

News

A Flying Visit...

Peter Kosogorin, an F35 test pilot currently based out in the USA, visited Rosyth last week. 'Kos' as he is known, spent some time on the Carrier looking at the key differences between the current Invincible Class Carriers and the QE Class Carriers. He also managed to spend time with some of our tradesmen working on the Aft Island and explaining to them the significance of their work to the future pilots. Peter hosted a presentations with our systems delivery team discussing the impact of the flight trials on the work they are carrying out.

Pole Mast Installation

The lower section of the pole mast for UB14 was successfully lifted into place on Tuesday 1 April. The upper section will be installed upon successful completion of testing on the lower section.



Our People

Our second people profile is now available to watch online [here](#). This week's profile features Craig Wilson, Assistant Project Manager for Ship 02 who works for BAE Systems in Rosyth.



Spotlight on...

Peter Kosogorin, F35 Test Pilot



Peter 'Kos' Kosogorin knew from a young age that he wanted to be a pilot and so took every opportunity in his grasp to make this a reality. Joining the Territorial Army at the age of Seventeen set him on his way to his dream job. "The TA allowed me to make the first steps to Become a pilot. I then joined the Air Cadets where I was fortunate enough to receive a scholarship to study in Liverpool, and then a subsequent scholarship for my private pilot's license (PPL)." Kos was so driven to achieve his goal that he held his PPL before he had his drivers license. All these decisions led Kos to his dream of being able to fly fighter jets.

After retiring from the Air Force in 2006, Kos joined BAE Systems as a test pilot for the Harrier Programme. For the past four years he has been based at Pax River working on the F35 programme.

A typical flying day would involve an early start where the pilots would spend some time in the flight simulator of the journey. Kos said; "Pilots would never do a test flight without having flown the route on the simulator. Once we have done this we would then spend some time looking into weather, restricted airspace, facilities and what air bases in the area are open." Before the pilot leaves for the test flight there would be an hour to two hour brief which would include up to 40 people who will be involved in monitoring the performance of the jet during the flight. Each test flight would last a maximum duration of 4.5 hours as there is a restriction of 5 hour cockpit time for each test pilot. Once the flight is complete, there would be a further 2 hour debrief where the performance would be discussed.

So far Kos has racked up over 250 flying hours with his longest flight being 4.3 hours.

Kos says of his time on the programme; "I have been very fortunate in my career to travel the world. While being on the F35 programme, my family and I have done a lot of travelling in the States going from Pax River in the East to Seattle on the West. My children have had many opportunities that I certainly never had at their age, so I hope this helps to widen their horizons and understanding" When Kos isn't at work, he enjoys spending time with his three sons, 7, 9, 11, going camping or hiking.

Gnosis

The long awaited release of **Gnosis** is here! In the next week; everyone who has requested access to the ACA's Project Controls on-line training will receive their user names and log in details from our provider CM Group via their bespoke technology Luminosity.

The aim of which is to refresh knowledge and ensure consistent application of Project Controls terminology and process across the Queen Elizabeth Class (QEC) Programme.

The training is divided into eleven modules, which are comprised of an introduction module followed by ten modules, eight of which will cover the stages in the diagram below which illustrates our Project Controls System. An additional module will focus on Integrated Baseline Reviews (IBRs)



The training is programmed so delegates need to complete Module 0 first and then the modules can be completed in any order. As you would expect it has a number of questions during and at the end to confirm that the information has been understood. The pass rate is 80% so make sure you really pay attention!

It is essential that delegates complete all the modules to both support ongoing personal development and to achieve the critically important common approach across the programme,

If you have any questions or would like access to Gnosis please contact Louise Wild – ACA Head of Performance louise.wild@baesystems.com

HMS Queen Elizabeth Rosyth

Tanks

- The CCI Programme has progressed well with the total now at 48 of 173 compartments accepted and signed off by the Client.
- There are an additional seven tanks that have went through their CCI this week and are expected to achieve sign off from the Client post wash-up meeting which is taking place on Thursday 3rd April.
- Blast and paint programme continues to progress with two tanks going through their paint inspection and achieving ITR12 sign off.
- The final Tanks have now been fully blasted and the SW Ballast Tanks 9SC6 & 9SC7 have completed their Steel mark-ups.

