

# MACH 2

Concorde  
magazine



The final day  
*Concorde's last flight*

Concorde watch  
*A repaint in New York  
and an engine run in UK*

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# INTRODUCTION

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*This issue marks the 20th anniversary of the very last Concorde flight – the return of G-BOAF to her birthplace at Filton, on 26 November 2003. We look back at a couple of high points from the beginning and end of Concorde's life in service, then hear from some of the people involved in the flight and those who welcomed the aircraft home.*

*Even today, though, Concorde still plays a part in our lives. We hear from two of the volunteers who worked with Alpha Fox once she was put on display, and we report from the 20th anniversary weekend at Filton.*

*The weekend also saw one of Concorde's magnificent Olympus 593 engines roar into life again; we have an account of the event from Graham Cahill of Heritage Concorde. Finally, we include a report from New York, where G-BOAD has been repainted.*

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## IN THIS ISSUE

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- |    |   |    |   |
|----|---|----|---|
| 2  | Introduction  | 16 | The anniversary technical tour<br><i>Paul Evans</i>   |
| 3  | Concorde's first super-fan<br><i>Peter Gibbs</i>    | 18 | In memoriam: Oliver Dearden OBE<br><i>Peter Gibbs</i>   |
| 5  | The last air speed record<br><i>Mike Bannister</i>  | 19 | Olympus 593 engine run<br><i>Graham Cahill</i>  |
| 6  | Concorde's final flight                             | 20 | Concorde Watch  |
| 7  | Preparing for the retirement<br><i>Alan Haile</i>   |    |   |
| 8  | Bringing Alpha Fox home<br><i>Warren Hazelby</i>    |    | Editor: Katie John  |
| 9  | The Concorde at Filton years<br><i>Paul Evans</i>   |    | Cover: Concorde G-BOAF is escorted across Filton airfield by support vehicles, just after touching down for the last time.<br>Photo: Adrian Meredith <a href="http://www.concordephotos.com">www.concordephotos.com</a> |
| 12 | A life with Concorde <i>Nigel Ferris</i>            |    |   |
| 15 | Commemorating Alpha Fox<br><i>Eva Ambler-Thomas</i> |    |   |
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## Concorde's first super-fan

*From the very first to the very last flights, Concorde won admiration from the public. Peter Gibbs of the Bristol Aero Collection Trust (BACT) tells the story of one of the first super-fans: a man who witnessed the very first Concorde flight, and went on to celebrate Concorde's first passenger service in his own eye-catching style.*

IT WAS JANUARY 21, 1976, the long-awaited day of British Airways' first commercial flight from Heathrow to Bahrain. The passenger list comprised the great and the good, including the Duke of Kent, Foreign and Commonwealth Affairs Minister David Ennals, Trade Secretary Peter Shore, Beaverbrook Newspapers chairman Sir Max Aitken, Olympus engine designer Sir Stanley Hooker, past and present British Aircraft Corporation (BAC) chairmen, and Brian Trubshaw, the aircraft's test pilot. But at check-in all eyes were on one man – Bob (Razz) Ingham, from Hilperton, near Trowbridge in Wiltshire.

It was no surprise that Bob was a magnet for all the cameras, for he was dressed in flowing white and purple robes with a flamboyant “sunrise” head-dress and silver face paint.

### Advance booking

Bob, aged 50, worked with his son, Paul, for a tool-hire firm. He was also the ultimate Concorde fan. He had booked his ticket after standing at the end of Filton runway and watching the first flight of the British prototype, 002, on April 9, 1969.



### A futuristic passenger

Bob Ingham. at the Concorde check-in desk, captures the attention of the press in his “futuristic outfit for a futurist aeroplane”.

Photo: BAC Trust

The ticket had cost him the considerable sum of £544.60 and he was so eager to ensure his place in history that he overpaid by £6, which was later reimbursed.

Bob, a part-time musician and children's entertainer, had decided to wear “a futuristic outfit for a futurist aeroplane”, so had one designed by his friends from a Bridgwater carnival club, Judy Naple and Ray Blackmore.

### The Age of Aquarius dawns

When the great day dawned, Bob arrived at Terminal 3 with his Age of Aquarius-themed costume in a carrier bag and asked the British Airways press officer, Tony Williams, when would be the best time for him to dress up – before or after the reception.

He wrote later: “I said I don't want to overdo it or steal any thunder or interfere with the solemnity of the occasion. Tony said ‘Bob, the cameras and TV are there, do your party piece now.’”

Bob disappeared into the toilet to dress up, but as he was putting on his silver make-up – “in came a stropky big 6-foot security guard complete with metal detector and waved it over me.

“He said: ‘Stop. Stop this – I can't allow this. I'm airport security.’

“I replied: ‘And I'm Bob Ingham, fare-paying passenger on Concorde! Go and have a chat with the BA PRO.’

“Five minutes later he returns – I didn't carry on with my make-up in case – and says: ‘Sorry, Sir, please carry on.’

“Then I flew out of the loo to the cameras, jumping with excitement – made every national newspaper (except the Sun) and the Gulf News in Bahrain.

“I even had my own personal stewardess, Miss Stephanie Randell, to carry my shoulder bag and carrier bag to the reception and to Concorde.”

During the reception for the passengers, Bob recalled, “I was surrounded by TV and press cameramen, but during the speeches I hid in a corner and kept quiet.”

However, he did not escape the attention of another VIP passenger – Margaret, Duchess of Argyll – who asked: “Who's that person there?”

Jokingly told, “That's the pilot”, she replied: “Goodness! I must have another glass of champagne!”

Finally boarding Concorde, Bob gave the aircraft door a kiss and settled down in his seat for his long-anticipated flight at twice the speed of sound.

He wrote: “Take-off was great. They held up jumbies (747s) for us and it would appear all the staff had time off to line the perimeter. 11.30 – simultaneous take-off with radio link to French Concorde – a bit noisier inside, but what acceleration – we're off!! Up, up and away!!”

Bob savoured every moment, drinking champagne, eating smoked



salmon, avoiding the caviar (which he didn't like), smoking Havana cigars and collecting plenty of goodies, including slippers, eye-shields and cocktail sticks, as well as autographs of pilots – Trubshaw's was a must.

He wrote: "I thought maybe I would be treated like the plague or a raving madman, but everyone was really nice and spoke to me.

"It was bit like a coach trip – everyone was so happy and jubilant."

Everyone, that is, except one fellow passenger, John Field, a News of the World journalist, who was not impressed, writing later in his Sunday column that Bob should have stayed home. He wrote: "I bet the poor soul who had to sit next to him wished the journey could have been even shorter."

