

LANDING MATTERS

Messier-Dowty employee newsletter

MILITARY & COMMUTER OE ASSEMBLY

CONTENTS

- 2 B787 Program
- 3 A400M Program
- 4 Eurofighter– Typhoon
- 5 Surface Finishes Project
- 6 Thank you
- 8 A day in the life of...
- 10 Graduates/ Apprentices
- 11 Human Resources
- 12 New Starters
- 13 Sports
- 15 Events



SINCE THE LAST QUARTER 2006, HALF OF THE GOODS INWARD / DESPATCH AREA HAS BEEN RECONDITIONED AND DEVELOPED INTO THE NEW MILITARY & COMMUTER OE ASSEMBLY AREA.

At the beginning of 2007, new equipment started to be installed - two new ovens, a new overhead crane, paint booth and the new A400M build and test station. During March this year the assembly team have transferred to the new area.

By the beginning of May the area will be fully operational.

The landing gears now assembled in the area include :- Eurofighter MLG, T45 MLG, Piaggio MLG, NLG and sidestays. Boeing 787 MLG, NLG and truck beams and A400M NLG. Plus an area to cover the assembly of a wide variety of sub-assemblies. In the next 12 months, the Russian Regional Jet is also due to move into the area.

Andy Hall
Military & Commuter Assembly

Your articles

Your pictures

Your magazine

UPDATE ON THE BOEING 787 PROGRAM

787 DREAMLINER DELIVERIES UNDERWAY

The 787 program has moved on significantly since the report in the last issue of Landing Matters.

The major milestone achieved earlier in April was the delivery of the first Production nose gear. This was delivered to the Wichita facility for installation into the forward fuselage section of the aircraft. Once installed the whole assembly is transferred to Boeing Everett in Boeing's Large Cargo Freighter (LCF).

Following this, the next major milestone will be the delivery of the first production main gears, which are now in the new assembly area at Gloucester. The nose and main inner cylinders, manufactured in Bidos, were transferred to Montreal for assembly into the outer cylinders prior to delivery to Gloucester. At Gloucester the truck beam was manufactured and assembled and the main gear inner cylinder heat treated. In addition, due to the shortened manufacturing lead times required to support first build, we worked closely with external suppliers to complete many parts in-house – a great team effort! The main gears will have their truck beam assemblies and braces attached,



First B787 Truck Beam Deliveries in November 2006

together with dressings and equipment. They will then be shipped to Messier-Dowty's new 25,000 sq.ft. Final Integration Facility at Everett for the fitment of wheels, tyres and brakes.

Peter Hall, Public Relations

BOEING B787 ENGINEERING SUPPORT TEAM AT GLOUCESTER

Due to the increased activity on this very important program during 2006, it was decided to form a small Team of Engineers at Gloucester last July. These Engineers were situated within the Military IPT and have provided valuable experience and expertise in

supporting the Seattle office with producing MBD' (model based definition) drawings for the manufacture of components, of which over 100 brackets were drawn and 50 sub-assemblies, definition of FTI (Flight Test Instrumentation), defining and producing Test interface drawings and pre-screening of the Gloucester concessions. The opportunity was also taken to send two senior engineers to Seattle to directly help and share their experience with the Seattle engineers. These experiences have been both beneficial to the Seattle office in chasing their target delivery dates and providing the Gloucester Team with experience of the B787 program and producing MBD's.

Steve Whitman, Boeing and Military IPT



From left to right: Andy Taylor, Yann Simonneaux, Mike Orford, Neal Callaghan, Steve Whitman, Steve Lawson, Nick Toon, Dragan Andjelkovic, Neil Tarrant, Steve Rowson.

UPDATE ON THE A400M PROGRAM

The A400M is a modern, multi-role airlifter, designed to handle more than twice the payload and volume of aircraft it will replace. The A400M Common Standard Aircraft (CSA) is capable of performing strategic operations (long range, large capacity and high cruise speed), tactical missions (soft-field performance on unprepared runways, autonomous ground operation, low speed/low level operations and aerial delivery) and “in-theatre” tanking operations (receiving as well as dispensing fuel).

Messier-Dowty is managing the design, development, manufacturing, integration and support of the A400M landing gear system (to include dressed landing gear, extension and retraction system, steering system and kneeling system).

Within Messier-Dowty, Gloucester is leading the design and assembly activity for the A400M nose landing gear. Velizy is responsible for the main landing gear and systems integration and Bidos will manufacture the shock absorber for the NLG and will assemble the MLG.

We are also leading a team of specialist partners including Messier-Bugatti (who supply all of the systems and equipment including proximity sensors) and CESA (who manufacture the following NLG components: main fitting, turning tube, actuators - retraction and unlock - and the steering mechanism).

