Chairman's Awards Bronze Ceremony
Plenty to celebrate

See page 05

Force majeure:
Insyte Field Ops survive cyclone

See page 10

DSEi 2007

Show coverage on pages 02, 06 and 07

'Impressive demonstration of tri-service capability'

News for BAE Systems Integrated System Technologies people • Quarter 3 2007

IQ-Insyte Quarterly

Insyte awarded FALCON Inc. C

Substantial capability

Contract to provide 'battlefield broadband' for the UK Royal Air Force

Insyte has been awarded the contract for the FALCON Information Infrastructure, Increment C by the UK Ministry of Defence. The contract is valued at more than £45m.

FALCON will provide broadband-like voice, data and video communications around, and between, the Royal Air Force's large and widely dispersed Joint Operating Bases, which support ongoing operations and are used as forward mounting bases.

It will also provide connectivity and long-haul communications to the UK and other strategic locations though interfaces to systems such as Skynet 5 satellites. The FALCON management system provides a powerful capability which allows planning, monitoring and control to be carried out locally or remotely.

The system, to be delivered in 2010, offers a substantial improvement in capability than that available through existing systems. FALCON delivers greatly improved data throughput, multi-level security, mobility and manpower efficiencies.

Previous systems were designed in an era when voice was predominant but today's information-rich environment demands systems capable of handling large amounts of data.

FALCON brings internet protocol (IP) technology from the civil telecommunications sector to the military, where it must operate within stringent security constraints, harsh physical environments and withstand a range of threats.

IP also offers a secure upgrade path to emerging Gigabit technology (a stated growth requirement of the programme).

FALCON fully meets the RAF's requirements for information assurance and protection. The system has separate security domains which ensure the segregation between UK National and Coalition traffic.

FALCON will be supplied in three installation types giving the RAF operational flexibility. Vehicle mounted containers, dismounted containers and palletised systems. All variants are air transportable and the vehicle has space to carry the crew of three.

Martin Sheppard, MOD Theatre and Formation Communications Systems IPT Leader, said; "I am delighted to place a contract extension for FALCON Increment C with BAE Systems. It will give a significant boost to the RAF's ability to deploy on operations".

Programmes Director, Land, Nigel Philpott said "I am pleased with the prospect of extending our FALCON capability offering to meet the Royal Air Force's semi-static high bandwidth information systems requirements. I look forward to delivering this in line with that of Increment A."

FALCON is a low-risk solution based on proven commercial-off-the-shelf and military-off-the-shelf technologies and capitalises on the MOD's investment in Increment A.

In 2006 Insyte's innovative all-IP solution was chosen to provide Increment A for the British Army. Increment C delivery will be dovetailed into the Increment A programme, with no resulting impact to the original schedule (in-service Q1 2010).

This contract award underlines the customer's confidence in the Insyte team's performance to date on Increment A. Insyte's world-class technology partners include SELEX Communications, Thales, Cisco, Dytecna, Flagship and L3 ASA.

Insyte is already using private venture in the assessment of solutions and technologies to meet the FALCON Increment B requirement. This will be to provide connectivity between the Army's Bowman (more Bowman news can be found on page 09) equipped Divisions and Brigades headquarters.

Work will take place at Insyte's facilities at Christchurch and Broad Oak and a number of sites occupied by FALCON team members and sub-contractors across the UK.

Insyte's Christchurch site will shortly be taking delivery of an FV432 vehicle to be used for assessment and risk reduction activity in preparation for Increment B campaign.

Insyte along with its BAE Systems Inc. counterpart, Electronics and Integrated Solutions (E&IS), highlighted their communications and information systems capabilities at DSEi, using the two case studies of FALCON Increment A and EI&S's MOKYS (C4I system procured by the Slovak MOD).

Turn to page 07 for full details

Above: FALCON Management Terminal. FALCON enables communications around and between RAF Joint Operating Bases and to the UK

> "I AM DELIGHTED TO PLACE A CONTRACT EXTENSION FOR FALCON INCREMENT 'C' WITH BAE SYSTEMS"
> Martin Sheppard, MOD Theatre and Formation Communications Systems Integrated Project Team (IPT) Leader

ARTISAN 3D Demonstrator achieves final milestone

Technical Maturity

The ARTISAN 3D Demonstrator system has achieved its last major milestone to schedule, with the system now operational and able to provide a live radar feed to the combat management system (CMS).

This milestone is the culmination of a private venture (PV) programme that started in 2006, with the aim of demonstrating solution maturity for the UK Ministry of Defence Naval Medium Range Radar (NMRR) requirement as a replacement for T996.

The achievement of this milestone comes ahead of the MOD down-select, providing evidence of technical maturity and low risk.

Following installation of the antenna on the test tower on Wednesday, 12 September, the team completed integration before achieving operational status on Friday, 14 September.

This result was made possible by the tremendous commitment and effort of the ARTISAN 3D Demonstrator team, as well as the support from other projects and the wider business.

Above: the ARTISAN 3D on its test tower at Cowes

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Tarique Ghaffur>

BAE Systems hosts the Assistant Commissioner, Metropolitain Police

Turn to page 04

BAE SYSTEMS

So you want to be an exhibitions technical manager?

A lot of hard work went into creating the best possible environment to display BAE Systems' tri-service capabilities. Steve Barnes, Insyte's Exhibitions Technical Manager, takes us through the build-up to DSEi 2007

Above: the ARTISAN 3D radar model, and below: the Terrier simulation demonstration area

Smoke, mirrors and gaffa tape

By the time you read this, DSEi 2007 will have been and gone.

BAE Systems had a strong presence at the show, exhibiting many of its capabilities, ably supported by the efforts of its global businesses.

A full show report can be found on page 06, but first, here is Steve's account of what it takes to set-up for a major exhibition:

Above: Steve Barnes

When DSEi 2007 opened on Tuesday 11 September, visitors to the BAE Systems stand were met by an 1,100sqm behemoth of a stand (looking not unlike something out of Star Trek!), showcasing our global tri-service capability.

By the time an exhibition opens it doors, most of my work has already been done, so let me take you back to the build-up of the show...

Thursday 6 September

I arrived on-site to discover what was complete and utter chaos.

Our stand had been under construction since the week-end and although the shell looked complete there was an army of electricians, carpenters, and audio visual (AV) technicians swarming all over it.

Insyte had five demonstrations to set-up:

Spider/Key Facilities Protection System (KFPS) Communications Information Systems, TERRIER Training, Naval Systems Integrationand Unmanned Air Vehicles (UAVs) and ISTAR (Intelligence, Surveillance, Target Acquisition and Reconnaissance) capability.

We also had the Combined Arms Tactical Trainer (CATT) demonstration (a mere 24 PCs!) on the DESO stand. Conveniently, this stand was positioned at the furthest point possible in the exhibition from the BAE Systems stand. Luckily, I only had to walk between the two stands half a dozen times a day!

The afternoon was spent tracking down all of the kit that had been shipped to London from five of our sites, ensuring that it got delivered to the correct place. After two months of ensuring that we had the correct licenses and permissions in place, the last thing I wanted was lost freight!

Friday 7 September

Insyte engineers arrived on site and started to set-up the various and numerous bits of kit.

Somewhere in the piles of boxes spread around the exhibition hall was our new ARTISAN 3D radar model. Somewhere...

At that precise moment in time, all we had was an empty case and no model – not so great! As if that wasn't enough, the flight case for the TERRIER system had also gone AWOL.

In the meantime, the CATT engineers had got busy and soon the corner of the DESO stand looked like a branch of Dixons!

In the Naval Systems Integration area, engineers from New Malden were on the phone to Cowes trying to get the live ARTISAN 3D radar link to work – this would become a regular occurrence over the week-end!

Saturday 8 September

TERRIER was finally discovered (someone was using the flight case as a worktop!) and set-up. CATT, too, was soon up and running.

The Naval Systems Integration area was looking good, although the ARTISAN 3D radar model was still very much an empty case at this point.

Claims that it was a stealth radar were not really holding much water!

England thrashed Israel 3-0 in the football and morale was high on Saturday night!

> 'THE ARTISAN 3D RADAR MODEL WAS STILL VERY MUCH AN EMPTY CASE AT THIS POINT. CLAIMS THAT IT WAS A STEALTH RADAR WERE NOT REALLY HOLDING MUCH WATER'

Sunday 9 September

Disaster! The TERRIER PC (quite possibly the second largest PC in the world!) had died. All attempts to recover it failed, but a phone call to Scotland found an engineer in the office at Hillend, who managed to load the system on the back-up TERRIER PC (quite possibly the largest PC in the world!).

The rest of our set-up looked good at this point. The Communications and Information Systems capability demo (consisting of elements of our FALCON/MOKYS kit) was up and running, Spider was set, the UAV area was fully functional and we had finally found the ARTISAN 3D radar model!

Monday 10 September

By late afternoon we were completely operational and the back-up TERRIER PC was in place, having been rushed down on the train from Scotland during the morning!

A team of around a dozen engineers from Insyte, spread across five sites had worked really hard to ensure that our systems were all operational and ready for the start of the show. There was a large, satisfying collective sigh of relief.

Friday 14 September

What had taken four days to set-up, was torn down in less than four hours on the Friday night!

Most of the engineering team had taken part in the build up, manned the stand all week and had then stayed late on the Friday to break it down. Their hard work and commitment was absolutely crucial to the success of the show.

I would like to send out a huge 'thank you' to all those involved! We couldn't have done it without you.

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News from UK/Rest of World>

US orders 600 mine resistant vehicles

Land Systems South Africa has, through its partnership with General Dynamics Land Systems Canada, been awarded an order for the supply of 600 RG31 Mk5E vehicles for the Mine Resistant Ambush Protected (MRAP) vehicle programme for the US Marine Corps.

The vehicle is an extended version of the RG31 Mk5 that is in service with armed forces around the world. The RG31 vehicles have proven to be highly effective against mines, improvised explosive devices and ballistic threats, and are in active service both in Iraq and Afghanistan.

Regional Aircraft secure new deal with Linus Airways

Regional Aircraft has continued its successful penetration of the South-East Asian market with a lease deal with new Indonesian carrier PT Linus Airways for two BAe 146-200s. These aircraft will be the first passenger versions of the aircraft to operate in Indonesia, although two executive variants are also in-country.

Linus is short for Lintasan Nusantara (bridge across the archipelago). The airline plans to fill the gap between the established legacy airlines and the new low cost carriers by offering services linking the capital Jakarta to the less dense, less competitive eastern half of the Indonesian archipelago.

Steelwork under way on fourth submarine

Steelwork is under way at Submarine Solutions' Barrow site on the first sections for the fourth Astute class submarine Audacious.

Work has also started on the first unit, (unit 5) which will contain the reactor that powers the boat. This includes production of the first two steel "petals" for the submarine's forward dome – the first time these have been produced in-house.

Daring sea trials exceed expectations

Surface Fleet Solutions' first-of-class Type 45 destroyer Daring has more than lived up to expectations during 28 days at sea on her stage one sea trials.

She covered in excess of 4,500 nautical miles, refuelling only once. Against a design target of 28 knots the ship reached a top speed in excess of 31 knots, while her manoeuvrability impressed not only her designers, but senior Royal Navy and political customers who viewed her performance at first hand.

The low level of vibration also impressed, with every one of her 800+ compartments passing habitability standards.

AACC awarded extinguisher licence

A BAE Systems Saudi Arabia industrial partner, Aircraft Accessories and Components Company (AACC), has just received its first article qualification for aircraft fire extinguishers.

This is the licence from the original manufacturer for AACC to work on their systems and AACC is now licensed to repair, overhaul and recharge the extinguisher systems on the Tornado and Hawk aircraft. To achieve this authorisation AACC employees undertook specialised training and extensive testing.

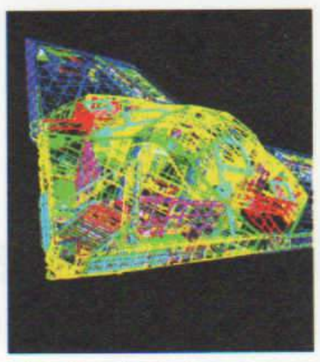
AACC is developing a platform for mechanical engineering in the country as part of BAE Systems' home market strategy. This strategy sees CS&S International achieving a large amount of self sufficiency from the local market for Saudi customers.

Taranis a step nearer reality

Military Air Solutions' Taranis Unmanned Air Vehicle (UAV) Technology Demonstrator programme has recently released Computer Aided Design (CAD) models to the manufacturing team for the first machined parts.

These include a centre fuselage frame and also a major machining within the intake duct. The release of these parts represents a significant milestone for the Taranis airframe programme.

Release of the models allows the manufacturing team to prepare and programme the actual machine tools in advance of first metal for Taranis being cut.



