

MACH 2

Concorde
magazine



An unusual career
The life of G-BOAG

Concorde watch
New tours at Manchester

Issue 25
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INTRODUCTION

This issue focuses on the life in service of British Concorde 214. This aeroplane had a rather uncertain start to her career, beginning as the 'white tail' G-BFKW and being grounded before becoming a member of the British Airways fleet as G-BOAG. Alpha Golf saw some notable achievements, though, including flights with the Red Arrows and a final record-breaking flight overland to her present home in Seattle. BA flight engineer David Macdonald and technical engineer Keith Leyland recall working with her in those early years.

Next, cabin crew member Jayne van der Vorm recalls how she left Concorde, only to return many years later to help with events at Brooklands. Finally, although things have recently been quiet on the Concorde preservation front, the team at the Runway Visitor Park share details of their new tours with G-BOAC.

Finally, on a personal note, I have decided to take Mach 2 forward as sole editor. My thanks go to Nigel Ferris for all his work on the magazine, and I look forward to seeing further articles from him in the future.

Katie John

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AN UNUSUAL CAREER: G-BOAG

For some of the Concorde, entry into service was not straightforward. One such aircraft was the British 214, whose registrations – first G-BFKW and later G-BOAG – reveal her difficult early years. The aircraft went on, though, to become a valued member of British Airways’ fleet. Here we present an appreciation by BA flight engineer David Macdonald, and an in-depth look at some of those challenges from Concorde fleet technical engineer Keith Leyland.

History of the aircraft

21 April 1978	Concorde 214, initially registered G-BFKW, makes her maiden flight at Filton.
7 February 1980	214 makes her first passenger flight to New York, just one day after delivery to British Airways.
26 April 1980	After an aborted flight to New York, the aircraft is grounded due to water contamination of a hydraulic system and is taken out of service.
February 1981	The aircraft, now re-registered as G-BOAG, is returned to service.
1982–1984	G-BOAG is grounded for use as a source of spare parts. She is returned to service when British Airways acquires G-BBDG for spare parts.
1 April 1985	G-BOAG is the first of the Concorde fleet to fly in the Landor livery.
18 May 1985	G-BOAG is photographed, in formation with the Red Arrows, overflying the QE2.
13–14 July 1985	G-BOAG performs displays with the Red Arrows at the Royal International Air Tattoo at Fairford.
24 October 2003	G-BOAG is the last Concorde to come into Heathrow, after G-BOAE and G-BOAF, bringing an end to Concorde passenger services.
3–5 November 2003	G-BOAG flies to New York and then supersonically over Canada to the Museum of Flight in Seattle.

Early years

October 1981: G-BOAG, in the early 1980s Negus “British” livery, bound for a flight to New York.

Photo © Tim Rees / Wikimedia Commons
GFDL 1.2



Memories of a favourite

David Macdonald, Concorde flight engineer for British Airways

Concorde 214, the penultimate Bristol-built Concorde, a model 191, Golf-Bravo Foxtrot Kilo Whisky, Golf-Bravo Oscar Alpha Golf – for this aircraft in all her various identities, an appreciation from an old friend.

I AM OCCASIONALLY ASKED, “do you have a favourite?” My stock response, invariably: “No.” I tend not to anthropomorphise, although I always greeted my aircraft with a friendly slap, perhaps even a caress. I’m not sure why; but my friend at AC Delco Milwaukee (makers of our Inertial Navigation Systems) gave me the words when, on a tour of the factory, I enquired of him why his employees were chained to their desks. He replied, “To be at one with the product.” Of course he meant ‘electrically at one’, so as not to damage delicate components, but those words are good enough for me – I’ll take them.

Notwithstanding the above, I do have a soft spot for aircraft 214; she had a less than straightforward start to her career.

A fleet of five Concordes

During the 1970s, when 16 of the 18 ‘options to buy’ airlines withdrew, leaving only BOAC (later British Airways) and Air France to confirm their intent to buy 5 aircraft and 4 aircraft, respectively, there remained 5 unsold: 2 at Bristol (214 and 216, initially registered G-BFKW and

G-BFKX, respectively) and 3 at Toulouse (203, initially F-WTSC, later re-registered F-BTSC; 213, F-WJAM, later F-BTSD; and 215, F-WJAN, later F-BVFF).