The A400M Assembly Team (Glos) with Savery Hydraulics Manager



A400M Program Countdown

<i>March-mid April</i>	Rig assembly at Gloucester
<i>April</i>	Test of first roll through NLG at Gloucester. All landing gear components to reach Gloucester
<i>May</i>	Assembly of first prototype NLG at Gloucester. First prototype NLG to be sent to Velizy for integrated landing gear system test
<i>June - October</i>	Remaining six prototype nose landing gears to be delivered to: Messier-Dowty Toronto – Static test INTA, Spain – Fatigue test CEAT, Toulouse - Drop test CEAT, Toulouse - Steering endurance test EADS-CASA – FAL in Seville, Spain



it is a brand new landing gear configuration (each of the MLG consists of three independent twin-wheel assemblies) and because our scope covers the complete landing gear system – this is usually the responsibility of the airframer.”

The aim is for all components to be at Messier-Dowty Gloucester by the end of April, ready for the first NLG assembly to commence in May. A400M NLG Program Manager, Karim Benhabiles, believes that this will prove to be one of the biggest program challenges to date given that these activities are performed in a complex international environment, involving both Gloucester and Velizy design and test engineering, Bidos manufacturing, the customer, EADS-CASA, in Madrid and a wide range of suppliers and sub-contractors in Europe and the US. The coming months will be an important time for production, supply and test to ensure that the first seven A400M prototype gears are rolled out on time.

The first flight is scheduled for the beginning of 2008 and the first aircraft is expected to be delivered to the first customer in the autumn of 2009.

Kristy Worgan
Marketing

Focus on Gloucester

At Gloucester, the brand new assembly build and test rig is currently being assembled on site. This rig has been purchased solely for the A400M program, and will be used for the assembly of the NLG and to perform production acceptance tests (all electrical, hydraulic, mechanical and steering tests).

Also being carried out at Gloucester is the static strength certification testing. For the landing gear system testing activity, a brand new facility has been built at Velizy.

Program challenges

A400M Program chief engineer, Pierre Cottenceau said, “The A400M program is a big challenge for Messier-Dowty Engineering because

UPDATE ON THE EUROFIGHTER-TYPHOON PROGRAM



The Aircraft

The Eurofighter – Typhoon is the world's most advanced swing-role combat aircraft and is currently in-service with the Royal Air Force and the Air Forces of Germany, Italy and Spain.

Eurofighter-Typhoon is an excellent example of leading edge technology that delivers real air power capability that will be the cornerstone of NATO's defence capability for the next four decades; it is intended to replace 11 different aircraft types currently in operation in European air forces.

The Competition

- The Joint Strike Fighter (JSF), which the US is developing in co-operation with the UK.
- The F-22 Raptor, around twice the cost of Eurofighter, is a possible alternative to the JSF for the US. Despite the stealthy reputation of the F-22, the RAF's Eurofighters

flew successful missions against it during recent exercises in the US.

- The French-produced Rafale is also a competitor, which is very similar to the Eurofighter and may be on the UK's Royal Navy shopping list.
- US F-18 and F-16, Swedish Gripen and Russian Mig29 are also considered as competition in some export markets.

The Program

To date 114 production aircraft have been delivered to the operating nations as part of an overall contract for 638 aircraft.

Messier-Dowty are contracted to the systems integrator EADS in Germany for Landing Gear and associated Hydraulic equipment.

Export Opportunities

In August 2006, Saudi Arabia and the UK announced agreement of commercial principles effectively initiating purchase of the Eurofighter aircraft and associated industrial plan. BAE Systems will take the lead in delivery of the plan, the details of which remain confidential.

Austria has ordered 18 Eurofighter aircraft with options for a further 6.

Eurofighter is being actively promoted in a number of other markets including Greece, Norway, Denmark, Switzerland, Turkey and Japan.



The Landing Gear

All landing gear equipment design is managed out of the Messier-Dowty Military IPT based in Gloucester, with design responsibility for key elements of the equipment entrusted to Messier-Dowty's WorkShare Partners, Liebherr (Germany), Magnaghi (Italy) and CESA (Spain). The first production standard main landing gears were delivered in August 2000. All Tranche One equipment comprising 160 Shipsets of landing gear have been successfully delivered. The first Tranche Two shipset was delivered in November 2006

Chris Greville, Boeing & Military IPT

THANK YOU

MAIN ACHIEVEMENTS IN GLOUCESTER

Integrated Wing Advanced Technology Validation Programme (IWATVP)

Developing technologies to a suitable level of readiness for application on future aircraft programmes is the central purpose of IWATVP, more commonly known as Integrated Wing.