Above: Taranis wireframe

The Taranis airframe is a significant step forward in terms of complexity and scale compared to previous UAV demonstrators.

Test pool christening for Talisman M

The new variant of the Talisman Unmanned Underwater Vehicle (UUV), Talisman M, has been "christened" by taking its "first swim" in Underwater Systems' (UWS) test pool.

The specially developed multi-role mine counter-measures variant powered up its thrusters in the pool, following an intense period of systems integration.

The UUV's first series of sea trials took place during late August, and Talisman M will now be transported to the US for a series of trials and demonstrations.

Shared Services Transformation contract

As part of Enterprise IT Services' new Transformation contract with CSC, 35 initiatives and projects were agreed in 2006 to further improve IT services and their cost effectiveness by mid-2008. Six are already completed with the majority to be in place by the end of 2007.

Most impressive

Integration capability

Journalists receive demonstration of some the Mission System's 'smarts' for CVF

A group of national and industry journalists, including Richard Scott (Jane's), Francis Tusa (Defence Analysis), Jon Lake (Flight) and Geoff Mead (Sky News) visited Insyte on Monday, 20 August.

The visit enabled them to view some of Insyte's contributions to the Future Carrier (CVF) programme.

Insyte leads the Mission System (MS) team with responsibility for producing and integrating the information, communications and sensor systems within the Ships.

The MS provides the "smarts" for CVF, ensuring it has an integrated capability with both the aircraft, the Carrier Battle Group (the group of ships centred on CVF) and participating Joint Forces.

Hosted by Mo Stevens (Insyte Programmes Director Joint, Air & ISTAR) Steve Dowdell (CVF Mission System Lead) and Jim Middleton (Mission System Architecture Design & Co-ordination), the journalists enjoyed a demonstration of Insyte's capabilities at the Battlespace Management and Evaluation (BME) Centre, Farnborough.

Here, they were able to view Insyte's highly innovative approach to de-risking such complex systems integration tasks; integrating "little and often", starting as early as possible and using visualisation and experimentation.

Above: Deck Operations Officer

Historically, many large scale systems integration programmes have been beset by integration problems which were found late in the programme – at a time when they are most costly to fix and there is little time available for rectification.

The MS is responsible for a number of key compartments, and some of these were on show in prototype form at the BME Centre.

Using high fidelity integration, the journalists were able to view real systems and early representations of real systems, including the operations room, bridge and FLYCO (Flying Control).

The visit concluded with Ken Thompson (Head of New Futures Naval) briefing the journalists on Insyte's approach to Combat Management System Convergence.

Following the journalists' visit, more than 40 officers and sailors from HMS Illustrious spent two weeks at the BME Centre in September.

Above (l-r): Steven Bedford (V&E Lead), Ashley Straw (Role Definition Analyst), Richard Scott (Janes), Duke Earl (Aviation SME), Jon Lake (Flight), Nigel Carter (Battlespace Architect), Francis Tusa (Defense Analysis), Steve Dowdell (IPT Leader – CVF MS), Jim Middleton (MS Architecture Design and Co-ordination), Neil Cottingham (Flight Deck & Hanger Operations Manager)

> 'THEY WERE ABLE TO VIEW INSYTE'S HIGHLY INNOVATIVE APPROACH TO DE-RISKING COMPLEX INTEGRATION TASKS'

Above: the sweeping vista of the simulated Flight Deck

While there they conducted "synthetic" operations to assess overall system design, ensure that appropriate manpower had been allocated to operational spaces, test lines of communication between operators and confirm that each operator has the correct applications available to conduct his duties.

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Pioneering approach to contracting

Innovation leads to Silver

A blueprint for further success in the support environment

Insyte's pioneering approach to the T996 Future In-Service Support (FISS) contract has been recognised, both inside and outside BAE Systems, as a blueprint for further success in the support environment.

The FISS contract tasks Insyte with the technical support, provision of spares and repairs – as well as any planned refurbishments – of the radar.

Insyte's approach to the FISS contract for T996 (the air defence radar that underpins the combat systems used on most of today's Royal Navy platforms) was, in part, devised to address the customer's need to increase operational availability, while realising savings of about 20 per cent.

The desire for a mutually beneficial outcome led to a genuine improvement in the relationship with the customer, creating a true partnering arrangement. The contract has required both the Cowes-based Insyte team and the Maritime Gunnery and Missile Systems (MGMS) Integrated Project Team (IPT) to develop new ways of working including, for example, waterfront support, which began even before contract award.

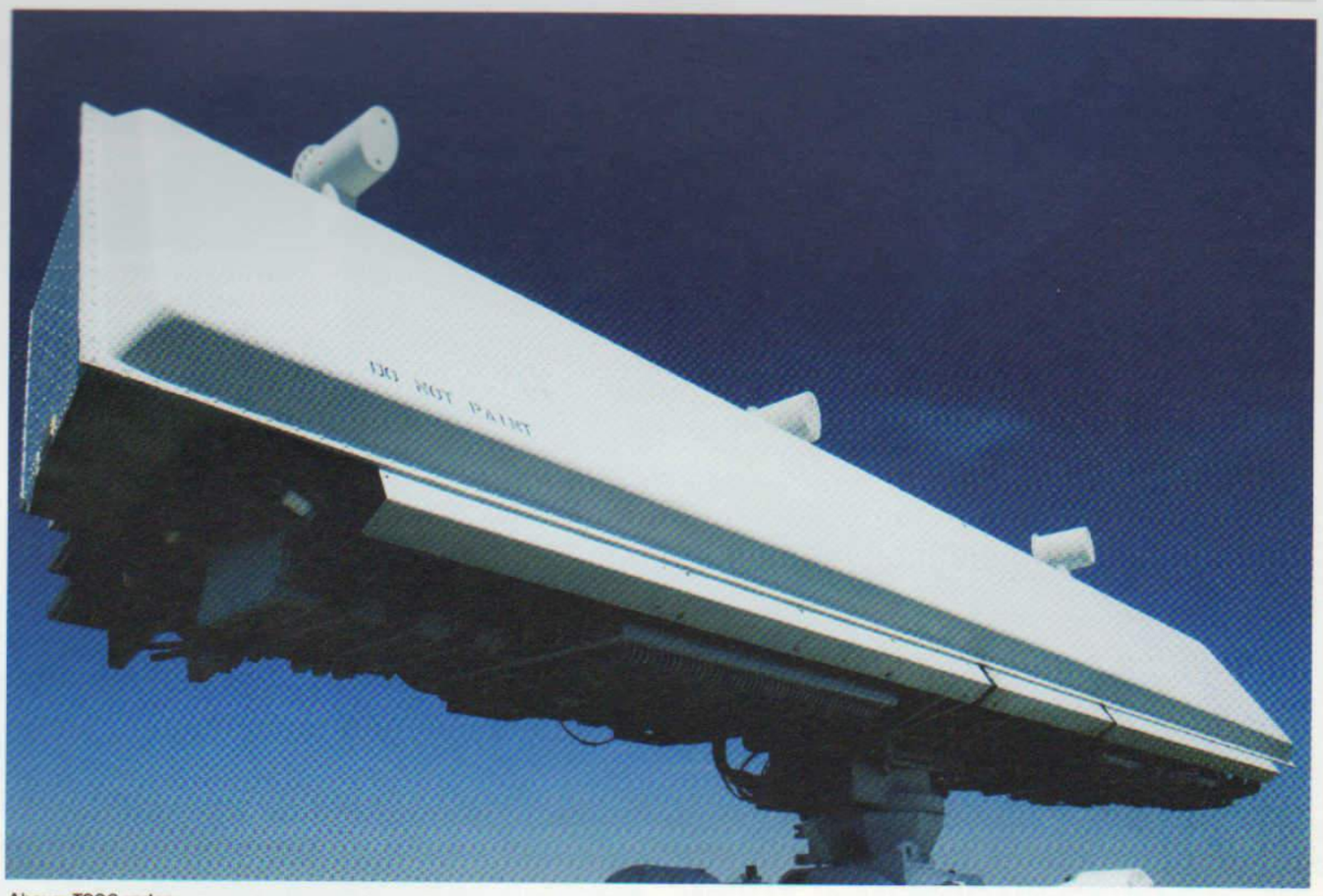
This innovative approach delivers support in a generic and convergent method and has now been adopted as the support solutions for T45, CVF, Artisan 3D (Insyte's next generation of naval medium range radar), Future Surface Combatants, SWISS (Sea Wolf FISS) and SMCS NG (Submarine Control System Next Generation). The approach has also helped establish the foundations for BAE Systems to Contract for Availability (CfA) in the naval environment.

A great deal of effort has gone into realising the FISS contract. Insyte has regularly provided on call assistance out-of-hours and at weekends beyond contractual obligations. Overseas travel at short notice has ensured radar availability at critical times in the war against terrorism.

Elsewhere, team members have sacrificed large amounts of their own time to ensure ship deployment and performance targets are exceeded. This willingness to do whatever it takes has led to genuine partnering between Insyte and the MGMS IPT, based on openness and trust with a common aim of delivering the best possible performance to the Royal Navy's fleet. Communication between the two parties is excellent, featuring annual two-way feedback conferences and weekly meetings to discuss issues and progress.

The level of commitment from both sides has been recognised by the National Audit Office (NAO), who view the T996 FISS as a "best value for money contract".

The nature of the contract, in allowing the team to apply innovative ideas to enhance system reliability (numbering 33 to date), has led to an impressive level of success, with an increase of 10 per cent in the operational availability of the radar.



Above: T996 radar

First-demand spares availability is averaging 95 per cent and customer satisfaction has risen by ten points to 92.5 per cent. Perhaps the most significant result is that the customer has achieved a cost saving of 20 per cent, equating to some £12m.

The T996 FISS contract has helped establish best practice and is being taken forward into other outsourcing projects within the various Defence Equipment and Support (DE&S) IPTs, such as T45 and CVF.

The contract's success positions Insyte favourably in its bid for Seawolf support and ARTISAN 3D. Especially pleasing from Insyte's perspective is the fact that the project is now hitting stretch targets and will soon be receiving incentive payments as a result.

Ultimately, the contract illustrates Insyte's alignment with the Defence Industrial Strategy and its emphasis on partnering behaviours, as well as meeting the BAE Systems Group Strategic Objective to "Develop a partnership approach to meet our customer requirements".

Insyte's Managing Director, Guy Griffiths, nominated the project for a Chairman's Award and has seen his faith rewarded – the T996 FISS recently won a Silver award (see page 05) and has been put forward for Gold.

> 'WE ARE GENUINELY PLEASED WITH THE NEW CONTRACTING ARRANGEMENT AND HOW IT HAS WORKED OUT FOR THE MINISTRY OF DEFENCE'
> Dean Allen, Maritime Gunnery and Missile Systems (MGMS) Integrated Project Team (IPT) Leader

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DG ISTAR witnesses TI02 transmission

Key customer gets an impressive introduction to Insyte's capability

Commander SL transmits

Insyte's Cowes site has hotsed a visit by Vic Jenkins, who recently took up the post of Director General (DG) ISTAR (Intelligence, Surveillance, Target Acquisition and Reconnaissance).

He is a key Defence Equipment & Support (DE&S – formerly DLO & DPA) customer, with a number of integrated project teams (IPTs) currently supporting some of Insyte's key programmes (below).

Vic was accompanied on his visit in Auigust by Mark Elliott, Director Networks and Special Projects (one of his two deputies), Group Captain Maurice Dixon and Wing Commander Ian Dryden, the Leader and Deputy of the Air Defence Ground Based Systems (ADGBS) IPT.

They received an overview of Insyte's capabilities as well as presentations on radar convergence, the FALCON information infrastructure programme and Type 102 radar.

During the site tour, Vic and his colleagues saw naval sensors SAMPSON and ARTISAN (Naval Medium Range Radar) and were among the first to see Type 102 transmitting, with the guests witnessing the radar successfully tracking aircraft.

Above: visitors and hosts with the Commander SL at Cowes

Andy Bean, Insyte's IPT Leader, said: "This is a significant event in the overall programme.

"Over the next few months, the radar will go through a rigorous testing regime to fully calibrate its capabilities before shipment."

> 'THIS IS A SIGNIFICANT EVENT IN THE OVERALL PROGRAMME'
> Andy Bean, Integrated Project Team Leader, Insyte

BAE Systems was awarded the multi-million pound contract in late 2006, continuing its long-term relationship with the UK Ministry of Defence for the supply of air defence radars.

The Type 102 radars form part of a protective early warning umbrella over the UK, with the first radar due to enter service in 2008.

