



AIRBUS

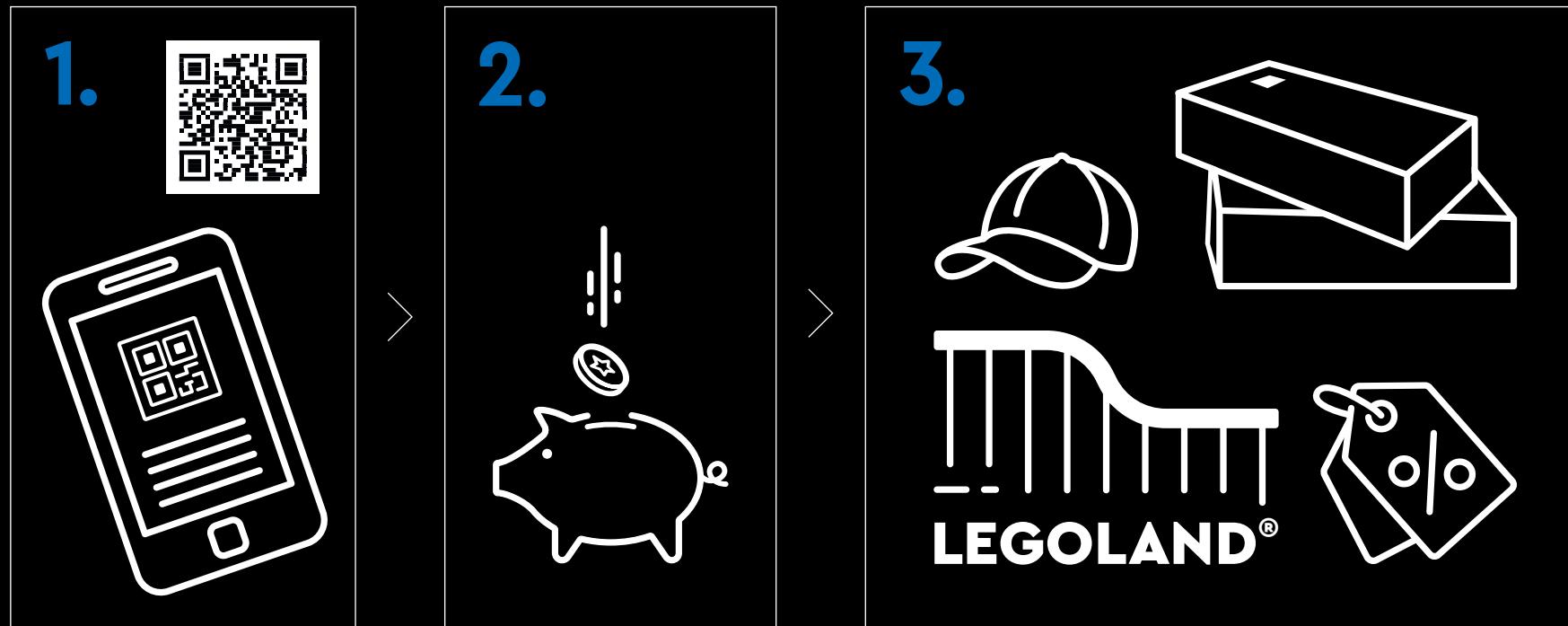




LEGO.com/sustainable-packaging

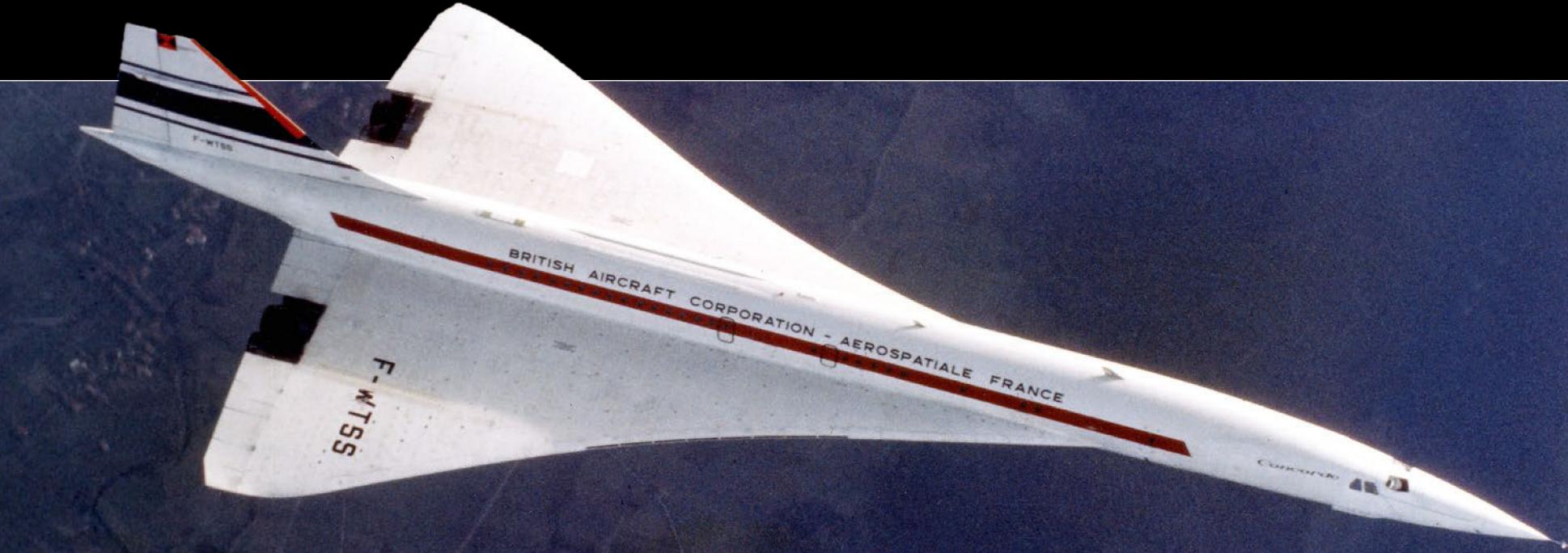


LEGO® VIP

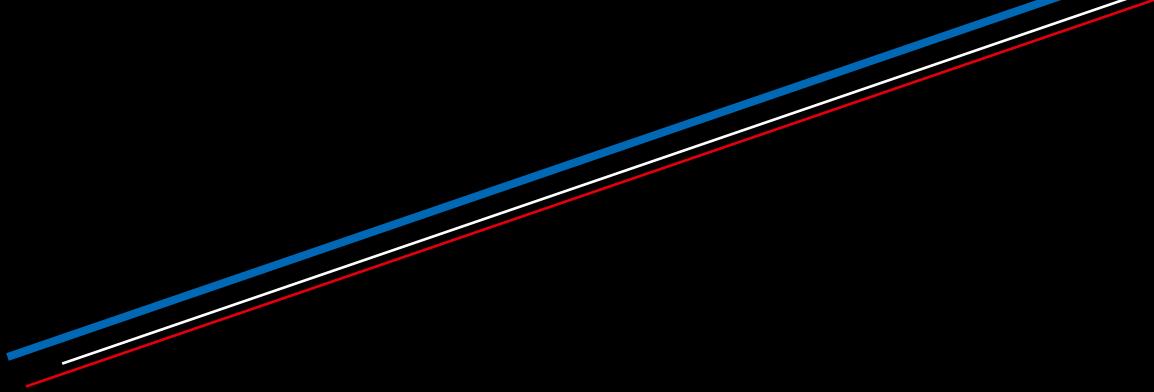


1. Sign up 2. Earn points for purchases 3. Redeem points for rewards, experiences, discounts & more | 1. Melde dich an 2. Sammle Punkte bei jedem Kauf 3. Löse die Punkte für Belohnungen, Erlebnisse, Rabatte und Ähnliches ein | 1. Inscrivez-vous 2. Gagnez des points lors de vos achats 3. Échangez vos points contre des récompenses, des expériences, des remises et bien plus encore | 1. Iscriviti 2. Guadagna punti con i tuoi acquisti 3. Riscatta punti per premi, esperienze, sconti e altro ancora | 1. Registrate 2. Gana puntos por tus compras 3. Canjea puntos por recompensas, experiencias, descuentos y mucho más | 1. Registe-se 2. Ganhe pontos em compras 3. Troque os pontos para prêmios, experiências, descontos e muito mais | 1. 注册 2. 购物赚积分 3. 用积分兑换奖励、体验、折扣等 | 1. Zarejestruj się 2. Zdobywaj punkty za zakupy 3. Wymieniaj punkty na rabaty, przygody i inne nagrody | 1. Zaregistrujte se 2. Sbírejte body za nákupy 3. Vyměňujte body za odmény, zážitky, slevy a spoustu dalšího | 1. Zaregistrujte sa 2. Získavajte body za nákupy 3. Uplatnite si body a získajte odmeny, rôzne zážitky, zľavy a ďalšie viac | 1. Regisztrálj 2. Szerezzen pontokat minden vásárlással 3. Váltsd be pontjaidat jutalmakra, élményekre, kedvezményekre és egyebekre | 1. Inscríe-te 2. Căstigă puncte pentru achiziții 3. Valorifică puncte pentru recompense, experiențe, reduceri și multe altele | 1. Регистрирайте се 2. Получавайте точки за покупки 3. Използвайте точките за награди, услуги, отстъпки и т.н. | 1. Registrejties 2. Pelni punktus par pirkumiem 3. Izmanto punktus, lai saņemtu balvas, izklaides iespējas, atlaides un daudz ko citu | 1. Registreeru 2. Teeni ostude eest punkte 3. Lunasta punktide eest preemiad, elamused, allahindlused ja muu | 1. Užsiregistruokite 2. Pelnkyite tašķu uz pirkinius 3. Panaudokite tašķus atlygiui, funkcijoms, nuolaidoms ir ne tik





BENVENUTI A BORDO
DEL CONCORDE



Leonardo Da Vinci disegnò la sua famosa macchina volante nel 1487, ma ci sarebbero voluti altri 400 anni prima dell'avvento dell'era del volo motorizzato all'inizio del 1900. Da allora, la tecnologia aeronautica ha raggiunto nuove vette e, in ogni nuovo decennio, abbiamo assistito a progressi monumentali nel settore. Uno dei progressi più significativi è sicuramente l'impareggiabile Concorde, il primo aereo commerciale supersonico al mondo.

Il primo prototipo di Concorde ha completato con successo un volo di prova con partenza da Tolosa, in Francia, il 2 marzo 1969: pochi mesi prima del primo sbarco sulla Luna con equipaggio e appena 60 anni dopo l'attraversamento della Manica di Louis Blériot in una delle prime grandi imprese dell'aviazione di sempre. I viaggi commerciali per passeggeri a velocità supersonica (fino a Mach 2, il doppio della velocità del suono), vicino ai confini dello spazio, erano ora possibili e sarebbero presto diventati accessibili in tutto il mondo.

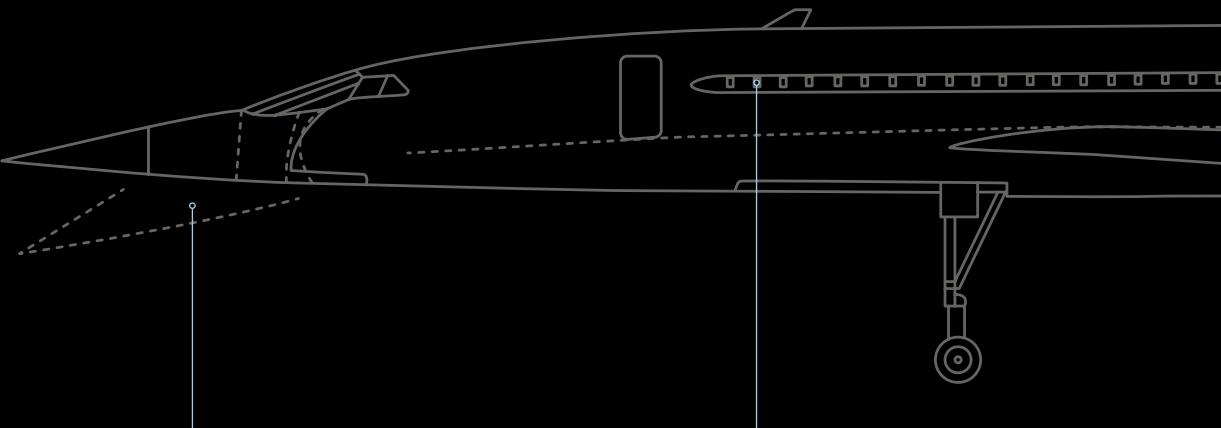
Sviluppato prima che la tecnologia informatica rendesse possibile il rendering dei progetti in 3D, l'innovativo design e le caratteristiche meccaniche del Concorde sono stati calcolati, testati e perfezionati da ingegneri visionari, che rappresentavano il culmine delle conoscenze tecnologiche e dell'esperienza aeronautica. Il 21 gennaio 1976, i primi due Concorde commerciali decollarono simultaneamente da Parigi e Londra, segnando una tappa storica in una forte e collaborativa avventura pilotata dai governi britannico e francese.

Il 24 ottobre 2003, l'ultimo volo del Concorde partì da New York, attraversando l'Atlantico un'ultima volta prima di andare ufficialmente in pensione il 26 novembre dello stesso anno. Con i suoi 27 anni di servizio, il Concorde ha aperto la strada a un futuro dell'aviazione che possiamo solo immaginare.

DUE NAZIONI, UNA VISIONE

FR
UK

Con l'avvento della tecnologia che permetteva agli aerei di dimezzare i tempi di volo, la visione condivisa di un viaggio supersonico per passeggeri prese vita grazie a un accordo firmato tra i governi francese e britannico all'inizio degli anni Sessanta. La progettazione, la produzione e l'assemblaggio furono condivisi tra la British Aircraft Corporation del Regno Unito e la francese Sud Aviation (predecessore di Airbus). La progettazione e lo sviluppo dei motori furono affidati a Snecma e Rolls Royce. Il programma Concorde affermò definitivamente l'ingegneria aeronautica europea come un'industria all'avanguardia. Molte delle novità introdotte sul Concorde sono state poi riutilizzate negli aerei commerciali, per esempio le famiglie A300 e A320, e sono diventate standard del settore.

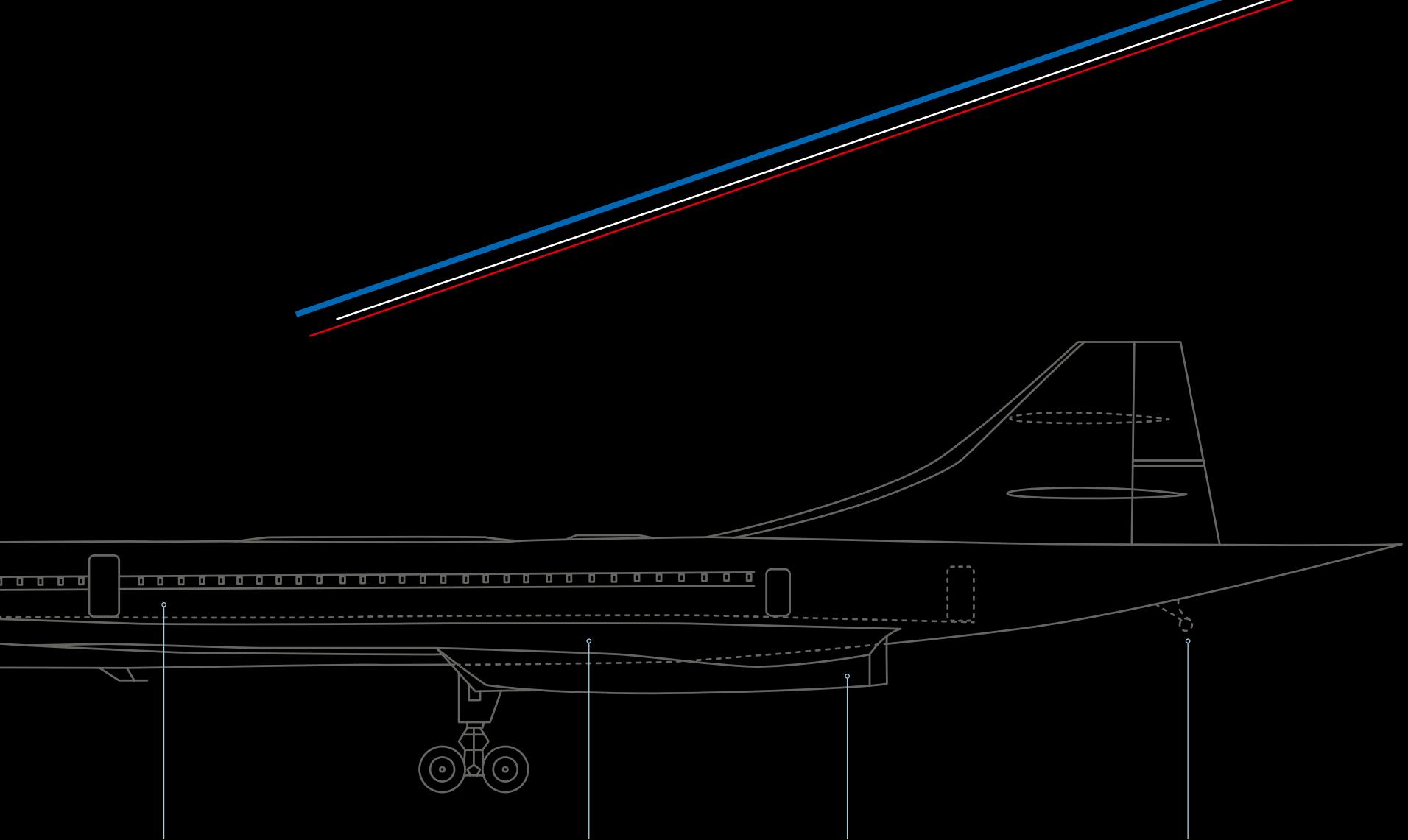


MUSO AD ASSETTO VARIABILE

L'abbassamento del muso e della visiera consente ai piloti di vedere la pista durante l'atterraggio. L'angolo di inclinazione massimo è di 12,5 gradi.

FINESTRINI

Aria secca e fresca viene fatta circolare tra i vetri dei finestrini per evitare che il calore estremo generato all'esterno dell'aereo raggiunga l'interno.



CABINE PASSEGGERI

I passeggeri occupano 40 posti nella cabina di prua e 60 posti nella cabina di coda.

ALI

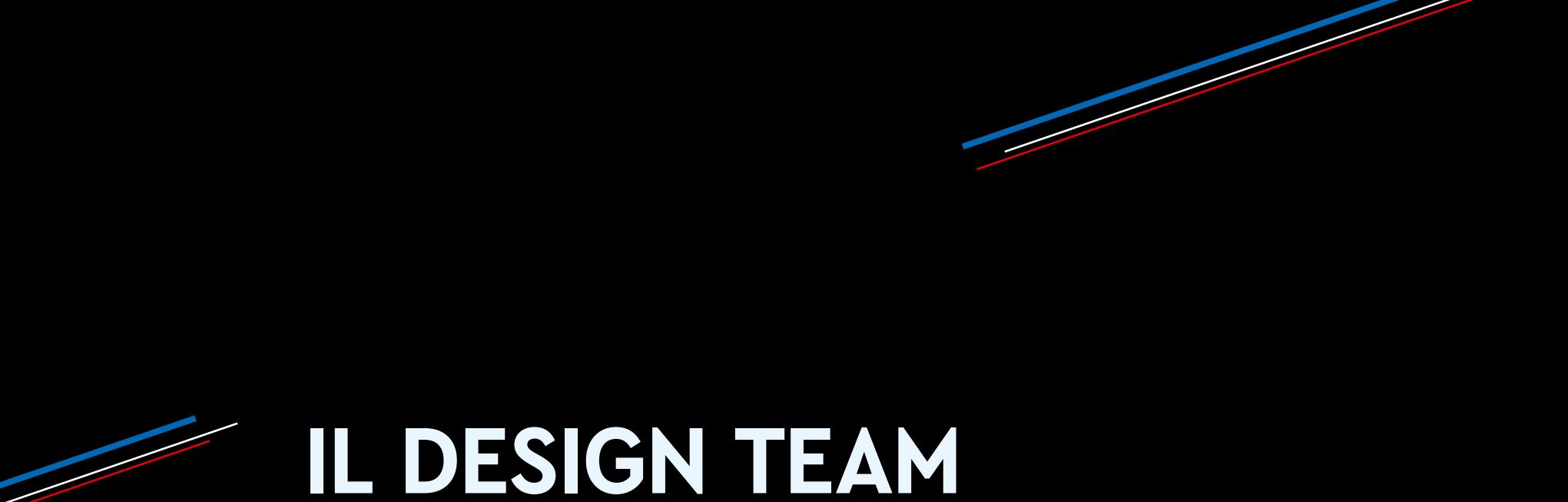
Le ali a delta ogivale, dalla forma unica, sono essenziali per creare portanza in fase di decollo e limitare la resistenza in volo.

MOTORI

I postbruciatori consentono ai motori di avere un 20% di potenza in più per il decollo e l'accelerazione alla massima velocità.

