



# DEFENCE WEEK

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## DMMA to be delayed by Thales

Katherine Ziesing

**ADM understands that the Domestic Munitions Manufacturing Arrangements (DMMA) program office is looking at a contract extension with current provider Thales Australia.**

The proposed contract extension would see the plant essentially 'kept warm' at a cost of between \$60 and \$80 million a year for both the **Mulwala** and **Benalla** sites, not producing ANY product for the ADF during this time. Allegedly there would be enough inventory to last between five and six years if the plants were mothballed.

The Commonwealth and Thales have been negotiating roughly \$150 million worth of capital equipment at the sites over the last 12 months. ADM understands that \$144 million of that plant has been found to be owned by the Commonwealth and therefore able to be part of the **DMMA process**. The other \$6 million is still being discussed. Thales is now claiming that they own the Intellectual Property attached to the plant. This claim would see at least another 12 months of legal stouthing delaying the DMMA process.

In terms of timelines, DMMA is already behind the ball. There were originally five teams in the running:

1. **Alliant Techsystems Inc (ATK)** teaming with **NIOA Nominees Pty Ltd, American Ordnance LLC, and Day & Zimmerman Inc;**
2. **BAE Systems Australia Limited** teaming with **Expal Systems SA;**
3. **Raytheon Australia Pty Ltd** teaming with **Chemring**



4. **Australia Pty Ltd** and **Poongsan Corporation**;
4. **Rheinmetall Waffe Munitions GMBH** teaming with **Nitrochemie** and **RUAG Ammotec**; and
5. **Thales Australia Pty Ltd** teaming with **General Dynamics-OTS**, **NAMMO** and **Winchester Australia** under the Australian Munitions banner

An announcement of a **downselect** to three companies was made by Defence Materiel Minister **Dr Mike Kelly** in July this year where the Thales, ATK and BAE Systems led teams were selected. *ADM* has confirmed with sources close to the project that Thales was only kept in the running at this point because of the ongoing legal battles surrounding plant and IP rather than any reason based on a proposed business case.

A further decision point was estimated to be 'in the third quarter of 2014', alarmingly close to 30 June 2015. The drop dead date that contenders have to keep in mind is 30 June 2015; this is when both the SAMS and Mulwala agreements expire.

The RFP responses that were submitted in March this year were all based around a 'hot transition' at both sites for the winner of DMMA. If the proposed contract extension does eventuate, the offerings in the RFP responses will need to be reviewed in light of a schedule change. An RFT is supposedly ready to go but is waiting on the outcome of the legal battles.

Both ATK and BAE Systems are familiar with the Thales tactics being used: ATK used them against BAE Systems US in the Radford competition in the US. ATK knew they had lost the facility but managed to get several more years of work out of the US government by using such delaying measures. BAE Systems US had a challenging time in transitioning the workforce and capability at the plant but the facility is now a good model for how to transition under hostile conditions.

Given that companies up until this point would be lucky to get change of \$5 million in bid costs, bidders must be considering whether continuing in the competition is financially viable. DMMA would cease to be a competition with no competitors.

In all of this, *ADM* wonders what happens to local jobs at Mulwala and Benalla should the plants be mothballed. It doesn't take near as many people to keep the home fires burning than actually produce goods.

Then again, what are Benalla and Mulwala offering the ADF these days anyway? The **DMO 2011-12 Financial Year Contracts Listing** shows the Benalla share of munitions purchases by DMO at less than 20 per cent. In other words, 80 per cent of Australia's munitions are coming from foreign sources. A rough trawl through the contracts lists reveals:

Source	Amount in \$ millions
US FMS:	\$156.5
SAAB:	\$59.6
Other O/S:	\$7.8
Chemring:	\$19.9
Thales:	\$59.6 (18.8 per cent)
Other Australian:	\$13.8
<b>Total:</b>	<b>\$317.2</b>





So *ADM* asks the following questions:

What can the Commonwealth do with such a timeline for DMMA?

What repercussions will the delaying tactics have on local industry in regional Australia?

Are Benalla and Mulwala really even needed?

None of the answers are particularly comforting for the Commonwealth, the ADF, the taxpayer or industry.

### **DMMA statement by Thales**

“Suggestions by *ADM* that there has been a delay to the DMMA process caused by Thales are wrong,” **Kevin Wall**, executive general manager for Australian

Munitions, said. Given the nature of the above article *ADM* gave the Thales-led team a right of response. This is their complete statement.

“In regard to extensions to the current contracts, the DMO has been clear that they will not continue past 30 June 2015. Naturally, the DMO has discussed all facets of project contingency planning, as this is normal project discipline.