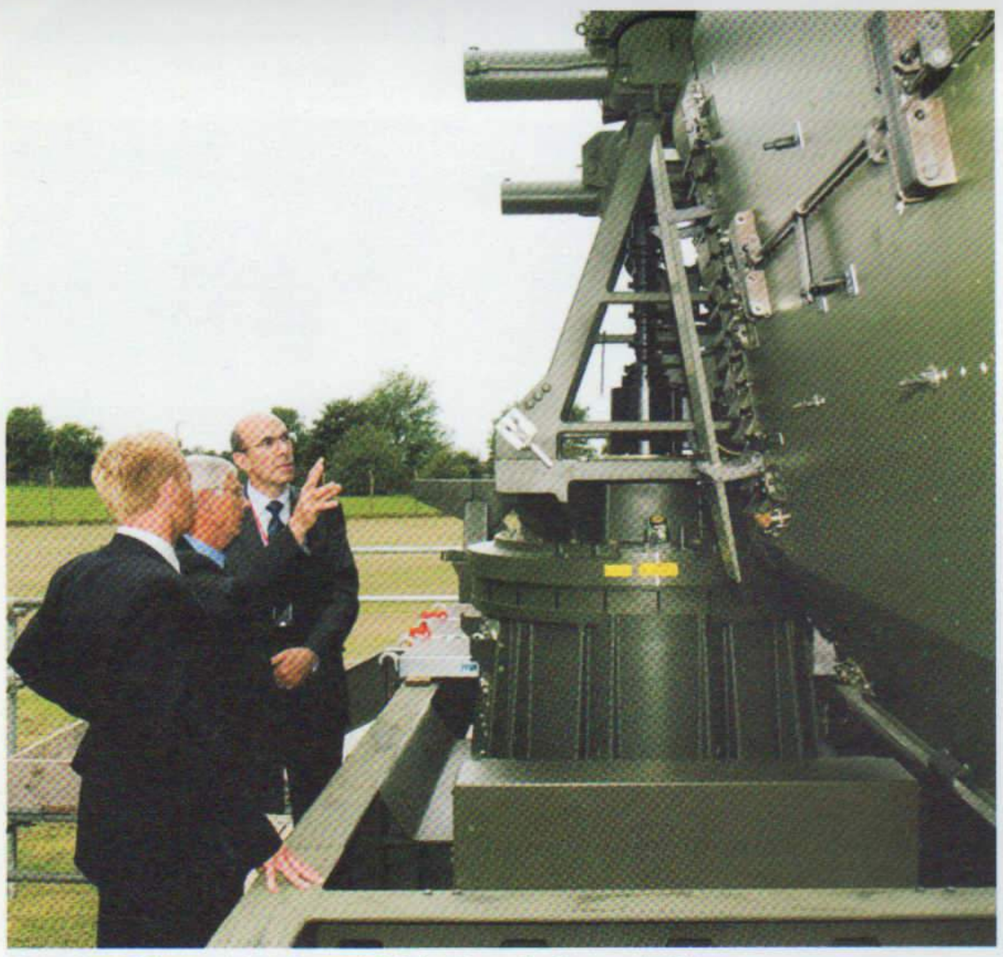
Under the Type 102 radar programme, (valued at £15m plus support), Insyte will supply a new Commander SL and upgrade an existing Commander for the RAF.

The Commander SL radar is an important part of BAE Systems' product range. A number of other opportunities have arisen from the success of the Type 102 contract, sustaining jobs at the Cowes site where major elements of the development, integration and production take place.

Before leaving Cowes, Vic Jenkins provided an update on his own organisation and his views on relationships within DE&S to Guy Griffiths (Managing Director, Insyte), Les Gregory (Strategy Director, Insyte), Mo Stevens (Programmes Director Joint, Air & ISTAR, Insyte), Nigel Philpott (Programmes Director Land, Insyte), Alan Farnworth (Chief Technical Officer, Insyte), Andy Bean (Commander IPT Lead, Insyte), Dave Lord (Project Leader, Insyte), Rob Salter (FALCON System Design Authority, Insyte), Keith Butler (Customer Relations Manager, Insyte) and David Scovell (Manufacturing Manager, Insyte).

The visit was viewed as being extremely useful by both parties and highlighted some of Insyte's key capabilities to a major customer.

It helped to continue to develop the long-term partnership between the MOD and Insyte and their joint effort to provide value for money solutions that satisfy MOD capability requirements.



Above: Nigel Philpott and Andy Bean brief Vic Jenkins on the Commander SL

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DG ISTAR: THE AREAS OF RESPONSIBILITY

- Theatre and Formation Communications Systems (TFCS) IPT – FALCON
- Acquisition for NEC (AfNEC) and DABINETT Programme Team (ADaPT) – (DABINETT – a multi-faceted programme covering a wide range of ISTAR issues)
- Air C2 Systems IPT – Joint Force Air Component Headquarters (JFACHQ); Replicated Air Support Decision Aid (RASDA)
- Air Defence Ground Based Systems (ADGBS) IPT – Type 101/102; Commander; Bowman and Tactical Communication and Information Systems (BATCIS) IPT – Bowman Management System
- Imagery and Geospatial Systems – Interim Strategy to Tactical Imagery Dissemination (IS-TIDA)
- Joint Electronic Surveillance (JES) IPT – SHAMAN
- Joint Sensor and Engagement Networks (JSENs) IPT – Rapier (Dagger & Blindfire); Land Environment Air Picture Provision (LEAPP); Network Enabled Airspace Defence & Surveillance (NEADS); Co-operative Engagement Capability (CEC)
- Special Projects CISR (SP CISR) IPT – Hawkeye

Above: Vic Jenkins

Spotlight>

An arresting day out

Pan-BAE Systems approach

Excellent example of BAE Systems' cross-company work in the national security and resilience market

A BAE Systems team hosted Metropolitan Police Assistant Commissioner Tarique Ghaffur, who, among his many duties, is responsible for the co-ordination of security at the Olympics and Paralympics Games in London, 2012.

Visiting BAE Systems' Warton and Farnborough sites on Friday 27 July, Assistant Commissioner Ghaffur received demonstrations emphasising our capabilities in national security and resilience (NSR).

Follow-up sessions with him and his staff are planned to progress the relationship.

The visit, which featured contributions from the Insyte, Military Air Solutions (MAS), and Technology and Engineering Services (TES) businesses, highlighted how BAE Systems' capabilities can add value in this new domain.

This was an excellent example of the ongoing pan-BAE Systems work in the NSR market.

The capabilities demonstrated included the Battlespace Management Evaluation (BME) Centre, various modelling techniques, 3D visualisation of the urban environment, cutting-edge identity management capabilities and various autonomous systems.

Les Gregory, Strategy Director, Insyte, said "This visit was a real 'joined up' success for Insyte, MAS and TES. Tarique was genuinely engaged in a debate which ranged from the need to take a holistic 'system' approach to an extraordinarily complex problem, across all 'lines of development', to the operational benefits that specific products and technologies could bring."

Above: Assistant Commissioner Ghaffur (2nd from right) views Insyte's Deployable Surveillance Unit (DSU)

Above: taking the controls of a flight simulator

ECT supports PhD student

Research support

Marc Thomas, a PhD student in the Department of Electronic and Electrical Engineering at University College London, is receiving support from Insyte in his research work into passive bistatic High Frequency (HF) radar.

The Engineering Capability and Technology function of Insyte has loaned Marc a set of VXI HF receivers and associated VXI chassis, providing him with an invaluable set of hardware that would otherwise be unavailable.

Furthermore, various members of the ECT have provided informal consultancy and advice on HF systems (including giving Marc a guided tour of the Insyte HF Surfacewave Radar demonstration facility at Bradwell, Essex).

Marc will be presenting a paper entitled 'Digital Radio Mondiale (DRM) Signals for HF Passive Bistatic Radar' at the Radar 2007 international conference which is taking place between 15 – 18 October in Edinburgh.

Bronze have more fun

More than 250 winners

For the Chairman's Awards 2007, Insyte put forward a total of 260 nominations, far exceeding the initial target of 150

An evening ceremony to recognise Insyte's winners of Bronze BAE Systems Chairman's Awards, was held on Wednesday 19 September.

More than 250 winners gathered to celebrate their achievement within the impressive confines of the Imperial War Museum in London.

The award winners were joined by guests and colleagues from both industry and the customer community, who were themselves participants in the winning teams.

Those employees that had recognised their colleagues' achievements and had nominated them for an award were also invited to join in with the celebrations.

The awards evening was organised by volunteers from Insyte, led by Tom Clifton and Emily Cody, who were delighted to see nine months of hard work and planning come to a satisfying conclusion: "We were really pleased with the way the ceremony unfolded, and that the guests, whose hard work and commitment was being recognised during the evening, were able to have a memorable experience.

"We would like to thank all those volunteers who gave their time to help make the event the success it was."

Alan Farnworth, Insyte's Chief Technical Officer and sponsor for the Chairman's Awards, was delighted with the event, saying: "I'd like to thank Tom and Emily for the hard work they put in to ensure that Insyte's nominations were co-ordinated and that we, as a business, could recognise our achievements with such a memorable event. Congratulations to all of our Bronze award winners, and a big thank you to everyone who has been involved in the Chairman's Awards this year.

"If you didn't win in 2007, don't be discouraged, please try again next year."

Looking a little further forward, Insyte recently learned that it had received two Silver awards – Rapid Low-Cost Method of Sensor Tuning, (the winner is Daniel Smith, pictured below) and Future In-Service Support (FISS), (the winners are Steve Newnham, Dean Allen, Mark Copp, Colin McCourt, Lt Cdr Dave Fearon, Julie Halford, Keith Hodges, John Parker, Nick Sharp and Laura Stevens. Further details are on page 03). Particular congratulations are extended to these two teams. They both presented their projects to the judging panel in late September, where the decision would be made on which teams would be put forward for Gold. The good news doesn't end there either.

Alan Farnworth again: "A number of Insyte employees have received awards as members of teams in other winning BAE Systems businesses – well done to you all, as this clearly recognises the positive developments that have been made in our efforts to build relationships and share capabilities across the company."

Above: Alan Farnworth

Above: Guy Griffiths addresses the room

Above (l-r): Guy Griffiths, Graham Skelley (Daniel's nominator), Daniel Smith and Alan Farnworth

Above: Guy Griffiths (far left), Craig Murray (far right) and members of the Future In-Service Support (FISS) team

Insyte's Bronze Chairman's Award winners

Above: paint and Grit Blast Facility – one of the Bronze award winners

- Brimstone Performance/Yield enhancements
- Brimstone Skr VCO Transmitter
- Contractors On Deployed Operations
- DLH In Service Support
- Dynamic Modelling for NITEworks
- Enhanced Analysis Capability
- Enhanced Holistic Risk Analysis Tool
- First Insyte EV Demonstration Review
- Formal Model Validation Techniques
- Future In-Service Support (see page 03)
- Insyte Action Lab
- Insyte Graduate Scheme
- Integrated Receiver Protection Network
- Joint working Thales on T45 Long Range Radar
- Management of Electro Optic Image Data
- Multi-Frequency HF Surfacewave Radar
- Paint and Grit Blast Facility
- Particle Filters for FIRKIN PFE
- Rapid Low-Cost Method of Sensor Tuning
- Real time VoIP Comms System Development
- Seawolf In-Service Support (SWISS)
- Supplier Management e-learning
- Support to MOD Pathfinder
- Template for Subcontract Negotiation
- Type 45 Combat System to Long Range Radar Integration
- Unified Technique for Electronic Cooling
- World Leading Visualisation Technology

Above: Sea Wolf In-Service Support

How was it for you?

A great success, by all accounts

'A GOOD OPPORTUNITY TO SHOW OUR APPRECIATION FOR THE COMMITMENT AND CREATIVITY THAT SO MANY STAFF IN INSYTE BRING TO THEIR WORKING LIFE'

Alan Harding, Consultant Systems Engineer

'AN INSPIRING LOCATION TO RECOGNISE EXCELLENCE WITHIN INSYTE, A MEMORABLE EVENT ENJOYED BY ALL'

Dave Scott, Engineering Manager

'A REAL HIGH ENERGY EVENT – GOOD VENUE, WELL ORGANISED, GOOD COMPANY, HIGH PARTICIPATION'

Dean Medland, Head of HLS Business Development

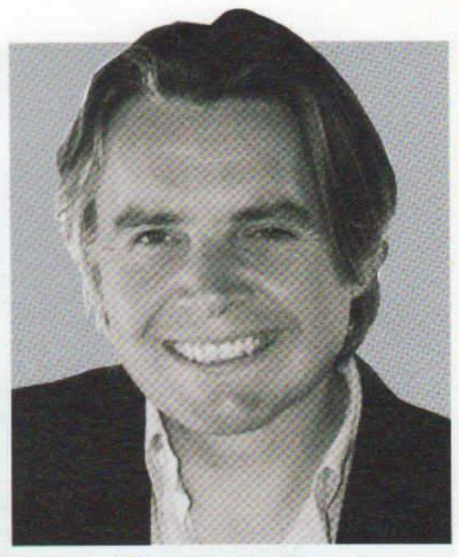
'IT WAS GOOD TO SEE SUCH A BROAD SET OF ACHIEVEMENTS RECOGNISING TEAMS INCLUDING BOTH CUSTOMERS AND SUPPLIERS'

Giles Whitefield, Head of UK Market Development and Sales

Spotlight DSEi 2007>

Good show

Insyte has a strong supporting role as BAE Systems demonstrates tri-service capability at world's biggest defence exhibition



Above: Lord Drayson

'DSEi IS A VITAL SHOW IN THE DEFENCE CALENDAR. IT IS A VERY IMPORTANT PLACE FOR THE DEFENCE INDUSTRY TO INTERACT WITH GOVERNMENT TO EXPLORE WAYS WE CAN MEET THE FUTURE CHALLENGES OF DEFENCE AND SECURITY'

Lord Drayson, Minister for Defence Procurement

Strong presence at 'home' exhibition

The bi-annual Defence Systems & Equipment International (DSEi) has become the world's largest, fully integrated international defence exhibition. In 2005, 25,000 defence professionals from across the globe visited 1,201 international and UK exhibitors.