CARRELLO DI ATERRAGGIO POSTERIORE

Le ruote di atterraggio supplementari in coda consentono di gestire l'elevato angolo di attacco durante il decollo e l'atterraggio.



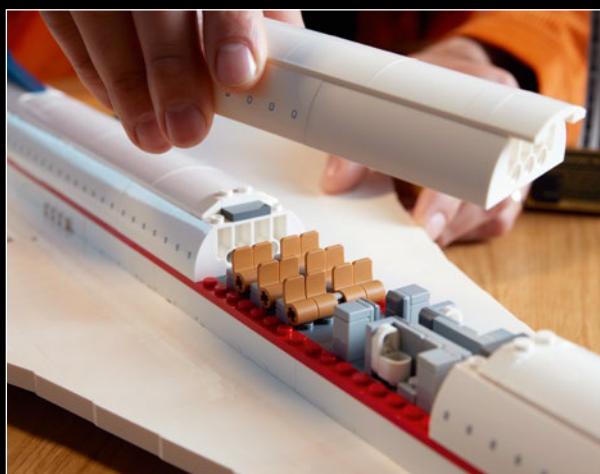
IL DESIGN TEAM



"Le linee slanciate e le superfici fluide necessarie per superare senza sforzo la barriera del suono hanno fatto sì che il Concorde entrasse e rimanesse nei libri di storia, non solo come un aereo straordinario, ma anche come un'indiscussa icona del design. Queste stesse superfici, tuttavia, hanno rappresentato una vera sfida nel tradurre il progetto in mattoncini LEGO®! La realizzazione di una forma così particolare, insieme ai meccanismi per i carrelli di atterraggio e all'iconico muso ad assetto variabile nella stretta fusoliera, ci ha costretto a ripensare il modo in cui costruiamo gli aerei LEGO. Ma il Concorde era più di un semplice aereo. Una straordinaria collaborazione tra nazioni, che ha rappresentato ottimismo e visione per il futuro, e ci ha mostrato cosa possiamo ottenere quando scegliamo di lavorare insieme".

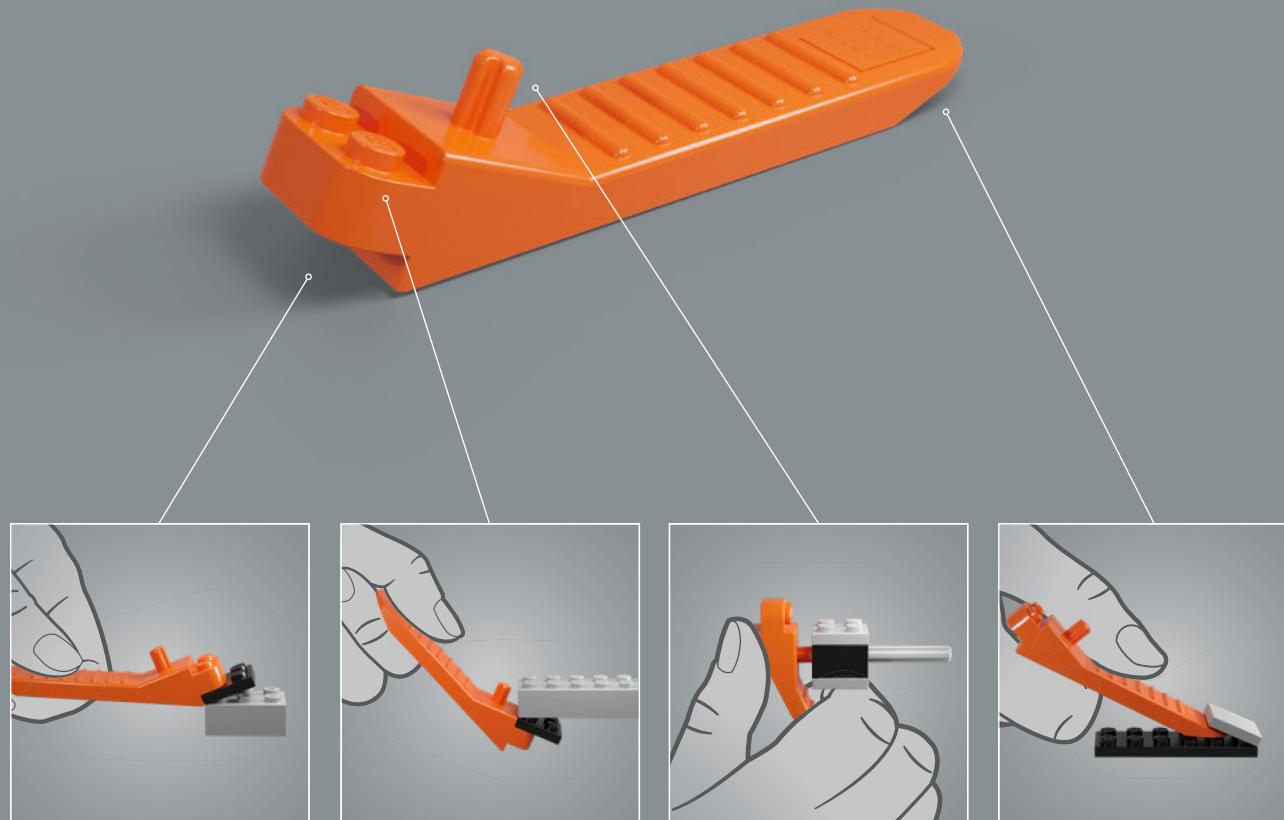
Milan Madge, LEGO® Senior Designer

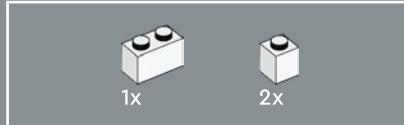
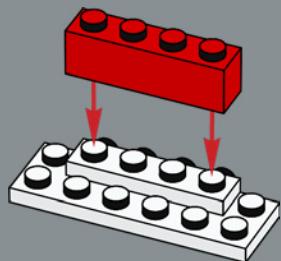
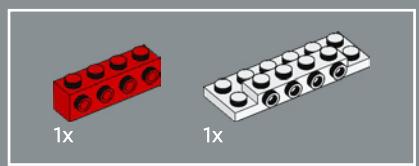
*Il nome **Concorde** rappresenta l'armonia nel design, nell'esperienza dei passeggeri e nella collaborazione tra le nazioni.*



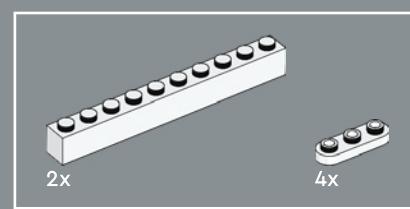
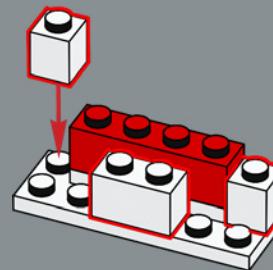
II LEGO® Icons
Design Team



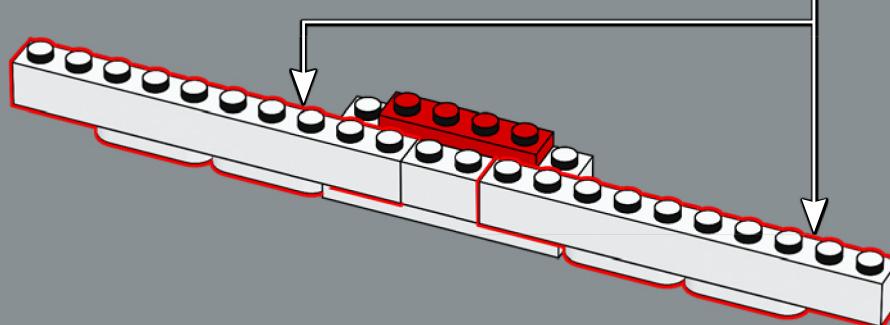
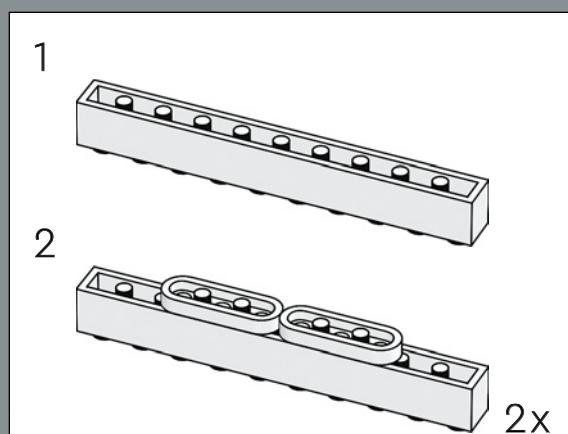


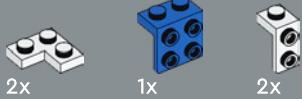


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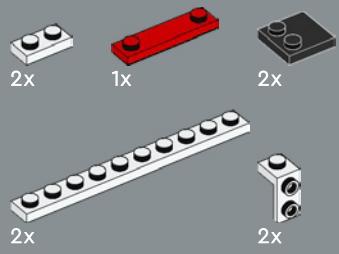
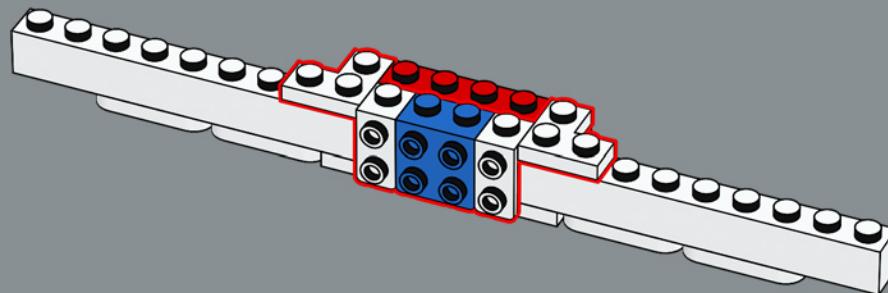


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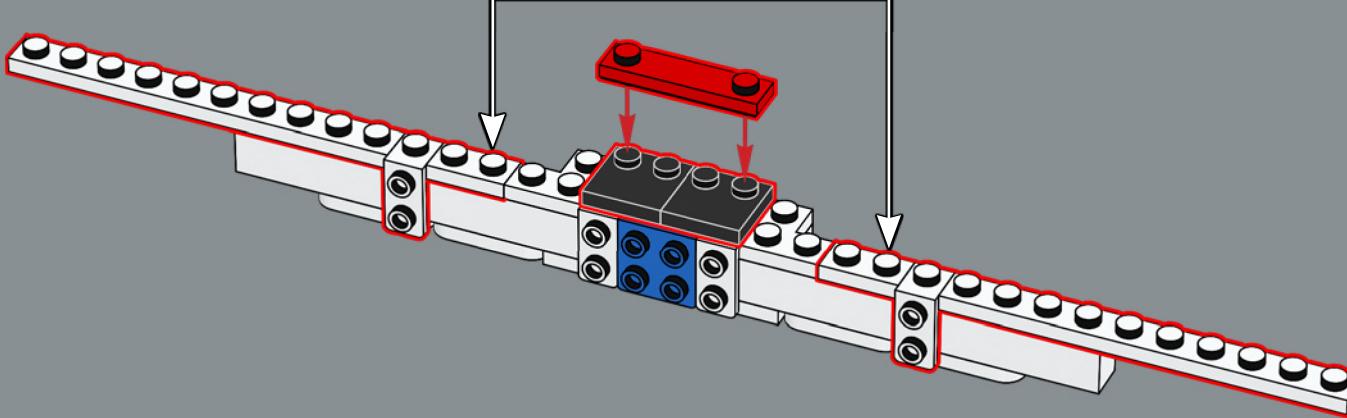


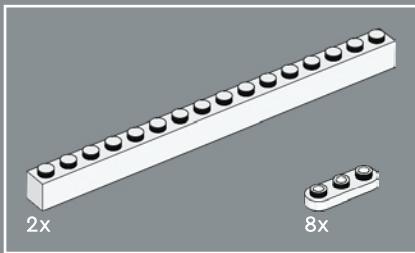


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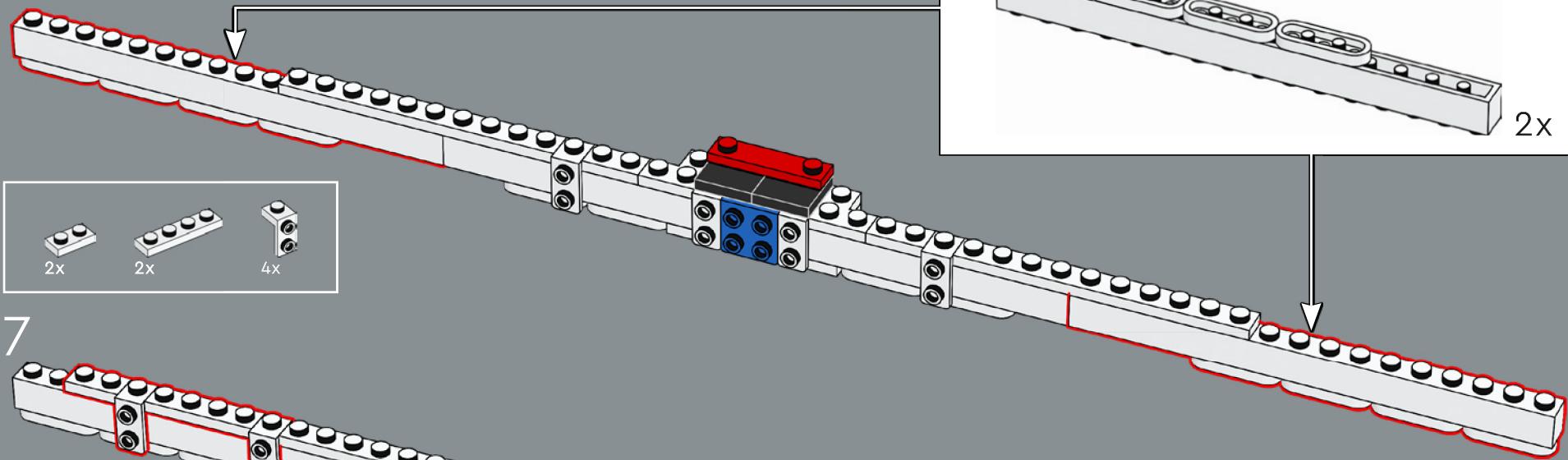


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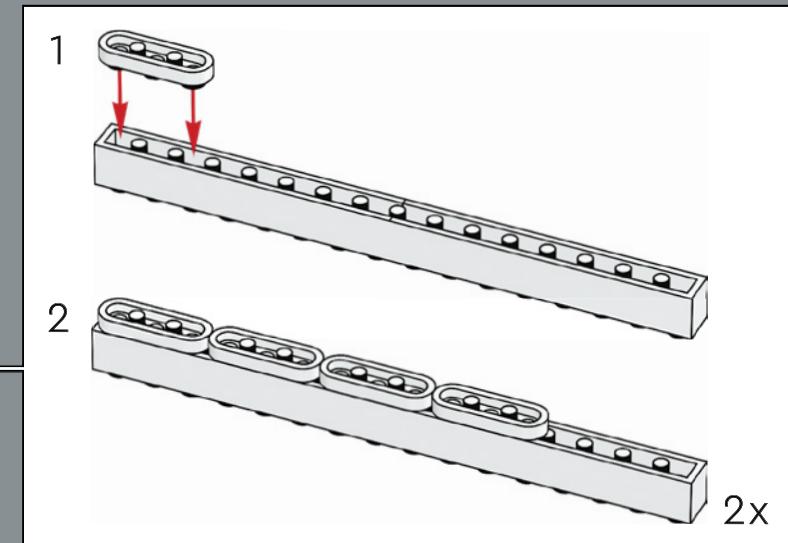
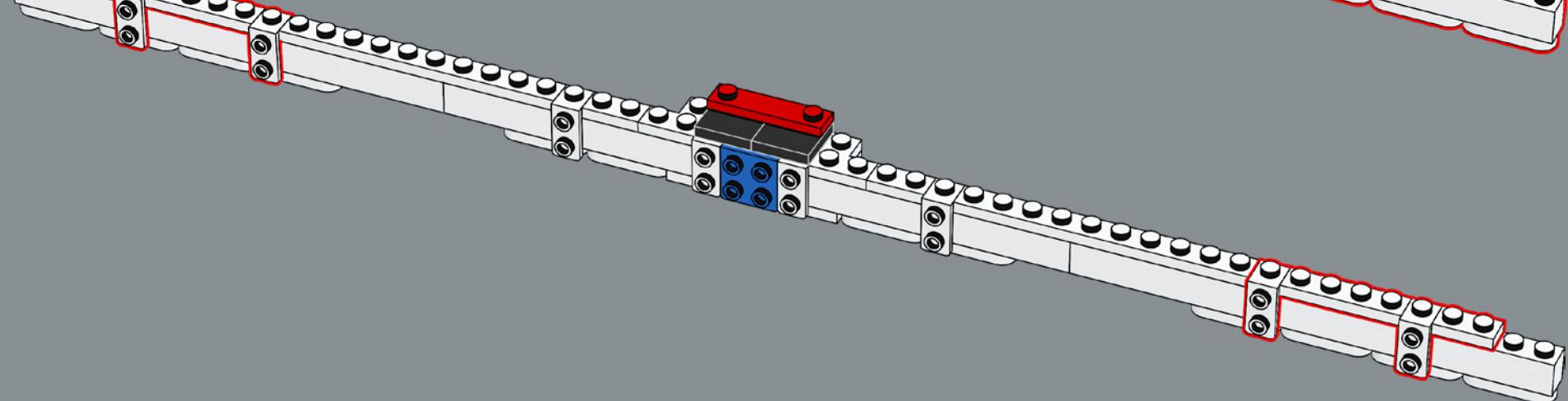




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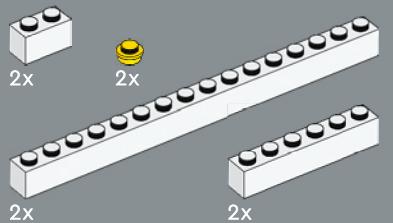


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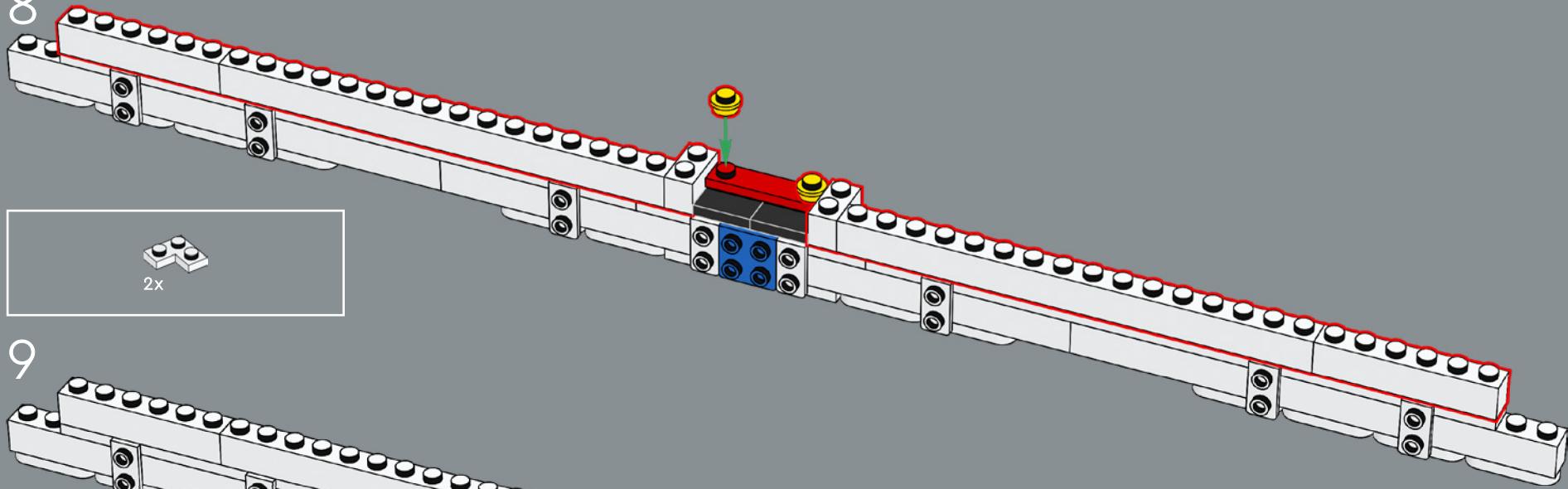




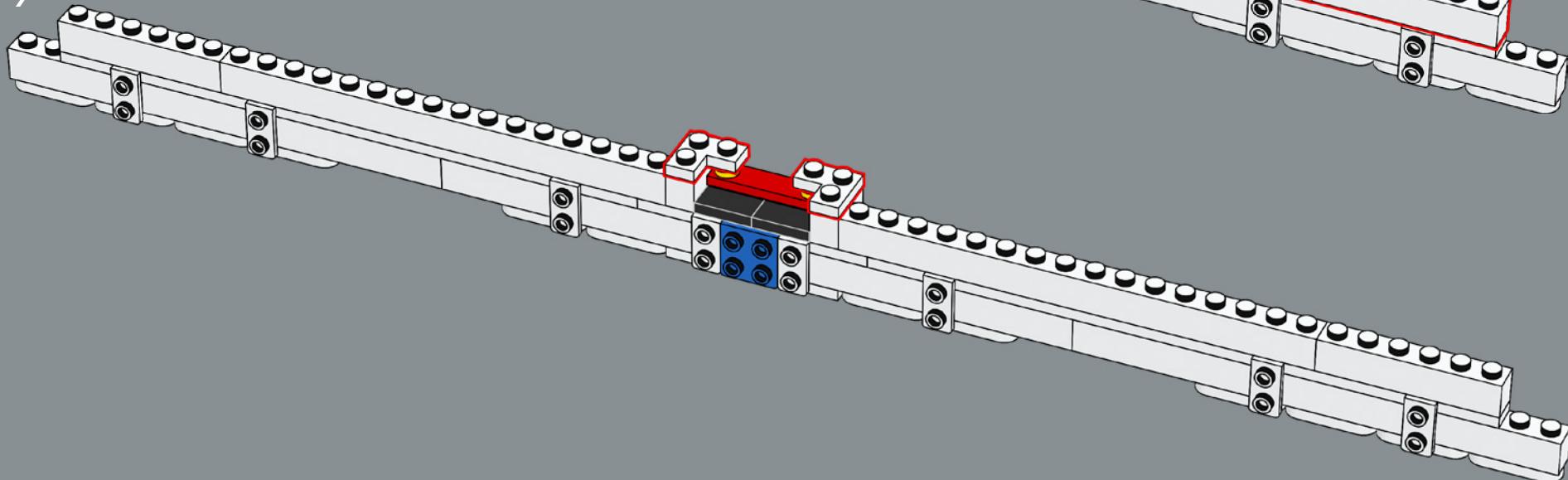
In che direzione stiamo costruendo? Costruire l'intera ala del Concorde LEGO® lateralmente ci ha permesso di renderla più sottile e leggera e di catturare l'iconica ala a delta.



