

MACH 2

Concorde
magazine

Northern lights
Charter flights to Finland

Concorde watch
*News from Heathrow
and France*

Consummate control
Concorde's flight controls

Issue 14
February 2018

INTRODUCTION

The focus of this issue is on a special Concorde charter flight, run every year from 1984 to 1999, offering the ultimate Christmas experience – to meet Father Christmas in Lapland (Samiland). Colin Mitchell, former Director of Goodwood Travel, recalls how he and his colleague Jan Knott set up the hugely popular flights. BA Flight Engineer David Macdonald describes the careful planning that was involved in taking Concorde to this remote Arctic location.

Also in this issue, contributing editor Nigel Ferris gives an overview of Concorde's flight controls – notably the fly-by-wire system, one of the first such systems used on any commercial aircraft.

We also have the latest from Heathrow and Orly, together with news about the Air France Concorde simulator, which is now at the Musée Aeroscopia in Toulouse.

IN THIS ISSUE

- 2 Introduction
- 3 A flight of fantasy *Colin Mitchell*
- 8 The Rovaniemi service
David Macdonald
- 11 Concorde's flight controls *Nigel Ferris*
- 13 Concorde Watch

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Cover: Concorde G-BOAB at Heathrow, sunrise.
Photo © Heritage Concorde

A FLIGHT OF FANTASY

Colin Mitchell, Director of Goodwood Travel from 1981 to 2004, recalls how his company set up the Christmas charter flights to Rovaniemi in Finland with British Airways. The trips were a hit with the media, and both the crew and the passengers came to love the unique party atmosphere.

AT SOME TIME in the winter of 1983 my business partner, Jan Knott, and I found ourselves on a Finnair flight heading north from Helsinki in total darkness towards Rovaniemi on the Arctic Circle. The welcoming temperature was forecast to be -30°C! What were two directors of a motor sport tour operator doing here when the rest of the tour-operating world seemed to be heading for the Caribbean?

Goodwood Travel

It was indeed motor sport that had inspired Jan and I to set up Goodwood Travel in late 1981; operating land, sea, and the occasional air tour to Formula One and other events. In 1982 we 'took the plunge' and chartered our first Concorde to Nice for the Monaco Grand Prix the following year. It was a resounding success and I was very fortunate to be on board to experience the wonderful party atmosphere.

We had to do another; a party? What better day than Christmas Day, when surely an aircraft would be available, and many would welcome the opportunity to fly Concorde – to meet Santa Claus?

But where to? Helsinki was an idea, but there might be no snow at Christmas. A Finnish friend suggested Lapland. "Who wants to go to Lapland?" I replied. How wrong I was!

Bringing in British Airways

The proposal was put to British Airways. George Blundell-Pound, at that time responsible for Concorde charters, suggested Rovaniemi (RVN), a military airport on the Arctic Circle used additionally by Finnair for domestic flights from Helsinki. But it was closed on Christmas Day. Work had to be done.

A bombshell was dropped after George moved on and his successor called us to say that operation into Rovaniemi was out of the question for Concorde. There was no suitable equipment there. Since Helsinki was an acceptable alternative, we suggested moving



Rovaniemi

A sign at Rovaniemi Airport marks the Arctic Circle and shows the (considerable) distances to cities around the world.

Photo: Andriychenko / Wikimedia Commons

what equipment was necessary temporarily to Rovaniemi. "Too expensive," was the reply. "How much?" we asked. "£2,500," was the reply. In effect, merely an extra £25 to the £800 plus that the tour was already to cost; we accepted immediately.

But BA was still unconvinced, and made another call to tell us that it could not be done. I called my friend in Helsinki to break the bad news. "But a DC-10 landed there this week," she replied. Armed with this most basic of information it was back to BA. "Well, if a DC-10 can land there so can a Concorde!" was the answer.

Rovaniemi gets ready

So, together with a captain and senior flight engineer, we duly arrived in Rovaniemi. With the help of the Finnish Tourist Board (more later), we had identified a local tourist operator to whom we could entrust our ground arrangements. We discovered that he was as mad as we were.

