

# MACH 2

Concorde  
magazine

The first and  
the fastest  
*Major anniversaries:  
Vickers Vimy  
and Concorde*

Eclipse-watching  
in style  
*Three Concordes  
chase a solar eclipse*

Foxie's Filton Flyers  
*A tour of the Concordes  
in the USA*

Issue 23  
August 2019

# INTRODUCTION

---

*This year of stand-out anniversaries in aviation continues. June this year saw the centenary of the first non-stop transatlantic crossing by an aeroplane. We begin Mach 2 with a feature from Brooklands Museum, the site where the epoch-making Vickers Vimy was built and, 50 years, later one of the manufacturing sites for Concorde, remembering “the first and the fastest”.*

*Less well known is the date of 11 August 1999, when a total solar eclipse occurred across Europe. Three Concorde aircraft followed the umbra – two from British Airways and one from Air France. To commemorate the 20th anniversary of this event, we feature views from all three of those flights.*

*There have been further 50th anniversary celebrations for Concorde. The enthusiasts’ group Foxie’s Filton Flyers made a transatlantic journey of their own to visit the Concordes in the USA. Paul Evans, leader of the group, has given a full and fascinating report of this trip. We end this issue with a review of a new Concorde book, brought out to commemorate the anniversary, but from a surprising viewpoint.*

---

## IN THIS ISSUE

---

- |    |   |    |  |            |
|----|---|----|--|------------|
| 2  | Introduction                              | 12 | The French experience  | Katie John |
| 3  | <b>Feature:</b> The first and the fastest | 13 | Celebrating Concorde Stateside   | Paul Evans |
| 3  | Transatlantic milestones                  | 18 | <b>Review:</b> A fresh view of an icon   | Katie John |
|    | Alex Patterson                            |    |  |            |
| 4  | A jet-age record: 1969 Andrew Lewis       |    |  |            |
| 6  | <b>Feature:</b> the 1999 solar eclipse    |    | Editor: Katie John   |            |
| 6  | The pilot's view                          |    | Contributing editor: Nigel Ferris  |            |
|    | Roger Mills                               |    |  |            |
| 11 | Champagne in the shadow of the Moon       |    | Cover: Concorde F-BVFA at the Steven F. Udvar-Hazy Center, Smithsonian National Air and Space Museum, USA. Photo: Paul Evans |            |
|    | Colin Mitchell                            |    |  |            |
-

# THE FIRST AND THE FASTEST

*This year has seen some of the most momentous anniversaries in the history of aerospace, including the 50th anniversary of the first landing on the Moon. Here, we revisit two globally significant achievements in British aviation: the centenary of the first non-stop transatlantic flight, in 1919, and the 50th anniversary of the fastest airliner ever to cross the Atlantic – Concorde.*

## Transatlantic milestones

*Alex Patterson, Director of Collections, Interpretation & Heritage, Brooklands Museum*

THE WAY WE TRAVEL TODAY can sometimes be taken for granted – or at least how we have become able to go greater distances much faster. It is second nature for us today to go online and find the best travel deal – be it by rail, ferry or by air – and expect to get to our chosen destination with relative ease. We can often forget the ground-breaking work, dedication, and vision of those individuals who have made this possible. However, sometimes there are opportunities to pause and reflect on just how far and fast technology has developed, especially when looking at flight.

We are fortunate at Brooklands Museum to be the home of some of the most significant aviation achievements in the world, without which the way we travel today could have been very different.

The year 2019 marks two major milestones in aviation history which we have been celebrating at Brooklands Museum – the centenary of the first successful non-stop crossing of the Atlantic in a Vickers-Armstrong Vimy bi-plane and the 50th anniversary of Concorde's maiden test flights. These two anniversaries have provided us an opportunity to reflect on these achievements, exploring how, in the space of 50 years, the first non-stop crossing of the Atlantic in 1919 led to the fastest aircraft to be designed to do the same route by 1969. At the heart of

### The pioneers

Captain Sir John Alcock (left) and Lieutenant-Colonel Sir Arthur Whitten Brown (right), pilot and navigator, respectively, for the crossing.

*Photo: Brooklands Museum*

both these milestones lay the talent of people – Brooklands people – who not only dreamed the impossible but went out to make it a reality. This spirit and sense of adventure have been told in a number of ways throughout 2019 at Brooklands Museum, including a new exhibition – *The First to the Fastest* – opened in April 2019.

### Atlantic crossing, 1919

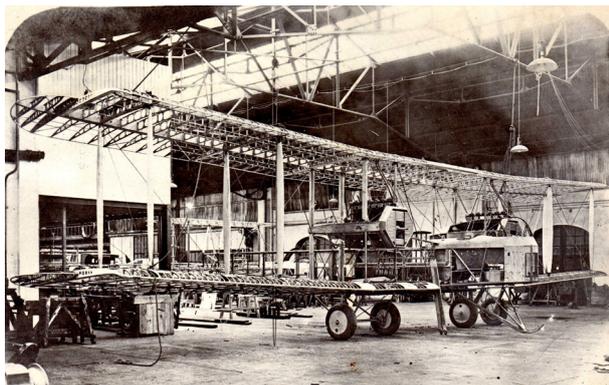
At a time when aviation was in its infancy, at the beginning of the 20th century, Brooklands quickly became established as one of the first aerodromes in the country. Test flights by the likes of A.V. Roe and Tommy Sopwith led to flying schools being set up by Hilda Hewlett, the first woman to gain a pilot's licence, in 1911, as well as Vickers who sought to train new pilots.

Challenges were issued by Lord Northcliffe, owner of the *Daily Mail* newspaper, to push the boundaries of flight. In 1911 the Daily Mail Circuit of Great Britain Air Race challenged aviators to fly round Britain, starting and ending at Brooklands, with the winner receiving £10,000 prize money. All the time, aircraft designs were being modified, with improvements being



made to engines. Two years later in 1913, the gauntlet was laid for a Great Air Race across the Atlantic Ocean from North America to the UK. The outbreak of the First World War in 1914 led to the competition being suspended, and it was only reopened in 1918 after the Armistice had been signed.

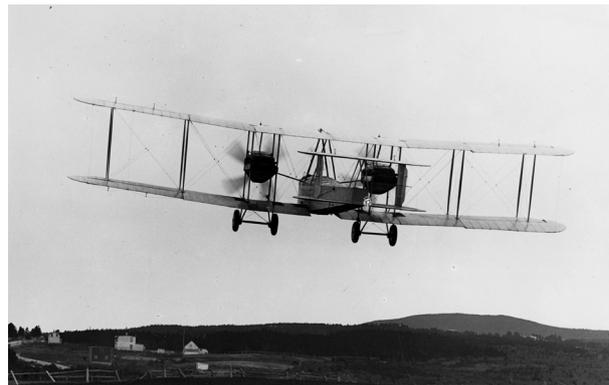
John Alcock and Arthur Whitten Brown had both flown during the First World War, with the former a pilot who learnt to fly at Brooklands. After the war had ended, Alcock – who had learnt to fly at Brooklands and was an apprentice at Vickers-Armstrong – was keen for his employers to enter the Great Air Race. After much posturing, a decision was made to enter the race and work was carried out at Brooklands to modify one of their Vimy bombers for the daring flight.



### Under construction

The Vickers Vimy in the process of being assembled in the original Vickers erecting shop.

Photo: Brooklands Museum



### The journey begins

Alcock and Brown take off from Newfoundland on 14 June 1919, to begin their 16-hour journey across the ocean.

Photo: Brooklands Museum

The Vickers-Armstrong team made their way across to St John's in Newfoundland – the designated start of the Air Race – by April 1919 to join three other competing teams. After months of waiting for the right weather, Alcock and Brown took their chance on 14 June. A treacherous journey, which saw them almost crash twice, lose all radio

contact and have issues with engines icing up, ended up with them landing on the west coast of Ireland 16 hours later as national heroes.

