Messier-Dowty
SAFRAN Group

LANDING MATTERS

Messier-Dowty employee newsletter

Messier-Dowty signs A350XWB Main Landing Gear contract

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Tuesday 4th December 2007 marked an important milestone for Messier-Dowty and specifically the A350XWB IPT based here at Gloucester. The contract for the design, development, qualification testing, manufacture and support of the A350XWB main landing gear was signed by Pascal Senechal and Joel Berkoukchi of Messier-Dowty together with Francois Mery and James Allen of Airbus.

The A350XWB is Airbus' latest development aircraft, designed to meet market demand for a medium capacity long range wide-body family. There are three aircraft variants in the A350XWB family –800 (270 seats), -900 (314 seats) and -1000 (350 seats) An ultra long-range version, the A350XWB–900R, will fly even further while a freighter version, the A350XWB–900F, will complement the passenger models.

What is different about the A350XWB program?

Airbus has involved Messier-Dowty a lot earlier on in the development phase of the program. The advantage for us is that we have had a greater influence in the final aircraft design than we have had in previous programs. During the plateau phase our engineers, Andy Paddock and Paul Greenwood have spent a lot of time co-located at Airbus Toulouse. We have received very positive feedback from Airbus on the way in which we have worked with them in this plateau phase. Chris Morgan, A350XWB Program Director said, "by working alongside the Airbus landing gear team we are confident that the design represents a good balance across the whole airplane." "Broader, earlier and closer involvement from tier-one suppliers is what we believe Airbus will require for future aircraft programs. This experience of our early involvement on the A350XWB program therefore puts us in a positive position for future aircraft programs." Chris added. ▶

Welcome

Joel Berkoukchi, Managing Director, Messier-Dowty Ltd

We welcome Joel Berkoukchi as Managing Director of the Gloucester site in addition to his function of Group VP Airbus and European Program Business Unit. In his role Joel will be supported by Gloucester Management team within the Messier-Dowty matrix organisation.

Joel is extremely proud to take over the role as Managing Director at Gloucester. He adds, "this opportunity gives me the chance to work more directly with the Gloucester teams in re-establishing the level of competivity and performance that we are capable of achieving. I hope that all employees share my enthusiasm and commitment to building a solid future for the Gloucester site."

Joel joined Messier-Dowty's Airbus Business Unit in 2000 as VP of programs, responsible for all Airbus and French military programs. Prior to joining Messier-Dowty, Joel held several management positions within the Thales Group (formerly Thomson-CSF).

GLOUCESTER INVOLVEMENT IN THE A350XWB

Since the introduction of IPTs eighteen months ago, the A350XWB IPT is one of the first programs, which has been able to adopt the IPT organisation from the start. All functions are represented including: program management, engineering, estimating, manufacturing, supply chain, and customer support.

Chris said, "the IPT organisation has really enabled us to design to cost and for manufacture as well as design for in-service. The difference now is that, with a fully co-located IPT, we have witnessed more effective, broader communication and reinforced concurrent engineering, which has resulted in informed decision making. The IPT works together with the same shared objectives which is to satisfy the customer and shareholder requirements."

As well as the design and development activity, the Gloucester site will also be responsible for the manufacture of bogie beams and the final assembly of the A350XWB main landing gears. Most of the MLG testing will also be carried out at Gloucester.

The total market for this type of aircraft is expected to be some 7,000 aircraft by 2030 and Airbus is confident to capture a substantial share with the A350XWB. As of 31st October 2007 Airbus recorded 234 orders for its A350XWB aircraft family. The largest customer and the first one in the Middle East region is Qatar Airways which signed up for 80 of the aircraft type (20 x A350-800, 40 x A350-900, 20 x A350-1000) in May earlier this year. Aircraft deliveries are scheduled to begin from 2013.

The A350XWB IPT

Delivery of first Airbus A400M Nose Landing Gear

The first A400M nose landing gear has been delivered from Gloucester.

The nose gear was assembled at Gloucester comprising all the structural components and equipment, both from its supply chain network and the shock absorber from Bidos. The nose gear was then delivered to our customer EADS CASA in Seville, to the A400M Final Assembly Line, where it was installed onto the first aircraft together with the wheels and tires.

Congratulations to the A400M teams at Gloucester & Bidos who contributed to the success of this first delivery

Following the recent inauguration of the Vélizy-based A400M landing gear systems test center, the A400M main gear has now been installed in a new test rig at Gloucester for strength testing.