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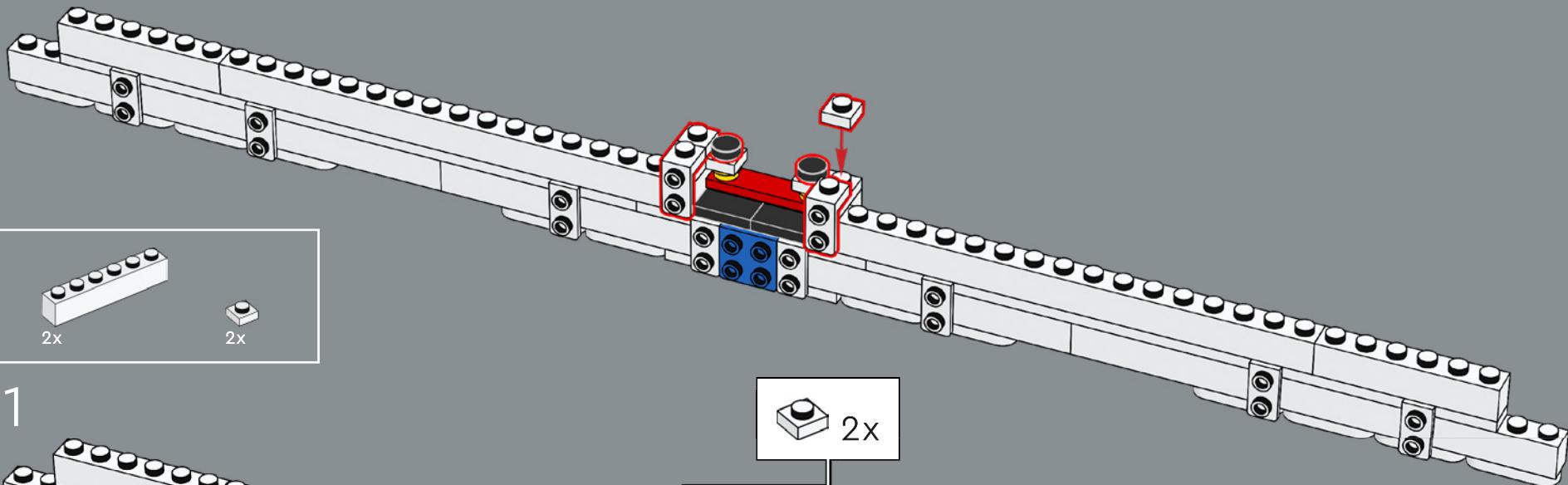


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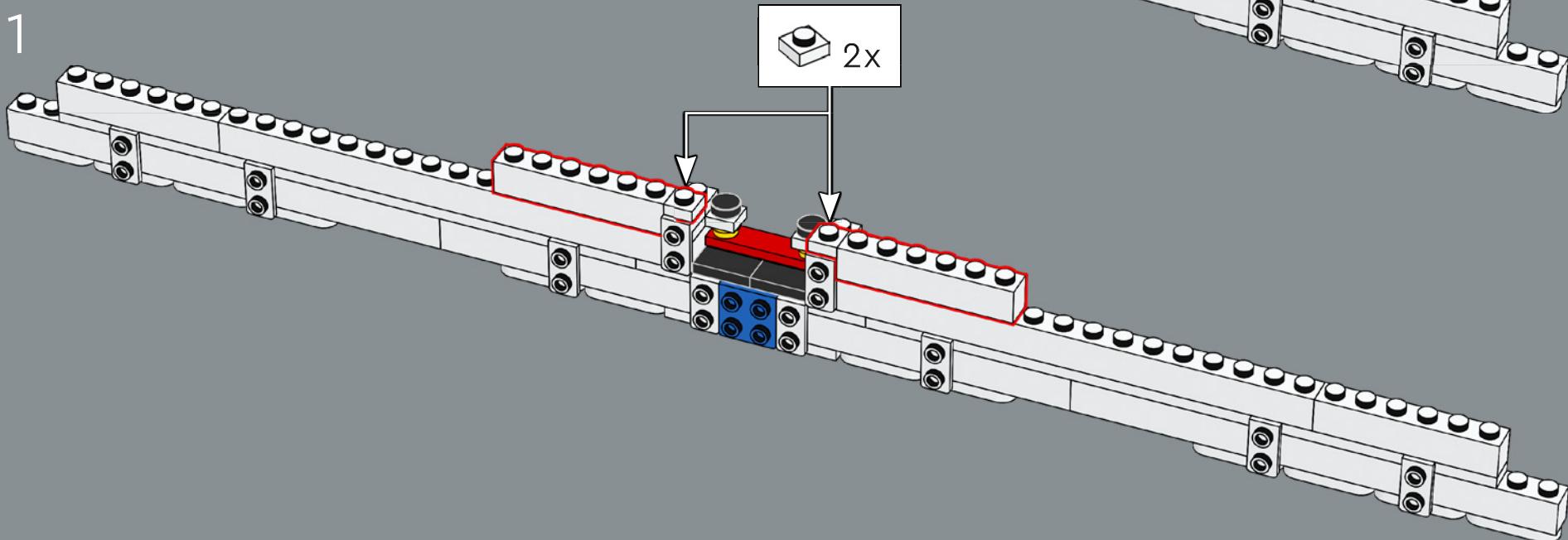


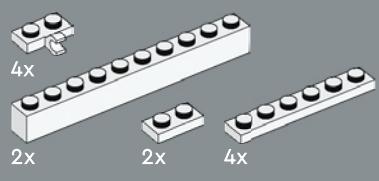


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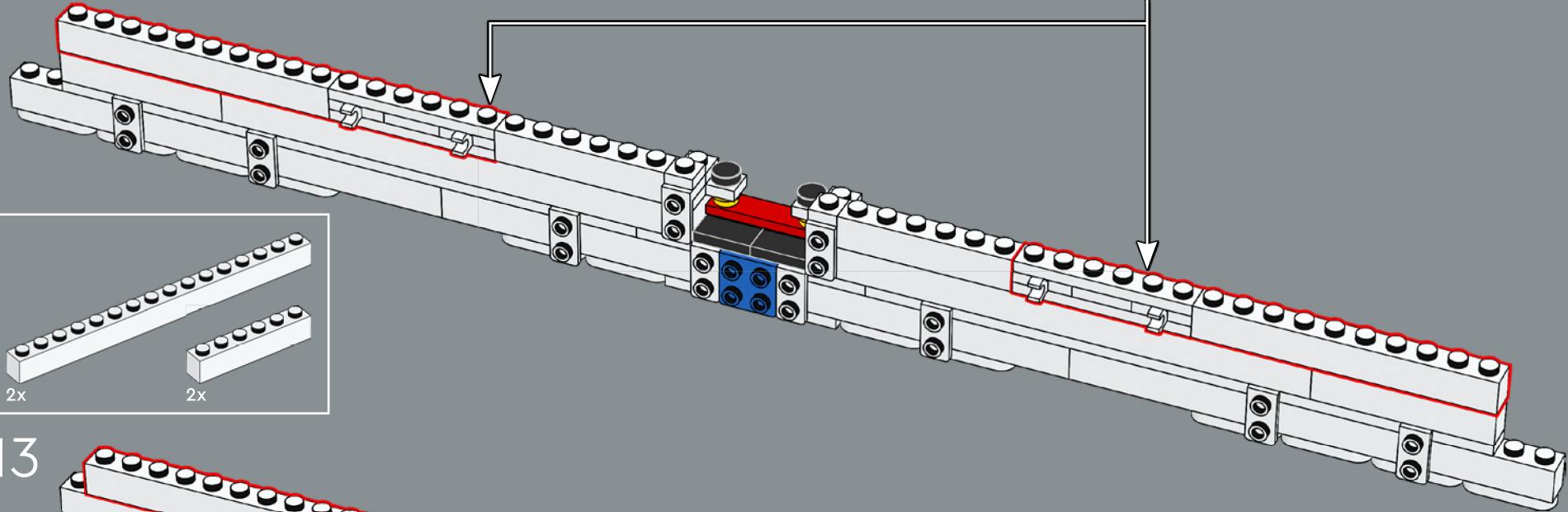
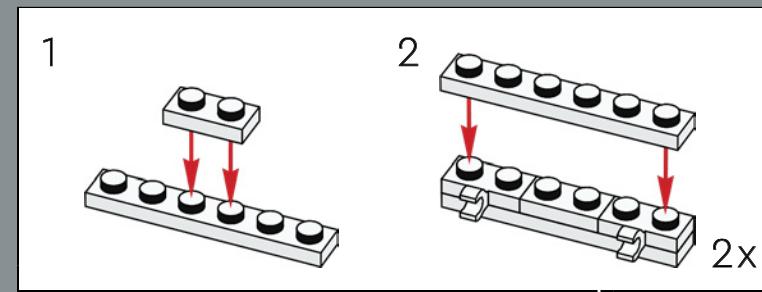


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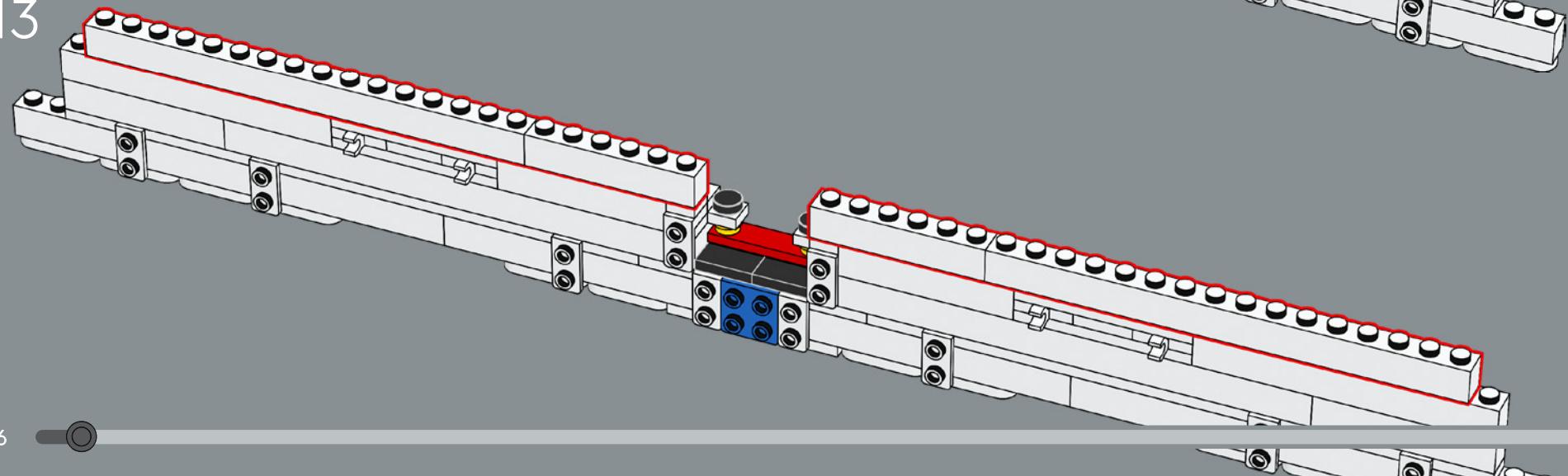


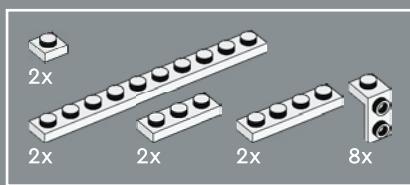


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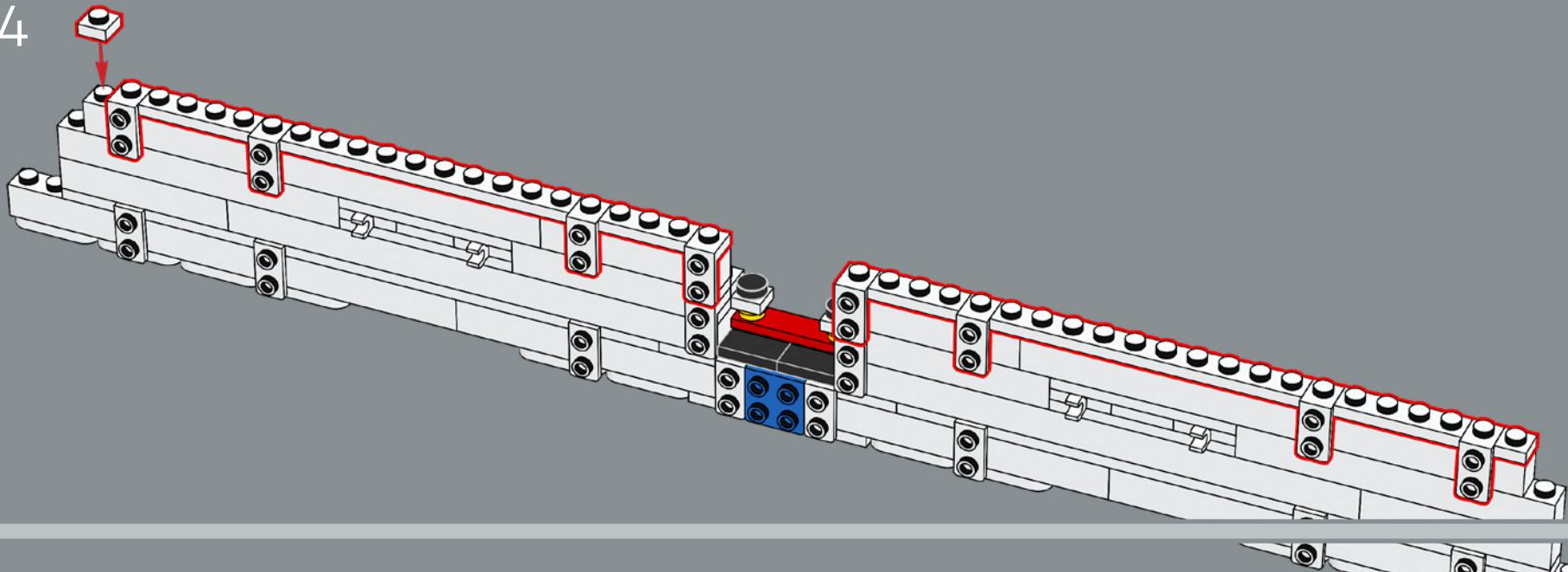


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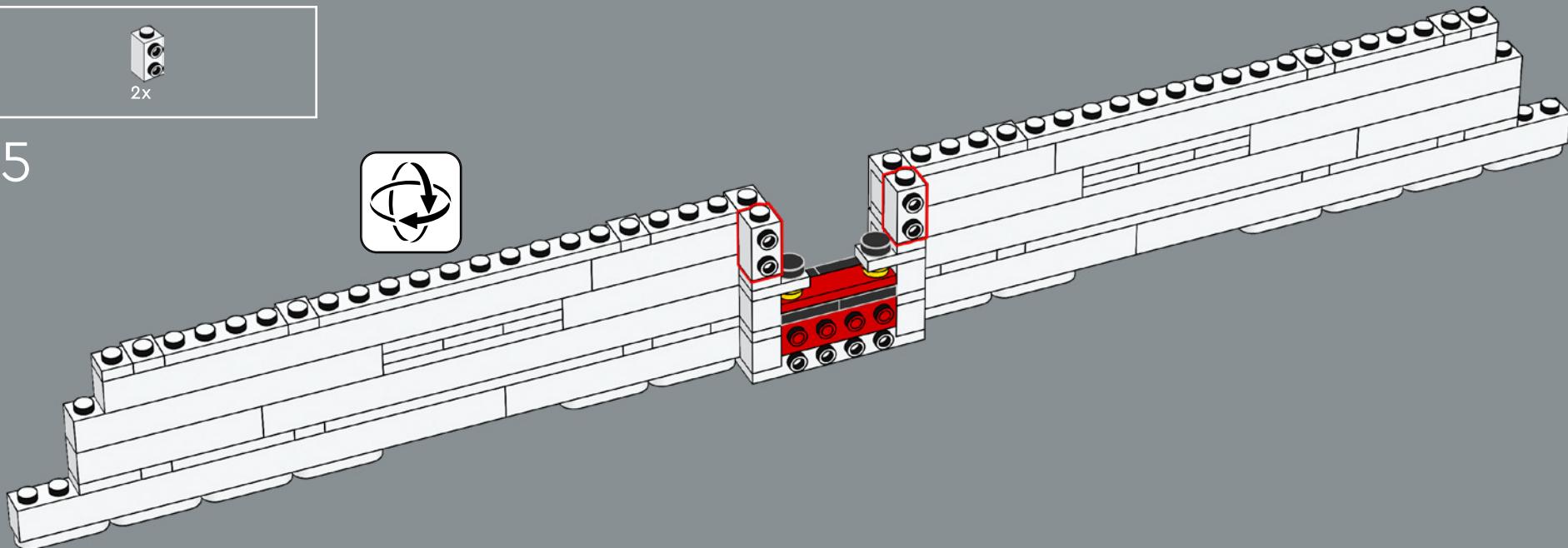
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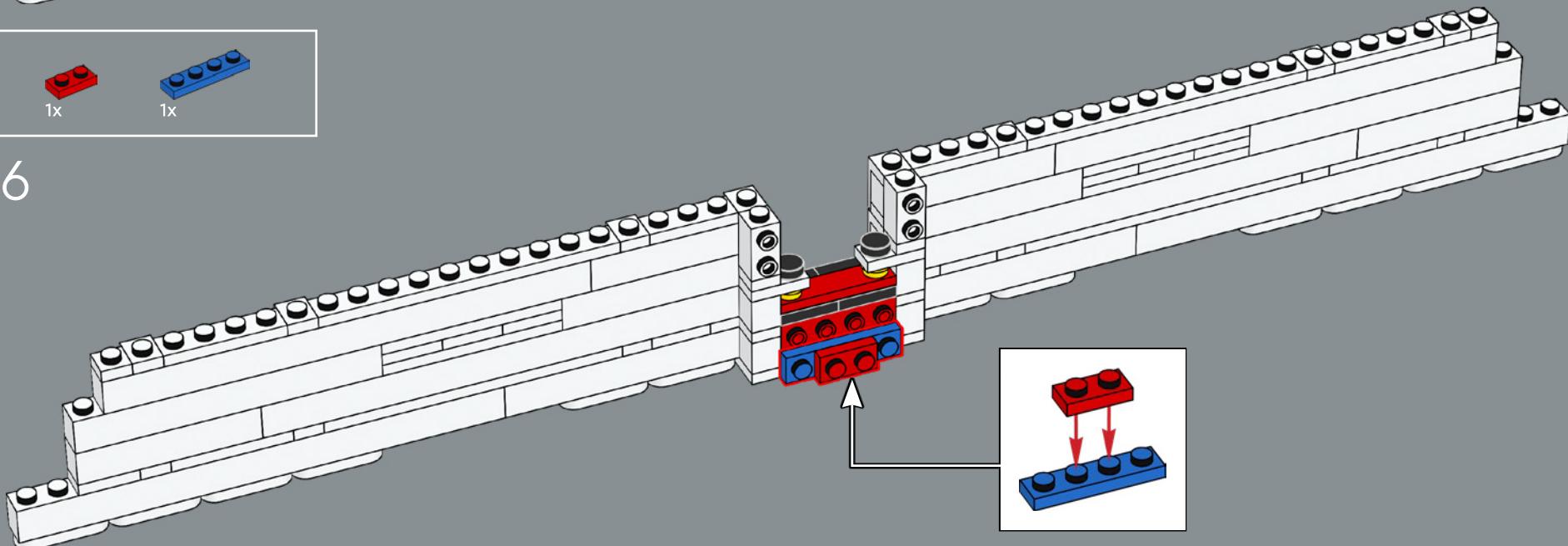


