

LANDING MATTERS

Messier-Dowty employee newsletter

Summer Edition 2005



A380 First Flight



A monumental occasion for Airbus and a smooth landing for Messier-Dowty, the First Flight of the A380 took place on 27th April and was in the air for just under 4 hours. Flying at 10,000 ft. or below and remaining relatively close to its home base in southwest France, the crew retracted

and extended the landing gear several times and explored large segments of the flight envelope. Immediately prior to flight clearance, the aircraft completed engine runs, low and high-speed tax test up to 120kt., and simulated aborted take-offs.

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SAFRAN IS BORN

During the Annual General and Extraordinary Meeting of Shareholders on May 11th 2005 shareholders approved the merger of Sagem and Snecma, and in addition, the new name Safran.

The new name was selected from among a total of 4,250 names submitted, including 1,750 proposed by employees.

The new name, Safran, was chosen for the broad range of meanings it evokes for the new group.

First, it's the French word for the rudder blade on a boat, thus encompassing the ideas of direction, goal, heading, movement and strategy. These connotations seem particularly apt for a holding company whose mission is to guide the group.

At the same time, the subsidiaries in the group will retain their names, to ensure continued support for the marketing of their respective product lines.

Safran is also of course the name of one of the spices "saffron" that inspired the beginning of international trade, opening channels between East and West.

The name is remarkably compatible with international usage, since it has the same root in virtually all countries, with just the spelling changing slightly.



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Your articles.

Your pictures.

Your magazine.





A message from Colin Thornton.....

I can't remember a year with so many challenges. Let's look at what's on the agenda - deliver the first A340 Enhanced, create manufacturing plans and start production of Boeing 787, prepare for A400m Nose Assembly, produce a winner of a bid for A350 and we mustn't forget a modest 30% increase in Airbus single aisle volumes. All this when the worldwide market pressure on raw material is set to test our mettle and the weakening dollar forces us to find new ways to make an honest buck.

I've had almost a year in the job now and people keep asking me how I'm finding it. Well the first thing that heartened me is the tremendous level of support I have received from everyone. Given the challenges we face, this team spirit is key and much appreciated. Secondly, the sense of pride here is incredible and the willingness to offer solutions to problems refreshing, this is reinforced by the fact I often get quite blunt feedback! Keep it coming.

But we must take time to celebrate what we continue to achieve along the way. In the summer we will have an afternoon of cricket for those passing 20 years and for the rest of us there's the open day to mark our 10th Anniversary as Messier-Dowty. Reflecting back over the last 10 years, what were we thinking about then? 16 sets of A320 a month seemed a mammoth task. JSF was only a twinkle on someone's CAD station, we were starting to prepare for EFA, Nimrod and A340-600. So we swallowed that little lot, merely an appetiser! Now it's on to the main course... cheers!

P180 — Celebrating the 100th Shipset



Celebration of the 100th set delivery to Piaggio Aero Industries, Genoa, Italy. The photo features some of the employees involved with the programme and representatives from Piaggio including, Enzo Gelati, Luca Ferrazzano & Alberto Siviero.

Despite the challenges throughout the year, through hard work, effort and teamwork, the 100th shipset was delivered. This was a great achievement. Current forecast delivery quantity is 22 ship sets in 2005 with production increasing in future years. A big thank you to all involved from Programme Management.

A380 - First Flight...



After months of commitment it was a proud moment in Messier-Dowty's history to be associated with this magnificent feat of aeronautic engineering. The A380's first flight was a giant media event with an estimated crowd of 50,000 onlookers joining the thousand of Airbus company workers in the Toulouse Blagnac airport vicinity. The achievements of all the European companies involved in the A380 program was stressed and Airbus are confident that the aircraft, although of an unprecedented size, will present no major difficulties during flight certification.



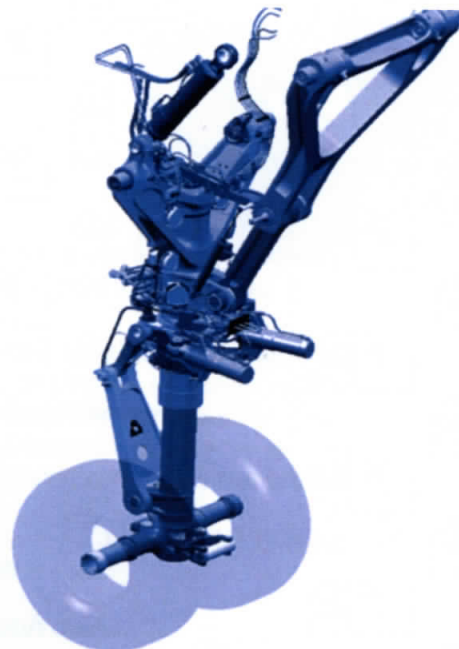
Standing at 4.8 meters tall when fully extended, the A380 nose landing gear is the largest landing gear ever supplied by Messier-Dowty to Airbus. The forward-retracting nose landing gear design introduces innovations in terms of landing gear development, namely the introduction of 5,000 psi hydraulic pressure – the first time on a commercial aircraft and the use of High Velocity Oxygen Fuel coating instead of the previously standardised Chromium plated coating.