The best hotel in town, the Pohjanhovi, was perfect. Located close to the Arctic Circle and

Local team

The team who helped run the “Concorde to Lapland” trips included ‘Santa Claus’ and a member of the local Sami (Lapp) community (right), who supplied the reindeer.

Photo: Jill Martin



‘Santa Claus Village’, alongside a frozen river, it had a large restaurant / ballroom with the facility to offer a Christmas buffet of over fifty dishes, a stage, and a dance floor.

The tallest man in town, a local policeman, was recruited and instructed in his ‘Santa Claus’ duties. The local Lapp (Sami) community could provide reindeer and outdoor facilities, and there was an enthusiastic local coach company and a snowmobile (skidoo) operator. We persuaded the ‘Santa Claus Village’ (then little more than a souvenir shop in a chilly log cabin) to accept credit cards. We could put it all together to make a wonderful day for our guests.

Mid-day sun

Concorde landing at Rovaniemi, with the sun making a brief but dramatic appearance over the horizon.

Photo: Christian Julius



Next, the guests had to be found. Clearly our motor sport mailing list was of little use; we had to think of national advertising, but how to fund it? We had little spare cash to spend. We approached the Finnish Tourist Board; but the director, Boris, was – we feared – too dour and unlikely to take kindly to the proposals of two crazy Brits. To our amazement, though, he agreed to our proposal and awarded us enough for a small advert in the Sunday Express, “provided you don’t tell Finnair!”

It turned out, without doubt, to be a spectacular investment for Finland. The flight sold out and that Concorde flight on Christmas Day 1984 “put Lapland on the map”. Since then over 80,000 people a year have flown to Finnish Lapland in December, from all over the world. Unfortunately, the last Christmas Concorde to Lapland operated in 1999, just a few months before the tragic accident in Paris in July the following year.

A spectacular flight

The route was supersonic once over the east coast of England, then north over the North Sea as far as Tromsø, then subsonic over land to Rovaniemi. The duration of the flight was two hours. Flying north the sun would spectacularly be seen to set and then rise again in the East; landing was at around midday local time, when the sun was briefly above the horizon. There was a long enough supersonic sector for the guests to enjoy their champagne and brunch – and enough time before landing to change into cold-weather gear for

the arrival, with temperatures well below freezing on disembarking the aircraft!

The first landing was spectacular, Capt Britton doing a low overflight before returning to land. All roads to and from the airport were blocked for miles; the local police afforded us an escort to get the coaches moving. The crowds were there all day in freezing temperatures just to see the aircraft; fans from Norway and Sweden joined the local Finns in their adulation.

The take-off, at 20:00 local time in pitch darkness, was incredible, the afterburners lighting up and staying on long enough for all to enjoy the sight and freedom of the lack of any noise abatement restrictions over 'the last wilderness in Europe'. What a sight!

Media attention

ITN covered our first Lapland tour in 1984. John Suchet presented the day superbly; the film was edited in a hotel bedroom and flown to London on the Concorde flight to be taken by motor cycle to the ITN studio for transmission late on Christmas Day. No satellites then!

Wonderful publicity, you would have thought. While in our office filming prior to the event, John asked what we would like to be called, since he could not mention our company name on air. "A tour operator in Canterbury," was our choice – since, indeed, there was only one.

On transmission, we were referred to as a "Canterbury Travel company". However, a company based in Middlesex, who specialised in tours to Austria, were instantly deluged with calls. They were called "Canterbury Travel". Canterbury Travel is now the largest tour operator to Lapland, having tried and failed to secure a Concorde on more than one occasion over the years.

The BBC covered the tour again the following year. In his report, Tom Savage looked disdainfully at our fifty-course Christmas Buffet and commented on "Soggy Brussels sprouts".

We had an unexpected "Daily Mirror" stunt, where at the behest of their photographer and assistance of the BA flight engineer the nose of the aircraft was lowered and wrapped in red crepe paper by my wife – the resulting photograph was centre spread on Christmas Day and entitled "Concorde the Red Nose Plane Dear!" We could image an apoplectic reaction in the BA Brands Department back at Heathrow at the sight of it.



Party time!