The A400M team with the first nose gear prior to despatch

The A400M main gear in the test rig

PROGRAM ROLL-OUTS SINCE THE LAST EDITION…

BOEING 787 DREAMLINER 7TH JULY 2007

Type : Commercial aircraft

Maiden flight : TBC

Firm orders* : 738

Launch Customer: All Nippon Airways

Messier Dowty contract selection: 2004

Scope: Nose & Main Landing Gear

The 787 program represents our first prime contract for a Boeing commercial aircraft program. The assembly of the major structural components takes place at Gloucester.

** Source : Airclaims, 14th November '07*

SUKHOI SUPERJET 100 26TH SEPTEMBER 2007

Type : Regional aircraft

Maiden flight : Q4 2007

Firm orders* : 73

Launch Customer: Aeroflot

Messier Dowty contract selection: 2003

Scope: Landing Gear System

As LG systems supplier for the Superjet 100 this marks our entry into the larger regional jet market (75-95 seat range). In addition it enhances our opportunity to develop key relationships in the Russian market.

TRADE SHOW ROUND-UP

The Paris Airshow in June welcomed almost 2000 exhibitors and over 400,000 visitors, including 150,000 trade and 160,000 members of the public. VIP visitors included the first visit of French President Nicolas Sarkozy and French Prime Minister Francois Fillon.

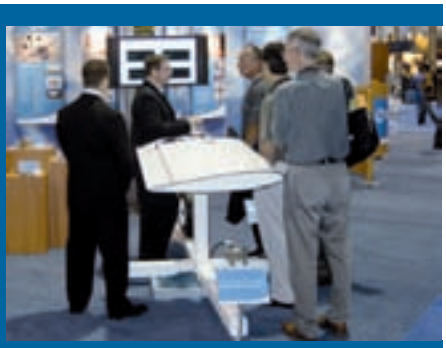
Flying display highlights included the A380, Rafale, Falcon 7X, Eurofighter, and Tiger helicopter, of the 40 or so aircraft taking part.

Commissaire General of the show, Louis Le Portz, commented, "This year's show benefited from a favourable economic environment, as order announcements have shown…" This referred to record announcements from Airbus, with a string of orders, some 425 in total and Boeing announcing a record order from ILFC for 787s, making it the biggest customer for the new Dreamliner.

On the Messier-Dowty stand we displayed a range of our latest programs, including: Boeing 787 main & nose gears, Airbus A350 XWB main gear, Airbus A400M main gear, Sukhoi Superjet 100 main gear and the Dassault Falcon 7X nose gear.

NBAA

In September Messier-Dowty participated in the annual National Business Aviation Association Convention in Atlanta, the world's largest business aviation tradeshow.



More than 1,200 Exhibitors participated in this year's convention, which included 120 aircraft on display.

We displayed an interactive exhibit, demonstrating hard landing detection and loads monitoring, as part of our SMART STRUT™ Landing Gear Health Monitoring system.

FIRST FLIGHT OF RESTORED VULCAN

On Thursday 18th October 2007, Avro Vulcan XH558 had her first flight since 1993, when she flew into Bruntingthorpe Airfield.

The Vulcan Operating Company (VOC), responsible for the restoration, has passed on its thanks to Messier-Dowty for the support we have given to help return it to the sky!

The aircraft now has to carry out further test flights before they finally get the 'Permit to fly', these will take place over the next couple of months.

The VOC hope to keep Vulcan XH558 flying on the show circuit, over the next ten to fifteen years

GEARS ON DISPLAY

In recent months our landing gear exhibits have been out on the road with our suppliers, both home and abroad as an example of the 'end product'.

Mettis-Aerospace at Redditch, borrowed an A320 main gear for their Open Day in September.

Seco Tools borrowed a BAE 146/Avro RJ nose gear in September for their stand at the EMO Machine Tools Exhibition in Germany.

Seco stand at EMO exhibition

Aubert & Duval also used the A320 main gear at their Open Day in September, held at their facility in France, celebrating 100 years of the Aubert & Duval Trade Mark. Over 4000 visitors attended including employees and their families plus local VIPs.

Pictured is the A320 with various 'stages' of A320 main fitting. In the foreground (with arms folded, is Mr Georges DUVAL).

Cotswold Aero Club borrowed our exhibit of Sir George Dowty's Internally Sprung Wheel for their 80th Anniversary Dinner.

Pictured with the wheel are Lembit Opik MP and CAC's Chief Flying Instructor.

Test Department Update

NEW UNIVERSAL TEST FRAME

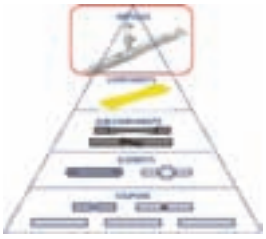
Over the past 4 months another large universal test frame has been assembled into the test department here at Gloucester. A further demonstration of the continued investment the company has made in sustaining specialist equipment to meet the needs of obtaining certification for our products. The frame and all associated tooling was designed in house by Steve Cook, and manufactured by TM Engineering who are based in the Midlands. Its first use will be the static strength test on the A400M MLG assembly, and is currently being commissioned for that purpose.

