

# LANDINGMATTERS

Messier-Dowty employee newsletter

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## **LEAN-SIGMA WEEK** *is coming to Gloucester*



## **LEAN-SIGMA<sup>M-D</sup>**

**20th – 24th October 2008**

*During October 2008 we will focus on our new company-wide Lean Sigma initiative, giving everybody at each Messier-Dowty site an opportunity to celebrate its launch.*

**Your articles**

**Your pictures**

**Your magazine**

# Program News

Since 2005, the A400M Nose Landing Gear Integrated Program Team (IPT) at Gloucester has been responsible for managing the design and development activities for the A400M NLG. Functions represented include program management, engineering, quality, value stream, estimating, supply chain and customer support.

The six main landing gear legs and the complex landing gear system are designed, developed and assembled by Messier-Dowty at the Vélizy and Bidos sites in France.

The Nose Landing Gear is manufactured in the supply chain. Major structural items such as the main fitting are provided by our partner CESA and the shock absorber by Messier-Dowty Bidos. The NLG is assembled in Gloucester Military and Commuter Assembly before shipping to the EADS-CASA Final Assembly Line (FAL) in Seville.

Over recent weeks the A400M NLG team have successfully delivered the first flight standard nose landing gear, MSN001. This gear has extensive Flight test instrumentation, installed with support from Test Engineering and Ultra Electronics. This achievement represents a major milestone for the IPT and the Aircraft Program.



For the remainder of 2008, the Gloucester site will be delivering 6 prototype standard gears. These gears will be used for flight test purposes. First flight for the A400M is planned for the end of the summer. Our Engineers are extremely busy with the high workload associated with first flight certification.

Alongside delivery of the prototype gears, the design and development activities continue in the IPT to upgrade the NLG to incorporate customer specification changes. The production standard gear is planned to be available during summer 2009.

The IPT structure has enabled a design to cost and manufacture approach to be taken for this gear. The Estimating function has been working with the engineers to analyse trade studies to determine the best recurring cost for the NLG, thus optimising the profit margin.

The current A400M order book is for 192 aircraft. In May 2003, the contract was signed between Airbus Military and OCCAR (Organisation Conjointe de Coopération en Matière d'Armement), representing Belgium, France, Germany, Luxembourg, Spain, Turkey, and United

Kingdom for a total of 180 aircraft. In April 2005 South Africa ordered 8 aircraft, followed in December by a contract signed with Malaysia for 4 aircraft.

Thanks go out to the full team who have gone the extra mile in achieving the delivery and certification of MSN001 to our customer EADS-CASA. The next 12 months holds further challenges with the delivery of the series production standard gear. We must incorporate our lessons learned on the prototype standard gear and deliver a more financially competitive gear, on time and at the correct quality. Our ability to manage development activities and the supply chain is key to our success.



The rollout of the first complete A400M took place on June 26th 2008, at the Final Assembly Line in Seville, Spain. The ceremony was officiated by Manuel Chaves, President of the Regional Government of Andalusia, Carlos Suarez, CEO of Airbus Military & Head of Military Transport Aviation Division (MTAD), Louis Gallois, CEO of EADS and the King of Spain, Juan Carlos I.

## BAE SYSTEMS AWARD



BAE Systems has awarded Dean Wheeler together with seven other Eurofighter Team members a BAE Bronze Award for the **Dummy Main Landing Gears**.

The Award is for Installation Rework Support enabling recovery of the FAL.

Recognition is extended to all those personnel associated with Eurofighter Typhoon Dummy main gears.

## 200TH EUROFIGHTER SHIPSET DELIVERED!

On the 30th June, the Eurofighter Team at Gloucester celebrated the delivery of the 200th shipset of Eurofighter main landing gear struts. It was also the eighth shipset of gears delivered within the month of June, representing the highest number of gears delivered in one month since the start of production in 2000.

On the day, the team celebrated with "Team Eurofighter" logo cakes, which were distributed as a message of thanks to everyone who contributed to this significant program milestone. Since then, the continued efforts and outstanding dedication of the team have resulted in the delivery of a further eight shipsets during July, and a robust plan going forward to maintain this production rate in order to achieve full program recovery as soon as possible.