Of course, our guests needed to be entertained. There was a resident trio that knew all the Christmas songs, but they failed to turn up on the day of our first flight. In desperation we recruited one of the staff who could play the piano. "Do we have any accompaniment?" I asked. Problem solved – he started whistling loudly! For subsequent flights we employed a band, strangely a Bulgarian group based in Rovaniemi, and employed our friend Jill Martin, who had a long and successful stage career, to sing and entertain. She was expert at getting the band and crew to participate in the afternoon's frivolities! We were much saddened to learn of her death only recently from cancer.

One of the many breath-taking events we organised resulted in the magical spectacle of the children, noses pressed up against the misted windows of the hotel restaurant, bursting with anticipation of that first glimpse of Santa Claus, his reindeer, and his sleigh piled high with presents, as he made his way through the snow along the frozen riverbank to come in to the ballroom together with the reindeer and sleigh while the band played "Jingle Bells"!

Norman Britton flew our first Concorde to Lapland and to our surprise returned as Captain of the second flight in 1985. We learnt that having enjoyed the first occasion so much he was determined to do it again, and as a junior member of the fleet apparently spread the word that it was a dreadful place to spend Christmas so as not to be out-bid and secure his return the following year.

A magical spectacle

The most exciting moment for the children – Santa arriving at the hotel with his reindeer and sleigh full of presents.
Photo: David Macdonald



Group shot

The Concorde crew pose with Santa, the reindeer and its Sami handler. Also in the group is Colin Mitchell's friend Jill Martin (far right), who did cabaret performances and helped to run the parties.

Photo: Jill Martin

The crew certainly had fun, particularly in the early years when the two-crew operation involved a night stop at the Hotel Pohjanhovi and all were invited to join in the guests' Christmas dinner and entertainment. Many a tale could be told. The outbound crew sometimes changed into fancy dress after the dinner; the return crew, of necessity sober and in uniform, were obliged to sing "I'm Dreaming of a White Christmas"! Captains were "volunteered" and dressed as "elves" to give out the presents to the children. The hotel's suites saw many a crew party.

In 1990 Captain Keith Barton appeared in a reindeer costume, led on a lead around the dance floor by his mother who had accompanied him there on the fourth seat of the flight deck (crew guests were often able to do this pre-9/11), while the same year Senior Flight Engineer Bill Brown and First Officer Tony Yule won the competition for the craziest performance when they "milked" a pantomime cow in front of 200 guests, to the muffled screams of the poor stewardess who was the head and front legs (the "udder" being an inflated 'Marigold' glove!).

There were also many stories concerning our guests. One passenger was a farmer who

turned up for one of the flights in his wellingtons. He had been milking the cows when his wife put him in a car and drove him to Heathrow; the flight was to be his Christmas present. Another was an elderly gentleman who was heading for the aft galley, only to be told the toilets were forward. "No", he replied, "I want to go up the back, that's my place, I was a rear gunner during the war!"

Promoting BA

I was either on board or meeting every flight from 1984 to 1999, including the ten BA 'Concorde For Christmas' flights that were operated in 1990 as a post-recession promotion. To say that they were wonderful days would be an understatement.

We were perhaps lucky to handle these ten BA flights, when they decided to adopt the concept as a major promotion. In order to force the best price from us for the ground operation their purchasing department put out requests to tender to various local tourist operatives, one being a local garage owner!

With so much publicity gained it was not surprising that BA soon were to receive demands from other tour operators for December day operations to RVN. We were

very fortunate therefore that BA decided to support our operation and not risk dilution. It was a natural progression that one of our competitors persuaded Air France (who initially refused to operate to RVN for their own operational reasons) to fly to Finnish Lapland, which resulted in a competitive operation to Ivalo in the final years. In fact, Rovaniemi had the incredible spectacle of two Concorde aircraft together on the apron one Christmas, when the Air France aircraft had to divert because of bad weather, while by then a fleet of some twenty regular charter jets were jostling for departure slots at the same time. What in 1984 was a small airport building handling the odd domestic flight had by 1999 become something of a major international hub. And what started it all?

Concorde was indeed a wonderful aircraft that became the major part of our lives, as it did for many people, for twenty years. We always appreciated the incredible achievement of those who designed, built, flew and maintained the aircraft – we gave the latter

many problems! We made many friends and met some wonderful people. The Christmas Concorde to Lapland was our first to be branded as a “Flight of Fantasy”, following which we flew 120,000 people on Concorde to 58 destinations around the world.