Bob, obviously hurt by the criticism, wrote later: "He was definitely wrong about the person sitting next to me, Mr. Takeshi Tsuda of Japan News Service. He was a gentleman and we exchanged ciggies and spent a long time chatting. He was very interesting."

Bob recalled the moment when at nearly 60,000 feet the captain announced that they were going through the sound barrier.

"The seat hit me in the back and when Mach 2 appeared on the clock, everyone went berserk!! – clinking glasses of champers, cheering and dashing up and down the gangway.

"One moment we were over Crete, 20 minutes later Cyprus was whizzing by! – and we looked down

on tiny ordinary jets flying (slowly) at 30,000 feet.

"Lebanon, Syria, Jordan and Saudi Arabia – supersonic!! 1,350 mph – just like a rocket above the world."

### Lasting fame

On landing in Bahrain, Bob's fame and name had gone ahead of him and he received "a wonderful reception" and had to pose with local beauties and air stewardesses.

"Outside the terminal building there were hundreds of people, mostly British – I got a big clap and cheer – they were wonderful.

"Then when I walked back in the main terminal building, still in costume and silver face ... as it said in the local paper, I caused quite a stir.

"I played it up till a BA hostess grabbed me and took me into a BA private lounge for a drink."

But despite all his preparations for his place in history, Bob had not booked a hotel to stay overnight before the return to London. He told BA staff: "Don't worry about me. I will drink myself silly, kip on the airport chairs and wash in the loo." He wrote later: "They said, we can't have a VIP sleeping rough, so they packed me in a taxi to Hotel Delmon and said book it all to BA."

Of course, Bob was not content to just lounge in air-conditioned comfort, when there were the ever-present media to consider. As he explained later in his distinctive block-printed notes: "Swedish

### G-BOAA

Bob's Concorde, Alpha Alpha, is prepared for take-off – or should that be lift-off? *Photo: British Airways*

television and a few others asked me what I was going to do when I got to Bahrain, so I said, play with my bucket and spade – so I did!"

A photograph in one of his many scrapbooks shows him doing just that and is captioned: "I'm on here – at the foot of the minaret."

For the journey home, Bob dressed more conservatively, with a jacket, collar and tie and no make-up, but he did sport a tall black hat bearing a Union Jack and BA Concorde-Bahrain flyer.

Sadly Bob died in 1982, just six years after his epic flight, but he would no doubt have been pleased if he had known that 47 years later he would be shown giving a twirl in his spectacular costume.

For he features in a new film, *Concorde – First To Last*, which tells the complete history of his beloved aircraft with 150 minutes of rare archive footage, including interviews with test pilots, designers and shop-floor workers.

The film is available as a DVD and as an HD stream from: [bellevuefilms.co.uk](http://bellevuefilms.co.uk)



### Rocket man

A close-up of Bob in his specially made costume. *Photo: BAC Trust*

# The last air speed record

*Concorde's performance in the air was superlative from the first to the last day. In an interview with Mach 2, BA Chief Concorde Pilot Mike Bannister recalls the last record-breaking flight, when he took G-BOAG across North America from New York to Seattle on 5 November 2003.*

PLAN A was for Alpha Golf to fly subsonic over the USA. However, I knew of a supersonic corridor over North America; when attending the Canadian Air Show in Vancouver in the 1980s, we had used it to return from there to Newfoundland. (That flight was also notable in that we crossed the North Atlantic from Gander to Shannon in under two hours.)

To fly supersonically, we needed to obtain permission and to check that the November en-route weather would be sufficiently good for the flight. Potential diversion airfields, like Yellowknife in Canada's Northwest Territories, had to be good enough – and that is not always the case in the Northwest Territories winter. As it turned out they were, but obtaining permission for supersonic overflight was the harder task. We still hadn't heard by the time of the flight; we had actually boarded and begun the pre-flight checks when the permission finally came in!

Our flight path was northwards from JFK, turning west to fly supersonically across northern Canada, then turning south to come in to Seattle. The flight took 3 hours 55



minutes 12 seconds, during which G-BOAG flew supersonically for 1 hour 34 minutes 4 seconds and reached an altitude of 60,000 feet. It set an air speed record for the east-west crossing of North America that still stands today.

I had a contact at Boeing Field, and I had agreed with him that I would let him know if we would be flying supersonically. During the flight I tried to get word to him. Canadian ATC were very help-

## Welcome party

Alpha Golf arrives at the Boeing Field, Seattle, to an enormous crowd and a salute from a pipe band.

*Photo: Peter Duffey*

ful and called his mobile number repeatedly. But, apparently, there was a 'party going on' in the Museum of Flight and he never heard his cellphone ringing. So, the message didn't reach him. Hence Alpha Golf's arrival came as a complete surprise! Still, we arrived to a huge celebration in Seattle. In front of an excited crowd, we flew the Union Flag out of one window and the Stars and Stripes out of the other.



## Arrival speech

Captain Mike Bannister (right), with the rest of the flight crew, speaks to the crowd before disembarking. *Photo: Peter Duffey*

## G-BOAG flight crew

**Captains:** Mike Bannister, Les Brodie

**Engineer Officers:** Trevor Norcott, Robert Woodcock

# CONCORDE'S FINAL FLIGHT

*On 26 November 2003, a unique era in civil aviation came to an end as Concorde G-BOAF (Alpha Fox) left Heathrow for the last time and flew back to Filton. In this feature we look back at that final flight and Concorde's new life as she was put on public display.*

## **An image for the ages**

Alpha Fox over the Clifton Suspension Bridge. This shot, taken from a helicopter at 3,000 ft, has become one of the iconic images of the 21st century.

*Photo: SWNS*

ONCE BRITISH AIRWAYS had decided to retire Alpha Fox to Filton, they held discussions with the Bristol Aero Collection, the aircraft's new custodians, as well as with the manager of Filton airfield and the air traffic controller at Filton, regarding the programme for the flight and the arrival.

It was a huge operation but came off as a great success. We hear from Alan Haile, manager of Filton airfield, who was heavily

involved in the planning, and from Warren Hazelby, one of the flight engineers in the flight crew who brought Alpha Fox home.

Paul Evans and Nigel Ferris were at the runway to welcome Alpha Fox home, and went on to work with her at "Concorde at Filton". They also conducted tech tours as part of the 20th anniversary celebrations last month.

We end by remembering Oliver Dearden, a leading member of the Bristol Aero Collection Trust, who sadly died earlier this month.