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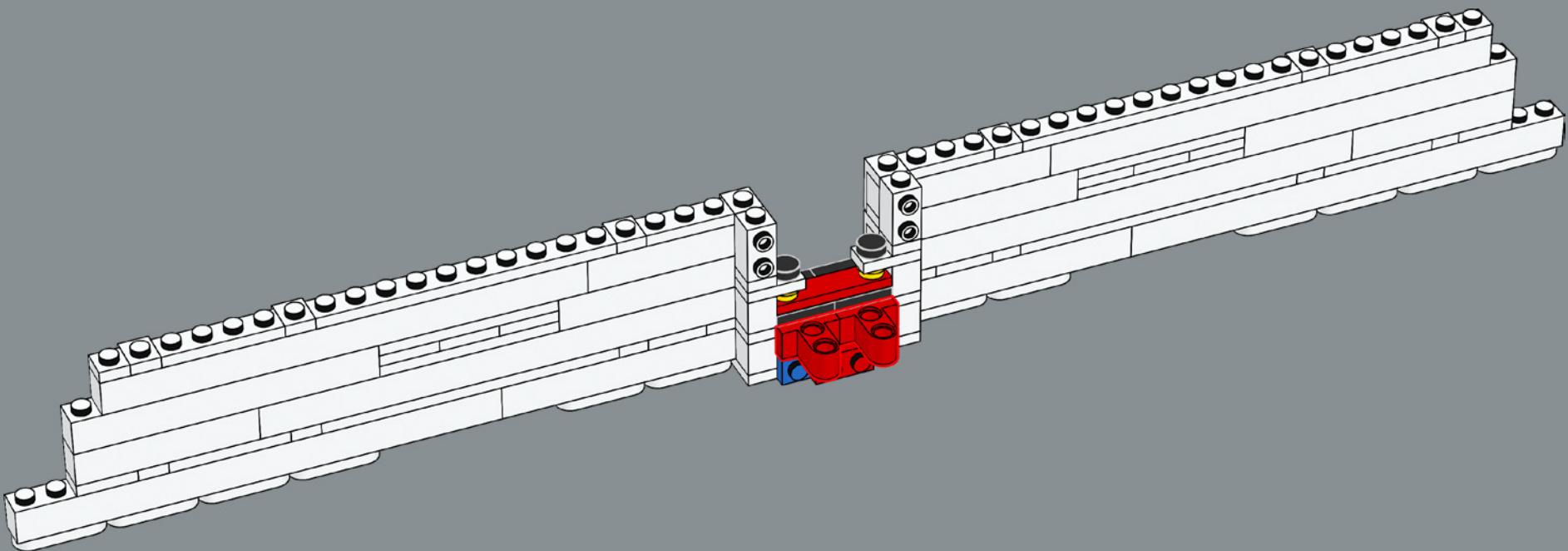
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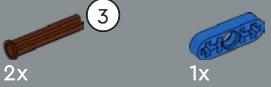
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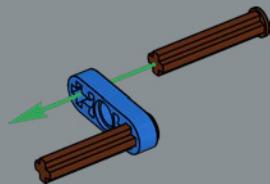




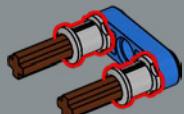
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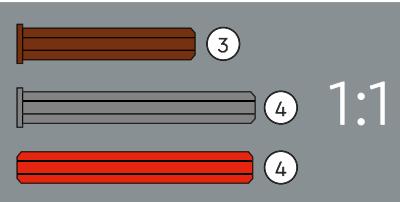
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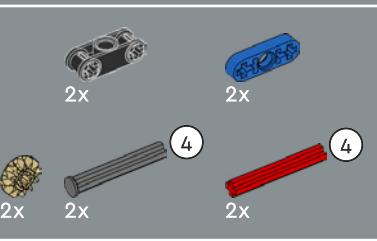
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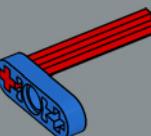


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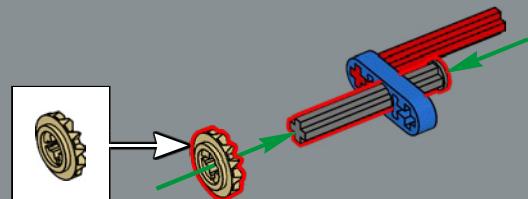


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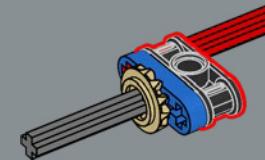
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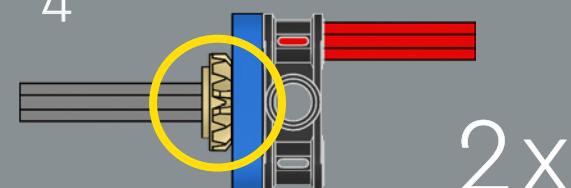
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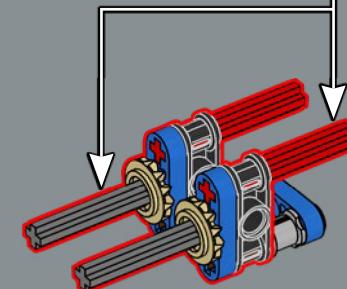
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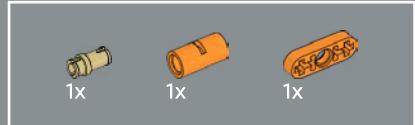


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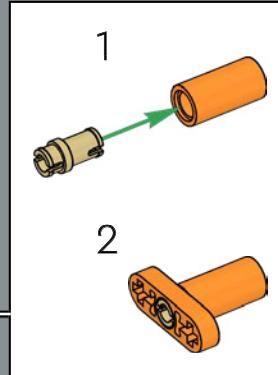
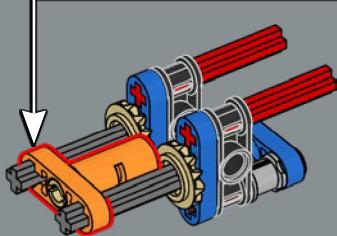


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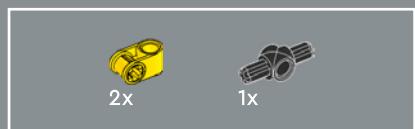
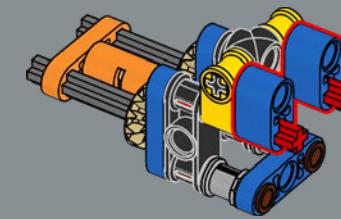




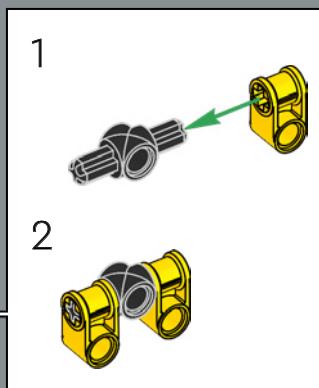
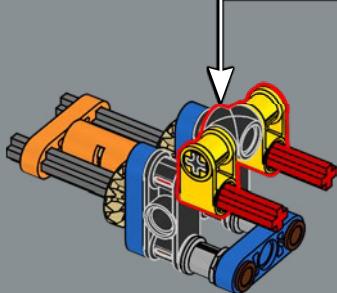
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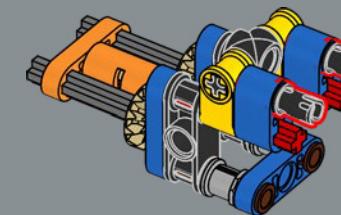
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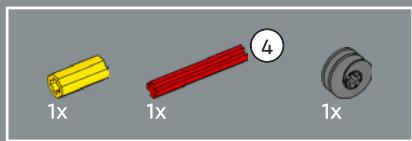
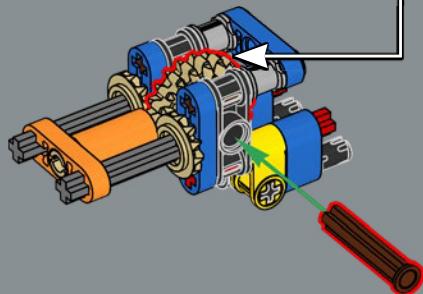


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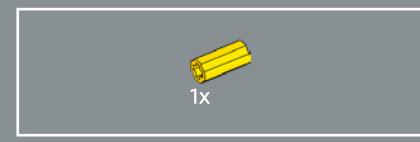
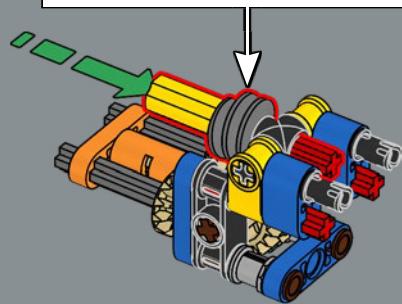
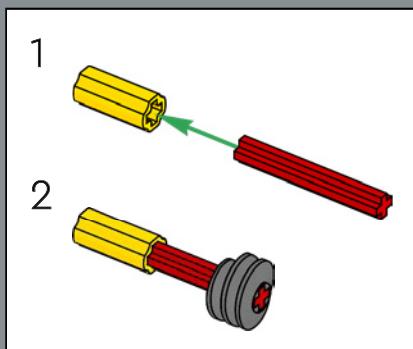




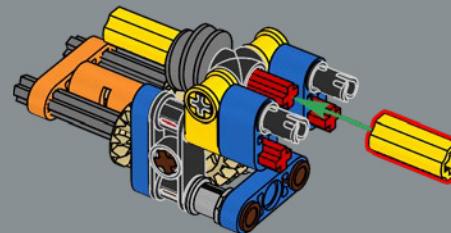
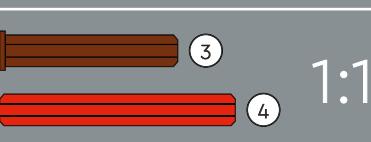
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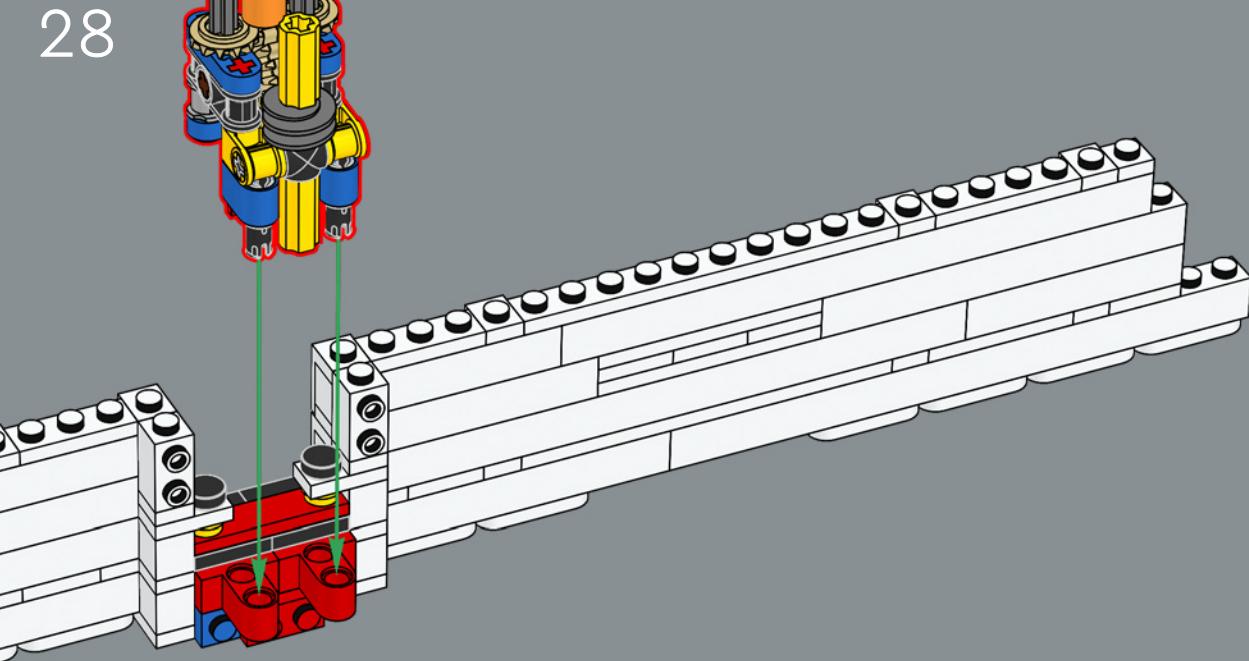
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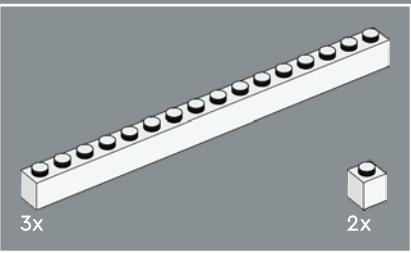


27

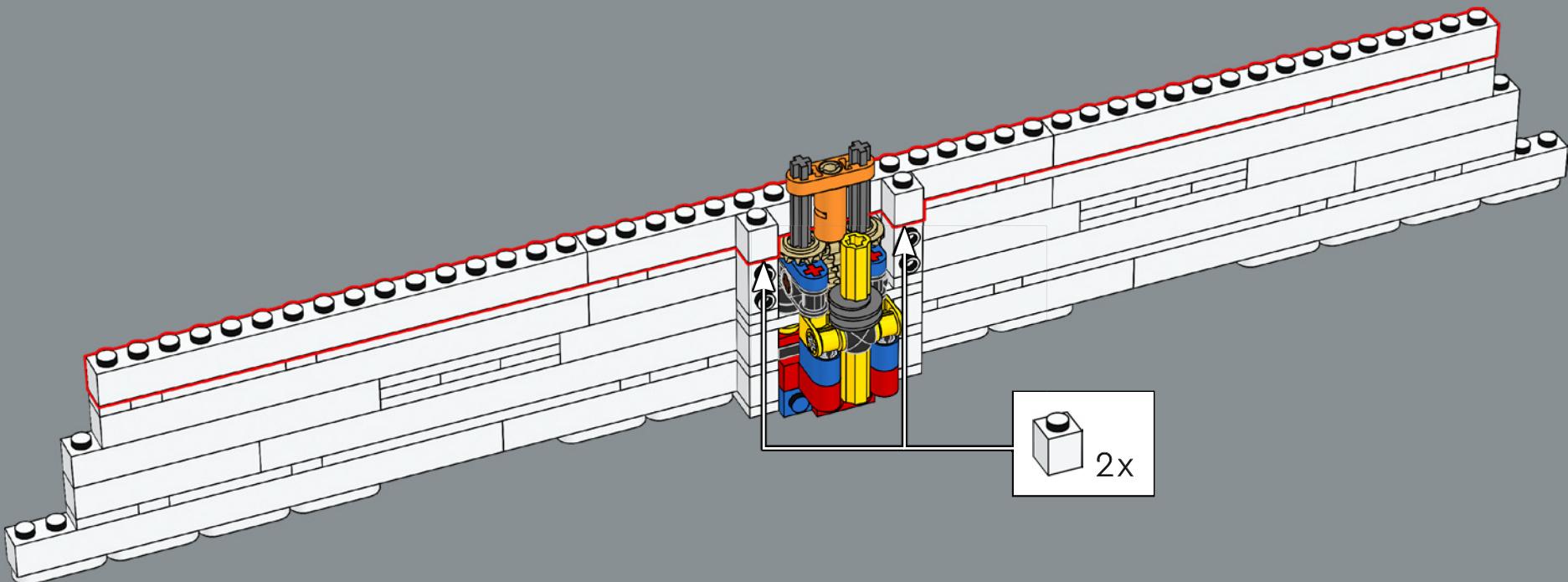


28





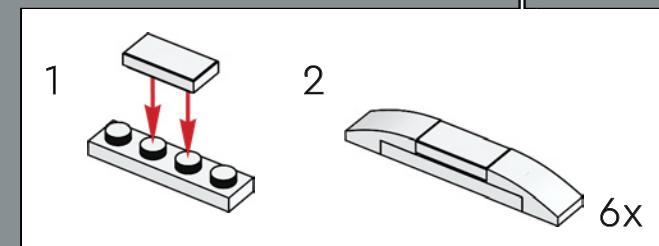
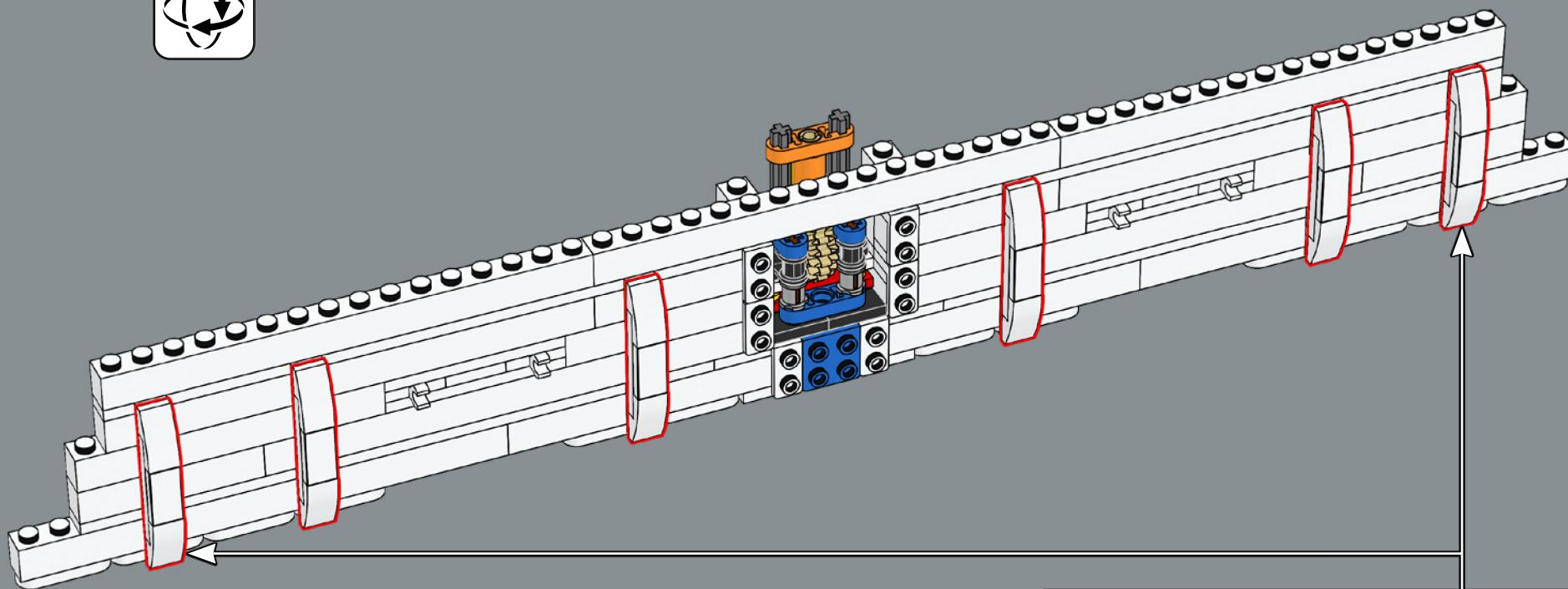
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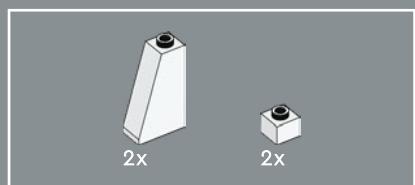




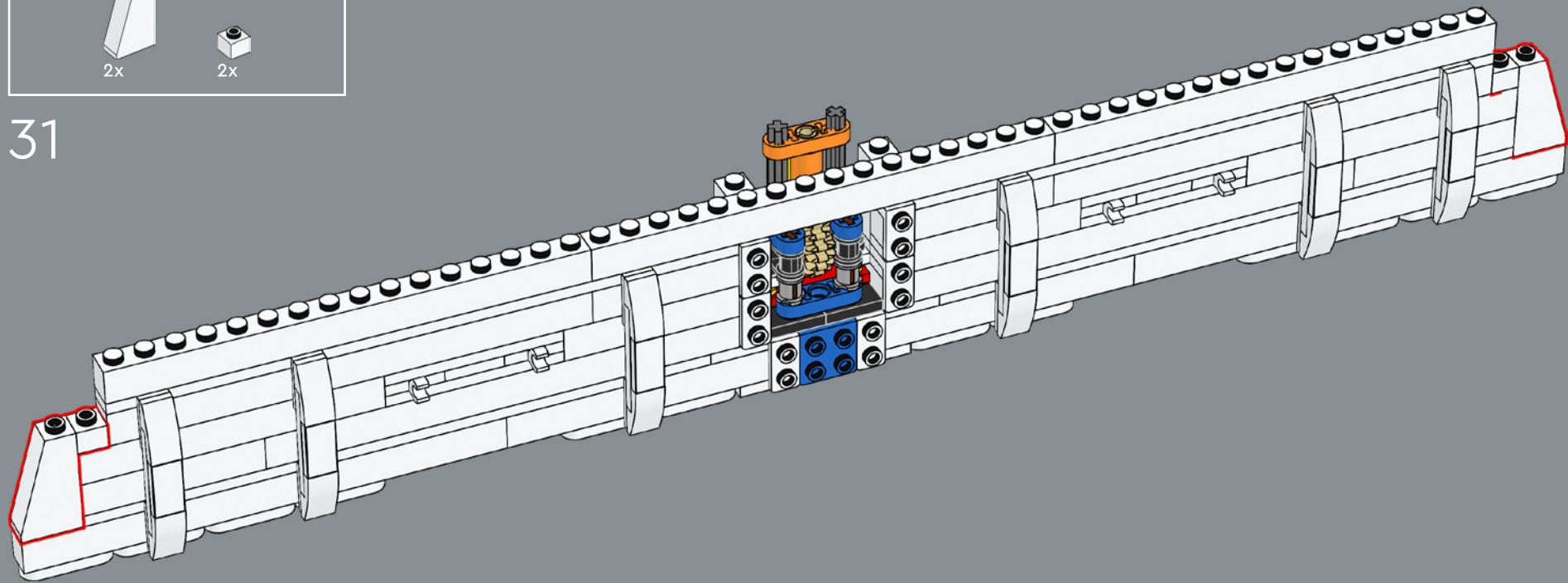
Queste carenature sotto l'iconica ala a delta del Concorde contengono gli attuatori che controllano gli elevoni dell'aereo.

