



CONCORDE TAKING SHAPE ONCE AGAIN

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BROOKLANDS Museum reached a major milestone in the restoration of its Concorde G-BBDG last week when professional engineers completed the structural elements of the forward fuselage re-join to leave the plane supporting its own weight.

During the past five months the Concorde's 30-year-old paint — applied when the plane was first decorated in 1973 — has been rubbed down and several areas of surface corrosion have been treated.

The surfaces were primed and then painted and then painted using the correct Concorde specification paint supplied to the project by PPG Aerospace, which supplied it for the BA Concorde fleet for many years. The team has completed painting the underbelly, both wings and the main fuselage area.

The forward section has been prepared and will be finished once the forward join is complete. Work will then move to the smaller rear fuselage section and tail cones.

When these areas are complete work will get underway to re-apply the famous blue streak line along the fuselage and British Airways titles.

In March, engineers from Air Salvage International (ASI) arrived at the site on Brooklands Road to commence work on the restoration of the Concorde after museum volunteers had finished cleaning and preparing the parts.



ASI last month completed work to fix the right wing into place and more than 200 aluminium channel sections were bolted into place to re-secure the wing to the fuselage, as well as rebuilding the rear aircraft structural spar and landing gear torsion box. The left wing was also re-attached last month.

Volunteers from the museum have been working hard to get the Concorde ready for the removal of the tent which housed the aircraft in late summer — this included re-painting it.

The University of Surrey has been working on the intakes, which have been fully repainted, while former BA Concorde engineers have been working on the famous droop nose, elevons, engine bay doors and landing gear.

A team from Farnborough College of Technology is restoring one of G-BBDG's secondary engine nozzle assemblies. Next month the unmistakable shape of Concorde will be revealed to all, when the tent covering is removed.

At least 60 per cent of every Concorde was manufactured at Brooklands and then transported to plants in France and Bristol.

Sir George Edwards, who died in 2002, was the chief of the British Aircraft Corporation when the joint French-British dream to go supersonic with a passenger jet was initiated.

His office and top management and technical team were all based at Byfleet Road.

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