“Thales is approaching the end of long term contracts that were part and parcel of the sale of government-owned ADI in 1999. Some of the terms of sale and the contractual terms and conditions are quite complex and require careful, professional handling. This has been acknowledged by the DMO.

“We are working through these matters with them as part of a very cooperative transition process. This is not causing any delay to the DMMA schedule.

“The **JP2086 Mulwala Redevelopment Project (MRP)** where **Lend Lease** and DMMA competitor ATK are teamed to deliver a world-class modernised propellant plant was due to be delivered in June 2011.

“When DMO commenced the DMMA industry brief in November 2010, the MRP was nearly a year behind schedule. By the time the DMO called for the ITR in February 2012, it was 20 months late. At the launch of the RFP in January 2014, it was 30 months late.

“Today we are looking optimistically at a safe and effective site being three years late.

“Thales has worked cooperatively with DMO to ensure that the capability to manufacture ammunition, explosives and propellants is sustained, while at the same time increasing its non-ADF product sales to ensure that the factories can operate effectively and safely when ADF order requirements are reduced - this reduces the overall reliance on the ADF.”





## Helo safety aid gains CASA clearance

Sydney SME Tricon Defence has achieved certification for its HERO helicopter crew-occupant survivability aid by the Australian Civil Aviation Safety Authority (CASA).

The certification concludes an arduous 18-month process during which multiple HERO (Helicopter Emergency Release Operator) devices were subjected to rigorous testing to various military and aviation standards, including MIL-STD-810G, MIL-STD-461F and DO-160G. CASA certification enables HERO to be used in any fixed or rotary-wing civil aircraft in Australia.

For the Australian Defence Force (ADF), CASA certification has considerable cross-over for military operations and enables Army Special Forces and other teams to employ HERO for those missions where civil helicopters are best suited or where they are shared assets in joint operations with other federal agencies.

Obtaining CASA certification for HERO was a significant achievement for the defence equipment design specialist, according to Tricon Defence director **Ian Bostock**.

"We had to climb some steep engineering and design mountains to ensure HERO was both fit for the task and met the **Australian Technical Standard Order (ATSO)**," Bostock said. "The CASA certification certainly puts the device in an elite club and will no doubt hold us in good stead as we now enter the market."

Developed to meet a Special Operations Command requirement, HERO is the world's first dual purpose restraint-release system for helicopter crew and occupants. Automated to release upon immersion, HERO enables a more rapid exit from a sinking helicopter where manual release from strops or tethers can be problematic post-crash.

The development of HERO also comes at a time when the ADF is gearing up for an amphibious future, where ship-to-shore troop movements by embarked helicopters from the two landing helicopter dock ships in particular and manoeuvre in the maritime battlespace in general will become more prevalent.

### October 2013 ADM advertisers take note!

- Bonus distribution to: **Pacific 2013 International Maritime Exposition; RAN Seapower Conference 2013;** Submarine Institute Conference; NZDIA Forum and ADM's Northern Australia Defence Summit.
- From the source in this edition: Vice Admiral Ray Griggs, Chief of Navy (confirmed)
- Booking deadline: September 3, 2013  
Contact David Jones: davidjones@australiandefence.com.au  
Tel 07 3348 6966 / Mobile +61 412 188 100



## Challenges for Rudd's northern naval posture



In a speech at the Lowy Institute, the Prime Minister announced that a re-elected government will establish the Future Navy Taskforce. The speech came as a shock to senior defence officials who learned of the proposal at the same time as the audience, *ADM* understands.

The taskforce will provide advice to the Government on implementing recommendations of the **Australian Defence Force Posture Review** and **2013 Defence White Paper** that offer operational advantages, enhance capability sustainment requirements and relieve future pressure on the current location of **Fleet Base East** in Sydney.

The Taskforce will provide advice on the timing, proportions and implementation of moving some or all of Fleet Base East currently at Garden Island in Sydney to Queensland and Perth and developing, upgrading or expanding Darwin and Broome. The centrepiece of the move would see at least \$6 billion spent in upgrading parts of the **Port of Brisbane** to support the **Royal Australian Navy**.

At first glance, the argument that Australia's navy would be better placed to respond to events in the waters to our north—where all of the strategic action is taking place—is reasonable. All other things being equal, forces close to an area of operations will be able to respond more quickly than those further away. Similarly, forward basing can make it easier to sustain operations, and units can familiarise themselves with prospective operating areas through exercising and training in like environments. These considerations underpinned the relocation of ADF units to the north of Australia in the 1980s and 1990s.