## **The final Concorde crew**

**Captains:** Les Brodie, Paul Douglas (flying),  
Mike Bannister (surrendered G-BOAF's log book)  
**Engineer Officers:** Warren Hazelby,  
Trevor Norcott

**Cabin Service Directors:** Jacquetta Clemence,  
Crispin Lovell-Smith  
**Cabin crew members:** Vivien Cullen, Jesus  
Fernandez, Sara Gillis, Laurence Ricoul

# Preparing for the retirement

*In 2003, Alan Haile was the manager at Filton airfield. Here, he describes his role in organising the events of that final day, as well as his work afterwards as G-BOAF went into retirement.*

CONCORDE'S FINAL DAY IN SERVICE involved a range of organisations and people, and needed several planning meetings to co-ordinate the event.

## Planning the flight

To prepare the final flight plan, myself and Filton air traffic control (ATC) manager Pete Metherell went to a planning meeting with British Airways at Heathrow. I believe pilots Mike Bannister and Les Brodie attended – but I am not sure if both were there or just one.

I wanted to ensure that Concorde flew across Bristol and of course over the suspension bridge to recognise Bristol's engineering expertise and achievements. At the meeting we agreed the route, which included flying north of Filton to the Severn Bridges, down the coast to Weston Super Mare, then over Bristol Airport and the Clifton Suspension Bridge, turning to the east to fly south of Filton, and then a last turn to land on runway 27. I am not sure that the Civil Aviation Authority (CAA) were represented at the meeting, but BA discussed and agreed the planned route and flight levels with the CAA at a later date.

The aircraft was being handed over to Airbus UK and the Bristol Aero Collection (BAC), and therefore Airbus's PR department and BAC, notably Oliver Dearden, liaised with the papers and TV, radio etc. Bristol ATC and Airbus's PR department also organised the helicopter flights for filming and photographing G-BOAF.

I chaired several planning meetings with all parties to agree on site and public viewpoints, and invited guests and the local police and council to manage the closure of the A38 and redirecting traffic to allow viewing from the road – which was packed with spectators on the day. My only media input was to speak to Radio Bristol on the day and taking part in a discussion with a video company the day after the event.

## The landing and afterwards

The day was very busy but a great success. I remember some people turned up at Flight Ops with a Concorde made out of flowers and one from cake, and a water-colour of Concorde – but as you can imagine the day was very busy and I don't know what happened to them.

After the event I used the airport ground crew to move Concorde into the west bay of the Brabazon hangars and secured it to hand over to Airbus engineers for decommissioning and general maintenance. I was

also involved in arranging the ground crew for moves to other locations and then eventually the move to Aerospace Bristol in 2017.



## One chapter ends ...

Concorde G-BOAF comes in to land, watched by crowds of admiring spectators around the airfield.

*Photo © John Allan*



## ... And another begins

Alpha Fox is towed back to the Brabazon hangar to be decommissioned and prepared for display – thus returning to the place where the British fleet was first assembled.

*Photo: Gordon Roxburgh*

## The Brabazon hangar

Since Concorde retired, the Brabazon hangar itself has been closed. The hangar is now undergoing redevelopment as the YTL Arena, which is due to open in late 2025 or 2026.

# Bringing Alpha Fox home

Warren Hazelby, Concorde flight engineer, British Airways

I remember the day very well as it was my last flight after a 27-year flying career (same as Concorde) as a flight engineer. Trevor Norcott (the other flight engineer present) and I had both joined BOAC (the forerunner of British Airways) on 31st August 1967 as apprentice ground engineers.

It was not only the last flight of Concorde but also the end of flight engineers being employed by BA. BOAC first employed flight engineers in 1941, more than 60 years previously; later, BA in its heyday employed more than 700 flight engineers on the DC-10, 747, Tristar and Concorde. Concorde was the last aircraft that included a flight engineer panel, where the complex systems were controlled and operated. It was the biggest flight engineer panel on any aircraft, and contained over 200 switches and dials, every one of which had to be manually operated on every flight! Therefore, myself and Trevor Norcott were the very last flight engineers in BA.

## A faultless flight

I remember driving along the M25 and hearing on the 9 am news about the last flight. It seemed odd that I was involved with something on the national news.

After 27 years of commercial flying, the engines started with no problems and system checks showed no faults. Amazing for a pioneer of supersonic flight with no modifications from its initial build.

We took off and followed our normal route to Bristol, flying subsonic. Once over the Bristol Channel I switched on the reheats and you could feel the push as they lit up. We accelerated to Mach 2 (1,250 mph) and did a 200-mile circumference of Land's End, which takes just 10 minutes at Mach 2. We then slowed to subsonic speed to go over the Channel Islands and back over Heathrow, before heading to Filton.

We passed over Filton and then did a low flight along the River Severn. We passed a school where the children had formed a Concorde shape on their playing field. Finally,

we passed over the suspension bridge at Clifton. This was a slightly tricky manoeuvre as a camera team in a helicopter were hovering nearby to take that iconic photograph. We had radio contact with them, and at the perfect angle for the photo it was "3, 2, 1 – now" as we turned. The results were spectacular.

Our final flight path went over Southmeads Hospital (I had an input in this decision), which was where I was born and also where my uncle was having treatment at the time. He was pushed outside in a wheelchair to see us.

When we landed, we were met by royalty and by our families. So Trevor and I were the only flight engineers to be met by royalty on their last flight! (It was normally the Chief Flight Engineer and a bottle of champagne.)

## The supersonic era closes

Alpha Fox comes in to a perfect landing at Filton, behaving flawlessly right up to the end.

Photo: Paul Caswell





# The Concorde at Filton years

*For six years, from 2004 to 2010, G-BOAF was displayed on Filton airfield as the centrepiece of “Concorde at Filton”. A team of volunteers comprising experts and enthusiasts worked year-round in all weathers to display their beloved Concorde to visitors. Volunteer team leader Paul Evans recalls those years.*

**T**WENTY YEARS AGO, on a damp Wednesday lunchtime, I and tens of thousands of others were congregated on the A38 opposite Rolls Royce, Patchway, watching the end of the era of commercial supersonic flight, as the final Concorde flight ever took place.

British Airways aircraft G-BOAF, number 216 – the last Concorde built, and the last aircraft assembled at Filton – was coming home, touching down on Filton’s extra-wide, sloping runway, then disappearing over the horizon with the unmistakable sound of those mighty Olympus 593 engines engaging reverse thrust for the final time.

## **Flying the flag**

Alpha Fox with landing lights ablaze, Union Jacks flying, and Pudsey Bear just visible in the cockpit window.  
*Photo: Andrew Bromage*

Would there be a final touch and go? Unfortunately, not as that famous silhouette re-appeared, taxiing slowly towards the crowds with two Union Jacks blowing from the two flight deck windows and “Pudsey”, the BBC *Children in Need* mascot, perched in front of Captain Les Brodie, who would go down in history as the last person ever to fly Concorde.

