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WE'RE MAKING OUR PACKAGING MORE SUSTAINABLE

We're transitioning from single-use plastic to paper-based packaging. As we progress, you may find a mix of paper and plastic in our boxes.

NOUS RENDONS NOS EMBALLAGES PLUS DURABLES

Nous passons des emballages en plastique à usage unique aux emballages à base de papier. Durant la transition, vous pourriez trouver un mélange de papier et de plastique dans nos boîtes.

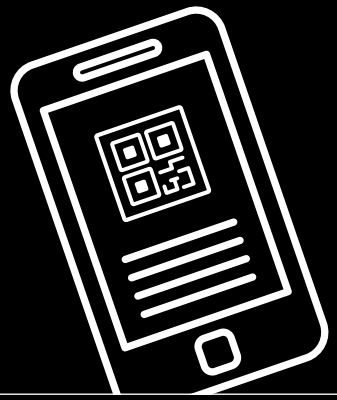
QUEREMOS HACER MÁS SUSTENTABLES NUESTROS MATERIALES DE EMBALAJE

Estamos cambiando las bolsas de plástico desechables por bolsas con base de papel. Conforme avanzamos en este propósito, puedes encontrar una mezcla de papel y de plástico en nuestras cajas.

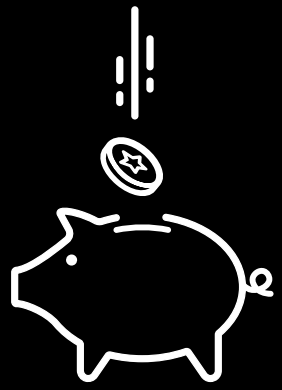
LEGO.com/sustainable-packaging

LEGO® VIP

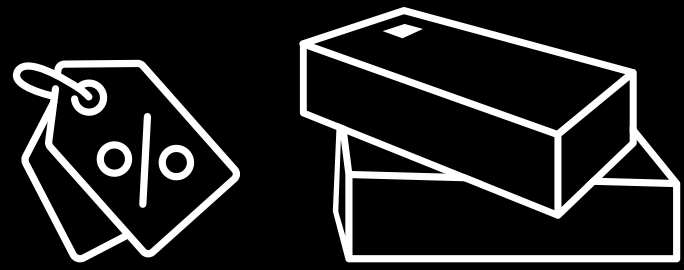
1. SIGN UP
INSCRIVEZ-VOUS
REGÍSTRATE



2. EARN POINTS FOR PURCHASES
GAGNEZ DES POINTS POUR VOS ACHATS
GANA PUNTOS POR TUS COMPRAS

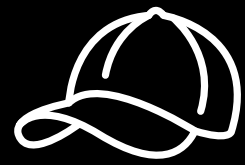


3. REDEEM POINTS FOR REWARDS, EXPERIENCES, DISCOUNTS & MORE
ÉCHANGEZ DES POINTS CONTRE DES RÉCOMPENSES, DES EXPÉRIENCES, DES RÉDUCTIONS ET PLUS ENCORE
CANJEA PUNTOS POR RECOMPENSAS, EXPERIENCIAS, DESCUENTOS Y MUCHO MÁS





LEGOLAND®







WELCOME ABOARD THE CONCORDE
BIENVENUE À BORD DU CONCORDE
BIENVENIDO A BORDO DEL CONCORDE

Leonardo Da Vinci sketched his famous flying machine in 1487, but it would take another 400+ years for the age of powered flight to begin in the early 1900s. Since then, aviation technology has soared to new heights, with each new decade bringing monumental breakthroughs in the field. One of the most significant is the unparalleled Concorde, the world's first commercial supersonic aircraft.

The first Concorde prototype completed a successful test flight from Toulouse, France on March 2, 1969. Just a few months before the first manned moon landing and a mere 60 years after Louis Blériot crossed the English Channel in one of aviation's first major feats. Commercial passenger travel at supersonic speed (up to Mach 2, twice the speed of sound), near the edge of space, was within reach and on track to become accessible worldwide.

Developed before computer technology made 3D design rendering possible, the innovative Concorde design and mechanical features were calculated, tested and refined to perfection by visionary engineers representing the pinnacle of aviation technology and expertise. On January 21, 1976, the first two commercial Concordes took off simultaneously from Paris and London, marking a historic milestone for a strong, collaborative venture piloted by the British and French governments.

On October 24, 2003, the last Concorde flight departed from New York to cross the Atlantic one final time before officially retiring on November 26th of that year. With its 27 years in service, Concorde paved the path to a future in aviation that we can only begin to imagine.

Léonard de Vinci a dessiné sa célèbre machine volante en 1487, mais il a fallu attendre plus de 400 ans pour que naisse l'ère du vol motorisé, au début des années 1900. Depuis, la technologie de l'aviation a atteint de nouveaux sommets, chaque nouvelle décennie marquant des avancées monumentales dans ce domaine. Une des plus importantes est l'inégalable Concorde, le premier avion supersonique commercial au monde.

Le prototype du Concorde effectue un vol d'essai réussi depuis Toulouse, en France, le 2 mars 1969, quelques mois avant le premier alunissage d'un engin spatial habité et à peine 60 ans après que Louis Blériot ait réalisé l'un des premiers grands accomplissements de l'aviation en traversant la Manche. Le transport commercial de passagers à vitesse supersonique (jusqu'à Mach 2, soit deux fois la vitesse du son), près de la limite de l'espace, était à notre portée et en passe de devenir accessible au monde entier.

Développées avant que la technologie informatique ne rende possible la conception en 3D, la conception innovante et les caractéristiques mécaniques du Concorde ont été calculées, testées et affinées jusqu'à la perfection par des ingénieurs visionnaires incarnant le summum du savoir-faire aéronautique. Le 21 janvier 1976, les deux premiers Concorde commerciaux décollent simultanément de Paris et de Londres, marquant un jalon historique pour une entreprise solide et collaborative pilotée par les gouvernements britannique et français.

Le 24 octobre 2003, le Concorde décolle de New York pour traverser une dernière fois l'Atlantique avant de prendre officiellement sa retraite le 26 novembre de la même année. Au cours de ses 27 années de service, le Concorde a ouvert la voie à un avenir de l'aviation que nous ne pouvons que commencer à imaginer.

Leonardo Da Vinci dibujó su famosa máquina voladora en 1487, pero se necesitarían otros 400 años y un poco más para que el mundo viera nacer la era de los vuelos propulsados a principios de la década de 1900. Desde entonces, la tecnología de la aviación ha alcanzado alturas insospechadas y cada nueva década trae consigo monumentales avances en este rubro. Uno de los más significativos es el inigualable Concorde, el primer avión supersónico comercial del mundo.

El primer prototipo del Concorde completó con éxito una prueba de vuelo desde Toulouse (Francia) el 2 de marzo de 1969, solo unos pocos meses antes del primer alunizaje tripulado y apenas 60 años después de que Louis Blériot cruzara volando el canal de la Mancha en lo que sin duda representa uno de los primeros hitos importantes en la aviación. Los viajes comerciales a velocidad supersónica (de hasta Mach 2, el doble de la velocidad del sonido) y cerca de la línea que marca el comienzo del espacio exterior estaban a nuestro alcance y en vías de ser accesibles para pasajeros de todo el mundo.

Desarrollados antes de que la tecnología de cómputo hiciera posibles las representaciones en 3D, el diseño y las características mecánicas del Concorde fueron calculados, puestos a prueba y perfeccionados por visionarios ingenieros en un proceso que representa la mayor hazaña en lo referente a tecnología y conocimientos aeronáuticos. El 21 de enero de 1976, los dos primeros Concorde comerciales despegaron simultáneamente desde París y Londres, lo que marcó un hito en la sólida iniciativa conjunta piloteada por los gobiernos del Reino Unido y Francia.

El 24 de octubre de 2003, el Concorde despegó desde Nueva York para cruzar el Atlántico por última vez antes de su retiro oficial, que tuvo lugar el 26 de noviembre de ese año. Con sus 27 años en servicio, el Concorde allanó el camino para un futuro en la aviación que solo podemos comenzar a imaginar.

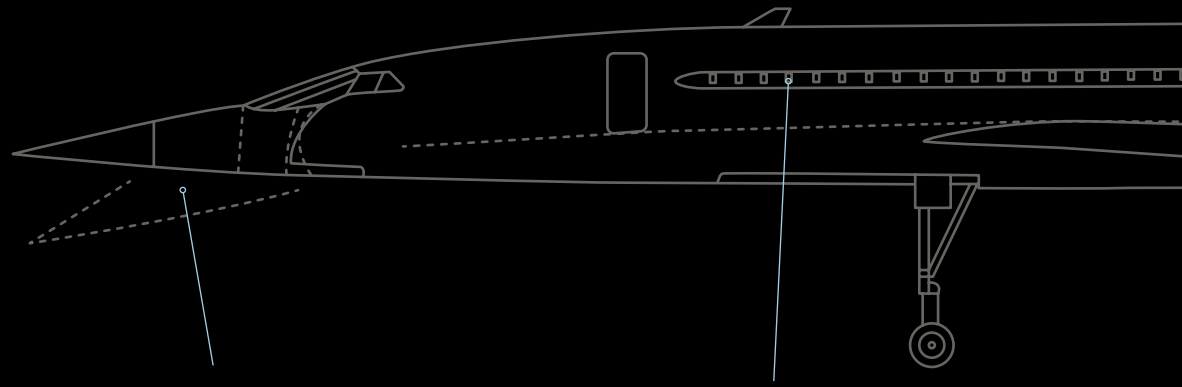
TWO NATIONS ONE VISION

With the advent of technology permitting aircraft to reduce flight times by half, a shared vision of supersonic passenger travel was brought to life through an agreement signed between the French and British governments in the early 1960s. Design, production and assembly were shared between the UK's British Aircraft Corporation and France's Sud Aviation (predecessor of Airbus). Engine design and development were entrusted to SNECMA and Rolls Royce.
The Concorde program definitively established European aviation engineering as a cutting-edge industry. Many firsts introduced on the Concorde would find their way onto commercial aircraft such as the A300 and A320 families and become industry standards.



DEUX NATIONS UNE VISION

Avec l'avènement d'une technologie permettant aux avions de réduire de moitié la durée des vols, une vision commune du transport supersonique de passagers voit le jour grâce à un accord signé entre les gouvernements français et britannique au début des années 1960. La conception, la production et l'assemblage étaient partagés entre l'entreprise britannique British Aircraft Corporation et l'entreprise française Sud-Aviation (devenue ensuite Airbus). La conception et le développement du réacteur ont été confiés à SNECMA et Rolls-Royce.
Le programme Concorde a imposé l'ingénierie aéronautique européenne comme une industrie de pointe. De nombreuses premières introduites sur le Concorde ont trouvé leur place sur des avions commerciaux tels que les familles A300 et A320 et sont devenues des normes de l'industrie.



DROOP SNOOT
Lowering the nose and visor allows pilots to see the runway during landing. The maximum droop angle is 12.5 degrees.

NEZ BASCULANT
L'abaissement du nez et de la visière permet aux pilotes de voir la piste pendant l'atterrissage. L'angle d'inclinaison maximal est de 12,5 degrés.

NARIZ INCLINABLE
Bajar la nariz y el visor permitía a los pilotos ver la pista durante el aterrizaje. El ángulo de máxima inclinación era de 12,5°.

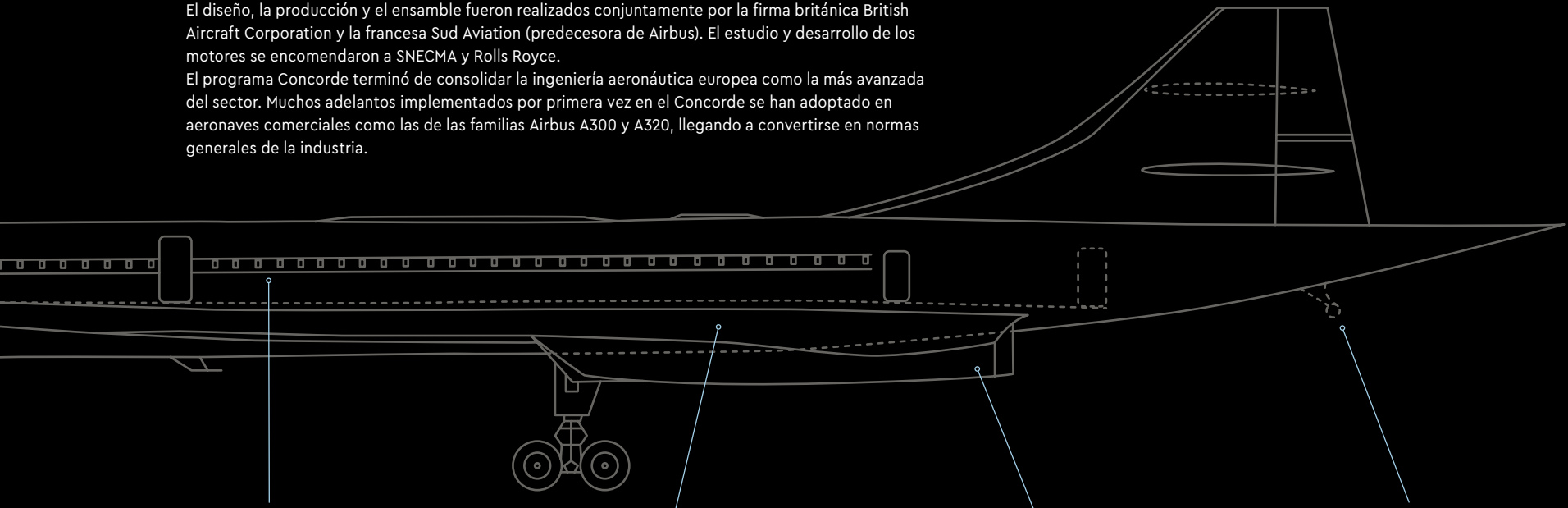
WINDOWS
Dry, cool air is circulated between the windowpanes to prevent the extreme heat generated on the outside of the plane from reaching the interior.

HUBLOTS
De l'air sec et frais circule entre les vitres pour empêcher la chaleur extrême générée à l'extérieur de l'avion de pénétrer à l'intérieur.

VENTANAS
Se hacía circular aire seco y fresco por entre los cristales de las ventanas para evitar que el calor extremo generado por fuera del avión llegara al interior de este.

DOS NACIONES UNA VISIÓN

El surgimiento de tecnologías con la capacidad de recortar por la mitad los tiempos de vuelo de los aviones y una visión compartida de trasladar pasajeros a velocidades supersónicas motivaron a los gobiernos británico y francés a firmar un convenio de colaboración a principios de la década de 1960. El diseño, la producción y el ensamble fueron realizados conjuntamente por la firma británica British Aircraft Corporation y la francesa Sud Aviation (predecesora de Airbus). El estudio y desarrollo de los motores se encomendaron a SNECMA y Rolls Royce.
El programa Concorde terminó de consolidar la ingeniería aeronáutica europea como la más avanzada del sector. Muchos adelantos implementados por primera vez en el Concorde se han adoptado en aeronaves comerciales como las de las familias Airbus A300 y A320, llegando a convertirse en normas generales de la industria.



PASSENGER CABINS
Passengers are seated in 40 forward cabin seats and 60 rear cabin seats.

CABINES DE PASSAGERS
Les passagers sont répartis entre 40 sièges dans la cabine avant et 60 sièges dans la cabine arrière.

CABINAS PARA PASAJEROS
Había dos cabinas para pasajeros: una frontal y una posterior, con 40 y 60 asientos, respectivamente.

WINGS
The uniquely shaped ogival delta wings are essential to creating lift during take-off and limiting drag while in flight.

AILES
Les ailes delta gothiques de forme unique sont essentielles pour générer de la portance au décollage et limiter la traînée en vol.

ALAS
La singular forma de las alas ojivales en delta era esencial para producir sustentación durante el despegue y limitar el arrastre en vuelo.

ENGINES
Reheats allow engines an extra 20% of power for takeoff and accelerating to maximum speed.

RÉACTEURS
Les réchauffes confèrent aux réacteurs une puissance supplémentaire de 20 % pour le décollage et l'accélération jusqu'à la vitesse maximale.

MOTORES
Los sistemas de postcombustión permitían a los motores desarrollar un 20 % más de potencia para despegar y acelerar a la máxima velocidad.

TAIL LANDING GEAR
Additional landing wheels in the tail accommodate the high angle of attack during takeoff and landing.

TRAIN D'ATTERRISSAGE DE QUEUE
Des roues d'atterrissage supplémentaires situées au niveau de la queue permettent de compenser l'angle d'attaque élevé lors du décollage et de l'atterrissage.

TREN DE ATERRIZAJE DE COLA
Se incorporaron ruedas de aterrizaje adicionales en la cola debido a los grandes ángulos de ataque que tienen lugar durante el despegue y el aterrizaje.

FROM THE DESIGN TEAM

UN MOT DE L'ÉQUIPE DE CONCEPTION

IMPRESIONES DEL EQUIPO DE DISEÑO

"The sleek lines and flowing surfaces necessary to slice effortlessly through the sound barrier have ensured Concorde remains in the history books, not only as a remarkable aircraft but also as an undisputed design icon. Those same surfaces, however, posed a real challenge in translating the design into LEGO® bricks! Accommodating such a unique shape alongside mechanisms for landing gear and the iconic droop snoot in the narrow fuselage forced us to really rethink how we build LEGO aircraft. But the Concorde was more than just an aircraft. An extraordinary collaboration between nations, it represented optimism, a vision for the future and it showed us what we can achieve when we choose to work together."

Milan Madge, LEGO® Senior Designer

« Les lignes épurées et les surfaces lisses nécessaires pour franchir aisément le mur du son ont permis au Concorde d'entrer dans l'histoire, non seulement comme un avion remarquable, mais aussi comme un monument incontesté de la conception. Toutefois, ces mêmes surfaces ont représenté tout un défi lors de la transposition de la conception en briques LEGO® ! L'adaptation d'une forme aussi unique aux mécanismes du train d'atterrissage et de l'emblématique nez basculant dans le fuselage étroit nous a obligés à repenser la façon dont nous construisons les avions LEGO. Mais le Concorde était plus qu'un simple avion. Une collaboration extraordinaire entre deux nations, le Concorde représentait une vision optimiste de l'avenir et une démonstration de ce qui est possible lorsque l'on choisit de travailler ensemble. »

Milan Madge, concepteur principal LEGO®

"Las elegantes líneas y fluidas superficies necesarias para atravesar fácilmente la barrera del sonido han ganado al Concorde un lugar permanente en los libros de historia, no solo como una aeronave destacable, sino también como un indiscutible ícono del diseño. ¡Esas mismas superficies, no obstante, representaron un verdadero desafío al momento de recrear el diseño en formato LEGO®! El proceso para reproducir una forma tan singular sin dejar fuera los mecanismos del tren de aterrizaje y la nariz inclinable nos obligó a replantearnos seriamente la manera en la que construimos los aviones LEGO. Pero el Concorde es más que solo una aeronave. En un sentido más amplio, se trata de una extraordinaria colaboración entre naciones, un símbolo del optimismo y una visión del futuro que pone de manifiesto aquello que somos capaces de lograr cuando trabajamos juntos".

Milan Madge, diseñador sénior de LEGO®

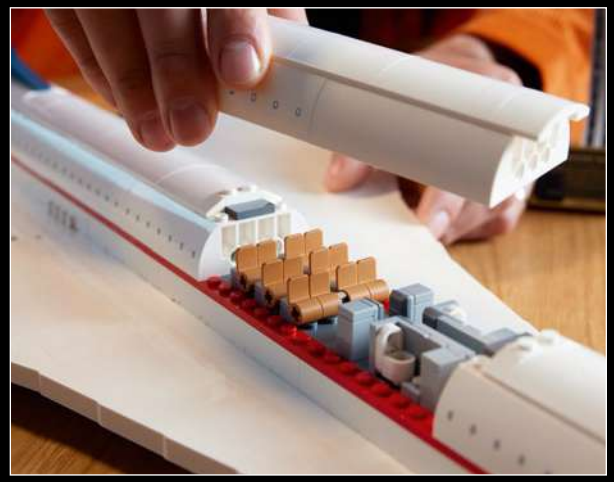
*The name **Concorde** represents harmony in both design, passenger experience and collaboration between nations*

*Le nom **Concorde** incarne l'harmonie dans la conception, l'expérience des passagers et la collaboration entre nations*

*El nombre **Concorde** representa la armonía tanto en el diseño como en la experiencia del pasajero y la colaboración entre naciones*



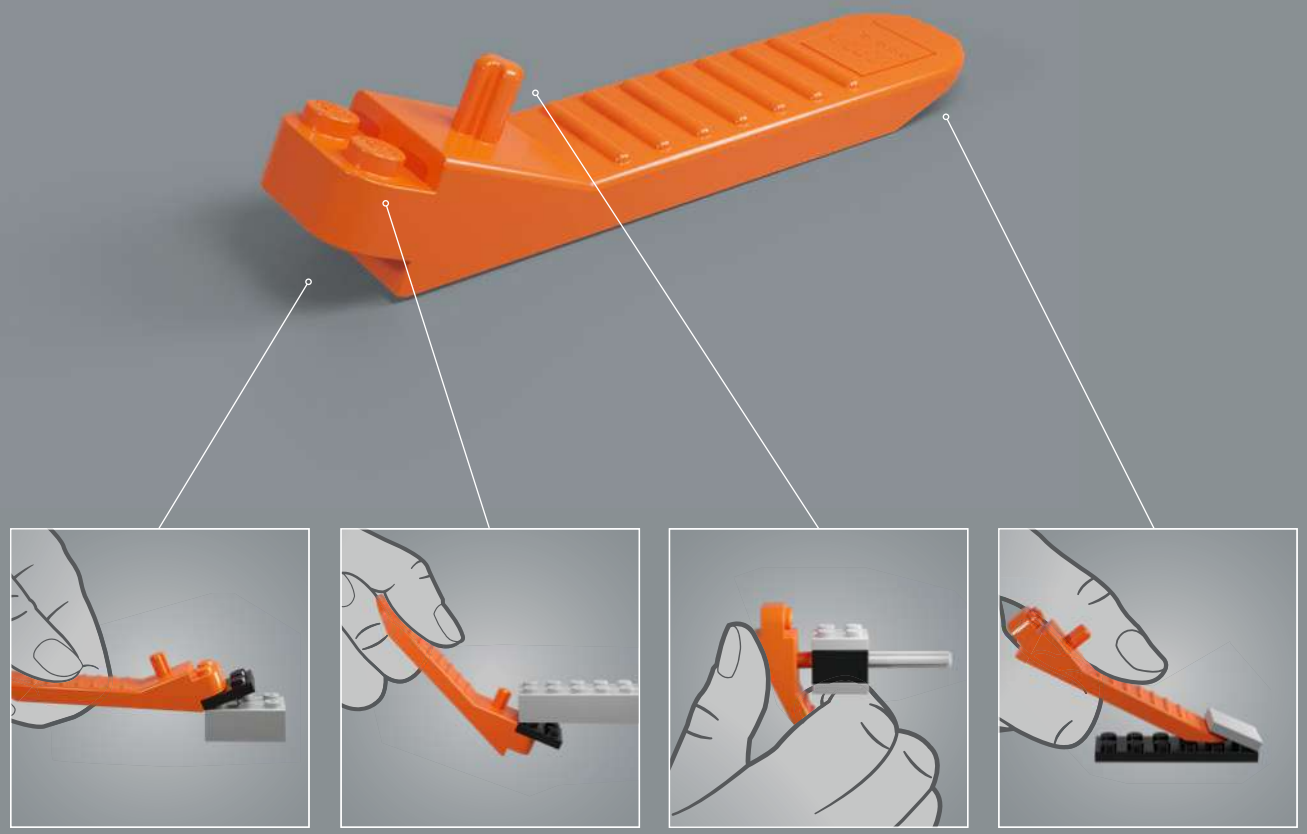




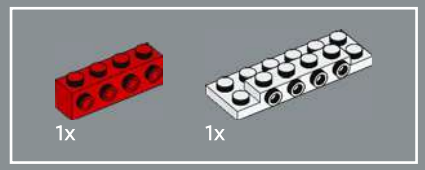
The LEGO® Icons Design Team
L'équipe de conception LEGO® Icons
Equipo de diseño de LEGO® Icons



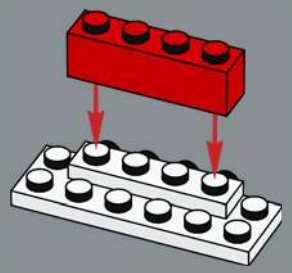


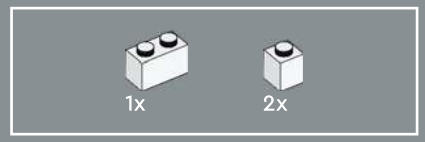




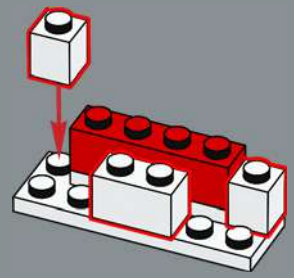


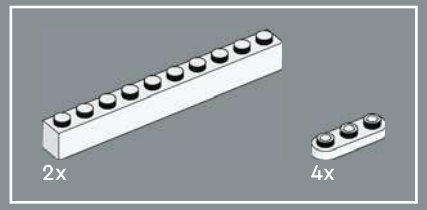
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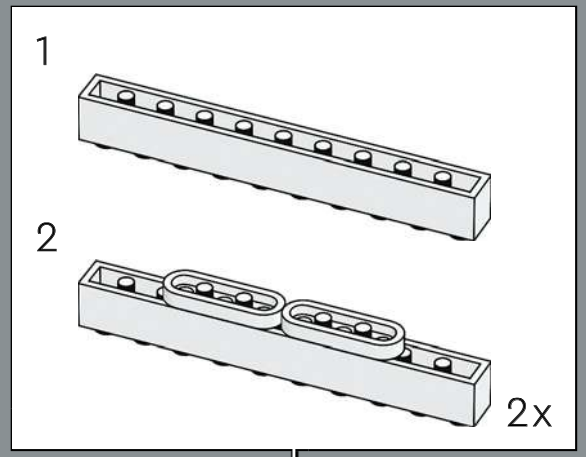


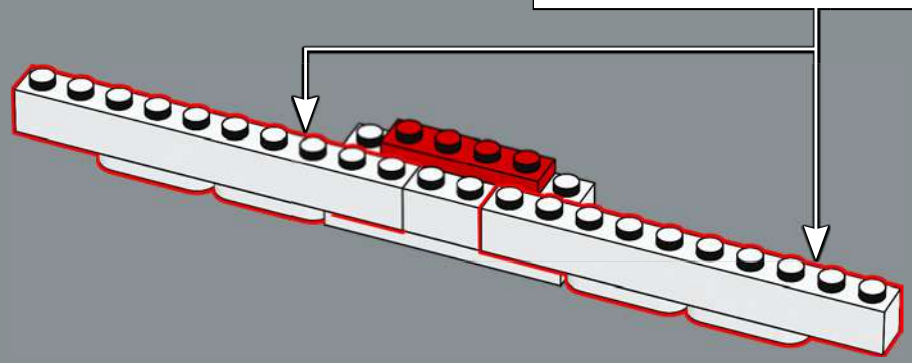
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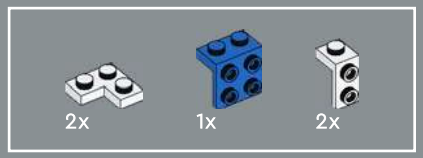




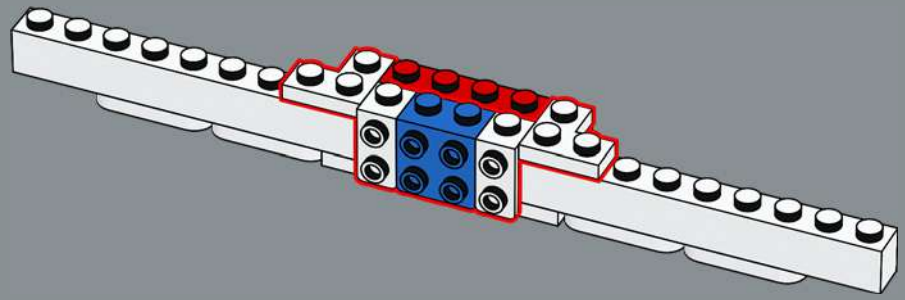
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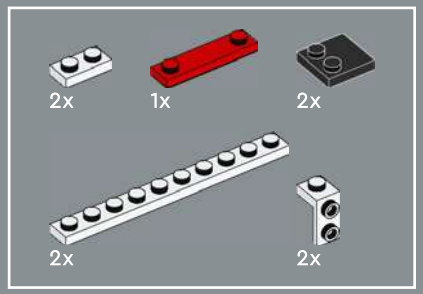




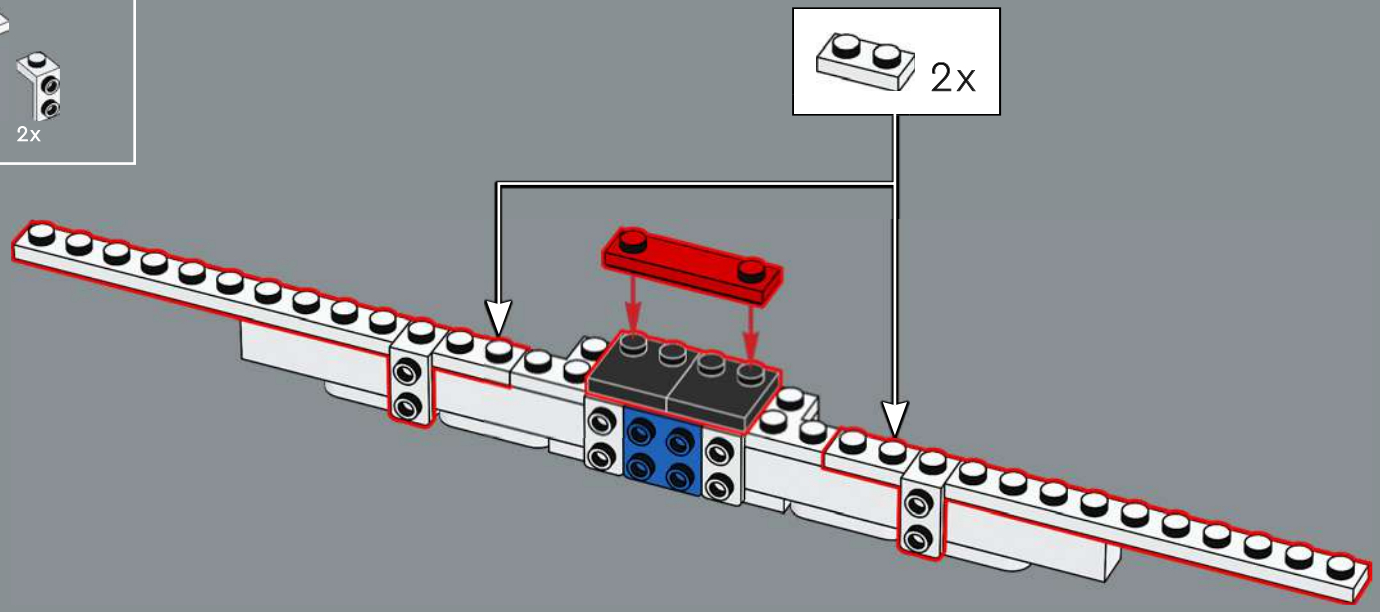


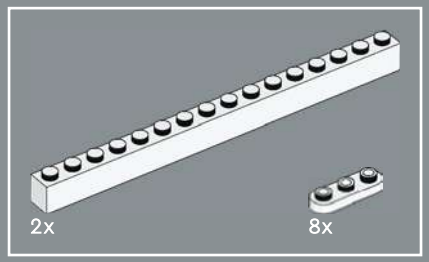
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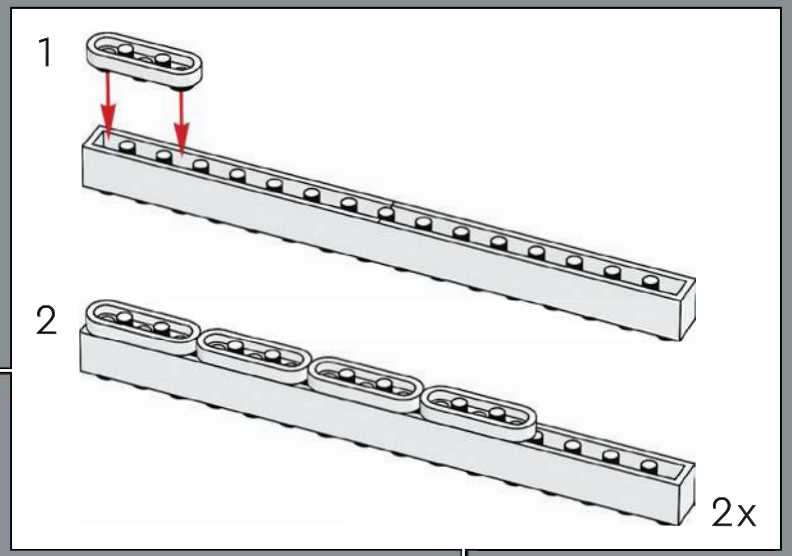


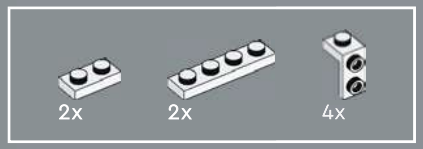
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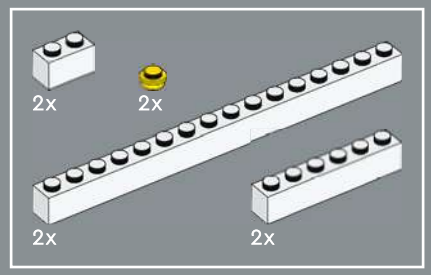


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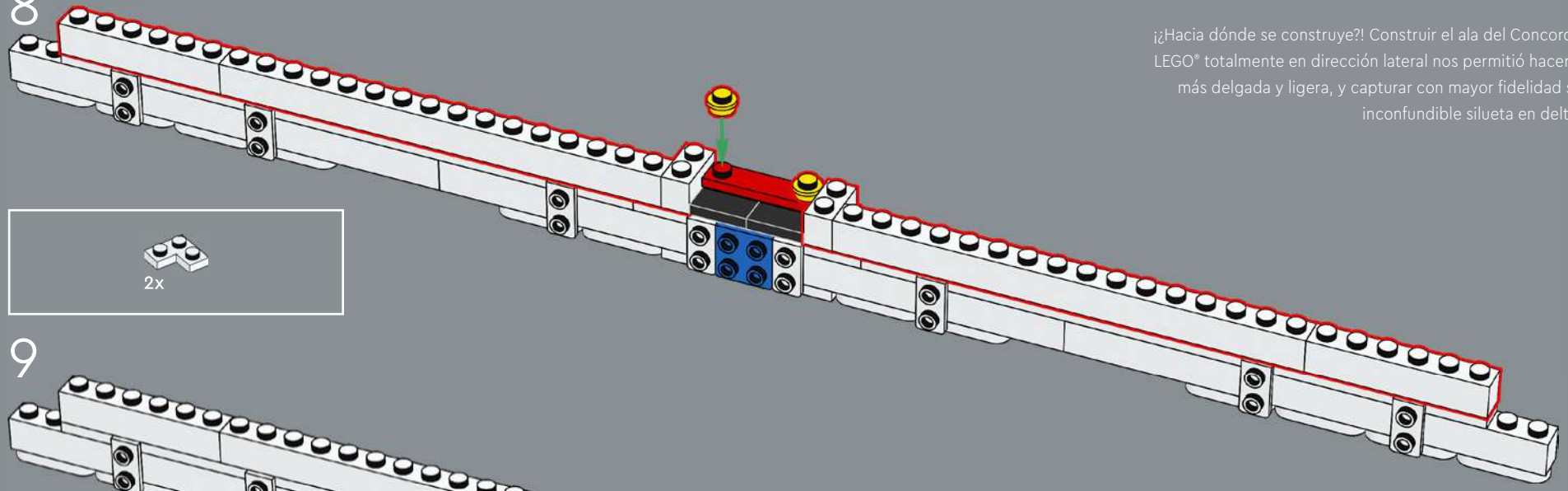


Which direction are we building?! Building the entire wing of the LEGO® Concorde sideways allowed us to make it thinner and lighter and capture that iconic sweeping delta wing.

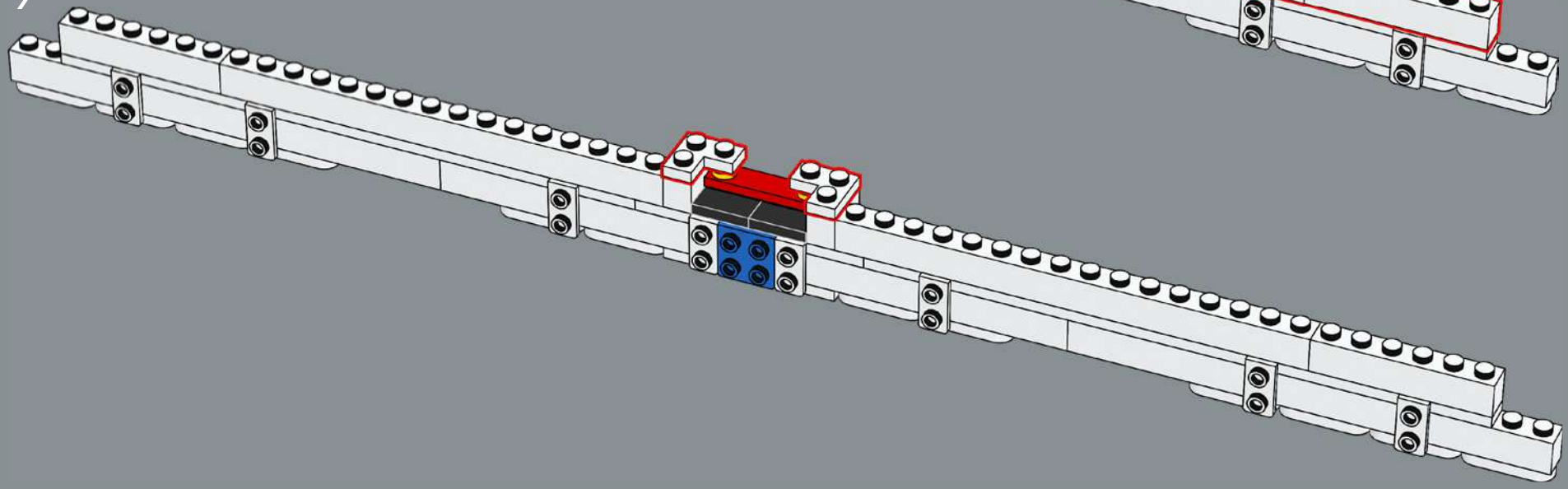
Dans quelle direction construisons-nous ?! La construction de l'aile entière du Concorde LEGO® sur le côté nous a permis de la rendre plus fine et plus légère, et de recréer l'emblématique aile delta.

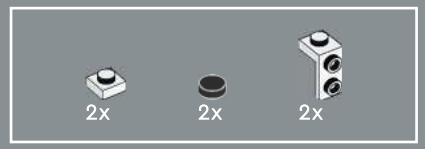
¡¿Hacia dónde se construye?! Construir el ala del Concorde LEGO® totalmente en dirección lateral nos permitió hacerla más delgada y ligera, y capturar con mayor fidelidad su inconfundible silueta en delta.

8

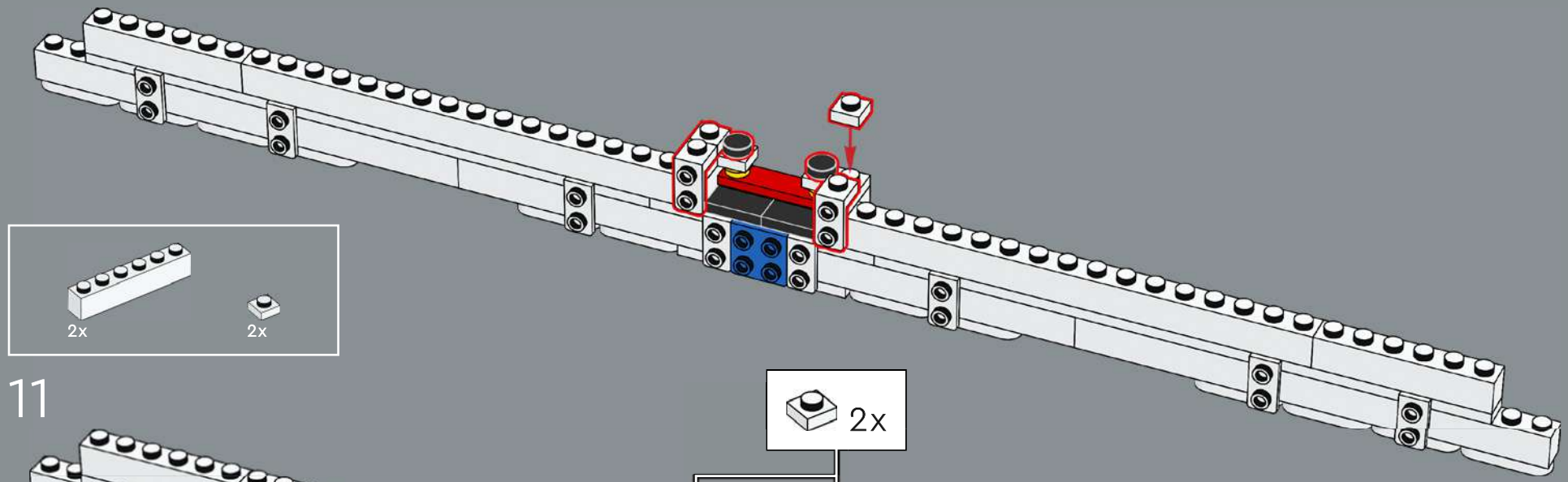


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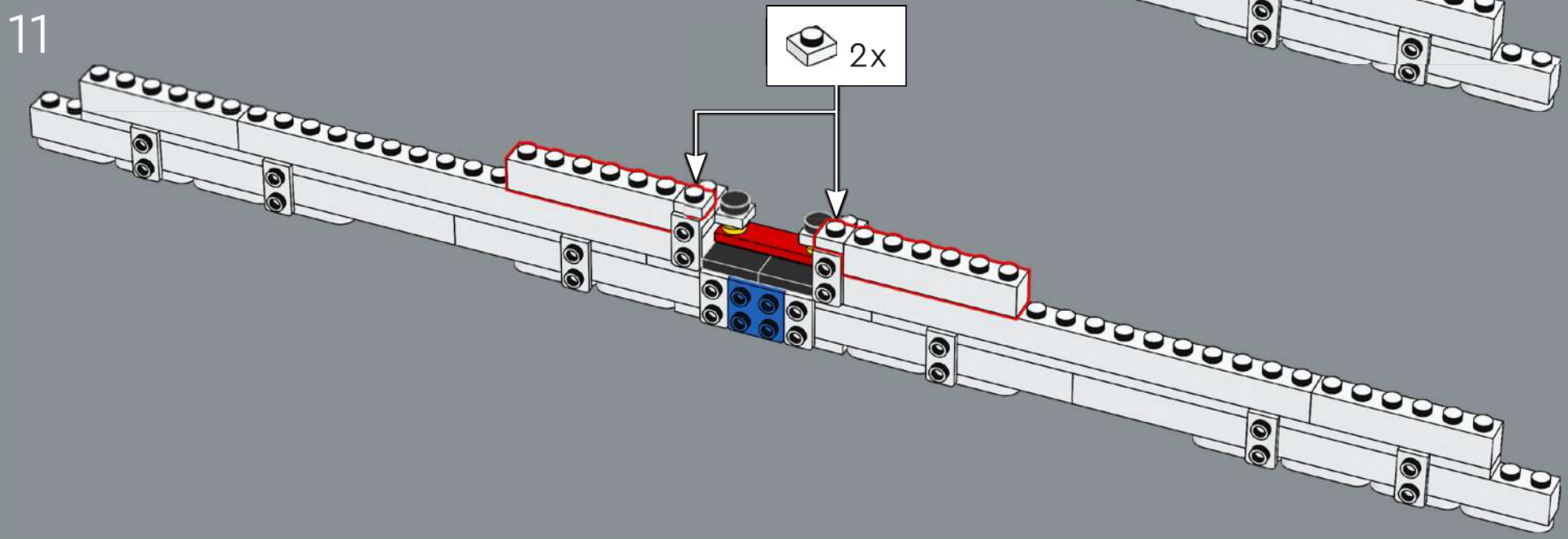


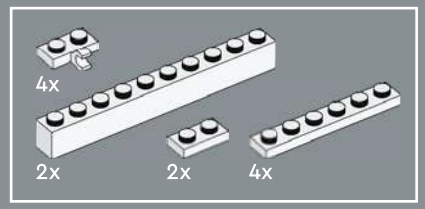


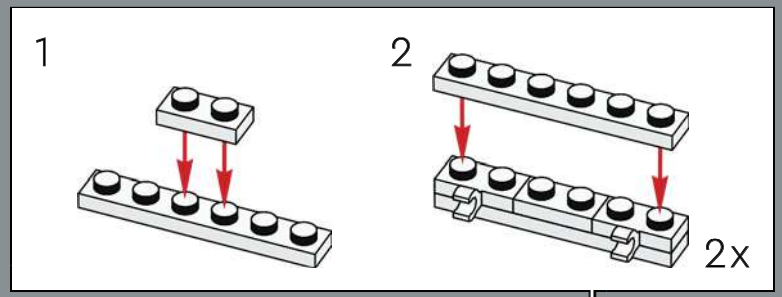
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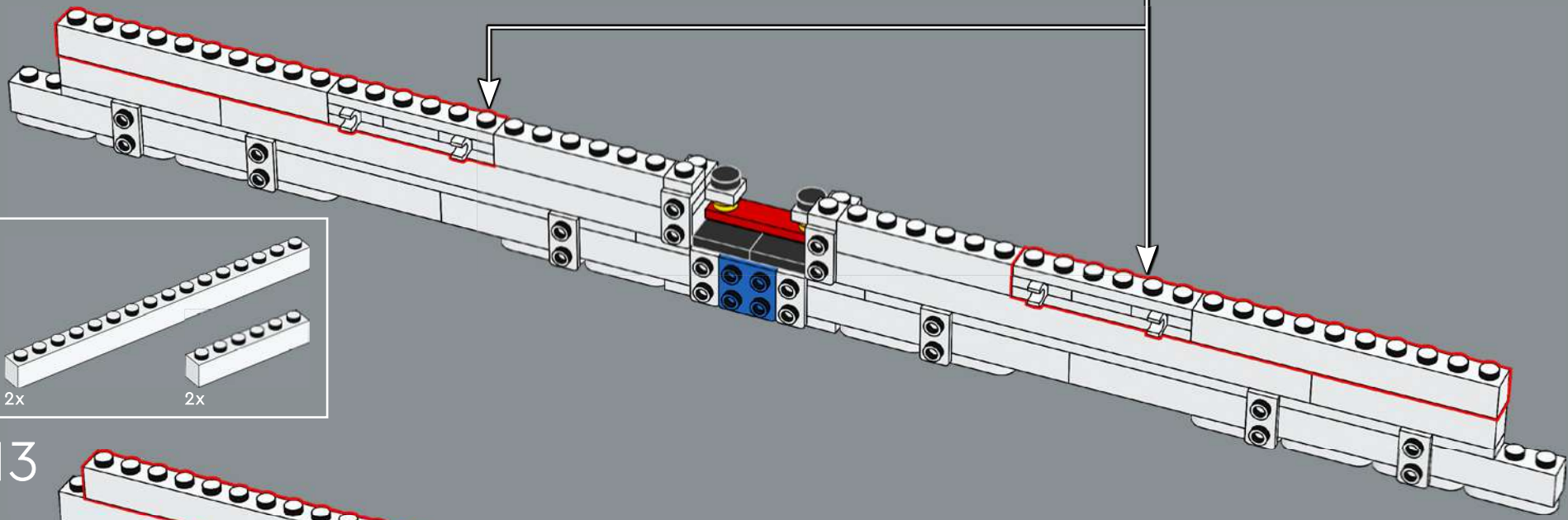
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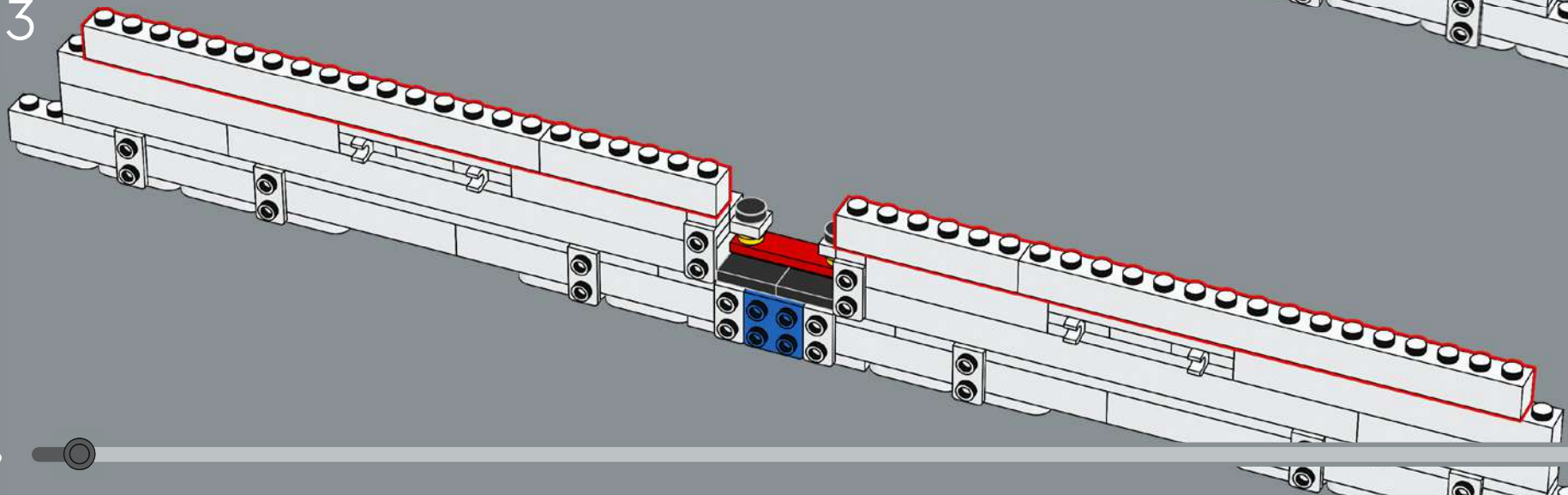




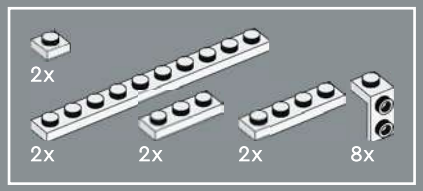
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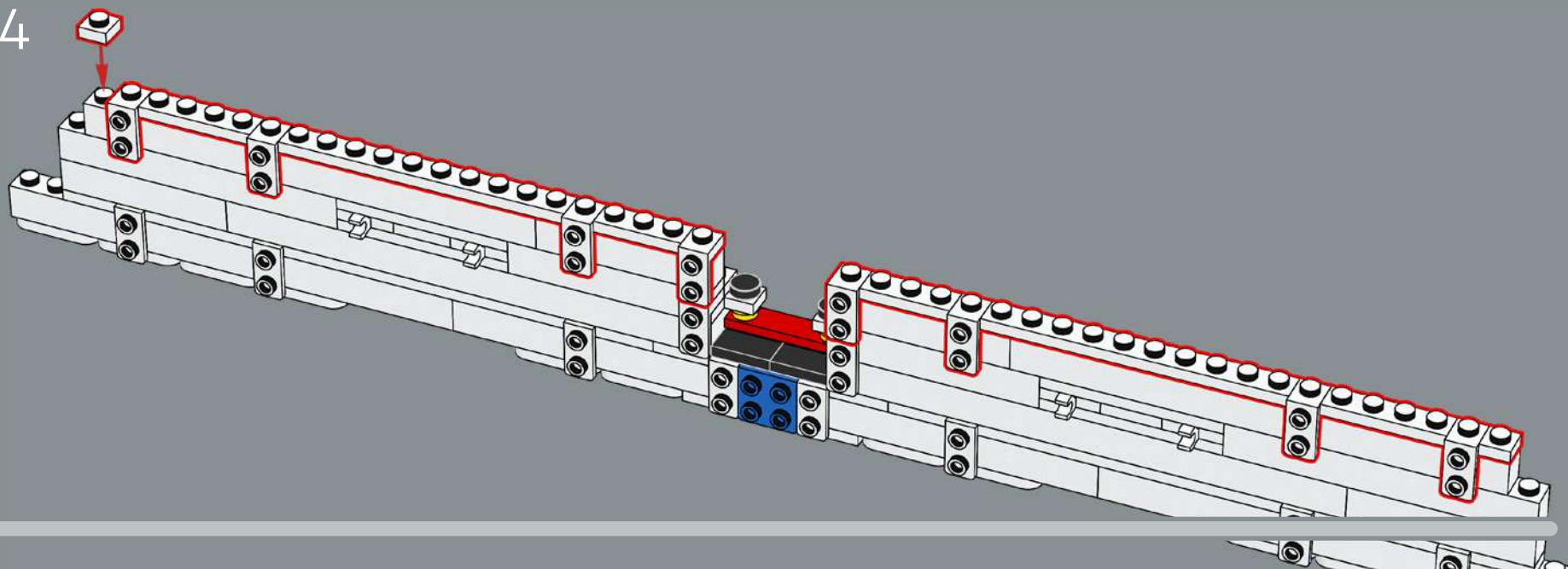
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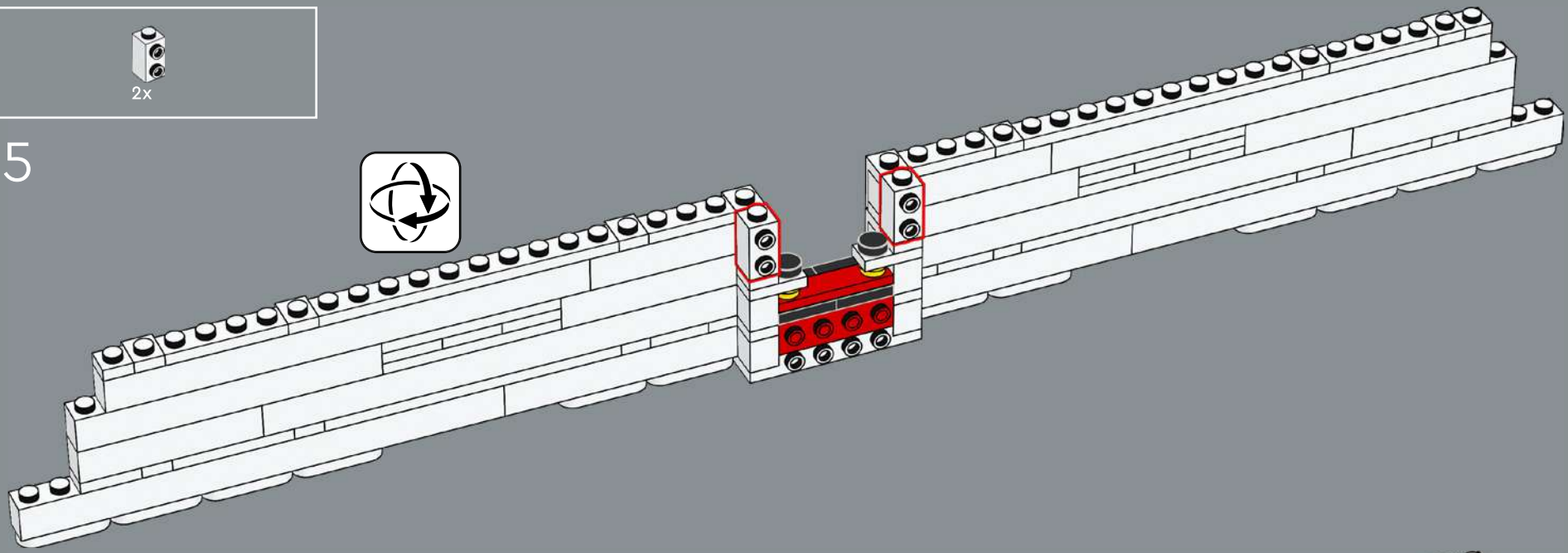


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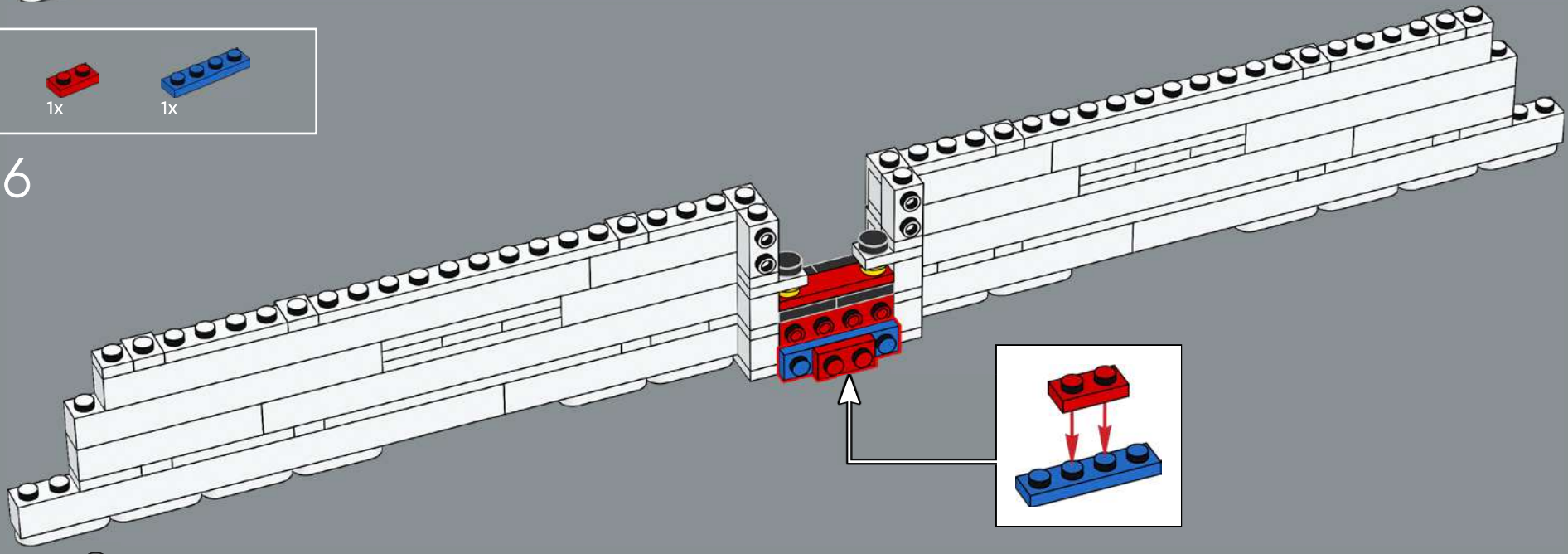
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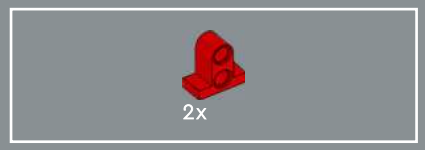
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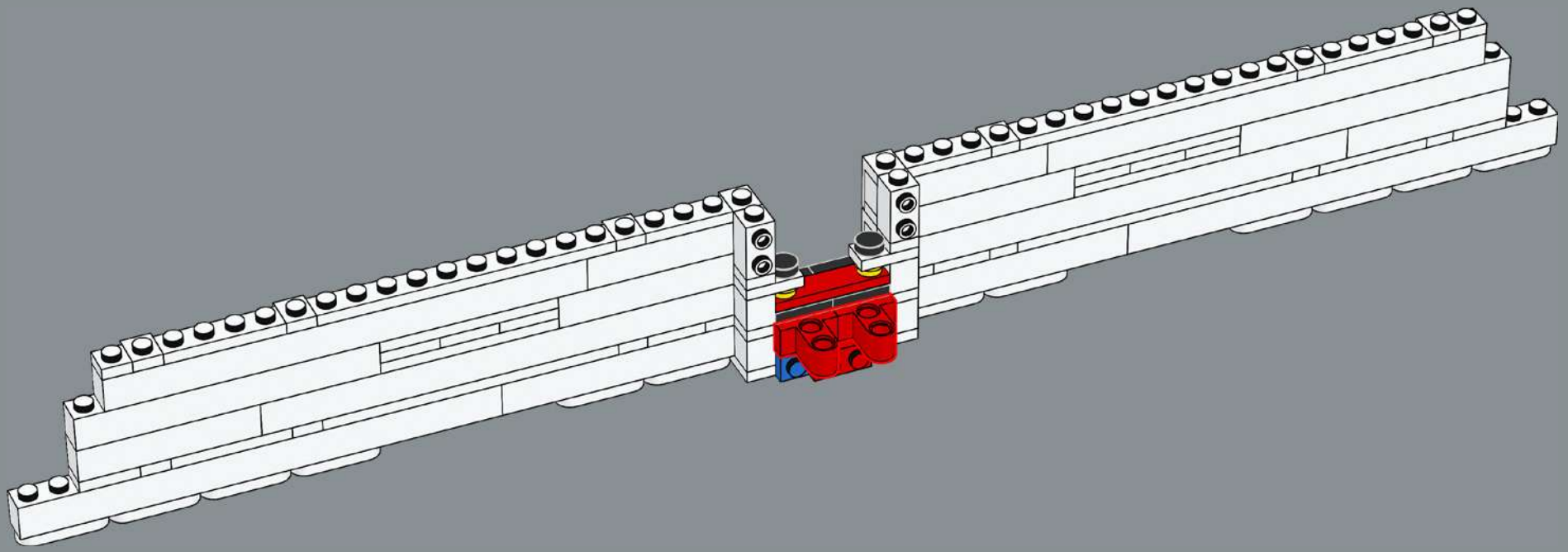
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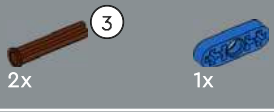




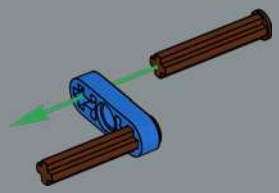
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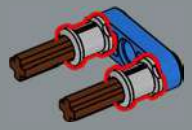


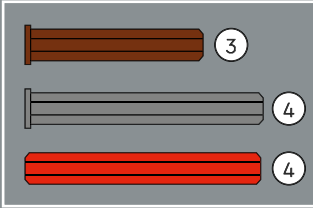
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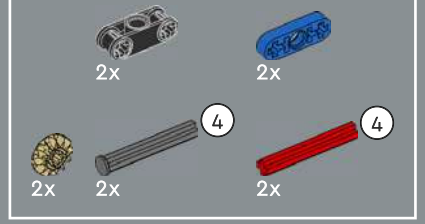


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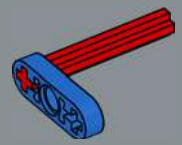




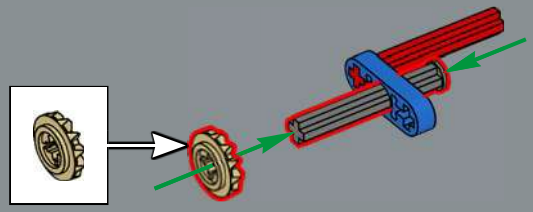


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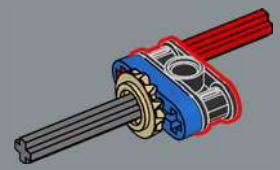
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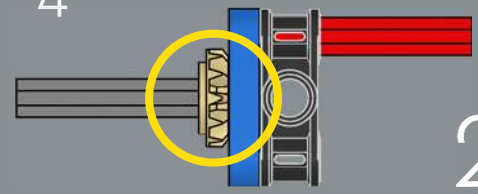
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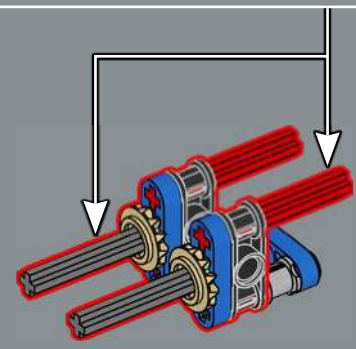


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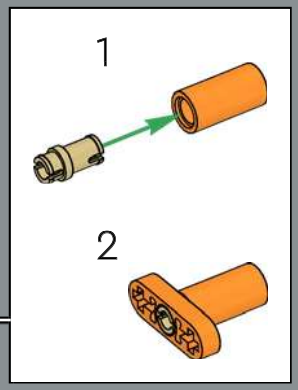
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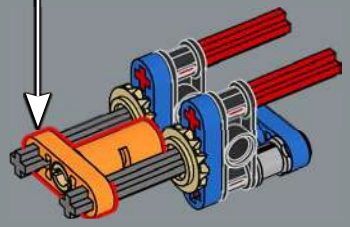






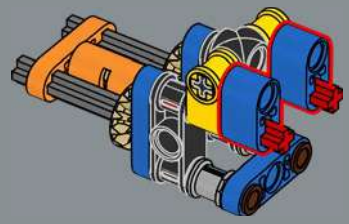
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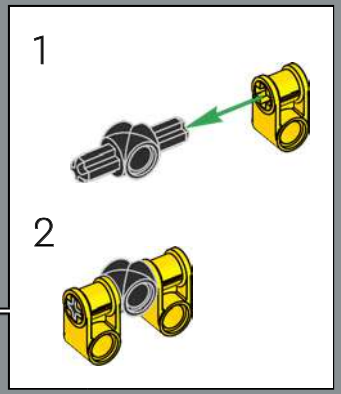


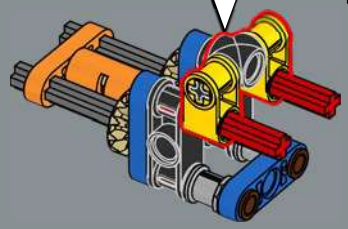
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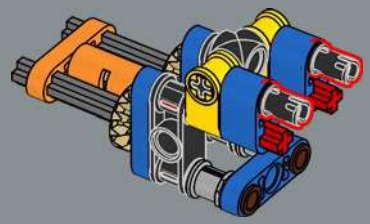
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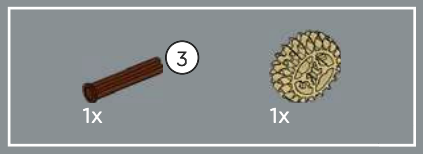






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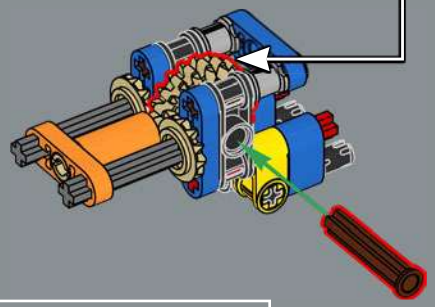


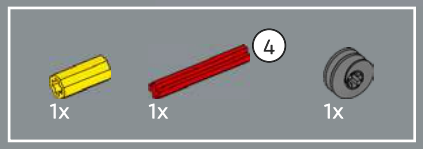




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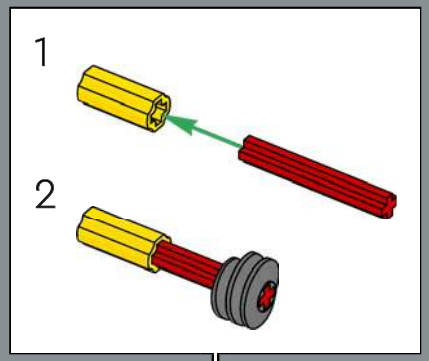


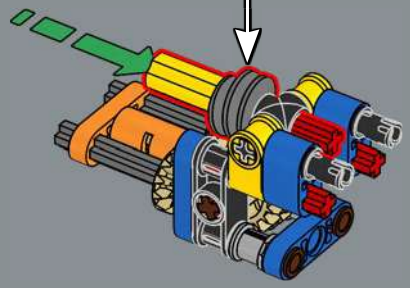


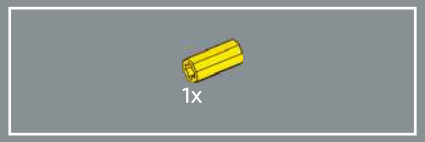


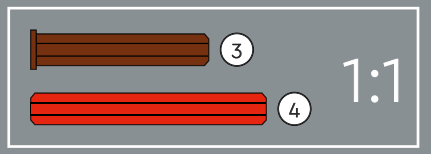
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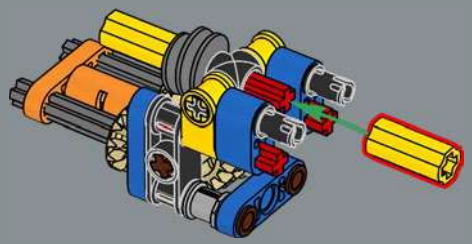




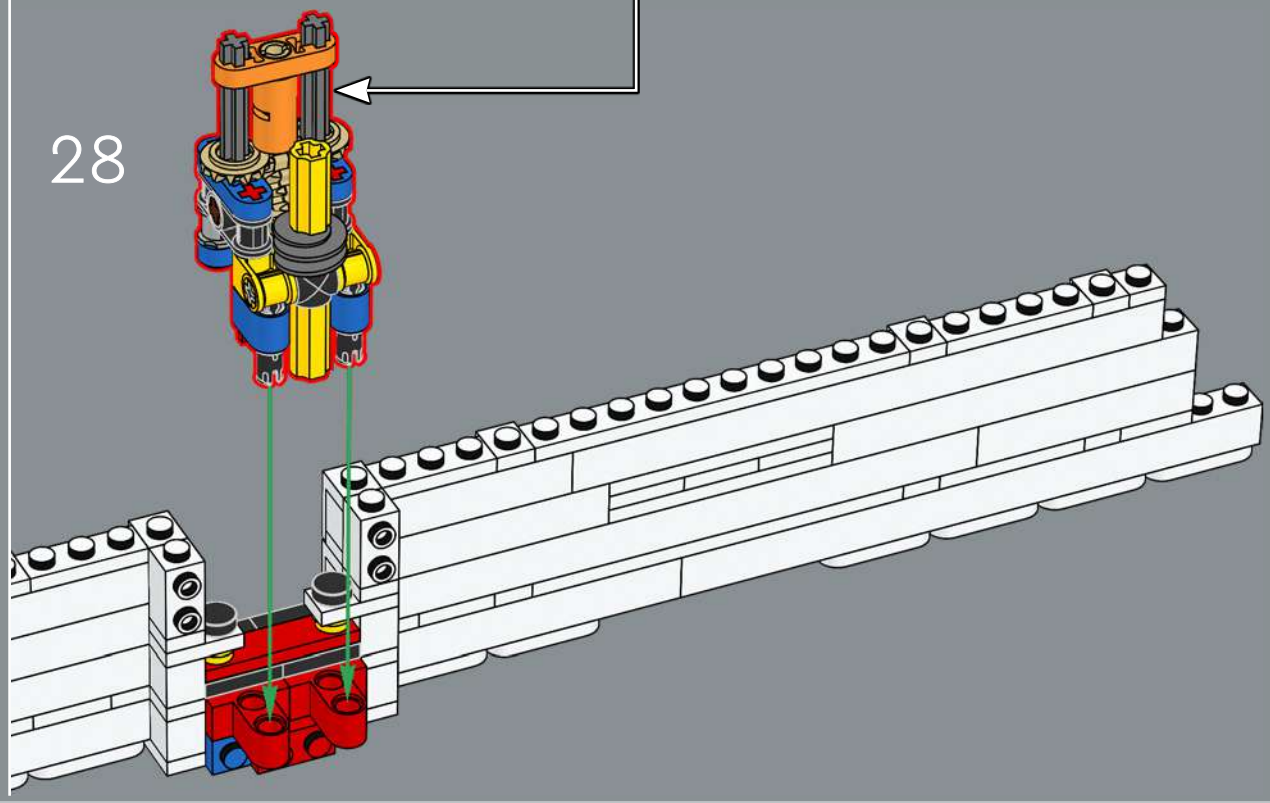


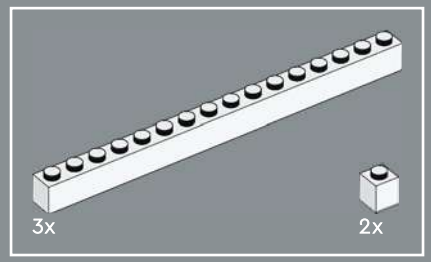


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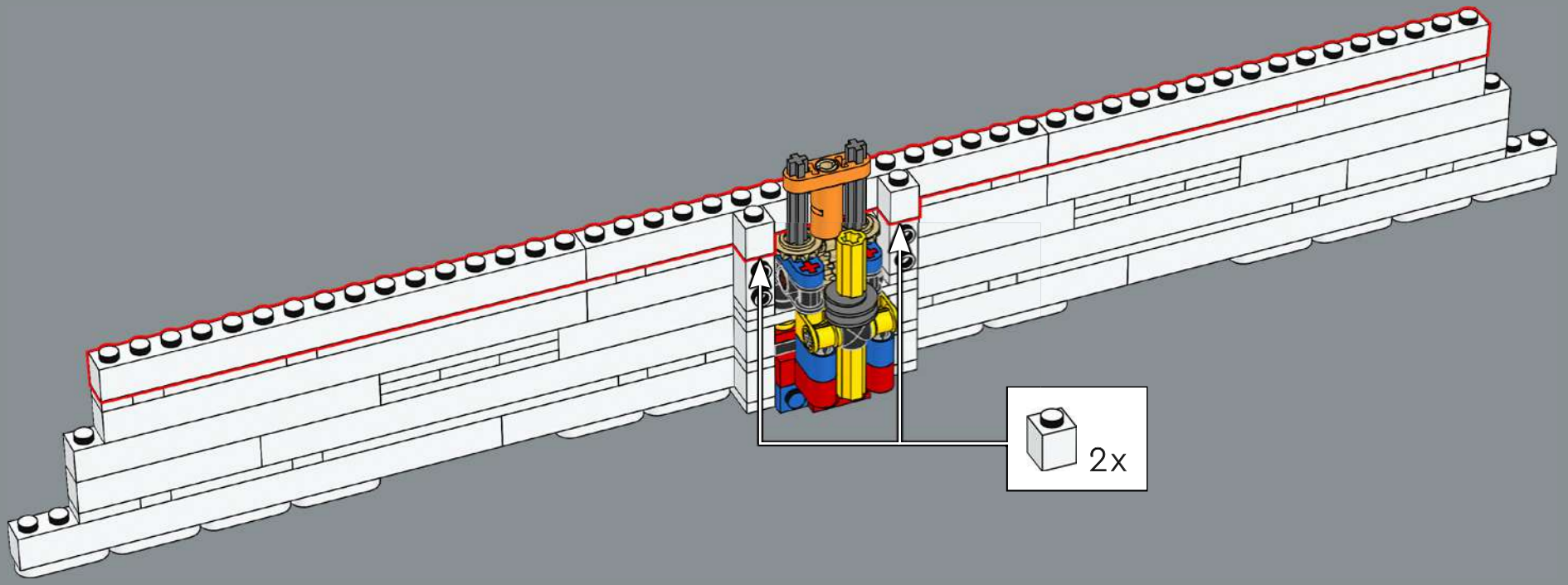


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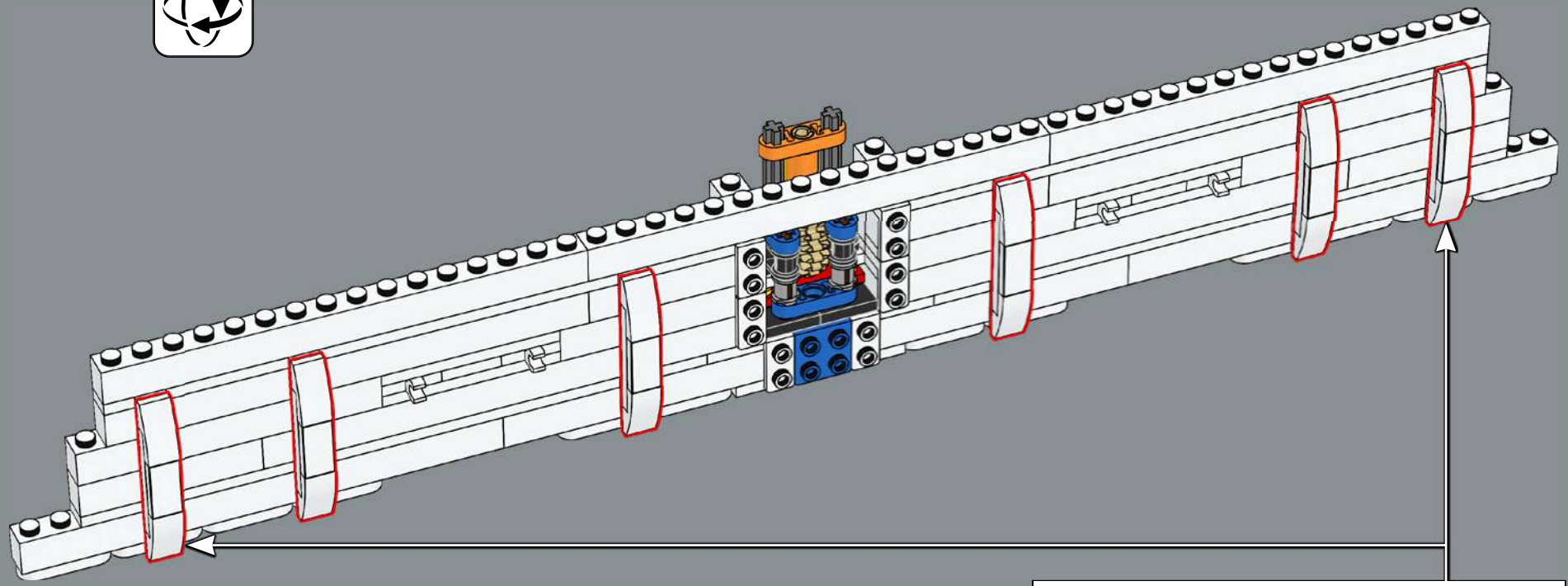


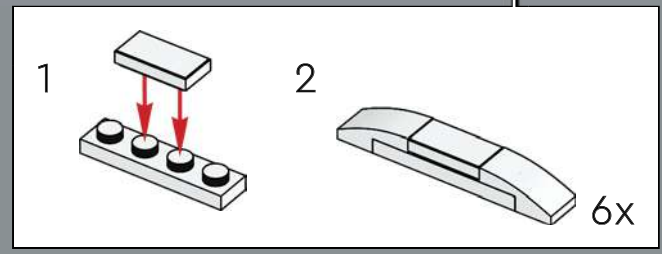
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These fairings under the Concorde's iconic delta wing contain the actuators that control the aircraft's elevons.

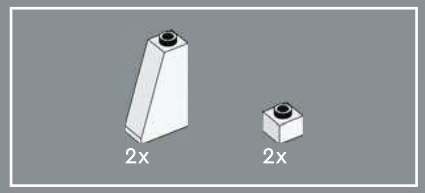
Ces carénages situés sous l'aile delta emblématique du Concorde contiennent les actionneurs qui contrôlent les élevons de l'avion.

Los carenados de debajo de la icónica ala en delta del Concorde contienen los actuadores que controlan los elevones de la aeronave.

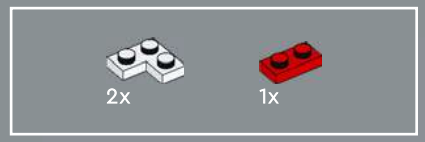








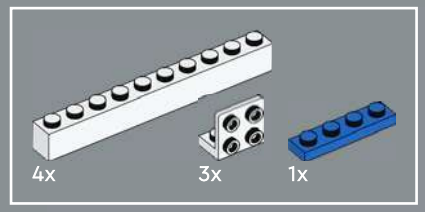
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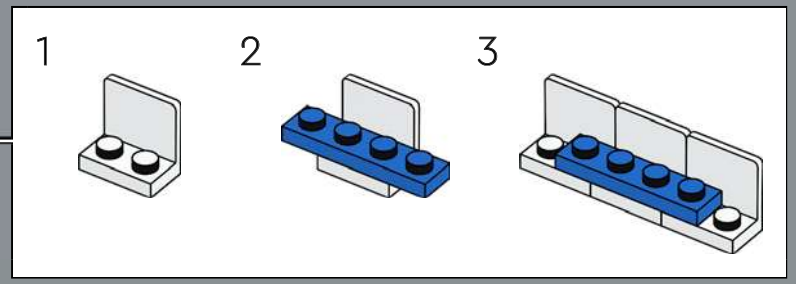
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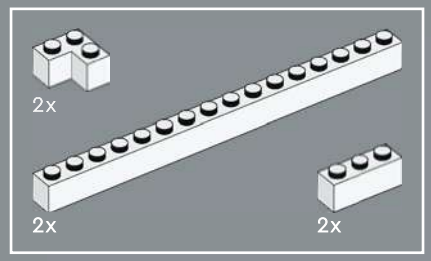


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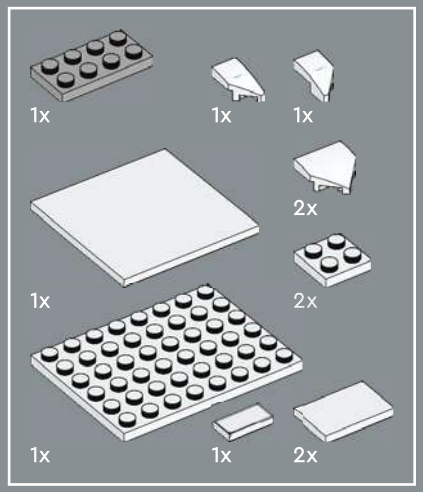


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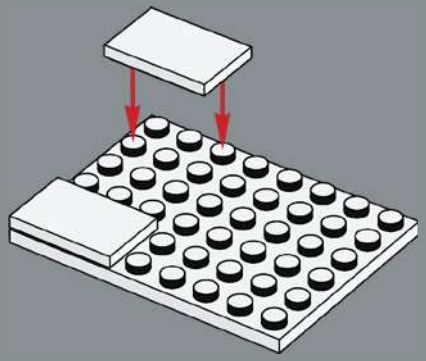


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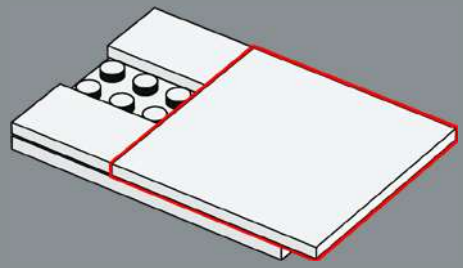


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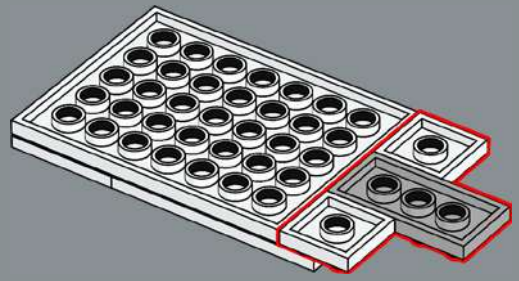
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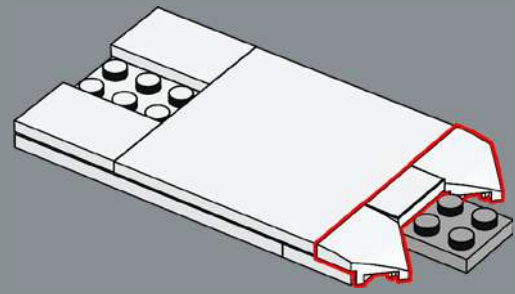
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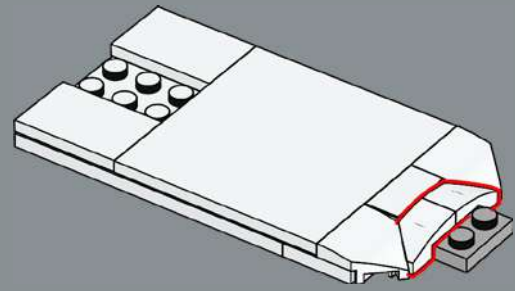
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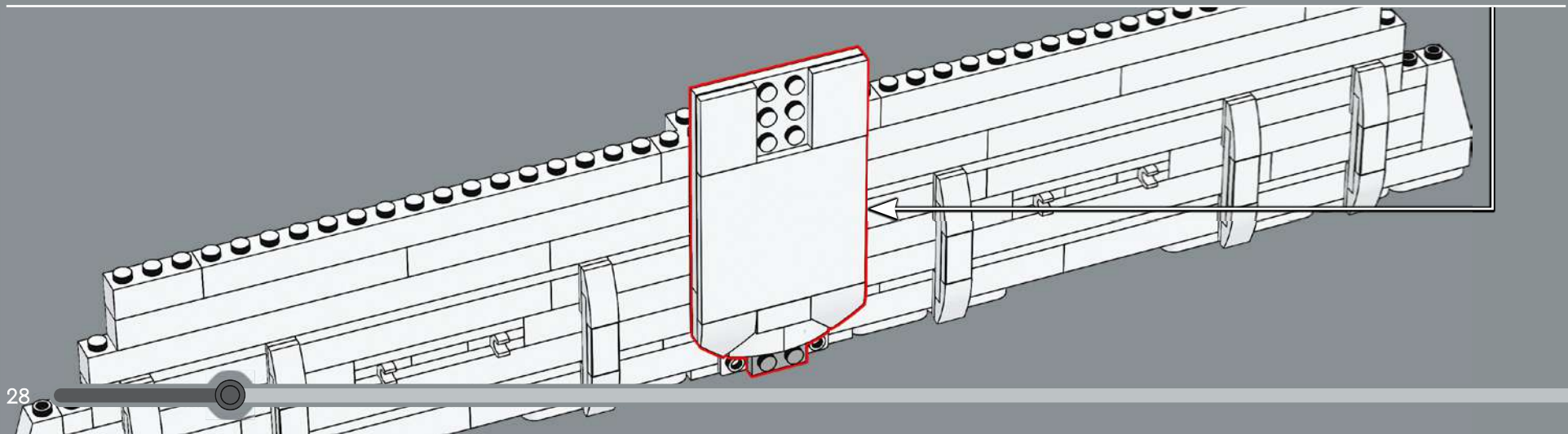


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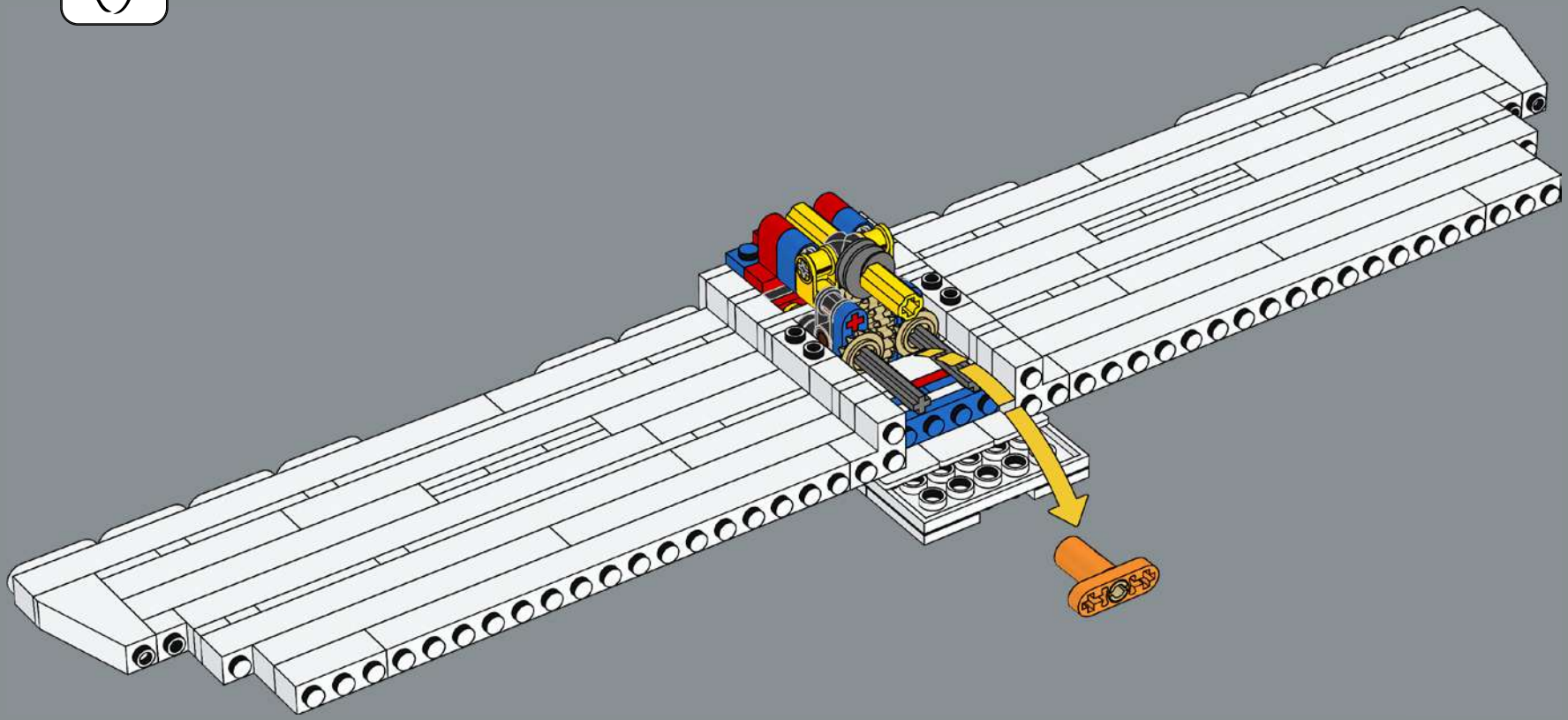


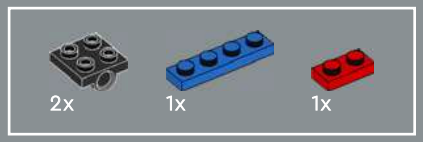
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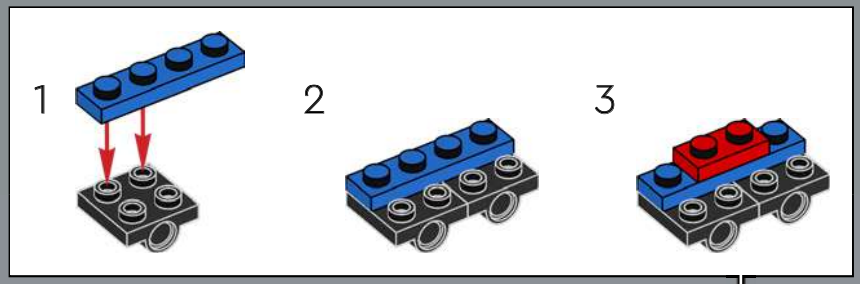


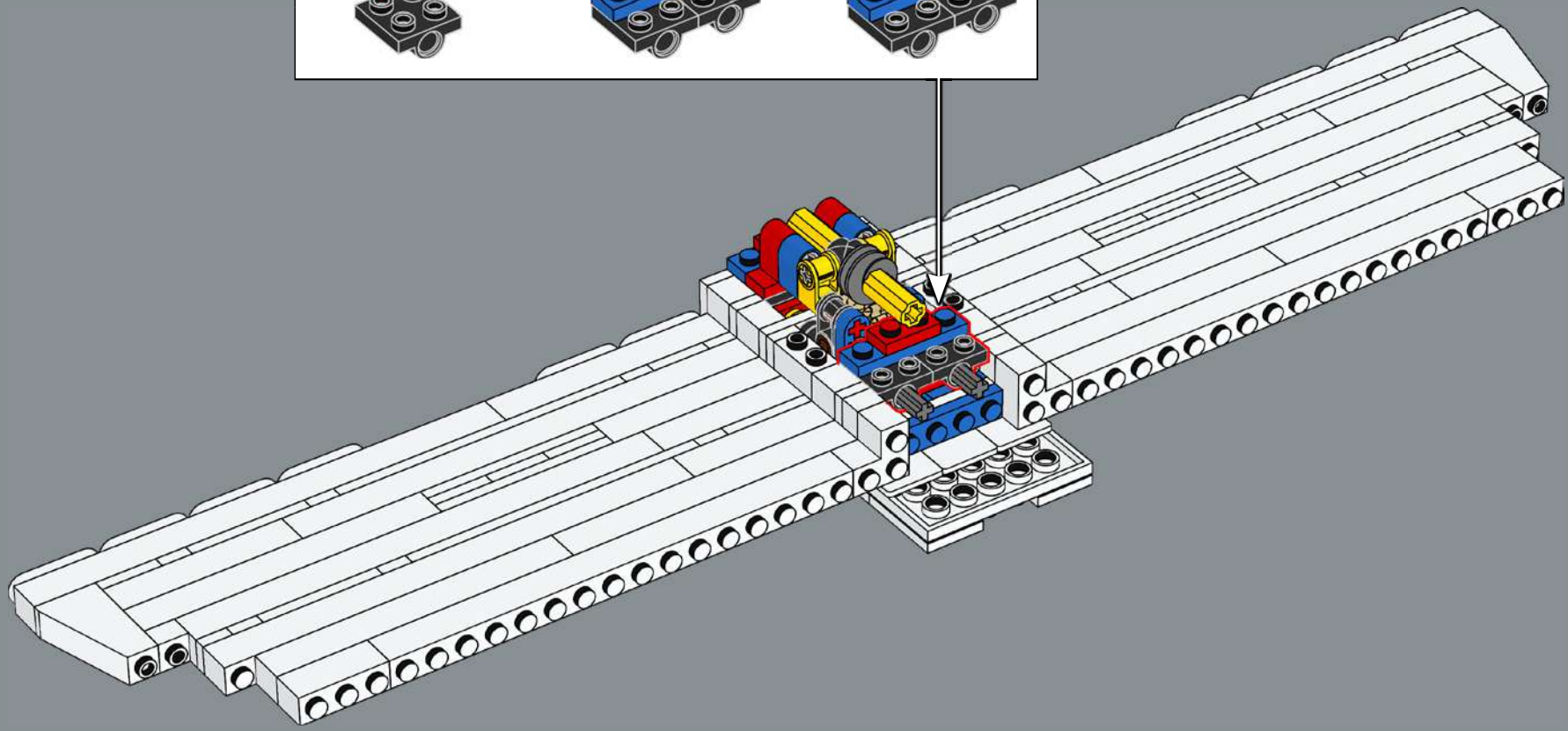
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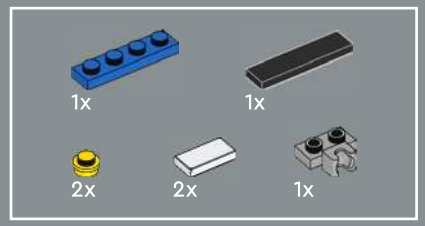




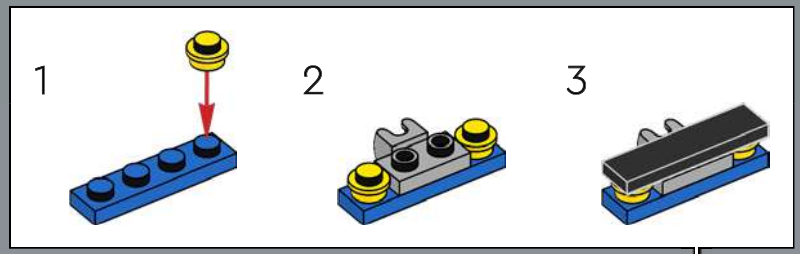
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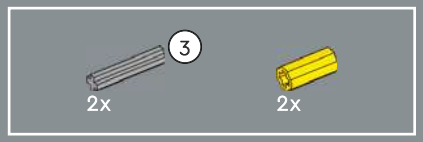


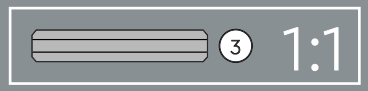




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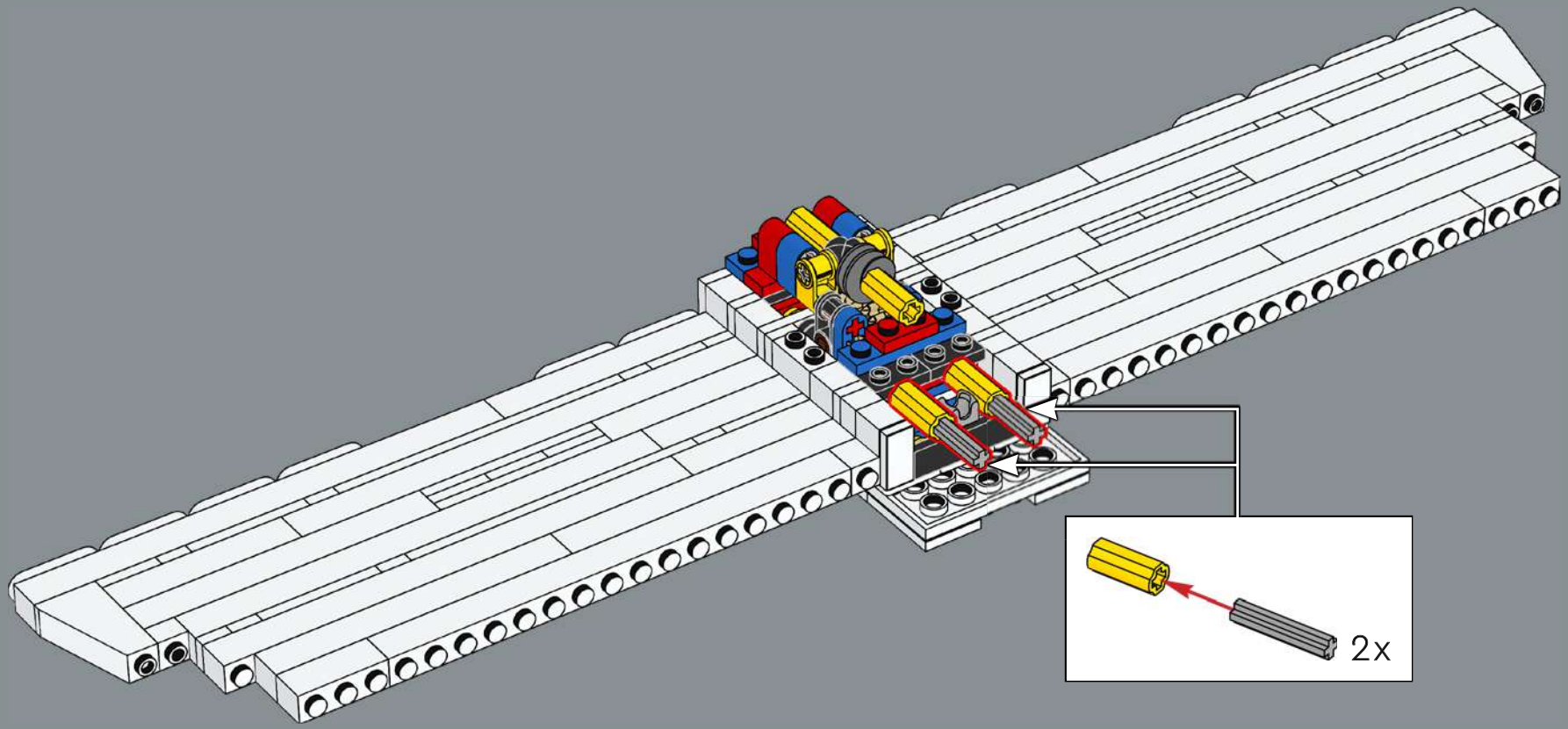


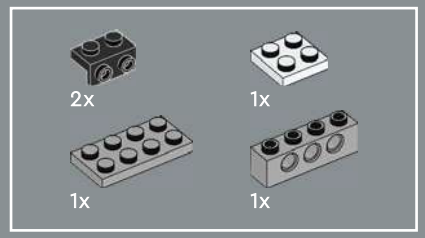
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Concorde contains 19 miles (30.6 km) of wiring. We opted for several feet (meters) of LEGO® bricks.

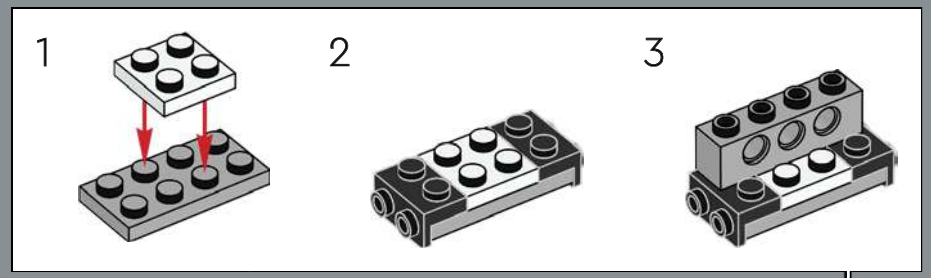
Le Concorde contient 30,6 km de câblage. Nous avons opté pour plusieurs mètres de briques LEGO®.

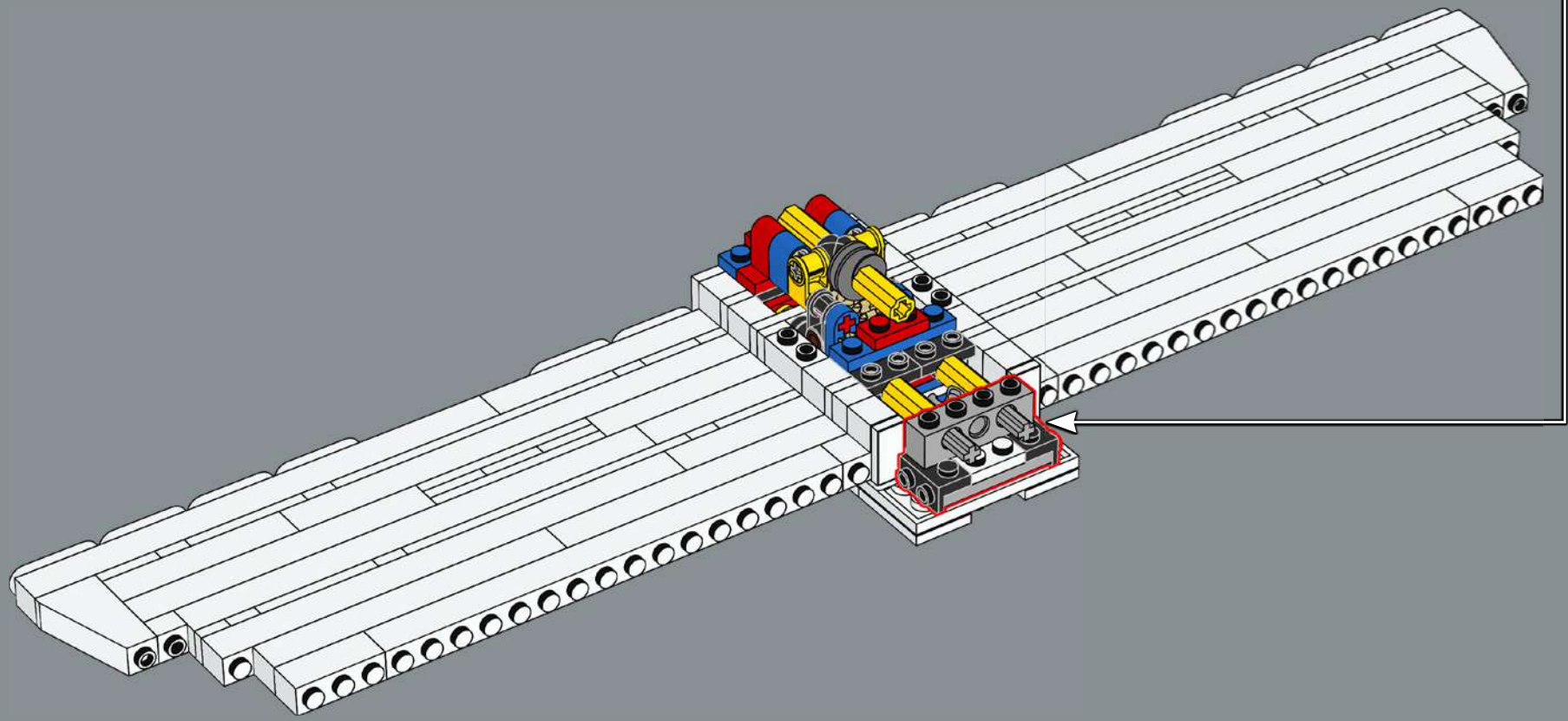
El Concorde lleva en su interior 30,6 km de cableado. Si colocáramos en fila todos los bricks LEGO® que componen el modelo, alcanzarían una longitud de varios metros.

