide February 3, at the keel-laying of the second Hobart class **Air Warfare Destroyer**, Senator Johnston said he had seen nothing to suggest the government

should deviate from the current plan to replace the Collins fleet with either an evolution of the Collins type, or a completely new design.

Sources close to Sea 1000 said taking up the option of a new design would be unlikely to produce the first of the 12 new diesel-electric submarines envisaged in the 2009 **Defence White Paper** until about 2030.

An evolved design could be ready about 2028 but both dates were based on government approval to proceed being received by 2015.

In his Sydney speech, the Minister disclosed that three submarines had been available for tasking for much of the past 18 months while a fourth Collins class boat, *HMAS Rankin*, was now back in the water after being unavailable for service for six years.

Crucial to what he described as the "rehabilitation" of the Collins class had been the Department of Defence's (DoD) partnership with the US Navy and the US company **General Dynamics Electric Boat**.

REGISTER NOW! ADM2014 Congress

25-26 February 2014 | Hyatt Hotel Canberra

The event will hear from senior government ministers and defence officials, following the recent election, and will centre on the theme **'What does government want of industry?'**



Keynote speaker
David Johnston,
Minister for
Defence





Boeing Australia's new leader has 'form'

Boeing has named Maureen Dougherty as the president of Boeing Australia and South Pacific. She previously led one of the company's major defence projects, the USAF's KC-46A Tanker program.

Dougherty succeeds **Ian Thomas**, who held the job from 2009. Thomas was named president of Boeing China, based in Beijing, last month. Both appointments will be effective by the end of March.

"Australia is one of Boeing's key markets and home to our largest operational footprint outside the US," **Shep Hill**, president of Boeing International and senior vice president of Business Development and Strategy said.

"Maureen's appointment continues our enduring partnership with Australia. She knows Australia well from her time leading the **Wedgetail airborne early warning & control program**, now in service with the Royal Australian Air Force."

Dougherty will coordinate all Boeing activities and lead the company's government relations across the Oceania region. She will be based in Sydney, and report to Hill.

As vice president and program manager for the KC-46A Tanker program, Dougherty led multiple Boeing teams to design, develop and manufacture the KC-46 Tanker. Throughout her 30-year career, Dougherty has held a variety of leadership positions on missile, fighter, bomber and military commercial derivative aircraft. She has a broad technical background in structures, avionics, systems and test engineering and has managed programs through development, production and sustainment.

Dougherty holds a master's degree in engineering from the University of Washington, where she studied as a Boeing Company Systems Engineering Fellow. She received her undergraduate degree in mechanical engineering from Pennsylvania State University.

OUT NOW! ADM February 2014

ADM's February 2014 magazine covers a wide range of air related articles including:

The latest on JSF; Air 5428 milestones; all you ever wanted to know about OneSky; and much more!

And our From the Source interview this month with Chief of Air Force, Air Marshal Geoff Brown who talks with ADM Editor Katherine Ziesing about the challenges ahead.





CEAFAR does its stuff in international test

Tom Muir

CEA Technologies' achievements with its world-beating CEAFAR radar are fast becoming legion. First in delivering to the Royal Australian Navy the world's first

fourth generation active phased array (APAR) system, followed by the ultra-successful ESSM firings during *HMAS Perth's* operational acceptance trial when the ASMD system comprising CEA's phased array radar and illuminator and the Saab 9LV combat management system (CMS) was challenged by a number of demanding firing scenarios.

These included successful missile engagements against multiple sea-skimming targets including, for the first time in the RAN, successful engagements by ESSM against two of the world's most advanced supersonic targets, the **GQM-163 Coyote**. That these cost some \$7 million reveals the DMO's well placed faith in the upgraded ASMD system. These efforts brought ringing endorsements, including by Chief of Navy, VADM Ray Griggs, of the upgraded ASMD system and in particular the CEA phased array radar.