These aircraft were built to the agreed manufacturers’ standard; but, whereas the aircraft destined for Air France were designated ‘variant 101’ and those for British Airways, ‘102’, these five remaining Concordes were designated ‘191’. (Note that the Bristol/Toulouse Concorde 102 carries the same airline identifier as BOAC’s Bristol Britannia.) Thus any operator would have been able to buy, or lease, a fleet of 5 identical aircraft. It didn’t happen.

As British Airways supersonic business picked up, and in the absence of any suitors for the 191s, we were given permission to buy a 6th aircraft. (Remember that we were a nationalised business and that financing of the Concorde project was shared between Her Majesty’s Government and the French Government.) As a result, aircraft 216, initially registered as G-BFKX, was taken into work to be converted to a British Airways 102 model round about the end of 1979.

But then ... during one of G-BOAC’s routine maintenance inspections, an area of heat discoloration on a lower wing skin was found, just above one of the engines. It wasn’t desperately serious, but had to be repaired before further passenger flight. The factory at Filton was best placed to do the work; a ferry flight was approved, and so Alpha Charlie returned home.

Introducing ‘Kilo Whisky’

With business booming, there was an urgent need to maintain capacity. Thus, finally, I can introduce the subject of this piece – aircraft 214.

“She had ... been ‘parked’, awaiting ... a friend.”

She had completed post-production testing in April 1978 and then had been ‘parked’, awaiting ... a friend.

Whilst leasing details were thrashed out, I was dispatched across country to Filton to meet 214, to be taken through pages and pages of differences between 191s and 102s. The primary objective was to establish the minimum number of changes necessary for our operation, then to catalogue the remainder for inclusion into a Fleet Differences section of the Operations Manual. From memory we supplied Inertial Navigation Systems, radio and other navigation kit, seats, and galleys in order to have a common spares pool.

From there we conducted full acceptance checks, as for a purchase, including a 3 hour 20 minute flight on the morning of 6 February 1980, followed by delivery that same

Maiden flight

21 April 1978:
Concorde 214,
registered as G-
BFWK, designat-
ed ‘variant 191’,
and flying as a
‘white tail’, takes
off from Filton for
the first time.

Photo: source
unknown





A promising start

3 April 1980: G-BFKW lifts off from Heathrow's runway 28L, headed for New York. Scheduled flights began on 7 February – just one day after the aircraft had been delivered from Filton to British Airways.

Photo: Chris McKee

www.flickr.com/people/heathrowjunkie/

Grounded

G-BFKW, seen here in her initial temporary airline livery, was grounded from April 1980 to April 1981. The aircraft is parked outside South Pen Technical Block A on the BA engineering base.

Photo © Steve Fitzgerald

afternoon (flown by Brian Trubshaw, Brian Walpole, and myself). On the following day, 214, still registered G-BFKW, took her first set of passengers to New York. Very pleasing.

Alpha Charlie, having been repaired, was test flown and delivered back to Heathrow, by the same crew as above, on 4 August 1980. Now we enjoyed 6 aeroplanes, with one in work being prepared as a permanent acquisition. As an aside, the small engine bolt (and all similar) that had popped out, causing AC's problem, were replaced with items of a different metal.

Grounding and revival

Now, just one month into Kilo Whisky's passenger service, crews reported a low-frequency vibration evident through the flight deck floor during initial climb-out, just for a few minutes. Initially, as a research subject, it was called 'KW vibration', until we found that it could be turned off and on again by varying no. 1 engine power. This engine, serial number 057, had only recently been fitted. Although completely serviceable in all other respects, 057 was replaced. (Like all good sagas, that of engine 057 is long, and will have to wait for another day!)

Not out of the woods yet. Towards the end of April 1980 an investigation into an intake malfunction revealed water contamination of



KW's hydraulic system. (*Author: You can read the details in Keith Leyland's excellent article.*)

At this point in Concorde's airline history we did not have seven full sets of aircraft equipment. On the horizon 'our own sixth Concorde', aircraft 216, now re-registered from G-BFKX to G-BOAF, was nearing completion; she underwent an acceptance flight on 12 June 1980 and entry into service shortly afterwards, albeit at the expense of KW.

I can see from my logbook that poor old Kilo Whisky was grounded for the rest of the year, and then some. As an inspiration for better times to come, in February 1981 she became an 'A' girl, dropping KW for G-BOAG – Alpha Golf. Then, on 10 April 1981, came Revival Flight day; she took to the air for 3 hours

25 minutes, soared to 64,000 feet, accelerated out to Mach 2.1, and generally had a splendid time!