Messier-Dowty achieved its first major program milestone in January of 2004 when it delivered the first test nose landing gear to Airbus UK at Filton for systems validation. Main components such as the main fitting and sliding tube are produced in Montreal in Canada and Bidos in France. Bidos is also the centre for final assembly. Main testing takes place in Gloucester in the UK and Toulouse in France.

Rebecca Davis

Fourteen carriers and the International Lease Finance Corporation have signed orders and commitments totalling 154 A380's including 27 all cargo aircraft. Further orders are expected to be announced at the forthcoming Le Bourget Airshow in June. Singapore Airlines will be the first customer to take delivery of the A380 in the middle of 2006.

Messier-Dowty was selected in 2001 to design, manufacture, test and support the nose landing gear for the A380.



A week in the life of a Purchasing Executive — Pat Thomas

So...Purchasing – a quick trip to B&Q?

"In case you didn't guess, Messier-Dowty's Purchasing function is a little more involved than that! In fact, as is exemplified by the recently won Boeing 787 (previously 7E7) program, the bidding was so competitive that the only way that Messier-Dowty will make significant profit is by reducing our costs of production. It is subsequently the responsibility of Purchasing to take the technical requirement to the suppliers, and negotiate with them to provide lower prices, but at the same time provide a higher quality to satisfy the program targets...a tough call!"

What are your responsibilities?

"As Supply Chain Leader in the 787 Lifecycle Program Team, a joint Messier-Dowty/Boeing team with responsibility for program delivery, I find myself squarely in the middle of this challenging situation! Simply put, I perform the following functions:

Communicate Program requirements to the relevant Purchasing Commodity Teams, communicate purchasing requirements status to the Program, liaise with my opposite number at Boeing, giving them knowledge of our suppliers, materials, schedules, etc. This enables them to control the supply chain, and further 'Offset'."

What are the best bits of your job?

"Meeting people from different cultures around the world."

"The variety of tasks and issues in program work."

"Being involved in new technologies"

"Having an influence on the future of air travel!"

You must be clocking up the air miles! What is a typical week?

"Yes, I'm in Seattle for one week every month. So for example:

Seattle Week

Sun – Leave home 0930, arrive Seattle 1600 (1200 UK), eat, sleep.

Mon to Thu –

- M-D 787 Project planning/operations meeting
- 787 Conference call (Everett) with Boeing and LCPT
- Meetings on hot issues (eg. Composites, Common parts)
- M-D 787 Program Team review (eg. schedule, supply, issues)
- 787 Boeing Program Team review, meet key suppliers

Thu - fly at 1830, land UK Friday 1200.



Gloucester Week

Mornings:

- Respond to emails and/or issues raised overnight from Seattle
- Work on specific supply contracts and program activities
- Talk to purchasing commodity team members and supply chain management for updates.

Afternoons:

- Program Operations conference call
- Program management conference call
- Program production readiness conference call
- 787 Program cross-functional review conference call

Commodity Teams?

Purchasing has teams that specialise in different product types, e.g.. machined parts, forgings and raw materials, actuation, dressings, systems and proprietary parts etc. This enables them to be extremely knowledgeable about the current market, and so optimise Messier-Dowty's negotiating position.

Offset?

When an airline operator places an order with, for example, Boeing, the operator's national government will often negotiate an agreement with Boeing to source a certain value (Offset) of the project materials from that country, as a 'reward' for making the purchase.

Integrated Program Team?

Messier-Dowty, as a Boeing supplier, is integrated into the 787 Lifecycle Program Team (LCPT). 20+ Messier-Dowty engineers work within the Everett Boeing site. This innovative way of working is intended to provide more opportunity for the supplier to influence the design process in a way that will reduce costs, and improve communication.

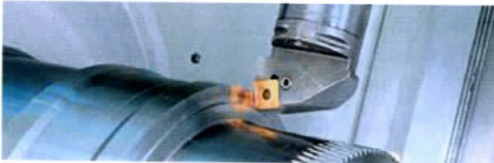
The success of this method has resulted in Messier-Dowty experimenting with its own integrated team, with some key suppliers working in the Messier-Dowty Seattle office.

Steve Adams

Investment in Technology

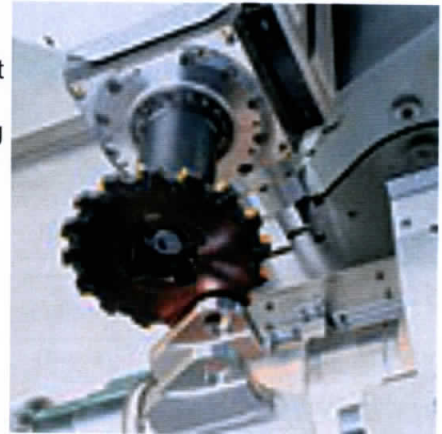


At the beginning of August 2004 work began on the installation and commissioning of a new WFL Mill-turn machine in our Medium Landing Gear Machine shop. The Mill-Turn machine as the name suggests is designed to perform Milling and Turning activities within a single machining operation. The machine has a 5-metre bed length with a swing capacity of 1.2 metres in diameter.



