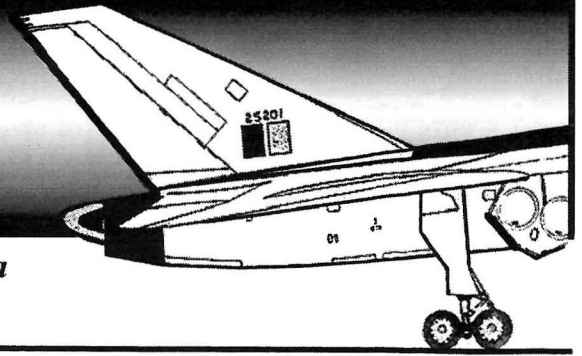


# *Pre-Flight*

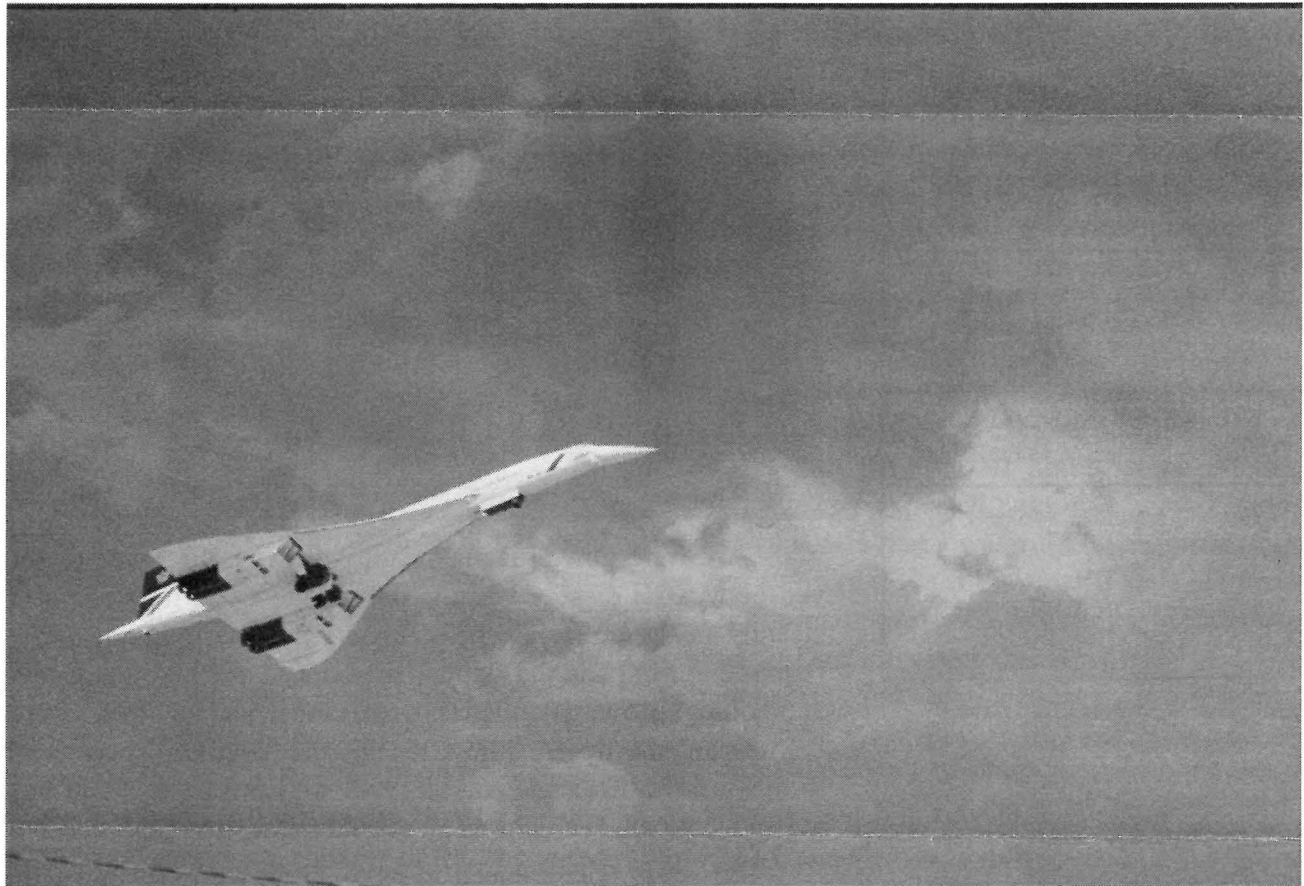


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## **MY FIRST FLIGHT IN CONCORDE (Continued)**

We were served a most magnificent lunch of caviar and smoked salmon, followed by the most delicious filet stake, etc., topped off by pineapple in Kirsch and liquors and washed down with endless Champagne. (If you liked the stuff.) After the meal 'THE DRUNK' was obviously feeling a little sleepy and I welcomed the chance to do some reading of my notes from the forthcoming meeting and my arm began to feel that it was attached to me again, albeit still a little painfully.