Last month saw CEAFAR back at work in the guise of CEA's GBMMR – ground based multi function radar – guiding Diehl Defence's **IRIS-T SLM anti-air missile** in successful demonstrations that saw the system homing onto and bringing down a low flying **DO DT-25** drone. **Diehl Defence** was demonstrating its Ground Based Air Defence System IRIS-T SLM in the presence of international experts and military representatives from 16 nations at the Overberg Test Range in South Africa on January 14, 2014.

The IRIS-T SLM Ground Based Air Defence System is of modular design and open system architecture. In the current campaign, IRIS-T SLM consisted of the new CEAFAR radar of CEA Technologies, Australia, a Tactical Operation Centre employing both the BMD-Flex C3 system of Terma A/S, Denmark, and the Oerlikon Skymaster battle management system of Rheinmetall Air Defence, Switzerland as well as the IRIS-T SL launching station with Diehl Defence missiles. All elements were integrated into the system by Diehl Defence.

IRIS-T SLM detected the low flying target drone of type DO DT-25 and established a stable track which was classified as hostile. The missile was launched at a distance of about 20 km and intercepted the target with a direct hit. During the entire flight, target data updates from the CEA radar were provided to the missile through the data link allowing the infrared seeker to lock onto the target in flight for the endgame. All hardware and software components performed flawlessly.

For the first time, Diehl Defence says it demonstrated the full functionality of the IRIS-T SLM system comprising its own setup for radar, TOC and launcher in a real live firing. The demonstration firing was supported by the German Ministry of Defence and the Australian Department of Defence. Close to 90 visitors from around the world witnessed the live firing demonstration inside the test range control centre and were informed in detail about the operational capabilities and the technical details of the Ground Based Air Defence system during the test campaign.

ADM comment: Full marks to the DMO for supporting this demonstration.



CEAFAR scalability key to new markets

Tom Muir

Readers may think that our enthusiasm for CEA's active electronically scanned radar (AESR), as opposed to passive (PESA) radars (eg AN/SPY-1 series) may be somewhat

overworked, but it appears to us that CEA's radar technology has considerable promise in the development of ASMD packages that can be interfaced to a warship's existing C2 system at far less cost than a total system upgrade.

In this last respect we understand that CEA's tile based architecture has enabled the development of a downscaled 2 x 2 tile per face system – termed the **Offshore Patrol Vessel Radar (OPVR)** - to meet the modern surveillance, helicopter/UAV control and networking capabilities expected of Australia's future AORs (Tankers) and patrol boats.

CEA points out that platforms, such as the AORs, OPVs and others, are expensive to procure, sustain and run. It is therefore logical to ensure they are equipped with sensors beyond the capability of standard navigation radars, so they can contribute to wider national situational awareness.

Of course CEA's can also be scaled up and CEA has now introduced a 64-tile face, that on a warships of significant size, would provide all – if not more – of the area air defence capabilities vested in our Hobart class air warfare destroyers. Does this suggest a midterm upgrade to the AWD's combat system might see **SPY-1D(V)** replaced by Super CEA's?



ASLAV surveillance variants handed over at last

After what has been an extraordinarily long time since they were first ordered, battlefield surveillance will be boosted across Army with the handover of 14 surveillance variants of the ASLAV

from DMO to Army late last year completing the Land 112 Phase 3 project.

Boasting a ground surveillance radar, thermal camera and high-resolution camera the vehicles provide an unparalleled surveillance capability coupled with the ability to move quickly on the battlefield.

The ASLAV-S is the last deliverable from the project and completes the reconnaissance



and surveillance role of the ASLAV. Two vehicles are located at the School of Armour to provide training, with others going to 1 Armoured Cavalry Regiment in Darwin and 2/14LHR (QMI) in Brisbane.

With the new vehicles on the ground, 2/14LHR (QMI) is trialling a dedicated surveillance troop to test the new equipment and provide a unique asset to the unit.