When used as a Lathe, the tool is clamped in the Turning/Milling Unit and the chuck rotates the component. The tool can even be indexed 180 degrees to allow turning in the opposite direction, thus reducing the number of tools required.

When used as a milling machine the tool rotates in the Turning/Milling unit and the Lathe chuck can be clamped or moved during machining. The Turning/Milling unit can also rotate, giving a full 5 Axis machining capability.



This versatile machine offers a range of machining techniques that it can perform within a single machining operation.

- Turning
- Boring
- Drilling
- Ejector drilling
- Gun drilling
- Planer milling
- 5 Axis milling
- Cam milling
- Shaping
- Gear hobbing
- Boring/Facing head contouring
- Part number, serial number engraving.
- Thread Milling

Reduction of floor to floor time

The number of machines involved in the machining process is drastically reduced. Queuing up in front of machines or the transport in between individual machines is reduced to a minimum. Work scheduling and planning is also simplified.

This combination of machining activities can on many of our parts reduce the number of machining operations down to one operation before heat treatment and one operation after.

Although machining times are reduced, typically 20%, the greater saving is in setting time, typically 60% reduction compared to conventional operations.

Increase in quality

Due to the lack of multiple clampings as in staged manufacturing not only are costs for fixturing reduced but also clamping and adjustment errors are minimised.



Combining a number of machining stages in one single MILLTURN operation will raise the efficiency of our production enormously. This is an investment that represents a major step in supporting our future. Many Thanks to everyone involved in this major project.

Pete Willis

What does your IS Department do for you ?

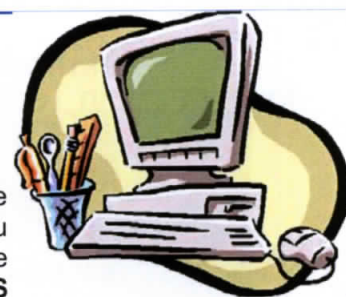
Your IS Department makes sure you have the Information Systems you need to do your job. We provide a wide range of services carefully balancing the cost against the level of service. We not only ensure that your PCs work and printers print, but that the business systems and networks which underpin our whole business are fully operational, managing the data which is the life blood of our organisation.

We can help you with a full range of IS and IT Services from buying new equipment, providing communications facilities, training staff, to working with your business unit to make sure that Information Systems are being used to the best advantage in your department, or to identify new systems to help you

work more effectively.

To ensure that you are aware of the services you can call upon, we have launched the 'The IS Services Guide' for Gloucester, which shows exactly what is on offer, who to contact, and how to request each service. For further information please access the IS Services Guide directly from the Intranet (see link in 'My Applications'). To give an idea of the variety of projects undertaken by your I.S. colleagues in Gloucester, below is a list of current projects.

Steve Adams




Project	Description	Scope	Status
CATIA v 5	Engineering 3D design package	Gloucester	In progress
(5 Live) Cincom Upgrade MDL including SOS Commercial Purchasing	Enterprise Resource Planning (ERP) system	Gloucester	In progress
(5 Live) SFDC replacement	Replacement Shop Floor Data Capture / Time and Attendance system	Gloucester	In progress
QIS (Quality Information System)	Quality Management system	Global	Preliminary Stage
(TDI) PDM- v 4	Product Data Management system	Global	Preliminary Stage
Purchasing Data Warehouse	Centralisation of supplier data	Global	Live
MS001/Solar (Interfaces)	Various manufacturing and financial system interfaces	Global	Preliminary Stage
Portals	Extranet portal for off-site and customer use	Global	In progress
MS001/Solar (MDD Replacement)	Enterprise Resource Planning (ERP) system	Global	Live
Intranet	Delivery of global Intranet and associated business applications	Global	Live
DMS and E-Tech Pubs [TPDH WP3]	Technical Publications Data Harmonisation (TPDH) Project Work Package 3 – Document Management System and Extranet Technical Publications access.	Global	In progress
EPMS (Enterprise Program Management System)	Program/Project/Resource/Planning Management tool.	Global	On hold
Ceridian HR System	Human Resources management system, replacing existing system	Gloucester	Live
Oracle Applications Portal (OAP)	Migration of Velizy Oracle Financials to Gloucester	Velizy/ Gloucester	In progress
Folios	Landing Gear parts database	Global	Live
Collaborative Tools	Various including: Genesys (Data conferencing), Smartboards (Collaborative presentations), Video conferencing, Audio conferencing).	Global	In progress
Windows 2000 Upgrade	Upgrade of pc/network technical infrastructure to Windows 2000.	Gloucester (other sites already migrated)	In progress
Boeing Secure eMail	Facility for key Boeing & M-D users to email securely to each other (follows Boeing guidelines)	Global	In progress
Main Switch Upgrade	Replace main network switch with newer technology	Gloucester	In progress

2322 (Dowty) Sqn. Air Training Corps



The Dowty Squadron ATC was founded by Sir George Dowty, the Chairman and founder of the Dowty Group of Companies in 1952 for the benefit of young Apprentices employed by the company. The Squadron spent the first six years as a Detached Flight of 125 Cheltenham Squadron, until in 1958 it was granted full squadron status as 2322 (Dowty) Squadron ATC by which time it was enrolling cadets from outside the Company. As a result in three years time we will be celebrating our Golden Jubilee.