In Memoriam

Mach 2 would like to dedicate this feature to the late Jill Martin, friend and colleague of Colin Mitchell and Jan Knott at Goodwood Travel.

We also wish to commemorate the late Christian Julius, former Concorde engineer and long-time Concorde enthusiast. Thanks and best wishes go to Christian’s family, who kindly gave permission for the magazine to use his stunning photographs of the British and French Concordes at Rovaniemi.



Incredible sight

In this unique shot, British and French Concordes appear together at Rovaniemi in 1999. The French eventually ran their own “Lapland” operation, flying Concorde to Ivalo in Finland.

Photo: Christian Julius

The Rovaniemi service

David Macdonald, former Flight Engineer with British Airways

Flying Concorde to such this isolated, cold destination – just touching the Arctic Circle – and stopping overnight there required careful operations planning. David Macdonald describes the plan, which involved taking care of military and political considerations as well as practical issues.

The year 1984 had its ups and downs: Virgin Atlantic took to the air with second-hand British Airways flight crew (I think we called them 're-treads' then); GCSEs were invented, as was the Apple Mac; Torvill and Dean's skates conquered the world, but Orwell's dystopian prediction did not – although treatment of the miners ran close. Then there was Goodwood Travel, soon to become a fully paid-up member of the Concorde Project.

By 1984 we had a small, but beautifully formed, charter branch operating out of Gatwick; their client list must surely have been why the Greeks invented the word 'eclectic'. The branch dealt with everything – well, almost everything – but with only 14 airliners worldwide, ops experience was spread thin. Thus every new charter destination, plus those with special requests, all crossed the Flight Manager's (FM's) desk.

"Call you back ..."

It was probably July '84 when we took that call from Goodwood Travel; Flight Manager Captain David Leney was out of the office flying, and so Marjorie transferred the call to me, next door. "We're interested in going to Rovaniemi, on Christmas Day, from about eight o'clock to eight o'clock."

The Arctic Circle project

Rovaniemi lies just south of the Arctic Circle (inset). The route from London, over the North Sea and the Norwegian Sea, was almost all supersonic.

Artworks: Main image Google Maps / Katie John; inset Oona Räisänen / Wikimedia Commons

I knew the drill – "dates, times, airfield, call you back." A short walk to the Navigation Department's library showed Rovaniemi to have a good, long runway and satisfactory navigation aids, but – wait a minute – look at that latitude, 66 degrees 56 minutes and 30 seconds in a northerly direction; that must be The Arctic Circle plus a bit more!! Intriguing.

A couple of phone calls later, Finnair's Station Manager at Rovaniemi was telling me just how much he would love to help, but that they would be shut on the

25th and 26th – airfield, Air Traffic Control, everything. "Very civilised," I thought. It was with a feeling of considerable relief that I relayed this information to Goodwood Travel: the idea of leaving one of our planes hanging around all day in minus 25°C did not appeal!

Upon the Flight Manager's return, however, our discussions were interrupted by a further call from Goodwood to advise that Rovaniemi had rounded up a skeleton staff sufficient to open up on the 25th – just for us. And then, in the spirit of Magnus Magnusson, FM suggested



that “since I had started, I should finish”. The Arctic Circle project was a runner.

Into the unknown

Where to begin? Weather, obviously. Finland’s military owned the other side of the airfield and they insisted on an operable runway throughout the winter – good. Colin Mitchell has mentioned ‘ground equipment’ (see previous article); Concorde does not have a built-in Auxiliary Power Unit, so we use the airport’s ground power unit (electricity), start truck, and for this exercise, a heater (hot-air blower).

The route for standard airways would have been a dash across the North Sea, followed by subsonic into the Baltic, Gulf of Bothnia, and north to the Arctic Circle. Not a great Mach 2 experience. However, North Sea, Norwegian Sea to Tromsø (almost latitude 70 north), then down the left-hand side of Finnish Lapland would be supersonic nearly all the way. The Air Traffic skeleton teams preferred the latter too, as it gave them less work! Our own authorities issued us with a waiver to operate that far north, it being close to navigation systems limits.