Steve Cook

COMPOSITE TESTING

An article was presented in the 'One Team' magazine (February edition) describing just what composites are, and the design process evolution to produce composite side and drag braces for the B787. These are a few words relating to the two phases of testing currently underway in the test department in support of the components achieving full certification flight clearance:

Development: This has been ongoing for over 2 years and has seen us conduct over 50 different tests from small material samples to full-scale components representative of the real article. The aim is to close the development testing by year end. All the work to date has helped contribute to the next phase that is production standard.



Certification: Closing and freezing the definition for the final production standard side and drag braces is nearly complete and the picture below shows the type and number of tests required. A hectic testing phase lies ahead over the next months where all our loading test presses will be fully engaged in the variety of testing outlined.

TEST ENGINEERING PROCESS

You may even have said or heard the expression "oh we just need to test it". To do this takes a number of steps that we capture in a process which presents them in a logical manner for ease of use whilst maintaining quality control principles.This process is described in Guide TE 001, available on Documentum with links to referenced procedures. A brief summary of the four key stages are presented below

Planning: From award of contract using the top level management documents that were used in the successful bid process.

Preparation: Manufacture of fixtures and fittings in readiness of supporting test equipment such as control systems, calibration of loadcells and transducers and conformity of the unit to be tested.

Execution: Running the test and maintaining the conditions required throughout the test duration including any interim inspections, checks and subsequent reporting.

Reporting: The test results that may also include inspections, checks and disposal instructions of the test article.

TEAM NEWS

Dave Smith

The year started with one of our technicians David Smith emigrating to Australia. A suitable send off was arranged, and I can report he is doing well down under.

We stepped up our efforts in support of the Guide Dogs for the Blind charity by installing boxes to collect; coins, keys, old currency, costume jewellery, stamps and old mobiles phones. If you have any of the above you want to dispose of, please send it across (or we can collect) as every little bit helps. We also have a good range of second hand books for sale at very reasonable prices so come and have a look.

Our connection with Guide Dogs comes from one of our dept members, Paul Hudson, whose sister Julie became blind at the age of 14. She is pictured, below,

with her guide dog Tara at the recent Badminton Horseless Trials event where 13 members of the Test Dept took part including Paul and raised £800. Rich Gilbert from the Test Dept also raised money for the Guide Dogs when he recently completed the Berlin Marathon.

Rich Gilbert

A day in the life of an **Airbus Assembly Line Inspector**

Inspectors at the final landing gear assembly line form the final part of Messier-Dowty's quality process here on the Gloucester site.

Although not part of the Quality function they all have delegated responsibility within the assembly shop to inspect and approve the assembly and fitting of all components for Line Replaceable Units (LRUs) such as sidestays, shock absorbers, which go into gear builds or can be sold as spares, also for the whole gear builds themselves, which are sent as Original Equipment (OE) to Airbus.

The paperwork side of the job is really the start of the gear build process. "This involves taking the gear specifications from Airbus and building a folio for each gear to be built" says Stewart Busson one of the Inspectors on the shop floor. "It's the paperwork which has all the individual parts' traceability and makes sure that the correct components go into each gear build, like making sure it has the right brakes, sidestay, shock absorber etc". So it basically forms the blue print for each gear build that is going to the customer.

The second part is when we get the detail parts in, either from the other global sites, suppliers or our own machine shops. If the parts require sub assembling then we inspect the work after they have been built up. This usually involves checking the component all over after bush assembly, and sealing for any damage or issues that make the part unsuitable for build. If its satisfactory then the paperwork can be stamped up and the component can go into finished parts stores, or as is more usual, straight onto a gear build.

The Inspectors job wouldn't be complete without checking whole gear builds. "We usually start off by checking the gear for cleanliness and checking for any damage to the paint work" says Paul Bedney. To be an inspector is a very learned process, "You tend to find little things as we go along and make a list" says Val Caldarone, "like wire locking not correctly to spec, or a little sealant shrinkage" most of the small issues can all be dealt with on the shop with the fitters on hand. Checking off that the correct parts have been fitted and the Folio is all stamped up.

"The bigger issues come if the parts aren't available as this causes disruption to the inspection process" Stewart comments. That's the more frustrating side to the job. Once the gear is finally cleared after build, everything has been checked, the Folio for the gear build is complete we can sign off the EASA form 1, which is the official certificate for airworthiness which we have to supply with the product to clear it for flight. This is where we have to be sure that the gear is in proper order and we don't release anything to the customer unless we are certain that it is all right. The gear can then continue its journey on down to Airbus ready for its first flight on a brand new A320 or A340 aircraft. It is a feeling of pride you have when the finished product goes out the door and it's ready to go onto a new aircraft.