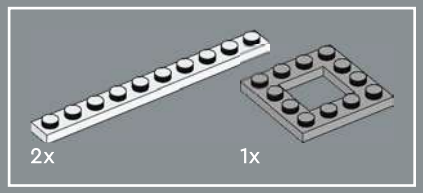




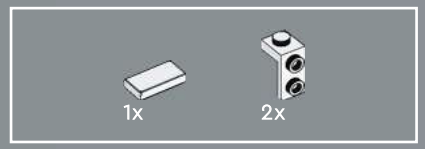
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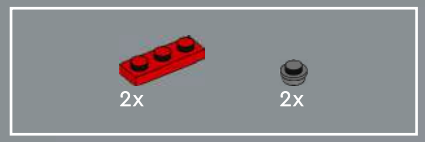




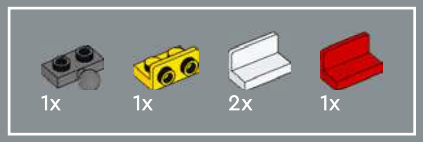
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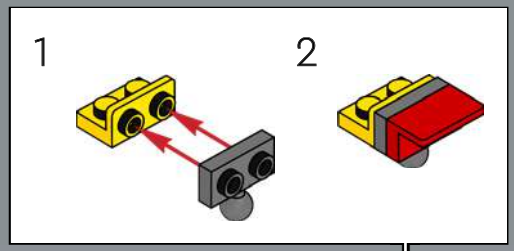
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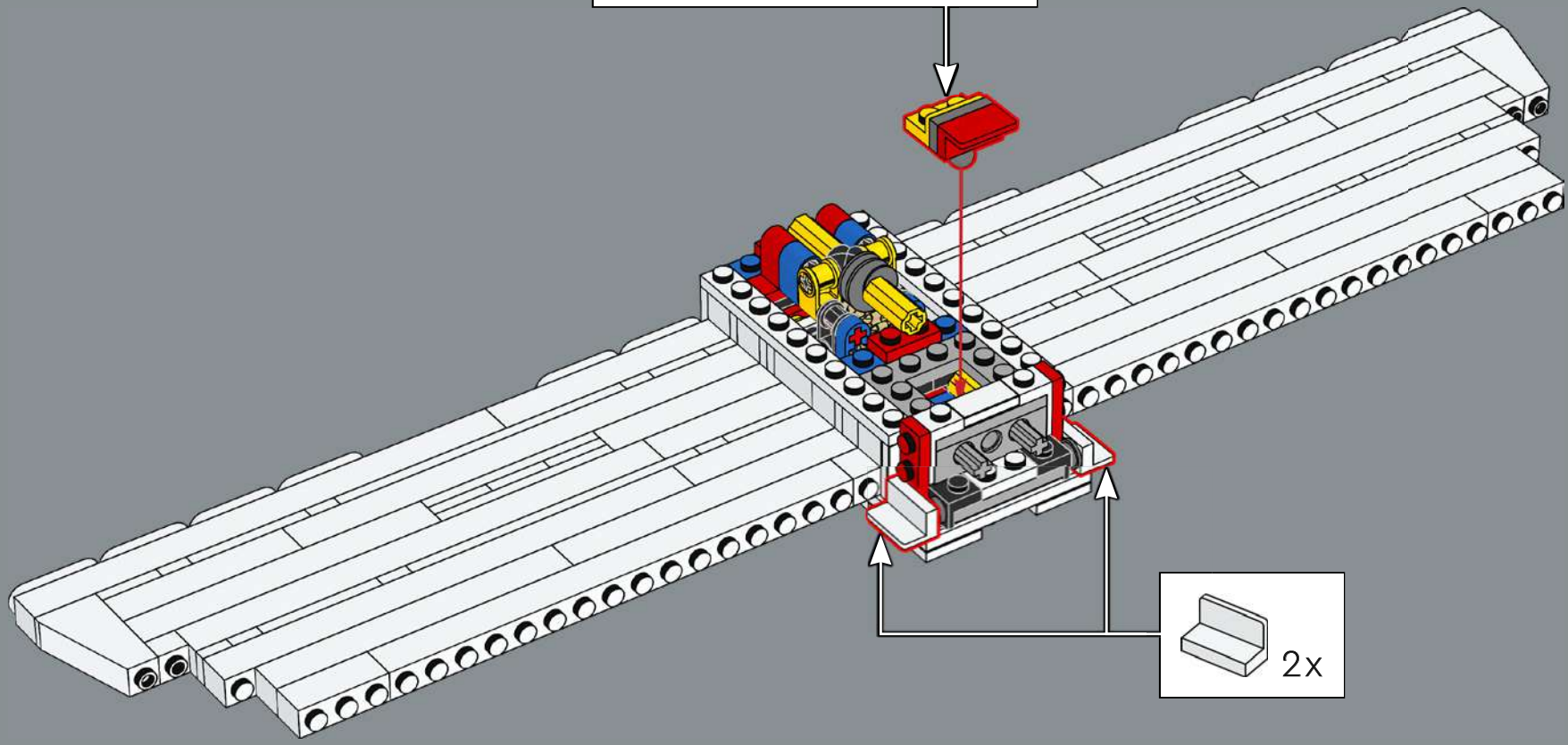


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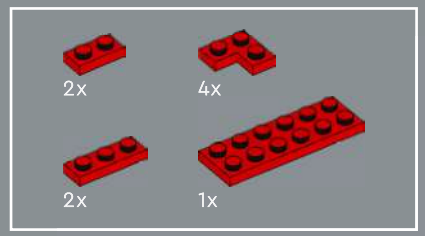
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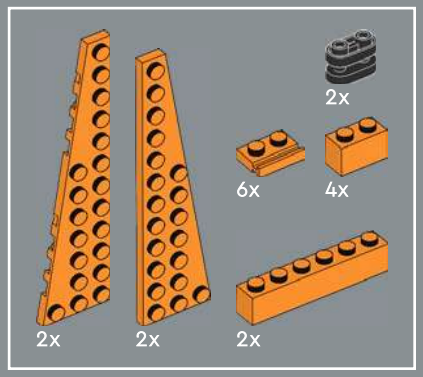




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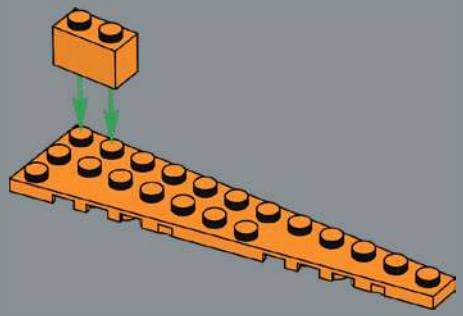


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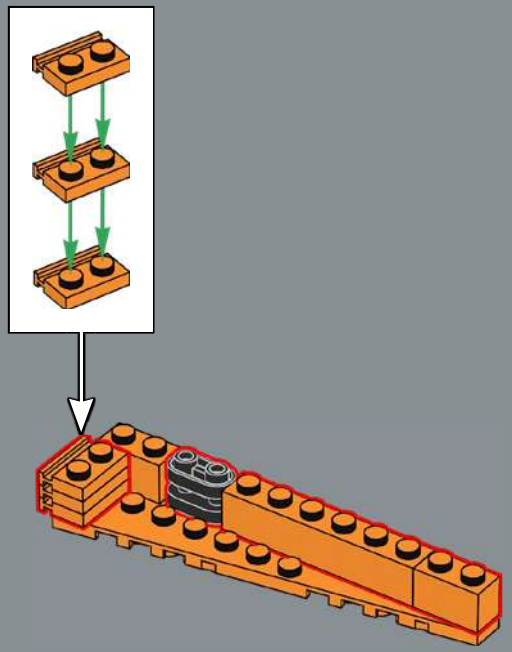


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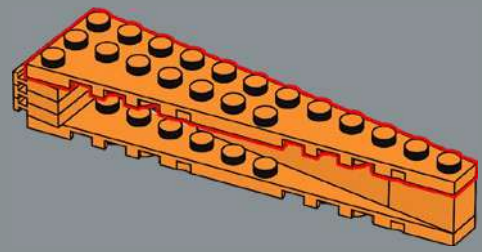
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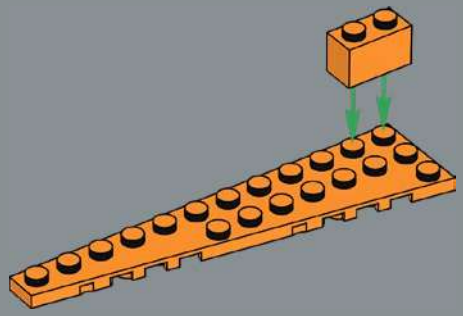
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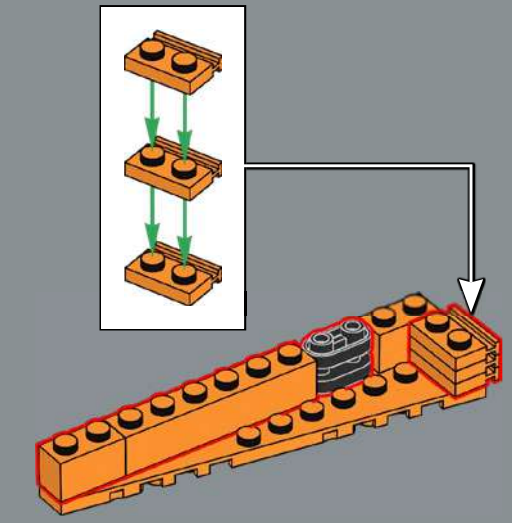
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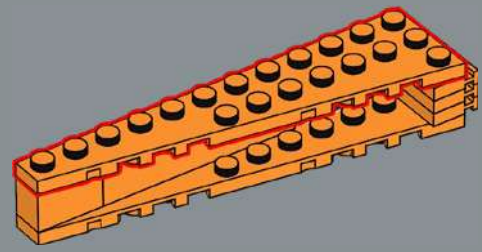
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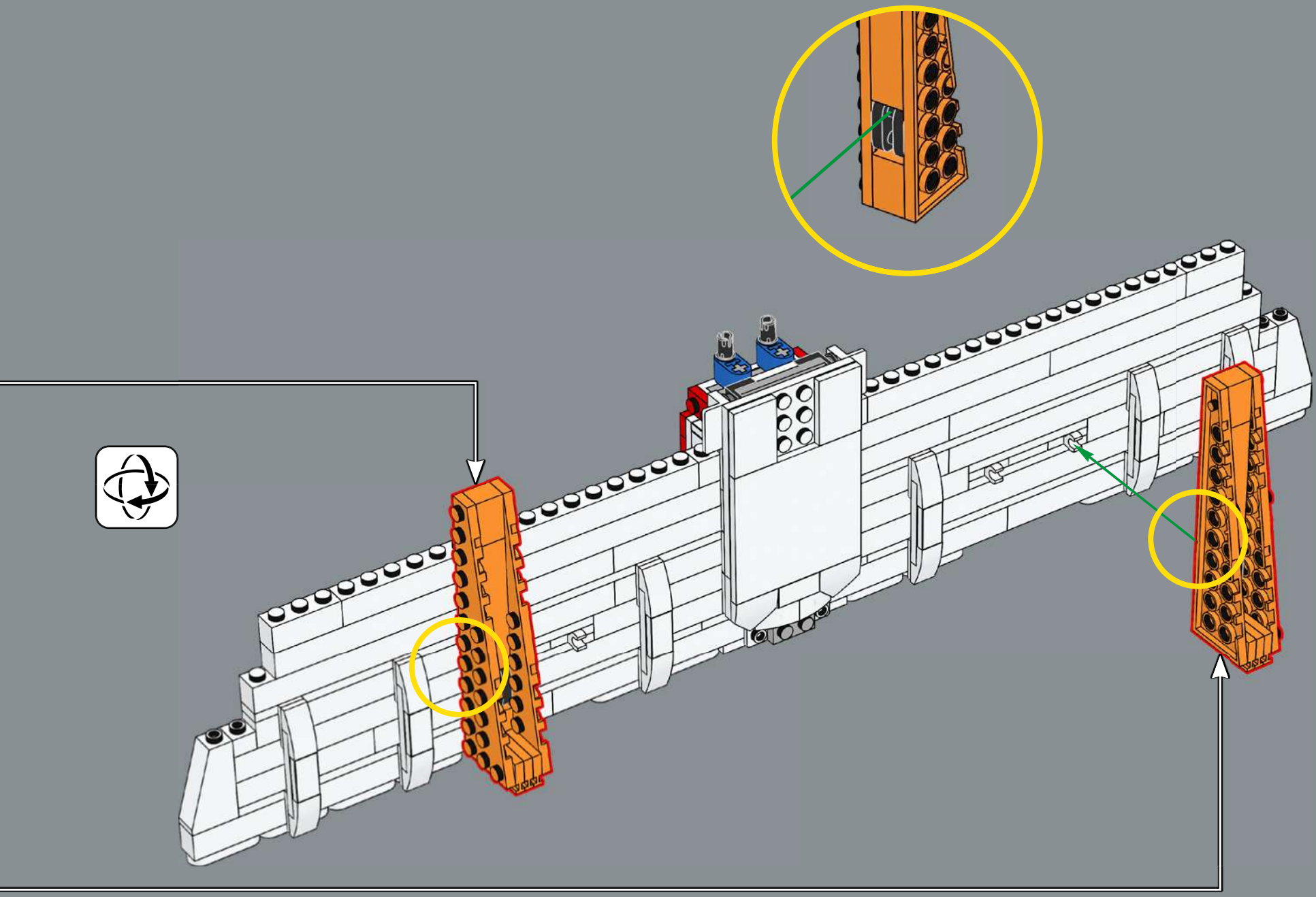


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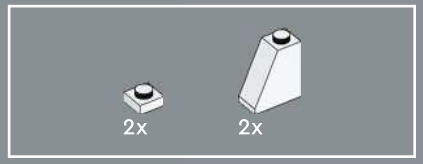


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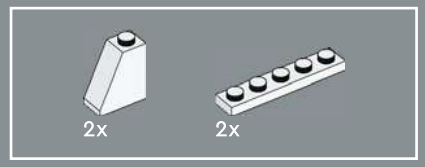




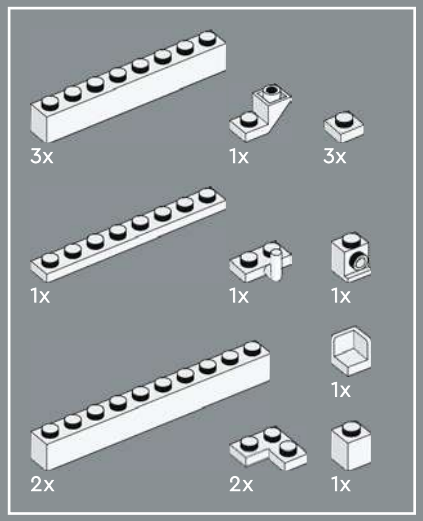




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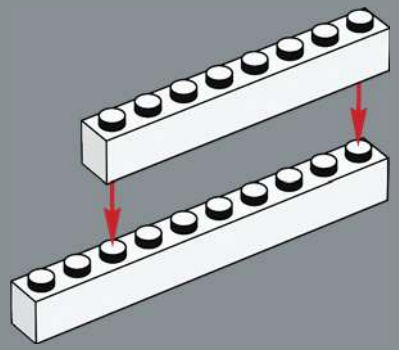


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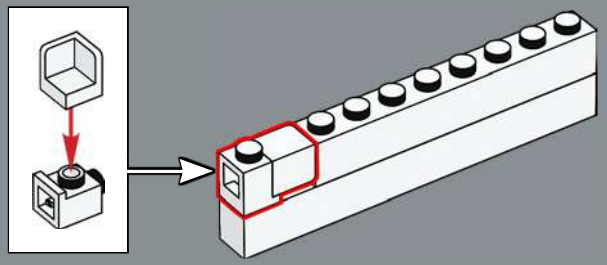


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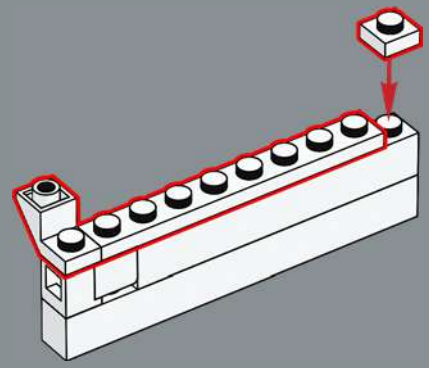
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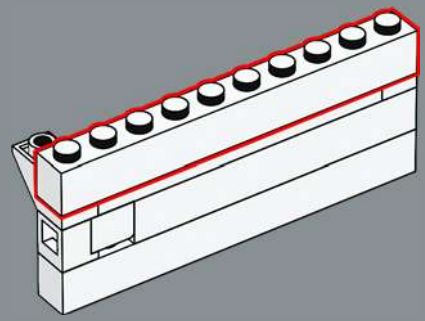
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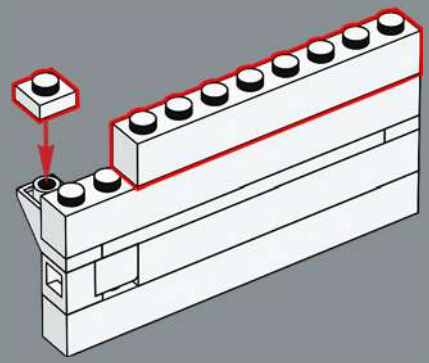
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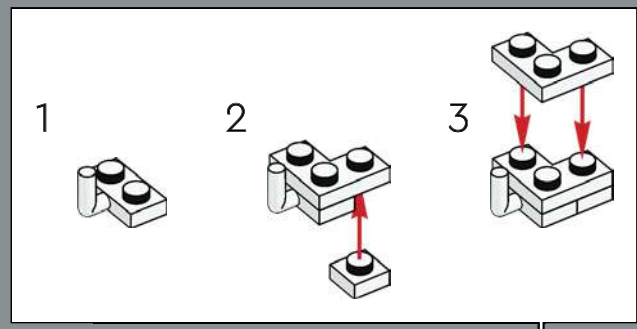


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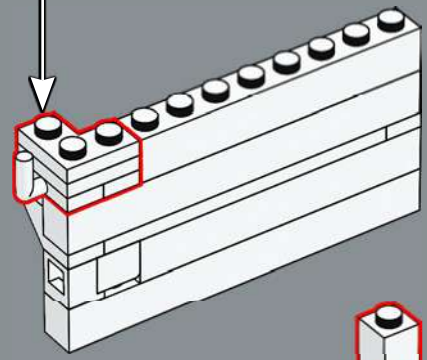


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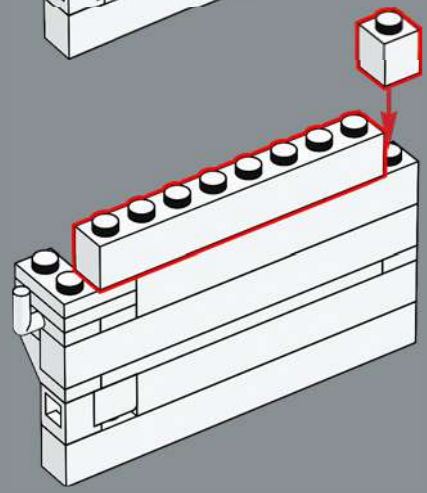


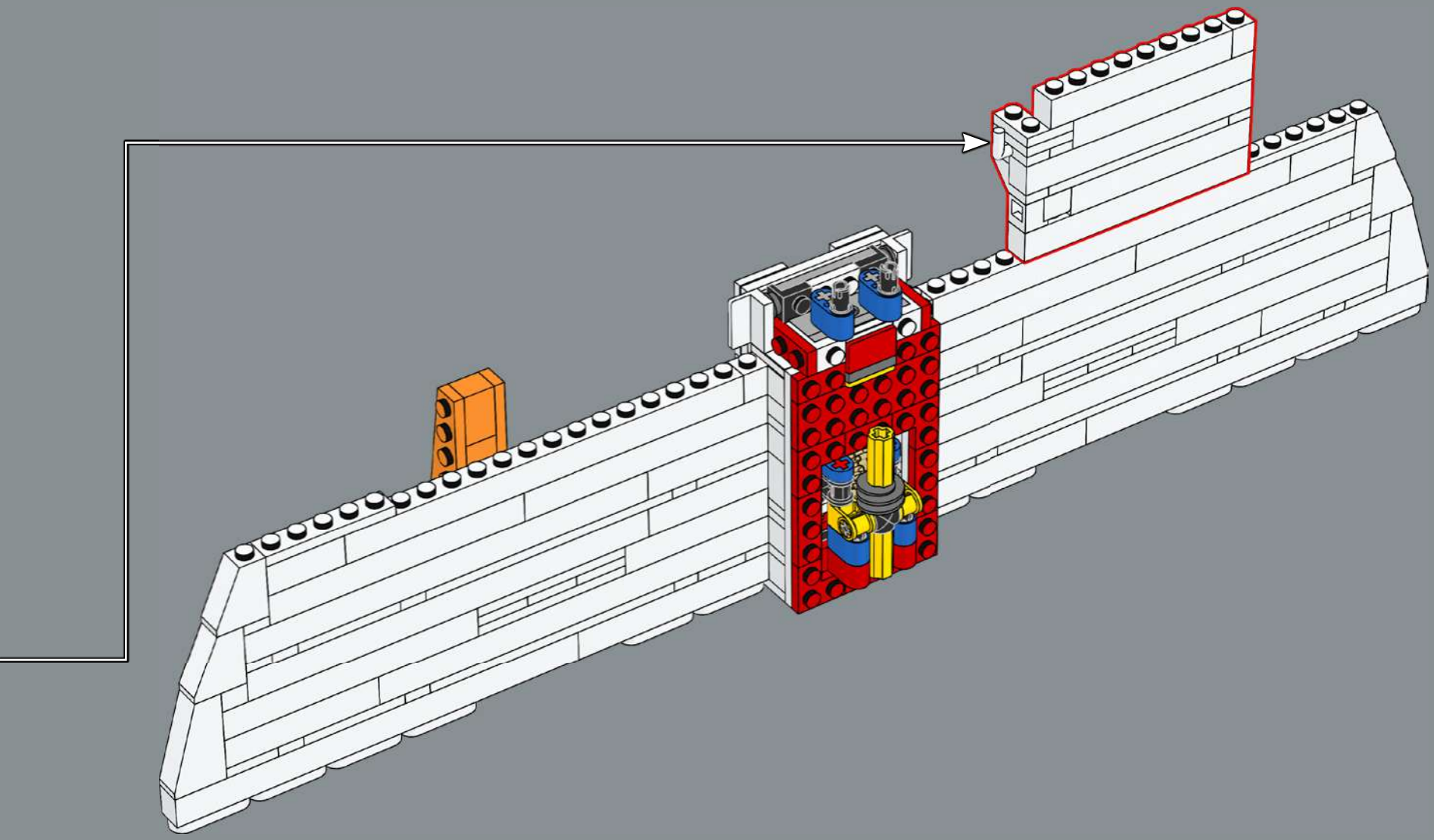


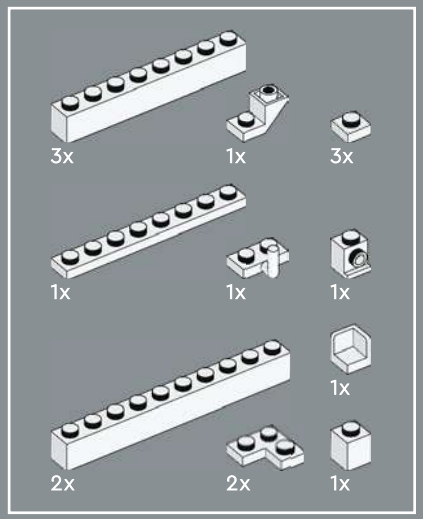
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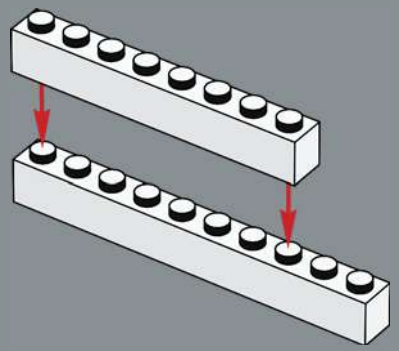




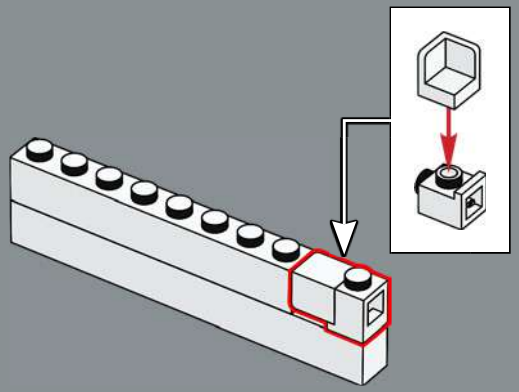


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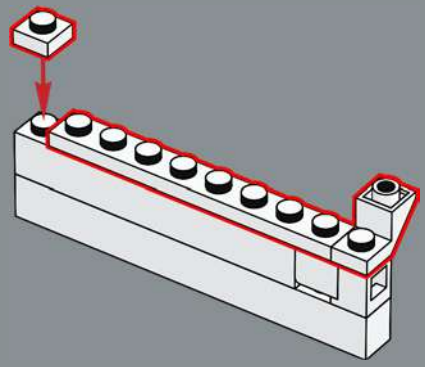
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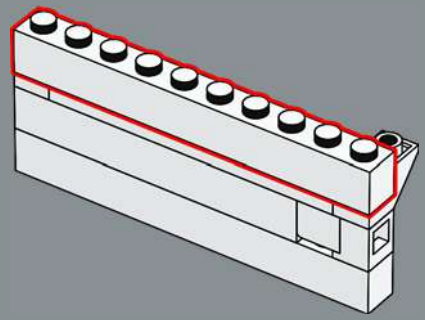
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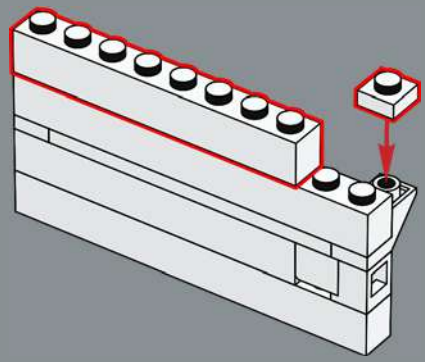
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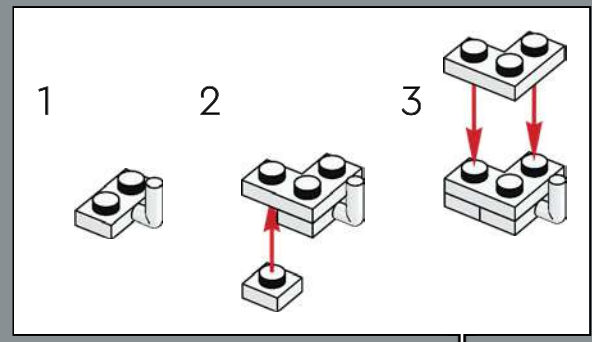


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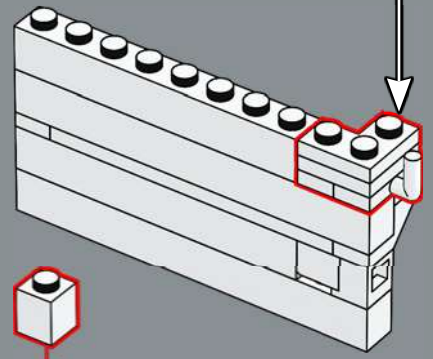


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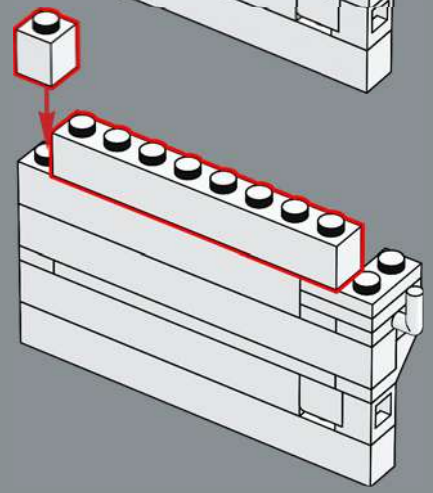


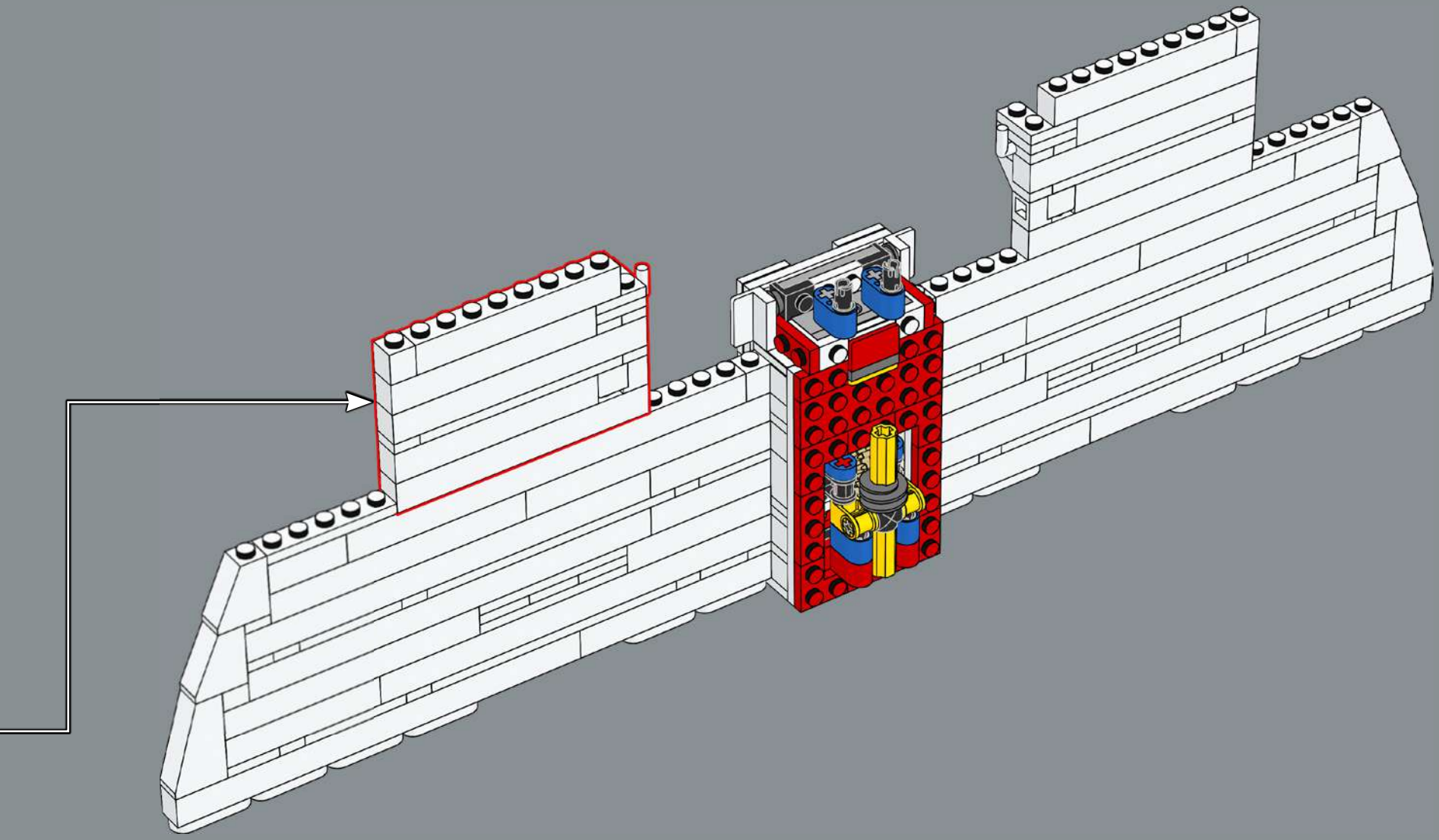


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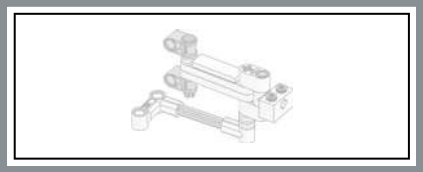
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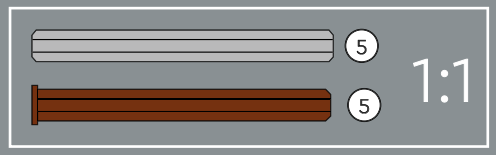
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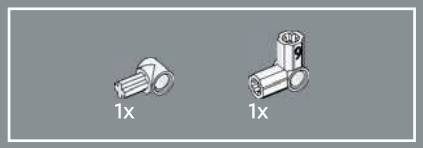
Concorde had a tricycle landing gear configuration. The mechanism you're now building will trigger the main landing gear, situated in the middle of the delta wing.

Le Concorde disposait d'un train d'atterrissage « tricycle ». Le mécanisme que vous êtes en train de construire déclenchera le train d'atterrissage principal, situé au milieu de l'aile delta.

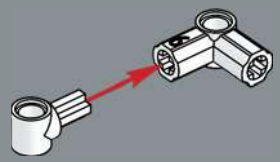
El Concorde tenía una configuración de tren de aterrizaje triciclo. El mecanismo que estás construyendo ahora activará el tren de aterrizaje principal, ubicado justo en el centro del ala en delta.

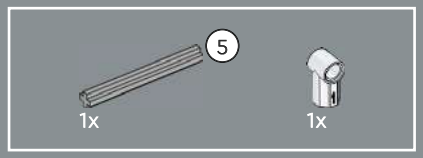




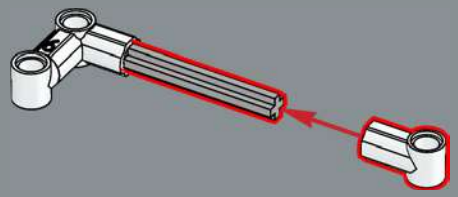


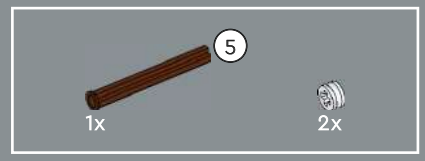
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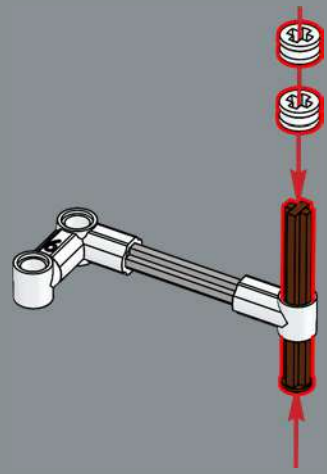


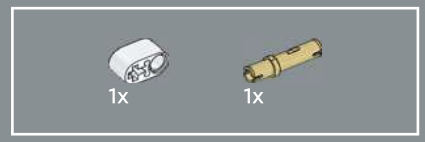
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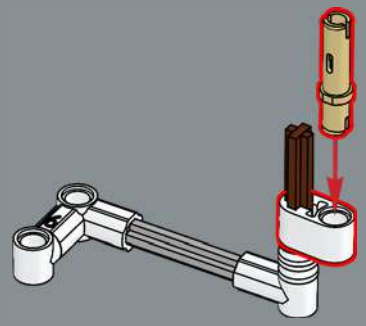


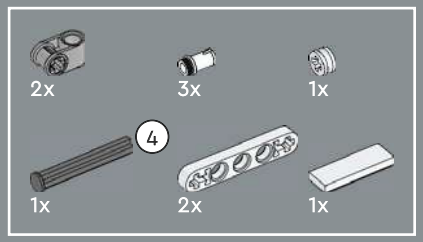
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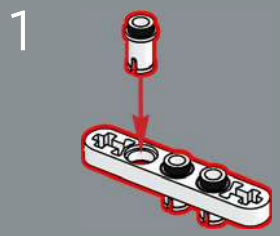
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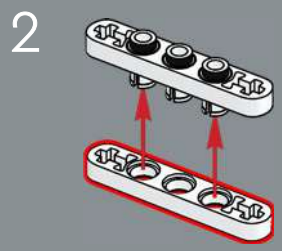


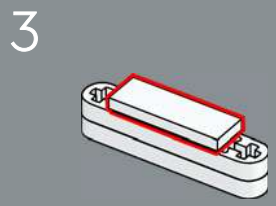


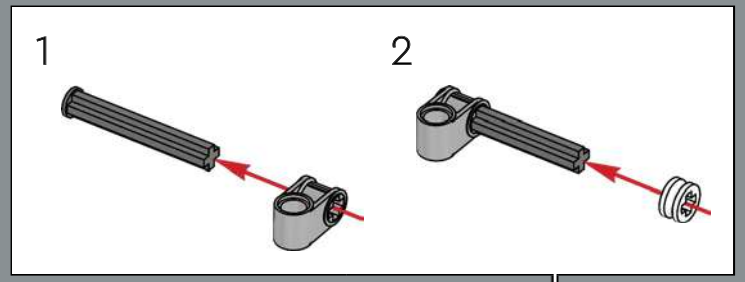


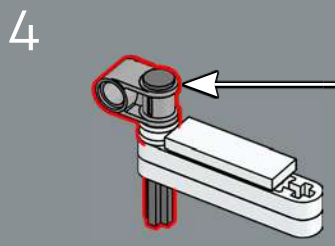
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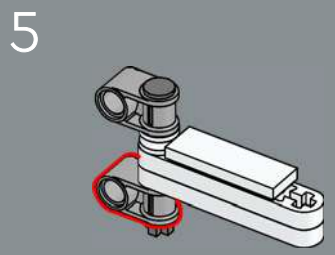


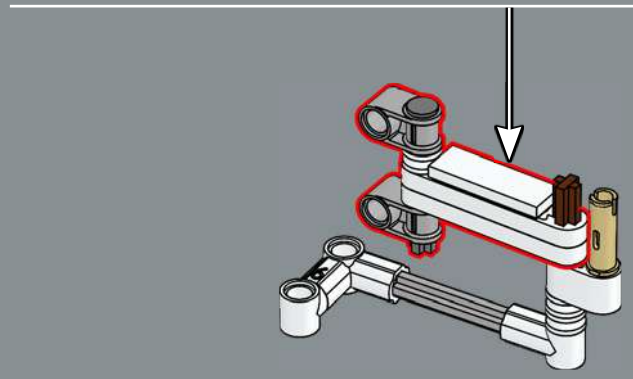


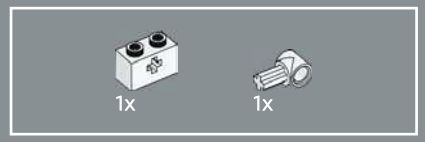




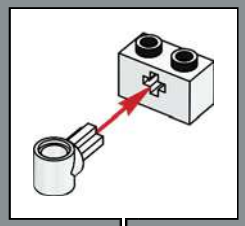


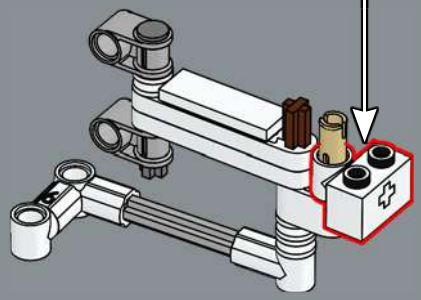


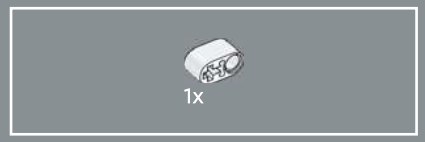




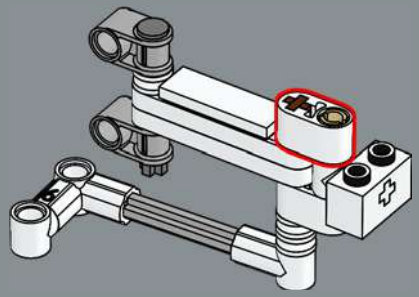
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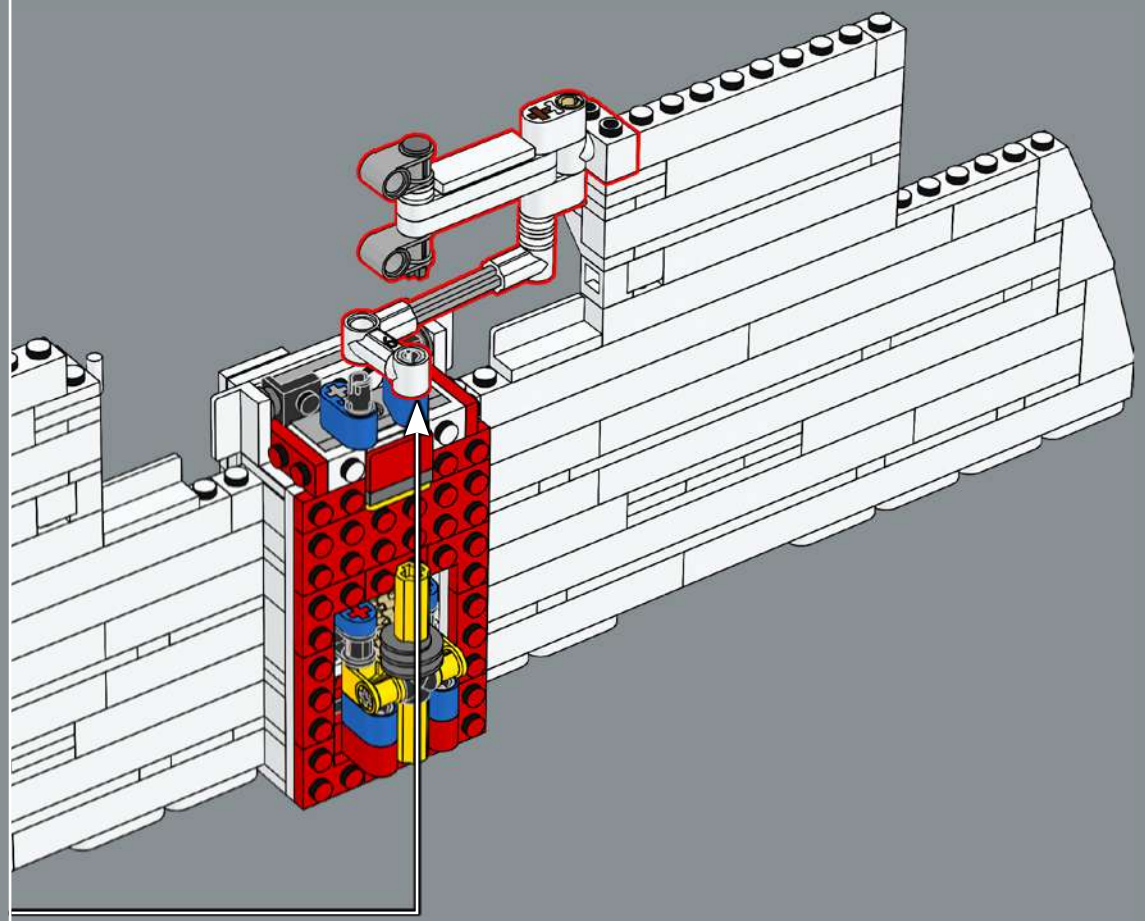


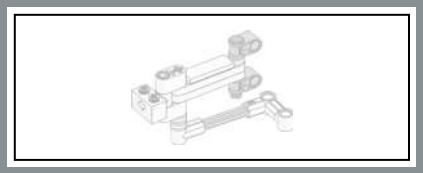


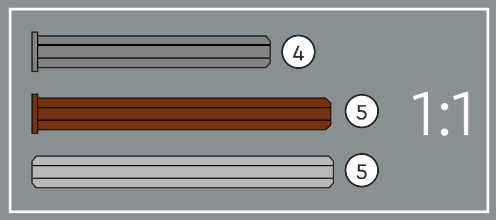
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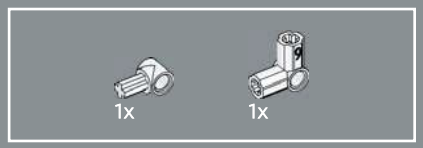


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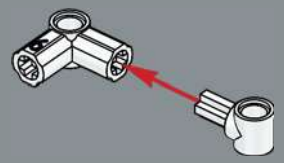


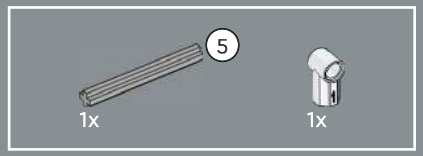




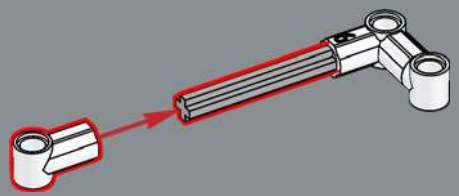


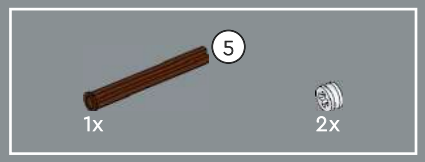
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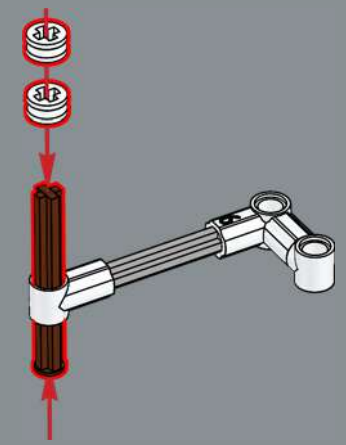


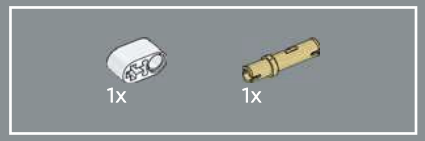
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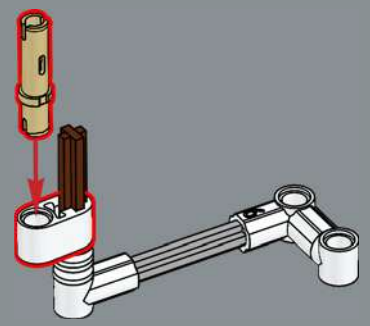


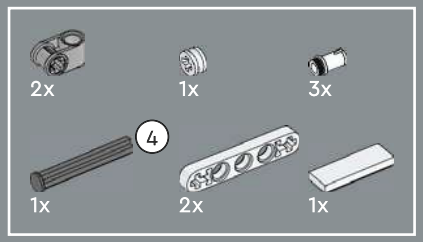
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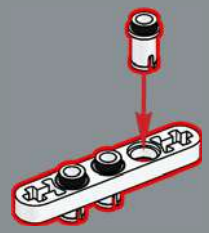
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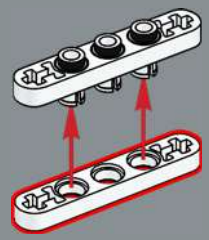


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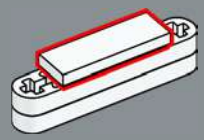
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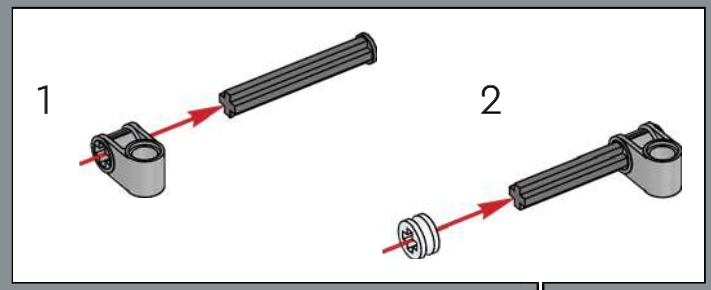


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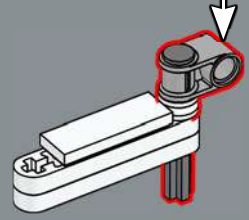


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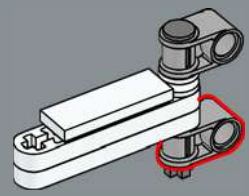


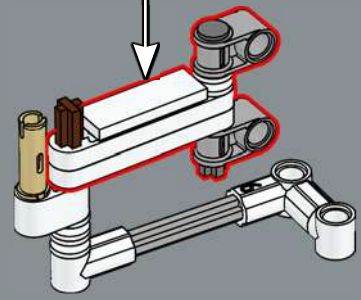


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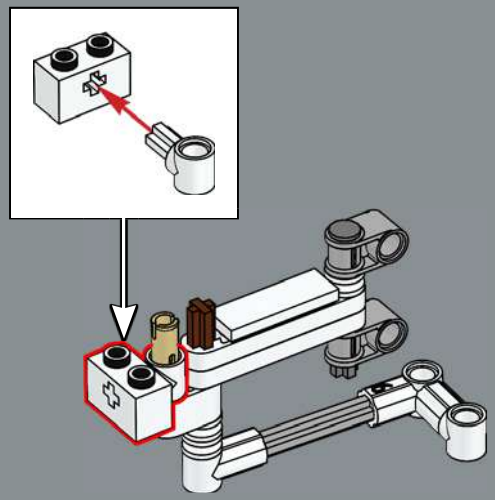
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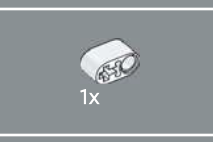




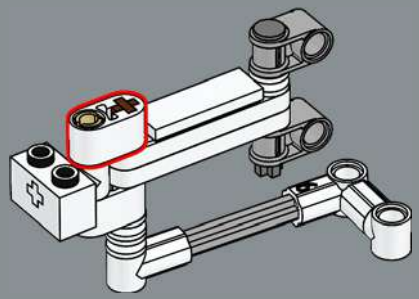


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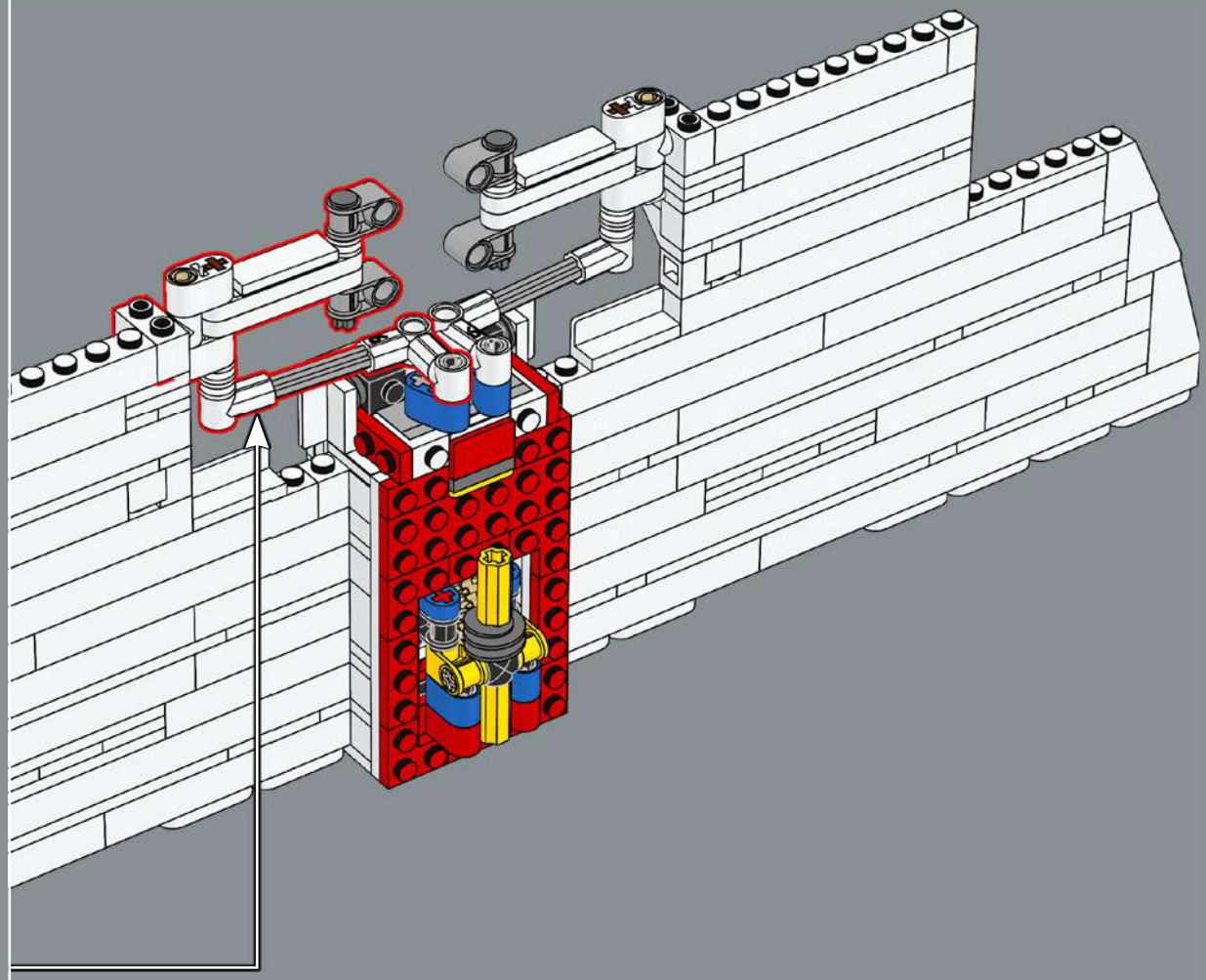




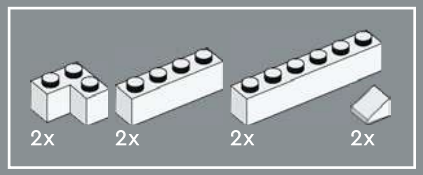
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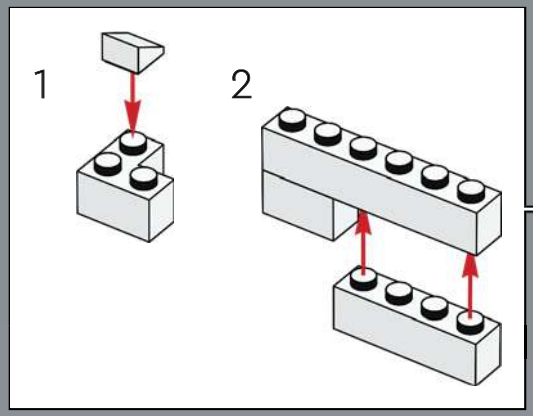
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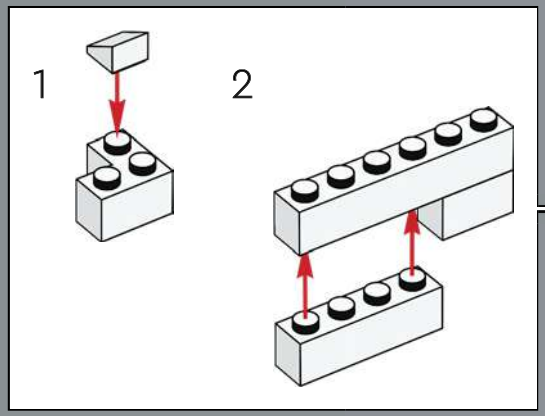


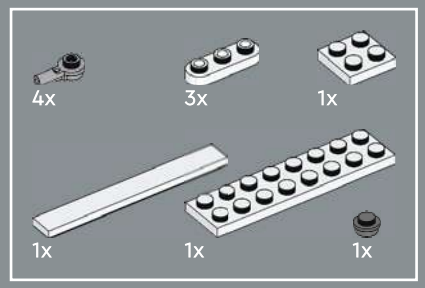

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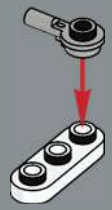






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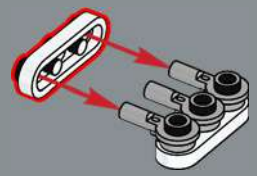
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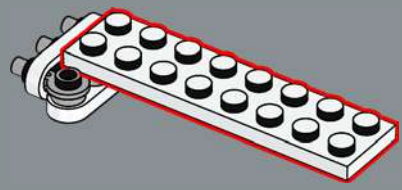
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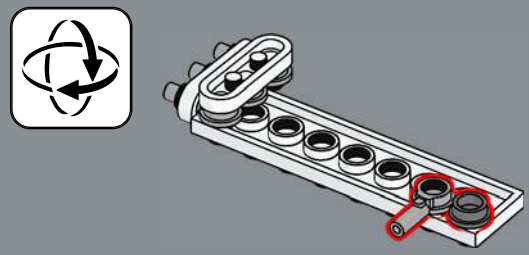
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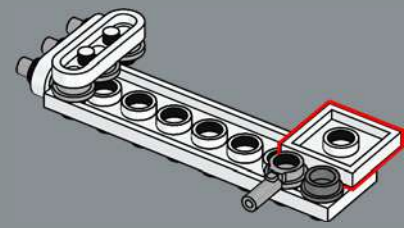
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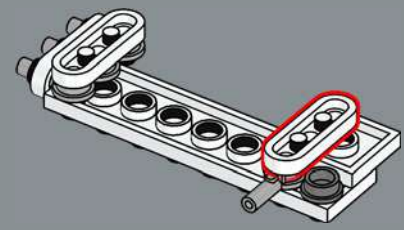
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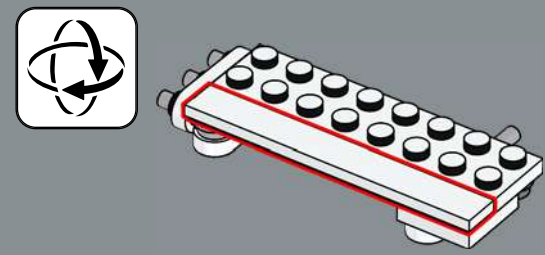
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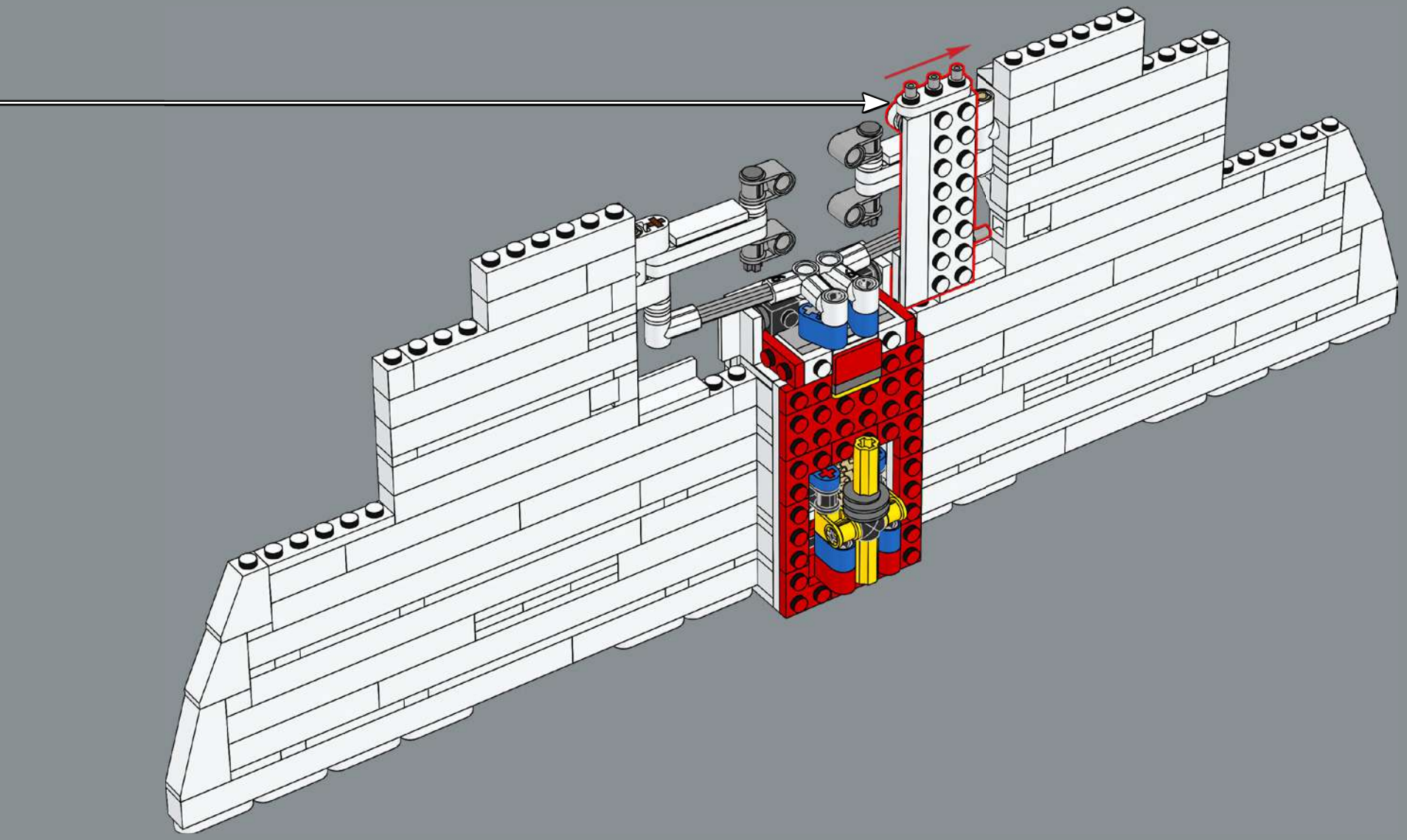


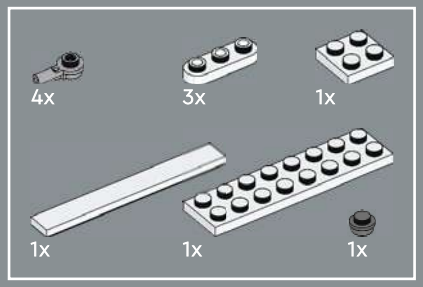
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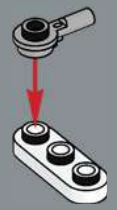






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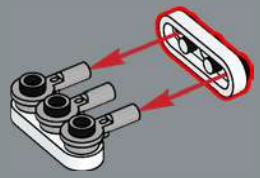
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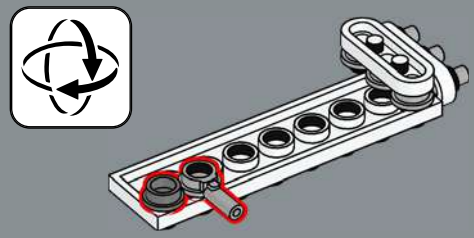
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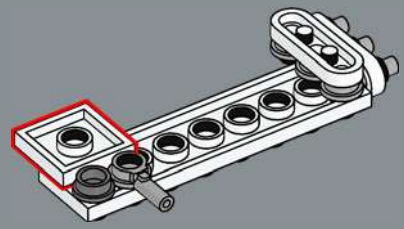
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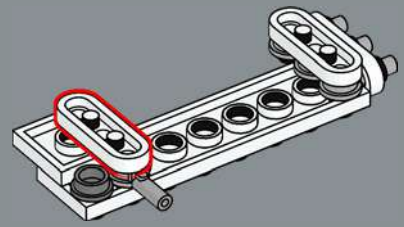
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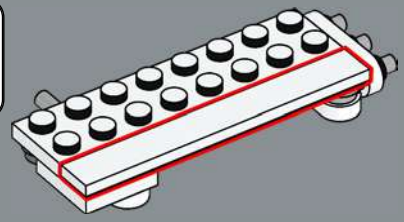
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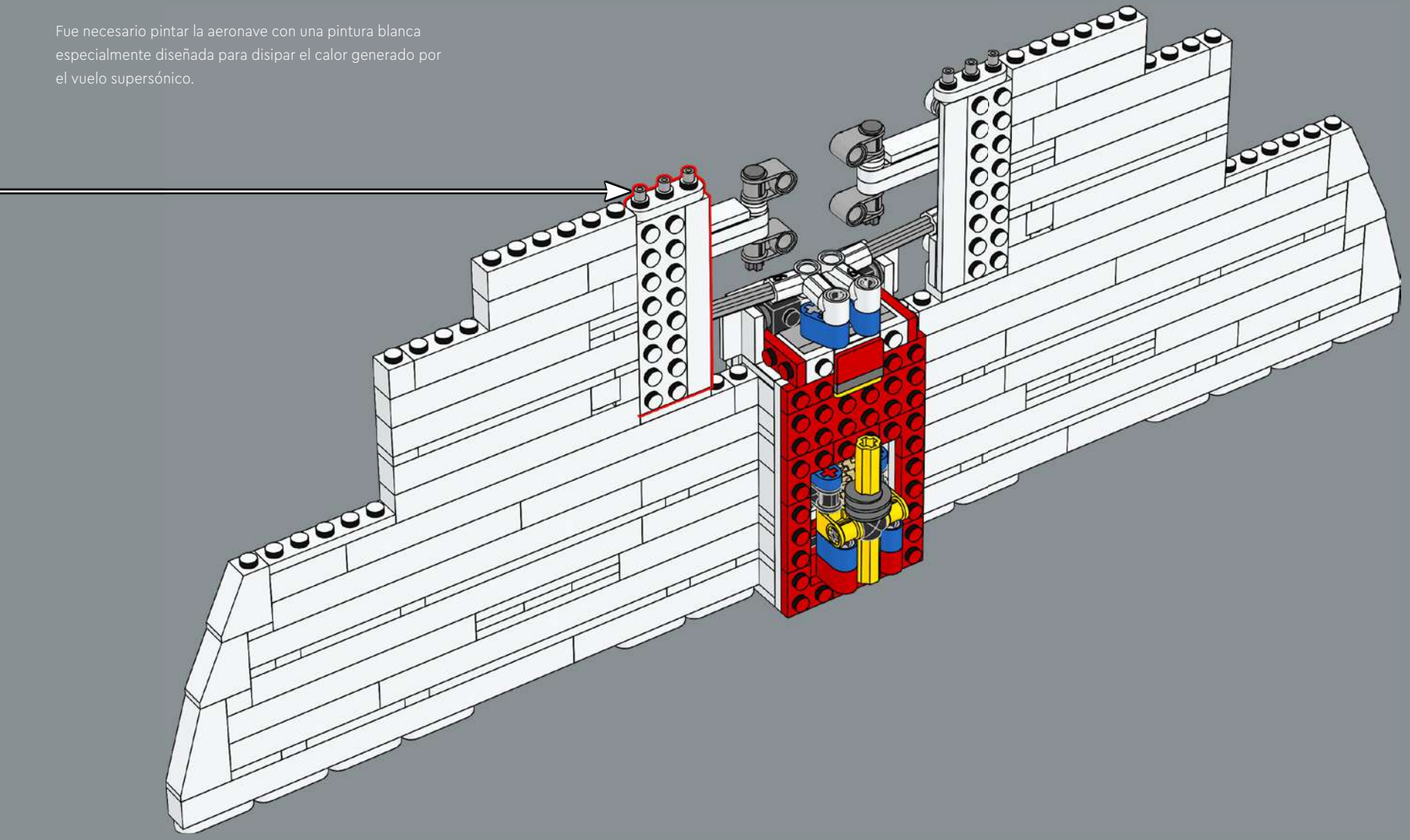
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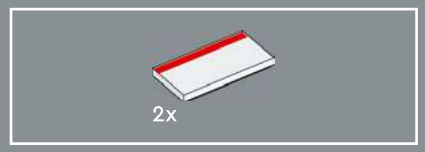


The aircraft required custom-made white paint in order to dissipate the heat generated by supersonic flight.

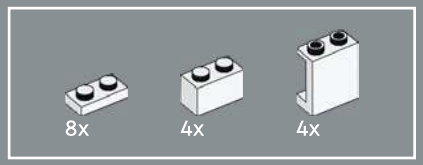
L'avion nécessitait une peinture blanche faite sur mesure afin de dissiper la chaleur générée par le vol supersonique.

Fue necesario pintar la aeronave con una pintura blanca especialmente diseñada para disipar el calor generado por el vuelo supersónico.

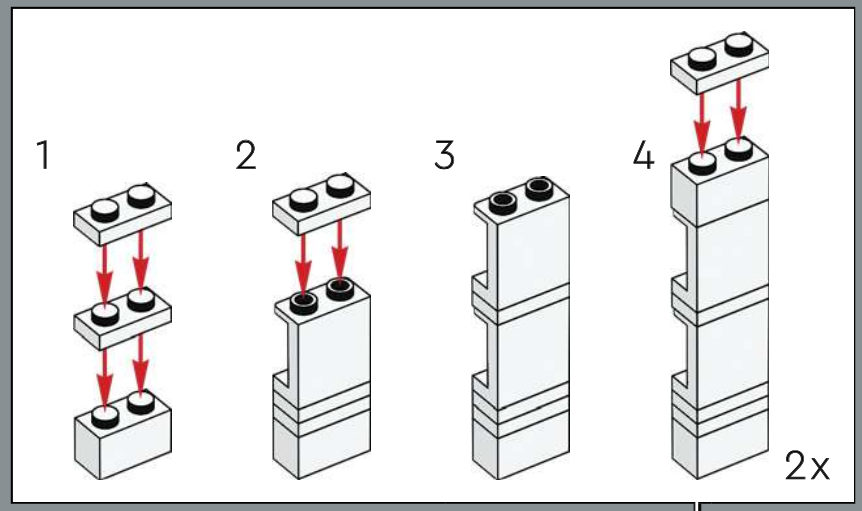


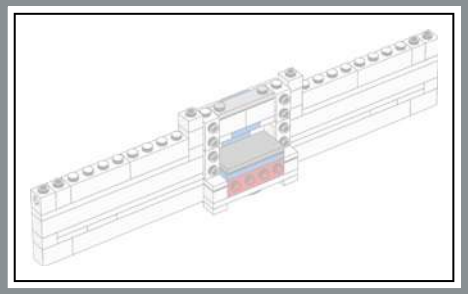


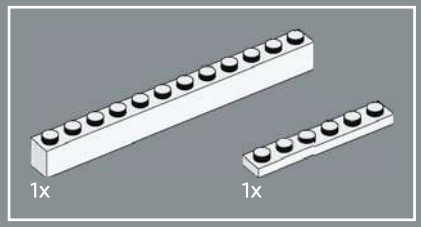
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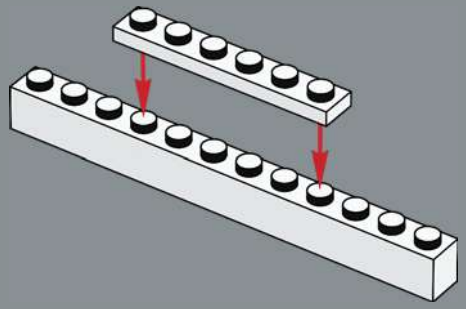
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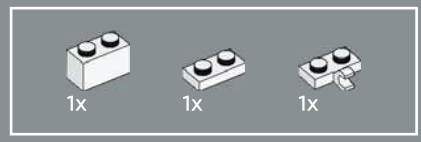




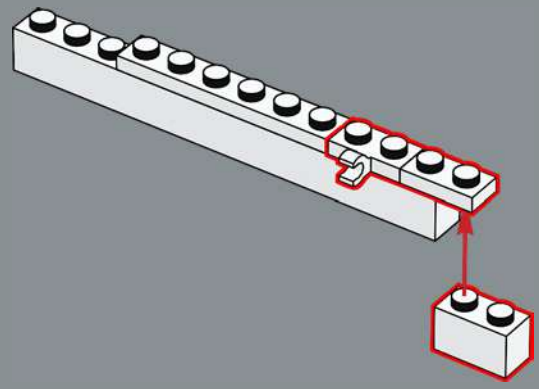


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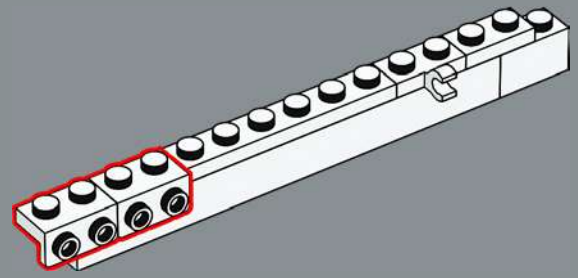


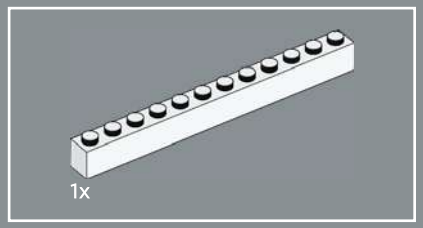
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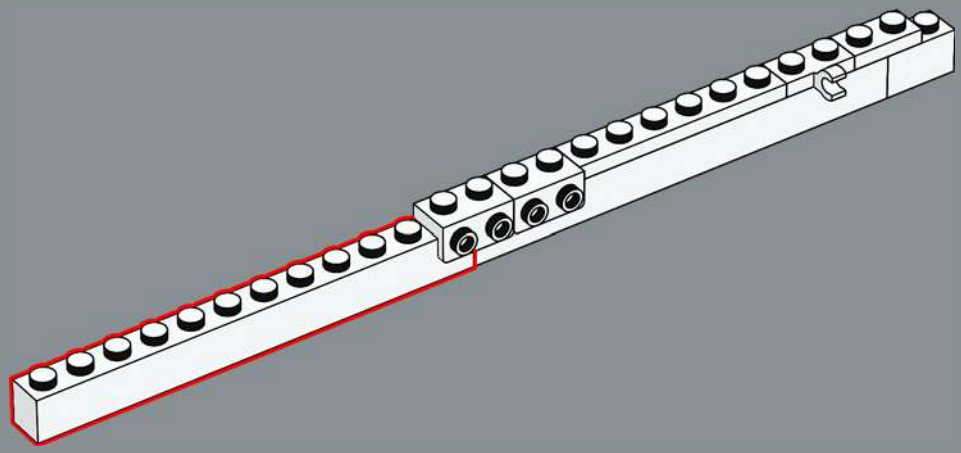


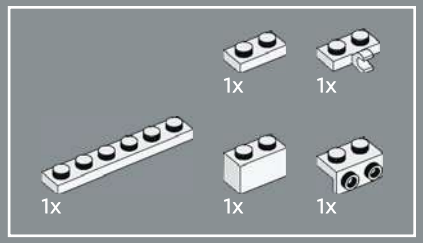
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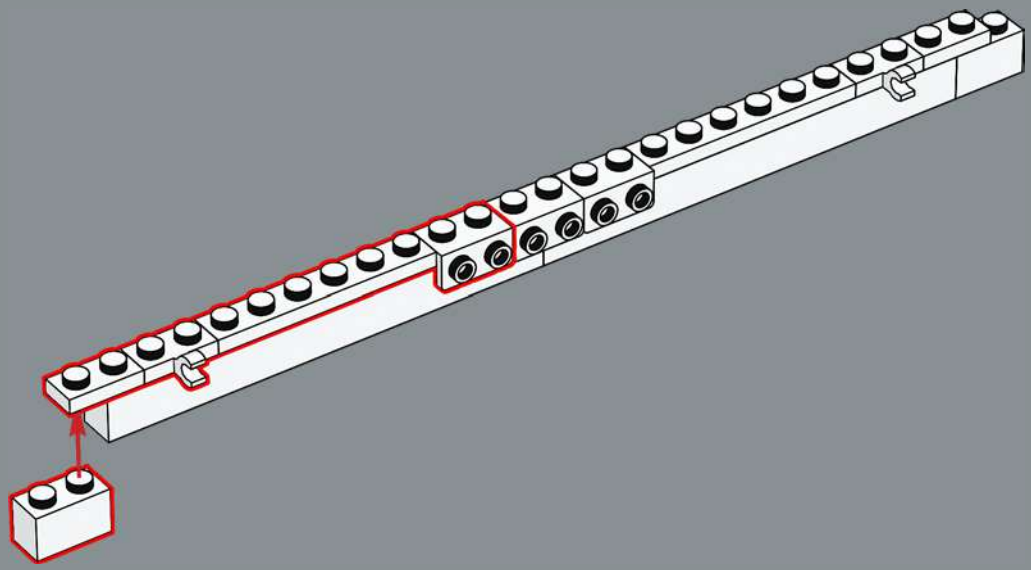


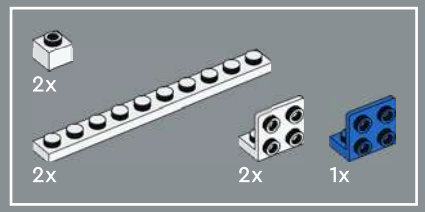
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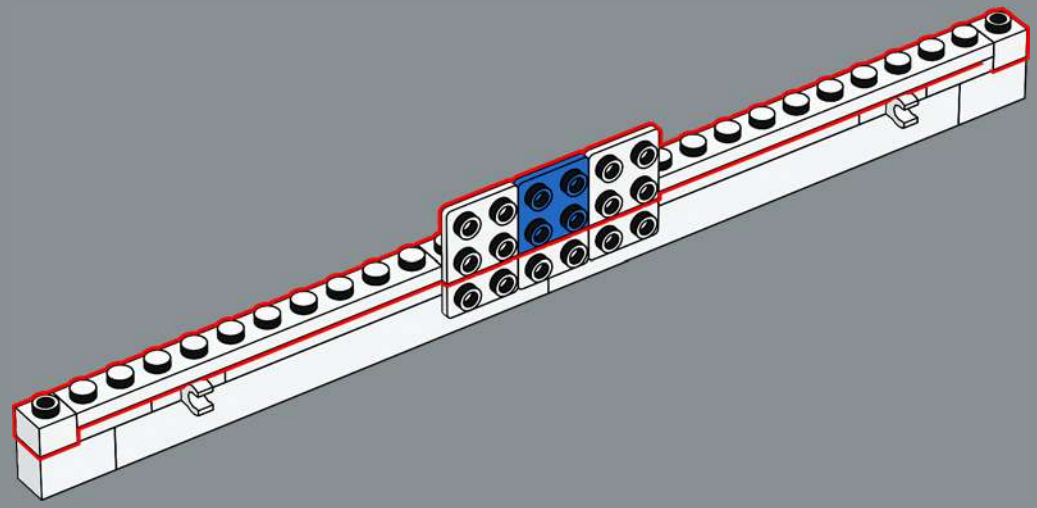


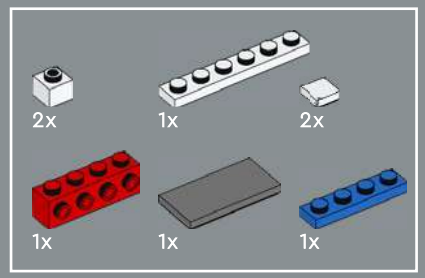
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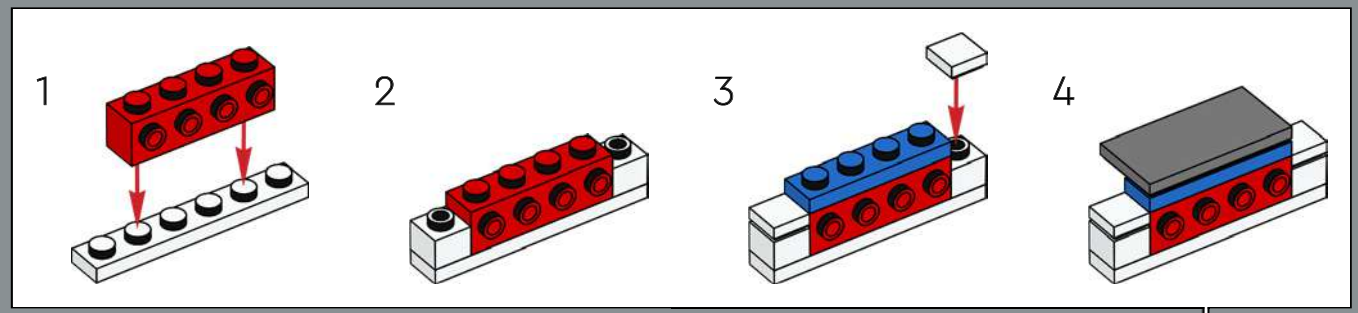


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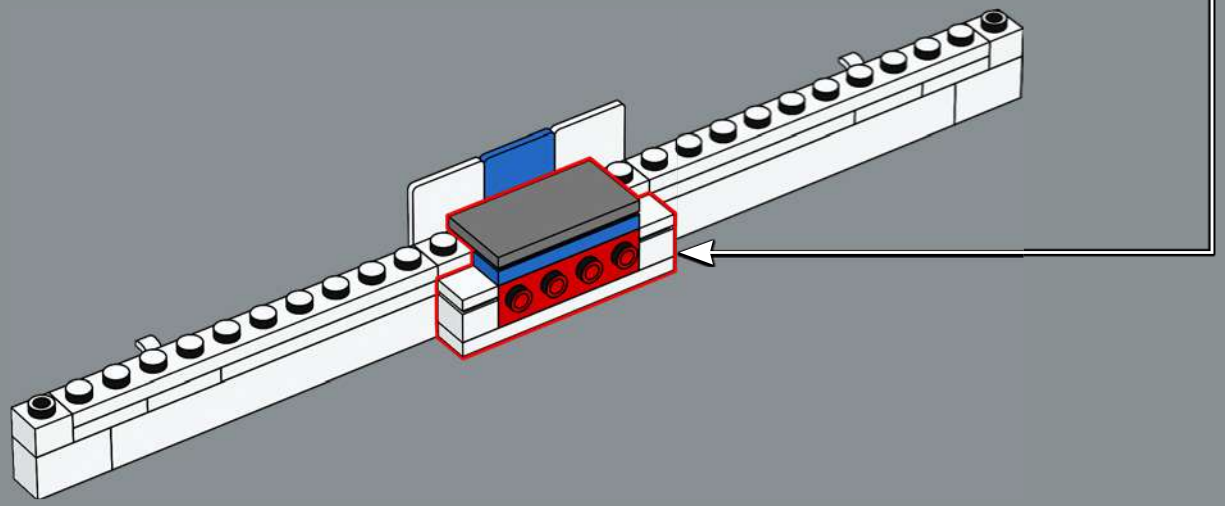


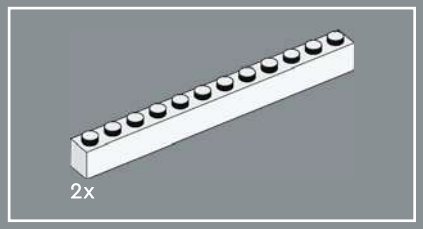


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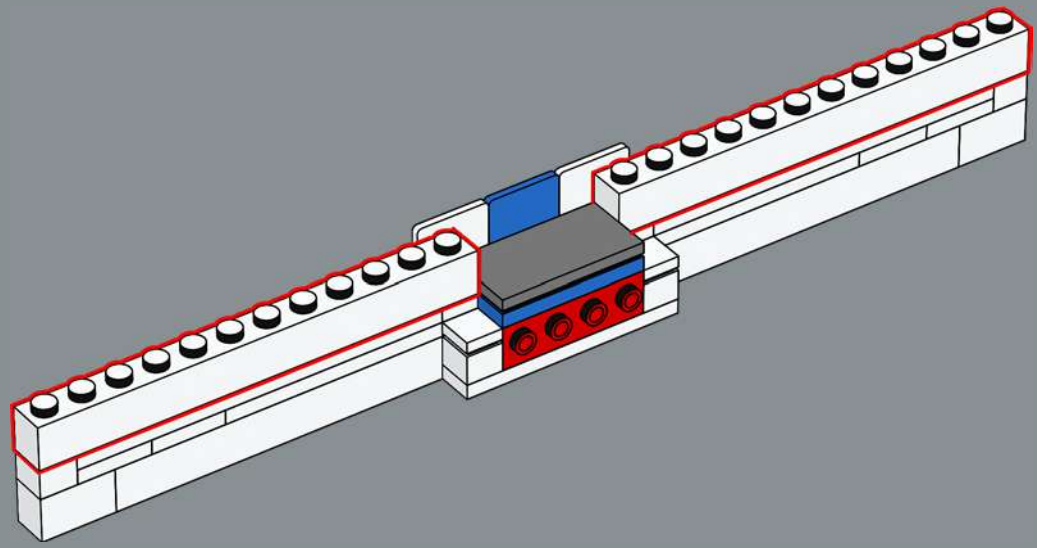


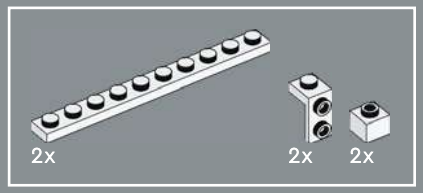




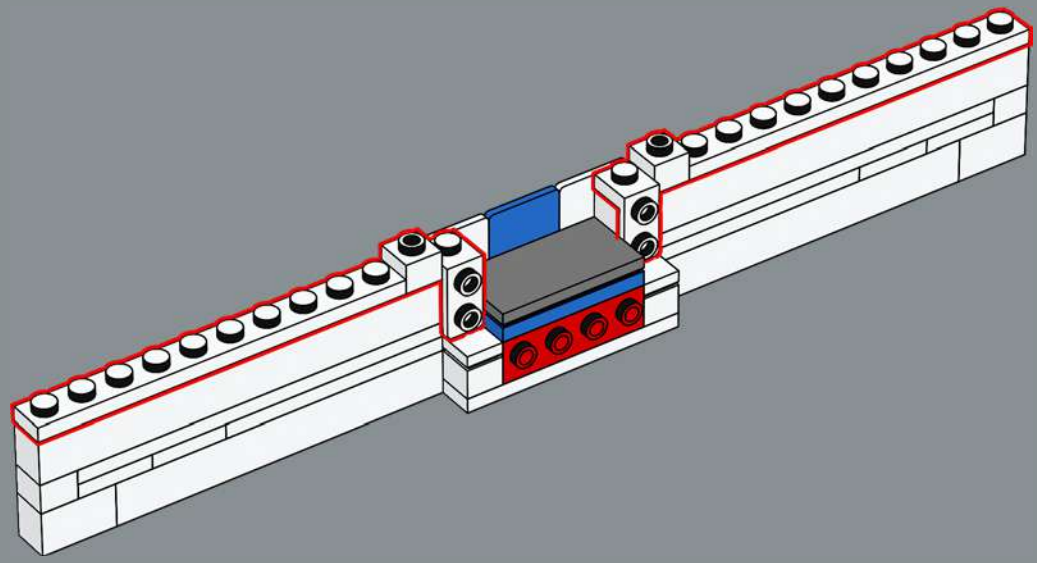


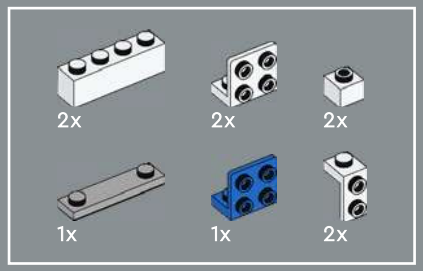
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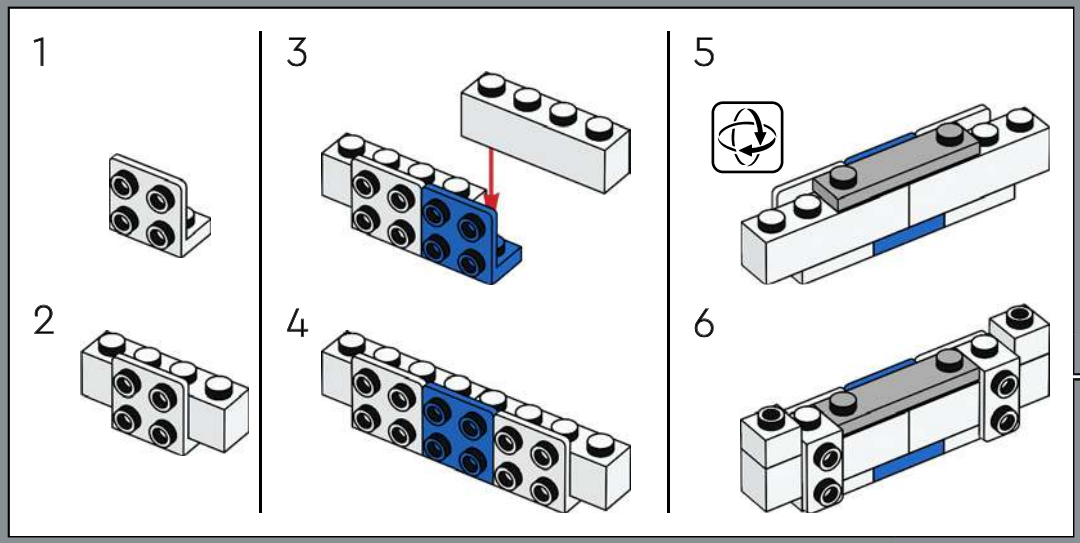


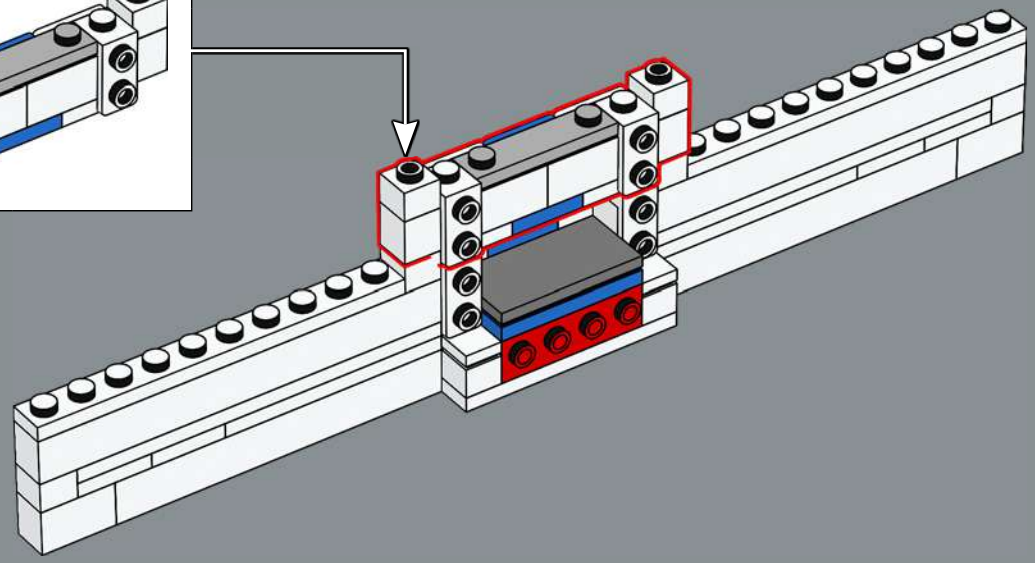
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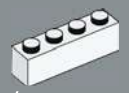




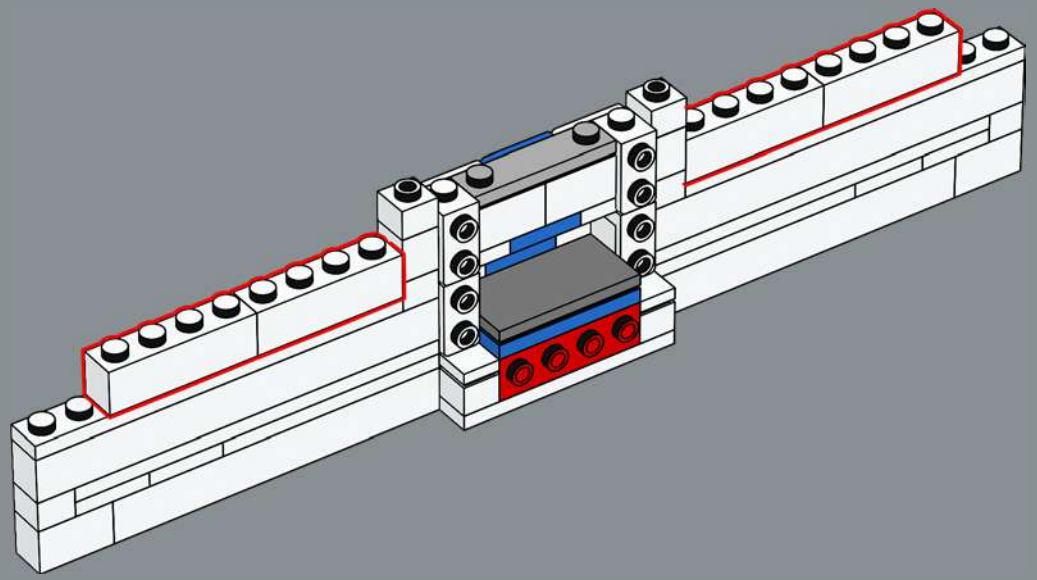
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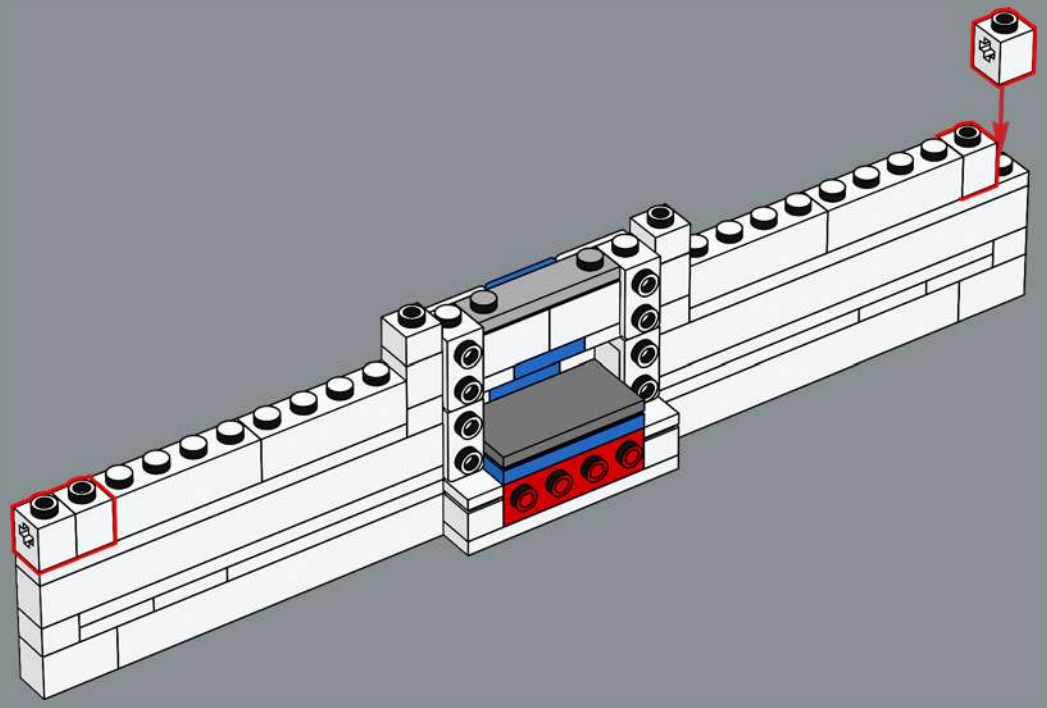


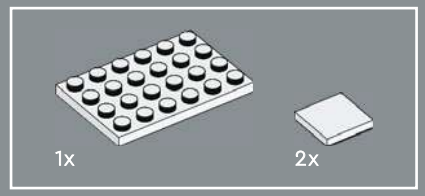
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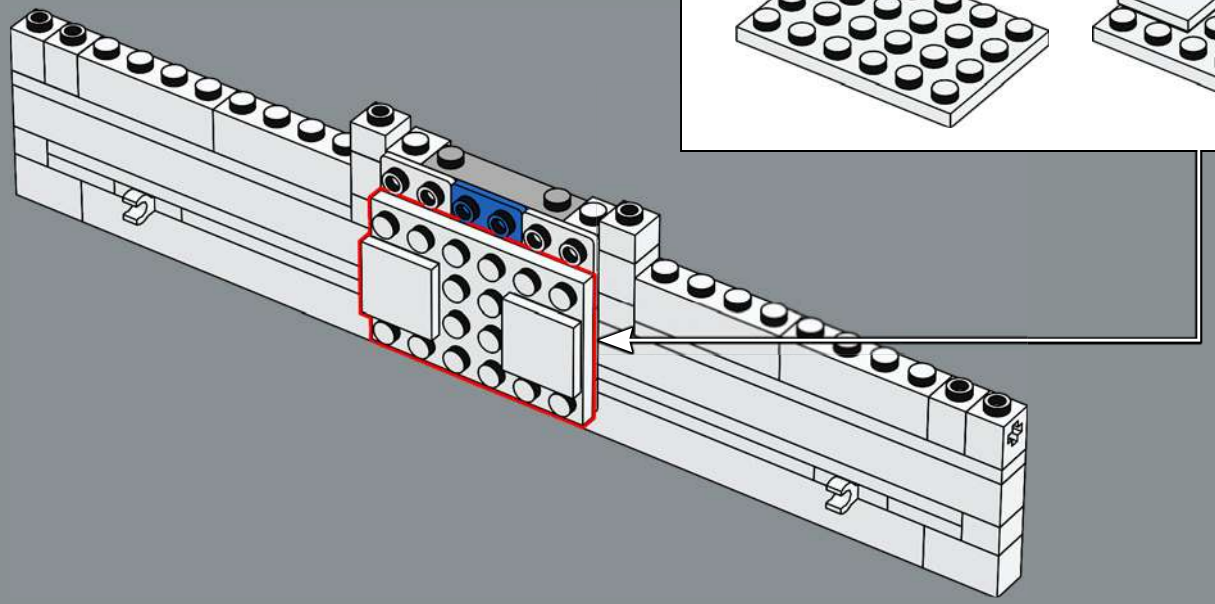


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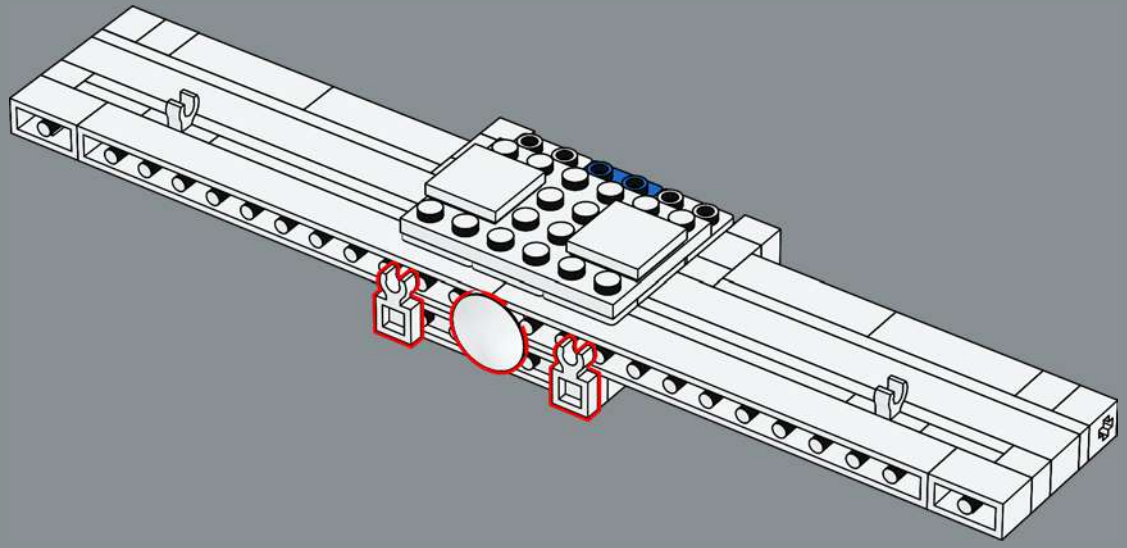


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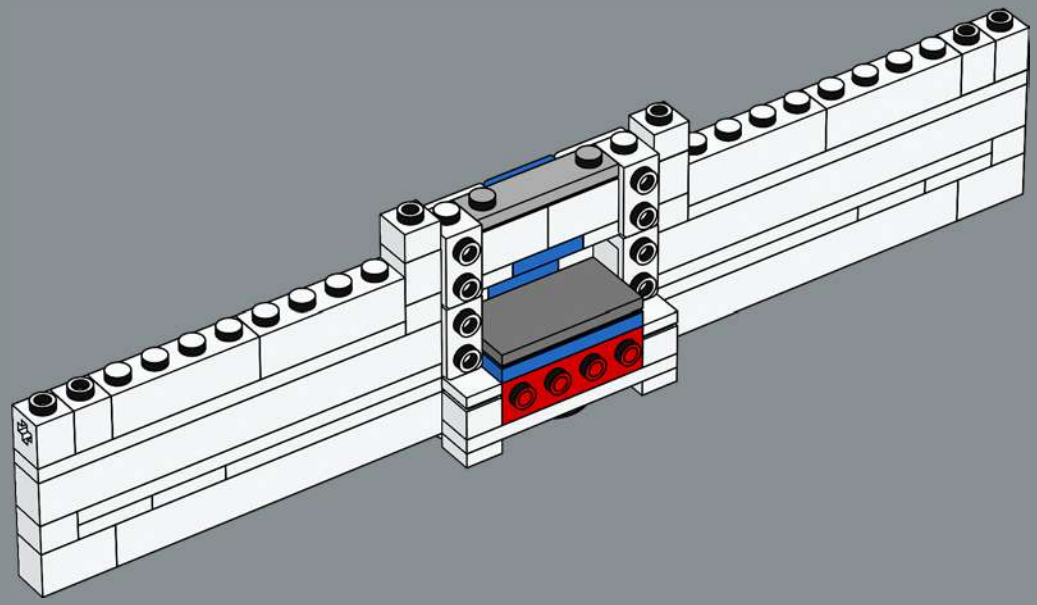




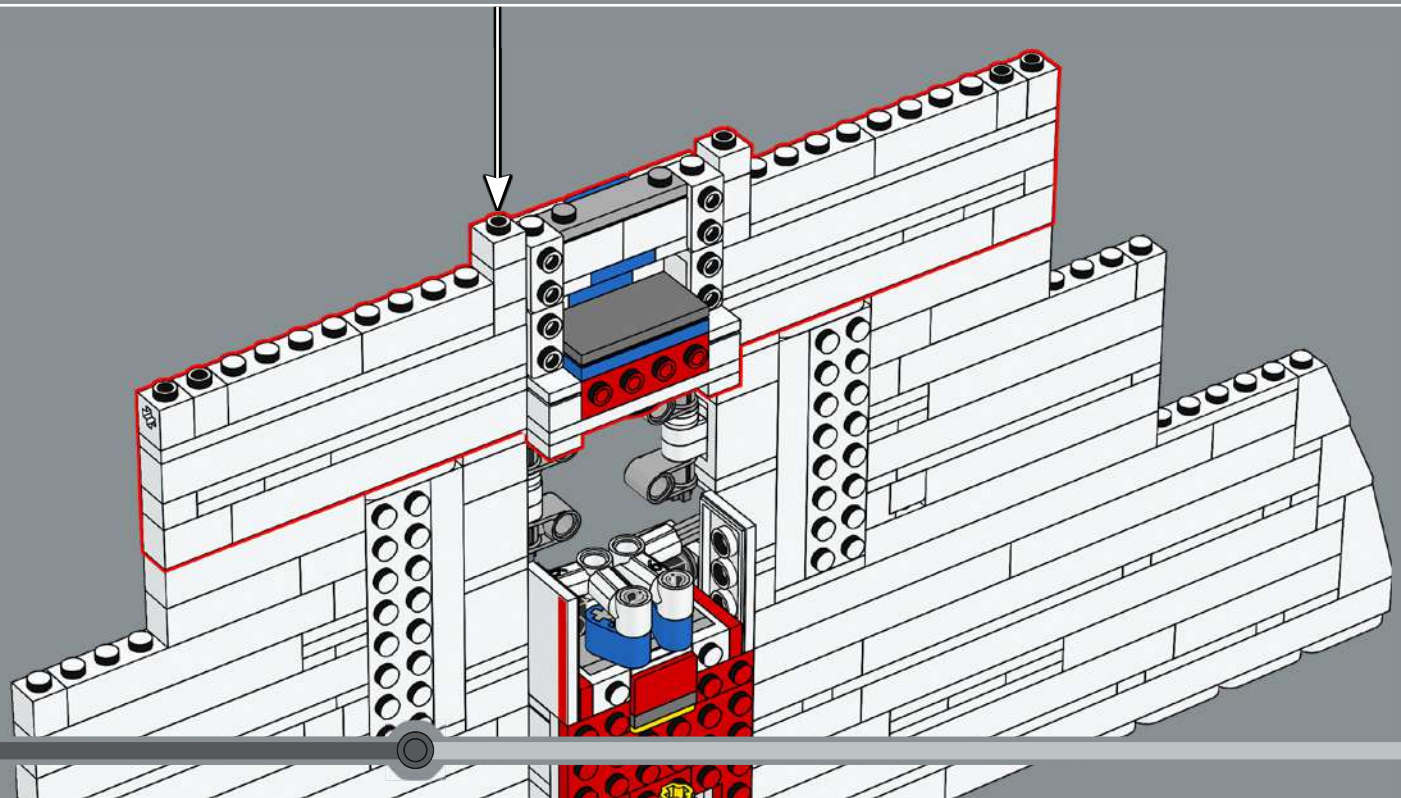
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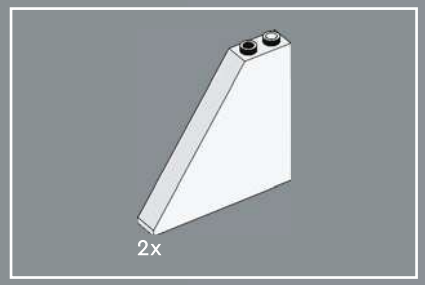
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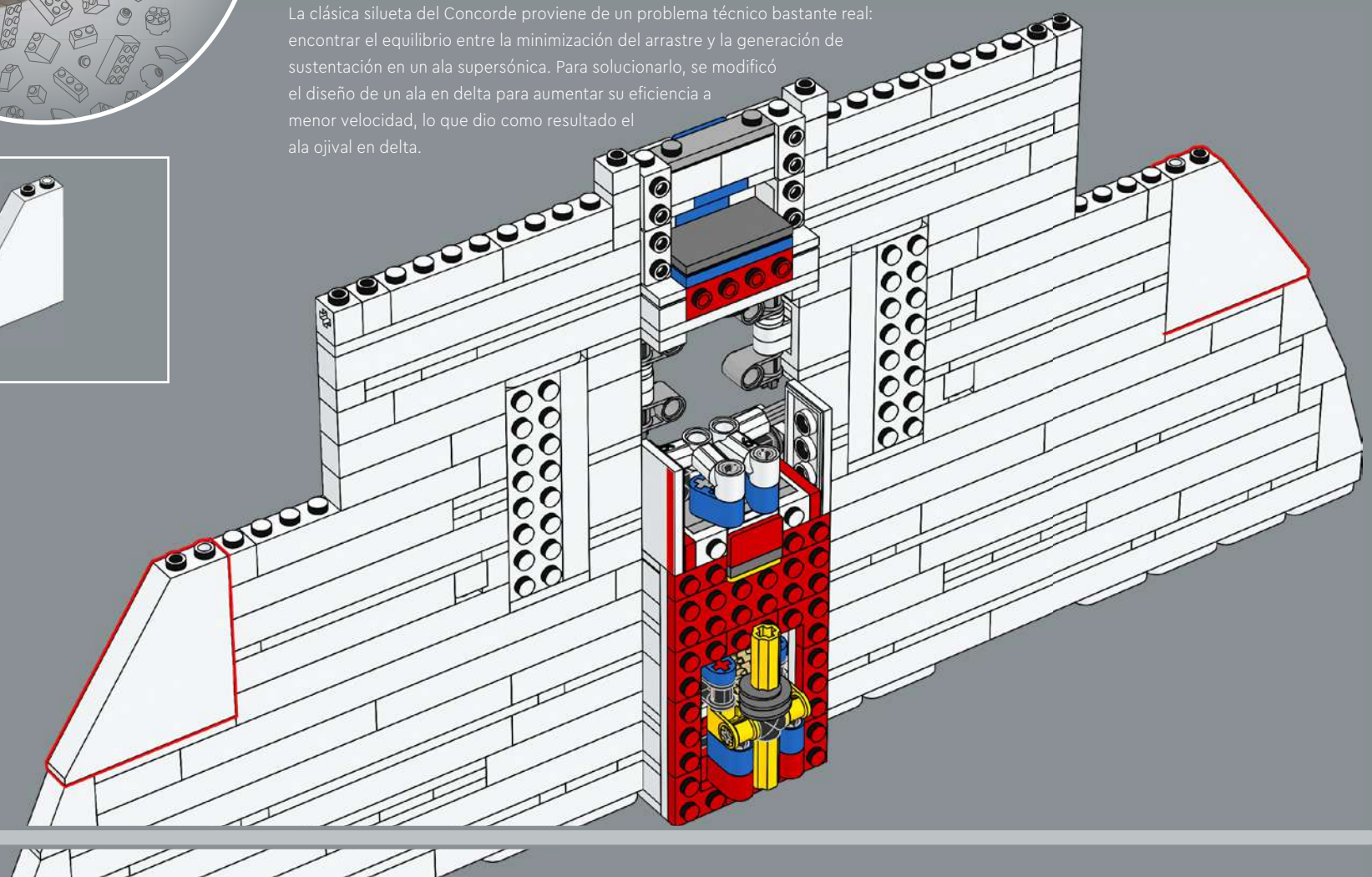


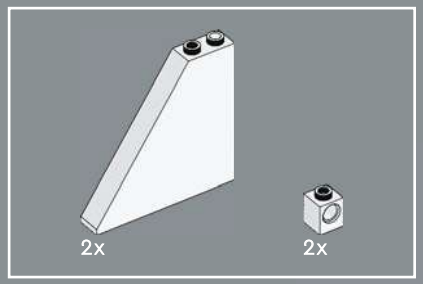
91

The classic Concorde silhouette comes from a very real technical problem, the balance between minimizing drag and generating lift on a supersonic wing. The solution: Concorde's ogival delta wing, a modification of the delta wing design to increase efficiency at lower speeds.

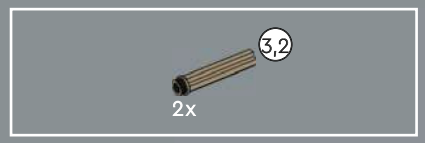
La silhouette classique du Concorde découle d'un problème technique bien réel, à savoir l'équilibre entre la réduction de la traînée et la génération de la portance sur une aile supersonique. La solution : l'aile delta gothique du Concorde, une variante de l'aile delta destinée à accroître l'efficacité à basse vitesse.

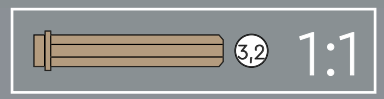
La clásica silueta del Concorde proviene de un problema técnico bastante real: encontrar el equilibrio entre la minimización del arrastre y la generación de sustentación en un ala supersónica. Para solucionarlo, se modificó el diseño de un ala en delta para aumentar su eficiencia a menor velocidad, lo que dio como resultado el ala ojival en delta.



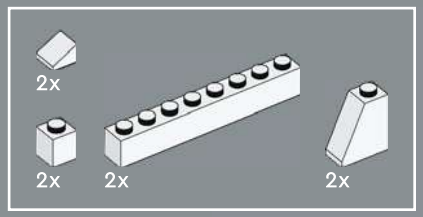


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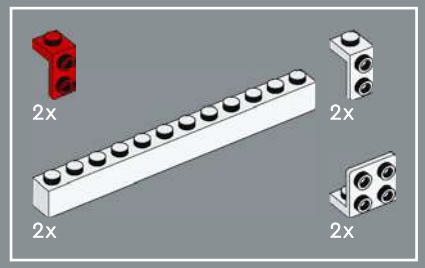




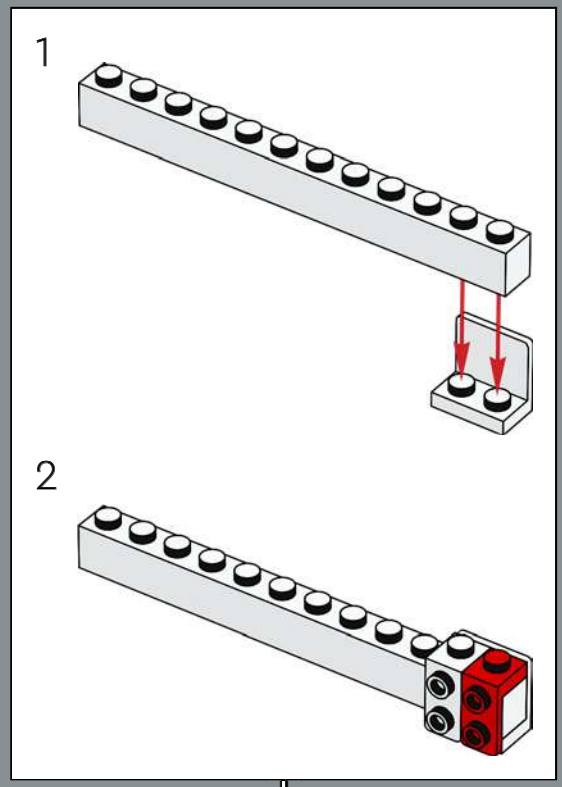
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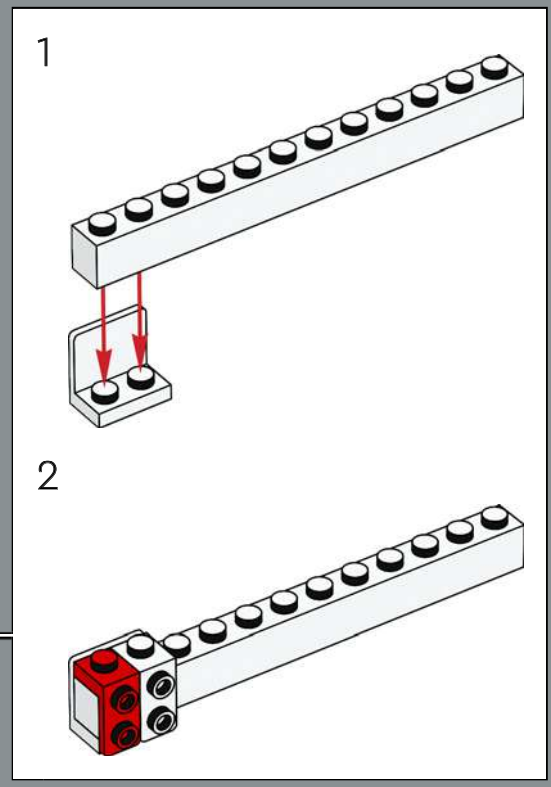


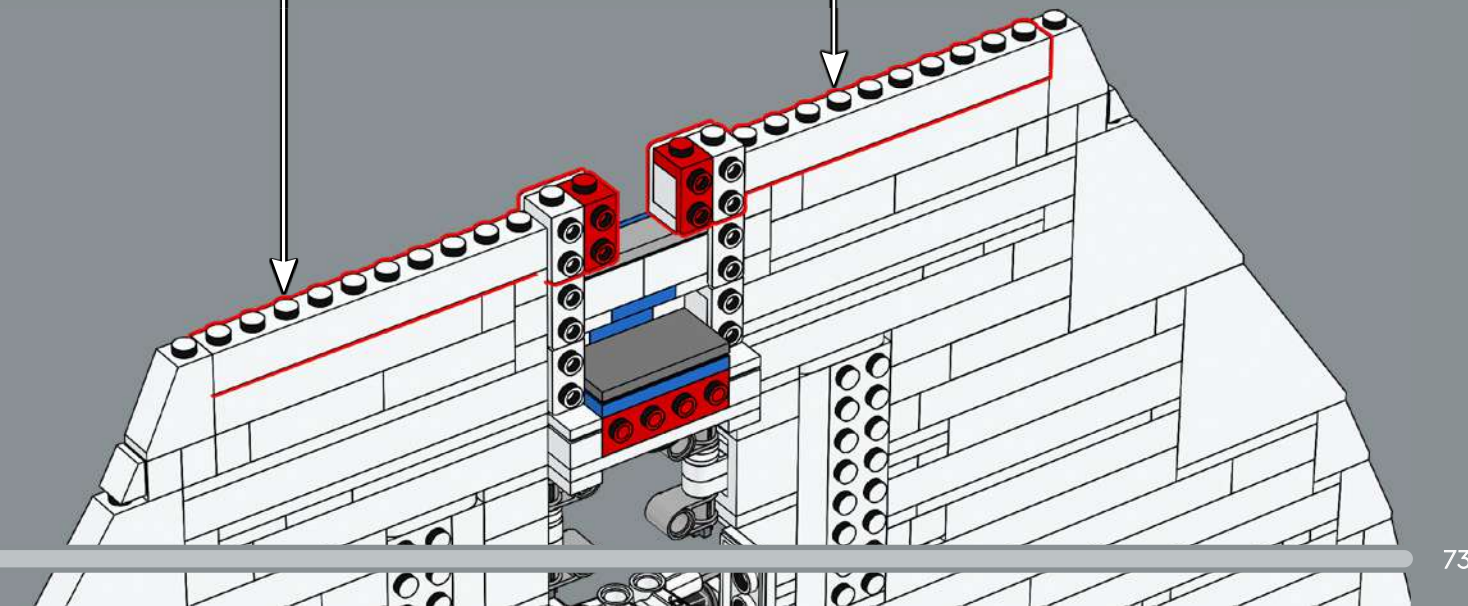
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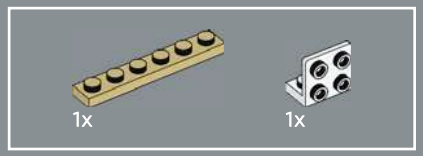


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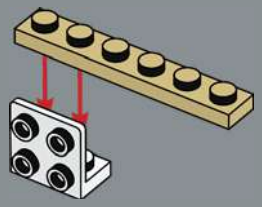






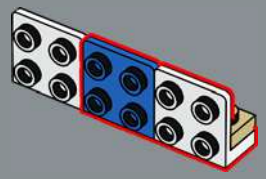


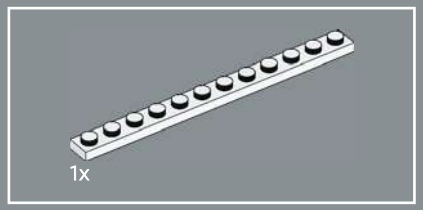
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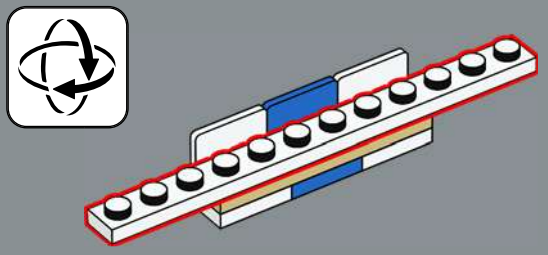


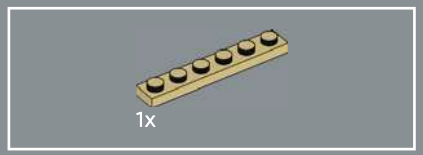
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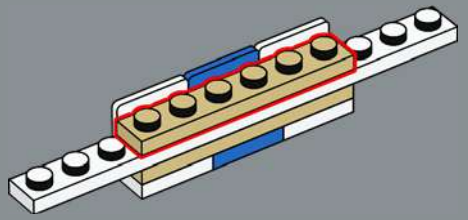


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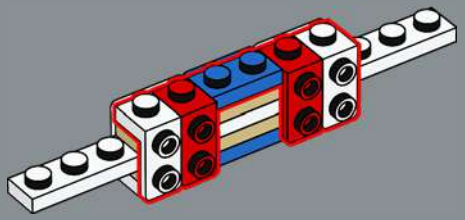


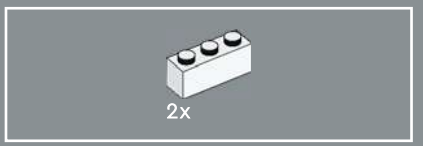
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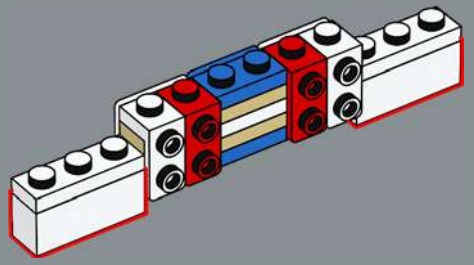


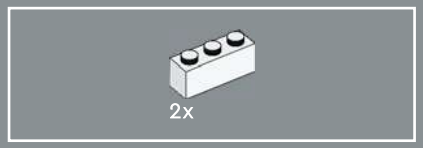
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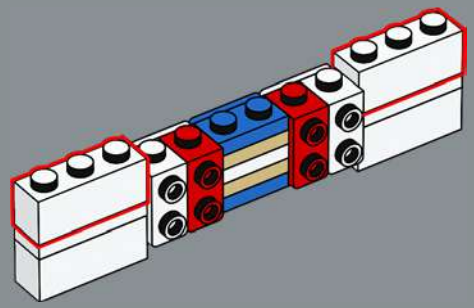


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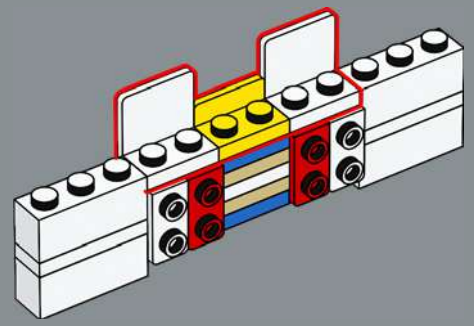


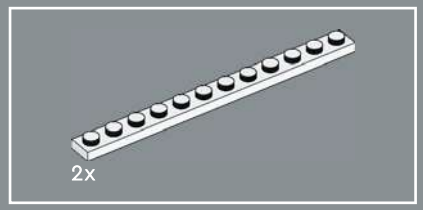
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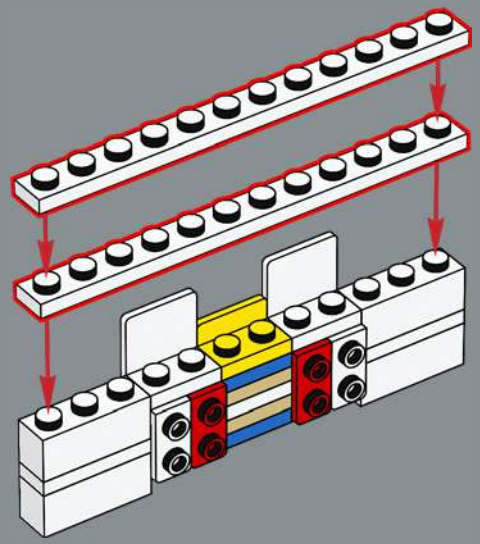


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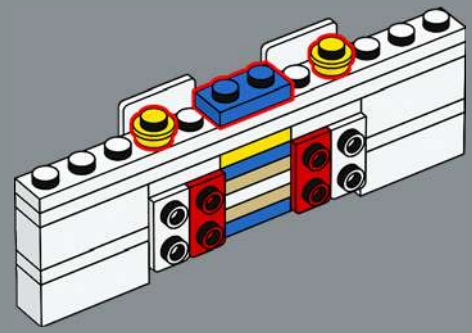


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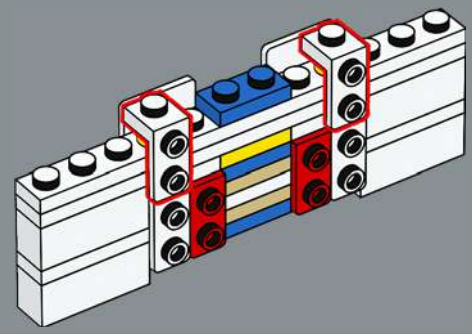


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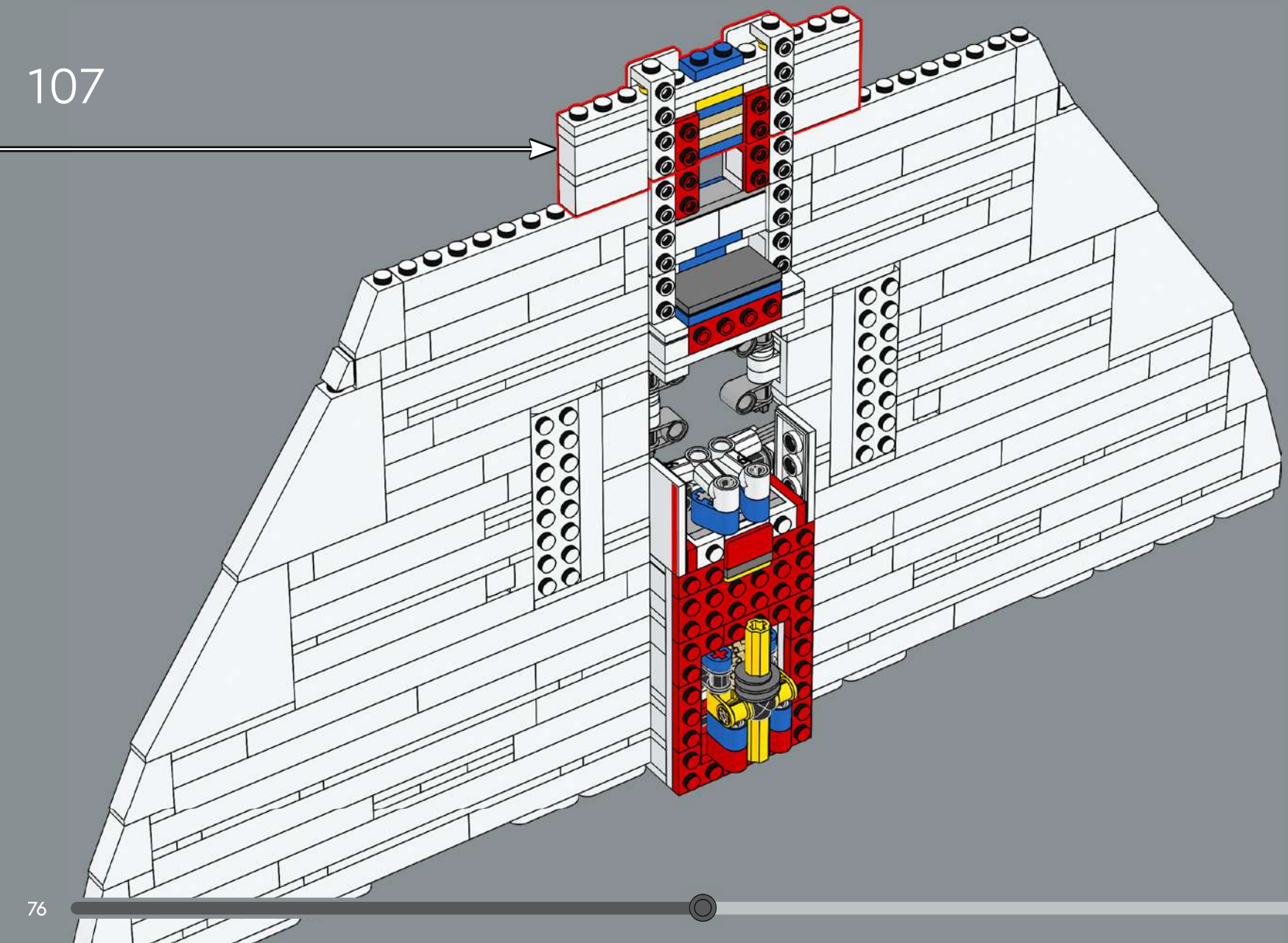


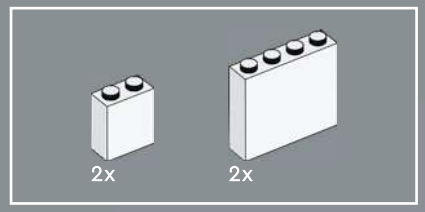


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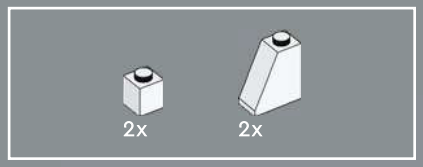


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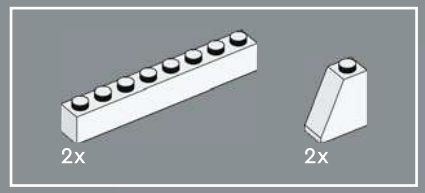




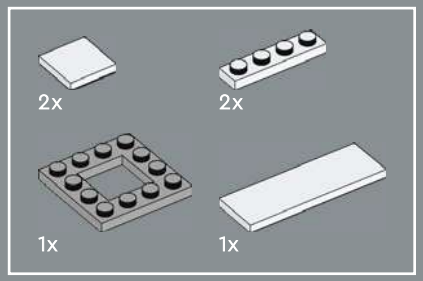
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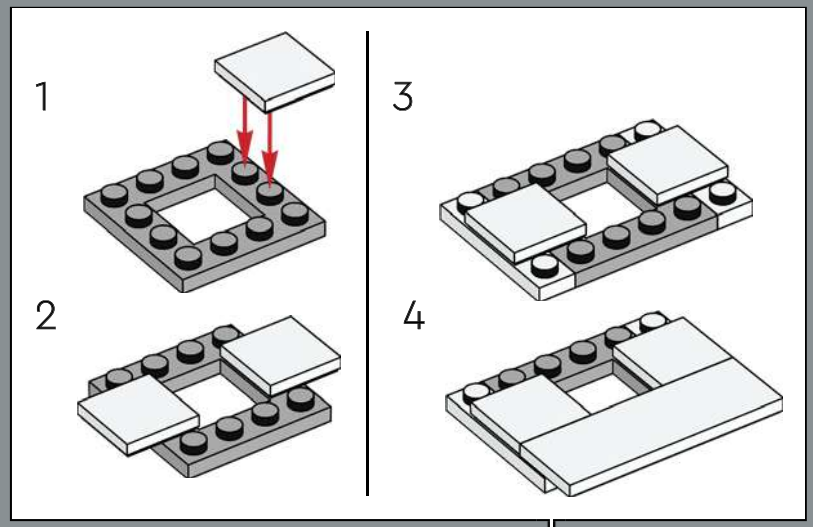
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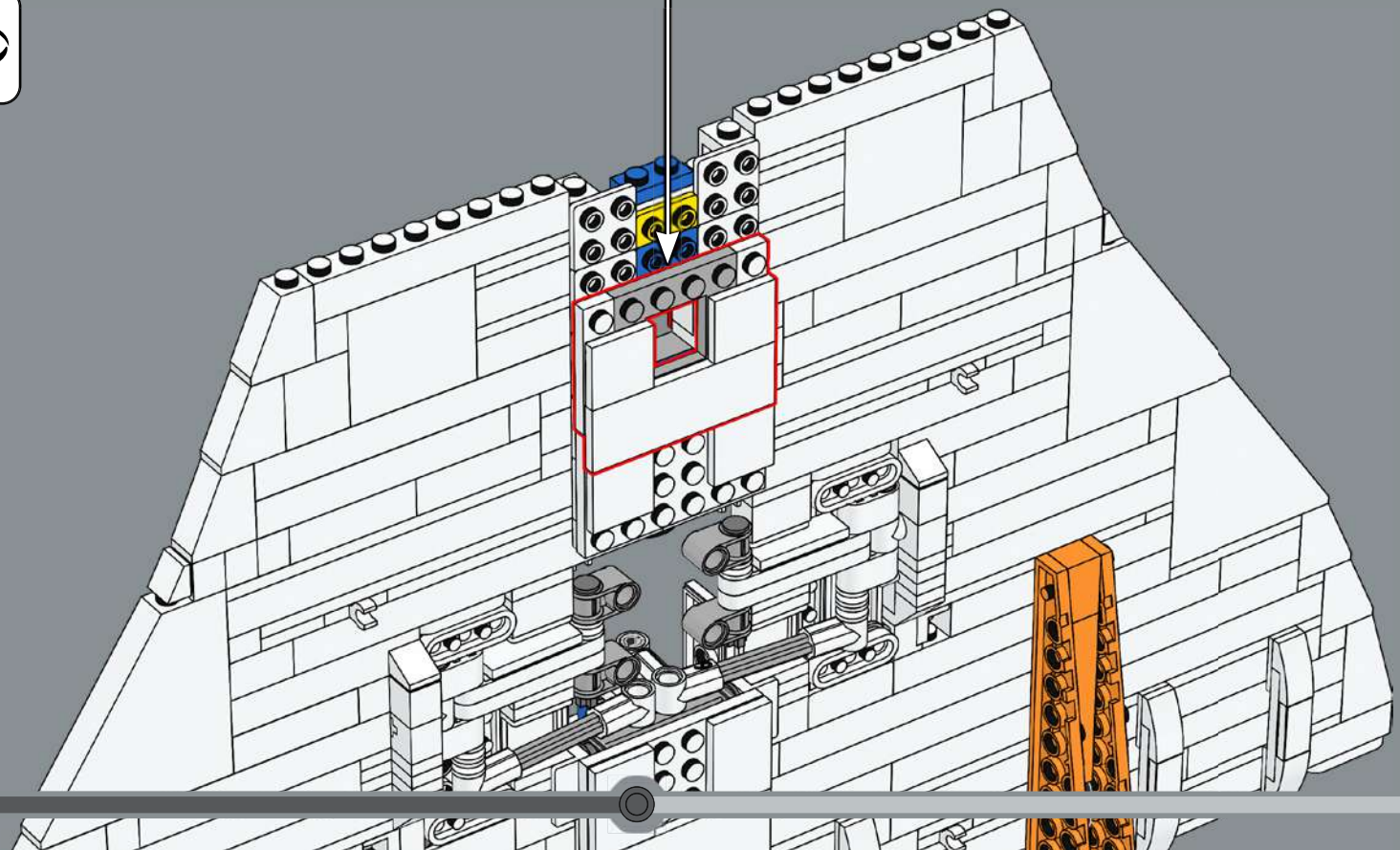
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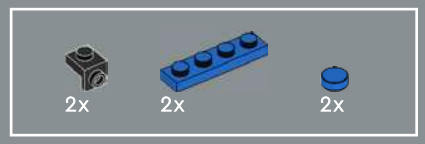




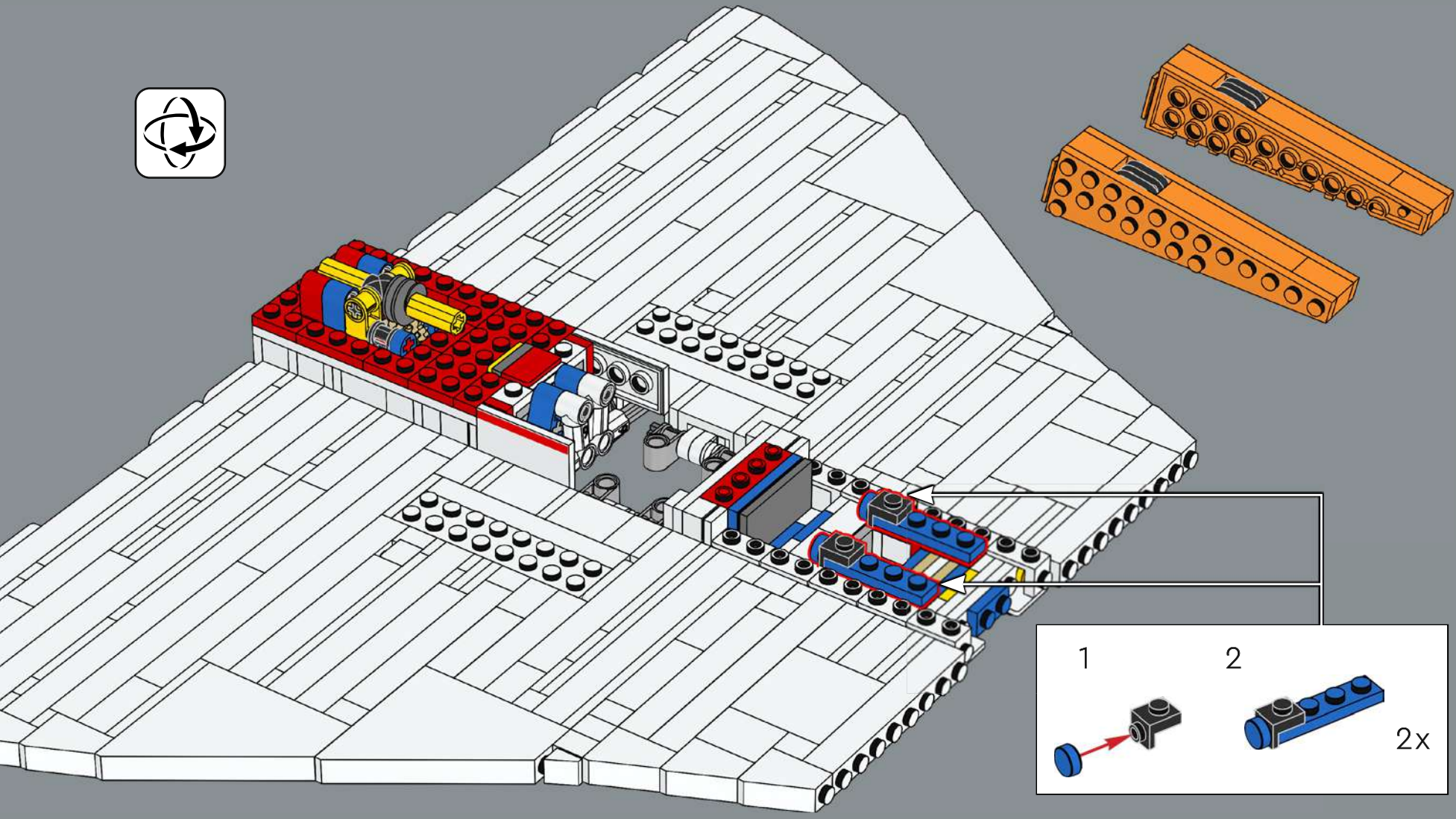


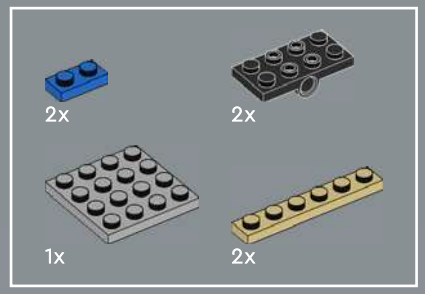


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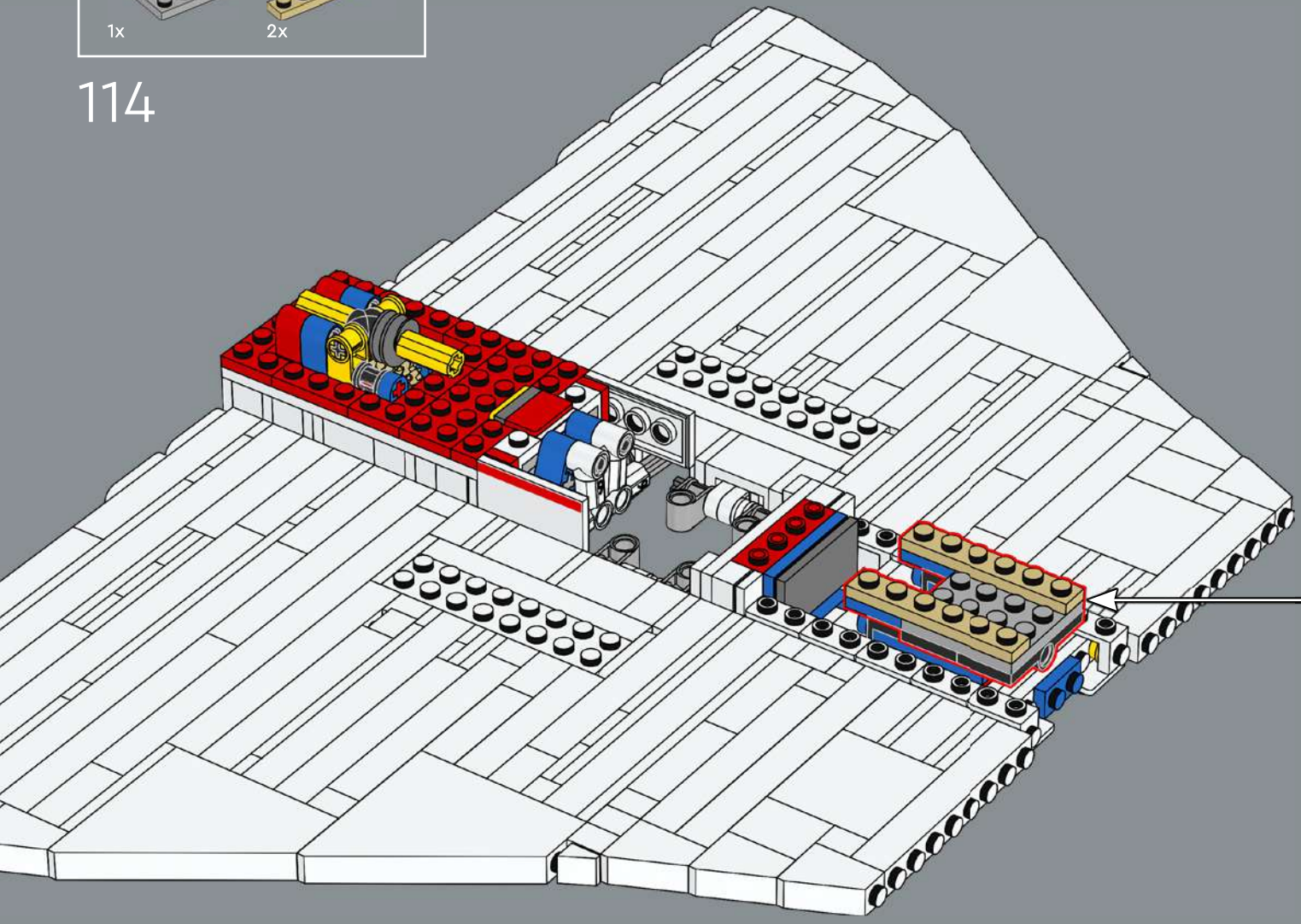


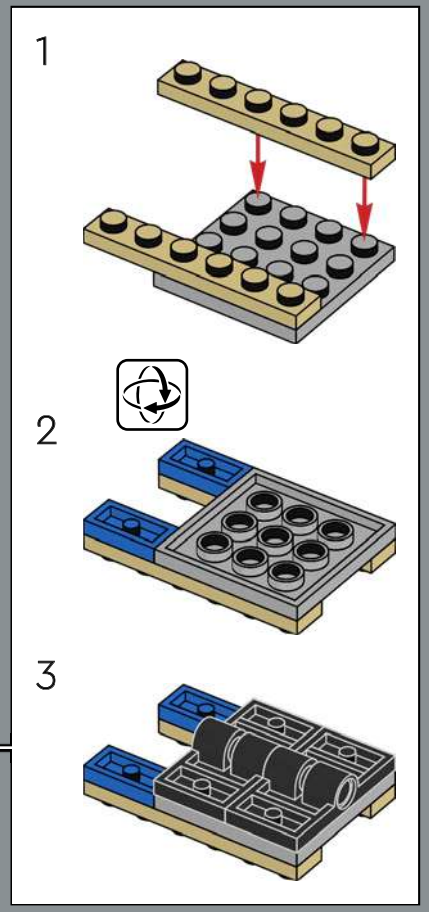
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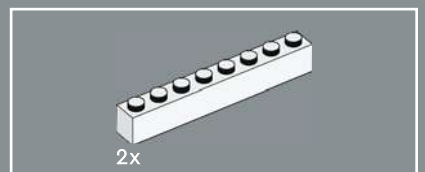




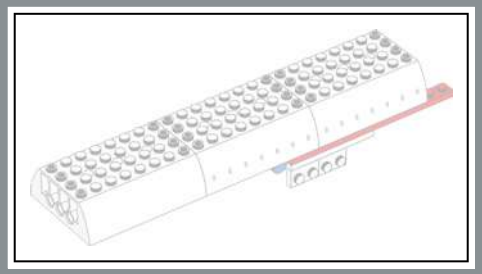
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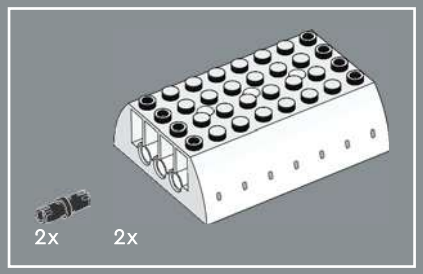


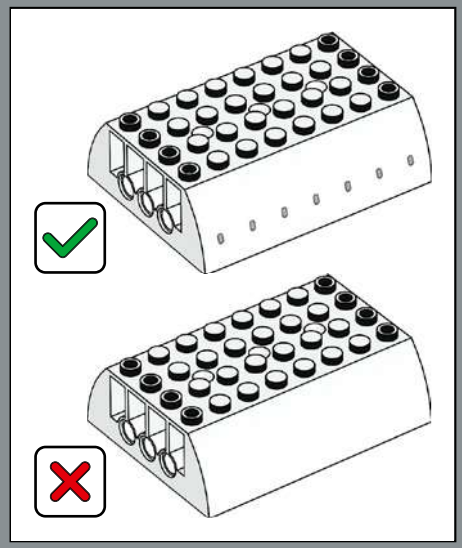




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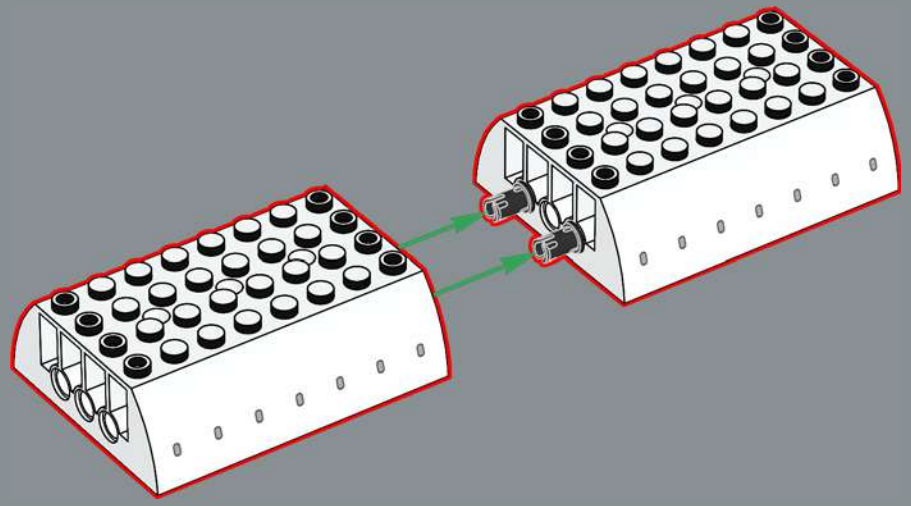


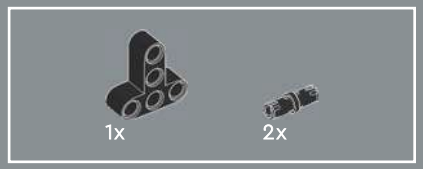
Despite the luxury experience passengers could expect on Concorde, the aircraft's windows were fairly small, about the same size as your hand.