One final hurdle

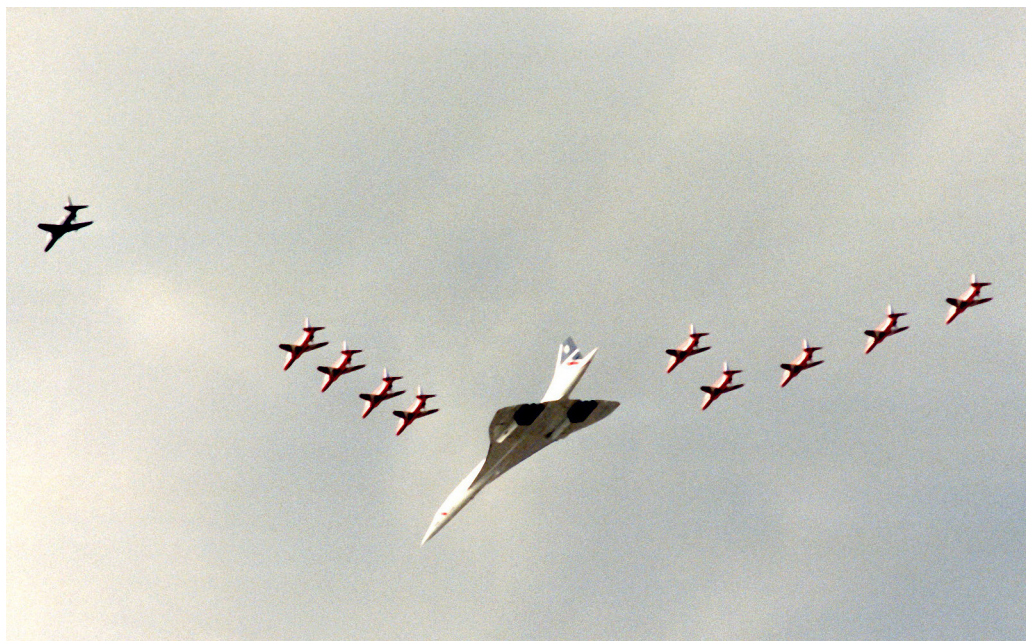
Still not out of the woods yet. Our maintenance team would perform an 'Intermediate Check' every 1100 flying hours; this usually took about a week. During this period, however, we were incorporating a set of mandatory modifications – a mods package – that had to be installed by an agreed date. These were applied during an extended Inter Check. Alpha Golf was last in line for the work. Although now an 'A' girl, she was still a factory aircraft: that is, owned by HM Government. As she was towed into the hangar there was still no funding to pay for the modifications. BA only had a lease on the aircraft; she was not ours. Money

RIAT appearance

13 July 1985: G-BOAG takes part in a flypast with the Red Arrows, as part of the 1985 Royal International Air Tattoo. The black Hawk at the far left of this image is a 'photo ship' taking aerial photos of the formation.

Photo: Chris McKee

www.flickr.com/people/heath-rowjunkie/



should have come from HMG, but they were in the throes of reducing, then cancelling, the Concorde Support Budget. Stalemate.

Concorde project financing is a major subject in its own right. Suffice it to say that we came close to withdrawal from service in that early eighties period. This was avoided only by British Airways, British Aerospace, and Rolls Royce (Bristol Division) agreeing that the airline would take on the support costs at an approved level; in other words, BA bought the British side of the whole Concorde business.

As a result of the negotiations described above, Alpha Golf was now a British Airways aeroplane. Fully modified, she took to the air on Revival Flight 2, resplendent in the new blue-tail Landor livery, on 1 April 1985. Free at last!

Starring roles for 214

There were highlights, of course. Probably the first would have been on Sunday 13 September 1981, a charter flight organised by Christopher Orlebar and flown by John Eames, Chris, and myself. It began as a Heathrow to Heathrow 'channel supersonic' flight; but then we slipped back 50 years to Sunday

13 September 1931, the day when the RAF High Speed Flight won the Schneider Trophy outright for Britain*. The race, for experimental seaplanes, was flown over a triangular course above the Solent with turning points at West Wittering, Cowes, and Bembridge. The machine was the Supermarine S6B designed by R.J. Mitchell, powered by the Rolls-Royce 'R' – forerunner of the Merlin. The RAF team was commanded by Squadron Leader A.H. Orlebar – yes, the very same family! And we flew the same course, albeit not quite as low and – it may be surprising to read – not quite as fast.