Integrated Wing is a three-year, £34million Airbus led project part funded by the DTI, which draws together the country's leading aerospace companies and academic institutions. The programme is divided up into Work Packages that cover subjects including Flight Physics, Structures, Fuel Systems, General Systems and Landing Gear (Advanced Materials and Manufacturing Processes).

The objective of Integrated Wing (IW) is to bring about a step forward in wing and associated systems design through progressing and validating the most promising technologies. IW is a key part of the successful development of future aircraft programmes and is vital to ensure progress is made in an increasingly competitive market.



Messier-Dowty, Gloucester, Research & Technology department is leading Work Package 4 which focuses on validating advanced materials and manufacturing processes for application on future landing gear projects. The results of which will form part of the foundation that will enable M-D to take advantage of advances in

technology, which, together with state of the art design, will help maintain M-D's position as market leader for landing gear.

Paul Trowbridge
IW WP4 Team Leader

A340-600 MLG fatigue test completion



This a great achievement and a great result for Messier-Dowty. Congratulations to the team for their dedication and exceptional efforts that have made this possible !

The A3456 MLG successfully completed its fatigue life qualification test at Gloucester on 14th March. The MLG completed all fatigue testing requirements, including additional hard landing cycles. The test covers both basic and High Growth Weight aircraft variants. The test campaign of the MLG began in September 2003. Fatigue test cycles were applied using a computer-controlled hydraulic loading system, which simulated the full spectrum of loads experienced by a landing gear in service including : retraction, takeoff, landing, taxiing and extreme conditions. In order to clear the full qualification of the landing gear, it must be tested to five times the

intended service life. In the case of the A3456 MLG this represents a total of 105,000 simulated flight cycles! It has endured many challenges over the past 4 years and through the sterling efforts of the A340 team it has finally completed its full life qualification.

Kristy Worgan
Marketing

THANK YOU

PROCUREMENT, PURCHASING AND SUPPLIER QUALITY



Richard Clarke, Supplier Quality Manager

“– the unprecedented rise in new parts, new suppliers, new processes for the 787, A400M and offload programs has given the Supplier Quality Assurance team a huge challenge to manage the delivery of new Supplier and Process approvals, the completion of first articles and the approvals for new technologies such as Model Based Definition.. With the global spread of this new supply chain we could not have progressed as far as we have without the full support of the M-DG SQA team and our sister companies – my thanks must go to my team of 6 Engineers who rose to the challenge and continue to provide the necessary support, often at very short notice to Suppliers around the globe”.

Steve Walters, Machined Parts Procurement manager

“the challenge of meeting very aggressive delivery targets on new programmes such as 787 and A400M has highlighted the importance of Procurement, Purchasing and Quality working closely together. The lessons learnt from this must be built-on to strengthen these links and meet the continued delivery challenges on both new and existing programmes in the future.”

Karl Brazier – Logistics Manager

“ the receipt of goods from the Supply Chain into the company forms a key role to support the assembly shops with their on-time deliveries. The mature programs such as A320 have a drumbeat process – the new programs however are very different and the challenges of new parts late definition and the bow-wave of deliveries all wanted yesterday have given my team quite a headache – their support at all times of the day and night has been invaluable”.

WELL DONE PROCUREMENT, PURCHASING AND SUPPLIER QUALITY!

Since the organisation changes last year and the increased business volumes and new programmes, it has been all go for the staff in Procurement, Purchasing and Supplier Quality.

The level of business activity and complexity has never been greater and the job of managing this change with our suppliers has proved a considerable challenge with new programs, offload programs and the volume increases on existing programs..

With the challenging schedule of technical definition on the new programs, the implementation load has been spread amongst both Purchasing and Procurement in a true team effort to ensure that these programs are implemented while the existing business still receives the level of support required.

continuing...

THANK YOU

...WELL DONE PROCUREMENT, PURCHASING AND SUPPLIER QUALITY!

... The Purchasing, Supplier Quality and Procurement teams have risen to the challenge and succeeded in achieving the near impossible with great professionalism – managing very short lead-times, machine break-downs, supplier-training, supplier approvals and high volumes of work with, at many times, the conflicting demands of significant expediting and challenging cost targets –

Pat Thomas – Program Buyer 787

“as Program Buyer my role is to manage the supply chain implementation through to the first article and also implement supply chain strategies to meet the challenging cost targets of the program, The conflict of delivery versus cost when the design definition is still in development, are

huge – short term delivery is a key driver for the customer, profitability for MD is an essential business requirement and at times there has to be a compromise. Key to the implementation of the new program is the co-ordination between the different functions of Purchasing, Procurement and Quality to achieve a common goal”.