Malgré l'expérience luxueuse offerte aux passagers du Concorde, les hublots de l'appareil étaient assez petits, de la taille de votre main.

Si bien los pasajeros del Concorde podían aspirar a vivir una exclusiva experiencia de gran lujo, las ventanas de la aeronave eran bastante pequeñas (más o menos del tamaño de una mano extendida).

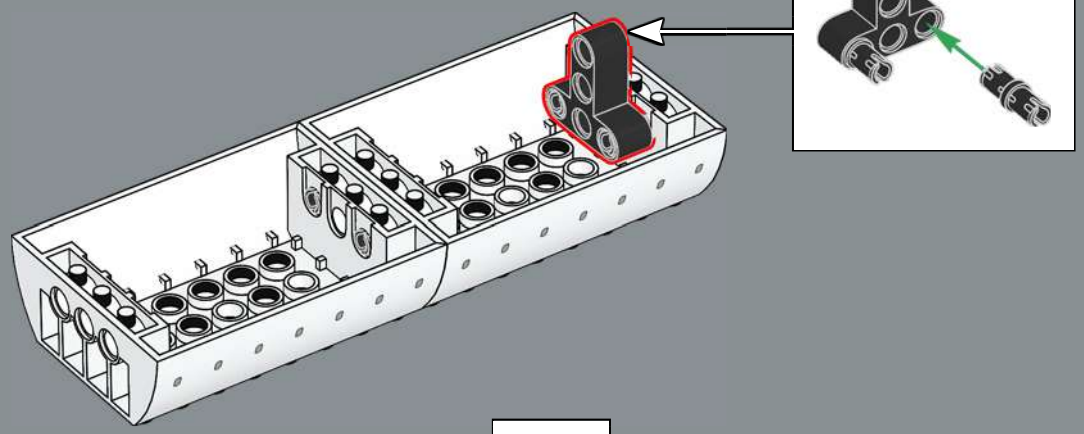
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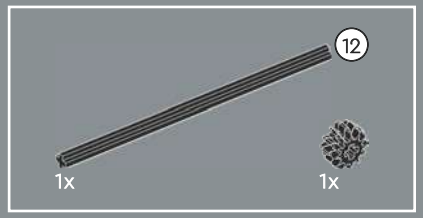




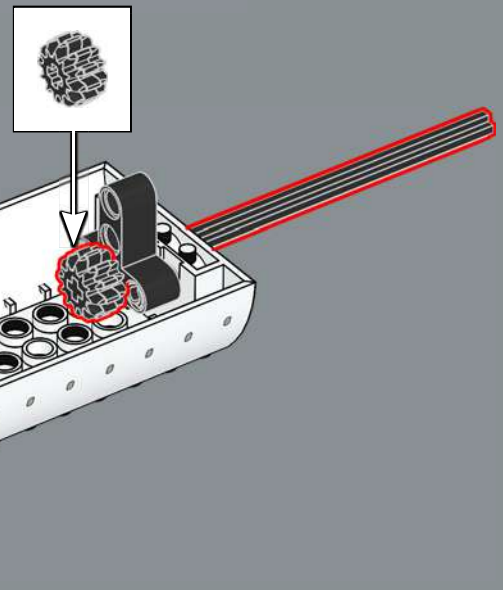
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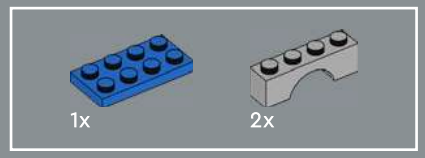




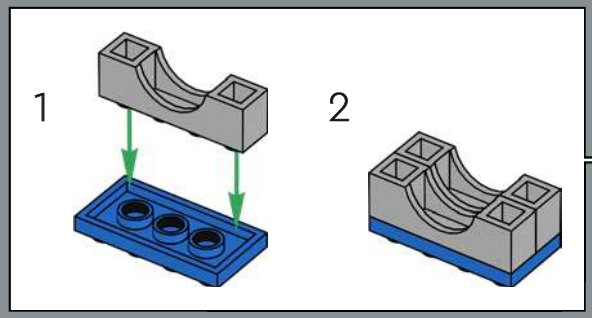
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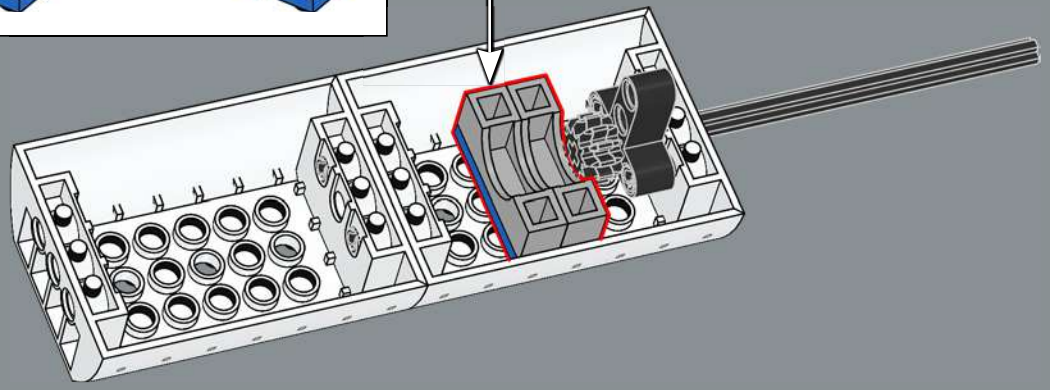


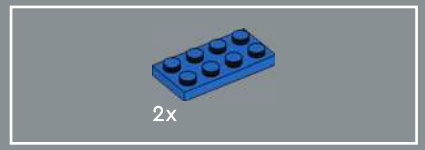




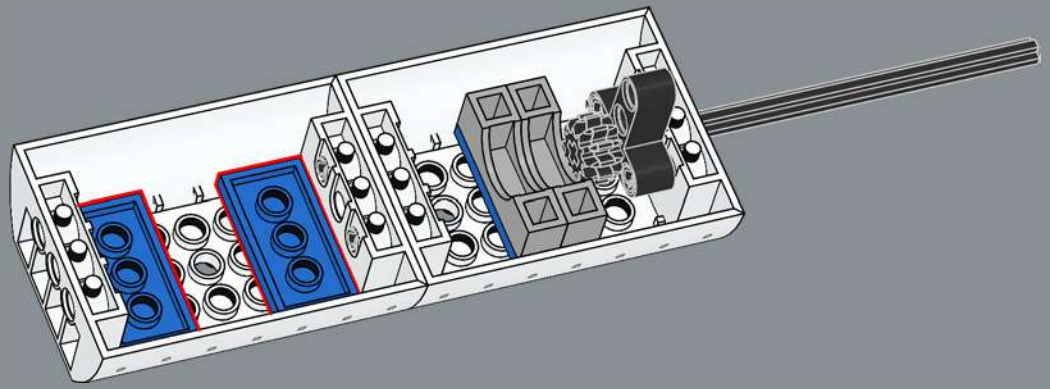
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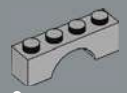




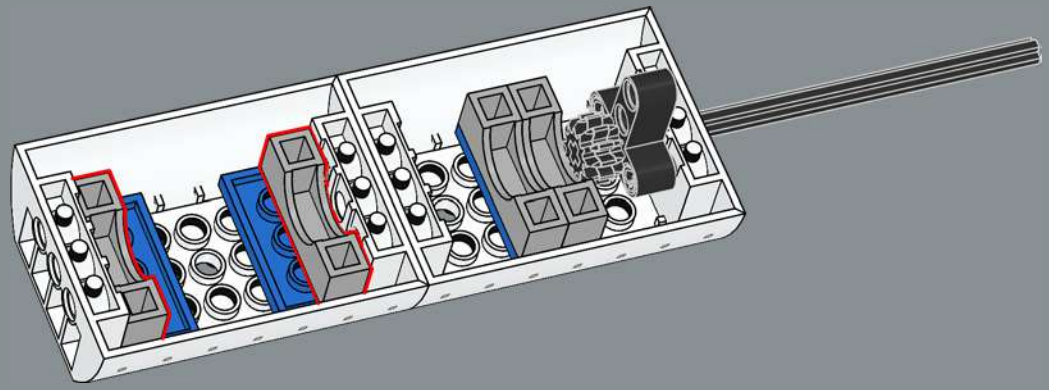


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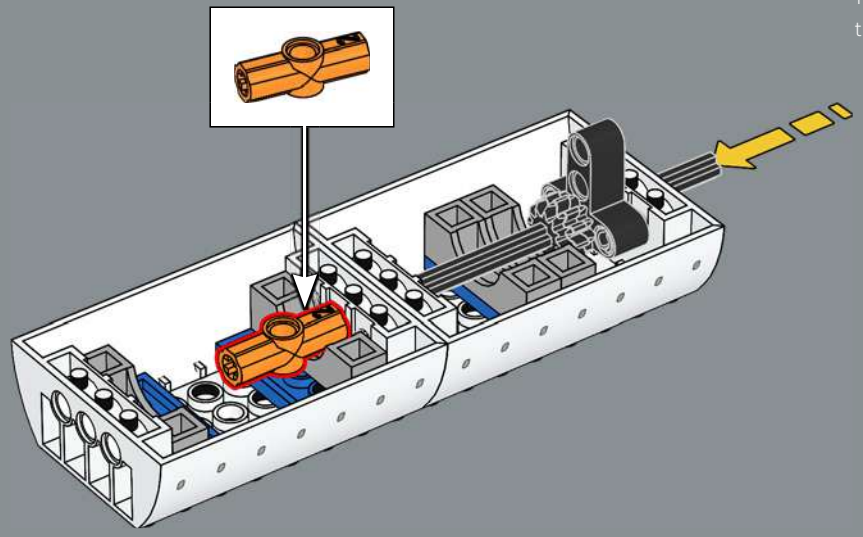


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122

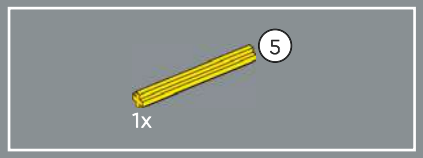


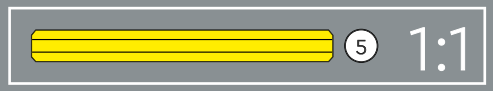


This little orange element not only connects the drive shaft of the main landing gear but can also be used to take apart your LEGO® model when you're ready to build something else!

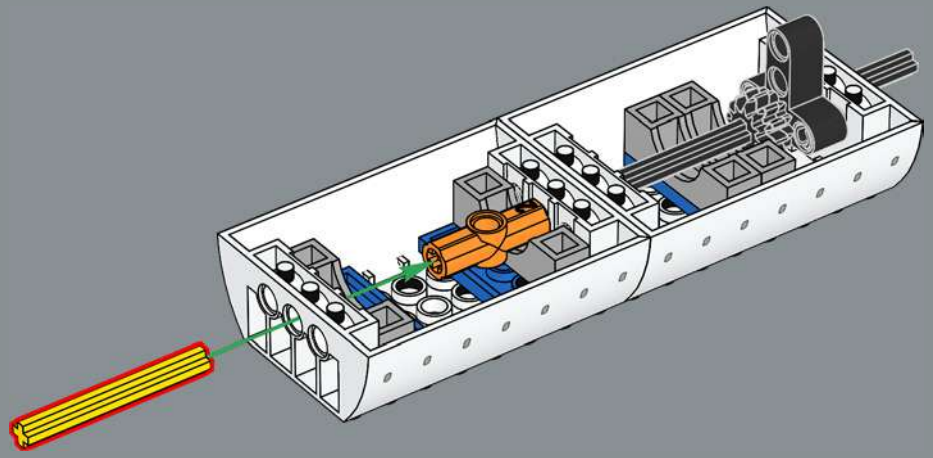
Ce petit élément orange ne relie pas seulement l'arbre d'entraînement du train d'atterrissage principal. Il peut également servir à démonter le modèle LEGO® lorsque vous souhaitez construire autre chose !

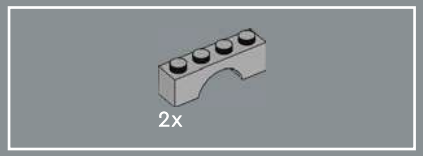
Además de conectar el eje de transmisión del tren de aterrizaje principal, ¡este pequeño elemento naranja puede serte útil para desarmar el modelo LEGO® cuando estés listo para construir otra cosa!



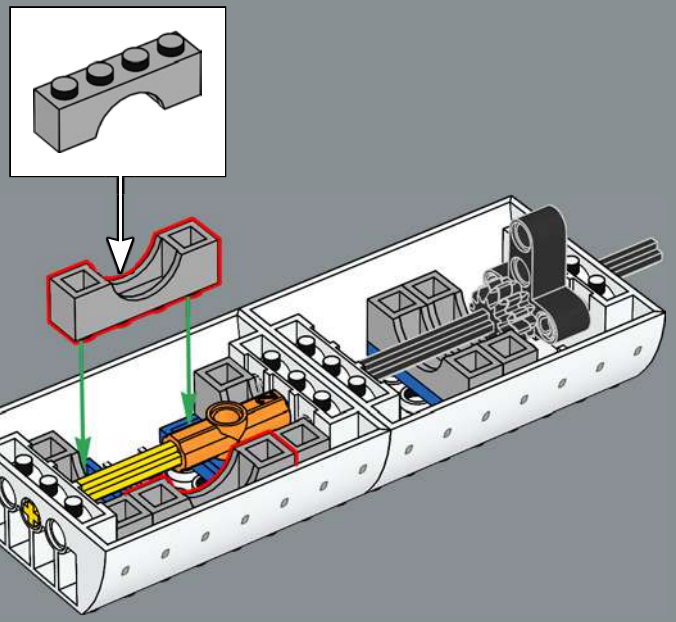


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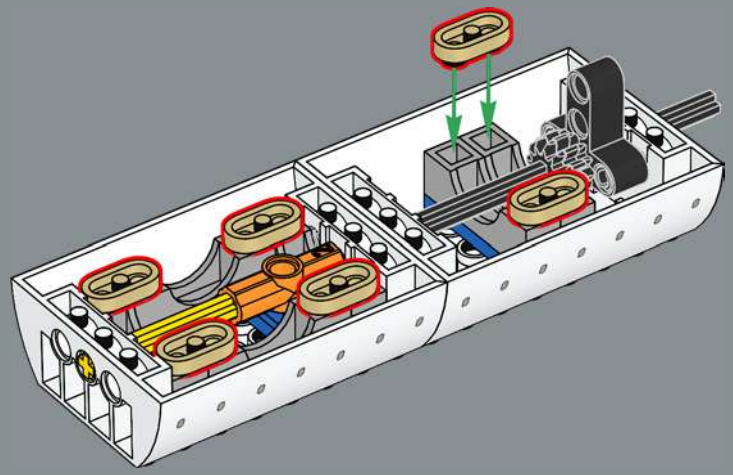


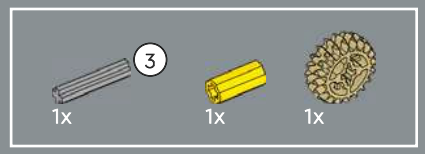
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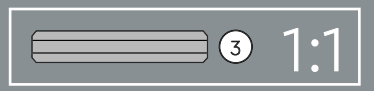


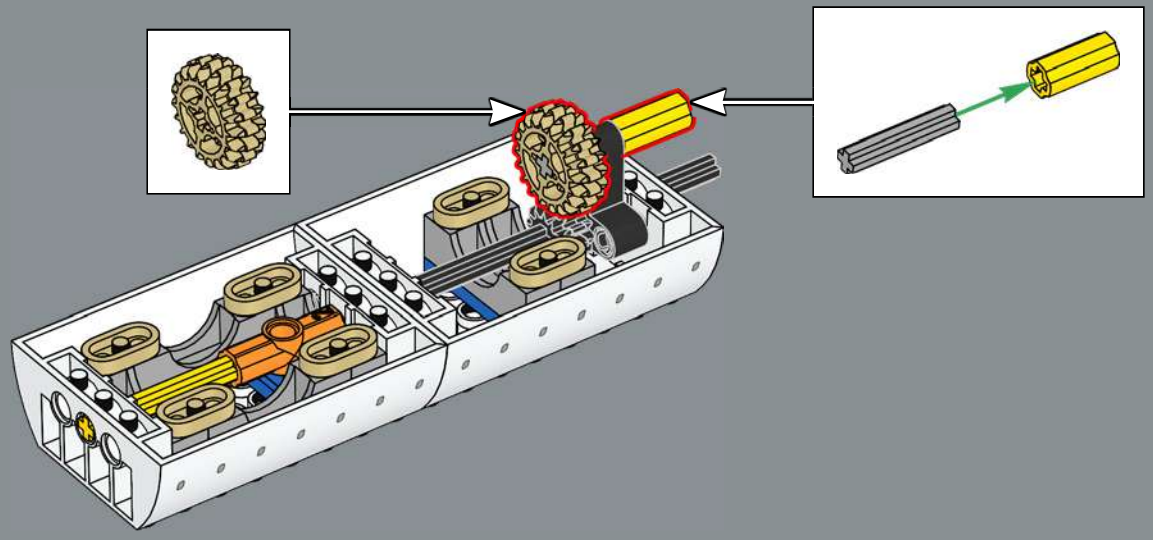
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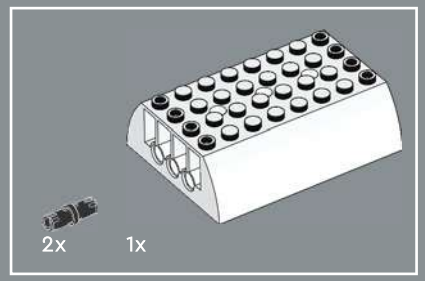




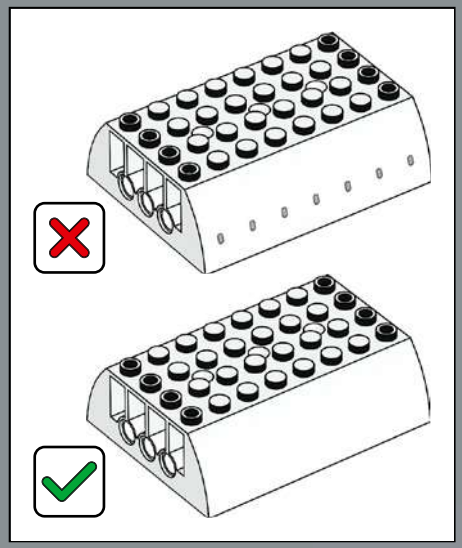
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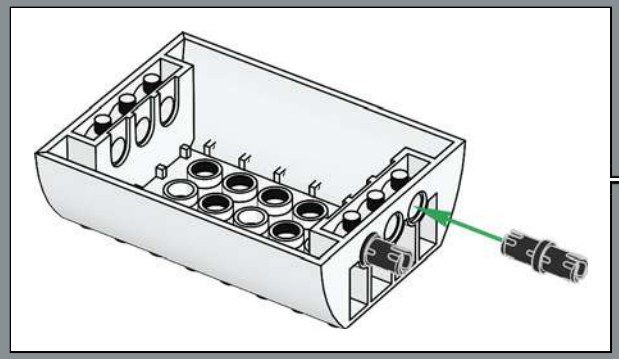


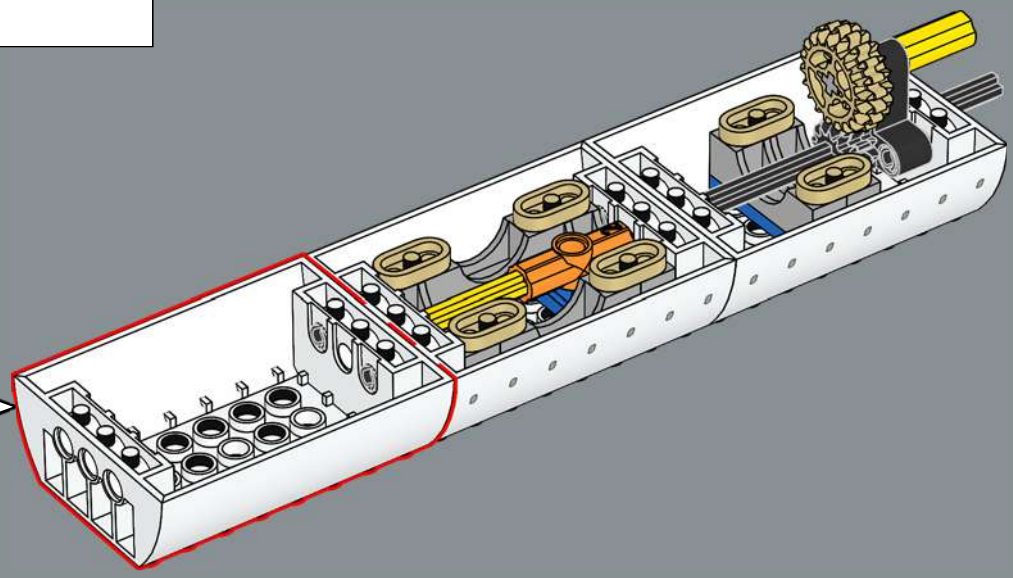


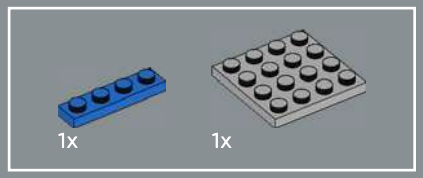


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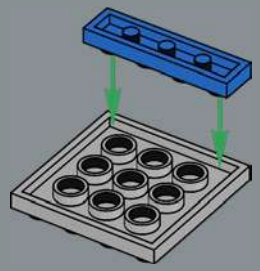


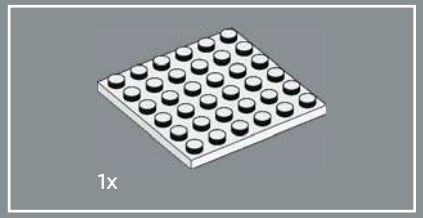




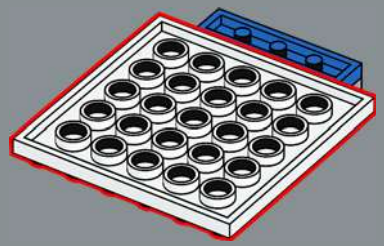


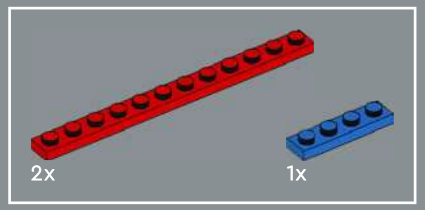
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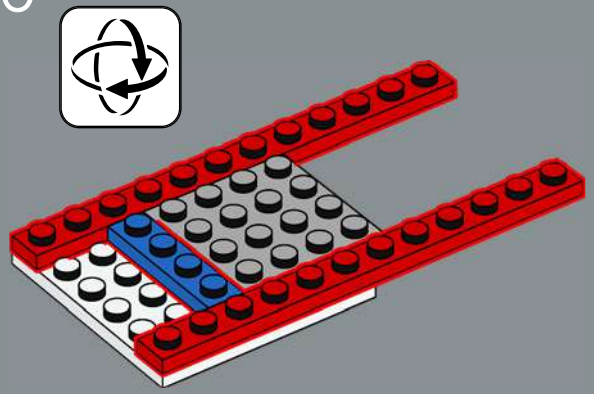


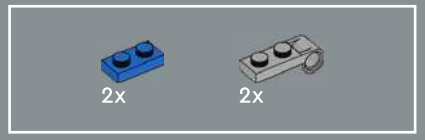
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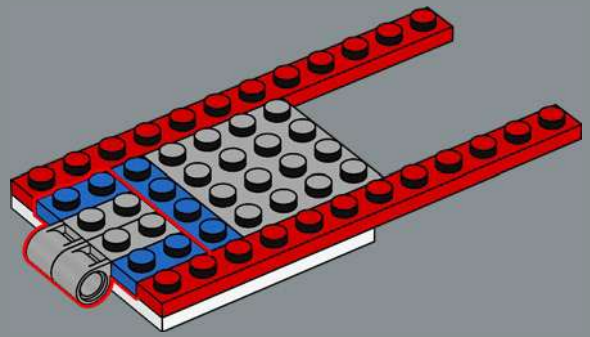


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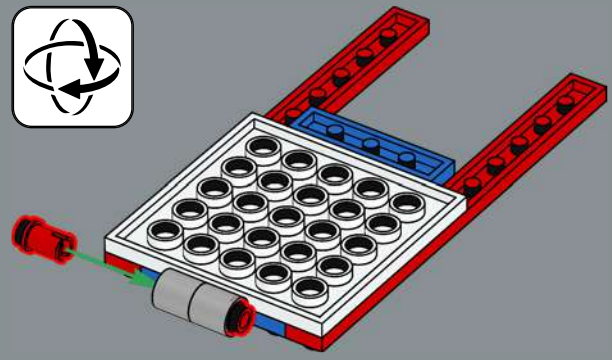


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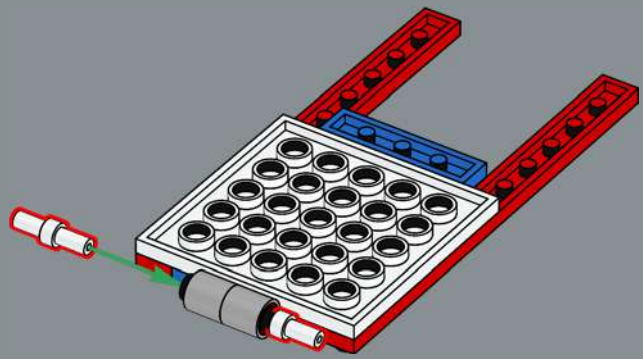


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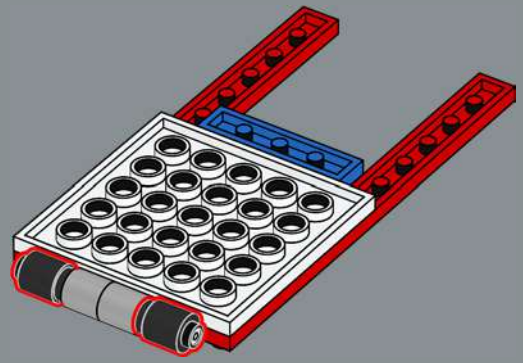


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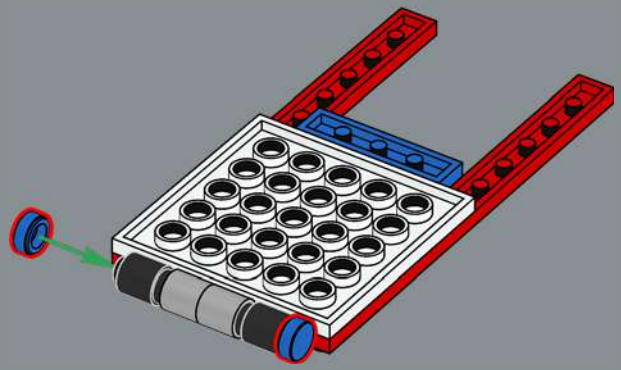
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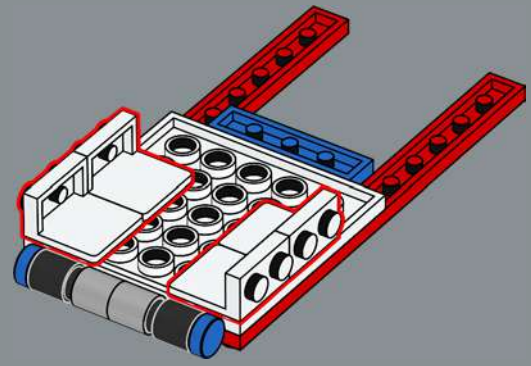
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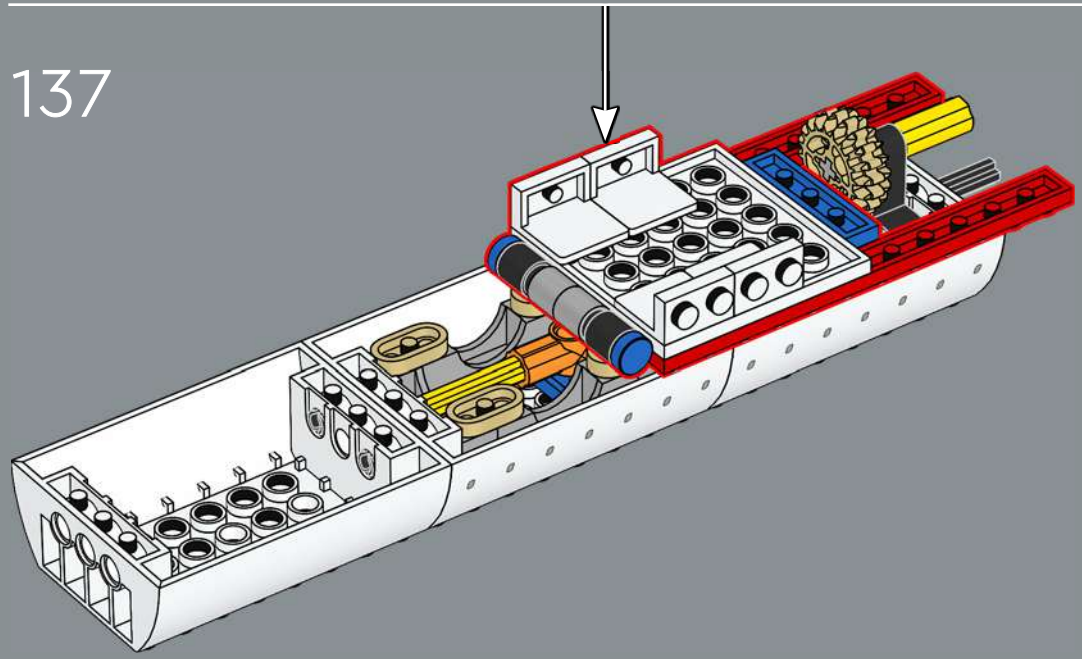


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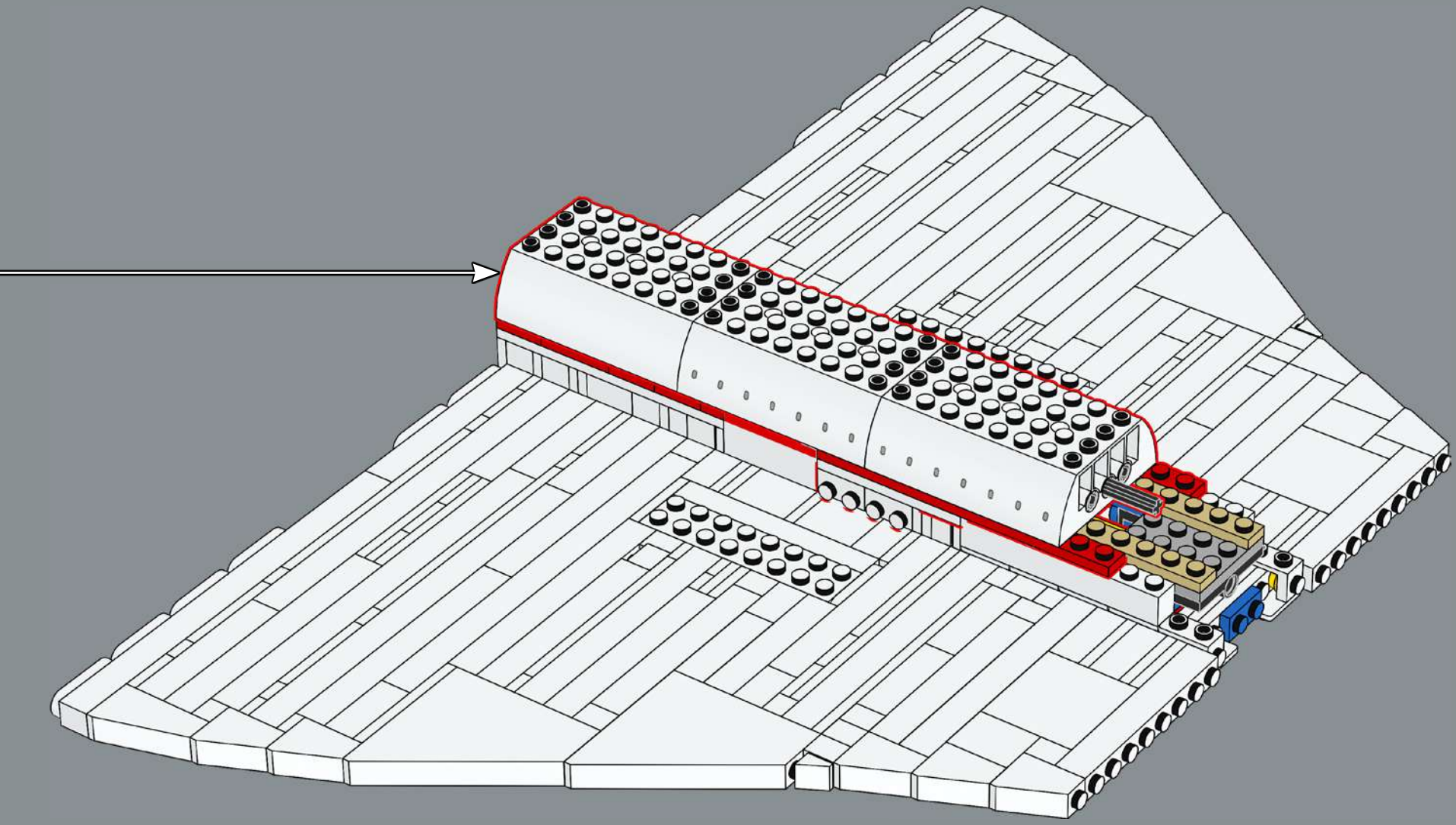
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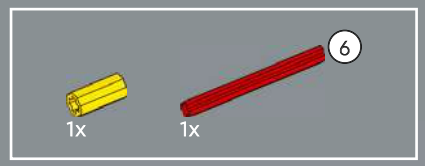


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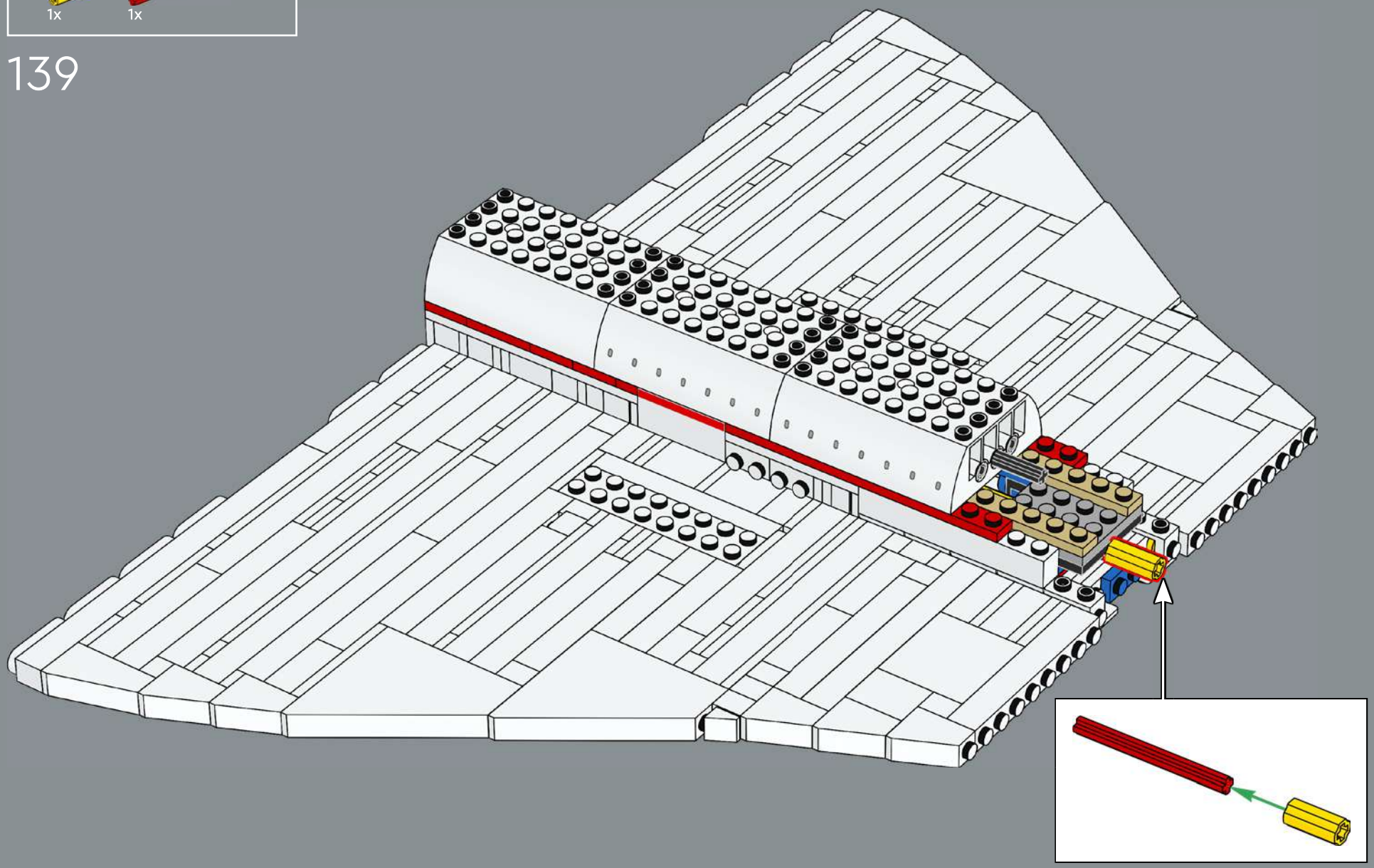
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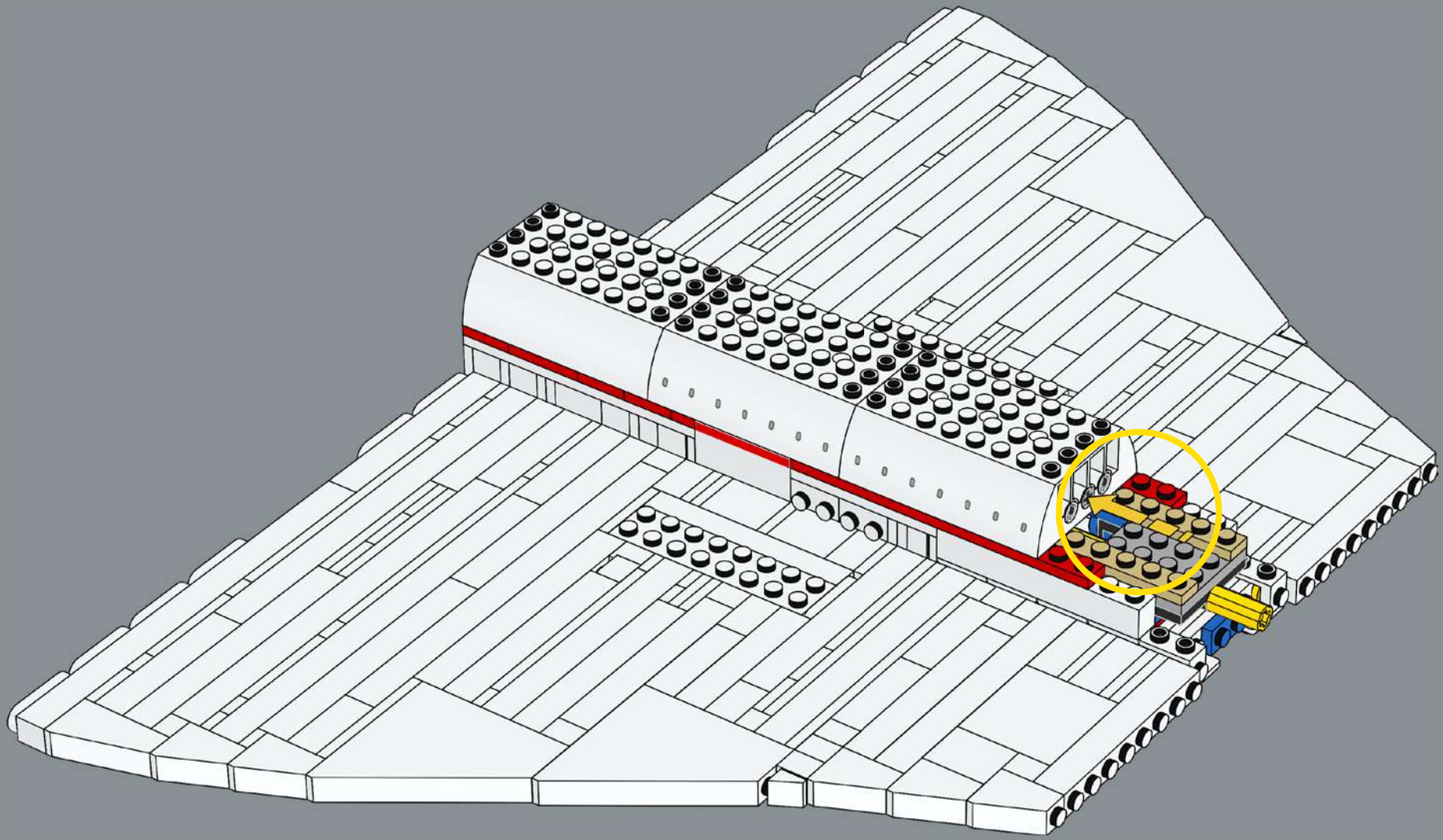




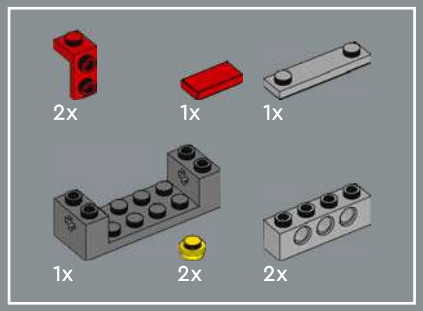
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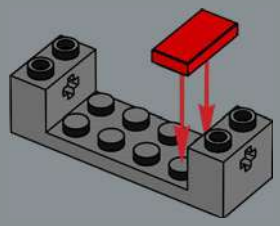




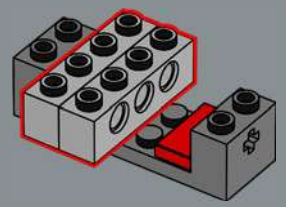


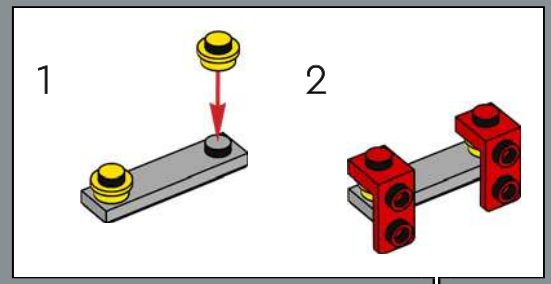
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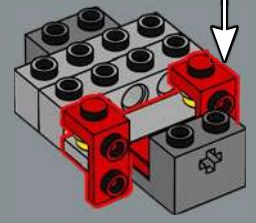


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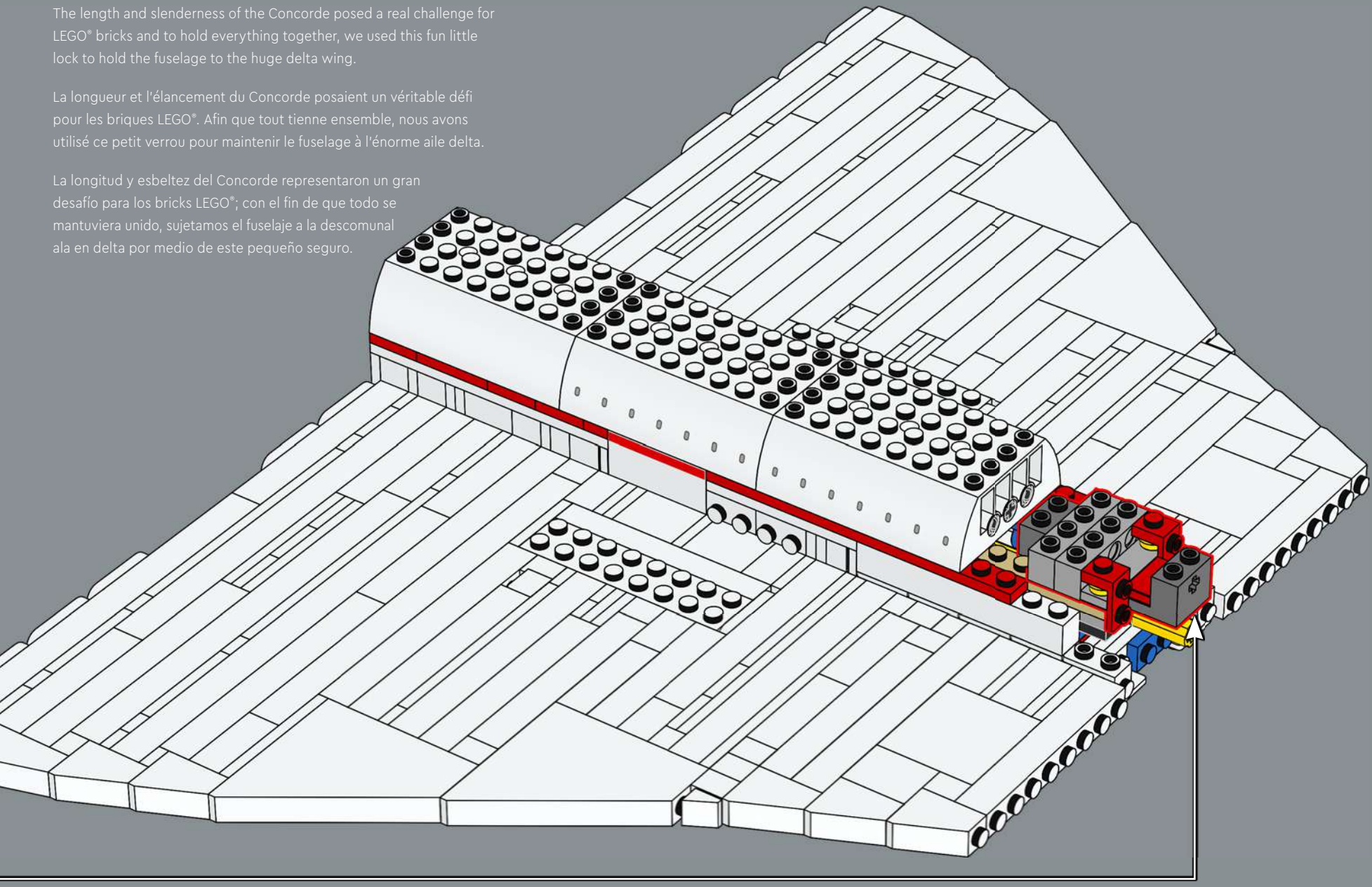
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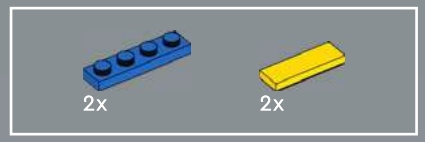


The length and slenderness of the Concorde posed a real challenge for LEGO® bricks and to hold everything together, we used this fun little lock to hold the fuselage to the huge delta wing.

La longueur et l'élancement du Concorde posaient un véritable défi pour les briques LEGO®. Afin que tout tienne ensemble, nous avons utilisé ce petit verrou pour maintenir le fuselage à l'énorme aile delta.

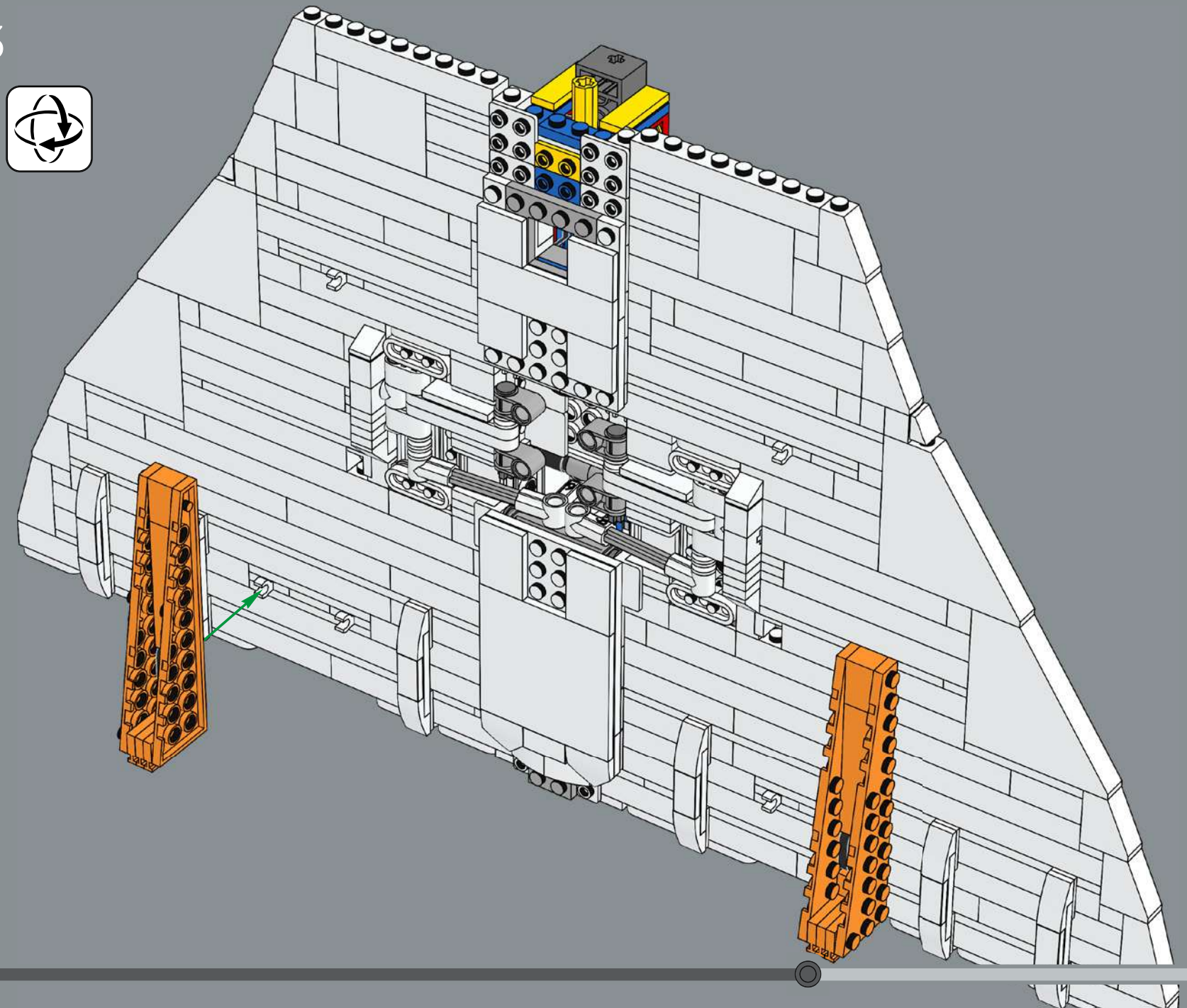
La longitud y esbeltez del Concorde representaron un gran desafío para los bricks LEGO®; con el fin de que todo se mantuviera unido, sujetamos el fuselaje a la descomunal ala en delta por medio de este pequeño seguro.

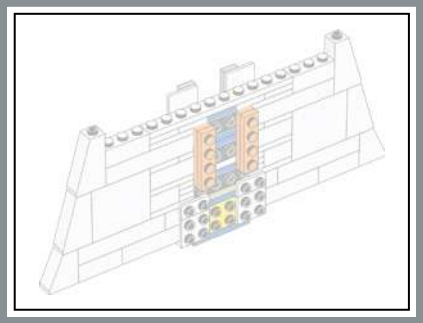


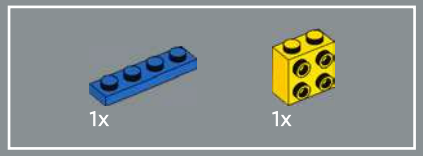


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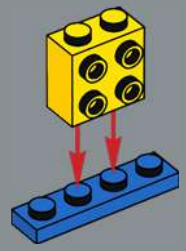
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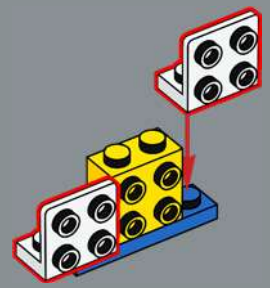


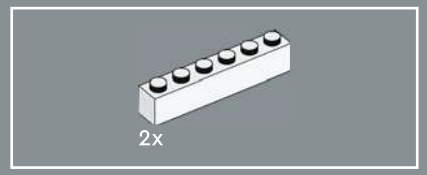
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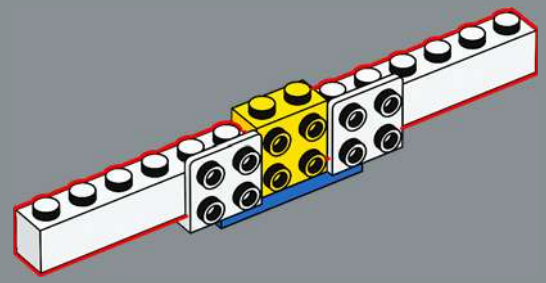


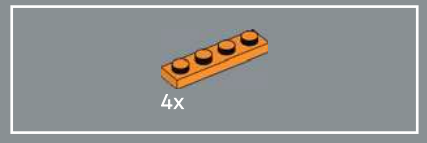
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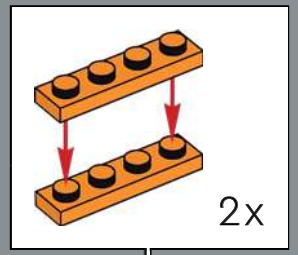


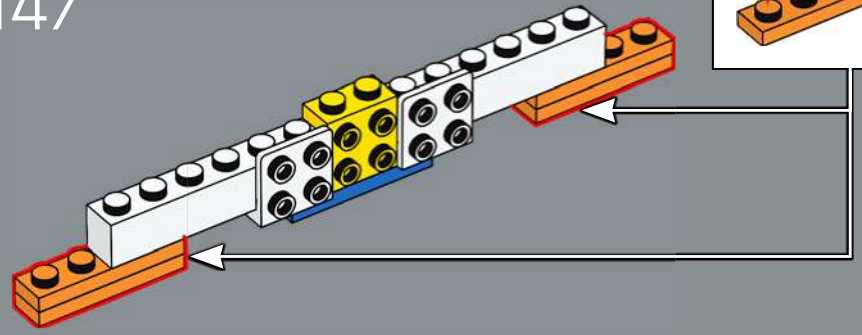
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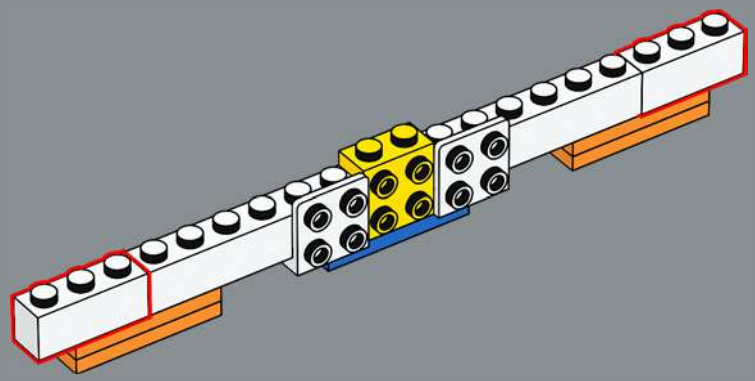
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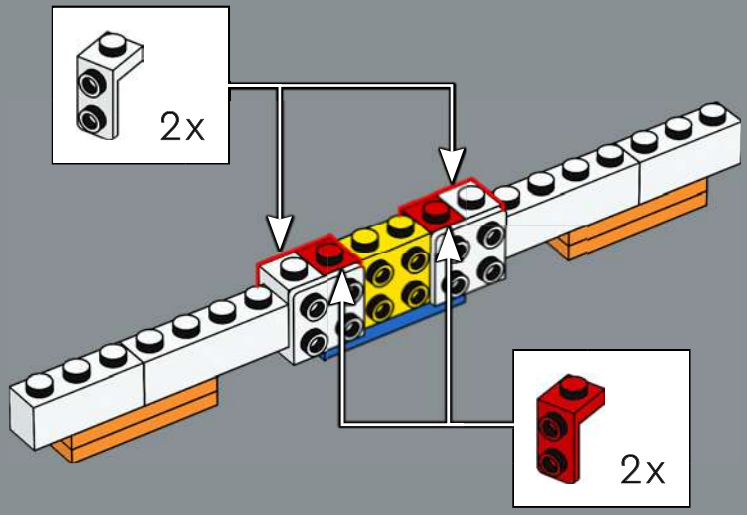


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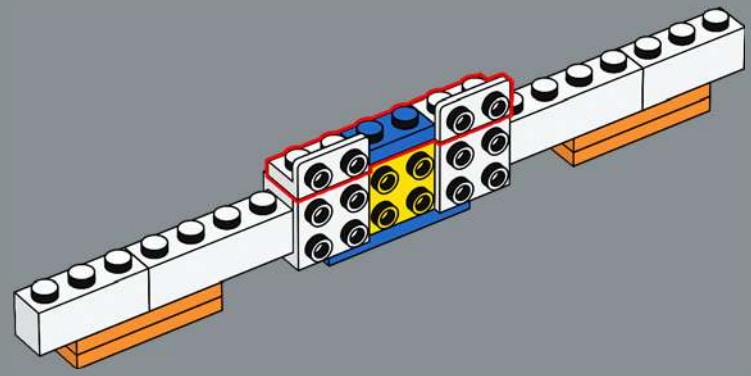


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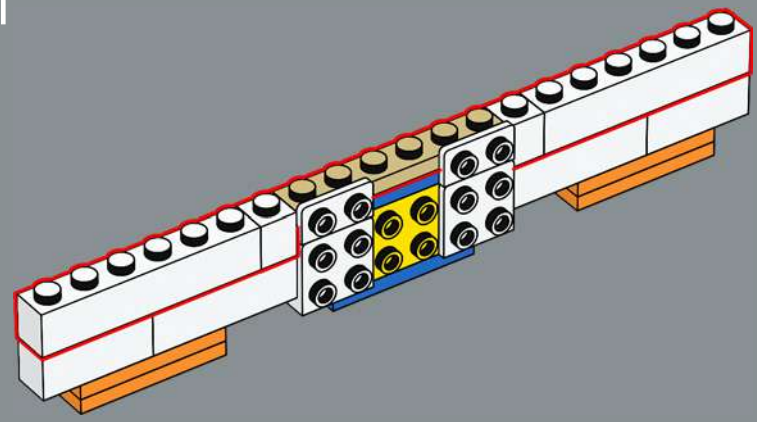


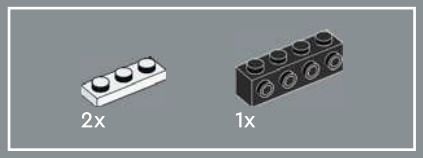
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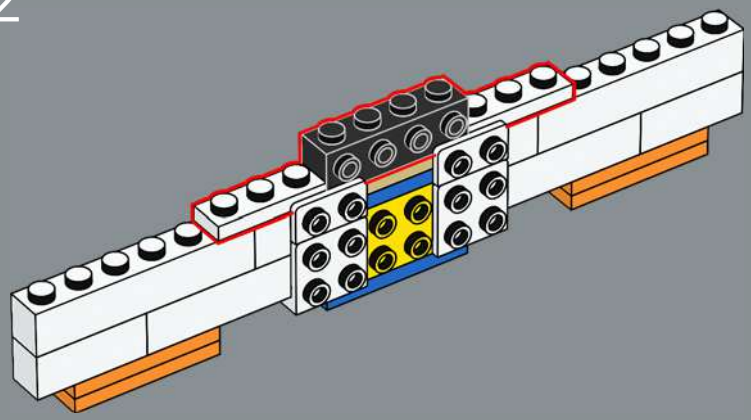


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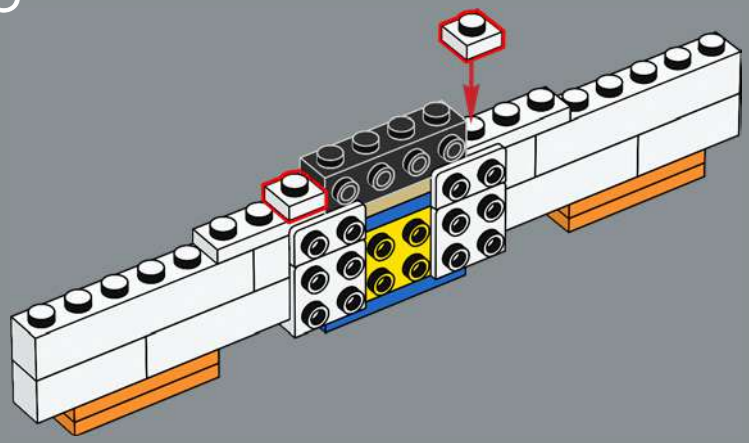


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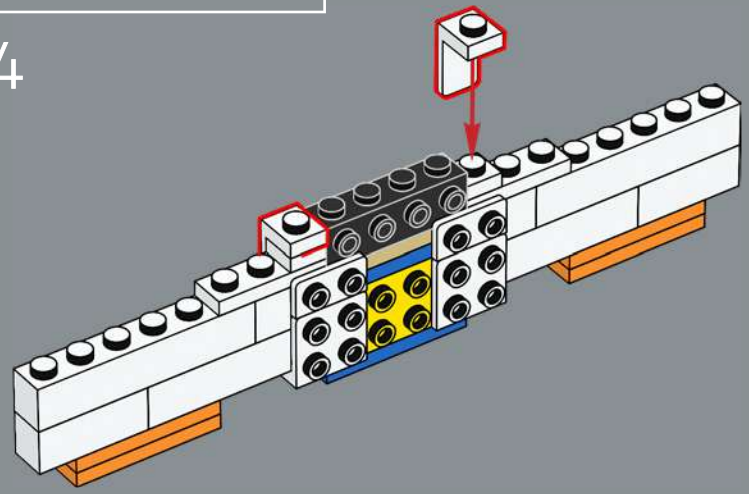


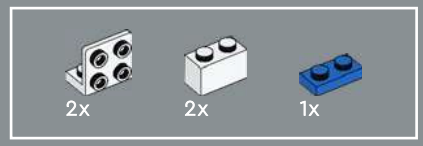
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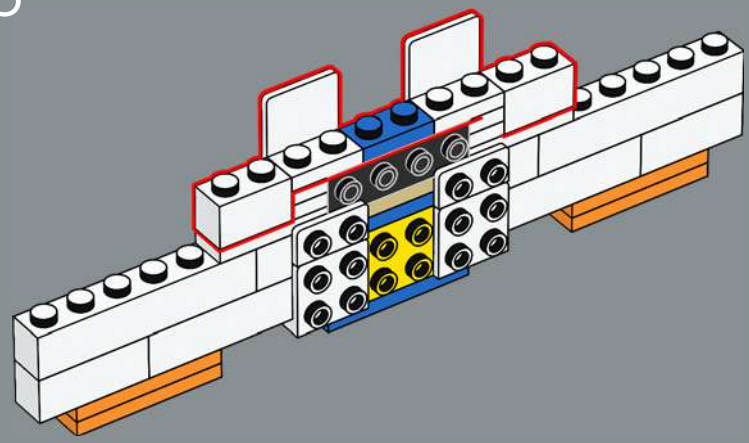


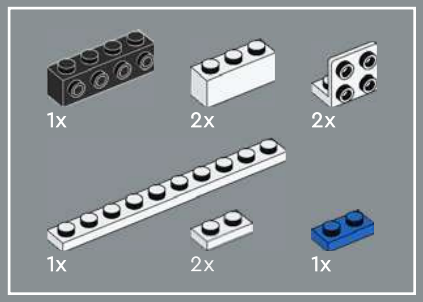
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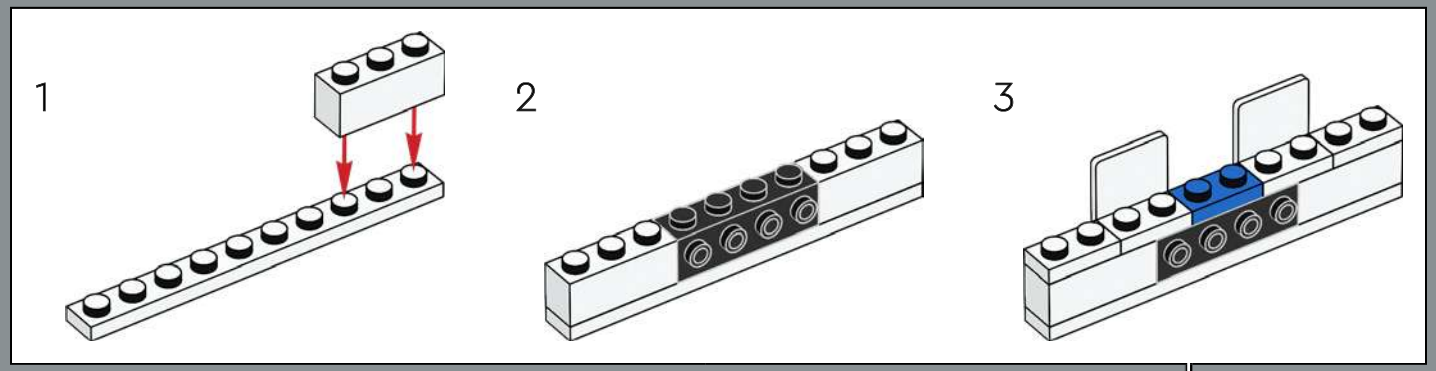


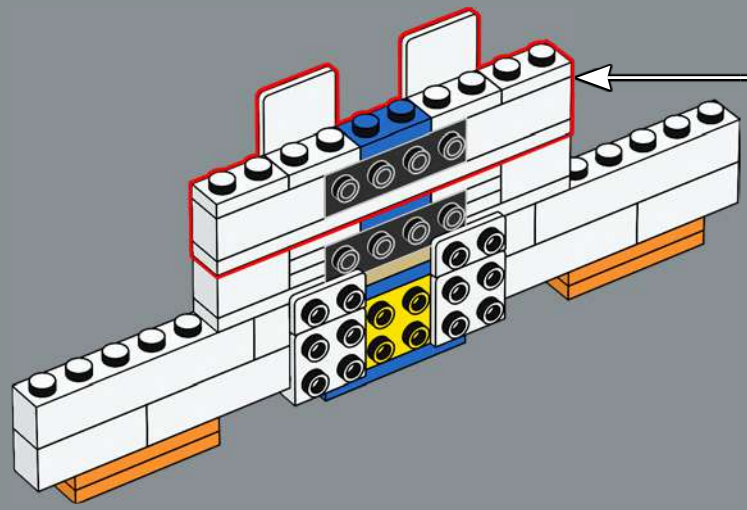
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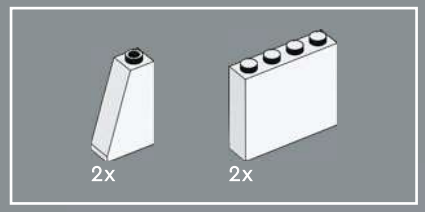




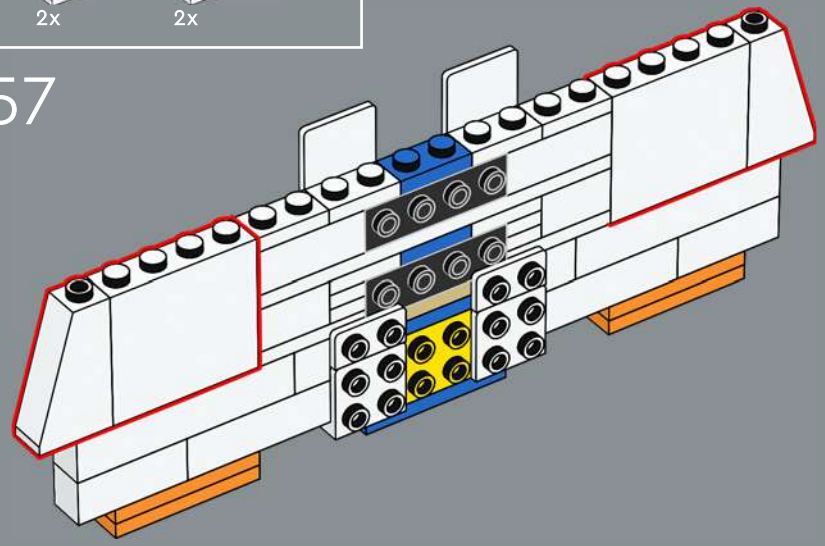
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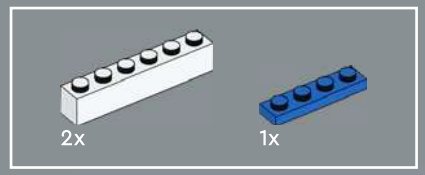




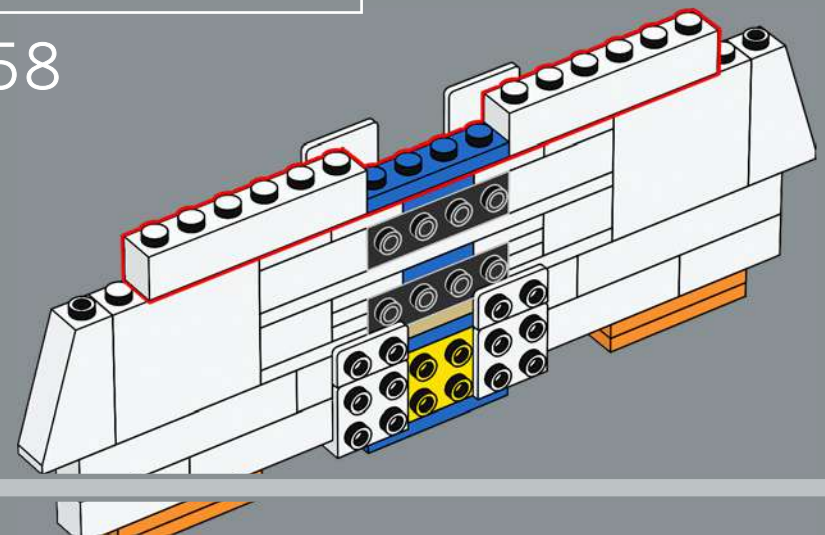


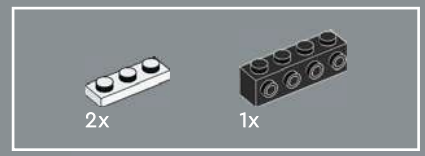
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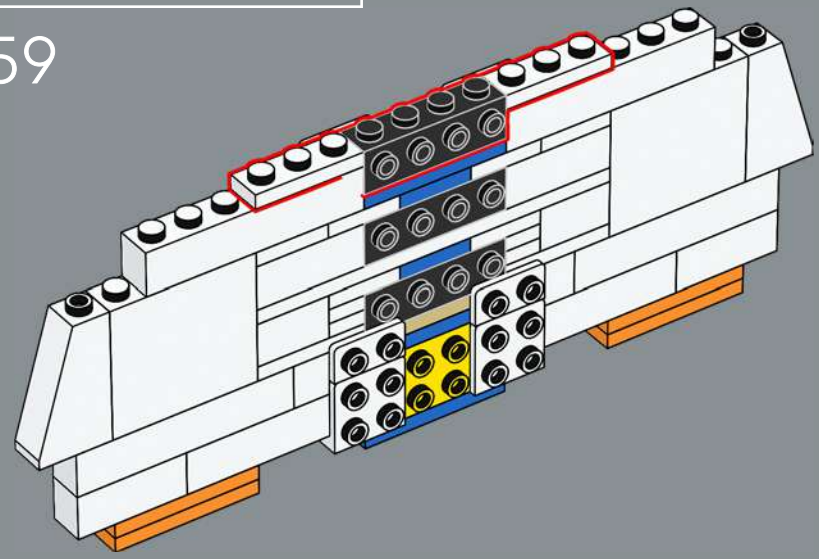


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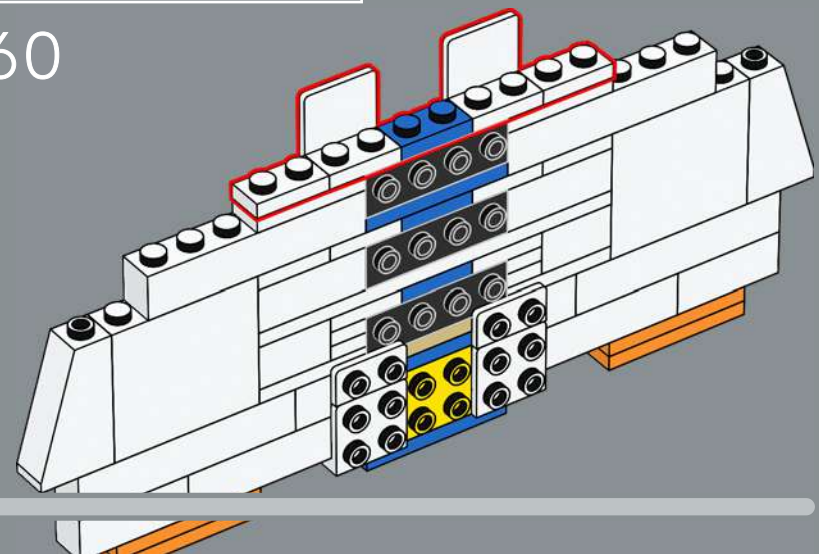


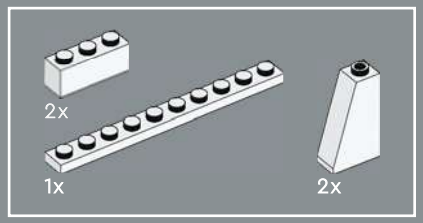
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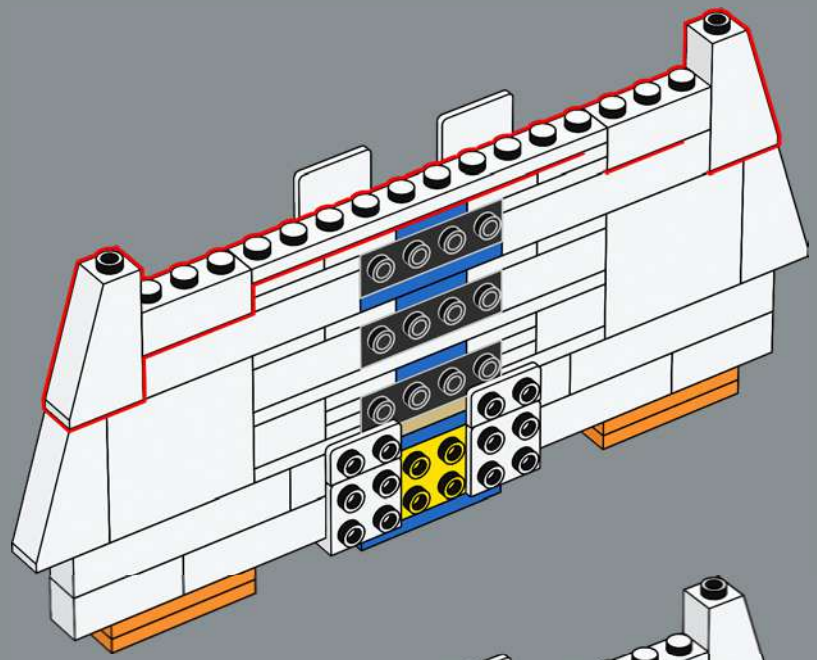


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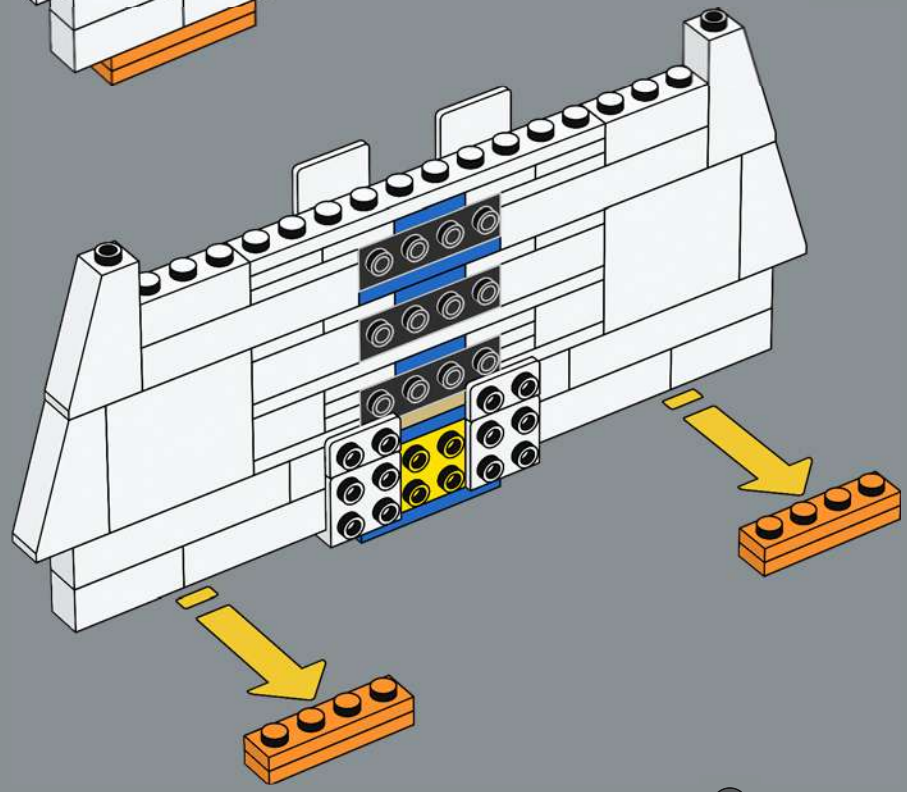


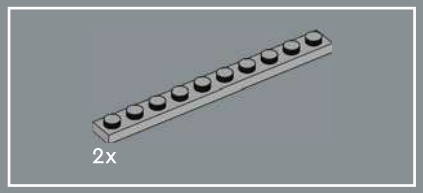


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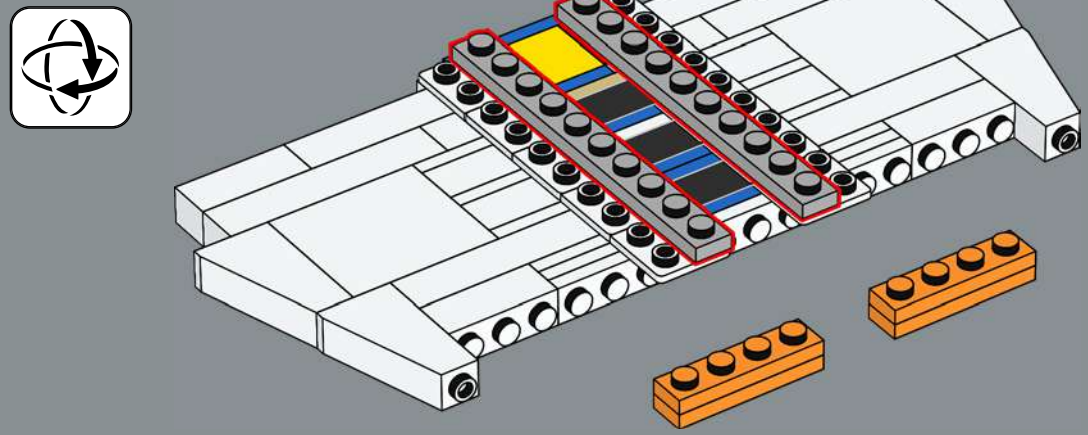


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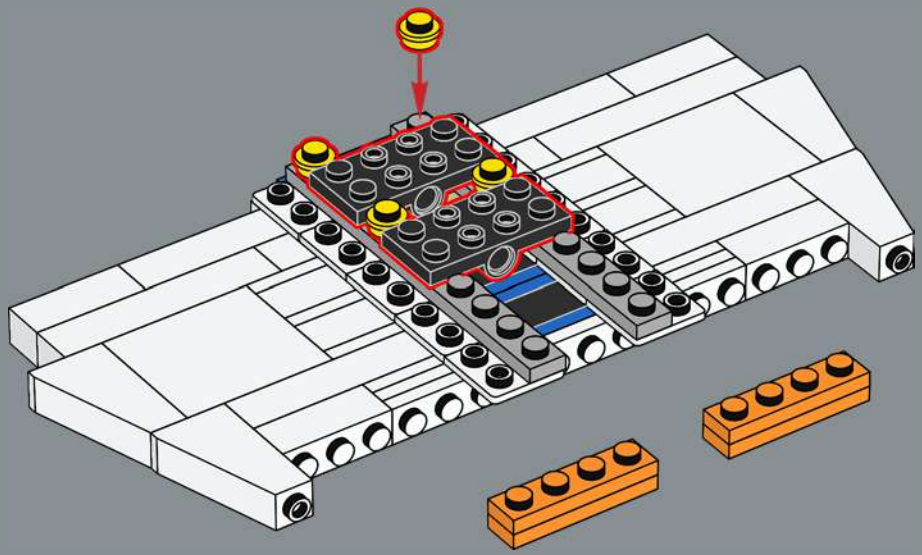


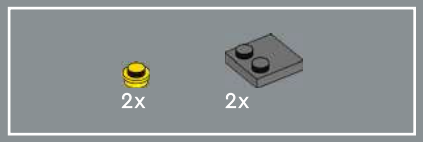
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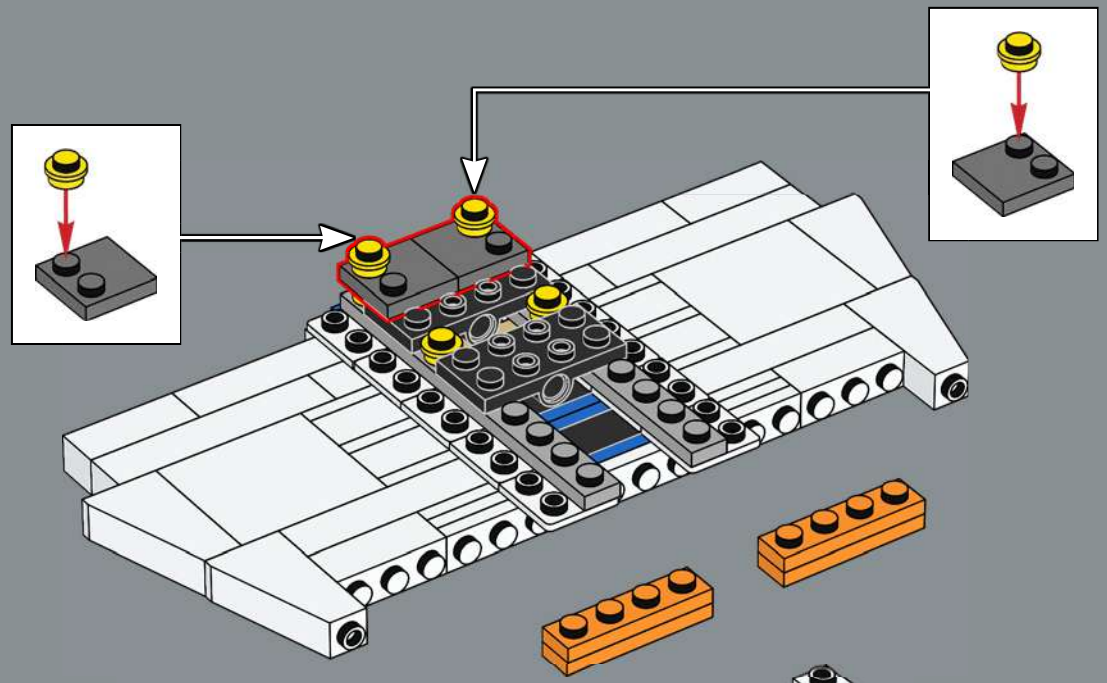


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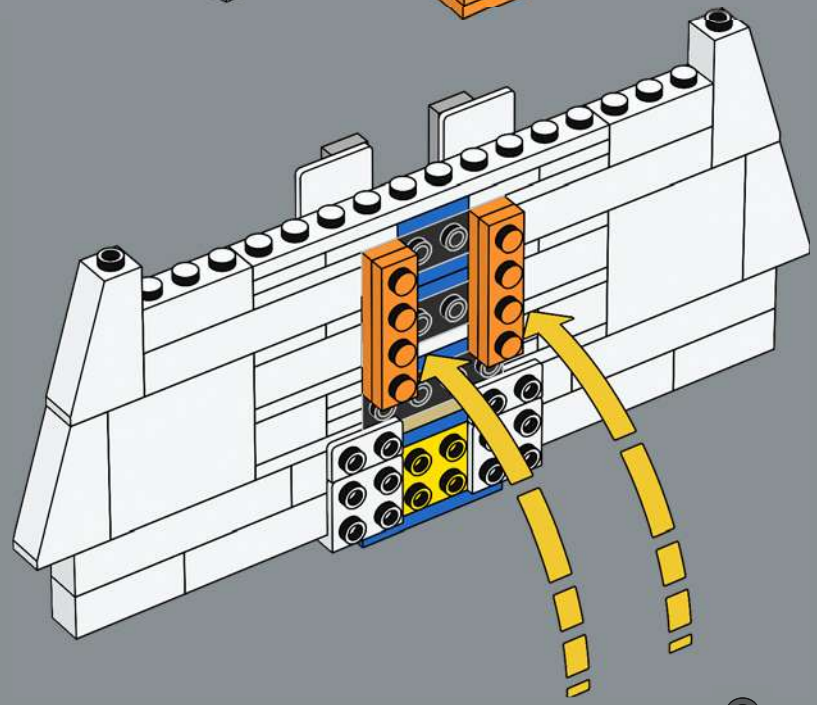


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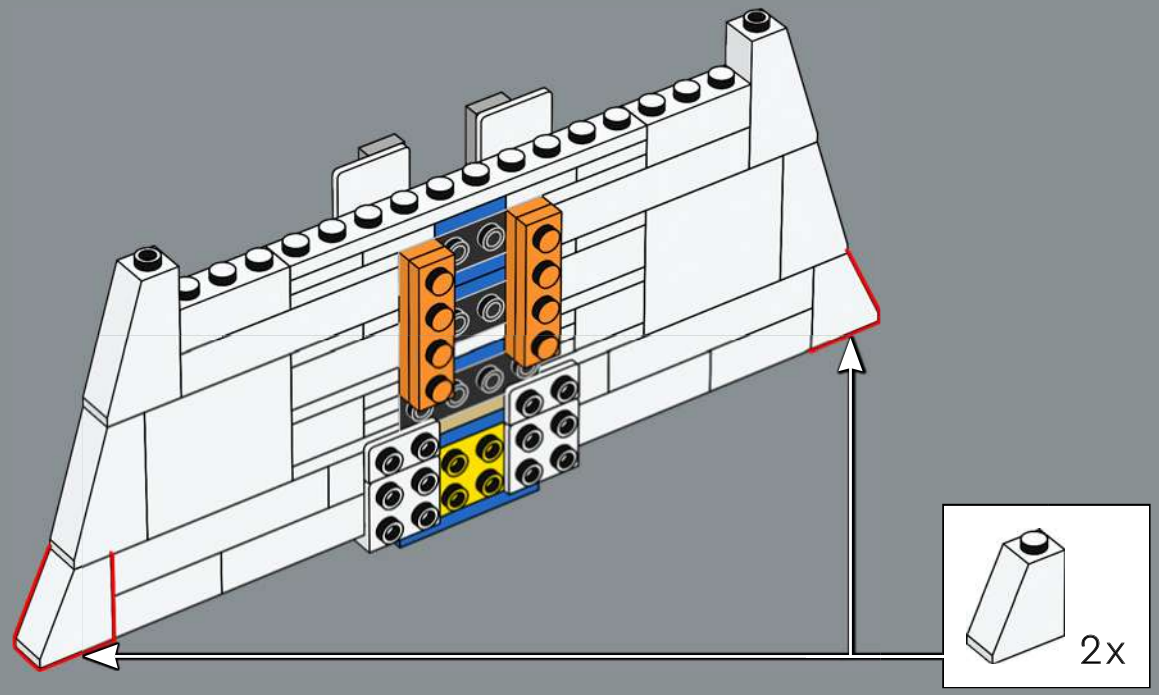
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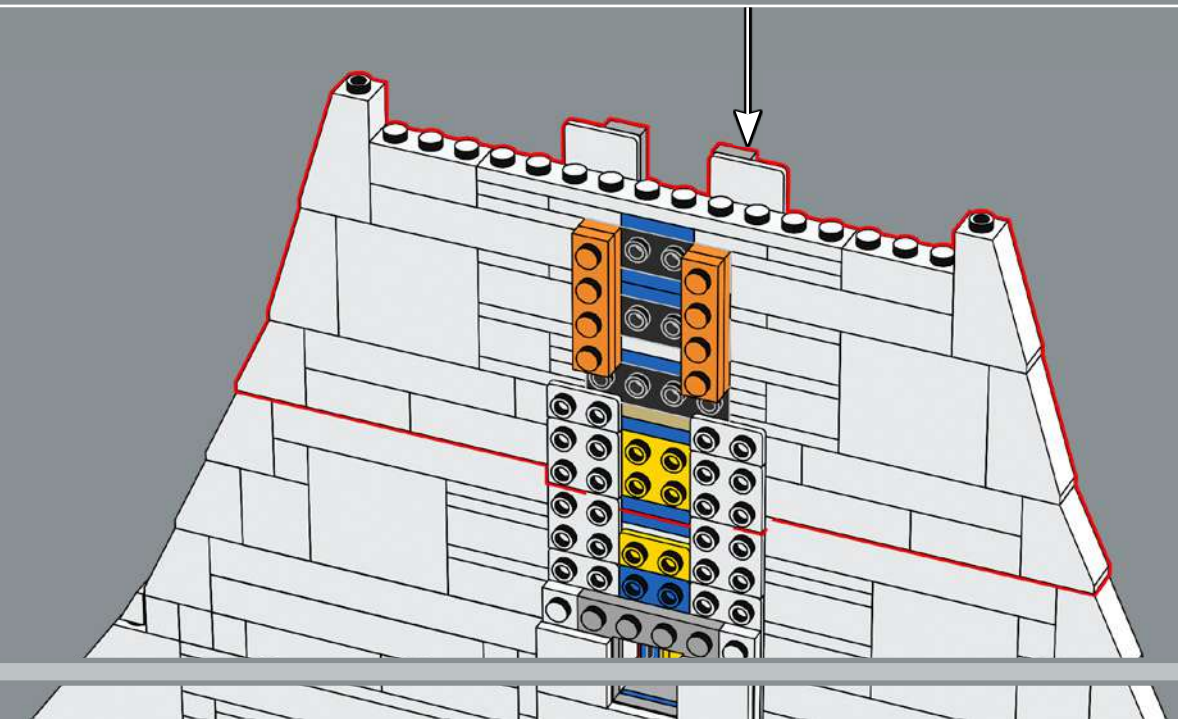


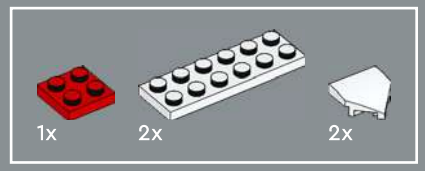


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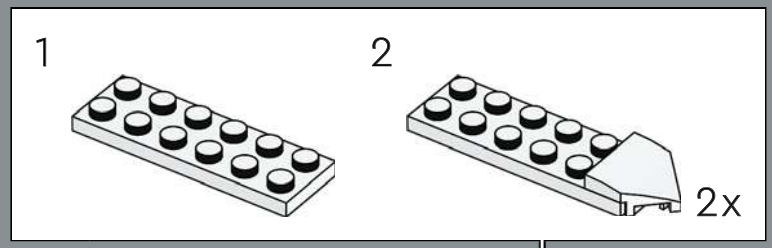


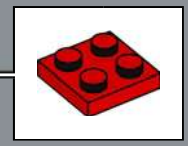
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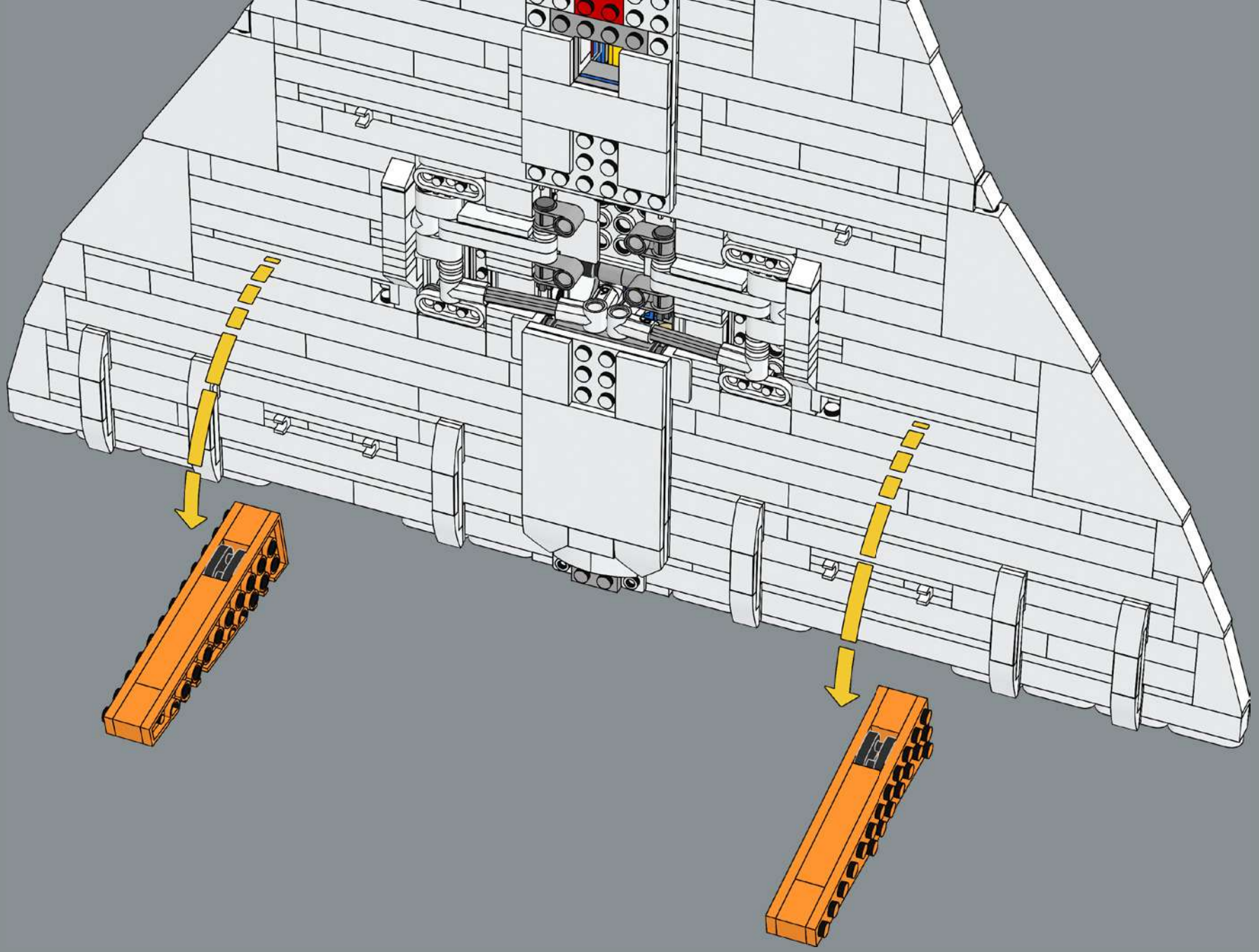


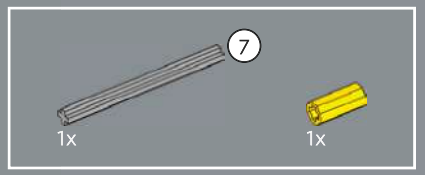
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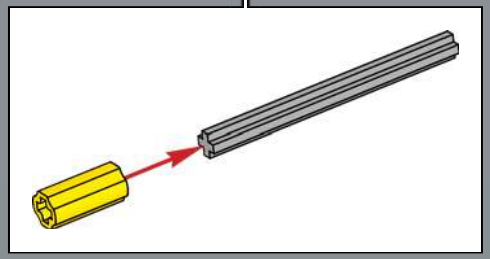
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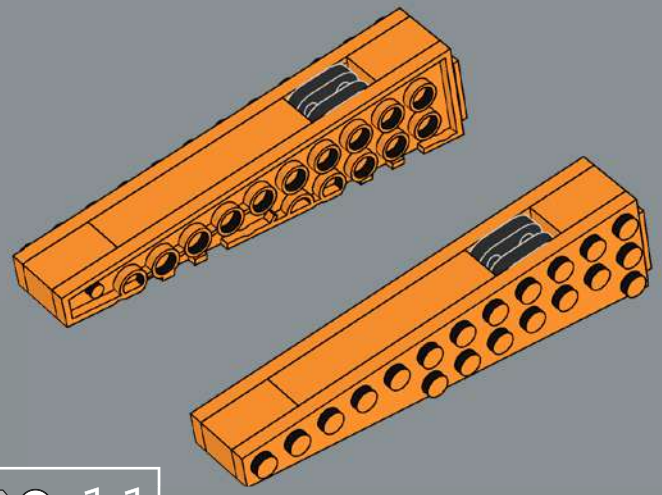




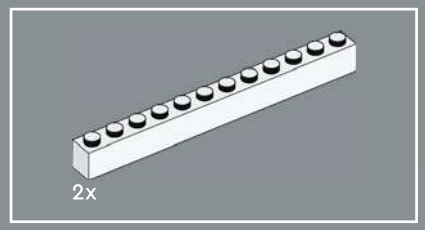
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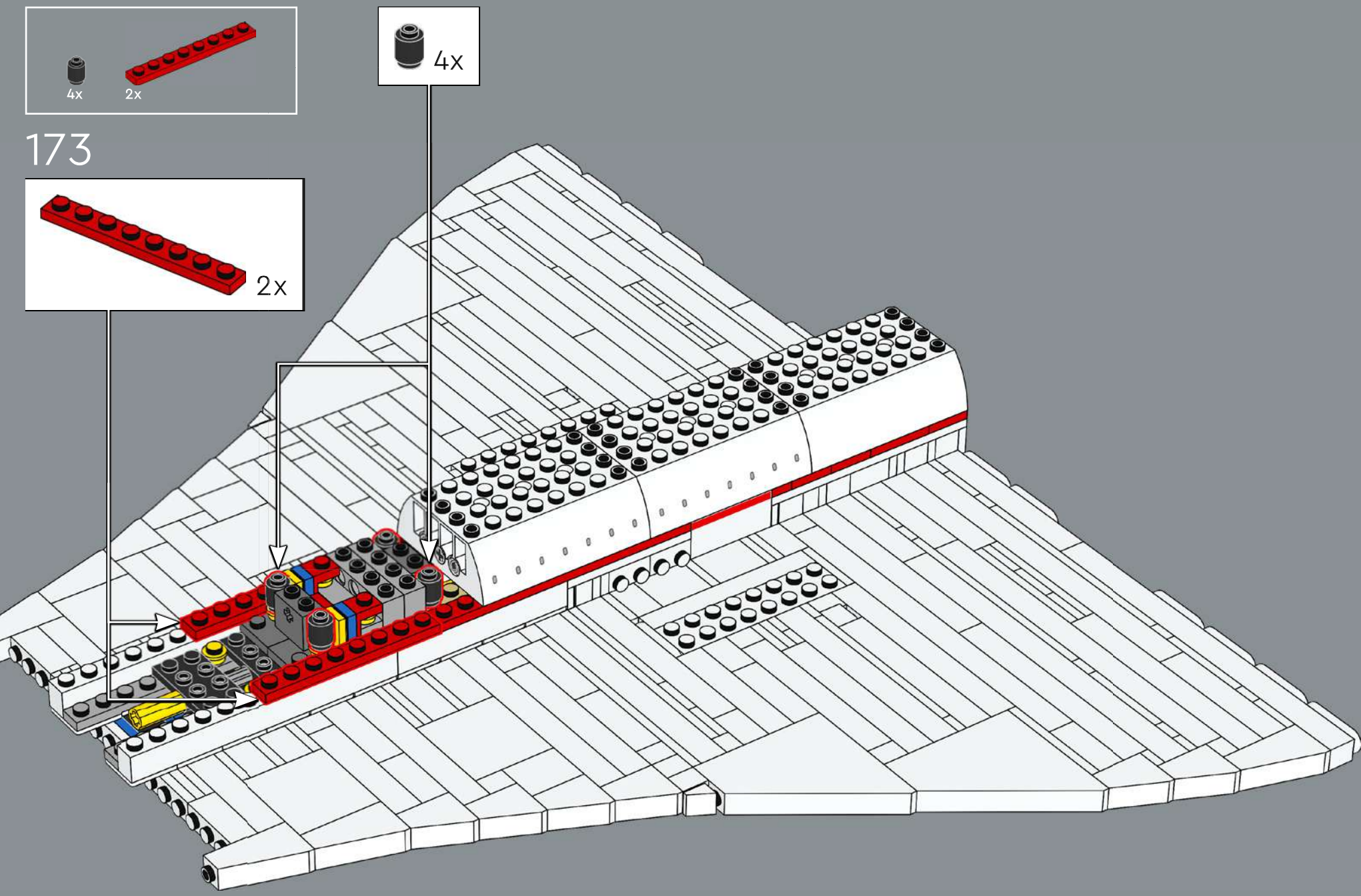


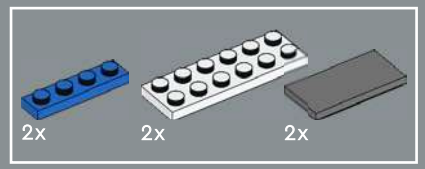




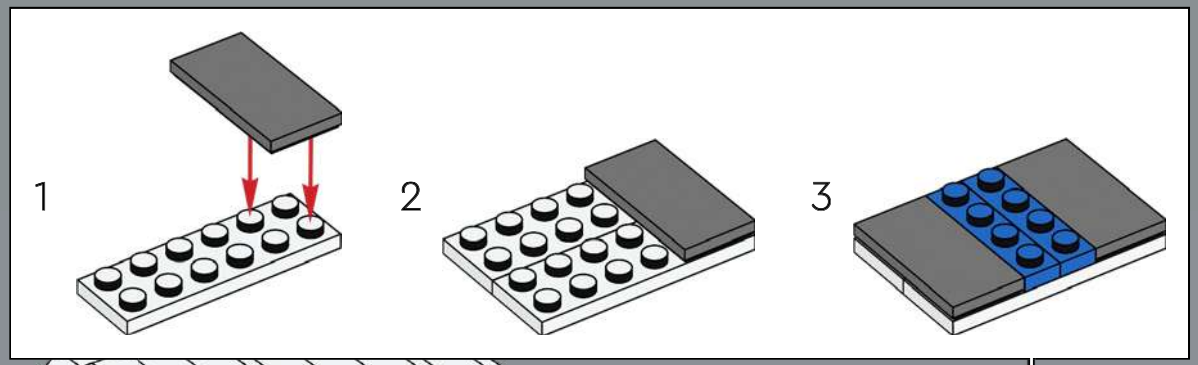


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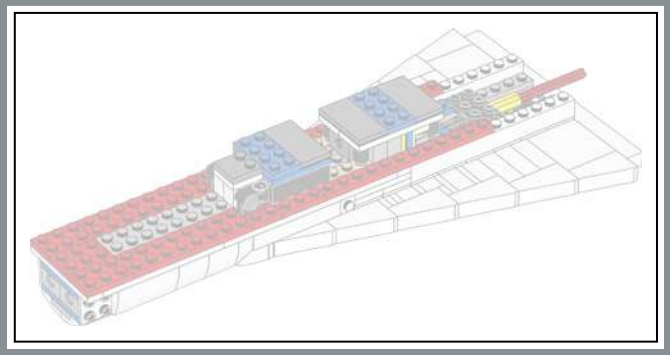

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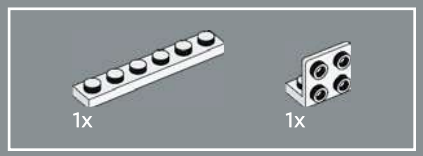


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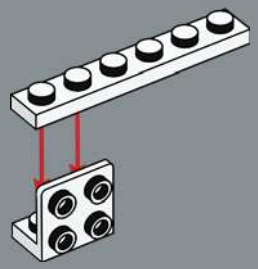


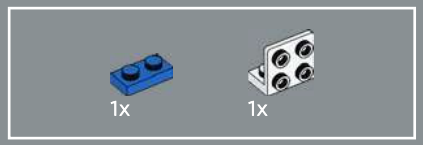




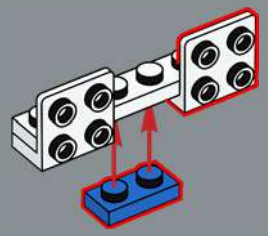


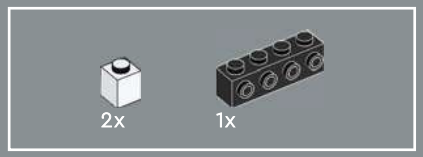
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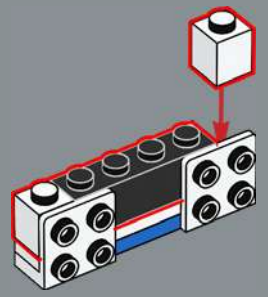


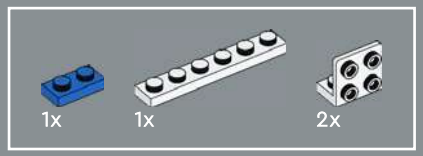
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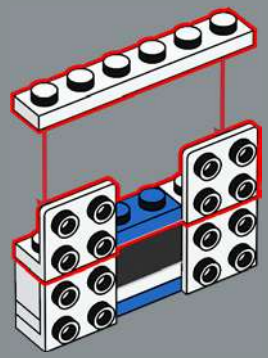


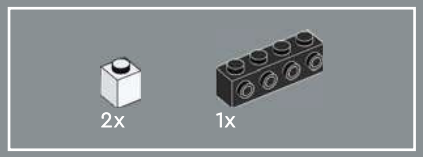
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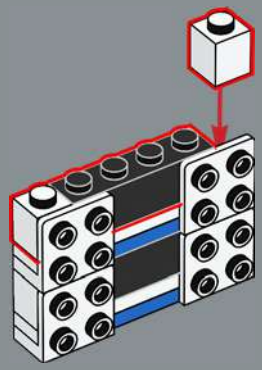