This flight was significant for a number of reasons, most of all because it quietened high-profile critics who thought a non-stop journey across the Atlantic in an aircraft was crazy and doomed to fail. Alcock

and Brown's achievement, alongside the team at Vickers-Armstrong that got the Vimy airworthy, laid the foundations for future transatlantic crossings and more importantly the advancement of aircraft technology. Within five decades it was possible to cross the Atlantic in less than seven hours, with the aim to achieve an even faster crossing.

## A jet-age record: 1969

Andrew Lewis, *Collections and Exhibitions Manager at Brooklands Museum*, recalls another record-breaking transatlantic flight – this time by a British Harrier jump jet, from the centre of London to the centre of New York, in just over 6 hours.

To commemorate the 50th anniversary of Alcock and Brown's conquest of the Atlantic, the *Daily Mail* launched another competition, The Transatlantic Air Race. This was to be flown between London and New York or vice versa, with total prize money of £60,000 (worth about £970,000 today).

As transatlantic flight was now commonplace, the race was designed to put the fun back into flying, with entrants including Tina the PG Tips chimpanzee, hot air balloonists and roller-skaters. It also drew entries from the military, who were keen to show off their new technology – particularly the Hawker Siddeley

### A spectacular start

Tom Lecky-Thompson and the Hawker Siddeley Harrier GR.1, XV741, lift off from St Pancras Station to begin their record-breaking flight to New York.

Photo: Brooklands Museum

Harrier, which was just entering service with the Royal Air Force. The fastest time from London to New York was set by Squadron Leader Tom Lecky-Thompson in a Harrier; he took off from a coal yard outside St Pancras station and landed on a pier on the Hudson river, taking just 6 hours and 11 minutes in total.



## Concorde – the fastest on Earth

War has always had an impact on technological advances in all areas of our lives. The giant leaps that were made during the Second World War (1939–1945) paved the way for a golden age of aviation, and Brooklands was centre stage. This period saw a rapid development in aviation technology, driven at Brooklands by people such as Sir George Edwards. From pressurised cabins allowing flight at higher altitude to the first turboprop aircraft, the advancement of aviation technology at Brooklands was helping to shape the way we travelled and where we were going.

George Edwards balanced his vision of technically superior aircraft with the needs of the operator and the end user. This was best demonstrated with the Concorde project, which he inherited with the formation of the British Aircraft Corporation (BAC) in 1960. The eventual partnership with the French manufacturer Aérospatiale led to one of the most significant and iconic aircrafts to be designed and successfully flown – Concorde. This, again, was developed in the face of much criticism and doubt over whether supersonic flight could be achieved. Yet in the face of adversity, those dedicated individuals at Brooklands and partner sites pushed forward to prove it could be achieved.

The real test for Concorde was in 1969, fifty years after Alcock and Brown's crossing. The maiden test flight was hugely anticipated and was filmed by a variety of news outlets and broadcast around the world. There were to be two test-flights



## Dawn of the supersonic era

Concorde 002 (G-BSST), the British prototype, makes her first flight from Filton to Fairford, on 2 April 1969.

*Photo: BAE Systems (courtesy of Brooklands Museum)*



– one in France and the other in Britain. On 2 March, at an airfield in Toulouse, Concorde 001 took off for the first time, piloted by André Turcat, for a short flight. On the 9 April 1969 Brian Trubshaw carried out the first British test flight at RAF Filton. Both flights were a success, and on 1 October 1969 the first supersonic trials were carried out.

The first transatlantic Concorde flight was made by the French prototype 001, F-WTSS, in September 1971. Two years later, the French pre-production aircraft 02, F-WTSA, would be the first Concorde to carry passengers across the Atlantic. British Airways and Air France finally inaugurated scheduled Concorde services simultaneously on 21 January 1976. While it would be more than seven years from that very first flight to Concorde carrying passengers commercially across the Atlantic in less than three and a half hours, Concorde went on to reach speeds that will remain unbeaten for the foreseeable future. On the transatlantic route, British Airways Concorde G-BOAD set the record for the fastest ever crossing on 7 February 1996, flying from New York to London in 2 hours 52 minutes 59 seconds. Even at the end

## From Vimy to Concorde

1977: the crew for the inaugural BA Concorde service to New York pose with a statue of Alcock and Brown. Left to right: Captain Tony Meadows; Captain Brian Walpole; Captain Leo Budd; SEO George Floyd.

*Photo: British Airways*

of her life in service, on 8 October 2003, this same aircraft set the speed record for an East–West crossing, flying from London to Boston in just 3 hours 5 minutes 34 seconds. Thus Concorde has become an icon for an age when the boundaries of aviation were being pushed.

## 2019: a year of celebration

As I remarked in my opening paragraph, it is important to reflect on success and think how individuals, working together, can achieve great things. We have certainly been doing this at Brooklands this year. Our new “First to the Fastest” exhibition highlights the daring stories of endeavour against the technological achievements made at Brooklands. Through the stories told in this exhibition we hope all our visitors will come away inspired by the feats of John Alcock and Arthur Whitten-Brown and amazed at the leap in technology – from the Vimy to Concorde in fifty years – much of which happened here at Brooklands.

For further information on these epic flights, visit the Brooklands Museum web page on the “First to the Fastest” exhibition:

<https://www.brooklandsmuseum.com/explore/exhibition-areas/first-to-the-fastest>

To find out about visiting the Brooklands Concorde, G-BBDG, see the Concorde section on the museum's site:

<https://www.brooklandsmuseum.com/concorde>

# THE 1999 SOLAR ECLIPSE

*Exactly 20 years ago, on 11 August 1999, a total solar eclipse occurred. The path of totality moved across Europe. Three Concorde flew to meet it – two from British Airways and one from Air France. In this feature we hear from some of the people involved in these extraordinary supersonic flights.*

## The pilot's view

*Captain Roger Mills commanded G-BOAC, one of the two British Concorde chartered for the eclipse flight. He recalls the experience of planning the double flight to rendezvous with the speeding shadow of the Moon.*

ON THE 11TH OF AUGUST 1999, a total eclipse of the sun was due to take place. It would be visible over Europe across a narrow track passing over south-west England, northern France, southern Belgium and Germany, Austria, Hungary, north-east Yugoslavia, southern Romania, the extreme north of Bulgaria, the Black Sea and Turkey. The greatest period of totality would be in Romania, and totality would take place in two European capitals: Luxembourg and Bucharest. In Britain the track of totality would cross the Scilly Isles, Cornwall, Devon and the island of Alderney.

### A double flight

Goodwood Travel, a regular charterer of Concorde, put forward a proposal to fly two Concorde into the mid-Atlantic then to return along the track of totality, giving their passengers an extended view of the eclipse. Sounds simple, doesn't it? However before proceeding there were many questions to be answered.

We drew on the experience of people from British Aerospace at Filton to answer some of these questions. Concorde 001, commanded by André Turcat, had chased an eclipse from Las Palmas to Fort Lamy (now Ndjamena), Chad, on the 30th June 1973. For that exercise 001 had been fitted with special observing equipment and five windows in the top of the fuselage. Would passengers on

our aircraft be able to observe the eclipse from the normal passenger windows on the starboard side? On the 1973 flight there had only been seven scientists and the crew on board, but our proposed flights would be carrying 100 passengers each. For everyone to see the eclipse, equipped with suitable solar viewing glasses, it would be necessary for the passengers, seated four abreast, to change seats in flight, so that they would be seated at the starboard window during the time of totality. With an estimated possible eight minutes of totality, this was felt to be feasible.

On the 1973 exercise there had only been one Concorde in the air. This time, though, the plan was for British Airways to fly two; Air France also decided to fly one of theirs. So we now had the tactical problem and the effect of shock waves on two Concorde flying in

close proximity to each other to discuss. British Aerospace delved into the issues concerning the shock wave; drawing conclusions from previous experience with both Concorde and military aircraft, they felt that if a 4000ft vertical separation was maintained there would only be momentary interference during the acceleration phase if both aircraft accelerated together.