Mark Evans, Production

SURFACE FINISHES PROJECT

MAKING UP FOR LOST TIME



Team members on the picture :

Paul Warren, Colin Holder, Steve Morrison, Clive Gregory

Not pictured :

Les Wiggins & Project Manager Neil Kenyon

The Surface Finishes Department have been actively working on an improvement project for the utilisation of Process Ovens used for stress relieving and de-embrittlement treatments.

A core team was established and supported by Steve Morrison of LAIP

and members of the Surface Finishes Department.

Following collection of data, the analysis proved that on average parts are spending 40% longer in the process ovens than necessary due to the current loading pattern and design, resulting in increased product

lead time and cost.

Due to this capacity restraint and the increase in production volumes it is necessary to improve oven efficiency to meet future requirements

The team also identified other problems with current equipment design and maintenance as well as health and safety issues and manual handling concerns.

After consultation with furnace manufacturers the team came up with an energy efficient oven design concept incorporating a revised loading pattern, capable of meeting all future requirements and eliminating lost time.

In conclusion it is intended to purchase a new multi-stage oven during 2007 that will greatly improve oven capacity, production throughput and flexibility.

Well done team!

Mike Lichters
Process Group

A DAY IN THE LIFE OF VALUE STREAM MANAGERS



At M-D Gloucester the Production function recently implemented Value Stream Managers, to support the IPT structure and production strategy.

The three VSMs are :

- Alex Ball – Single Aisle A320
- Andy Wilks – Twin Aisle A340
- Barry Baxter – 787 & Military and Commuter Programmes

Their main objectives are focussed on :

- Robust on-time deliveries
- Elimination of quality defects & waste
- Improvement of manufacturing flow
- Volume ramp up capability
- Manufacturability

ALEX BALL

Value Stream Manager - Single Aisle Programs

Joined MD in 1992, and in the role as VSM since Sept 2006

The role of VSM for me is the link between the Program and Production team focusing on customer deliveries and requirements. Highlighting and eliminating waste within the manufacturing and assembly processes by project leading continuous improvement activities to ensure that adequate resources are allocated and available from supporting functions and in certain bottleneck areas the introduction of operational offload. The added support and facilitation of the Lean Manufacturing team signify that steps are being introduced to improve the current flow of the main fittings up to heat treatment within the Gloucester plant.

As VSM I am accountable for the quality, cost and delivery of the

Single Aisle processes to Airbus working closely with and supporting the team leaders/managers in functional areas to achieve this. An example of current activity is the potential increases of Single Aisle to Rate 40. I also enjoy the international element required of the role with Bidos and Montreal being major manufacturing partners for the Single Aisle MLG, our current 100% on time success rate is a great example of a truly global achievement.

BARRY BAXTER

Value Stream Manager for the Military and Commuter Programmes, and Boeing 787.

Joined MD in 1967, most recently has been on secondment in Canada and re-located back to MD-Gloucester in August 2006 as a Value Stream Manager.

continuing...

A DAY IN THE LIFE OF VALUE STREAM MANAGERS



occupies much of my time along with the rest of the Production team, through the running of a daily "War Room" supported by representatives from all of the manufacturing and purchasing functions together with the Customer in attendance. We give the customer a daily update on immediate deliveries, often down to a level of detail including lorry/transport times, ferry departure and arrivals in Toulouse. With Montreal and Bidos manufacturing key components of the gears the co-ordinated supply and the building of relationships with VSM's on other MD sites is an extra part of the role – and a rewarding one.

My role as VSM facilitated the introduction of a 787 IPT team, which is considered a major driving force during the testing and development stage to ensure the programme's objectives are met, which is important for both the customer and company. The challenge of a new development program such as 787 is very different to that of the more mature programs in the portfolio – new suppliers, new design concepts and new technology all playing their part.

"This role requires a close working relationship with many of our functions and crosses international boundaries with Seattle, Bidos and Montreal being major partners to the final deliverable – landing gears to the customer on time."

The main function of the role is to act as senior focal point within the 787, EFA & Piaggio programs, focusing on IPT as a valuable tool in improving communication links and crosscutting through many different functions delivering a one-team approach. We

identified opportunities to introduce best practice, reduce waste and eliminate bottlenecks. Improving productivity increasing competitiveness, meeting current needs setting new standards and exceeding them.

An example of our current achievements resulted in a decrease of rework and 20% reduction of manufacturing operations on one key component to achieve a reduced lead time and hence improve the flow and output of the plant.