DSEi 2007 was the biggest yet – with 30,000 sqm of dedicated exhibition space at London's prestigious ExCeL venue, situated in the vibrant Docklands area.

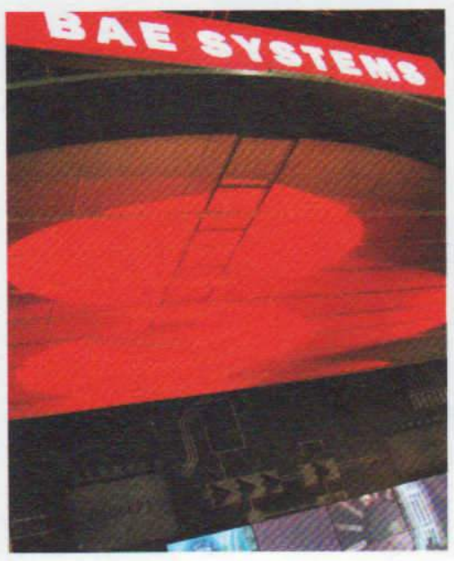
DSEi works closely with the UK Ministry Of Defence to attract and organise top quality foreign delegations and senior visitors, offering a bidding system to ensure unbiased stand visits.

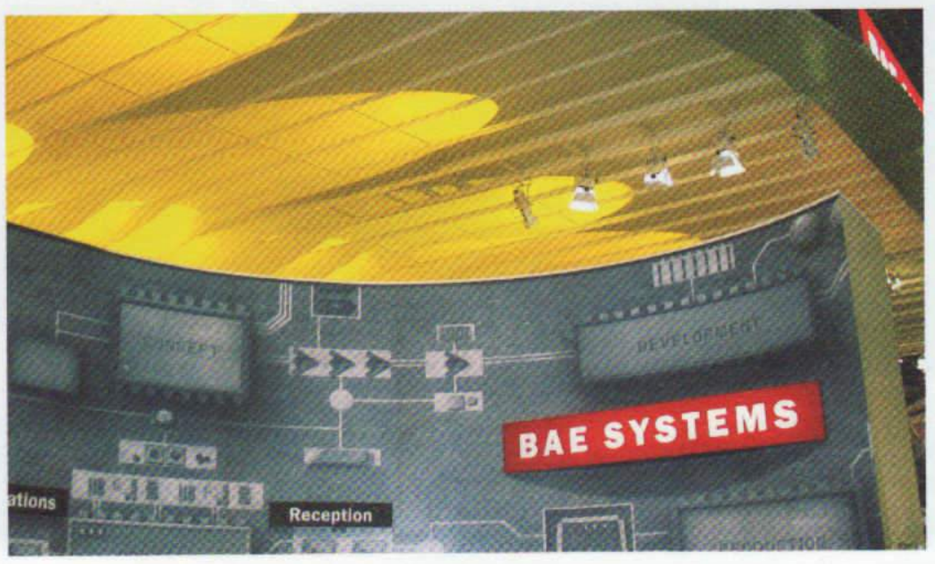
As expected, BAE Systems had an impressive presence at what is its "home'"show.

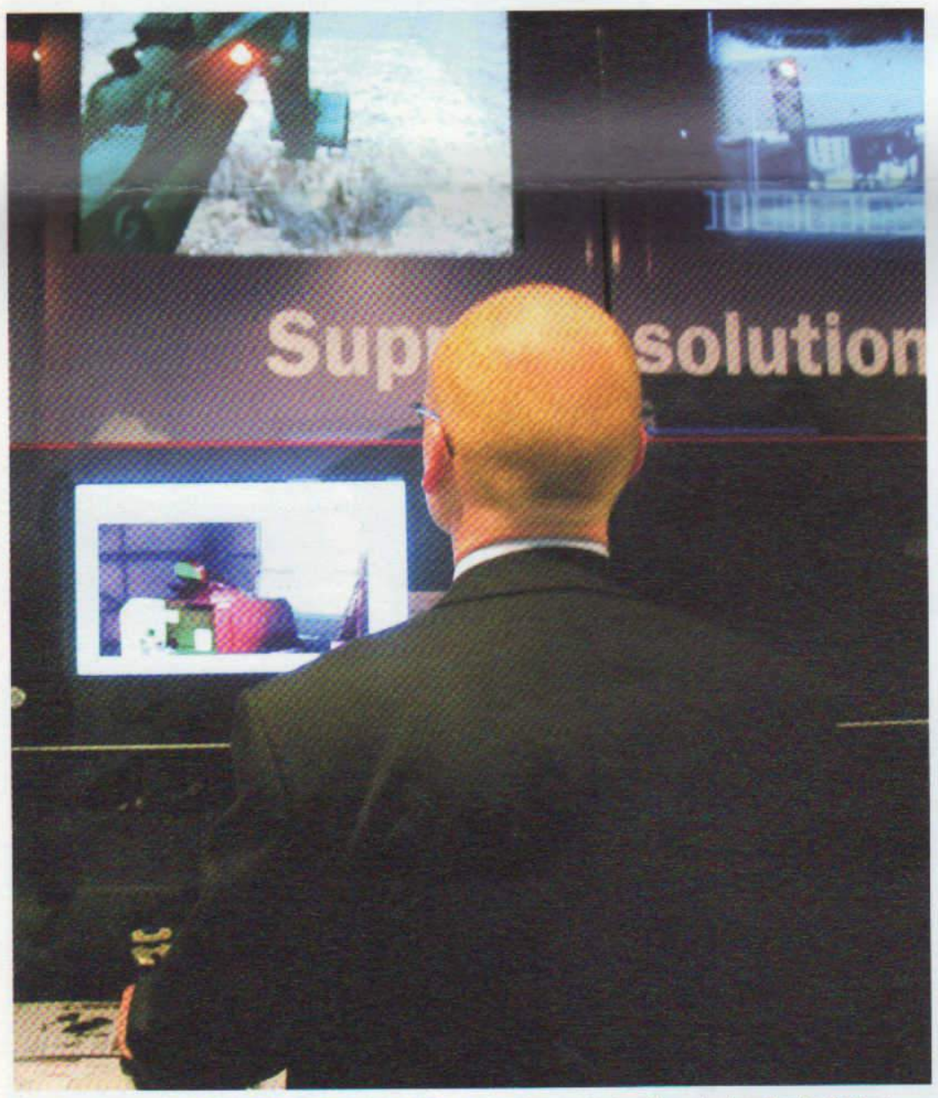
The 1,122 sqm stand was designed to comprehensively display BAE Systems' capabilities and reinforce its position as a tri-service contractor.

The BAE Systems stand was designed to highlight "capability areas": lethality; engineering capability; technology insertion; supportability; underwater systems; submarine solutions; mobility; survivability; autonomous and naval guns; naval systems integration; future surface combatant , new technology and support.

As ever, Insyte actively supported the event, delivering impressive demonstrations across some key capabilities.







Above: Insyte's Iain Giffen, TERRIER Training IPT Leader, demonstrates the art of synthetic digging

Supportability

Ready for action

Insyte placed an export version of the Combined Arms Tactical Trainer (CATT) onto the DESO stand at their request. A joint marketing exercise with Lockheed Martin, the opportunity was taken to promote future sales to interested parties.

The CATT exhibit was demonstrated by two of Insyte's UK CATT operators and the current SO1 CATT, Lt Colonel Nick Bailey. CATT is a huge collective battlegroup and brigade trainer for armoured fighting vehicles. It has more than 140 simulators linked together within a comprehensive synthetic environment.

Located in Warminster and Sennelager, Germany, it is the largest training environment of its type in the world. The system, developed jointly by Lockheed Martin and Insyte, is fully interactive and used by the UK Army before operational deployments. It is also used by the armies of Belgium, France, Germany, Kuwait and the UAE – and is attracting interest from India and Malaysia.

Back on the BAE Systems stand, Insyte promoted its TERRIER Mission Crew Training System with a real-time synthetic digging demonstration, inviting customers to try their hand.

This is a state-of-the-art high fidelity synthetic training system on a full motion platform. It will greatly assist in the effective introduction into service of the new TERRIER engineering vehicle. The demonstration also featured movie clips of the simulator.

Naval systems integration

Export Combat Systems

Insyte's main exhibit was its "Flexibility" ship model, which has a modular construction, enabling it to represent four different ship platform types – Patrol Craft, OPV, Corvette and Frigate. It demonstrates the scalability and flexibility of Insyte's combat system solutions, highlighting our ability to address the requirements of a wide range of surface ship platforms.

The main structure is painted in bright colours to attract attention and stimulate conversation. The combat system equipments are painted light grey to show what level of solution we are proposing. The model is supported by a free-running video presentation which reinforces the scalability and flexibility messages.

Insyte selects the world's best combat system equipments and combines them around proven, scalable, core system functionality based on its combat management system, CMS-1.

CMS-1 is the heart of all of Insyte's combat system solutions. Its scalability has been demonstrated by applications ranging from OPV(H) HMS Clyde with a single console, up to the Type 45 destroyer (the first being HMS Daring) which has more than 20 consoles.

An operating example of a CMS-1 console was also present on the stand, running real CMS software. It was linked to ARTISAN 3D (more below) data to illustrate the integration of the two systems.

Above: CMS-1 console

Below: The "Flexibility" ship model shown in some of its configurations

Naval Medium Range Radar (ARTISAN 3D)

Insyte's new naval medium range radar (NMRR), ARTISAN 3D, is based upon proven technology from SAMPSON and Commander radars. It provides the optimum balance between capability and maturity, and has been designed to maximise through-life value for money.

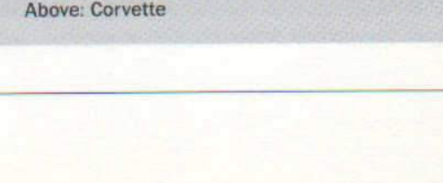
The radar was submitted by Insyte and supported by its industry partners (QinetiQ, Roke, DML and FSL) in response to the Royal Navy's (RN) requirement to replace their primary warship sensor.

The RN wants to significantly improve individual platform and force situational awareness, as well as weapon system effectiveness over that currently delivered by RT996. The radar will also need to be able to support the Future Carrier's air traffic control function.

ARTISAN 3D has been specifically developed to exploit and embody future developments in radar technology to meet and exceed today's requirements – as well as being deigned for future capability growth to meet the challenges of tomorrow.

At DSEi, the ARTISAN 3D radar was integrated with Insyte's combat management system with maximised information flow to increase the operator's situational awareness. This was a great way of demonstrating that Insyte is in the business of delivering complete combat system solutions. Additionally, a video provided information on the radar's capabilities (taken from the video presented with the bid) and additional footage which showed the development of the radar throughout its build and test phases.

Above: the ARTISAN 3D Naval Medium Range Radar



Above: Frigate

Above: Offshore Patrol Vessel

Above: Corvette

Above: Insyte's James McLaren, HLS Support Manager (left), demonstrating the new KFPS

Homeland security

Key Facilities Protection Solution launched

Addition to land, border and coastal capability

Insyte launched its new Key Facilities Protection Solution (KFPS) at DSEi, adding to its capability in land, border and coastal solutions for the Homeland Security (HLS) arena.

The KFPS solution has been designed to be flexible and scaleable and is based around the Spider command and control system. It is intended to deter, detect and delay hostile activity and protect key areas such as airbase security, palace/secure compounds, industrial infrastructure, and port and harbour security.