Eurofighter Typhoon is the most advanced new generation swing-role combat aircraft available on the market, and to date it has been ordered by six nations (United Kingdom, Germany, Italy, Spain, Austria and the Kingdom of Saudi Arabia). As of July 2008, the Air Forces have accumulated over 42,000 in-service flying hours and recently the Spanish Air Force announced that Eurofighter had been assigned to its "Quick Reaction Alert" role, following the leads of the UK, German, Italian and Austrian Air Forces, who already operate the aircraft as their first line of air defence.



# PASCAL SÉNÉCHAL

## VISITS GLOUCESTER FOR A MID-YEAR REVIEW



# Technical Focus

## SHOT PEENING

*Just aesthetic, or does it really affect our parts?*

We all know that shot peening is a process that we use for nearly all of our manufactured metallic components, but are we all aware of the beneficial properties obtained from shot peening? Here we try to explain some of the basic theory and practicalities around our use of the shot peen technique.

The Shot Peening process as the name suggests is the use of shot, usually steel spheres, fired at the surface of the component to change the surface and achieve an improved fatigue life performance of the part. The inertia of the shot is sufficient to deform the surface of a component plastically (i.e. permanently), by stretching out the surface of the part. Because the material directly below the stretched surface is unaffected by the shot peening process, it forces the (stretched) surface material back to its original size, so the stretched surface actually occupies the same space as it did before it was shot peened. This forcing of the outer surface back to its original size compresses the external surface resulting in compressive stresses. It is these compressive stresses that engineers are so eager to achieve on the surfaces of our high performing parts. See figure 1.

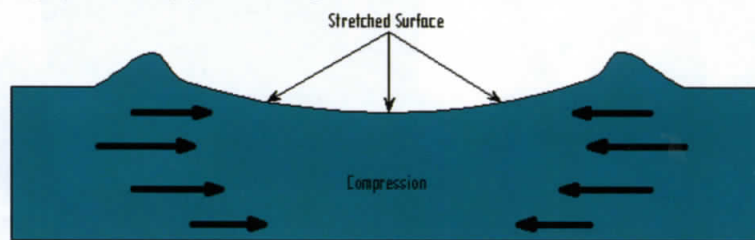


Figure 1

So why are these residual compressive stresses so beneficial to fatigue life? To understand this we need to dig a little deeper into the theory of fatigue. Fatigue is a phenomenon where materials can fail when subject to repeatedly applied stresses at magnitudes much lower than the material's yield strength. If the repeated loads induce tensile stresses in the surface, micro cracks can be initiated, which if allowed to propagate, can lead to component failure. The benefits of a shot peened surface which undergoes the same loading regime, is that the apparent surface tensile stress, to which the un-shot peened component underwent, is not experienced at the surface of a shot peened component. The compressive stresses brought about by stretching the surface means that the actual surface stress will be significantly lower, maybe even to the degree that it remains compressive. Fig 2 illustrates this point for a beam in bending. It shows the apparent stress from bending, the residual stress created by shot peening and the actual stress experienced by the part through the depth of the component. The figure illustrates that the once apparent tensile stress on the surface of the component has now been reduced. This reduction in tensile stress diminishes the chances of micro cracks initiating at the surface - the surface is not being pulled apart as aggressively as it once was. And it is this situation which leads to an improvement in fatigue life performance.

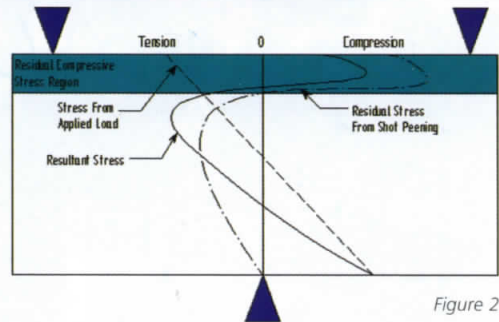


Figure 2

To practically achieve the residual stresses in components requires a little more thought than the theory may imply. The two main parameters in shot peening are intensity and coverage.

Intensity is effectively a measure of compressive stress or deformation in the component surface. This is important because the surface impact from the shot needs to impart enough energy, when deforming the surface, to achieve the residual compressive stresses. It can be likened to throwing rocks at a wall, as opposed to throwing squash balls at the wall. The rocks are heavier and carry more kinetic energy, but they are also harder and absorb less of the impact energy. Whereas the squash balls are lighter, carry less energy and deform considerably more on impact resulting in the ball absorbing nearly all of the available energy. The result is that the wall (in this case the component) hit by rocks is subject to heavier impacts than the one where a squash ball is used. These heavier impacts will create larger deformations in the component and induce higher compressive stresses.