Today's cadets are still trained in aeronautical subjects such as navigation, principles of flight, aircraft operations, radio operation etc. In addition, the cadets are encouraged to participate in various ATC inter-squadron sports such as cross country, swimming, athletics, football, rugby, skiing. In fact this year several of our cadets have aspired to excellent levels of achievement in sport, many representing the Bristol Glos Wing ATC at regional level and beyond.

The cadets now have the opportunity to study for BTEch qualifications in Public Services and Aviation Services which, if completed successfully, will provide them with additional GCSE qualifications to those taken at school. Cadets are encouraged to participate in adventure training camps, exercises and in the Duke of Edinburgh Award Scheme.





ADVENTURE TRAINING





Air Experience Flying



A number of the Squadron's cadets over the years have attained gliding and flying scholarships, with some going on to gain their Private Pilots License.

Although the ATC is not a recruitment instrument for the RAF, many of our cadets do join as a result of their experiences at annual camps, at active RAF stations and assisting at Royal International Air Tattoo, Fairford. 2322 (Dowty) Squadron boasts several ex-members who are now in the RAF or one of the Armed Services.

One of our former cadets had the honour to be chosen to fly as a member of the RAF Red Arrows Team for three years. In 1990 the Squadron's then cadet Warrant Officer was selected to represent the Air Training Corps at India's Republic Day Camp in Delhi. Opportunities like this are open to all air cadets today.

The Squadron's cadets are also very active in the community, assisting with various charitable organisations' events.

Dave Thompson

Snecma Sailing Challenge

This year's event will take place in Marseille, France from 29th September to 3rd October.

Messier-Dowty, Gloucester have entered two boats and the crew are : Nick Winter, Dave Butters, Rob Reynolds, Jon Morrison, Dave Jones, Richard Pryor, Mat Pownall, Pete Andrew, Jamie Slade, Ian Bennett, Roger Dewson and Chris Morgan

WE WISH THEM GOOD LUCK!



Messier-Dowty Process Team Mission and Goals

The Process Team was formed 4 years ago with the mission of exchanging ideas and improving methodologies / technologies globally. The Team is involved in and consulted for all Specification Harmonisation regarding Processes Globally.

The Current Team Sponsor is Christian Nadeau –Group Leader (Montreal). Christian's role is to collate, address and agree the issues raised by the various Process Department Group Leaders. Group Leaders for each site are; Neil Kenyon – Gloucester, Eric Passabet – Bidos, Mike Plumb – Messier-Services and Zhen Ping Ning (Daniel) – Suzhou.

The 5 combined facilities represent a major force in the global landing gear processing field and cover these areas:

- Thermal Processing
- Surface Finishing
- Shot Peening
- N.D.T.
- Assembly



Left to right :- Mike Liddy, Neil Kenyon, Mike Lichters, Marc Sole, Laurent Huet, Christian Nadeau, Richard Newley, Fabrice Aberne, Gilles Laqrué, Andre Peyran, Jocelyn Fortin.

Mike Lichters

OCUPATIONAL HEALTH DEPARTMENT

Your hard working hands



In March we ran a campaign to coincide with the launch and introduction on site of the KCL Glove range. We focused on hand hazards, common hand injuries, safety for

hand tool users and protective gloves. Information booklets were distributed and presentations were made to employees by KCL. We would like to remind employees that although appointed personnel carry out regular hand checks, employees are encouraged to report any concerns or problems with their skin to Caroline or Angela, who can offer advice and appropriate treatment.

What's next?

Following the companywide survey we did on stress last October, we have been busy discussing the results with several focus groups. We are now helping to develop a Company Stress Policy, which should be launched later this year. More details will follow in the next edition of Landing Matters. Meanwhile, if you want to discuss any concerns you have about stresses at work or at home, please come and see us.



National No Smoking Day

Wednesday 9th March was National No Smoking Day. We had various information posters and leaflets on our Health Promotion boards.

We are always available to discuss individual programmes with employees who wish to stop smoking. You can also contact www.nhsdirect.nhs.uk, who have excellent programmes to support individuals who want to quit.



Noise—change to regulations...

In October 2005, we will be holding a companywide awareness campaign focusing on 'noise', due to changes in regulations. More information will follow shortly.