ANDY WILKS

Value Stream Manager for Twin Aisle Programmes

Joined MD in 1978 and in the role as VSM since Jan 2007, my role is to support Production and Programmes functions within the IPT to achieve Quality, Cost and Delivery targets.

This is a new position within the company the role is still very much in the development phase. However, the immediate priorities are very clear, we need to achieve on-time delivery to Airbus. This currently

A key part of achieving the deliverable draws me into the GSOP planning with retrofits and fatigue life expiry programs playing a key part in the load and capacity scenarios on A340 programs. Supporting this is the current offload program at Gloucester which is a vital cog in the wheel to eliminate bottleneck machines within the plant.

It's very easy to be drawn into the problems of the day but for success in the long run a key part of the job is the mapping and understanding of the current value stream. By doing this, waste in our existing processes is highlighted and resource bottlenecks exposed.

GRADUATES AND APPRENTICES

FLYING START CHALLENGE

The Flying Start Challenge is back, and this year has seen the sixth edition of this action-packed contest. Seven schools from the southwest participated on the finals day of the competition on 14th March, held at the Fleet Air Arm Museum in Yeovilton. The day concluded five months of preparation carried out by the students of the participating schools, whose aim was to build the best hand-launched model glider possible. Students participated in several exciting engineering activities and the glider fly-offs themselves. Competition was intensified by a £1000 prize fund for technology equipment for the winning school as well as glider flights, kindly donated



This year, two engineering related celebrities were invited to the finals; Richard Noble, a current holder of the world land speed record, and Captain Lowe, the longest serving Concorde pilot, who shared their amazing experiences and helped to promote engineering as a potential career path to the students. Messier-Dowty representatives, Matthew Sexton and Tom Siddall also took part on the day and interacted with the various groups of students.

The two schools mentored by Messier-Dowty, Tewkesbury School and Dene Magna School, both managed to qualify for the finals and performed very well. However, Colston's Girls' School, Bristol managed to take the title of Overall Flying Start Challenge Winners 2007.

Special thanks go to the graduates and the apprentices involved for their



valuable contribution and dedication to the scheme.

Xavier Landeta Callejo
Graduate



by the Bristol and Gloucestershire Gliding Club, going to the winning team of students.

The competition was again sponsored by Messier-Dowty, Agusta Westland, Airbus, Atkins, MBDA, Rolls-Royce, Smiths Aerospace and the University of Western England, with graduates and apprentices from each company working together to organise and run the competition and events.

EEF APPRENTICE AWARD

Andy Matthews was awarded first place in the EEF Apprentice of the Year Competition in the category of 3rd Year Apprentice (Gloucester LSC) in 2006. The award ceremony was at The Winter Gardens in Weston-Super-Mare on the 6th December 2006 where Andy was presented with his certificate and a cheque by the guest speaker Robert Llewellyn (presenter of Scrapheap Challenge).



HUMAN RESOURCES

The Open Recruitment Evening

On Thursday 1st March 2007 Messier-Dowty Gloucester, opened its doors to the public and launched a Recruitment Open Evening. To publicise this event a series of newspaper and radio advertisement took place and our colleagues at Amicus advertised the vacancies in other engineering and manufacturing organisations that were currently downsizing.

The Restaurant Room was set up to include working areas for each of the functions with vacancies as well private interview facilities. The evening was a huge success with over 200 people turning up to discuss vacancies here at Gloucester.

So far, 13 vacancies have been filled as a direct result of the Open Evening, with interviews still ongoing. In addition, the business received a huge amount of interest in the Apprenticeship scheme which has resulted in two test days being organised.

Thanks to all those who supported the evening to ensure its success. We are still recruiting for a number of vacancies, if you know of someone who may be interested please ask them to contact the HR department.



Our current Vacancies

Production

Machinists, Program Quality Engineer, NDT Technician, Commodity Buyer, Manufacturing Engineer , Facilities Fitter.

Apprentice and Graduate schemes

Non Operations

Estimator, Temp Spares Coordinator, Support Design Engineer, OH Advisor, Senior Materials Engineer / Materials Engineer, EPMS site leader, Program Controller, Program Leader, DMU architect, Senior FEA.

Investors In People (IIP)

At the end of last year, we successfully retained recognition of our IIP accreditation, subject to making significant progress by November this year. This standard gives organisations a framework to help improve the way we work with focus on people management and development. We have demonstrated a good amount of effective practice but require some improvements to meet some of the IIP indicators.

Our action plan has now been approved by Quality South West and we are currently implementing a series of activities and new processes to address our improvement areas. Our progress will be reviewed in November 2007 to ensure we have fulfilled our agreed action plan.