Coverage, as the name suggests, is a measure of surface area that has suffered impact deformation.

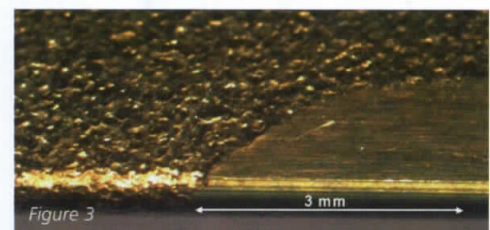
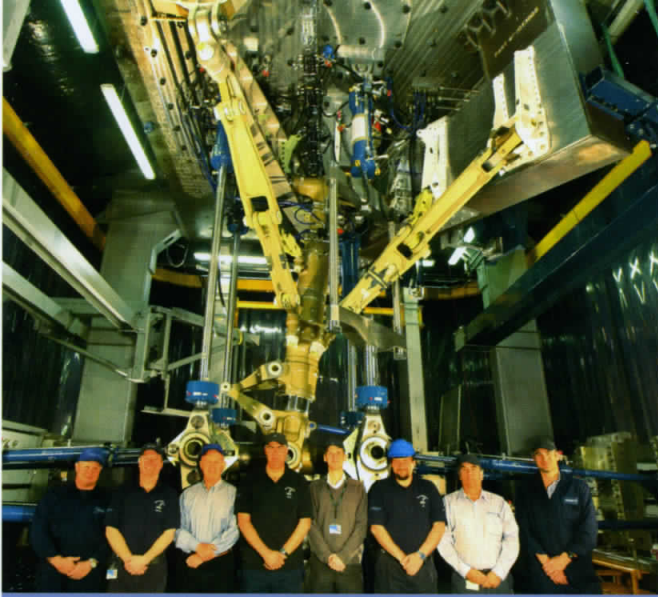


Figure 3

It is measured as a percentage with 100% being that the entire surface has impact deformation. Figure 3 shows shot peening that is typically undertaken at M-DL. It contrasts a 100% coverage surface and a 0% coverage surface. It can be seen that the whole surface has become completely dimpled and there is no space between one impact site and the next, in the region where shot peening has occurred.

We hope that this has given a little more understanding of why we use shot peening and why it provides beneficial properties to materials used in fatigue loading condition. If there are further topics you find of interest and would like to see explored in Technical Focus then please forward proposals and comments to [Ben.Hodgkinson@messier-dowty.com](mailto:Ben.Hodgkinson@messier-dowty.com).



## TESTING TIMES FOR 787

The Boeing 787 aircraft has been one of the fastest selling aircraft prior to its first flight, with current orders above 700 aircraft. As reported in the news the programme has been a huge challenge to Boeing and its suppliers such as Messier-Dowty, who provide both the MLG's and NLG on the aircraft. The programme has thrown up many challenges across the Messier-Dowty sites, with the responsibility for testing the gears being given to the Gloucester and Toronto sites, qualifying the gears through a series of fatigue and drop tests

The Gloucester Test Engineering Department has responsibility for qualifying the MLG and following on from the successful drop test campaign performed at CEAT, Toulouse, the focus has now switched to the fatigue test, to be performed in the Gloucester Test Engineering Department facility. The fatigue test is made up of a photoelastic and strain gauge survey, performed to highlight surface strains and measure their intensity on many of the key components; following these surveys five lives of fatigue cycling are to be completed.

Due to the configuration of the MLG, with its dual brace design, it is tested with part of the aircraft wing structure, which is also qualified on the back of the test. The MLG is located behind the main wing spar on the production aircraft. For the MLG fatigue test a wing spar with representative stiffness designed by M-DL Test Engineering and M-DL Seattle Engineering has been manufactured from steel as appose to the composite material used on the aircraft. A number of conformities have been completed on the test rig set up to ensure that the MLG and support structure are located and installed as per the production aircraft.

The MLG fatigue setup is one of the most complicated within the Gloucester Test Engineering Department with the fatigue spectrum being performed on a flight-by-flight basis allowing truly representative in service loading of the MLG.

The testing of the MLG is planned to commence mid June 2008 through to its completion in quarter one, 2010.

## TEST ENGINEERING DEPARTMENT OFF DUTY



L to R: John Griffin and Paul Tainton.