After taking endless final bows and salutes to her adoring fans, she was guided to a standstill by BA Concorde engineering manager Paul Caswell.

One by one the four Rolls Royce/Snecma 593s (Bristol Siddeley Engines Limited (BSEL), derived from the Bristol Siddeley Olympus 22R engine) were shut down, NEVER to be fired up again.

This really was it; Concorde was officially grounded and retired.

As I made the long walk back from Patchway to Bristol Parkway I really thought that was it.

How wrong was I.

## **Concorde’s new life**

Easter 2004: G-BOAF was going on public display thanks to the Bristol Aero Collection and Airbus UK, at a new facility, Concorde at Filton. And this very lucky Welshman was going to be part of that dedicated, close-knit group of volunteers who would be privileged to take three 90-minute guided technical tours for up to 24 guests, six days a week. (We were closed every Monday in order for Airbus to carry out weekly checks and maintenance.)

The years 2004 – 2010 were probably some of the most rewarding, happy, and proud of my life. I couldn’t wait for every Sunday to come around, knowing that I would



be making the journey up from Neath to Filton to once again spend the day with this beautiful machine. Would I be conducting the ground tour today? Maybe the cabin, maybe the flight deck? Or maybe bringing the coach of excited guests down on a short tour through the Airbus factory, stopping at various places throughout the site – the air raid shelter on the hill, the wind tunnel building, the former Concorde simulator building, the Brabazon hangers, the bunker at the side of the runway which used to house many Concorde spares and artifacts, even the T-Bone sculpture unveiled by former British Prime Minister, Margaret Thatcher. No matter what we did, I think I speak for all of us former volunteers – we loved it!

### A living encyclopedia

What made Concorde at Filton so unique compared to all the other museums around the world which have Concorde in their collection?

Well, for me without any hesitation it was the people.

Most of the volunteers had spent their working life either at Rolls-Royce Patchway or as part of the British Aircraft Corporation/Airbus, so the knowledge and experience was unrivalled when it came to the design, manufacturing, testing and

### Honoured guests

Paul Evans in the first officer's seat on Alpha Fox's flight deck, with Les Brodie in the Captain's seat and Trevor Norcott at the flight engineer's station.

*Photo: Paul Evans*



in-flight support aspects of Concorde's history.

Many a time in our old crew room (where we had to pay for our own tea!) I would find myself having a cuppa with Ted Talbot, Tony Strong, Frank Nutbeen, Clyde Brown, Andy Strange, Oliver Dearden, Bill Morgan, and Bob White, who between them had designed/worked on the intakes, the engines, electrics, the testing trials, the simulator, etc. It was like having a living audible encyclopaedia of Concorde each time, and I lapped it up, as much as I could.

One of my personal favourite recollections was Frank explaining the time they were flight testing out in Singapore and flew to Australia and back twice in a day, then explaining this in the bar to some locals in Singapore when

questioned, "What you have been up to today?". Unsurprisingly, nobody believed him!

Every now and then, former BA Concorde personnel would turn up – Captain Les Brodie, Senior Engineer Officer Trevor Norcott, Captain Colin "Stumpy" Morris, and of course, every November 26th, Fred Finn, a great friend and supporter of Filton. In fact, one particular year Fred flew in with Les Brodie.

One of my fondest memories is being on the flight deck with Les Brodie and Trevor Norcott, sat in the First Officer's seat listening to them both discussing the retirement and all the work behind the scenes that Les had conducted to try and arrange an alliance with other carriers like Lufthansa to keep Concorde in commercial service. Probably the only twenty minutes in my life where I didn't say a word and just sat there in silence listening – until someone else came onto the flight deck and said "Oi, Broders, you're in the wrong seat". Yep – Colin Morris, who abruptly ended this special moment.

### Technical tours

I truly believe that the tours we offered and the way we dressed and presented the aircraft were the best of any museum, as basically every tour was a technical one.

### The Concorde at Filton team

The volunteers pose with Alpha Fox and Concorde pilot Christopher Orlebar (second from right).

*Photo: Paul Evans*



When you arrived on the coach (eventually if dear Tony Strong was bringing the coach in) you would have twenty minutes on the ground underneath the aircraft, followed by twenty minutes on board, where we were the first to reactivate the Marilake cabin displays (thank you Antoni Barsi) and of course a visit to the flight deck on every tour, where visitors were always amazed at the sheer volume of switches, dials, instruments and the cap in the gap!

After the conclusion of the tour, signalled by those dreaded gongs and Elizabeth Corsie's soothing tones, there would be an opportunity to take further photos and visit the gift shop before the coach would return you back to the Airbus entrance car park.

For six and half years we conducted these tours without any damage to the interior, seats, fixtures, or the cap in the gap, despite everyone sitting in the seats, visiting the flight deck and taking as many photographs/videos as they wished.

We stayed back on quite a few occasions to Hoover the forward cabin, treat the Conran blue Conolly leather seats and even clean the bathrooms (I think I still have my little key at home which used to open all the Perspex doors to the toilets, rear cabin and flight deck).

Airbus even designed and installed a full air-conditioning system, plumbed into the original pipework so there was cool air circulating through the aircraft in the summer and warm air in the cold, damp winter months.

All of us treasured that aircraft for the years we ran the tours – which, as a result, raised over £450,000 towards the new facility where the aircraft now resides, Aerospace Bristol.

### Alpha Fox on display

Above right: Concorde at Filton team leader Paul Evans with Alpha Fox. Right: Foxie's Filton Flyers pose with Concorde in her new home.

Photos: Paul Evans

When Concorde at Filton closed in October 2010 in order for Airbus to conduct some deep maintenance on the aircraft I really did think that was the end of it all for us. Thankfully the new museum is now flourishing under the current CEO Sally Cordwell, and I along with a few of the former Concorde at Filton volunteers are involved once again, conducting our first technical tour back in April of this year and also another sold-out one on November 26th to commemorate the twentieth anniversary of the last flight. Whilst the tours now are not quite what they used to be, it is wonderful to be involved with G-BOAF once again.

### Foxie's Filton Flyers

Those "wilderness years" really were a blessing in disguise. Yes, we may not have been involved with the actual aircraft, but it provided an ideal opportunity for me to set up a little tour group for all the former volunteers, called "Foxie's Filton Flyers". The initial plan was simply a way for all of us to stay in touch and visit a few of the other Concorde around the UK. However, after our first visit to see the flagship, G-BOAC, at Manchester, the group quickly grew to incorporate members from the museums all over the world, along with former engineering and flight crew from British Airways and Air France. Suddenly we were visiting Toulouse, Paris, Germany, Seattle,

Washington and New York, to the point where we have now in some capacity visited all the surviving 18 airframes – apart from the elusive G-BOAE in Barbados (one day!).

