

SPEEDBIRD HERITAGE CENTRE DIGEST
Issue 46 January 2026

British Airways Speedbird Centre, Waterside, PO Box 365, Harmondsworth UB7 0GB
Tel: 020 8562 5777 e-mail: ba.1.museum@ba.com www.ba.com/heritage

THE SUPERSONIC ERA STARTS - 21 JANUARY 1976

British airways Concorde
A special supplement to mark the start of supersonic air services. January 23, 1976

The supersonic step into a great future



IT'S ALL OURS . . . Concorde 206 is handed over
By **RODNEY CALVER** and **JENNIFER SIMON**

PRIDE AND EMOTION ON THE BIG DAY

IN the time that it takes you to read this page, Concorde will have flown 46 miles — or roughly equivalent to the distance between the centre of London and Reading.

That simple statement puts the whole supersonic story into perspective. The breathtaking concept of travelling as fast as a rifle bullet and at twice the height of Everest has been realised. A whole new chapter of civil aviation has begun.

Managing Director Henry Marking heralded Wednesday's inaugural supersonic flights as an occasion for pride — for Britain and France and for the two national airlines who launched the services.

But pride apart, Wednesday's flights also generated a considerable amount of emotion.

For those inside and outside the airline who have lived through the years of uncertainty and doubt over the Concorde's future, it was a very big day.

But the battle has only just begun. No one person is in doubt that until Concorde starts operations to New York — the route it was tailor-built for — the Bahrain flights will be viewed only as a prelude to the supersonic era.

The years of debate and discussions were forgotten on Wednesday when the 98 passengers boarded Concorde "Alpha Alpha" at Heathrow for the journey to Bahrain.

Countdown for the first flight began last Thursday when Concorde 206 was officially handed over to Mr Marking by Mr Freddie Page, Chairman of BAC's Commercial Aircraft Division.

Cabin crew had their first good look at the aircraft on Friday and Saturday and technical crew flew a detail on Monday before handing the aircraft back to the engineers for final checks to be made.

The staff who operated Concorde's first commercial service were introduced to the Press at a lighthearted conference on Tuesday.

In his opening remarks, Overseas Division Chief Executive Ross Stanton said: "It is all systems go — not as a result of the prayers of the Bishop of Kingston — but of ours. Tomorrow is the culmination of many years of trial, endeavour and tribulation."

The technical crew were Captain Norman Todd, Captain Brian Calvert and Engineer Officer John Lillard. Both captains have logged more than 60,000 supersonic flying hours and the technical crew have worked about 20 years on Concorde collectively.

Flight Operations Director Frank Walton said the inaugural flight was being operated by the most experienced technical crew and cabin services officers of whom John Hawkins was in charge.

The other members of the crew were Cabin Service Officers John Hitchcock, Sue Graham, Francine Carville, David Brackley and Kenneth Taylor.

It was announced that Captain Todd would fly out to Bahrain and Captain Calvert would fly back. Describing the route he would take to Bahrain, Captain Todd said he would fly close to Farn, over Switzerland, Northern Italy and a point close to Venice.

"Obviously we must fly subsonic over Venice or we might sink it," he joked. The route continued down the Adriatic south of Crete and Cyprus. After crossing Syria, trans-Jordan and Saudi-Arabia, deceleration would begin 250 miles from Bahrain.

Photograph: Christine Quick

Concorde's 50th Anniversary special edition

SPEEDBIRD HERITAGE CENTRE NEWS

During December the Heritage Centre welcomed new pilots for their Wings ceremonies (1st), a party of travel agents from the Netherlands and a key meeting with American Express (both 2nd), Work Experience students (5th), guests from Washington DC (9th), aspiring pilots in a Young Flying Future event (15th) and a Reunion of BEA apprentices (17th).

Father Christmas's recent touchdown at the Waterside Theatre (23rd) led to a large number of guests also visiting the Heritage Centre where for the young – and some not so young – budding pilots a notable attraction was the Boeing 747-436's control yoke.

The Heritage Centre is delighted to welcome to the team Captain Gary Browne following his recent retirement from the Boeing 777 fleet.