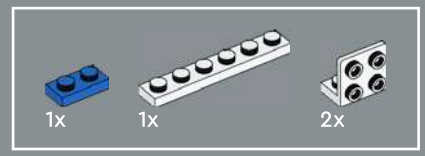
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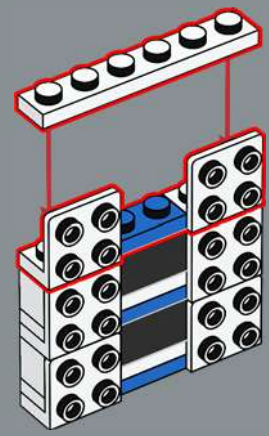


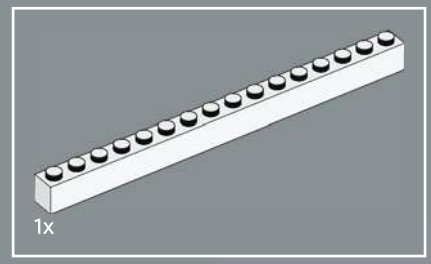
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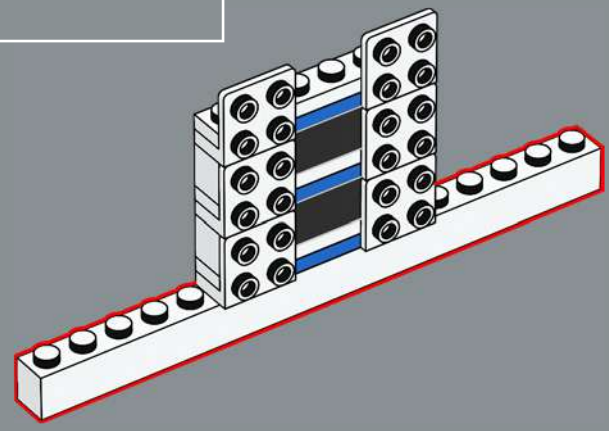


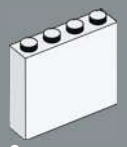
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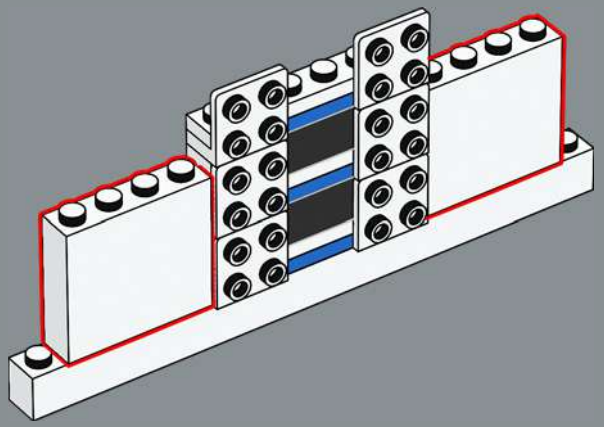


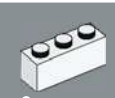
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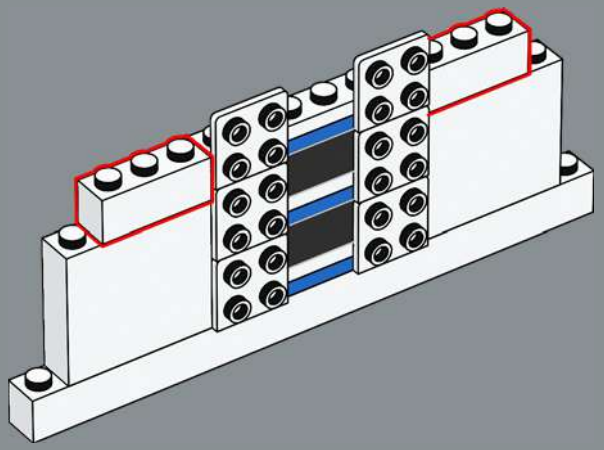


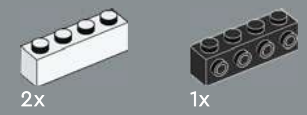
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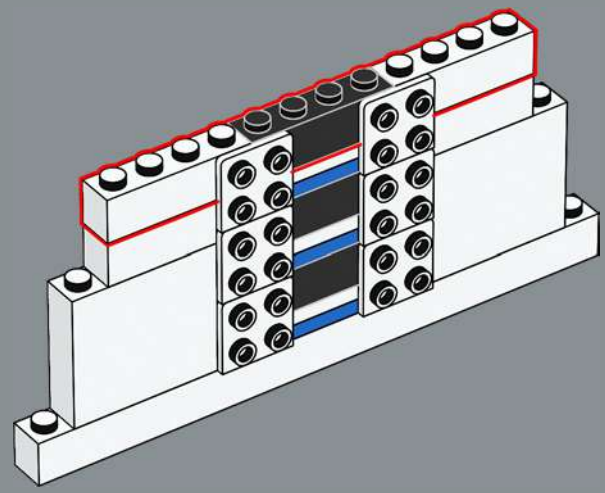


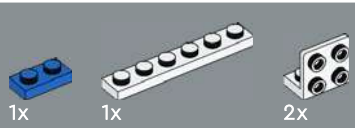
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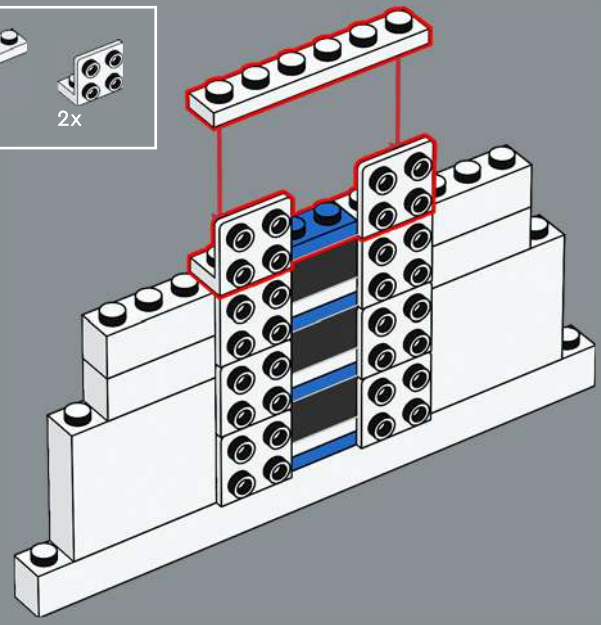


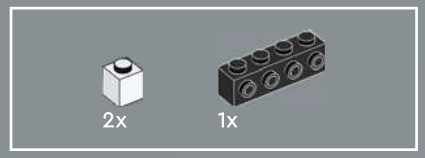
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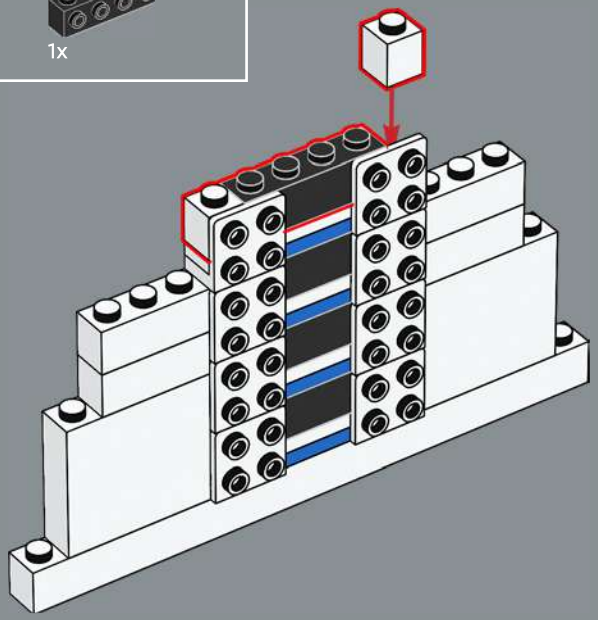


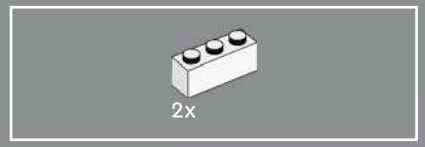
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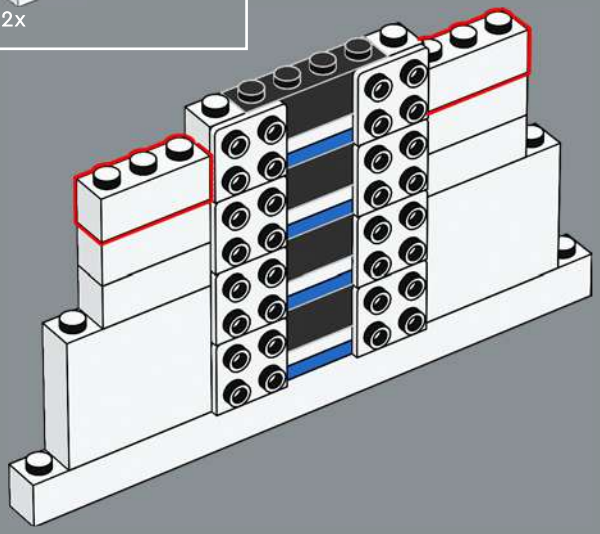


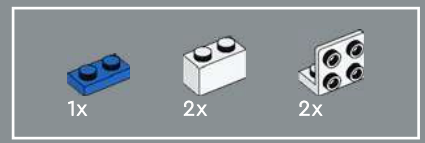
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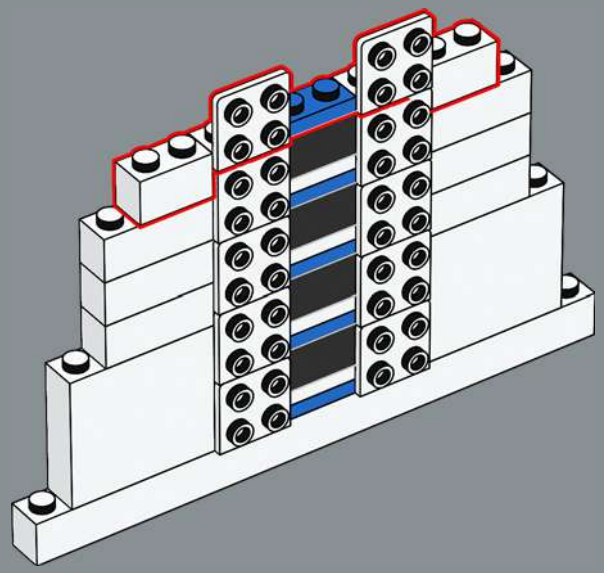


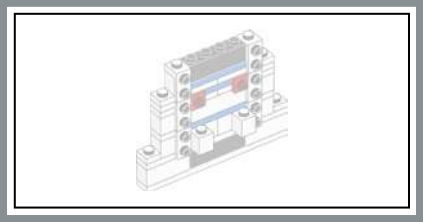
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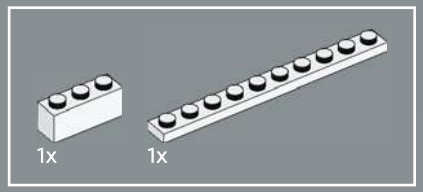




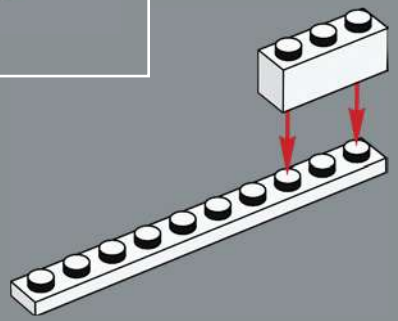
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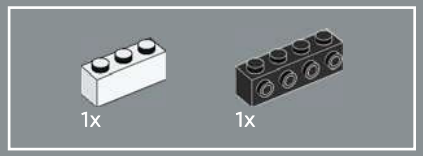




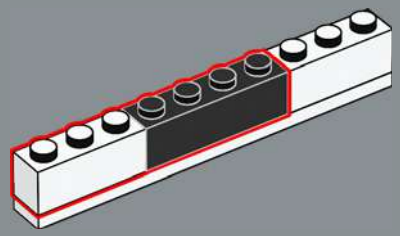


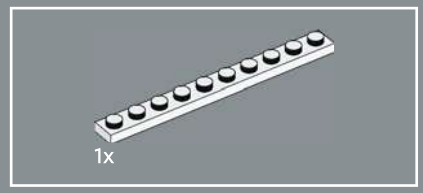
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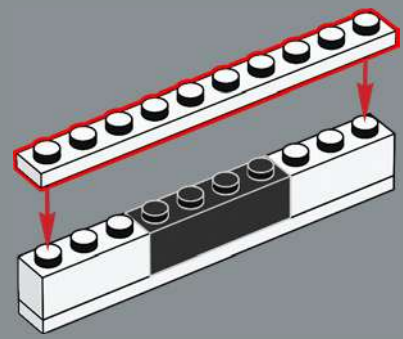


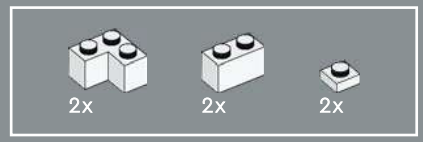
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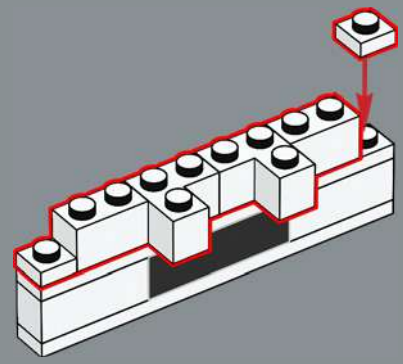


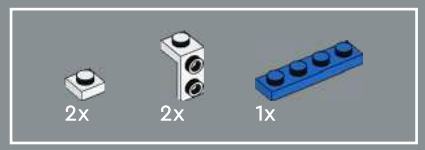
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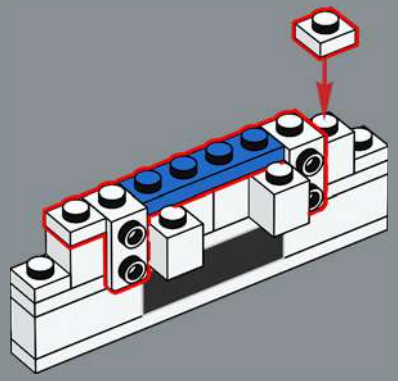


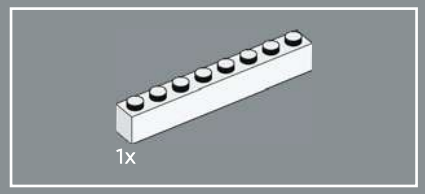
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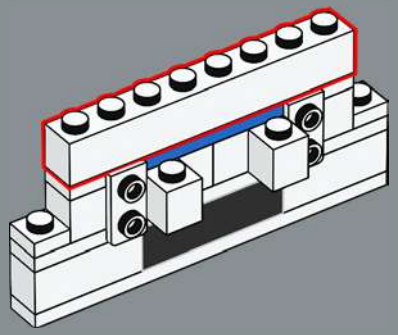


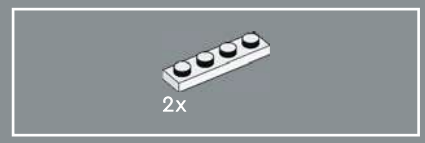
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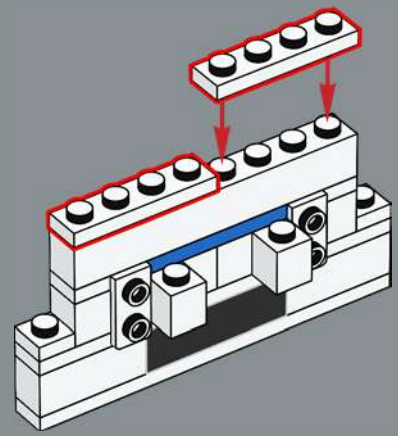


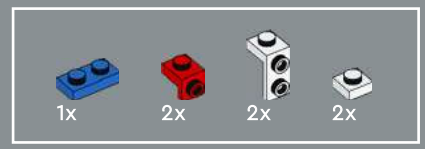
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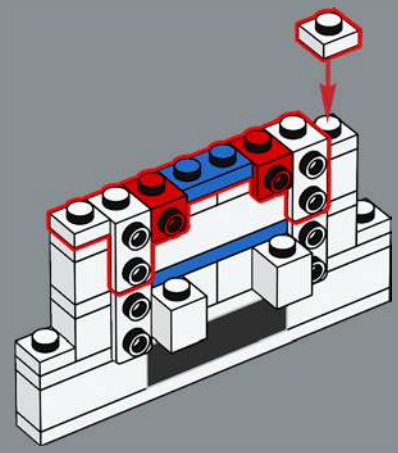


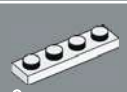
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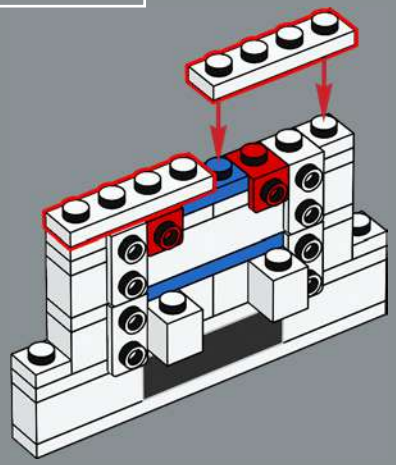


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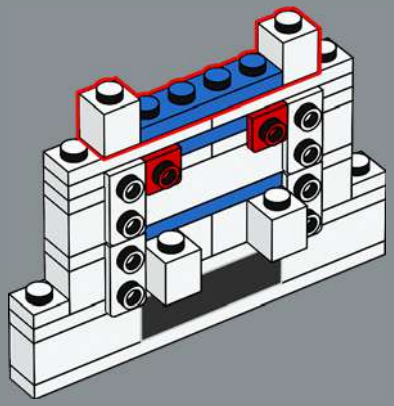


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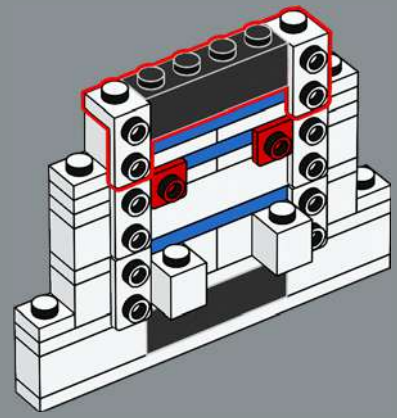


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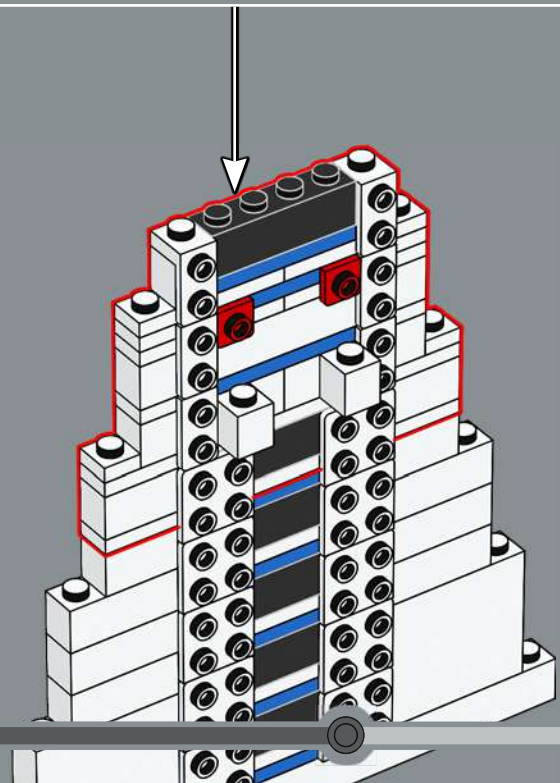


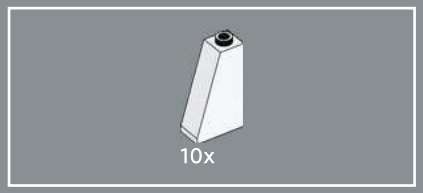


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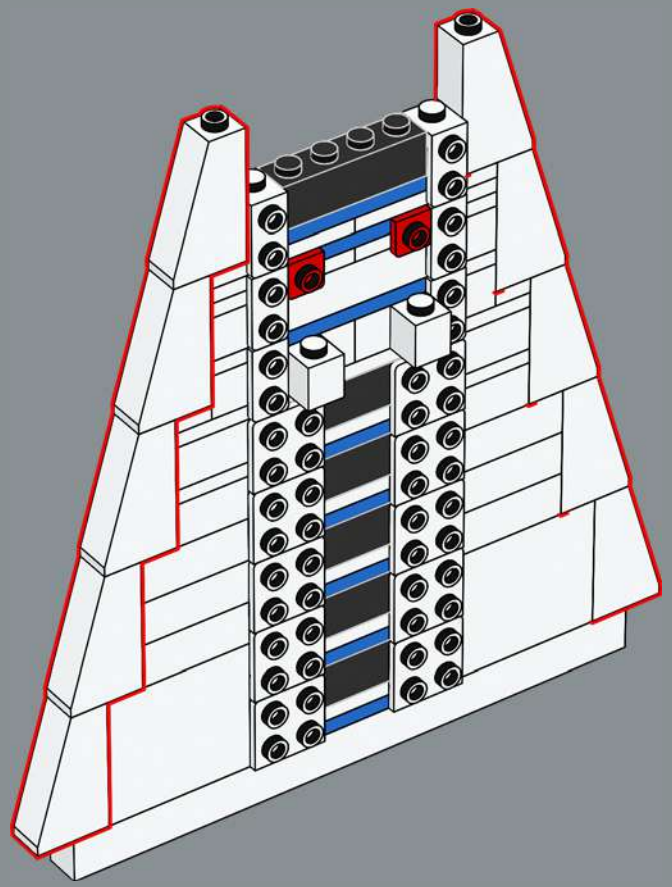


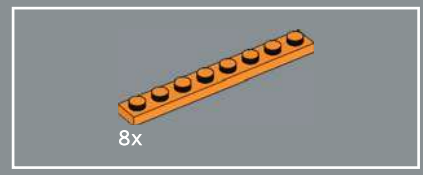
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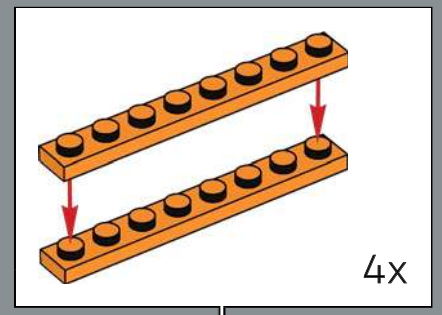


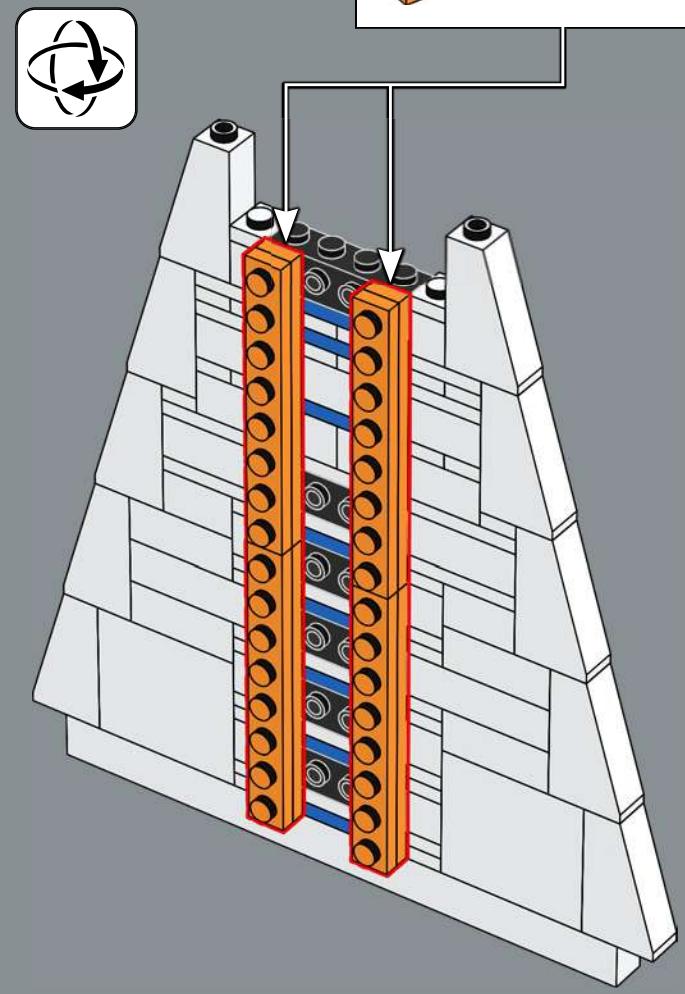
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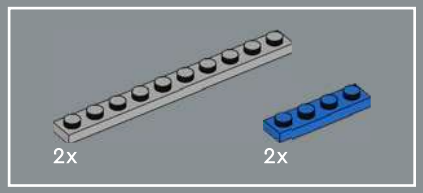




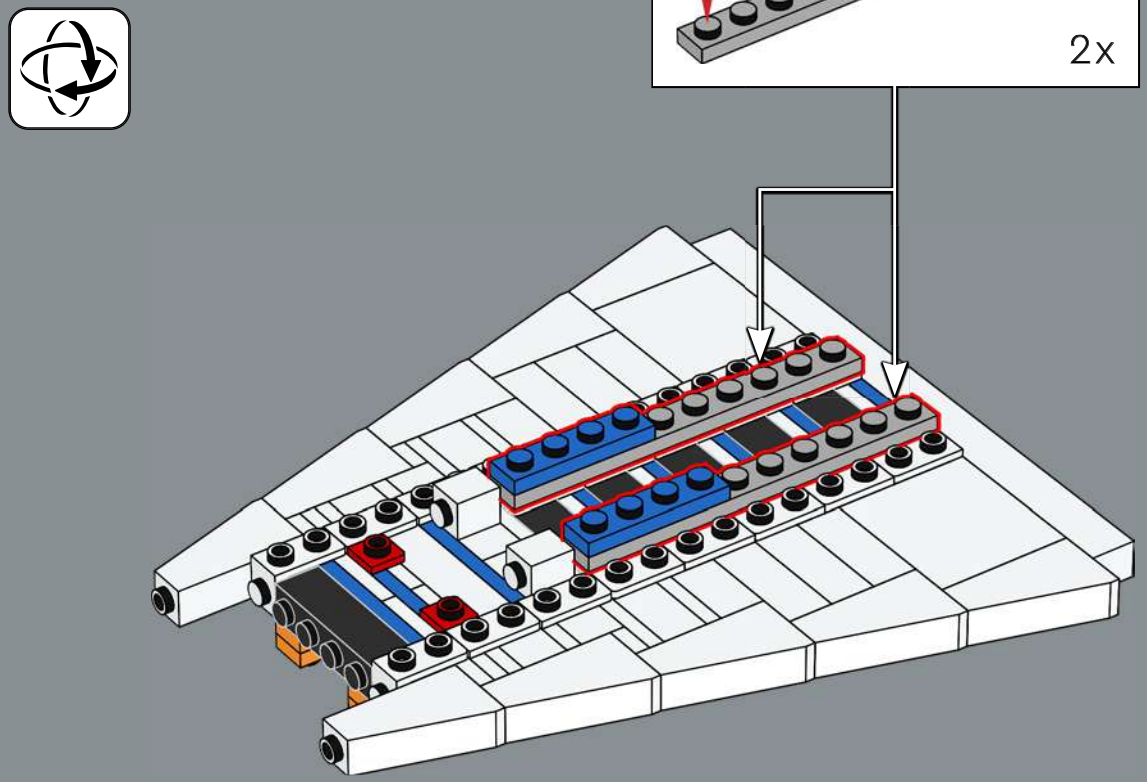
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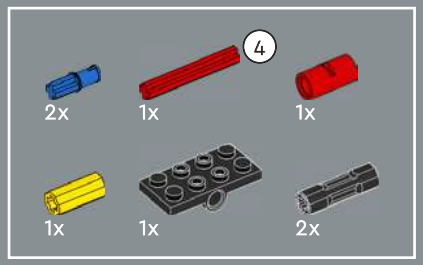


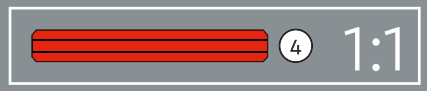




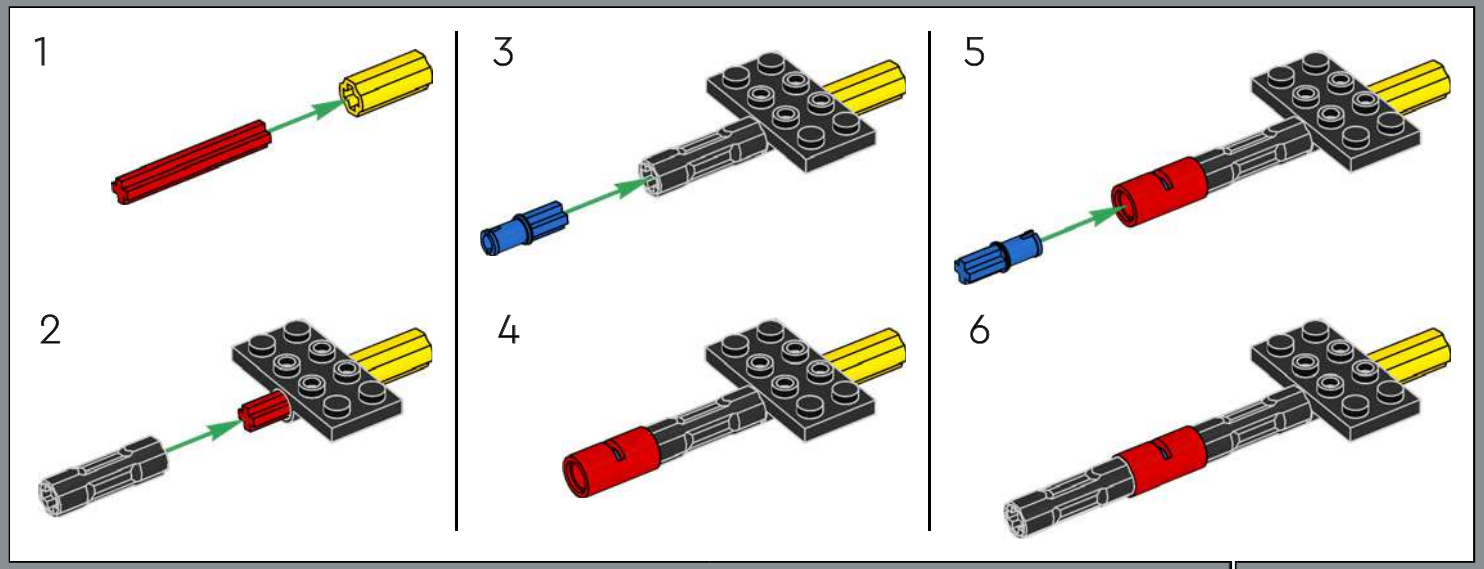
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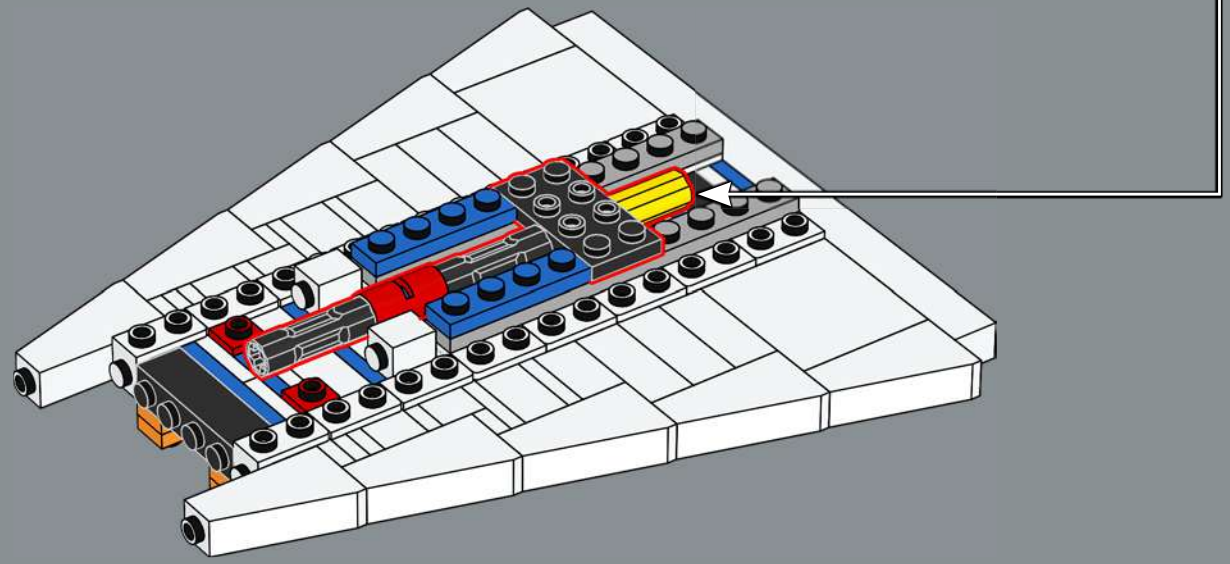


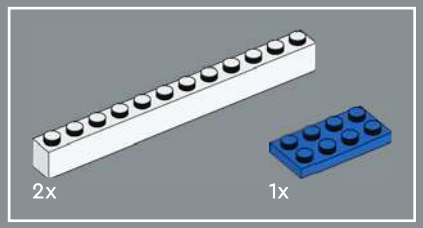




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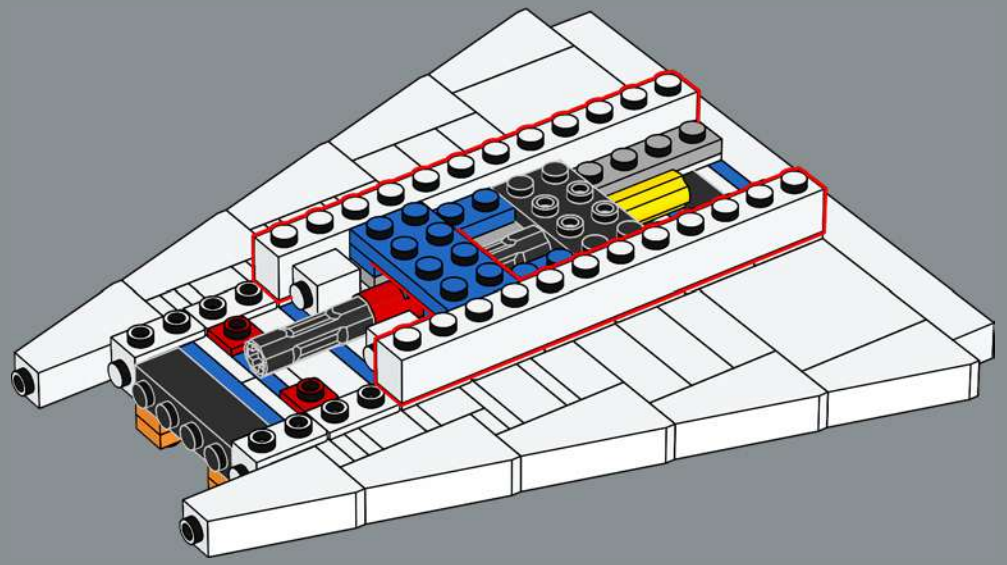


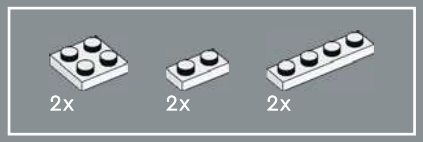
205

This clutch was an elegant solution to ensuring that the forward and rear landing gear remain synchronized when your model comes in for landing!

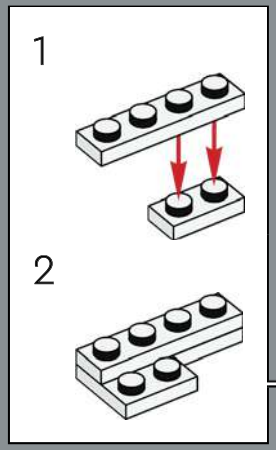
Cet embrayage était une solution élégante pour garantir que les trains d'atterrissage avant et arrière restent synchronisés lorsque votre modèle se prépare à l'atterrissage !

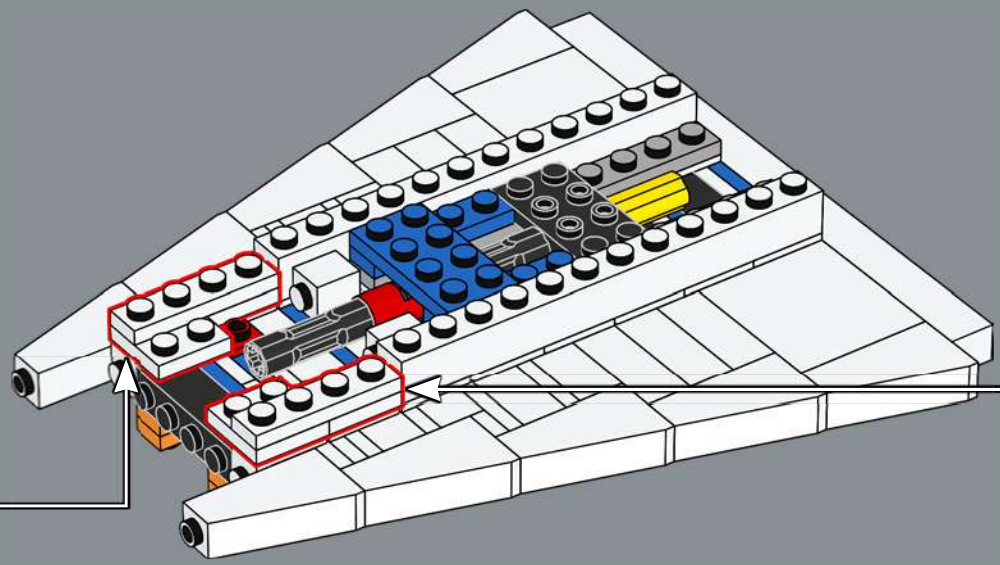
¡Este embrague resolvió elegantemente el problema de mantener sincronizados los trenes de aterrizaje principal y de nariz cuando el modelo viene en descenso y está próximo a hacer contacto con la pista!

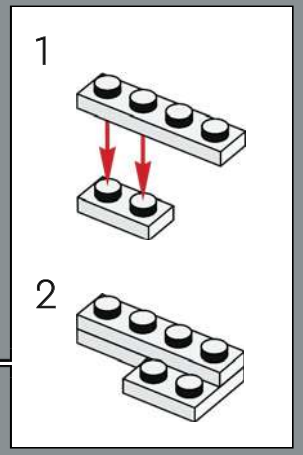


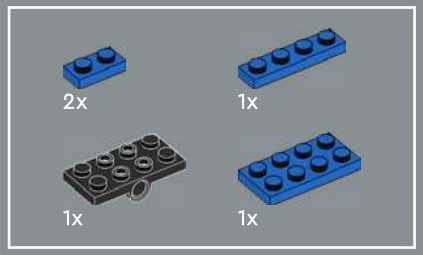


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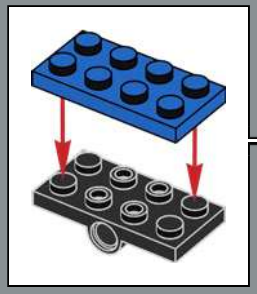


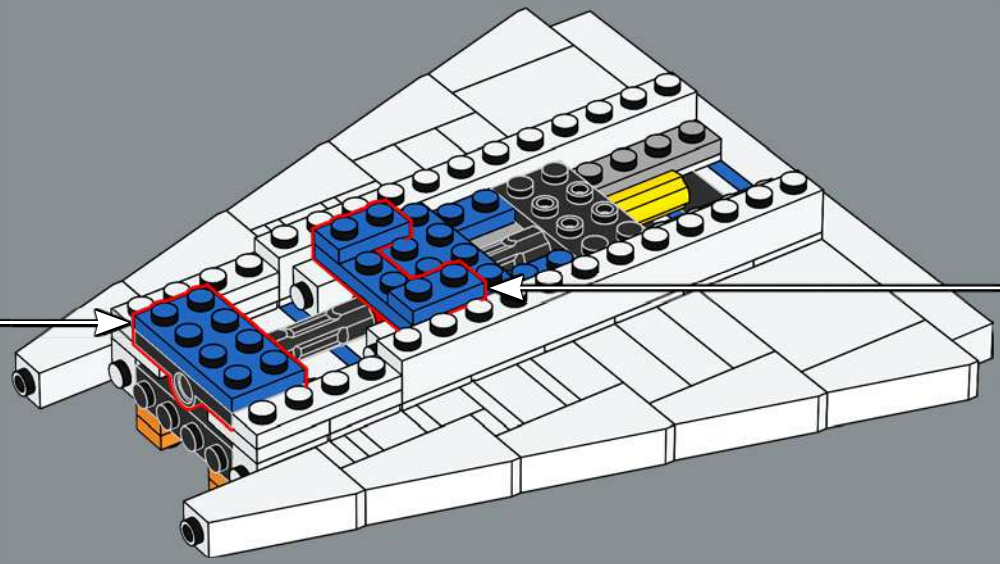


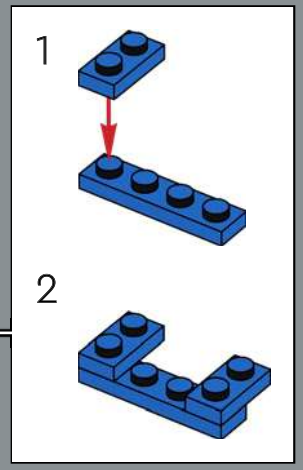


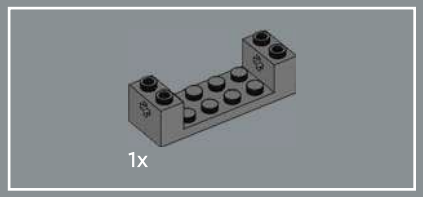


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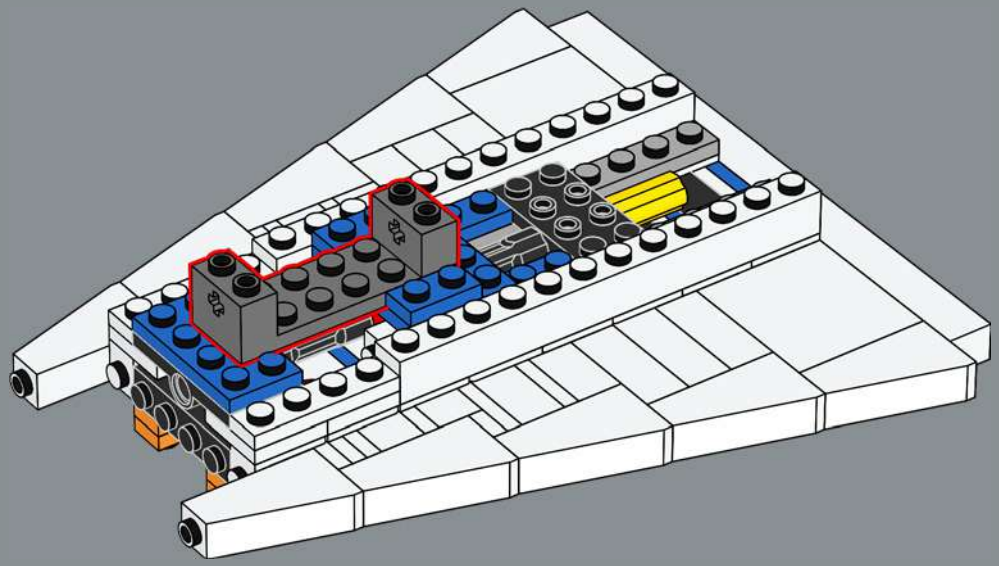


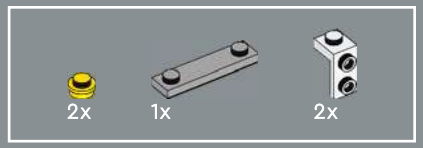




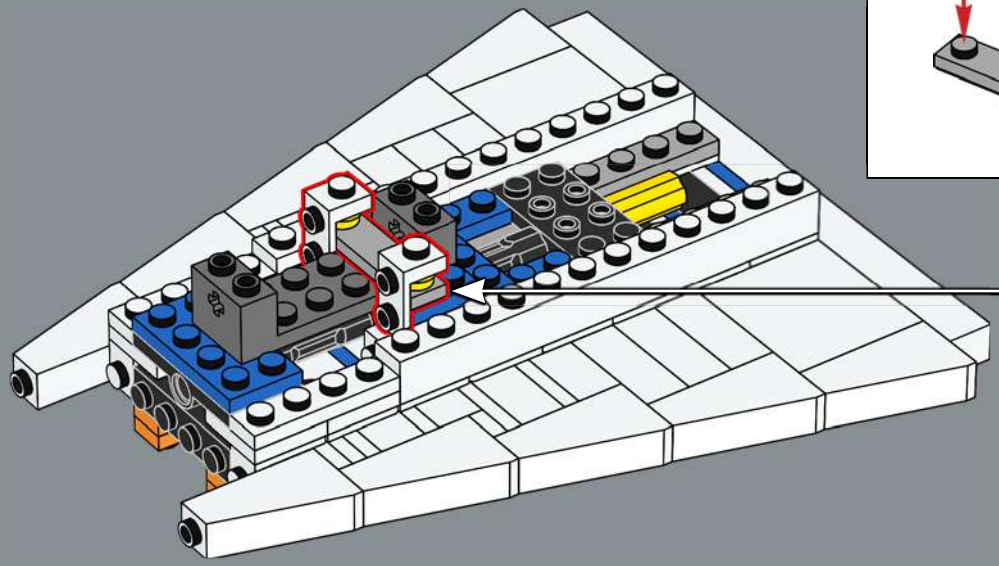


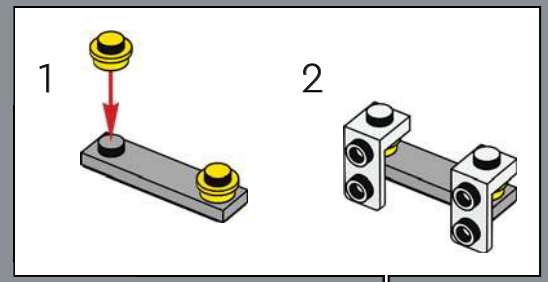
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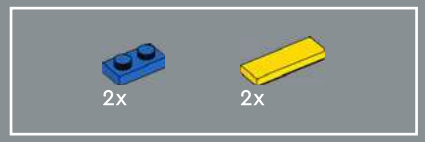




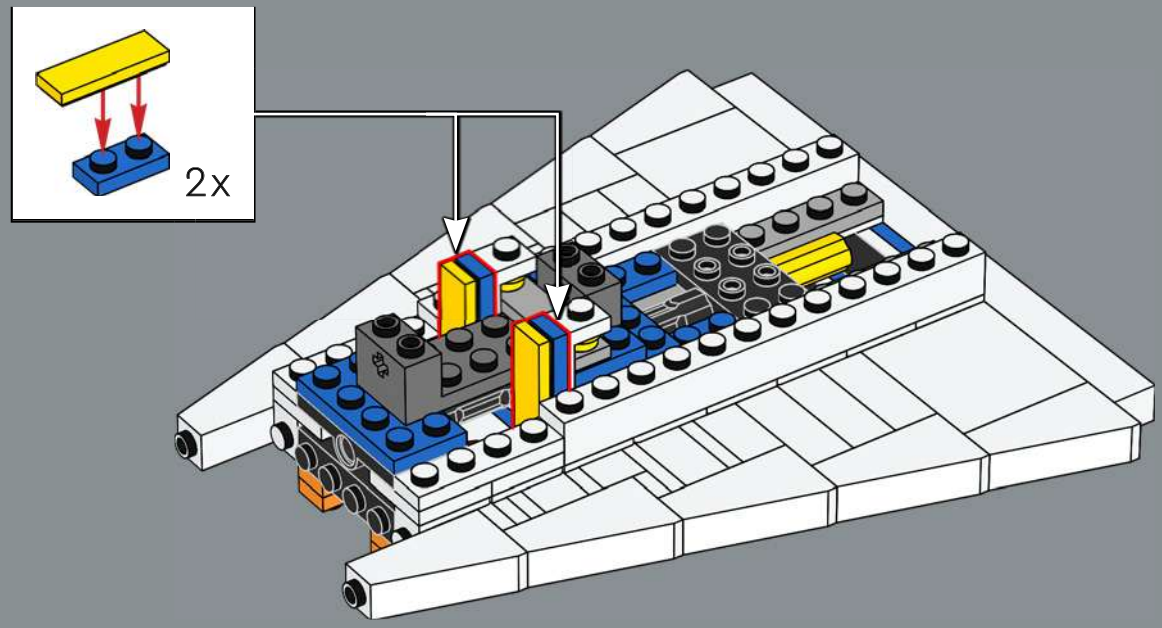
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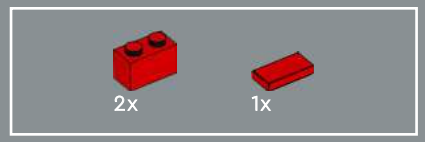




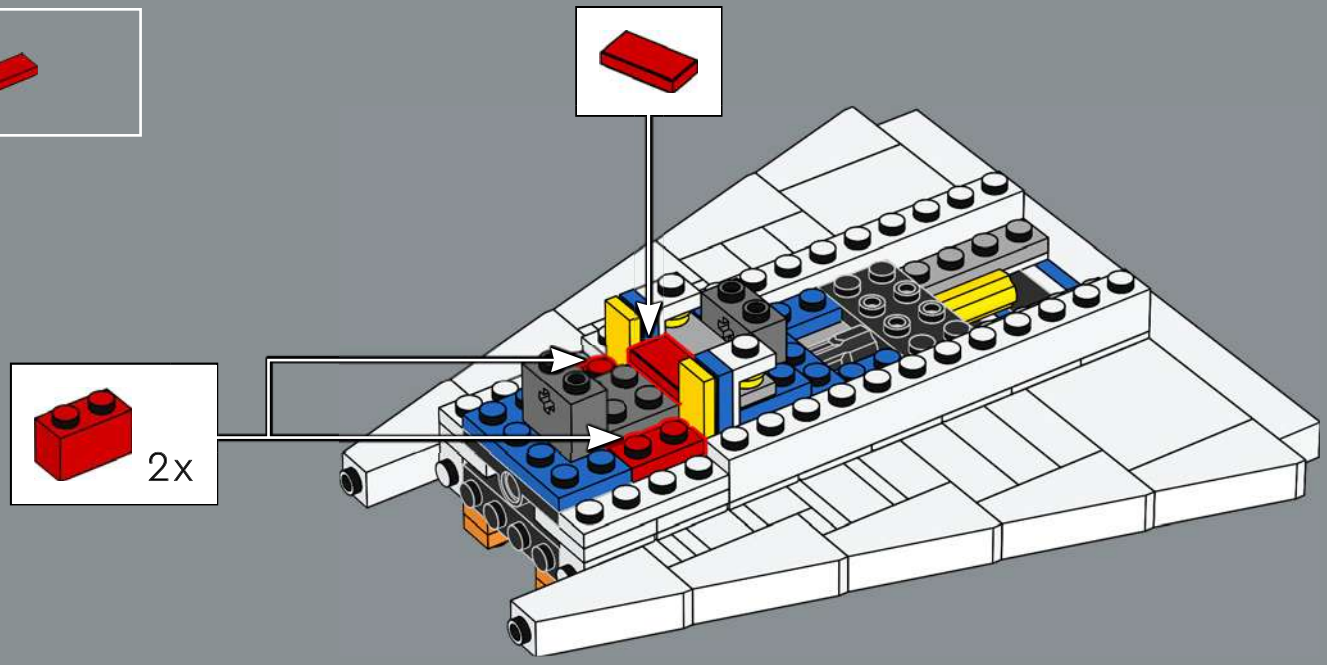


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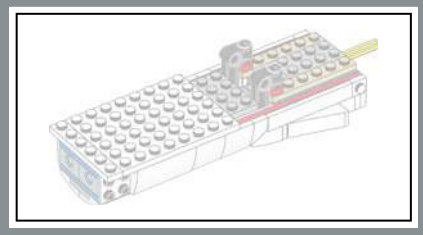


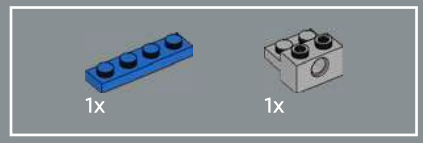


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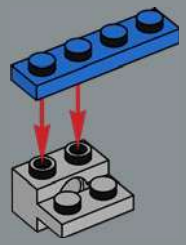


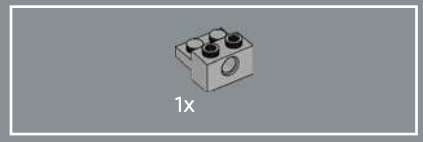




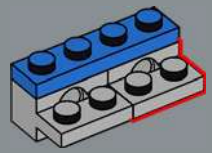


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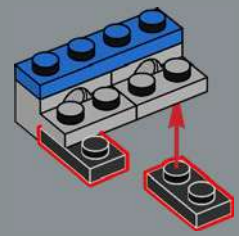


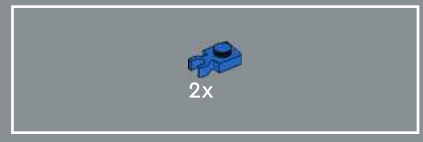
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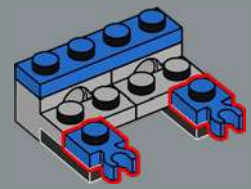


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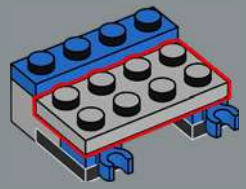


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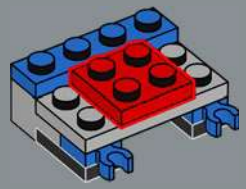


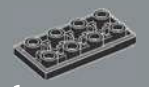
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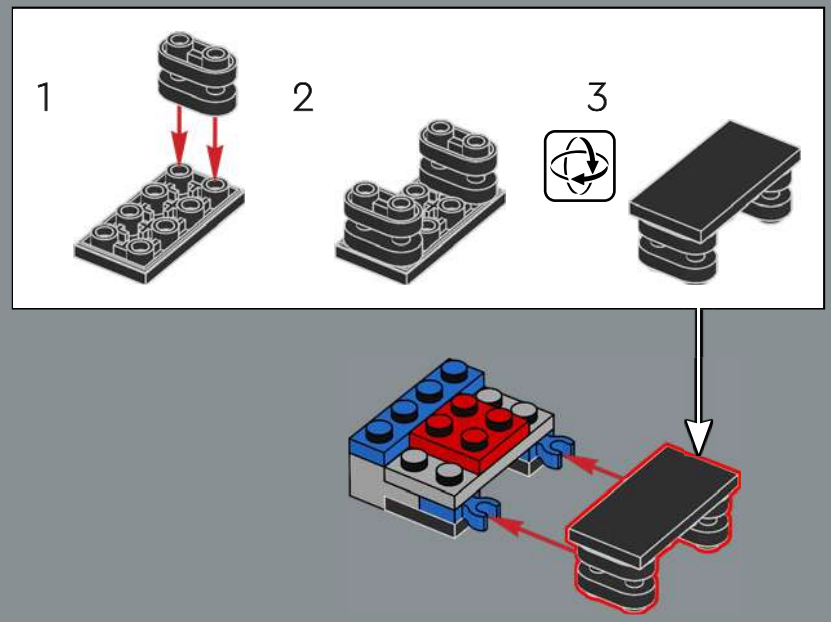
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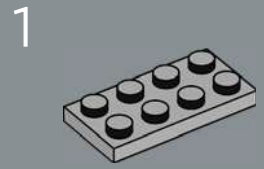


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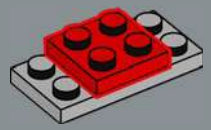




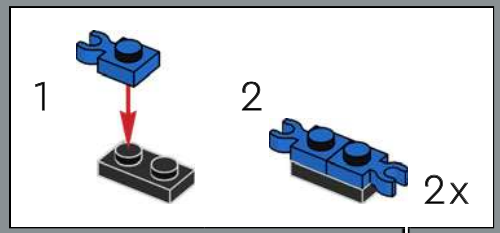
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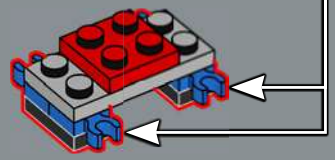
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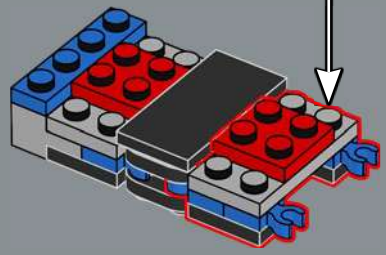


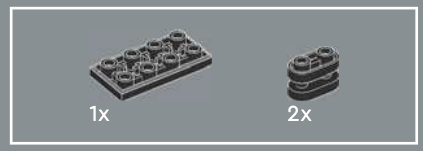
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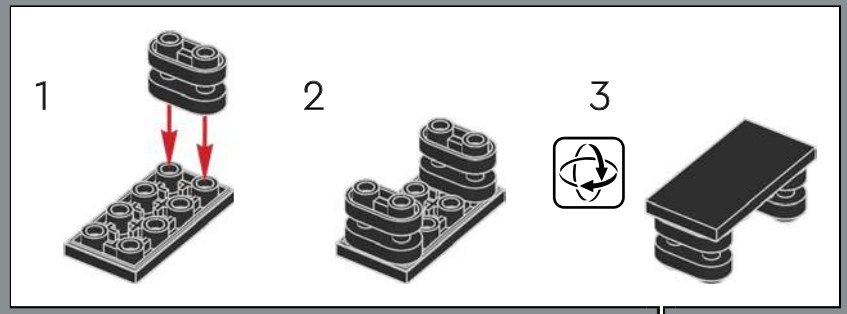
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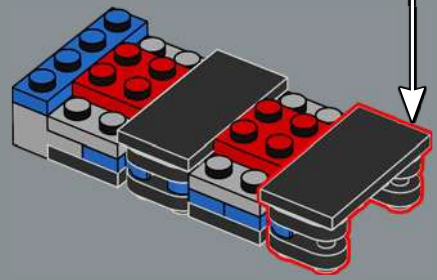


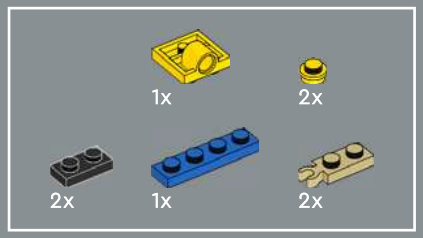




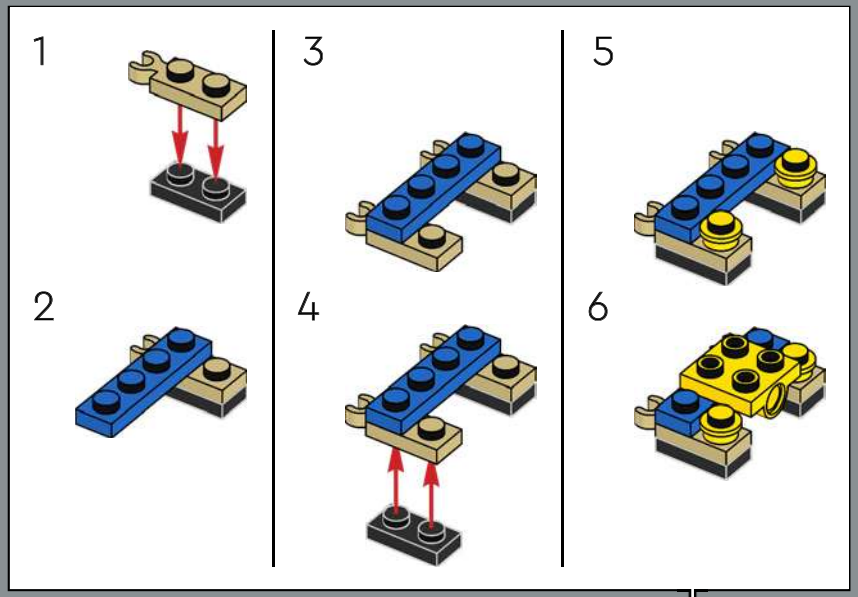
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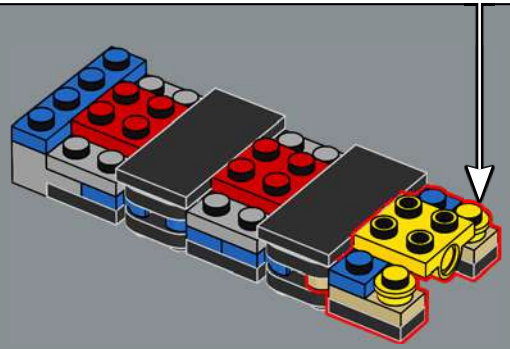






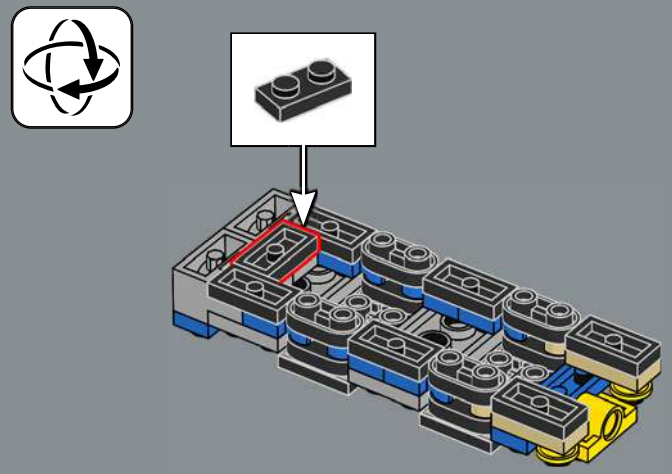
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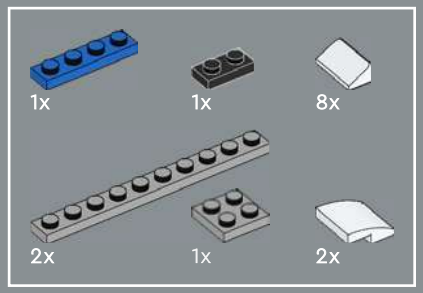




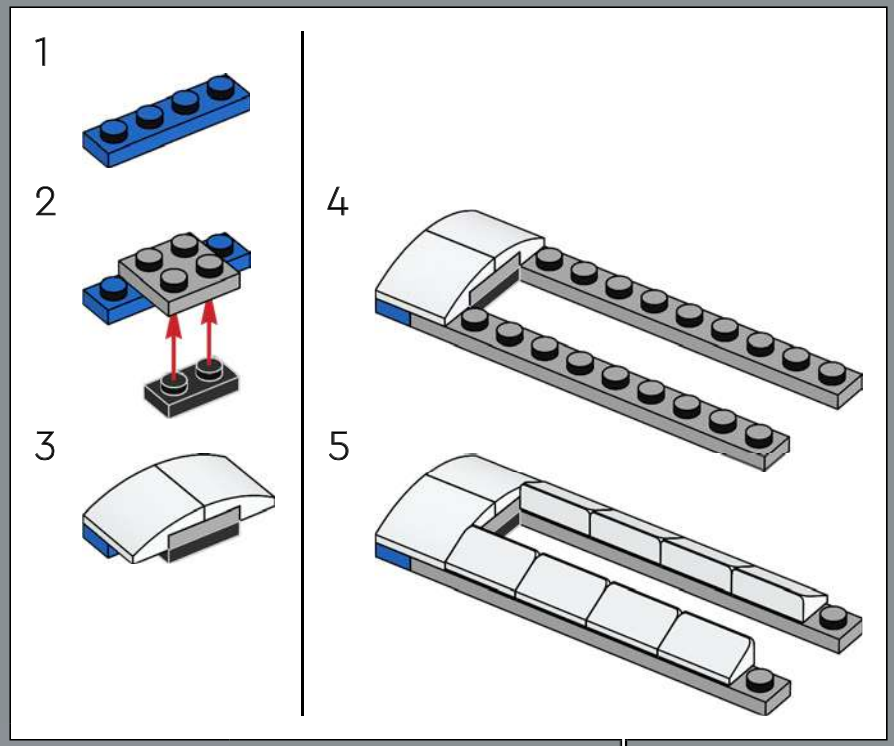


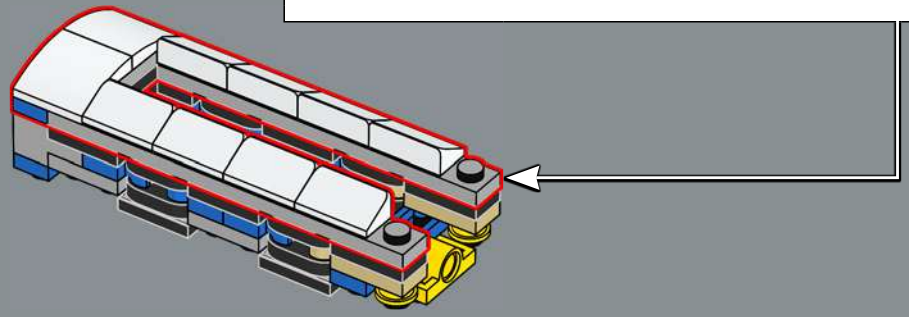
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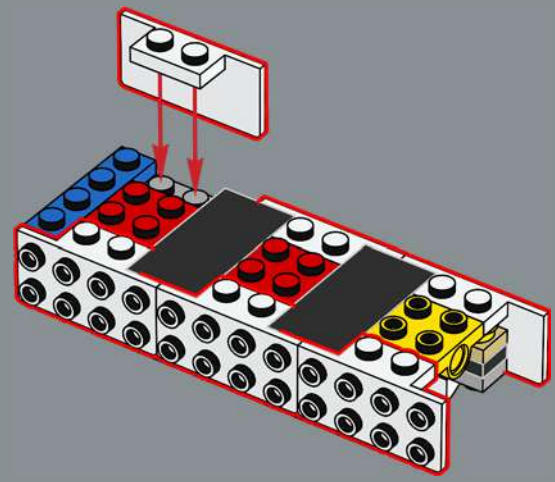


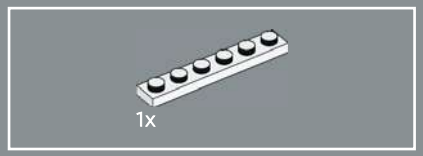




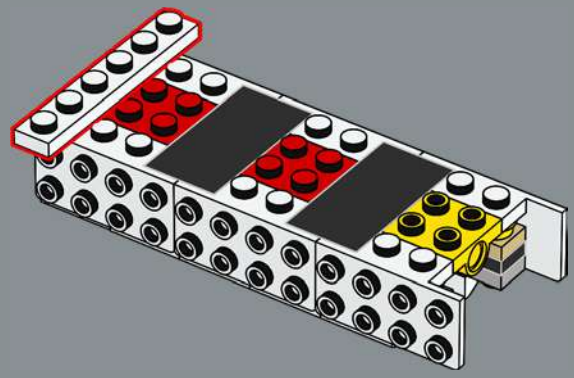
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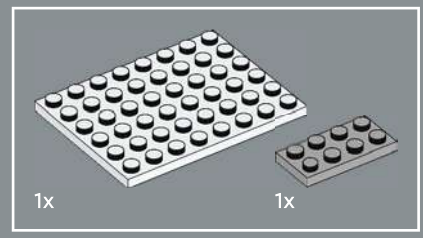




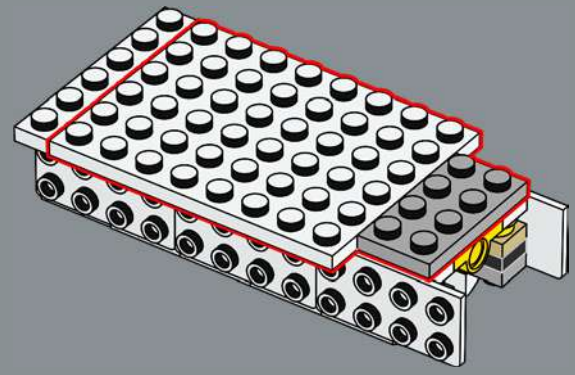


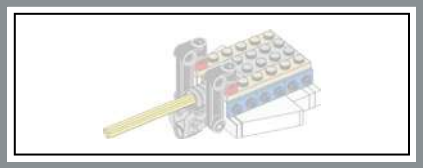
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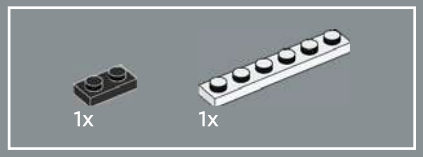




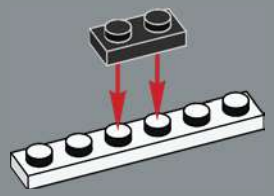
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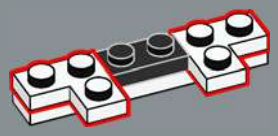


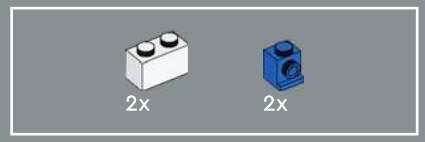
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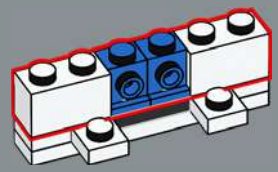


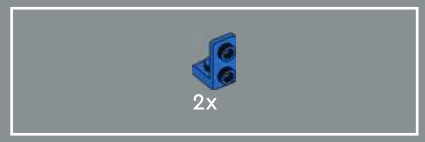
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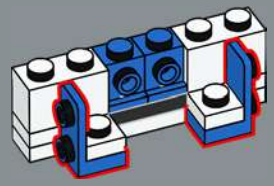


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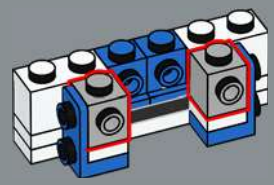


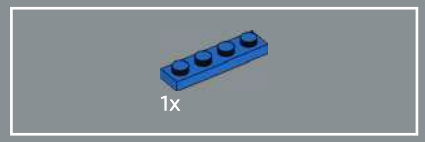
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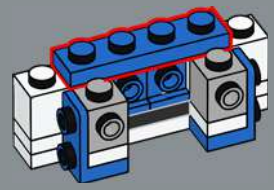


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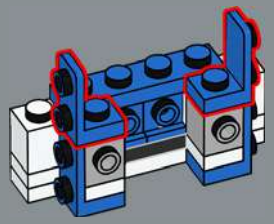


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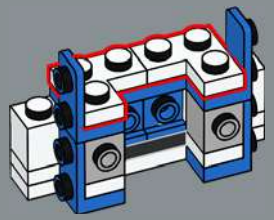

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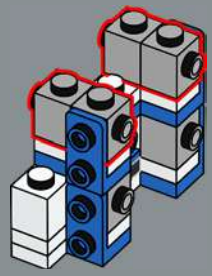

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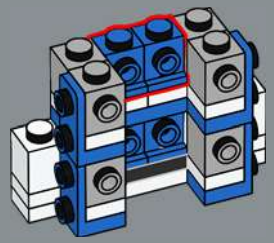

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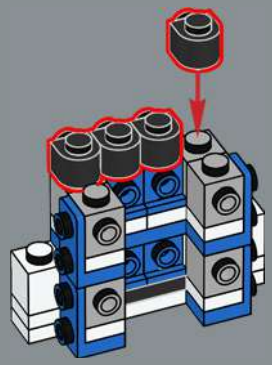

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236



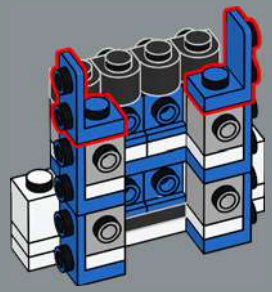

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237



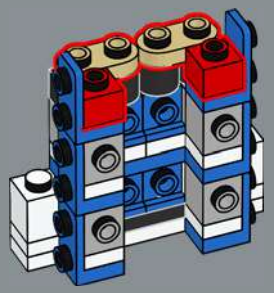

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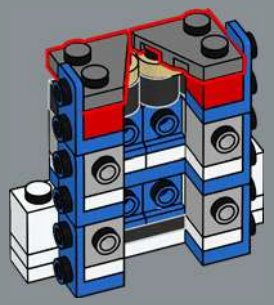


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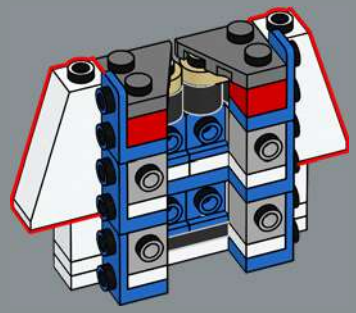


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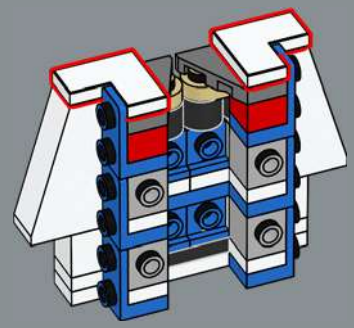


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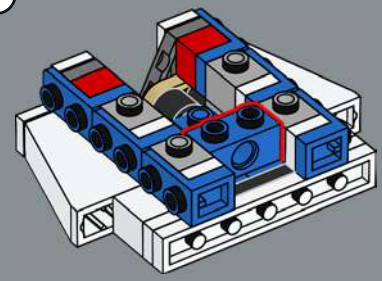
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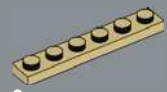




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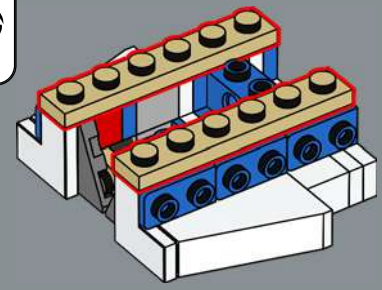


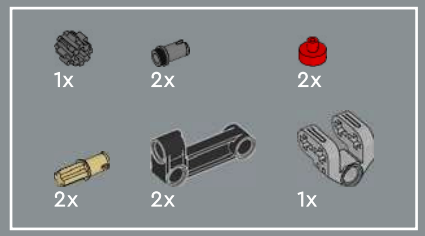




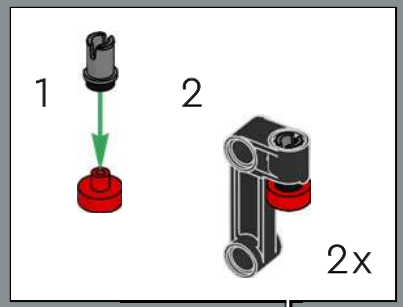
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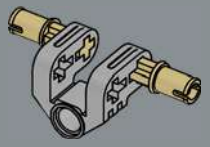


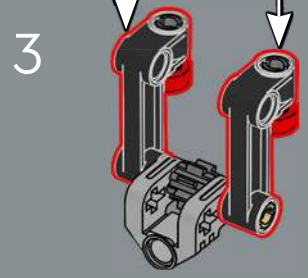


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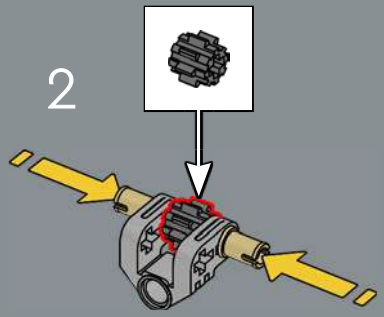


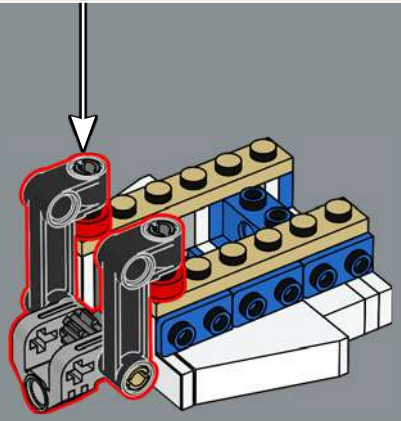
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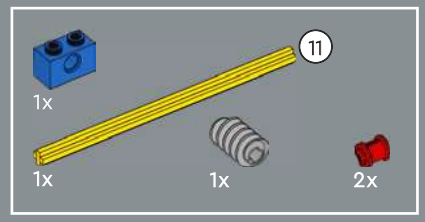




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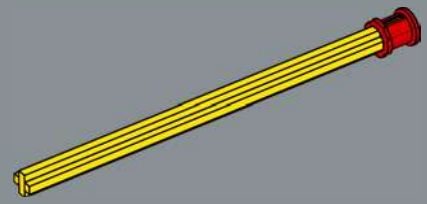




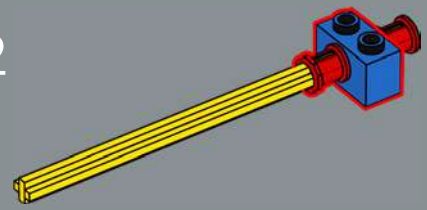


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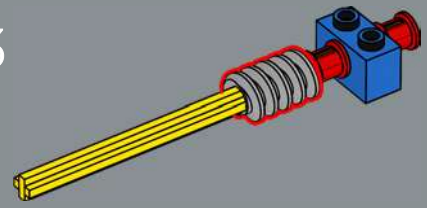
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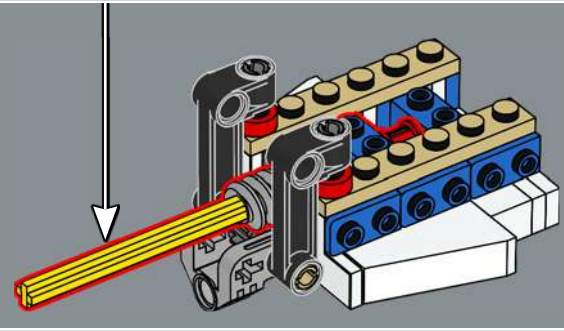


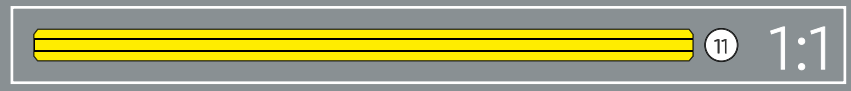
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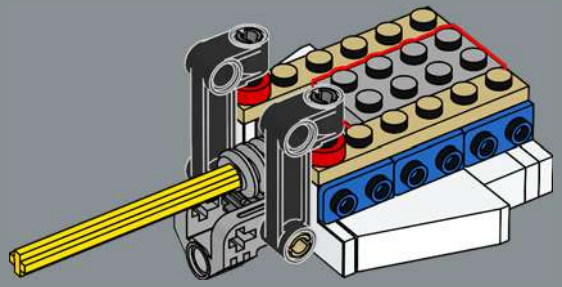






1x

247

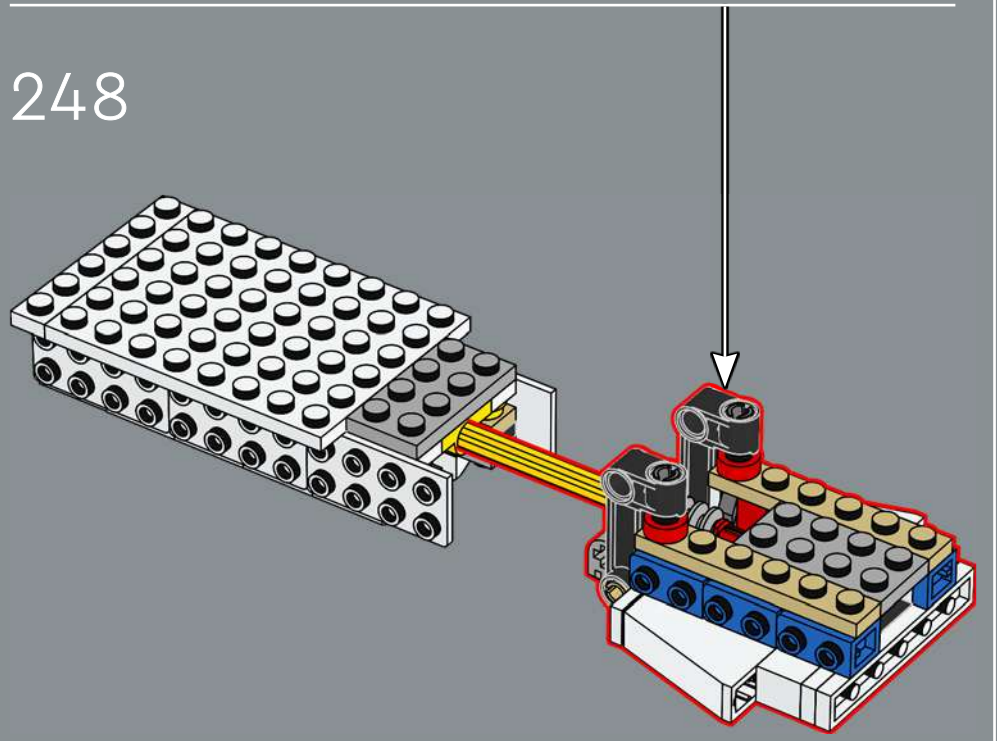


The forward wheel well accommodates the nose landing gear. Concorde's landing gear was longer than most to ensure that the engines, set far back on the delta wing, would clear the ground during take-off and landing.

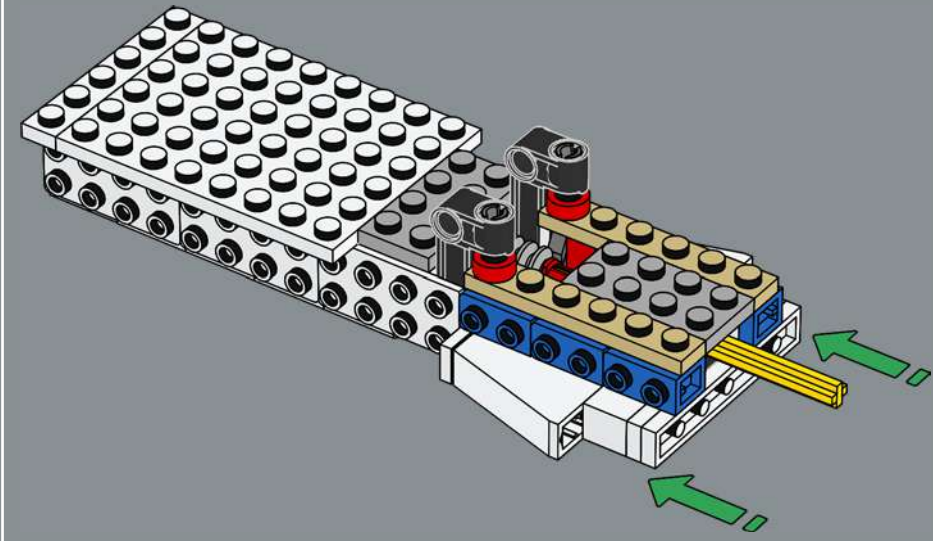
Le logement de roue avant accueille le train d'atterrissage avant. Le train d'atterrissage du Concorde était plus long que la plupart des autres trains afin de garantir que les réacteurs, placés très loin en arrière sur l'aile delta, ne touchent pas le sol au décollage et à l'atterrissage.

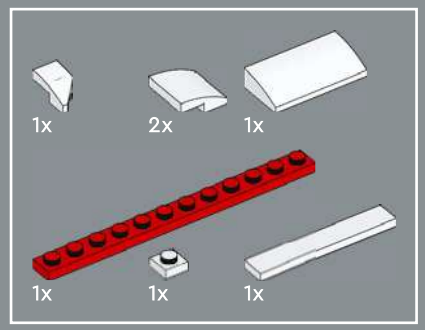
Las ruedas delanteras tienen capacidad de sobra para sostener el peso del tren de aterrizaje de nariz. El tren de aterrizaje del Concorde era más largo que la mayoría para evitar que los motores, colocados en el extremo posterior del ala en delta, tuvieran contacto con la pista durante el despegue y el aterrizaje.

248

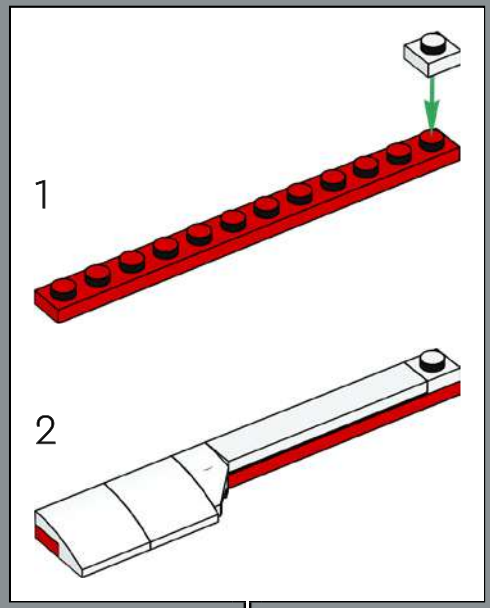


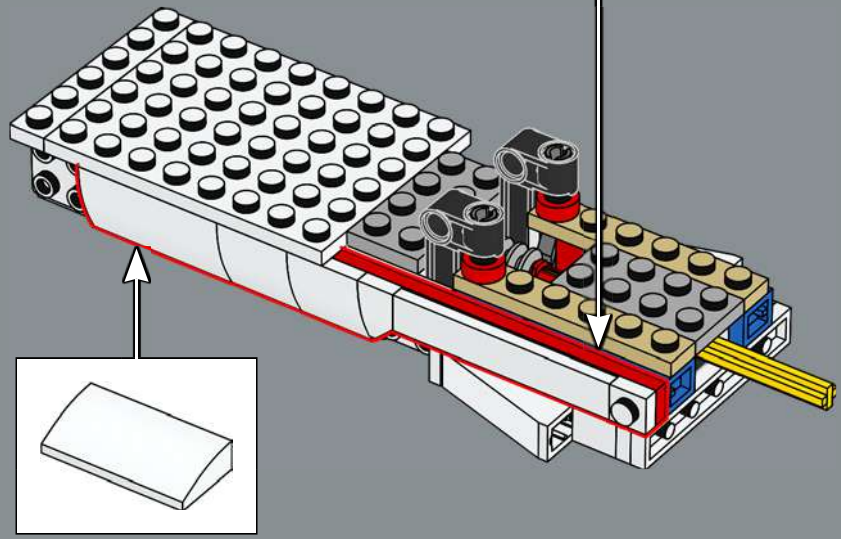
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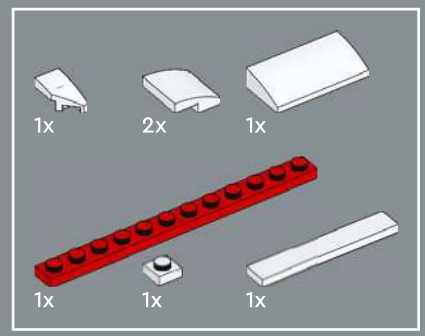




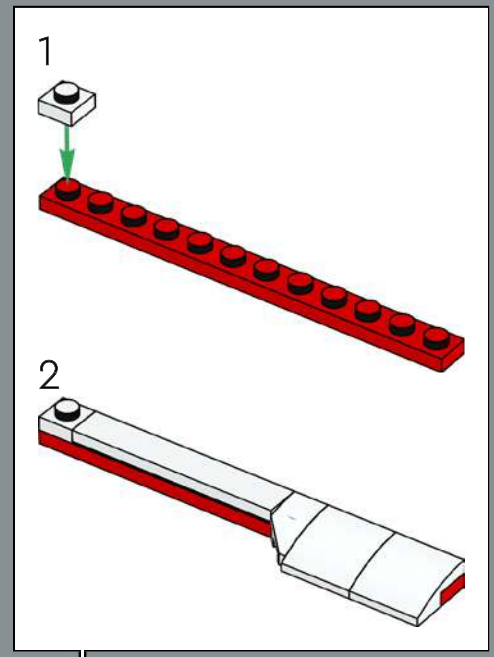
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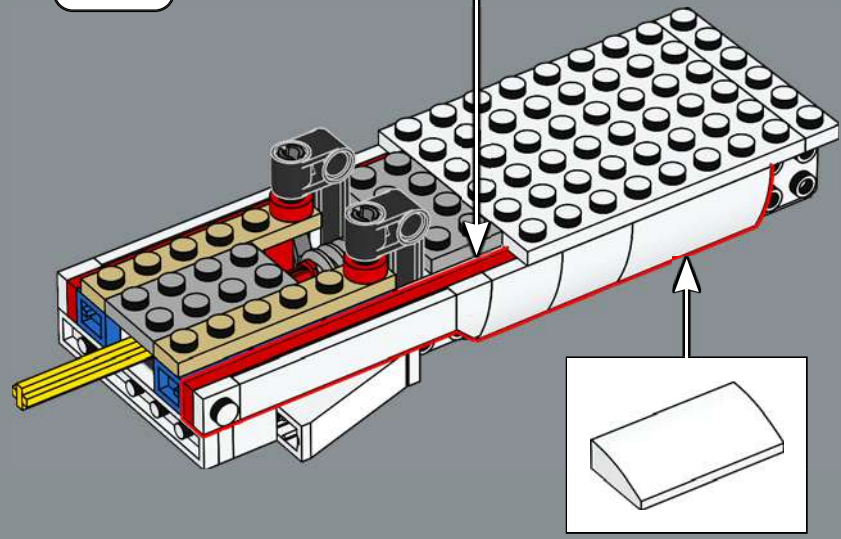


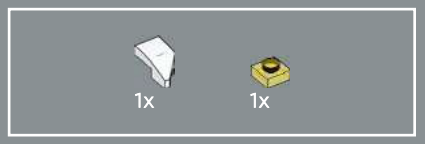




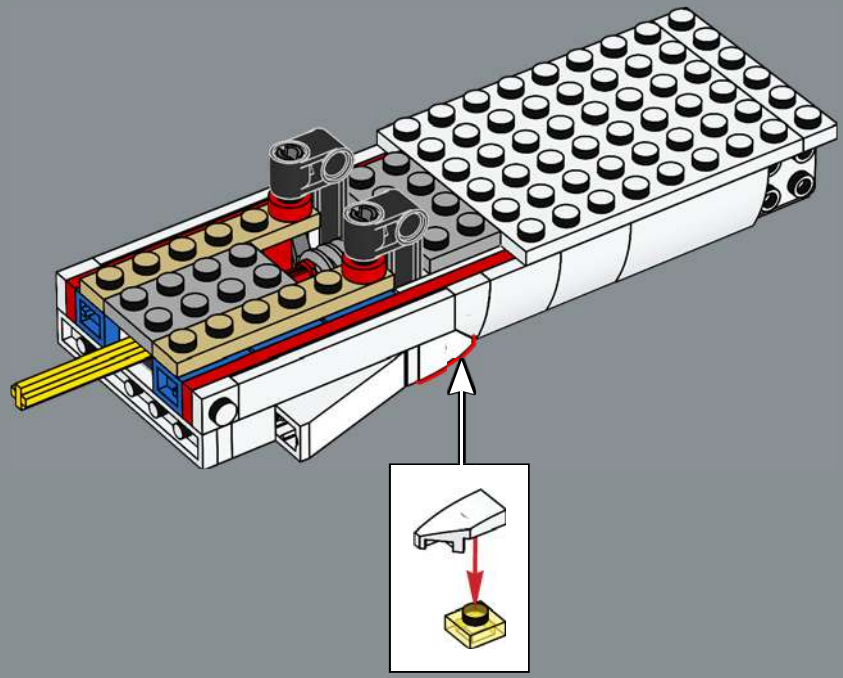
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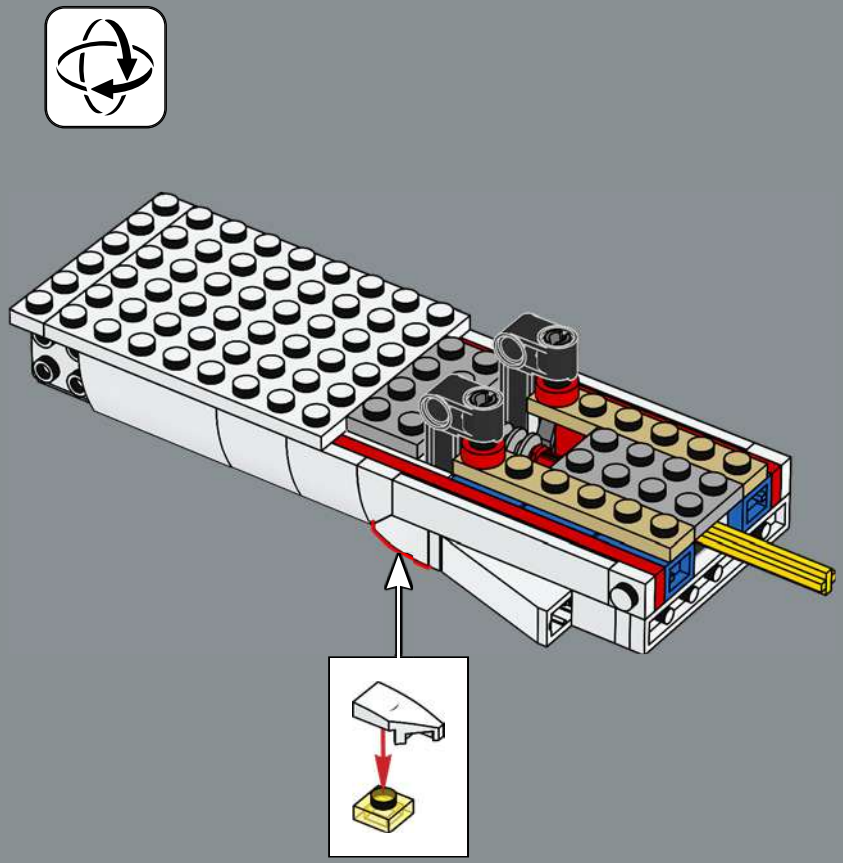


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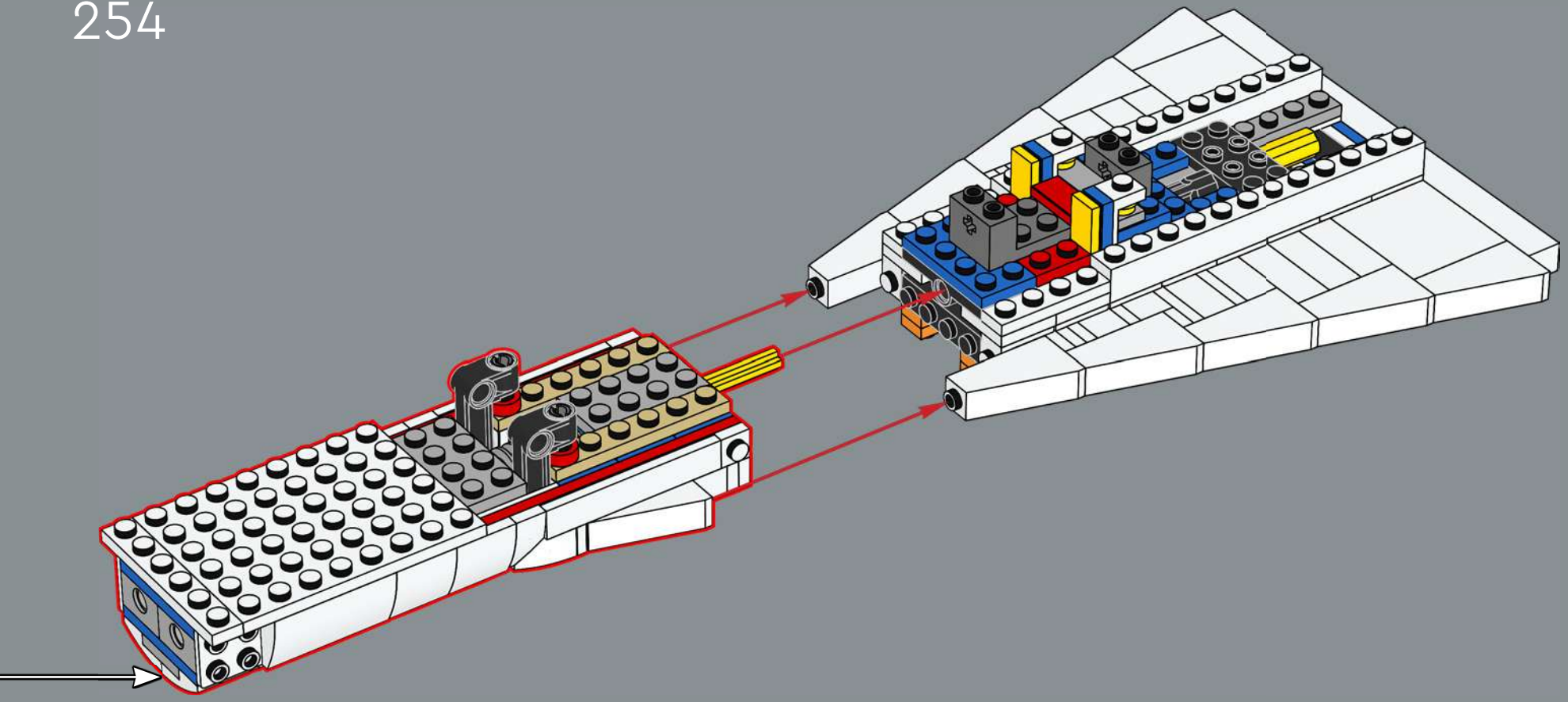


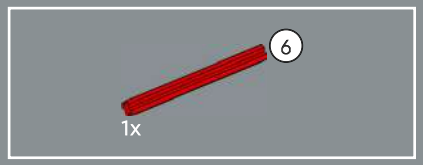


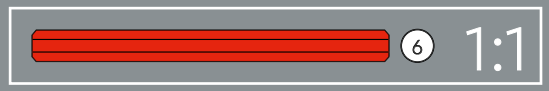
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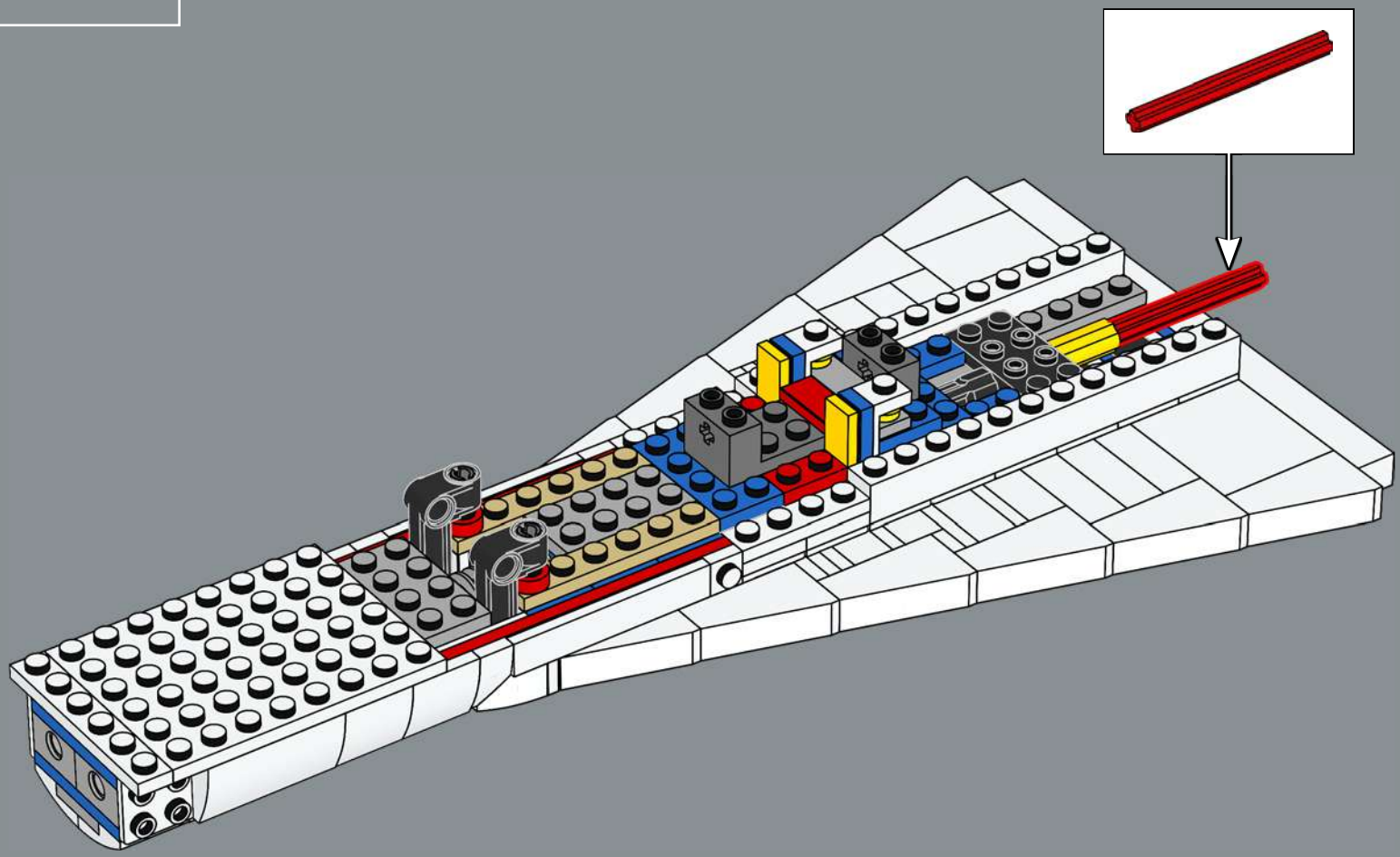
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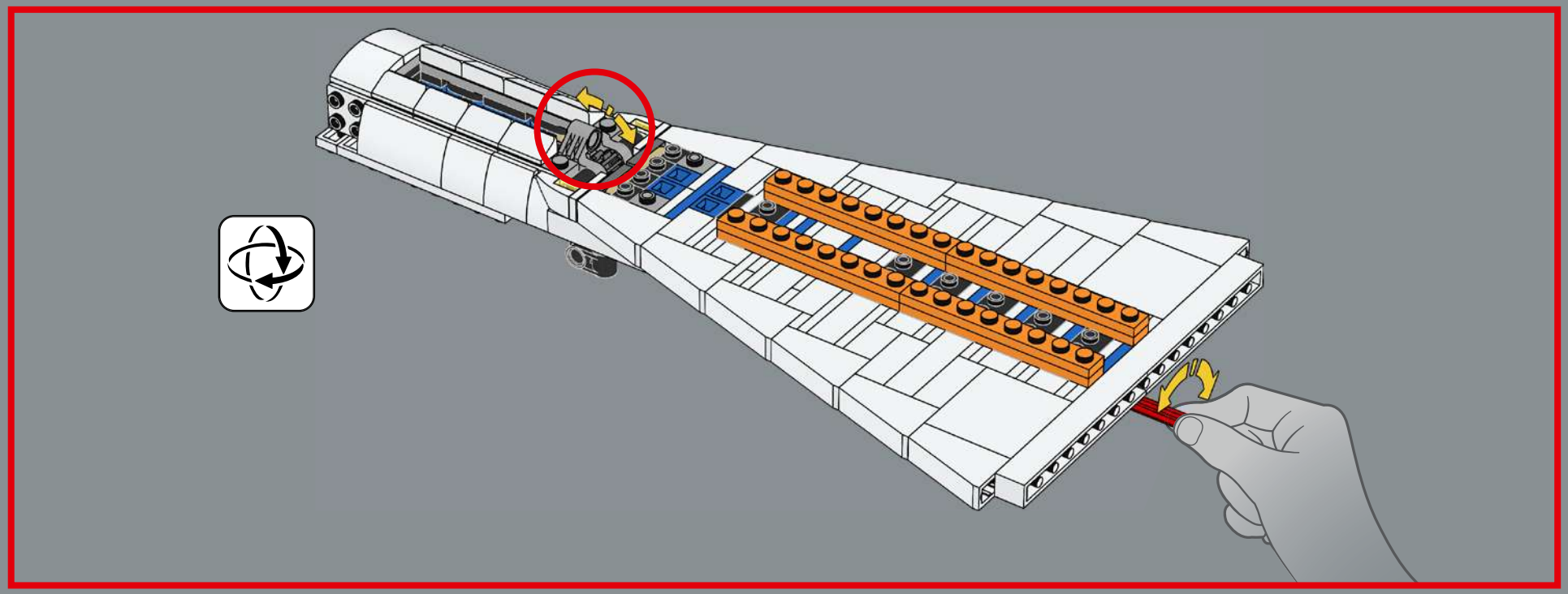


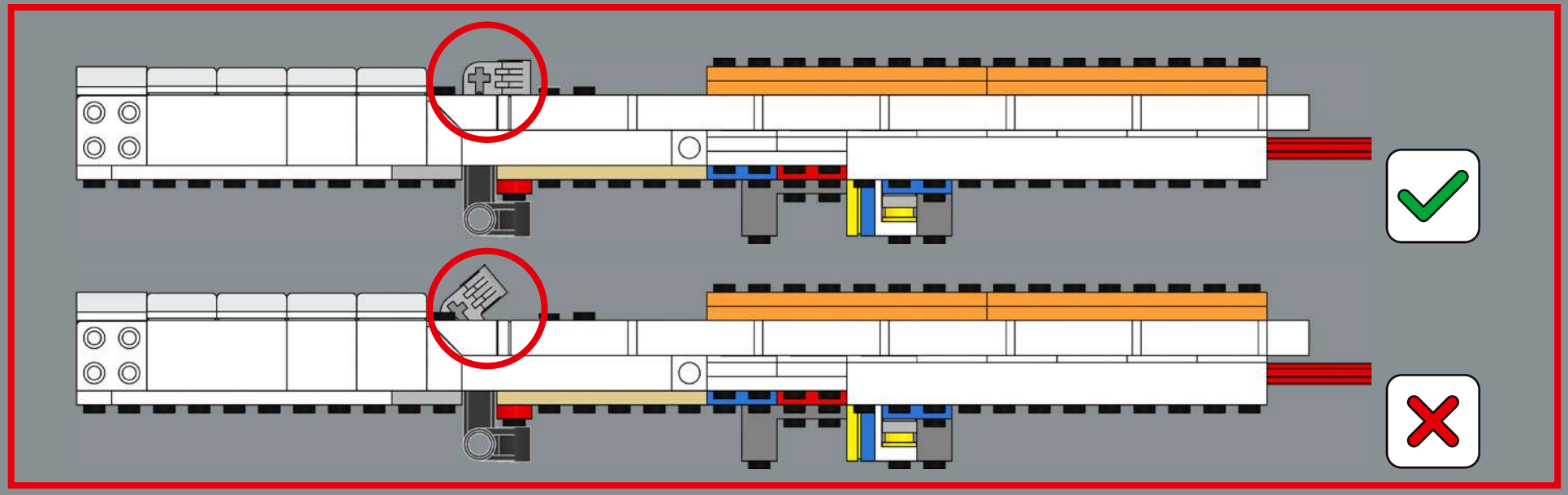




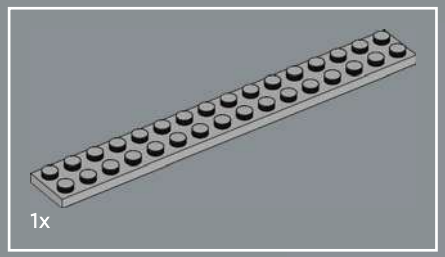
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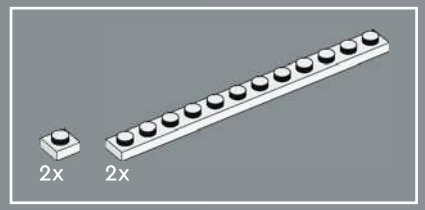




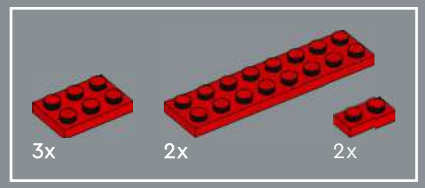




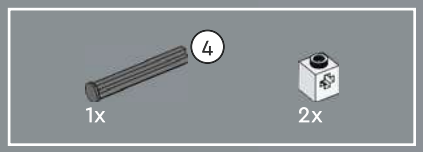
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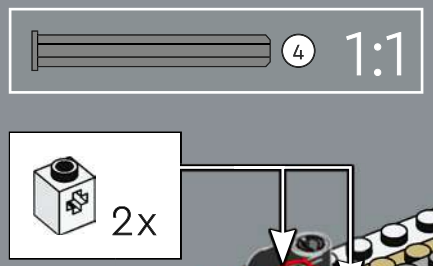
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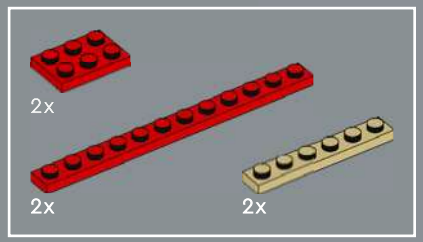


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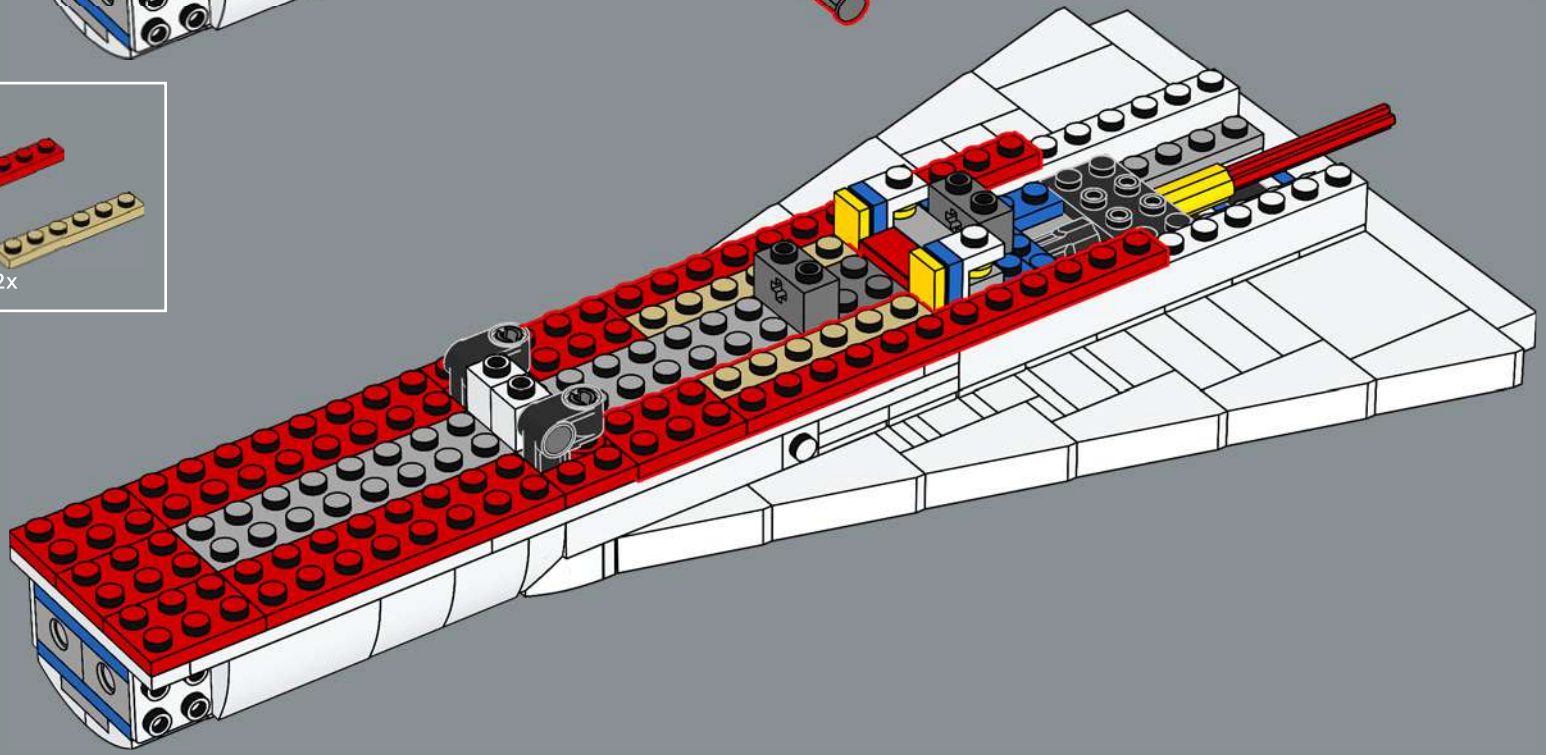


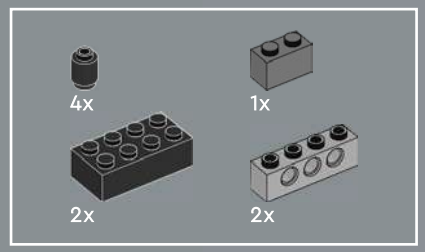
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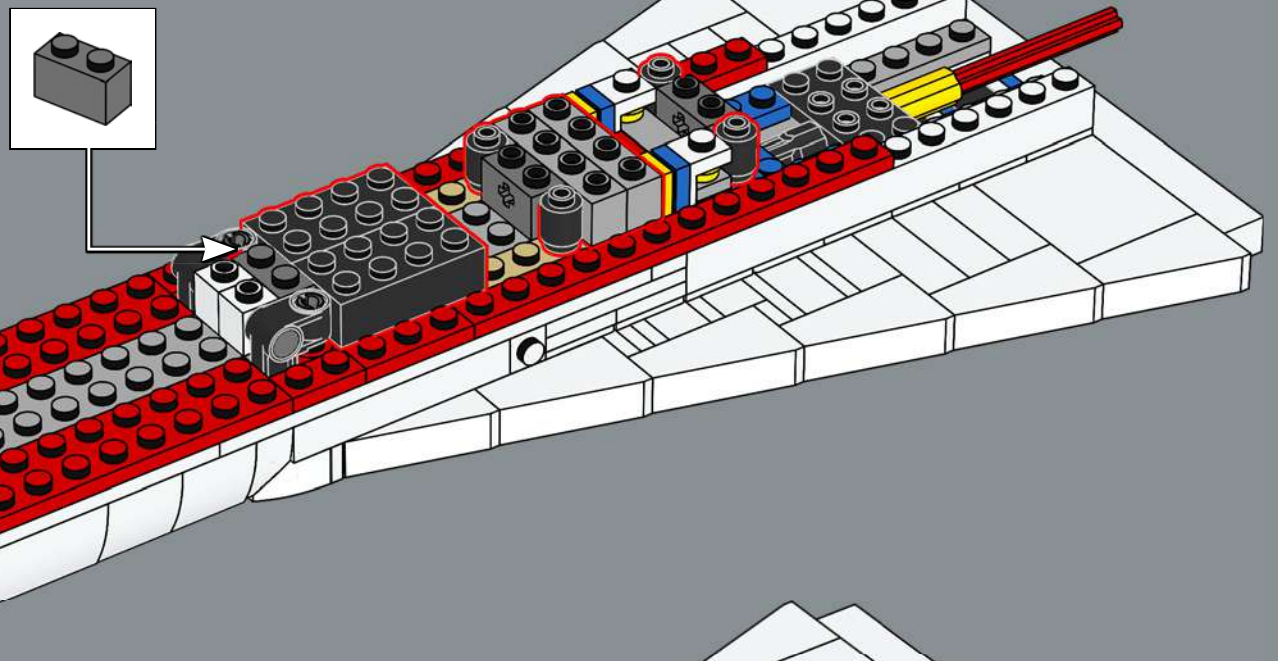


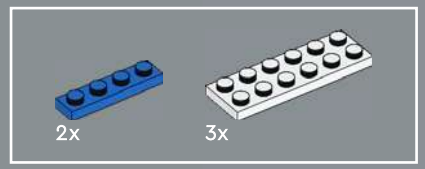
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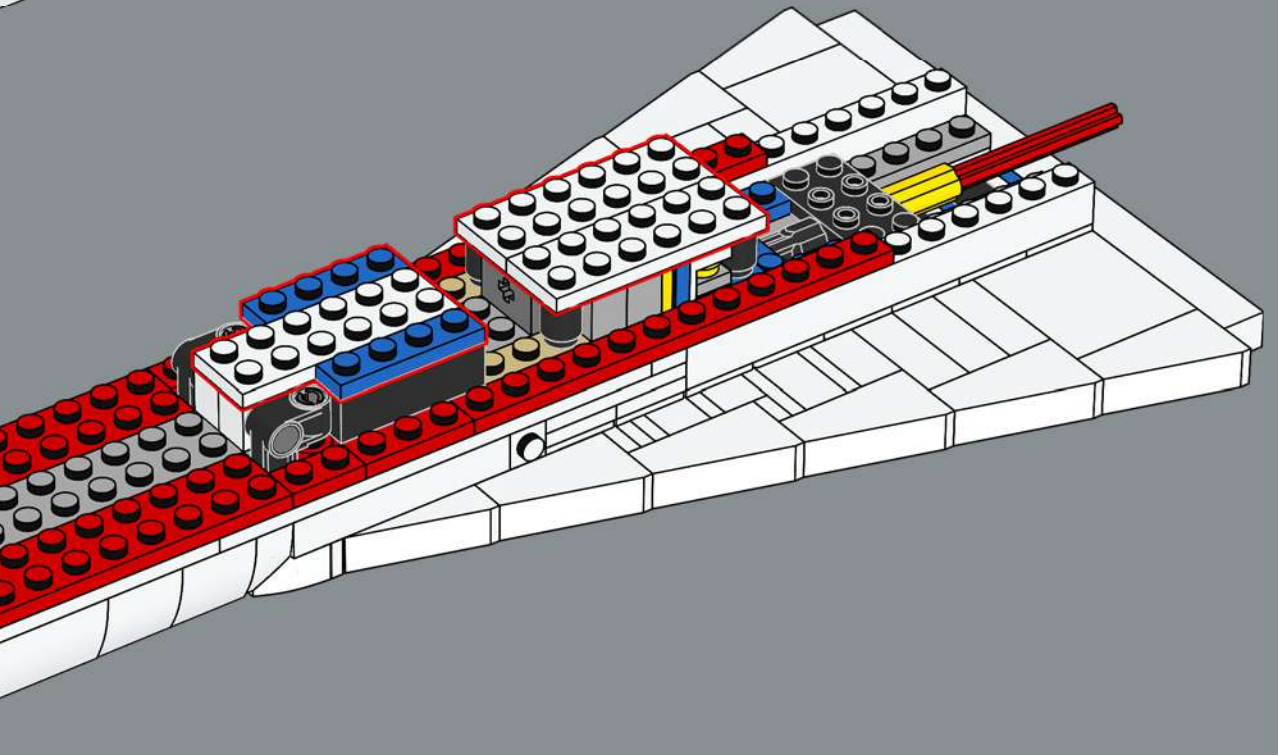


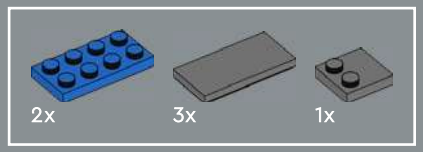
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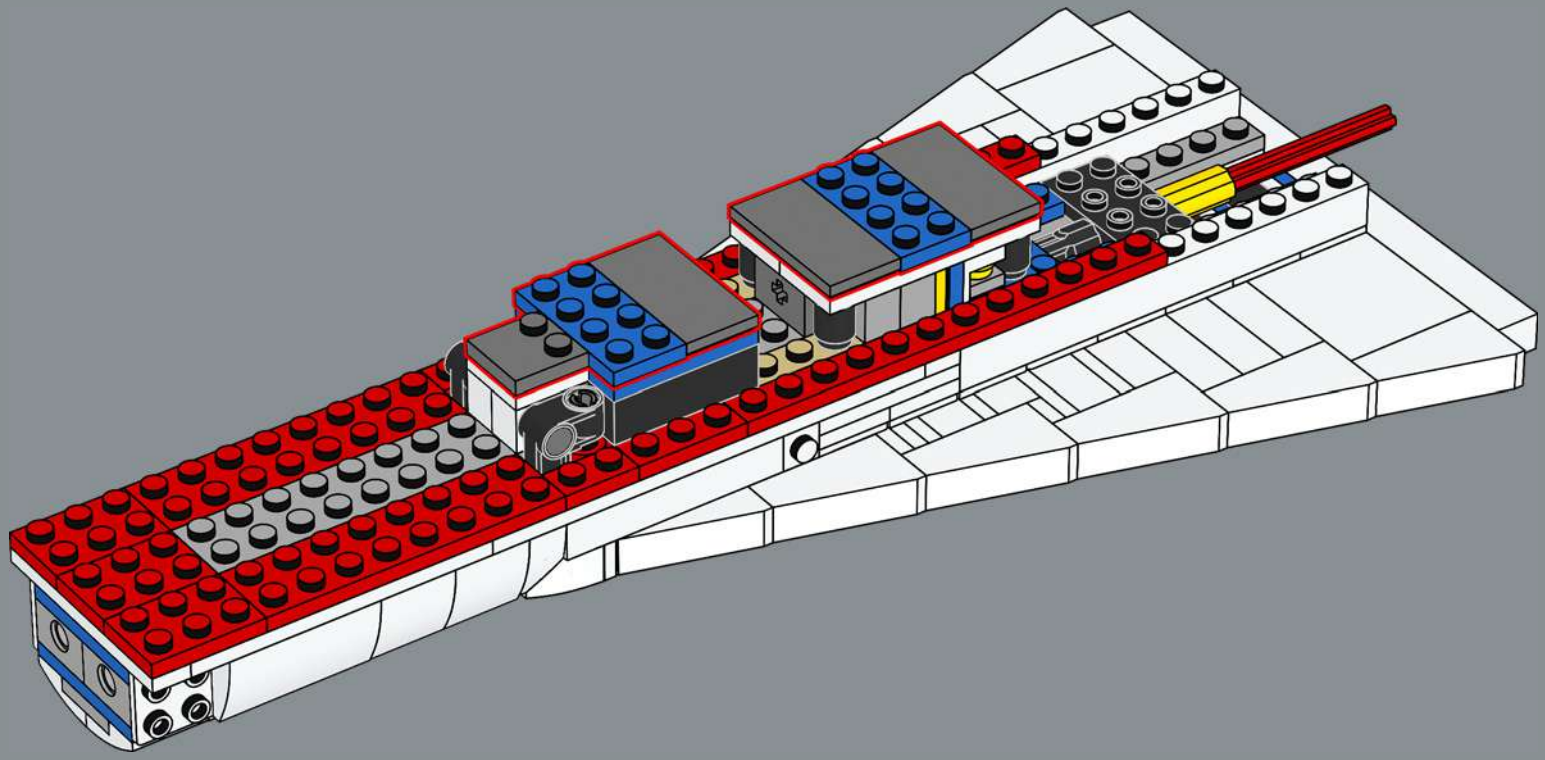


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263

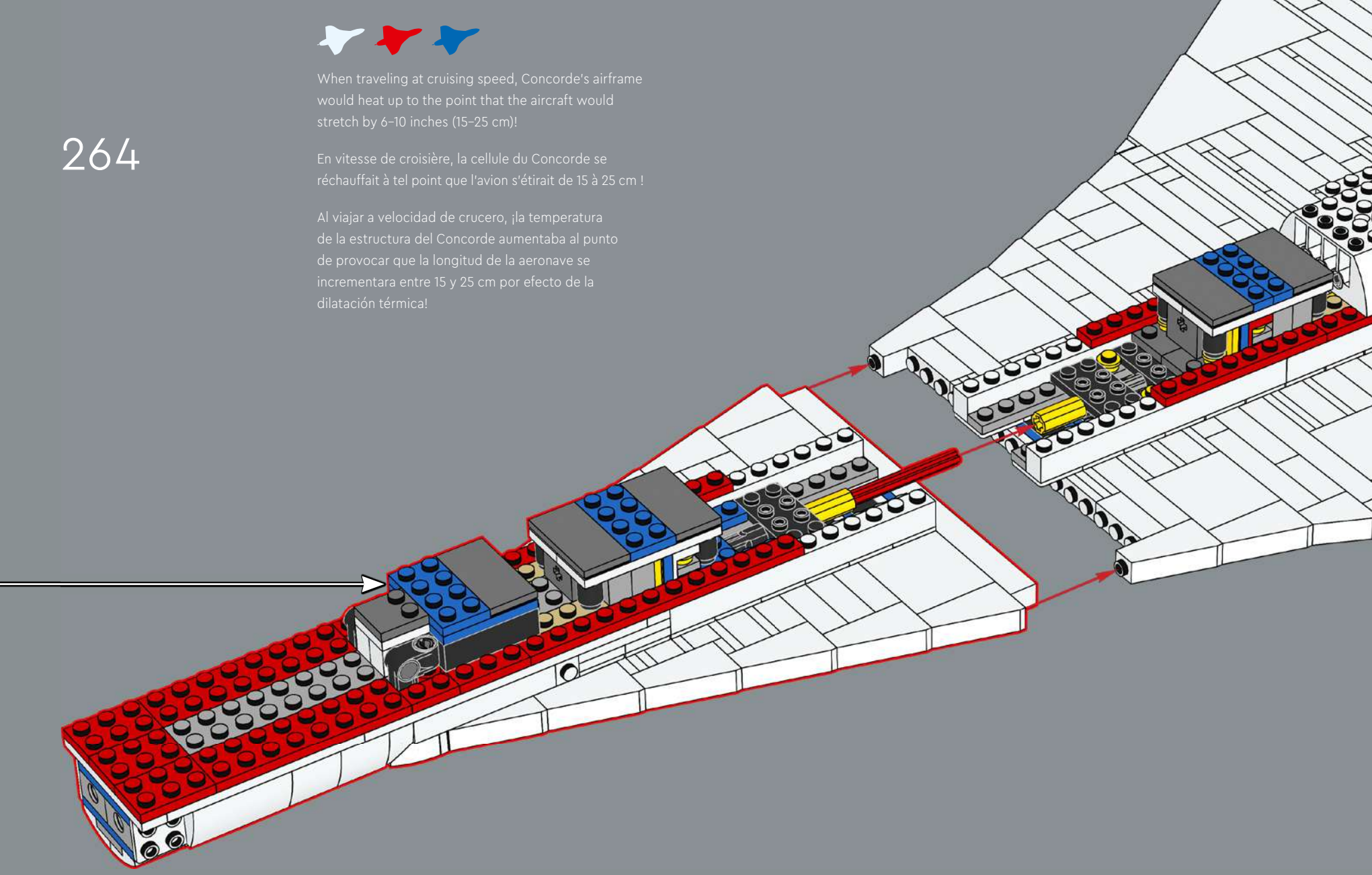


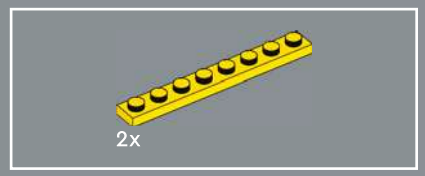
264

When traveling at cruising speed, Concorde's airframe would heat up to the point that the aircraft would stretch by 6–10 inches (15–25 cm)!