### EUROPEAN COLLAGE IN TEST ENGINEERING

It's six years since we formally opened the new Test Engineering department and the staff room needed brightening up. One wall in particular presented the opportunity for 'something different' given its size... The 'something different' was taken from an advert I had seen, enlarged and copied onto the wall. Paul then showed his artistic talent by choosing the colour schemes and doing most of the fine detail work, while I lent a hand filling in various areas. The finishing touches to our 'European Collage' were the range of flags strategically placed and a Gloster Gladiator on an easterly heading having just left Staverton...

Reaction from the staff suggests it's a job well done and we are pleased with the artwork. Hope you enjoy seeing if you can identify the places featured.

**John Griffin**



Picture L to R: Dale Thomas, Dave Tallon, Andy Baxter and John Griffin. We look forward to the 'Green Jacket' treatment next year

MD Test Engineering were once again invited to compete in the S.Com Golf Classic at Meon Valley Hotel and Country Club. This was our second year and as defending champions felt obliged to take on the challenge on behalf of M-DL. I am pleased to report (why else would I be writing this?) that we managed to hold off the opposition and retain the winning team title on the day. Our combined score was a very credible 146 with Dave returning an excellent 39 (off 6) to be joint individual leader in the clubhouse.

**John Griffin**

## GUIDE DOGS

The Test Engineering Department supports the Guide Dogs charity and we are always looking for ways in which to raise money (eg selling second hand books in our tea room, sponsorship activities etc). We also have a collection box for Guide Dogs in our office which takes:

- Old personal mobile phones (not company ones)
- Foreign coins and notes
- Old British coins and notes
- Costume jewellery
- Discarded jewellery
- Watches
- Stamps
- Keys

Please have a good look around as we would be grateful to receive any of the above items. You can contact Helen Jones in the Test Engineering Department ext 1527 regarding collection of items.

New orders worth approximately £44.35bn (\$88.7bn) for some 480 aircraft and equipment systems were announced during the 60th anniversary Farnborough Airshow.

The exhibition attracted some 132,636 business visitors during the trade days and 153,000 public visitors on the final weekend, an increase of 23,000 compared to 2006. The world's largest temporary exhibition sold 110,491 square metres of space – a 7% increase on 2006 - with representation from 40 countries and showcased a total of 165 aircraft either on static or in the daily flying display.



A number of projects also made their first public appearances at Farnborough 2008 including Dassault Aviation's 7X plus a triumphal return for the Rolls-Royce Olympus engine powered Vulcan bomber returning to the Farnborough's skies. The original Vulcan prototype made its Farnborough debut in 1952, less than 72 hours after its maiden flight.

The Messier-Dowty team was pleased to receive a number of VIPs and Foreign Delegations to the stand including: a party from the House of Commons Defence Committee; Phil Willis MP, Chair of the House of Commons Innovation, Universities, Science and Skills Committee; Peter Luff MP, Chairman of the House of Commons Business and Enterprise Committee and Mark Prisk MP, Shadow Minister for Small Businesses.

A few of the new aircraft orders included: Abu Dhabi-based Etihad Airways ordering 35 Boeing 787 Dreamliners and also confirming an order for 20 A320s, 25 A350s and 10 A380s; Dubai Aerospace Enterprise ordered a total of 100 Airbus aircraft consisting of 30 A350-900 XWBs together with 70 A320s; Asiana ordered 30 A350 XWBs; Tunisair placed a firm order for 16 Airbus aircraft consisting of three A350 XWBs, three A330s and 10 A320s and Saudi Arabian Airlines signed a firm contract with Airbus for eight A330-300 wide body aircraft.

In addition, Avialeasing ordered 24 Sukhoi Superjet 100 regional jet aircraft and two other Western customers ordered a further 25 Superjets.



Messier-Dowty was participating as part of the Safran Group stand, exhibiting the Boeing 787 main gear and the very latest mock-up of the Airbus A350XWB. This exhibit illustrated the concept for the main landing gear design for the A350XWB-1000 version, which incorporates a six wheel bogie to accommodate the increased weight of the aircraft compared to the -900 and -800 which both have four wheel main gears. The 787 exhibit illustrated the use of the latest composite braces.



Another group of our own VIPs attended the show on the Sunday with a group of employees invited to the chalet with their partners for Reward and Recognition. All enjoyed the day with lunch in the chalet followed by the afternoon's flying display, which included the A380, Eurofighter, Bell/Agusta BA-609, F-18, Spitfire, Vulcan and Red Arrows.