This Speedbird Heritage Centre Digest is something of a special issue as it records the 50th anniversary of Concorde's first commercial services which were inaugurated on 21 January 1976. On that auspicious Wednesday British Airways' Concorde G-BOAA flew to Bahrain as flight BA300 and Air France's F-BVFA to Dakar and Rio de Janeiro as flight AF25. Do visit the Heritage Centre's special anniversary display in The Street at Waterside on Wednesday 21 January.

SPEEDBIRD SPOTLIGHT RESUMES

The Speedbird Heritage Centre is delighted to announce that this year's first Speedbird Spotlight talk will be on **Thursday 26 February at 12:30** in the Heritage Centre; Adrian Constable will be speaking about Three Legendary Airline Characters of the 1930s: Ted Hillman, Frederick Leo Crilly and C F Snowden.

FLEET NEWS



Farewell to G-EUPW (above)

These Airbuses were withdrawn from British Airways service during 2015:

Airbus A319: G-EUOA, G-EUOF, G-EUPW & G-EUPY

Airbus A320: G-GATH, G-GATJ, G-MIDO & G-MIDT

These aircraft are expected to join the BA fleet in 2026:

1 Boeing 787-10 G-ZBLL (the last of the Rolls-Royce powered 787s)

7 new Airbus A320neos

5 new Airbus A321neos

ROYAL AERONAUTICAL SOCIETY HEATHROW BRANCH

The next meeting of the Heathrow Branch of the Royal Aeronautical Society will take place on **Thursday 8 January at 18:15** at Waterside. The speaker for this lecture will be Allan Winn, Chairman Aviation Heritage UK

Britain's aviation heritage encompasses thousands of preserved aircraft, vast archives, historic structures and numerous volunteer-led organisations, most of which face severe funding, capacity and governmental support challenges. Aviation Heritage UK represents this fragmented sector, addressing the problem of extensive heritage held by many custodians with limited resources, and exploring sustainable solutions. Allan Winn, a New Zealand-born aeronautical engineer and former Editor and Publisher of Flight International, brings decades of aviation, museum and heritage leadership. Former CEO of Brooklands Museum, he now chairs Aviation Heritage UK, contributes to parliamentary aviation heritage policy, and remains actively involved in both aviation and historic motoring.

50 YEARS AGO - ON THE EDGE OF SPACE IN PERFECT COMFORT

The human race has always wanted to travel faster. From the point when, over 6,000 years ago, we domesticated the horse, greater and greater speed has been a real aspiration.

Firstly, sailboats to travel further and faster; then steamboats that were quicker still. For personal transportation bicycles, then motorcycles, then the car that could go much faster than the galloping horse.

Greater speeds still with aircraft. Initially propeller-driven machines but then turboprops, and jets ... aircraft that could cross the Atlantic in eight hours. We continued to strive for greater speed. Not long after the Second World War Sir Barnes Wallis, a real genius, inspirational designer, leader and engineer, became Director of Research and Development at Vickers Armstrong Ltd based at Brooklands in Weybridge. There he started work on a supersonic passenger aircraft which he called the 'Swallow.' Whilst that came to nought it began the search for a supersonic airliner that could cross the Atlantic in just three hours and 20 minutes.

Design, manufacturing and production of such an aircraft would be phenomenally expensive and so the British sought a partner. They found one in France who had been working independently on a similar design. Because there is probably only one really good solution to the complex problem of flying 100 passengers in great comfort at such speeds, the French came up with a very similar design to the one arrived at by the British. So in 1961 discussions started between the two countries, followed by the signing of a treaty in 1962.

Production started with the first aircraft flying in 1969. There was then a lengthy development and test programme before the aircraft entered commercial service with British Airways and Air France on **21 January 1976**. That day the two airlines inaugurated scheduled supersonic passenger service with simultaneous take-offs at 11:40am UTC/GMT from London and Paris. BA flew to Bahrain and AF to Rio de Janeiro via Dakar.



On the BA flight to Bahrain the passengers included commercial customers who had booked their flight years ahead, government officials and industry leaders. There was a real celebratory atmosphere, with some aboard dressed in futuristic costumes better suited to *The Jetsons*. The airborne time was cut in half and the arrival was on schedule – of course! Despite the excitement, the launch was not without scepticism, with *The New York Times* initially calling it an "*ungainly goose*" amid concerns arising over noise, smoke, and costs. But these faded as Concorde gained permissions to fly to Washington in May 1976 and later to New York in November 1977.

