

## CONCORDE

Bruce Hales-Dutton



# C O N C O R D E

## LUXURY AT THE SPEED OF A BULLET

### 50TH ANNIVERSARY EDITION

**It was the only way to be in two places at once.**

Flying across the Atlantic by Concorde meant you could be in New York at the same time as you left London. TV presenter and regular supersonic traveller, the late Sir David Frost, said: "We're not given by God the ability to be in two places at once but Concorde delivered that."

For over two decades British Airways and Air France Concorde's flew regular passenger services between London and Paris and New York that took just three hours. Once, supersonic flight was the preserve of military air crews strapped into cramped cockpits and wearing oxygen masks and "G" suits. But Concorde offered passengers the ability to relax in club-like comfort as they sipped a glass of Chablis while travelling at the speed of a rifle bullet. Only the bulkhead Mach meter and a glance out of the window at the Earth's curvature, confirmed how fast and how high they were flying.

Yet the prestige attached to Concorde came at a price. Technological triumph it might have been but it was an economic flop, which cost British and French taxpayers a sum that has yet to be fully disclosed. Even so, many people regarded a flight on Concorde as something to aspire to and something to tell their grandchildren about. But since the aircraft's withdrawal from service in October 2003 everyone travels at the same speed.

### KEY SELLING POINTS:

- 2019 marks 50 Years since Concorde's inaugural flight on the 2 March 1969
- The First Concorde Supersonic flight was on 1 October 1969
- While subsonic commercial jets took eight hours to fly from New York to Paris, the average supersonic flight time on the transatlantic routes was just under 3.5 hours.
- Concorde had a maximum cruise altitude 60,039 ft and an average cruise speed of Mach 2.02, about 1155 knots or 1334 mph, more than twice the speed of conventional aircraft

### BIBLIOGRAPHIC INFORMATION:

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### ABOUT THE AUTHOR:

**Bruce Hales-Dutton's** professional involvement in aviation goes back a long way. Having started as a newspaper journalist in the 1960s he became a senior press officer at the Department of Trade and Industry, a role which involved him in the development of major news stories such as the start of Concorde services to North America and the debate about London's third airport.

