

DEFENCE · A WORKED READ · JUL 2026

Three primes, two continents, one seat.

Three fast-jet chains converge on one flight-safety-critical seat house. We traced F-35, Typhoon and Hawk from product record to Companies House, then into the energetics tier beneath it.

CH 00868042 · 93 AIR FORCES ·
US16E / MK16A / MK10

REPORT 02 · OPEN · PUBLIC SOURCE

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UNLESS OTHERWISE STATED.

§00

THE READER & THE PAIN

A capture lead or programme director, committing to deliver a bid on a chain they can see only to tier-2.

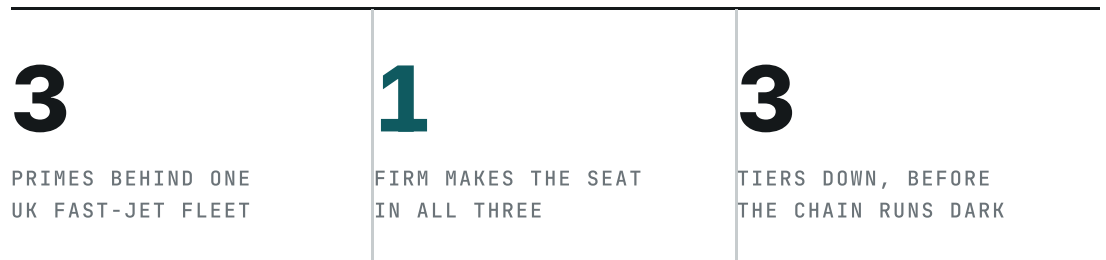
— THE READER, AND THE PAIN

You can price the bid. Can you see the tier that breaks it?

You are committing to **deliver** a bid. From inside your own programme you can see your tier-1, and usually your tier-2. Below that, the chain is legible to almost no one — and a single concentration in that dark layer can turn a winning bid into one you cannot deliver, taint it under the Procurement Act, or fail a cyber or sanctions flow-down.

This briefing does not describe that problem. It **works it** — once, in full, on a supply chain everyone can see: the UK’s own fast-jet fleet. Public records only. Follow the trace, and you can re-check every step yourself.

AT A GLANCE The shape of the finding, before the evidence.



The figures above are established page by page below, each against a named public source. Nothing here is estimated or projected.

WHAT THIS BRIEFING IS

A **worked read on a public case**. It states a specific finding, grades it to the published Lansary Standard, and names what only a privileged read could still settle. It is **not a forecast**, not a market, price or return call, not investment advice, and not a conferred finding on any named party. Every figure traces to a primary or official source.

Public source throughout

§01

WHY NOW

Demand, security of supply, ownership exclusion, and screening — all now on the record.

— WHY NOW

A hidden supplier is now a bid fact, not a footnote.

FIG Four dated changes moved a concentration from resilience risk to bid risk.



SOURCE — consolidated, S1-S4 (see Sources). Each is a rule already in force on the date shown; none is a forecast.

The buyer now tests the chain, not just the price. The **Defence Investment Plan** commits £298bn over four years, to 2029/30 — a demand signal already on the record, awarded to whoever can show a chain that holds. The **Defence Industrial Strategy 2025** (CP 1388) names **security of supply** and supply-chain resilience as priorities, and lists **energetic material** among the critical supply chains to be secured — the exact tier this briefing ends in.

And the exposure now bites at ownership. The **Procurement Act 2023** (in force 24 Feb 2025, Sch 7 para 14) lets a national-security exclusion reach a supplier's connected persons, not just the supplier; and under the **National Security and Investment Act**, defence was **56%** of the notifications accepted or rejected in 2024-25 — up from 48% — so a change of control over a supplier you rely on can now be examined where, a year earlier, it might not have been.

None of these is a prediction. Together they mean a concentration deep in your chain can now weigh against the bid itself — so it is worth knowing exactly where one sits. The rest of this briefing finds one.



THE WORKED READ

One fleet, everyone can see. Traced to the bottom.

What follows is a single read, worked end to end from public records: the surface, the trace, who holds the node, the node beneath it, the finding — and how firmly each part stands. The anatomy of an Evidence Pack, on a case with no client in it.

§02

THE SURFACE

Three types, two continents — but BAE behind two, and below tier-1 the map ends.

— THE READ · THE SURFACE

Three programmes a bid team treats as unrelated.