There was a long-running argument over the spelling of the aircraft's name, which can be traced back to 1962; should it have been the English Concord or the French Concorde? Tony Wedgwood Benn MP (Minister of Technology 1966–1970) waded

into the diplomatic row saying:-
"I have decided to resolve it myself. From now on the British Concorde will also be spelt with an 'E.' The letter 'E' symbolises many things. 'E' stands for Excellence, for England, for Europe and for Entente - that alliance of sympathy and affection which binds our two countries together." But even this speech provoked controversy. Benn subsequently received an 'angry letter' from a Scotsman who complained how 'you talk about "E" for England, but part of it is made in Scotland'. Benn deftly replied that it was also 'E' for 'Ecosse', the French name for Scotland!

The BA inaugural flight, by G-BOAA, was commanded by Captain Norman Todd with Captain Brian Calvert and Senior Flight Engineer John Lidiard. The cabin crew included Sue Graham, Francine Carville, David Bracley, Ken Taylor, John Hitchcock, and Jack Hawkins.

In the following 27 years of British Airways Concorde operations, BA flew more than two and a half million passengers supersonically. Although many assume that they were predominantly celebrities such as Sting, Madonna, Paul McCartney and David Frost, they were not. 80% of the customers were business people and 80% of those were repeat customers. Of the remaining, 10% were the 'Rich and Famous', 5% 'Sports & Entertainment' and 5% on their 'Trip of a Lifetime'.

Many also assume that Concorde lost money for BA. It did not. Although there were peaks and troughs, Concorde made around \$4bn real profit for the airline during its operating years (2025 values). The aircraft also did not have the very limited route structure that many believe. Alongside the scheduled services which included London to New York, Washington, Miami,

Dallas/Fort Worth, Singapore and Bahrain, Concorde flew an extensive 'Special Flights' programme ranging from 'Around the World' to 'Around the Bay' and resulted in visits to 252 destinations – 76 of those in the USA.

The last Concorde scheduled flight was on 24 October 2003 from New York to London. Watched by millions across the globe its 100 passengers included regular customers, celebrities, prize winners, charity organisers and also some BA staff - as a thank you for their huge contributions.

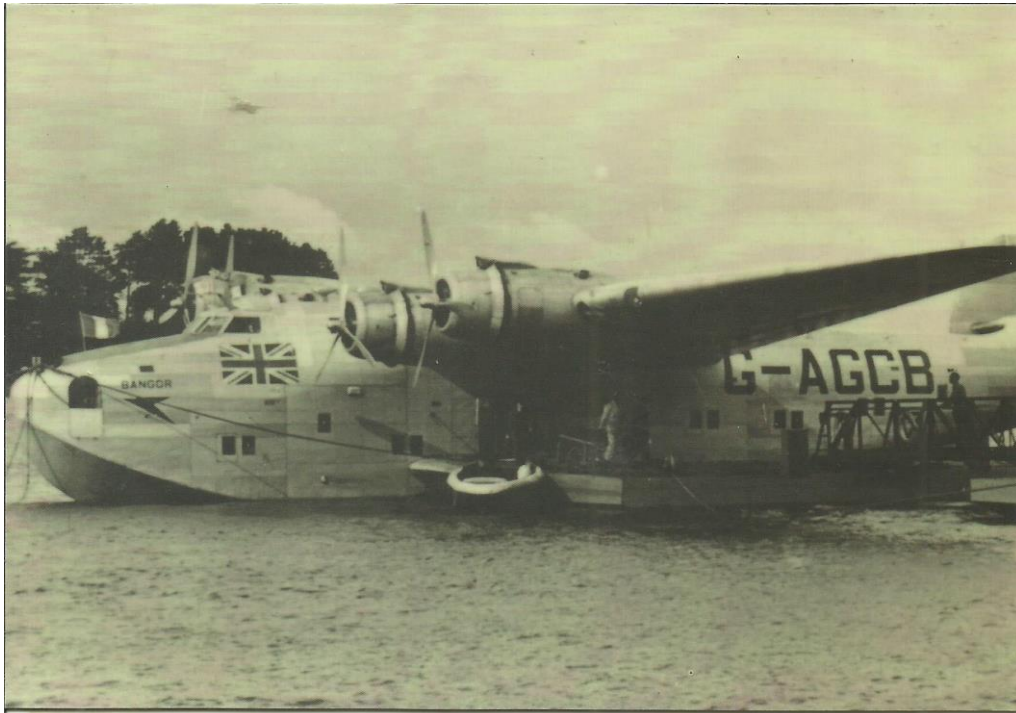
Concorde was a technical triumph, a commercial success for BA, a source of great pride for the British and a 'head turner' whenever seen. But it was the people that made the aircraft really special - those that designed, built, operated, maintained, serviced and marketed the aircraft – to name but a few. Plus, the British and French public who paid much toward the early research and development through their taxes. Because of that, most of the public simply loved the aircraft. They had a sense of ownership, often stopping to watch as Concorde flew over.