Many thanks to the Airbus Assembly Inspectors who contributed to this article: Val Calderone, Stewart Busson, Dave Trenfield, Paul Bedney, Fred Fairs and Graham Bradley, Ade Stephenson, Marcus Hunter.

Graduates visit **AMRC**

In the earlier part of this year there was a visit made to Sheffield University's Advanced Manufacturing Research Centre (AMRC) and The Welding Institute (TWI) by the young engineers from Customer Services and Engineering.

The visit coincided with the engineer's completion of the Graduate Development Scheme, Gloucester's 18 month introduction for new graduate starters. The purpose: to find out about novel and innovative manufacturing techniques, which have the potential to deliver savings in landing gear manufacture, both today and for the future.

The AMRC's main technologies revolve around developing new manufacturing techniques. Reductive manufacturing techniques are in essence our conventional machining, whereby we reduce a larger component i.e. a forging, into a smaller finished component i.e a bogie beam. The AMRC are developing improvements in these processes by tuning the computer controlled machining programs used to cut the component such that machining can be achieved at a much higher cutting rates. This then results in significantly reduced run times for batches of component manufacture than we are currently achieving.

Additive manufacturing techniques reverse the idea of beginning with a large piece of material and reducing it to a finished component. Additive manufacture can be achieved in many ways. One type is Shape Metal Deposition, where a component is 'grown' by depositing successive layers of material in an argon environment, similar to laying down a weld bead. It produces a near finished component in one controlled process with minimal machining required afterwards to achieve finished mating surfaces. The process has the benefit of requiring substantially less raw material to achieve the same geometric component having massive savings by reducing waste. Another benefit is the reduction in lead time for a new component. A forging which may have taken years to develop and procure could now only take a couple of weeks.

During the trip, the TWI introduced some of the novel joining techniques that are being developed. The joining of components allows smaller, more efficiently manufactured sub parts to become one larger component can reduce the overall cost of manufacture. Techniques that were illustrated during the day involved the joining of metals by friction processes such as stir welding or vibration welding. These processes allow much tighter controls over the quality of a finished weld compared with traditional techniques. This may allow welding to become a viable process for landing gear manufacture.

Messier-Dowty Gloucester is currently reviewing many of the processes both the AMRC and TWI are involved with and collaboration projects are currently underway. It is these new technologies which may allow us to manufacture the components for the landing gears of the future with significant financial savings. However the adoption of faster more economical technologies will also give us the advantage of reducing the lead times for components and contribute to our responsibilities with the environment, world energy and sustainability which are becoming more and more relevant in today's world.

Schools Aerospace Challenge

The School Aerospace Challenge has been a great success again this year. It is a competitive challenge that introduces teams of young people to real life situations involving research, design skills and working together in order to satisfy the needs of a customer.

Each team prepared a report in which they presented their idea, including at least one design drawing. The judges, composed of a retired RAF test pilot, and sponsoring company's members, choose the best 18 teams from the UK and invited them to attend a one-week residential course at the School of Engineering at Cranfield University.

Activities during the course included the study of aircraft and aero-engine design, wind tunnel operation, airliner emergency evacuation, and team-building exercises. Students also had the opportunity to pilot both a fixed wing aircraft and helicopter, in addition to the chance to sit in a RAF Hawker and chat with the pilot.

Students found the residential course was a unique opportunity to learn more about the engineering side of aerospace and the opportunities it offers. As well as being educational, the event was fun and exciting to attend. The graduates from sponsoring companies, helped mentor the students in an attempt to promote engineering to the future generation.

Jonathan Seguin Graduate

SAFRAN Lean Day at Gloucester

A Lean day recently held at Messier-Dowty and Messier-Services brought together many employees from various SAFRAN group companies.

The aim of the day was the same as for the seminars recently held in France, namely to bring together everybody concerned by Lean initiatives at Group companies within a given region to share common experiences regarding Lean initiatives.

Messier-Dowty was well represented on the day with presentations given by Neil Kenyon on Surface Finish Lean Improvements, Alex Ball on A320 Main Landing Gear Value Stream and Peter Willis on First Article Inspection Process Improvement.

Site tours of M-S and M-DL were conducted highlighting improvements already implemented, experiences and best practices were also shared during the day.

Any one wishing to find out more about Lean initiatives within Messier-Dowty Limited can contact Steve Beard / Dave Brown on ext 1662.

"Lean" initiatives seek to improve performance through continuous improvement and the systematic elimination of all waste and duplication (tasks, transportation, handling, excess production, waiting time, inventories, defective products, etc.)