What next? Crewing: the long flight duty period suggested two crews, one to take the aircraft up and one to bring it back. That was until the wonder woman who juggled rosters, the late Sue Gilks, found a quaintly worded regulation allowing one crew to do the round trip, provided that “during ground time each crew member is provided with horizontal rest”!

Piece by piece we were getting there, but peace of mind was elusive; too many known unknowns and that nagging feeling of an unknown unknown. Nothing for it but to raid the Flight Manager’s budget – a station visit beckoned.

Meeting the Finns

Rovaniemi sits on a deep, frozen river; there are pine forests bounded by



Winter wilderness

A view of the frozen river. Trips by reindeer sled or snowmobile treks were among the highlights of staying at Rovaniemi. *Photo: David Macdonald*

compacted snow roads where everyone seems related to Timo Mäkinen (the late Finnish rally driver of great renown whose works Mini Cooper S, AJB 33B, was always considerably faster than my own AYN 195B!) It was a monochrome world; it was rumoured that the sun may appear some time between 11am and 3pm – I never saw it, ever.

But what a delight it was to meet the Finns: Station Manager, ATC chief, and Hotel Manager. Imagine having one’s own ATC Controller, an airfield with no other traffic, no other passengers – plus men and women thrilled that Concorde was dropping in on Christmas Day and who had gone out of their way to make this adventure work. Meetings threw up only positives and dispelled unknowns. There was just one request – could I return with Cherry Blossom black shoe polish for one of our hosts?

Our man in Moscow

Back at base there were just i’s to be dotted and t’s crossed. ‘Rosters’ nominated a crew; I drew a cold-weather kit from stores for the Flight Engineer. Then ... one morning, driving into work I trapped and held onto a random thought, developing it as I crawled along the M4.

Imagine Christmas Day 1984, just after dawn; a Mach 2 radar blip is seen haring up the Norwegian Sea, and at 70° north it swings round to the east. How would George Orwell finish that story?

Eschewing my morning routine I rang our man in Moscow (BA Station Manager), described the plan, and posed a question: “Do you think we should contact USSR military?”

“Most definitely; send me full details,” he replied. I imagined him, bowler-hatted with a rolled-up copy of *The Times* under his left arm, making ‘contact’ in Gorky Park! That became a routine for all repeat flights in my time – must have worked. I occasionally wonder what RAF Leuchars thought about the return flights.

Farewells and memories

I returned to Rovaniemi a further four times, last one in 1993. I thought back to the good times we’d had – introduction to saunas, reindeer sledding, my snowmobile licence and treks along the frozen river into the forest, ‘banquets’ at the Pohjanhovi Hotel. My friend with the shiny black boots reminisced about when it was just us, pointing now to 13 aircraft drawn up at the terminal. Good times.

By the way, the Pohjanhovi Hotel rooms are triple-glazed; the inner panels hinge into the room, revealing an interspace perfectly sized to hold champagne bottles, apparently.

[I can't think what this might mean. Ed.]

Touchdown

Concorde coming in to land at Rovaniemi. The charters would land at around mid-day local time.

Photo courtesy of David Macdonald



Finding the way

Left: a view from Concorde's flight deck as the aircraft is taxiing in to the stand, behind the follow-me vehicle. This photo was taken on 25 December 1984, on the first scheduled flight to Rovaniemi.

Photo: David Macdonald

Sub-zero conditions

Below: passengers disembark into the cold. Although the conditions were freezing, the Finns provided the guests with a warm welcome.

Photo: David Macdonald



Concorde's flight controls

Contributing editor Nigel Ferris gives a personal view of Concorde's flight control systems – an early form of “fly-by-wire” that rendered the aircraft both inherently stable and responsive.

“In the hands of professionals, Concorde was the safest aircraft ever to fly.”

A quote from Captain John Hutchinson, one I have used many times before, and am happy to use again. It sums up the feeling that Concorde engendered in the crew, passengers, and the engineers who built, designed and maintained her. The information contained is available on other sites, but I thought I would bring some of it into a personal appreciation of the (unmatched even now) giant leap in aviation technology that Concorde represented.