First flown on a scheduled service by British Airways 50 years ago this 'Star of the Fleet' has not yet been equalled, let alone surpassed. Concorde will remain in our lifblood forever.

Captain Mike Bannister
Chief Concorde Pilot

THE NAME'S THE SAME ...



BOAC's Boeing 314A flying boat G-AGCB *Bangor*, originally built for Pan American as NC18610; received by BOAC in July 1941, sold April 1948



BOAC's Lockheed 049E Constellation G-AHEL *Bangor II*, originally built for USAAF as 42-94556, received by BOAC July 1946, sold January 1955

(Source: *Pictorial History of BOAC & Imperial Airways*, Kenneth Munson 1970)

**THE FIRST DEPARTURE FROM
LONDON AIRPORT, 1 JANUARY
1946 – EXACTLY 80 YEARS AGO**
*(by our very own special correspondent
on the spot)*



The scene at London Airport, 1 January 1946

Following feverish activity by a small team of staff, the great day arrived for the first proving flight – 1 January 1946 (not a public holiday in those days) and all of us at Head Office were driven by coach via the Bath Road – no M4, of course – to London Airport. There we witnessed the departure of our first Starliner - Avro Lancasterian G-AGWG *Star Light* - as Air Vice Marshal Bennett took off for Lisbon which was the first stop on an exciting new route, continuing via Bathurst, Natal and Montevideo to Buenos Aires – thereby becoming the first international departure from the new London Airport in the process!

After an appropriate address by Lord Winster, then the Minister of Civil Aviation, the Lancasterian's crew led by Bennett, dressed as usual in his familiar converted RAF greatcoat and wearing his black Homburg hat, climbed aboard.

Soon the four Rolls-Royce Merlin engines spluttered into life and *Star Light*, in her natural metal finish and the light blue Starman insignia on her nose, taxied west towards the threshold of the only completed runway 10 [now 09L].

The Lancasterian looked very lonely amidst the vast areas of concrete with contractors' vehicles everywhere and no other aircraft in sight. A few tents, caravans and prefabricated huts alongside the Bath Road served the operational needs of the day and a typical RAF control tower provided the Air Traffic Control requirements. Bennett, in fact, had to persuade the Wimpey foreman to clear his equipment off the runway so that he could take off!

The only other aircraft present was a BOAC Dakota parked at the eastern end of the tarmac which later in the day would fly groups of VIPs over Heathrow to get a bird's eye view of the new airport.



*13 seats on a British South American Airways
Avro Lancasterian*

Incidentally, the reception at Buenos Aires for the first BSAA arrival was not without incident; Bennett was greeted by the top aviation and government officials. This was during General Peron's period of autocratic control of Argentina and there was a good deal of resistance in the country. Bennett, not the most tactful by nature, enquired "Well, who's in charge today then?" An uneasy silence followed ... ouch!