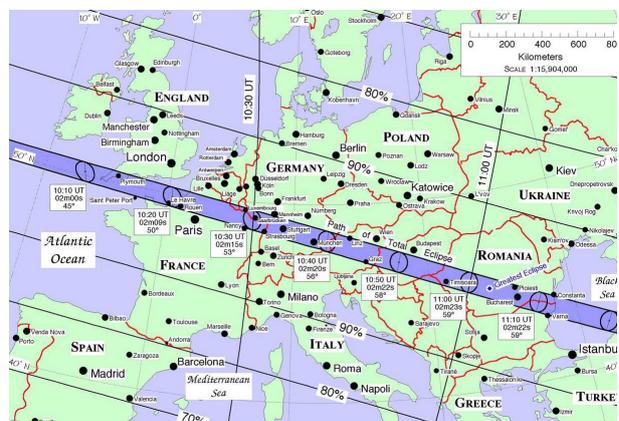
### Planning the route

By this stage I had been asked by Captain Mike Bannister, Flight Manager Concorde, who would be flying one of the BA aircraft, if I would fly the other. I, of course, readily agreed. I linked up with Lucy Pesaro of Navigation Services who was working on the flight planning side of things. As the whole operation was time critical and involved two Concorde operating on the same inbound track to the UK in

### The path of totality

The shadow of the eclipse passed across the centre of Europe, from the south-western tip of the UK to the Black Sea.

Map by Fred Espenak / NASA / Goddard Space Flight Center



Shanwick's [Shannon/Prestwick's] oceanic airspace, it was necessary for us to visit Shanwick Control at Prestwick to discuss the logistical problems. My input was needed as to what was possible and what was not. In the event our meeting went well and Lucy and I came away with a GO situation.

Lucy did all of the calculations and produced the final plan. Because of the logistics in departing two Concorde a strict plan had to be organised as detailed in the box shown on the right.

So with the planning all complete, wheels were put into motion for the actual flights. Goodwood Travel did all the marketing in their impeccable way and provided the passengers, with British Airways organising the aeroplanes and crew.

### The day of the eclipse

The day dawned, and I reported to the British Airways Flight Crew Briefing at Heathrow to complete all the necessary planning and paperwork. My crew for the flight were Co-pilot SFO Rick Reynolds and Flight Engineer SEO Ian Radford. We were allocated G-BOAC.

In the meantime the passengers were checking in with Goodwood Travel at the Sheraton Skyline Hotel, where they were to enjoy a champagne breakfast – speaking to them later, I discovered that some of them were too excited to eat. On each of the flights, in addition to our normal cabin crew, we would be carrying two Goodwood Travel representatives. They had the challenging task of shepherding their excited guests from the Skyline and getting them seated on the aeroplane.

Experience in the past had shown that on arriving at the aeroplane the majority of passengers on these non-scheduled special flights would be eager to photograph the aeroplane from all angles. As these flights were time critical, however, it was essential that the passengers boarded the aeroplane promptly because, in

Flight	Chocks Off	Optimum take-off	Last take-off
99S	0715	0800	0820
91N	0735	0802	0820

All times are UTC.  
If take-off were to be delayed beyond 0820, the flight(s) would have to be cancelled.

addition to stowing all their goods and chattels and making themselves comfortable, it would be preferable to have a seat change practice before departure and brief them on using the viewing glasses.

Having completed all of our paperwork, we proceeded to the aeroplane to complete our checks prior to departure. Both of the aeroplanes had been refuelled to the same amount, so that our weights would be similar and therefore our climb performance compatible. The passengers arrived on time and were quickly ushered aboard. We started up G-BOAC and taxied out for departure, making our take-off within the time constraints – a sporty take-off, as we were lighter than our normal transatlantic weight. Once safely en route, the passengers were given champagne and visits to the flight deck commenced. It was imperative that during the actual eclipse tracking the cabin would be clear of all glasses and all passengers would be seated for the viewing and seat changes to take place.

We accelerated on schedule and then began our climb into the block for our westward run out into the Atlantic. En route we carefully monitored our progress with the “how goes it” chart (see next page), and as I had been prudent by taking along Lucy on the jump seat we had our own back-up navigator. All went to plan to 28W, and we commenced our left turn to pick up the inbound track of the solar eclipse. At the appointed time we were in position and the viewing and seat changing commenced. Feedback from the

passengers was terrific as they all thoroughly enjoyed the experience. Interestingly, sitting on the port side of the aircraft and unable to leave my seat, I was the only person on board not to witness the event!

After the excitement of the eclipse the remaining passengers visited the flight deck as we returned to Heathrow. A truly memorable experience for everyone that took part – and yes, the passengers got to take all the photographs they wanted of the Concorde after landing.

My old school motto was “*Semper Altiora Speramus*”, which if my memory serves me correct, translates to “Always strive for higher and better things”. By flying Concorde I believe I fulfilled that edict.



Roger Mills, Concorde Captain  
1987–2000

#### Editor's note:

This article has been produced with the kind permission of Haynes Publishing, from the *Concorde Owners' Workshop Manual* by David Leney and David Macdonald.

## Intercepting the eclipse: the three flight paths

*This map shows the routes devised by Lucy Pesaro.*

It was planned that the two British Airways Concorde would depart within 2 minutes of each other and proceed to our normal acceleration point in the Bristol Channel, where the first Concorde would accelerate, followed by the second 4 minutes later.

Both aeroplanes would proceed on the same track to 8W (8 degrees West), where the first Concorde would turn in a south-westerly direction to take up a track out to 28W. The second Concorde would continue on track to 28W. At this point both aeroplanes would be some 240 nautical miles apart. At 28W the first Concorde would turn right and the second turn left to meet up again at 28W, flying

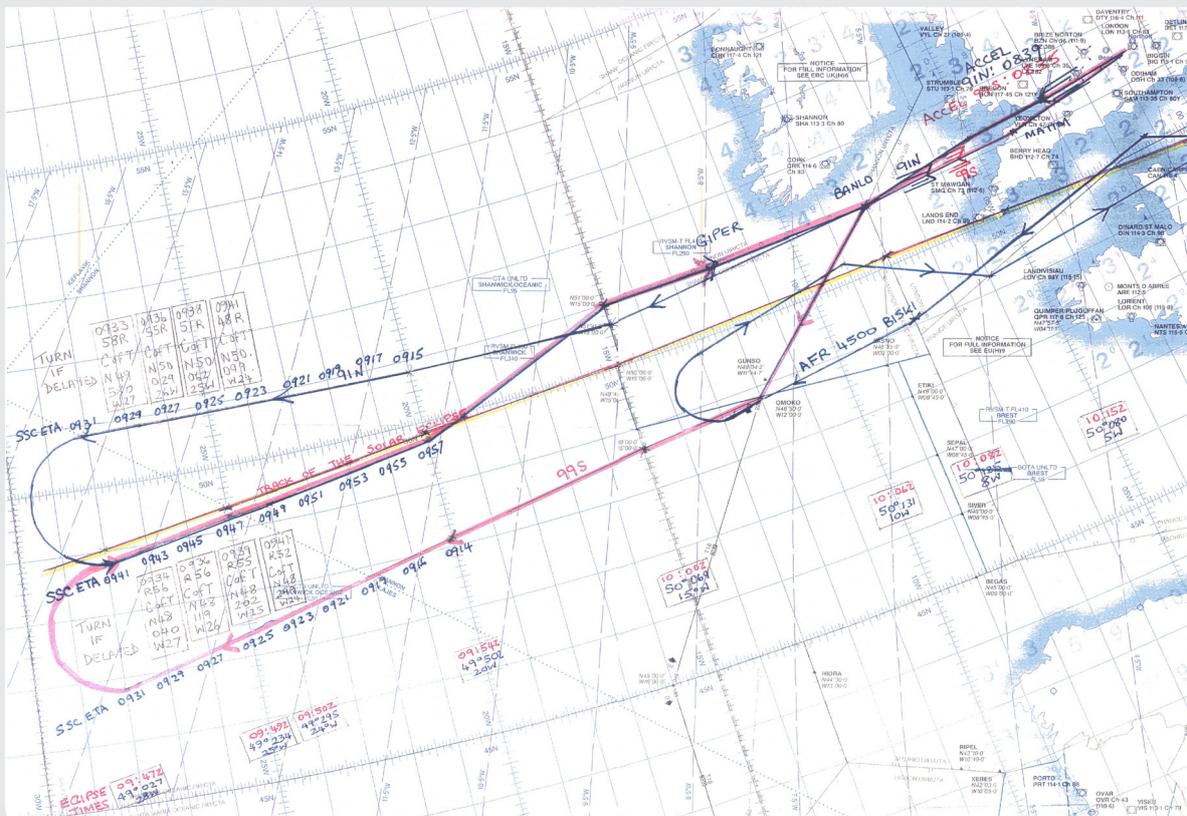
back to the UK on the track of the eclipse. To avoid any embarrassment, the first aeroplane would fly in the block FL550-FL600 (55,000-60,000ft) and the second from FL450-FL510, ensuring that there would be a minimum of 4000ft separation. Both aeroplanes would then proceed on the same track to view the eclipse.