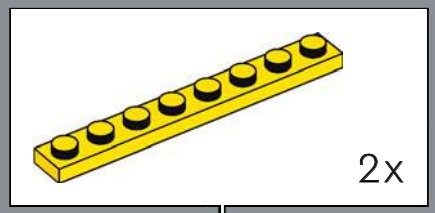
En vitesse de croisière, la cellule du Concorde se réchauffait à tel point que l'avion s'étirait de 15 à 25 cm !

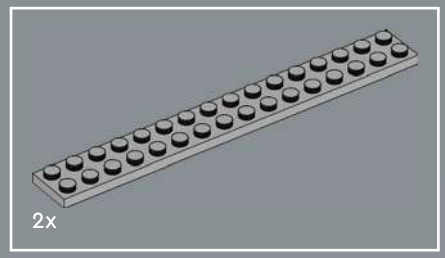
Al viajar a velocidad de crucero, ¡la temperatura de la estructura del Concorde aumentaba al punto de provocar que la longitud de la aeronave se incrementara entre 15 y 25 cm por efecto de la dilatación térmica!



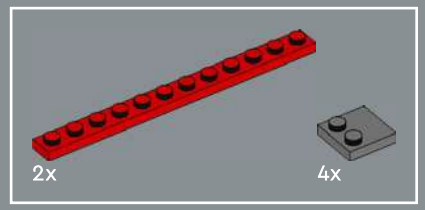


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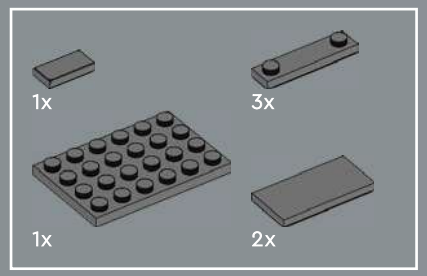




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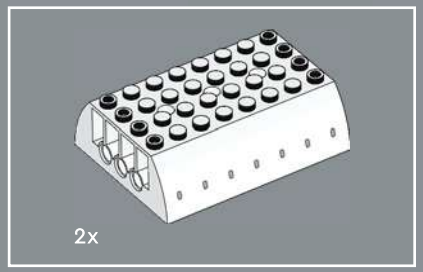


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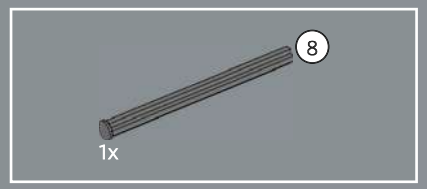


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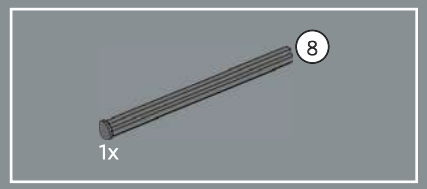


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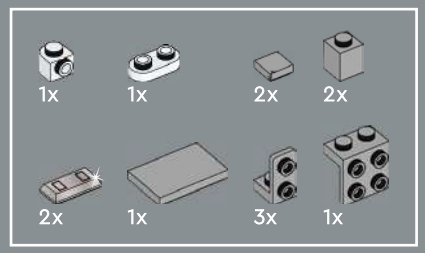


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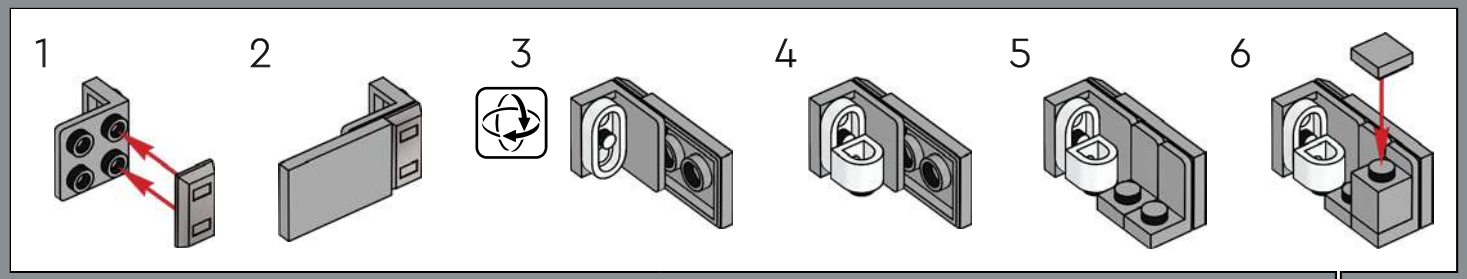


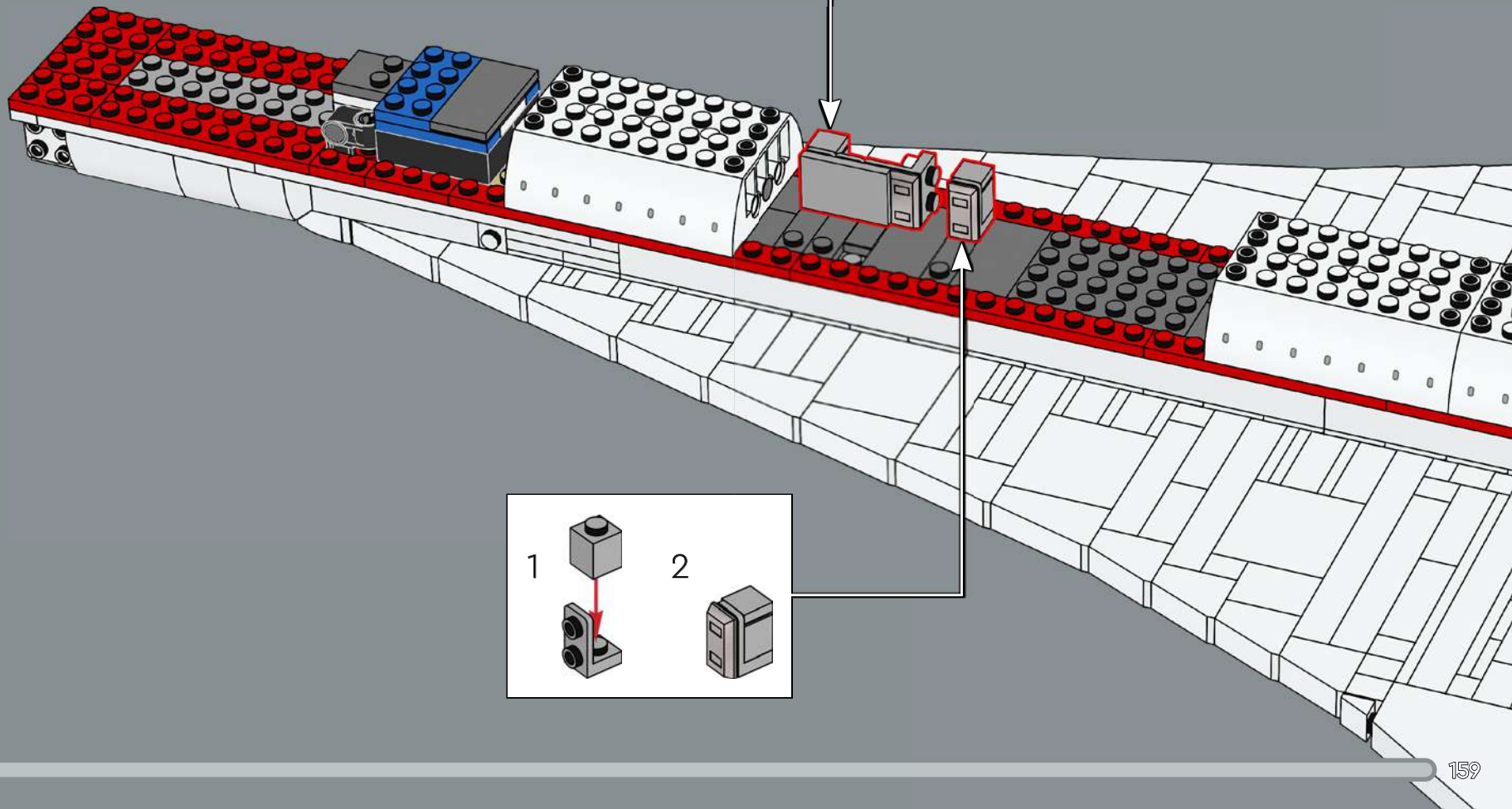


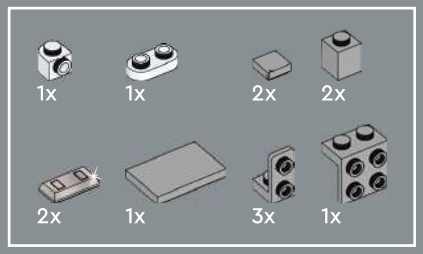
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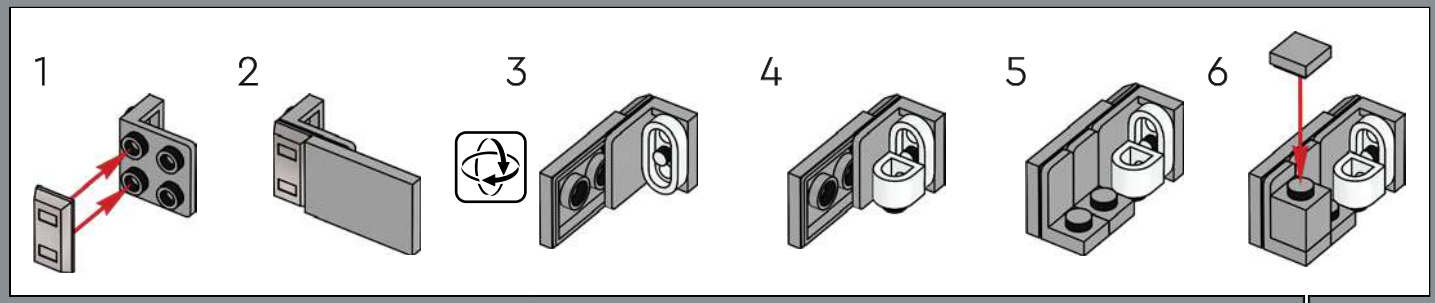
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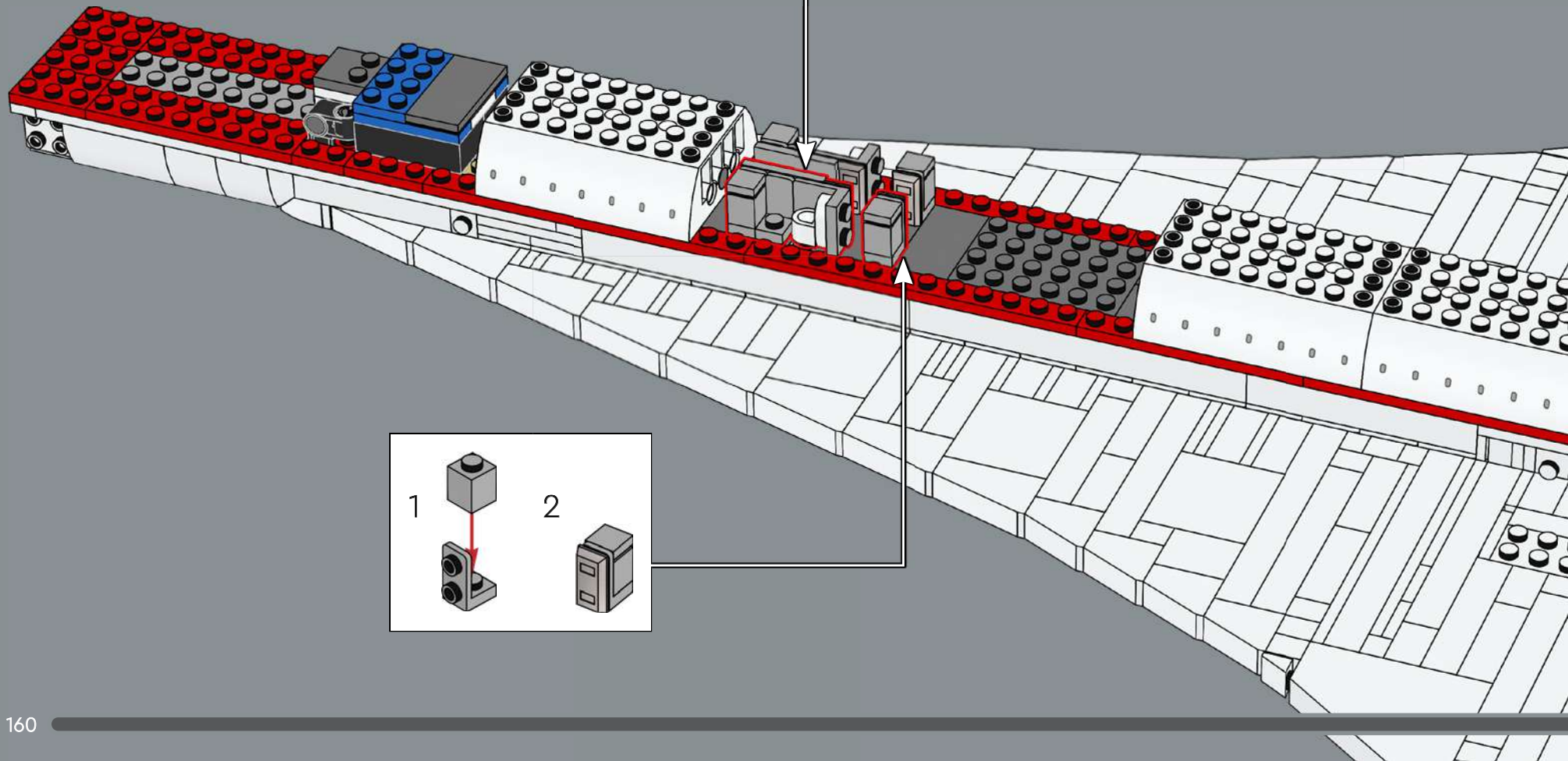


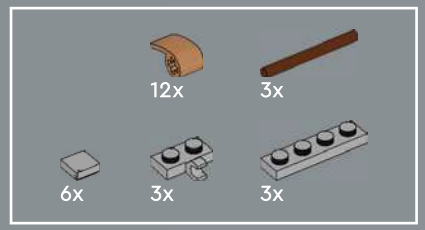




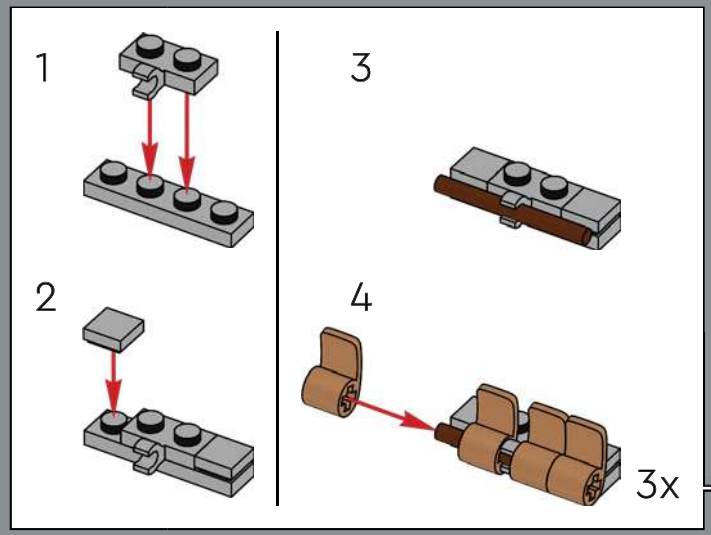
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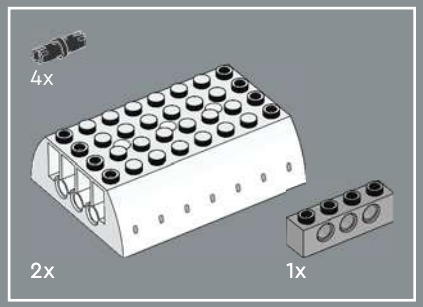
274



The Concorde's 100 passengers would enjoy luxury amenities and fine cuisine to accompany breathtaking views from the edge of space at 60,000 ft. (18,288 m).

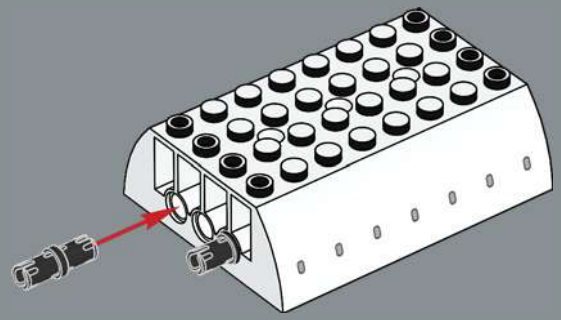
Les 100 passagers du Concorde profitaient de services de luxe et d'une cuisine raffinée en plus d'une vue imprenable sur l'espace à 18 288 mètres.

Los 100 pasajeros del Concorde disfrutaban de comodidades de primer nivel y alta gastronomía como complemento de la prodigiosa experiencia de mirar la Tierra desde una altura de 18.288 m (que marca el comienzo del espacio exterior).

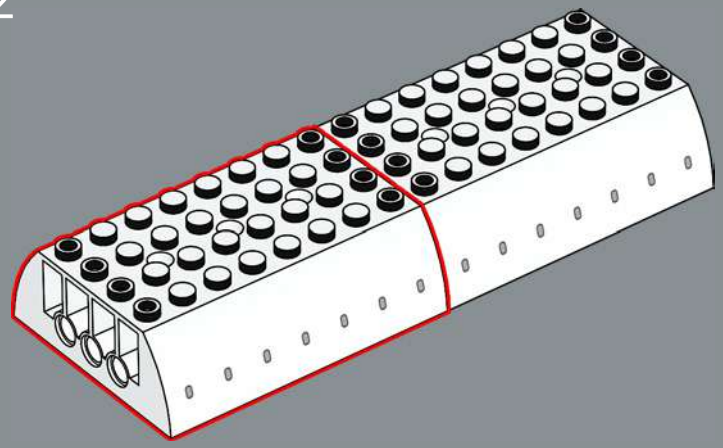


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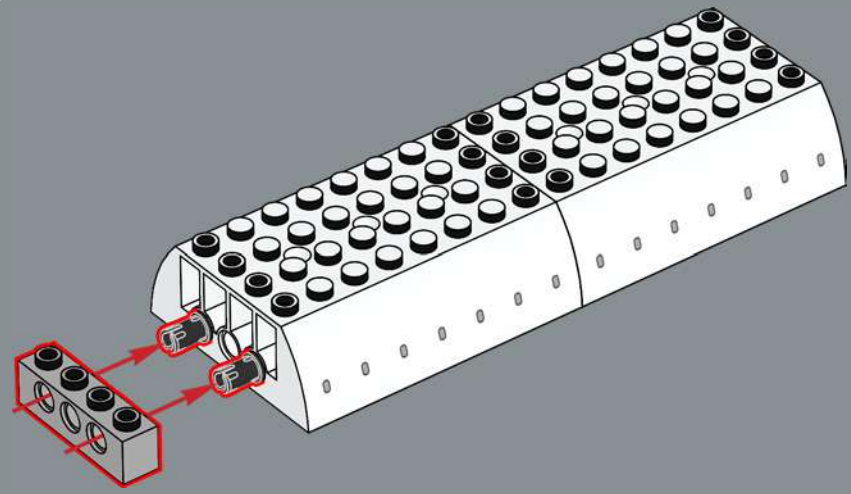
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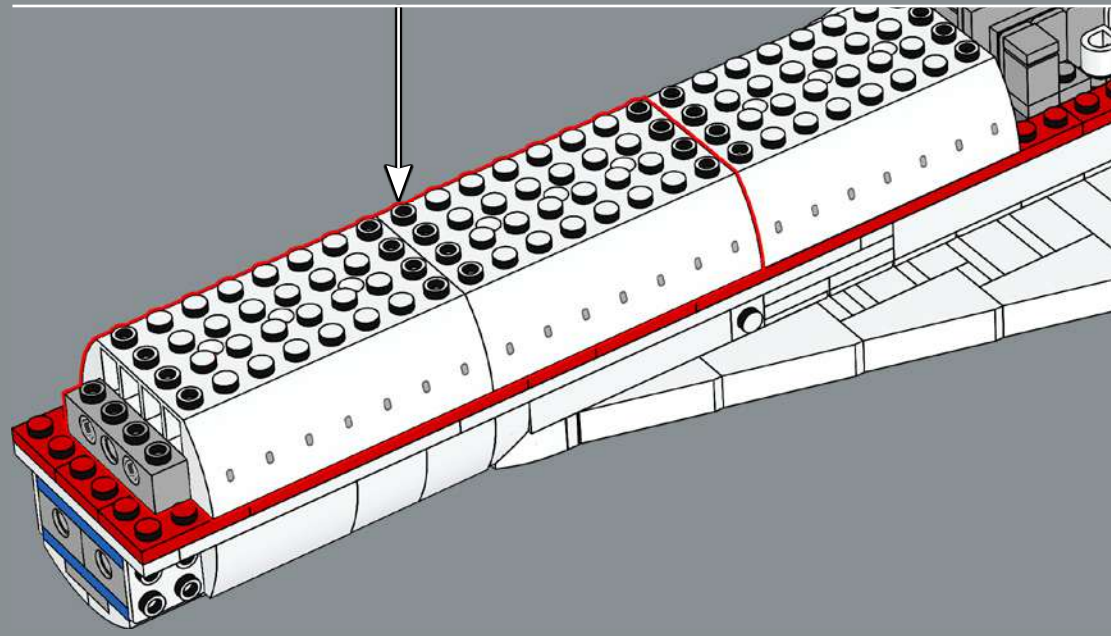


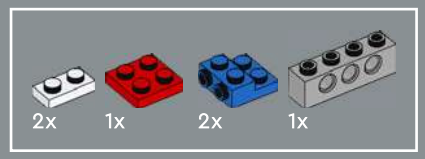
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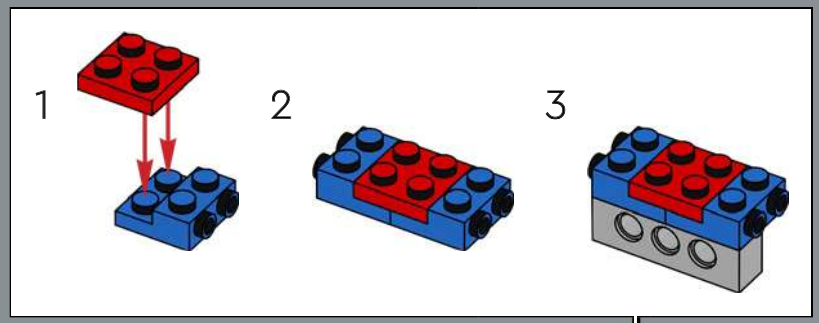
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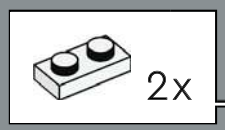


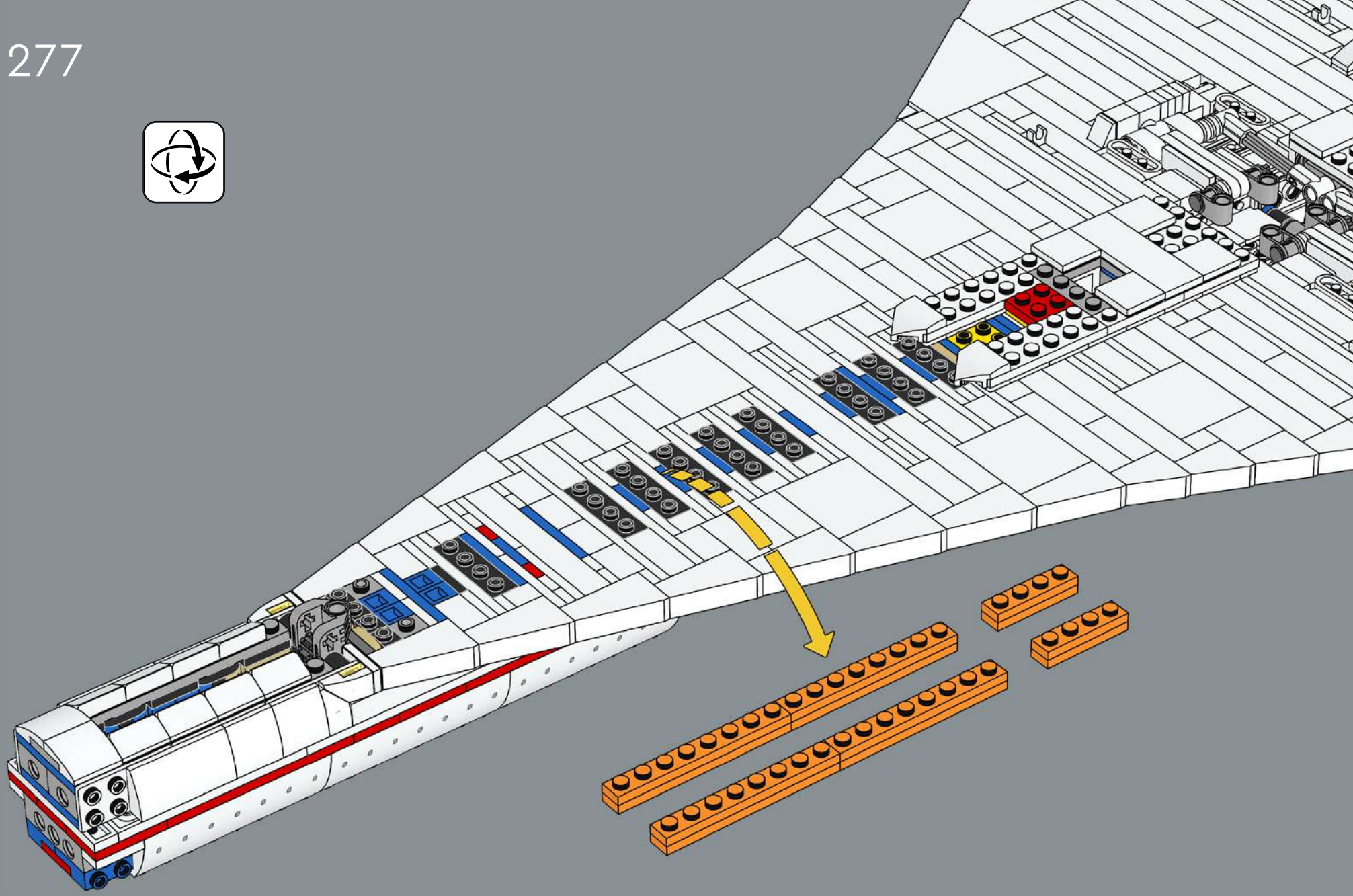


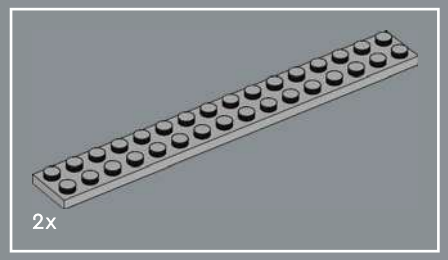


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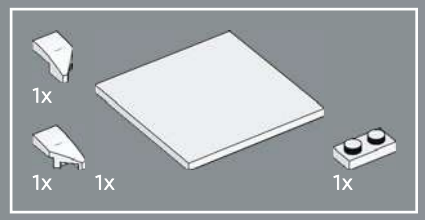




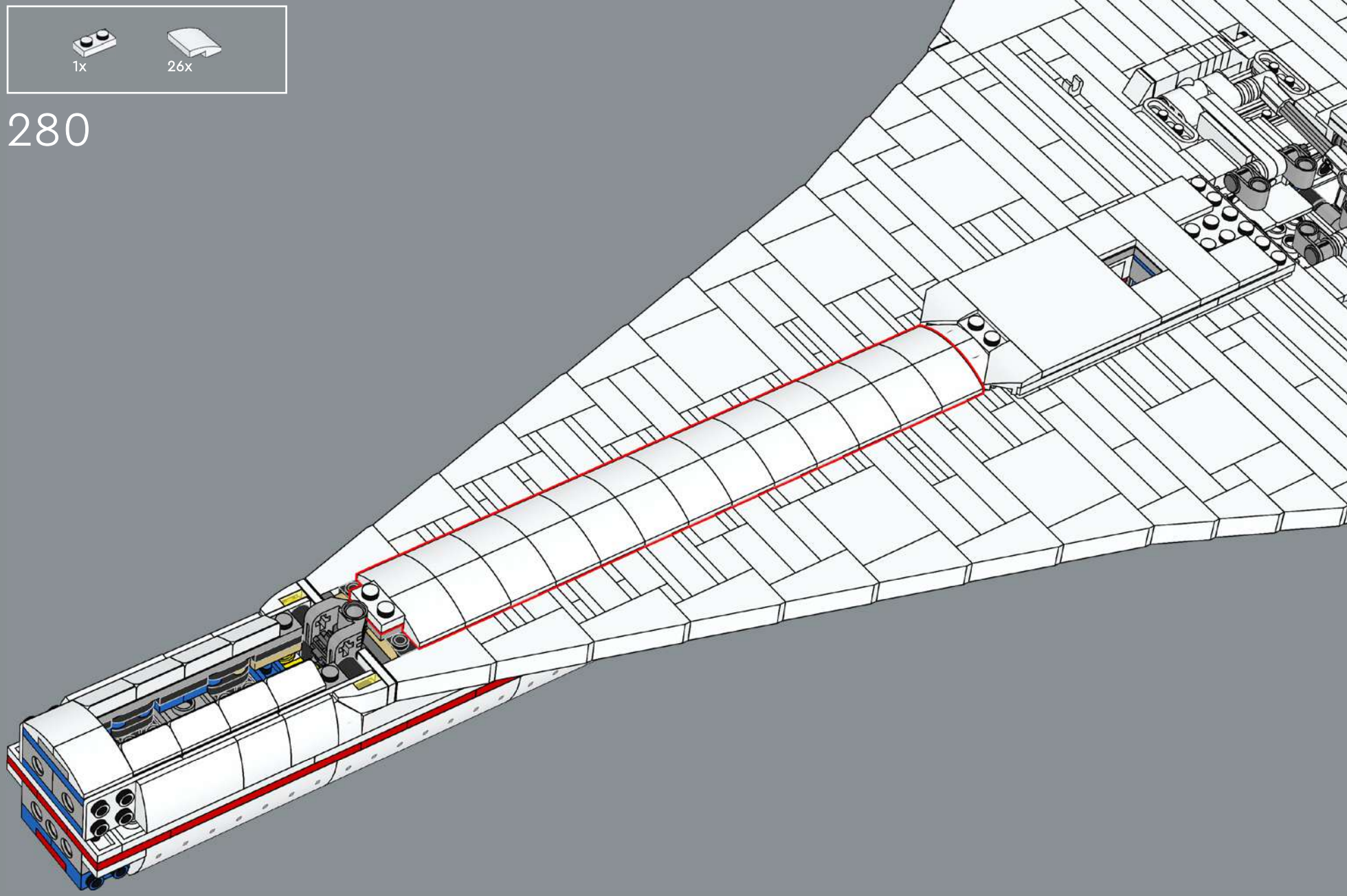




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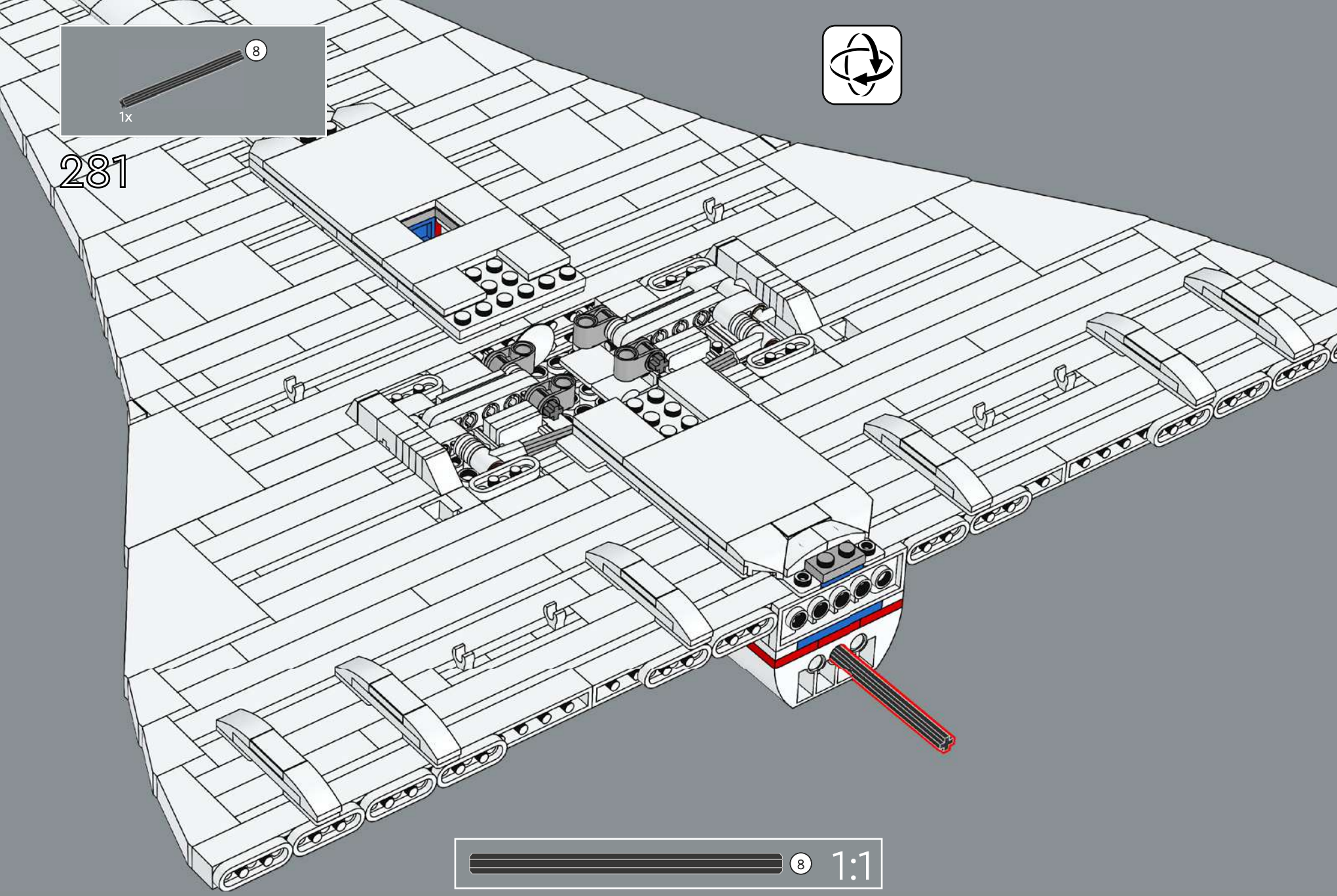


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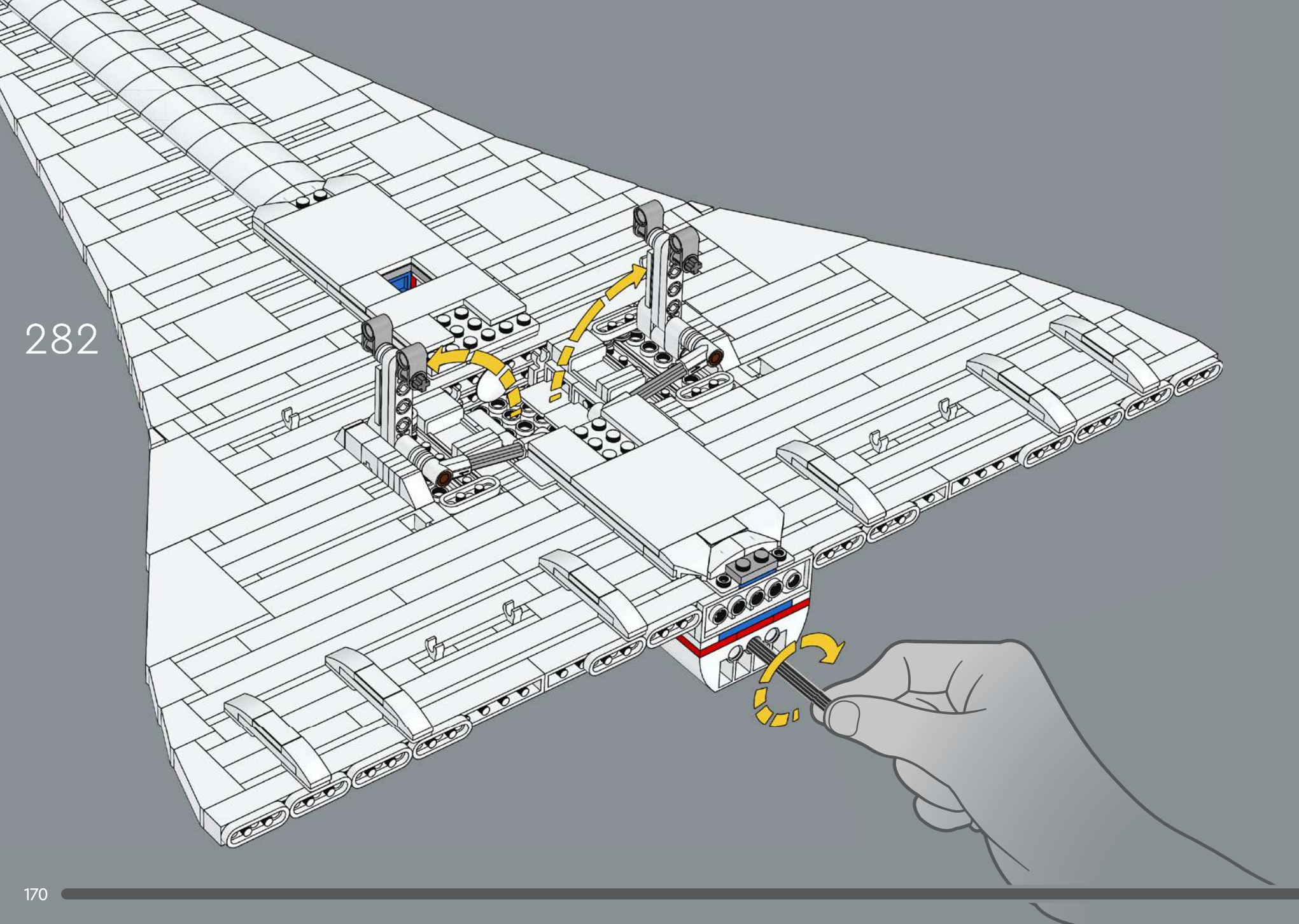


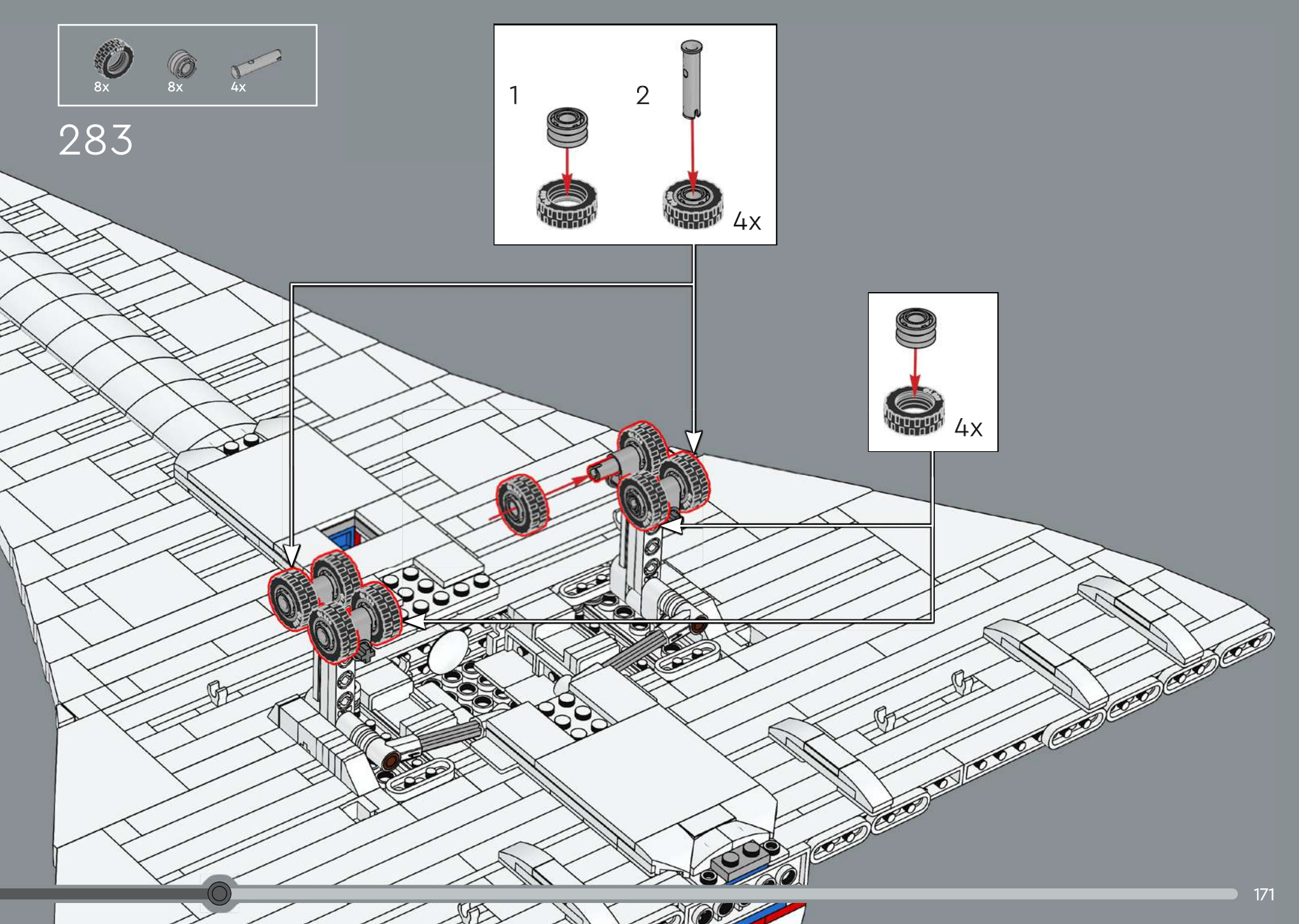
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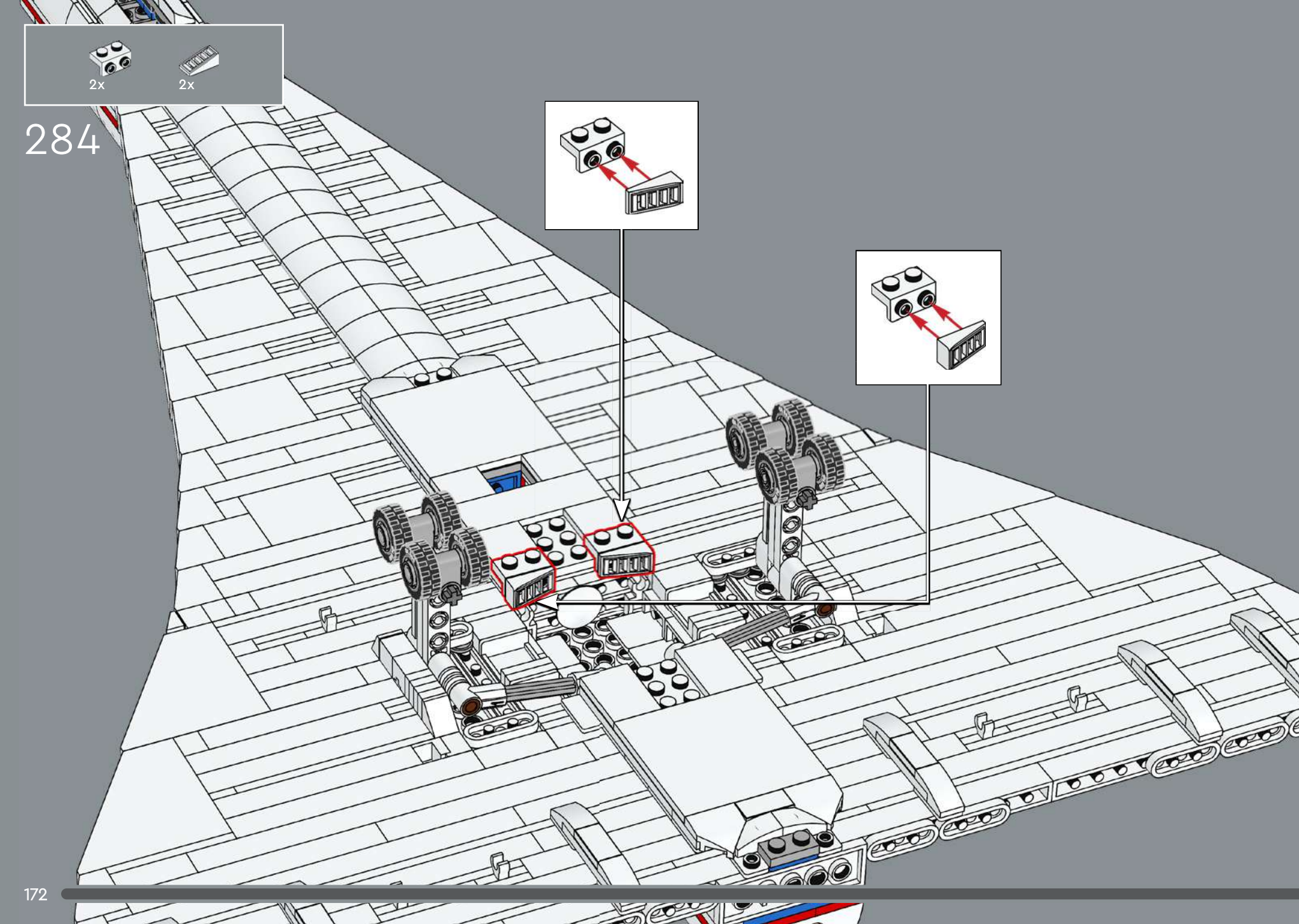

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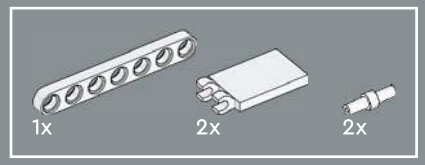

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281
8
1:1

282



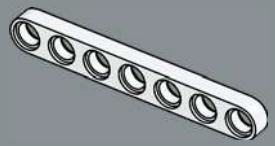

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1
2
4x
4x


2x
2x
284

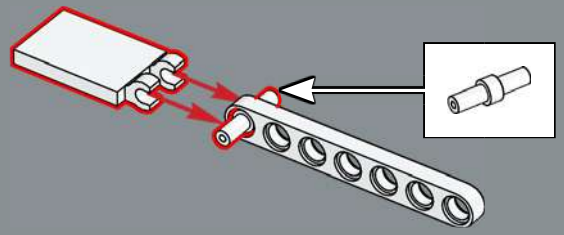


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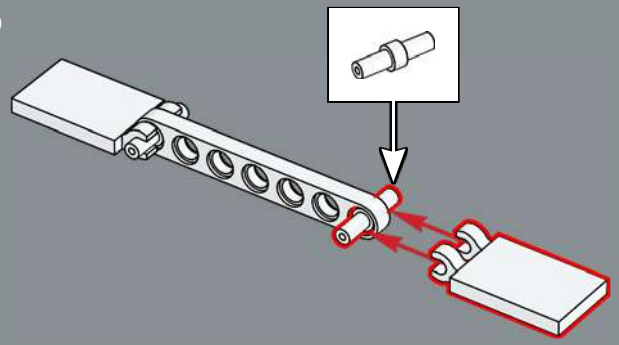
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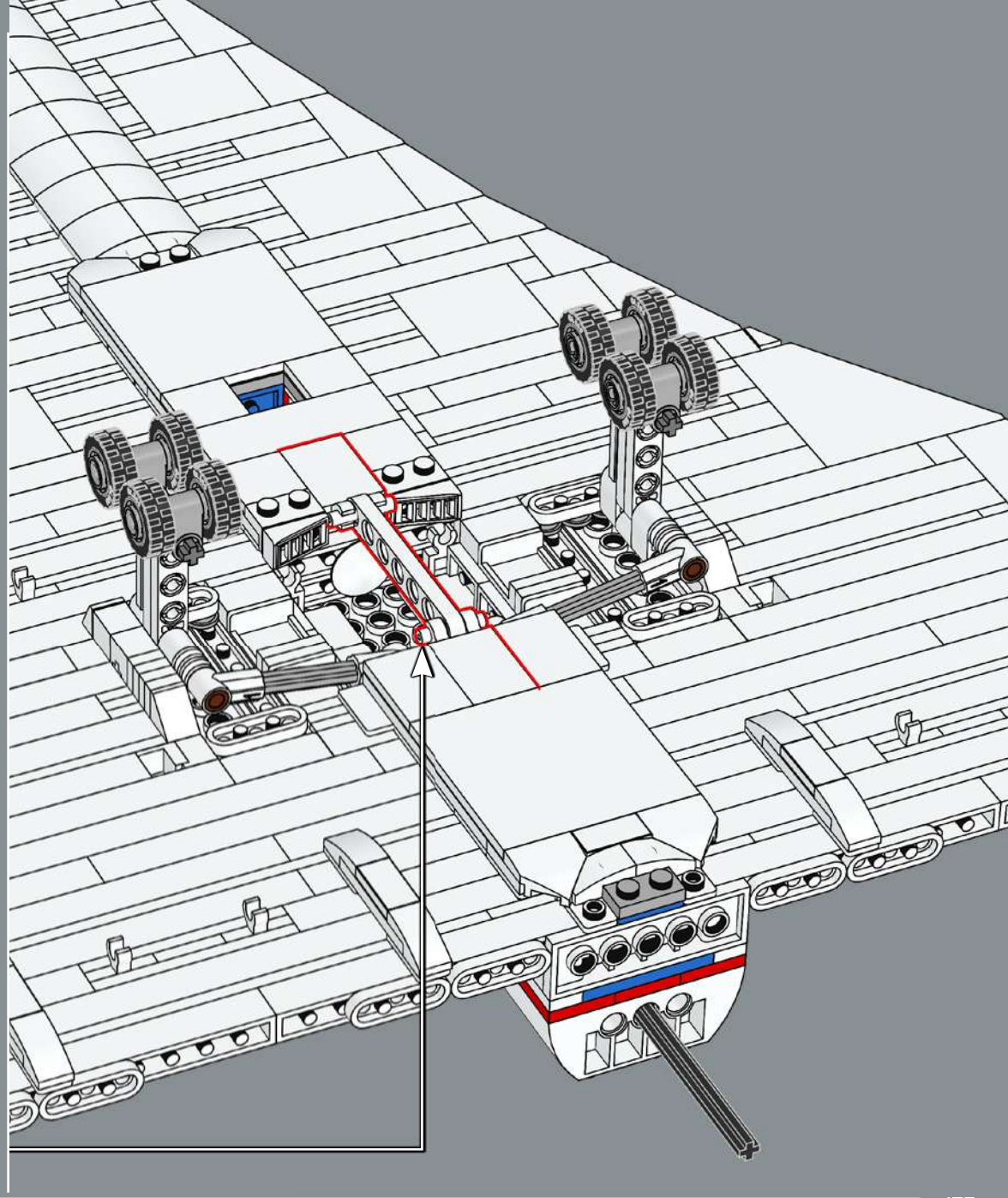


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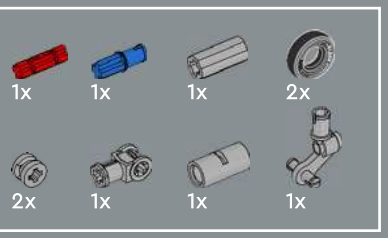




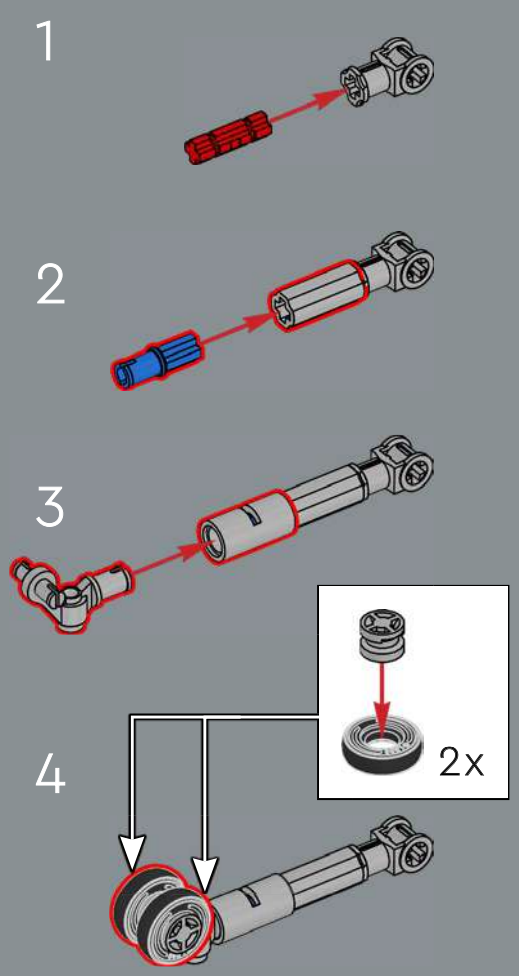
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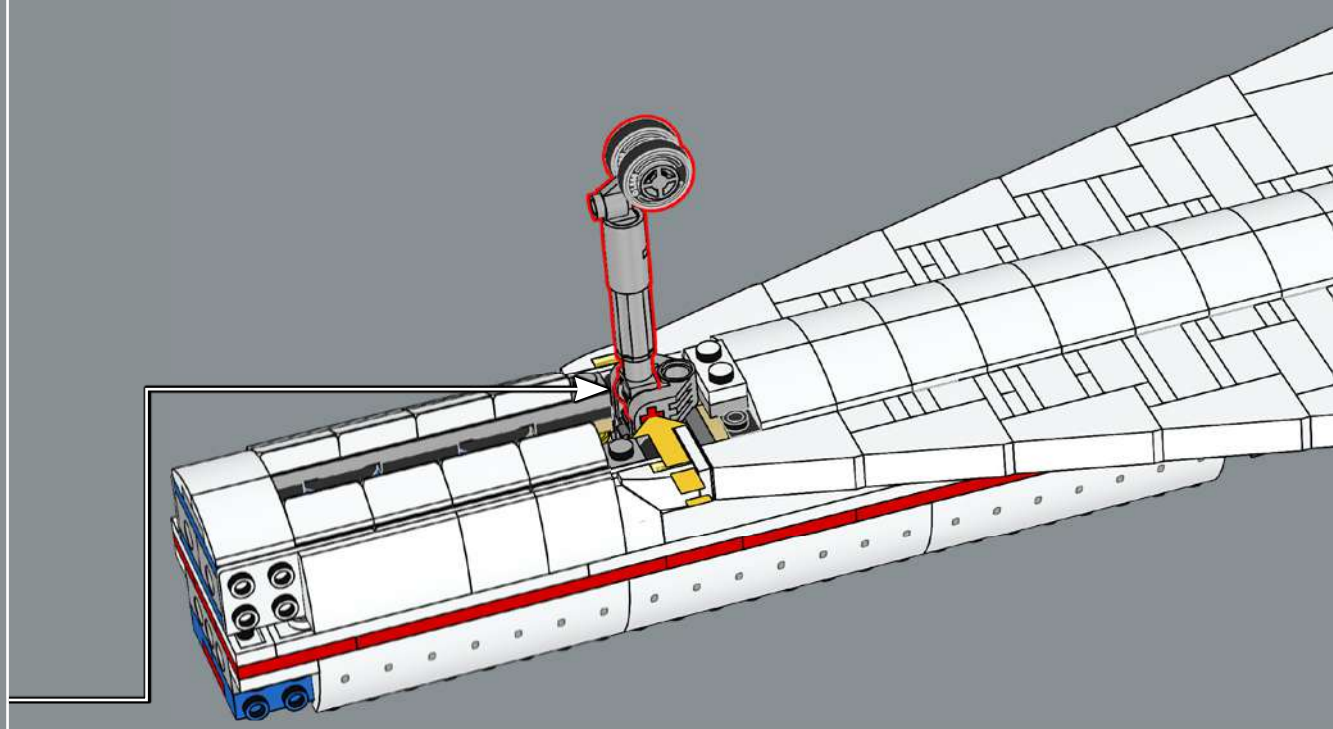


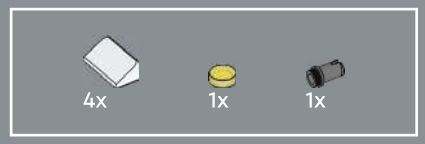




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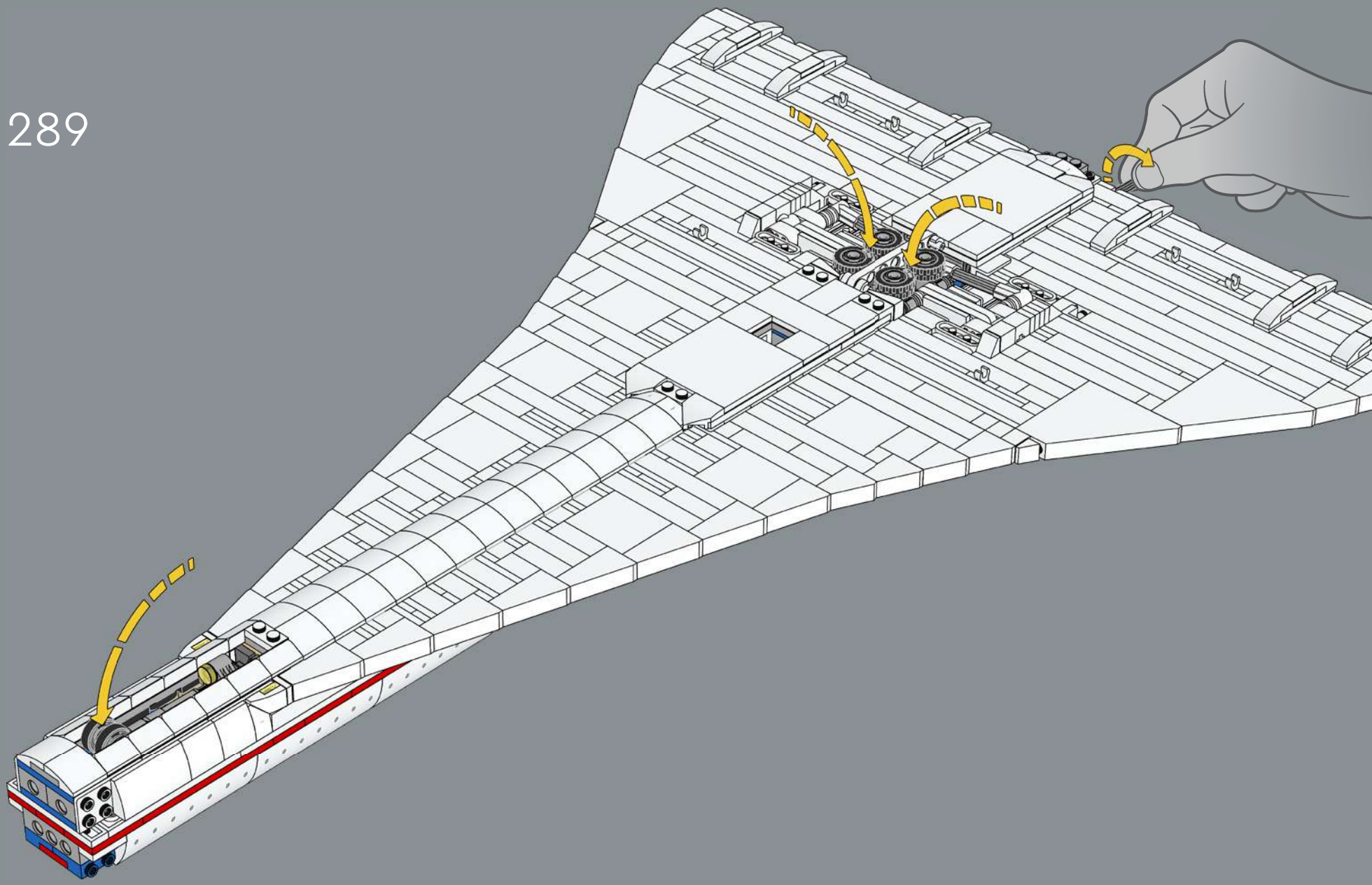


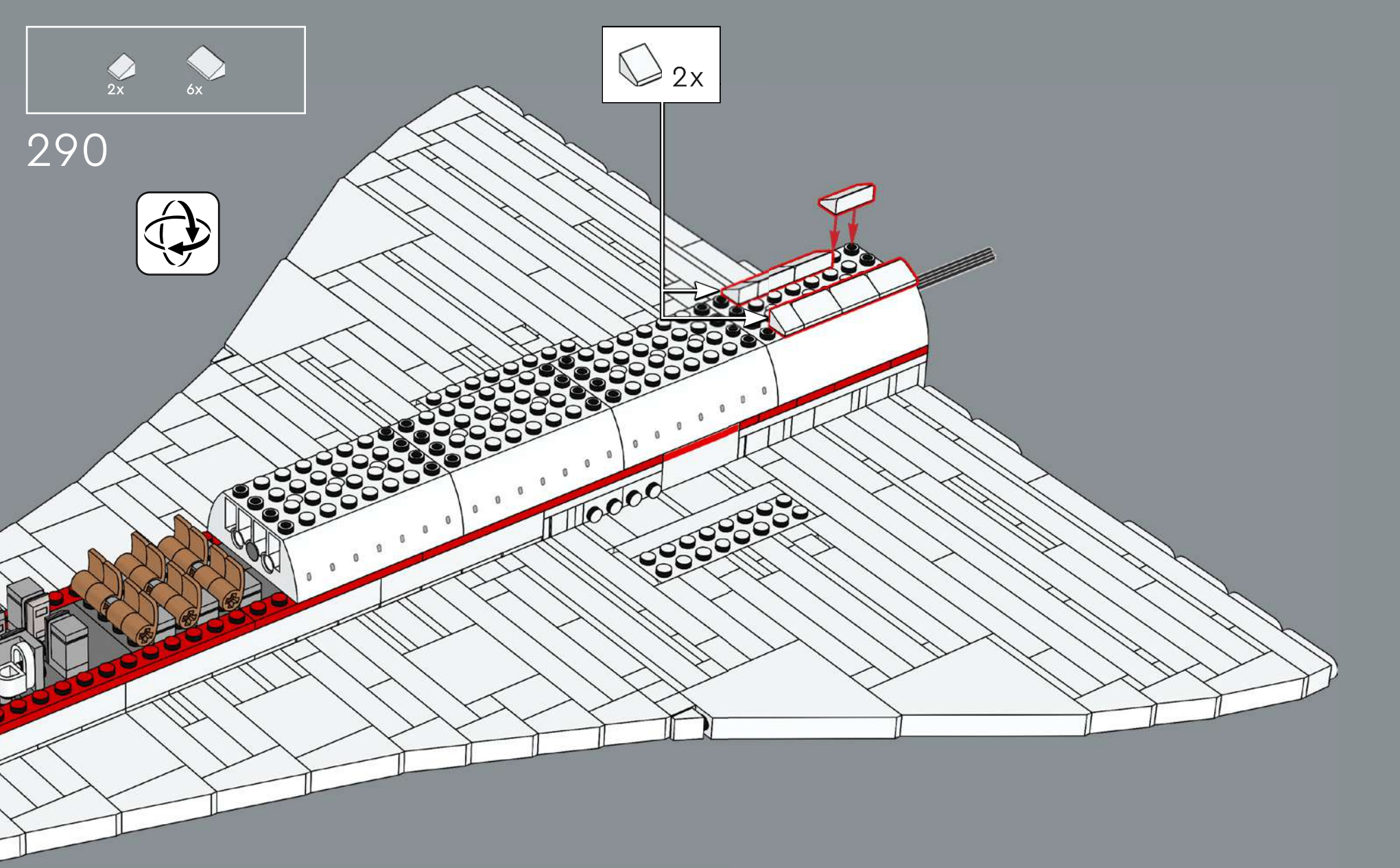


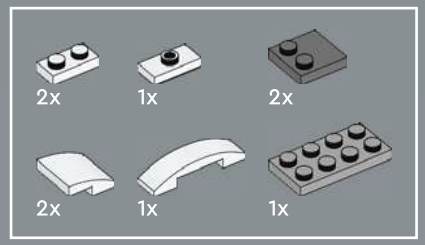


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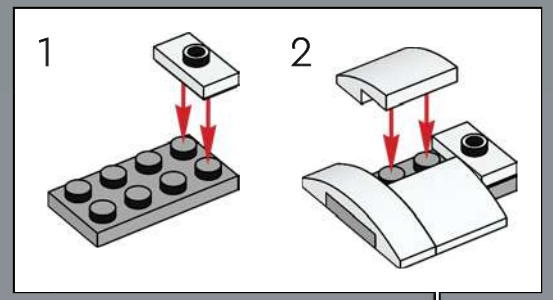
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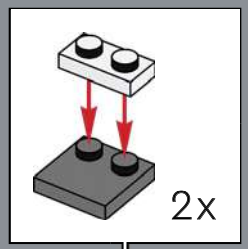


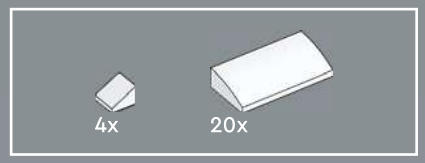

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291

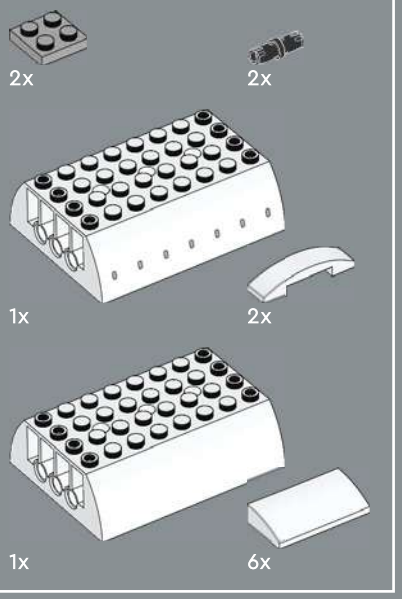






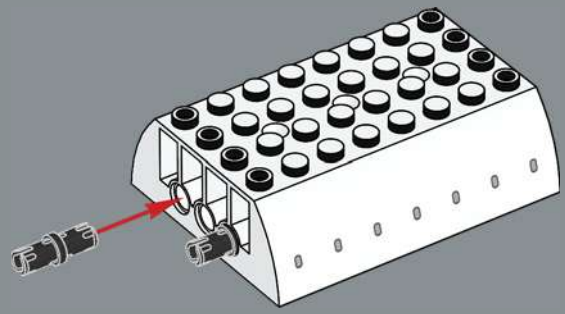
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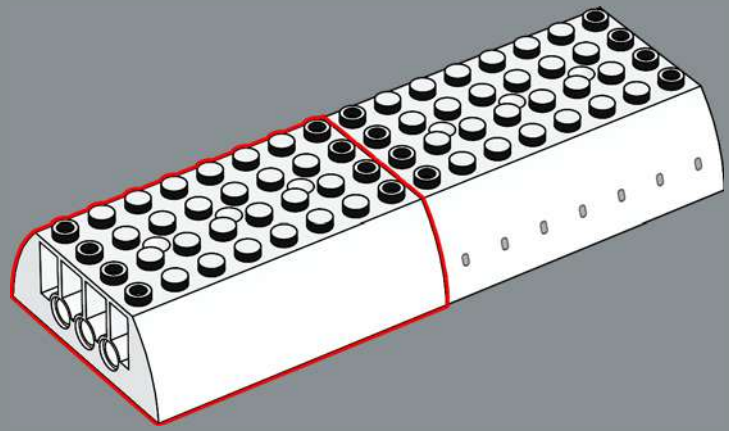


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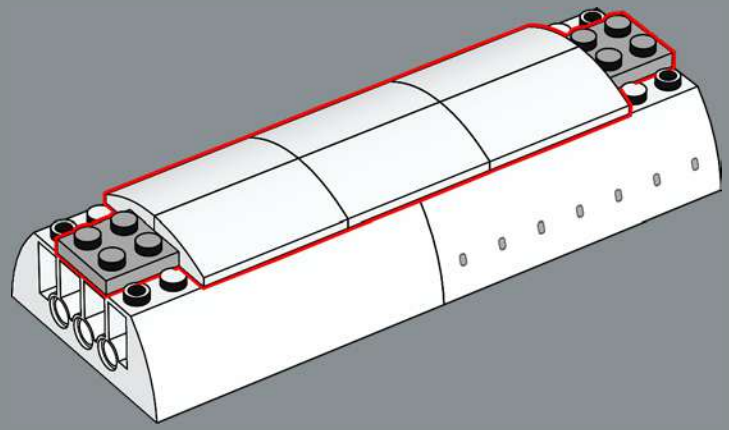
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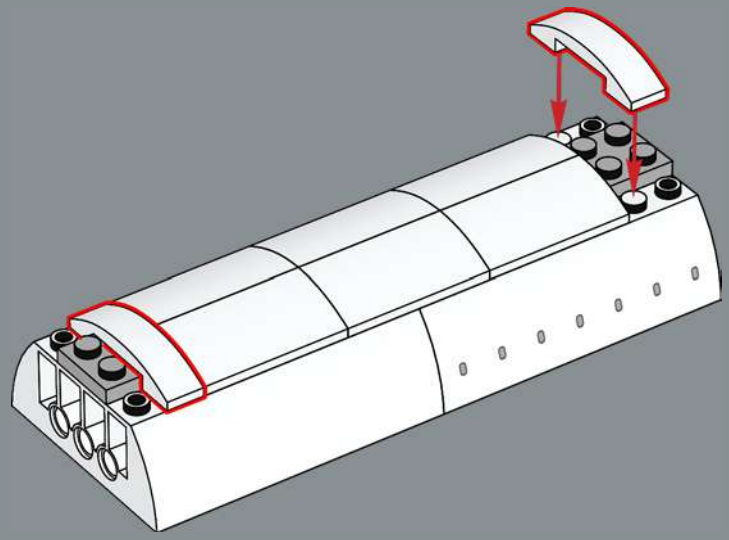
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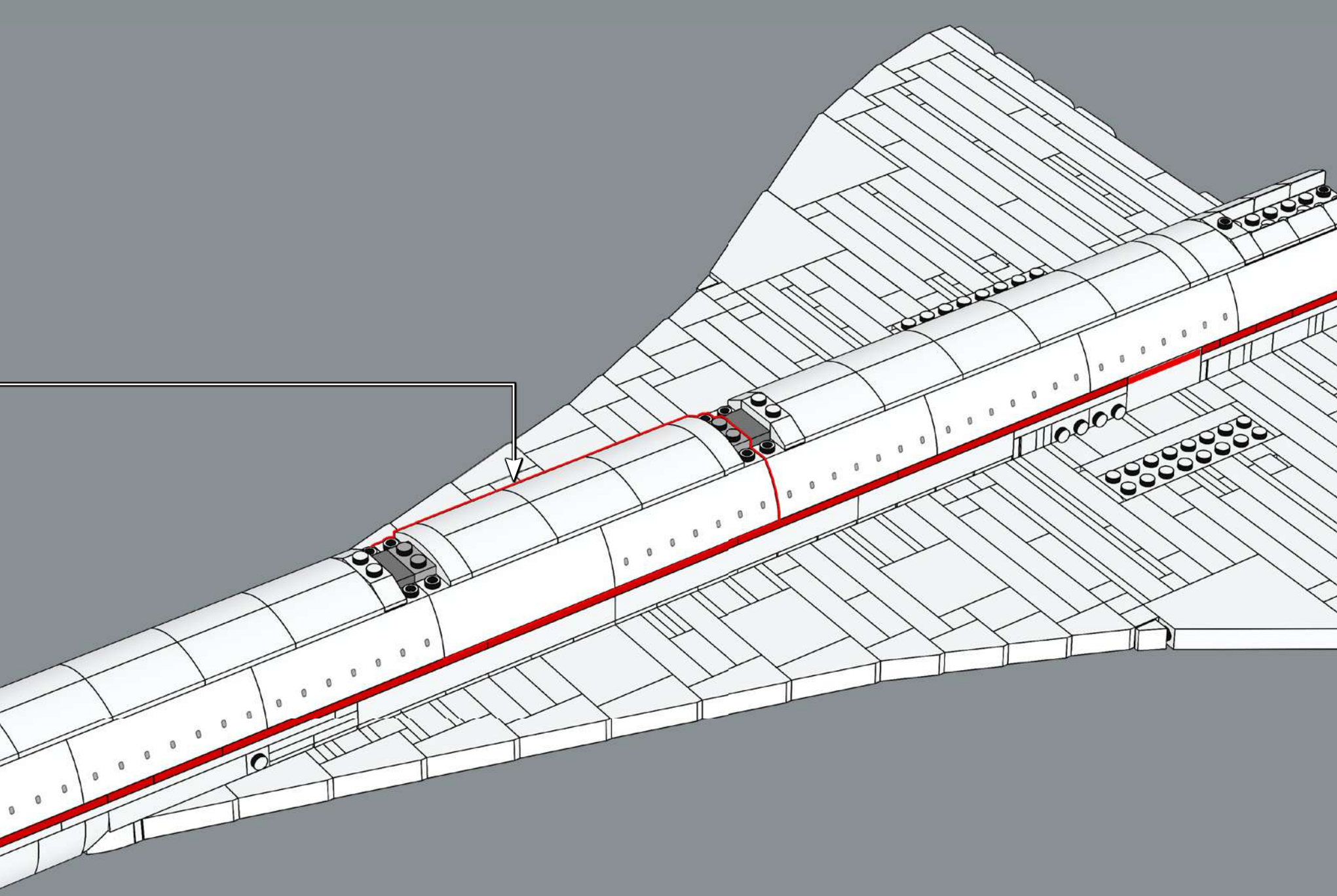


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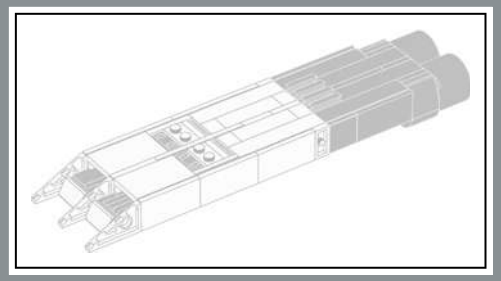
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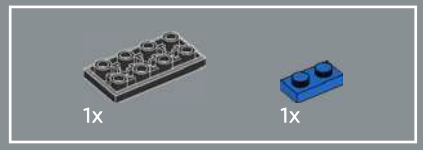
Remove the middle section of the fuselage to reveal part of the rear cabin with passenger seats inspired by the original 1970s design.

Retirez la section centrale du fuselage pour révéler une partie de la cabine arrière avec des sièges passagers inspirés de la conception originale des années 1970.

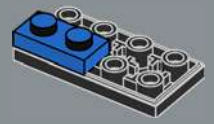
Quita la sección central del fuselaje para acceder a una parte de la cabina posterior con asientos inspirados en el diseño original de la década de 1970.

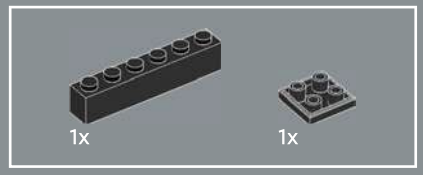




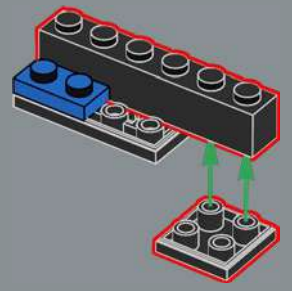


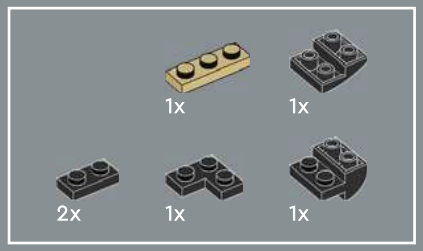
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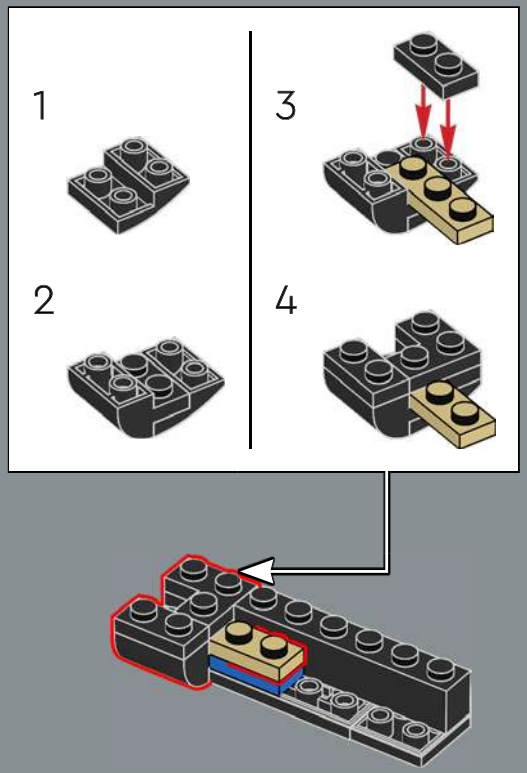


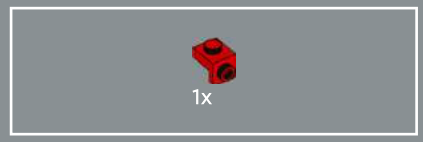
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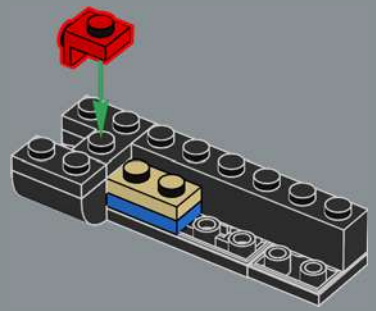


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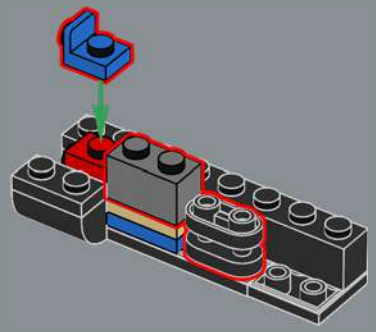


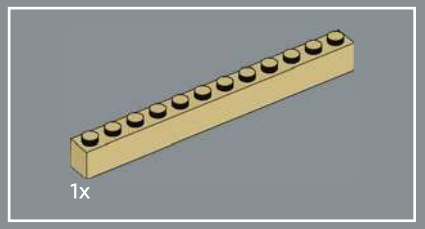
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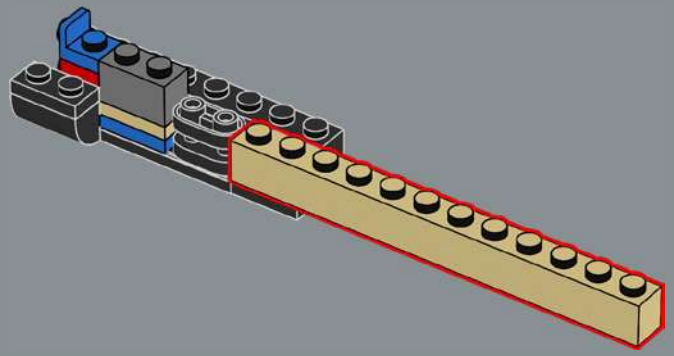


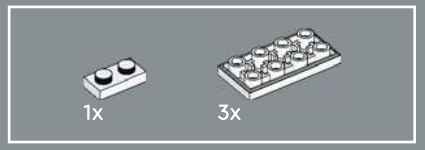
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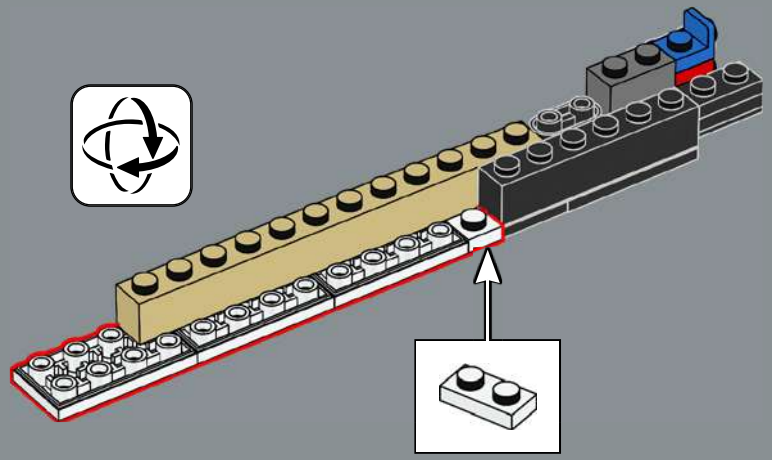


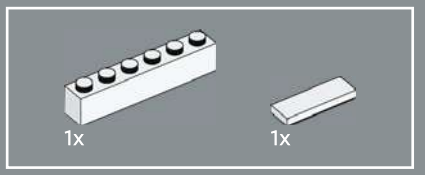
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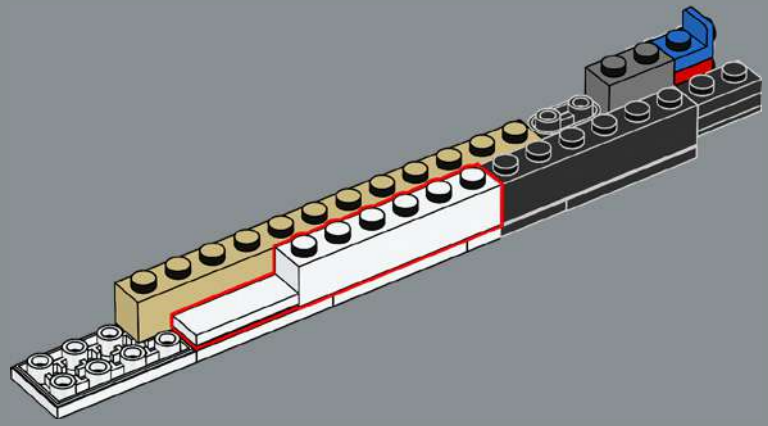


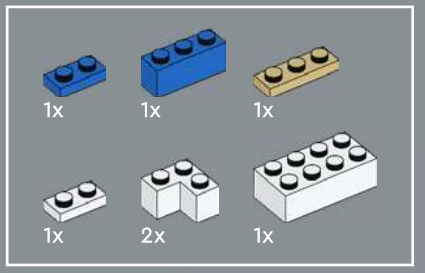
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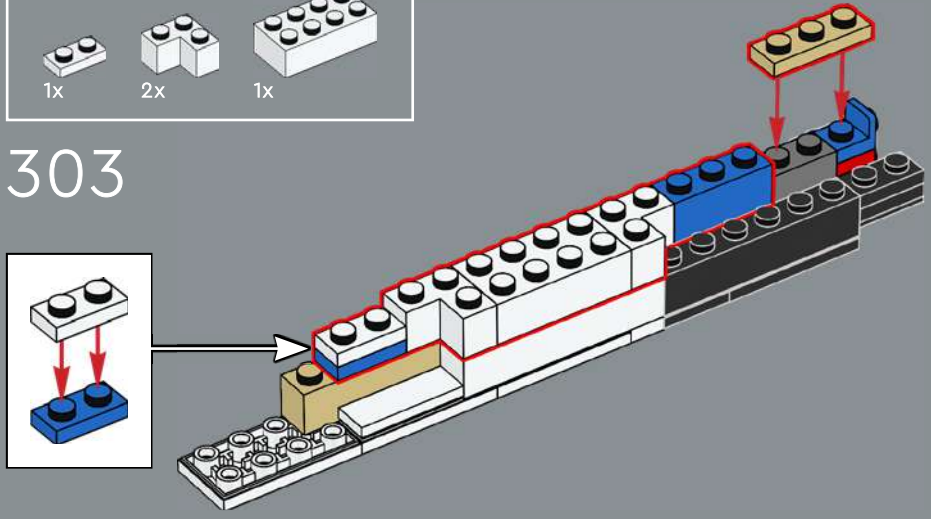


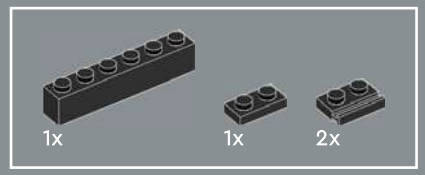
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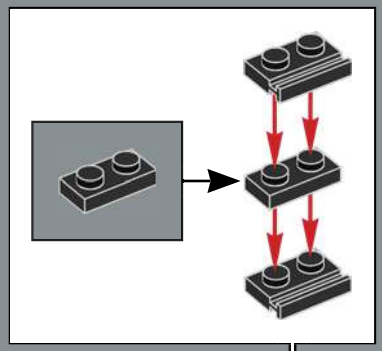


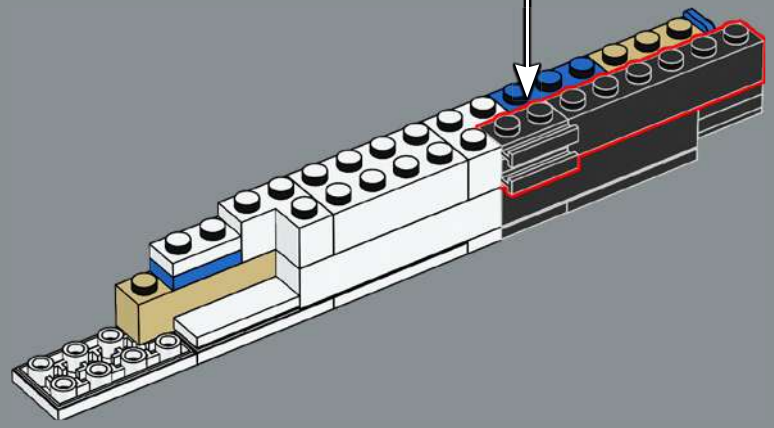
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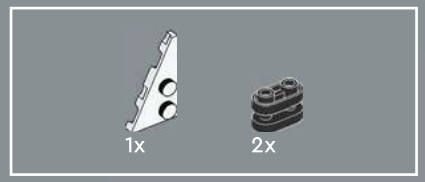




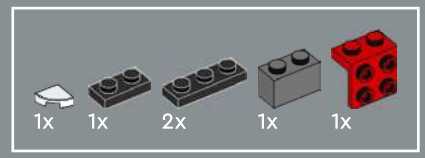
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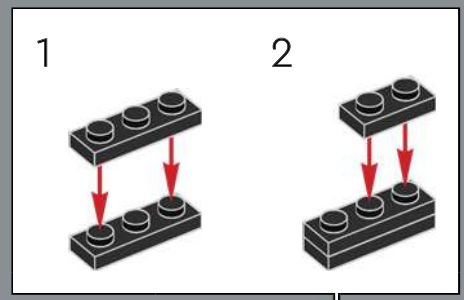


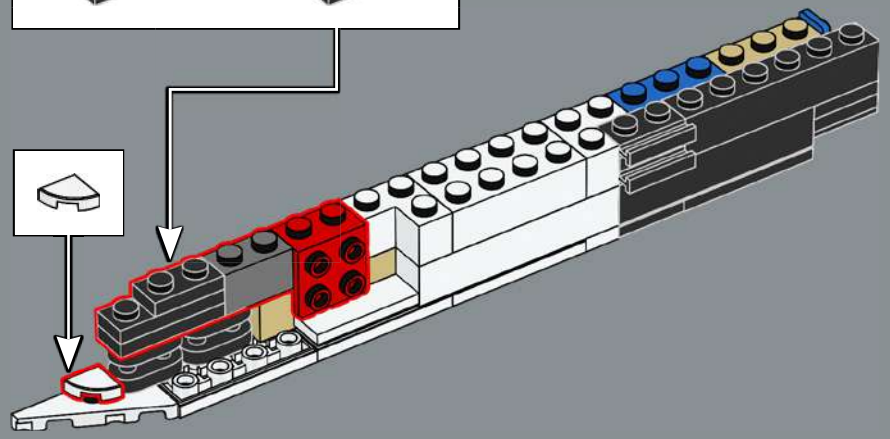


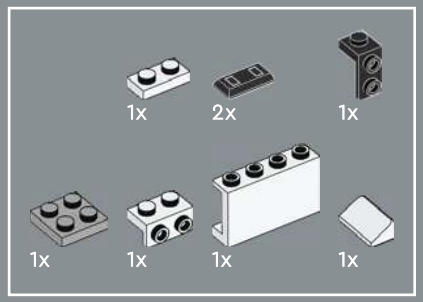
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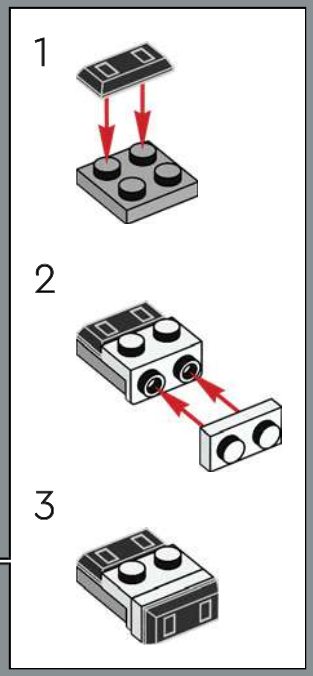
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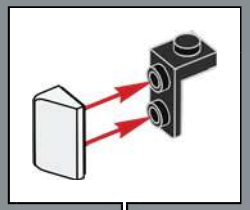


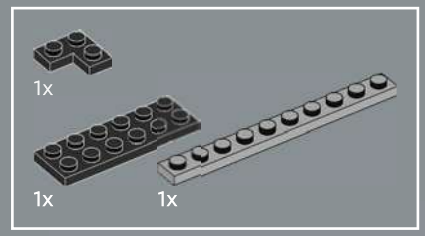




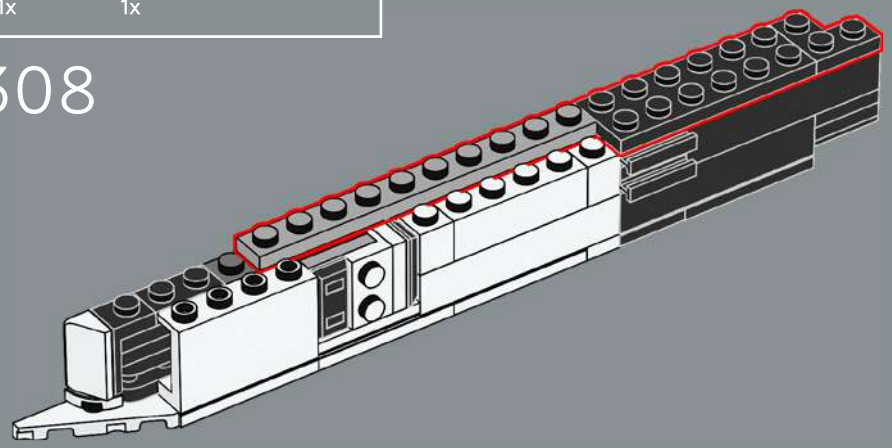
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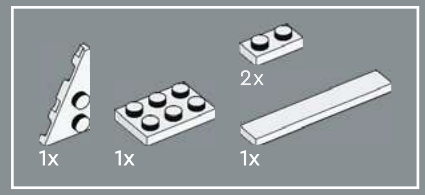




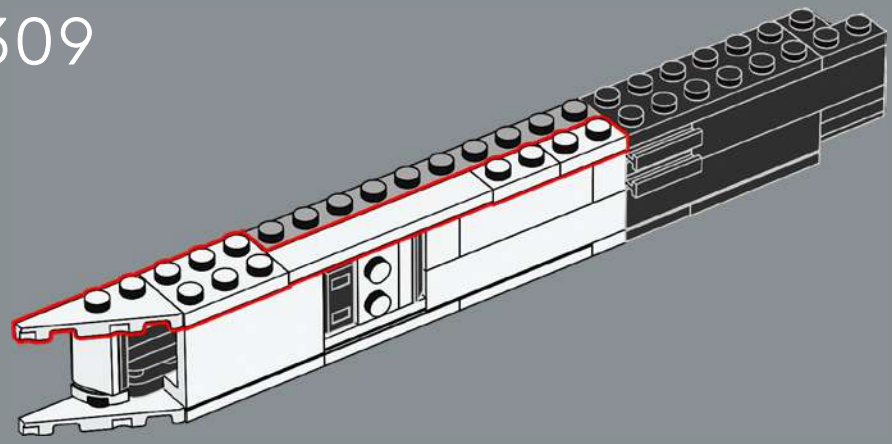


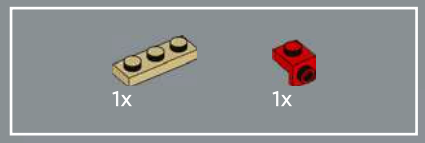
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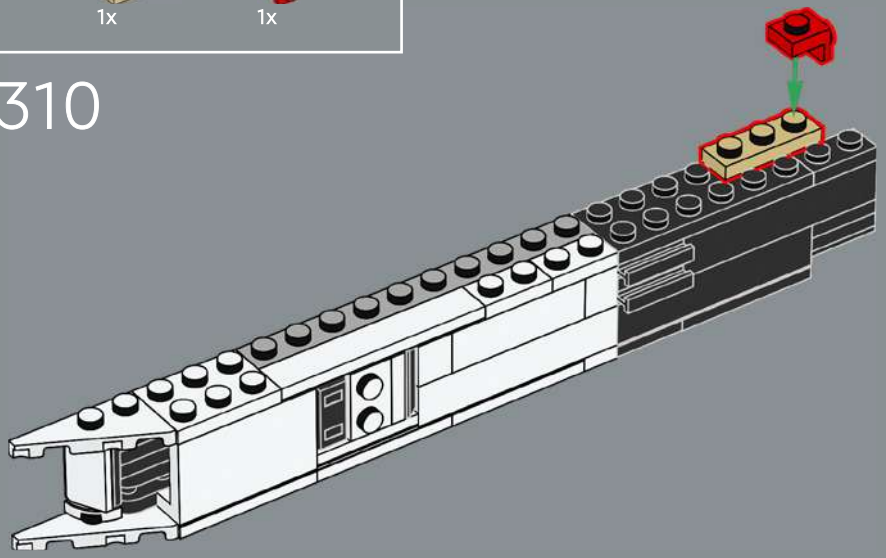


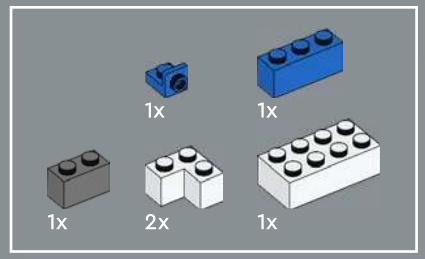
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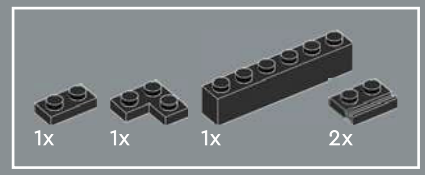


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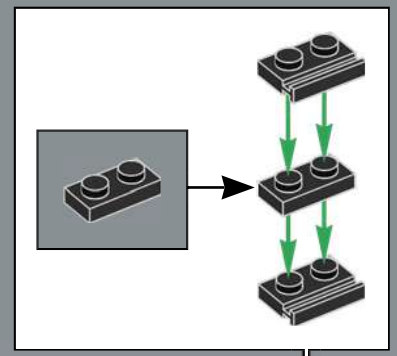


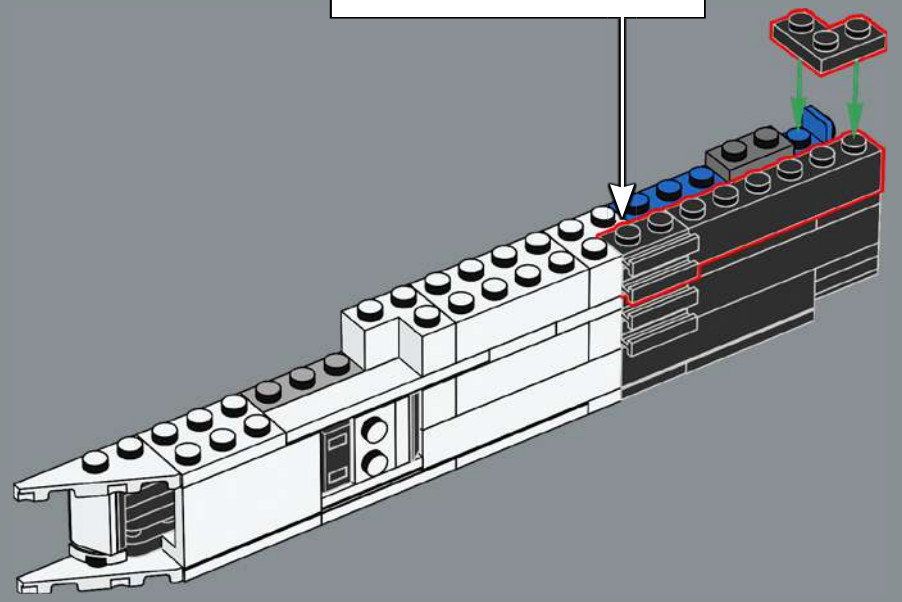


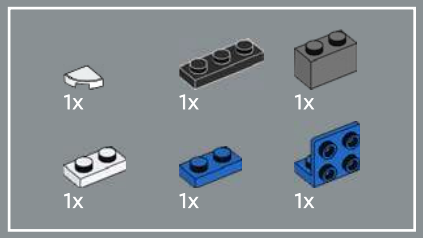
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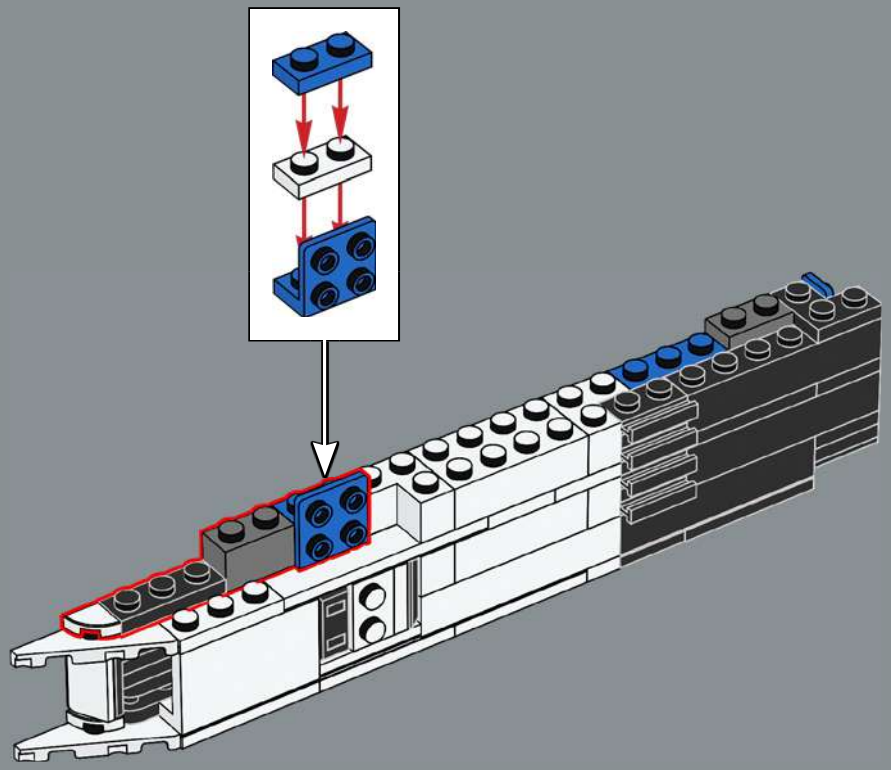
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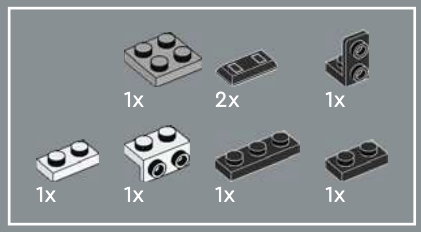




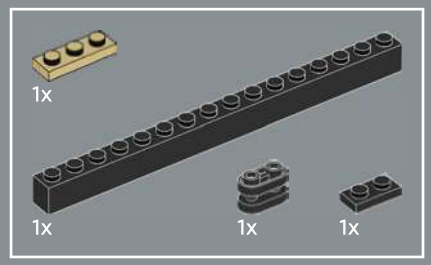


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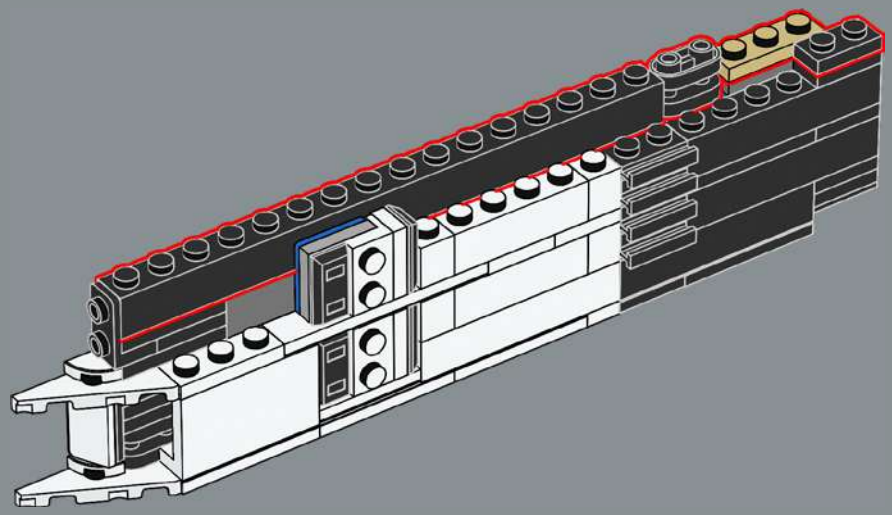


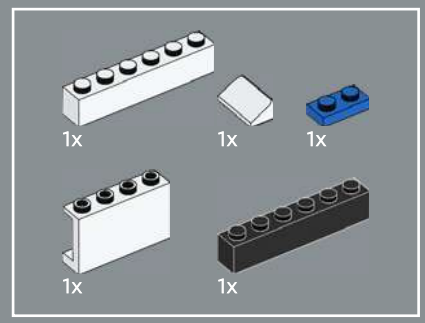


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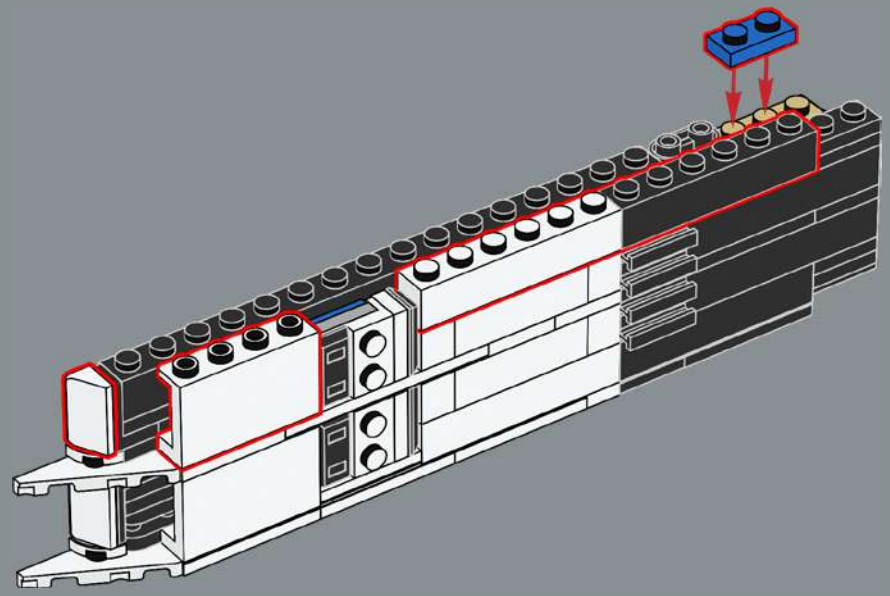


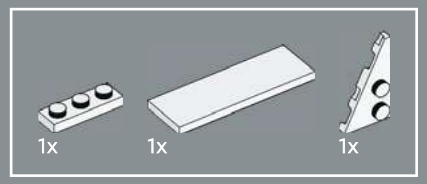
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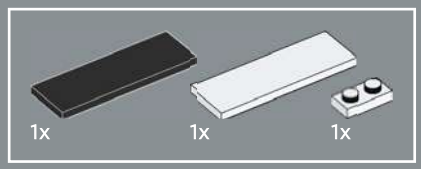


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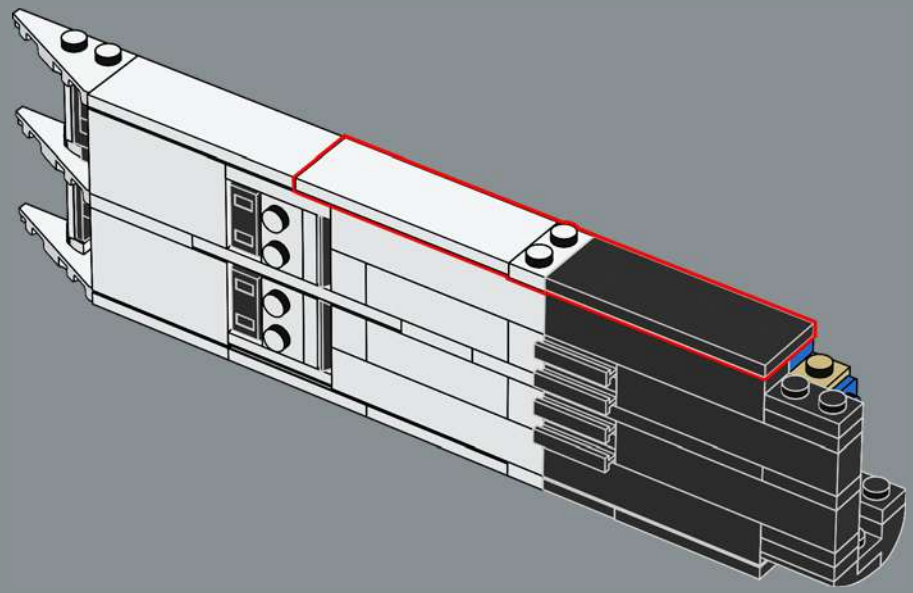




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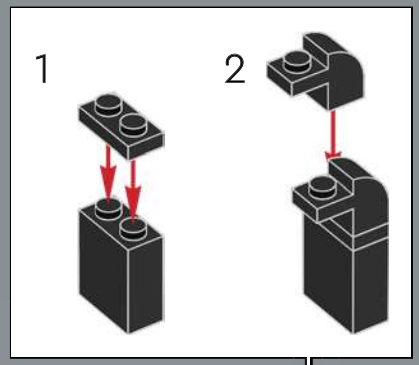


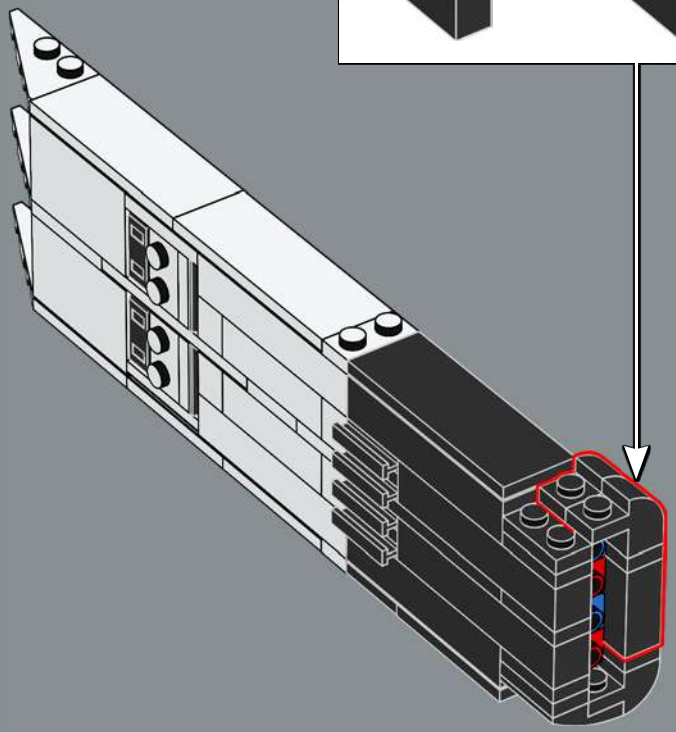
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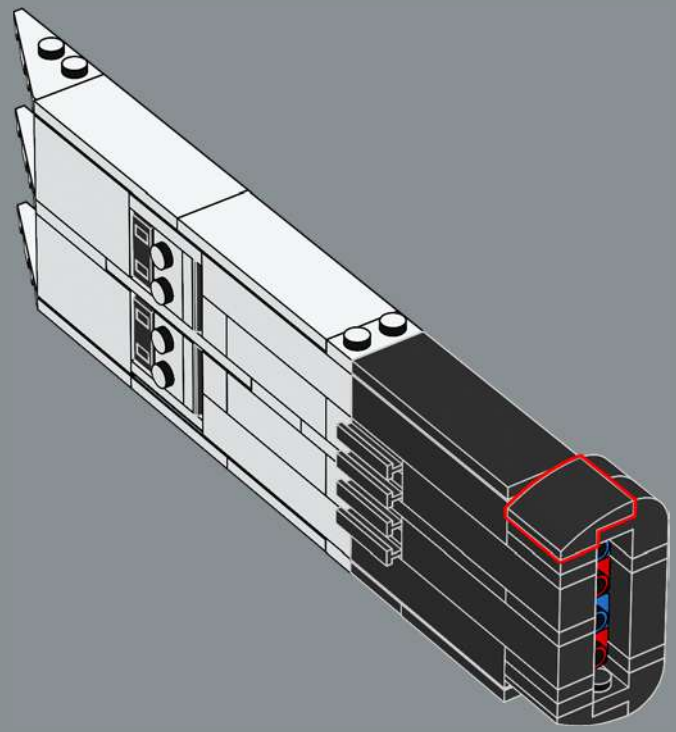
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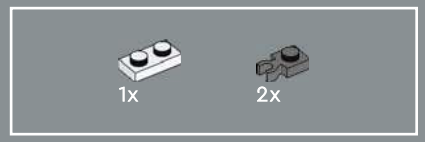




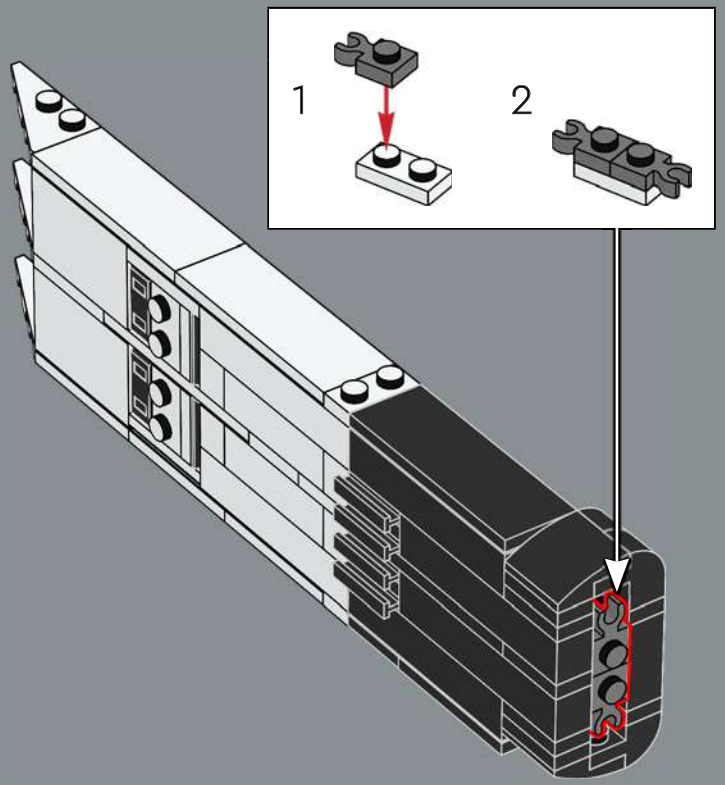


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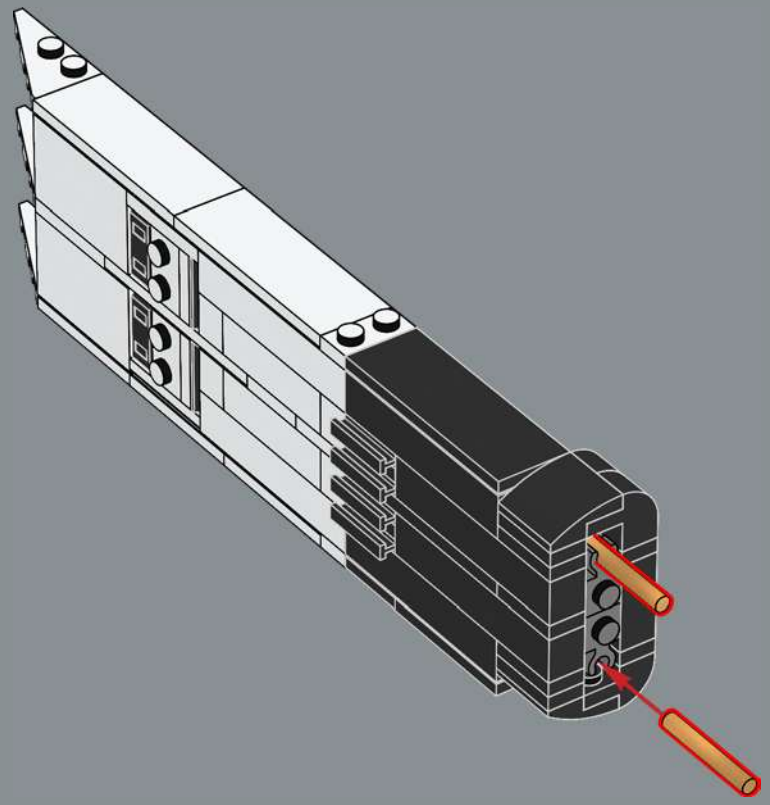


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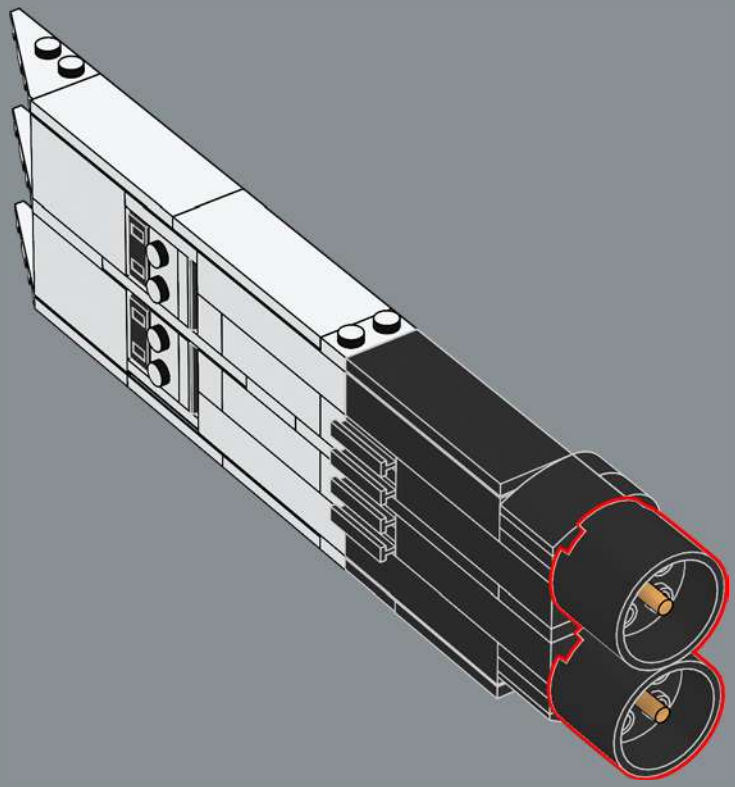


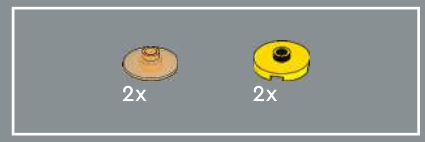
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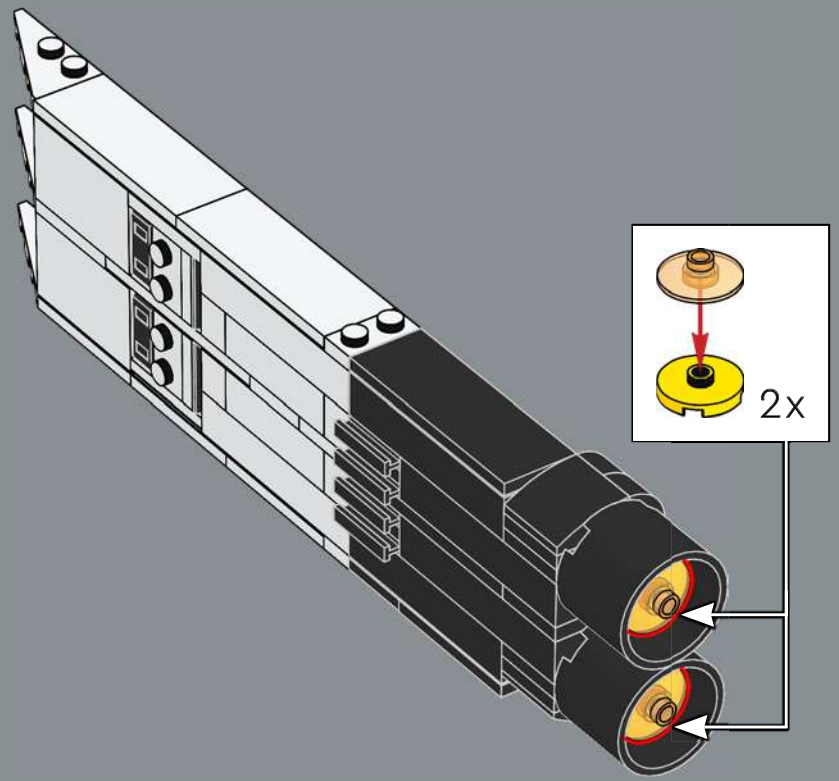


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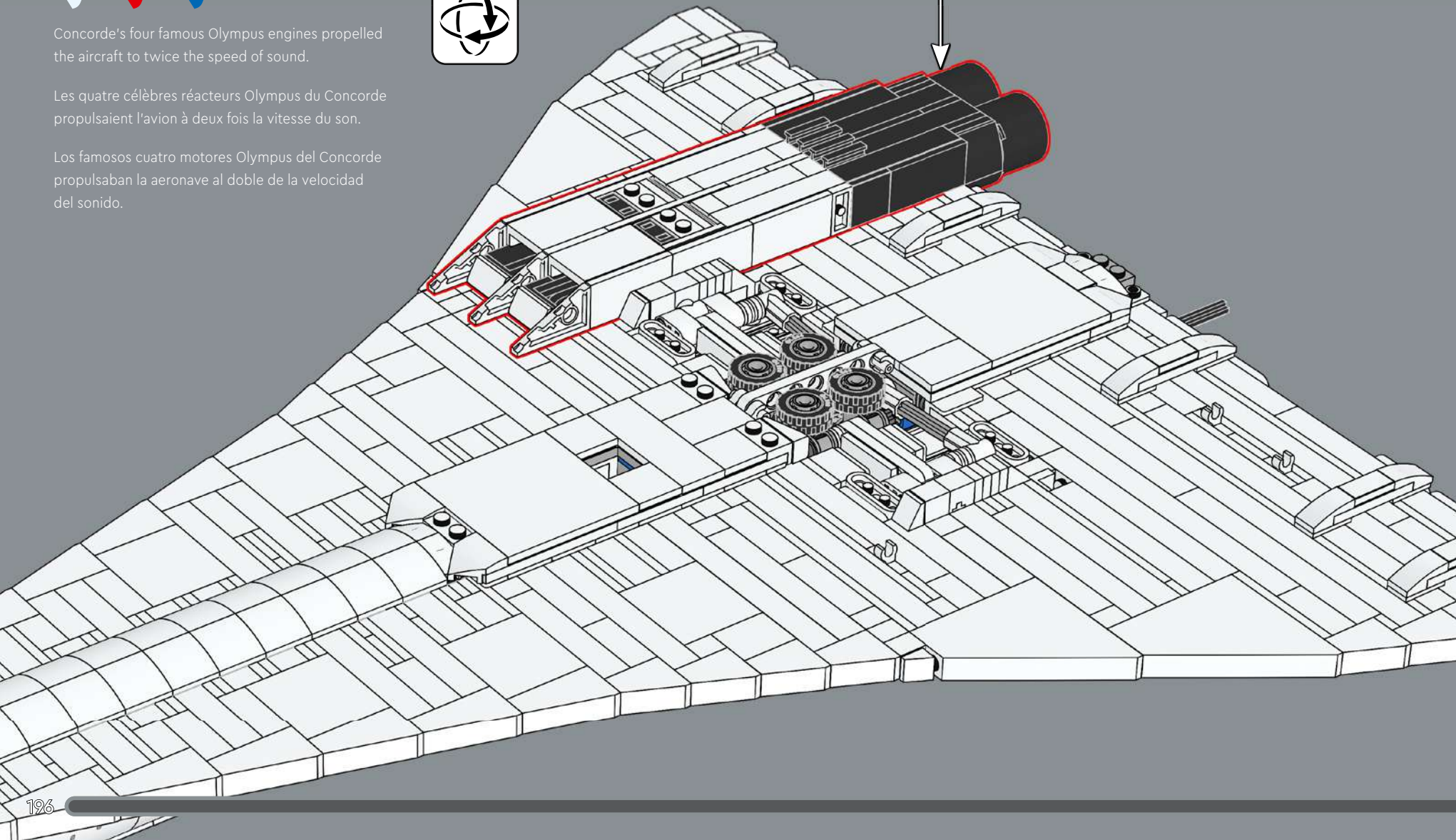


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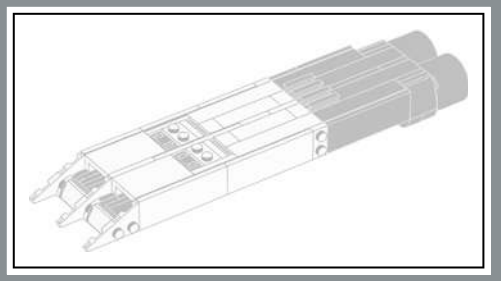
Concorde's four famous Olympus engines propelled the aircraft to twice the speed of sound.