Surveillance Tp Sgt 2/14LHR (QMI) Sgt **Mick Crossley** said the new variants provided a massive capability boost to Army. "I think it's an excellent platform," he said. "The ability to provide still and video imagery through a range of optics and radar, and being able to give a 10-figure grid reference to what we identify, is a great asset on the battlefield."

Surveillance Tp members have completed their training on the new systems and are expected to put the vehicles to test out field next month as part of Ex Koster River. - *Army News*



Scan Eagle shows the way

In a recent flight test in Australia, a Scan Eagle UAV (unmanned aerial vehicle) succeeded in visually identifying an approaching Cessna aircraft, and letting its own ground-based operators know that evasive action was required. It's being hailed as a major step towards the allowance of UAVs in commercial airspace.

Part of the Queensland Government's Project **ResQu**, the test was carried out by **Queensland University of Technology's Australian Research Centre for Aerospace Automation (ARCAA)**, in collaboration with **Boeing Research & Technology - Australia**, and Scan Eagle manufacturer **Insitu Pacific**.

The vision-based sense and avoid technology used in the UAV had

previously been designed and tested for use in manned aircraft, as a backup for human pilots. Although the Scan Eagle was manually steered out of the way by its remote operator, it is hoped that future UAVs equipped with the system will be able to avoid mid-air collisions autonomously.

"Ultimately, this will allow UA [unmanned aircraft] to provide public services such as assistance in disaster management and recovery, as well as in environmental, biosecurity and resource management," ARCAA director **Prof. Duncan Campbell** said. - *Gizmag/QUT*





DSTO and IBM to collaborate on cyber security research

The Defence Science and Technology Organisation (DSTO) and IBM Australia have entered into a strategic alliance to conduct collaborative research in a range of high-end defence technologies.

The agreement was signed by Chief Defence Scientist **Dr Alex Zelinsky** and

IBM Australia's director, **Glenn Wightwick**.

"This alliance means the two organisations will collaborate in the highly specialised technology areas of cyber security, analytics and cognitive computing," Dr Zelinsky said.

"The alliance is an opportunity to strengthen the ADF's capabilities in cyber security.

"Both organisations have deep expertise in these areas and it is a natural fit that we work together in what are some very promising defence related areas of research."



CII and AIDN, sign cooperation MoU

The Confederation of Indian Industry (CII) and The Australian Industry & Defence Network Incorporated (AIDN) have recently signed a Memorandum of Understanding (MoU) in New Delhi.

The objective of the MoU is to support the common initiatives of Australia and India in aerospace, defence and homeland security and build engagement between companies involved in aerospace, defence and homeland security sectors in Australia and India.

There is a potential to offer infusion of Australian technology and capability for the Indian small and medium enterprises (SME) to prepare Indian SMEs to participate in the defence offset and other related opportunities in the Indian defence sector

The MoU will also facilitate CII and AIDN to share information and knowledge; access information on the respective industry, specific opportunities and capabilities. CII and AIDN will also explore the potential for bi-lateral business missions to Australia and India respectively around major conferences or expositions.





Defence Fellowship to focus on oil security

Australia's oil security will be scrutinised under a new Secretary of Defence Fellowship awarded to DSTO Senior Research Scientist Dr Greg Calbert. Calbert was presented with his Fellowship certificate in a ceremony February 10.

"My fellowship will ultimately produce a sound method to inform strategy for decision makers on fuel security and decision points that have to be made to enhance security if required," Calbert said. "It's about setting up a military and civilian liquid fuel security barometer.

"All components of the fuel chain are important including supply, reserves, politics, diversity of supply, agreements and contracts."

Calbert has worked in the fuel domain for nine years studying fuel supply chain modelling and analysis for his client, the Director of Strategic Fuel. His work has impacted on capacity and through put for Defence to meet contingency fuel requirements.

"Australia's refineries are disappearing," he said, "and it's vitally important to also look at the impact of this on fuel security."