To support the launch of the KFPS, Insyte demonstrated Spider throughout the week at DSEi. Designed to exploit the latest developments in sensor technologies, Spider integrates a wide range of sensor and surveillance systems into an easy to understand common tactical picture. It offers continuous monitoring, making use of sophisticated threat detection and behaviour monitoring to allow rapid decision–making and better co-ordination of responses to identified threats.

Above: SPIDER up and running

Insyte brings together a team of international and in-country partners, including independent security specialists, to define the system configuration and concept of operations (CONOPS), developed in collaboration with the customer.

Marketing Development and Sales Director Jon Wills said: "By encouraging local participation we can ensure technology, knowledge and skills are transferred. However, we are also focused on an upgrade path, ensuring systems are in place to meet new threats as they evolve, together with through-life support and training."

Two scenarios were created for DSEi, focusing upon airbase and port and harbour security. The scenarios were developed to demonstrate a typical KFPS solution based around the ExCeL Centre and nearby London City Airport.

'IT WAS GRATIFYING TO SEE THAT IN EVERY ONE OF THE BAE SYSTEMS EXHIBITS, THERE WAS A DIRECT CONNECTION TO WORK UNDERTAKEN BY INSYTE. THIS CONFIRMS HOW INTEGRAL INSYTE IS TO THE CAPABILITIES BEING DELIVERED BY THE OTHER BAE SYSTEMS BUSINESSES'

Guy Griffiths, Managing Director, Insyte

Communication and information systems

'Broadband' for the military

Insyte and its BAE Systems Inc. counterpart, Electronics and Integrated Solutions (E&IS), highlighted their communications and information systems capabilities at DSEi, using the two case studies of FALCON Increment A and MOKYS (C4I system procured by the Slovak MOD).

These ably demonstrated the ability to develop and deliver an all-IP, end-to-end battlefield communication system to bring broadband to the military.

Hardware elements similar to those from the UK MOD's FALCON Inc A programme were used to demonstrate the video conferencing capability that Insyte's solution will provide, while E&IS was showing two different radio technologies that offer high bandwidth communications.

Insyte was awarded the contract for FALCON Increment A in March 2006. This will provide the Headquarters Allied Rapid Reaction Corps (ARRC) with one of the world's most advanced digital communications systems using all-Internet Protocol technology. The programme is on-schedule for delivery into service with the British Army in early 2010.

All major sub-contracts have now been placed with our programme partners (Thales Defence, Thales e-Security, Selex, Flagship Training, L3 ASA and Dytecna). BAE Systems has also received formal approval from the customer to use the MAN HX60 vehicle as the prime mover.

Insyte received the contract award of FALCON Increment C, at DSEi.

FALCON Increment C will provide high bandwidth voice, data and video communications around, and between, the Royal Air Force's large and widely dispersed joint operating bases,with connectivity and long-haul communications to the UK and other strategic locations.

This uses the same technology and equipment "building blocks" as Increment A for the Army, but has been specifically tailored to meet the RAF's needs.

FALCON is also ideally matched to the tactical communications requirements of a number of overseas customers. One such example is the Indian Tactical Communications System (ITCS) programme, an opportunity that Insyte is actively pursuing.

Back in the UK, Insyte is looking to become involved with future Increments to the FALCON programme. Increment B will extend FALCON to division and brigade level with a greater emphasis on the use of armoured vehicles for greater protection and mobility. The MOD's procurement strategy for Increment B has yet to be formulated.

Above: examples of information infrastructure equipment on display at DSEi

Around the stand

With a focus on land and sea, DSEi provided an excellent backdrop to demonstrate BAE Systems' global capability.

The BAE Systems stand exhibited a cross section of the company's capabilities with equipment, displays and presentations from its sites around the world.

Above: RG31 Mk 6 Mine Resistant Ambush Protected (MRAP) armoured vehicle

Above: MAS displayed models of the Typhoon and F-35 Lightning II

Above: a model of the T45 destroyer at the Naval capability section

Above: M777 howitzer

Vds+: Moving towards convergence

Vds+: Key Benefits

PROJECTS AND BUSINESS BENEFITS

- More efficient Software and Systems engineering effort
- More accurate assessment of change: Less defects – better quality products; More accurate estimates – better schedule prediction
- Flexibility to deploy anywhere: System can be run over internet – engineers can be anywhere; One install per desktop gives access to all project tools and engineering data; Rapid IT deployment – reduced start-up times for projects
- State of the art environment to promote to customer base
- Reduction in documentation generation effort: the Vds will generate documents from source engineering data; documentation standards are held in "style sheets" allowing instant reformatting

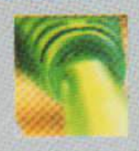
SOFTWARE AND SYSTEMS ENGINEERING BENEFITS

- Process adherence forced in the Vds: peer reviews enforced and results held with item under review; product reports held and managed with item; configuration management "implicit"
- Impact analysis of change easier with reduced effort: faster and more accurate estimation
- Engineering design assets reused easier: the Vds becomes an all-project asset database
- Rationalisation of software and systems engineering tools in use

Leads to rationalisation of training needs; leads to more flexibility in resource deployment

- Easier to subcontract: visibility of progress
- Enhanced communication: Insyte will be able to effectively share this development environment with selected customers, partners and subcontractors – subject to security review

IT MANAGEMENT BENEFITS



- Reduction/avoidance of CSC costs associated with new version deployment
- Reduced CSC desktop install costs – access via standard desktop environment
- One stop support for Vds environment – HIS now support and liaise with tool vendors
- Reduction in localised servers, and associated licences, across the sites – including the closure of the TeamPoint facility
- Obsolescence management: Tool data held in tool independent format – easier to change tool; server architecture prevents lock-in to OS versions and hardware
- Avoidance of bespoke interface costs
- A common tool-set permits corporate buying power with tool vendors

ENGINEERING BENEFITS

- One stop access to all software and systems project engineering data
- More efficient working environment: always work "in context"; review evidence etc. all held associated with asset
- Flexible process set
- Removal/reduction of non-value adding tasks, e.g. keeping data consistent between tools; reduction in CM tool work
- Always work on latest version: avoidance of unnecessary rework
- More responsive/quicker engineering tools: and only one log on
- Less effort required for audit/certification work. One-stop for support for all tools

A new environment

Project Vds+ is the vehicle being used for the roll out of a new engineering development environment for Insyte. The catalyst for this is the launch of a Vds managed service, in conjunction with High Integrity Solutions (HIS) which is both the vendor for the Vds product and a key partner in the project.

Insyte comprises a multitude of sites; each has its own culture and methodology in the way it has managed the delivery of engineering within projects.

Understandably, this has led to a diverging set of tools and processes which, in some instances, has become a barrier to the exchange of both work and engineers across projects and sites. This is significantly affecting our engineering flexibility, and creating unnecessary costs.

Engineering environment will allow a convergence of processes and tools

Vds+: The Project

The key objective of this project has been to develop and implement a common engineering environment across Insyte, which will enable us to achieve a convergence of processes and tools – independent of discipline, site or project. The Vds product is the key enabler of this convergence.

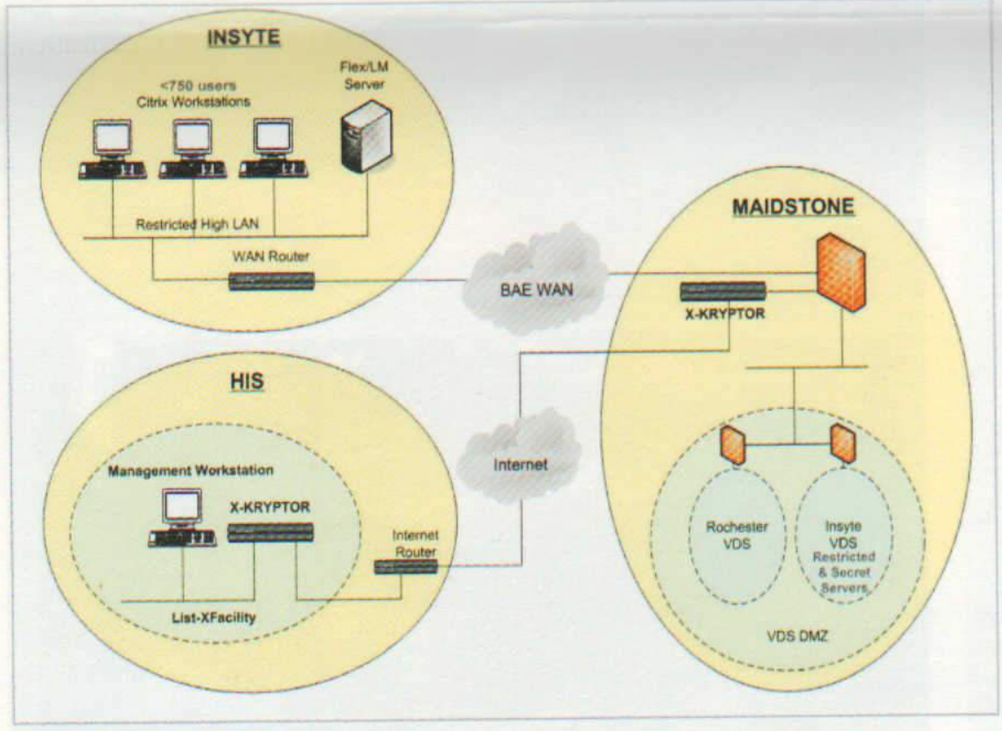
There are two core threads to the Vds+ project: capability development and benefit realisation. Capability development is the current focus and comprises a sequence of development and implementation activities that will continue until December this year. They include the incorporation of the initially selected systems and software engineering tool applications that are required by Insyte.

During the first quarter of 2008, the Vds+ managed service should be activated and an initial batch of projects and users will be migrated into the Vds environment. This process will continue during 2008, with projects and trained users joining once agreed with the projects.

Those readers who are users of the Insyte TeamPoint product should be aware that this will be effectively replaced by the Vds product – but panic not! The TeamPoint team is working closely with the Vds+ project to ensure a seamless switchover. In fact, most of the features provided by TeamPoint are being incorporated into the Vds product.

The benefit to users will be the additional functionality provided by Vds. All TeamPoint projects and users will be automatically contacted in due course and advised of the switch-over point, and any training requirements.

The project stakeholders are: Alan Farnworth, Chief Technical Officer; Russell Magee, Consultant Systems Engineer; Dave Quick, Head of Software; and Sue Hilton, Head of IT. They are supported by Alex Deans, Project Manager, Barry Jones, Engineering Manager and Richard Stedham, System Design Authority.



Above: the Vds+ infrastructure

Vds+: The Product

Vds itself is not a tool, but an environment that encompasses the systems and software tools and processes used throughout the engineering life cycle.

It electronically integrates tools together to enable engineers to achieve higher levels of efficiency by minimising data input, maximising electronic relationships between design artefacts and working in context with the latest approved versions of all project data.

The core product is the Vds (V Design System) which supplies systems and software engineering tool integration and a data management environment providing:

- a common set of lifecycle processes which may be tailored for projects
- coreconfiguration management capability
- the ability to manage data extracted from both integrated and non-integrated tools
- links and traceability
- document generation
- restricted and secure project areas
- tool and environment control
- a common set of integrated applications (tools) that projects can select from.

These currently include: Telelogic DOORS; Artisan Studio; Telelogic System Architect; Spark Systems Enterprise Architect; Adobe Acrobat reader; Mathworks MATLAB and Simulink; other Microsoft Office applications.

The Vds product that will be rolled out across Insyte has been tailored to fit our specific requirements – including the incorporation of key TeamPoint functionality. Other Vds improvements undertaken during the Vds+ project are: enhanced GUI; improved review tool integration, and the start of Insyte ESIG "Approved Tools" integration.

Insyte Vds infrastructure

The Insyte Vds infrastructure will have the initial capacity to support 750 users and consists of two server farms (one Restricted and one Secret) based at CSC Maidstone Data Centre, BAE Systems WAN and site LANs, and the Vds Portal on user desktops.

The Vds+ project will benefit from the recent improvements made to the BAE Systems WAN, which have improved resilience, increased site bandwidth, and provided the capability for a greater level of network traffic analysis and reporting. There will also be managed links to enable HIS to maintain the Vds operational capability.

Vds is a starting point, not an end point. It is very important that the engineering community understands this, and realises that it can engage with the Vds+ project on an individual basis to give a view on the strengths and weaknesses of the Vds capability.

The Vds+ project has assumed that the core product will need to be continuously adapted in order to follow the ever changing needs of the engineering development community – but it does not presume to know what those adaptations are at the outset; it needs you to tell us!

Further updates will appear in IQ and there will be a series of lunchtime lectures held to provide more information on the Vds+ project during the final half of 2007. Topics include:

- Relevance of BAE Systems network to Vds (13 September); Live Demo of Vds – (8 November)
- Relevance of Vds to System Engineering – (13 December).

During the roll-out of the Vds product, a series of local roadshows demonstrating the Vds environment will be held.