30





31



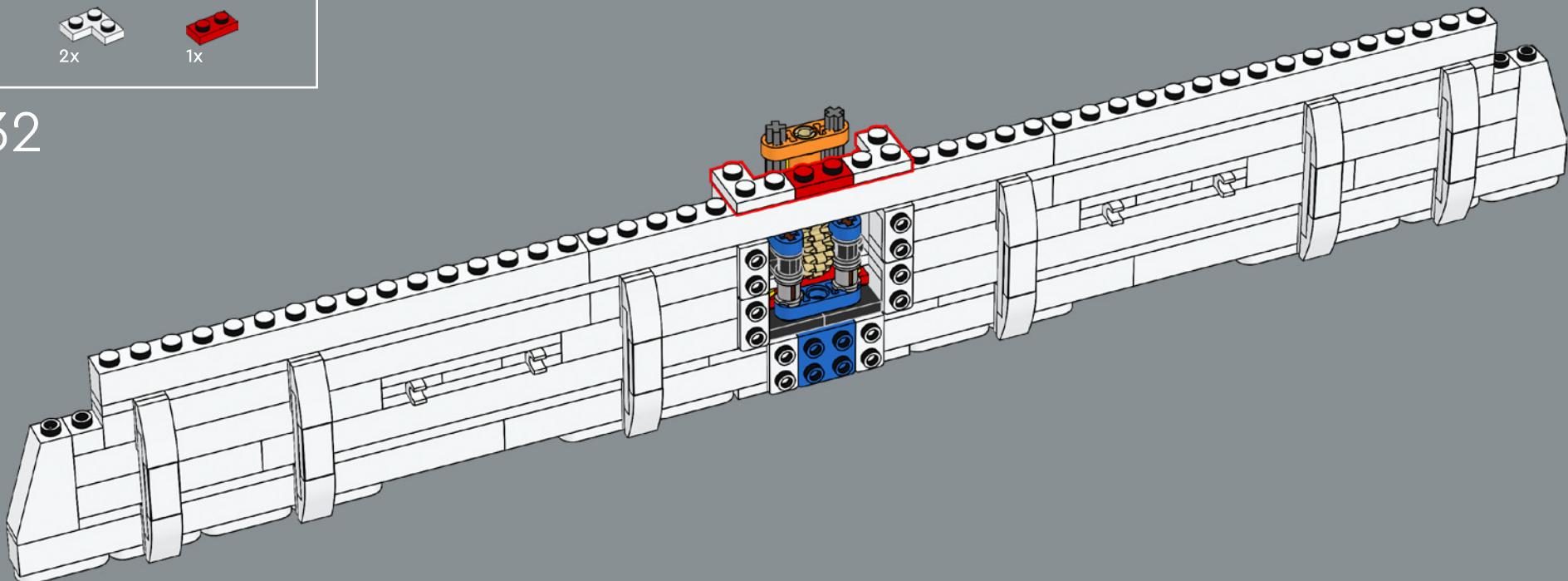


2x



1x

32



2x

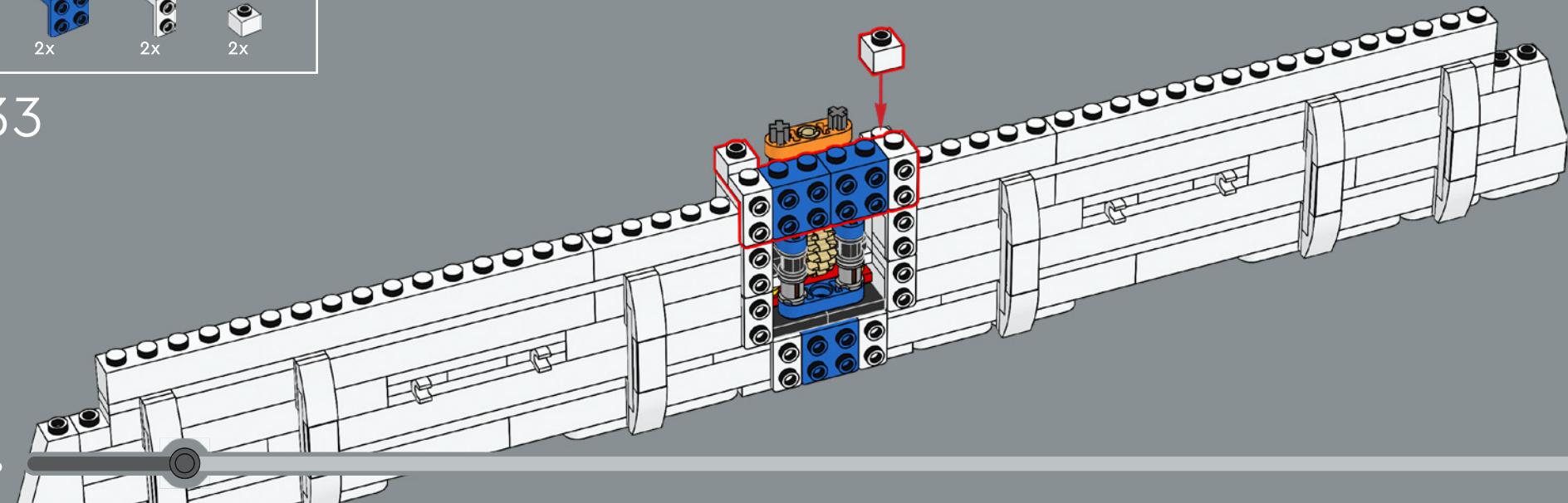


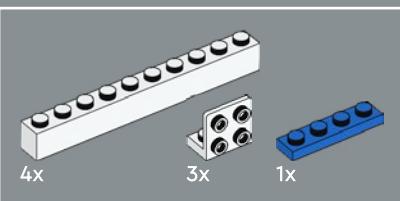
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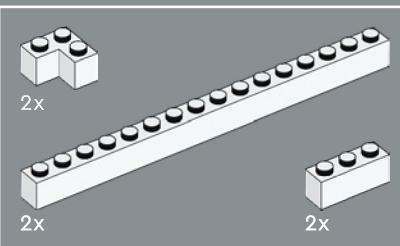
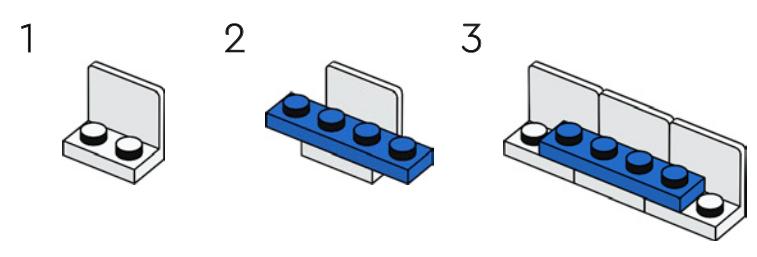
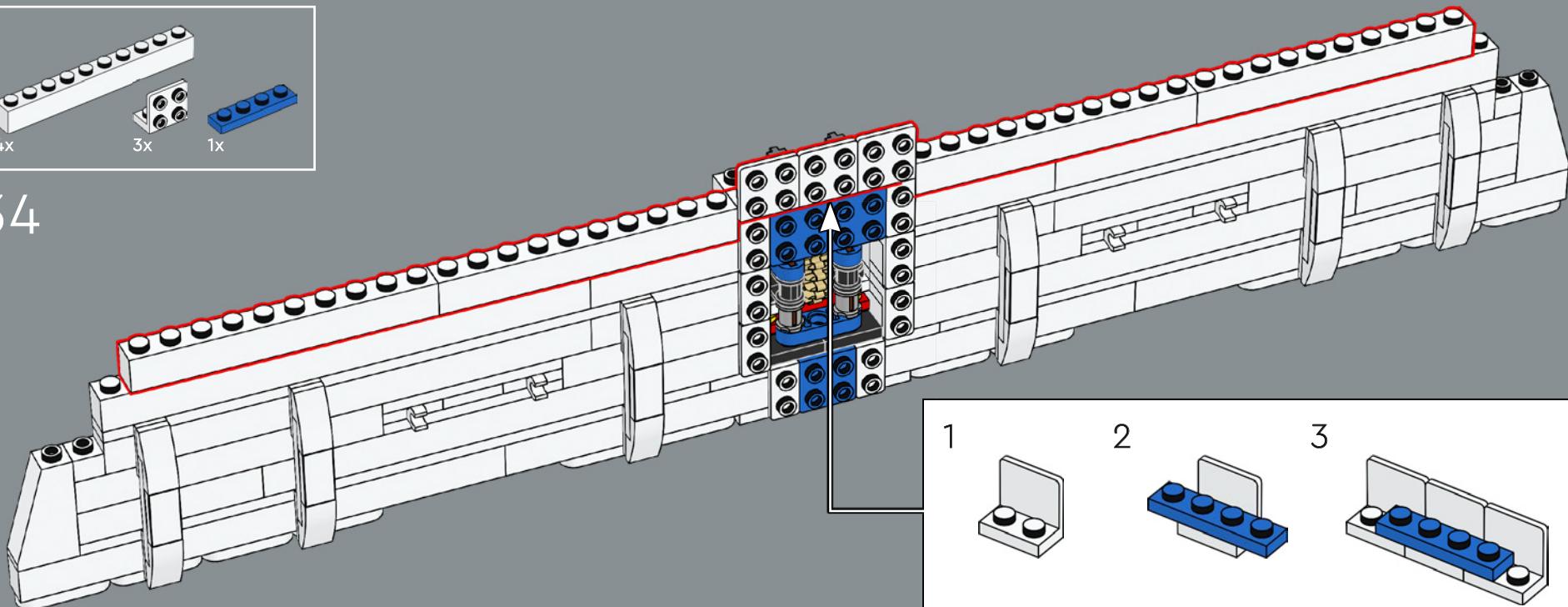
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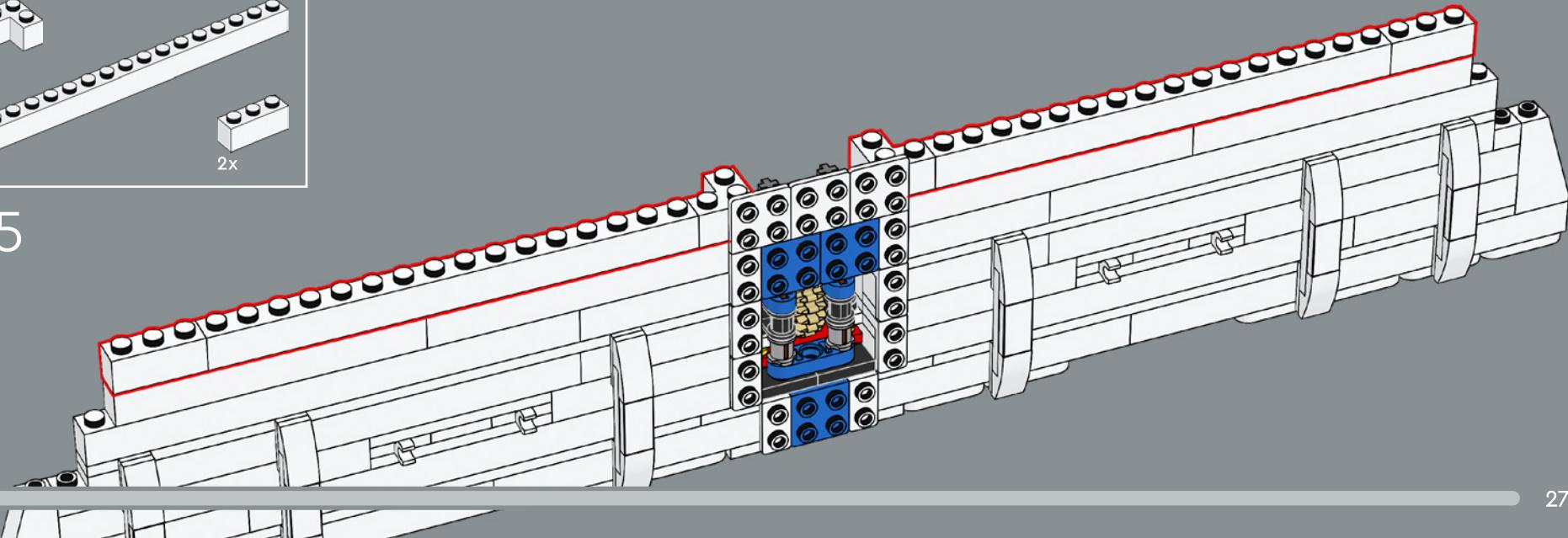


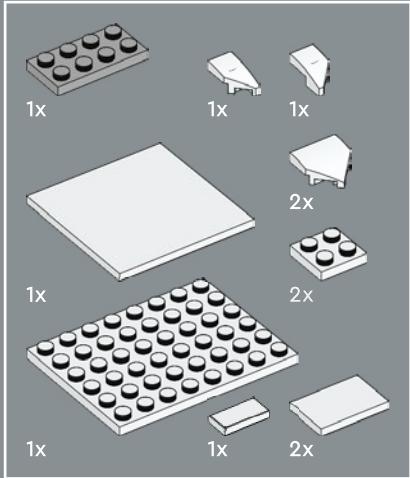


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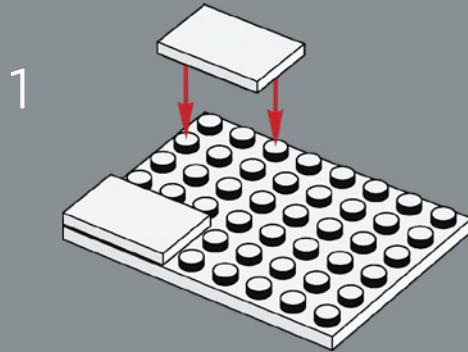


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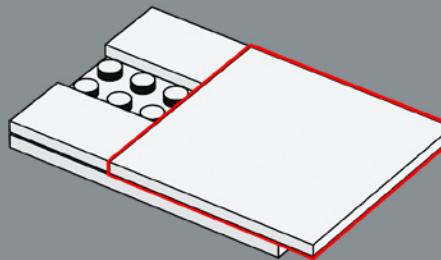




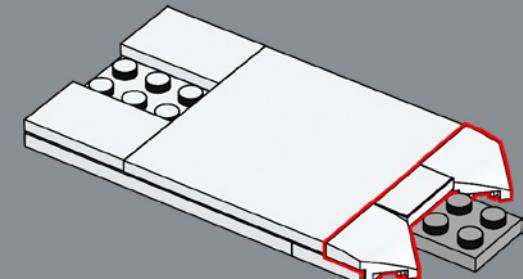
36



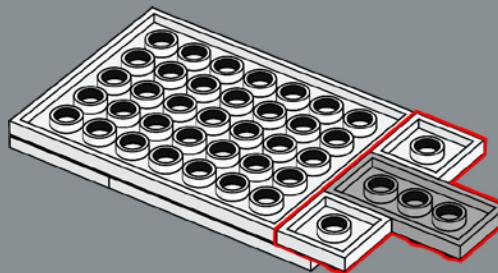
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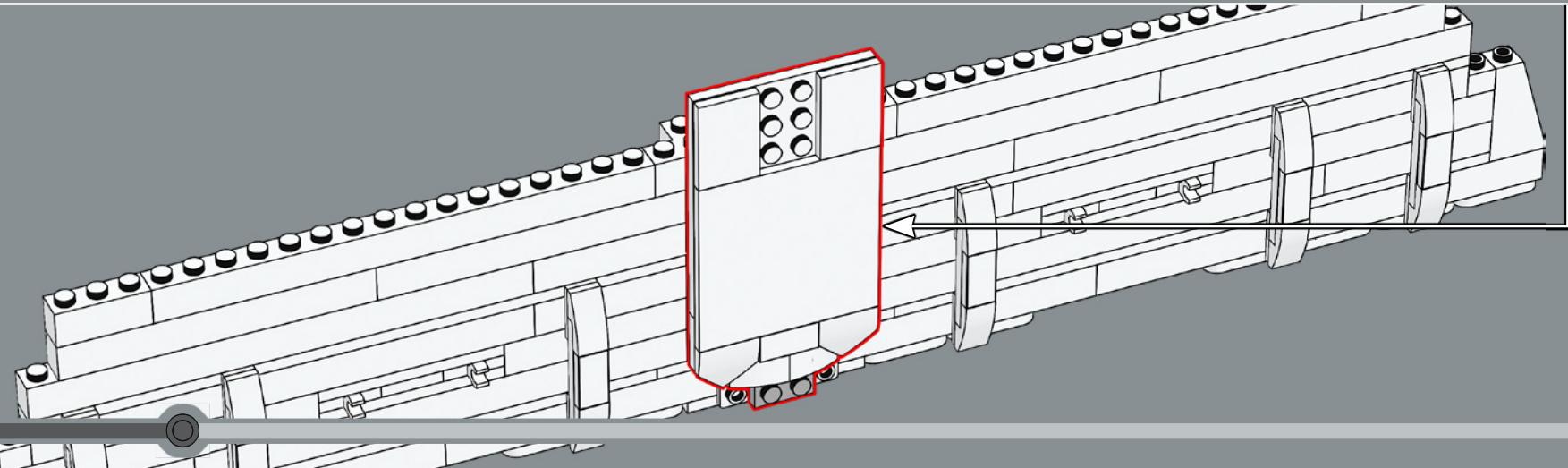
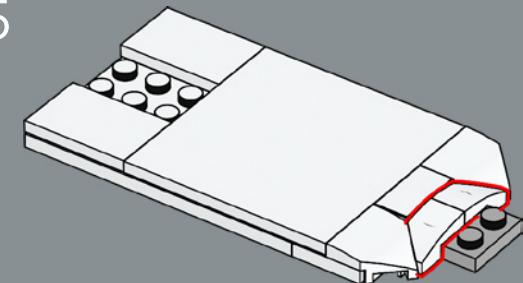
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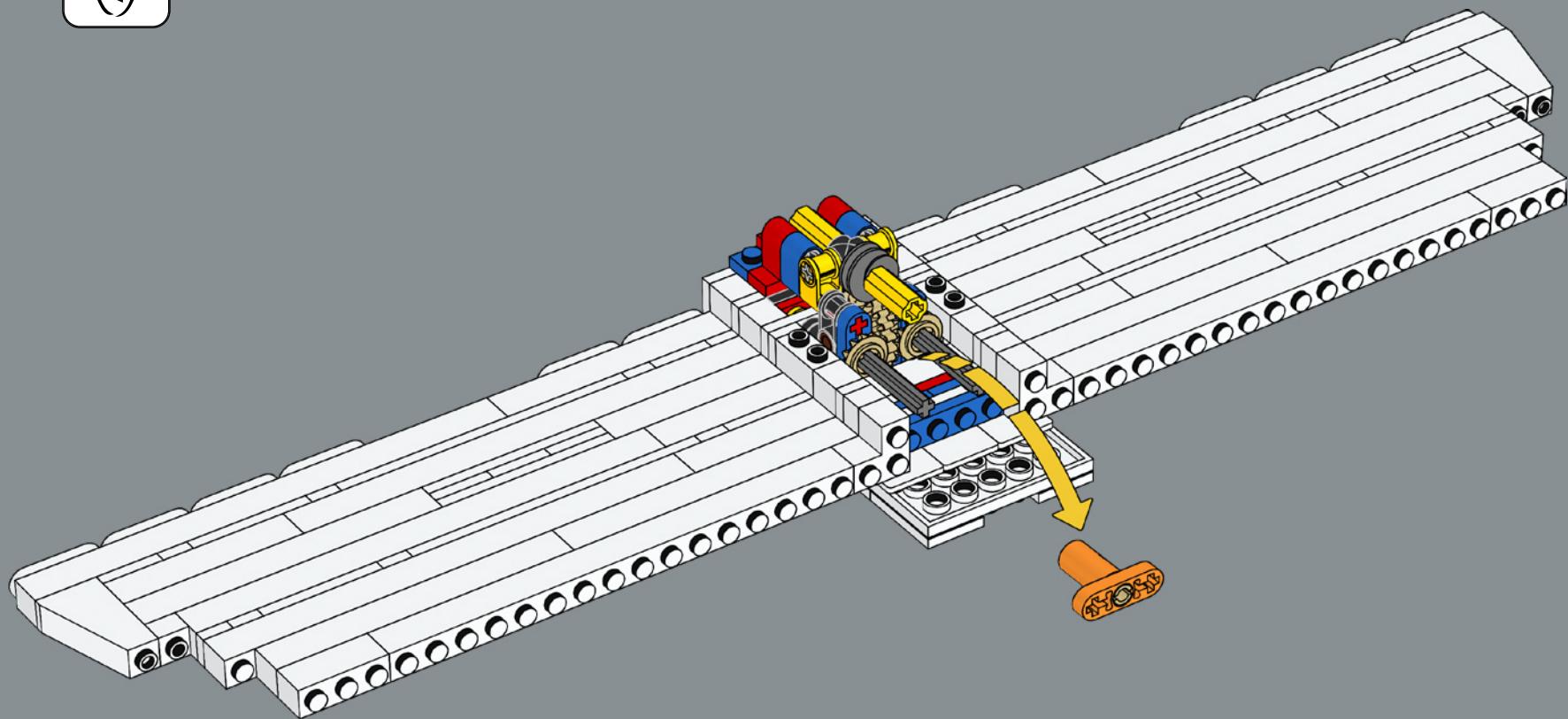
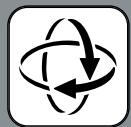
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5