For small vessels such as **patrol boats**, being located close to likely operating areas is particularly important—they need to be nearby to respond quickly to rapidly evolving events such as border protection and search and rescue operations. Their limited range and endurance means they can't operate effectively from distant ports. But for major naval vessels, the logic is less compelling. They can remain at sea for months if required, and the loss of less than a day steaming from southern ports makes essentially no difference to their ability to remain on station for extended periods. The navy has maintained a continuous frigate presence in the Persian Gulf and off the Horn of Africa for over a decade, so doing the same to the north of Australia would be relatively easy.





## Some history

It's also worth understanding why the navy is where it is today. Geography plays a role in determining the suitability of locations for military basing. For example, large ships require deep water access and port facilities that are available at all times. For berthing purposes the local tidal range is an important factor. The two current major fleet bases are—not coincidentally—located in ports with small tidal ranges;

Fremantle (under one metre) and Sydney (about two metres). In comparison, the northwest coastline experiences some of the largest tidal ranges in the world; Derby has a mean spring range of over 10 metres and Broome about 8.5 metres.

The unavoidable conclusion of these considerations is that there's no compelling strategic logic to move navy's major vessels north. One reason to look at Brisbane is the potential crowding that could result in the existing bases in Fremantle and, especially, Sydney Harbour when two large new **LHDs** and three **AWDs** are delivered in the next decade. It could get pretty tight. With that in mind, the 2012 Australian Defence Force Posture Review identified the need for a rethink of navy's basing: Navy faces the greatest challenges in accommodating changes required by Force 2030 and needs a fresh master plan for its future basing to meet significantly greater demands on the capacity of wharves, dockyards and support facilities at Navy's bases.

But it went on to recommend the potential northern relocation of only select future force elements—the **future submarines** and amphibious ships.

Defence should commence planning now on long term options for establishing a supplementary east coast fleet base at Brisbane for the Future Submarine and large amphibious ships. Seen this way Brisbane becomes an 'overflow' facility for the east coast fleet.

And there's another good reason not to move the bulk of the fleet from its current location—it's prohibitively expensive to do so. When the move of Fleet Base East from Sydney to **Jervis Bay** was contemplated in the mid-1980s, the estimated cost was over \$2 billion (2011 prices). Moving to a northern harbour less suited to operating large vessels would cost up to three times that and, at a time when the defence budget is under pressure on all fronts, it's not likely to be a high priority on Russell Hill. Here's how the 2013 defence white paper describes the notion:

*The Government has decided not to proceed at this time with long-term planning for establishing a supplementary east coast fleet base in Brisbane (which had been recommended by the Review). The significant preliminary cost estimate (in the order of \$6 billion), challenges associated with land acquisition, environmental considerations, the need for extensive dredging and the wider dispersion to a third fleet base of RAN personnel and training, all suggest that establishing a fleet base in Brisbane would be challenging and require significant continued investment for it to remain sustainable.*

It's hard to avoid the conclusion that the Taskforce will come up with a similar answer to its predecessors over the past few decades—the strategic logic and business case for a significant move aren't there. - Andrew Davies, ASPI's *The Strategist* and ADM staff writers





## Countering Counter IED criticism

**In the war against IEDs, prevention is better than cure. The Counter IED Task Force explains the importance of force protection electronic countermeasures.**

'This technology is capable of protecting soldiers against anywhere

between 32 and 55 per cent of attempted IED attacks. It saves lives in Afghanistan every day.'

Counter IED Task Force head Brig **Wayne Budd** is passionate in his defence of force protection electronic countermeasures (FPECM) as concerns have been raised this year that the technology used in Afghanistan and Iraq may cause cancer.

The technology, which prevents IEDs being detonated by remote control near soldiers and vehicles, has been tested extensively before introduction. To date, there are no known definitive links between exposure to force protection electronic countermeasures and cancer.

"It is inherent in our tasks and responsibilities to ensure that any piece of equipment we issue to personnel is safe to use," Brig Budd said. "Of course there's a process we must go through to make sure our kit is safe and of course that's a process we've followed with FPECM."

For the task force's capability director, **Chris McNicol**, it's a balancing act to keep the performance parameters of the devices secret from the enemy while reassuring soldiers and the public that the technology is safe to use when operated in accordance with procedures.

He can't give away too much detail on how the technology works for fear of helping insurgents find ways to defeat it.

"We know our jammers at first baffled and then infuriated our enemy," he said. "In Iraq they called our jammers a 'force field' around our armoured vehicles and they wrapped electrical insulation tape around their RPG-7 warheads thinking it would help penetrate the invisible bubble.

"In Afghanistan we watched YouTube clips where Taliban insurgents tried to initiate IEDs and blamed each other because they failed to function."