Angela Grey & Caroline Mobley



★ **Sporting Stars** ★

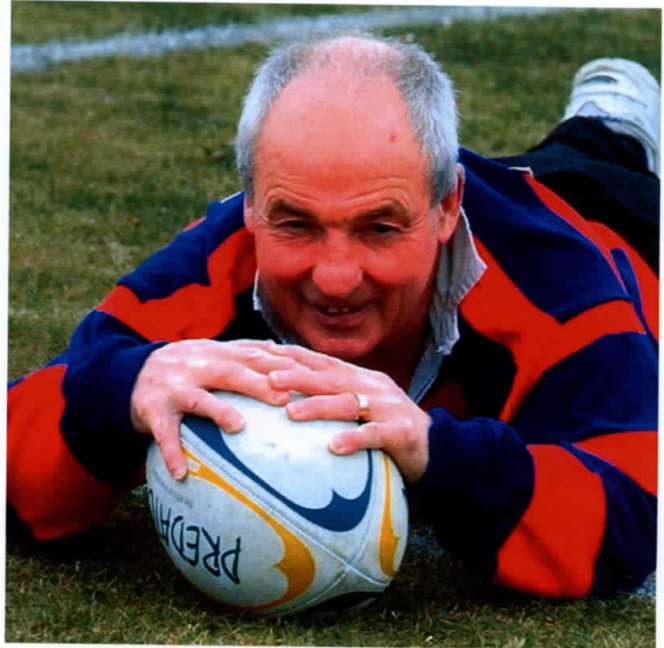


Lyndon Tomkins

For the past couple of years Lyndon Tomkins has pulled on the jersey for Gloucester City Football Club. Playing in the heart of the defence, Lyndon suffered a bad ligament injury in only his first match, which kept him out of action for a long period of time. Since returning to the team, he's managed to score 2 goals this season, both in the same match. The team currently play in the Southern Premier League and despite an indifferent season on the pitch they managed to avoid relegation.

Colin Flynn

Colin has been wearing the colours of Gloucester Civil Service for over 30 years. Playing as hooker, Colin is always in the thick of the action and has been lucky to survive without any major injuries, only a broken hand. With over 1,300 appearances to his name Colin still plays with the same passion as he did when he first began. During his distinguished career, he recalls a Dowty match in Bidos as a memorable moment, as even the Mayor of Bidos turned up to watch.



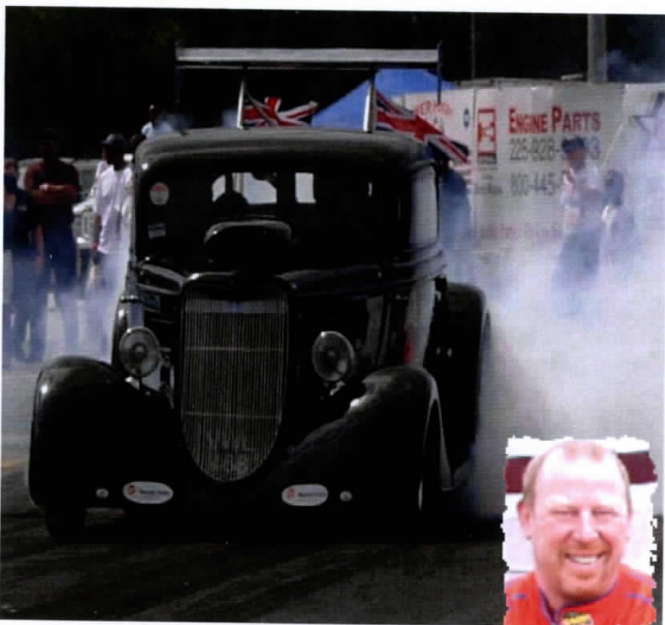
Ian Hook

Ian has been competing for nearly twenty years and has won 4 national championships. Seven years ago he switched to the 'Street Eliminator' class for road legal cars using treaded tyres, pump petrol, silencers, MoT, etc. These cars are quick – 0-60 in under 2 seconds and 180 mph in less than 8.5. seconds.

In March a team of UK street legal racers took on the USA and Canada in the inaugural World Street Race in Louisiana. Despite being the underdogs the UK team was victorious and Ian is proud to have been a part of that success.

"Something like this makes all the hard work worthwhile and, hopefully, helps pay back some of the superb support we've had" said Ian.

Paul Harrison



Boeing 787 Dreamliner

The Boeing 787 recently celebrated its 'One Year Launch Anniversary'. In recent announcements, 20 airlines have now announced orders and commitments for 255 Dreamliners. Boeing's original target was 200 aircraft in a year, a target successfully achieved!

During the early part of this year we sent our 787 landing gear exhibits out to Boeing's Seattle facility where they took pride of place in the 787 building restaurant. The gear attracted a great deal of attention during their stay.

Peter Hall



Above: The Main Landing Gear of the 787 Dreamliner showing a 4-wheel bogie configuration, in it's fully closed state.



Left: Seattle IPT with the gears.



**Deadline for submitting your ideas:
31 August 2005**

Your chance to win.....

How to enter:

Fill out the application form, available on line at the following address:

<http://www.creativitemessierdowty.com/>

Collect an application form from the Human Resources Department

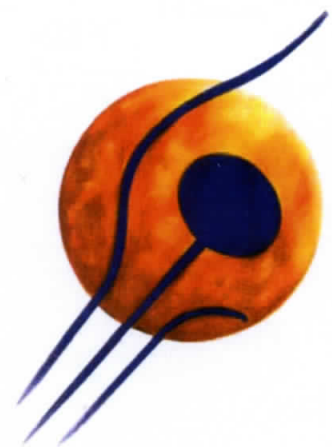
What can I win?