2007 CHELTENHAM **SCIENCE FESTIVAL**

Messier-Dowty Ltd was again a main sponsor of the Science Festival this year, including the sponsoring of the Discovery Zone in the Town Hall.

A group of employees and their families were invited to an exclusive session in the Discovery Zone on the Friday afternoon.


GLOUCESTER
JULY 2007 !

2007 **Innovation Contest**

The Innovation Contest this year reaped a record 53 entries from the Gloucester site with 65 individuals involved. Our previous highest was 22 projects with Gloucester last winning the MDI contest in 2004.

This year at the MDI judging level, Gloucester, unfortunately, just missed out on the honours of a winning entry, however, the Gloucester overall winner, Pete Willis, did receive a special mention from the MDI jury.

The aim of the SAFRAN wide Innovation Contest is to reward innovative projects which are being developed or implemented in the categories listed, plus any good ideas under the new Eureka category.

The number of Gloucester entries are shown against each category.

- **Product or Services Innovation (16)**
  Projects which create competitive advantage and differentiates us from our competitors.
- **Internal Process & processes (19)**
  Projects which improve our internal processes: engineering or manufacturing processes or tools, products and services.
- **Sustainable Development (7)**
  Ideas which contribute to company growth, while respecting environmental and social performance.
- **Patentable Invention (7)**
  An innovation which is or could be patented.and
- **Eureka (new !) (4)**
  This new category, exclusive to Messier-Dowty, rewards all suggestions of new ideas and the suggestion selected by the jury will be implemented within the company.

Each Group subsidiary chooses its overall winner and submits the best project in each category to SAFRAN. The SAFRAN jury panel then allocates a prize for each category, as well as the SAFRAN grand prize. But remember, the contest is not only about winning prizes, but about giving employees a voice in improving our business.

The Gloucester entries were assessed initially with 18 selected for presentation to the judging panel by the entrants or teams. The winning entry for each category and overall winner are:

- **Overall Gloucester Site Winner**
  Automated FAI
  Peter Willis
- **Category Winner: Product and Services**
  Automated FAI
  Peter Willis
- **Category Winner: Internal Process**
  Lean supply of Materials
  Team: Andrew Cook, Jerome Couroye, Charlotte Cartwright, Peter Martin
- **Category Winner: Sustainable Development**
  Bunding for waste metal skips
  Team: Kim Toomer, Ken Amphlett, Alan Locke
- **Category Winner: Patentable Invention**
  Chrome plating tooling
  Team: Lloyd Harrington, Scott Niedwiecki, Adam Hampson, Ian Hopson, Colin Gittings, Clive Lane
- **Category Winner: Eureka**
  Childcare Vouchers
  Glen Chisholm

Congratulations!

Next year's contest will begin again in the new year, with the aim of submitting an even higher number of 'business beneficial' entries!

The group of Gloucester Innovation contest entrants attending the site presentation and lunch held in December to congratulate all those that took part

BEST OF BRITISH MANUFACTURING IT AWARDS

On 23rd May Dave Smith (Glos site coordinator for Technical Data Integration) & Phil Hopkins (Glos Design manager) attended the Best of British Manufacturing IT awards ceremony to collect the winners award for "Best ROI measures and benefits from IT in Engineering Design and Development" on behalf of Messier-Dowty, for the application of Catia V5 design systems in design / development.

This award is an excellent reminder that Messier-Dowty is at the forefront in the use of new design development tools and techniques such as model based definitions and the sharing of 3D design data across all functions within concurrent engineering processes. There is always more to do in terms of development and consolidation of these new tools however we have taken a large step forward over the past few years and we are already gaining great benefits from this approach in support of our customer and business demands. This achievement is a credit to everyone involved in the implementation of these tools to date, from the global "Technical Data Integration" team through to the end users of the tools and the recipients of final design data in all areas of the business. Dave and I were very pleased to be invited to attend this award ceremony and accept the award on behalf of Messier-Dowty and everyone involved.

Training Update

APPRENTICE SUCCESSES

Rob Denton (right) has been awarded First Place for the Initial Stage EEF Apprentice of the Year Competition for South West England for the Central Region.

Darren Devaney (left) has been awarded Second Place for the 3rd Year EEF Apprentice of the Year Competition for South West England for the Central Region

Robert Denton, gained further honours recently when he won the Dowty cup for his achievements at college. Congratulations again to Robert!

Congratulations to both Apprentices in achieving these awards.

The Award Ceremony was held on Tuesday, 4th December 2007 at Winter Gardens, Weston-Super-Mare.

RECRUITMENT OPEN EVENING A SUCCESS

On the 1st November 2007, the Gloucester site hosted a recruitment fair. The event was a huge success with over 400 candidates attending and 300 job applications were made on the night. A big thank you to all those who took part and made the event possible.