The FPECM used in Afghanistan today are a far cry from the radio jammers of old, which would send out a barrage of radio waves in a prescribed frequency range to drown out competing radio traffic.

Currently 32 per cent of IEDs in Afghanistan are the type that would be jammed by the ADF's FPECM. At the peak of operations in Uruzgan province up to 60 per cent of known IED switch types were radio controlled. Even battle-damaged FPECM antennas can still work (although effective range is reduced).

The ADF is served by the most comprehensive range of sophisticated, purpose-designed ECM available, ADF FPECM operates at fractions of the Australian civilian radio frequency exposure standards-ARMY





## More on jammers (with levity)

Tom Muir

**Jammers were the first use of technology in countering IEDs, through disrupting the triggering system which, initially, was done wirelessly (cellphones, walkie-talkies, key fobs, etc). Insurgents have switched to a more primitive triggering system, command wires, to counter the jammers and render them ineffective.**

Available to the public, this currently advertised model has a band control switch function to block out cell phone, WiFi and 3G signal at the same time, the switch can also be used to block the cell phone's signal, but not the WiFi and 3G signal. Turn off the WiFi and 3G, then it will just stop the phone's signal.

Powerful and effective, this portable signal jammer effectively disables any nearby WiFi and 3G networks, as well as other cell phone signals (GSM, CDMA, DCS, PHS bands) without interrupting any other electronic devices. The highly portable size and one-touch power button allows users to quickly turn the device on or off for instant jamming and unjamming. Incredibly easy to operate and carry around, this portable signal jammer is both the ideal security and anti-security device.

### Specifications:

Isolating Signal Bandwidth: CDMA: 850 - 960Mhz - GSM: 925 - 960Mhz - DCS: 1805 - 1880MHZ - PHS: 1900 - 1990MHZ - 3G: 2110 - 2170Mhz - WiFi: 2400-2500MHZ  
Antenna: 4x Omni-directional Antennas  
Coverage Area: 5-15 meters

### Anti-GPS tracker:

However if you have stolen a **Brinks armoured truck**, or fancy the **Lamborghini Gallardo** (aka Audi) you have just collected from your local car rental company, or the **M1A1 tank** you are driving to the pub is equipped with a GPS tracker, you may be interested in the following device.

If concerned that you may be tracked by GPS navigation when driving, you can plug this enemy of GPS navigator to your car for safer and privacy-protection driving. The jammer is a cigarette lighter type, for charging with antenna mounted well for enhancing the intensity of interception. If the car is equipped with a GPS tracker, this gadget will make it ineffective by intercepting the satellite signal and completely breaking it.

It won't disorder the normal work of mobile phones or other electronic devices, but this GPS signal jammer can prevent the driver from being followed, or the car from being shadowed. Plug and play, you can easily use for signal isolating as long as you feel something abnormal in the air.

### Features:

- Prevent your car from being tracked
- Prevent rented-car and loaned-car from being tracked.
- Price \$120



## Canada's submarines: opportunities for cooperation with Australia



David S. McDonough\*

The Royal Canadian Navy's (RCN) submarine fleet, consisting of four Victoria-class vessels, has been plagued by numerous problems since their acquisition from Great Britain between 2000 and 2004—including a dent found on *HMCS Victoria* in 2002, a fire on *HMCS Chicoutimi* in 2004, damage caused to *HMCS Corner Brook* in a 2011 accident, and a defect with *HMCS Windsor's* diesel engines discovered last year, not to mention a supply-chain that had to be built from scratch.

Such problems have sharply curtailed fleet operations, with an Initial Operating Capability only achieved in 2006.

Yet many of these challenges arose from the admittedly under-estimated cost of re-activation and refits rather than fundamental design flaws with the former Upholder-class, as some critics maintain. Importantly, Canada's undersea fleet will likely achieve an 'operational steady state' in two years. Delays with achieving a full operational capability for submarines is also nothing new—as the **Royal Australian Navy (RAN)** can attest, given the high costs of refitting its **Collins-class submarines'** combat systems and continuing propulsion problems, at a procurement cost that dwarfs what Canada has so far spent on its own fleet.

Canada might even want to think about transferring its remaining **Halifax-based submarines** to the Pacific, now that it can expect to enjoy a steadily increasing operational submarine capability. With more vessels on hand, Canada would be in a better position to strengthen naval ties with its Australian counterparts. For one, the RCN's Victoria submarines and the RAN's Collins submarines have many similar characteristics, including displacement, range, and speed. Both have also been refitted

### ADM Defence Supply Chains Conference

**Date:** 4-5 December 2013, Adelaide

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to include more sophisticated combat systems and armaments, such the **Mark 48 Mod 7 torpedo**—with much of this work designed to ensure continued high-levels of interoperability with US and allied navies.