After a photo and filming session at Prestwick in April 1985 (see pp.9 and 10), Alpha Golf went on to star in the famous photo shoot with the Red Arrows and the QE2 on 18 May (see Mach 2, August 2018). On 13–14 July, she flew with the Red Arrows again at the 1985 Royal International Air Tattoo, and on 26–30 July she was the main featured aeroplane at the huge Oshkosh (Wisconsin) air show in the USA. To round off that year, she took up position 4 with Dave Leney, John White, and myself in the '4-in-formation' shoot on Christmas

Eve 1985 (see Mach 2, Christmas issue, 2015). She also carried Prime Minister Margaret Thatcher to the Canadian International Expo in Vancouver, July 1986.

These 'special flights', and in fact, our whole UK operation, owed much to the spirit and professionalism of our good friends in Air Traffic Control. A 'thank-you' to one and all!

Retirement

In 1994 as retirement loomed (ours), she took Norman Britton and myself to a celebratory evening with New York staff. And finally, on 1 May 1994, she saw me home safe and sound from my last trip.

214's own retirement flight was on 5 November 2003 from New York to Boeing Field, Seattle, WA – including a record-breaking supersonic flight over North America.

Of course I don't anthropomorphise!!

**Ed:* The following video shows that Schneider Trophy-winning flight in 1931, after which the Trophy was awarded to Britain in perpetuity:

<https://www.youtube.com/watch?v=Ta7OrBJv29k>

Overcoming the ups and downs

Keith Leyland, Concorde fleet technical engineer for British Airways

The early 1980s saw some significant issues arise with Concorde 214. Here, Keith Leyland shares his memories of his work in dealing with the aircraft's "mid-life crisis", as well as the publicity events marking her return to service.

I STARTED MY CAREER in the aircraft industry by gaining an apprenticeship at Napier Aero Engines. On the day I started, it was announced that the company had been taken over by Rolls-Royce and would be closed down at a later date. After 18 months my apprenticeship was transferred to British Aircraft Corporation, Weybridge, where I finished in 1968. I worked on the forward fuselage section of Concorde that went off to RAE Farnborough for fatigue testing. A colleague I was working with told me the British Overseas Airways Corporation (BOAC; one of the forerunners of British Airways) was advertising for engineers, so I applied and in September 1968 I joined the VC10 fleet.

In the late 1970s hangar supervisor Eric Smith was asked to put together a team with a manufacturing background to carry out structural modifications on Concorde. The main ones were the reinforcing of the wing spars at the forward and rear end of the main landing gear bay (frames 54 and 60). (Some potential problems had shown up on the fatigue tests in France.) I was one of those chosen.

First encounter with 214

Concorde 214 was originally registered as G-BFKW. G-BFKW had been in the hangar a couple of days with an intake ramp defect, and during function checks other defects started to arise. We were asked to drop what we were doing and help out to try and diagnose what the problem was. We set about function-checking the hydraulic systems: one system would be fine,

so we would check another one; that would be OK, then we would go back to the first one and it would fail in one way or another. Sometimes they would fail completely, or sometimes they might be slow; there seemed no pattern to the failures. When we had any abnormal results, we would consult with Jim Edwards, the British Aerospace representative based in Technical Block B (TBB), who had an amazing knowledge of the aircraft systems, and of course our own systems people. Hydraulic oil samples were taken and sent to the chemist in TBA for analysis; when the results came back from the laboratory showing high water levels, this brought up a completely new set of questions.

We knew from our licensed engineer's course that the hydraulic oil used on Concorde, Chevron M2-V, was hygroscopic; the hydraulic tanks were designed with expanding bellows inside to keep the oil separate from the atmosphere. We did not know at that time what the consequences of high water levels were, but we knew that severe corrosion was taking place on the unplated steel items inside components, and

as we started to change items that had failed we found that the oil had turned to a thick waxy substance. Now that we had the most likely answer to the problem, a plan was devised as to the best way forward.

Painstaking examination

The first step was to drain the hydraulic systems of as much oil as possible. This included breaking down many of the hydraulic pipes and recording exactly which joint had been taken apart, what system (colour), pressure or return, and what service (e.g. flying controls, landing gear, etc). The recording of breaking down these hydraulic joints covered panel removal, exactly which joint it was, draining off the hydraulic oil, reconnecting the joint, leak checking the joint, and re-fitting panels, etc. Once the majority of the draining was completed we started removing all the hydraulic filters from the various systems; the filter bowls were removed and cleaned, and serviceable elements fitted and then re-fitted to the aircraft.