I had noticed although it had been going quite dark when we left London, it had steadily been getting lighter as we flew West faster than the sun. Captain Duffey reported for the first time in his flights in Concorde he had observed the sun rising in the West. This Enomena only happens on Concorde and military aircraft flying at very high speed and only at a certain time, e.g. take-off at dusk from London, and so our set hours, late take-off had at least provided us all with this unique opportunity.

**Founded 1989**

**AHFC**

**Aerospace Heritage Foundation of Canada**



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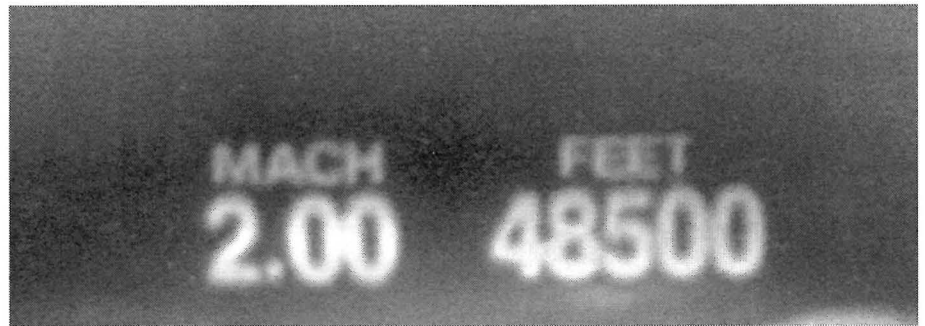
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## From the President

The general meeting of the AHFC was held on Saturday, September 26th at the Royal Canadian Legion Hall on Irwin Road in Etobicoke. I want to thank each and every member that attended. I was glad to see the meeting approved the actions of the board for the past year. The directors were re-elected with the exception of David Sotzek who resigned. I wish to thank David for his dedication and travel over the last few years. We received information that the full scale Arrow model has been moved from the hangar and with protected covering is now stored outside at Pearson Airport. On behalf of the Board, I wish every member, health and happiness in the coming year.

**Frank Harvey**

Continued from page 1...



We were now cruising steadily at twice the speed of sound and yet the MACH display was the only evidence of it. Concorde climbs steadily in the cruise as she swallows the enormous quantity of fuel required at M=2 and the Captain announced at 19.05 that we were now at 56,000', i.e. over 10 miles above sea level, and would be commencing the descent shortly. A little after this the MACH display commenced to move down the scale and at 19.40 we were back at subsonic speed (M=.95) and 28,000'

The speed was reduced to M=0.35 as we went into the holding pattern over Kennedy and we touched down at 20.27 by my watch (London time) just 3 hours and 39 minutes after leaving London. This time was a little slower than scheduled, due, according to the Captain, to a 110 mph jet-stream headwind at high altitude.

The Concorde pulled into its reserved slot at Kennedy and the deplaning chaos was similar to any other flight, with passengers jostling to get items out of the overhead racks and queuing in the aisle well before the doors were open.

The overhead baggage storage compartments in Concorde are very low due to the small fuselage diameter and many of the passengers were bashing their heads on them despite the warnings from the crew.

“THE DRUNK” had made a remarkable transition to sobriety apparently as the result of his short nap and although a little unsteady was quiet and most polite in his thanks to the crew and even to me for my very good company. He was going on to Washington so that was the last I saw of him.

We were quickly through United States Immigration and Customs procedures, accompanied by the familiar “have a nice stay now” and I finally located the patient cab driver sent by Dixon Speas to pick me up and I reset my watch five hours back to New York time, which was then 16.00.

I was in Manhattan with my old friend and colleague Dixon Speas by 17.00 and after an hour or so in his office, collected a report that he wished me to read before the morning meeting and was taken to my hotel around 18.00. I sent for a chicken sandwich and coffee and settled down to read through the 50 odd pages of technical report. The chicken sandwiches which room service delivered were the usual American massive acreage of rye bread with at least a young chicken farm on each and by the time I had got through the last chicken and digested the first 20 pages of the report I began to realize that all though my watch now read 10.15 p.m. it was in fact 3.15 a.m. Tuesday by Floyd’s stomach and eyelid time I had a bath, went under the covers at 4 a.m., my time and promptly woke up again in as usual at 7 a.m., my time, which was 2 a.m., New York time. (Are you following me or did you drop off 3 pages ago?)

I found that I could not go back to sleep so at 4 a.m., with three hours to spare before the breakfast meeting arranged by Dixon and colleagues for 7 a.m., I finished reading the report and made suitable notes, showered, shaved and met the ‘confederates’ in the Dining Room at 7 a.m.