INVESTORS IN PEOPLE REVIEW

Our IIP review is taking place on 21 November 2007 to assess our progress against our agreed Action Plan from November 2006. The outcome of this review will be communicated to the company in due course.

ANOTHER SUCCESSFUL YEAR

Following the refurbishment of the pool hoist at the Milestone School in 2006 by Messier-Dowty Apprentices, members of our maintenance team and two of our 2nd year Apprentices recently carried out a routine service.

We would like to give special thanks to Jamie Staite Electrical Services

Pictured above: Ryan Renard, Keith Griffin, Mike Humphries, Jamie Staite, Sahl Badat

IMECHE UPDATE

The new graduates commenced on 15 October and attended their first IMECHE workshop with Alan King on 1 November. The training introduced them to the Monitored Professional Development Scheme, which enables graduates to gain Chartership status. The graduates are destined to work within the following areas:- Suresh Bansal - Programs; Kevin Foreman - Engineering; Bonsun Olajide - Engineering and Jean-Philippe Villain-Chastre - Production Planning.

Football

The first 11-a-side match of 2007 between Messier-Dowty and Airbus UK was played out in hot conditions under clear blue skies at Gloucester. A convincing victory for Messier-Dowty was achieved with a combination of solid defending and skilful football played in the final third.

After a cautious first 20 minutes from both teams Andy Matthews opened up the account for M-D with a cleverly worked first goal. This was followed up within 10 minutes by a fine strike from 30 yards out by Jon Morrison, played in by Jonathan Seguin. Good work from Jon Bailey, Mart Inns and Dave Butters gave the Airbus defence further trouble and more goals beckoned.

Airbus pressed hard during the closing stages of the first half and were unlucky not to score when two shots rebounded off the woodwork.

Set pieces provided Messier-Dowty's next two goals; both came from accurately lofted corner balls from Martyn Phillips which Alex Ball won in the air twice to head into the back of the net.

Stout defending from Ben Clark and Lee Williams helped M-D keep a clean sheet with Phil Phelps showing great commitment in tackles.

Mark Ayres showed good composure in goal producing several fine saves and also providing the assist for the 5th goal with a long clearance into Airbus' 6 yard box which Phillips converted.

In the second half Seb Mathevet battled tirelessly up front, his efforts being rewarded with M-D's sixth goal.

Airbus never gave up the fight and continued to press for the full 90 minutes. Their persistence was paid off with a late consolation goal in the last twenty minutes.

Both teams now look forward the next fixture of what has become a regular event on the Messier-Dowty sporting calendar.

Pete Craig – Airbus Single Aisle

MESSIER-DOWTY 6 AIRBUS UK 1

Back row (left to right): Ben Clark, Dave Butters, Jonathan Seguin, Lee Williams, Mark Ayres, Alex Ball, Martyn Phillips, Mike Staton (referee)
Front row (left to right): Phil Phelps, Jon Bailey, Seb Mathevet, Martyn Inns, Jon Morrison, Pete Craig, Andy Matthews

SAFRAN SAILING CHALLENGE

In a very stiff competition of 87 boats, Gloucester Pirates did well! We returned with a trophy for the Best Foreign Crew, and full of memories of an amazing experience.

The Messier-Dowty Gloucester boat was skippered by Andraz Vatovec, with a strong support from Robbie Reynolds (surely the best chef on the Challenge), Peter Sandalls (willing to sacrifice blood to the Gods of Sea), Sebastien Mathevet (doctor spinnaker), Phil Perry (the man for the main) and Richard Murray (navigation master).

Throughout the three-day challenge we developed a strong team spirit, which enabled an inexperienced crew to achieve a great result. The team did their best on the second day, ending the second race of the day on the 18th position! Racing results combined with quiz results gave us the 28th position at the end of the Challenge.

Next year we are going for top 10!

GLOUCESTER SITE WIN MIDDLESEX TROUT FISHING COMPETITION

This year's winner of the Prestigious Middlesex sponsored Trout Fishing Competition eventually won in a tight contest by Messier-Dowty Gloucester. This competition is held annually on the famous big fish water Dever Springs in Hampshire and is eagerly fought out between teams of three from Middlesex (2 teams) Messier-Dowty Gloucester, Dowty Propellers, Fords & Westlands.

Left to right: Roger Delaney, Andrew Lewis-Watkins, Doug Ireland

The team representing Gloucester was Doug Ireland, Andrew Lewis-Watkins & Roger Delaney and in very hot and clear conditions not conducive to Fly Fishing, catching fish proved to be extremely difficult, however by working as a team and selecting the correct patterns and matching the various hatches throughout the course of the day they managed to beat their nearest rivals for the trophy by over 2lbs on aggregate. This is only the second time in 11 years that Messier-Dowty have won the competition.