High points range from enjoying champagne days with Fred Finn and Captain Mike Bannister at Brooklands, to being guests of the UK Ambassador to France and NATO at the Ambassador's residence in central Paris in 2019 to commemorate 50 years of Concorde.

This aircraft has been so very good to me. It has given me opportunities and experiences I could never have imagined, but above all, it introduced me to a group of people who became very close friends. Some have sadly passed on, but for those of us still here, the bond created in that compound and portacabin at Airbus Filton, with the greatest engineering achievement of the twentieth century, is unbreakable and will live on for ever.

Thank you, Foxie, and thank you my fellow Concorde at Filton volunteers.



## A life with Concorde

*Concorde at Filton volunteer Nigel Ferris saw the British Concorde develop over more than 50 years, from construction of the prototype to the last landing by G-BOAF. After her retirement, he guided tours around the aircraft – and for the 20th anniversary he was called on to do so again (see following article). He recalls his experiences of “an aircraft from the future operated in the past”.*

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I STARTED my working life at the British Aircraft Corporation (BAC), Filton as a junior clerk. My first position was in the Concorde Programme Office, and my boss was Geoffrey Tonkin, chief project engineer for the Bristol type 221.

We employed a system called ‘PERT’, Programme Evaluation and Review Technique, designed by the USA during the building of the Polaris submarines to highlight the progress. The system was based on charts with a circle to represent each event – e.g, 1, engine delivery, 2, engine fitting. The number for each event was recorded in an index. The circle with one number would be joined by a line to the next. Obviously, 2 could not happen before 1. These charts would therefore depict the progress. Many charts would be drawn, and there could be many parallel lines, all of which had to end at the same point: completion of the project. This gave me a good overall knowledge of the build of Concorde. At one time, there was a programme called ‘Thrust’, to accelerate the development of the Olympus engines. This did not produce the desired result, leading some ‘wag’ in the office to re-christen it ‘Reverse Thrust’.

My next position was in the Purchasing Department, with offices on the balcony overlooking the build in the centre bay of the Aircraft Assembly Hall (AAH). I worked on a computer system, recording the progress of parts for the aircraft. There were two types: coded and non-coded. Non-coded parts were those that could be bought ‘off the shelf’ – nuts, bolts, washers etc.

Coded parts were those that had been designed and manufactured solely for Concorde. There were numerous categories: electrics, fire, fuel, hydraulics, etc. I would liaise with the buyers and progress chasers on the delivery of these items. Then I would produce computer print-outs as an overall record of progress. Again, this gave me a good knowledge of what went into the building of the aircraft. I remember that there were what seemed to be thousands of circuit breakers.

There was another office in the hangar where they dealt with the flight test reports. I would often go there and read them – probably highly forbidden! One recorded the effect when the procedure was to

*“there were what seemed to be thousands of circuit breakers”*

shut down two engines on one side, at a high Mach number. There were little changes in yaw. The inherent stability of the aircraft, with the auto-stab and auto-trim systems, the skill of the crew, and the computer control of the intake ramps avoided any major directional changes.

### **Concorde comes together**

Luckily, for an inquisitive young man with a thirst for engineering knowledge, our office was in close proximity to 002, and I was able to watch the build. A jig was fixed to the floor, to bring the pieces of the airframe together. This was long before the use of lasers to ensure

minute tolerances. But the sections always joined up perfectly, whether they had been built in England or France. I watched as each piece arrived, until a visible airframe appeared. These were joined by ‘Cleco’ type fasteners – pre-rivets that drew the two parts together. This allowed the sections to be aligned, taking into account possible differences in temperatures between each section. The aircraft sometimes reminded me of a giant hedgehog or porcupine, with all the fasteners sticking out.

The office I was in was on the balcony of the assembly hall, which overlooked the hangar floor. Many times, I would go down to watch the build and systems installations. Walking through 002’s airframe, I would see the wiring looms (many miles!) hanging down from the ceiling, with the ends in plastic bags and annotated for their destination. As the build progressed and the major items were installed (control surfaces, hydraulics, engines, undercarriage etc), I would be there watching and learning. The items were then subjected to operational tests; that was fascinating to watch. I am sure that my colleagues (and probably bosses) would ask ‘Where’s Nigel? Oh, probably down on the hangar floor watching’.

So, now, I knew little bits about lots of things connected to aircraft. This helped me in later years as a tour guide for Concorde AF at Filton. Another bonus was that our office looked directly over the runway. From there, nose pressed against the window, I would watch the taxi trials of 002. The Vulcan FTB operated from there also – and

with one Olympus 593 strapped underneath would take off for flight trials of the engine. At times, she would take off on just the Olympus engine (what power!) evidenced by the one trail of dark smoky exhaust. Interesting point – the four Vulcan engines were at a slight angle in the fuselage, and the Olympus was horizontal. So all five engines could not be operated at any high level of power together or there would be a drastic coming apart!

### The prototype flies

Concorde 002 was then rolled out to begin systems tests on her own feet. Engine runs, taxi runs, slow and fast – until the day when she was pulled out to the end of the runway.

The crew went on board, began their pre-flight checks, started the engines and taxied to the end of the runway, facing west. At this point, the colleague I was standing with suggested that we move back some way to avoid being blown over by the blast. (I am not sure whether all four engines were running, or just the inner two.) No – I decided to stay there and catch a whiff of the exhaust. It would have been a talking point for me to say that I had been blown over by Concorde!

Then she began to roll, the back boilers kicked in, reached V1, rotated and lifted into the air. We had been told that she was going to do a fast taxi run first; however, chief test pilot Brian Trubshaw obviously decided that everything was ok to go, so off she went. I felt that it was a demonstration just for me with all the contact I had with her during my time there. ‘Smokey Joe’ was airborne, a tremendous sight and sound, and the continuance of an adventure which has seen me follow the aircraft ever since. A true privilege, with awe and wonder that such a beautiful and advanced aircraft should show off, I felt, just for me.

The ‘love affair’ with Concorde was well and truly set in my psyche. I lived in Australia for two years,

### First visit to Heathrow

1 July 1972: the British prototype, 002 (G-BSST), flies in for the first time to Heathrow – later to be the home of the BA Concorde fleet.

*Photo: Steve Fitzgerald*



when she made her round the world sales tour. She came into Tullamarine (Melbourne Airport): the press made comments about other aircraft being left with their engines running to drown out the noise of the mighty Olympus engines. Rubbish – she passed all her noise tests at JFK, in fact being quieter than the US President’s Boeing 707.