I only mention the above somewhat boring details to illustrate that despite all the advantages of Concorde and supersonic flight, if you plan a tight business schedule on the basis of taking advantage of the ‘here-today-gone-tomorrow’ facility which Concorde offer, and the take-off is delayed for any reason, as our was, it can play merry hell with the good intentions and result in a final schedule which I could in fact have achieved on a jumbo at half the fare.

Business Over: I was whisked back to Kennedy for the 12.15 return Concorde to London which actually took off at around 12.50 and in exactly 3 hours and 8 minutes we touched down at Heathrow after a very pleasant and uneventful flight.

### **General Impressions of Concorde:**

There is little doubt about the advantages of having the flight time from London to New York.

On the return journey, with a tailwind in our favour, the flight time of 3 hours and a few minutes went very quickly and by the time we had settled down to cocktails followed by a leisurely and beautifully prepared and presented 6 course meal with all the trimmings, and written a few of the inaugural flights postcards provided, we were rolling into the gate at Heathrow. This is the only occasion on which, despite the sleep-denying schedule in New York. I have not suffered from frustrating jet-lag as the result of a return visit to North America.

The flight out was a disaster, schedule-wise and since the home-to-New York office time eventually turned out to be over lot hours, some 50 minutes longer than my expected subsonic ‘jumbo’ time, one had to conclude that I wasted the Concorde premium on that abortive flight if I normally travelled first class and if I normally travelled economy I wasted over 200 pounds. This indicated the sensitivity of Concorde to mechanical and routing delays. It will only be a success even with the wealthy business passengers, if it has a very high level of dispatch reliability, with minimal technical or scheduling delays.

The Concorde marketing approach uses the value of business time saving as a powerful argument for going Concorde in preference to subsonic.

By the same token time delays act as a powerful argument against spending the quite appreciable extra fare on Concorde, especially when the first flush of novelty has been fully exploited by the regular Atlanticsites.

The interior of Concorde reminded me of the old Convair 240 or the later Fokker F-27. The leg room is good, but I did not find the seats as comfortable as the old VC-10 type, although I understand that they are based on this original seat design.



The overhead baggage compartment are a menace for window seat occupants, even for short passengers, and yet in this size of cabinet is difficult to know what can be done about it.

Noise level were higher than I anticipated in the forward cabin and although I listened carefully for the change in frequency and general level as the aircraft accelerated through sonic speeds and beyond where aerodynamic noise takes over from engine noise, I could not detect any change in the noise level or quality.

The general cabin air conditioning system is excellent and no changes in temperature or pressure were experienced despite the rapid rates of descent and the marked reduction in outside skin temperature as the aircraft reduces speed for decent.

The general cabin service and the meals in particular, were 'out of this world' and were without any doubt better than anything I have ever experienced in over 32 years and well over a quarter of a million miles flown in both first and economy class, all over the Western World.



I spent about 15 minutes in the flight compartment during the cruise on the outbound flight and although I was fairly familiar with the layout and instruments in the prototypes, the Flight Engineer's panel in the service aircraft was a revelation. There seemed to be many more third-crew-member dials than normally found in the 'front office' due no doubt to the sophistication of the systems in the aircraft, such as fuel transfer for C.G. monitoring, variable-area engine intake ramps, three-axis auto stabilization and the triplication of most systems, including the inertial navigation system.

Condition-monitoring of items such as the hydraulic component is employed in this near-space plane and

I would be surprised if the Flight Engineer has much time left to catch up with many chapters of his favorite novel during flight.

The view through the cockpit window was almost non-existent from where I was standing, since the visor for cutting down drag and protecting the cockpit windows from aerodynamic heat at cruise speed was in place, however I was assured that the Captain could see sufficiently well ahead to locate any military aircraft or other Concorde (or UFO's). There certainly would not be any other civil aircraft at that altitude.

Concorde has a three man crew, with Pilot, Co-pilot and Flight Engineer. The cockpit is very narrow and seemed to have much less cross section than even the old DC-3, but this may have been due to the long length of the flight compartment on Concorde. The whole atmosphere of the 'workshop' was of neatness, compactness and efficiency and everyone seemed to be enjoying the flight as much as the passengers.



From the passenger's point of view the differences in the Concorde aerodynamics and operational behavior, such as the high angle of attack on takeoff and landing with the ogival delta wing, and the supersonic cruise, are not reflected into the cabin 'feel' any my American 'seat-twin' on the return journey expressed the opinion that to him, the London to New York journey was now very much like any 3 hours domestic flight in a small aircraft, (except for the food and attention). He was completely sold on the saving in time and absence of jet-lag and said that he would not want to 'Jumbo' across again if he could find a convenient Concorde schedule. He had of course not been on the abortive flight out.

I thoroughly enjoyed my first Concorde flight despite whatever qualifications I might have mentioned earlier, and if I could be more sure of the schedule reliability (and one of my rich clients was willing to provide the ticket) I would fly Concorde every time!

J.C.Floyd