The UK flies three fast-jet types, procured through three primes and two continents. A programme office maps them as three separate chains — different OEMs, different countries of origin, different bid teams:

TYPE	PRIME & ORIGIN	TREATED AS
F-35 Lightning	Lockheed Martin · United States	A US programme
Eurofighter Typhoon	BAE Systems / Eurofighter · Europe	A European programme
BAE Hawk	BAE Systems · United Kingdom	A UK programme

Diversified, on the surface — though even here it is thinner than it looks: **BAE Systems sits behind two of the three**. Still, a bid supply-chain map returns “three chains”, because it stops where visibility stops. That limit is of record: the US Defense Business Board reports defence chains run **five to six tiers deep**, with visibility often lost **beyond tier-1 or tier-2** (US, S10, Jan 2025). Follow one flight-safety-critical item down instead, and the three collapse further still.

WHAT THE MAP MISSES

A tier-1 map returns “diversified” because it stops one tier above where a shared dependency begins. The next three pages follow one item past that line.

E1

— THE READ · THE TRACE

FINDING 1

One firm, one site — all three UK types. Qualified per airframe, not swapped at will.

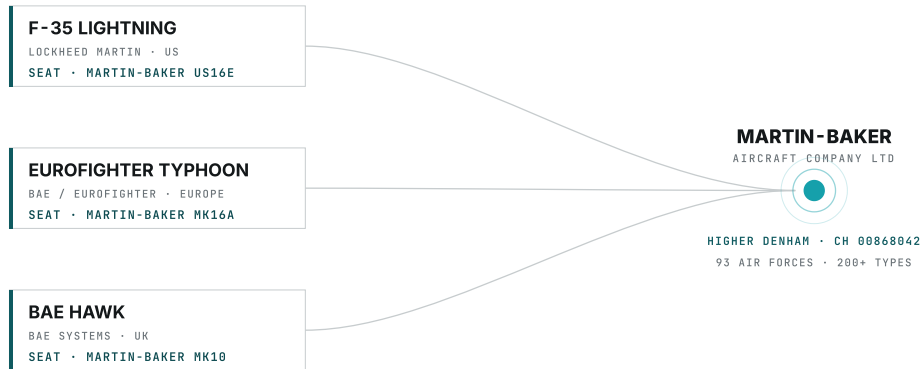
All three eject through one firm.

TRACE · STEP 1 OF 3

WARRANT — MANUFACTURER PRODUCT RECORD + COMPANIES HOUSE REGISTER

E1 Finding 1 — the “diversified” fleet shares a single seat house.

Item traced: the ejection seat (a qualified, per-airframe flight-safety system) · UK F-35, Typhoon & Hawk



SOURCE — Martin-Baker product record: US16E (F-35), Mk16A (Typhoon), Mk10 (Hawk, incl. the Red Arrows); Companies House 00868042, read 1 Jul 2026; UK fleet types in service (S5, S6, S11). Seat marks as published by the manufacturer.

You may already know this firm — that is the point of starting here. The seat is qualified and certified per airframe, not a part a prime swaps at will, and on all three UK fast-jet types it is made by one works at Higher Denham: **Martin-Baker Aircraft Company Ltd** (on its own record, 93 air forces and 200+ types). The number that bites a UK bid is narrower: these three types are the UK’s crewed fast-jet fleet — so the node sits under **every crewed fast jet the RAF and Royal Navy fly today**. The known fact is the door. The next two tiers are the find.

WHAT IT MEANS FOR THE BID

One firm sits under **100% of the UK’s crewed fast-jet front line** — whichever prime wins the work, three tiers below where a bid map stops.

■ ESTABLISHED

E2

FINDING 2

“PSC”: the ownership register. Here it names the holding company — then stops.

— THE READ · THE CONTROL

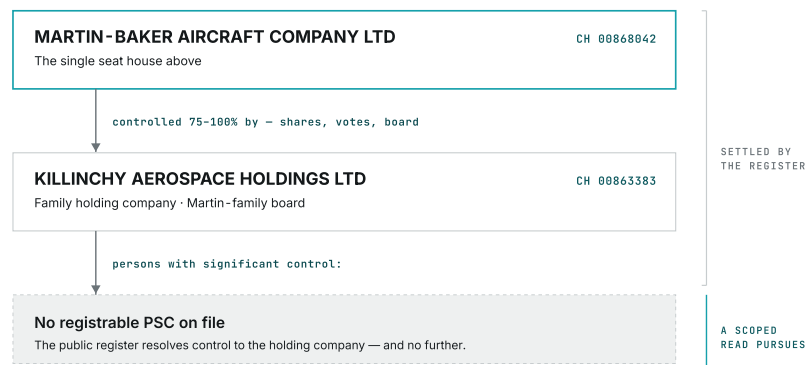
Control resolves to one family holding company, then ends.