Two questions will form the basis of his research:

- How is liquid fuel security changing in the long term to meet future operational requirements of the Australian Defence Force and how we should measure those changes?
- What decision points should Defence be aware of in the future, that may cause Defence and Australia as a whole to act to ensure liquid fuel security?

REGISTER NOW!

ADM Cyber Security Summit

19-20 June 2014 | Canberra

This year's speaker faculty will feature presentations from renowned experts from government, industry institutions/agencies, academia and leading vendors. Some of the key topics to be addressed include:

- Cyber warfare
- Mitigating and preventing cyber offensives
- Protecting critical cyber infrastructure
- Intelligence and surveillance
- Cyber terrorism
- International Policy



For early bird rates book before February 28





Motorsport community backs Australian-made Hawkei

The Australian motorsport community has thrown its weight behind the home grown Thales' Hawkei protected mobility vehicle.

The next generation of lightweight, high mobility protected vehicles was launched recently in conjunction with the final round of the 2013 Auto One V8 Utes Racing Series at Sydney Olympic Park, with the Hawkei leading the field around on parade laps.

"We'd normally consider the V8 Utes to be the toughest thing on track, but such an imposing vehicle makes our race utes look pretty small in comparison," V8 Ute driver Adam Marjoram of Auto One Racing of the special laps said.

ZF in Australia has a long standing relationship with **Thales Australia**, with the two companies collaborating on the build of the famed Bushmaster protected mobility vehicle model.

The Bushmaster features a specially modified ZF Ecomat 6HP transmission, which is closely related to the ZF transmissions found in buses and coaches nationwide.

Craig Lowndes, the ZF Services Australia ambassador, was on hand to view the launch of the Hawkei at Sydney Olympic Park, and was impressed with the quality of the vehicle.

"It's amazing what we can achieve here in Australia, our manufacturing industry is alive and kicking," Lowndes said.

"For ZF to be involved in this project is a real tick of approval for the quality of its products. To be able to reliably adapt a road car transmission for a vehicle of this nature really speaks volumes."

Thales Australia CEO **Chris Jenkins** was enthusiastic at the announcement of the partnership with the **Auto One V8 Utes series**, which will see the Hawkei utilised at rounds in 2014.

"Where better to show what Australia can do than at the Auto One V8 Ute series? The Hawkei is Aussie know-how at its best," Jenkins said.

ADM Online: Weekly Summary

A summary of the latest news and views in the defence industry, locally and overseas. Check out our webpage for daily news updates on the ADM home page and make sure you bookmark/RSS this for a regular visit.

This week, the hull of the second **Landing Helicopter Dock** has arrived in Melbourne at Webb Dock on the heavy lift vessel, the *Blue Marlin*.

Celebrations to mark the centenary of Australian **submarines** were launched by Defence Minister Senator David Johnston in Darling Harbour.

And, **Mitchell Eikenloff**, a former student from Aviation High School was awarded the Aviation Australia Aeroskills scholarship at the 2013 Aerospace Education Awards ceremony held at Parliament House.



International



Boeing delivers first Peace Eagle to TAF

Boeing is helping Turkey improve its self-defence capabilities with the recent delivery of the first Peace Eagle Airborne Early Warning and Control aircraft.

The Turkish Armed Forces (TAF) now has advanced airborne surveillance and battle management capabilities, and can simultaneously track airborne and maritime targets, with the first of four AEW&C aircraft it has received from Boeing.

Boeing delivered the aircraft to Konya Air Base, the fleet's main operating base. The AEW&C is based on the Boeing 737-700 aircraft, one of the most popular and reliable commercial jet aircraft in the world.

Two more AEW&C aircraft are to be delivered this year, with the fourth in 2015. In addition to the aircraft, the Peace Eagle program includes ground support segments for mission crew training, mission support and system maintenance.

Turkey joins Australia and South Korea as operators of AEW&C platforms.