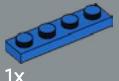


37





2x

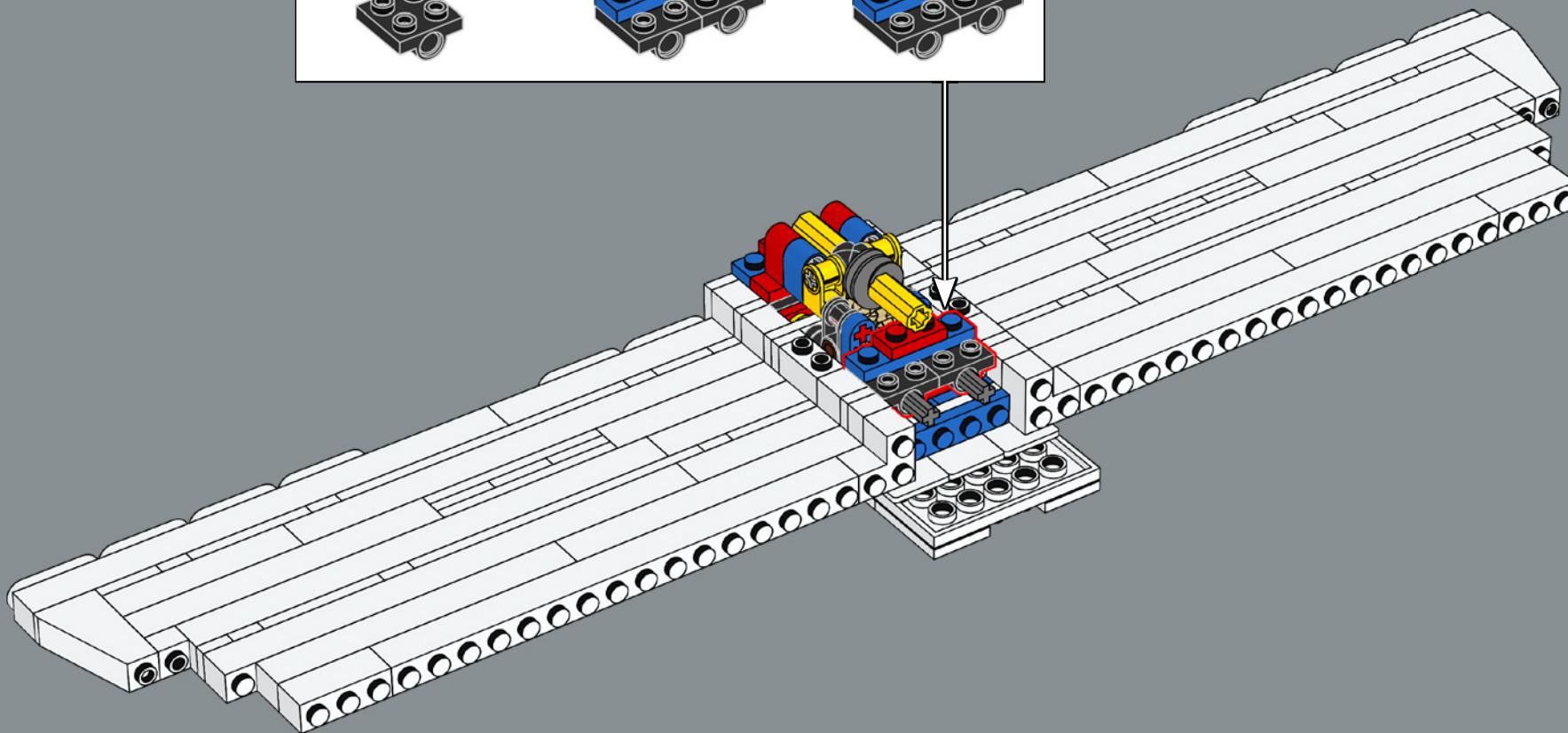
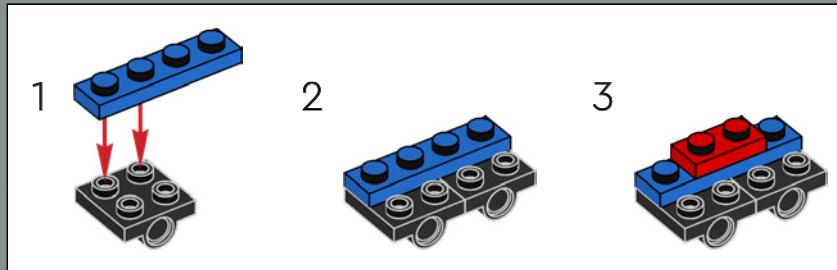


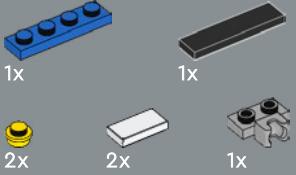
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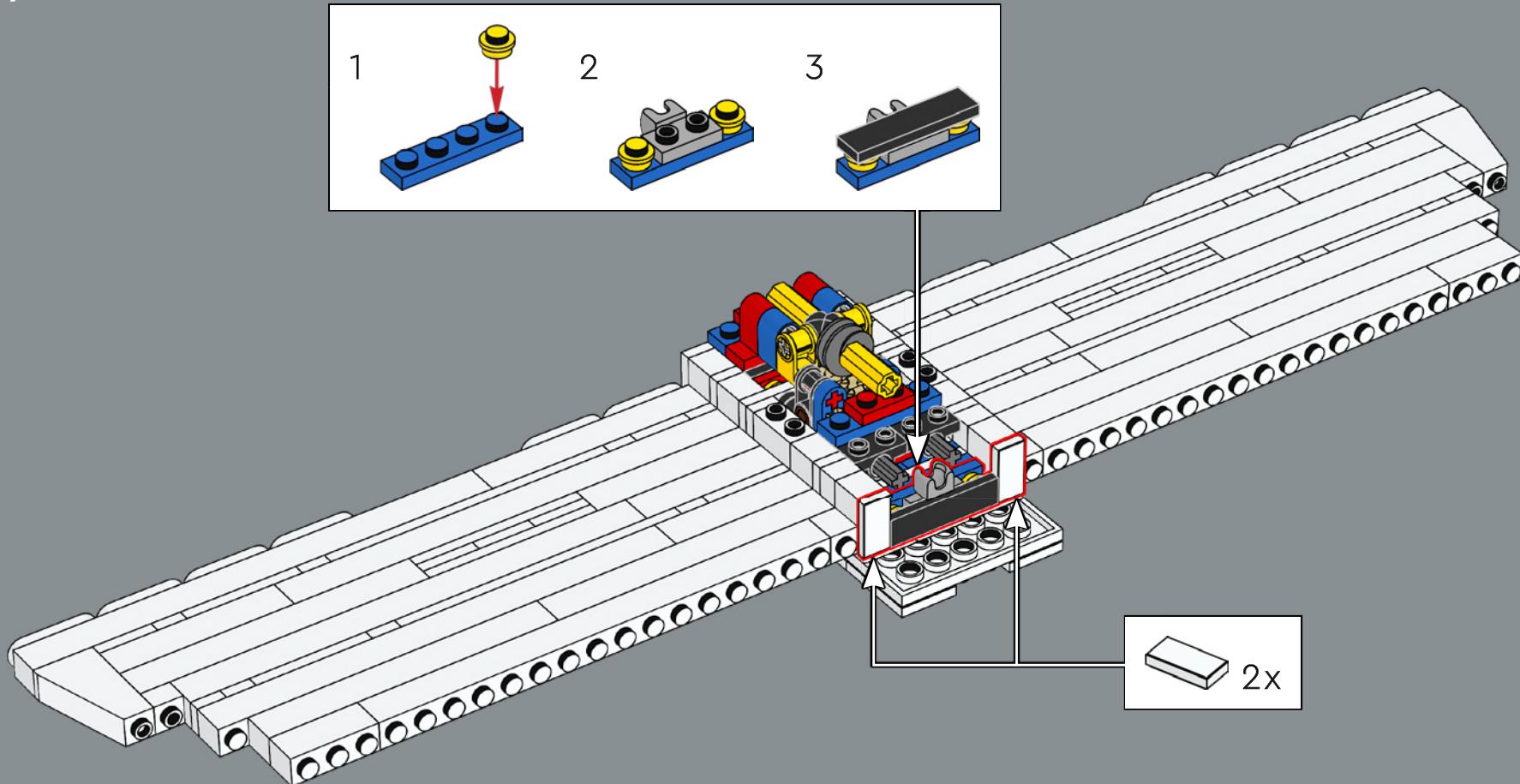
1x

38





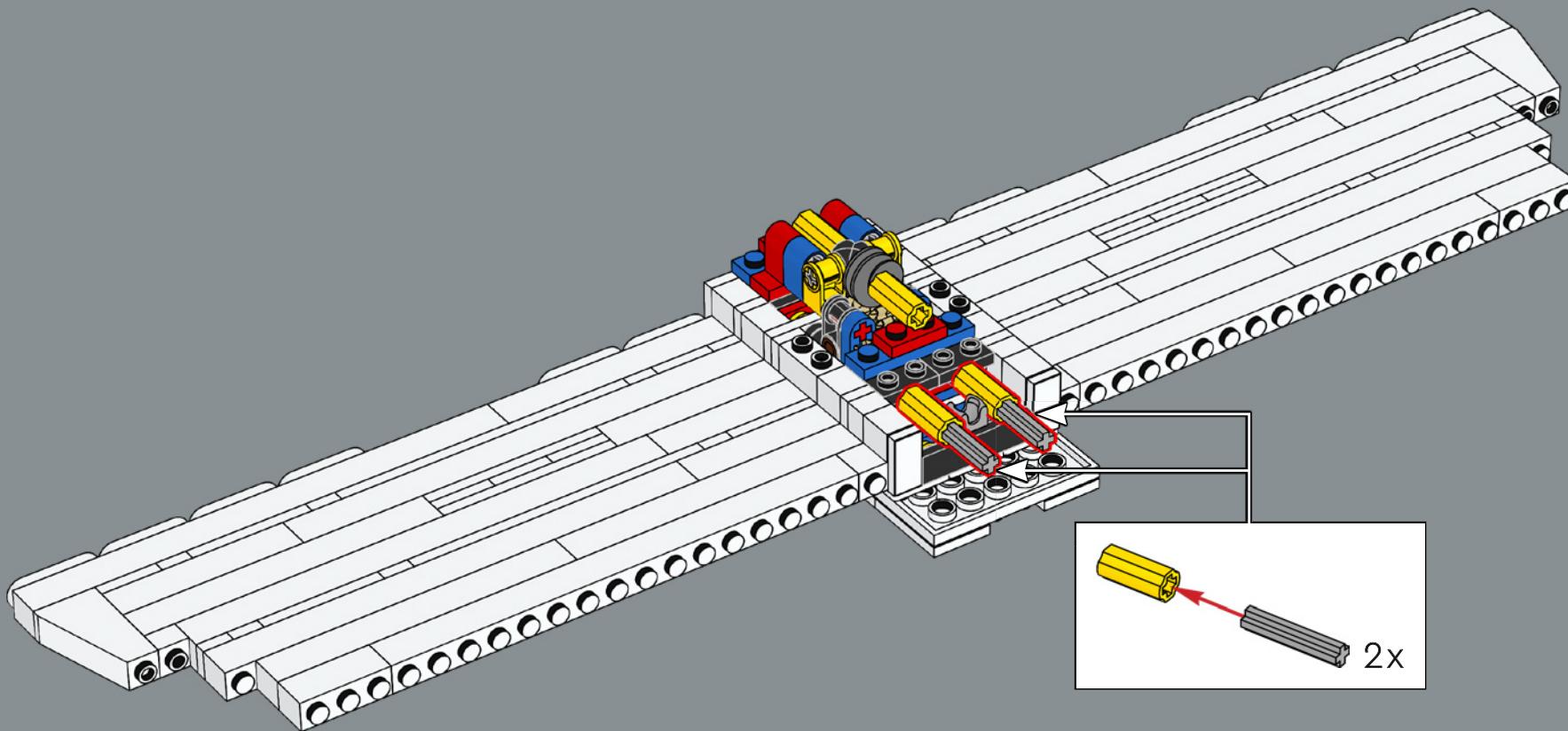
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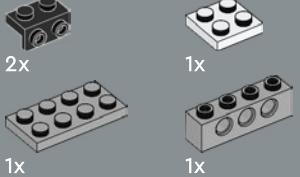




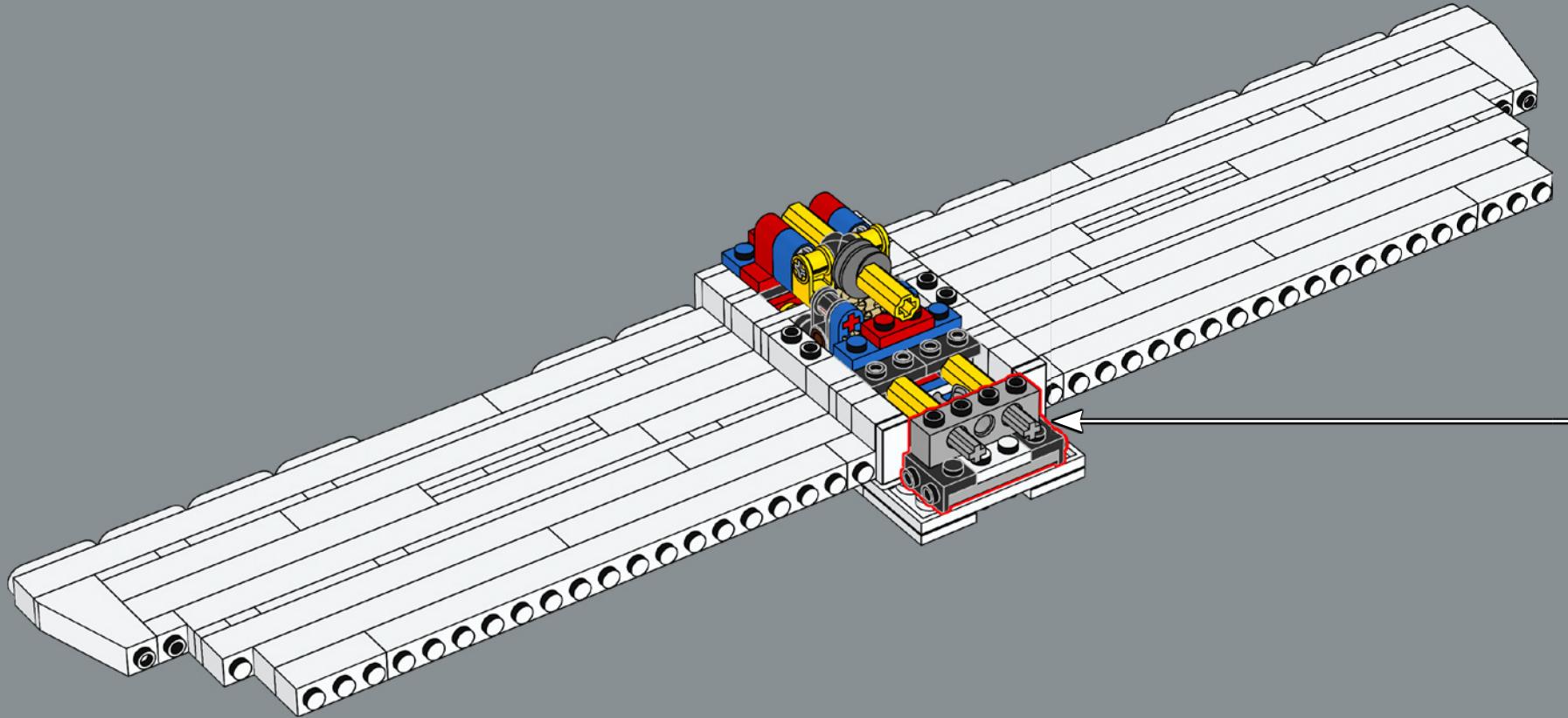
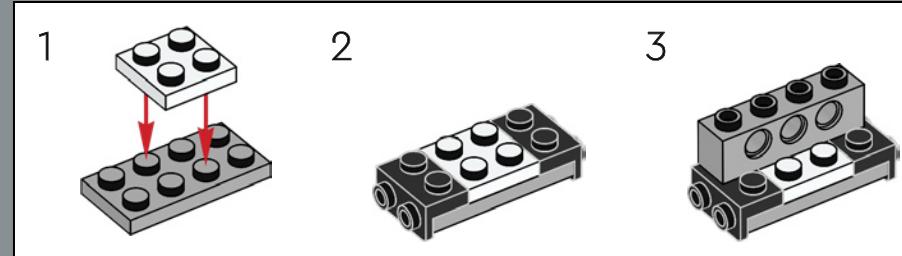
Il Concorde contiene 30,6 km di cablaggio. Noi abbiamo optato per diversi metri di mattoncini LEGO®.