In the event that a problem arose with the higher Concorde, necessitating a deceleration and descent, it would turn north. Likewise, the lower aeroplane inbound would decelerate and descend early. It had become apparent by this time that the Air France Concorde would not conflict with the BA Concorde.

The theory all sounds very good – but what if timings changed, for whatever reason? Lucy produced a “how goes it” chart (see below) showing the

tracks of both the BA Concorde and the Air France aircraft. BA9099C (the flight number of the aeroplane flown by Mike Bannister, abbreviated to 99S, taking the southerly route) is marked in red, and BA9091C (abbreviated to 91N, taking the northerly route) is marked in blue. Alongside each track can be seen the ideal time for that position in blue numbering and above, in black, the position to turn if delayed, together with the centre of the turn and the radius. The normal centre of turn and radius was on our navigation log. At the bottom of the chart are printed the eclipse times at various positions.

I was given the choice before the actual flight to have either a TV camera crew on the flight deck or take along Lucy. I elected to take Lucy!



### Flight log: BA9099C (southerly route)

A/C REG: SVCE No: DATE: STD: STA:		LONDON HEATHROW SOLAR ECLIPSE 11 August 99 1 OF 2				SELCAL: SHANWICK, GANDER NAT 'C': 2872 5649 8879 11336 13306 17946 HF: 'Speedbird London': 5535 8921 10072 13333 17922 21946										FORM 8871 AA		CONCORDE					
PRIMARY STATIONS AND FREQS		INIT POSITION		NEXT POSITION		PASS TO		S.H.		DIST		TIME		TR		FUEL		FUEL		FUEL		ATIS	
GND 121.9 TWR 118.7 118.5 124.47		TR R/NAV IDENT (T) FREQUENT		F/P REV ETA ETA		WAYPOINT		FREQ TIME		FL x 1000		TIME		(M)		ON BRD		TO DEST		REM DEST		113.07 113.75 115.1 Spdbd 131.9/8 131.55	
London CTL 132.6		COMPTON		WOODLEY		N51°27.2 W000°52.7				3.0 16		4		271								Require to be airborne no later than 0817 UTC	
		SID		WOODLEY		COMPTON		N51°29.5 W001°13.1		3.0 13		2		285									
SHANNON CTL 131.5 124.7 135.6 132.55		G1/UG1		COMPTON		MALBY		N51°35.5 W002°03.6		3.0 32		4		288								CALL SHANWICK 127.65 AS SOON AS POSSIBLE AFTER 'MALBY' WITH ETA 15W AND ASK FOR CONFIRMATION OF OCEANIC CLEARANCE.	
		ROUTE SL2		261 MALBY		O/R 280 ACCEL PT		N51°24.0 W003°50.0		4.0 67		8		268									
				265 ACCEL PT		O/R 280 MERLY		N51°20.0 W005°00.0		3.7 44		4		273									
				261 MERLY		O/R BANLO		N51°00.0 W008°00.0		2.0 115		9		270									
Shanwick Radio 127.9 or HF		DCT		232 BANLO		OMOKO		N48°50.3 W012°00.0		2.0 202		10		240								CROSS OMOKO FL430/600 CROSS 20W FL450/600 CROSS 28W FL550/600	
				266 OMOKO		SO 15 W		N48°40.0 W015°00.0		2.0 119		6		276									
Gander HF Shanwick HF NAT A				263 SO 15 W		20 WES		N48°10.0 W020°00.0		2.0 201		10		275								ECLIPSE AT N48.513 W28 at 0947 UTC	
				259 20 WES		28°W		N46°51.3 W028°00.0		2.0 334		17		273									
SHANWICK HF 127.9 WHEN IN RANGE				360 28°W		N48.513		N48°51.3 W028°00.0		(120)		10		TURN								ECLIPSE AT N49.152 W25 at 0949 UTC	
				077 N48.513		25°W		N49°15.2 W025°00.0		2.0 188		6		093									
				080 25°W		24°W		N49°21.9 W024°00.0		2.0 40		2		095									

A/C REG: SVCE No: DATE: STD: STA:		LONDON HEATHROW SOLAR ECLIPSE 2 OF 2				SELCAL: GANDER SHANWICK HF: NAT 'A': 3016 5598 8906 13306 17946 'Speedbird London': 5535 8921 10072 13333 17922 21946										FORM 8871 AA		CONCORDE					
PRIMARY STATIONS AND FREQS		INIT POSITION		NEXT POSITION		PASS TO		S.H.		DIST		TIME		TR		FUEL		FUEL		FUEL			
SHANNON CTL 131.4 132.55 124.7 LONDON CTL 132.95 132.8 123.9		TR R/NAV IDENT (T) FREQUENT		F/P REV ETA ETA		WAYPOINT		FREQ TIME		FL x 1000		TIME		(M)		ON BRD		TO DEST		REM DEST			
SHANNON CTL 131.4 132.55 124.7		DCT		081 24°W		20°W		N49°43.2 W020°00.0		2.0 157		8		095								Request Descent Clnce from London Ctl on 132.6	
				066 20°W		15°W		N51°00.0 W015°00.0		2.0 206		10		078									
LONDON CTL 132.95 132.8 123.9				089 15°W		GIPER		N51°00.0 W012°00.0		2.0 113		6		099									
				088 GIPER		BANLO		N51°00.0 W008°00.0		3.0 151		8		098								M=1.0 NOT LATER THAN 55 NM TO GO TO MATIM 96 DME BRECON 117.45 BCN	
				084 BANLO		MATIM		N51°10.5 W004°03.0		3.1 149		11		091									
				070 MATIM		390 MALBY		N51°35.5 W002°03.6		3.3 79		9		077									
		G1		101 MALBY		O/R 390 KENET		N51°31.2 W001°27.3		3.1 23		3		106									
				108 KENET		OCHKHAM		N51°18.3 W000°26.7		3.0 40		6		113								ATIS 133.075	
				356 OCHKHAM		70 LONDON		N51°29.2 W000°27.9		3.0 (11)		(004)		VAR									
								RAMP POSN (T4)		N51°27.6 W000°26.6													