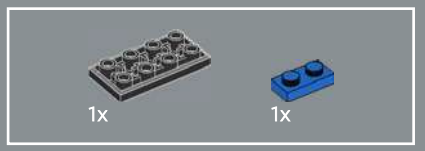
Les quatre célèbres réacteurs Olympus du Concorde propulsaient l'avion à deux fois la vitesse du son.

Los famosos cuatro motores Olympus del Concorde propulsaban la aeronave al doble de la velocidad del sonido.

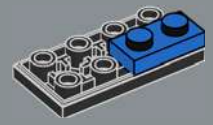


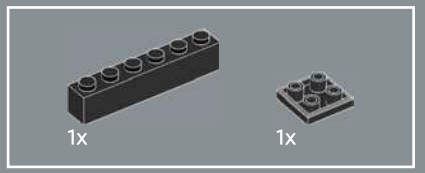




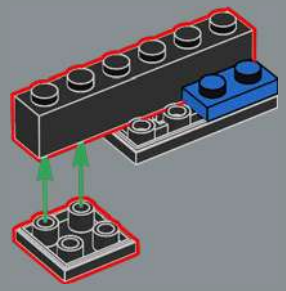


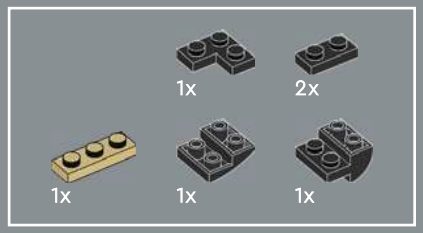
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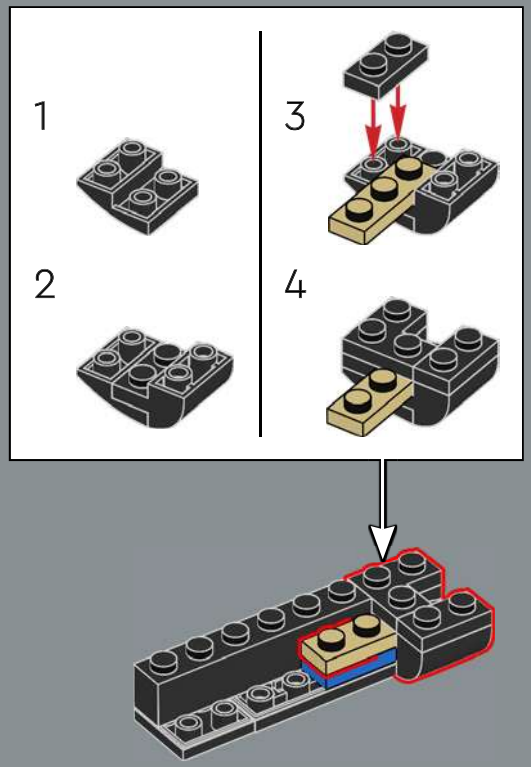


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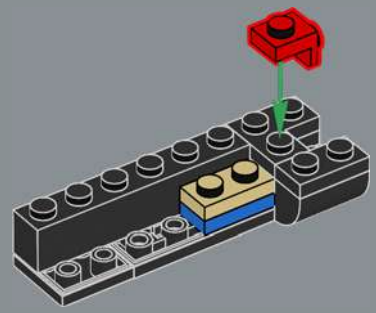


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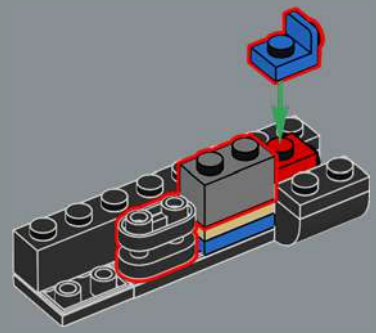


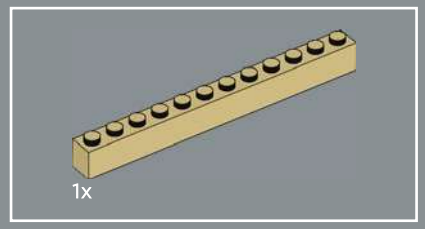
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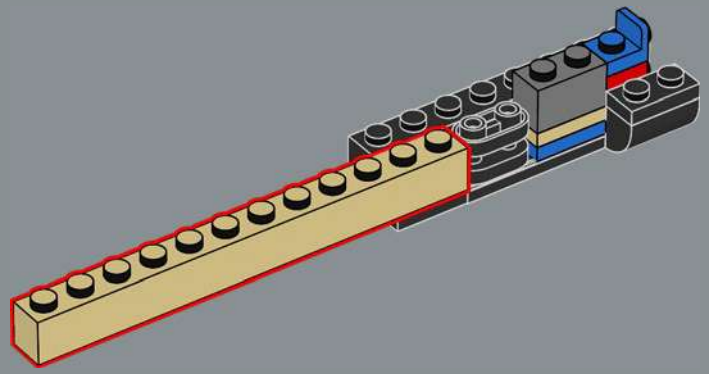


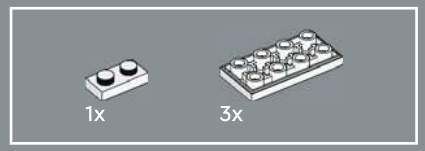
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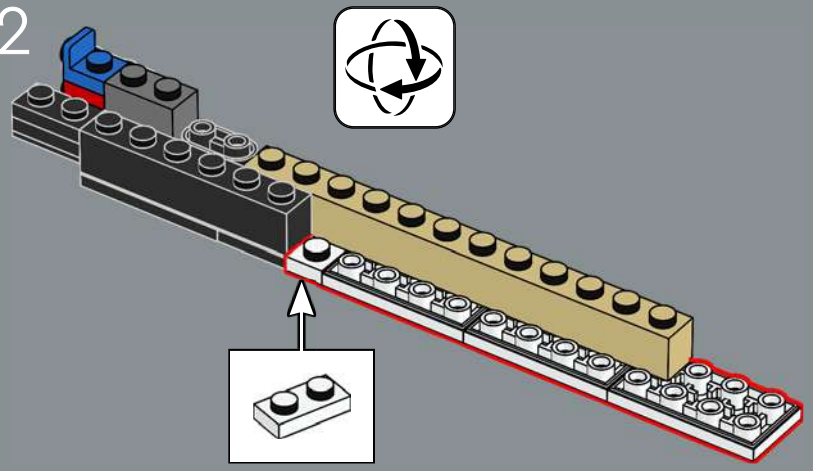


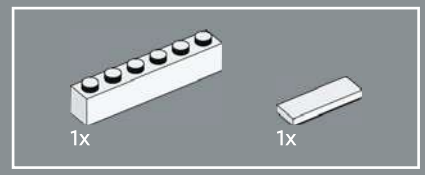
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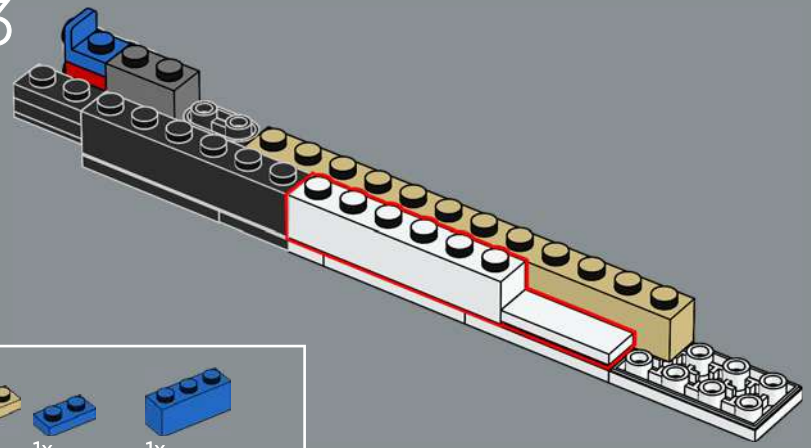


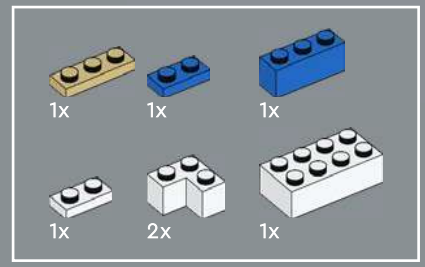
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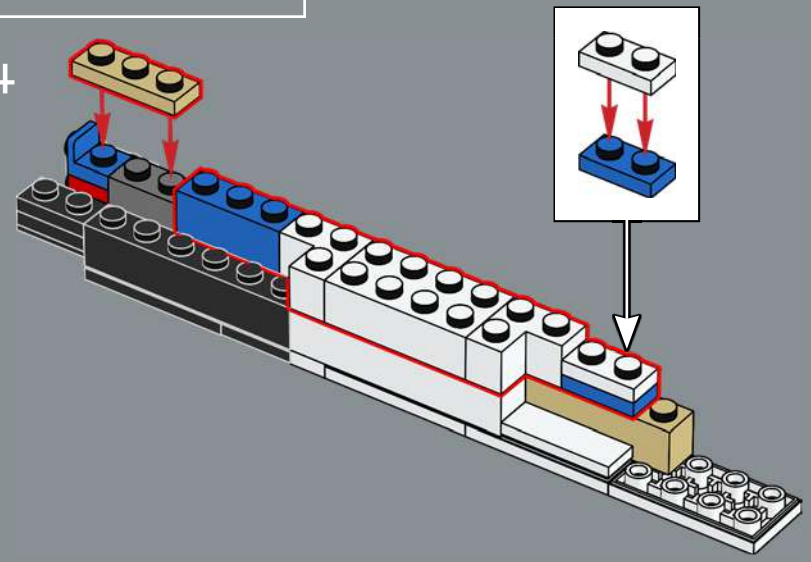


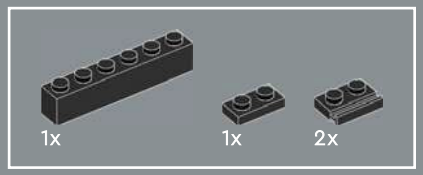
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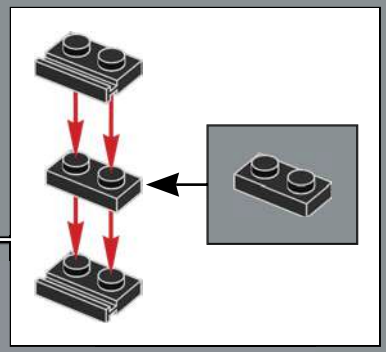




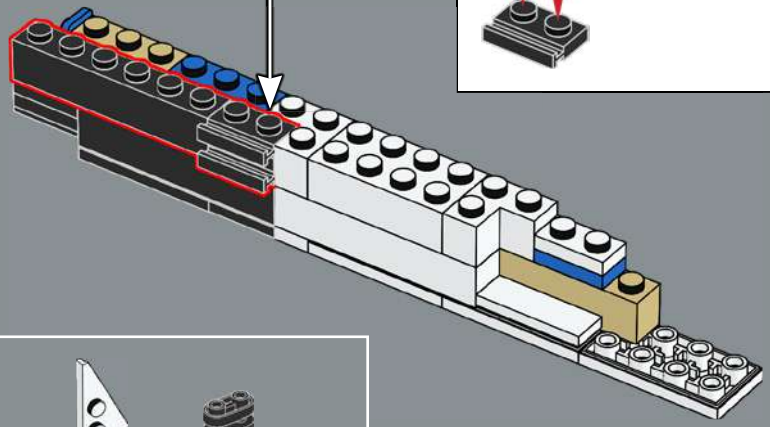
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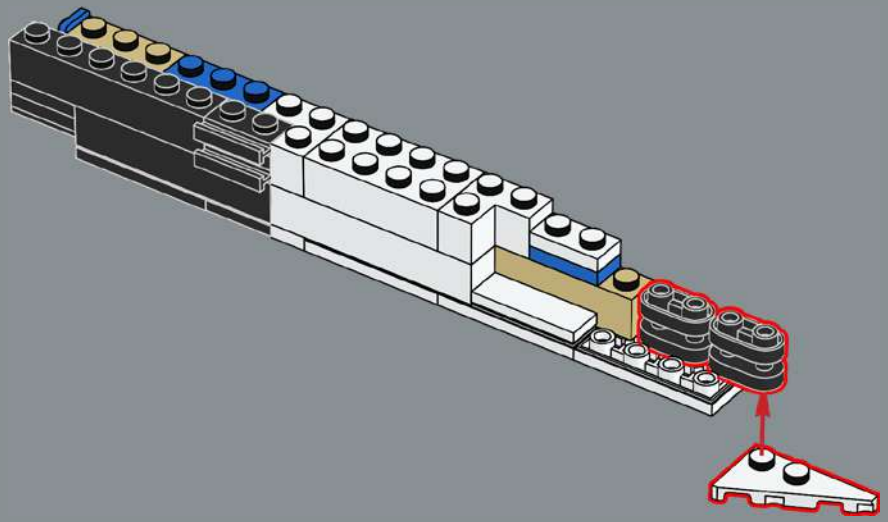


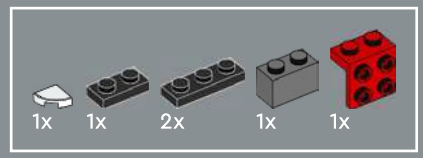


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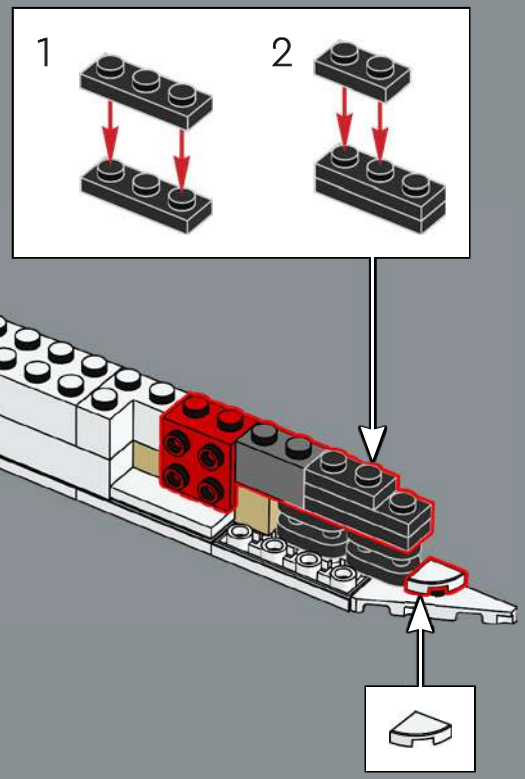


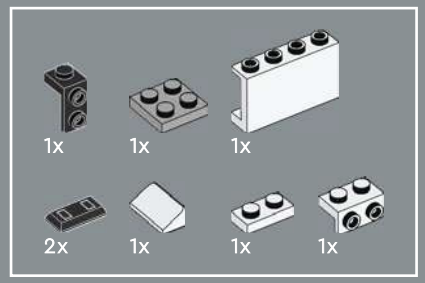
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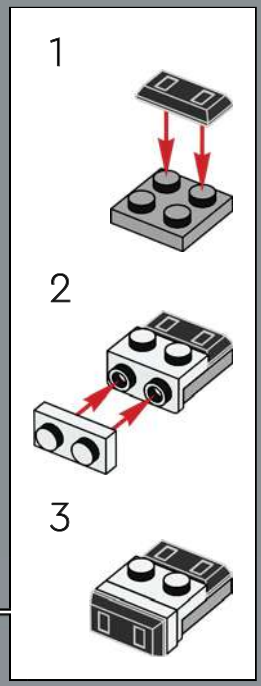


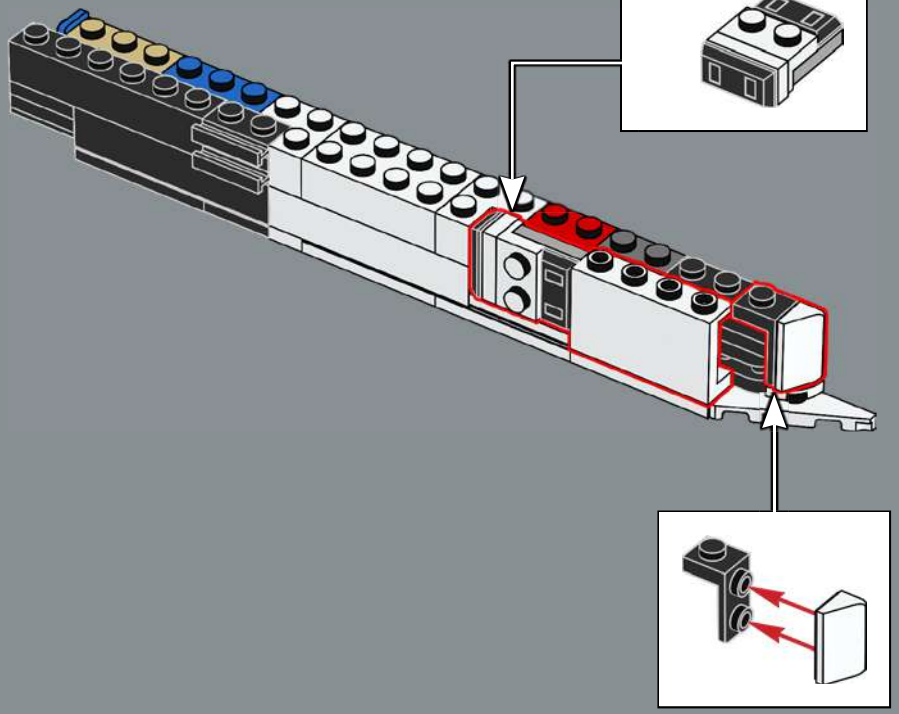
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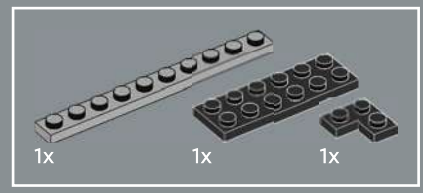




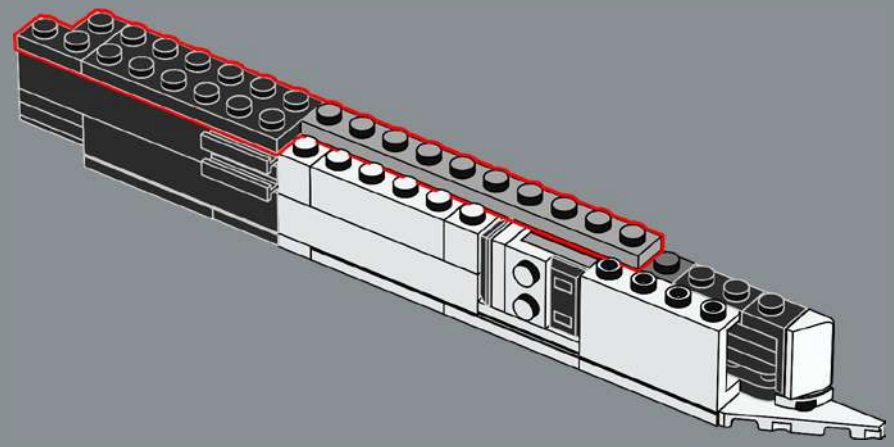
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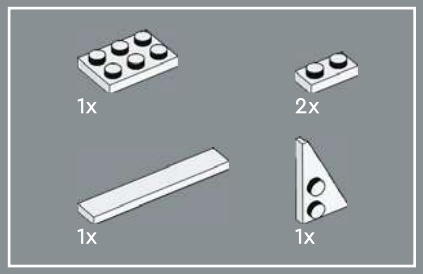




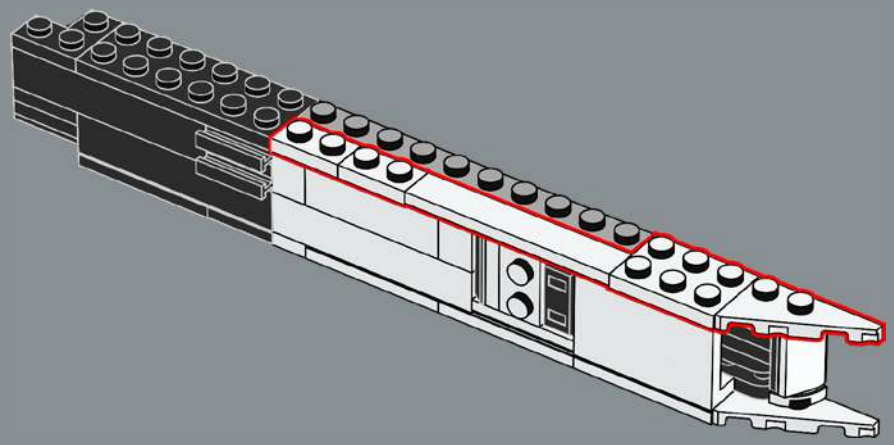


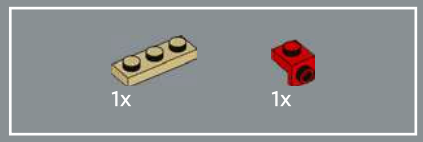
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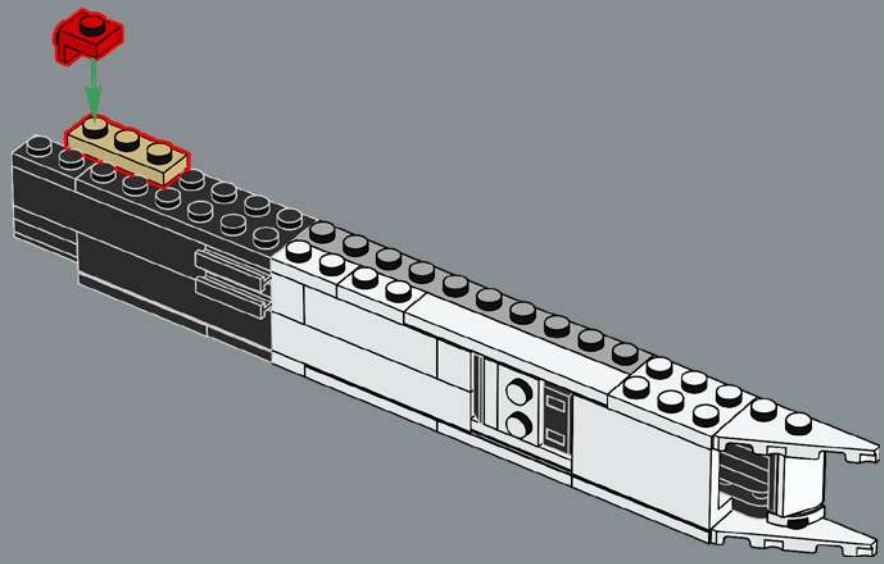


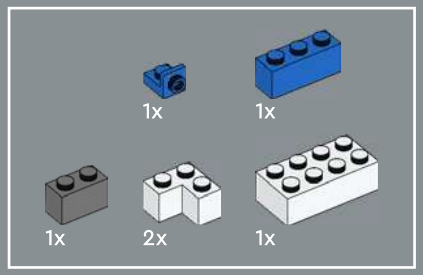
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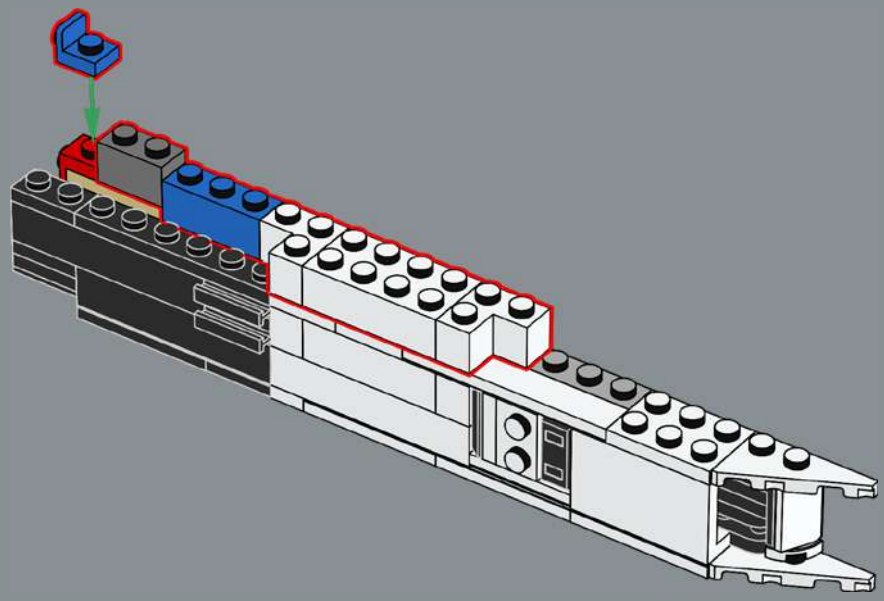


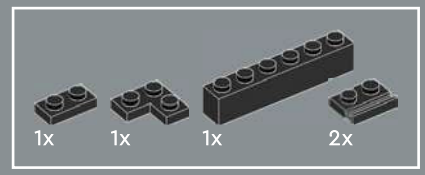
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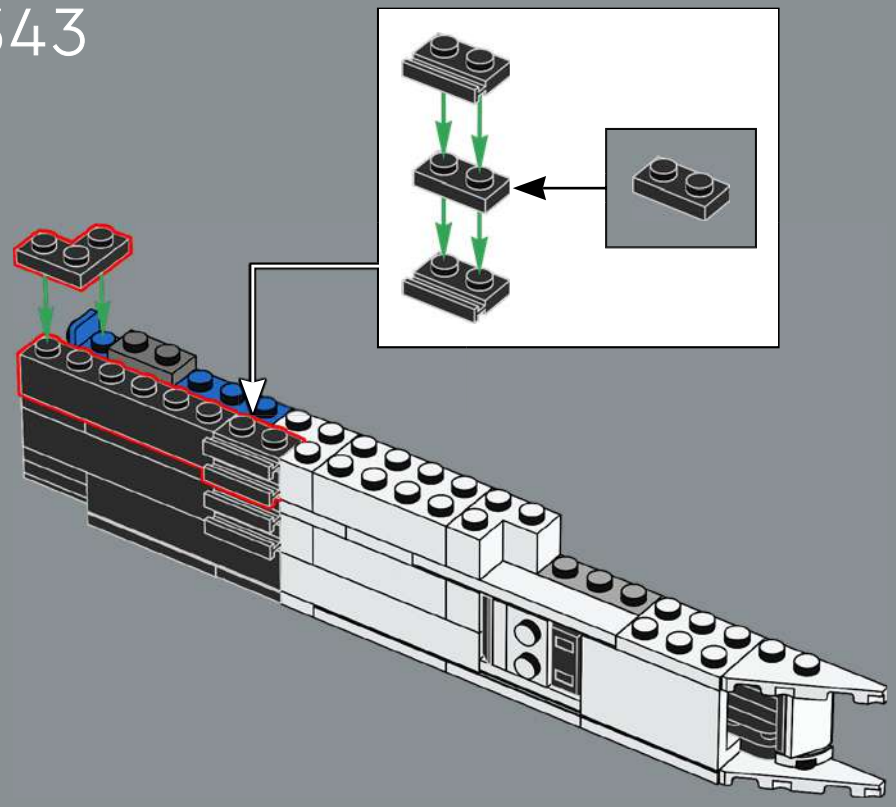


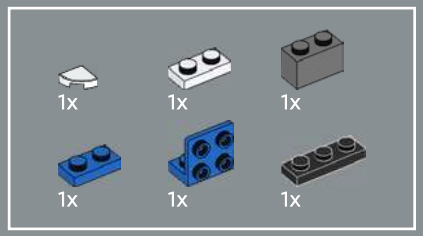
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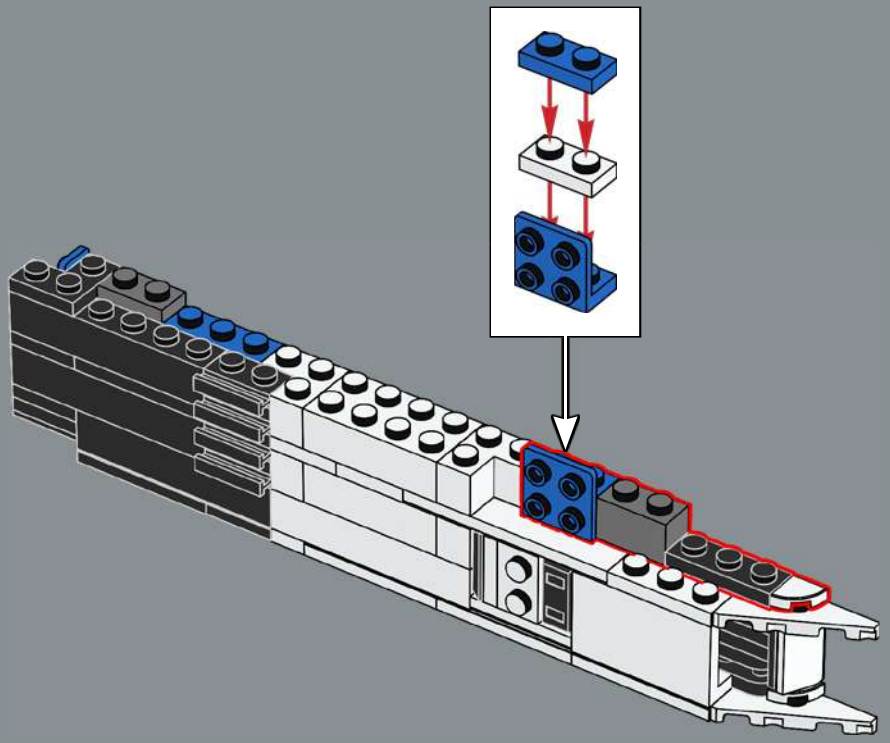


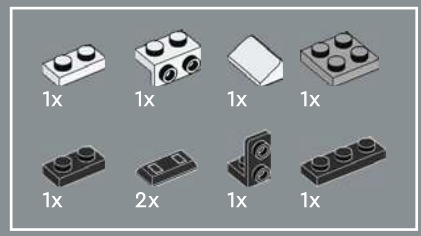
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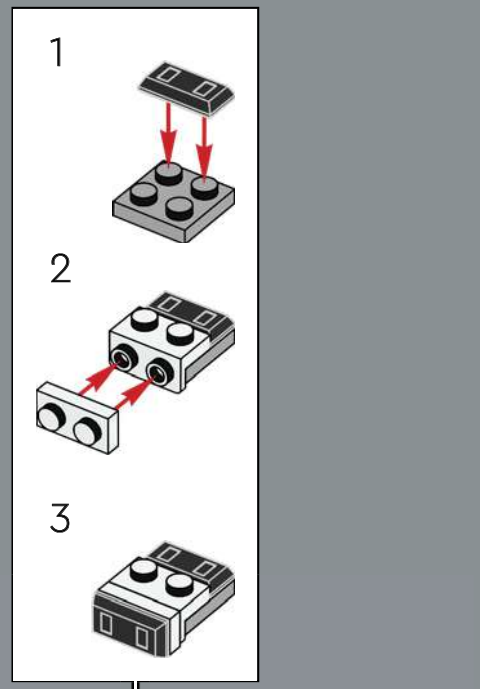


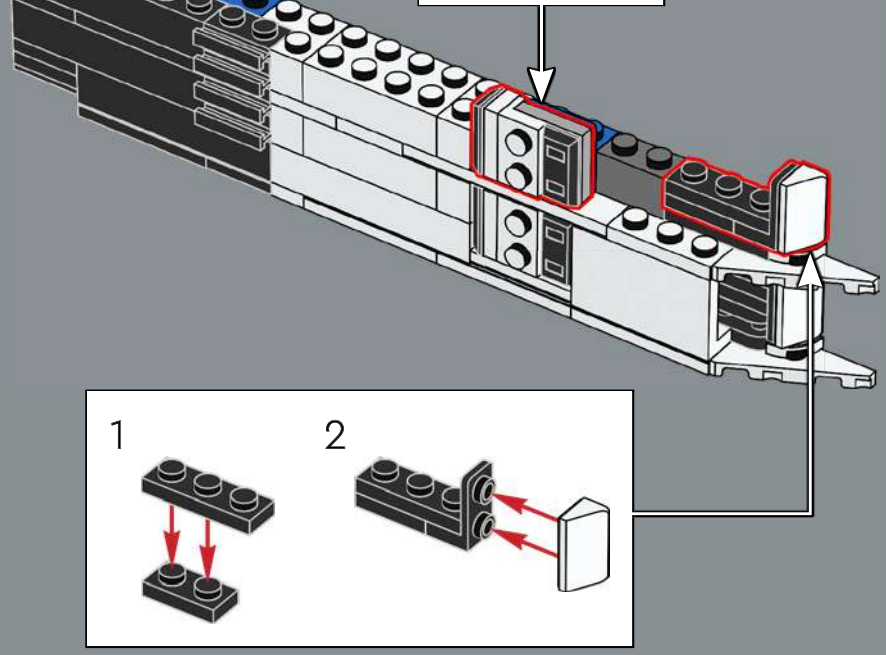
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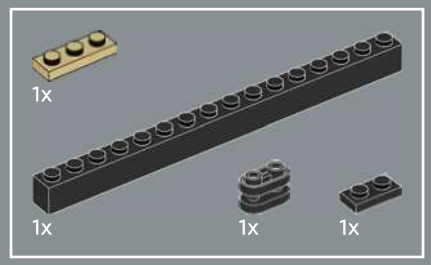




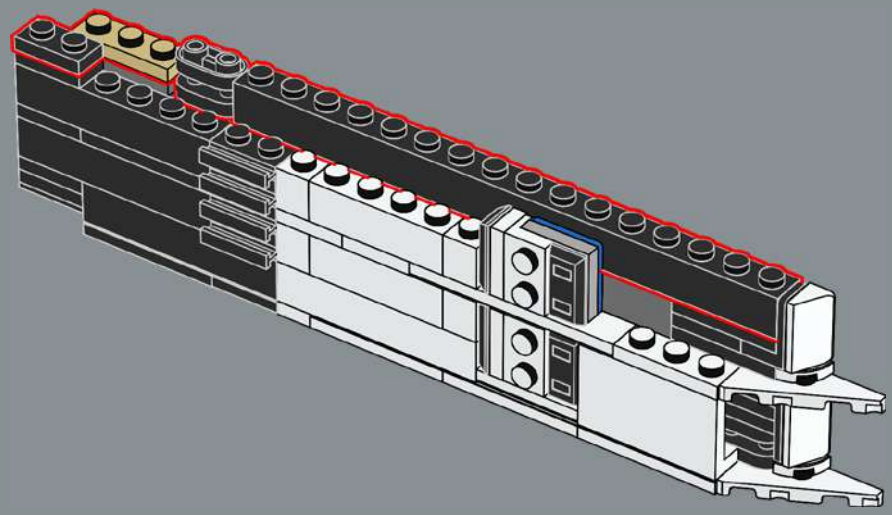
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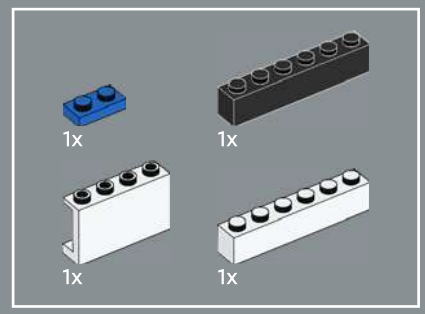




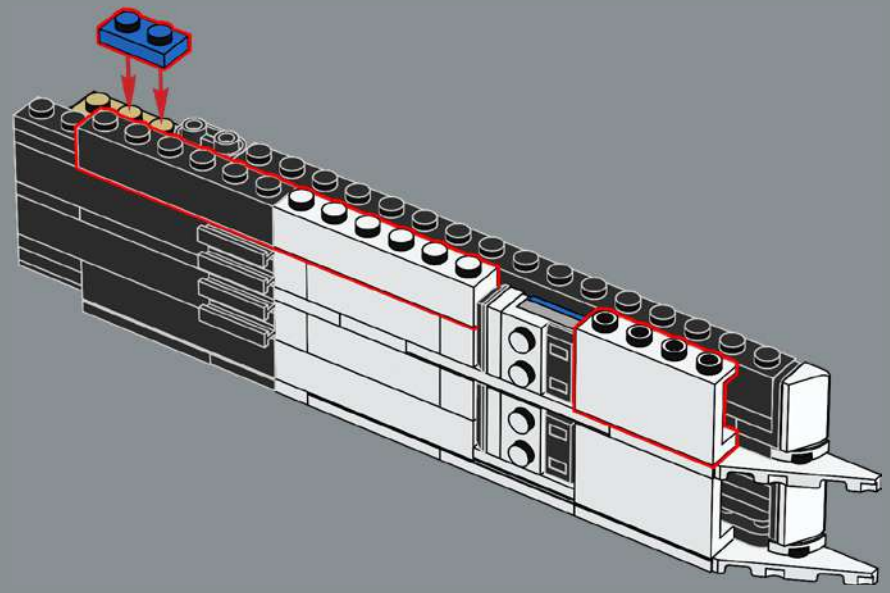


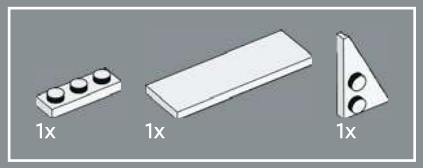
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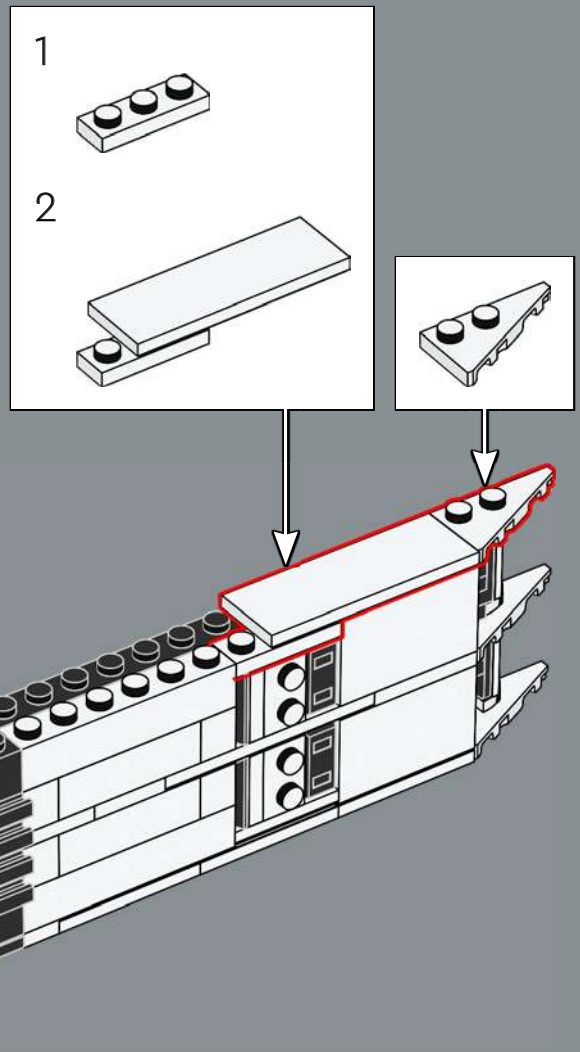


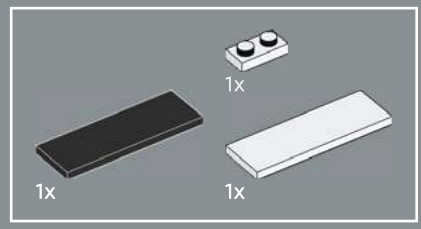
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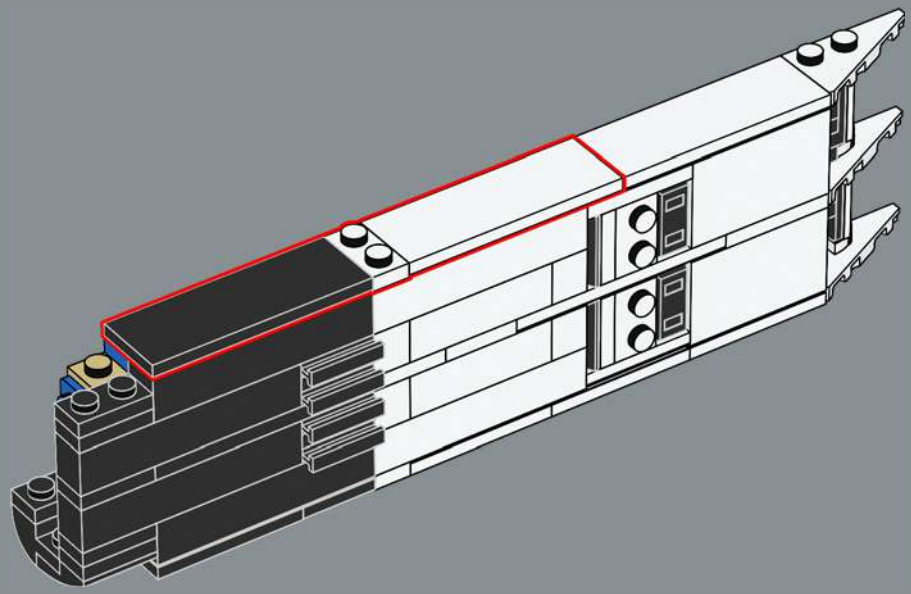


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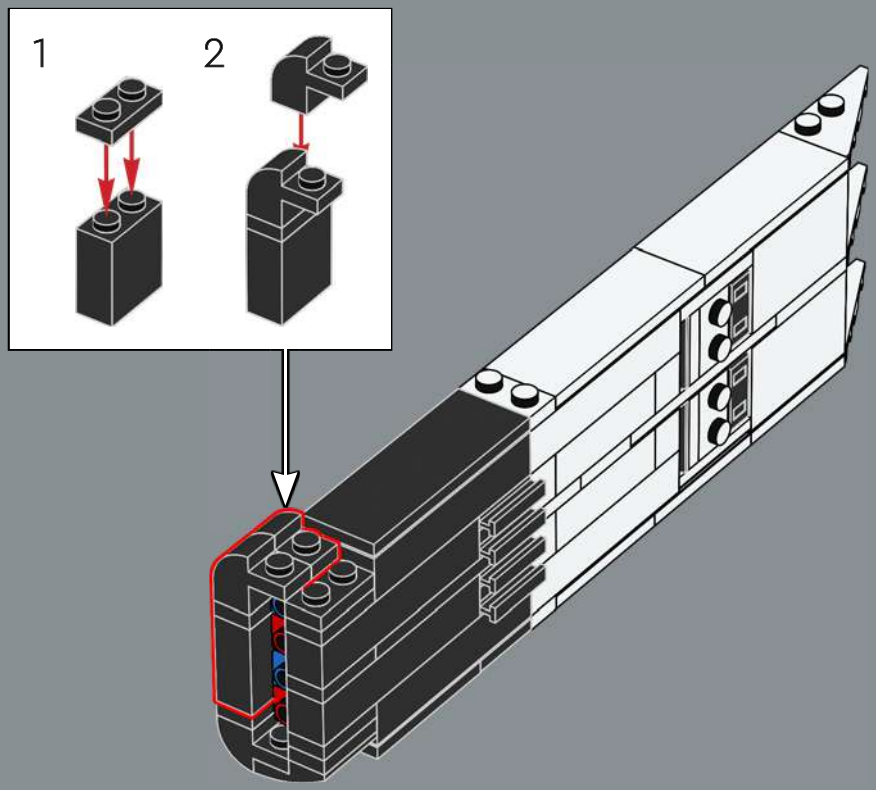


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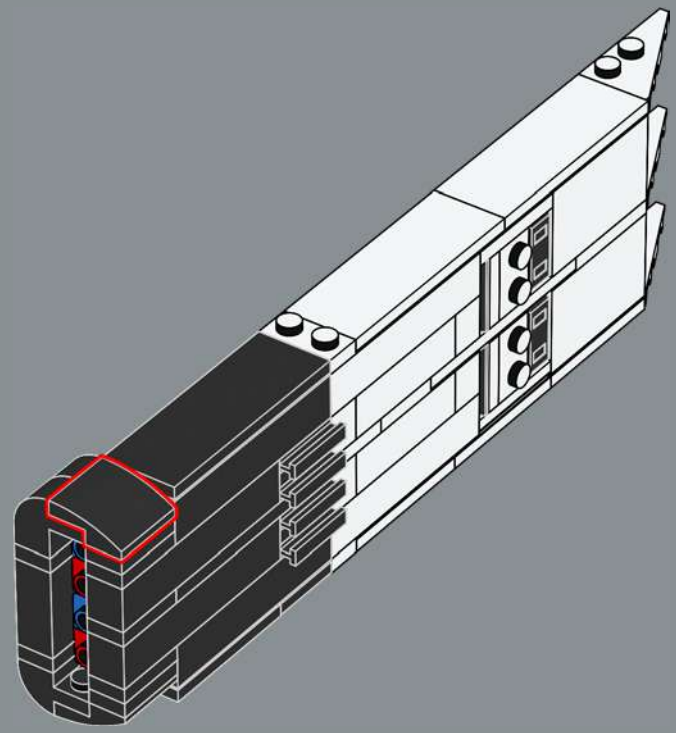


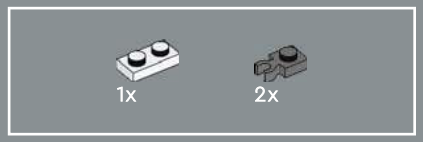
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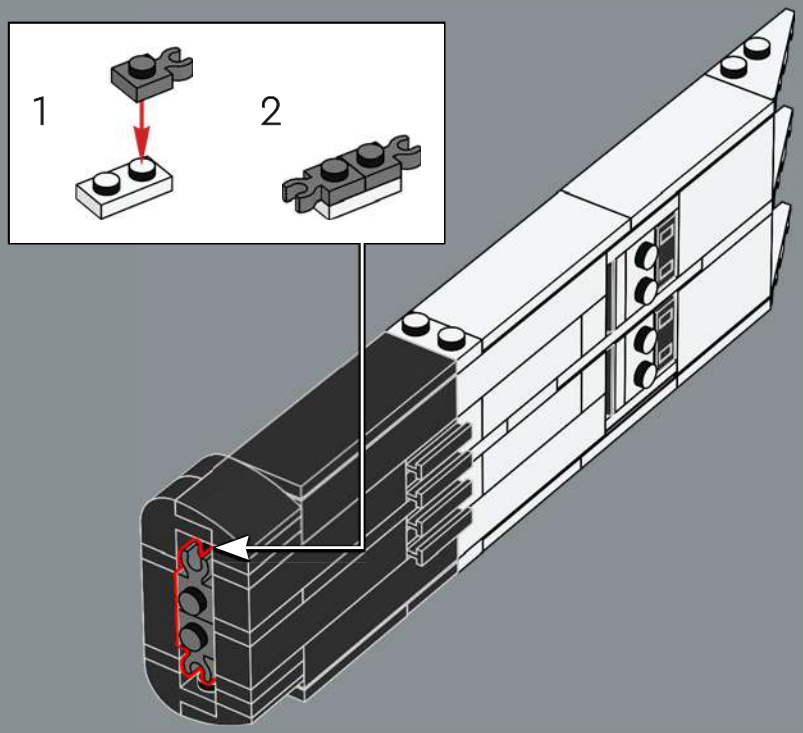


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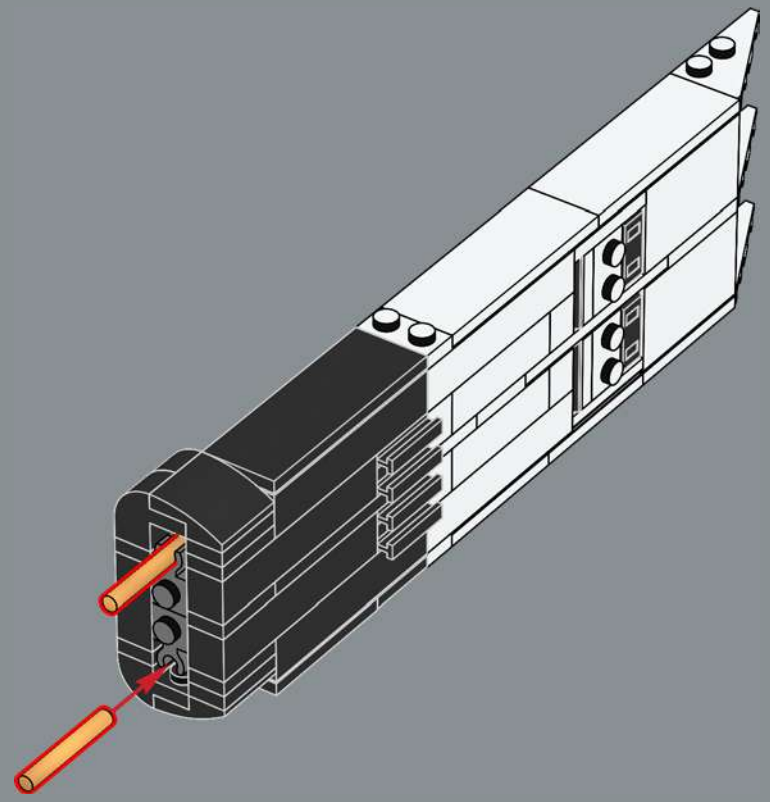


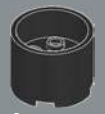
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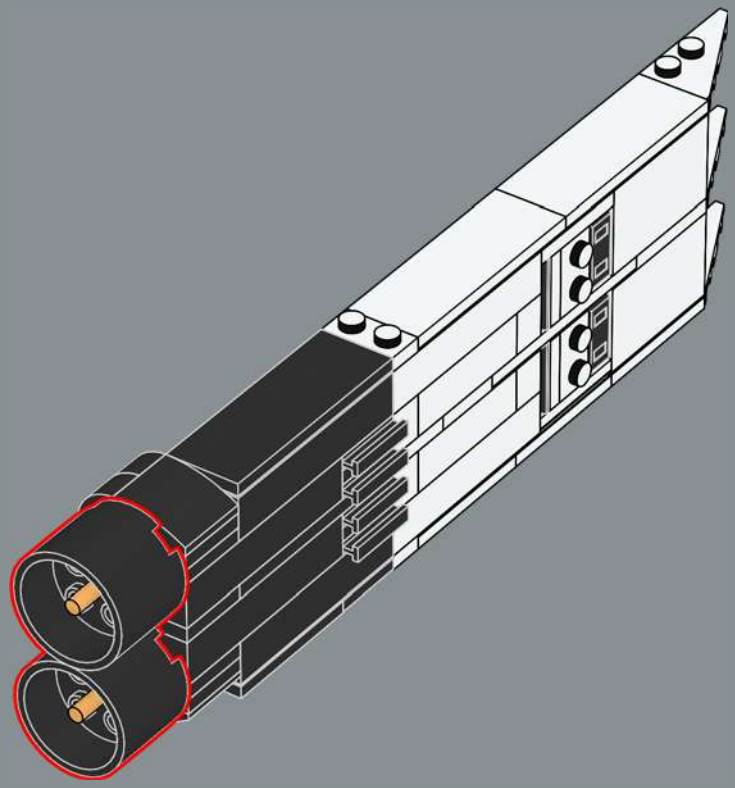


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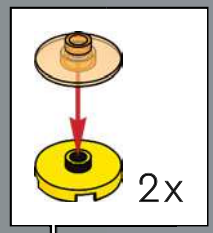


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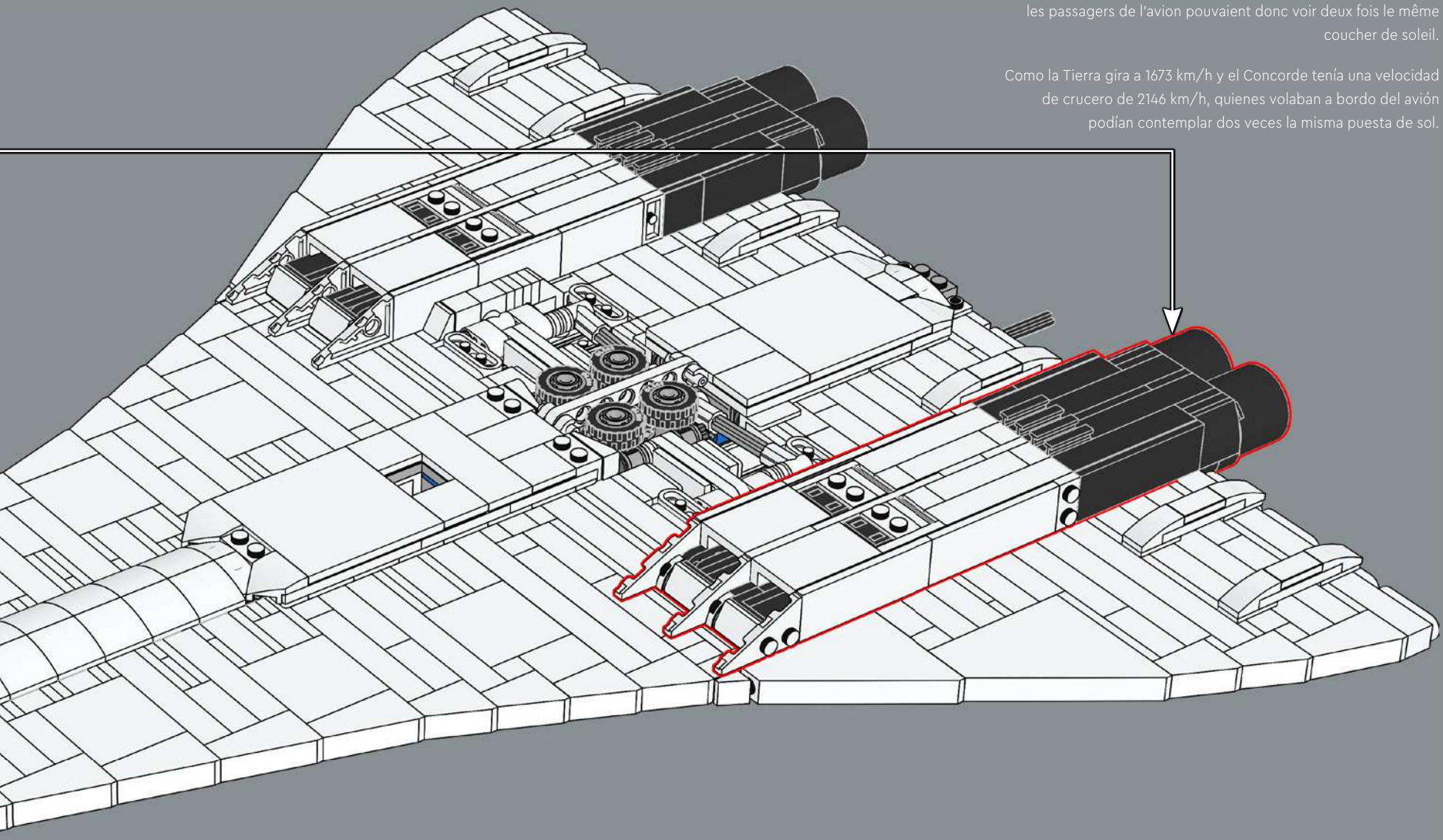


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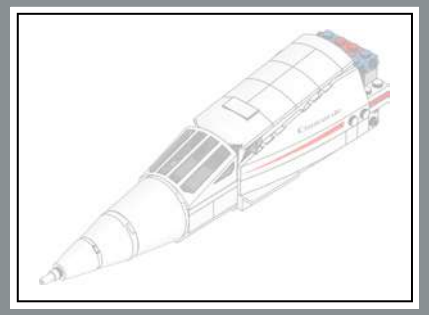
With the Earth spinning at 1,040 mph (1,673 km/h) and Concorde cruising at 1,334 mph (2,146 km/h), those flying aboard the aircraft could see the same sunset twice.

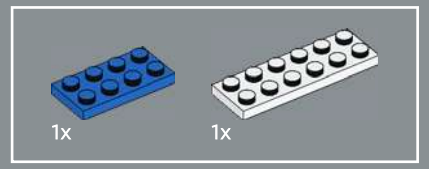
La Terre tournant à 1 673 km/h et le Concorde volant à 2 146 km/h, les passagers de l'avion pouvaient donc voir deux fois le même coucher de soleil.

Como la Tierra gira a 1673 km/h y el Concorde tenía una velocidad de crucero de 2146 km/h, quienes volaban a bordo del avión podían contemplar dos veces la misma puesta de sol.

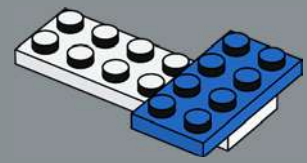


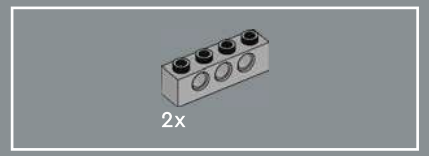




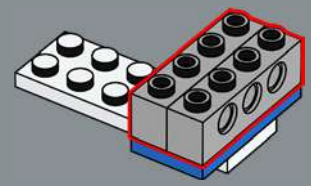


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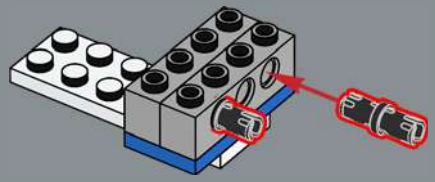


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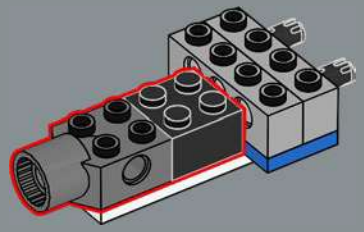


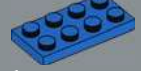
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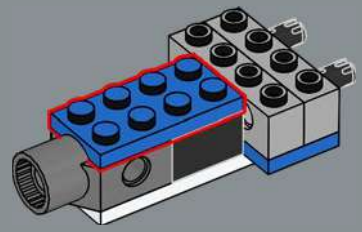


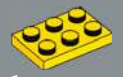
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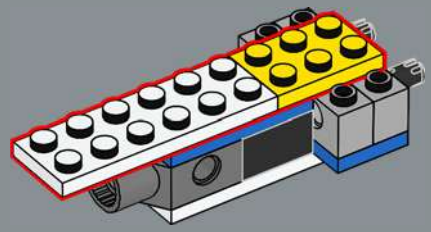
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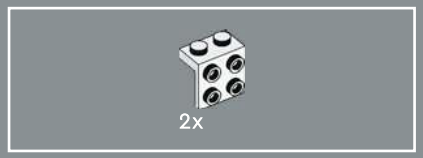




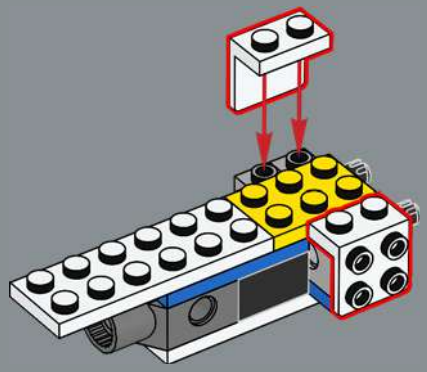


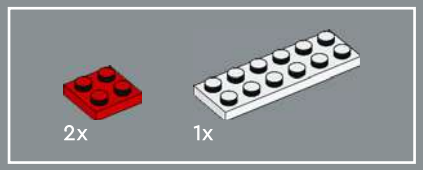
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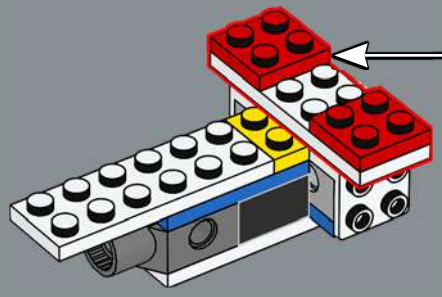


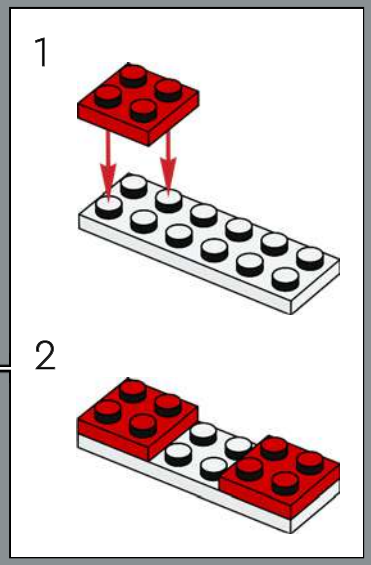
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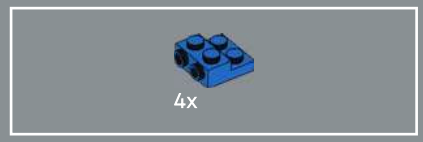




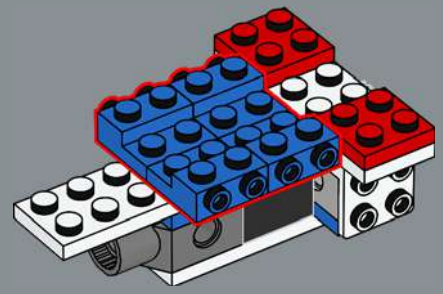
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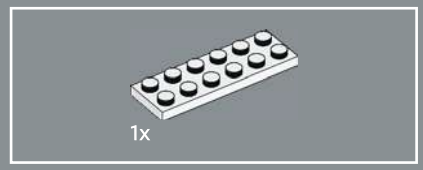




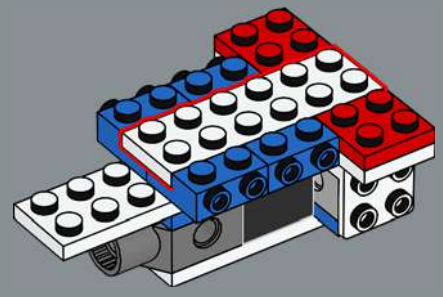


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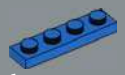
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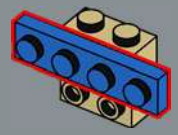


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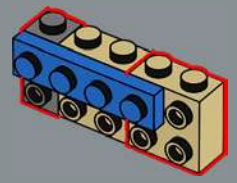
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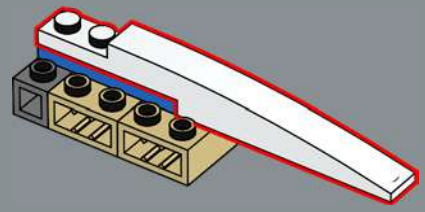
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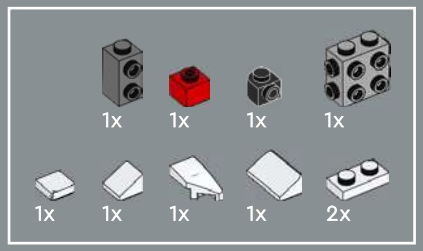




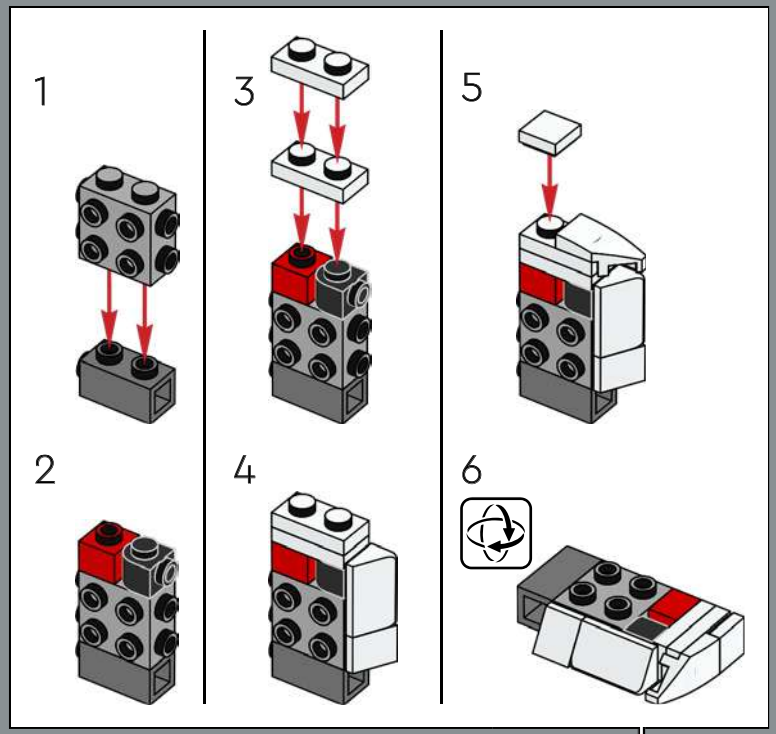
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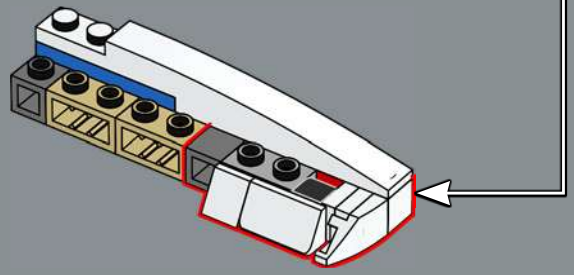


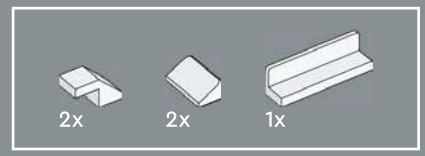




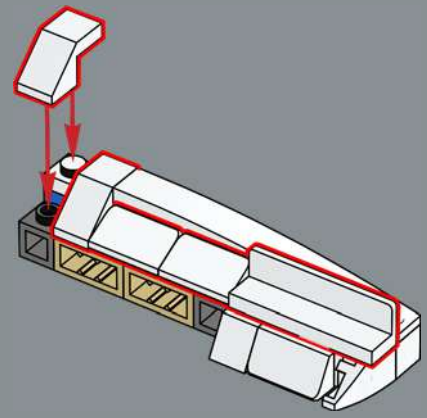
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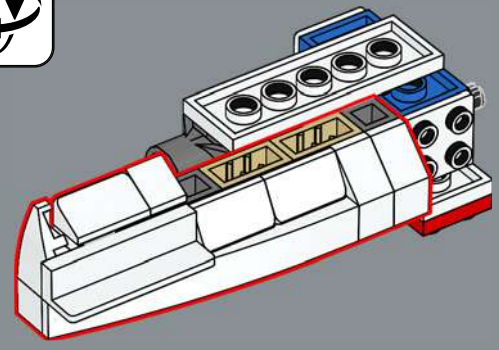


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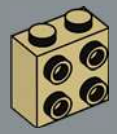
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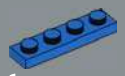




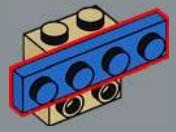


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375



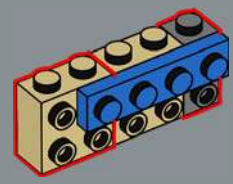
A total of 134 pilots and 57 flight engineers were trained to operate the unique aircraft.

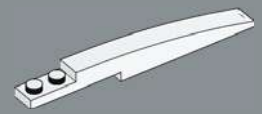
Au total, 134 pilotes et 57 mécaniciens de bord ont été formés pour assurer le fonctionnement de cet appareil unique.

Se entrenó a un total de 134 pilotos y 57 ingenieros de vuelo en la operación del exclusivo avión.



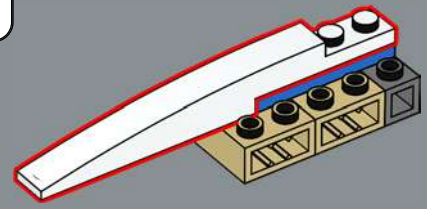
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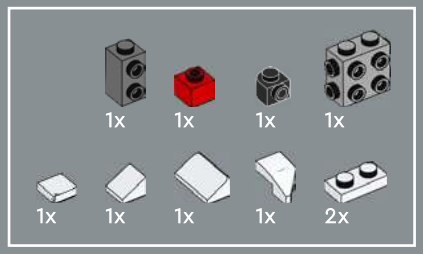




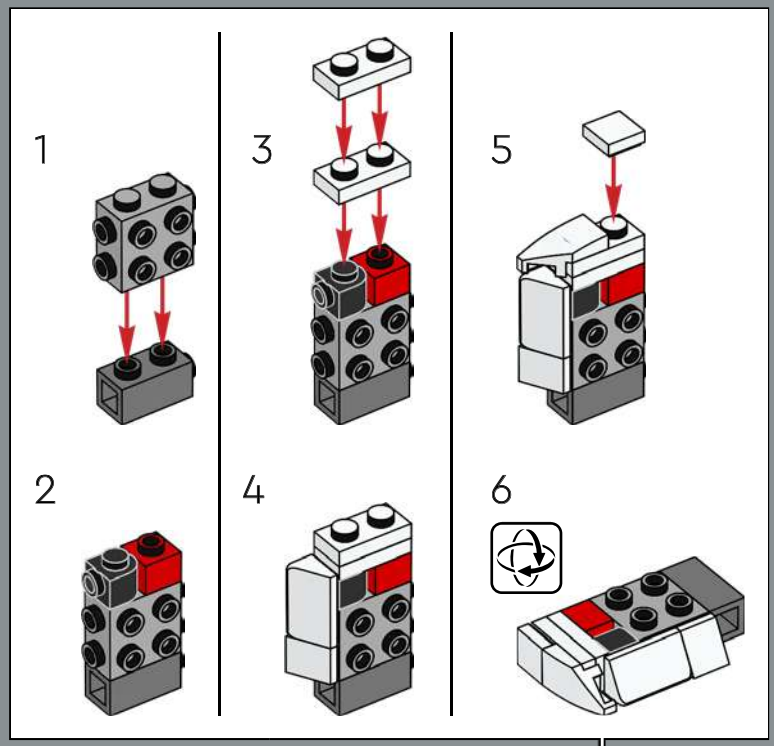
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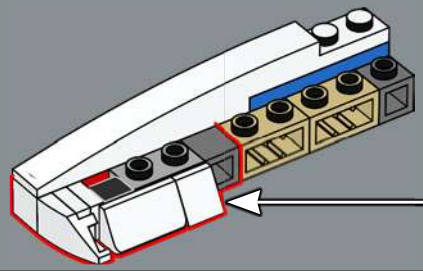


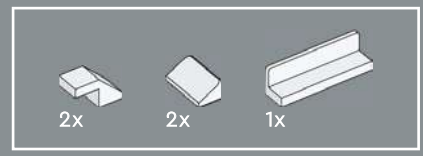




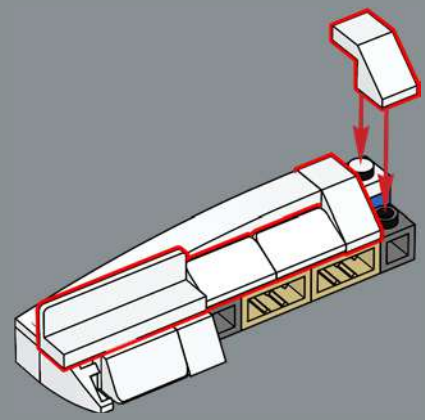
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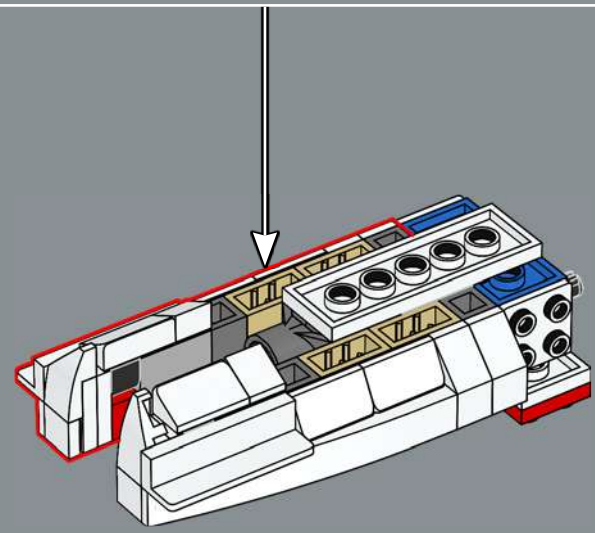




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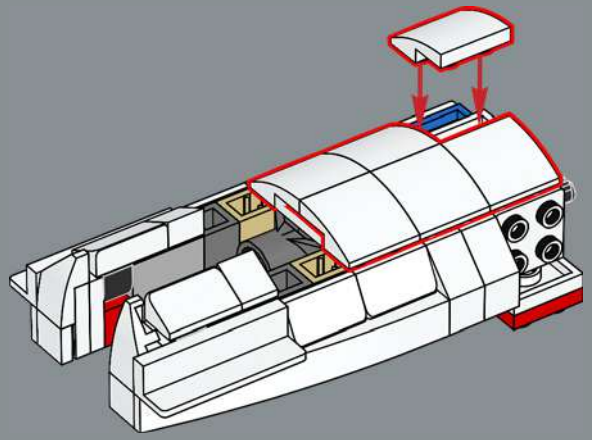


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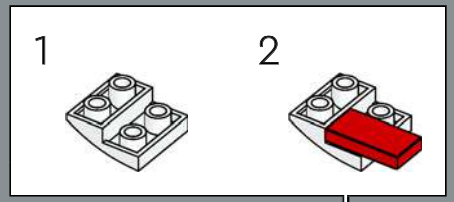
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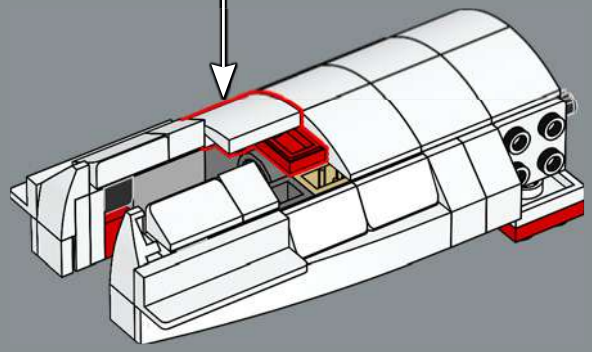


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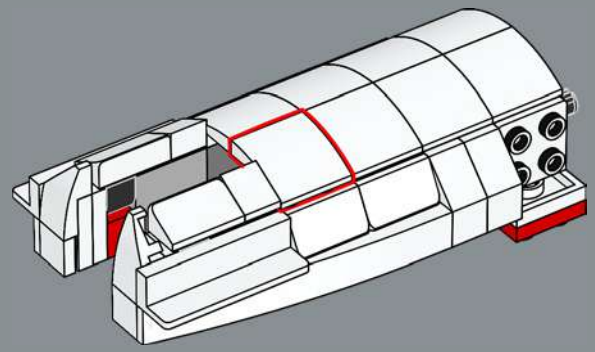
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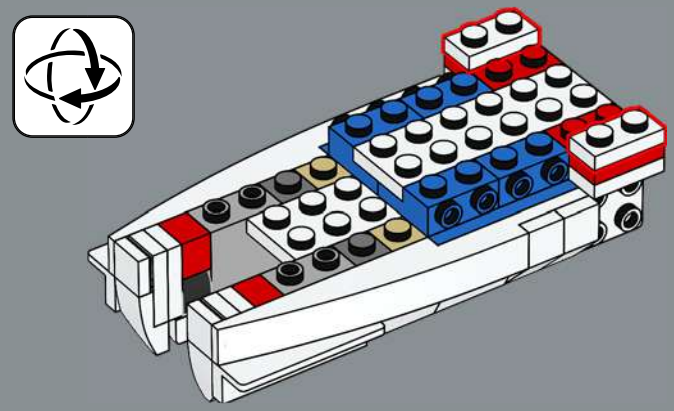
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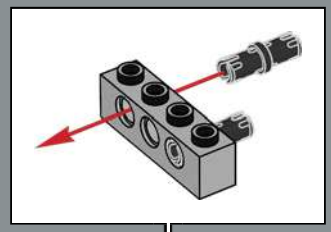
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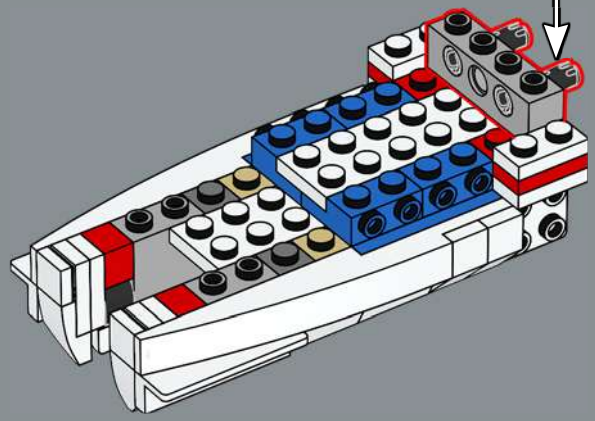
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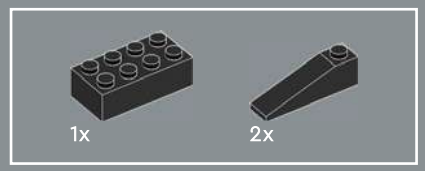




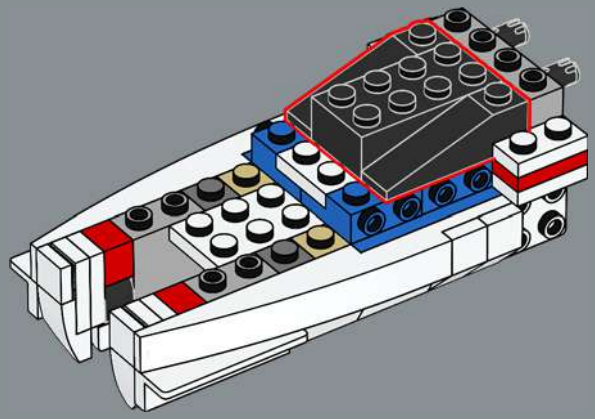
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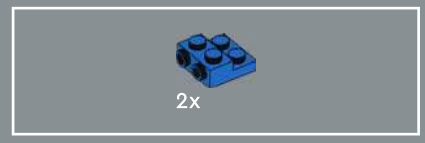




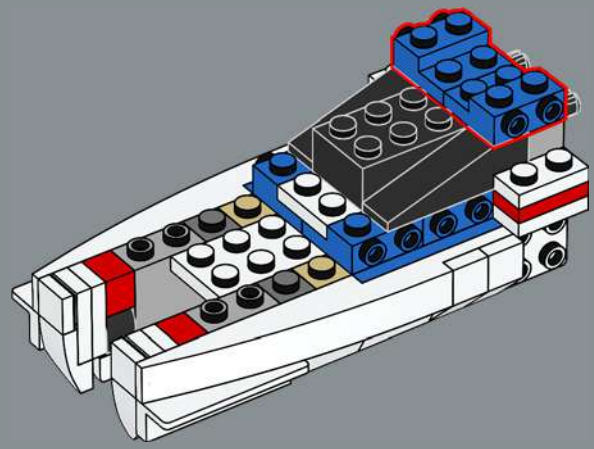


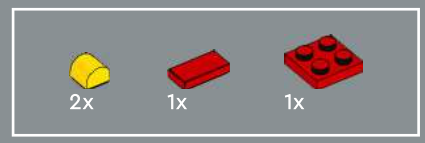
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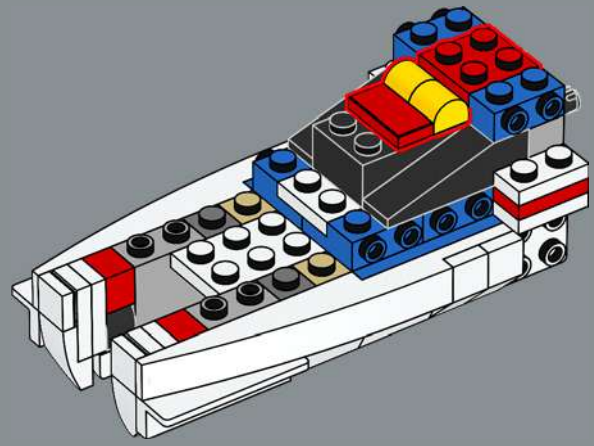


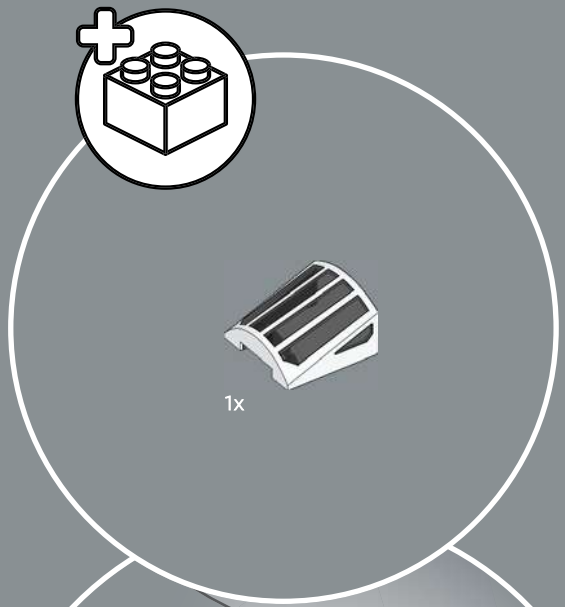
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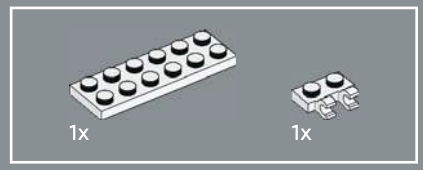
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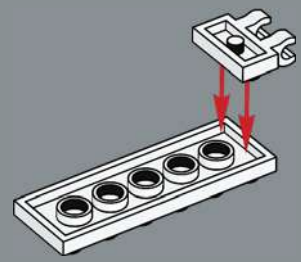






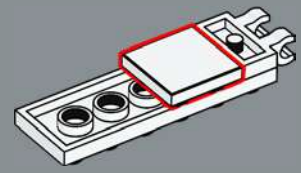


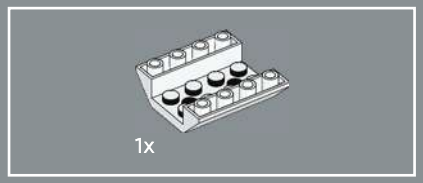
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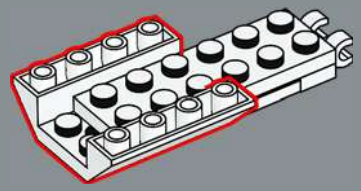
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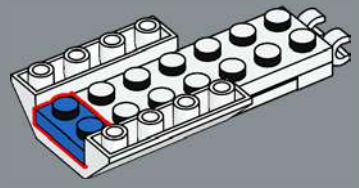
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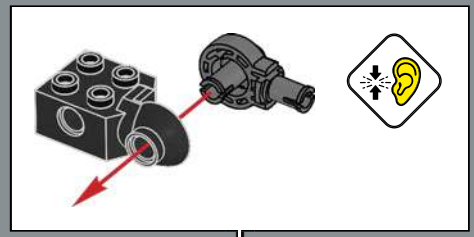


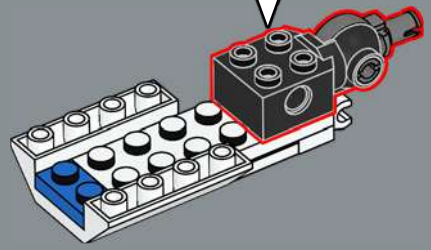
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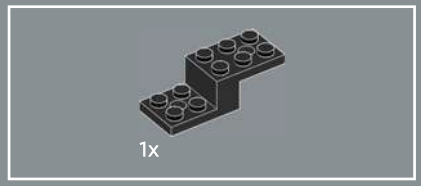




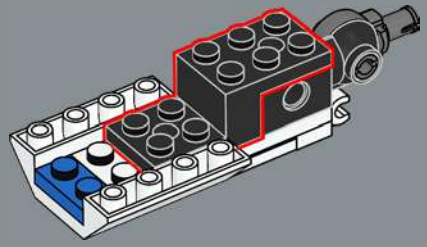
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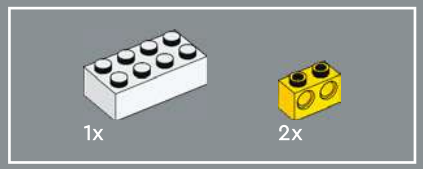




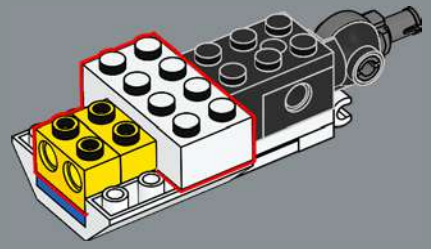


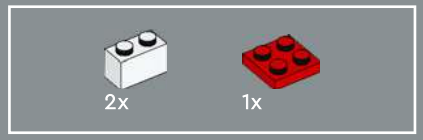
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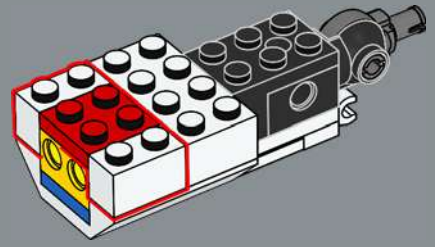


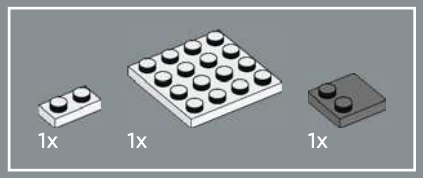
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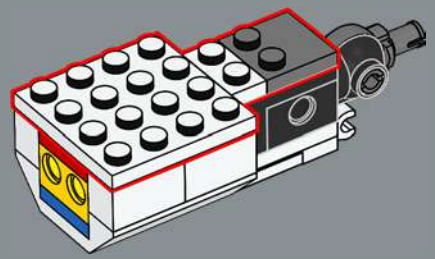


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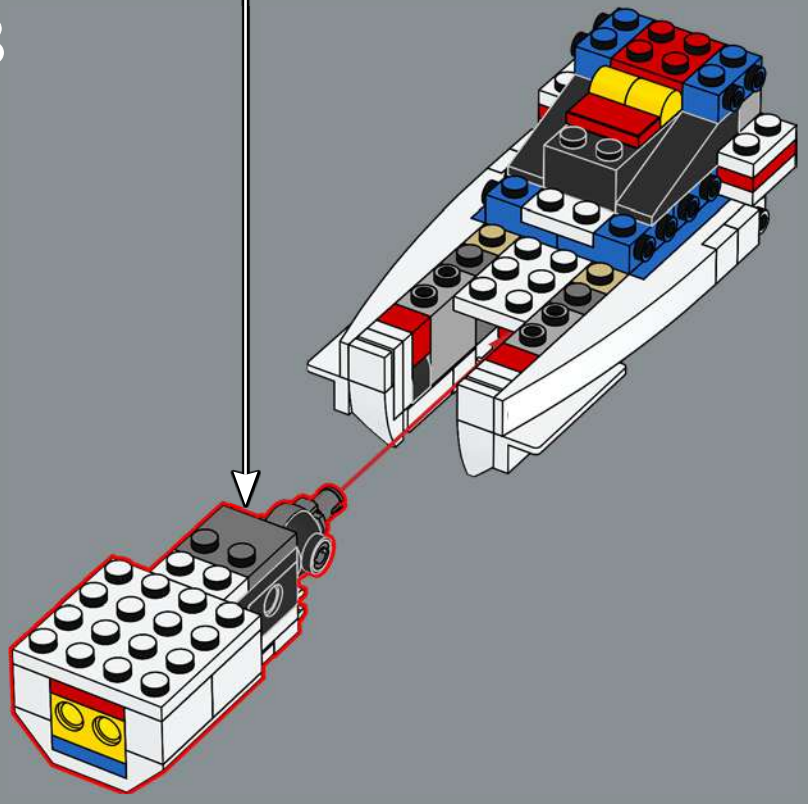


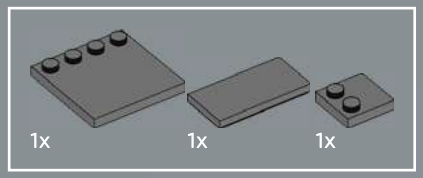


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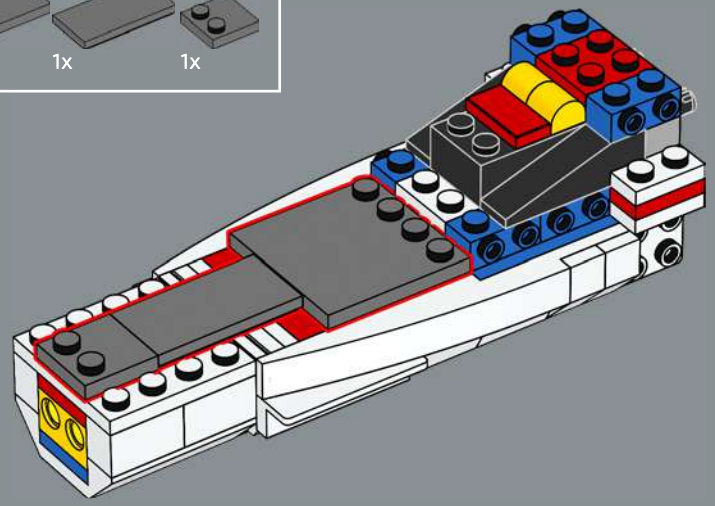


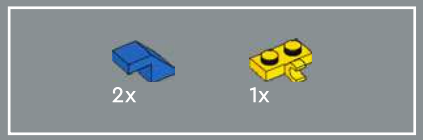
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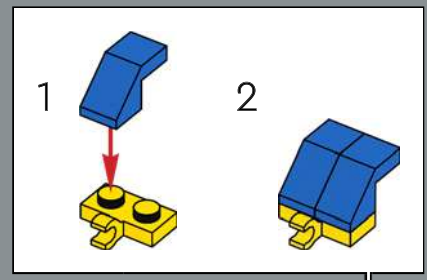


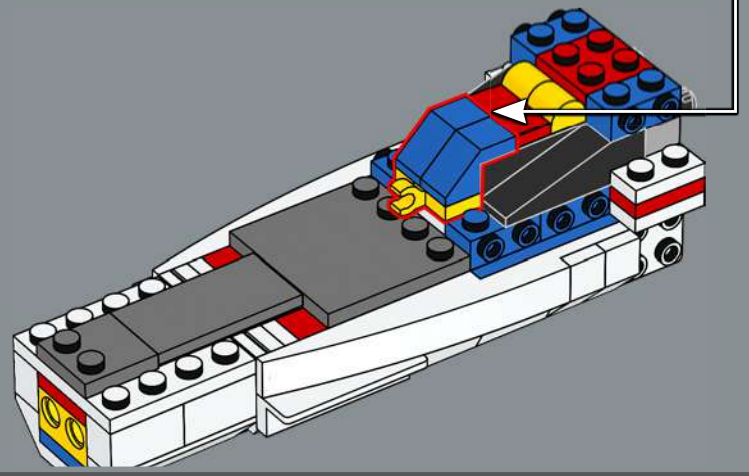
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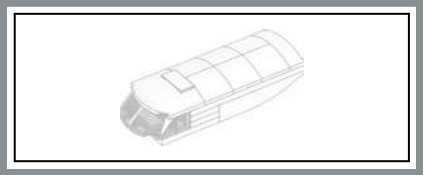


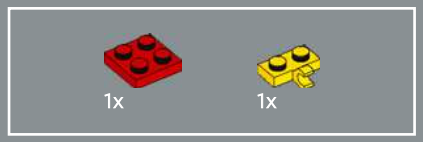


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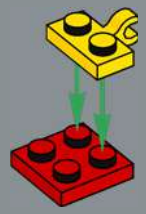








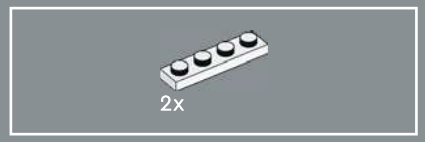
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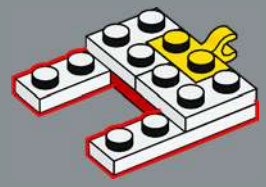


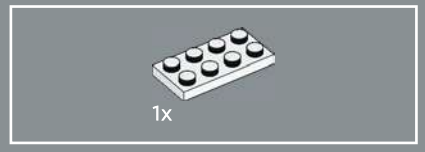
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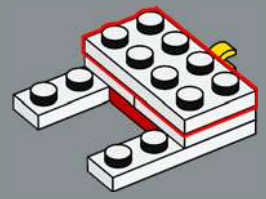


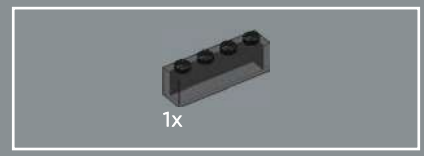
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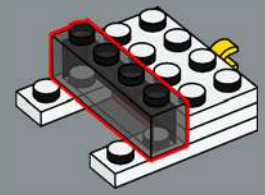


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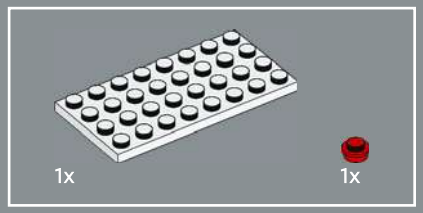
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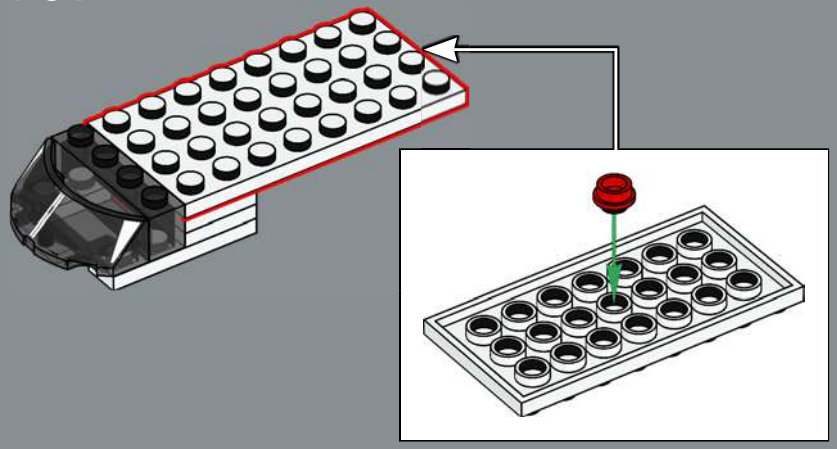


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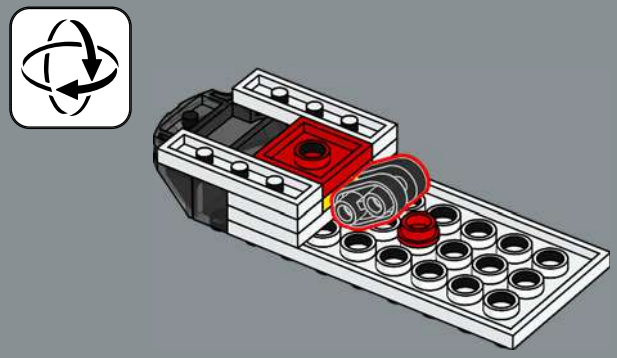


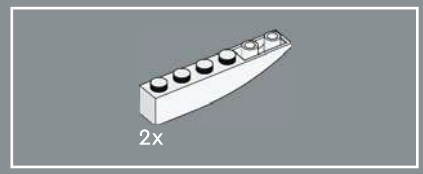
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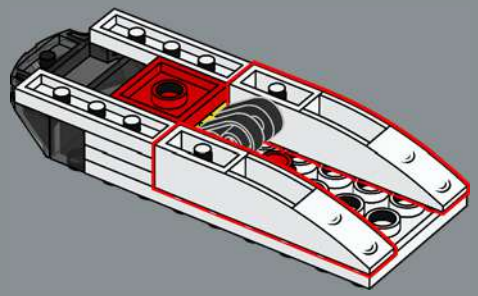


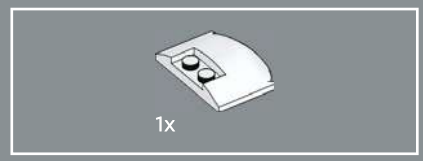
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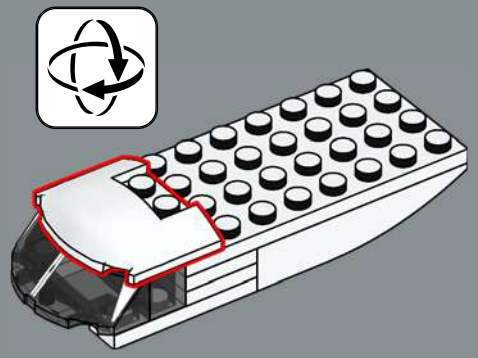


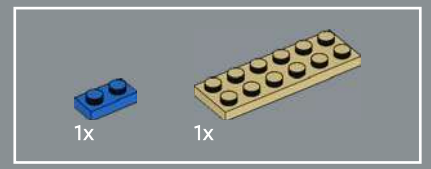
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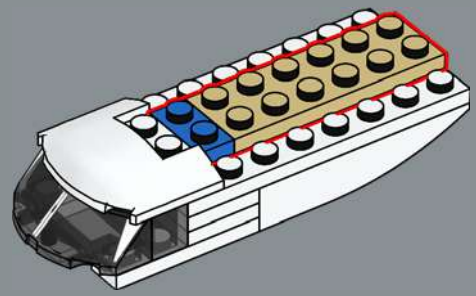


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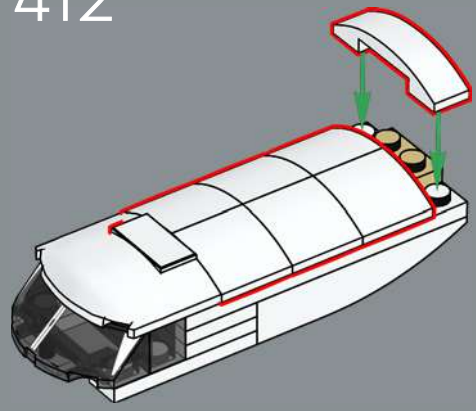


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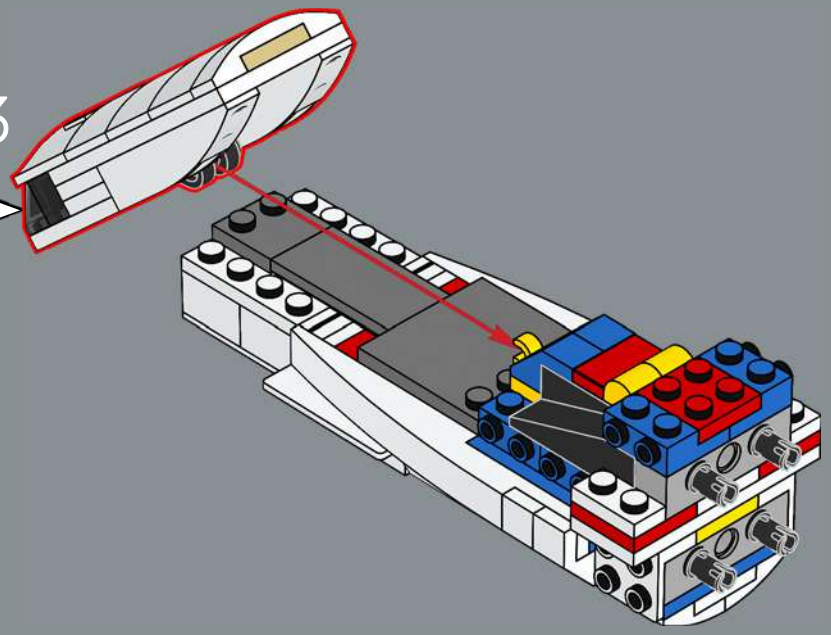




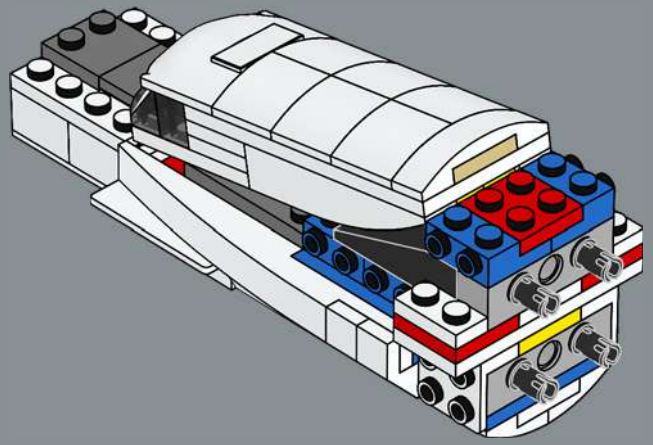
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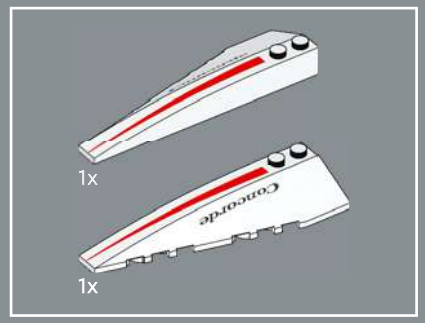


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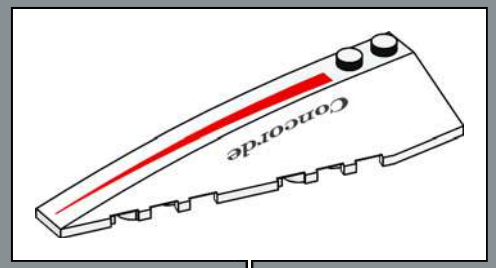


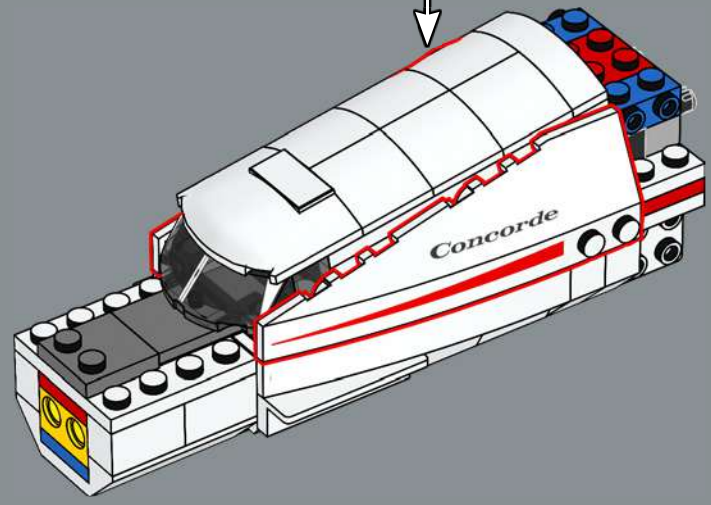
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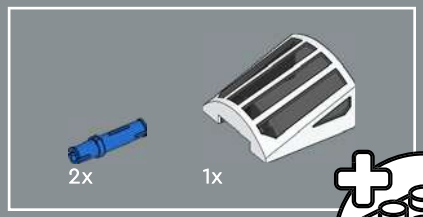




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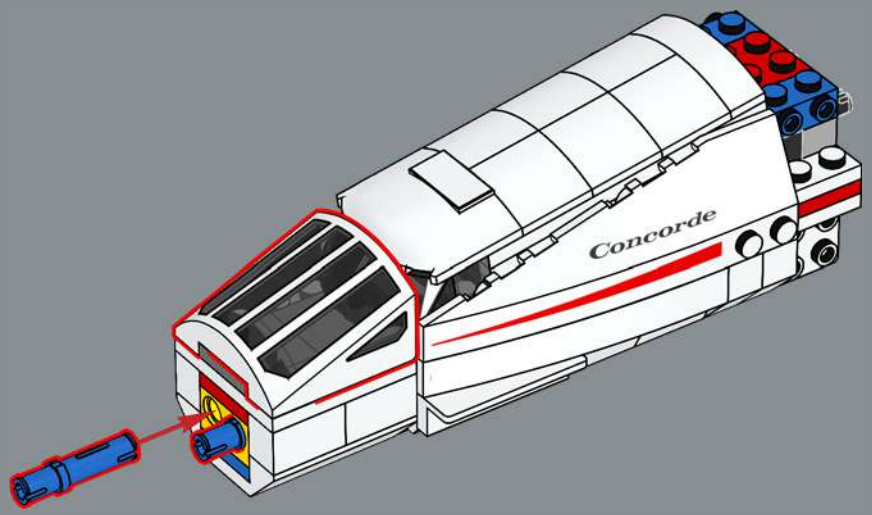


416

Two brand new LEGO® elements were developed exclusively for this model: the nose cone and the visor. Concorde's retractable visor folds down with the nose to reveal the cockpit windshield hidden behind.

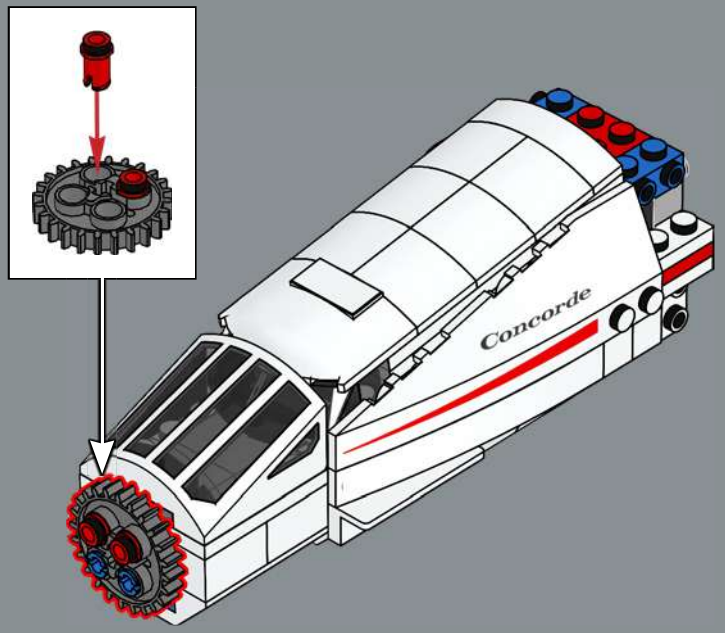
Deux tout nouveaux éléments LEGO® ont été développés exclusivement pour ce modèle : le cône de nez et la visière. La visière rétractable du Concorde se replie avec le nez pour révéler le pare-brise du poste de pilotage caché derrière.

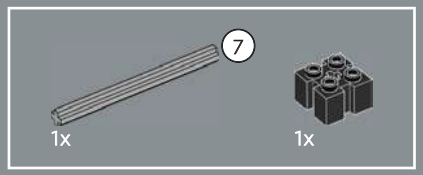
Se diseñaron dos elementos LEGO® nuevos exclusivamente para este modelo: el cono de nariz y el visor. El visor retráctil del Concorde se pliega por dentro de la nariz para revelar el parabrisas de la cabina oculto detrás.