Middlesex who has been a supplier to Messier-Dowty for over thirty years manufacture and supply the Gloucester site with Assemblies and Spares for various Aircraft programmes including Airbus A320, A330 / 340 Enhanced & A400m.

Andrew Lewis-Watkins

BEFORE!

It's a **Knock-Out!**

This year at the Severn Sound organised 'It's a Knock Out Challenge' at Hatherley Manor, Messier-Dowty were well represented by members of the Regional and Military teams, and a good day of fun was had by all.

Many thanks to all the team members, who helped to raise over £200 for the Severn Sound Money Mountain.

Derek Pittaway, Hilary Sutton, Andy Harris, Ade Sudya, Kristy Worgan, Lyn Prystajeckyj, Vicky Patterson, Ben Hodgkinson, Ian Morgan and supported by Martin Beirne, Ian Mowatt and Barry Baxter.

DURING!

AFTER!

International Masters **Hockey Tournament**

During my twenty-one years at Messier-Dowty, I have been an avid field hockey player. Most recently I took part in the International Master Hockey Tournament, which occurs every two years over a nine-day period. This August, Birmingham University hosted the event (in 2009 we are due to play in Hong Kong) and the teams taking part came from Australia, England, Italy, Malaysia, New Zealand, Scotland, Singapore, Wales and a British Asians team

I played in every England game and scored a goal 5 minutes into the second half against Wales. This was the highlight of the Tournament for me, as well as playing against the Southern Hemisphere teams due to the physical nature of their game (you have more chance of getting hurt!).

The "low" of the tournament was losing to New Zealand 3-0 after having 15 short corners and not scoring goals from any of them.

Derek Pittaway
Service Engineer, Commuter & Military IPTs

Trip of A Lifetime

Mwamanga Primary School in Kenya teaches children between the age of 7 and 15 yrs. A severe lack of money means most classes have 70+ children (one even has 100 pupils) and the youngest are only taught in the mornings. The school has no electricity or water, and many children have a long walk home for their lunch break. Jeff Johnson, Pin Cell, made the journey to see the school, taking with him a collection old logo'd caps, pens and frisbees from Messier-Dowty. Jeff was welcomed by a teacher who showed him around the school and the children greeted him with a traditional song.

With no batteries or electricity, the frisbees made ideal gifts and after Jeff had demonstrated their use the children they soon picked it up. The boys were playing football with a ball made out of tied carrier bags. Jeff said "the trip brought into reality the difficulties faced in Kenyan schools. Despite this, each child was immaculately dressed and very polite – a credit to their families and teachers".

Jeff Johnson Pin Cell

Anyone wishing to make a donation to the school should contact Jeff directly.

Jeff, with his daughter Hayley, with a class from the school.

TAKING PANTO TO CHINA

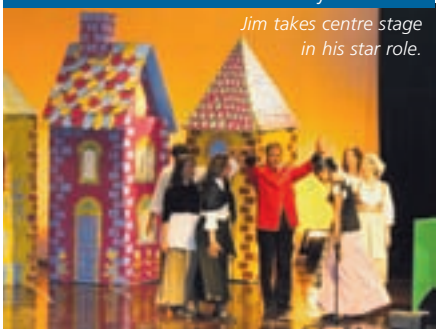
Jim Daws recently introduced a bit of traditional Christmas Pantomime into China.

Oh yes he did!

A group of ex-pats including 11 different nationalities put on three performances of Cinderella, directed by Jim's wife Lin with help from many other ex-pats from Suzhou.

"We have done it to raise money for the local immigrant workers school, in Suzhou. This is the first time that Suzhou has seen panto, no one had ever done anything like this before and it was amazing" said Jim

The Fri, Sat & Sun night performances had a total audience of around 1,200 people, including about 200 employees and family from the MD Suzhou facility.



Jim takes centre stage in his star role.

OUR WORLD SCOUT JAMBOREE EXPERIENCE

This year has been a very eventful year for us Scouts. Not only is it 100 years since the formation of Scouting, but also the 21st International World Scout Jamboree was held in the UK for the first time since 1957. The Jamboree is only held every 4 years, the venue changing each time. Phill, my husband, and I were accepted as part of the UK Service Team - about 1,700 Scout Leaders - which was part of an 8,000 strong International Service Team (IST), which provided volunteer staff for the Jamboree. You can imagine the size of our campsite! Just don't get me started on the queues for the showers!

We arrived in sunny Chelmsford on Tuesday 24 July, just after the floods. You may not think that camping for nearly three weeks is much of a holiday but, as we left Tewkesbury, our water had been turned off and so we were quite happy to be going somewhere with flush toilets, showers and drinking water!