# MRO 2008 *Everyone's A Winner!*

In June, Messier-Dowty hosted a technical review of the A330/340 landing gears with the major MRO customers from around the world. Attendees included representatives from Messier Services at Molsheim and Singapore, as well as Revima and Lufthansa Technik together with Messier-Dowty's frontline Customer Support Managers and the back office Product Support Engineers.

Following the airline summits held in March and April this year, the MRO event was an ideal opportunity to gather the core group of companies that carry out A330/340 landing gear overhauls and repairs. Whilst Messier-Dowty gains significant feedback from direct airline operation, the data from the condition of the landing gear equipment when it is stripped and inspected in the MRO workshops is invaluable to our support and engineering teams to assess the in-service performance of our product. In turn, Messier-Dowty is able to clarify the benefits of product upgrades for the MRO companies to recommend to their airline customers.

Whilst the event was organized as a technical review, spares support to the

- Specific issues covered were**
- Fatigue life management
  - Bogie beam inspections at overhaul
  - Product upgrades – latest service bulletins
  - Specific and new repair schemes
  - Overhaul / Restoration manual
  - Critical spares support
  - TBO (Time Between Overhaul) status and sampling programs
  - Future MRO processes – HVOF, sermetal coatings, NDT for titanium
  - E-Services support through web access – spares and concessions

MRO's is such a crucial factor that it was impossible to avoid passionate discussion on this subject. It was an opportunity for the our Spares team to be able to clarify the improvements in delivery of A330/340 spares – averaging 91% delivery to catalogue lead time from March to June 2008 inclusive – and to confirm dates for some of the current critical spares based on the improved provisioning practices put into place.

The 2 day event was the first time we had the major competitors of the A330/340 landing gear MRO world together - and the experience proved

to be worthwhile for all who took part with a big "thumbs-up" from the participants. Despite some initial misgivings with these competitors huddled together, the discussion was open, professional and convivial and a great opportunity for our back office support engineers to discuss topical issues directly with these major customers.

There was also a positive recommendation to repeat the event in the future - the timing being dependent upon the schedule of release of further product developments - probably in 12 to 18 months time. Some consideration will be given to the possibility of a similar event on Single Aisle or Wide Body gears. However the fragmentation of the Single Aisle MRO market and the maturity of both programs may preclude the same level of benefits achieved for the A330/340 programs.

As with all community gatherings, part of the achievement is the ongoing strengthening of the relationships. The other key task ahead is the follow up of the feedback received and shared and to deliver on the product commitments from both this event and the airline summits

## Apprentices



The 2nd year apprentices, on a team-building exercise as part of a personal development course in May 2008. The event took place at Bredon Lakes near Tewkesbury, and was hosted by TMT UK.

## Completion of Apprenticeship Scheme

*Congratulations to the following employees who successfully completed their apprenticeship scheme this year:*

- Darren Devaney *Machinist Pin Group*
- Andy Sealey *Machinist MLG Spares*
- Jesse Cassells-Brown *Machinist MLG OE*
- Scott Niedzwiecki *Process Engineer Surface Finishes*
- Liam Russell *Fitter Airbus Assembly*
- Chris Jenkins *Fitter Airbus Assembly*

*We wish them every success for the future*

## Completion of Graduate Scheme

We would like to congratulate our graduates who have successfully completed the Messier-Dowty Ltd Graduate Development Scheme in May/June 2008. The 18 month program was specifically designed to provide an understanding of the 'whole' business. Each graduate experienced four 3 month placements within various departments and IPTs; together with a 6 month international placement at one of our sister sites in France or Canada.

Xabi Landeta Callejo has finished his Engineering scheme and is now working as an Engineer within A350 IPT. Similarly, Owen Thomas has also completed this scheme and is working as an Engineer within A400M IPT. Lastly, Jonathan Seguin has completed his Customer Services – Technical scheme and is now working as a Technical Liaison Engineer within the Single Aisle team.

We look forward to the graduates applying their knowledge and experience to their new departments!

**Camilla Craven-Jones**  
Human Resources

## Schools Aerospace Challenge 2008



As previous years, Messier-Dowty has sponsored the School Aerospace Challenge 2008 and one of our graduate engineers (Xabier Landeta) took part in the organisation of the event held at Cranfield University from Monday 28th July to Friday 1st August.