For **all validated ideas**, each team member will receive two complimentary cinema tickets

Each member of the winning team for each of the 5 categories will receive £150

Each member of the team that wins the overall company prize will receive a gift worth 1000 euros

Members of the winning team at Snecma level will win a trip to a foreign country (destination still to be determined)!



Flying Start Challenge



Over the last 6 months Graduate engineers from Messier-Dowty have been involved in the *Flying Start Challenge* an annual contest, now in its fourth year, run to promote engineering as a career in the South West region. Year nine pupils (ages 13 – 14) from 45 schools across the region were challenged to design, build and fly hand-launched gliders on a budget of just £15. Messier-Dowty and Smiths Aerospace graduates helped plan the competition in the local area and develop the ideas of the students at Cleeve School, Tewkesbury School and Whitecross School. These schools competed in the 'Gloucestershire Regional Fly-

off' on the 11th February with a place in the final, held at the Fleet Air Arm Museum in Yeovil at stake.

Each team consisted of 4 or less members, with a total of 9 teams. The teams were judged on the design, knowledge, research and most importantly performance of their aircrafts and project work. A round of questions were put to the students on the ideas and theory of their design before their aircraft were judged on flight duration, range and quality.



The Finalists were:

- 1st - Super Smooth: Whitecross
- 2nd - Flight Fantastic: Whitecross
- 3rd - Albatross Team 1: Tewkesbury

The Gloucestershire Fly-off winning school was Whitecross who went ahead to the Final in March 2005 where students competed on a number of engineering based exercises with a guest appearance and prize presentation by TV personality Johnny Ball!

Along with Messier-Dowty, The Flying Start Challenge was supported by graduates from the sponsoring companies throughout the southwest region including Airbus UK, Rolls-Royce, Westland, Honeywell, Smiths Aerospace, MBDA, the University of the West of England (UWE) and the West of England Aerospace Forum (WEAF).

Vishal Mavadia, John Bloomfield, Graduate Engineers.

Many thanks to everybody who contributed towards the collection in loving memory of Mark Hill—we raised a total of £631.87.

In February, a representative from CLIC came in to receive a cheque from Lesley Hill and a few of the Stores / Despatch team -pictured below. CLIC is the UK's leading children's cancer charity, offering advice, support and hands-on care for children affected by cancer or leukaemia and their families. The money raised will benefit children in the local area.



Peter Larner — a lifetime dedicated to Messier-Dowty

On the 31st August 1959 Peter started his 5 year Craft Apprenticeship.

In those days the Apprentice school was based down where the old car park used to be and housed up to 50 trainees.



Peter enjoyed his technical studies at college and 3 years into his Apprenticeship realised that he had a natural aptitude for Design. He spent the last 9 months of his Apprenticeship on placement in what was then the Technical Office. On completion, Peter was employed as a Grade 1 Draughtsman.

As technology progressed Peter was trained to use a 2D CAD computer. Then some years later Catia was gradually phased in, although there are still some drawing boards in the Engineering Department today.

As a Design Engineer working with Manufacturing Engineering, Peter found his Craft Apprenticeship background advantageous as he already had knowledge of manufacturing processes.

Peter retired on 31st March 2005 after 45 years of service but he won't be taking things too easy! Peter has been a volunteer with the Gloucester to Warwickshire Steam Railway for 20 years where he helps to lay and maintain the 10 mile track (Toddington to Cheltenham Racecourse)

We wish Peter a very long and happy retirement!

Sarah Powell

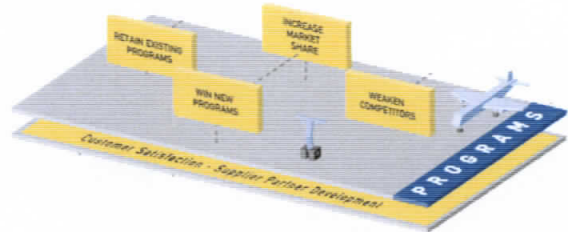
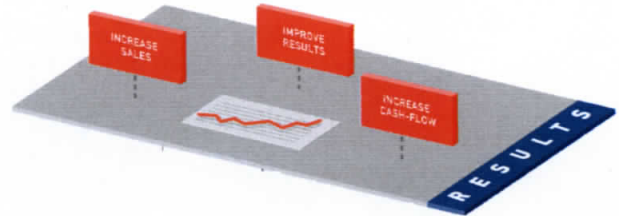
The Annual Road Show

**Over 1000 employees... 6 guest speakers
... and something to celebrate.**

The beginning of February 2005 saw the gathering of over 1000 Messier-Dowty and Messier Services employees at Cheltenham Racecourse Centaur building for our annual roadshow. This year was a little different; as for most of us it was the first opportunity to hear from our new Chairman and CEO – Christian Knapp. The president talked us through his vision for the company and the challenges we'll face in the coming months.

2005 — Evolution of our vision:

"To be the viewed by our customers, throughout the entire product life cycle, as the preferred landing gear systems and solutions provider, whilst meeting shareholder requirements."