It became clear after a while that the systems that were least used were contaminated to a



Stripped-down powered flight control unit (PFCU)

The components of one of the eight PFCUs. Each component, together with the joint and system that it came from, had to be recorded. *Photo: Keith Leyland*

A source of spare parts

Aircraft 214 at Heathrow in the early 1980s, while grounded as a source of spares. The aircraft is unpainted but has the new registration G-BOAG. She is missing parts of the wing leading edge and the rudder activator. The red wheels are 'slave wheels', which were not suitable for service but were fitted to grounded aircraft.

Photo: Brian T. Richards
brianrichards.com



greater degree than the most used; when the hydraulic pipes from the emergency generator hydraulic drive were removed, the pipes were almost completely blocked with the wax-like substance. When a pipe was held vertically and given a good jolt, the 'wax' shot out and landed on the floor; it looked rather like crystallised jelly.

Once we had drained all the systems, the rebuild started. All the pipes that had been broken down had to be re-fitted, all the components that had failed or been removed had to be re-fitted, a ship's set of filters had to be replaced. When the hydraulic systems were oil tight the systems were ready to be re-filled. The barrels of oil from the manufacturers had all of the information from their release paperwork recorded and put in the aircraft documentation pack, and oil samples from the barrel sent to the laboratory for checks. All of the ground equipment involving the hydraulic oil had to be stripped, inspected, and cleaned, including the filling rigs and the ground power rigs.

The aircraft was filled with oil and the systems bled as required. We then started function checks as per the maintenance manual; however, if the manual stated "do 6 cycles for a main undercarriage change" we doubled the number and carried out 12. This strategy seemed to pay off as we had very few failures. After more flushing we eventually got the 'all clear' from the laboratory that the water content was within acceptable levels. At this point our mods team handed the aircraft back

to the hangar and we went back to installing our modifications.

Delays ... then re-launch

The aircraft did not re-enter service for a year. It was re-registered as G-BOAG on 9 February 1981 and returned to service until 1982, when it was taken out of service again until 1985 to be used for spares.

In the autumn of 1984 we were given the go-ahead to install the wing spar reinforcing modification in the main landing gear bays on OAG. Due to lack of hangar space this was carried in bay 16 TBD. The fact that we were modifying the aircraft could only mean that it was going to return to service, but we were not told officially until 23 December 1984. When an item or component is removed from one aircraft to service another a robbery procedure has to be followed, which includes certification by a licensed engineer, checking the history, and tying a robbery label to the control column in the flight deck. It was impossible to see either of the control columns for labels – there were hundreds, maybe thousands of them.

Early in the new year of 1985 OAG was moved to the major maintenance dock in TBB for an Inter Check and the mods team was given the task of fitting the new 'Landor' galleys, toilets and ward-ropes. OAG still had a few tricks up its sleeve! The Inter Check was almost finished: nice new cabin, new carpets, just the seats to fit. The cabin team filled the water system to carry out the sterilisation and

function checks – but when they pressurised the system, water started spraying out from behind the overhead lockers in the rear cabin. It was as if shower heads had been installed all the way down the cabin. We had

"OAG still had a few tricks up its sleeve!"

taken some of the panels down to investigate and were in the process of mopping up when a very red-faced superintendent appeared and started shouting at us. I told him we had looked at the pipes we had exposed and there were pin-holes the length of the pipes; they had corroded through. The joints were also leaking where the nipples were brazed on. He informed me I was an idiot, that everyone knows stainless steel doesn't corrode, and that they weld stainless steel, not braze it. We removed all the pipes and sent them to our pipe shop, and they made new ones.

The aircraft was taken over to the paint bay and was given the new Landor paint scheme. After paint it went back to TBB where the new water pipes were fitted, and the Inter Check and engine runs completed. We then took OAG back to bay 16 TBD for a 'stills' photo shoot. Come the day of the photo shoot we had been told to liaise with the photographer and put the aircraft where he wanted it. We pulled it out of the hangar and had stopped by the boundary fence next to the road to change the tractor around,



Ready for her close-up

The engineering team with the repainted G-BOAG in bay 16, TBD; the author is fourth from the top.
Photo: Keith Leyland

film on – only to find I had used all the film at Prestwick.