The Schools Aerospace Challenge is a competition where different teams of students from schools all around UK present a project about a topic chosen by the IMechE and, then the best teams are selected to attend the final stage of the competition at Cranfield University. Students find the four-night stay at Cranfield a unique opportunity to learn more of the engineering side of aerospace and the opportunities it offers. Classroom work is balanced with practical exercises where students learn to plan strategy, manage resources and achieve an objective. Talks on understanding how both fixed and rotary wing aircraft are designed and operated are complimented by the opportunity to pilot both types.

Based on its original entry and subsequent performance in team exercises at Cranfield one team will be selected as the overall winner. The winning team will be presented at an award ceremony and reception to be held at the Institution of Mechanical Engineers in London on Tuesday 4 November 2008.

Overall, the experience is always enriching for both students and graduates and it is an excellent way of making teenagers get interested in the aerospace industry.



Duncan Carwright received the 2nd prize of £500 from one of Messier-Dowty graduates.

Merlin organise an annual, unique Aircraft Design and Handling Competition. There were ten entries this year from different British universities. The final was held on Friday 13 June in conjunction with the flight simulation group of the Royal aeronautical society of London.

Messier-Dowty sponsored the second Prize won by Duncan Carwright from Salford University. He designed a blended wing A380 type, and thanks to his work, he won also the prizes for the most innovative and the best individual entry. The Overall winner of the 2008 competition was a team from the University of Swansea University with an impressive design which flew nearly perfectly.

**Jonathan Seguin**





## ENGINEERING RECRUITMENT FAIR

In April 2008 the HR Team attended The National Engineering & Construction Recruitment Exhibition (NECR) at Birmingham NEC. Now in its eighth year, the exhibition has established itself as the largest engineering recruitment event of its kind in the UK. It attracts both graduates and highly skilled qualified professionals from a variety of disciplines across engineering.

The exhibition was attended by 2,000 visitors. Among the exhibitors were BAE Systems, Goodrich Actuation Systems, General Dynamics, EADS, Alstom, Honeywell, Caterpillar, Corus and Jaguar/Land Rover. The Messier-Dowty Ltd stand, displaying a Boeing 787 nose landing gear and a Euro Fighter (EF) main landing gear, was appropriately complimented by the BAE Systems stand adjacent exhibiting an EF cockpit. The two-day event delivered a number of interesting candidates to the stand with whom the HR Team are currently liaising.



A big thank you to the following employees who supported the event: Peter Hall, Clive Locke, Simon Harris, Maurice Jones, Peter Fitzharris and Ben Hodgkinson.

## EEF Apprentice of the Year Competition

### South West England 2008

As an employer of Engineering Advanced Apprentices we have been invited to enter our 1st, 2nd, 3rd and 4th year apprentices in the above competition.

Local judging will take place during October and the final Award Ceremony will be held in Weston-super-Mare in December.

We would like to wish the very best of luck to:

<b>Lucy Callaway</b>	<i>Planning</i>
<b>Tom Halford</b>	<i>Engineering</i>
<b>Ricky Mansfield</b>	<i>Engineering</i>
<b>Chris Jenkins</b>	<i>Airbus Assembly</i>
<b>Rob Denton</b>	<i>Engineering</i>

## Reward & Recognition

As a result of the Human Resource Management Review 2007-2008, the Company's Reward & Recognition Policy has been revised.

On occasions, employees give considerably more than is expected as part of their day-to-day role and responsibilities. It is important that the significance of saying 'thank you' is not forgotten, therefore outstanding efforts should be recognised with a timely gesture of thanks and/or an ad-hoc reward.

**Ad-hoc reward should be**  
*'A discretionary means of recognising significant and exceptional employee effort'.*

### Who can nominate an individual or a team for a reward?

- The direct Team Leader or Manager
- A Team Leader or Manager from another department
- **NEW!** Employees can now nominate a work colleague or team in recognition of significant and exceptional effort with management approval.

### How much can be awarded?

Up to £100 per employee

Messier-Dowty strives to ensure that all employees feel fairly recognised and appreciated for their significant and exceptional commitment and effort.

To see the latest version of the Policy, please visit the intranet.