STN - LHR : 2440NM  
TIME: 02:41

### Flight log: BA9091C (northerly route)

A/C REG: <i>6-BONC</i> SVCE No: <i>BA9091C</i> DATE: <i>11/8/99</i> STD: <i>0735</i> STA: <i>1050</i>		LONDON HEATHROW SOLAR ECLIPSE 1 OF 2 ECLIPSE 2 SM/91N		SELCAL: <i>CSJ 032 SE</i> HF: <i>Shanwick, Gander NATC: 2872 5649 8879 11336 13306 17946</i> <i>'Speedbird London: 5535 8921 10072 13333 17922 21946</i>				FORM 8871 AA RAMP POSN: <i>N5128</i> <i>W0027</i>		CONCORDE NO: <i>STNLRH</i> EFFECTIVE: <i>9.8.99</i> CANCELS: <i>1.8.99</i>						
PRIMARY STATIONS AND FREQS	A/WAY OR ADDR. FL'S AVAILABLE	INIT TR	POSITION R/NAV IDENT (T) FREQ IDENT	ATA	FL	F/P REV	NEXT POSITION WAYPOINT	PASS TO TIME	S.H. Fl x DIST	TIME	TR (M)	FUEL ON BRD	FUEL TO DEST	FUEL REM DEST	ATIS	
GND 121.9 TWR 118.7 118.5 124.47	COMPTON SID	267	HEATHROW			0825	WOODLEY N51°27.2 W000°52.7		3.0	16	4	271			113.07 113.75 115.1 Spdbd 131.9/.8 131.55	Require to be airborne no later than 0821 UTC
		280	WOODLEY 352 'WOD' COMPTON			0827	COMPTON N51°29.5 W001°13.1		3.0	13	2	285				
London CTL 132.6	G1/UG1 ROUTE SL2	281	MALBY			0831	MALBY N51°35.5 W002°03.6		3.0	32	4	288				CALL SHANWICK 127.65 AS SOON AS POSSIBLE AFTER 'MALBY' WITH ETA 15W AND ASK FOR CONFIRMATION OF OCEANIC CLEARANCE.
		261	MALBY 114.35 CPT	O/R	280	0839	ACCEL PT N51°24.0 W003°50.0		4.0	67	8	268				
		265	ACCEL PT	O/R	280	0843	MERLY N51°20.0 W005°00.0		3.7	44	4	273				
		261	MERLY	O/R		0852	BANLO N51°00.0 W008°00.0		2.0	115	9	270				
SHANNON CTL 131.5 124.7 135.6 132.55	Track SM	269	BANLO			0906	SM 15 W N50°41.0 W015°00.0		2.0	266	14	279				CROSS 15W FL430/510 CROSS 20W FL450/510 CROSS 28W FL450/510
Shanwick Radio 127.9 or HF		275	SM 15 W			0916	SM 20 W N50°50.0 W020°00.0		2.0	190	10	287				Radius of Turn 60nm. Centre N49.513 W028
Gander HF Shanwick HF NAT A	DCT	273	SM 20 W			0931	28'W N50°51.3 W028°00.0		2.0	303	15	288				ECLIPSE AT N48.513 W28 at 0947 UTC
		180	28'W			0941	N48.513 N48°51.3 W028°00.0	(120)	2.0	188	10	TURN				ECLIPSE AT N49.152 W25 at 0949 UTC
SHANWICK HF 127.9 WHEN IN RANGE		077	N48.513			0947	25'W N48°15.2 W025°00.0		2.0	120	6	093				
SHANNON CTL 131.14 135.6		080	25'W			0949	24'W N49°21.9 W024°00.0		2.0	40	2	095				
		081	24'W			0957	20'W N49°43.2 W020°00.0		2.0	157	8	095				Request Decel Clearance from London Ctl 132.6

A/C REG: <i>6-BONC</i> SVCE No: <i>BA9091C</i> DATE: <i>11/8/99</i> STD: <i>0735</i> STA: <i>1050</i>		HEATHROW SOLAR ECLIPSE 2 OF 2 ECLIPSE 2 SM/91N		SELCAL: <i>GANDER SHANWICK</i> HF: <i>NAT A: 3016 5598 8906 13306 17946</i> <i>'Speedbird London: 5535 8921 10072 13333 17922 21946</i>				FORM 8871 AA RAMP POSN: <i>N5128</i> <i>W0027</i>		CONCORDE NO: <i>STNLRH</i> EFFECTIVE: <i>9.8.99</i> CANCELS: <i>1.8.99</i>						
PRIMARY STATIONS AND FREQS	A/WAY OR ADDR. FL'S AVAILABLE	INIT TR	POSITION R/NAV IDENT (T) FREQ IDENT	ATA	FL	F/P REV	NEXT POSITION WAYPOINT	PASS TO TIME	S.H. Fl x DIST	TIME	TR (M)	FUEL ON BRD	FUEL TO DEST	FUEL REM DEST	ATIS	
SHANNON CTL 131.4 135.6	DCT	066	20'W			1008	15'W N51°00.0 W015°00.0		2.0	206	10	078				Request Decel Clnce from Lon Ctl 132.6
		089	15'W			1014	GIPER N51°00.0 W012°00.0		2.0	113	6	099				
132.55 124.7		088	GIPER			1022	BANLO N51°00.0 W008°00.0		3.0	151	8	097				
LONDON CTL 132.95 132.8 123.9		084	BANLO			1033	MATIM N51°10.5 W004°03.0		3.1	149	13	091				Spdbd Ctl 131.9 W=1.0 NOT LATER THAN 75 NM TO GO TO MATIM
		071	MATIM		390	1042	MALBY N51°35.5 W002°03.6		3.3	79	9	077				
	G1	101	MALBY	O/R	390	1045	KENET N51°31.2 W001°27.3		3.1	23	3	106				
	Direct	108	KENET 295R 40NM 115.3 OCK OCKHAM			1051	OCKHAM N51°18.3 W000°26.7		3.0	40	6	113				ATIS 133.075
		356	115.3 OCK		70	1057	LONDON N51°29.2 W000°27.9		3.0	(11) 31	6	(004) VAR				
							RAMP POSN (T4) N51°27.6 W000°26.6									

## Champagne in the shadow of the Moon

*Colin Mitchell, former director of Goodwood Travel, describes how he chartered two Concorde for the flight of a lifetime – a supersonic journey inside the umbra during the last solar eclipse of the 20th century.*

At Goodwood Travel, we were always on the lookout for any special event that would enhance the Concorde experience – air displays or special anniversaries were popular. The total eclipse of the Sun in August 1999 was an opportunity not to be missed.

We already had a regular programme of ‘Supersonic Champagne Flights’, one hour forty minutes achieving Mach 2 over the Channel approaches – but could we possibly be able to have an aircraft fly at Mach 2 to extend the viewing of the period of ‘totality’ caused by the moon’s shadow?

### An expert opinion

Since we were no experts on this subject, we passed the proposal to British Airways. Chief Concorde Pilot Mike Bannister took the project on board, as he had with some of our other crazy ideas – and we soon had confirmation that such an operation was feasible.

Such a flight had been operated before in 1973 by the French prototype aircraft 001 over the Atlantic and the Sahara Desert, when over 70 minutes in totality was achieved. That flight was instigated by a group of scientists and was loaded with equipment. The aircraft had even had special viewing portholes installed in the roof. Ours, on the other hand, was a pure “Flight of Fantasy”; we would have a much shorter time in the shadow, but it was worth a shot!

### Firing the imagination

Publicity material was produced, and we soon realised that the public’s imagination had been fired up by the event – the flight was soon

### The view from the cabin

Even at the height at which the Concorde were flying, the Sun was high above the aircraft so it was difficult for passengers to see the eclipse from the small cabin windows. They had to crouch between the seats and look upwards, and the pilots banked the aircraft to give a better view. The discomfort was worth it, though, as the passengers enjoyed a short but definite view of the Sun’s corona during totality.

The flight on board G-BOAA was filmed by Associated Press. The video is available on YouTube here: <https://www.youtube.com/watch?v=Y-L0eRgzxE0>



**Fully prepared**  
Passengers on G-BOAA (including Colin Mitchell, right) wearing their solar eclipse viewers.  
*Image from Associated Press video*

**The shot of a lifetime**  
Passengers Peter and Audrey Pallett were able to view totality for about half a minute from G-BOAC. This is the photograph that they took of the eclipse at totality. Their own account of the trip is available on their website: <http://www.pallettathome.com>  
*Photo: Peter and Audrey Pallett*



sold out. Could we have a second aircraft?

Since a very close separation would be required, questions arose. Could two aircraft fly together at different altitudes at Mach 2? Would there be any effect, one on the other, of the shock waves? The slide rules came out again at BA, and we had a positive answer – a second flight was possible. This flight also sold out.

Special viewing spectacles were sourced and ordered, and commemorative crystal glasses were designed and produced.

The spectacle would only be visible from the right-hand side of the aircraft, so we devised a plan whereby our passengers would rotate seats in unison on a call over the intercom once we were in darkness.