TRACE · STEP 2 OF 3

WARRANT — COMPANIES HOUSE PERSONS-WITH-SIGNIFICANT-CONTROL REGISTER

E2 Finding 2 — the register names the holder of the node, then goes dark.

Traced: beneficial ownership & control · two company records, read live



SOURCE — Companies House PSC register, 00868042 and 00863383, read 1 Jul 2026 (S6). Natures of control as filed.

Per the persons-with-significant-control register, Martin-Baker is controlled 75–100% by **Killinchy Aerospace Holdings Ltd**; the board is the Martin family. Killinchy itself files no registrable PSC — so the public record resolves control to a single family holding company and goes no further. That is not a red flag; it is a boundary. It matters because the Procurement Act’s connected-person test and NSIA screening now run against ownership, and a privately held single-family structure carries none of the disclosure a listed parent would.

WHY OWNERSHIP IS NOW A BID TEST

A connected-person exclusion or a screening call runs against ownership — and here the public record resolves to one family holding company, then stops.

■ ESTABLISHED · ULTIMATE OWNER OPEN

E3

FINDING 3

The seat maker qualifies its own devices; the propellant & energetics supply is the tier beneath.

— THE READ · THE NODE BENEATH

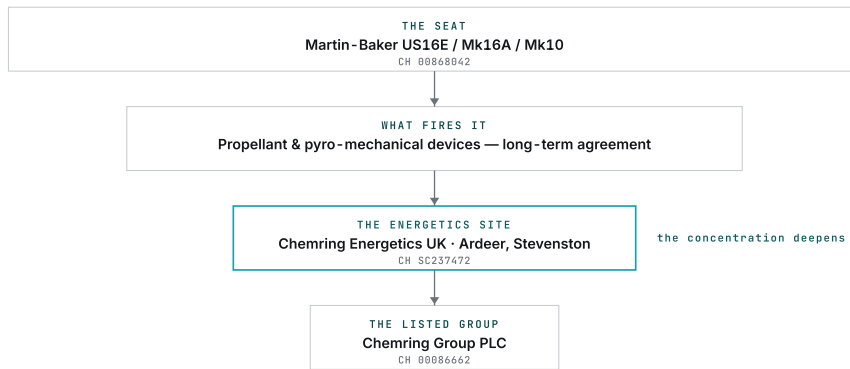
Descend one more tier. It narrows, it doesn't widen.

TRACE · STEP 3 OF 3

WARRANT — SUPPLIER LONG-TERM AGREEMENT + COMPANIES HOUSE REGISTER

E3 Finding 3 — the seat's energetics run through one Ayrshire supplier.

Traced one tier below the seat: propellant & pyro-mechanical devices



SOURCE — Chemring-Martin-Baker Long-Term Agreement, 16 Jul 2014 (scope, verbatim); Companies House SC237472 (Ardeer registered office), 02731691 and 00086662, read 1 Jul 2026 (S7, S8, S9).

A seat is inert without the energetics that fire it. Martin-Baker qualifies its own devices — but by a long-term agreement dated 2014, **Chemring Energetics UK Ltd** is named supplier of the “**propellant material and pyro-mechanical devices**” for its seats, from the Ardeer site (Chemring Group PLC, 00086662). Whether it still holds, and for which marks, the public record does not settle — the kind of question a scoped read closes. The same group also calls itself, of record, the largest supplier of the **decoy countermeasures** those aircraft carry — a separate energetic line, noted.

THE PATTERN

Diversify at the top, converge at the bottom — one seat house, one energetics supplier beneath it.

■ ESTABLISHED · SCOPE INDICATIVE

§03

THE FINDING

One item, traced — not one vendor, rated. That is the difference the read turns on.

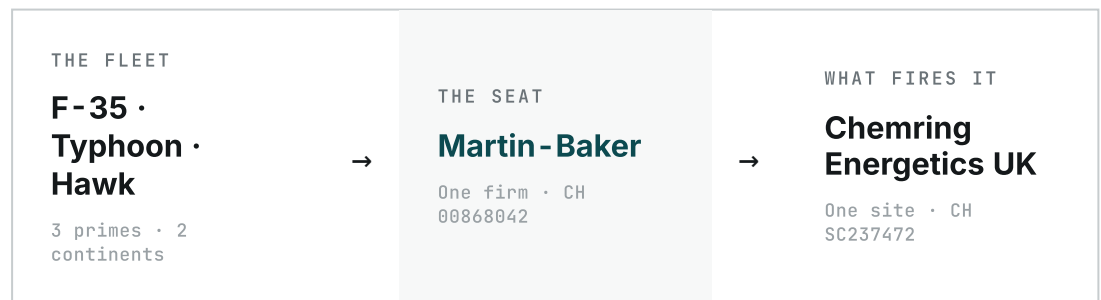
— THE READ · THE FINDING

The finding, stated plainly.