Yet the RCN and RAN also face obstacles in achieving a full operational capability, which could continue to reduce the operational availability of these vessels. As a consequence, both countries have been unable to maximize the potential utility of these platforms to train their surface fleets in **anti-submarine warfare (ASW)**—widely regarded as a key capability requirement to retain sea control in the Pacific. Canada could help alleviate this shortage with additional vessels on hand, especially if an arrangement is made to ensure either Collins or Victoria submarines are made available for ASW training. Another important beneficiary would be the US Navy, which does not operate diesel submarines but greatly values using them for ASW training as well.

This hints at other potential avenues for naval cooperation. For instance, Australia lost a key ASW asset after retiring its **Sea Kings** in 1996, with the RAN having gone more than '15 years without the ability to conduct dipping sonar operations', as *ASPI's Andrew Davies* notes. Australia will soon acquire an airborne ASW asset with the new **Seahawk MH-60R**. But given the RAN's lack of regular exposure, it may be many years before full proficiency in airborne ASW returns. Canada could prove a useful partner to facilitate such training, in so far as the RCN continues to be well versed in conducting such operations with its aging **Sea King** fleet.

Of course, Canada's submarine fleet will likely need to be paid off by 2030, at least absent an end of life refit to extend its service by several more years. The same could be said of Australia's six Collins-class vessels. Yet the RAN has at least moved forward to study extending their lives and replacing them with twelve new submarines, even if there are continuing concerns about the cost of this project and whether a capability gap will arise.

Canada could learn much from this debate. Unlike Australia, it has so far eschewed serious discussion on extending its Victoria submarines' service life or finding a replacement vessel. Already, to avoid a costly life-extension program or a capability gap, the RCN will need to plan for an off-the-shelf replacement sooner than later.

Canada might also want to take a look at possibly collaborating with Australia in its submarine project, given that both countries have to replace their existing fleets at roughly the same time. Of course, the high expected cost of these vessels represents a significant barrier. Still, collaboration could potentially result in important cost-savings on both sides. Canada also has no history of building submarines, so it's unlikely to face the kind of political pushback from shipbuilders that greeted rumours about collaborating on the **UK's Global Combat Ship**.

It might be tempting to simply forgo this undersea capability and to rely instead on greater number of surface ships by the 2030 timeframe. But the RCN should think twice about divesting its submarine fleet. It takes many years to master the complicated procedures required for ASW, as naval expert **Ken Hanson** reminds us. Without submarines, the RCN's will lose its ability to undertake regular training for such vitally important operations—and with that its well-deserved and hard-earned reputation in ASW.—*ASPI: The Strategist*

\*David S. McDonough is a SSHRC post-doctoral fellow in the Department of Political Science, University of British Columbia and a research fellow in the Centre for Foreign Policy Studies at Dalhousie University. Image courtesy USN via Wikimedia Commons.



## Aussie unmanned aircraft engine reaches new heights

Perth-based **Orbital Corporation** has won a third strategic contract from a US-based customer to develop and manufacture a new unique **Heavy Fuel Engine (HFE)** for a specific small unmanned aircraft system (SUAS) application.

Details of the contract are confidential but Orbital says the new customer is one of the largest in the booming UAS industry, and provides land and maritime intelligence, surveillance and reconnaissance capabilities worldwide. The \$US4.5 million development order follows the completion in 2012/13 of two contracts – worth over \$US10 million – to supply HFE engines and spare parts to **Textron System's AAI Corporation** in the US for use in a SUAS developed with AAI's Australian division, **Aerosonde**.

## SeeTrack upgrade for NZ

**The Royal New Zealand Navy (RNZN) has chosen to purchase three upgraded seats of SeeTrack Military from SeeByte.**

The RNZN, one of SeeByte's longest-standing customers, first purchased three seats of SeeTrack Military in 2006. The software is now used globally by 16 of the world's navies.

"The software is fast becoming the first choice for Navy EOD & Clearance Divers globally and it is important that we have the full capabilities offered by SeeByte," **Ron Tyson** of NZ Offshore Technology (NZOT), who managed the acquisition, said.

The RNZN has also signed a support and maintenance contract that will allow them to access any further upgrades to the software over the forthcoming year.

SeeTrack Military is an open-architecture platform solution for rapid on-site analysis and data fusion that can be easily adapted for specific user needs. Developed as a mission-planning, monitoring, post-processing and reporting tool, this software technology has been successfully deployed on numerous surveys, military and security operations and scientific experiments.