### Achieving totality

The day came and soon after sunrise 200 excited passengers checked in at our special champagne reception at the Sheraton Skyline Hotel before being taken by coach to Terminal One at Heathrow. Mike himself was in command of the first aircraft

and Roger Mills the second. Once on board we asked the guests to practise the seat rotation – it seemed to work well!

Both aircraft took off, one behind the other, and followed the carefully planned route that Mike had produced, first travelling westwards and then turning to intercept the shadow racing towards us at some 1,200 mph.

Soon we were up at Mach 2; at this point the timing had to be precise. The sky darkened and the obscured sun and solar corona could

### Souvenir of the flight

The menu for the in-flight meal was presented in a special cover.

Photo: Jan Knott

be made out, albeit at an acute angle ahead of the aircraft.

We stayed in the shadow for some eight minutes – nowhere near the time achieved in 1973 but enough to satisfy the aim of the flight! Once back in daylight, the champagne stocks were reduced rapidly before the two aircraft returned in formation to land at Heathrow.



## The French experience

On 11 August 1999, F-BVFC took off at 11:00 hours local time (09:06 GMT) from Paris Charles de Gaulle (CDG) to rendezvous with the path of the eclipse. The aircraft had been chartered by members of the French Astronomy Association for the flight.

The conditions were less favourable than those for the eclipse of June 1973, which Concorde 001 followed over west Africa (see Mach 2, June 2018); the umbra moves more slowly over equatorial regions, so 001 had more time to follow it.

Following the central line of the umbra, totality would last for 6 minutes 30 seconds; but by entering the umbra at its southern edge and flying diagonally to exit at the northern edge, the time could be increased to 8 minutes 10 seconds.

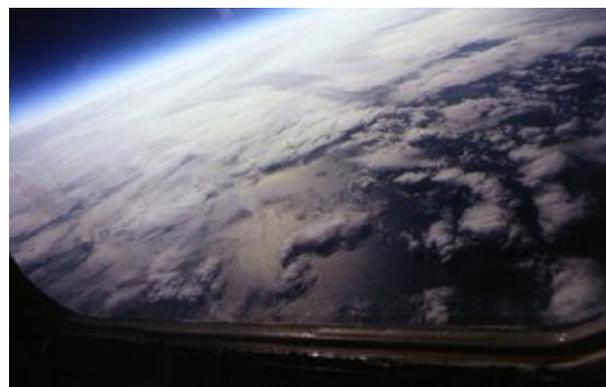
### Entering the umbra

F-BVFC entered the umbra between N 4950.0 and W 01300.00, and exited at N 5020.0, W 00900.0.

As with the British flights, the eclipse was only visible from one side of the cabin; in this case, the left-hand windows. The crew co-ordinated the changes of place so that each passenger could have 2 minutes of viewing time. Even so, the line of sight was about 50° from the cabin windows during totality, so viewing was tricky for the passengers.

Fox Charlie landed back at CDG just after 13:00 hours local time (11:07 GMT), with the partial eclipse still visible in the sky.

*Editor's note:* Thanks to Jacques from [concorde-bvfc.fr](http://concorde-bvfc.fr) for this information and to Xavier Jubier ([http://xjubier.free.fr/en/site\\_pages/solar\\_eclipses/TSE\\_19990811\\_pg02\\_Concorde.html](http://xjubier.free.fr/en/site_pages/solar_eclipses/TSE_19990811_pg02_Concorde.html)) for the photograph.



### The path of the eclipse

The view from Fox Charlie during the eclipse; the umbra is visible on the bottom right of this image.

Photo: Xavier Jubier

## The three flights: summary

### G-BOAC (BA9091C – northern route)

Captain: Roger Mills  
Co-pilot: SFO Rick Reynolds  
Flight Engineer: SEO Ian Radford

### G-BOAA (BA9099C – southern route)

Captain: Mike Bannister  
Co-pilot: SFO Paul Bandall  
Flight Engineer: SEO Alex Jones

### F-BVFC (AF4500)

Captain: Jean Prunin  
Co-pilot: Eric Célérier

# Celebrating Concorde Stateside

*As one of the many events held this year to mark Concorde's 50th anniversary, the enthusiasts' group Foxie's Filton Flyers embarked on an epic tour of the USA, to visit the Concordes housed in museums there. Paul Evans, the group's founder and leader, describes the events and the reception from their American hosts.*

**A**FTER RETURNING from our memorable long weekend to Toulouse in March 2018, it was time to begin thinking of ideas to commemorate the 50th anniversary of this one of a kind aircraft. The vast majority of my group had never visited the United States before, so an idea arose – and for me personally, an opportunity to be reunited with “my rocket” from 21/09/03, G-BOAG, which now resides at the Museum of Flight, Seattle.

After a few weeks of looking at dates, flights, accommodation and general logistics the destinations and dates were all confirmed. Foxie's Filton Flyers would be visiting G-BOAG (Seattle), F-BVFA (Washington Dulles), and the World Record holder, G-BOAD (New York) during June 2019.

Over the next few months everything came together nicely. We would be flying direct from LHR to Seattle with BA on one of their 777 workhorses; from Seattle we would fly United direct to Dulles, then from Washington we would change to the Amtrak down to New York, before returning from JFK to LHR with BA once more on the 747.

Behind the scenes whilst everyone was planning their holiday excursions, visits etc, Fred Finn and I were busy emailing and phoning the three museums we would be visiting – along with trying to set up something rather special with BA prior to our departure on June 3rd.

I have to say at this stage that both the Museum of Flight, Seattle and the Intrepid Air and Space Museum, New York were extremely generous and cooperative towards our group, with Seattle giving us early access to the museum to

spend time with G-BOAG and also throwing in complimentary access to the Apollo Fiftieth Anniversary exhibition, which was fantastic.

The Intrepid Air and Space museum in New York granted complimentary admission to the museum, and 60 minutes of private access to G-BOAD, including the flight deck, as well as access to their archive and restoration facility and unique access to the rear top deck in order for us to capture some stunning aerial images of G-BOAD with the Manhattan backdrop.

## British Airways HQ

Through Fred Finn, I had been communicating with Victoria Madden, the global head of PR at BA, to arrange a unique photo opportunity in front of G-BOAB at LHR prior to our flight to Seattle. I can reveal here that this was agreed and approved by BA right up to the Friday before our departure, when sadly the owners of LHR declined the arrangements on security and safety grounds. In all fairness to Victoria, at short notice she arranged instead a group visit to BA HQ Waterside and the BA Heritage Centre early on the Monday morning, prior to

## A gift of thanks

Paul Evans and Fred Finn present Victoria Madden with a copy of Paul's book and prints of G-BOAF.

*Photo: Paul Evans*

## Concorde memento

A nose cone from Concorde stands in the foyer at British Airways' headquarters.

*Photo: Paul Evans*



our flight, even coming in early by 7.00am to welcome us.

The day of the trip arrived. The alarm went off at 4.45am; the taxis were all booked for Terminal Five at 6.00 to give us plenty of time to catch the BA courtesy bus to Waterside after checking in. Not everyone was able to attend, which was a little disappointing. Those of us that did take the visit, however, were welcomed by Victoria at the entrance, given our passes and treated to a short, impromptu tour of Waterside, before going to view the BA heritage collection with the curator, Jim, who had also come in early especially for the group. As a thank you on behalf of the group I presented Victoria with a signed copy of my book and two canvas prints of G-BOAF at Filton (which are now proudly on display in her office at Waterside and also that of a certain CEO).

All too soon it was time to leave and catch the courtesy bus back to Terminal Five, before meeting the rest of the group to board our BA053 to Seattle.



The flight and cabin crew of BA053 were fantastic, especially Amy Musson who went the extra mile for Mr Johnstone and me in WTP; truly excellent. A big thank you to ex-Concorde cabin crew member and current BA Customer Service Manager Julie Reynolds for getting in touch with our crew for this flight. Thanks to Peter Ugle, the Captain even made an announcement regarding Foxie's Filton Flyers and our tour of the United States to visit the three Concorde; he also acknowledged the Golden Wedding Anniversary of Richard and Lesley Chatham. Finally, on arrival into Seattle, we were invited to the flight deck and also had photos with the flight and cabin crew.

