



Wisemans Witterings

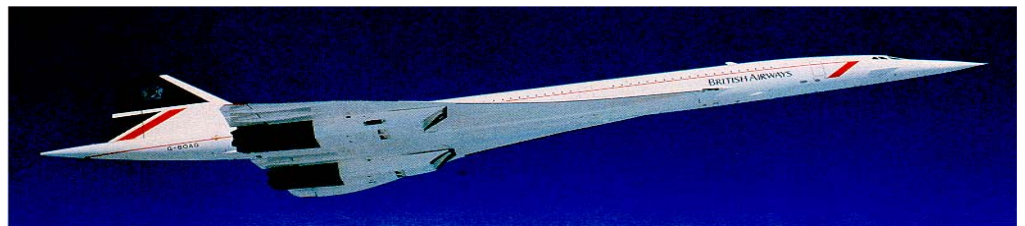
October 2004

Special Concorde Issue

Inside this issue:

Concorde—Trip of a Lifetime	1
Concorde Experience as per BA	3
Facts & Figures	5

Concorde—Trip of a Lifetime!



Our Flight of a Lifetime

Began in November 1984 when flights were booked for my father and myself to fly on Concorde! This was to be a retirement special for my father.

The original booking was for us to fly from Birmingham to Manchester on one of the Concorde Specials that were around at the time and then return by coach to Birmingham Airport, our point of departure. Well that changed and the travel agents transferred us to the London flight which was from London Heathrow to Manchester, and so we thought "why not?". We still went from Birmingham, with them providing us an additional flight from Birmingham to Heathrow via the flying box, the Shorts 340, I seem to recall, similar to that in the photo.

The Fourth of December, 1987 arrived. I collected my father from his house and we proceeded to the

airport, wanting to arrive in plenty of time, we got there somewhere between 6am and 7am I seem to remember. We parked the car in the long stay car park, and ventured into the airport to book in at the British Midland check-in desk.

Isn't it funny how certain things seem to stand out with these events? Our most striking memory of this flight beside the square-ness of the cabin was the frozen bread rolls we had with our cooked breakfast! A full breakfast of bacon, sausage, hard fried egg etc was served complete with this frozen roll. What a laugh we had at

that! Such a small point but it sticks in the old memory cells to this date! Amazing!

Heathrow!

When we got there, we went straight to our meeting point as designated in the confirmation details. From this point we were marched to a Concorde Celebration area, where we had more food and Champagne! We enjoyed the day! If we couldn't spoil ourselves here, where could we?

It was during this time we were given our presentation Wallet, complete with a plastic



Concordes in Formation



Shorts A340

model of the aircraft itself. I still have mine, but the package is showing signs of fungal damage after all these years of storage. If you have any ideas on how to restore it I'd welcome them!

Inside this package I have my boarding passes, ticket stubs, Flight Certificate, baggage labels and last but not least, a book on the Plane itself. I'll scan some info from this later for those interested in the technicalities of the plane.

The Flight!

The time had finally arrived for us to board this magnificent aircraft.

To use my father's words, it looks just like a cigar tube! If you look at it next to say a Boeing 747, it looks so small! Looking down the body as we entered at the front, it did look long and slim. It has 4 seats abreast and 25 rows, as it seats 100, and the seats are a sumptuous soft leather!

We all took our seats and eventually taxied out to the runway. We waited

our turn in the queue and it was a short wait!

This is where the fun starts! We had in effect no luggage and minimum fuel for this run to Manchester, and although it wasn't a supersonic flight, the experience was one never to be forgotten! I seem to recall our take-off speed reaching 220 knots as we sped off down the runway and when we finally lifted off, it was at quite an acute angle. The next "interesting" moment came at about 11,000ft when reheat was switched off. The plane just appeared to stop in mid-air and even-

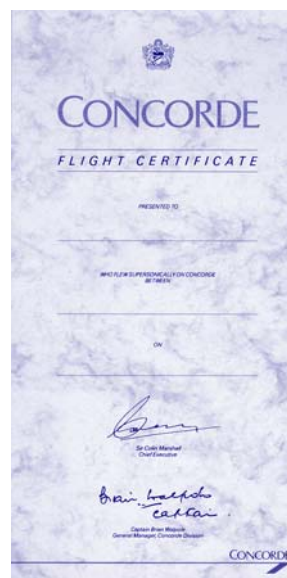
rything went quiet! It appeared to the lay man that the engines were switched off, but it was just switching off reheat because of noise restrictions over Greater London.

Whilst in flight we asked one of the air hostesses what the difference was between our sub-sonic flight and a super-sonic flight, and she explained all we would notice is the colour difference of the sky outside, as being higher it's also darker outside.

We cruised high enough to clear the Pennines on the route up to Manchester, at around 11,000ft (Note aircraft height still quoted in feet and not metres). These were clearly visible too.