Saturday 28 July was the Opening Ceremony. This was a fantastic experience. To be amongst 40,000 like-minded people, of all ages, from 158 countries was amazing. We started out for the arena 1½ hours before the ceremony because it took that long to get everyone in. The Duke of Kent and Prince William passed within 10 ft of me!

For the 10 days of the Jamboree, the campsite became the 3rd largest town in Essex! Then again, Scouting is the largest youth organisation in the world with about 28 million members in practically every country! Phill and I are very proud to have been part of it.

Hilary Edge
Engineering Services

Sky Dive

On Saturday 24 November 2007, one of our Inspectors, Nick Waters, took part in a 10,000 foot parachute jump to raise money for Cancer Charity, Maggies Centres. Nick took part in the Tandem Sky Dive along with his son Craig Waters and Brother-in-law Gavin Rowcraft.

Nick and his family were inspired to raise money for Maggies Centres after his wife Jackie was treated for Cancer earlier this year. The Cancer Charity who help people adjust to living with cancer and support their carers, family and friends, are planning to build a new drop in advice centre next to Cheltenham General's Oncology Unit.

The Sky Dive raised an impressive £2,241.60 for Maggies Centres!

Coast To Coast
Charity Ride

On July 7th this year the Beaufort Beagles, a keep fit and social club for grumpy old men of which I am a member, started and completed a bicycle ride for charity. The aim was to complete the ride in as fast as time as possible.

We rode in relay, on an extremely old and heavy butcher boy's bike from Bowness-on-Solway to Tynemouth. The bike was kindly loaned by Nick Brown, Master Butcher of Longlevens. We followed the Hadrian's Wall Sustrans Cycle route, a distance of 101 miles. We all took turns and I had the honour of being the first rider on it when we started at Bowness.

The weather was mixed to begin with, sunshine and showers, but the wind blowing in our direction was a great help. The scenery was fantastic and the route mainly traffic free. The bike was difficult to ride uphill in places (no gears) so it was pushed instead and coming downhill in the rain was done with caution as the rod brakes weren't that effective.

We completed the ride in 10 hours, 33 minutes and 19 seconds and raised over £1300 for CLIC-Sargent. The winner of the guess the time competition, Shannon Oakes of Gloucester (10:33:00) kindly put the prize money back into the charity pot. I would like to thank the company and my colleagues at Messier-Dowty who sponsored me.

Bob Horyczun

BAE SYSTEMS **Chairman's Award**

Congratulations to Dean Wheeler, who was awarded a BAESystems Chairman's Bronze Award for the EF Typhoon MLG Condition of Supply. The award has evolved from the Laser Tracking & Toe-In Adjustment associated with Tranche 1 Aircraft and contributed to the current T2 supply condition.

Please extend this recognition to all those personnel associated with EF Typhoon.

Dean at a previous Airshow checking out an F-18s nose gear

IMechE Accreditation

Following a recent review by Auditors from the Institute of Mechanical Engineers of the Graduate development scheme at Gloucester, the company has been award a full 3 year accreditation. Matthew Sexton is seen receiving the certificate from IMechE Regional Manager Alan King, together with fellow mentors.

The audtiors said, "The graduates are a credit to the company, mentors of the scheme are enthusiastic, a culture of personal responsibility is evident, training is well funded and records are exemplary".

WELCOME AND GOODBYE!

We would like to re-instate this section for your announcements, new arrivals, weddings, retirements etc. Please send in your news and photo to Heidi Beal or via the Landing Matters email: landing.matters@messier-dowty.com

Congratulations to Robert Menezes and Sarah Niven who celebrate the birth of Matthew John Menezes, born on 21st July 2007 weighting 11 lbs.

FINAL MESSAGE

Editorial Team: Heidi Beal, Peter Hall, Ben Hodgkinson, Kristy Worgan & Sarah Powell

If you have any comments on this edition or ideas for the next Landing Matters, please contact one of the Editorial team or email: landing.matters@messier-dowty.com

CELEBRATIONS – **LONG SERVICE AWARDS**

This year the 20-year long service awards were held at The County Ground, Bristol on Friday 7th September 2007. The event was centered around the Gloucestershire v Middlesex game, which finished early and whilst the guests were still dining! Kindly the organisers allowed the party to use their on-site training school for some batting practice, with Gloucestershire Team Member Steve Kirby joining the group to provide the bowling skills.

Andrea Allen, Keith Jones, Chris Parry, Raymond Hall, Jason Hobbs, Nicole Clemmens, Richard Newley, Stephen Petford, Michael Humphreis, Matthew Shipp, Michael Turley.