25 April 1985: Launch of the Landor livery, and press day. OAG was positioned on a stand between TBA and TBC, away from the public gaze, and was dispatched and returned to this stand. The press were on board; we removed the steps, started the first engine OK, and went to start the second – and the start valve failed so we had to do a manual start, which involved standing on an upturned dustbin watched by all of the upper BA management because we had forgotten a pair of steps. More red faces.

We returned to installing our mods, and OAG met the Red Arrows and the QE2 a few days later.

See overleaf for details of the photography and filming at Prestwick. There are 3 film clips (out-takes) on YouTube; part 1 can be seen here: <https://www.youtube.com/watch?v=KY7MKIGX7s4>

as the driver wanted to push instead of pull it. A red-faced man appeared shouting and asked us what the hell we thought we were up to. We asked him to stop shouting and said we were doing exactly what we were told to do, and if he wanted to borrow our tractor and move it himself then go ahead. We also suggested that whoever sent him down to us should maybe brush up on their communication skills. It turned out upper management didn't want photos in the papers before the launch.

15 April 1985: Supervisor Eric Smith, engineers Mick Allan, and myself, as well as avionic engineers Dave Pope and Oscar Evans, flew with the aircraft for the filming detail at Prestwick. This was a great experience and completely different from our day job. What we didn't know until we arrived at Prestwick was that we would be rendezvousing with the Tornado from Warton for filming. As the Tornado was drawing alongside I took my 35mm film camera from its case and wound the



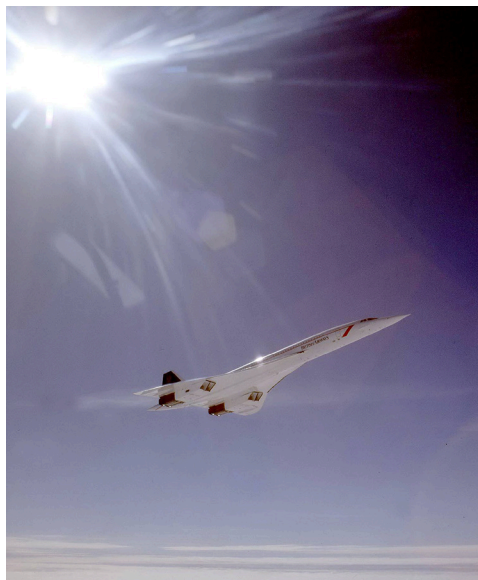
A great experience

The flight crew and engineers pose with OAG at Prestwick. (The author is in the front row, third from right.)

Photo: Keith Leyland

Publicity shots at Prestwick

In April 1985, for the launch of British Airways' Landor livery, Alpha Golf was flown to Prestwick for several days of air-to-air photography and filming. Adrian Meredith, photographer for the event, recalls a thrilling few days capturing those images.



We had five days in Prestwick for the publicity shots and video of G-BOAG in the new Landor livery. The aircraft was flown by Captains David Leney and John Eames. I did the ground shots and touch-and-goes on the first two days, and then we did two days of air-to-air. Our chase aircraft for these shots was a Lear jet, flown by Clay Lacy of Astrovision. On the fifth day I did some air-to-air work from the Tornado, including the image showing G-BOAG at Mach 2.

Initial photographs

Top left and top right: Two of the photographs that Adrian took from the Lear jet.

Supersonic shot

Right: Adrian's shot taken from the Tornado, with G-BOAG at Mach 2. The fighter jet rendezvoused with Concorde for just 4 minutes over the Irish Sea; rapidly running out of fuel, it was struggling to keep up with Concorde.





A career in Concorde's cabin

Jayne van der Vorm, cabin crew member on Concorde, British Airways

After three years of working on Concorde, Jayne left British Airways. In the second part of her story about life with the aircraft, she recalls how she re-joined the airline and then how she re-connected with her Concorde 'family' at Brooklands.

AFTER LEAVING BA in 1991, I did take two passenger trips on Concorde, on a staff travel ticket to JFK and back to London. On one of them, my 12-year-old daughter, now 33, was allowed to sit on the flight deck for take-off from London. This was well before the terrible events of 9/11, and the flight deck door was always left open back then so that everyone could see right down into the cockpit.

On one of these trips, one of my closest crew friends was on board and looked after us so well. Crew back then were amazing people. They really made a huge effort to ensure that every trip was highly memorable – no matter if you were a crew member on a staff ticket, or a member of the Royal family. It was an incredible experience.