### G-BOAG, The Museum of Flight, Seattle

We arrived around 9.20am at The Museum of Flight. At reception we were greeted by Ted Huetter, whom I had been liaising with for the past fourteen months, and escorted over the road via a walkway to the new aircraft pavilion to view G-BOAG.

After all those months of planning we were finally standing underneath our first Concorde of this US Tour. I have to be perfectly honest, though: it was *hugely* disappointing. The aircraft cosmetically was dreadful, with very visible peeling paint on the fuselage, tail, wings, etc, and the interior was also dreadful. It was



### Welcome party

Ted Huetter, PR and Promotions Manager at the Museum of Flight, met the group to show them round.

*Photo: Paul Evans*

### G-BOAG

Alpha Golf in the aviation pavilion at the Museum of Flight, Seattle. Although displayed with icons such as the first Boeing 747, she looks less well cared for than the American aircraft.

*Photo: Paul Evans*



obvious that the Conran seats had not been treated since the aircraft arrived back in November 2003 as they were very faded, discoloured and starting to crack. The amount of dust on the seats and carpets behind the Perspex was disgusting and showed a lack of care or passion for the aircraft when compared to the pristine first Boeing 747, 787, and President Kennedy's Air Force One.

I walked through the aircraft with John Dunlevy (JD), who pointed out a rather large amount of water that had settled in a few of the forward cabin windows. Personally I found this experience very upsetting, as the last time I saw Alpha Golf she was my BA001 and looked pristine. At least the aircraft has an air conditioning unit plumbed into the original pipe work, a very similar set-up to what we used to have on G-BOAF whilst in the compound at "Concorde at Filton", so at least the airframe is having warm and cold air pumped through.

The one thing that struck most of us in the group was the pristine condition of the American aircraft on display, whereas Concorde cosmetically has been left to deteriorate. Given that she is such a rare piece of aviation history, it is shocking to see the aircraft in this condition in a museum of this stature.

The rest of the Museum of Flight, however, was tremendous, with exhibits displayed in a bright and appropriate environment – the highlight for me being the "Destination Moon" exhibit celebrating fifty



### Privileged access

Foxie's Filton Flyers pose for a group photo after the museum allowed them some private time with Alpha Golf.

*Photo: Paul Evans*

years of Man on the Moon. Within this exhibition were the gloves and helmet worn by Buzz Aldrin, a Saturn V exhaust nozzle, various pieces of a Saturn V recovered from the Atlantic, and the actual Apollo 11 command capsule. All of this was absolutely first class, and after the disappointment of Concorde Alpha Golf this went some way to making the visit special and memorable.

After our visit to the Museum of Flight, the majority of us headed North to Everett to visit the Boeing Factory. I know that for one member in particular – who, after finishing his engineering career on Concorde with BA went onto the 747-400 and then 787 before retiring – this was a very moving visit. It was rather special for me to share this visit with him as we surveyed the 747-8 production line along with the 787.



### Stunning displays

The Space Shuttle *Discovery* (above) and Concorde F-BVFA (right) looking immaculate at the Udvar-Hazy Center. Photos: Paul Evans



The size of the Boeing factory has to be seen to be believed; compared to the Airbus site which we visited last year in Toulouse, I would estimate that Everett is at least three times the size. However, one couldn't help noticing a large number of 737 Max's parked in every available space around the site, including several car parks!

### F-BVFA, Steven F. Udvar-Hazy Center, Dulles

Next stop Washington Dulles to view possibly the best-maintained Concorde there is, Air France F-BVFA, in possibly the greatest aviation museum, the Steven F. Udvar-Hazy Center at the Smithsonian National Air and Space Museum. The Center was breathtaking, with too many aircraft to appreciate in one visit; this is somewhere that I will certainly return to in the future.

On entering the building you are immediately drawn to the sheer size. A very tasteful design in the shape of a traditional hangar, with lots of natural light coming through windows near the roof of the structure.

As we gathered together for the obligatory FFF group photo on one of the balconies, we surveyed the prototype 707, Blackbird, Enola Gay and there in the distance F-BVFA.

How can I describe F-BVFA? As close to "as-delivered" condition as you can get; there are still marks around and inside the intakes from the last flight way back in June 2003, and the spill doors are also open.

I wasn't feeling too well on this day, but still managed to try and photograph the aircraft from every angle possible. The aircraft was immaculate, no other word for it; the undercarriage was also like viewing something from a time warp. From speaking to several people I learned that the aircraft was literally outside for about two days after arrival and was then brought inside.

I climbed a spiral staircase to view the aircraft from yet another balcony with JD and my partner in crime, Stephen Johnstone. JD was pointing out little repairs here and there, that we general enthusiasts would never have spotted, including a patch repair on the forward fuselage that became obvious (once we were told where to look).

Going around all three of these aircraft with such knowledgeable ex-engineers as JD and Peter was really a privilege and added an extra dimension to each visit, hearing experiences that have never been written down in words anywhere. These were really special moments

that I never tired of and which I will always treasure.

As we walked along the balcony thinking that the day couldn't possibly get any better, we turned a corner and there was the Space Shuttle *Discovery* sitting proudly floodlit in front of a giant stars and stripes flag – just beautiful. *Discovery* was displayed in the same way as F-BVFA, in as close to delivery condition as possible; there were still scorch marks visible on the thermal tiles from its final re-entry back to earth on its final mission. To see the Shuttle up close was something quite special.

The other neat little attraction was a lift taking visitors up to the observation deck, which had views of the beautiful countryside and both runways at Dulles. This also had an actual live feed from the control tower, which we listened to whilst observing an arriving United 777 gliding past us on final approach into Dulles.

The Steven F. Udvar-Hazy Center also has a great restoration section, which was visible from a viewing area for the public to see what goes on "behind the scenes". This provided a fascinating insight into the work that goes into preparing and restoring exhibits and is

something that should be incorporated into all aviation museums.

From a museum and facility perspective this was without a doubt the tour highlight, made all the better by our lovely Marriott hotel in Dulles, which just happened to be close to a Longhorn Steakhouse and Cheesecake Factory! What more could you ask for?

### **G-BOAD, Intrepid Sea, Air & Space Museum Complex, New York**

The journey from Washington, D.C. to New York City would be a welcome change from flying as I had arranged for us to travel by Amtrak to Penn Station, which would be a tad more relaxing.

New York was a fantastic experience and I would encourage everyone to try and visit at least once. However, we were here to visit Concorde – or more specifically the World Record holder, G-BOAD, now on permanent display at The Intrepid Air & Space Museum. Out of all the aircraft we were visiting, this was the one I was the most apprehensive about, based on previous feedback and photos. How wrong we would all be proved.

Most of us walked down to the Hudson River from our hotel, The New Yorker, to arrive at the Intrepid at 10.30. It was a beautiful day, not a cloud in the sky, just perfect for taking shots and video of Concorde.

At the entrance to the Intrepid, we were welcomed by Eric Boehm and Ashley Allen. A group photograph was taken of us in front of G-BOAD, which was to be used for the Intrepid's social media and aural history section.

Alpha Delta looked gorgeous in the striking New York sun, and in no way reflected the false reports we

### **Aerial view**

G-BOAD is shown off to stunning effect against the river from this vantage point at the Intrepid museum, on a lovely summer day.

*Photo: Paul Evans*



### **Attention to detail**

The main landing gear on G-BOAD, looking in good condition, shows the care being taken for this Concorde.

*Photo: Paul Evans*

had heard of her current condition, especially as she had undergone a full clean just days prior to our arrival. Obviously the aircraft would benefit from being under cover like the Space Shuttle *Enterprise*, and truthfully speaking she should have gone under cover before the shuttle; however, even with these limitations the aircraft is displayed to the highest standards possible within the restrictions present.