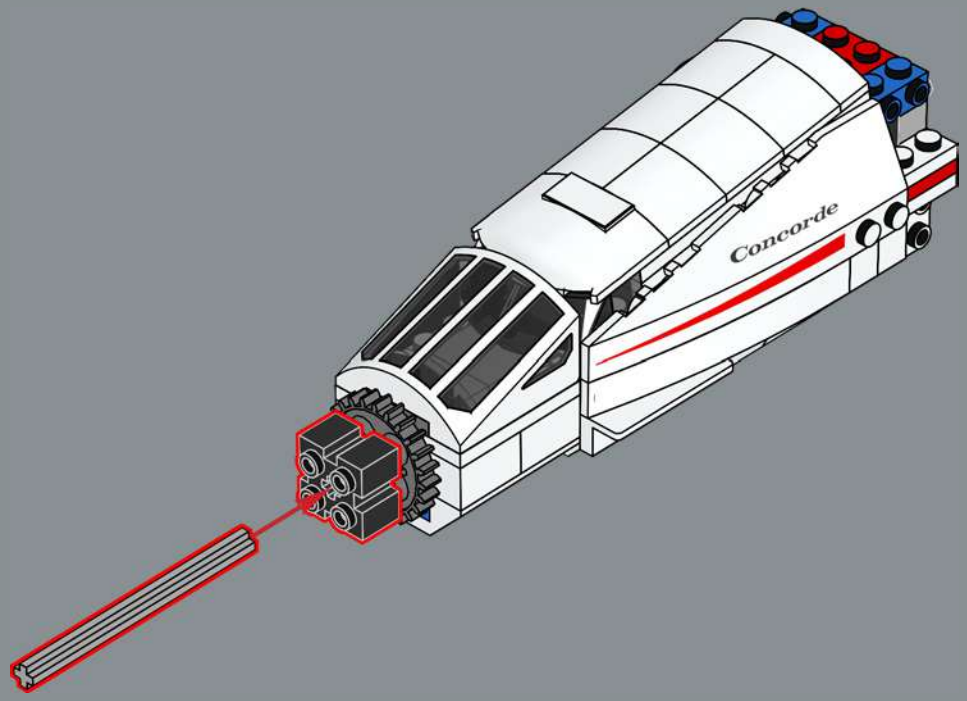
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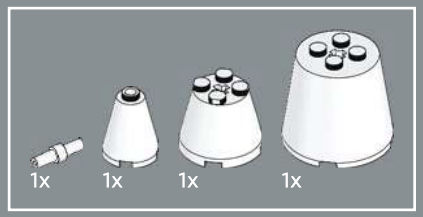




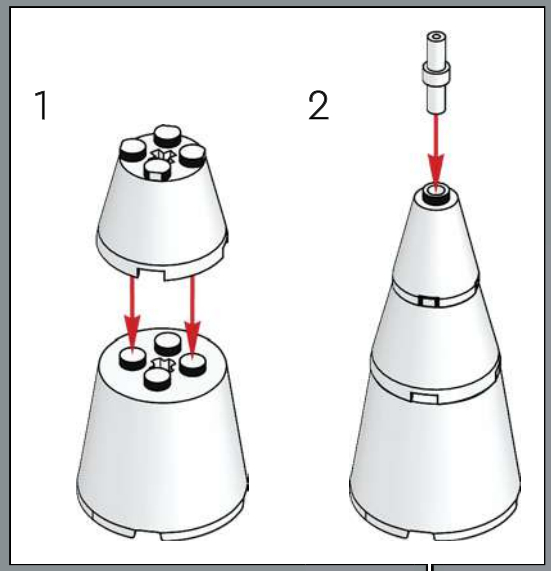


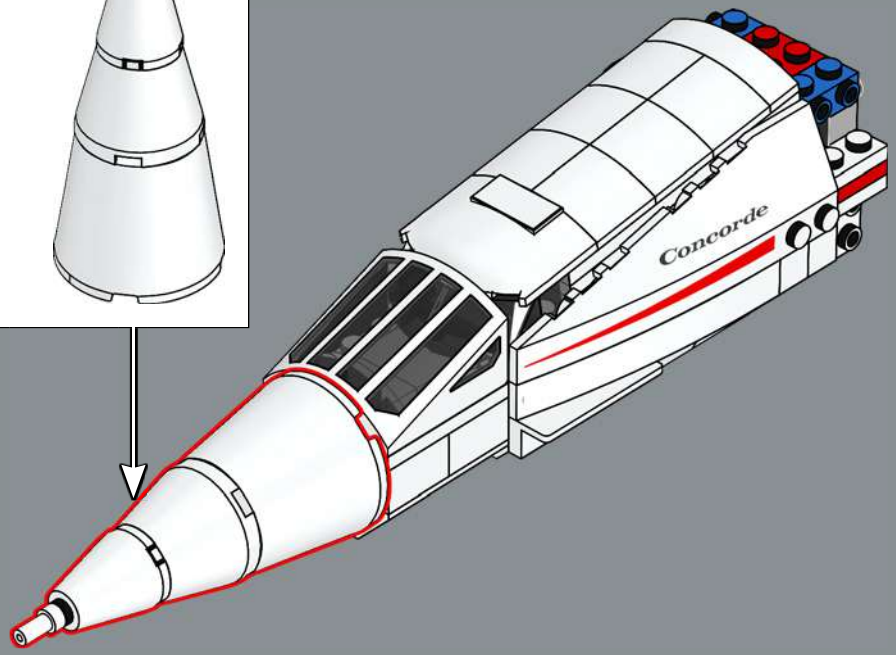
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419



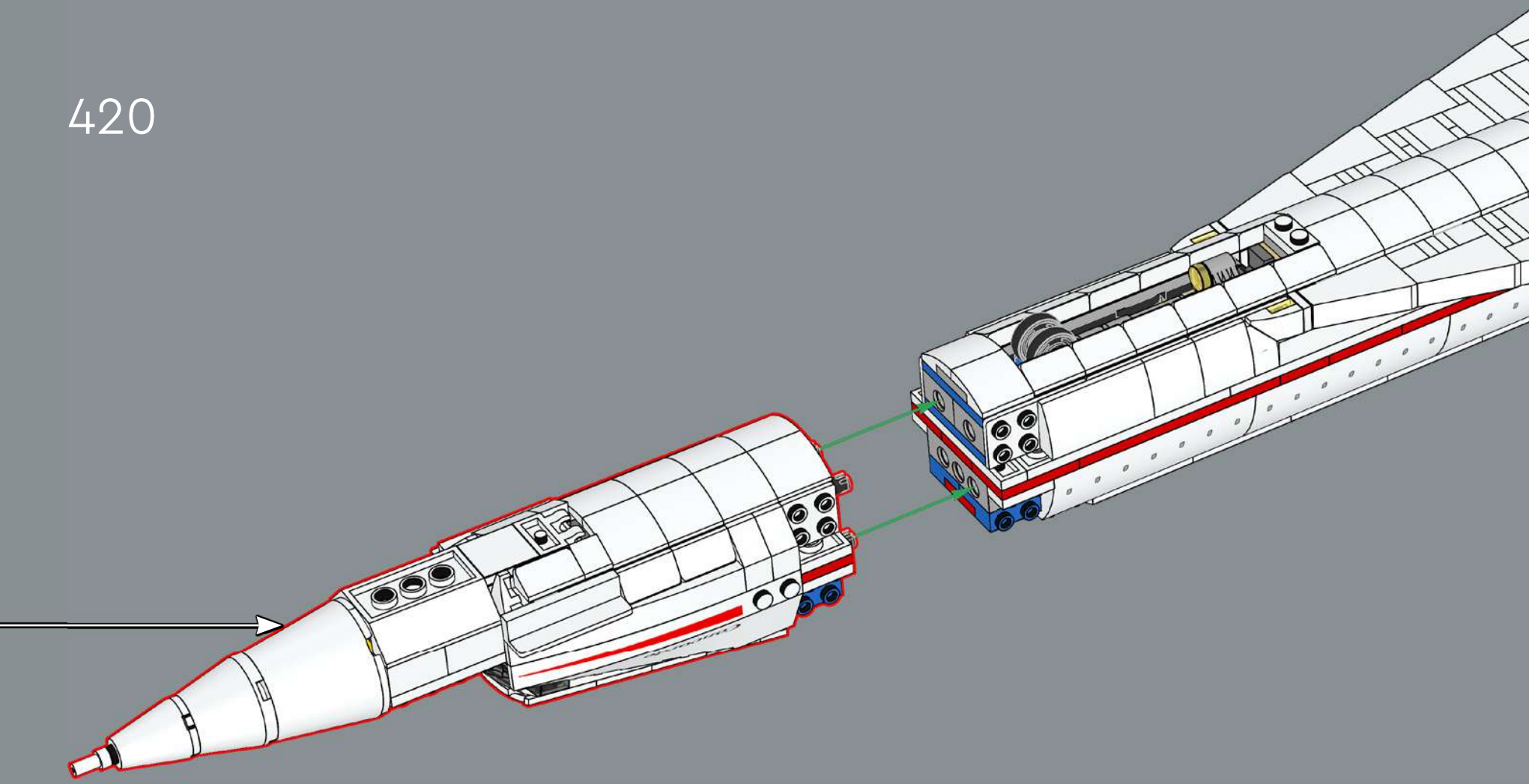


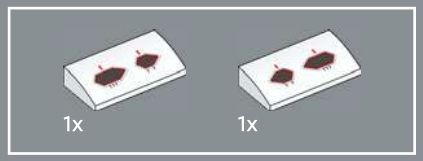
Concorde's long nose and delta wing were crucial to achieving supersonic speed, but the high angle of attack on take-off and landing and the length of the nose cone made it difficult for pilots to see the runway. The solution – the iconic Droop Snoot!

Le long nez et l'aile delta du Concorde étaient essentiels pour atteindre la vitesse supersonique, mais l'angle d'attaque élevé au décollage et à l'atterrissage et la longueur du cône du nez rendaient difficile la visibilité de la piste pour les pilotes. La solution : l'emblématique nez basculant !

La larga nariz y el ala en delta del Concorde eran fundamentales para alcanzar la velocidad supersónica, pero el gran ángulo de ataque que este experimentaba durante el despegue y el aterrizaje y la longitud del cono de nariz dificultaban que los pilotos vieran la pista. La solución: ¡la icónica nariz inclinable!

420





421

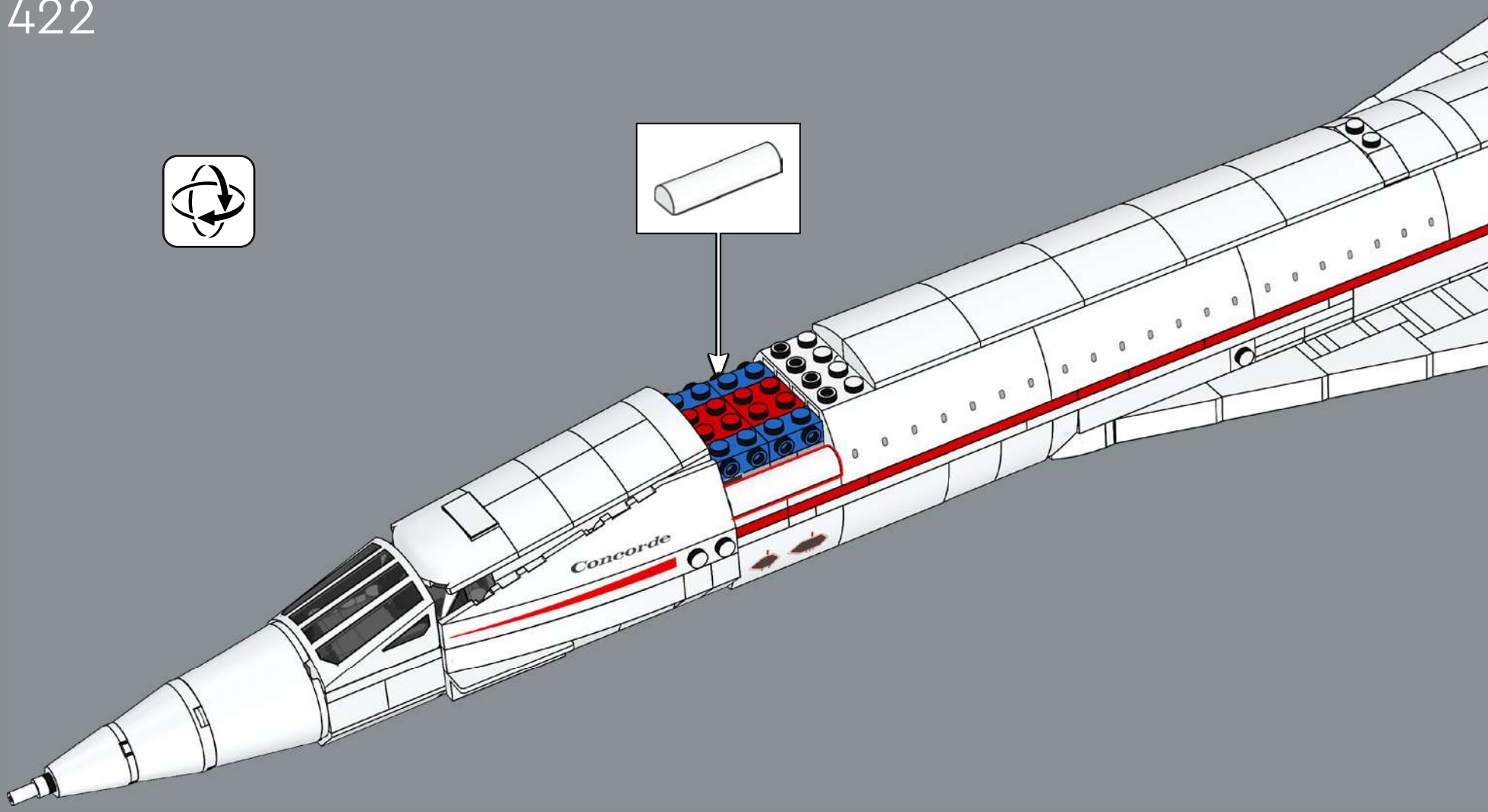
These panels are static ports, providing static air pressure data to aircraft.

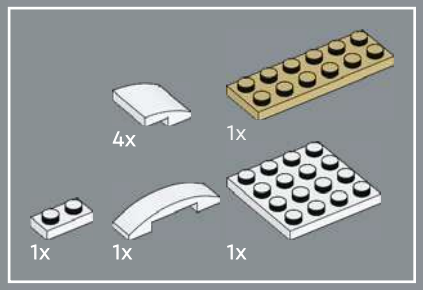
Ces panneaux sont des prises statiques qui transmettent des données sur la pression statique à l'avion.

Estos paneles son tomas de presión estática que proporcionan información sobre dicho parámetro a la aeronave.

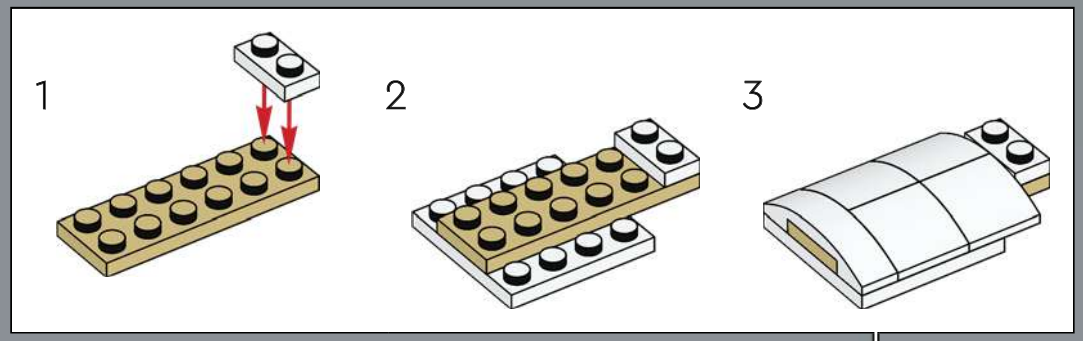


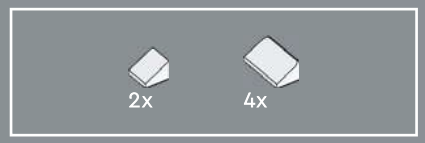
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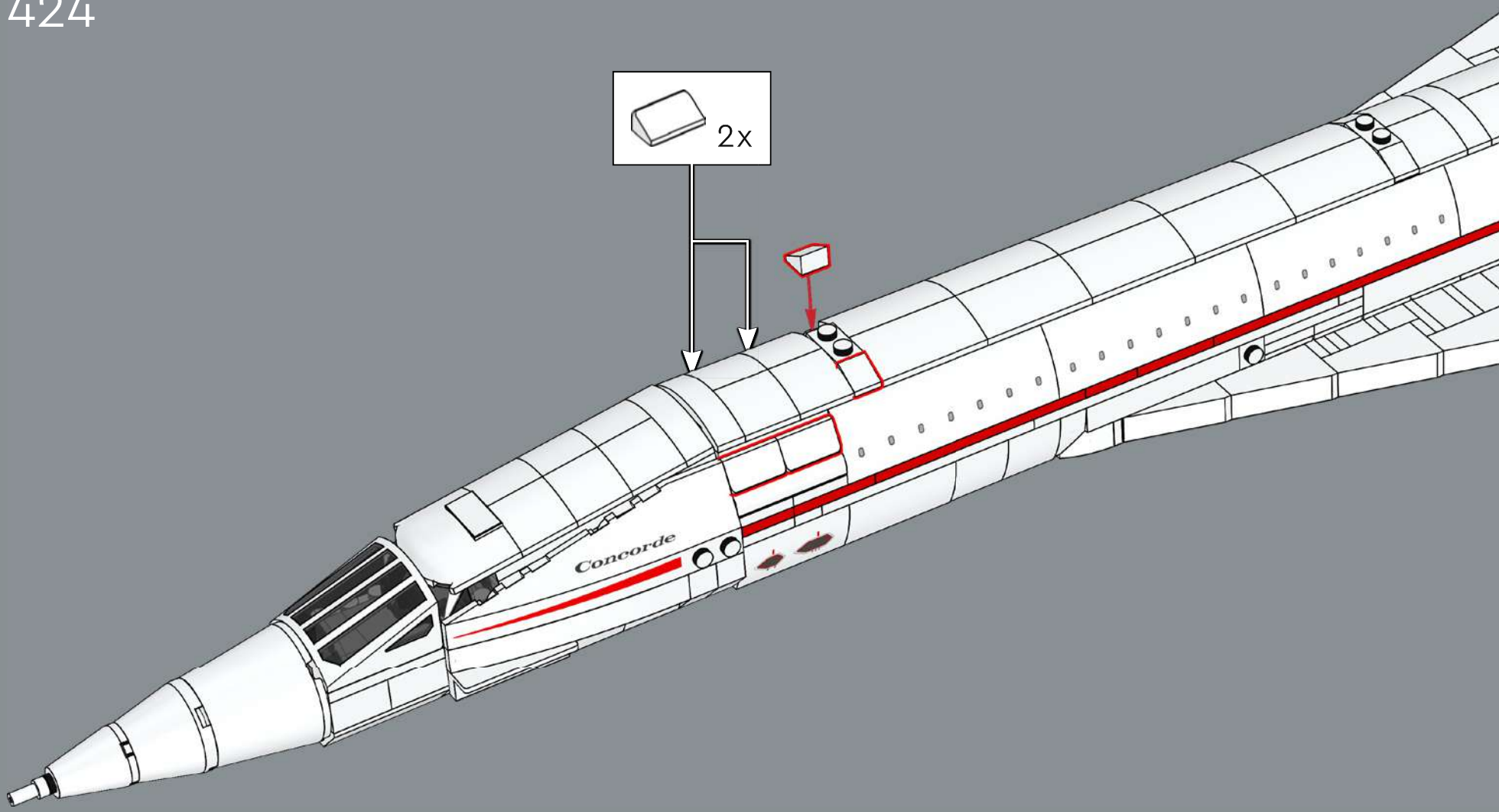


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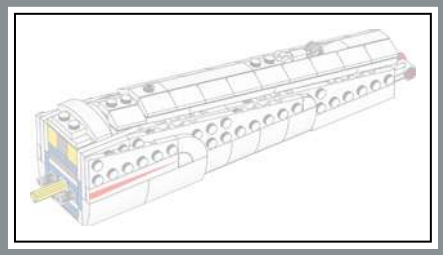


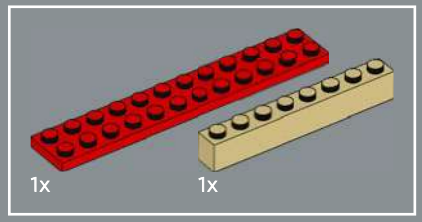


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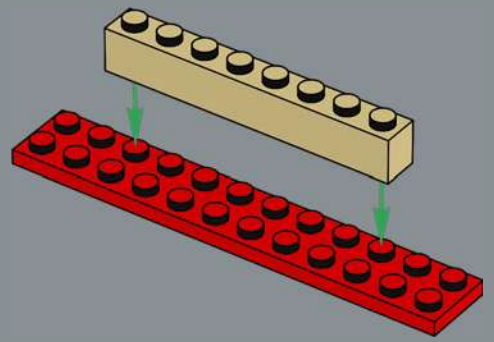


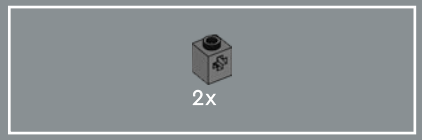




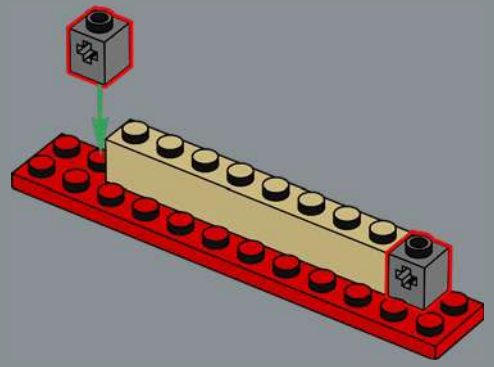


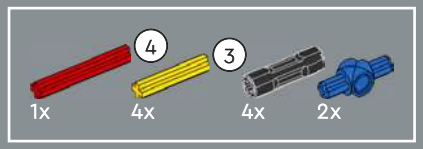
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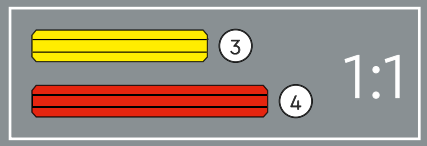




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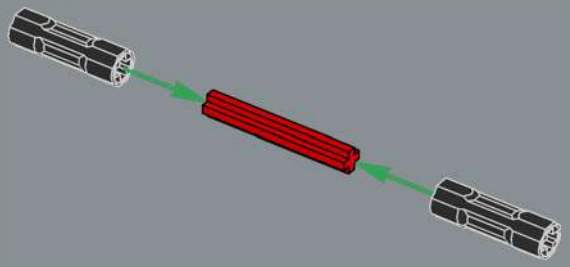




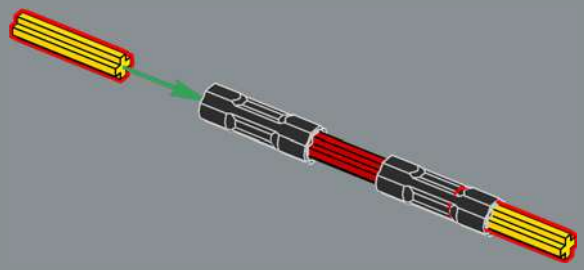


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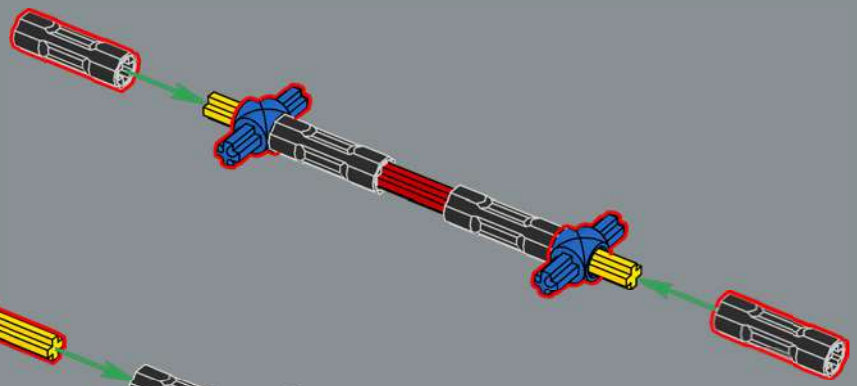
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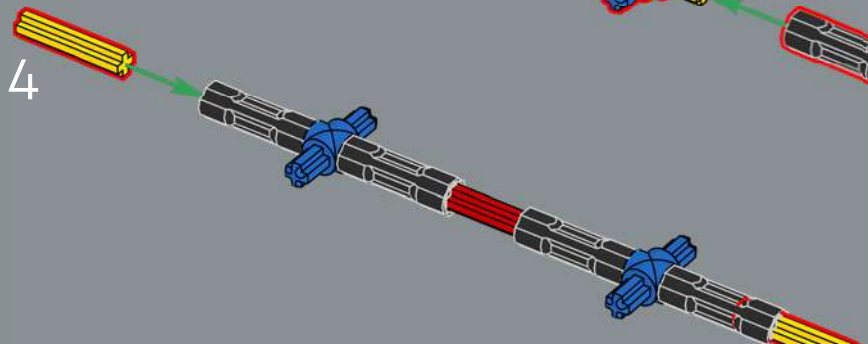
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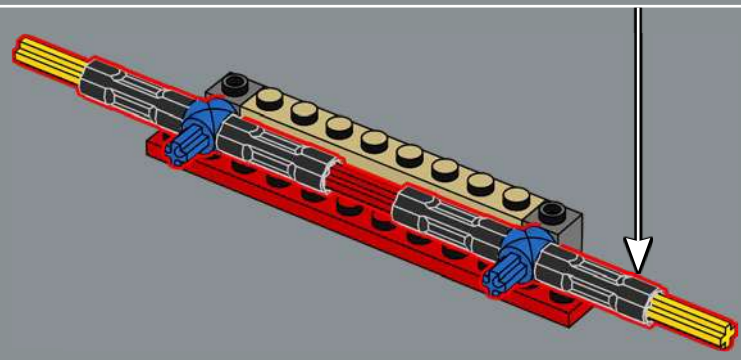


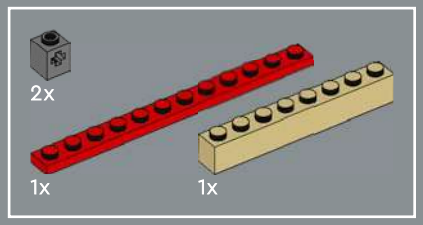
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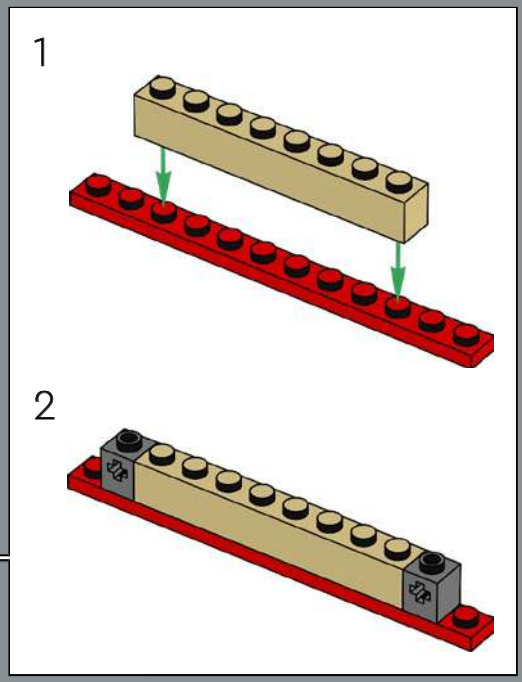
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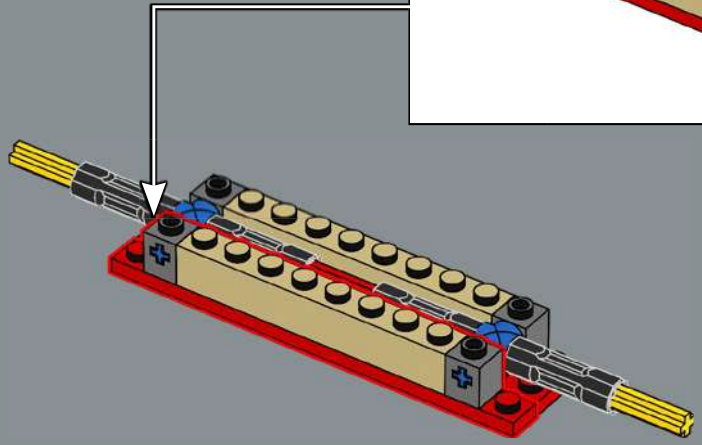






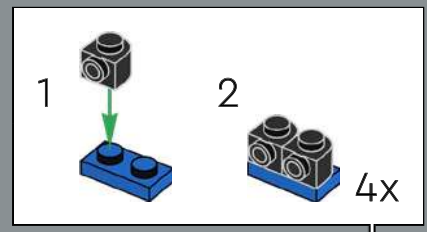
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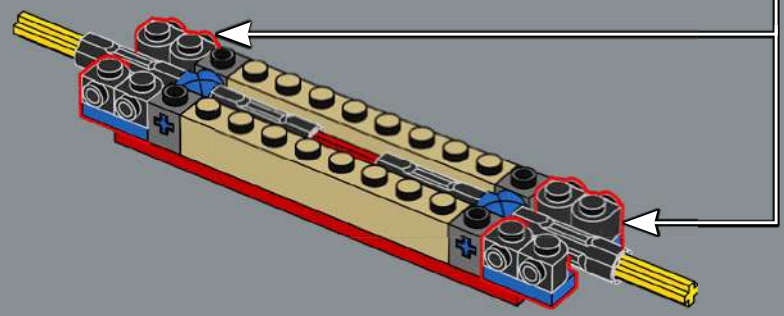






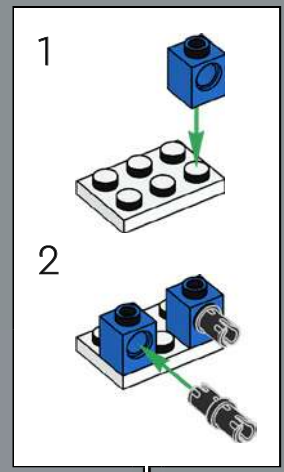
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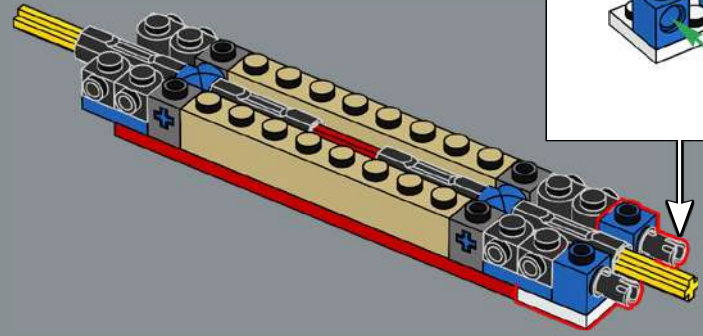


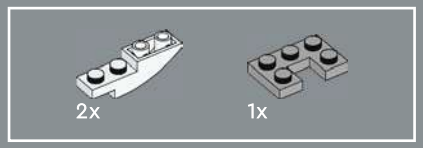




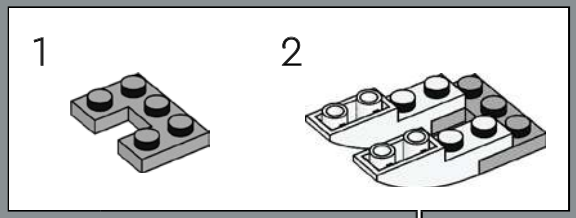
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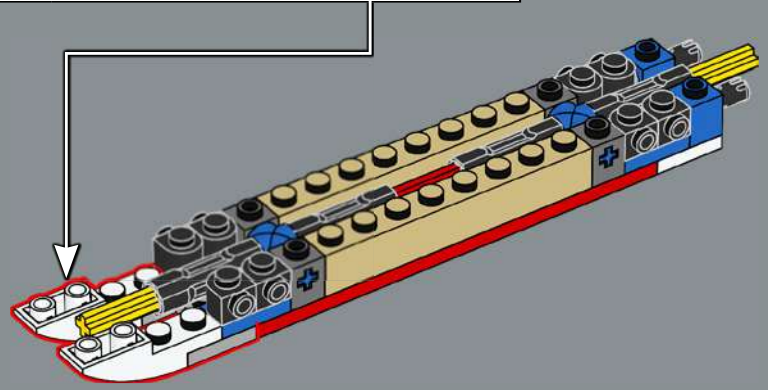






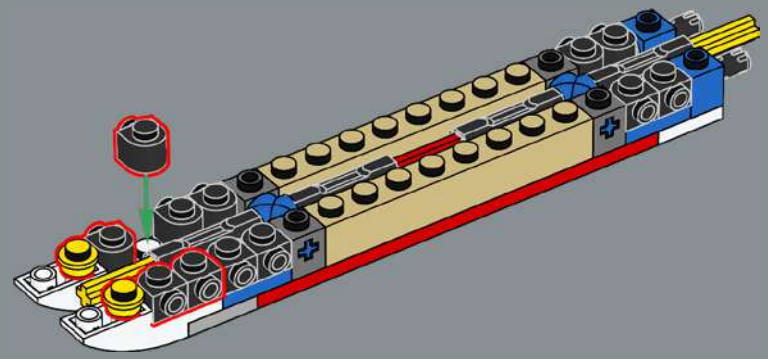
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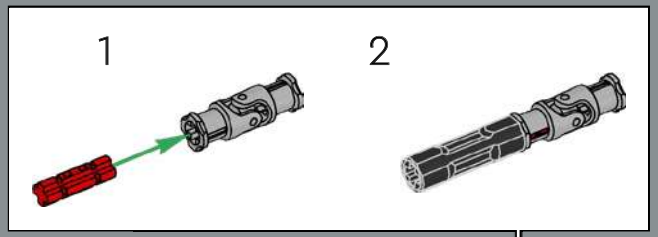


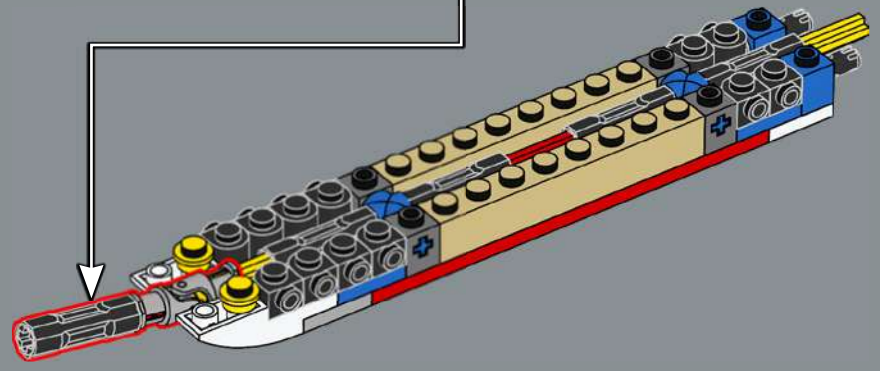
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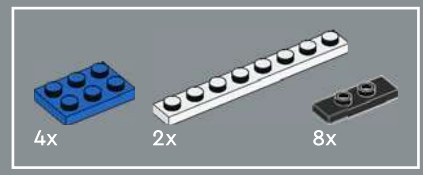




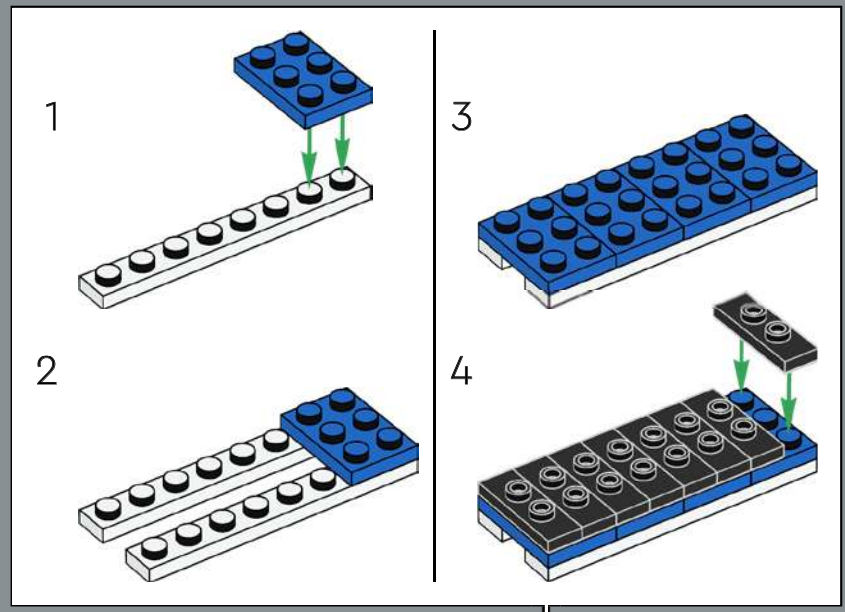
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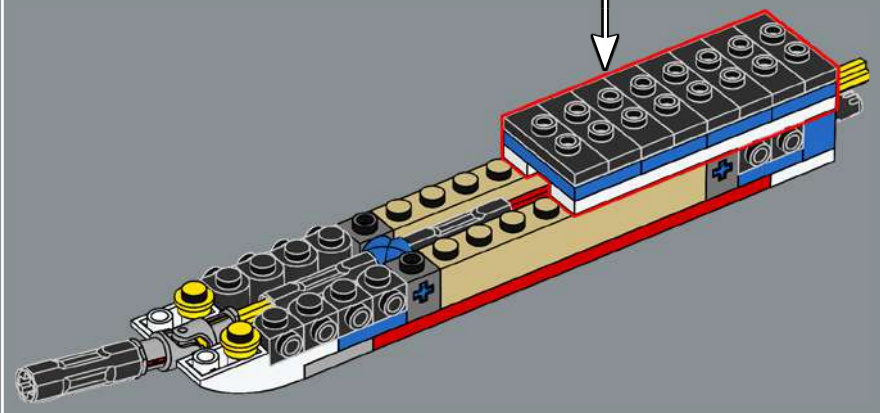


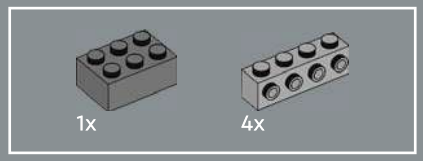




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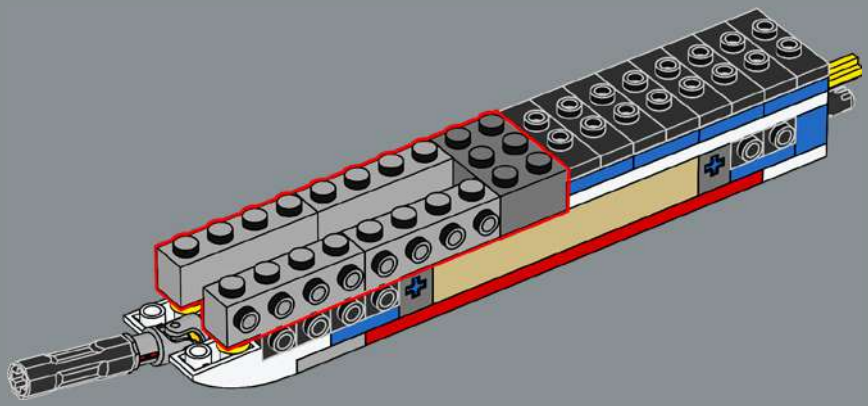
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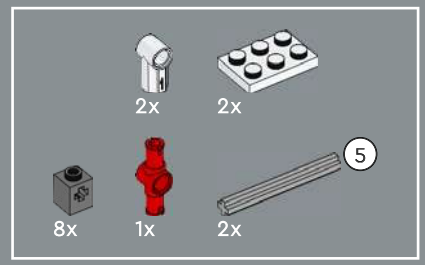


The rear trim tank is a fuel tank held in the tail of the aircraft. The center of gravity of the Concorde had to be different for take-off and supersonic cruising, so the flight engineer transferred fuel between tanks to adjust the aircraft's center of gravity.

Le réservoir d'équilibrage arrière est un réservoir de carburant situé dans la queue de l'avion. Le centre de gravité du Concorde devait être différent pour le décollage et la croisière supersonique. Le mécanicien de bord devait donc transférer du carburant entre les réservoirs pour ajuster le centre de gravité de l'avion.

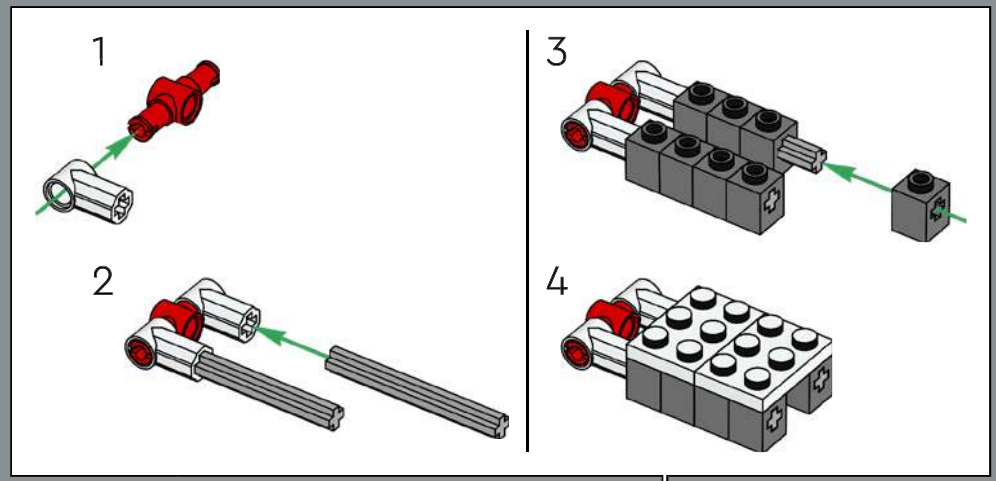
Por dentro de la parte posterior del avión, justo donde se angosta el fuselaje, había un tanque de combustible. Para ajustar la posición del centro de gravedad según las necesidades del vuelo (debía estar en una posición para el despegue y en otra para el vuelo supersónico), el ingeniero de vuelo transfería combustible entre los diferentes tanques.

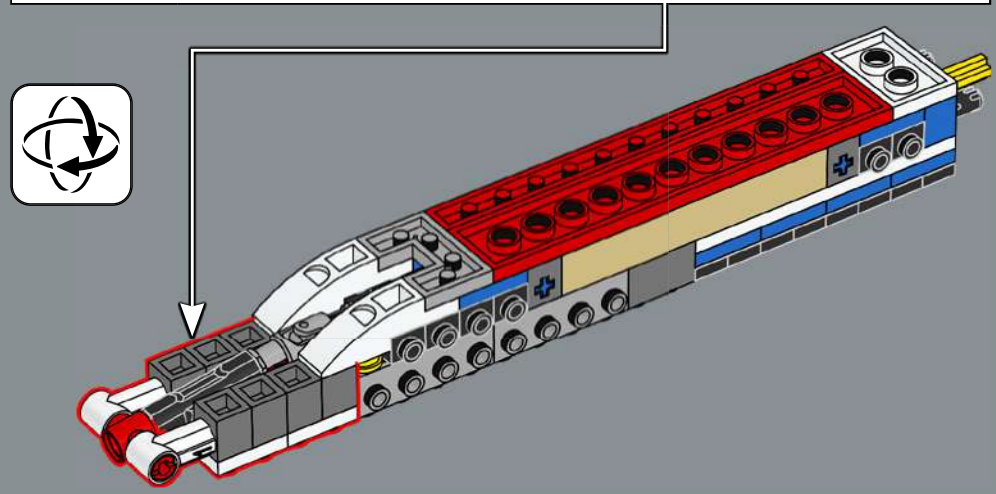


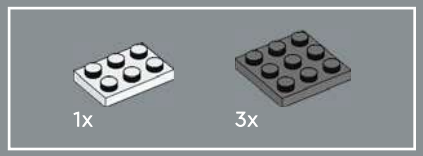




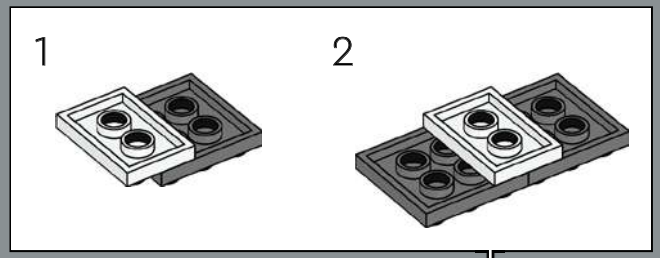
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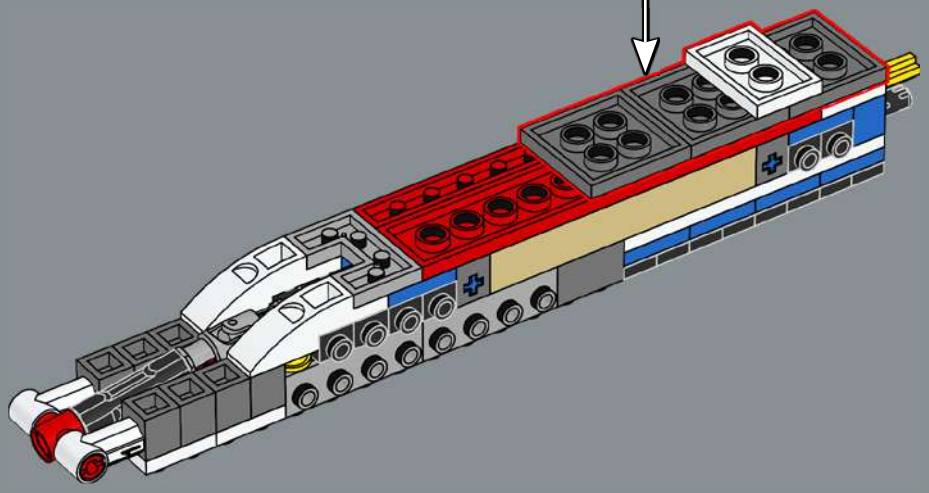


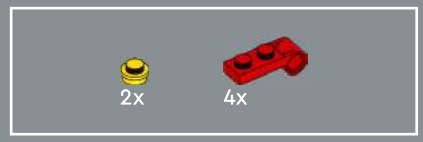




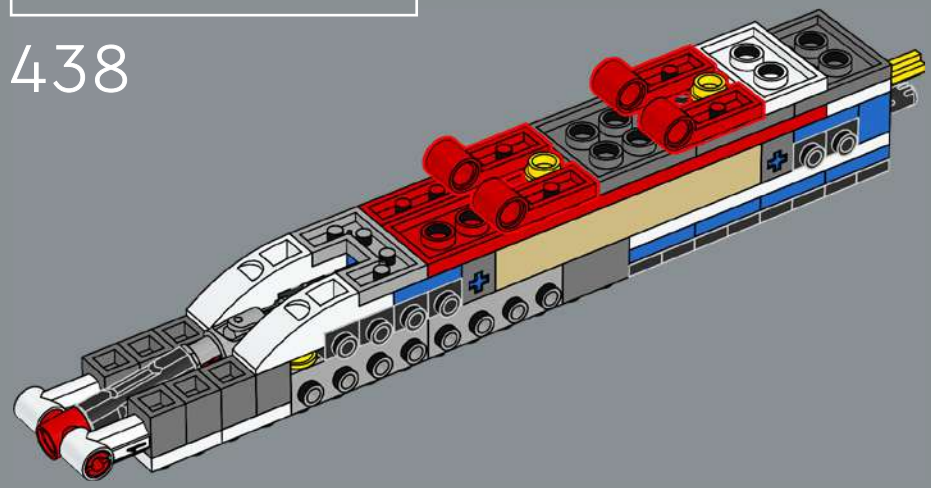
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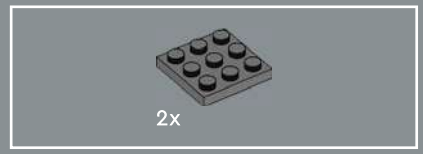




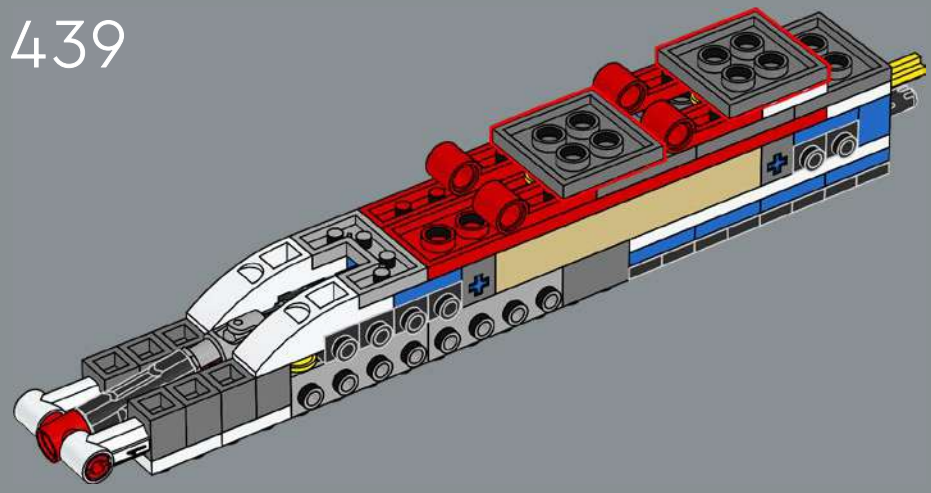


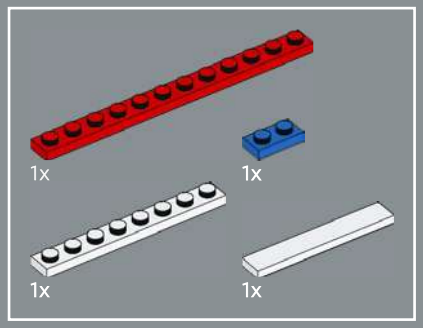
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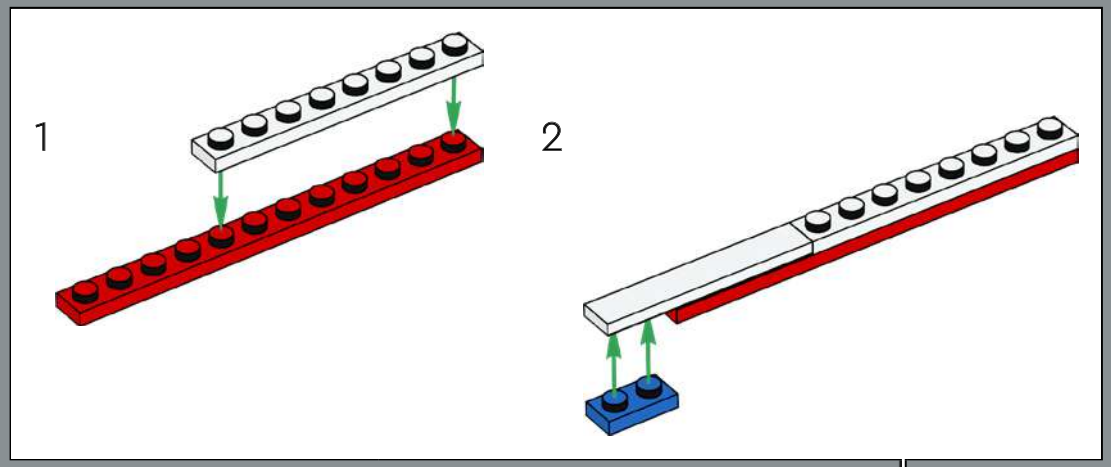


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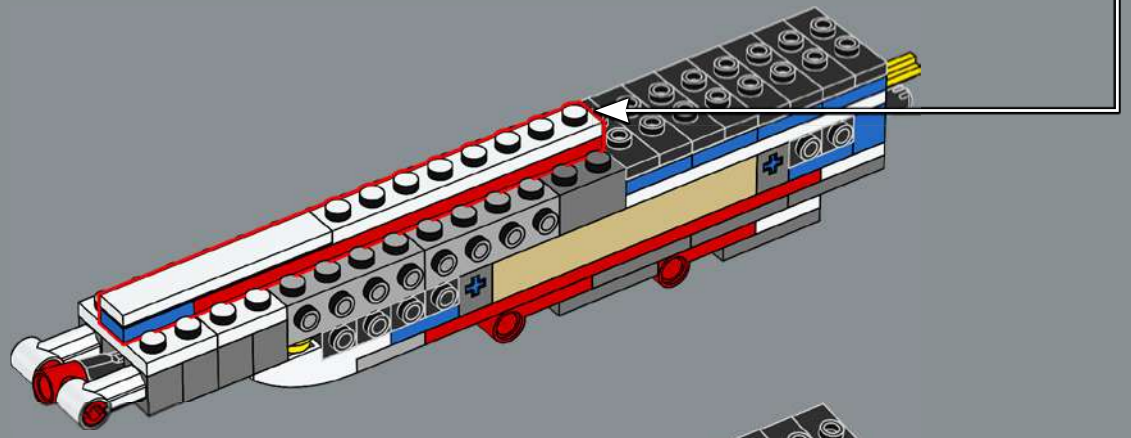




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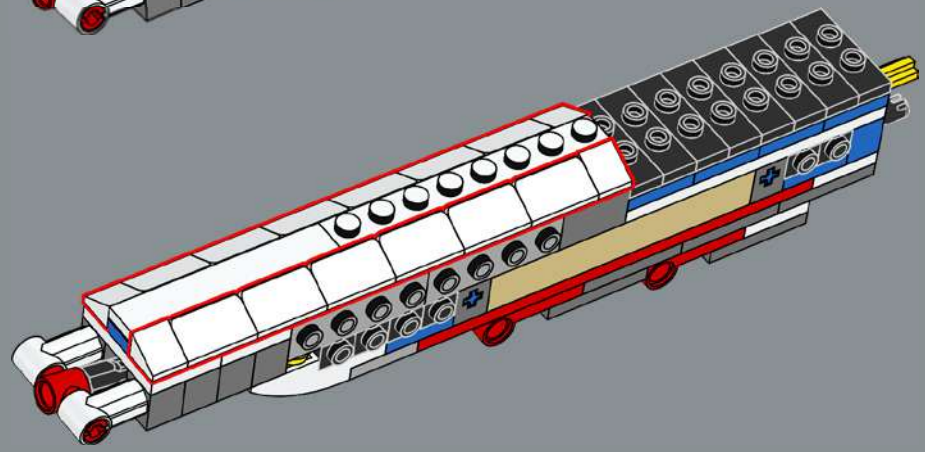








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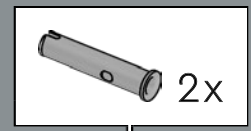


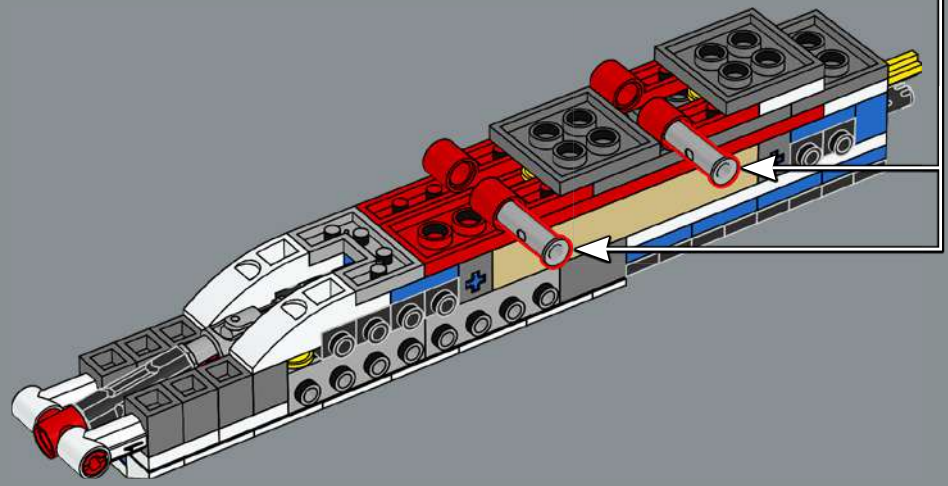


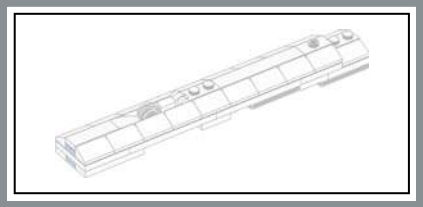


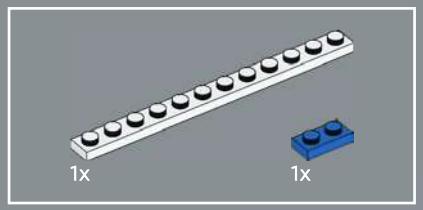
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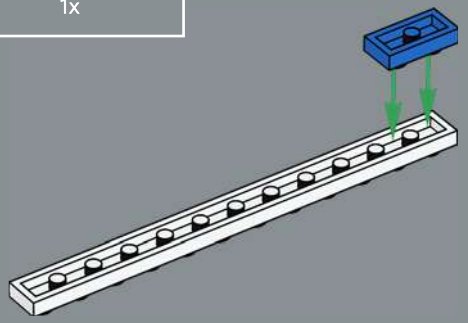


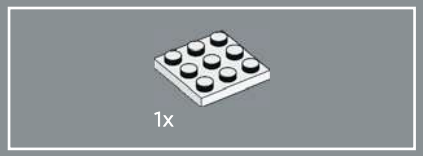




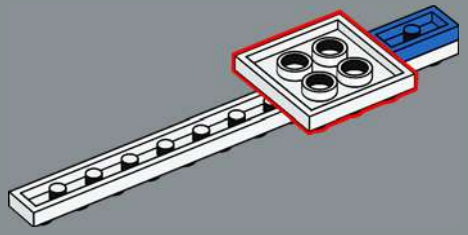


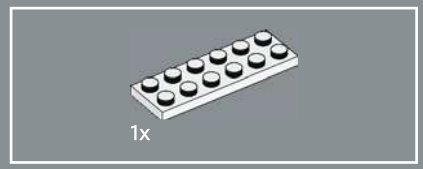
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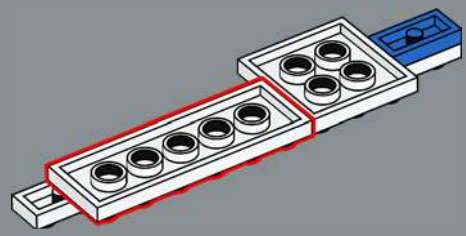


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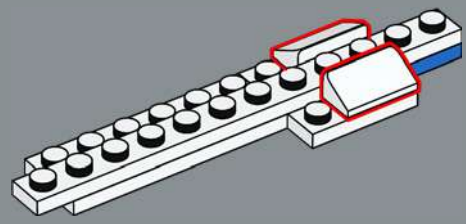
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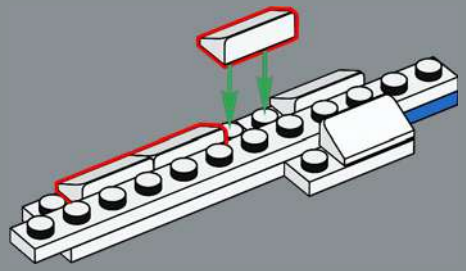
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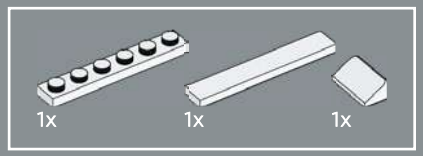




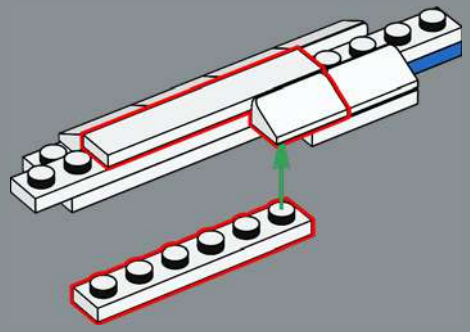


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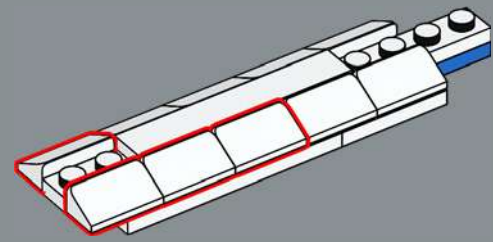


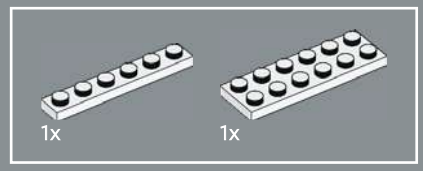
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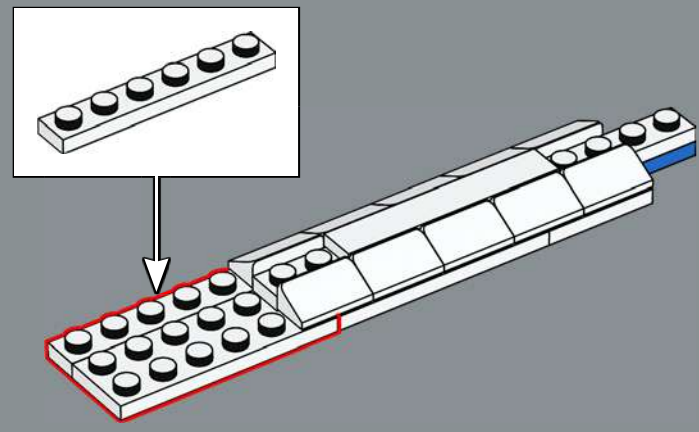


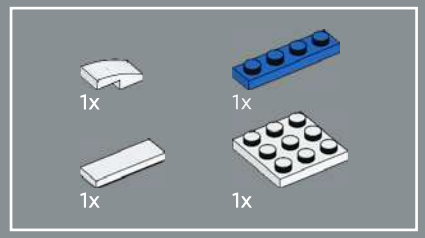
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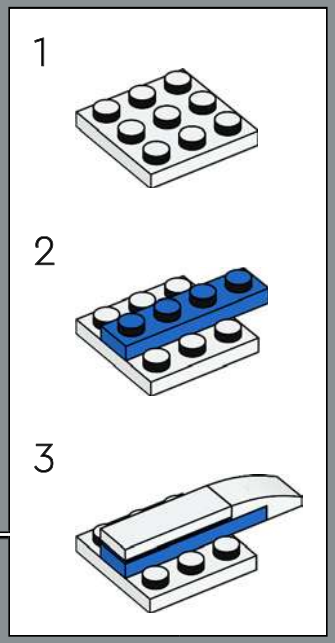


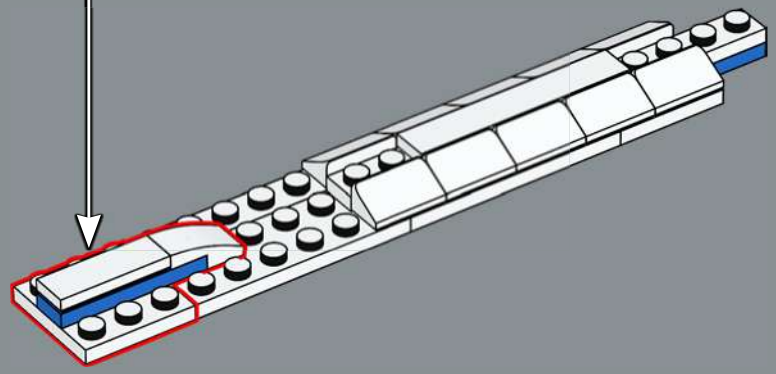
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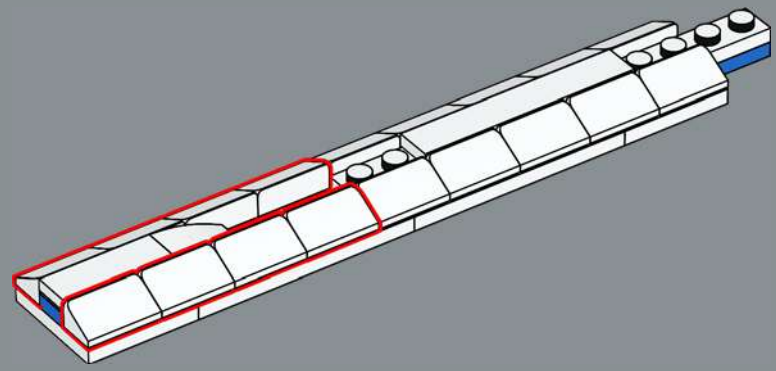
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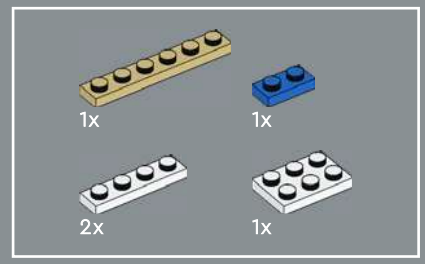




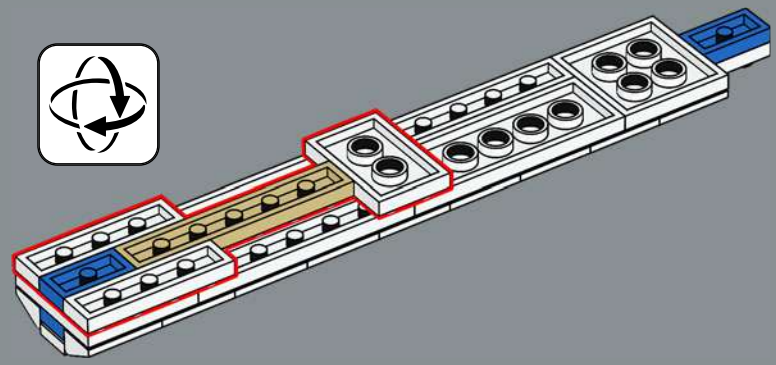


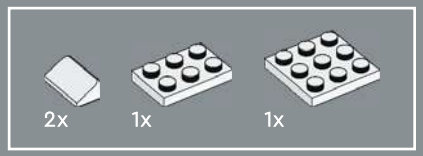
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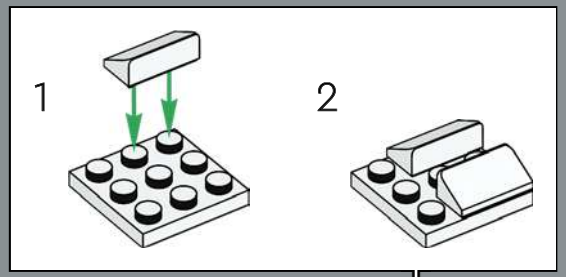


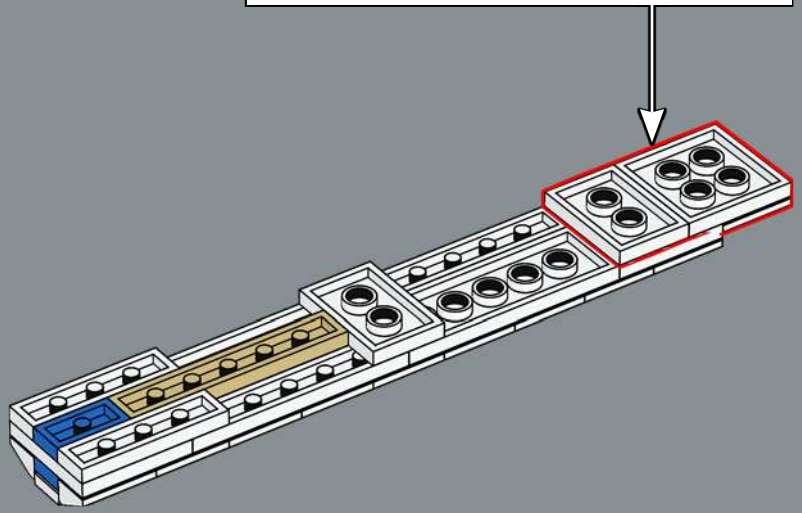
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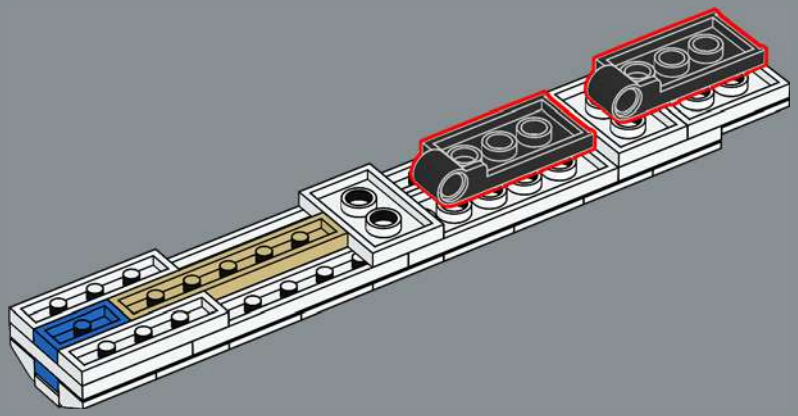
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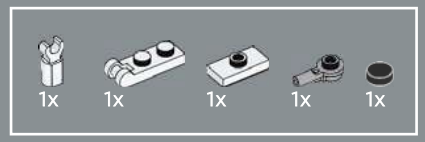






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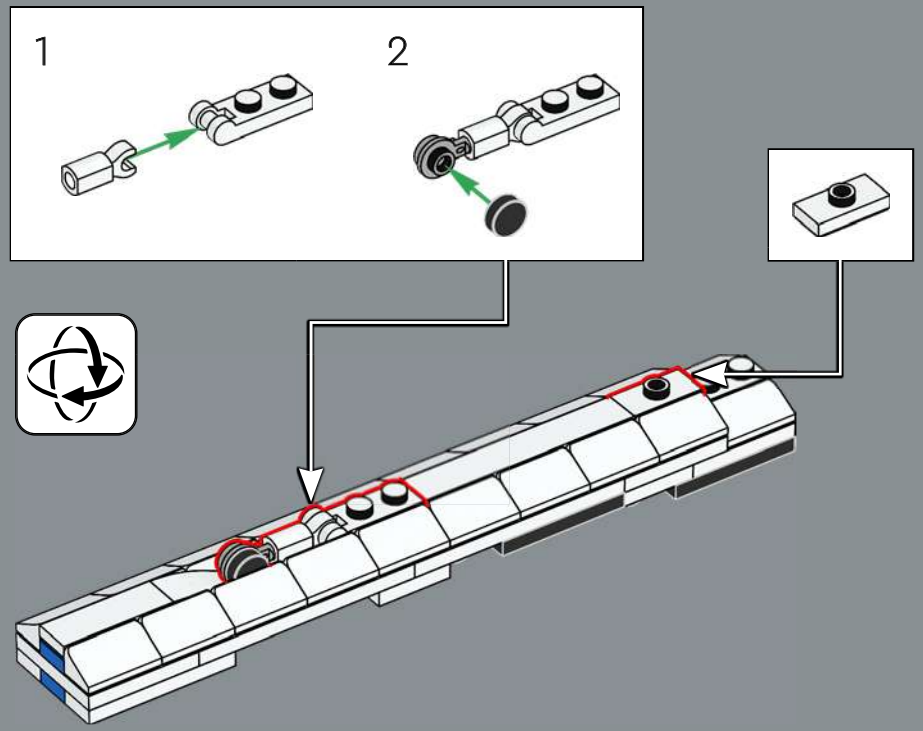


456

As Concorde required a high angle of attack to optimize the delta wing's lift on take-off and landing, the aircraft featured a small tail bumper wheel to ensure the rear of the plane didn't hit the ground.

Le Concorde ayant besoin d'un angle d'attaque élevé pour optimiser la portance de l'aile delta au décollage et à l'atterrissage, l'avion était équipé d'une roulette de queue pour éviter que l'arrière de l'avion ne heurte le sol.

Ya que el Concorde necesitaba un gran ángulo de ataque para optimizar la sustentación del ala en delta durante el despegue y el aterrizaje, la aeronave contaba con una pequeña rueda de cola para garantizar que la parte posterior del avión no golpeara el suelo.

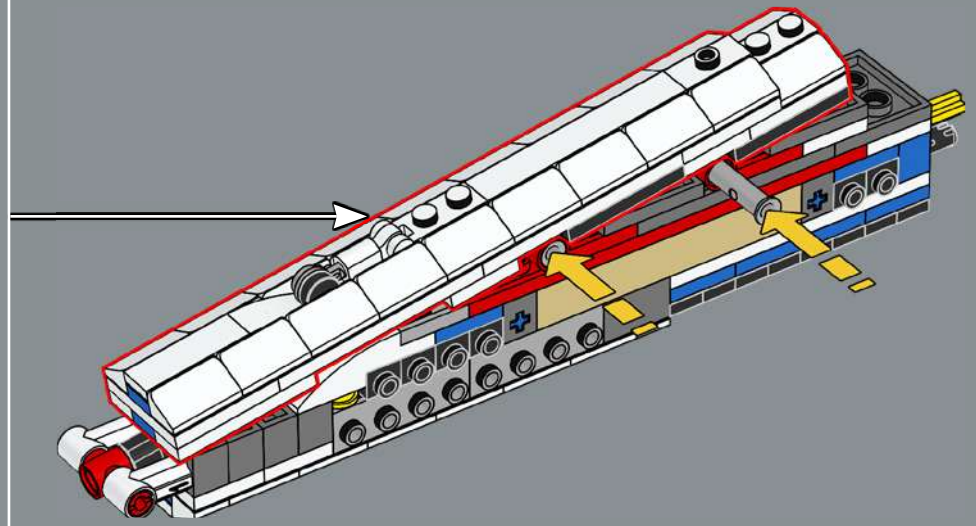


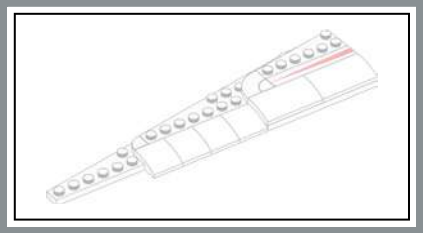
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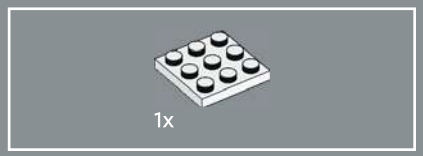
The underside of the tail is connected here with a reflected triangle, achieving the sleek tapered form that makes Concorde so iconic.

La partie inférieure de la queue est ici reliée à un triangle réfléchissant, ce qui permet d'obtenir la forme effilée qui rend le Concorde si emblématique.

La parte inferior de la cola se conecta aquí mediante un triángulo invertido, con lo que se logra recrear la forma cónica tan característica del Concorde.







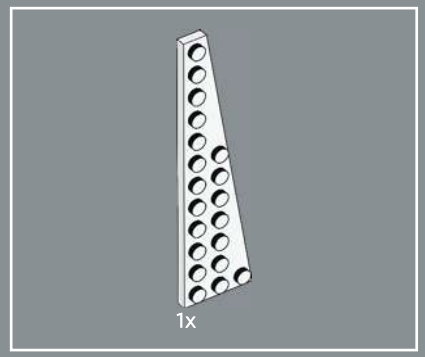
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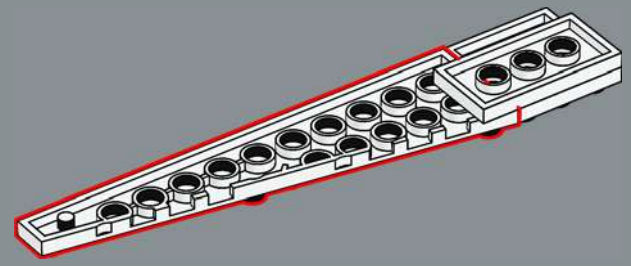


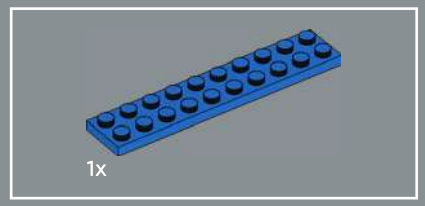
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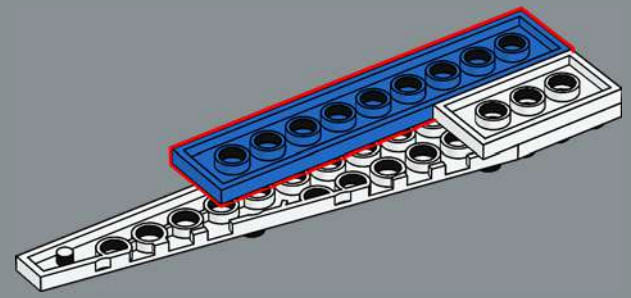


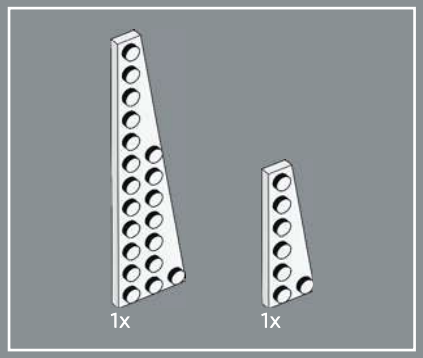
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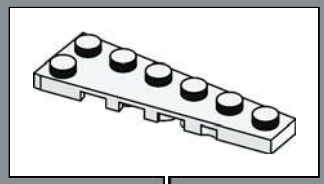




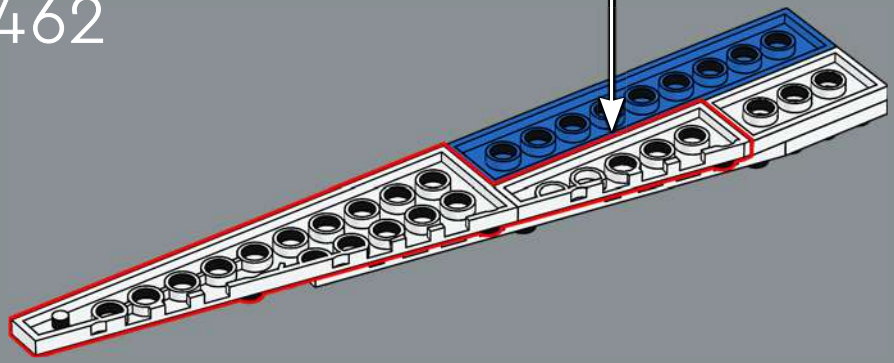
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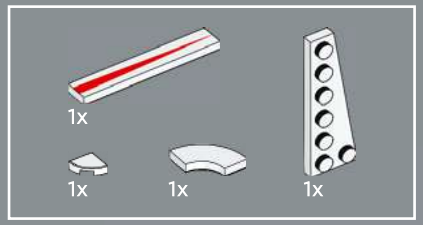






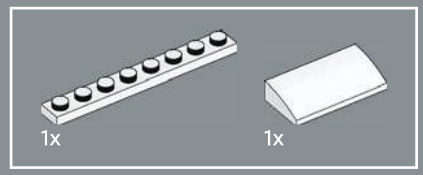
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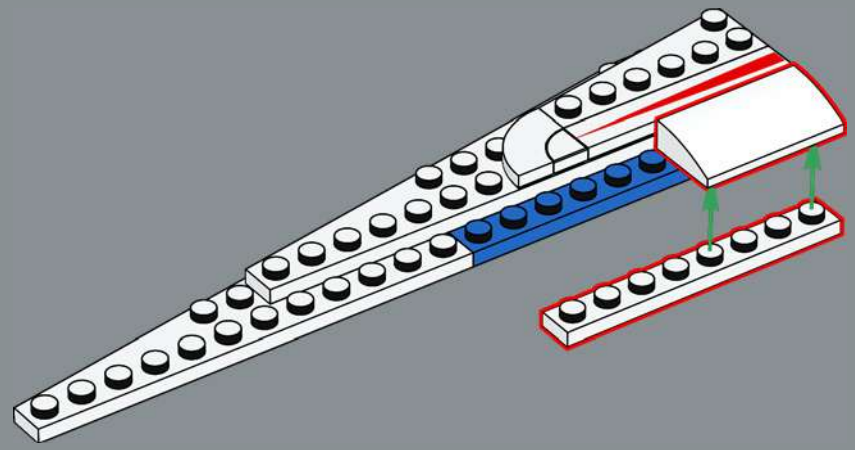


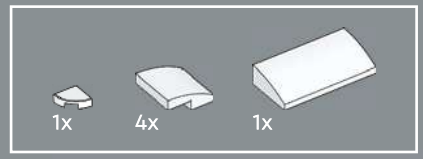
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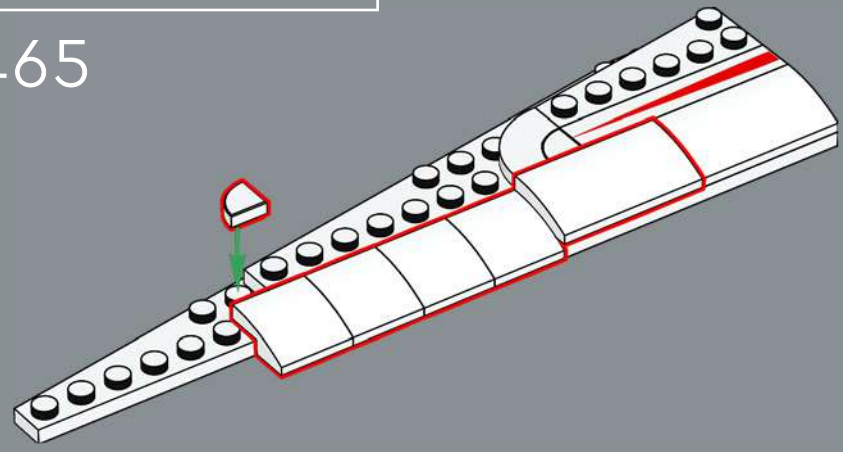


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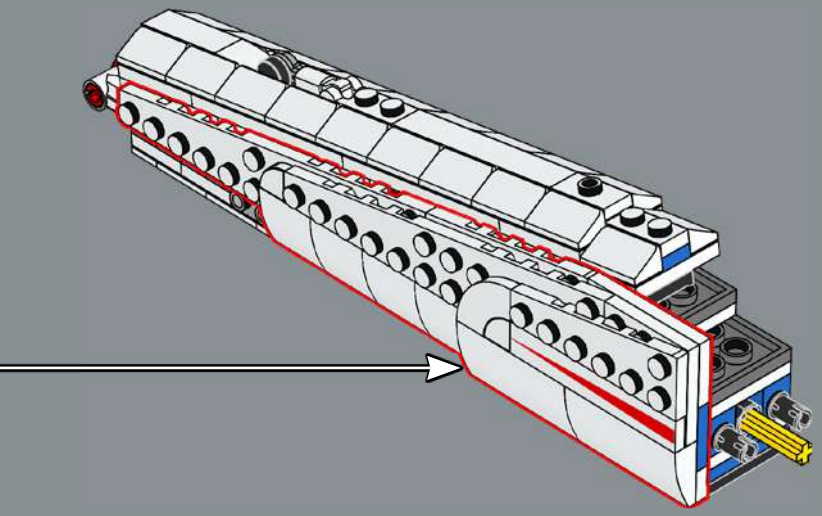


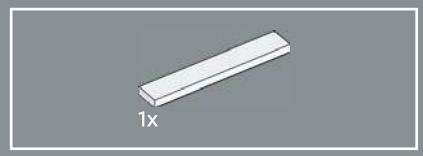


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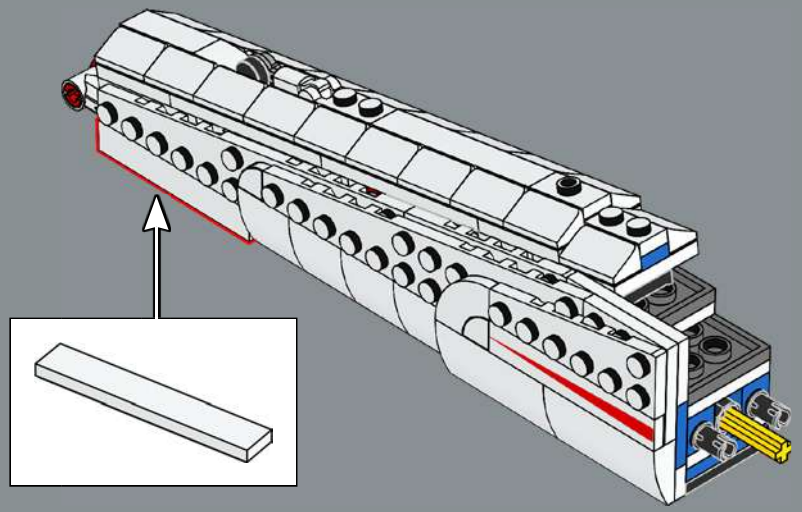


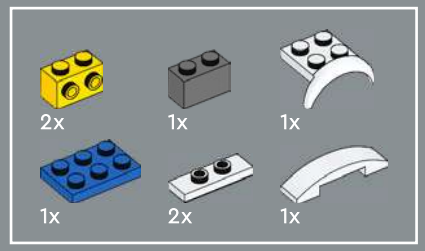
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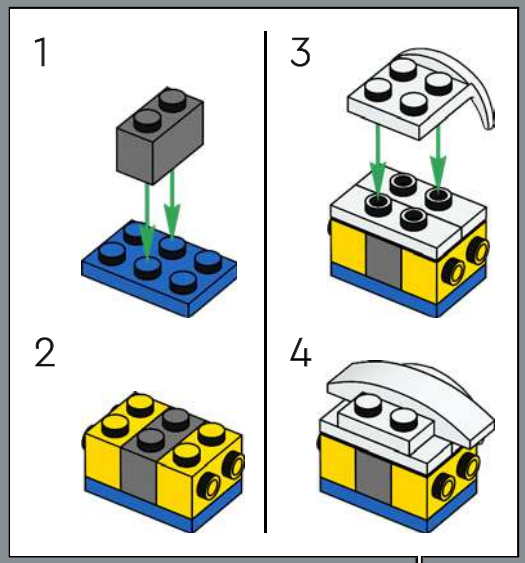


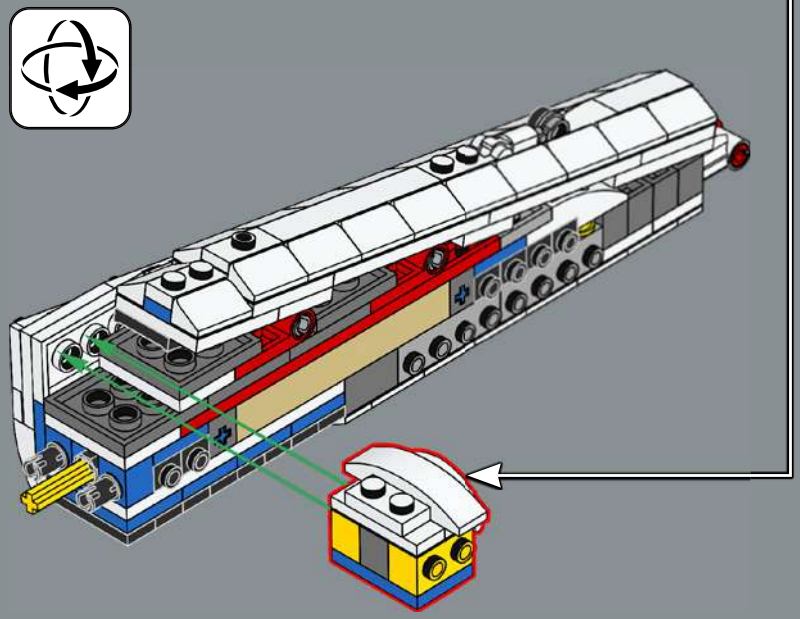
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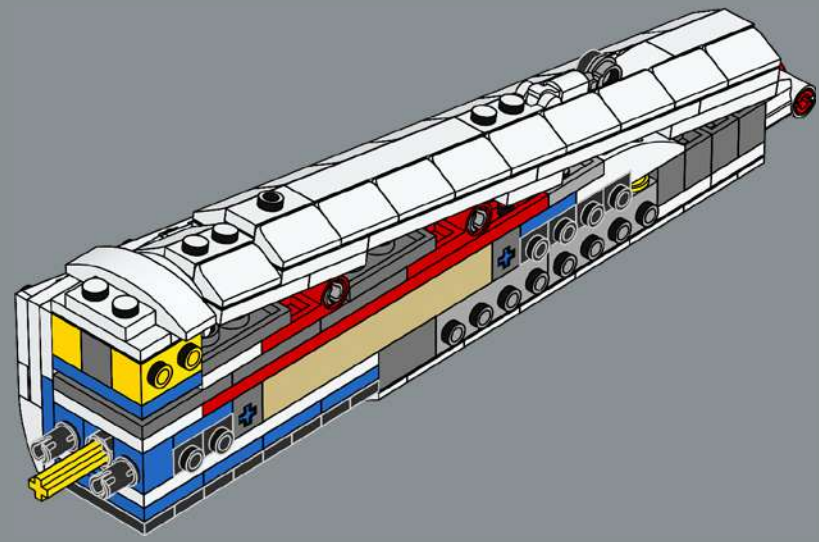


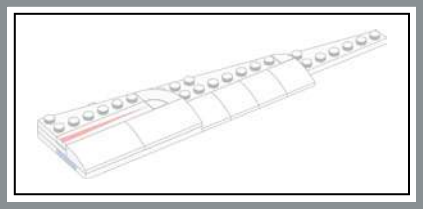
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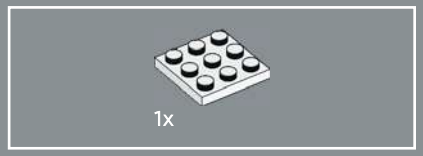




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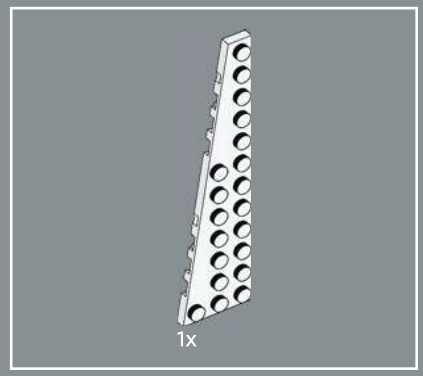
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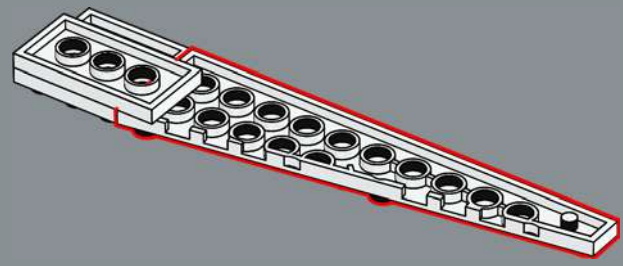


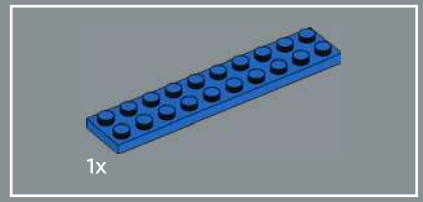
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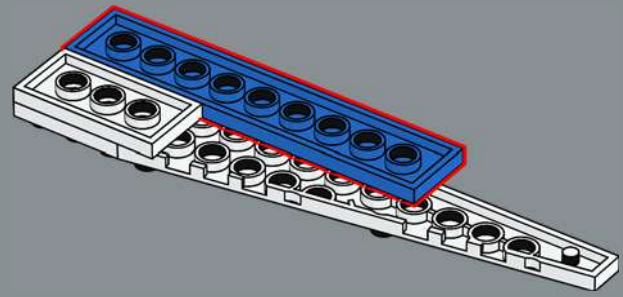


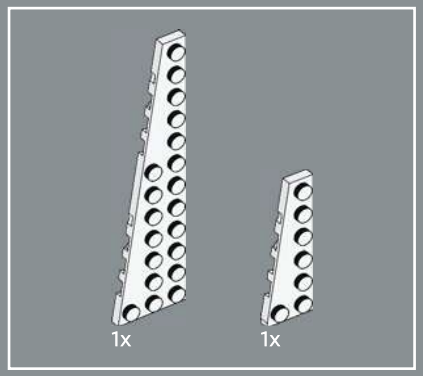
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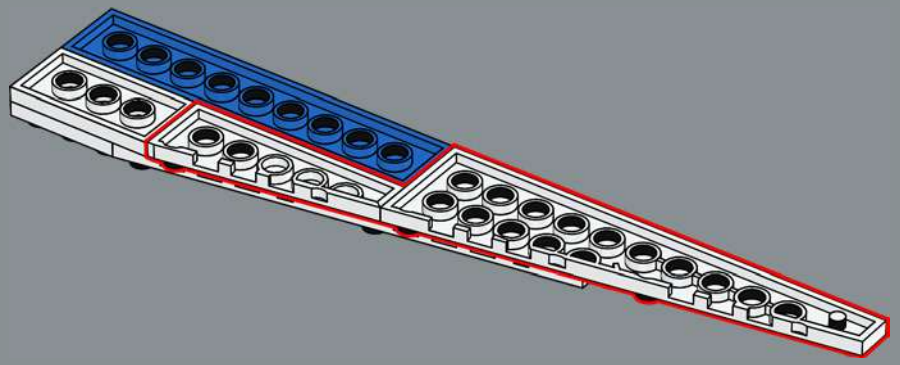


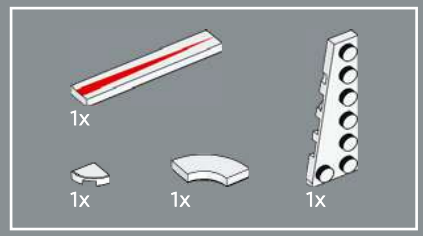
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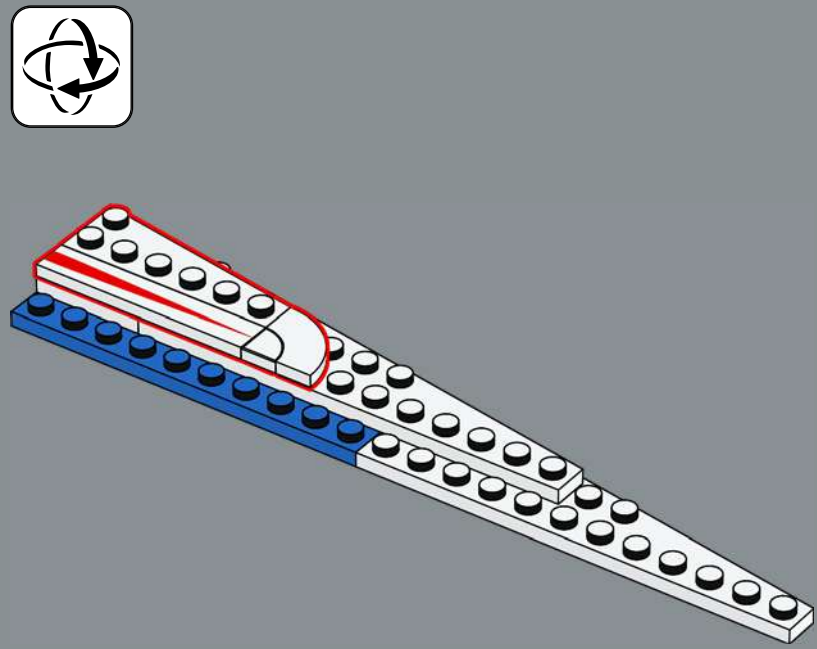


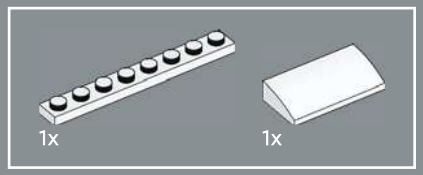
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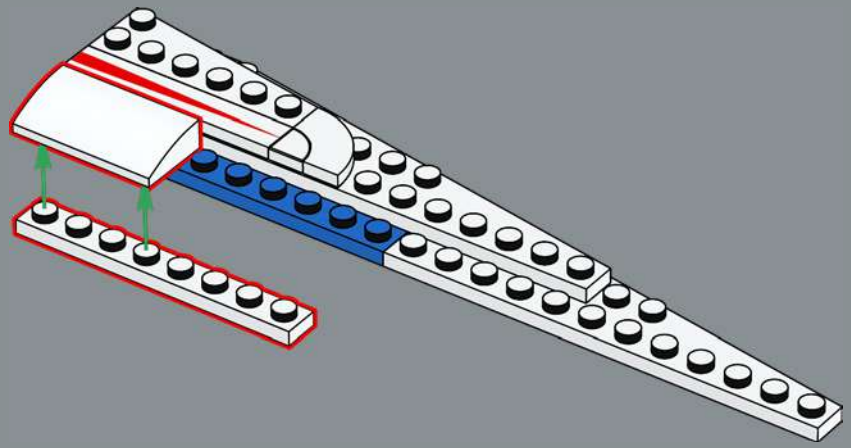


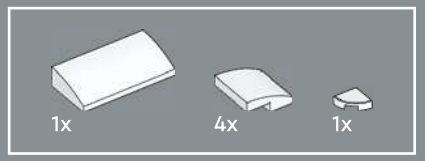
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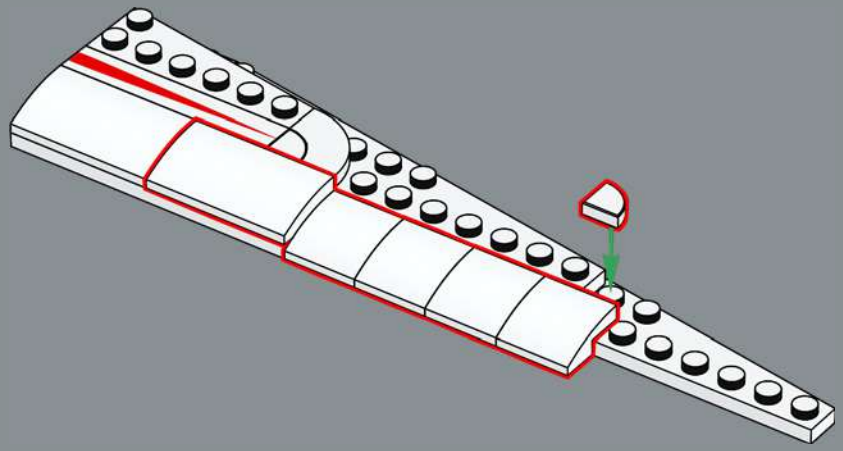


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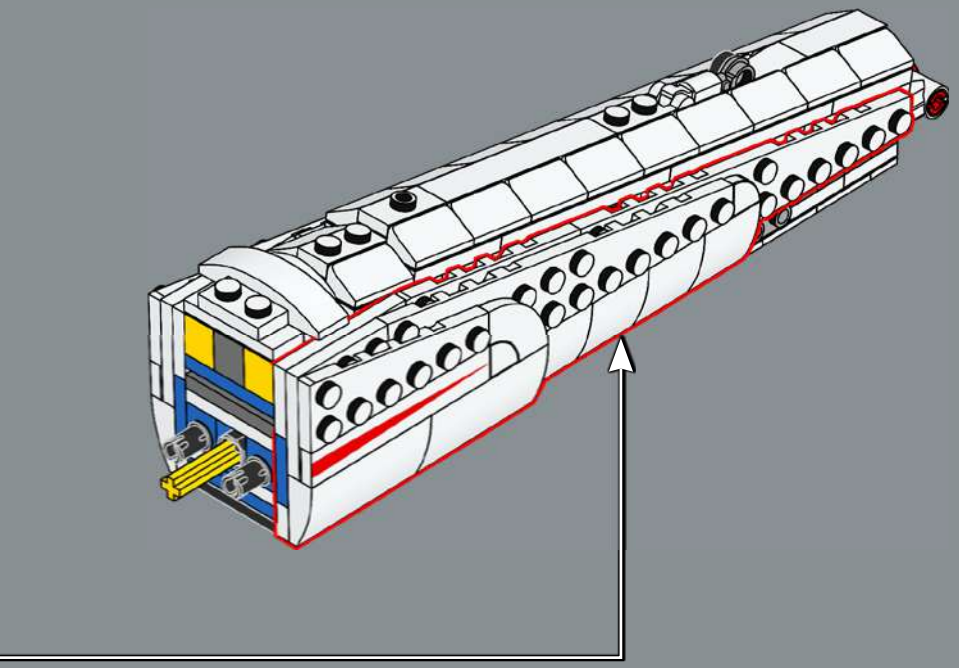


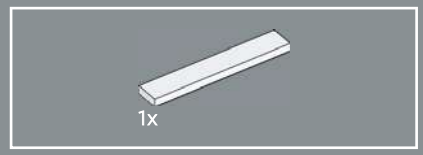


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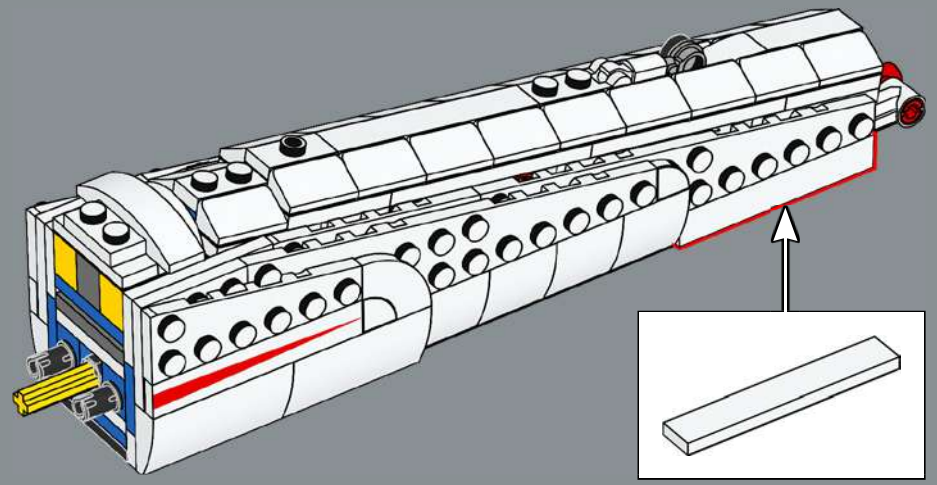


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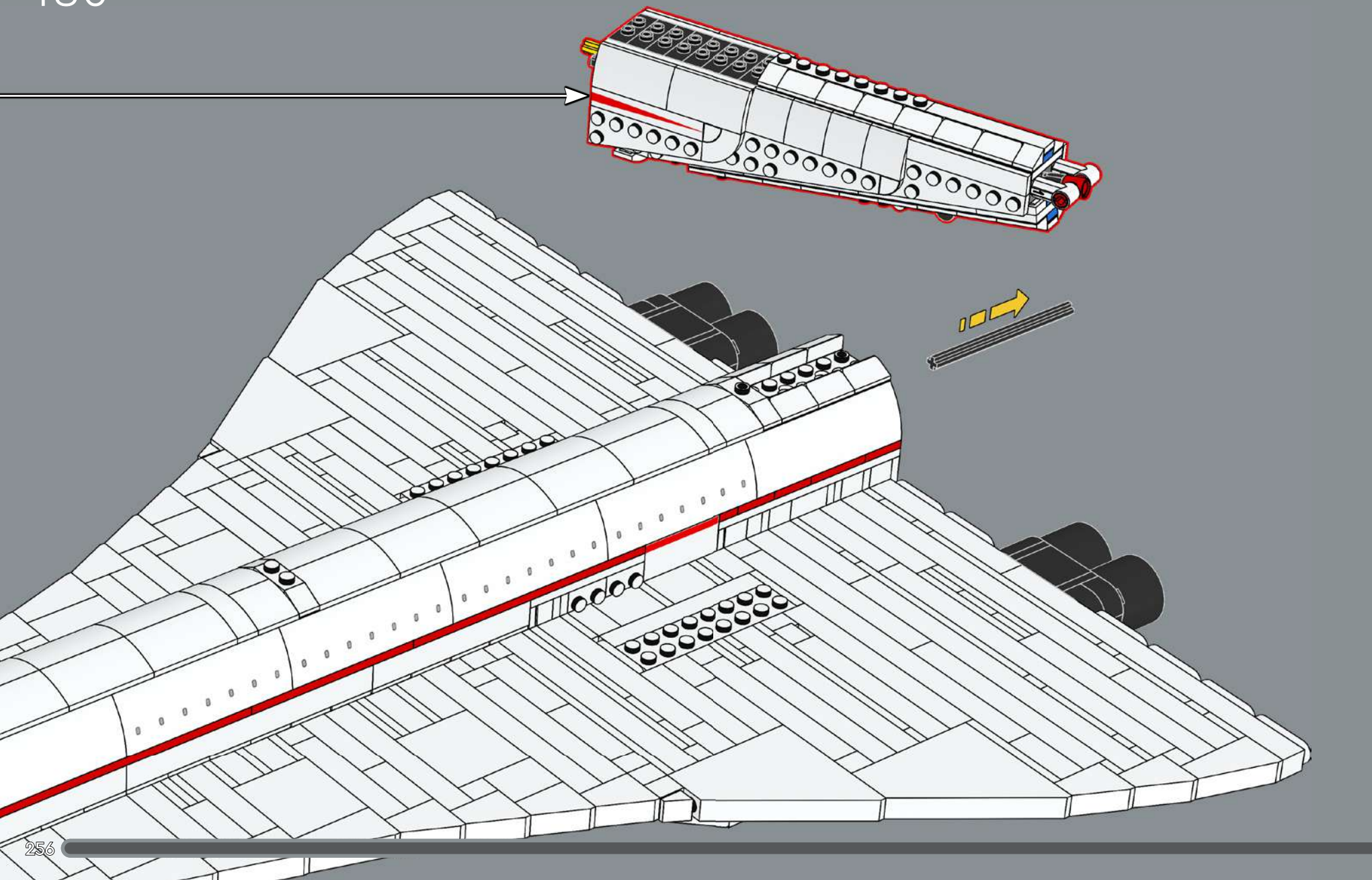




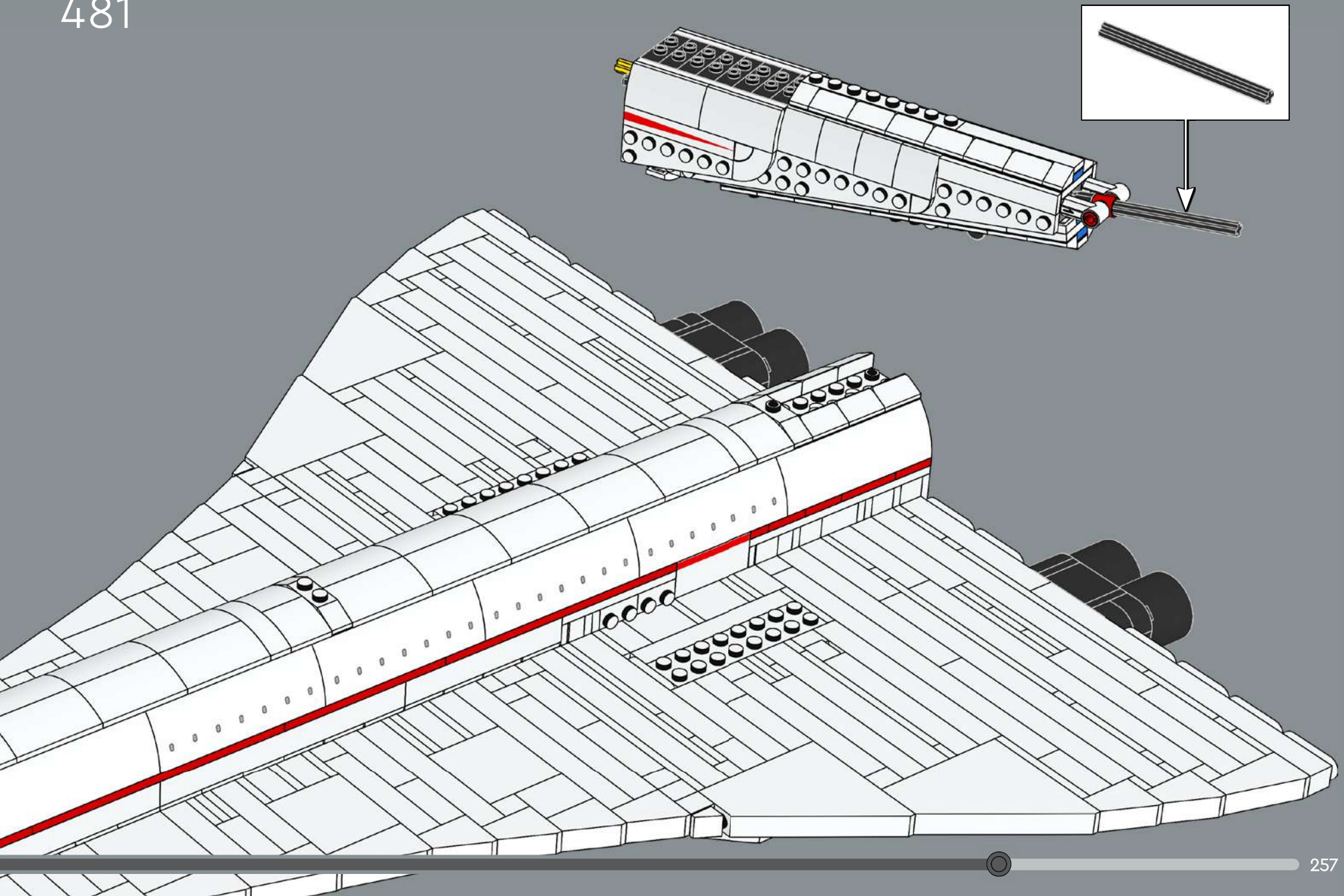
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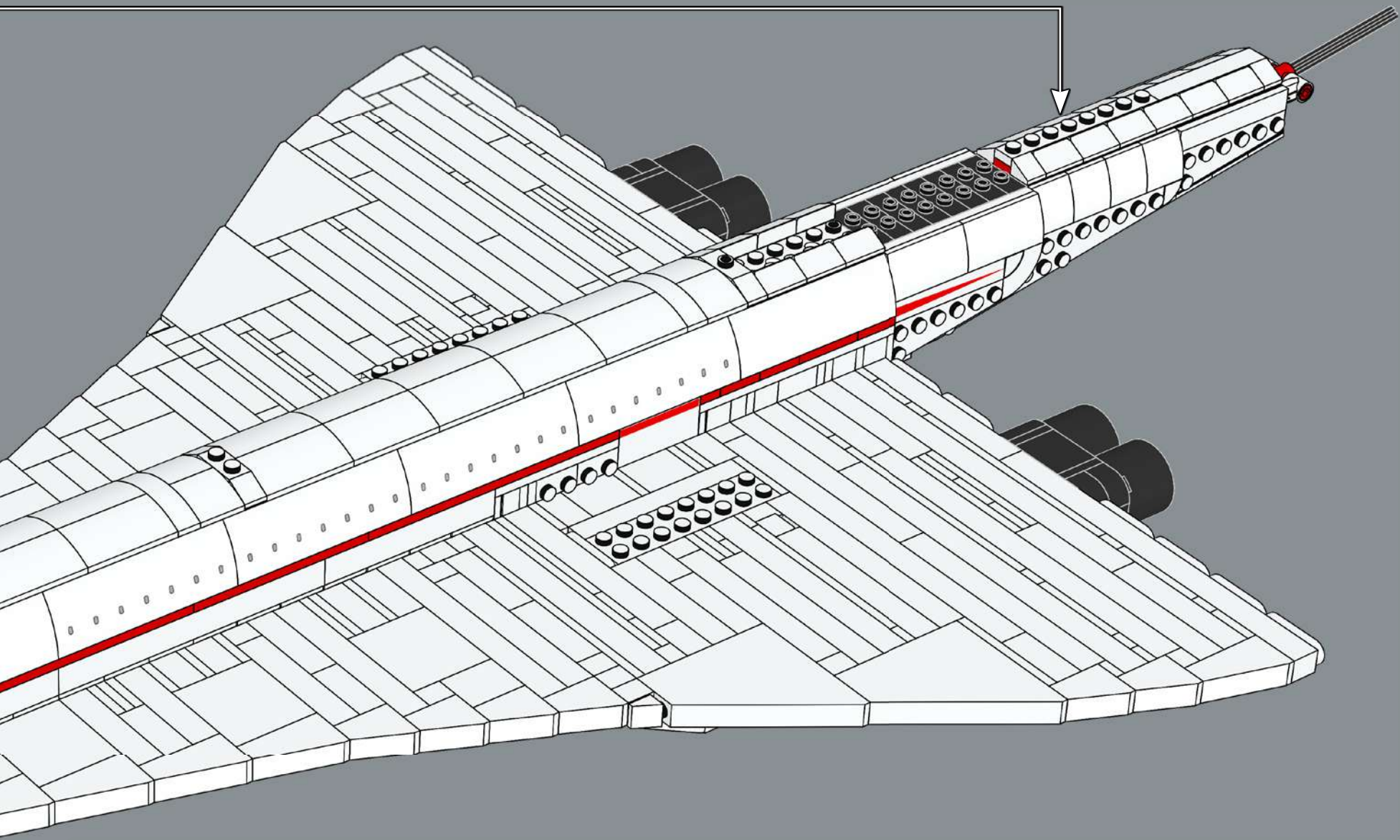
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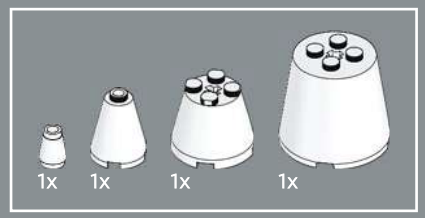


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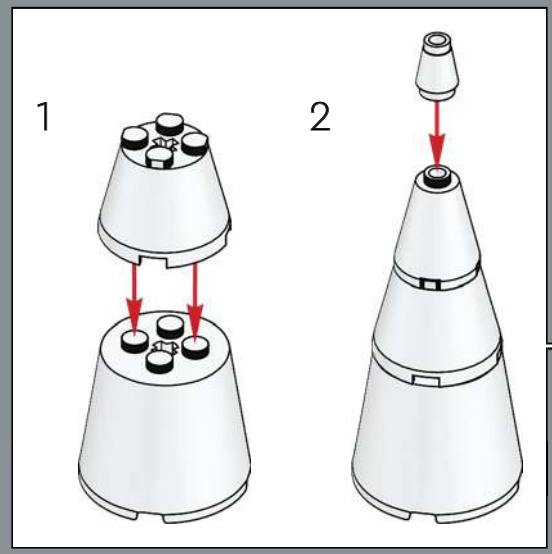


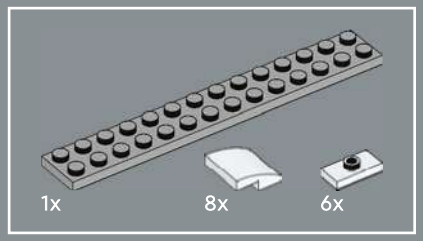
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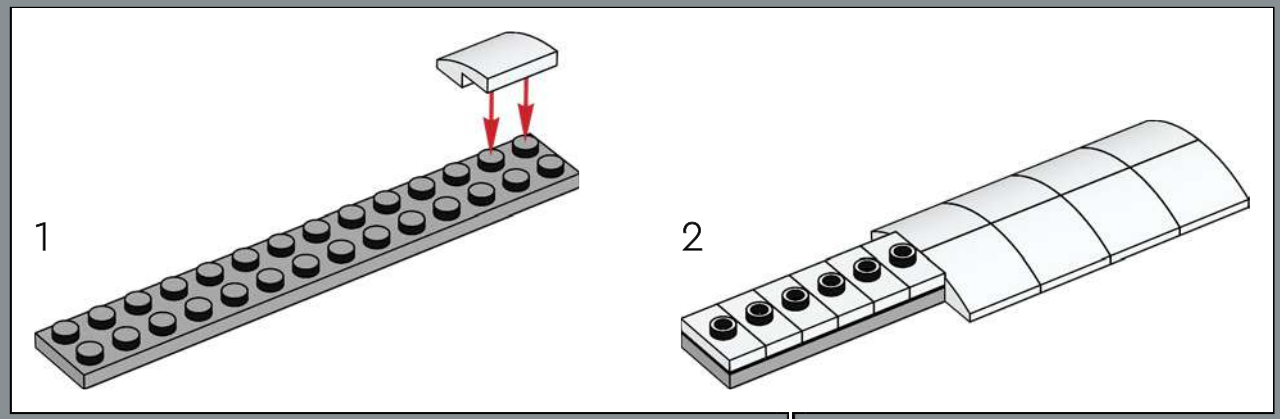


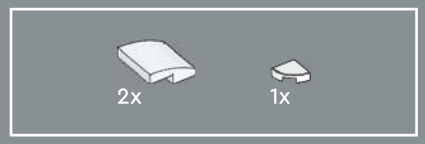
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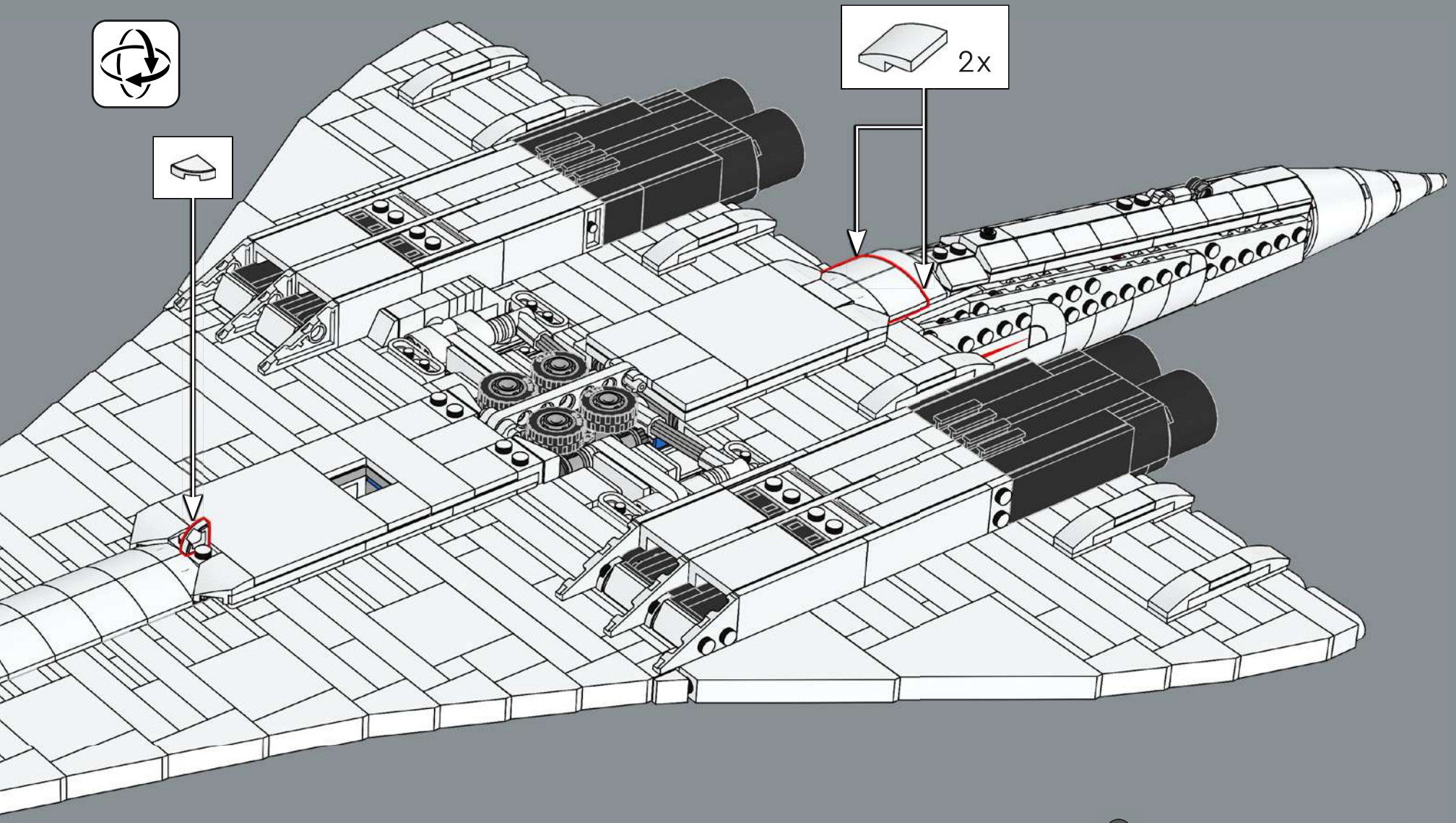


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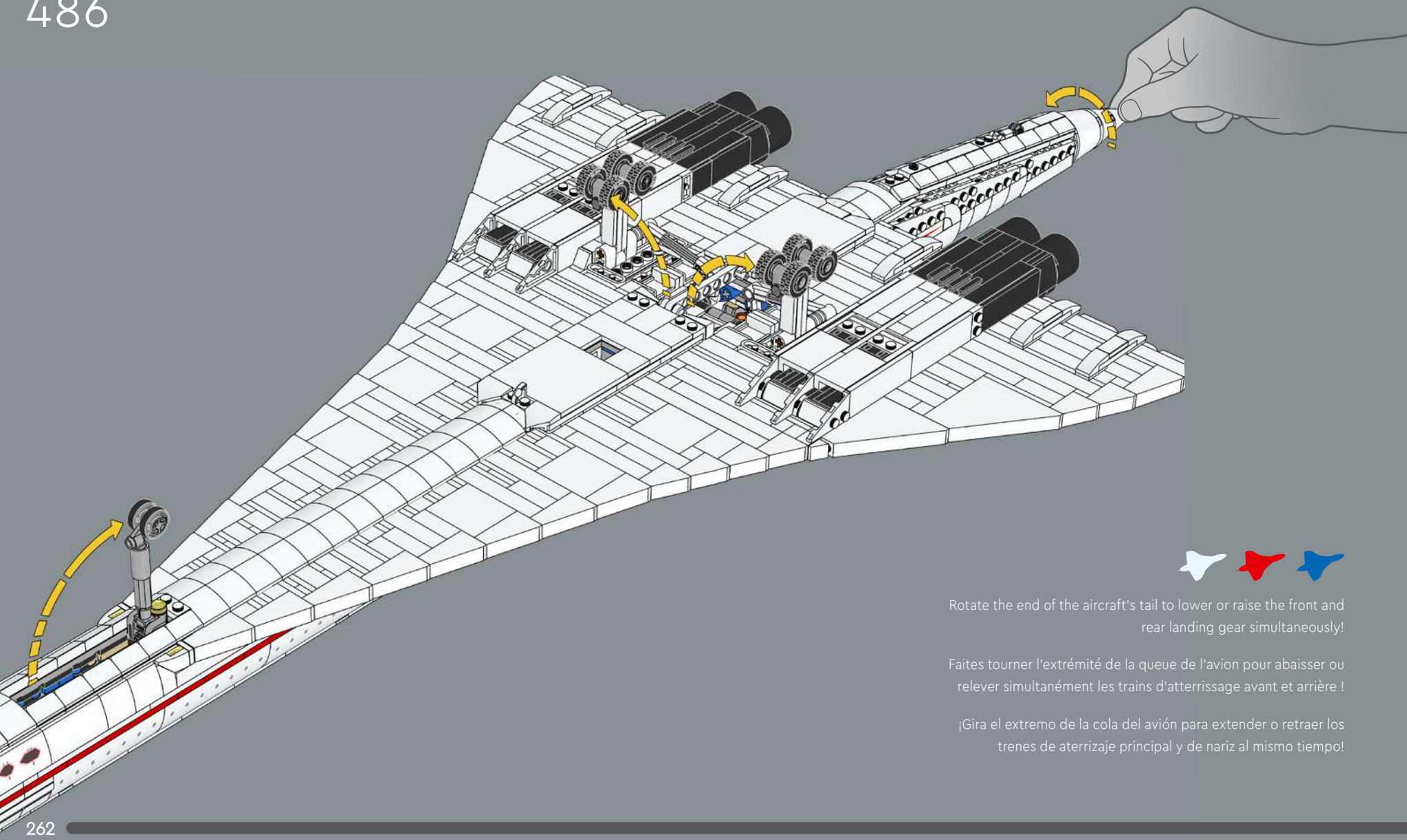




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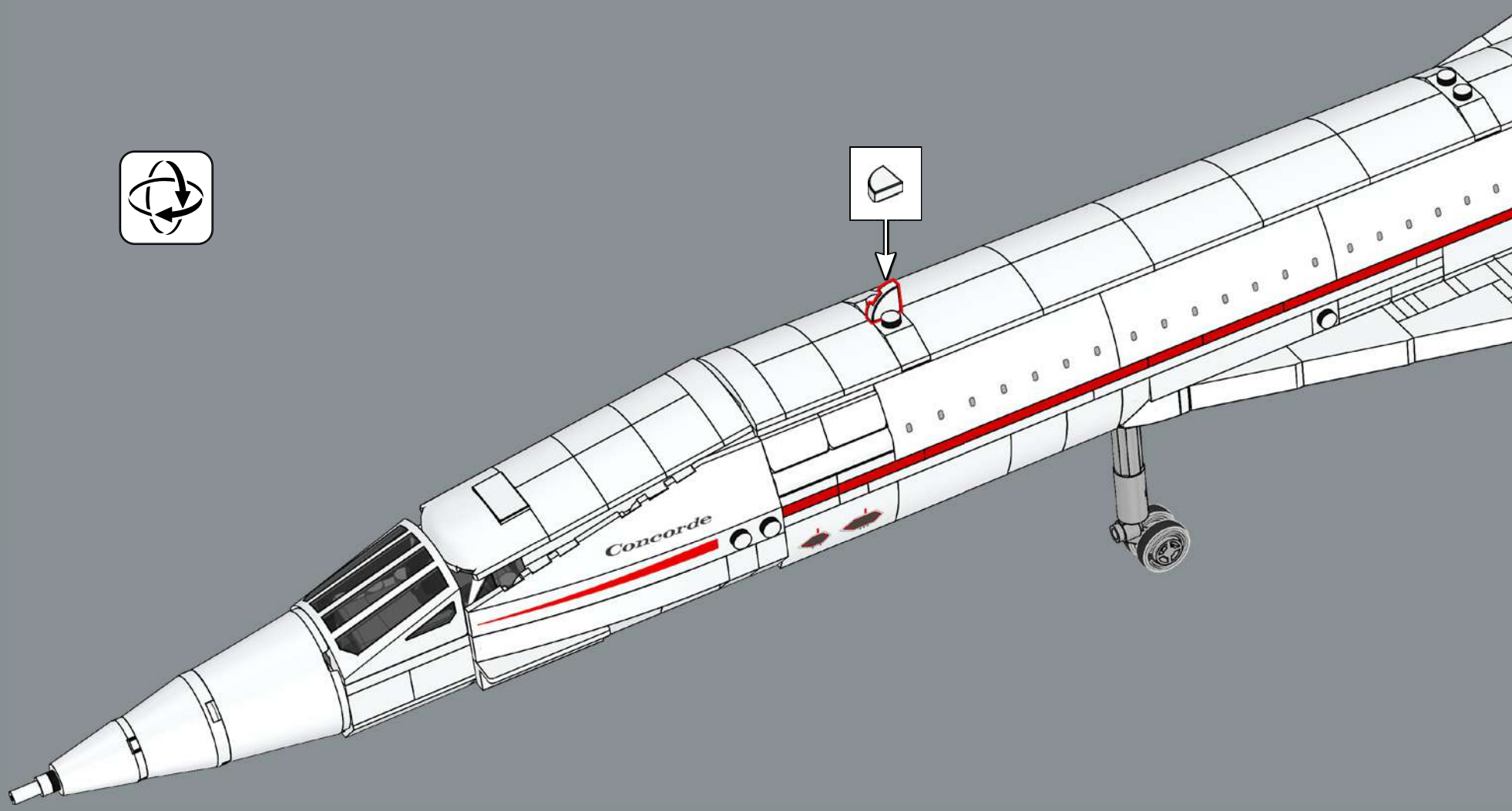
Rotate the end of the aircraft's tail to lower or raise the front and rear landing gear simultaneously!