## A BIG THANKS TO ALL WHO CONTRIBUTED

My family and I would like to say a big thanks to all those people who took the time to sponsor myself and all the other Messier-Dowty employees who took part in the Emily Blunt Bone Cancer Research run on June 29th at Plock Court this year. Unfortunately Emily was not there to see some of the sights! But I am sure she would have been truly heartened by the numbers of people who turned up. There were over 160 participants, taking on either 5k or 10k walks or runs and for the real pros a Half Marathon. There were no reported injuries... unless you count dented pride, mine included, as my back gave in well before my lungs or legs had a chance to!!

As a result of all the hard work put in by a lot of people, too many to mention individually, the event to date has raised almost £15,000. Fantastic!

Messier-Dowty individuals raised almost £900, which was then doubled by the Company, so that got the pot off to a great start. I should also mention that Messier-Services personnel, where I worked previously, got involved and raised a sizable amount and the Company donated £600 on top. So once again a big thank you to everyone... but do not get putting the running kit away or fasten the wallets too quickly, as it is all going to happen again next year!!

Regards **Ian Blunt**

# Cheltenham Festivals

Messier-Dowty continued its support this summer as principal sponsor of both the oldest and newest of Cheltenham's Festivals.

Supporting the Festivals extends a tradition that stems back to the inception of the Music Festival in 1945 through to the newest, the Science Festival, which began in 2002.

Our support of the **Music Festival** included sponsorship of a concert at the Pump Room performed by The Schubert Ensemble with local Tenor James Gilchrist. In addition we sponsor the banners located around Cheltenham to advertise the Festival plus a contribution given to the Education programme enabling local Schools to be involved in the Festival.



The concert we support provides an ideal opportunity for us to invite a wide variety of senior dignitaries from the Community to gather with members of the company's management team, guests included: The Mayor of Cheltenham, The Mayor of Gloucester, The High Sheriff of Gloucester, Deputy Lord Lieutenant, Chief Constable, Chief Fire Officer, Master of the Queen's Music, plus a variety of other guests from education, media and local government.



Our involvement with the **Science Festival** included, in particular, sponsorship of the Discover Zone in the Town Hall, which is transformed into a hands-on interactive science arena of exhibits and activities for all ages. In addition, our sponsorship extended to a number of other talks and lectures held during the Festival, including; 100 Years of British Aviation, Future Cars and Call my Scientific Bluff, to which a number of employees went along with complimentary tickets.

On the final Friday of the Festival our employees were invited to a 'Messier-Dowty families afternoon' in the Discover Zone with a number of people taking their children and other halves along to have a go at the activities.

## Aviation Artists



Messier-Dowty has for some years awarded a prize at the Guild of Aviation Artists summer exhibition held at the Mall Galleries in London. Over 400 new paintings are selected for display at this Aviation Paintings of the Year competition. The Messier-Dowty prize is awarded for the best work in Acrylics and is seen being presented to John Bryce GAvA by Peter Hall in front of the winning painting 'Blades' – Aero engine fan blades.

## DOWTY ATC SQUADRON

Sir George Dowty founded the Squadron for his apprentices in 1953 as a detached flight of 125 (Cheltenham) Sqn ATC. On 28th March 1958 it was granted full squadron status and became 2322 (Dowty) Sqn. ATC. This year marks our 50th anniversary, and on 10th May a celebration dinner was held at the Hatherley Manor Hotel, attended by representatives from Messier-Dowty, ATC Wing HQ., 4 former Commanding Officers, former members of staff and cadets, the present Commanding Officer and staff, Welfare Committee members and present cadets. Everyone had an evening to remember, recalling old times and catching up with each others lives. The Commanding Officer surprised four of the cadets by awarding them with promotion, much deserved for their hard work and dedication. The cadets enjoyed wearing evening dress and looked very elegant, they set an example for their generation. The Squadron is going from strength to strength due to the dedication of the staff and the opportunities open to the cadets of today. If you have a son or daughter who would like to learn to fly before they can drive a car, then start them off with 2322 (Dowty) Squadron ATC in Cheltenham. Parade nights are Monday and Thursday every week at 7pm to 9.30pm at the TA Centre, Arle Road, Cheltenham.



Dave Thompson has been involved with the ATC for the past 18 years as a civilian committee member which can involve anything from fund raising to taking the cadets flying. We always need the support of the committee and the parents.