Further information:
http://eric.greenlnk.net/engineering/vds.

For information on the Vds+ product go to: www.hisltd.com

Insyte role in NATO R&T organisation

Insyte represents UK

The NATO Research and Technology Organisation (RTO) promotes and conducts co-operative scientific research and the exchange of technical information amongst 26 NATO nations and 38 NATO partners. The largest such collaborative body in the world, the RTO encompasses more than, 3,000 scientists and engineers addressing the complete scope of defence technologies and operational domains.

This effort is supported by the Research and Technology Agency (RTA), an executive agency that facilitates collaboration by organising a wide range of studies, workshops, symposia, and other forums in which researchers can meet and exchange knowledge.

Dr Robert Johnston appointed to Information Technology systems panel

Dr Robert Johnston has been invited to represent the UK as Industrial Member for the Information Systems Technology (IST) Panel.

The IST Panel has been tasked with identifying and reviewing areas of research that are of common interest, to recommend the establishment of activities in these areas and to initiate and approve exploratory teams. It will also maintain expert networks and foster information exchange – as well as co-ordinate with other panels' common activities (eg: modelling and simulation with system analysis and studies; electronic warfare with systems concepts and Integration; sensors and electronics technology; avionics and smart vehicles with applied vehicle technology as well as human computer interface with human factors and medicine).

Robert's first panel meeting took place in the first week of October, in Helsinki. It was linked to a Lecture Series on "Emerging Wireless Technologies" that presented networking technologies and protocols used in next generation networks, illustrating their use as a solution for signalling, mobility and security in converged networks.

A deeper look was given to selected emerging technologies, such as host identity protocol (HIP), which can offer agile mobility, multi-homing, and security solution for converged civilian/security/military networks. A further workshop will follow in late October on trust and confidence in autonomous systems.

Further information:
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robert.johnston2@baesystems.com

Taranis Tier 1 agreement

On Wednesday 27 June a Tier 1 business agreement signature ceremony was held where Insyte, together with other Tier 1 partners (Rolls- Royce, QinetiQ and Smiths Aerospace – now GE Aviation) formally signed their agreements with BAE Systems Military Air Solutions (MAS) Autonomous Systems and Future Capability (AS&FC), the industry lead for the programme. The team approach to Taranis is the key to success in the project and a key enabler to further develop the relationship between MAS AS&FC and Insyte in developing the UAV business. Top from left to right: Dave Roberts (GE Aviation), Andy Newman (Rolls-Royce), Richard Norman (Insyte), Chris Allam (MAS), Chris Kelly (MAS), Lawrence Garfield (GE Aviation), Brian Cackett (MAS), Mike Black (MAS). Bottom from left to right: Cate Wilkinson (Rolls-Royce), Pina Palermo (Insyte), Ann Wallace (QinetiQ), Rachel Lewis (SUAVE IPT), Denise Worthington (MAS).

Insyte delivering two key CAP studies for SBD

Leverage global capability

Managed by Strategic Business Development (SBD), the Capability Augmentation Programme (CAP) is designed to embrace and leverage pan global capabilities and technologies developed by the Businesses and Operating Groups. Within this programme, two fully funded studies (Systems Integration Laboratory Synergy Study and Network and Information Systems Technical Strategy Study) are being led by Insyte.

Both studies enable Insyte to develop a leadership position across BAE Systems and the "Network and Information Systems Technical Strategy Study" also develops the relationship with the UK MOD customer on Technology and Capability planning.

Systems Integration Laboratory Synergy Study (CAP S300)

Across BAE Systems there are a significant number of System Integration Laboratory (SIL) capabilities. Their potential benefits could be enhanced through greater interoperation and ultimately combining the capability as a single pan-company offering.

The study will review current SIL capability within BAE Systems and identify where synergies may exist, resulting in recommendations regarding the technology and processes required to facilitate this. Phase 1 is complete and SBD approval has been received for 2nd Phase.

Network and Information Systems Technical Strategy Study (CAP S400)

The development of BAE Systems' capability in the area of network systems is highly dependent on the use of commercial capability and the adoption of non-military standards.

A review of trends in commercial systems, their projected maturity and how they may enhance our own capability to meet future customer needs is important. This study will focus on capability in the area of cross-domain information security, and its interoperability and timeliness and make recommendations for future BAE Systems' strategy in this area. Phase 1 is complete and SBD approval has been received for 2nd Phase.

Further information:
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Business Winning Toolkit online

New resource provides information and guidance – as well as access to best-practice techniques and tools

What is the BWT?

The Business Winning Toolkit (BWT) has been designed to provide information and guidance to anyone involved in winning business from the strategy planning phase through to LCM Phase 2B.

The information is accessed from a single screen which is made up of a series of stages running sequentially from left to right. Each stage contains a crib sheet, which in turn contains all the relevant information, guidance and related documentation necessary to complete that stage.

This information will enable business winning professionals to be more effective at winning business by providing access to best practice techniques and tools.

The look and feel of the BWT is very different from the previous process documents it replaces, however, it still represents our formal business winning process and resides within the Business Management System (BMS).

How did the BWT come about and what has been done to create it?

Over the course of the last nine months Market Development & Sales has undertaken a piece of work to enhance Insyte's business winning processes. This has been supported by the US business winning consultants – Steve Myers & Associates.

As part of this work, a number of business winning individuals were consulted to understand the problems they faced and the suggestions they made for improvement. In addition, examples of best practice, (both internal and external to BAE Systems) were considered, and new techniques and approaches have been piloted on discrete campaigns. These included Listener, MIDAS and SWISS and helped us to understand how they fit with our business model.

Finally, in the last few months, cross-functional workshops have been held to gain the input and buy-in of the functions who contribute to our business winning activity.

The culmination of all this work was the release of the BWT on the BMS in the first week of July.

How do you use the BWT?

The BWT has been designed to provide our complete business winning process on a single screen.

Users can browse top level process step objectives using the corner of each box, or alternatively click on the process step itself to access more detailed guidance, including:

- inputs & outputs
- key process activities
- resources (including who leads and who supports)
- related documents such as policy, LCM etc
- tools and templates
- guidance.

The guidance section is a major enhancement from our previous process and includes just-in-time training modules developed with SM&A on subjects such as;

- hotbuttons and issues identification
- win strategy workshops
- price to win
- proposal development process
- PQQ preparation
- proposal production.

Every opportunity is different, but can essentially be categorised into four areas:

- high value, high strategic importance
- low value, high strategic importance
- high value, low strategic importance
- low value, low strategic importance (high volume).

The BWT focuses on opportunities which are of high value/high strategic importance and although arranged as a process, it is not expected that each stage of the toolkit should be completed for every prospect. Instead, prospect owners should select the most appropriate stages to use to assist them in their objective of winning business.

There are, however, mandatory items which must be completed for governance purposes and it is for this reason that process tailoring should be discussed and agreed with the chairman at phase reviews (0 – 2B).

Please note that the rapid response bid (RRB) process has already been set up as an efficient way of processing low value/high volume opportunities

Experiences of people using the BWT

On the Naval Medium Range Radar (NMRR) bid we used the BWT as a Plan-on-a-Page to direct all the campaign activities, turning the front sheet into a traffic light report to monitor our progress.

This proved to demonstrate the usefulness of the tool, particularly during the early stages of opportunity assessment, capture planning and solution development where it was used as a daily guide.

The ability to project the material on screen and work interactively in working groups also proved to be very useful; thanks go to the BMS team for the much improved and intuitive screen layouts.

The immediacy of access to relevant and related information also proved extremely useful throughout, particularly during time pressured and demanding phases of the bid process.

As part of the process of continuous improvement the lessons learnt on NMRR will be fed back to further improve the BWT. In the area of costing and estimating the BWT is a bit light so we will redress the balance here.

How do you access the BWT?

The BWT can be accessed via the Business Management System (BMS). Select Business Winning and then click on the "high value, high importance quadrant" of the four box model – or, alternatively, select Business Winning Toolkit from the Insyte MD&S home page.

The BWT will continue to evolve and you can expect to receive further updates and enhancements as it develops further.

Further information: Gary Mead on +44 (0)1983 202840
gary.mead@baesystems.com

Above: a storyboarding session

Insyte invited to present at IEEE Radar 2008

World-leading position

The organising committee for the 2008 Institute of Electrical and Electronic Engineers (IEEE) Radar Conference (to be held in Rome, Italy) has specifically invited Insyte to contribute a paper to a special session on High Frequency (HF) radar at the conference.

David Emery (Engineering Capability and Technology) and Glenn Dickel (Systems Engineering) will provide an update on the latest developments and achievements in the domain.

The committee (which includes Alfonso Farina, familiar to many from previous joint-venture days) was keen to involve Insyte after being impressed by previous conference papers.

The invitation recognises Insyte's world-leading position in HF Surface Wave radar technology.

Above: High Frequency Surface Wave Radar (HFSWR)

Bowman progresses towards field trials

Insyte receives in-service support sustainment contract award

In-Service Support

Insyte was recently awarded a contract by prime contractor General Dynamics UK to provide in-service support sustainment (ISS) for Bowman – the new secure voice and data radio system used by the British Army. The contract is part of a package of work on Bowman that is valued at £6.4m.

Insyte provides the Bowman Communications Management System (BCMS) to General Dynamics UK.

The BCMS allows the Army to plan its communications networks, assign frequencies using complex meta-heuristic algorithms, assign crypto keys, configure radios and network terminals, as well as monitor and control the network.

The ISS contract follows on from the initial BCMS project, which started in 2001 and has (to date) employed up to 50 software engineers, system design engineers and software test engineers.

The project employs an iterative development lifecycle, with multiple software releases, each one building on the capabilities of the previous release and taking account of feedback from system integration, trials and user reviews of the earlier releases.

The current phase tasks Insyte with the provision of further amendments to the BCMS in support of fielding. This will enable General Dynamics UK to send enhanced software to the field in early 2008 as part of the latest evolution of Bowman, BCIP 5. The Operational Field Trials for BCIP5 will take place in October and November 2007, and more than 1,200 people are being trained to take part. The contract also includes software support to March 2009. It is anticipated that a follow-on, longer-term support contract will be let after this timeframe lapses.

Above: British Army personnel using Bowman

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Force majeure

Above: Field Operations accommodation during the flood

Stuck in the thick of it

Insyte's Field Operations staff in Oman regularly deal with a multitude of challenges – but nothing had prepared them for the havoc unleashed by Cyclone Gonu

On the 6 June, the Omani capital of Muscat was hit by tropical Cyclone Gonu – the strongest cyclone on record in the Arabian Sea. The storm cut loose with gales and hurricane force gusts, as well as torrential, flooding rains.

In an area that normally gets, at best, a fraction of an inch of rain throughout all of June, rainfall exceeded 10 inches within 24 hours. Muscat's mountain backdrop added to the problem. The torrential rain that poured onto the bone-dry peaks flowed into canyons and dry riverbeds that channelled the raging water directly into the city.

Many roads and buildings, water supplies and power stations were destroyed in the resulting devastation. There were more than 72 confirmed deaths with many other people either missing or injured.

Field Operations has a team of 30 living in Oman providing engineering support services for the Omani Air Defence Environment (ADGE). Most of the staff were accommodated in the Al-Hail villa compound in Muscat. The following article details some of their nightmare experiences during the storm.

Although there had been warnings of possible flooding in the area, several previous warnings had all come to nothing. When it started to rain heavily on the morning of the 6 June no-one gave it a second thought –even when the electricity went off in the afternoon.

By early evening everyone started to take the warning more seriously as water started to flow in under the doors. Staff tried to stem the flow by jamming towels under the doors. This very quickly proved fruitless, so now it was panic time; going from one room to another trying to rescue things by getting them off of the floor. This was made all the more difficult because it was now dark and everything had to be done by candle light.

By the time you got back to the first room the things that had been rescued were now under water – levels were rising extremely quickly.

Within a couple of hours, it had gone from there being no water to between 2ft and 4ft of water inside the houses, depending on which house you lived in. The water had not only come in via the doors but also via the toilets. It was not pleasant walking around the house in bare feet.

Some people thought it might be wise to try going to a hotel for the night, but this proved impossible as the water level was too deep. Two of the guys got some way in a Royal Air Force of Oman (RAFO) pickup truck, but soon decided it was too dangerous to go any further. By this time they could not get back and had to spend the night in the pickup.

The rest of the Field Ops staff spent the night on top of suitcases which in turn were on the tops of beds or the dining table.

Water levels had dropped by the next morning but several inches of fine sticky silt was now deposited both inside and outside the houses. The entire contents of most houses were ruined. Fortunately, no one had been injured. Staff tried to start cars, which proved a fruitless exercise as all of them had been under water up to or above the windscreen. The only car that started that morning was a tatty old Jeep that had no electronics.

