

# *Hurry's '96 BUGLE*

In the absence of volunteers to submit suitable material for The Bugle this year, I have taken the liberty to create a Hurry only sheet. Perhaps this may provide some food for thought from others? This is it;

## Story behind the picture



Unlike my dear wife, I never wanted to fly in Concorde. It was something that I really didn't wish to do. But, have you got one of those persistent wives, I have and she slowly wore me down to get her own way. Oh! You have got one as well?

It was the Superlative Travel advertisement in the National Press that finally won me over. It advertised a three prong week adventure covering trips on a British Airways Concorde, the QE2 and capped by travel on the Orient Express - all for the princely sum of £1000. This was 1996! I had always wanted to travel on the Orient Express and although it was a UK only journey it offered 'Venice Simplon Orient Express' experience with beautifully restored original 1920 Pullman carriages decorated with the liveries of the Compagnie Internationale des Wagons-Lits et des Grande Express Europeens.

All 11 cars had individual ladies' names and were built between 1925 and 1938. This is by any standard a fabulous collection. The Champagne journey was accompanied by superb food and although the train lacked an authentic steam loco front end (oh for a 4-6-2 Battle of Britain Class) it was a grand experience. Just like the 20's and 30's I guess.

The QE2 liner promised to be as sumptuous as the train. It exceeded this for comfort and food. Cruising on board luxury liners nearly 14 years ago was not quite the run-of-the-mill holiday that today's ships enjoy. The QE2 was Cunard's flagship at the time and the company boasted a great history of Atlantic travel starting with Samuel Cunard on board Britannia (a wooden hulled paddle steamer in 1840). The company progressed through technology changes from paddle to propeller, refrigeration developments, disbandment of sails with introduction of twin screws, coal to oil and so on. Names from Britannia thro' Persia, Lucania, Lusitania and Mauretania became legends. The celebrated Queen Mary and Queen Elizabeth were launched in the 1930s and Caronia (1949) became the forerunner of today's cruise industry. With so many of you familiar with holiday cruises it is, I feel, unnecessary for me to describe in any detail the luxury afforded by this mode of travel. Comfort, dining and entertainment are top class and come naturally to all the major players in the field today. A very enjoyable few days..... particularly the on board dance instruction..

**For me though, (and I really hate to say this as my wife will proof read) to my utter amazement, was the Concorde experience.** We had to get into this small aeroplane with its minute cigar shaped cabin and tiny windows that you could hardly see out of. Why did all these celebrities go on about it so? It could only be the time factor which forced them into such a confined seemingly uncomfortable space. I have to say in its defence that it did look absolutely superb in take-off and flight. That goes almost without saying! The security at Heathrow was quite excruciating for that time and we nearly lost our slot due to minute examination of all passengers and luggage. It was after all only a short trip and time was at a premium. We eventually got on via an outdoor stepped ramp and sat down in surprisingly comfortable grand leather armchairs. Not bad so far I thought. The aircraft taxied down the runway and sat comparatively quiet waiting for the go-ahead. Then it commenced its takeoff..... thus began my admiration for flying in such a fabulous aeroplane. It is indescribable how the impact of full throttle (or so it seemed) had on one's whole body. It was after all likened to a Tornado take-off at the time and could outpace all modern fighters of the day. I honestly cannot remember if there was a great noise accompanying the take off but I was gob smacked, if you will pardon the colloquial, by the sheer power. Again there was lots and lots of champagne, great cuisine and a comfort that needs to be experienced at Mach2 flying for over 2 hours at a height of 55,000 feet. My original misgivings of engines built with 1950's technology faded into the distance and I sat back and thought of England, ROLLS ROYCE and the work done by DGEEng. It was only later that I

learned of the considerable engineering support, heartache and much biting of nails which accompanied the in-service support for the engines. Take another bow RR.

#### **‘And the Picture at the beginning?’**

This is a framed numbered print of a classic painting by John Young. It shows a BA Concorde flying over the QE2 liner in New York Bay. (Yes we did spend time in NY on a separate occasion and before you ask, the Orient Express is wending its way behind the Twin Towers) It was a picture that I had tried to buy previously to mark the holiday but without success. You can well imagine therefore my utter surprise and glee to receive such a treasure, as a retirement gift. It was presented to me by Dennis Mendoros, Managing Director of EURAVIA (Engineering & Supply Co. Ltd) the whole operation managed most effectively by Ken Emmings. Nice one...

The three different ‘Tasters’ were completed in 6 days and because it was so unique we have never returned to any one of these since. A little difficult with Concorde I agree. I do however get a lot of pleasure asking all my aeronautic friends how they enjoyed riding on the supersonic craft. ‘Oh really; you’ve never actually been? Well; fancy that!’!!

I hope that you have found something to smile about and perhaps you will share some of your ‘non DGEEng’ stories with all of us. As always I wish you the compliments of the season and a very Happy & Prosperous New Year. Don't forget to raise a glass, or something, to all good old boys - our Bankers!

**DGEEng BUGLE No 15**  
**JANUARY 2010**

**Some reminders of the week long adventure.**



**First Class stuff**



**Our Concorde full chat take-off.**



**The QE2 in port - Lisbon.**



**A look that says it all**



**Strictly come dancing on theQE2**



**A unique cockpit**