## Sporting activities

In August we braved the 'summer weather' and played cricket on a damp, dark evening in Bristol. The match was played at BAWA Filton next to the AUK site and it must have provided some amusement for the occupants of the passing cars as they drove by with windscreen wipers and headlights on! Unfortunately for us, Airbus won the match with 4 overs and 5 wickets to spare. However, M-Ds enthusiasm provided the most entertainment on what would have ordinarily been a very dull August evening.



**AUK v M-D Cricket Match**

A big thank you to Airbus and specifically Paul Lennon for his organisation and providing us with some post match refreshments.

**Airbus Team:** Paul Lennon, Terry Read, Brendan Coleman, Colm Connelly, Jerome Villanova, Robin Sims-Williams, Alex Piddock, Mat Holmes, Adam Vasquez, David Butters, Kumar Aditya & Thierry Raffy (a sub was used for those of you who are eagle eyed and spotted one too many players!)

**M-D Team:** Martyn Inns, Phil Spiers, Chris Green, Malcolm Page, Paul Dawson-Goodey, Nikhil Patel, Germain Forgeoux, Mubashir Hussain, David Brown, Bosun Olajide and Will James.

### Cheltenham 6-a-side Football Tournament



In April we entered the 2008 Cheltenham Town FC 6-a-side Company Challenge with high ambitions to win, having narrowly lost in the final in 2007. The weather was kind with clear blue skies and we looked forward to a good competitive tournament.

There were 20 teams entered from local companies split into four groups and our

first match was against Shooting Blanks. Unfortunately they did not live up to their name as far as goal scoring was concerned and we found ourselves 1 – 0 down after 5 minutes. After another 5 mins the ref blew his whistle and that was it; game over, somewhat to our surprise. So one down and three to go in the first round. We realised we needed to be quicker off the mark and could not afford to "settle in" to a match. In the second game we played in a more attacking style straight from the kick-off. This proved fruitful with goals coming from Andy Matthews and Jonathan Seguin to win us the match a comfortable 3 – 0.

The third and fourth matches were a draw and 1 -0 win respectively; Jon Morrison scoring for Messier-Dowty. This left us with a chance of going through to the 2nd round on goal difference provided the leaders of the group, Sapa won their final game against a team we

had drawn against. However Sapa were guaranteed a place in the 2nd round and so perhaps not surprisingly they strolled through their final game. Despite much cheering and encouragement from us on the sidelines they lost the match which meant an early exit for Messier-Dowty from the competition on goal difference.

Undaunted we made our way to the burger van for lunch and stayed the rest of the day to watch the remaining matches. Although we were disappointed not to progress further it was an enjoyable day for all of us taking part. The event raises valuable funds for our local League One Team, Cheltenham FC and we look forward to supporting the next tournament. Who knows next time we may even bring back the winner's trophy?

**Pete Craig**

### Golf Tournament

A golf competition between Goods Inwards Inspection and the Procurement department took place on Friday 22nd August. The day was a successful one with the Inspection side coming out with a narrow 1 point victory



## Retirements

LEVI WRAY



Levi Wray retires after 23 years' service

TONY SEERS



Tony retires after 39 years' service

DAVID JONES



David retires after 8 years' service

RICHARD PRYOR



Richard retires after 21 years' service

Also retiring – after 22 years' service – is **ROGER HAYES**

## Hatched

- Ally Murphy and husband Will celebrated the birth of their 3rd child, Ella, born on 19th April 2008 weighing 8lbs 1oz.
- Robert & Melissa George celebrate the birth of their first born, Samuel Ioan George, weighing 8lb 7oz. Samuel arrived in time to see Wales win the Grand Slam on Saturday 15th March.
- Louise Rendell and her husband Andy celebrated the birth of their first-born daughter, Imogen Willow, weighing 6lbs 10 ozs. Imogen arrived safely on Friday, 4th July 2008.
- Samantha Ind and husband George celebrated the birth of Lewis on 6th July 2008 weighing 8lbs 2ozs.
- Lorraine Squire and husband Simon celebrated the birth of Lewis on 11th August 2008 weighing 7lb 5ozs.



**Congratulations to all the proud parents.**

## Matched



- Congratulations to Laura Meek who married Oliver Patefield-Smith on Saturday 5th April 2008 at the Cheltenham Chase Hotel at 3pm.
- Simon D Harris who married Kate on 28th June 2008 at Hingham Church

## Congratulations to...



- Heidi Beal who successfully passed her post-graduate diploma in Human Resource Management and became a Chartered Member of the CIPD.



Kim Toomer who completed his NEBOSH National Diploma