Just before the descent the landing gear came down, and not being forewarned, was a shock, due I guess, to both the noise as it clunked into place and the sudden speed change, or so it felt. When the undercarriage comes down, it does increase drag hence the speed reduction.

All too soon the trip was over!



Flight Certificate

“Breakfast’s nice and pleasant but the bread cob is still frozen!”



Concorde's Instrument Panel!

We left the aircraft with both our mementoes of the day and our memories, which we carry with us to the end of our days.

We were ushered out of Manchester Airport to our coaches back to our respective airports. There we were back at Birmingham airport, all too soon, having travelled down the M6 in quite quick time, but then we were talking of 1987! Another day over and it

was only around 3:30pm! All too soon, but then a day we'll remember forever, even if only for the frozen breakfast bread cob, the "stopping" of the aircraft at 11,000ft, to the landing gear coming down, and finally the landing and take-off! The coach trip was a total anticlimax!!

Definition of Re-heat

Reheat or afterburning

as it is sometimes known, is a method of giving a large increase in an jet engine's thrust over a relatively short period. It involves injecting large quantities of fuel directly into the engine exhaust and igniting it, making use of the unburned oxygen left over from the main combustion process.

Reheat gives large thrust gains relative to the small increase in engine weight. Some jet engines

"It's all gone remarkably quiet. Who's switched the engines off!!!"

Concorde Experience per BA

Concorde

Every flight is an occasion. An experience to savour. A chance to reflect: on Man's ingenuity, on the sophisticated engineering and breathtaking technology that can take you soaring high, into the dark blue of a limitless sky. In speed, in comfort, in peerless style.

Yet, for all its glamour, Concorde is far more than

a status symbol. Those who fly this famous aircraft are people of distinction in business, in government, in the arts. They choose Concorde because they value their time. Because, quite simply, it makes sound business sense.

Concorde is a thoroughbred. Its origins stem from three-quarters of a century of distinguished aeronautical engineering,

with a pedigree that can be traced through many of the great pioneering ventures of the British and French aircraft industries.

Its clear potential as an Anglo-French project was recognised after separate national teams had produced designs of extraordinary similarity for two advanced aircraft: the Sud-Aviation Super Caravelle and the Bristol 223. Both designs



were for delta winged aircraft, with slim fuselages and four engines located in pairs under the wings.

Despite differences there was more to compare than contrast. Both teams had studied exotic materials and advanced high-temperature alloys, as well as being dedicated to producing an aircraft that would revolutionise air transport. It was too good an opportunity to miss.

With resources combined, the project surged ahead under the auspices of BAC/Aerospatiale. Today, Concorde is the only commercial supersonic airliner in passenger service, the proud possessor of many World Air Speed Records, including London to Sydney in just over 17 hours. Concorde: built and flown in a tradition of excellence.

Concorde's speed means you can make real use of the time you save. Take the morning transatlantic fight in either direction and you will arrive in good time for a same-day connection to your ultimate destination, saving not just hours, but days. When time is money, performance of this calibre provides today's executive with a decisive edge.

To fly Concorde is a privilege granted to a very few skilled and dedicated airmen. The entire flight crew strength of the British Airways Concorde fleet numbers fewer than 100 pilots and flight engineers. All top professionals, they have reached their coveted status after years of experience on subsonic jets, followed by vigorous selection and meticulous training. Every six months, they undergo medical checks. Every 12 months, they are

checked in flight for competence. And every six months, they return to the flight simulator to rehearse their skills under the critical eyes of instructors. This complex pattern of training and examination never ceases throughout their working lives. The high standards demanded of them never waver. Concorde. For some people, it's away of life.

Those who fly Concorde are experienced, discriminating travellers. They are judges of excellence who recognise as well as appreciate the best: delicious food and refreshment, prepared with care and immaculately presented with superb cabin service that is friendly, unobtrusive and very British.

The men and women who serve aboard Concorde take pride in the service they offer you. They are professionals, trained to know when you need attention. Something to drink? A magazine perhaps? An eyeshade? In fact, whatever you need, you have but to ask.

Or should you prefer to be left alone with a book or just your own thoughts, you'll find Concorde suits your mood remarkably well. Whether it's your first supersonic flight or your fiftieth, Concorde will always be a very special experience. We want you to

enjoy it.

Every component of the interior has been designed for the comfort of the Concorde passenger. From the improved lighting, to our new overhead storage lockers, no detail has been left to chance. Based on the flight deck equivalent, Concorde's is the most advanced passenger seat in the air.

We appreciate that to do justice to a fine meal served in the very special ambience of Concorde, wines must be chosen with professionalism and care. Which is why the fine wines aboard Concorde are selected by an expert committee including Michael Broadbent and Hugh Johnson, international connoisseurs whose knowledge of wine is near legendary.