First prize for John!

During the roadshow, Christian Knapp presented John Herring with a certificate and prize as overall winner for the 10 year anniversary quiz – congratulations John! (pictured left).

Runners up were:

Aeronautics Section – winner : Anne Kight

Messier Dowty Section – winner : Raymond Hall

Miscellaneous Section: Joint winners - Barry Upton and Aurélie Favrot

On 13th April 2005, 20 **LONG SERVING EMPLOYEES** took to Cheltenham Racecourse to celebrate 30 years at Messier-Dowty Ltd.



Seated in the Hatton Suite, employees and their guests enjoyed a 3-course meal and shared wonderful views across the whole of the racecourse.

A right Royal affair...

After dinner, the race (to the tottes!) began. The company's sponsored race - the aptly named 'Messier-Dowty Novices Steeple Chase', was planned for 3.45pm. Prior to the race, 4 lucky employees and their guests took to the paddock to pick out the 'best dressed horse'. From here they made their way to the Royal Box, where they were welcomed by Lord Vesty and eagerly watched and cheered knowing they had the best possible view in the house!



30 year award recipients pictured below.



To the winners enclosure... ..

The lucky party were allowed to join the crowds now gathered in the winners enclosure to greet the winning horse and jockey. The horse was passed to the stable girl who paraded it around the enclosure brandishing the Messier-Dowty Ltd 'Winner' blanket. The syndicate owners and jockey then joined Grant Skinner on the podium where he presented their awards.



Tea and scones rounded off the afternoon as employees and guests reflected on a fantastic day.



Congratulations

Julie Wilkins – Marathon Runner

Julie started running only 2 ago years when she entered the Race for Life and since then has gone on to greater distances and completed 5 half marathons. Since she started running Julie has always wanted to complete in the London marathon, as it's such a huge event and the atmosphere is amazing.

This year Julie competed in the London marathon for the first time. "Having seen my father run the marathon on several occasions, I decided that it was about time to run the race instead of being a spectator".

Running for The Miscarriage Association Julie completed the course in a time of 5 hours 50 minutes and has raised £1400.

The following completed their Apprenticeships/Graduate Training Programmes in 2004/2005:

*Brett Mitchell
Steve Skinner
Neil Schuck
Andy Harris
Matt Taylor
Greg Davies
Germain Forgeoux
Andrea Robertson
Will James
Ludo Forrer
James Rees
Jonathan Smith
Luke Howard
Martin Broady*

Dave Knight & Jo who celebrated the birth of their son Max on 12th December 2004.

Rob Wood & Alison Hill who celebrated the birth of their son James on 6th February 2005.

MS Cake Break

On Friday 15th April, the Laboratory hosted a very successful "cake break" in aid of the Multiple Sclerosis Society. It was at the same time as cake breaks were being held all over the country as part of National MS Awareness week.

Everyone on site was invited to come to the lab and have a slice of cake in return for a donation. Lots of people visited the lab - some for the first time ever - and we raised over £110!

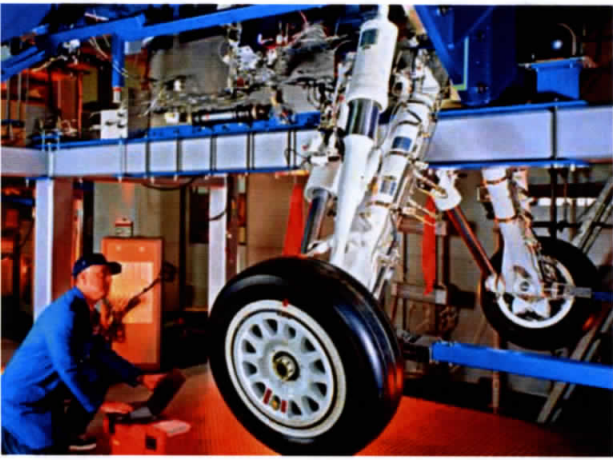
The lab team would like to thank everyone who supported us with contributions of cake or money. Recipes can be obtained from the lab for a small donation and a promise to help next year!



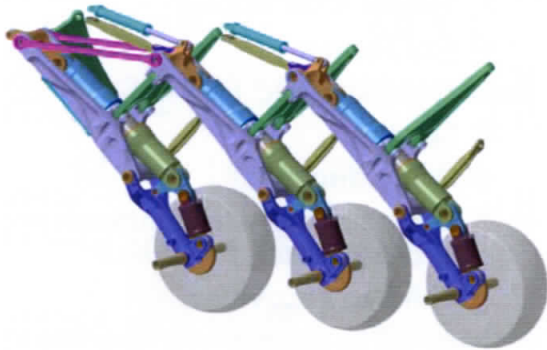
Tanya Sabin

A Decade of Memories.....

This year Messier-Dowty is celebrating it's 10 year anniversary. In 1995 the joint venture between Snecma and TI Group created the World Leader in landing gear, Messier-Dowty. We take a look over some of the milestones over the last decade.....



Delivery of the 1000th landing gear for the A320 ; US design office opens in Seattle; Messier Dowty selected for T50 (above).