As we boarded in two separate groups of ten (similar to the way we used to run the tours at Concorde at Filton), we were struck at how much care and preservation had been put into the aircraft. Every seat in the forward cabin that you are allowed to sit on has been covered in a clear protective cover, along with each headrest and armrest. There is air conditioning and de-humidifiers in both cabins, and even the flight

deck seats were covered in the same protective covers.

One poignant moment was reading all the messages from the flight and JFK engineering crew on the flight deck; these people truly loved this aircraft. It really was wonderful to have the aircraft to ourselves for the hour; it was like old times again!

We will forever argue about the location of this aircraft. However, after seeing it “in the flesh”, I have to say that it is a fitting location with a dedicated team who value it immensely. Yes it should ideally have gone under cover when it arrived in November 2003, but the one thing that stands out is the amount of pride that Intrepid take with having Concorde as part of their collection – certainly more so than The Museum of Flight.

A few of us had a talk with Eric, who revealed that there are plans in place to get Alpha Delta repainted in the foreseeable future. He also described the difficulties they face when trying to raise funds for Concorde from New Yorkers.

Intrepid really did treat us superbly, with Eric being our personal enthusiastic guide for our tour around this magnificent aircraft carrier. He eagerly showed us parts of the ship that are usually off limits, such as their extensive archive. Aside from the artefacts from the Second World War and other conflicts that the ship was involved in, they had





**A fund of stories**

The group enjoy a tour given by Eric Boehm (right, in dark blue shirt). According to one group member, "Eric is the nicest man you're ever likely to meet and full of information and a million stories – I could listen to him all day!"

Photo: Paul Evans

on as members from Brooklands, Manchester, Filton, ex-BA engineering and others mingled around underneath the aircraft, drawn to it like bees to a honeycomb, all with the same expressions. It was at that moment I thought "Yes, it was SO worth it, job done."

This trip was certainly a once in a lifetime tour. There were so many highlights that were not Concorde-related which would not be relevant to publish here; I just wish to say that I am so pleased that everyone ticked off everything from their own bucket lists, Richard got his camera back and my liver survived several nights out with the mad Swede. I am well aware that without these people I would never have made this trip; your kindness and generosity made it possible for me and for that I shall always be grateful. My sincere hope is that you all enjoyed this Foxie's Filton Flyers Concorde Fiftieth Anniversary U.S. Tour as much as I did – here's to the next one!

some unique Concorde items such as crew jackets, cutlery, and load sheets, as well as a retro hand-held computer, which I believe the flight engineer used to use for calculating fuel and range; if my memory serves me correctly I believe it was SEO Ian "Brains" Kirby who came up with the program. [Ed: It was; for details, see Mach 2, Feb 2019.]

We were also given unique access to the restoration section, where volunteers were hard at work. Peter Ugle couldn't resist getting involved and offering some helpful advice, which was eagerly taken on board by the volunteers. He was even invited over in the future to become part of the Intrepid's restoration team!

I slipped away after coming off Alpha Delta and just stood right at the back underneath the rear fuselage undercarriage, leaning against the railings overlooking the Hudson River. Suddenly a feeling of relief and exhaustion came over me and, yes, I did get a wee bit emotional.

I was drawn back to October 2004, standing underneath Alpha Foxtrot in the compound at Concorde at Filton, starting my first day as a volunteer there. To think this all

started in a cold, damp compound underneath G-BOAF that October day in 2004 – and here I was 15 years later, at the conclusion of a trip I certainly never thought I'd ever do, let alone plan and put together. I felt so privileged to have brought

*"To think this all started in a cold, damp compound underneath G-BOAF ..."*

together such a wonderful group of close and lifelong friends, and I still cannot believe some of us have only known each other for less than two years, all of us brought together by this one of a kind machine. I looked

Special thanks to Fred Finn, Victoria Madden (British Airways), Julie Reynolds (British Airways), Ted Huetter (Museum of Flight, Seattle), Eric Boehm and Ashley Allen (Intrepid Air & Space Museum, New York), and James Coombe (Heritage Concorde/Bargain flight accommodation finder).

**It was SO worth it...**

Foxie's Filton Flyers gather for one last group photo, in front of Concorde G-BOAD, at the end of a tiring but unforgettable tour.

Photo: Paul Evans



## A FRESH VIEW OF AN ICON

*Over the last 50 years, the library of books and films about Concorde has grown without cease. Mach 2 Editor Katie John reviews the latest contribution to this ever-expanding collection: a multi-national history, which comes complete with films for mobile and tablet viewing.*

THE NUMBER OF BOOKS ABOUT CONCORDE, the supreme icon of civil aviation, has increased constantly through the 50 years since the aircraft first took flight. Year on year, new books have emerged, by French and British pilots, engineers, and others; a few by American authors; and now, in this sumptuous, large-format new visual history, we have a contribution from Germany.

Ingo Bauernfeind is a German military historian who also studied military and naval history at Hawaii Pacific University, Honolulu. He has written more than 30 books on naval, aviation, and military history. He has also collaborated on historical projects with the US Navy and with various American military museums, and he has produced films and documentaries for German and American television.

### A view from both sides

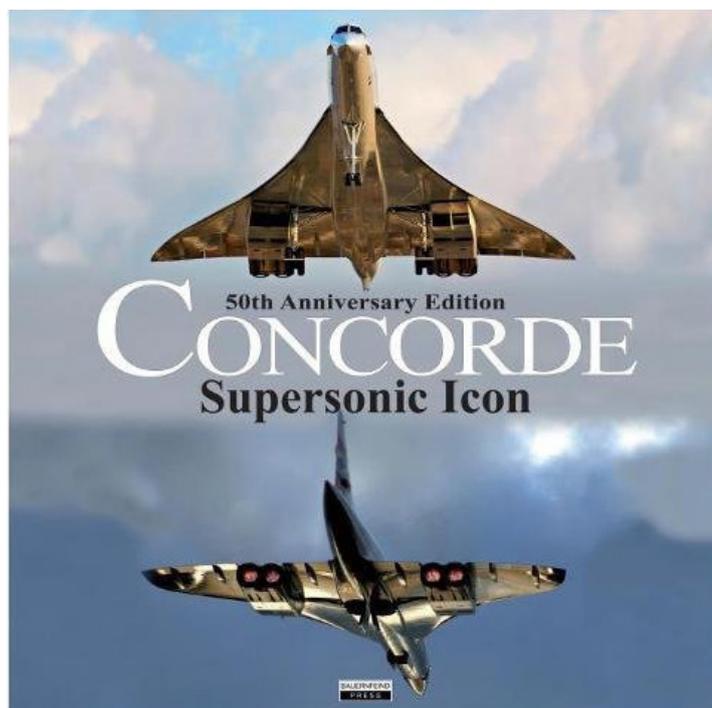
In the other Concorde books I have read so far, the authors have seemed to keep their feet planted firmly on their side of the Channel, so to speak; but this neutral observer from Germany has blended the views from both sides in order to give us an in-depth portrait of the beautiful white bird.

Bauernfeind has conducted interviews with British and French Concorde pilots, engineers, cabin crew, and members of enthusiasts' associations, bringing in information that does not usually appear in the official histories. I have to declare an interest here; both Nigel Ferris and I, representing Mach 2 magazine, were among the interviewees. Mach 2 readers might also recognise other familiar names, including John Hutchinson, Ian Kirby, Derek Woodley, and the late Christopher Orlebar. The author has managed to obtain some exclusive contributions – notably from Mme Béatrice Vialle, the only female Concorde pilot for Air France, who has written one of the foreword pieces. To set the seal on this

achievement, the book bears the logos of British Airways, Airbus, and Air France.

Much of the history covered here is already well known from a multitude of other books and TV programmes; however, the blend of views from both Britain and France gives a truly three-dimensional insight into this globally renowned, loved, and admired aeroplane.

As an extra feature, the book is sold together with a set of eight videos, which are available via an app for viewing on a smartphone or tablet.



### CONCORDE: SUPERSONIC ICON 50TH ANNIVERSARY EDITION

Ingo W. Bauernfeind / Bauernfeind Press 2018

ISBN: 978-3981598414 / £21.95

<http://www.ingobauernfeind.com>