There were many times during the intervening years when I would see her fly. Returning from London down the M4 past Heathrow with my family, my young daughter said, ‘Look, there’s Concorde’ – not the thing to say when the driver was going at 70mph, causing him to crane his neck to see her! Through contacts in British Aerospace and the Flight Test department at Filton, I would be invited to the airfield when she was doing her charter flights around the Bay of Biscay. The sight of her coming in to land, with me almost directly underneath, was thrilling to say the least. Slowing down on the runway, back to the dispersal point with nose at 5 degrees, I was allowed to go up into the cabin for a short talk and a visit to the flight deck. And talk with the flight crew.

### The homecoming

Now let me take you back to a grey, cloudy, rainy day, November 26th, 2003. This was to be the last time that any Concorde would fly. Ever.

Thousands of us stood at vantage points around Bristol to witness this sad event. AF – the last Concorde to be built, and now the last to fly – was returning to the place of her

birth, and indeed the birthplace of supersonic commercial aviation.

As if pre-ordained, the clouds cleared, blue sky appeared and the familiar graceful nose-up attitude came into view. The flight plan was to do a clean fly-past at 2,000 feet, but Les Brodie, the handling pilot, came in at 1,500 feet. Afterwards, he said of the decision to go lower, ‘What could they do, sack me?’ He was to retire after this flight! How we all wished that she would do a higher-speed fly-past, or a touch and go, then open the throttles to max with reheat off up into her element. However, she did do a wide radar circuit to the west, then south, back east over Bristol, then west to intercept the glide slope into Filton.

As she was lining up on to finals and short finals, a Rolls-Royce-owned blue Spitfire with a Griffon engine did a short, superb display. AF came closer, in that wonderful pose, and Les Brodie brought her in for a perfect touchdown. The air-operated reverse thrust buckets shrieked into position, the powerful carbon fibre disc brakes slowed her down. She turned, taxied slowly back down the runway, and at three points turned towards the crowds and dipped her nose, including at the eastern end of the runway, where, with hundreds of other fans, I was standing. Rather poignantly, the 60-year-old Spitfire did a fly-past over the 27-year-old Concorde as a final salute. At the time, I thought this could be the last time anything moved on the airframe. She made her final powered movement on the

turning circle, to be met by all the dignitaries. It would have been a very sad moment for the (unlucky?) flight crew member to have to finally shut down those wonderful Olympus 593/610 engines.

### Working with Alpha Fox

Now forward to 2004. I learned of an opportunity to join the crew at 'Concorde at Filton'. It was to be as a tour guide and given my knowledge and experience of working at Filton, and on Concorde, I was accepted. After a couple of trips around with existing guides (all with direct Concorde experience) I was let loose on the guests.

The tours usually consisted of three parts – outside underneath the aircraft (the most expensive umbrella in the world for when it was raining), explaining the oily bits, then inside the cabin for a talk about the passengers, the experience of flying at Mach 2, then onto the flight deck – which, after the under tour, was my favourite bit.

On the flight deck, I would attempt in a very short time to explain some of the unique features of operating Concorde, in a technical but understandable way. In fact, most of my colleagues would say that I overstayed my talks by a long way! But I had so much I wanted to be able to tell the guests. In truth, most of them were quite taken aback by the complexity of the analogue instrumentation, and the numbers of switches and dials.

If I was doing the ground tour, I would finish at the nacelle for the number one engine. At this point I made a little play on words. On the Discovery channel, there is a series called 'Flying Heavy Metal', by Bruce Dickinson, lead singer of Iron Maiden – the series was so named because he was also a qualified commercial pilot, who would fly the group in their Boeing 757 on tour. On the nacelle is a sign saying 'Engineered to be the best – Concorde – flew above the rest' as Concorde



flew 20,000 feet higher than subsonic aircraft, surpassing everything else. I would read this out, usually with a little lump in my throat.

My time as a guide continued until 2010 when she was taken off display. There outside she would stay until 7th February 2017, when she was moved across the runway to her new permanent home in a purpose-built hangar to be operated by Aerospace Bristol, the successor to The Bristol Aero Collection as guardians of AF. (There is a link to see this movement: <https://www.youtube.com/watch?v=QJqafIztu3o>)

As a result of my Concorde experiences, I have made a few appearances on TV. The station Bristol Six filmed me by the runway talking about my knowledge. I then appeared in a BBC programme called 'A Supersonic Journey', talking about my working life at Filton during the build. We moved out to a point about one third of the way along the runway. I explained that during the early days of Concorde design, some of the aerodynamicists would go out at lunchtime, make paper models and then fly them to see which was best. The film crew made some models, but it was windy, and the results would not have been good for Concorde!

A couple of weeks later, the BBC invited me back for further filming; this time, we were filmed walking into the new hangar and asked to go 'Wow' as though we had never seen Alpha Fox before! This was the first

### Touchdown

Concorde brakes, and the "clam shells" behind the engines come together as reverse thrust is applied.

*Photo: Paul Caswell*

time I had been up close to AF since 2010. A welcome return.

Earlier this year, I was contacted by a Company called Teamistry to take part in a podcast called 'Concorde – The Untold Story'. This was a series in six parts, in which I featured in episodes 1, 2, 3 and 6. Indeed, I had the final word in number six. At the recent Tribeca Film Festival in New York, this podcast received the award for 'Best Audio'.

Since then, I have visited several times. Our group, 'Foxie's Filton Fliers', ably led by proud and passionate Welshman Paul Evans, have now done two technical tours of the aircraft to small groups of guests. The most recent tour took place on 26th November 2023. The event went extremely well, and the guests were treated to a special personal tour. The icing on the cake? A special nose movement!

So this is a condensed version of years from 1964 to 2023 which have had the subject of Concorde. I remember her as an absolute pinnacle of technological achievement. We should be proud of what was achieved, look to the future, and hope that the youth of today can go and see any of the aircraft and instil the desire to study the STEM subjects. We as Concorde aficionados will attempt to steer them.

# Commemorating Alpha Fox

*On the weekend of 25 and 26 November, Aerospace Bristol held a celebration of Concorde G-BOAF, to mark the 20th anniversary of her retirement. Eva Ambler-Thomas of Aerospace Bristol reports on the anniversary events of 26 November.*

ON SUNDAY 26 NOVEMBER, Aerospace Bristol was joined by just under 1000 visitors to commemorate the 20th anniversary of Concorde's final flight.

The anniversary featured two nose droop moves, one at 11.30am and one at 1.07pm, to mark the exact moments when Concorde G-BOAF took off and then landed for the final time. The full cycles of nose and visor lowering were carried out, together with a fascinating and humorous commentary, by Colin Morris, British Airways' longest-serving Concorde captain, who gave a vivid account of piloting Concorde through take-off, flight, and landing. Captain Morris also asked the spectators to show their appreciation for the volunteers who had restored Alpha Fox's nose to life.