Keith Hayward
(BSAA Traffic Apprentice)

BRITISH AIRWAYS LIMITED (1936-1940) *Frequently referred to as 'the first British Airways' and known as BAL, the airline operated its first commercial flight 90 years ago on 1 January 1936 from Gatwick. Adrian Constable looks back at the airline's formation)*



British Airways Ltd's Lockheed 14 G-AFGN

In the latter part of 1935, three British airlines found themselves with a common shareholder. United Airways was more-or-less a creation of Whitehall Securities in the first place. Spartan Air Lines was the operational co-part of Spartan Aircraft, itself owned by Saunders-Roe, but in need of outside investment. Joining the party a little later, Hillman's Airways was a successful British domestic airline with some routes into Europe and ambitions to expand further, but the Europeans insisted that it was no longer a privately owned company before they allowed this. Whitehall Securities were essentially the Pearson family, spending the money they had gained from selling massive Mexican oil concessions on supporting British industry, particularly airlines.

Whitehall Securities decided to merge their airline interests. The merged company was called Allied British Airways. It quickly occurred to those running the company (not quickly enough, one might be forgiven for thinking) that the Swedish national airline of the day was also called ABA, so after a few weeks of operations they

dropped the "Allied." At about that time, but unconnected with the name change, Hillman's joined in and became the senior partner.

British Airways Ltd (BAL) quickly expanded into northern Europe. Their presence helped Imperial Airways whose major private shareholder, the Southern Railway, wanted to buy Imperial's routes into Europe. Having a significant competitor devalued what SR might have gained from this and saved Imperial some embarrassment.

For the next few years BAL enjoyed and expanded their European operation, with a couple of hiccups. The first was provided by British Continental Airways, started a little before BAL, but who quickly assumed the role of "spoiler" – it was not clear even at the time why they might have done this, but commentators at the time noted the regularity with which they started services in direct competition to new BAL routes. BAL's backers had deeper pockets, so this game lasted only a few months and BAL absorbed the remains when BCA collapsed.

More entertainingly Fredrick Leo Crilly, whose domestic Crilly Airways had gone bust in 1936, then attempted to start a service from England to Portugal, with a necessary stop in Spain just as the Spanish Civil War kicked off. This service was not viable, and again BAL absorbed the remains.

As the storm clouds gathered in Europe towards the end of the 1930s, it became obvious that the British Government's favourite European airline was in danger of running out of places it could fly to, and alternatives were sought. Complete records may not have survived, but it appears that BAL were favoured to fly services to the "rest of the world" – i.e., not the

Empire because that was served by Imperial Airways. The first element of that was a proposed service London-Lisbon-Bathurst-Natal-Rio de Janeiro, to be flown initially with specially configured Lockheed 14s. The Lockheeds were purchased and the route surveyed, but it was never flown commercially.

Behind the scenes, BAL was one of two airlines (Imperial being the obvious other one) consulted by the Government on plans for British airline operations in time of war – the outcome of these deliberations was National Air Communications. More publicly, following the Cadman Report's suggestion that the major British airline should be wholly Government-owned, plans, and an Act of Parliament, were made for the amalgamation of British Airways Limited and Imperial Airways Limited, forming the British Overseas Airways Corporation on 1 April 1940.

Adrian Constable

TRAVELLER'S TALES – SEVILLE

(In the January 2015 issue of the airline's Up to Speed magazine, Roco Fernandez Garcia, then BA's Airport Manager in Gibraltar, took readers on a tour of the Andalusian capital where she was born)

For tourists Seville is really accessible and the best way to see it is on foot. The city centre is compact and its narrow streets are filled with history. Some of the most important buildings in the world are found here and they sit alongside wonderful restaurants and bars.

Seville's cathedral is beautiful and one of the largest in the world. It was built in the 15th and 16th centuries and is now a UNESCO World Heritage Site. It's where Christopher Columbus is

buried and you can visit the General Archives of the Indies nearby to see documents and artefacts relating to many of his journeys including the voyage when he discovered America. Visitors can also learn about the history of the Spanish Empire in the Americas and the Philippines.



The Plaza de Espana, Seville

You can count on Seville being very hot in summer and very wet in winter, so the best time to visit is in the autumn or spring; in the spring you'll be able to experience the orange blossoms.

Holy Week is the city's Easter celebration and one of Spain's largest festivals; it's a theatrical but very moving event. Two weeks later is the Seville Fair which features dancing and sherry-drinking in abundance.

I love a restaurant called Eslava in San Lorenzo Square; it's quite modern in a very old part of the city and is famous for a dish called *pringa*. This very traditional meal is a kind of sandwich that uses crusty bread loosely filled with cured meats which have been slow-cooked until they melt in the mouth.