From the renowned vineyards of Europe we offer a superlative selection: full-bodied Clarets, Burgundies of genuine distinction, classic Champagnes, the finest port and liqueurs. There's no finer cellar in the sky than to be found aboard Concorde. Concorde. For people with a taste for the best.

On a typical Concorde Atlantic crossing, you'll be served with a morning meal, lunch or dinner. Delicate canapés accompanied by fine Champagne precede a meal selection designed by our own award winning chefs in association with some of the world's culinary masters. Damask table linen and fine Wedgwood and Royal Doulton china set the tone for a meal that's unparalleled in the air.

A typical lunch might begin with a selected melon



combined with seasonal fresh fruits or a plate of the finest new season's Scottish salmon. The choice of main course might include a prime grilled fillet of Angus beef, or a delicious lobster creation. Particular attention is paid to the needs of business or health conscious travellers who might prefer, for example, a lighter main course; as well as those who require vegetarian or Kosher meals. Eating aboard Concorde: a taste to savour.

Concorde crews are regarded by airline people - with total justification - as the "Crème de la Crème", providing a service to match the high expectations of those travellers to whom Concorde is a natural choice. Such travellers will always enjoy Concorde for its matchless British Airways service, for its sheer distinction.

They will also always appreciate the discreet opulence that's provided by a grey-blue ambience of soft fabric and leather, a clutter free environment in which to enjoy a genuinely restful and relaxing experience.

Most of all, they will always acknowledge Concorde as an investment in that most precious of all commodities - time. Andrew Marvell, the English seventeenth century poet, would have understood the magic that is Concorde. He wrote: "But at my back I always hear, Time's winged chariot hurrying near!". Concorde. It's a luxury. But seldom an extravagance.

Facts & Figures

Crew

Two pilots, one flight engineer, six cabin crew

Performance

Cruising altitude 15,250-18,300m (50,000 - 60,000ft)

Take-off distance

(max take-off weight, sea level, international standard atmosphere) 3,429m (3,750 yds)

Take-off speed (in above conditions) 217kt

Landing distance (max landing weight ISA sea level) 2,200m (2,400 yds)

Cruising speed Mach 2 - about 2,150 kmph (1,350 mph) dependent on temperature

Power

Engines Four Rolls-Royce Snecma Olympus 593 in underwing nacelles

Fuel capacity 119,750 litres (26,342 imperial gallons)

Take-off power 17,240kgs (38,000lb) of thrust at take-off, including reheat, for each engine.

Range

Range with max passenger and baggage load 3,545 nautical miles

Max cargo capacity 709 cu ft

Dimensions

Overall length at rest 62.1m (204ft tin)

Overall height 11.3m (37ft)

Fuselage exterior width 2.9m (9ft 6in)

Passenger cabin length 35.2m (111ft 6in)

Span 25.5m (83ft 6in)

Wing area 358 sq m (3856 sq ft)

Tip turn radius 36.2m (119ft)

Aspect ratio 1.83

Capacity

Seating layout 100 passenger seats

Operating empty weight 79,431kg (175,114lb)

Max passenger and baggage load (at average 99kg each) 9,900kg

Structural capacity 12,650kg

Volumetric capacity 11,000kg

Maximum permitted weights

Taxiing 186,880kg (412,000lb)

Take-off 185,070kg (408,000lb)

Landing 111,130kg (245,000lb)

Zero fuel weight 92,080kg (203,000lb)

Landing gear

Main wheels eight

Nose wheels two

Tyre pressures

Main wheels 2071b/sq in


Nose wheels 1811b/sq in

Limiting tyre speed 256mph



REF NUMBER	BOARDED	AIRLINE	SPECIAL INFORMATION					
19D/052	HU LHR	BRITISH AIRWAYS	CONCORDE					
FLIGHT	DATE	DEST.	CLASS	FLIGHT	DATE	DEST.	CLASS	SERVICE INFORMATION
BA9030C/04		MAN	R	BA9030C/04		MAN	R	NO SMOKING
LATEST BOARD TIME	GATE	NAME	SEAT NR.					
		WISEMAN	19D					
			19D					

M324



BRITISH AIRWAYS
CONCORDE

Boarding pass
Carte d'accès à bord
Einsteigekarte
Tarjeta de embarque



Passenger Name	Not transferable Not refundable
MR A COSEMAN	
Date and place of issue	Contract number
PAGE x May Nov	55T1987/242
Check In & Report Instructions	Baggage allowance
	NIL (Nil for infants)

Passenger ticket and baggage check
Subject to conditions on reverse

From	Carrier	Flight	Date	Departure time
LONDON HEATHROW				
To MANCHESTER	BA	9030C	04 DEC	10.00
To VOID				

WiseOwl Personal Computer Systems
7 Farm Close
Tamworth
Staffs., B79 8TU

Phone: 01827 69587
Mobile: 07816 769304
Email: alan@awiseman.plus.com



Find us on the Web
www.awiseman.plus.com