Shaft Programme

- Both shaft-line propeller hubs are now fitted and fully torqued.
- Both shaft-lines are being protected prior to shot-blast/paint process.
- Internal shaft-line work continues with coupling of brake discs to thrust blocks and drilling/reaming propulsion motor holding down positions.

Hull Programme

- All hull valves have been handed back along the boot top line. Plans are in place to move to X3 coat in LB01 and LB02. This weekend, limpetite paint is due to be applied to the aft end (A-frames), which will be alternating with blasting.

Post-Undocking Preparations

- Preparations are underway for work at JK berth in order to accept HMS Queen Elizabeth for her outfitting/commissioning programme following undocking in July.
- The scope of work has been agreed and actions assigned. Included are plans to refurbish buildings 474, 468 and 469, whilst 1037 will be demolished and replaced with a modular structure.
- Plans are in place to transport access towers and their concrete bases whilst cranes, a high voltage cable tower and Alimak lifts will also have to be accommodated. Aside from this is the raft of quayside facilities such as ERT and Permit to Work cabins, Ship/Site services and several others.

HMS Prince of Wales

Merseyside

HMS Prince of Wales CB02:

- PO1 inspection G ring 3 deck starboard unit compartments 3GV9 and 3GB9 took place last week.
- Goliath Lifting lugs for CB02 G ring being erected and surveyed and alignment checks being carried out (image below).
- Painting, insulation and Hilti second fix equipment supports continues to all decks for CB02 G ring.
- G ring 4 deck ITR Insulation surveys took place 4 April.
- F ring 4 deck port and starboard unit greens being cut prior to erection to berth.
- F ring 4 deck starboard unit was lifted, turned and erected to berth at the beginning of the week.
- Structural Dry Survey complete for F Ring 3 Deck Centre unit.
- F ring 2 deck bulkheads and T girders erection onto deck panels continues.
- Workshop hydrostatic pressure testing for Inergen pipe spools was scheduled for 4 April.



HMS Prince of Wales CB04:

- Erection of T girder and bulkheads to deck panel for CB04 A ring port and starboard units continues.
- Fabrication of CB04 B ring bulkheads continues.
- Manufacturing of pipework continues for CB04.

Tyne

HMS Prince of Wales CB03:

- Ring H CHOIs are ongoing with the first 14 now completed.
- Defects picked are now being rectified and being recorded in CMS.
- Ring J PreCHOIs are progressing well with minimum defects, CHOIs will begin soon.
- The Gearbox for the Aircraft Lifts have now been installed allowing completion of routed systems on shell sides and taking advantage of lessons learned from ship on.
- Ring K PreCHOIs have now begun and completion of scope is ongoing by all trades.
- Ring LK is progressing well with routed systems and outfit continuing in all areas.
- Ring L is now into its final week in the paint cell, the flight deck, hangar and shell sides are being painted at the same time as deck work.

Portsmouth

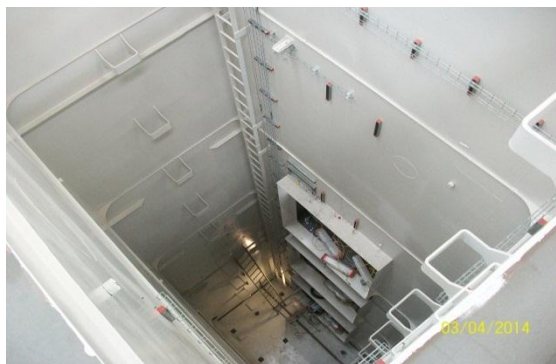
HMS Prince of Wales CB02:

- Good progress is being made on CHOIs. A further five CHOIs on cabins have been completed last week bringing the total to 22 with more expected this week.
- The electrical termination programme continues and remains ahead of plan. 477 terminations have been made against a plan of 247. This is being progressed in conjunction with equipment fitting.
- Pipe fitting continues with 1180 pipes installed out of 3964 with 193 101s completed and 236 108s.
- Paint applications of first coat and Protectapeel coat have been completed on A-ring bulkhead.
- A customer DQAFF audit has been in progress this week covering four compartments in Rings A & B. Results are expected early week 15.

HMS Prince of Wales LB02:

- ODX2 tank was completed and submitted for testing this week. Good progress continues to be made with ODX3 scheduled for completion this week. Tank testing completion remains on plan to complete mid-April.
- Seven CHOIs including six in cabins were achieved this week. 76 CHOIs have now been completed to date.
- Pilot platforms on G-ring have now been fitted and the starboard hull guide is being prepared for installation.

- The flat bottom shot blasting and application of first coat paint programme is progressing with rings F-G complete. Painting of C-ring Bulkhead has begun.
- Pipe fitting is nearing completion with a further 160 pipes fitted last week. 11070 pipes have now been fitted out of 11454 in total (96% complete).
- 101s are progressing to plan. 533 were completed last week and 377 108s.
- Cable reeving continues with 15,380m completed last week. Cable install is now 81% complete.
- Babcock are on-site to inspect and position seats and rails within the lift shafts in D and G rings (see below).



Govan

HMS Prince of Wales LB03:

- Following the previous week's completion of the immediate CHOI scope, with the exception of the remaining insert-affected compartments, the team is changing focus to resolve non-conformances raised during the CHOI process. Implementation of released change is also a current priority, with production aiming to complete as much released change as possible in advance of the block handover and transportation.
- Alliance partners Ticon, Imtech, SSSL and Balfour Beatty are now working through opportunities afforded by the length of time remaining to block load out to progress scope they would otherwise not completed until the block reached the integration yard.
- Work has begun on the watertight integrity programme, installing new watertight bulkheads, closing inserts and sealing penetrations. Successfully completing this work is essential to the transportation process and will be a major activity leading up to block roll out.
- The electrical team are now turning their focus to the completion and sign off of ITR-103s for electrical devices and to date, 2022 ITRs have now been signed off.

HMS Prince of Wales LB04:

- To date 159 units (100%) have started in the preparation area with 153 units (96%) having progressed into the fabrication stages, and there are 129 units (81%) erected in the SBOH. A further three units were erected last week (LN17, LN16 and LM44) with four dry surveys also completed (LP47, LM12, LM13 and LN15).
- This week shows an upturn in the number of PO1's achieved, with the introduction of an additional review of the PO1 programme which has focused the time taken from initial submission to fully closing out and achieving the compartment hot work inspection.
- The pipework installation on the block continues to perform well; there are now less than 300 pipes to fit before the first milestone of the year can be claimed as achieved. This challenging milestone was to complete 9200 pipes installed by the end of April.
- The paint programme continues to move forward with some of the engine spaces within LB04 having been sprayed, the latest of these is AMS 5 which has now started the preparation process. This is a key, and very complex compartment, given the amount of pipe work and equipment in the area.
- Final work is underway to prepare the area for the installation of the HV switchboards; the main drive is ensuring the steelwork is complete, the deck is secure and level which is a check to be conducted prior to the delivery of the boards, this is now planned for delivery on the Monday of week 16.
- Work continues in the cabin areas on rings P and Q with the focus firmly on achieving the PO1 Inspections. The pipework installation is nearing completion on 6 deck and will start pipe pressure testing next week. The steel outfit is also nearing completion on 6 deck and is progressing well on the standing deck above.