### ADM Northern Australia Defence Summit

**Date:** 29-30 October 2013, Darwin

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## Gouhier takes out professional engineer award

**RPC Technologies manager of Engineering (Broadmeadow Office) Pierre Gouhier has been won the Engineers Australia, Newcastle Division 2013 Young Professional Engineer of the Year Award.**

Pierre holds a Master of Engineering degree, majoring in Composite Materials from Polytech Savoie (France) and is currently studying for a Master of Engineering Management at the **University of Newcastle**. As a Composite Engineer at RPC Technologies, Pierre has extensive experience in Transport, Defence, Manufacturing and Fibre Reinforced

Plastics. (FRP) Piping Industries. Pierre's experience gained over working at various technical levels on major Australian projects from modeling/drafting of concept, to validation of design using Pipe Stress Analysis and Finite Element Analysis (FEA).

As a winner at the Division level Pierre will go on to compete at the national level at the National Engineering Excellence Awards in November. Congratulations Pierre.



## Three air force chiefs experience A400M capability

**The Chiefs of the Air Forces of Australia, NZ and the UK took the opportunity to fly in the Airbus Military A400M at the recent Royal International Air Tattoo airshow at Fairford in the UK.**

The photo shows, left to right: ACM Sir Andrew Pulford, Royal Air Force; AVM Peter Stockwell, RNZAF; and AM Geoff Brown, RAAF standing on the open ramp during the flight accompanied by an Airbus Military loadmaster.



## Movement at the Station: Oxley appoints Australian reps

**Oxley Developments UK has appointed Mather Roach Consulting to represent them in the maritime business market in Australia and NZ.**

Oxley is a leading designer and manufacturer of LED lighting, night vision solutions and electronic components. Oxley solutions are currently enhancing the performance of ships, fast patrol boats, hovercraft, submarines and naval aircraft across the world.

The latest advancement from Oxley is a range of LED Navigation Lights, specifically developed for vessels over 50 metres. The suite contains a full set of wheel-marked robust and low maintenance lights with options available in both AC and DC variants. The lights are NVG friendly and therefore suitable for use with aircraft flying on night vision goggles, all lights are sealed to IP67 and meet stringent EMC requirements.



## 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, construction commenced at **Holsworthy Barracks** for the Base Infrastructure Works Project.

Around 1,000 Australian Army and US Marine Corps personnel began preparing to take part in **Exercise Koolendong** 2013, which will be conducted at the Bradshaw Field Training Area south-west of Darwin.

And, the final **F-111 strike aircraft** to be displayed at historical museums, began its retirement journey to the US.

## International

### US Army's rapid innovation priorities

**The US Army hopes to invest up to \$US65 million in fiscal year 2013 Rapid Innovation Fund money to finance the development of soldier and vehicle protection equipment, training and advanced materials, among other items, according to the service's most recent RIF broad agency announcement.**

The BAA, released August 21, represents an official solicitation to industry, university-affiliated research centres and other organisations to submit white papers, due by October 21, expressing interest in a grant. The Army will evaluate submissions and choose those that merit further consideration within 10 weeks of the deadline.



Proposals for those will be due early next year and final selections will be made within four weeks of full proposal submission, according to the announcement.

Examples of wanted solutions specified in the BAA include:

- Vehicle Force Protection
- Base Force Protection
- Force Protection Sensor Performance/Planning
- Dismounted Soldier Load Reduction
- Soldier Borne Weapon Weight Reduction
- Range Improvement
- Degraded Visual Environment



## QinetiQ to support South Korean sub development

**QinetiQ Maritime has secured a contract from Daewoo Shipbuilding & Marine Engineering Co. Ltd (DSME), to support the development of the Republic of Korea submarine program.**

QinetiQ will be conducting submarine free-running model tests, which will include building the submarine model and testing it in its Ocean Basin in Gosport,

UK. QinetiQ will also be running deep water tests at a separate location.

DSME was selected to build two 3,000 tonne class conventional submarines by the Korean **Defense Acquisition Program Administration**. The project, called **Jangbogo-III**, will have Korean shipyards build these next-generation submarines for the Korean Navy.

“We have many highly experienced and knowledgeable engineers, scientists and technicians who are able to deliver a wide range of services,” **Sarah Kenny**, managing director, QinetiQ Maritime said. “The award of this contract by Republic of Korea is an excellent example of the recognition of our specialist and unique capabilities.”

QinetiQ says it has unrivalled knowledge and experience in the field of submarine manoeuvring and control performance, design, optimisation. Its services are underpinned by an investment in facilities and equipment valued at more than £100 million.