On display at the museum was an exhibition entitled "Concorde: End of an Era", exploring Concorde's legacy and asking whether there is a future for supersonic flight.

Also happening were family-friendly Concorde tours, Concorde training panel talks, and hands-on supersonic sound activities.

## The Concorde20 lunch

A very special Concorde20 three-course lunch was held underneath the supersonic aircraft, with Concorde VIPs including Captain Colin Morris, Captain Tim Orchard, Senior Engineer Officer Trevor Norcott, and cabin crew member Neil Smith.

Also in attendance were Concorde Chief Engineer John Britton, Deputy Chief Engineer Mike Hall, BAC Concorde test pilot Alan Smith, and aerodynamicist Alan Roberts. Added to these luminaries from the Concorde world were Fred



## Alpha Fox in action

The aeroplane goes through a full cycle of nose and visor lowering in front of spectators, under the control of Concorde captain Colin Morris.

*Photo: Aerospace Bristol*



## The Concorde exhibition

Visitors explore the past and future of Concorde and supersonic air travel in "Concorde: End of an Era".

*Photo: Aerospace Bristol*

Finn – the world's most travelled man, who made 718 flights on Concorde – and Sir George White, whose great-grandfather and namesake founded the original Bristol Aeroplane Company back in 1910.

To learn more about Concorde G-BOAF and the work of Aerospace Bristol, please see the website: [aerospacebristol.org](https://aerospacebristol.org)

## The anniversary technical tour

*As part of the 20th anniversary celebrations at Aerospace Bristol, the former Concorde at Filton volunteers conducted a technical tour of the aircraft on 26 November. Team leader Paul Evans reports on the event.*

**T**O COMMEMORATE the 20th anniversary of the final flight and celebrate G-BOAF, and after several weeks of discussion, Aerospace Bristol agreed to let our team conduct a two-hour guided technical tour after the museum had closed to the public.

We had successfully held one of these tours in April for 24 guests; however, this one had to be a bit special due to the date and significance. Therefore, it was agreed that the tour would run for two hours, with 36 guests, split into three groups of 12 (as in the original Concorde at Filton concept). It would include a welcome glass of champagne, a specially commissioned certificate for each guest, and a full nose and visor move to conclude.

The tickets for the tour quickly sold out, so thank you to everyone who purchased. I genuinely think we could easily have run an additional 2-3 of these over the weekend and all would have been sold out.

### The team reassembles

As previously, it was the former Concorde at Filton volunteers – Rosie, Ken, Colin, Nigel, Tony and myself – who would run the tour. Each group had the same 30 minutes in the forward cabin, with the Marilake displays now running for the first time since 2010; 30 minutes on the Rolls-Royce training simulator; and 30 minutes underneath the aircraft, where the engine bay doors were opened for the tour.

Two guests at the Concorde20 lunch were very disappointed that they hadn't heard about this tour, as, being pilots for Ryanair, they would absolutely have loved to have joined us. Thanks to the quick thinking of

Rosie and a chat with reception at the museum, they joined the tour after very kindly making a donation to the museum.

It was, as always, wonderful to take people around this beautiful machine, and share our personal reflections and experiences with her – things which the general public just would not have the opportunity to experience on the standard walk-through experience. For each of us former volunteers, it is a privilege to come back to do what we did every Sunday for nearly seven years.

At the end of the tour, there was the final nose and visor move of the day. This time the guests had to make do with me as the MC rather than Colin Morris, but I think they all understood my Welsh accent ok! The visor was lowered; then the nose moved to 5 degrees, followed by 12.5 degrees, and kept there for a few minutes so everyone could take photos and video. The process was

repeated, then the nose and visor were returned to the closed position.

The guests had a further 30 minutes to view the Concorde exhibition room and the new exhibition downstairs. The latter included British Airways 'Celebrating Concorde' collection items, a piece of Kevlar lining for the fuel tanks, and the model of the AST (Airbus's proposed second-generation supersonic airliner), which has been hidden in the archives for many years. Lastly, the guests were handed their commemorative certificates, bringing to an end a very special two hours, not just for the guests but for us too!

### Concluding thoughts

I hope that Aerospace Bristol will continue with these guided tours, and look to enhance them in 2024. Not only do they offer something different from the standard experience, but they keep interest in Concorde alive and bring in additional funds for the museum.

Thanks to my brilliant former Concorde at Filton volunteers for once again giving up their time and for travelling: Rosie Thompson, Ken Ricketts, Colin Smith, Tony Mumford and Nigel Ferris.

A big thank you to James Cullingham who came in especially to open the bay doors after the lunch, and to Paul Jones of Airbus for staying behind to operate the nose move on the tour.

Finally thank you to Sally Cordwell, CEO of Aerospace Bristol, for sitting down with me last year and giving the green light for these tours.

### A final nose and visor move

Paul Evans talked the guests through a full cycle of nose and visor moves.  
*Photo: Paul Evans*







**Moments from the tour**

Above left: Volunteers Colin Smith (left) and Ken Ricketts (right) in discussion beside Alpha Fox.

Above: Nigel Ferris (in high-vis jacket), in the training simulator, talks some of the guests through the controls and flight deck instruments.

Left: Two guests show off their commemorative certificates at the end of the tour.

**The technical tour**

- Team leader:** Paul Evans
- Team:** Nigel Ferris  
Tony Mumford  
Ken Ricketts  
Colin Smith  
Rosie Thompson
- Technical assistance:** James Cullingham  
Paul Jones



**The future that could have been**

The model of the proposed British Aerospace/Aérospatiale second-generation supersonic airliner, the Advanced Supersonic Transport (AST).  
*Photo: Paul Evans*

# In memoriam: Oliver Dearden OBE

*Peter Gibbs, Bristol Aero Collection Trust (BACT)*

OLIVER, WITH HIS LATE WIFE, MARY, led the Collection and its many volunteers since the 1990s. The creation of Aerospace Bristol, recording over 100 years of the city's aviation history, is a testament to his single-minded devotion.

In July 2017, the museum's patron, HRH Princess Anne, presented him with the Queen's Award for Voluntary Service, which he received on behalf of his colleagues, and three months later he was present when Aerospace Bristol opened to the public.

Then in 2021's New Year's Honours list he was awarded the OBE for his services to cultural heritage in the aviation industry.

Sir Iain Gray CBE, chair of the BACT, paid tribute at the time to Oliver as one of the charity's founding fathers.

"He has been instrumental in establishing the museum's collection, preserving important objects to inspire future generations and celebrating Bristol's many remarkable aerospace achievements.

"We are delighted by this recognition of his long-standing service and enormous contribution to our aviation heritage."