Selection for the Boeing 787 main and nose landing gear, and Airbus Military A400M landing gear

1995



1997

Selected as landing gear supplier on the A340-500/600 program.

1998

1999



2000

2001

Opening of the Gloucester Landing Gear and Systems Test Centre. The picture above shows the new building being created over the top of the existing facility.

2002

2003

Delivery of the 2000th shipset of the A320 landing gear, 1st delivery of the A380 Nose landing gear.

2004

2005



1995 - 2005



1995 - 2005



9th July 2005—Messier-Dowty celebrates 10 years by holding an Open Day for employees.

Open FUNday

Saturday 9th July 2005



**SITE TOUR & CHILDREN'S
TOUR COMPETITION –
OPEN 10.30AM TILL 1.00PM**

Sports field activities and arena events between 12.15 and 5.15pm

- * Parachute display
- * Xtreme trials display
- * Axe team
- * Sheep dogs
- * Falconry
- * Flying displays
- * Complimentary refreshments and pig roast
- * Children's activities

Tickets will be available from reception in mid-June (6 per employee)

* Face painting * Bouncy castles * Giant games * Nail art

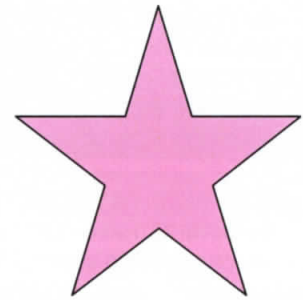


OPEN DAY

PROGRAMME

FACTORY TOUR

10.30 – 13.00 Site Tour &
Children's Tour Competition



MAIN EVENTS

12.15 – 12.25 Parachute Display Over sports field

12.25 – 12.50 Xtreme Trials Display Arena 1

12.50 – 13.25 Axe Team Arena 2

13.25 – 13.50 Sheep Dogs Arena 1

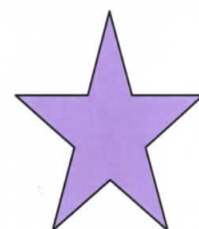
13.55 – 14.40 Falconry Arena 1

14.40 – 15.15 Axe Team Arena 2

15.15 – 15.40 Sheep Dogs Arena 1

15.45 – 16.17 Flying Display 1st Half Over sports field

Hurricane
Lysander
Yakovlevs
Tiger Airways

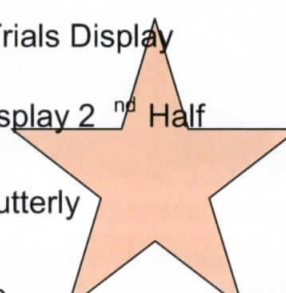


16.17 – 16.42 Flying Interval

Xtreme Trials Display

16.42 – 17.13 Flying Display 2nd Half Over sports field

Utterly Butterfly
Fly Past
Extra 300
Spitfire



Band on the Lawn' Charity Night

For those of you who've never been to the 'Band on the Lawn' charity night. I've only one thing to say ' you really don't know what you're missing!!'. Rain or shine 275+ people erect their gazebos around a cricket pavilion and sit back to enjoy the live band – Phat 'n' Funky, take part in the raffles, enjoy a bbqand giggle at Lyndon's infamous dancing (ok, foot shuffling is probably more accurate after a few beers!).

The charity night has been running for a number of years, and aims to raise awareness and money for the charity Ovacome. This charity is especially important to Lyndon Saunders, event organiser, and here is why...

A tribute...

The charity 'Ovacome' first became known to me when in April 1998 my wife Kirsty was diagnosed with ovarian cancer. That summer a group of friends launched their 'band on the lawn' event, with the purpose of raising funds for an extravaganza on Millennium evening. After hearing of Kirsty's plight they asked her to name a charity to which they could donate – she chose Ovacome. Sadly in February 2000, Kirsty passed away. Dark days followed and it was hard to carry on. We vowed to continue with the 'band on the lawn' to keep her memory alive and continue raising money for her chosen charity. Kirsty had found Ovacome a great source of support – the magazine, 'Fone Friends' and latest updates on treatments helped to dispel the feelings of hopelessness and instil positivity.

The Band on the Lawn night means so much to me – people of all ages having fun, dancing, playing games and of course donating money makes it all worth while, but mainly I think of the funds being raised to donate to Ovacome and feel we are giving something back to help others who may now need the help of such an organisation.

15th July 2005

7.30 pm till late

Debenham's Sports Field,
Estcourt Road, Gos

£5 per person



OVACOME



Everyone is welcome, but if you're unable to come along and would still like to show your support, lapel badges and ribbons are available from reception for a donation.

Lyndon Saunders

If you'd like to come along and join the fun, tickets are available directly from Lyndon. The pictures below speak for themselves —It's a night not to be missed!!

Heidi Beal



Landing Matters editorial committee : Heidi Beal, Peter Hall, Mike Lichters, Pank Patel, Paul Harrison, Pete Willis, Steve Adams, Alison Hill, Christine Clarke and we are pleased to announce that Sarah Powell has now joined the team.