> 'AS THE VEHICLE BEGAN TO ROLL OVER, IT VERY LUCKILY BECAME LODGED ON TOP OF A SUNKEN TRUCK. THEN IT BEGAN TO FILL WITH WATER'

The previous afternoon, Dave Lockwood, Pekka Ranki and Peter Moore were on one of the mountain radar sites, having completed a main bearing replacement on the S713B Antenna. The winds had been horrendous, and rain was beginning to fall heavily. To avoid becoming trapped on the mountain, they decided to make a dash for Muscat before the mountain road became impassable.

The road down the mountain, in a Toyota Land Cruiser, made for an "interesting" journey – but one without serious incident. Several flooded wadis were successfully forded before they reached the dual carriageway bound for Muscat and home. It was now dark and the intensity of the rain was increasing.

They were less than ten-miles from their destination when the vehicle was suddenly hit by a wall of water and was swept downstream in a white water torrent. They found out later that a dam had burst and a flash flood had washed down the valley, sweeping through one village and washing the road away beneath them.

As the vehicle began to roll over it, very luckily became lodged on top of a sunken truck. Then it began to fill with water. With unlikely presence of mind, they calmly wound down the side windows and climbed out onto the top corner of the vehicle to consider their options.

The water continued to rise very fast. At first it was at their feet. After 30 minutes it was pushing hard against their backs and still rising. It was too dark to get a clear impression of surroundings. There was fast flowing white water all around and a long way to anything that looked remotely like safety.

Other vehicles were also stranded nearby. One driver had also managed to climb out; others were not so fortunate. The Insyte trio could only sit and await their fate.

Very slowly, the water level began to subside, bringing some hope of escape. It was another three hours before the water level fell sufficient to expose the partially intact carriageway about 15 metres distant. The torrent was still flowing much to fast to risk swimming. Eventually, a police and army rescue team managed to get a rope across enabling the threesome to abseil to shore. None of them will never moan about wind-down windows ever again.

Elsewhere, Dave Lockwood (again – the man is a trouble magnet!) and John Hawkins avoided the complete destruction of the Line Of Sight (LOS) antenna which had broken loose of its tower fixings. They achieved this during very high winds and torrential rain by 'roping' themselves to each other and the tower.

They were then able to restrain the LOS antenna by roping it back to the tower, thus avoiding its total loss and the possibility of other damage being caused by it breaking loose and falling 6,000ft to the valley floor.

The antenna has since been "temporarily" refitted, although damaged, and is carrying the Integrated Air Defence System (IADS) traffic, allowing RAFO operations to continue until the replacement is received.

Needless to say the customer was extremely appreciative of the efforts which allowed them to remain in an operational state. Mark Ferris (IPT Leader, Integrated Defence and Support), presented recognition awards to both Dave and John during a recent flying visit to Oman.

The Field Operations team continue to support the customer throughout the adverse conditions, living in temporary accommodation whilst the loss adjusters assess the damage, and houses are completely refurbished.

A visit by Craig Murray (Insyte's HR Director) who arrived to view the damage and conditions the team were enduring was well received. He visited the flooded accommodation, and then spent time with team, assuring them that the company was concerned for their welfare and extremely appreciative of the way they had dealt with this difficult situation.

Above: Pekka Ranki, Peter Moore and Dave Lockwood revisit the scene of their lucky escape. The stricken Land Cruiser is in the background. The photograph is published as it was received – its strange colouring due to the camera being (allegedly!) water damaged.

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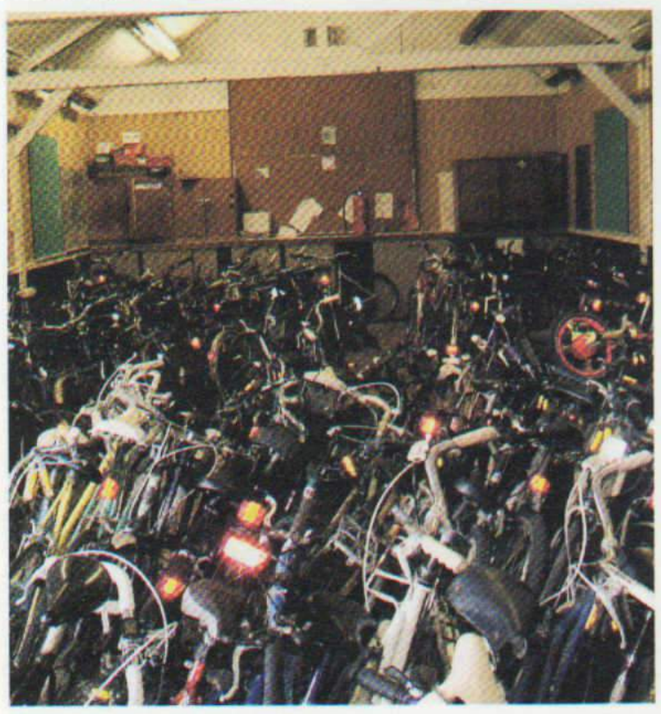

Above: that really is a bike shed

Scouts on the recycle path

Scouts shed bicycles

Jonathan Wentworth, an engineer based at Chelmsford, recently helped the world's Scouts embark upon the ultimate recycling mission

Scouts from around the world attending the recent 21st World Scout Jamboree, held at Hyland's Park, Chelmsford, took part in community projects around the county of Essex.

One of the projects involved the collection of unwanted pedal cycles. Undertaken in conjunction with the Colchester-based charity Recycle, around 250 bikes of all sizes and states of repair were collected in the Chelmsford area.

A collection day held outside a local branch of Halfords in July gathered the vast majority of the donated bikes, but they also continued to arrive at a temporary collection centre, based at Writtle Scout HQ over the following fortnight

Jamboree participants from countries including Austria, Bangladesh, Belgium, Hong Kong, Nigeria, the UK and the US helped prepare the bikes for shipment to Africa, removing pedals and accessories and turning the handlebars around so that the bikes would stack more easily in a container.

At the end of the jamboree, all the bikes were transported to Colchester where Recycle will load them into containers along with spare parts and tools for the next shipment.

Many thanks go to the Writtle Scout Group for the use of their HQ, to Chelmsford Explorer Scouts and the Army for helping with the collection day, Cycle King and Cycles UK for the donation of tools and to the Chelmsford Weekly News and BBC Essex Radio for their help in publicising the project.

A big thank-you must also go to everyone from Insyte who donated bikes and to everyone who worked on the bikes. Finally, thanks to the jamboree's International Services Team members who helped with transport.

During my time at Writtle I spoke with many people from both the jamboree and local community. It was clear that for some Scouts, a bike was a common mode of transport back home whilst for others the opportunity to learn to ride and maintain a bike was a huge achievement. For some locals the project was a great opportunity to clear out their garage!

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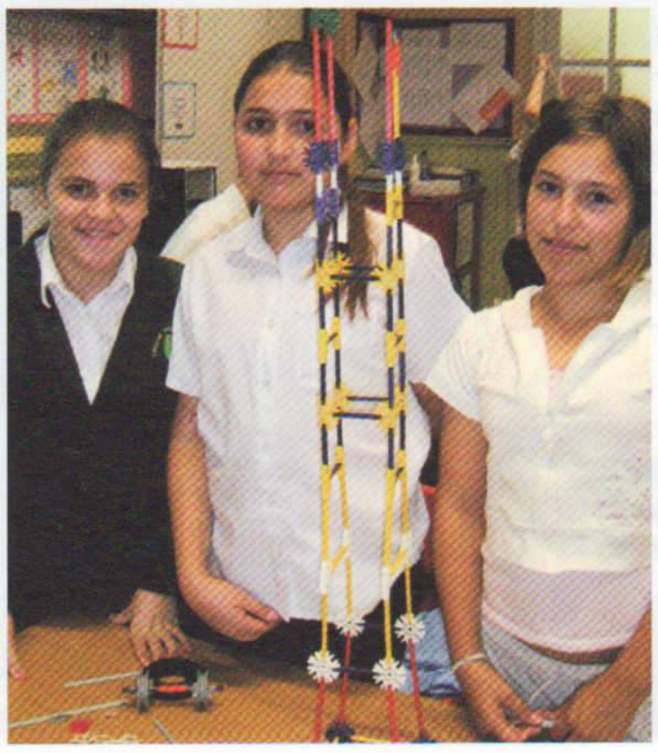
Back to school

Britain faces a shortfall in the amount of qualified engineers, with an increase of 13 per cent needed by 2014. The Engineering into Schools scheme seeks to address this



Left: nuturing an interest in engineering is vital for the future

Education

Just 12 per cent of graduates currently leave university with a science, engineering and/or technology degree – some 45,000 – and many of these then use the qualifications to gain jobs in different fields such as financial services.

The Confederation of British Industry says this figure must rise to 25 per cent by 2014 – some 97,000 – if the country is to match the predicted growth in jobs demanding related skills. A report from business leaders warns that we face losing top jobs in these areas to other countries because schools are failing to produce enough scientists.

For a number of years, BAE Systems and Insyte have been supporting initiatives designed to foster, encourage and develop interest in science and engineering within primary and secondary schools, as well as building links to the local community. It is hoped that by "grabbing" the interest of students whilst they are still young, we can lay down strong foundations for the engineers of tomorrow to build upon. BAE Systems has the larger scheme; visit http://www.baesystemseducationprogramme.com/ for more information. The site is for teachers, young people and their parents.

BAE Systems people have the opportunity to register as a school's ambassador or alternatively, can encourage any local schools to register under the scheme; alongside the support offered there are road shows and competitions for schools to take part in – all with an engineering bias.

The Insyte scheme is somewhat different and more ad hoc at each site. Every site has its own approach to how it links into the community and offers support to local schools.

Badged under the name Engineering in Schools, there is a common thread in that all the engineers involved are professional software, systems, aeronautical, mechanical or electrical engineers and have no teaching experience. They are on-hand to help build enthusiasm and interest in activities and to encourage the children to ask questions about the science, maths and engineering principles involved.

Whether working within the schools as governors, ambassadors or supporting engineering days and events, the primary focus is to make engineering enjoyable and importantly, tangible.

David Morgan, an Ambassador at Frimley saays: "As a schools ambassador, the accent is to promote how engineering influences all our lives – from the chairs we sit on, to the aircraft we use for travel. As part of a group of engineers, each year we take over a school for the day. The students are those from Year 7, 8 and 9. Activity occurs when the Year 11s have left and Year 10s are on 'work experience.

"We offer students experience in building bridges, roman warrior-style catapults and other mind bending engineering tasks such as self-righting buoys and programming robots, and have engineers instead of teachers advising them, guiding them and questioning them on their methods of design and construction."

Ian Nussbaum, an ambassador in New Malden, has run engineering activities within local schools for a number of years. He finds it a rewarding exercise at a number of levels.

"It gives me the opportunity to open the eyes of kids who might otherwise never appreciate the fun of problem solving within an engineering discipline – especially younger girls who are so often the victims of stereotyping ('but girls can't be engineers, can they?').

"It is an excellent vehicle to improve self confidence and projection – especially for younger engineers and it allows me to be a kid for a day – after all, a change is as good as a rest!"

As well as working directly with the schools, some engineers across the business are SEAs (science and engineering ambassadors) for SETPOINT, a Department of Trade and Industry funded organization. SEAs support schools activities such as science and engineering clubs and offer mentoring, careers guidance and are perceived as positive role models by bringing science, technology, engineering and mathematics activities, experiences and excitement into classrooms, young people can get a clear idea of the diverse and exciting range of careers available to them. To register with a SETPOINT near your site or to find out more information, visit www.stemnet.org.uk.

There is an appreciation for all the current work that supporters of Engineering into Schools do, some of it in their own time. There is however a great deal more that we could put in place.

The National Education Business Partnership Network (NEBPN) is the umbrella organisation and national voice for 126 Education Business Partnerships working in 11 regions, most of which have one of our sites within its area. Insyte's New Malden site is a member of the local Education and Business Partnership and supports its various activities, for example, career days, engineering activities, team building exercises.

In return, the NEBPN supports business by developing motivated and informed future employees.

To move forward, we need more co-ordination across the sites, ideally with one person in place as a central representative for their sites EIS activities. This would offer more focus on:

- information that could be shared across the sites
- for engineers to know whom to contact for more details of how they can participate
- for schools to know who to contact in their area
- a contact for local SETPOINTS
- a contact for local EBPs.

Insyte believes that we can and must do more. We are keen for all the members of our work community to become involved – and that really does mean all.

This encompasses new-to the-business graduates of all disciplines, to Engineers who have been in the business for a while and can see the importance of sharing their wisdom and experiences.

We have the resources and the desire to do this, so please help us to make it happen.