Faites tourner l'extrémité de la queue de l'avion pour abaisser ou relever simultanément les trains d'atterrissage avant et arrière !

¡Gira el extremo de la cola del avión para extender o retraer los trenes de aterrizaje principal y de nariz al mismo tiempo!

1x

487

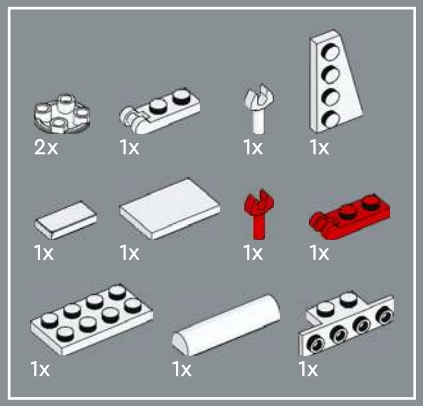




Twenty Concordes were built, six developmental and fourteen commercial aircraft. Most stayed in service for 27 years.

Vingt exemplaires du Concorde ont été construits : six avions destinés au perfectionnement et quatorze avions commerciaux. La plupart sont restés en service pendant 27 ans.

Se construyeron un total de veinte aviones Concorde, seis de ellos experimentales y catorce para uso comercial. La mayoría se mantuvieron en servicio durante 27 años.



488

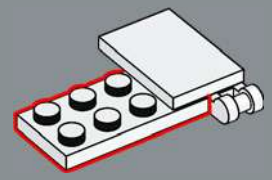
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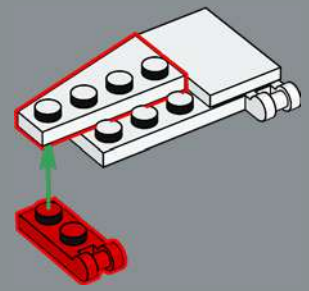
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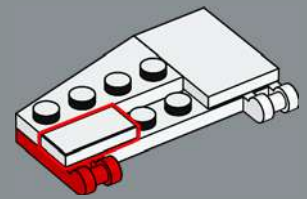
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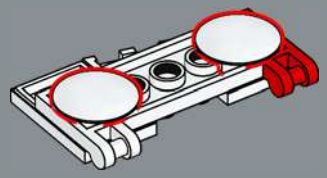
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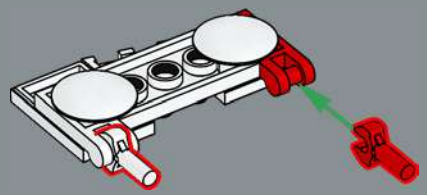
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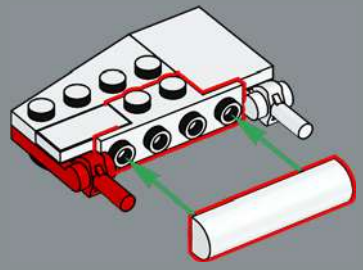
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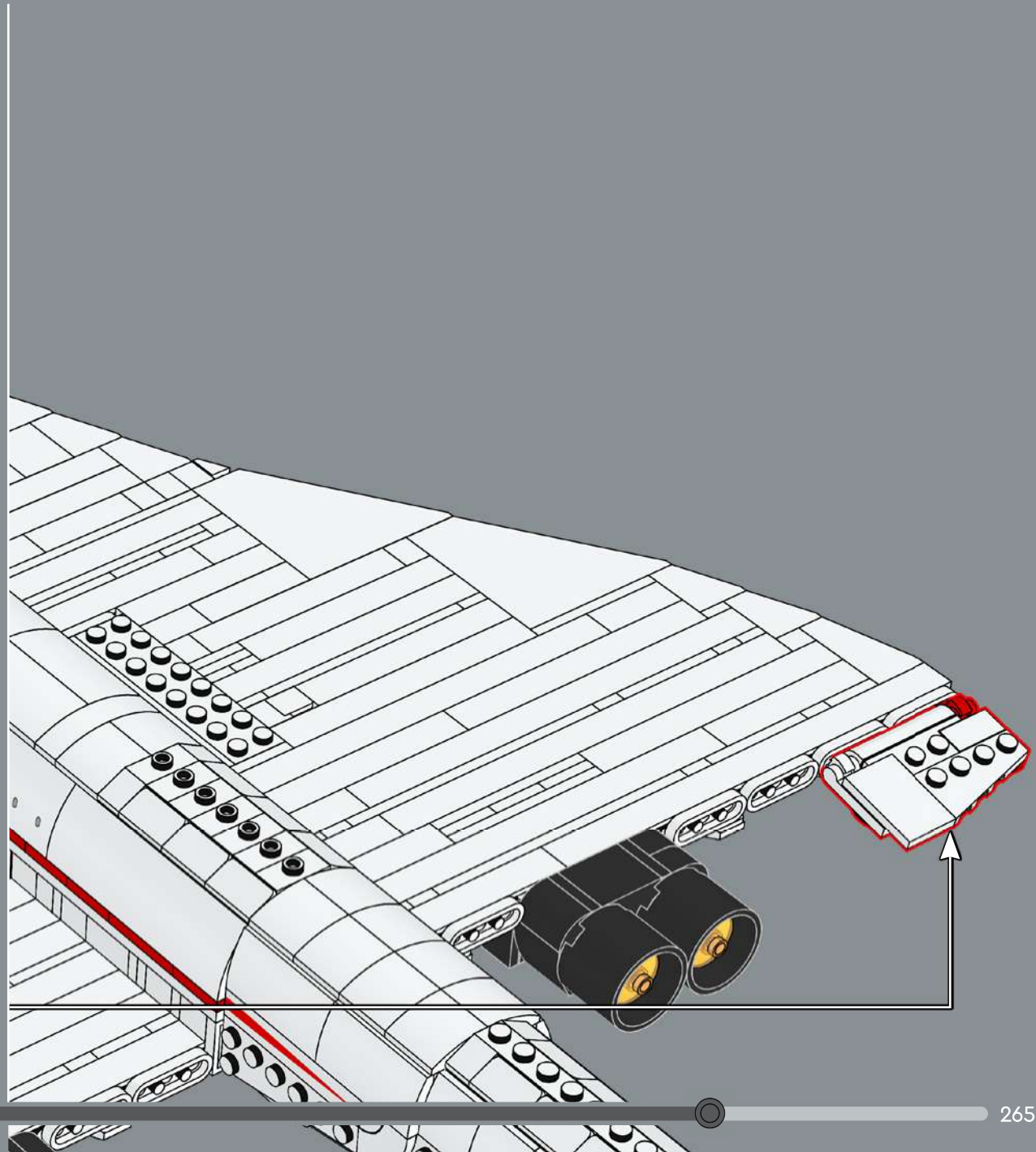


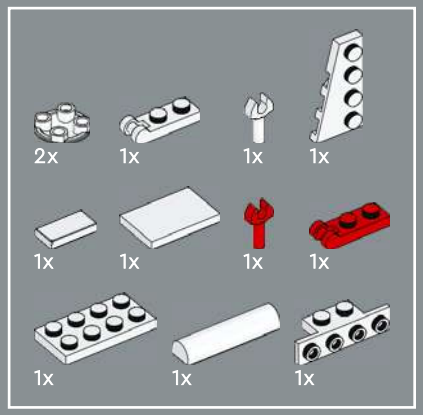
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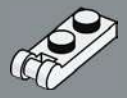






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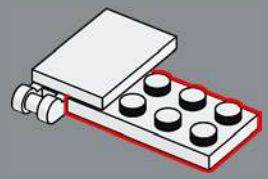
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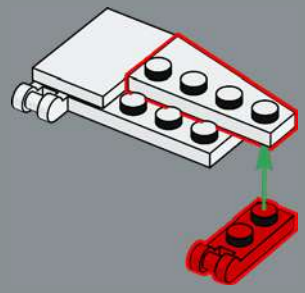
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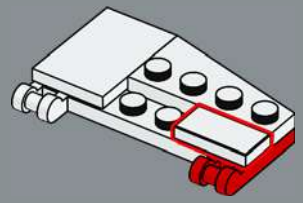
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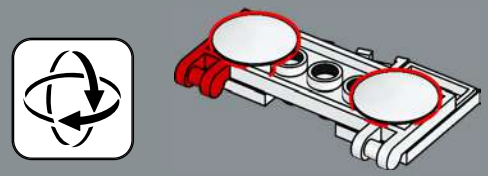
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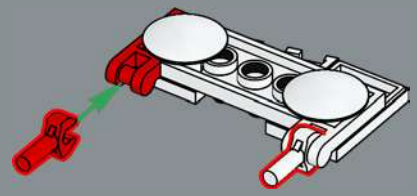
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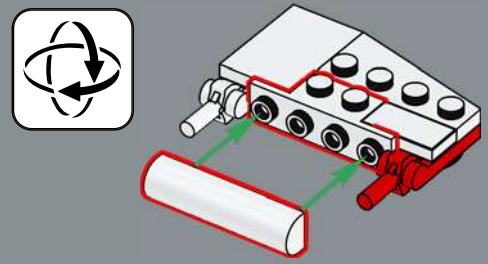
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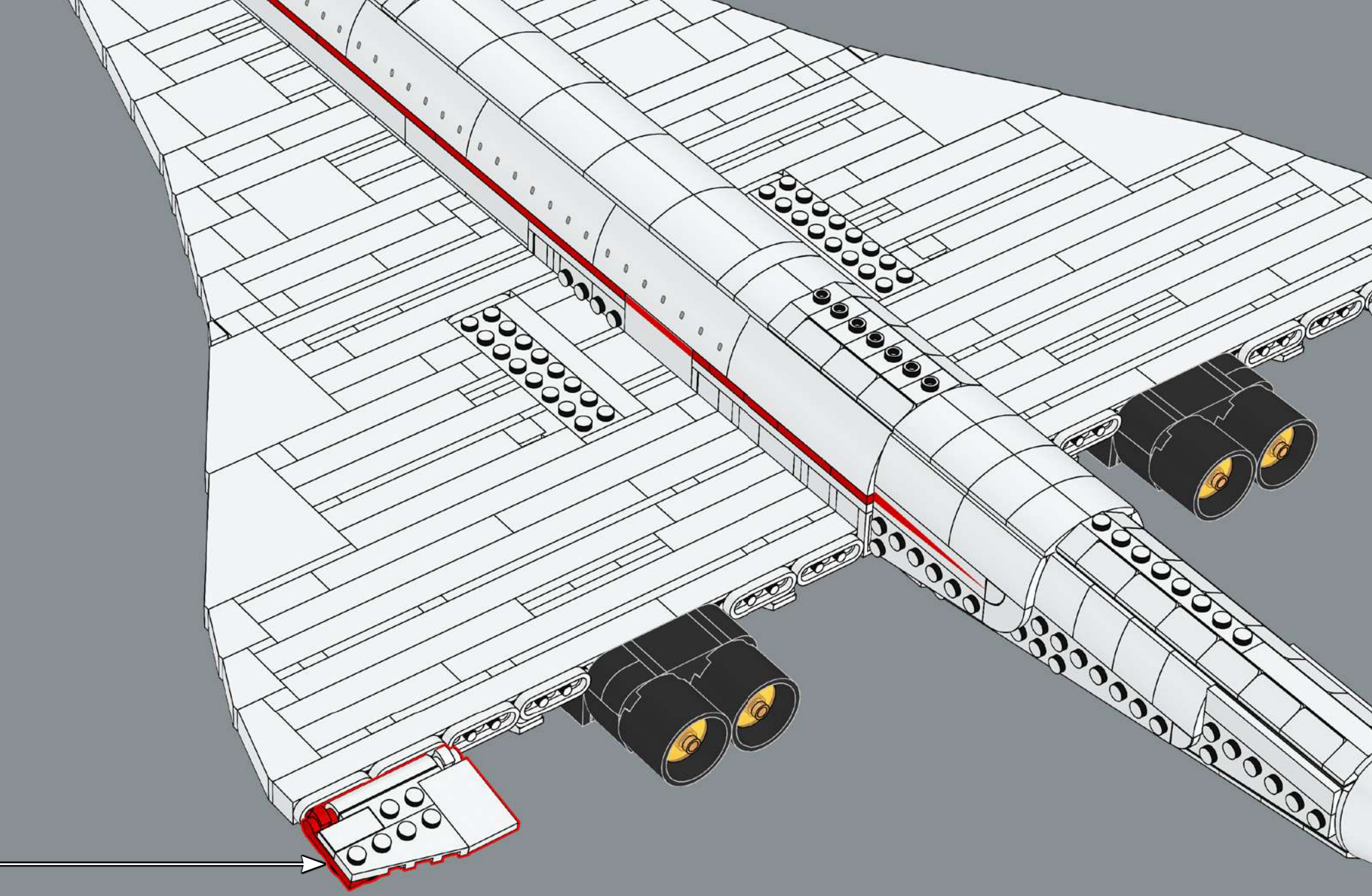


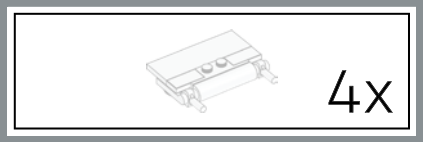
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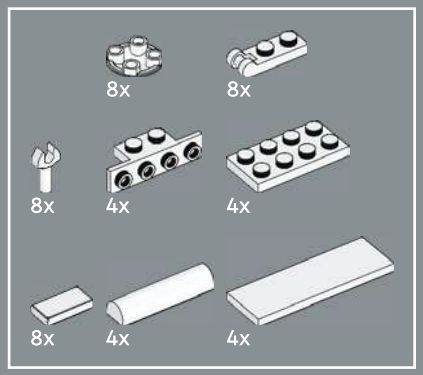


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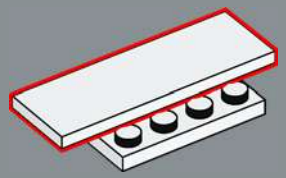


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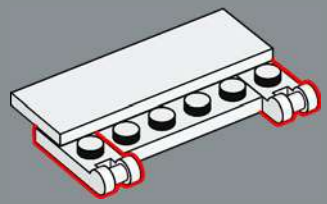
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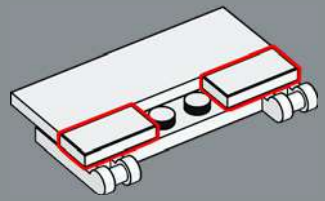
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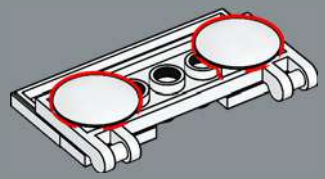


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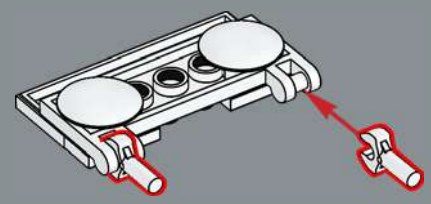


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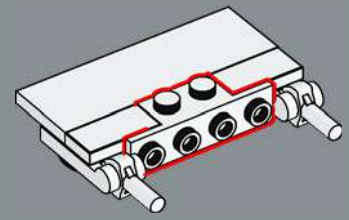


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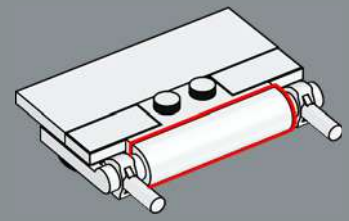


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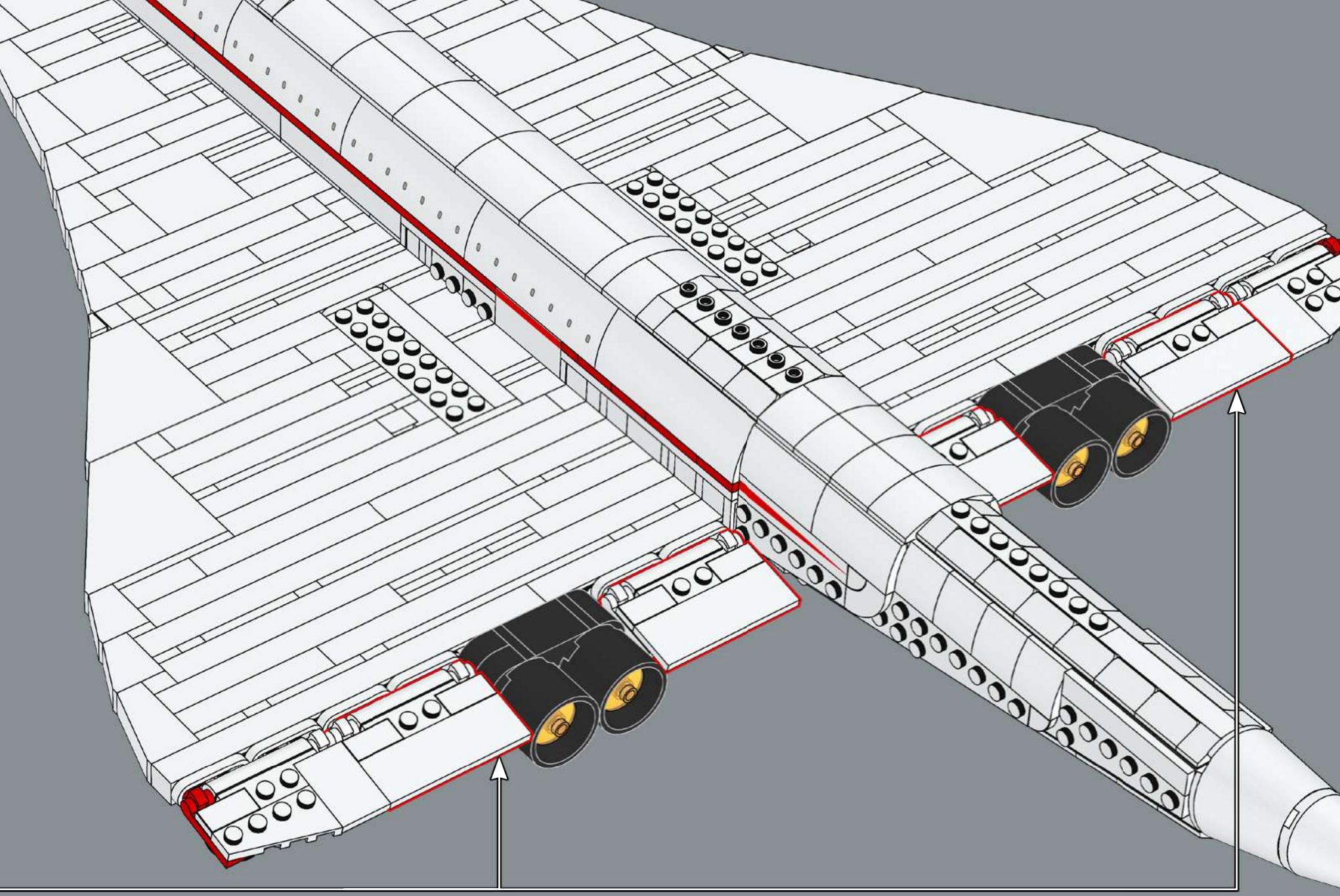


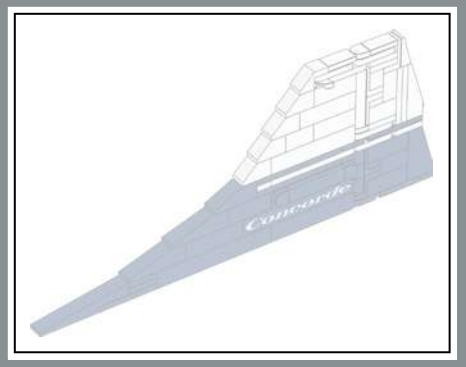


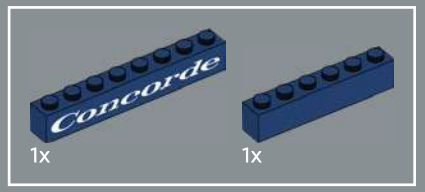
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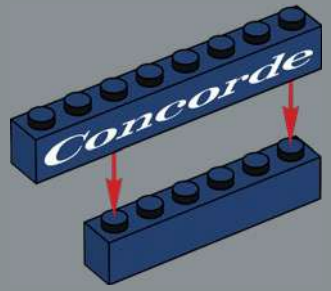
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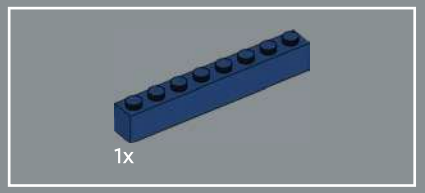




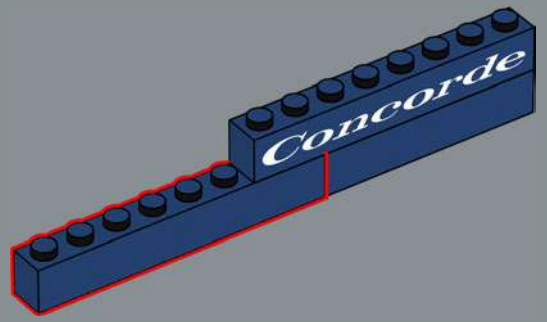


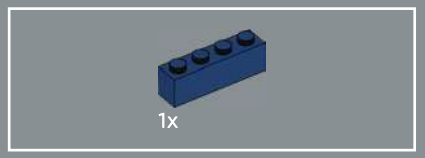
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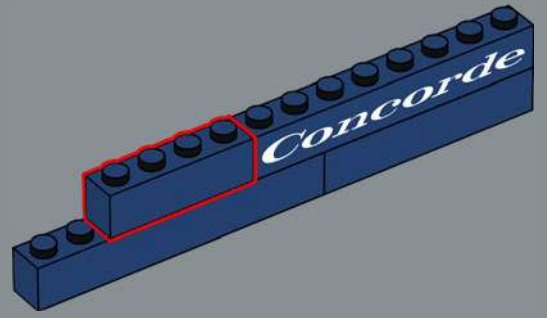


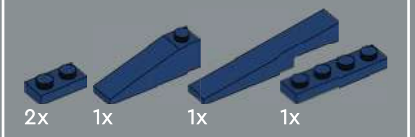
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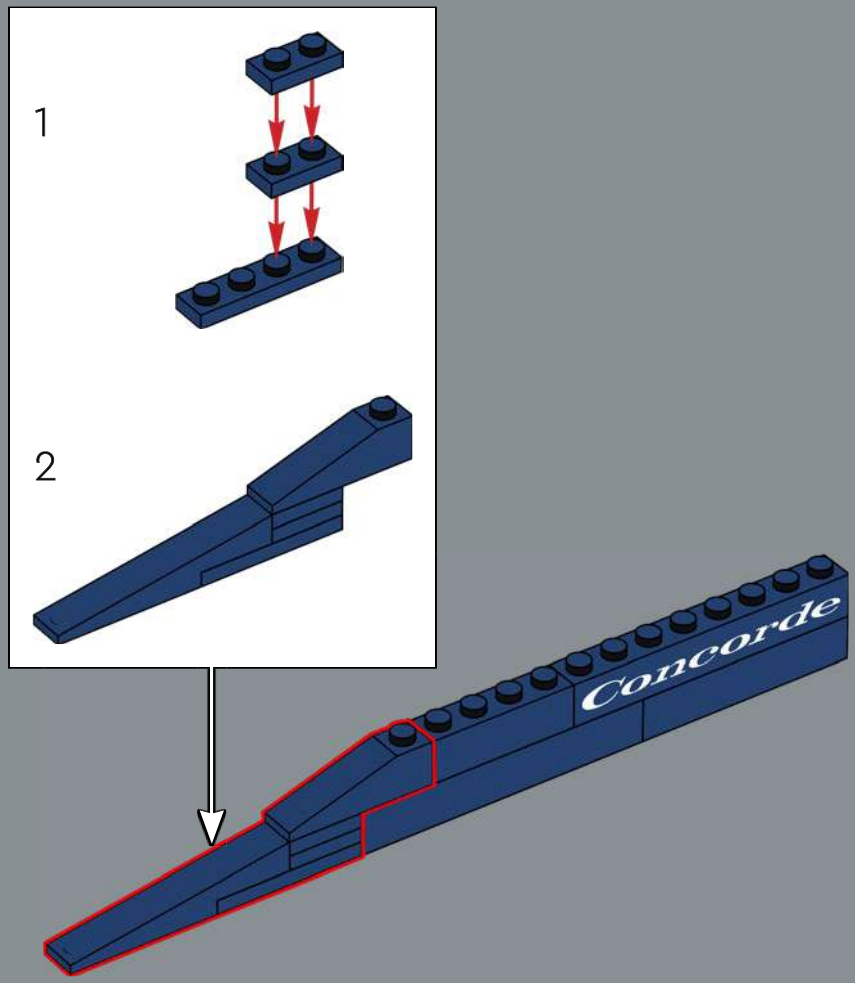


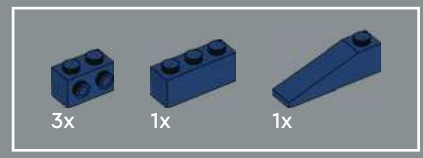
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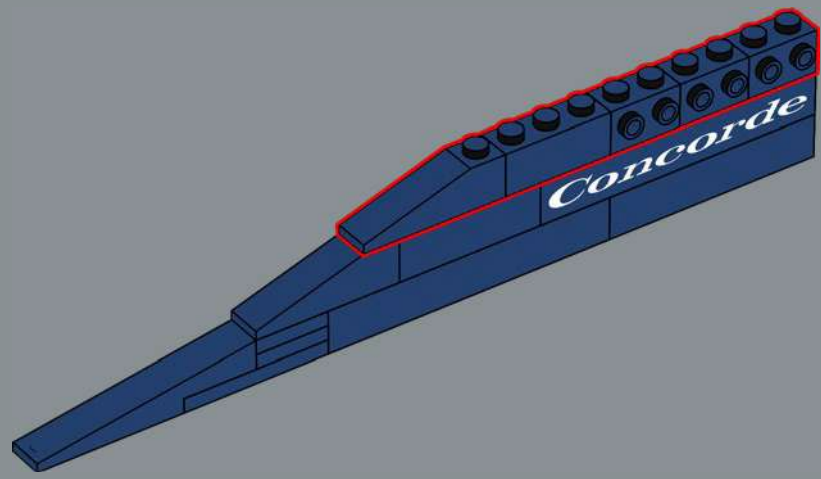


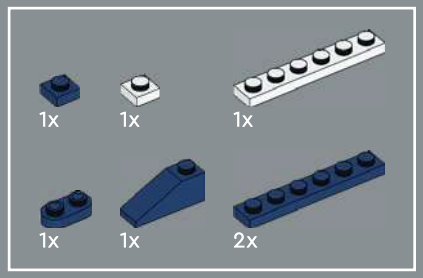
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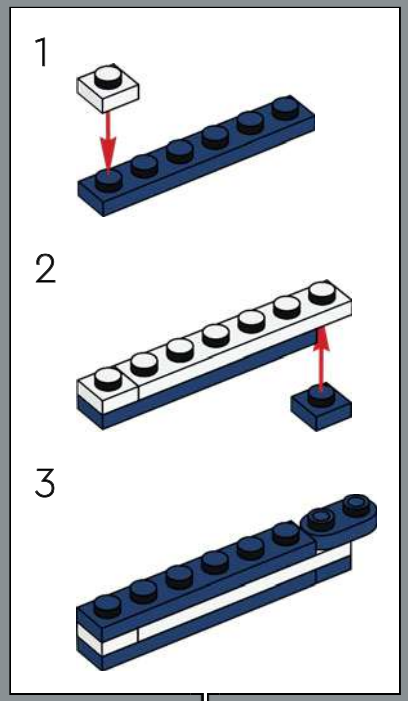


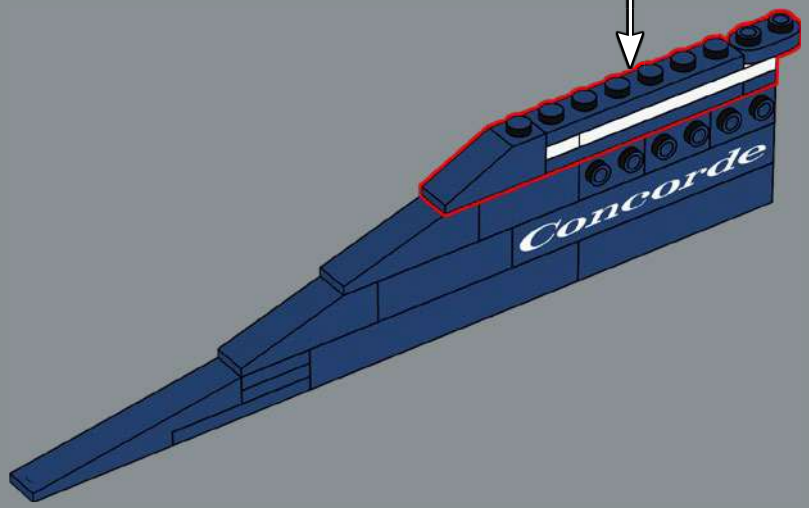
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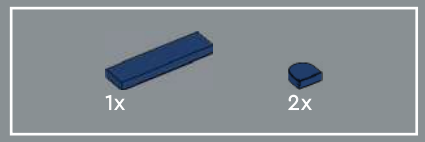




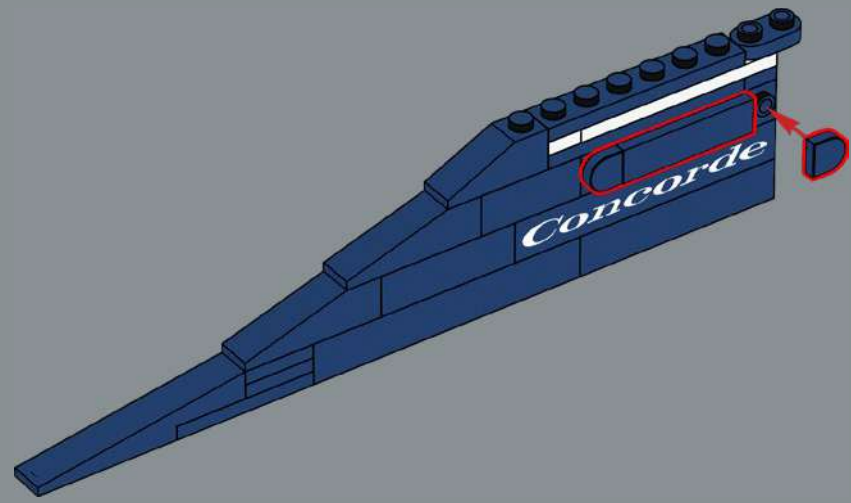
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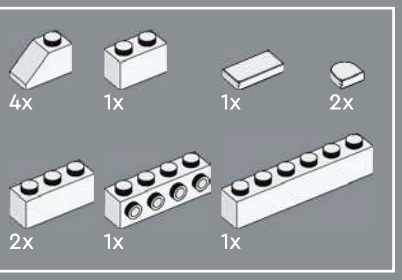






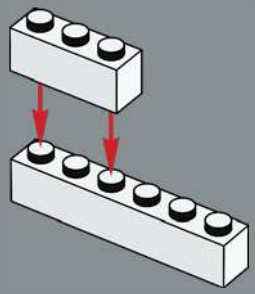
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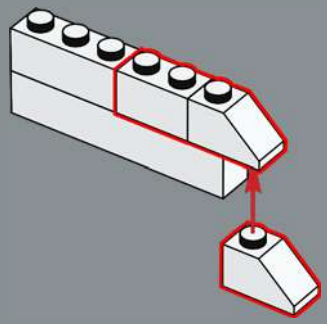


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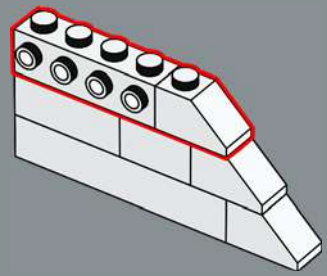
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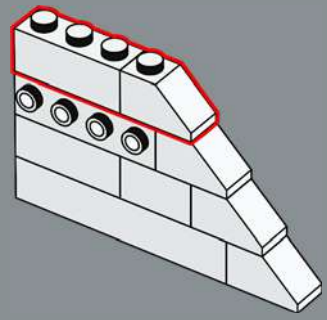
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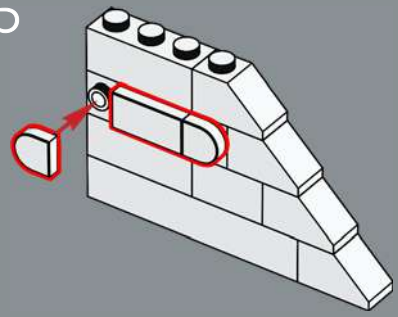
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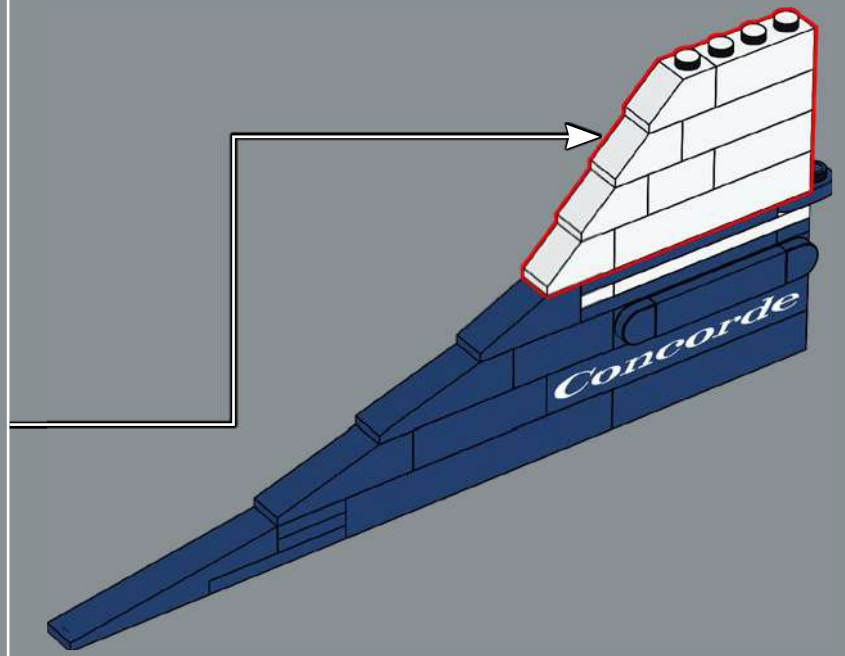


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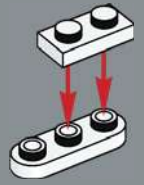








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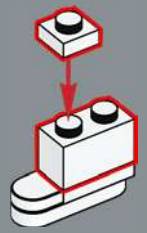


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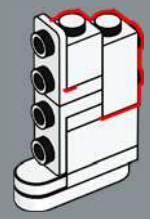


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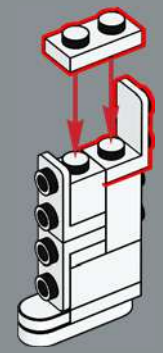


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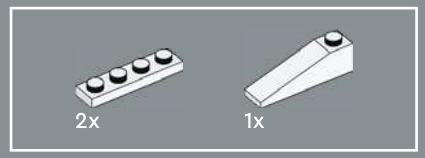
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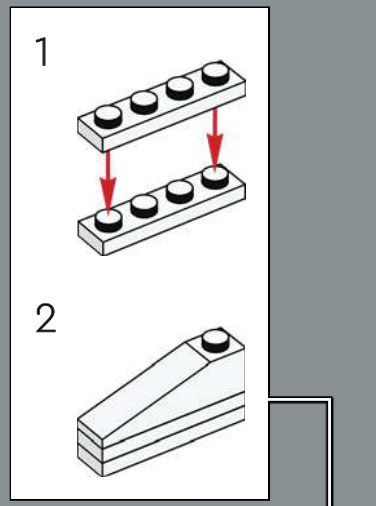


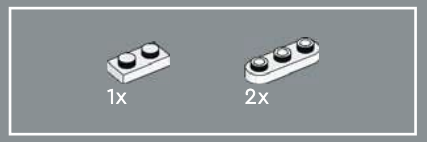
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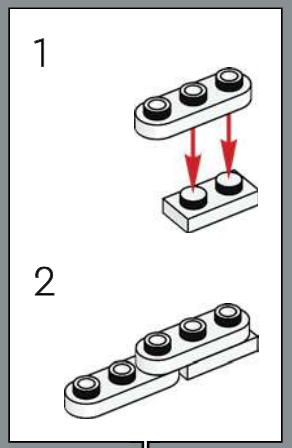


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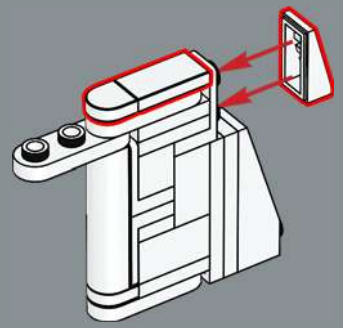


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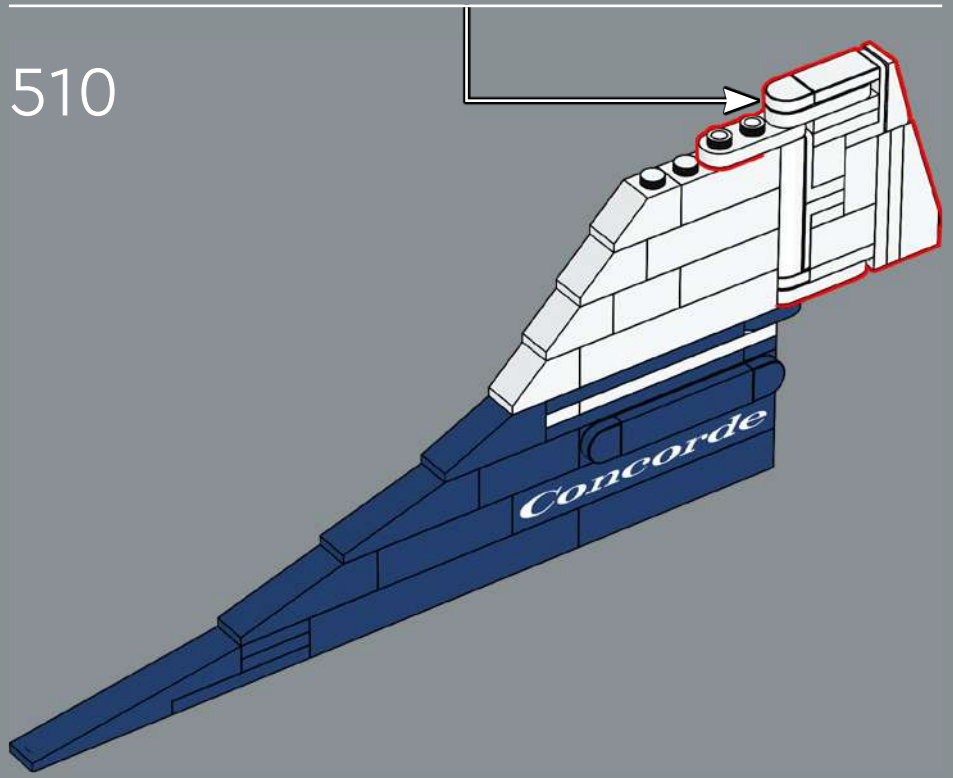


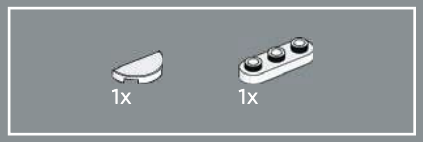


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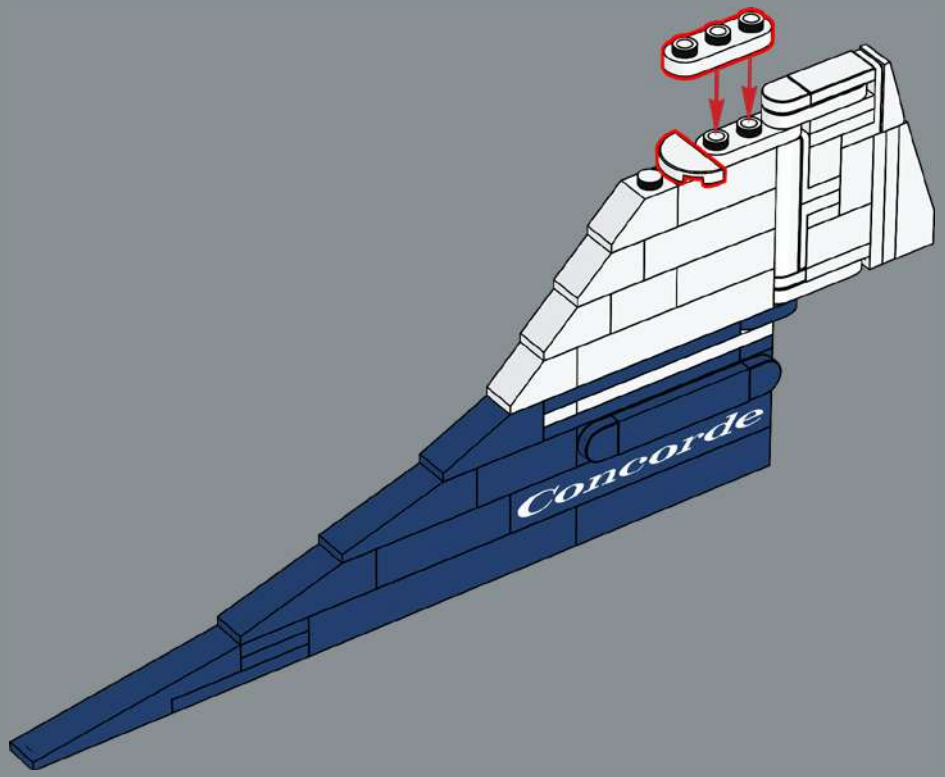


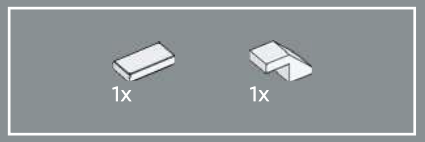
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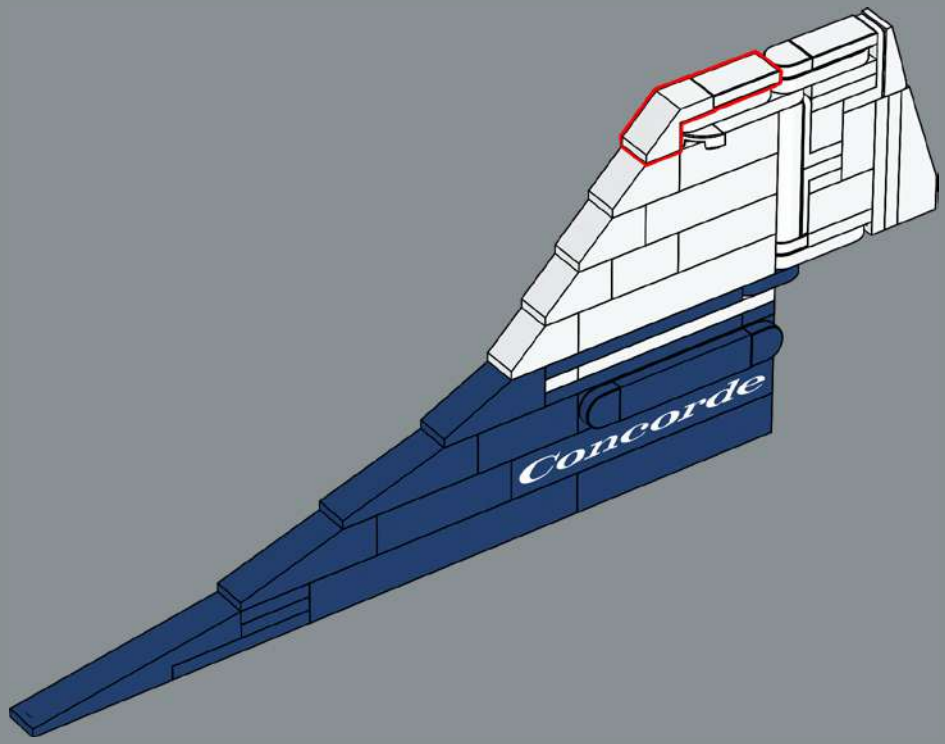
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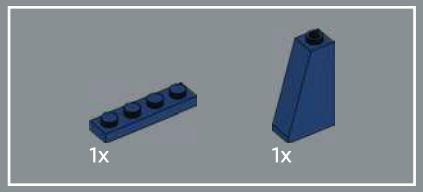
Concorde featured a split rudder, with only the lower portion being used at high speeds to allow for finer adjustment and reduced torsion on the vertical stabilizer.

Le Concorde était équipé d'une gouverne de direction divisée, dont seul le volet inférieur était utilisé à haute vitesse pour permettre un réglage plus précis et réduire la torsion du stabilisateur vertical.

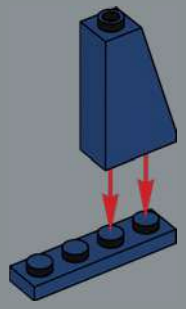
El timón del Concorde estaba dividido en dos partes; con el fin de reducir las fuerzas de torsión sobre el estabilizador vertical, a altas velocidades solo se usaba la sección inferior para hacer ajustes finos.

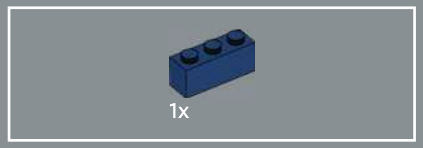




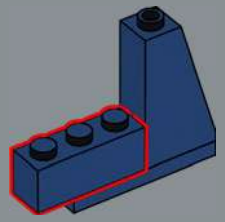


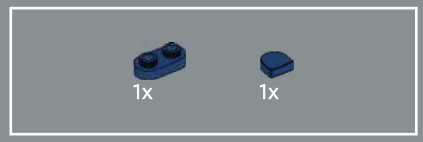
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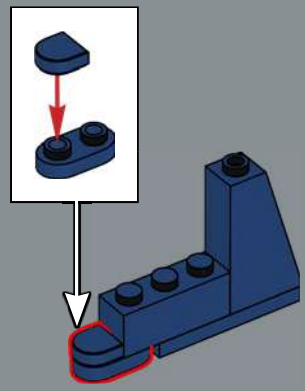


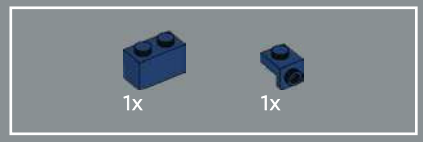
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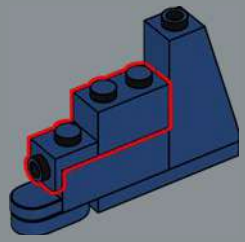


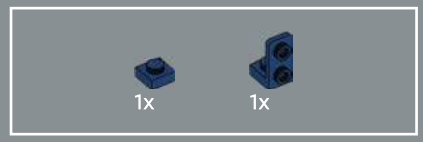
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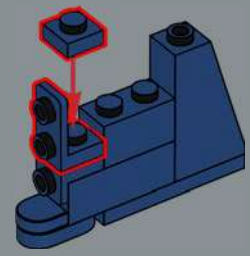


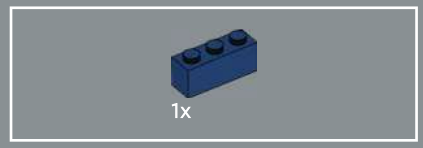
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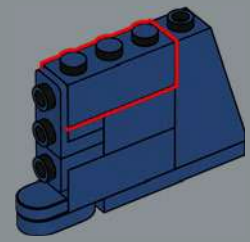


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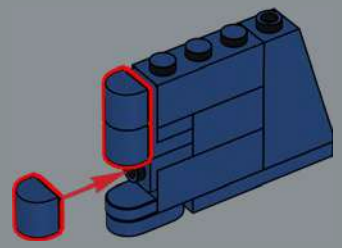


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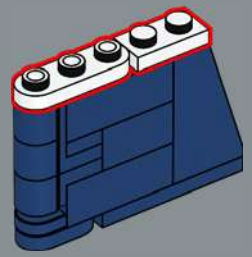
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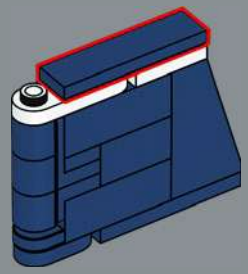
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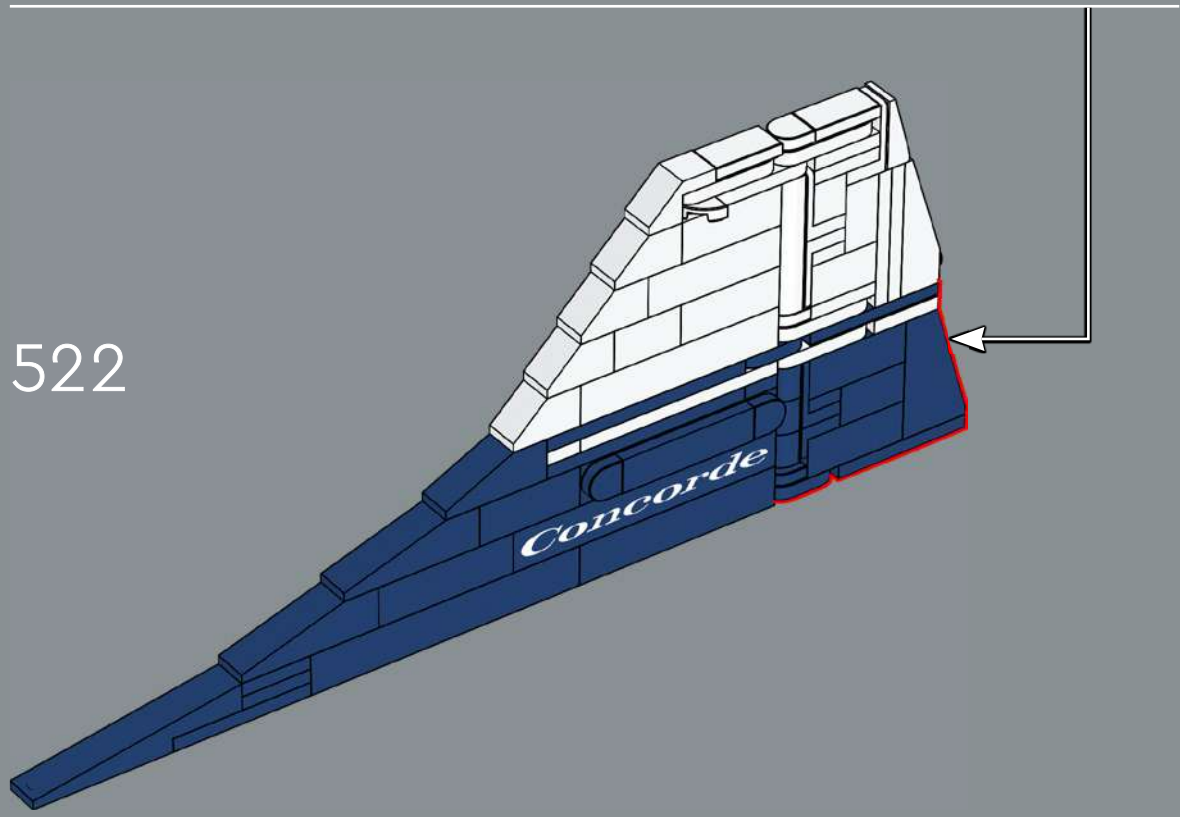


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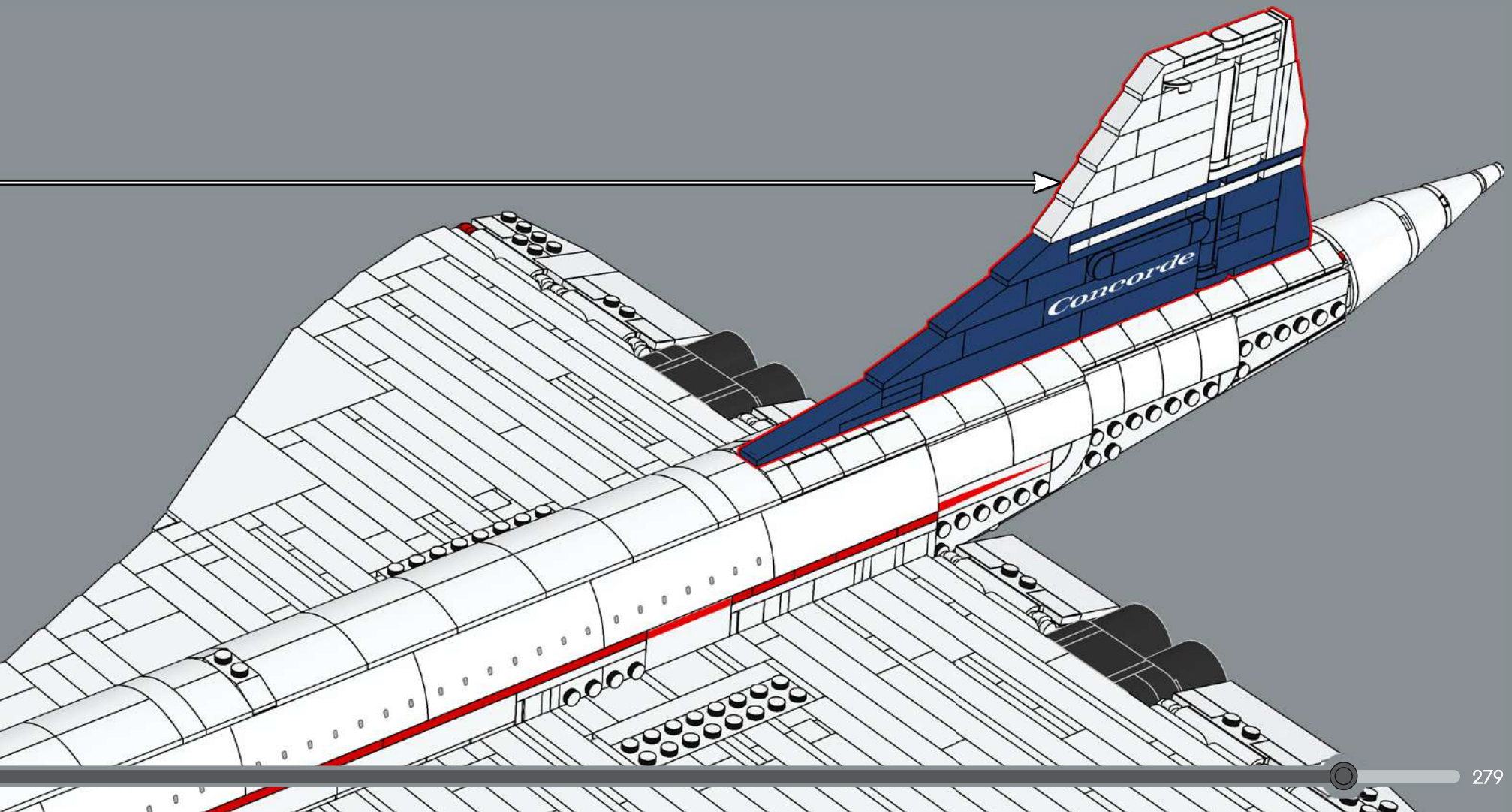
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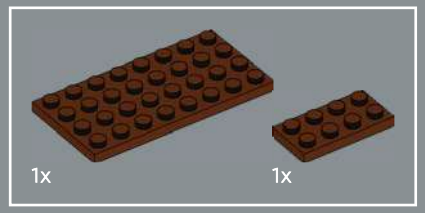


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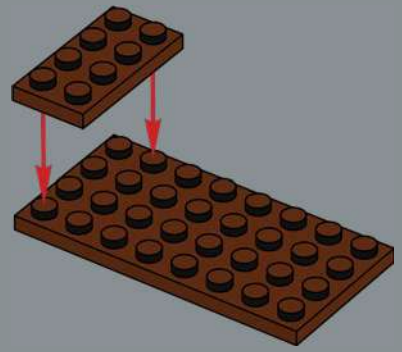






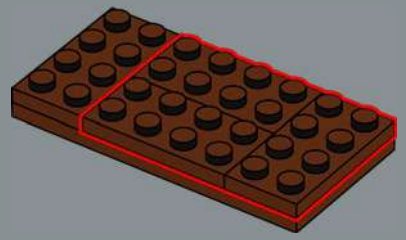


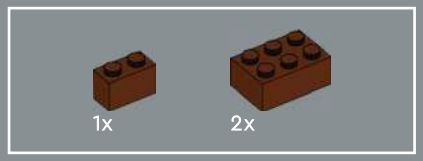
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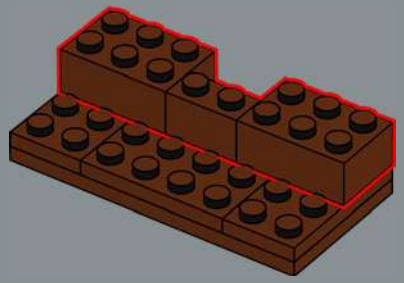


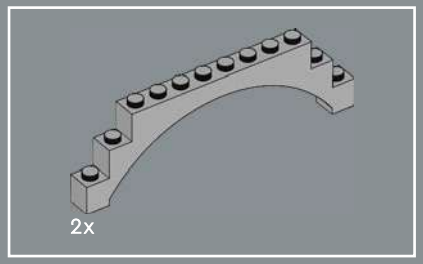
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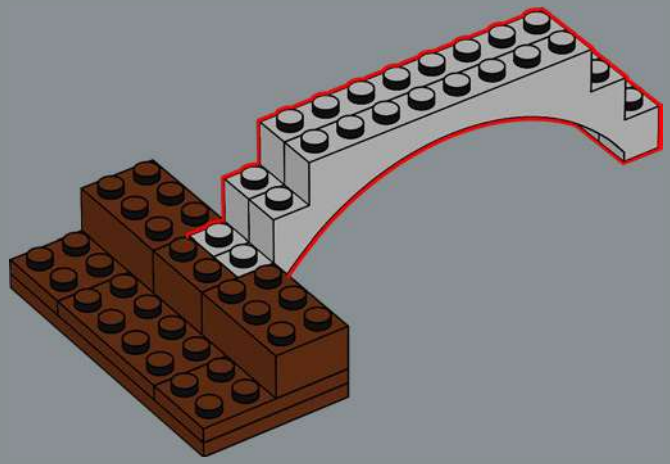


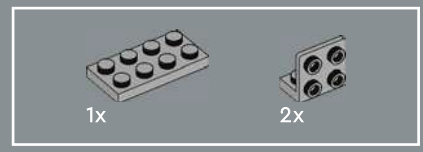
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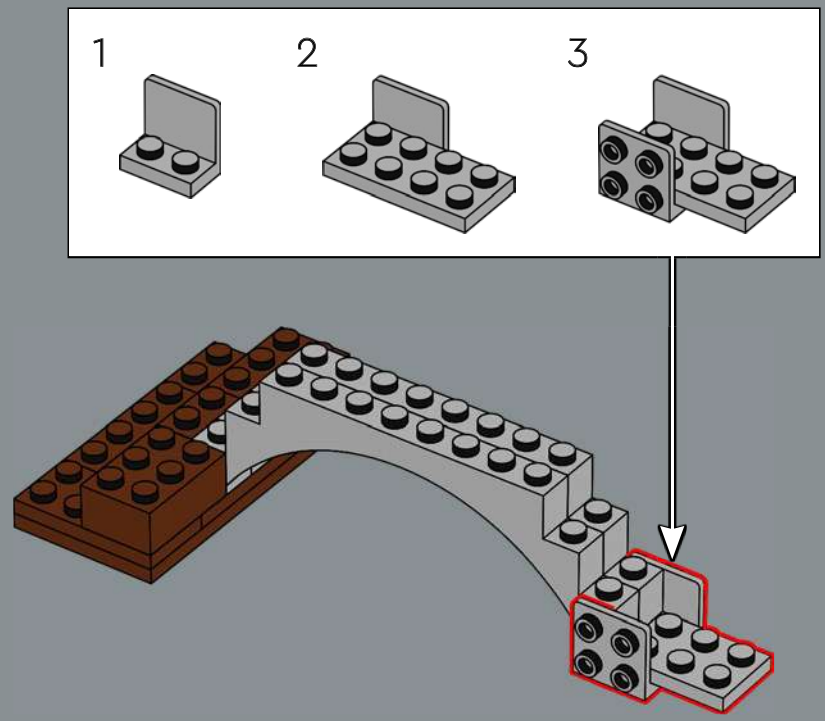


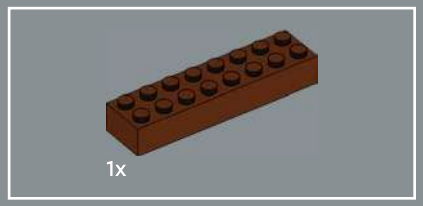
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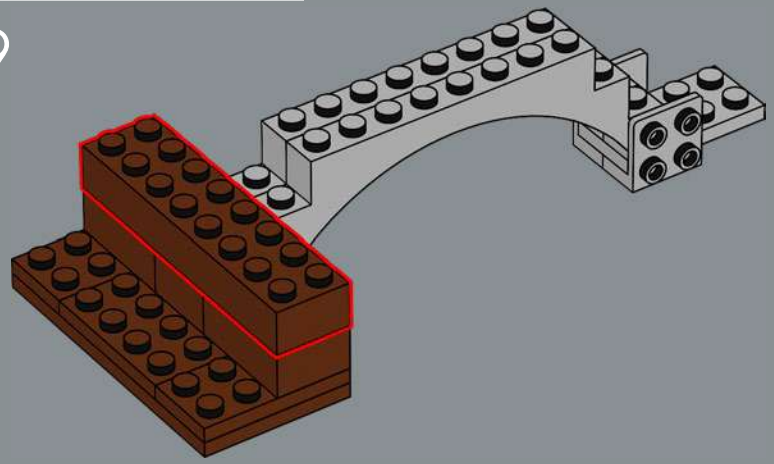


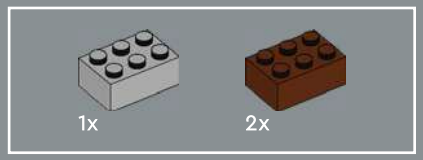
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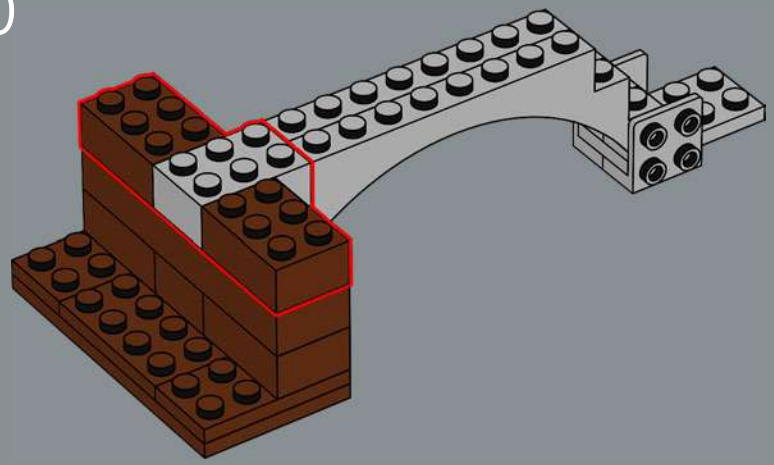


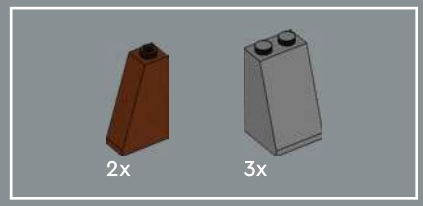
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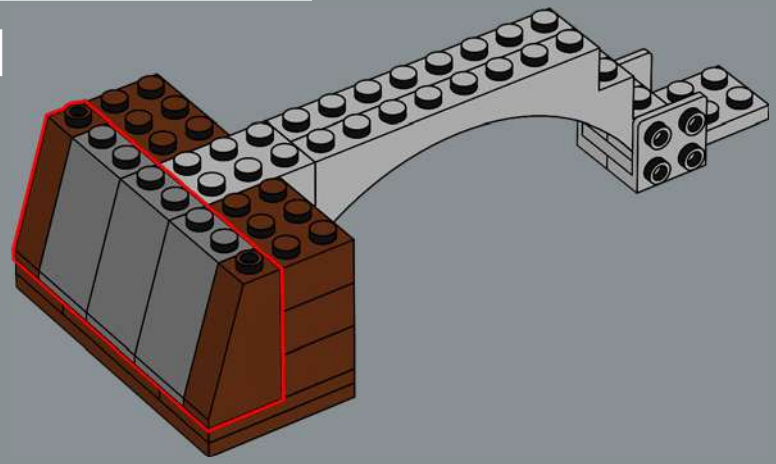


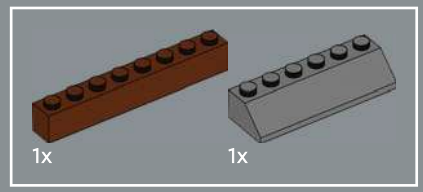
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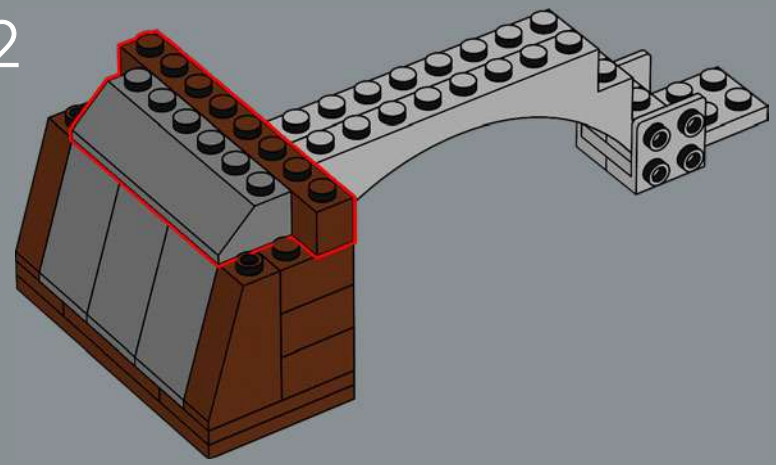


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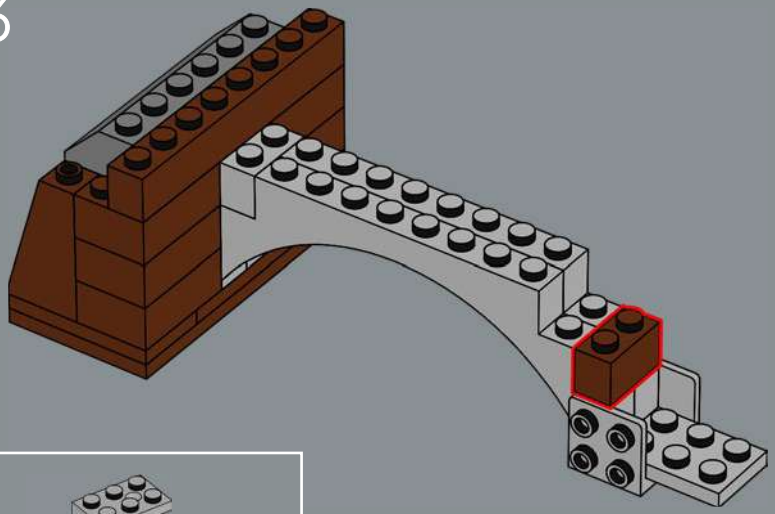


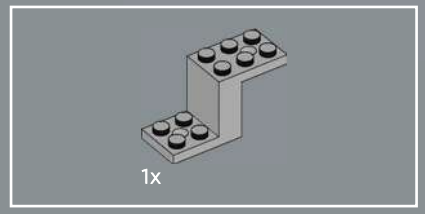
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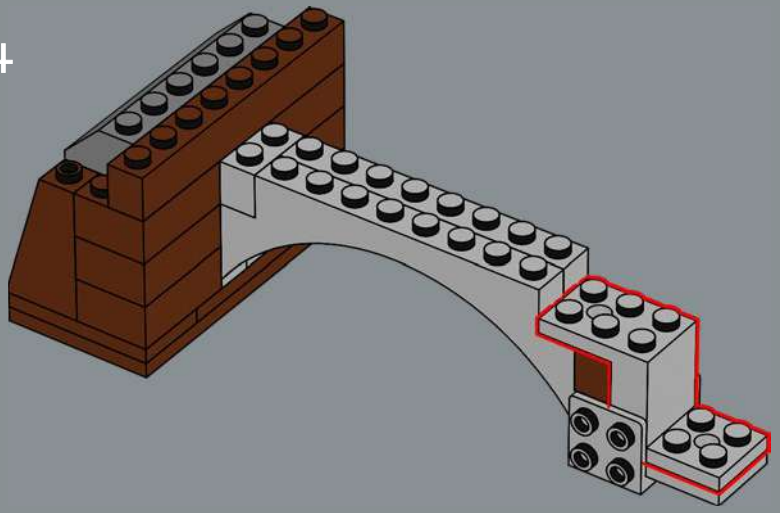


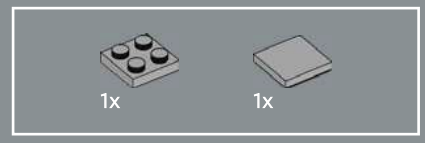
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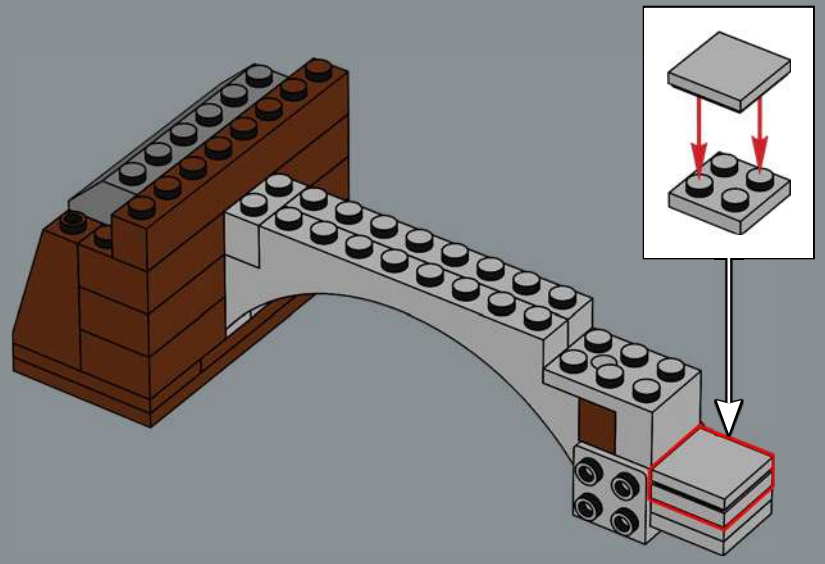


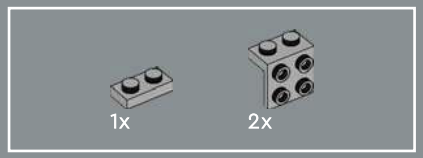
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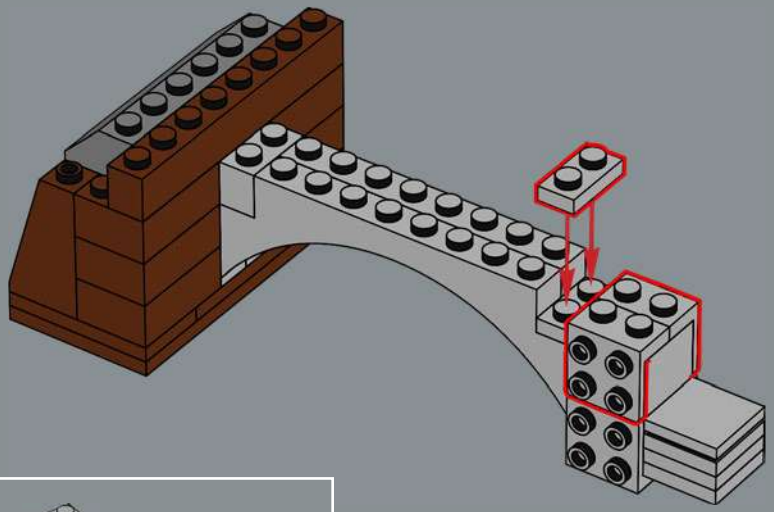


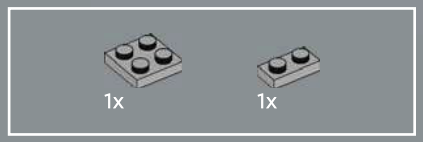
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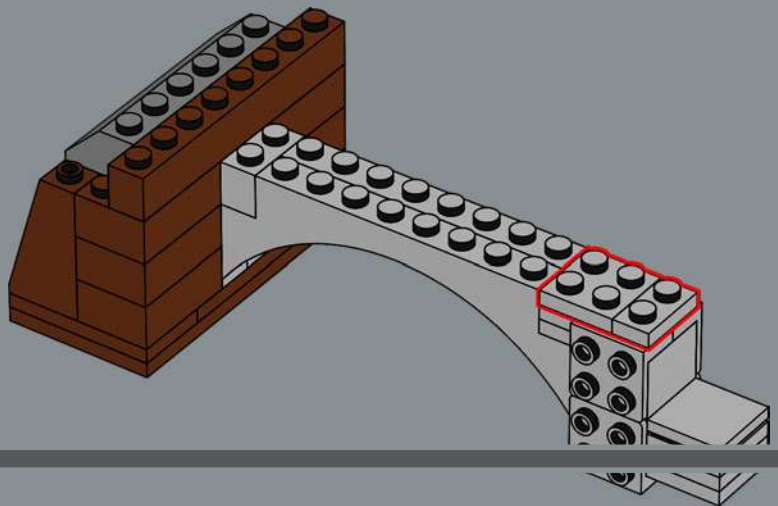


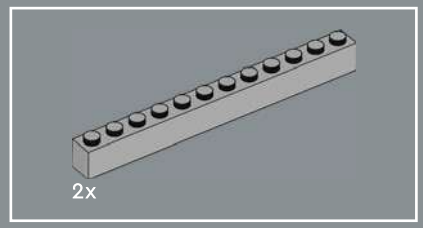
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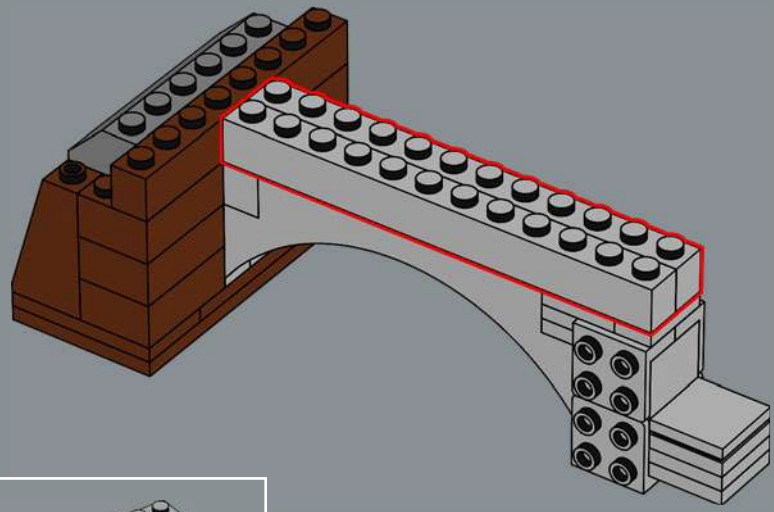


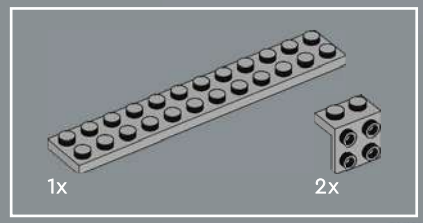
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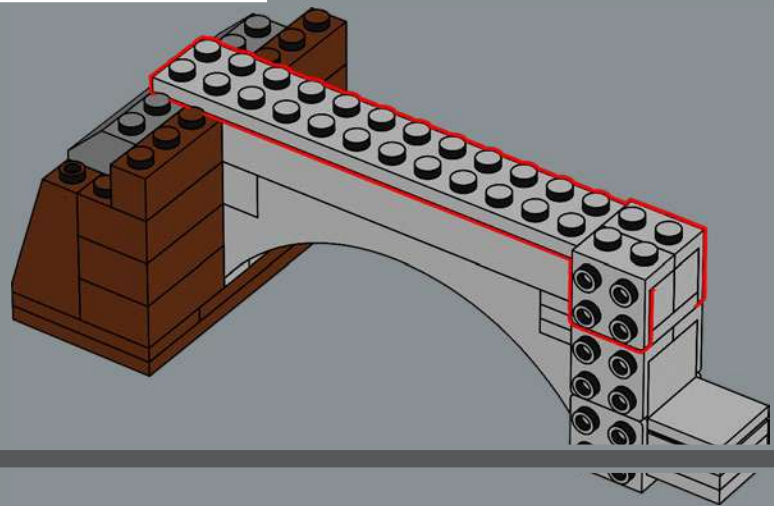


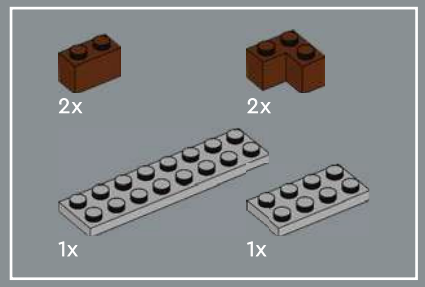
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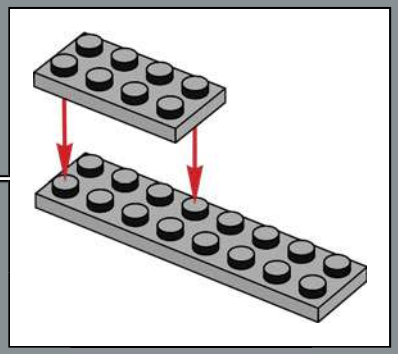


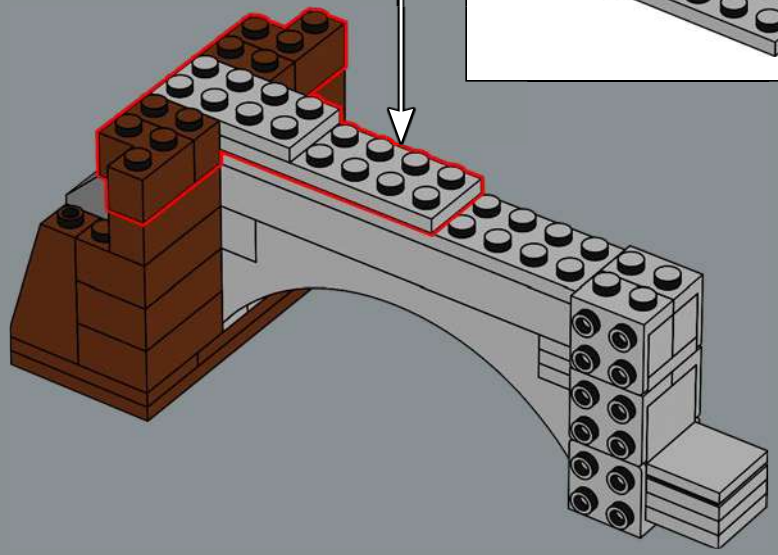
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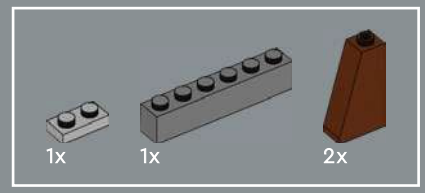




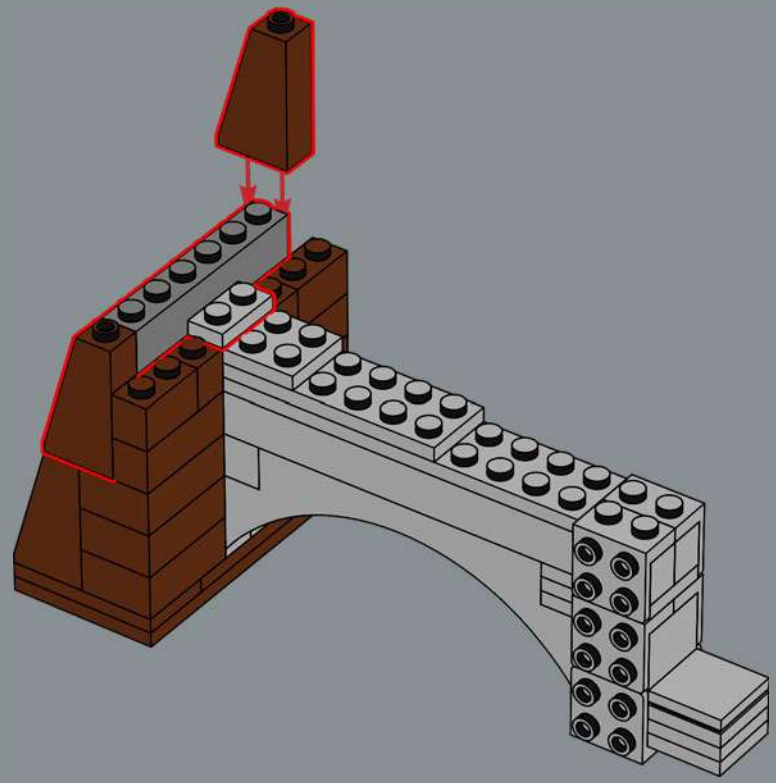
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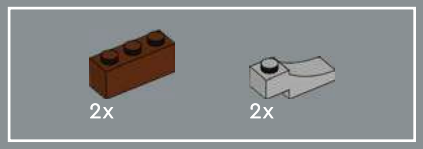




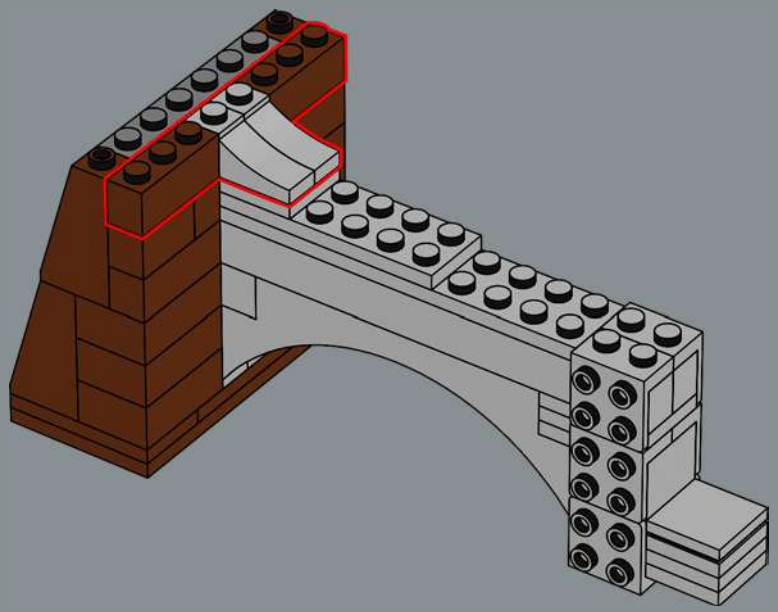


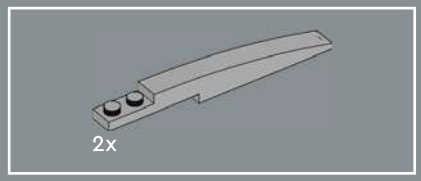
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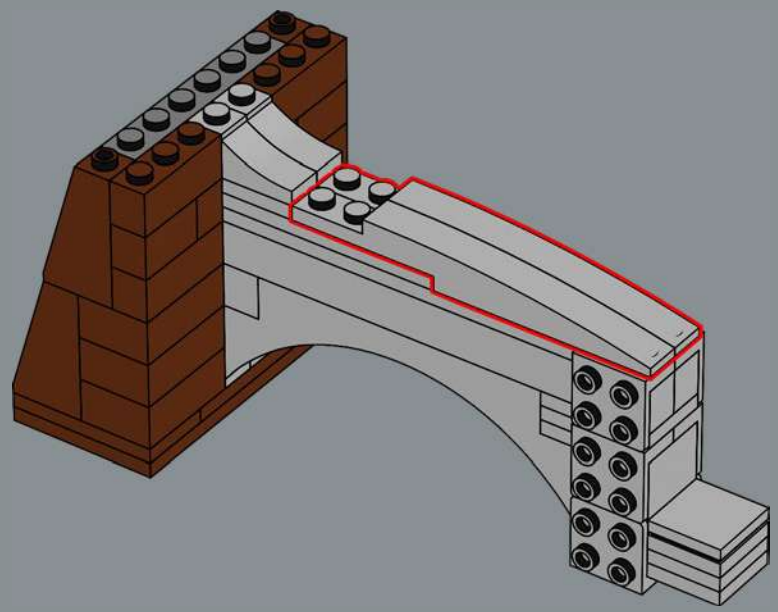


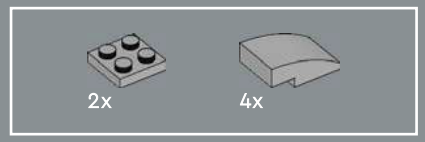
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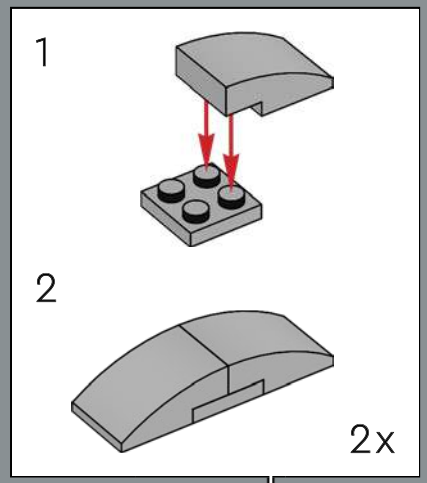


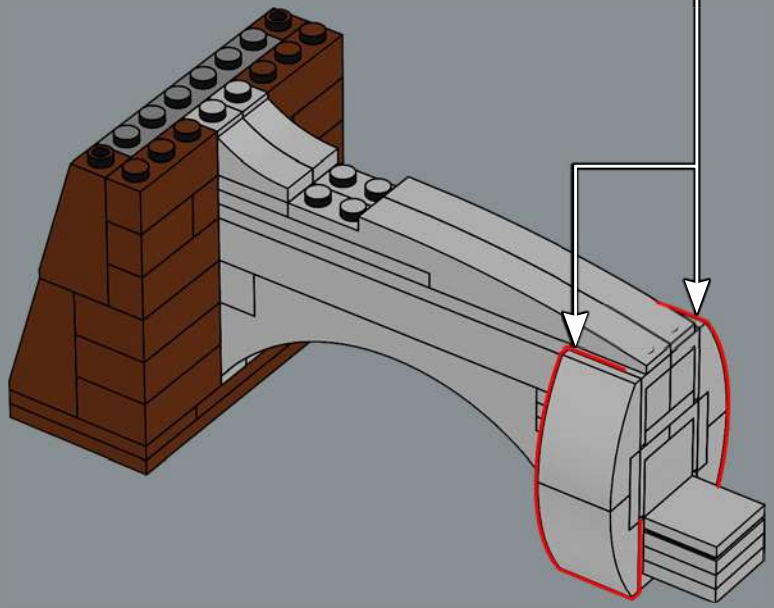
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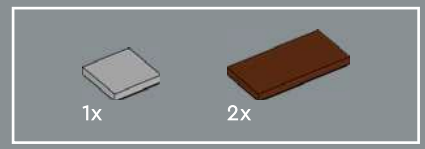




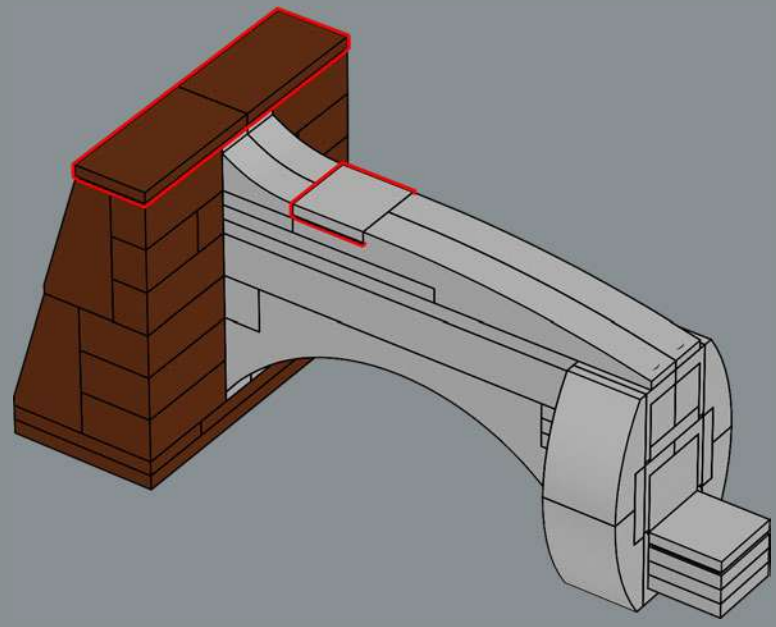
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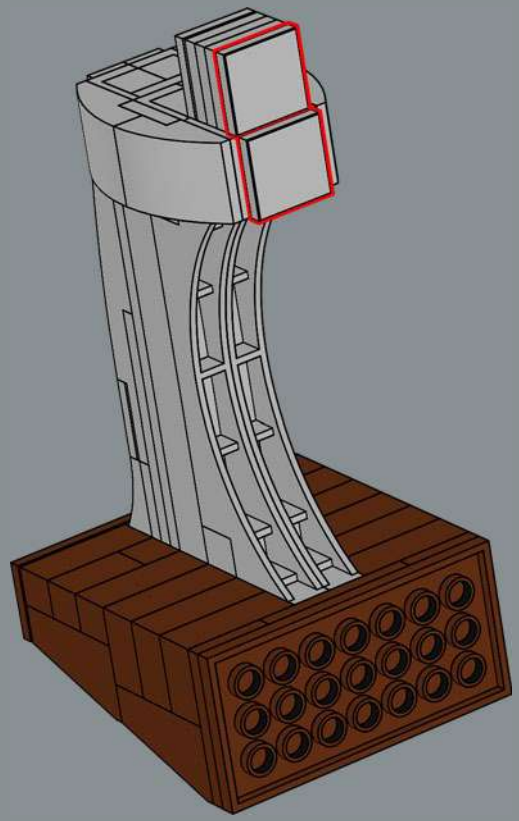




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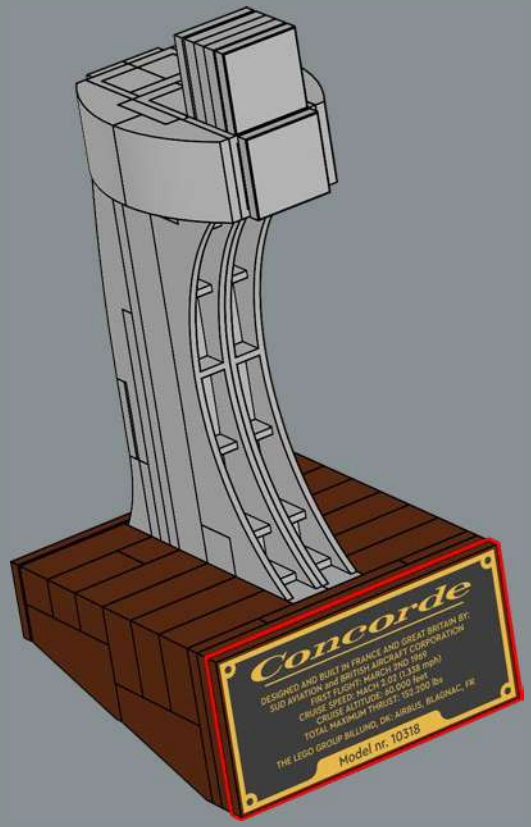


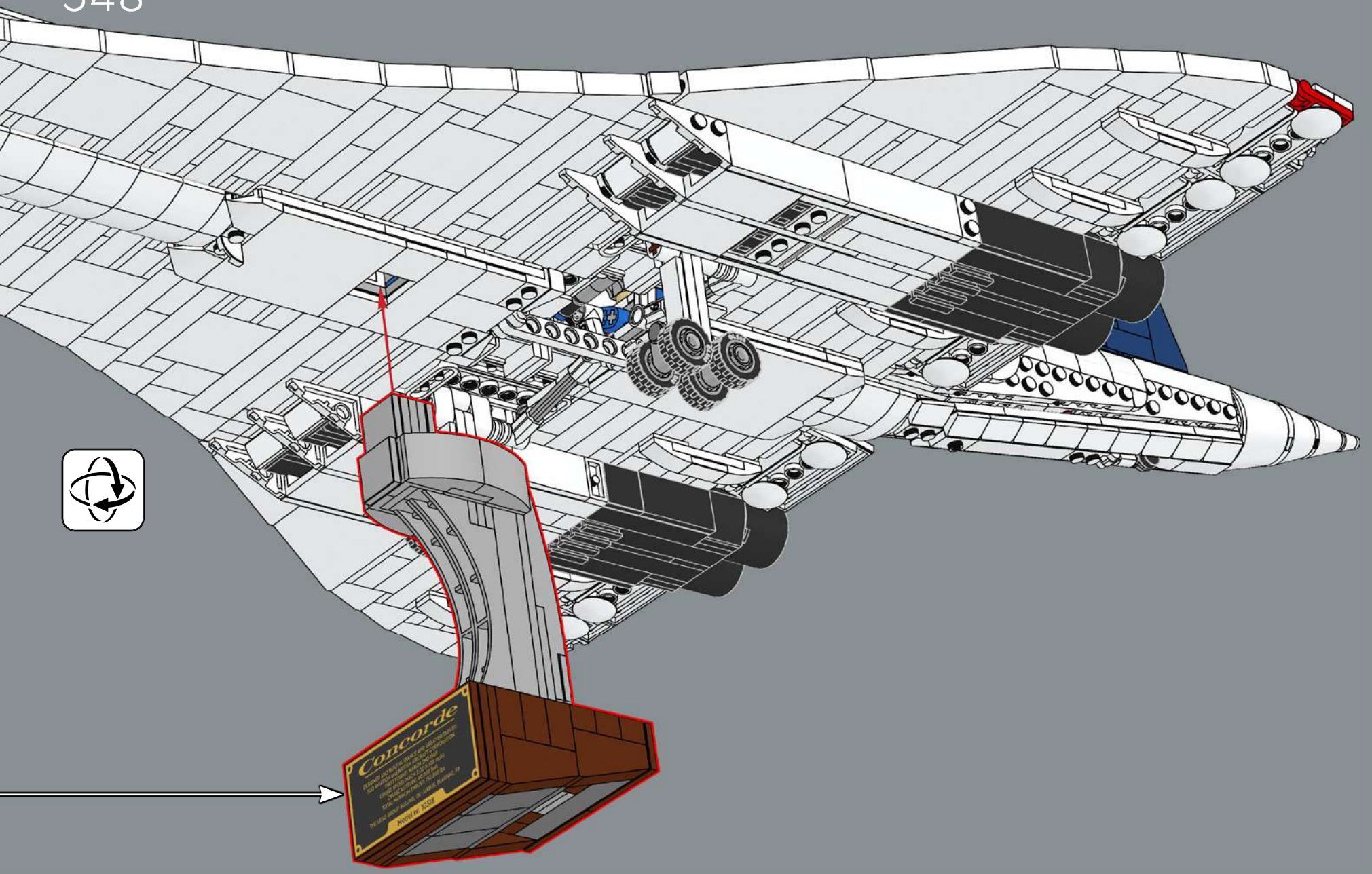



Concorde

1x

547

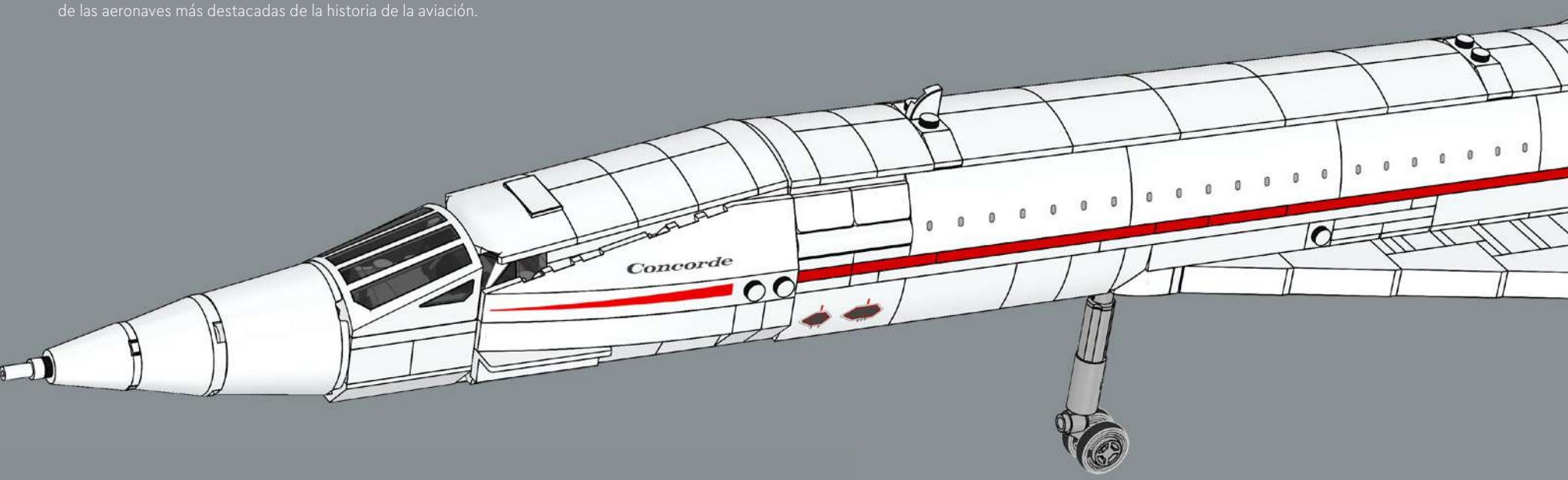

Concorde
DESIGNED AND BUILT IN FRANCE AND GREAT BRITAIN BY:
SUD AVIATION and BRITISH AIRCRAFT CORPORATION
FIRST FLIGHT: MARCH 2ND 1969
CRUISE SPEED: MACH 2.02 (1,338 mph)
CRUISE ALTITUDE: 60,000 feet
TOTAL MAXIMUM THRUST: 304,200 lbs
THE LEGO GROUP BILLUND, DK; AIRBUS, BLAGNAC, FR
Model nr. 10318

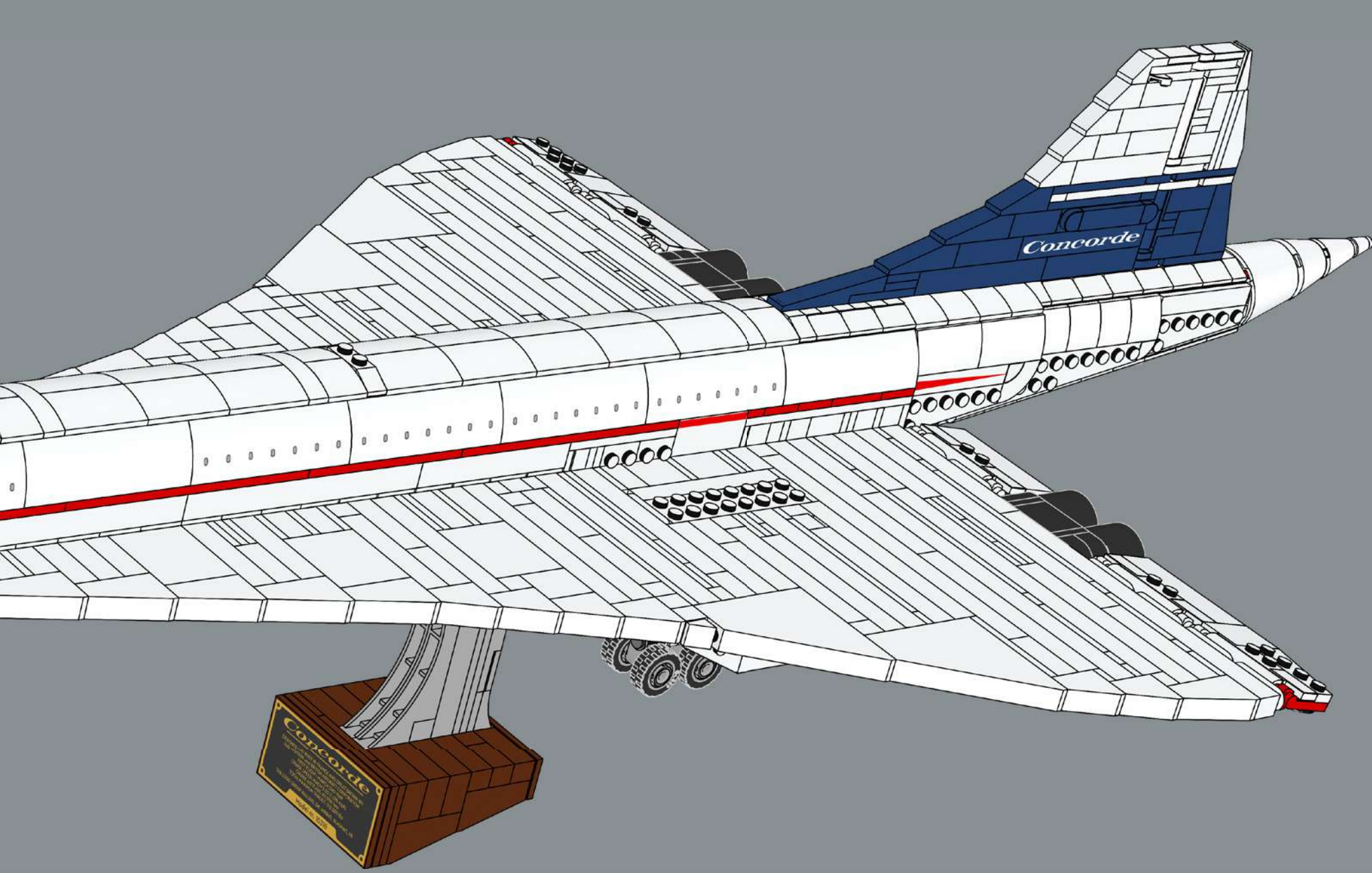

Concorde

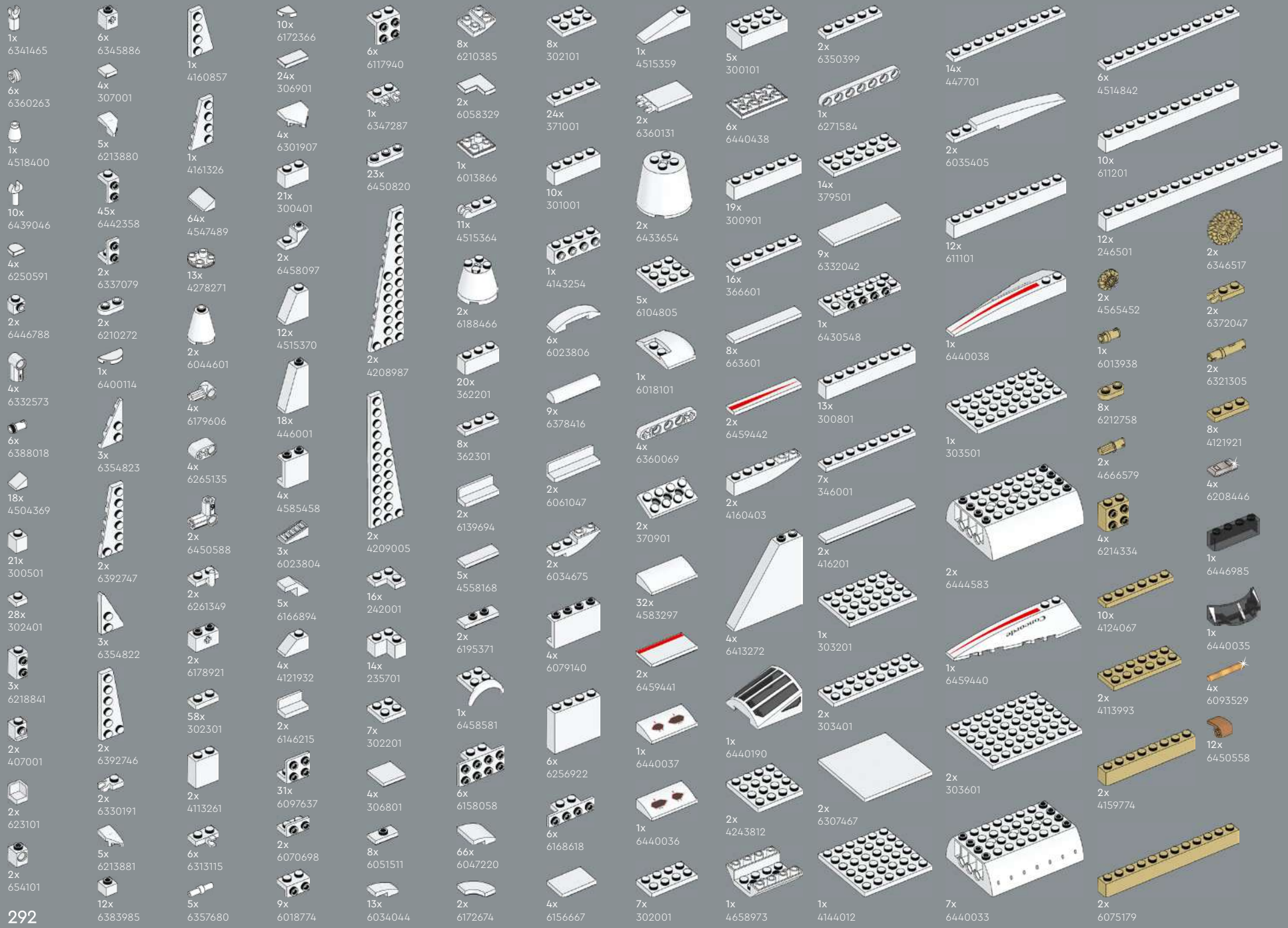
A partnership between Britain and France that produced one of the most remarkable aircraft in aviation history, 'Concorde' means 'agreement or harmony between people' in both English and French.

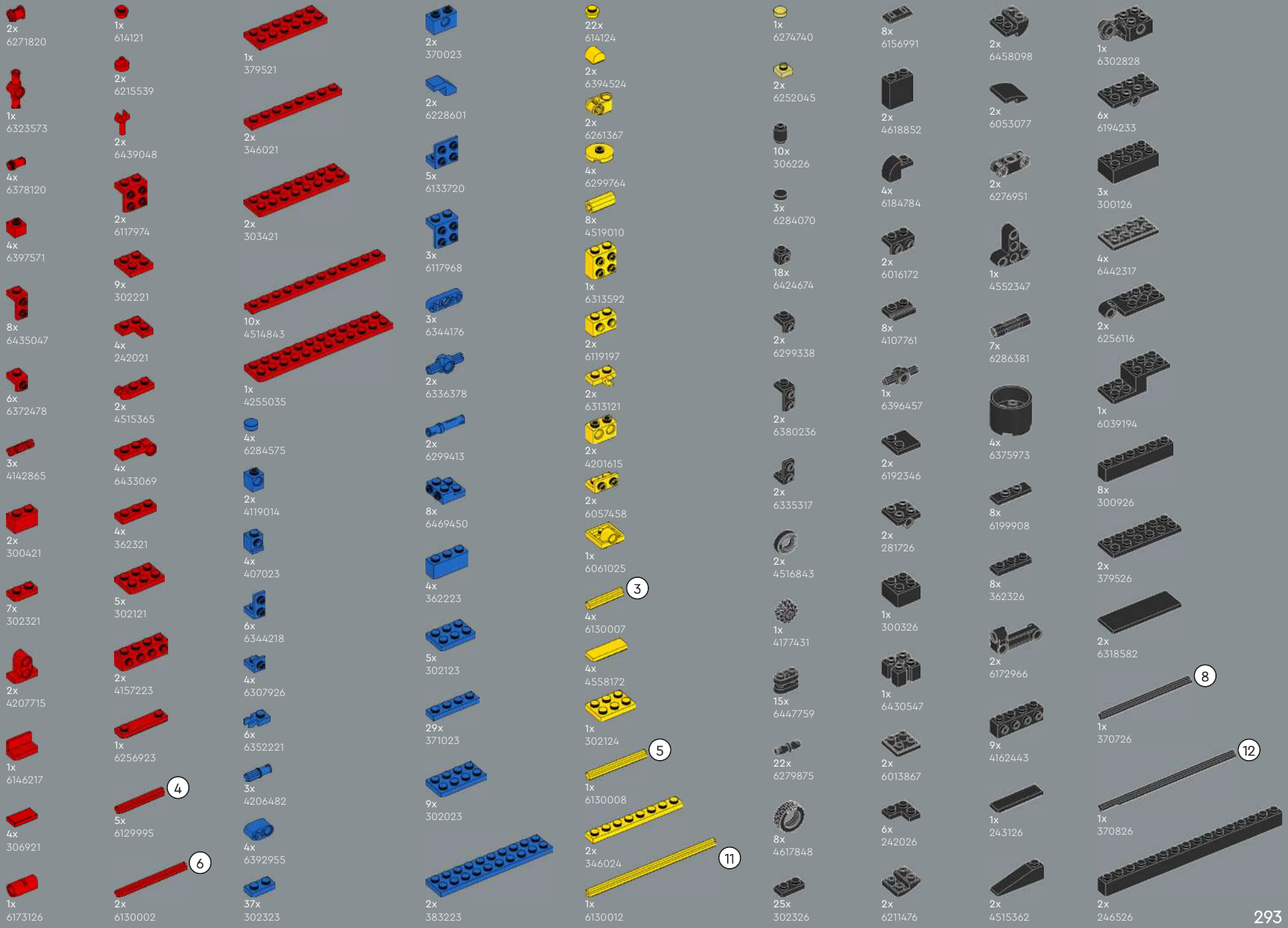
Fruit d'un partenariat entre la Grande-Bretagne et la France qui a donné naissance à l'un des avions les plus remarquables de l'histoire de l'aviation, « Concorde » doit son nom au mot signifiant « accord ou harmonie entre des personnes » en anglais et en français.

Concorde significa *acuerdo o armonía entre las personas* tanto en inglés como en francés, y es el nombre de la colaboración entre el Reino Unido y Francia que produjo una de las aeronaves más destacadas de la historia de la aviación.




Concorde
Concorde


1x 6341465
6x 6360263
1x 4518400
10x 6439046
4x 6250591
2x 6446788
4x 6332573
6x 6388018
18x 4504369
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3x 6218841
2x 407001
2x 623101
2x 654101
6x 6345886
4x 307001
5x 6213880
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2x 6337079
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2x 6392747
3x 6354822
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2x 6330191
5x 6213881
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64x 4547489
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4x 6179606
4x 6265135
2x 6450588
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58x 302301
2x 4113261
6x 6313115
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10x 6172366
24x 306901
4x 6301907
21x 300401
2x 6458097
12x 4515370
18x 446001
4x 4585458
3x 6023804
5x 6166894
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9x 6018774
6x 6117940
1x 6347287
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2x 4208987
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14x 235701
7x 302201
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2x 6188466
20x 362201
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1x 4211115
8 2x 4499858



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