



THE BRITISH AIRWAYS Concorde taxis toward the terminal at Windsor Airport after circling the area twice, much to the delight of the crowd

Crowd thrilled by show

By Monica Gutsch
Star Staff Reporter

He's seen it a dozen times, but Fred Kendall is still in awe of the graceful white bird.

"All of a sudden he came out of nowhere. It was just like a big supersonic bird," the former Briton said. "He turned his wings too. It was fabulous. It's a fantastic plane."

Kendall, who in 1977 moved here from England, said he's seen the Concorde many times in London, but was thrilled to see it land at Windsor Airport.

"I think it's a shot in the arm for people here," he said.

As his friend Pat McNeil said, "There's only this plane and its sister



COUNTY ROAD 42, just east of the airport, became a giant parking lot as thousands greeted the Concorde

ships. There's nothing else like it in the world."

That was why thousands of people lined County Road 42, E.C. Row and

Lauzon Parkway to catch a glimpse of the space-age airplane. None were disappointed. The Concorde circled the airport twice before making its trade-

mark tail-first landing. Then, as it cruised to the terminal, the cockpit crew waved to the cheering crowds. See CROWD, A4

Everyone loves the Concorde

By Rob Ferguson
Star Staff Reporter

The Concorde is a ham.

An anxious crowd estimated at 10,000 was riveted on Tuesday as the supersonic British Airways jet skimmed just above the runway at the Windsor airport, its wheels and nose down, ready for landing.

But it didn't.

With the end of the landing strip rapidly approaching — and white-knuckled spectators tensing — the pilot jammed the throttle ahead, banked left to offer a teasing glimpse of the jet's delta wings, and roared into the western sky.

"If that was the sound as it's leaving, what's it like at Mach 1 or Mach 2 . . .," exclaimed an amazed Chris McEvoy on the airport observation deck.

Then the encore as the jet returned, a sliver of speed zooming low above the airport. The flight crew waved before the pilot pulled the yoke back to take the world's fastest passenger aircraft up into the clouds and over Lake St. Clair to assume its landing glide path.

"The captain did very well for us," said airport manager Richard Koroscil, who said he had no idea the crew would put on a show. "He gave the people of Windsor a chance to see the Concorde in flight."

Adding to the spectacle, water vapor whirled above the jet's triangular wings as its rear wheels touched down at 7:23 p.m. And then the sun shone through the threatening clouds.

The Concorde was half an hour late, but it enthralled spectators.

Although its technology is 20 years old the Concorde remains the world's only supersonic passenger aircraft, winging its way from New York to London in just three hours at twice the speed of sound.

"I THINK it's close to getting on the space shuttle," said Dan Jobin, who briefly toured the jet. "It's a work of art."

A work of technology, too, but even that supersonic glitz and some of the most modern flight computers couldn't prevent the jet being stuck on the ground in Toronto because of heavy rain.

The flight from Toronto took 45 minutes — at sub-sonic speed to avoid breaking the sound barrier — as the jet

brought 80 British journalists and financial analysts to tour distilleries at Hiram Walker-Gooderham and Worts Ltd.

The visit, which ends when the Concorde takes off at 6 p.m. today for New York, is part of a five-day trip organized by Hiram Walker's parent company, Britain's Allied-Lyons PLC, and includes visits to its distilleries and wineries in Scotland, New York and France.

The Concorde landed at Detroit Metropolitan Airport in August 1985 as part of a campaign to introduce the aircraft to 10 U.S. cities. At that time 10,000 spectators craned their necks from an airport enclosure and highway traffic was halted for miles around.

Inside, the Concorde is like any other 100-passenger aircraft. It has a centre aisle between double rows of seats, complementary magazines, motion sickness bags, and overhead luggage racks. Because every Concorde flight is first class, there is a bit more leg room than most air travellers would expect.

But there are differences in this jet, the sixth of 14 Concordes built for British Airways and Air France. Entering the plane, it's best to keep your head down. The advice remains for trips to the compact washrooms. Cabin windows are tiny, scarcely bigger than the palm of your hand.

THE COCKPIT has little room to spare, with seats up front for the pilot and co-pilot and a bank of controls behind for a flight engineer. Every centimetre is filled with dials and switches.

The jet's four Rolls-Royce Olympus turbojet engines, mounted underneath the wings, are each eight metres long and pack enough power to sustain speeds of 2,179 km/h at an altitude of 16 km in the blackness of near-space, high enough for passengers to see the curvature of the earth.

Crowds watching the landing were large, but there were few security problems, according to Windsor police, Essex OPP and airport RCMP.

The only unruly spectators were two boys who jumped the fence onto the airport tarmac after the plane landed, said RCMP Const. Phil Grayce.

"She's here, she's safe. We had a nice show," he said of the landing. "I just hope we don't have the same crowds when she leaves."