Taranis UCAV's first flight 'surpasses expectations'

The UK's Ministry of Defence (MoD) and BAE Systems recently announced details of last year's first test flight of

the Taranis unmanned combat demonstrator aircraft, which BAE bills as the "most advanced aircraft ever built by British engineers".

The 15-minute test flight took place at an undisclosed location outside of the UK on August 10, 2013 as part of a project to show the UK's ability to create a unmanned combat air vehicle (UCAV) capable of surveillance, targeting, intelligence gathering, deterrence, and strikes in hostile territory.

One of Britain's most closely guarded military secrets, Taranis has been sheathed in secrecy from the start with access to it and its technology strictly limited. Even getting a good look at it has been difficult as BAE explains that many aspects of the craft's technology, shape, design, and even finish, remain classified, as does any exact information on its performance.

At a press briefing last week, BAE and the MoD said that Taranis “surpassed all expectations” during the flight tests which were carried out under the command of BAE Systems’ test pilot **Bob Fraser** with piloting by **Neil Dawson**. During the 15-minute maiden flight, Taranis made a perfect take-off, rotation, climb-out and landing. Other flights of up to one-hour’s duration at various altitudes and speeds followed.

These flights were preceded by earlier static power tests, unmanned pilot training, radar cross section measurements, and ground station system integration carried out at BAE’s military aircraft factory at Warton in Lancashire. The Taranis and its ground station were then shipped to the overseas test location for a series of high speed taxi tests in July before its maiden flight.

Taranis was designed to demonstrate that the UK has the required knowledge and expertise to produce an unmanned combat aircraft that could one day conduct precision strikes over a long range whilst remaining undetected. BAE says that Taranis will help the MoD and the Royal Air Force to decide on how to mix manned and unmanned fast jets in a combat role as part of Britain’s defences.

“Taranis is providing vital insights that will help shape future capabilities for our Armed Forces in coming decades,” **Philip Dunne**, Minister for Defence Equipment, Support and Technology said. “Its advanced technology is testament to the UK’s world leading engineering skills that keep Britain at the cutting edge of defence.”

No doubt the RAAF will be following these developments with considerable interest.



One for our JATC friends

Tom Muir

The Defense Advanced Research Projects Agency (DARPA) and Raytheon are preparing to demonstrate a new capability that could allow joint terminal attack controllers to direct close-air-support munitions onto targets with great precision, situational awareness and within six minutes, according to the Raytheon program manager.

The system is being developed through DARPA’s **Persistent Close Air Support (PCAS) program**, which awarded Raytheon a \$25.5 million contract for Phase Three in December 2013.

The company announced the contract in a February 4 press release and said PCAS software “could enable troops to receive close air support sooner by improving coordination among joint terminal attack controllers, airborne sensors and weapons.”

In Australia a unique relationship exists between 4 Sqn RAAF and the Army’s **Joint**



Terminal Attack Controller (JTAC) Troop, allowing each unit to complement each other in delivering a world-class JTAC capability to the ADF. 4 Sqn is the only JTAC training unit in the ADF and holds a very important US accreditation for its course, allowing graduate JTACs to operate in coalition operations.

JTACs play a vital role in the safe delivery of air power in the **Close Air Support (CAS)** fight, where powerful air weapons are employed close to friendly ground forces. JTACs reduce the chance of friendly fire while enhancing the ground commander's objectives. Eighty per cent of 4 Sqn's JTAC graduates are from various units within Socomd and Forcomd. - *TM/Army News*

Major air defence orders for Rheinmetall

Tom Muir

In recent weeks Rheinmetall has won major orders in the field of military air defence. Indonesia and a European nation have ordered air defence products for air force and naval applications which, together with accompanying services, are worth a total of about €50 million.

Indonesia has opted to expand its existing Rheinmetall-made **Oerlikon Skyshield air defence systems** with a follow-on order for **Skyshield fire units**. Meanwhile, a European navy has ordered two **Oerlikon Millennium automatic cannon** for one of its surface combatants.