Top tips:

Best thing to drink: a dry sherry called *manzanilla* is the perfect aperitif.

Best souvenir: a hand-made paper fan, the kind used by flamenco dancers

Where to go shopping: Sierpes Street is pedestrianised and full of wonderful shops.

This winter BA is operating daily flights between Gatwick and Seville.

LONDON TO NEW YORK BY BOEING STRATOCRUISER

(Between 29 March and 21 April 1950, Gilbert Waters, BEA's General Manager British Services undertook an extensive tour of the United States and Canada to study US operators' high density domestic services; his objective report on the journey's first sector, from London to New York on BA501 on 29 March 1950 makes interesting reading)



Travelling in the forward compartment [of the Boeing Stratocruiser], which is forward of the wing, is uncomfortable because of the excessive vibration particularly on take-off and climb. The vibration was not nearly so noticeable further aft. The seat belts were found to be much too short and for a passenger of more than average girth would be of no use. The announcement by the Chief Steward (four stewards were carried) over the public address system was excellent, even the mention of the location of "Indisposition Bags."

The folder called *Your Speedbird Companion* was excellently prepared, and included postcards, a route map and a timetable etc. The "In Flight" Report, incorporating the good wishes of the captain and crew, was very impressive and was in several panels so that each report could be studied in relation to previous ones. It should be noted, however, that the crew of ten appeared to be rather excessive and there was a continuous stream of traffic to and from the flight deck. This was disconcerting for passengers

and rather gave the impression that either (1) that there was not sufficient work for them all or (2) crews' wants were of first consideration. The aircraft was practically full, only one seat being unsold.

BOAC supply an excellent service. The essential variation from American companies is that BOAC believe in serving each course separately which avoids overloading the table but results in a very much greater volume of work for the stewards. This may account for the Stratocruiser's Purser and four stewards,

The aircraft operated at 8,500ft to beyond Bristol after which it climbed to 10,500ft to avoid turbulence. Before landing at Shannon warning was given over the Public Address System of the noise which would result when the reversible pitch propellers were activated.

At Shannon on arrival [*touched down 21 55LT*] it was found that the airport was in a state of chaos. Six or seven previous arrivals were delayed and all 190 beds in the airport hotel were occupied. There were some 200 more passengers in the waiting rooms, many without a chair to sit on. All aircraft were delayed due to weather at Gander.

Pan American left first, believed via Azores and Bermuda, followed shortly after by American Overseas. Air France left after a one-hour stop. This led to considerable criticism by BOAC passengers but, no doubt, the delay was technically sound. At midnight it was announced that the departure would be at 04:30; eventually it was decided that those passengers with Sleepers could sleep aboard the aircraft. We turned in at 02:00 approximately and were awakened at 06:00 with the preparations for take-off, refuelling having been carried out

with sleeping passengers aboard. Arrangements to sleep aboard were made at our instigation.

Having left Shannon bound for Gander at 06:22, by 07:00 we had climbed to 19,000ft and flew above cloud all the way.

From Gander to New York there was a headwind of 118mph which reduced the ground speed to 190mph. The flight was operated at 8,000ft as the headwinds were still stronger at higher altitudes. This resulted in a very bumpy trip and many passengers were sick, no doubt primarily due to the fact that they were very tired having been so long en route.

The arrival at Idlewild was in perfect weather. Unfortunately the Customs were very slow and inefficient, the time taken from arrival to coach departure being 95 minutes; no other load was in the Customs Hall at the time.