A UK combat-air bid that looks diversified across three primes and two continents reduces, three tiers down, to **one family-owned firm in Denham for the seat, and one energetics site in Ayrshire for what fires it.** The diversity is real — at the top. The concentration is also real — at the bottom. And they are the same fleet.

Here is the part a resilience checklist misses. **Excellence is the cause, not the cure:** Martin-Baker earned this position on a safety record built over decades (company-stated, S5), and because the seat is qualified per airframe it cannot be second-sourced at will. Concentration born of excellence is still concentration. It does not show up as a weak supplier, a poor rating or a distress signal; it shows up only when you trace the item, not the vendor.

And the mechanism is concrete. A Procurement-Act national-security exclusion reaches a supplier’s connected persons — so it attaches at the **ownership node, Killinchy**, and through it at every prime that shares the seat, not at a single programme. One node; the bid, the screening test and the cyber flow-down all meet it at once, in a tier your own map never reached.



DESCRIPTIVE, NOT PREDICTIVE

Nothing here says any firm will fail or any programme will be disrupted, and the read does not assume it — single-source flight-safety items are a managed norm, held with stocks and long-term contracts. Every statement is a structural fact on the public record, cited; it locates the node, it does not forecast its behaviour. A consequence is always one that **can** follow from the changes now in force — never a prediction that it will.

E4

GRADED TO THE STANDARD

Four grades: Established, Indicative, Still to establish, Out of scope. The reader always knows how far a line has been taken.

— THE READ · HOW FIRMLY IT STANDS

Every line, graded. Nothing important left unsaid.

E4 The same finding, held to the published four-grade Standard.

	WHAT THE READ ESTABLISHES	GRADE	RE-CHECKS / WHAT IT RESTS ON
■	Three UK fast-jet types (F-35, Typhoon, Hawk) fit Martin-Baker seats — US16E, Mk16A, Mk10; one firm, one registered site.	ESTABLISHED	Product pages; CH 00868042 (S5, S6).
■	The node sits under 100% of the UK’s crewed fast-jet fleet (all three types resolve to Martin-Baker).	ESTABLISHED	Fitment x fleet types in service (S5, S6, S11).
■	Control resolves 75–100% to Killinchy Aerospace Holdings; Martin-family board.	ESTABLISHED	PSC register, 00868042 / 00863383 (S6).
■	A 2014 long-term agreement names Chemring Energetics UK for MB seat propellant / pyro-mechanical devices.	ESTABLISHED	Chemring release; CH SC237472 (S7, S8).
▣	Whether that supply is still current and by which seat mark; MB’s stated 93 air forces / 200+ types / market share.	INDICATIVE	Company self-report; LTA dated 2014.
□	Ultimate beneficial ownership above Killinchy; a certified alternate seat for any UK type.	STILL TO ESTABLISH	Not on the public register — a scoped read.
□	Buffer stock and lead times a given programme actually holds; sub-tier inputs to the propellant.	STILL TO ESTABLISH	Not public — privileged, under NDA.

■ Established ▣ Indicative □ Still to establish. A grade says how far a line has been taken; it is not a judgement on the named firm.

§04

BRING US
THE
DECISION

A free
worked read
points to
the
exposure; a
paid
Evidence
Pack settles
your own
version of
it.

— FROM THE FLEET TO YOUR BID

You have just read one, in full.

THE SAME TRACE, RUN ON YOUR CHAIN

We ran this on a fleet everyone can see, from records anyone can pull — and it still surfaced a single point of dependency three tiers below where a bid map stops.

On **your** bid the sub-tier is your actual suppliers, not the public fleet. Whether that is a UAS teaming package, a vehicles upgrade or a munitions framework, your chain has its own version of this node. We settle it as a single, defensible **Bid Evidence Pack**: a graded map of the single points of dependency below your tier-2, each traced to a named public record, with the two or three that actually threaten delivery flagged — and what only a privileged read can still close. Run private, under NDA, before you commit to deliver. Not a score. Not a forecast. Not your names, ever, to anyone.