Rheinmetall is one of the world's leading makers of sophisticated short-range air defence systems. It is the market leader in cannon-based air defence, and the only single-source system supplier of fire control technology, automatic cannon, integrated guided missile launchers and the Group's proprietary Ahead ammunition.

It is noteworthy that Rheinmetall's Oerlikon Skymaster battle management system formed part of **Diehl Defence's IRIS-T SLM anti-air missile demo** at the Overberg test range in South Africa which relied on **CEA's CEAFAR variant**, the **GBMMR radar**, for the system's successful destruction of the incoming target.

FORTHCOMING EVENTS.....page 13



FORTHCOMING EVENTS

For a full list of defence and industry events, head to **ADM's** online events page at www.australiandefence.com.au

Defence and ITAR Trade Controls from a non-US Perspective - workshops

DATE: 12 - 28 February, 2014, various locations and dates

ENQUIRIES: Web: <http://export-controls-training.com/training/face-to-face/2-day-defence-and-itar-training-february-14>

For those new to the topic, the course will be an ideal and comprehensive introduction to this extremely important topic. For those with prior experience or knowledge, the course provides a good opportunity to brush up on recent changes, ask questions, and network with defence trade control managers from other businesses. This workshop is proudly supported by Enterprise Connect's Defence Industry Innovation Centre for SME's. **Free to SME's**

ADM 2014 Defence/Industry Congress

DATE: 25 - 26 February, 2014, Canberra

ENQUIRIES: ADM Events - Adam Wiltshire, Ph: 02 9080 4342;

Email: adam.wiltshire@informa.com.au

Web: www.admevents.com.au

This major Defence/Industry Conference has evolved into a pivotal event in the Defence calendar, attracting over 250 delegates each year. More details to come.

ADM will
be in
attendance

Centenary of Military Aviation Air Show 2014

DATE: 1 - 2 March, 2014, Point Cook, Victoria

ENQUIRIES: Web: <http://www.airforce.gov.au/>

The event highlights the significant advances in military aircraft during the past 100 years.

The Submarine Choice: ASPI's International Conference

DATE: 8 - 10 April, 2014, Canberra

ENQUIRIES: Lynne Gozzard, Ph: 02 6270 5109;

Email: lynnegozzard@aspi.org.au

Join distinguished international and Australian speakers for two days of debate on Australia's Future Submarine choice.

Topics include: The Strategic Context; the Navy's Perspective; Regional Perspectives; Design Options; Industry and Economics; Project Management; Lessons from Abroad.

ADM will
be in
attendance

3rd annual ADM Cyber Security Summit

DATE: 19 - 20 June, 2014, Canberra
ENQUIRIES: ADM Events - Adam Wiltshire, Ph: 02 9080 4342;
 Email: adam.wiltshire@informa.com.au
 Web: www.admevents.com.au

Over the last 2 years, the summit has gathered 150+ senior Defence, National Security and Industry executives to address current and emerging cyber threats to Australia's security.

ADM will
be in
attendance

Defence and Industry (D+I) conference 2014

DATE: 29 - 30 July, 2014, Adelaide
ENQUIRIES: Defence Materiel Organisation
 Email: DMO.Communication@defence.gov.au

The Conference is an opportunity for Industry to discuss with Defence officials acquisition and sustainment investment opportunities.

ADM will
be in
attendance

SimTect 2014

DATE: 25 August, 2014, Adelaide
ENQUIRIES: Web: <http://www.simtect.com.au/>

SimTecT is the annual Simulation Technology and Training Conference held by Simulation Australia. Since its inception in 1996, SimTecT has grown to become Australasia's premier simulation conference for industry, government and academia.

ADM will
be in
attendance

Land Forces Conference 2014

DATE: 22 - 26 September, 2014, Brisbane

The Land Forces Conference is a major event for users, providers, academics, designers and manufacturers to meet, present, share and exchange new and visionary ideas on Land Systems. More details to come.

ADM will
be in
attendance