Camilla Craven-Jones
Human Resources



INVESTOR IN PEOPLE

NEW STARTERS NEW INDUCTION PROCESS

Welcome to the new starters in our company. We wish them a long and successful career within the group and we are pleased to be working with you as part of the Safran Group Team.

New Starters not on the picture:
Justin Moore (Airbus Assembly), Nick Jones (Airbus Assembly), Helen Newman (Finance), Owen Humphreys (Design Eng.), Simon Underwood (Offload-Procurement), Ruben Greenberg (Design Eng.), Bin Wang (Design Eng.), Stephen Dillow (Purchasing), Gareth Baldwin (Procurement), Phil Bedwell (Customer Services), Graham Faulkner (Design Eng.), Andy Barlow (Planning), Mark Cross (MLG-Spares), Dean Large (Customer Services) Marion Abadie (Procurement), Craig Harman (Production), Karlsten Jones (planning), Vanessa Kirkpatrick (Production), David McBride (Assembly Methods), Daniel Flynn (Mil. & Com. Assembly), Robin Knight (MLG)



At the back (from left to right):
Jonathan Seguin (Graduate), Andy Gamble (Goods Rec. Insp.), Richard Murray (Test), Jason Holtom (surface Finishes), David Copley (Facilities)

At the Front (from left to right):
Paul May (Procurement), Kristy Worgan (Marketing), Florence Casteluccio (Quality), Helen Tatham (Performance Team), Sue Matheson (Occupational Health), Xavier Landeta Callejo (Graduate)

A new Induction process for Gloucester



“A good Induction programme reinforces positive first impressions and makes new employees feel welcome and ready to contribute fully” (ACAS)

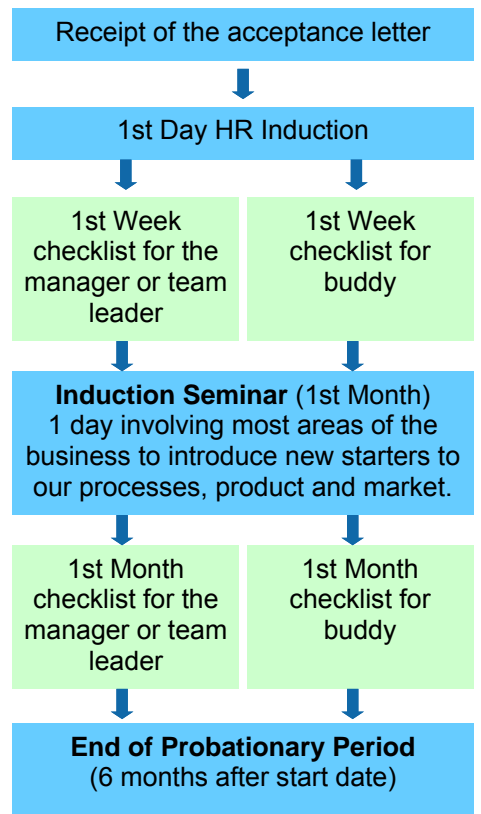
From February 2007, a new induction process has been launched to welcome new employees.

The aim is to improve the integration of new starters within the Gloucester site. The support package for managers and buddies is now available on the intranet to assist those involved in managing employee induction.

Please contact Thomas Bouchez or Camilla Craven-Jones in HR if you need further details on this project.



The induction seminar



SPORTS

Are you a Sports & Social member?

If not, it is simple: just contact your HR Department for a form. Subscription is only £1.66 a month deducted from your salary.

You have a choice of 3 clubs: Arle court, Staverton and Ashchurch. Here are some of the facilities available in these clubs: Bars & Lounge areas, Sports Field, Skittle Alleys, Function & Conference Room, Country & Western every Friday, In house Caterers, Squash and Tennis Courts, Boxing & Judo Clubs, Bowls & Slot Car Racing, Salsa, Jazz Jive, Modern & Line Dancing classes,

Sunbed, Free Christmas Party for the children, 4 Live Cabarets a year, Sunday Carvery every week at Staverton (4 Courses for £9.50), Live Bands every Saturday night at Arle Court Club.

Fun days every Bank Holiday throughout the year with something for all ages

Live Bands every Saturday night at Arle Court Club

Contact Janet or Yvone on 01242 254501 for more information

DOWTY GOLF SOCIETY The 2007 Venues

18th May – Henbury, Bristol
15th June – Sapey, Nr Worcester
20th July – Cotswold Edge, Wotton-under-Edge
17th August – Broome Manor, Swindon
21st September – Ravens Causeway, Herefordshire
Enjoy one or more subsidised days-out for £25-£35 each, including 27 or 36 holes, lunch, dinner and prize-giving.