### 2nd annual ADM Defence Support Services Summit

**Date:** 19 September 2013, Canberra

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## General Dynamics wins US\$562 million SOCOM truck deal

**General Dynamics Corp has won a contract potentially valued at US\$562 million to supply US Special Operations Command with new four-by-four trucks.**

The Defense Department announced the award for the **Ground Mobility Vehicle, or GMV**, program. The notice didn't say how many trucks the command plans to

buy, though the number was previously estimated at about 1,300. The funding also covers spare parts, training and an electronic communications suite.

The Falls Church, Va.-based tank-maker beat out companies such as **Humvee-maker AM General LLC** and truck-maker **Navistar International Corp.**

The vehicle must carry as many as seven passengers, weigh less than 7,000 pounds unloaded and be transportable in a **CH-47 Chinook helicopter**. The truck must also be able to fire its weapon in less than a minute upon driving off the twin-rotor aircraft.

General Dynamics may also benefit from international sales of the vehicle, or a similar version of it, especially in the Middle East. Countries such as Oman, the United Arab Emirates, Saudi Arabia and Kuwait have expressed interest in upgrading their fleets of armoured trucks.



## Exelis to provide F-35 carriage and release systems

**Exelis has successfully negotiated an agreement with Lockheed Martin to deliver carriage and release systems for the F-35 Lightning II. The combined value of the two low-rate initial production (LRIP) awards is approximately US\$60 million.**

Already a supplier of carriage and release systems for the F-35, under the latest LRIP contracts Exelis will provide additional systems, including spare equipment, to all three variants of the aircraft.

Delivery for the first contract is scheduled to begin in January 2014 and includes systems for 36 aircraft. The second lot is expected to commence in March 2015 with units and additional spares for 37 F-35s. The equipment provided meets all US and international partner requirements.

## FORTHCOMING EVENTS.....page 11



# FORTHCOMING EVENTS

For a full list of defence and industry events, head to **ADM's** online events page at [www.australiandefence.com.au](http://www.australiandefence.com.au)

## DSEI

**DATE:** 10-13 September, 2013, ExCel, London

**ENQUIRIES:** Web: [www.dsei.co.uk](http://www.dsei.co.uk)

DSEI is the largest fully integrated defence and security show in the world, featuring Air, Naval, Land and Security show content. Based in ExCeL, London every two years, the event provides unrivalled access to key markets across the globe.

ADM will  
be in  
attendance

## SimTecT

**DATE:** 16 - 19 September, 2013, Brisbane Convention and Exhibition Centre, Queensland

**ENQUIRIES:** Web: [www.simtect.com.au](http://www.simtect.com.au)

SimTecT is the annual Simulation Technology and Training Conference held by Simulation Australia.

ADM will  
be in  
attendance

## 2nd annual ADM Defence Support Services Summit

**DATE:** 19 September, 2013, Hyatt Hotel, Canberra

**ENQUIRIES:** ADM Events - Keith Barks, Ph: 02 9080 4342;

Email: [keith.barks@informa.com](mailto:keith.barks@informa.com)

Web: [www.admevents.com.au](http://www.admevents.com.au)

A must-attend for any organisation currently doing business with Defence, or for those wanting to gain a foothold in the service delivery of defence support.

ADM will  
be in  
attendance

## Pacific 2013 - International Maritime Exposition

**DATE:** 7 - 9 October, 2013, Sydney Convention & Exhibition Centre, Darling Harbour

**ENQUIRIES:** Penny Haines, Ph: 03 5282 0500, Email: [phaines@amda.com.au](mailto:phaines@amda.com.au);

Bob Wouda, Email: [bwouda@amda.com.au](mailto:bwouda@amda.com.au)

Web: [www.pacific2013imc.com](http://www.pacific2013imc.com)

Since its inception in 2000, the biennial Pacific International Maritime Exposition has continued to expand. The number of commercial maritime and naval defence industry participants from around the world has grown substantially.

ADM will  
be in  
attendance

As the only comprehensive international exhibition of its kind in the Asia Pacific region, PACIFIC2013 will again provide the ideal showcase for commercial maritime and naval defence industries to promote their capabilities to decision makers from around the world.

PACIFIC2013 will be held in conjunction with the 'International Fleet Review' which will be commemorating the centenary of the first entry of the Royal Australian Navy Fleet into Sydney.

## RAN Seapower Conference 2013

**DATE:** 7 - 9 October, 2013, Sydney Convention & Exhibition Centre, Darling Harbour

**ENQUIRIES:** Sea Power Conference Team

**Email:** [seapower.conference@defence.gov.au](mailto:seapower.conference@defence.gov.au)

**Web:** [www.seapowerconference2013.com.au](http://www.seapowerconference2013.com.au)

The Sea Power Conference will be an integral part of the International Fleet Review 2013, Pacific Maritime Congress and Pacific 2013 International Maritime Exposition. This year will mark the eighth conference in the series.