Fly-by-wire controls

Concorde was the first commercial aircraft to use ‘fly by wire’ flight controls. Not the sophisticated, fully electrical systems of today, where the pilot moves the controls and computers decide if it is safe to do what he asks – but through electrical systems from the flight controls to the elevons and the rudder. These control surfaces were hydraulically actuated, each with its own Powered Flying Control Unit (PFCU).

The system transmits electrical signals from the pilots’ controls (control column, rudder pedals, and trim controls) to two electrical channels (labelled “green” and “blue”) and thence to the PFCUs. The PFCUs are electro-hydraulic twin-ram systems, each of which actuated one of the control surfaces.

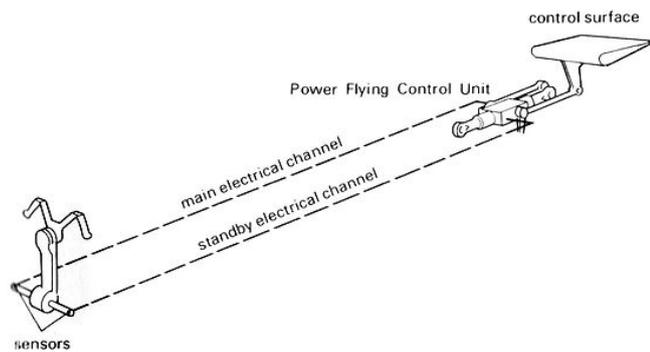
Signals are also transmitted, via relay jacks, to a third standby mechanical channel. On Concorde, the mechanical system is not connected to the elevons and rudder jacks as a matter of course, but if it does come into play it sends signals to the electrics on the hydraulic jacks to



Control surfaces

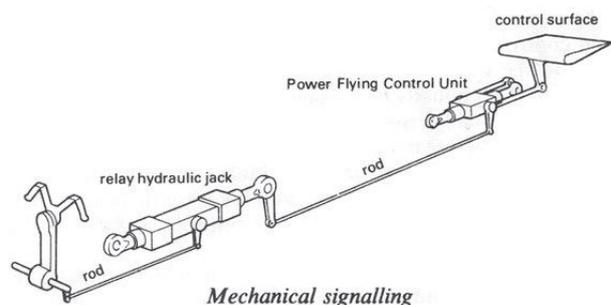
Above: Concorde's elevons and rudder. Each of the elevons, and each section of the rudder, has its own powered flying control unit (PFCU).
Photo © Heritage Concorde

Right: These units are housed in fairings. The fairings for the outer and middle elevon PFCUs are visible here under the port wing of G-BOAA.
Photo: Katie John



Signalling

These diagrams show the electrical channels (above) and the mechanical channel (below) leading from the flight controls to the PFCUs.
Images © Heritage Concorde



operate them. (The standby mechanical channel was never required once during Concorde's life in service.)

Automated systems

Concorde has systems that allow automated flight from the climb just after take-off through to landing. This group of systems, collectively called the Automatic Flight Control System (AFCS), comprises the autopilot and autothrottles, plus associated systems.

An artificial feel system increased the flight controls' stiffness as the speed increased. This gave the pilots a 'feel' of the aircraft through their hands and feet, similar to the feeling they would have when flying a conventionally controlled aircraft. Without this safeguard, it would have been possible for the pilot to make over-commands and impair the aircraft's stability.

Two auto-stabilisation ("auto-stab") systems would aid stability of the aircraft during flight and operate the control surfaces if turbulence affected the aircraft. (Bear in mind that the turbulence that might occur at 60,000 feet was about 1/6 of that for 'normal' aircraft at 35,000 feet!) The systems also aid the (incredibly clever and precise) intake control systems in controlling the aircraft should it suffer an engine failure.

To cover an emergency resulting from the controls becoming jammed, strain gauges measure the pilot's input and send signals to the control surface electrics. There are also cables from the controls in the (astronomically unlikely) event of complete hydraulic failure, which signal the mixing boxes to operate the control surfaces. And in the even more unlikely event of full electrical failure (4-engine failure), a RAT (ram air turbine) would deploy from the PFCU fairing outboard of no 1 engine to provide power.