New members are more than welcome. For further information, please contact Max Gough, x1163.

Football

On Sunday 22nd April 2007 a squad of eight players (Phil Smith, Richard Draper (c), Martin Inns, Jon Seguin, Dave Butters, Olly May, Jon Morrison, Francisco Dati) from Messier-Dowty represented the company in Cheltenham Town Football Club's annual six a side tournament at Whaddon Road. Over 20 teams from local industry

competed throughout the day with the Messier-Dowty team making it through the group stages and the quarter finals un-beaten and conceding only one goal.

A tense and close semi final was decided on penalties with some heroics from the Messier-Dowty players.



A very close and nervy final saw Messier-Dowty lose out by one goal and finish as runners up in the tournament.

Phil Smith

SPORTS



Sandvik Fishing Competition

Left to Right: Brian Rossiter, Steve Sadler, Mark Wasley, Steve Griffiths, Dave Purchase (Managing Director SANDVIK), Andy Griffiths.

SANDVIK FISHING COMPETITION

The Messier-Dowty Fishing Team have just competed in the annual SANDVIK Central England Fishing Competition. The venue was the Larford Lake complex at Stourport, West Midlands. Representing Messier-Dowty Gloucester were Andy Griffiths, Steve Griffiths, Mark Wasley, Steve Sadler and Brian Rossiter. The Team had been kindly sponsored by Messier-Dowty.

The team had a tremendous day and came away with a creditable second place overall. Rolls Royce Derby finished in top position with 28 points and the Messier-Dowty team failed by only 1 point and finished second with a total of 27 points.

Andy Griffiths bagged a total of 65lb 11oz to win his section, Steve Griffiths bagged 28lb 1oz, Mark Wasley bagged 39lb 12oz, Brian Rossiter bagged 31lb 15oz and Steve Sadler 17lb 13oz. It showed great team spirit and hopefully the resolve to win next year!

Mike Lichters, Process Group

DOWTY JUDO CLUB 2006 AWARDS EVENING

At the end of last year the Dowty Judo Club Linked their 2006 awards evening to a very successful 25 year re-union event, which was arranged to mark the purchase of the building in which the Club has practised for the past 25 years.

Ex Messier-Dowty employee and Judo Club coach Pete Salter continues the report:

Many of the members who helped with the self build project of 25 years ago attended the re-union, which was held at the Dowty Sports & Social facility at Staverton, and at the same time were able to view progress to date on the new facility which the



Judo Club is currently creating. It is likely that the original building will be demolished due to future development plans, and in fact some of the members involved in the original project, have returned to assist with the new facility.

The awards evening was the 11th held by the Judo Club, and recognises the achievements of Players over the past year. Anyone interested in taking up the sport of Judo at the Dowty Club, are very welcome and should call Peter Salter on Glos 610401, or Don Quinn also on Glos 531439.

GLOUCESTERSHIRE COUNTY CRICKET



With the temperature rising and the regular appearance of the sun our thoughts (well those of some of the chaps anyway) turn to the sound of leather on willow! Yes the cricket season is almost upon us! Messier-Dowty is continuing its support for Gloucestershire County Cricket Club for the coming season with the sponsorship of the "Messier-Dowty Grace Pavillion" The 2007 squad was pictured on the balcony of the Pavillion at the recent Press Day with one new recruit who obviously forgot his whites (or Blues?)

Peter Hall, Public Relations

EVENTS

2007 LE BOURGET AIRSHOW

Plans are progressing for this year's Paris Airshow, to be held from June 18 to 24 at Le Bourget.

The Messier-Dowty stand will be alongside other Safran Aerospace Equipment companies including Messier-Bugatti, Hispano-Suiza and Aircelle. Safran Aerospace Propulsion companies participating include:

Snecma Moteurs, Turbomeca, Microturbo, Snecma Services, Snecma Propulsion Solide and SMA. Likewise the Messier-Dowty Chalet will be in an impressive row of Safran chalets, overall creating a significant presence at the show.

Exhibits on the stand will include mock-ups of the Boeing 787 main and nose gears, A400M main gear, Superjet 100 main gear, Falcon 7X nose gear and V-22 main gear.



ST EDWARDS SCHOOL TECHNOLOGY DAY

In March Messier-Dowty sponsored St Edward's School's Technology day which involved a number of other local Primary schools taking part in a "Flight" themed design competition. The task was to design and build an airpowered 'aircraft' capable of taxiing down a 'runway' as fast and

as far as possible! Over 90 children took part in a very successful day with Colin Thornton on hand to help St Edward's Head to hand out the prizes. Our support was very much appreciated by the school and all involved.