## A lifetime's involvement in aviation

Born in Bolton, Lancashire, in September 1931, Oliver worked in the design office of the British Aircraft Corporation, before joining Avon County Council, where he was involved in road planning.

After he retired, he was encouraged by his equally-active wife, Mary, to become involved in the direction and management of the Bristol Aero Collection (BAC).

The aim was to celebrate the civil and military aircraft, engines, helicopters, defensive missile systems, spacecraft, industrial products and archives created by the Bristol Aeroplane Company family of enterprises.

Under his direction a volunteer-run museum was established at Kemble airfield, which attracted the public and an increasing number of volunteers, who were involved in both restoration projects and educating and informing visitors and local primary schools.

## Custodian of Concorde

With the retirement of Concorde from commercial operations in 2003, Oliver was involved with the negotiation by Airbus to acquire Concorde Alpha Foxtrot and the organisation of its final flight into the Filton airfield.

He also masterminded BAC's successful Concorde at Filton operation in the open air on Airbus property alongside the main runway. There, teams of volunteers

welcomed visitors six days a week in all weathers. It became established as the premier display of all Concorde, helping to earn substantial funds, which went towards establishing Aerospace Bristol.

## Aerospace Bristol and after

When the £19 million museum and learning centre opened in October 2017, Alpha Foxtrot had been moved into a purpose-built hangar to become its star attraction.

In 2013/14 Oliver funded the purchase and major restoration of a World War One Bristol F2b Fighter in memory of his wife, Mary, and volunteers who had since died, and it can now be seen in the museum above a replica aircraft,

Oliver retired from the board of the BACT in 2016 after 21 years as a director of the charity and its predecessor, BAC, but remained a valued volunteer and supporter. Only this year he helped to sponsor a film, *Concorde – First To Last*, which tells the complete history of the supersonic airliner, and in that he is seen talking about his hopes for a Bristol aviation museum.

It is certain that without Oliver's diligent direction and management of the BAC operations at both Kemble and Filton and his ability to motivate teams of volunteers over many years, Aerospace Bristol would not exist today to be enjoyed by its thousands of visitors.

*Concorde – First to Last* is available as a DVD or HD stream from Bellevue Films: [bellevuefilms.co.uk](http://bellevuefilms.co.uk)



## Oliver Dearden at Concorde at Filton

Paul Evans, volunteer team leader at Concorde at Filton, remembers Oliver: "A lovely gentleman. Aside from being a walking encyclopaedia on Concorde and everything at Filton, he was a wise head to share queries or issues with. Above everything he was a lovely, down to earth man who had time for everyone. All of us will miss you tremendously, but we will never forget you. Thank you."

*Photo: BACT*

## Olympus 593 engine run

*Even 20 years after Concorde's last flight, people can still hear the roar of the mighty Olympus 593 engine. Graham Cahill of Heritage Concorde reports on an engine run organised by Adrian Bennett of Jetpower UK.*

**On the crisp, frosty morning of Saturday 25th November I travelled to North Shropshire to have one of the most memorable days of my life.**

I was invited by Jetpower UK (run by Adrian Bennett) to watch the only running Olympus 593 engine from Concorde burn away approximately £300 to £500 worth of jet fuel in four engine runs for the day.

I can tell you this Olympus 593 engine does a really good job of converting money into noise/heat/fun.

We were welcomed at 11.30 am by Adrian himself. I can say he is a brilliant host; the tea and coffee was on and the BBQ lit for approximately 40 guests in total. Time passed really quickly. I was watching the Jetpower team check wiring and prep the engine, then before we knew it we were being briefed on safety by Adrian and the first engine run was started.

Adrian had asked me to stay by the rear of the engine so I could film the control console and the rear of

the engine. The APU was started and suddenly I was being blasted by hot, fuel-smelling air from the exhaust of the massive Olympus 593 engine. Being in the jet blast of a single Concorde engine at idle is like nothing ever experienced before; you can literally feel the floor vibrating and feel the pressure through your whole body. I removed my ear protectors so I could completely immerse myself in the experience. I was stood approximately 25 feet away from the exhaust and just to the side; only ex-engineers who have completed engine runs on Concorde will fully understand the feeling of complete raw power coming from this engine. I was lucky to sample just a small part of it.

The first engine run was cut short due to a small fuel leak, which was spotted and resolved in minutes. The Jetpower crew refuelled ready for the second run. One 8-minute run takes about 100 litres of fuel, and if the engine runs out of fuel during a run it can be difficult to

re-start. Again, I was stood to the rear of the engine. This run put a massive smile on all our faces – the engine ran perfectly.

Adrian asked if I wanted to control the engine on run number three. I initially declined as these things are best left to the experts; however, I accepted the challenge on the basis Adrian wouldn't let me do anything stupid. The engine takes a little time to respond to the throttle control but you can see and hear the control. (Control was quickly handed back to Adrian.)

Following this run we had some lunch. It was apparent all the guests were a similar type of person; all had some story to tell about how they had repaired something or how they made stuff work. It was almost as if we all already knew each other.

The fourth engine run was the best. I watched from a distance and could hear the engine was definitely being "tested", as the pitch changes were far more apparent. After about 8 minutes the engine cut off as it had run out of fuel.

I have to say Adrian does all this for nothing more than the love of jet engines; he is completely self-funding. This guy knows his stuff, believe me.

Thanks to all the guys at Jetpower UK, especially Adrian.

For further details on Adrian Bennett's projects, see the Jetpower website: [jetpower.co.uk](http://jetpower.co.uk)

### Ready to run

The Jetpower UK Olympus engine is mounted on a flat-bed truck, which is secured before engine runs. A safety guard has been fitted over the fan blades at the front of the engine.

*Photo: Graham Cahill*





**Concorde G-BOAD**      British production aircraft

**Location:** Intrepid Museum, New York, USA

**Reporter:** Intrepid Museum staff    **Date:** 28 December 2023

On 10 November 2023 Concorde G-BOAD was removed from the pier where she stood beside the USS *Intrepid* and transported by barge to the Brooklyn Navy Yard for repainting.



The old paint was removed by water blasting, and the window surrounds were checked before the windows were taped over. New primer was applied. Yellow adhesive-backed vinyl stencils were made to replicate the correct markings on the aircraft.

The work was finished by 22 December. Alpha Delta will remain in the Brooklyn Navy Yard until renovations to Pier 86 are completed in spring 2024.



For further details about the Intrepid Museum and its collection, see the website: [intrepidmuseum.org](http://intrepidmuseum.org)

**Stages of the work**

Top: Alpha Delta is transported to the Brooklyn Navy Yard.

Right, below left, below right: stages of the repaint.

*Photos courtesy of Intrepid Museum*