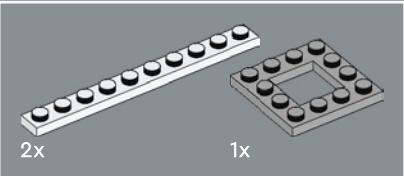
40



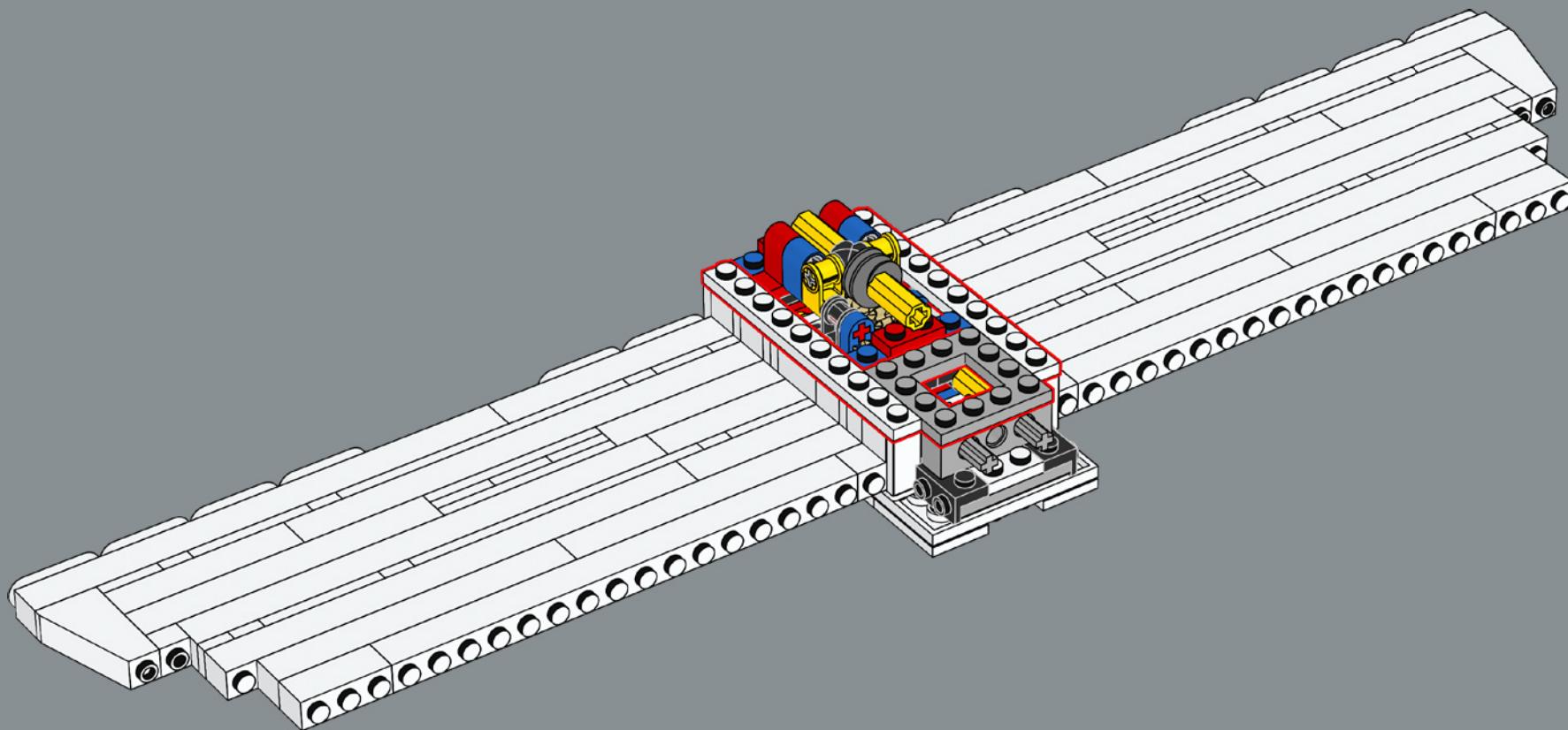


41



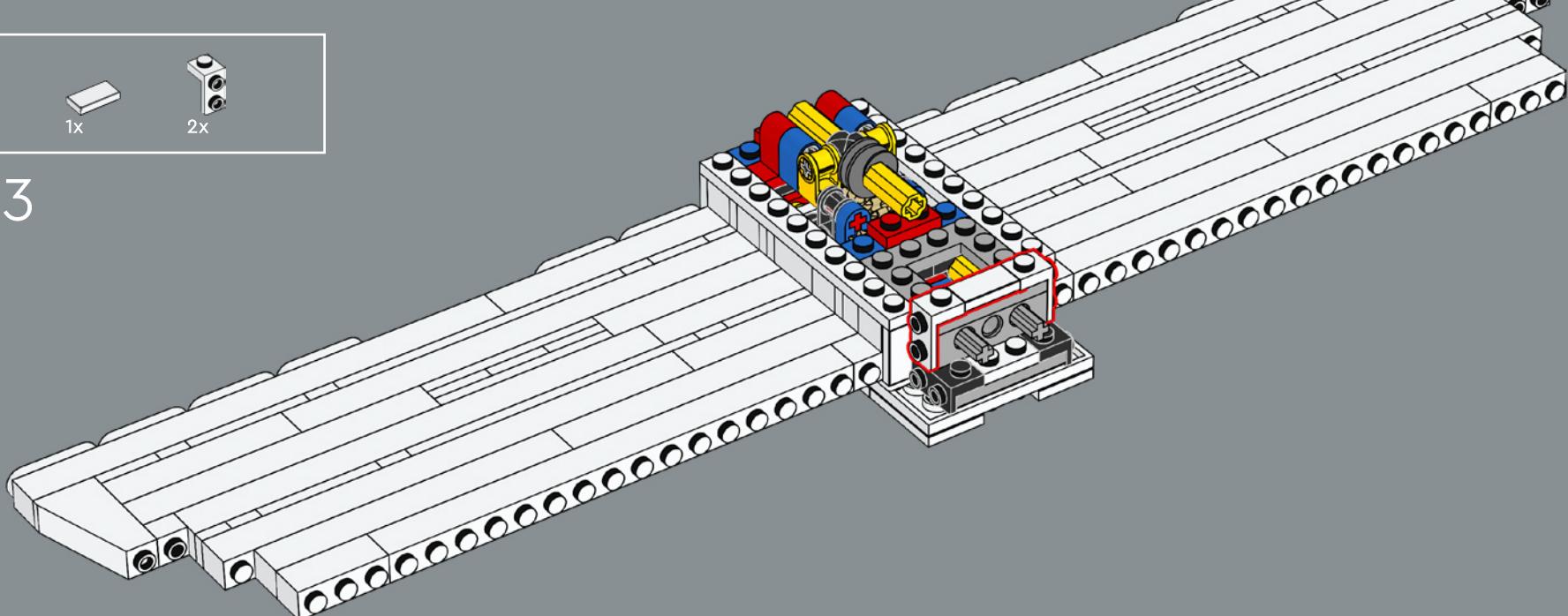


42

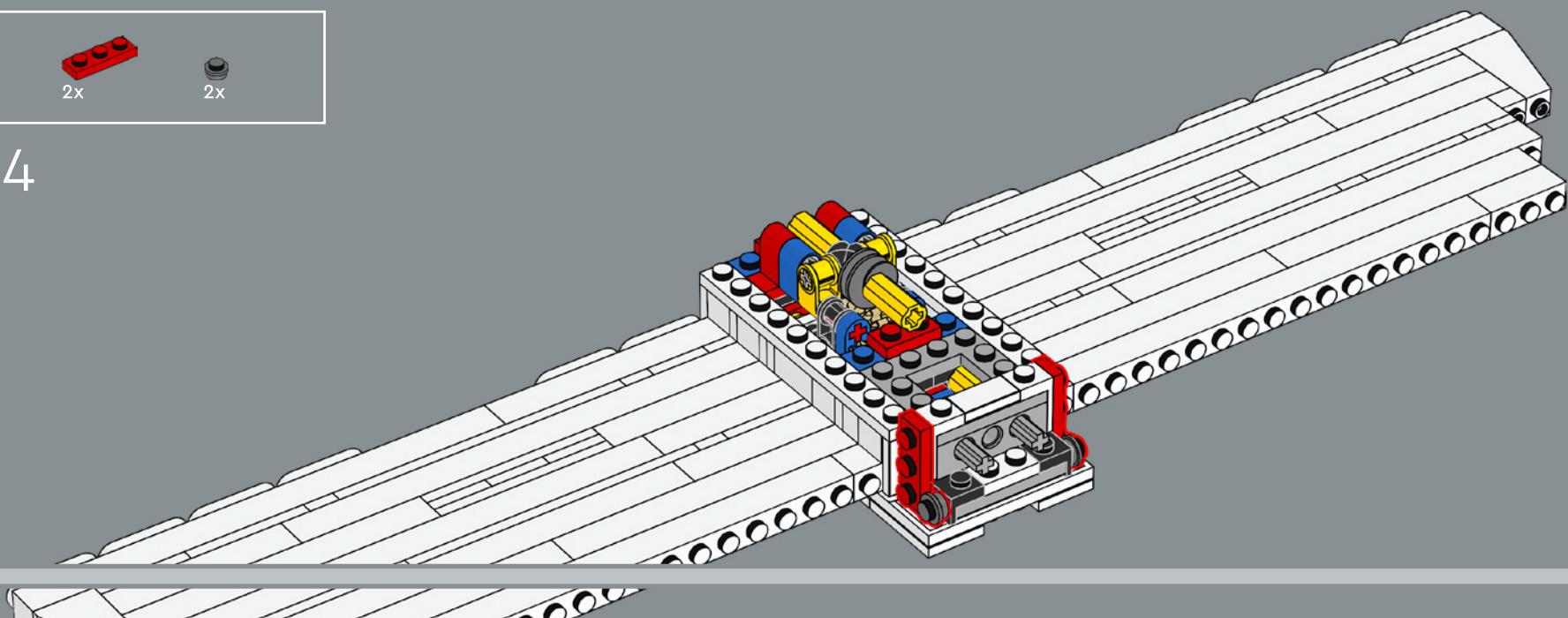




43

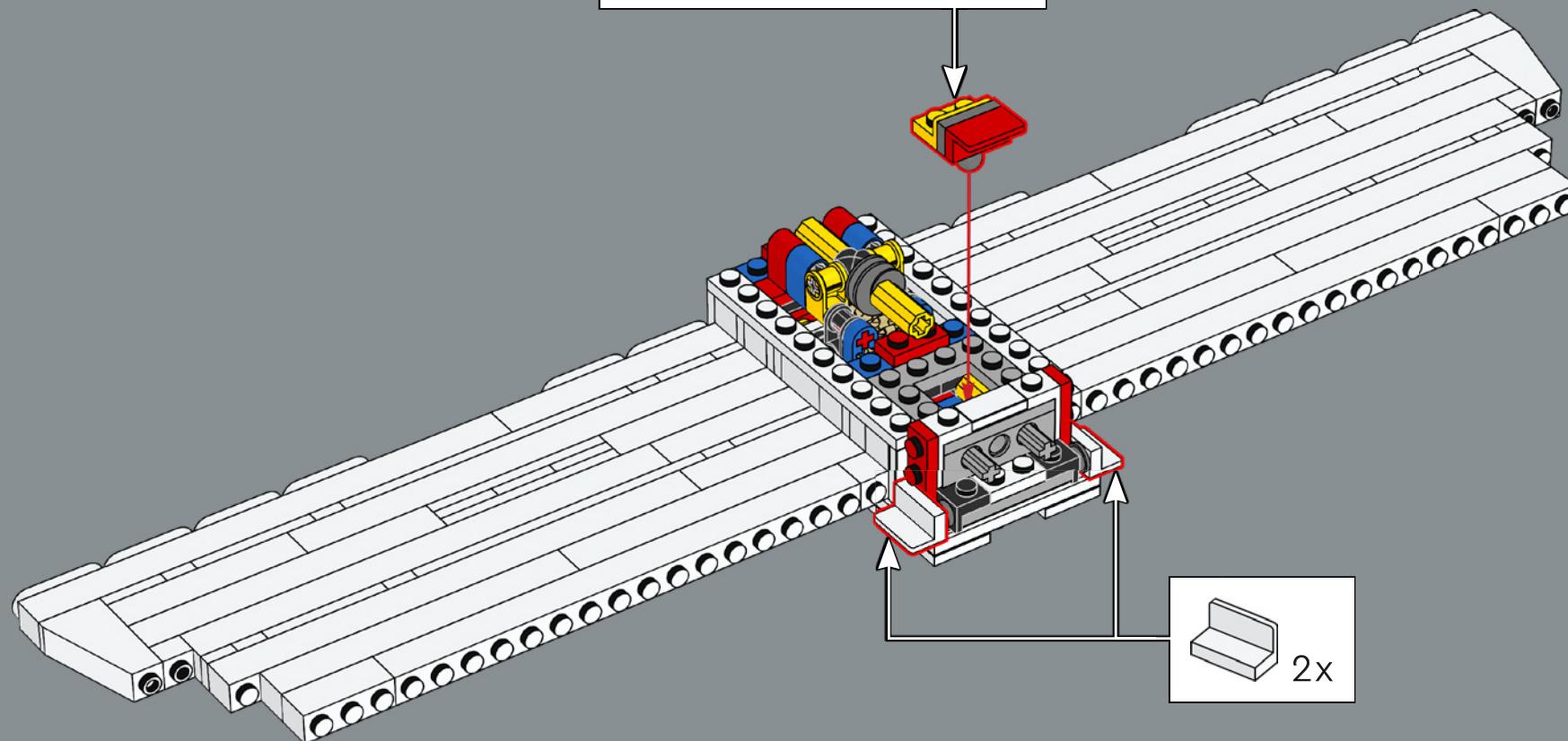
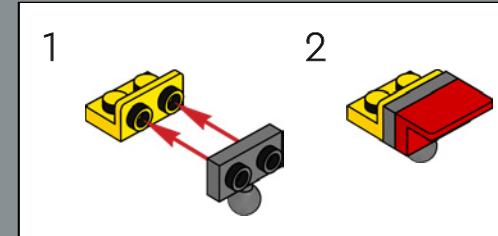


44





45



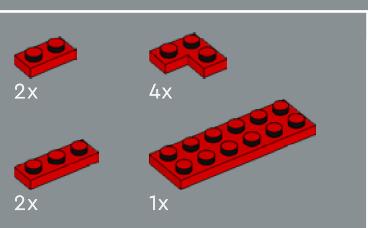
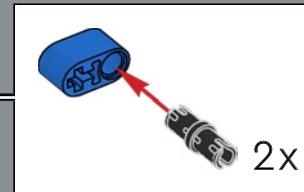
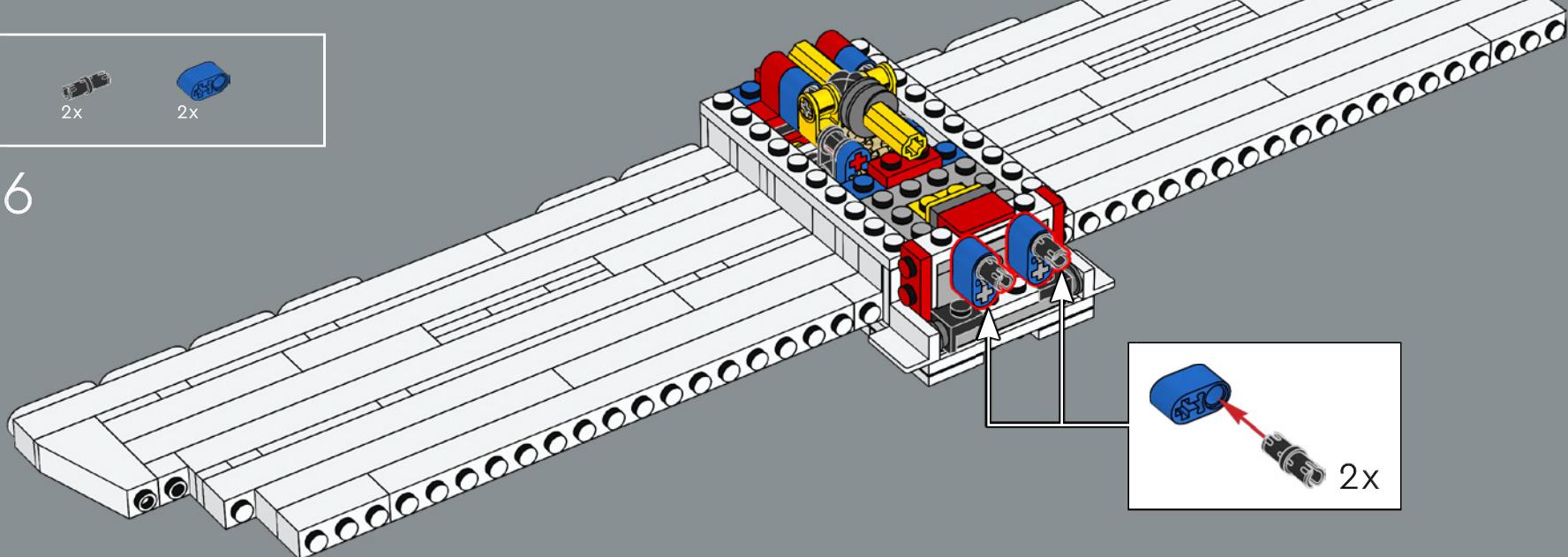


2x

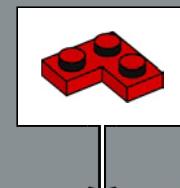
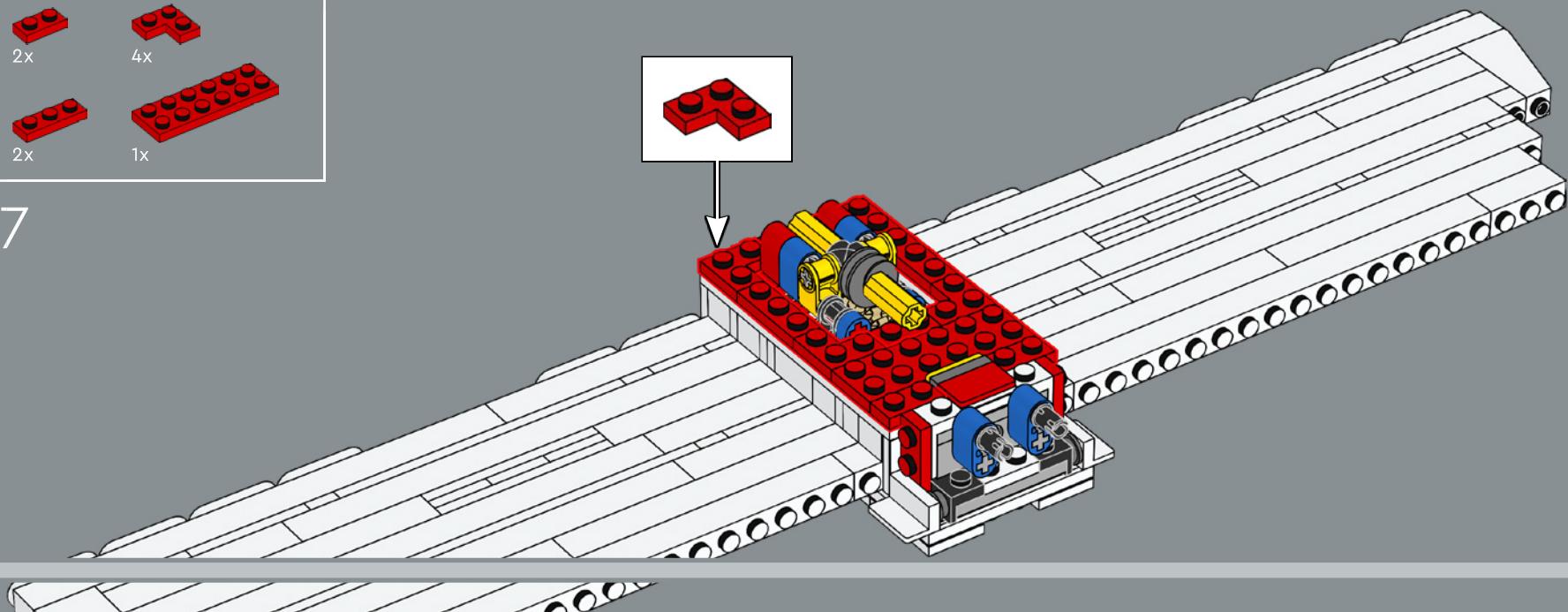


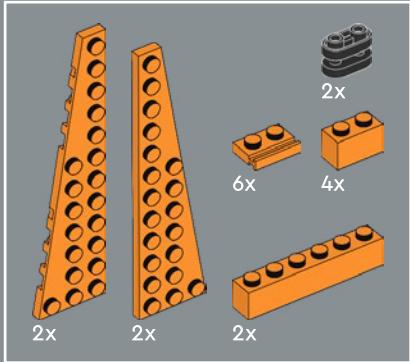
2x

46

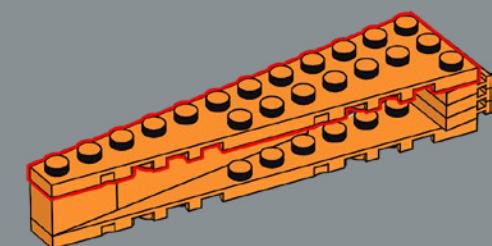
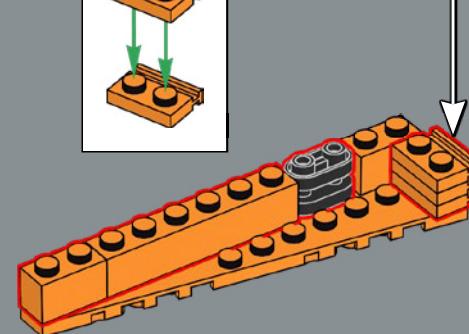
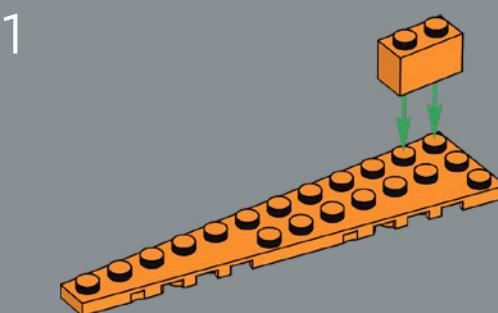
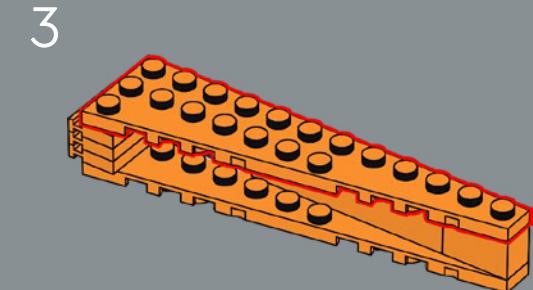
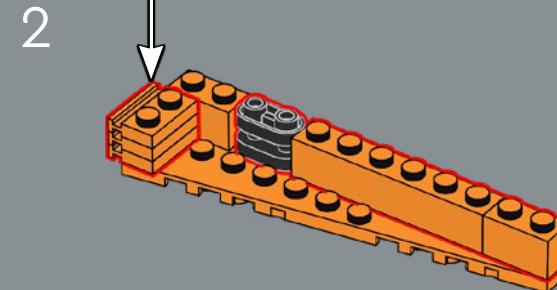
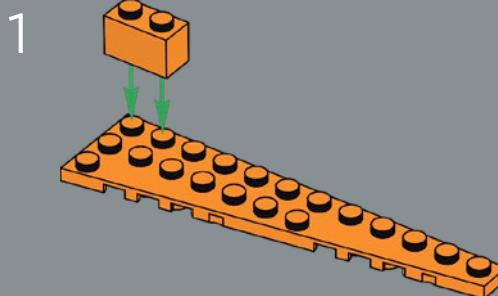