The Sea Power Conference will explore the broad theme of Naval Diplomacy and Maritime Power Projection: The Utility of Navies in the Maritime Century, which is designed to capitalise on the presence of many foreign navies in Sydney for the International Fleet Review.

ADM will  
be in  
attendance

## Pacific 2013 - International Maritime Conference

**DATE:** 7 - 9 October, 2013, Sydney Convention & Exhibition Centre, Darling Harbour

**ENQUIRIES:** Pacific 2013 IMC Conference Managers

**Ph:** 02 9265 0700

**Email:** [pacific2013imc@arinex.com.au](mailto:pacific2013imc@arinex.com.au)

**Web:** [www.pacific2013imc.com](http://www.pacific2013imc.com)

The Pacific 2013 International Maritime Conference will be held in association with the Pacific 2013 International Maritime Exposition and the Royal Australian Navy's Sea Power Conference.

Normally held every two years, the Pacific International Maritime Exposition and the associated conferences have been brought forward to October 2013 to coincide with the Royal Australian Navy's centenary celebrations of the first arrival of the RAN's fleet unit in Sydney on 4 October 1913.

Pacific 2013 IMC provides a unique opportunity for people involved in maritime and naval affairs around the world to discuss the latest maritime developments in design, naval architecture, engineering, science and technology.

ADM will  
be in  
attendance



## 2013 Maritime Environment Working Group Conference

**DATE:** 10 October, 2013, Sydney

**ENQUIRIES:** Web: [www.govdex.gov.au](http://www.govdex.gov.au)

This meeting will provide another opportunity for defence and industry representatives to discuss the latest updates with regard to DCP projects. RSVP no later than 30 September 2013 on the MEWG Govdex site.

## SIA 2nd Submarine science, technology and engineering conference

**DATE:** 15 - 17 October, 2013, Adelaide

**ENQUIRIES:** Web: [www.submarineinstitute.com/sia-conferences/](http://www.submarineinstitute.com/sia-conferences/)

The peak event in Australia for engineering of what is one of the most complex Defence assets - conventional submarines. In addition the conference covers the full range of underwater technologies, many of which are relevant and in use for under-sea resources exploration and exploitation.

ADM will  
be in  
attendance

## Safeskies

**DATE:** 16 - 17 October, 2013, Hotel Realm Canberra

**ENQUIRIES:** Web: [www.safeskiesaustralia.org](http://www.safeskiesaustralia.org)

Safeskies Conferences is an Australian based not-for-profit organisation which holds a biennial aviation safety conference in Canberra. The 2013 conference has as its theme 'People and Technology', and speakers will probe some of the issues surrounding this theme.

## ADM Northern Australia Defence Summit

**DATE:** 29 - 30 October, 2013, Darwin Convention Centre

**ENQUIRIES:** ADM Events - Keith Barks, Ph: 02 9080 4342;

Email: [keith.barks@informa.com](mailto:keith.barks@informa.com)

Web: [www.admevents.com.au](http://www.admevents.com.au)

Bringing together key figures from the NT Government, senior military figures, and senior industry representatives, this conference is all about the continuing development and support of Defence in the Top End. Hear about the current and new initiatives offered by Government and what industry can bring to support Defence's strategic objectives.

ADM will  
be in  
attendance



## ADM Defence Supply Chains Conference

**DATE:** 4 - 5 December, 2013, Hotel Grand Chancellor, Adelaide

**ENQUIRIES:** ADM Events - Keith Barks, Ph: 02 9080 4342;

**Email:** keith.barks@informa.com

**Web:** www.admevents.com.au

ADM will  
be in  
attendance

It is recognised that it can be difficult for SMEs to find the right entry portal to an entity as large and diverse as defence primes. SMEs are a vital element in major defence acquisition contracts through the supply of sub-systems and components, as well as the establishment and sustainment of Australia's defence capability. SMEs are the links in the supply chains supporting the operation and maintenance of these capabilities. SMEs can also be the birthplace of many of the innovative technologies that contribute to Australia's defence capability edge.

Defence projects and initiatives can facilitate access to opportunities for Australian industry to access supply chains of major sub-suppliers, there are also barriers that sometimes prevent SMEs from accessing lucrative supply chains. The effective utilisation of Defence supply chains helps make Australian industry globally competitive.

By attending the ADM Defence Supply Chains Summit, you will hear about supply chain perspectives from Defence primes, leaders within the DMO, case studies from SMEs, risk and cost mitigation strategies, preparation strategies, and network with an array of Defence stakeholders.