A Mach 2 kick!

In 2011, after hosting a Help for Heroes and Rifles C4C event at St George's Hill Lawn Tennis Club in Weybridge, Surrey, I met Mike Bannister (Chief Concorde Captain) for a second time.

I had got hold of him to auction a Concorde prize, which we managed to sell at the event for £10,000. Mike mentioned to me that BA were recruiting again and needed older senior crew to come back. My daughter Charlotte had now got a job in Singapore and my son Gerard was soon off to study at Newcastle University. He had told me that he would be spending his third year in South America as his language year abroad. I was concerned about this as I had no contacts in South

Concorde colleagues

Mike Bannister, myself (left) and Carol Cornwall (right). Both Mike and Carol operated the last flight back to London. Carol has worked on Concorde for 22 years and is an incredible lady. This photo is a Champagne Event taken in November 2018; both Carol and I were later invited to the Houses of Parliament, a special tour with a private party, due to this event!

Photo: Jayne van der Vorm

America whatsoever and was worried about how he would manage without my help. This idea of re-joining BA was just the Mach 2 kick I needed!

The A380 and Concorde

I was fortunate enough to be chosen as an Ambassador for BA when the first A380 took off from LHR to LAX. We had practised all summer and helped give our input regarding the service style on board.

The first A380 flight was a huge BA Press Office success. The press were on board throughout a packed flight. We were all trying to cope with the high demand for service coupled with new galleys and menus. One of the cameramen came up to me and we were introduced. Their spokesman said to me, "And what do you think of the A380?" Everyone had been so highly positive. Without a moment's hesitation, I turned around and said ... sweat on the brow ... "Well, it's marvellous ... so quiet and spacious in the cabin ... but ... it's not Concorde is it? It still takes the same amount of time to arrive at LAX."

The look on four of the BA Managers' faces in the background



was a sight I will never forget! They were crestfallen – but in my opinion it was true. Concorde gave us back our precious time. We didn't waste hours on board with hundreds of other passengers all shuffled into different cabins. We were all above that – literally. They never came to terms with what I said, but I was determined to say it exactly as it was.

Re-joining old friends

Last year (2018), a short while after leaving BA for my second stint, I helped out at Brooklands Museum with the Concorde Events Team. This gave me an incredible opportunity to work alongside the former flight attendants and Captains whom I'd worked with in the 1980s and who remembered the Good Old Days in a manner that had been obliterated in the 21st-century BA.

Two huge events would take place alongside the Silver and Gold Simulator experiences that are currently on offer at the museum and the Champagne Events for special occasions. One of these events was the 50th Jubilee Event on 2 March 2019 to commemorate the first Concorde take-off from Toulouse in 1969, and the second was on 9 April, to commemorate the first Concorde take-off from Filton. Both events were hugely successful and brought so many of the Concorde teams back together, along with the Air France crews. It was very emotional for us all.

A few months later, on 10 October 2019, we all met for an ex-crew members' Jubilee Concorde lunch, and again I met two ladies I'd not seen since 1988.

I still live in Weybridge in Surrey, which is where I moved to when I first joined the Concorde Fleet and is now home to Concorde Delta Golf, as Brooklands Museum is literally down the road!

Remembering the “good old days”

Jayne with Captain John Eames and Concorde G-BBDG at Brooklands Museum. Captain Eames flew Delta Golf to the Middle East in the 1970s, during the preparations for Concorde's certification.

Photo: Jayne van der Vorm



CONCORDE WATCH

Concorde G-BOAC

British production aircraft

Location: Runway Visitor Park, Manchester, UK

Reporter: John Hepple

Date: 27 January 2020

We have started using the nose on tours. A new tour called “Come and Have a Nosey” has been created – a Classic tour that ends with an extra 15 minutes and a nose move. A “First Class Nosey” has also been scheduled: a bit longer than the Classic, again finishing with a nose move. Four guides have been trained in the move process, and a couple more will be trained next month.

The flight deck 28V lighting installed a couple of years ago should be operational on all tours from now on. Further work will be done in the next few months.

Come and Have a Nosey - Feb 1st, 15th, April 4th, 26th

First Class Nosey Special - March 22nd

Details on the website: <https://www.runwayvisitorpark.co.uk/visit-us/explore-our-aircraft/>



Alpha Charlie in action

Nose moves are now a feature of the new tours at the RVP.

Photo: Heritage Concorde