In addition to these systems, two auto-trim systems were fitted. Although the majority of trim control was carried out by the Flight

Hydraulic systems

The control surfaces were powered by three hydraulic systems, labelled Green, Blue, and Yellow. Green and Blue were the main systems; Yellow was a standby system for use in emergencies, which could power either of the rams for a PFCU.

These systems were pressurised by pumps driven by the engines: Green was supplied by engines 1 and 2, Blue by engines 3 and 4, and Yellow by engines 2 and 4. This arrangement ensured plenty of spare capacity, and thus a continued supply of pressure in the event of any engine failure(s). The high pressure of 4,000 psi was maintained by using smaller-diameter pipes, thus saving weight. Concorde also had two electrically driven pumps for use when the aircraft was on the ground, with no engines running.

System layout

The diagram above shows the connections between the flight controls and the PFCUs, and the hydraulic systems supplying each PFCU.

Source: concordesst.com

Engineer, transferring fuel front to rear and side to side, there would be times, when minor trim adjustments would be required, that fuel transfer would not be effective quickly enough, so the auto trim systems would come into operation.

The elevons had a maximum travel up and down of 23 degrees on the outer four, and 9 degrees on the inner pair. The outers would be progressively inhibited as the speed increased, and any trim movements would be limited to the inner pair, with a maximum travel of 1 degree up and down; these were extremely powerful in their effect at Mach 2. By contrast, on all other commercial

aircraft, trim is controlled by small movements of the control surfaces.

In writing this, I have attempted to convey my thoughts about how safe Concorde was over 27 years of service. Although she was designed in the 1960s, the ground-breaker that was Concorde still stands testament to the forward thinking of the designers, the engineers, the 'ordinary' workers who built her, and all those involved from the start to the end.

For more detailed information, see the Concorde SST website (<http://www.concordesst.com>) and the Heritage Concorde site (<https://www.heritageconcorde.com>).



CONCORDE WATCH

Concorde G-BOAB

British production aircraft

Location: Heathrow Airport, London, UK

Reporter: Katie John

Date: 2 February 2018

I have not seen G-BOAB recently myself, but I have had some information from a contact at British Airways regarding the aircraft.

My contact says, "I've managed to do a walk round a month and a half ago and she is fine. She is parked next to the engineering fleet support unit. I've seen the engineering apprentices working on her and have personally participated in washing her for almost a decade working at the BA washbay. My colleagues still wash her on a regular basis. The location where she is parked can take the weight of the aircraft wash trucks and gives room for easy access to move round her when needed."



Close-up view of G-BOAB

A view of the aircraft on her stand, taken at sunrise. She is parked in a safe site and is regularly washed. *Photo © Heritage Concorde*

Concorde F-WTSA

French pre-production aircraft

Location: Musée Delta, Orly, France

Reporter: Laurent Dupessey

Date: November 2017

Late last year F-WTSA had LED lighting installed in the nozzles of the engine bays, at the level of the thrust reversers. LEDs have also been installed in the main landing gear bays and the nose gear bay. The ambient exterior lighting and the interior lighting of the cabin and cockpit are now finished – with energy use totalling just 192W thanks to the LEDs. The lighting is on a timer, which operates 7 days a week to turn on all the lights.

Work is still continuing on this aircraft; see the Musée Delta website (<http://museedelta.roixsite.com/musee-delta/news>) for further details.



Energy-efficient lighting

Rear view of F-WTSA, showing the LEDs in the nozzles and landing gear bays. *Photo: Musée Delta*

Concorde simulator

French simulator

Location: Musée Aeroscopia, Toulouse, France

Reporter: Association Virtu'Ailes

Date: January 2018

The French Concorde simulator has now been moved to the Aeroscopia museum in Toulouse, to be displayed near development Concorde F-WTSB.

The museum plans to inaugurate the simulator on 2 March, the anniversary of the first ever Concorde flight, in 1969. The simulator will at first be on display as a static exhibit, with the flight deck visible behind a glass barrier, but there are plans to restore it to operational status.

For further information, see the website for the Association Virtu'Ailes (<http://virtuaires.fr>).



Flight deck

Top: the interior of the simulator, showing the flight deck controls.
Photo © Association Virtu'Ailes

Moving into position

Right: the simulator is manoeuvred into its final display position at the Musée Aeroscopia.
Photo © Association Virtu'Ailes