Dep London 20:00LT actual 20:15
Arr New York 17:02LT+ 2

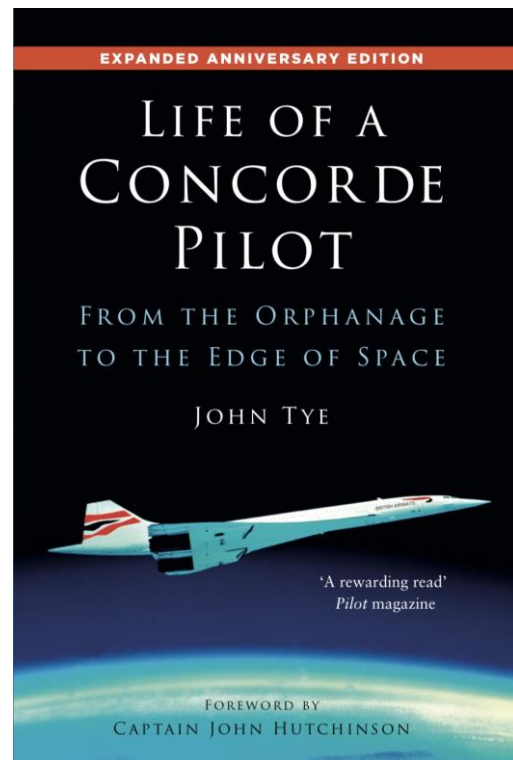
ROUTE NEWS

British Airways has announced three new European routes for Summer 2026. These services, each operating twice weekly, will be from London City to Toulon Saint-Tropez), London Stansted to Olbia and Glasgow to St Sebastian.

This summer BA Cityflyer will be flying to six destinations across Spain: Madrid, Barcelona, Malaga, Palma de Majorca, Ibiza and San Sabastian.

From March 2026 the airline will be dropping its routes from Heathrow to Cologne, Stuttgart and Riga; Cityflyer will be dropping its route from London City to Frankfurt.

A SUPERSONIC AUTOBIOGRAPHY



On 21 January 1976 schoolboy John Tye found himself clinging to the fence at Heathrow with thousands of others watching BA's first commercial Concorde departure. If someone had bet him that day that he'd ever be flying the aircraft, he wouldn't have taken the bet! But, 23 years later, he did indeed fly Concorde!

John joined BA as a Junior Clerk in Revenue Accounts on the 9th Floor of TBC for a summer holiday job before university. The rest is history; he retired 46 years later in December 2022 as a Boeing 777 Training Captain and a former Concorde pilot!

A 'must read,' John's autobiography is published by The History Press and retails for £20; it's available through Waterstones and all good bookshops – and is discounted on Amazon. He will have copies of the book when he's at Waterside on what's become 'Concorde Day,' 21 January.

READERS' PHOTOGRAPHS



New Year sunrise at Terminal 5, Thursday 1 January 2026 (Photograph: Derek Malt)



*The magnificent view of Sydney Harbour including the Opera House and the Harbour Bridge, taken from the flight deck of a Boeing 777 during an early morning arrival at Sydney following a recent BA15's long trip from Heathrow via Singapore.
(Photograph Captain Gary Browne)*

MODEL OF THE MONTH: BRITISH AIRWAYS CONCORDE 202 G-BBDG



Concorde 202 G-BBDG Delta Golf is now on display at the Brooklands Museum, Weybridge. Along with the French Concorde F-WTSB, G-BBDG was used to enable sufficient testing to allow for the Concorde fleet to receive certification. This fine model of G-BBDG is currently on a short-term loan at Terminal 5 as part of the Heritage Centre's display in the Concorde Lounge.



On retirement 'DG' was stored at Filton from the mid-1980s until 2003 when she was transported by road to Weybridge, where she is now a leading attraction for visitors to the Brooklands Museum along with other Vickers Armstrong/BAC products including a Vickers Viking, a Viscount and a Vanguard Merchantman as well as a BAC1-11 and a VC10.

THREE NATIONAL ICONS



The Cunard shipping line, which has enjoyed a long relationship with British Airways and its predecessors, recognised in the 1980s that there were two particularly memorable ways of crossing the North Atlantic. One was by BA's supersonic Concorde travelling at twice the speed of sound or 1,340mph and taking just over three hours – and the other by enjoying the maritime luxury and comfort of *Queen Elizabeth 2*.

To highlight these contrasting and exciting travel opportunities, in June 1985 a British Airways Concorde commanded by Captain David Leney flew in formation with *Queen Elizabeth 2* over the Solent - near Portsmouth - for this very special photographic sortie. To add further excitement to the occasion, Concorde and the *QE2* were joined by the nine Hawk aircraft of the Royal Air Force's Red Arrows display team; this unique photograph was taken by Arthur Gibson from another Hawk aircraft.

CONCORDE 1976-2003



Concorde at Heathrow – Thanks for the Memories ...
(Photograph: Bob Ware)