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'THE ACCENT IS TO PROMOTE HOW ENGINEERING INFLUENCES ALL OUR LIVES'
David Morgan, Insyte Engineering into Schools ambassador

Engineering into schools at New Malden

EIS in action

Kristina Johnson provides a summary of recent activity

Insyte's New Malden site has continued to support the Engineering in Schools (EIS) initiative. A total of five events have taken place recently, three supporting local primary schools, and two supporting secondary schools.

Tiffin Boys Grammar School, Kingston, are the proud (temporary) owners of two Lego Mindstorm Robots. They have been given a blank canvas and we look forward to seeing the creations next term.

Cranmer, Holy Cross and Epsom Primary schools all hosted a K'nex (popular construction toy – think modern Meccano!) day for their year six classes (11 year olds).

In a fine demonstration of process improvement for the K'nex challenge (competitively lifting an egg as high as possible with a fixed bag of bits), the EIS budget stretched to buying 20 rubber eggs. Creme eggs were messy in hot weather – and we had abandoned hard boiled eggs after a single attempt (the smell was very memorable).

At Richard Challoner RC School, a pair of 1/2 sessions were held with year 9 boys (14 years old) using a marble run activity. This promoted team through making a marble-run out of card that ensured that a marble took the longest time to reach the base.

At Coombe Girls School, the Marble Run was also used to promote team working for the lower sixth (Coombe Boys join the school at this stage). Luckily, there was just the one example of enamoured girl and boy, who spent the session snogging. Which showed great restraint. Three back-to-back sessions proved to be pretty tiring but the students were brilliant, working hard to produce some interesting designs.

Impeccable eye

What a picture!

Talented Insyte engineer supports Charity Challenge with his stunning landscapes

Why was Andrew Fyfe (a Chelmsford-based principal software engineer) eating canapés and sipping champagne with the BBC's Nick Crane (presenter of *Coast*) at a private party in London's National Theatre? The answer is that Andrew recently entered a national competition to find the best British landscape photographs of the past few years. Entries were of a high standard and ran into many thousands.

A photo taken by Andrew at Shanklin on the Isle of Wight was selected by a panel of judges (including Nick Crane, Ben Fogle and the renowned professional landscape photographer Charlie Waite) to be exhibited at the National Theatre between 15 September and 3 November. The photo was also chosen to be published by the AA in a book dedicated to the "Take a View" landscape photography competition.

Above: Dunstanburgh Castle

Andrew's image of the sea groyne on the Isle of Wight was captured just six months after he took up landscape photography in 2004. Since then, he has gone on to photograph more of the British landscape, building up a portfolio of over one hundred stunning scenes.

For those with a technical interest, the image was captured on a Fuji Finepix S7000 using a tripod at ISO 200 for ¼ of a second. Andrew made use of two neutral density graduated filters to help balance the exposure and a polarising filter to help emphasise the colours in the scene.

The image was captured using RAW and was converted to TIFF using Fuji's own software, no digital manipulation was used.

Andrew's approach to landscape photography minimises the amount of digital editing and always stays true to the original scene.

He strives to capture those moments that are fleeting and elusive, when the natural light is at its most beautiful. A location may require five or more visits before the colours are right.

The window of opportunity to capture each image may be extremely short – in some cases lasting just tens of seconds before they are gone and lost forever. Andrew mostly shoots his scenes at the extremes of the day. This often means being setup at a chosen location by 4 am in the summer months.

Andrew's work has found success in the US with a publisher taking all of his scenes and making them available to the American art market as fine art Giclee prints.

He has now teamed up with Ken Wilkinson (Insyte's Charity Challenge co-ordinator) and is offering his cards and prints to BAE Systems employees and friends. Twenty-five per cent of all sales will be donated to Charity Challenge.

For further information or if you wish to purchase Andrew's cards and prints, please contact :
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Above: Shanklin on the Isle of Wight

This year's Inter-Island Games took place on Rhodes between 30 June and 7 July. Insyte's Trevor Cameron-Brown represented the Isle of Wight in the Archery competition. He fired off this report for IQ...

His aim is true

Above: Trevor enjoys some shooting practice with the Greek Recurve Champion, Antonios Goumaras (right)

All of a quiver

The Inter-Island Games started on the Isle of Man in 1985 as part of its 'Year of Sport' initiative and were originally devised to bring together several small islands from different parts of the world in friendly competition.

In total, 15 islands took part. The event provided opportunities for cultural exchange and social interaction between the visiting teams. Now biannual, the 2007 games took place in Rhodes. The Isle of Wight is due to host them in 2011.

During the Games, competitors from each island come together to participate in a range of sports, these are archery, athletics, badminton, basketball, bowling, cycling, football, golf, gymnastics, judo, sailing, shooting, squash, swimming, table tennis, triathlon, and volleyball .

The islands taking part in these games were; Aland, Alderney, Bermuda, Cayman, Falklands, Faroe Islands, Gibraltar, Gotland, Greenland, Guernsey, Hitra, Isle Of Man, Isle Of Wight, Jersey, Minorca, Orkney, Prince Edward Island, Rhodes, Saaremaa, Sark, Shetland, St Helena, Western Isles and Ynys Mon.

Rhodes was hot!

Above: Trevor (middle) in the first round of the Head to Head at 70m

Temperatures ranged from +40°C topping 50 degrees. A left/right 10 knot and sometimes turbulent wind cut across the range for the first two days of the competition, affecting lighter poundage bows such as mine (41lb draw weight). This was due to the arrow's higher trajectory. Higher poundage bows (45-50lb draw weight) have their arrows flat-lining to the target.

Day One of the Federation Internationale de Tir a l'Arc (Fita – the international archery federation) competition began with competitors shooting 36 arrows each at 90m before moving down to 70m for another 36.

On Day Two we shot another 36 arrows at 50m and then 30M. The competition was stiff throughout with some archers being of Olympic standard. Most teams were exceptionally well prepared and had been in training for several months, shooting between 4-5 hours daily prior to the event.

Day Three started with the knock-out head-to-head competition which involved shooting 12 arrows, six at a time, at a distance of 70m. I finished 29th overall in the Fita and made it through to the second round of the head to head.

In the Compound (a specific type of bow, which uses a system of cams and pulleys) event one of our team, Jennie Ham, took the Bronze medal for the Isle of Wight just missing out on silver by a few points.

These were my first games of an international standard and they were a huge and valuable experience. I picked up extra shooting tips to enhance my technique and ways to make improvements to my bow equipment.

I took away many fond memories and new found friendships – the other competitors were more like comrades. Although all of the events were keenly contested, I can see why they call these the 'friendly' games.

I look forward to representing the Isle of Wight at Aland for the 2009 Games. My goals are now clearly defined. I know the standard to expect and relish the challenge.

Travel and accommodation to the event was largely self funded – it was definitely my deep affection for the sport that drove me to attend. Having said that, the sponsorship presented to the team by the company was gratefully received – it covered the cost of our tracksuits.

Many thanks for the support, it's much easier to shoot well with positive thoughts! I felt constant good vibes throughout the shoot, I'm sure the officials thought I may be on something dodgy because of my perpetual grin!

> 'THESE WERE MY FIRST GAMES AT INTERNATIONAL STANDARD AND THEY WERE A HUGE AND VALUABLE EXPERIENCE'

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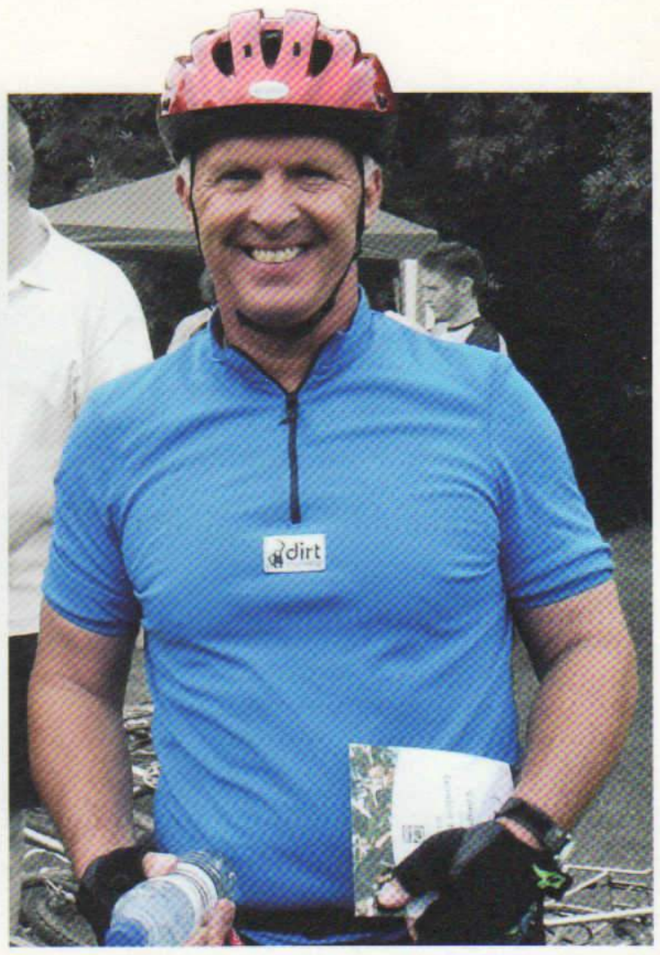

Above: John Beatty

Wheel support

Pedal power

John Beatty, a bid officer based at Chelmsford, recently took part in a London to Southend Fun Ride, in support of the British Heart Foundation.

More than 3,000 people signed up for the challenging 59 mile cardio-vascular workout, riding through some of the most picturesque villages in South East Essex. The event, held on 15 July, began in London's Victoria Park and finished in Southend's Priory Park. John filed this report for IQ:

"Well I survived! This was 21st century blood sport. Turning the corner there was a caravan on wheels, a man on a penny farthing, a cycle for six and a chap with an artificial leg heroically battling his way past the able-bodied. This was the London Marathon with puncture repair kits!

> 'THIS WAS THE LONDON MARATHON WITH PUNCTURE REPAIR KITS!'

The organisers constantly emphasised that the event was a fun ride, not a serious race. In reality it was a 59 mile endurance test with the thought "can I beat last year's time" always in the back of my mind.

From 7am a stream of 3,500 cyclists poured out of Victoria Park, Stratford like a Chinese factory at knocking off time. I avoided one spectacular pile-up only 15 miles from the start which held up proceedings by up to 5 minutes.

A few miles down the road, just at the start of the bend which obscures a sight of the first hill, you are reminded that you have made the wrong decision. The ride took us through some picturesque places in South Essex such as Chigwell, Mountnessing, Stock and Battlesbridge.

Part of the 25 miles of road was closed for cars – most of this stretch passed in a blur of speed. It was certainly easier on the knees than road-running.

"It goes up from here you know", said a woman spectator sitting in her canvas chair, flanked by a flask of tea and a plate of sandwiches.

I cursed my way up the last hill on the outskirts of Rayleigh and hammered down the other side at a terrifying 40 mph to the noise and encouragement of the crowd, (especially at the finish line in the beautiful gardens of Priory Park, Southend) in a little under 5 hours. So, would I do it next year? Well, we shall see."

John, who has been actively supporting the British Heart Foundation since 1995, raised £219 from his participation in the bike ride, bringing his grand total for the period up to an impressive £3,778.

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Macmillan Cancer Support>

How about giving some time?

Ways to make a difference

Each day 750 people are diagnosed with cancer. One in three of us will get cancer. We are all affected by it, and we can all do something to help.

You're already doing a great job in raising funds for Macmillan. At the time of writing, Insyte had already collected £19,454. The money you raise through events and fundraising goes towards providing essential practical, medical, emotional and financial support to people affected by cancer.

But it's not just by raising money that you can make a big contribution. By giving your time and offering your skills you can make a direct difference to people's lives. You can meet new friends, learn new skills, be part of a team and make a difference to people living with cancer.

Across the whole of Britain, BAE Systems employees are sharing their expertise and skills to help.

You've been carrying out health and safety assessments at Macmillan sites and assisting with training programmes.

You've been offering extra pairs of hands and huge amounts of enthusiasm to create and maintain gardens for cancer centres and people affected by cancer.

Your energy and support haven't gone amiss!

And there's always more you can do.

For example, the local Macmillan Cancer Information and Support Services in West Essex are looking for volunteers to offer practical support.

You could befriend local families and help out with practical tasks for them, like doing a local shop, lending an ear or walking the dog.

We'll give you any training needed, and will always be there to support you. Similar projects are happening nationally.

Alternatively, you can campaign on Macmillan's behalf without even leaving your desk.

All it takes is a few clicks, have a look at www.macmillan.org.uk then click on the Campaign heading.

Volunteering with Macmillan is fun and everyone can help!

If you would like to know what you can do in your area, please talk to your Charity Challenge Co-ordinator, Ken Wilkinson.

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