GLOUCESTERSHIRE YOUNG PEOPLE OF THE YEAR AWARDS 2007

The Gloucestershire Young People of the Year Award is an annual event celebrating the achievements of young people in Gloucestershire. All too often we read and hear about the negative aspects of the 'youth of today' but this event highlights those young people who choose to make a difference either in their lives or by helping others and gives them the recognition they deserve.

This year the awards evening was held in Cirencester's Bingham Hall, attended by over 350 people including many dignitaries from the county together with proud parents, relatives and friends.

28 nominated young people were honoured with 7 selected for special awards.



Such a worthwhile event that it is, Messier-Dowty has been pleased to support as the main sponsor for the last 6 years. In addition, Phil Spiers was kind enough to participate on the judging panel taking over from John Herring following his move to Seattle.

UNIVERSITY OF GLOUCESTERSHIRE BUSINESS SCHOOL

In conjunction with a number of key events during March at the University of Gloucestershire, Messier-Dowty put a display in the main foyer area including a couple of landing gear exhibits.

The main event in March was their second University Court attended by honorary fellows, members of University Council and key university stakeholders.

The theme of the event was "Students in The Community" which we illustrated in our display with the experiences of some of our own placement and mature students. In addition, the University held further Open Events whilst the display was in place with over 500 prospective students and their parents visiting over both events.



The University commented, "Messier-Dowty's involvement and display proved to be extremely successful and of interest to students, staff and external visitors and most useful in highlighting the activities of the university and its students."

Peter Hall, Public Relations

EVENTS

WEAF ANNUAL CONFERENCE

Earlier this year Messier-Dowty participated in the West of England Aerospace (WEAF) Annual Conference held at Weston Super Mare.

This is a forum attended by leading industrialists from the DTI, SW Region Development Agency and other Government and Educational bodies. The conference is an opportunity to bring together both the medium and larger size aerospace companies and primes with the aim of developing the South West as a strategic region for the aerospace business and creating and maintaining a world class supply chain in the area.

Topics for discussion included globalisation of the industry, the crucial role of the UK Aerospace Industry against a current climate of a declining manufacturing base plus some of the key areas and strengths of UK & SW companies including Technology advances, Supply Chain development and Competitiveness Improvement Programmes.



KARL MORGAN TREKS THE INCA TRAIL

Last year Karl went on a charity Trek on the Inca trail in Peru to raise money for 5 children's charities.

"We landed in Lima after about 15



hours traveling, and stayed over night at Lima to acclimatise, this was about 2000 metres above sea level. The next day we flew to Cusco, 3200metres above sea level, just walking up the steps to the hotel left me out of breath, due to the altitude. On the second day we started on The Inca Trail, camping out for 4 nights in the middle of the forests.

On the day we went to the highest 4200metres, I dropped to the back to help a few who were struggling, carrying their rucksacks in turn as well as my own. When we were half an hour from the top, Paul passed out due to the altitude. I sat him up, took his rucksack off and he came round, but he was hyperventilating. He had oxygen on and off until we got him to the top, trouble was I chose to carry 4 rucksacks to help the others who were struggling.

The next day we were up at 4am so we could reach the sun gate at Machu Picu to see sunrise, it was breath taking. We all made a total of £50,000 to be split between the 5 children's charities, that is what it's all about.

I would like to thank everyone again who donated to my challenge especially Messier-Dowty, also to everyone who helped me and supported me, especially my wife Cindy Morgan, and children Louis & Brittany. Many thanks Karl Morgan"

30 YEAR SERVICE AWARDS

The annual 30-year service celebration day was held in April at the Cheltenham Racecourse. The 30-year service achievers, together with their partners, managers and host Simon Luxmoore, gathered for a celebratory lunch and an afternoon at the races.



To coincide with the event the company sponsors one of the day's races – 'The Messier-Dowty Landing Gear Novices' Limited Handicap Steeple Chase'.

One of the duties of the Race Sponsor is to select the 'Best Turned Out' horse and present the prize to the Stable 'Lad'.

Two lucky members of the group, Mark Evans and Jeremy Fisher, were drawn to perform the task along with their partners in the Parade Ring prior to the race. They selected Ofarel d'Airy, with jockey Ruby Walsh and tipped as "One to Watch" by Edward Gillespie, Racecourse Managing Director, in his welcome address to the group and coincidentally, French owned!

They obviously selected well, as our 'Best Turned Out' also won the race. An excellent afternoon was enjoyed by all and everyone went home complete with their shirts!

Peter Hall, Public Relations