Name the bid you cannot afford to get wrong. — lansarydefence.com

Supply-chain exposure is one of the defence decisions we settle as an Evidence Pack — alongside a second source, a teaming partner, an acquisition target, or a position to underwrite. It runs through several; it is never the whole of it.

§05

THE
PUBLISHED
BAR

Sourced,
graded,
scoped,
open, plain,
independent,
descriptive,
confidential
,
reproducible
, of record.

— THE STANDARD · AND WHAT WE WITHHOLD

The bar is published. The method is not.

You have just seen the Standard in use: every line sourced, every line graded, what is open named with what would close it. Anyone can read that bar — it is what separates evidence of record from an opinion.

What you have **not** seen is the method: which registers, in which order, under which named rules, resolve a chain like this — and how the same rules would run against your own suppliers rather than a public fleet. You can tell an intelligence house by what it refuses. **You see the standard and the evidence; the method stays ours.**

 THE STANDING FENCE

The **Lansary Standard** and **Verdict** are the published bar this work is built to meet — **not yet adopted as an external mandate**. This read is a demonstration on public records, **not a client Verdict conferred on any named party**. Martin-Baker and Chemring appear only as subjects of cited, public, structural facts; nothing here is a finding about their conduct, quality or prospects. No client, case study, testimonial or count in this briefing is invented; there are none.

S-

EVERY
FIGURE
TRACEDCompanies
House · PSC
register ·
manufacturer
& supplier
material ·
gov.uk.

— SOURCES

Every figure, traced.

THE FRAME — WHY A HIDDEN SUPPLIER IS NOW A BID FACT

- S1** **The Defence Investment Plan** — MOD / HM Government, gov.uk, 30 Jun 2026. £298bn (£297.7bn TDEL) over four years FY26/27–29/30; stated annual profile £68.3bn to £79.1bn.
- S2** **Defence Industrial Strategy 2025: Making Defence an Engine for Growth**, CP 1388 — MOD, gov.uk, 8 Sep 2025. Names “security of supply” and supply-chain resilience; lists **energetic material** among critical supply chains.
- S3** **National Security and Investment Act 2021 — Annual Report 2024–25** — Cabinet Office, published 22 Jul 2025. Defence = **56%** of notifications accepted or rejected (up from 48%).
- S4** **Procurement Act 2023** (c.54), Sch 7 para 14 — discretionary national-security exclusion reaching “the supplier or a connected person” — legislation.gov.uk; in force 24 Feb 2025 (SI 2024/716).

THE READ — THE WORKED TRACE

- S5** **Martin-Baker Aircraft Company** — ejection-seat product record: US16E (F-35), Mk16A (Typhoon), Mk10 (Hawk, incl. the Red Arrows). Company-stated: 93 air forces; 200+ types; lives saved. martin-baker.com.
- S6** **Companies House** — Martin-Baker Aircraft Company Ltd, **00868042** (Higher Denham); PSC: Killinchy Aerospace Holdings Ltd, **00863383** (75–100%); no registrable PSC at the holding company. Read 1 Jul 2026.
- S7** **Chemring–Martin-Baker Long-Term Agreement**, 16 Jul 2014 — Chemring, verbatim: “propellant material and pyro-mechanical devices for use in a wide range of Martin-Baker’s ejection seats.” chemring.com.
- S8** **Companies House** — Chemring Energetics UK Ltd, **SC237472** (registered Ardeer Site, Stevenston); parent Chemring Holdings Ltd (**02731691**), ultimately Chemring Group PLC (**00086662**). Read 1 Jul 2026.

CORROBORATION & BASIS

- S9** **Chemring Group** — Annual Report 2025 & countermeasures literature. Describes itself of-record as the world’s largest supplier of expendable decoy countermeasures, fitted to Western combat aircraft incl. F-35 and Typhoon.
- S10** **US Defense Business Board**, “Supply Chain Illumination in the DoD” (FY25-02), 13 Jan 2025 — a US finding: DoD chains run ~5–6 tiers; visibility often lost beyond tier-1 or tier-2.
- S11** **UK combat-air fleet** — MOD / RAF public record: the crewed fast-jet types in service are Typhoon, F-35 Lightning and Hawk. With S5, this establishes the seat fitment spans the whole UK crewed fast-jet fleet.

Figures are reproduced as stated in the cited source and dated where the source is dated. Company self-claims are marked as such. No figure is estimated, projected or derived; company numbers are given so any reader can re-pull the same records.

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