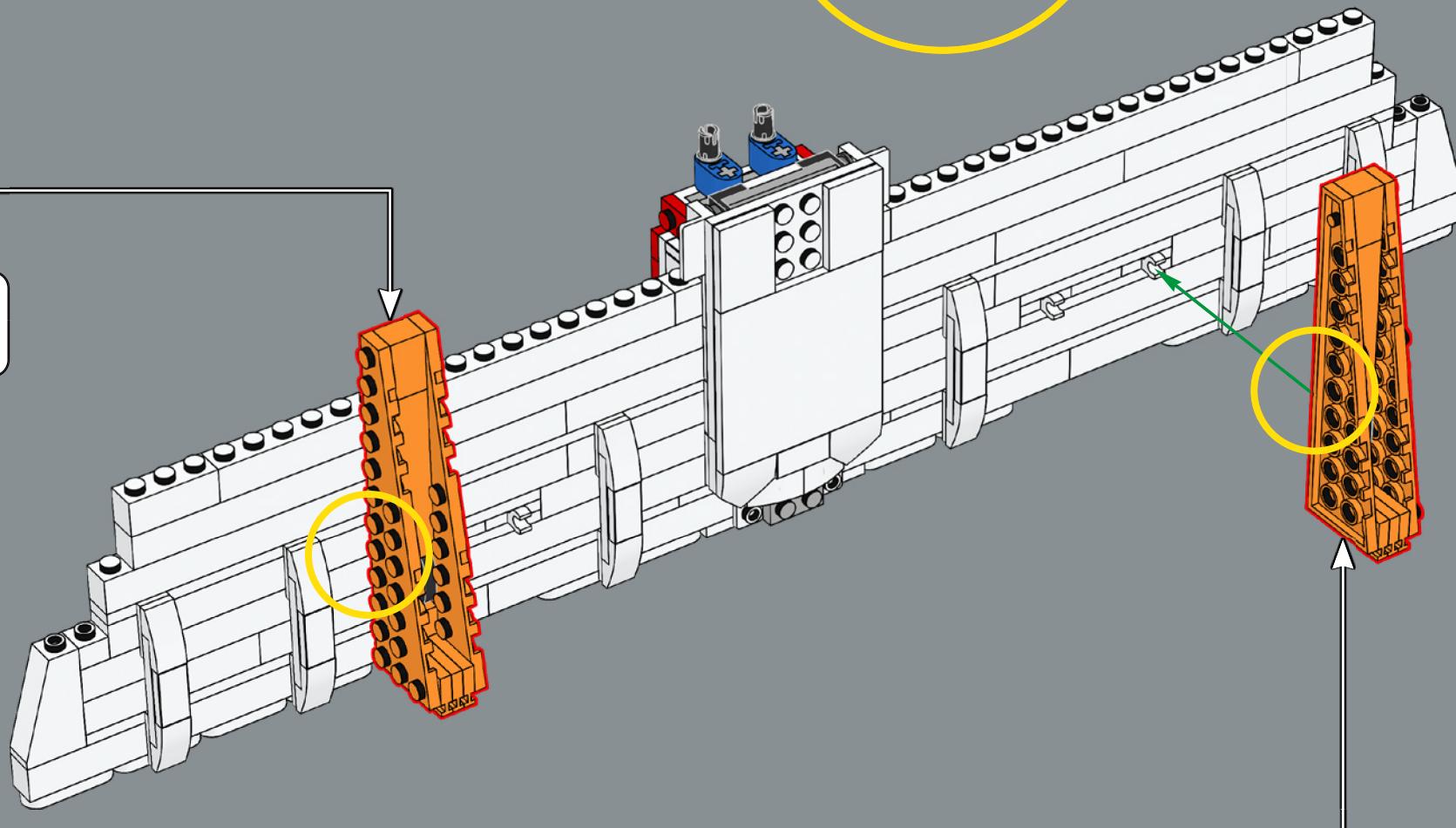
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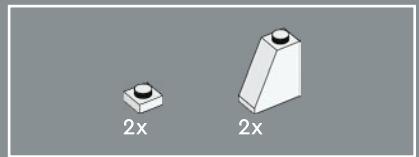




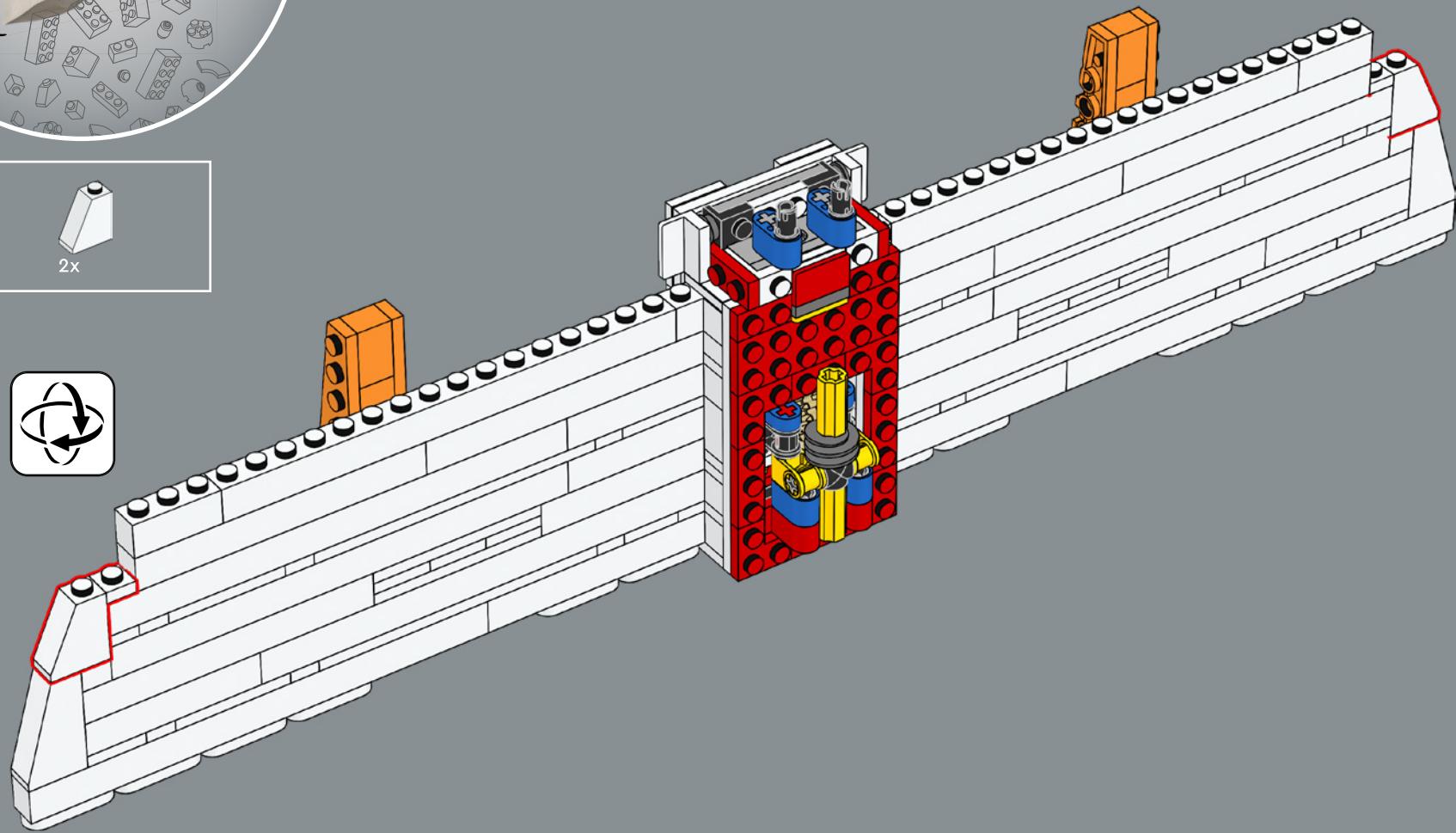
48







49



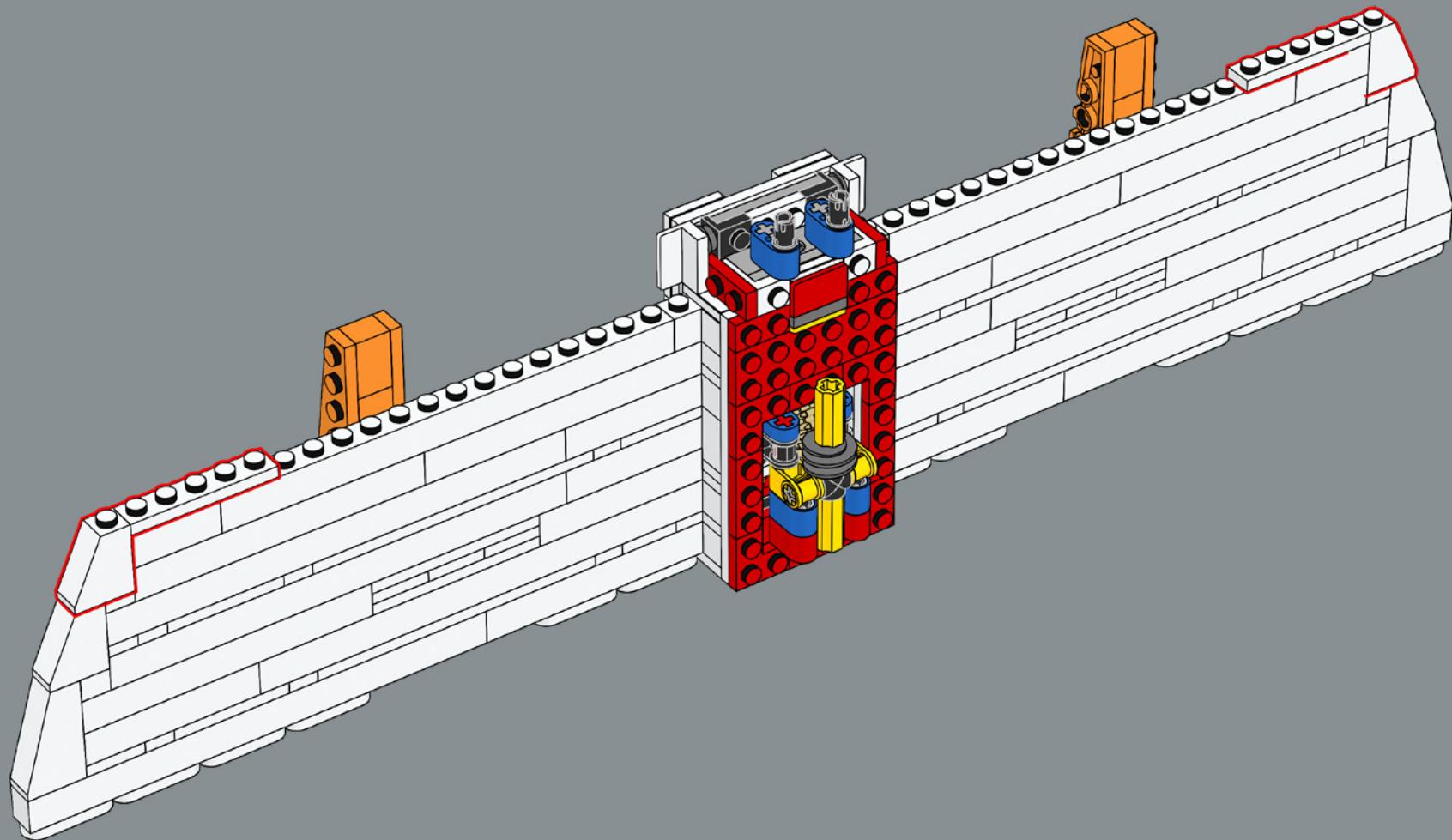


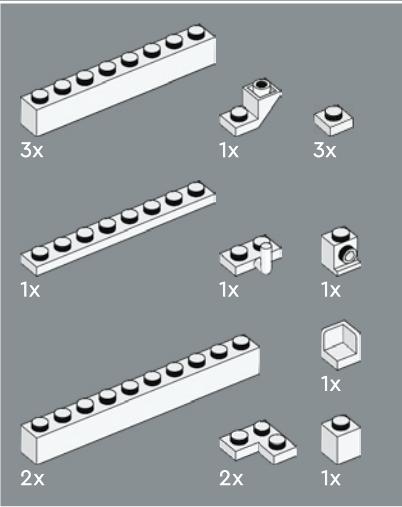
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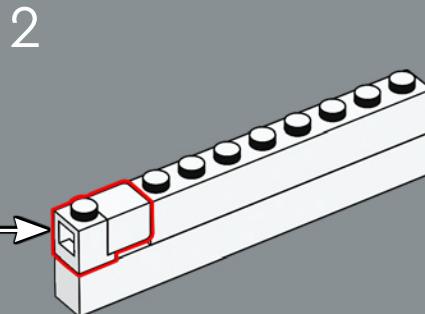
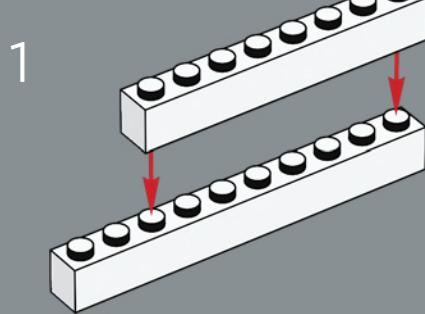
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50

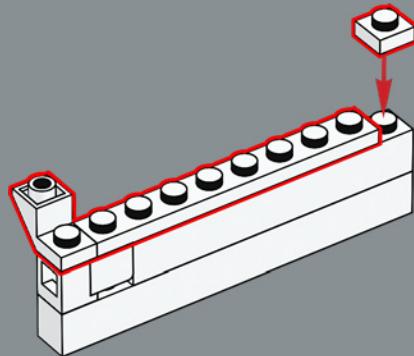




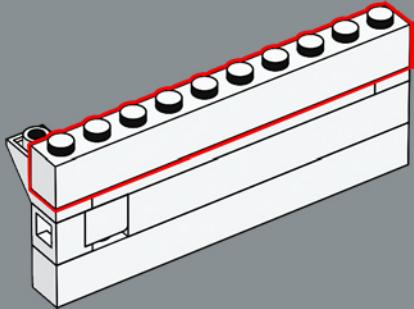
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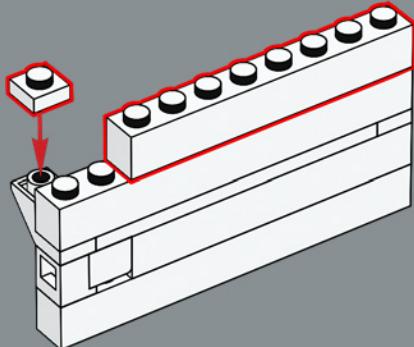
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4



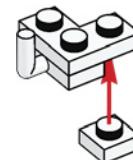
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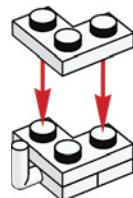
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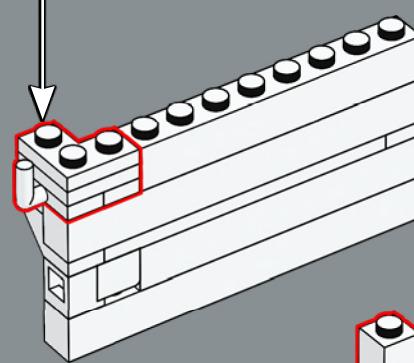
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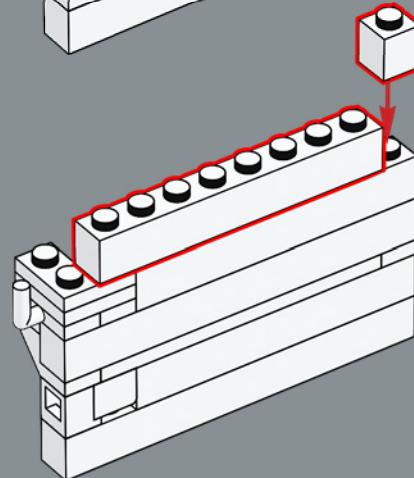
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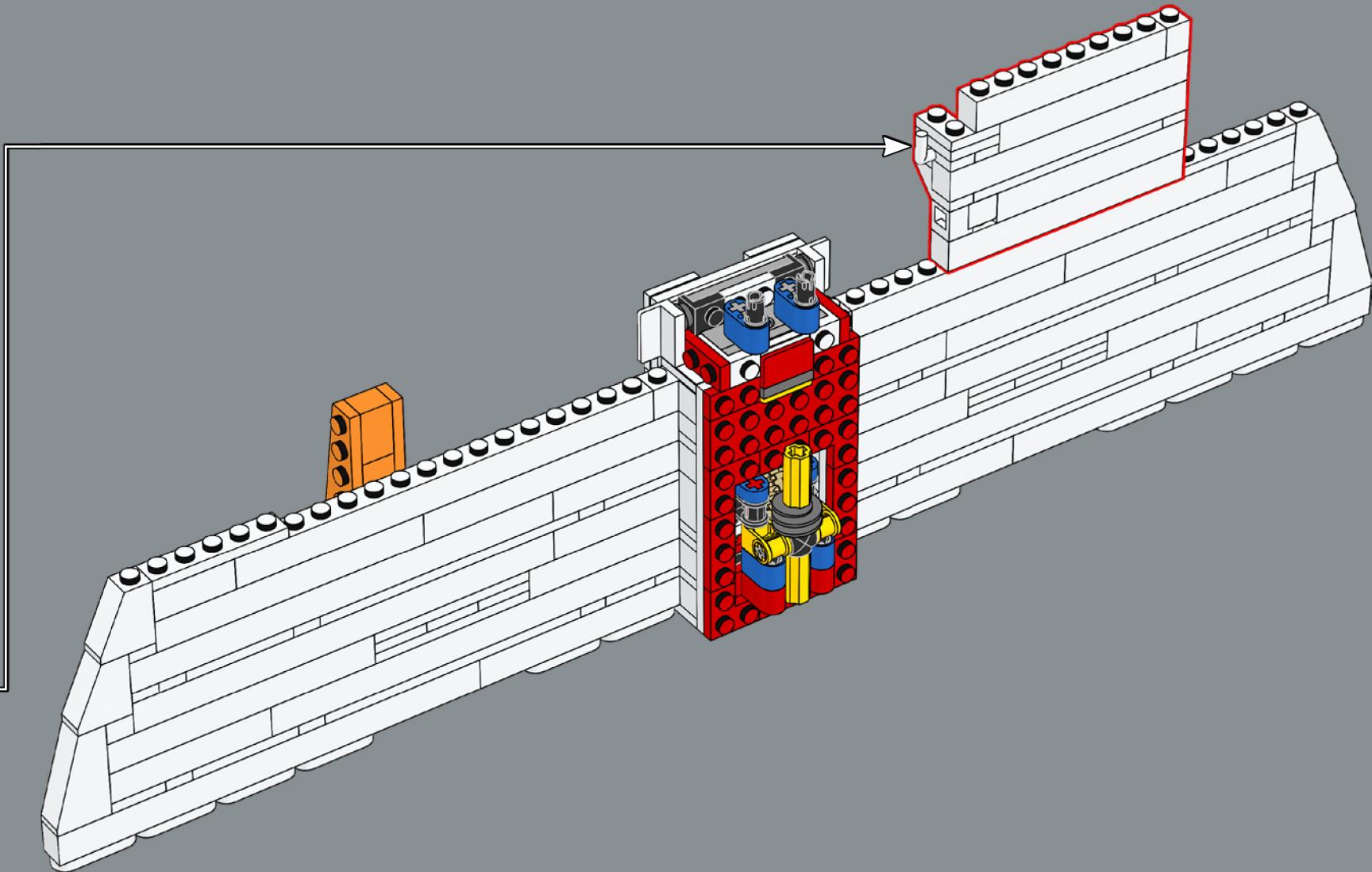


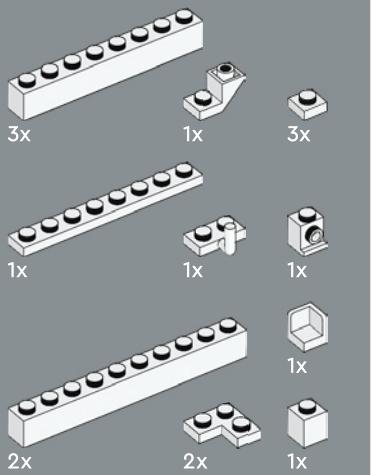
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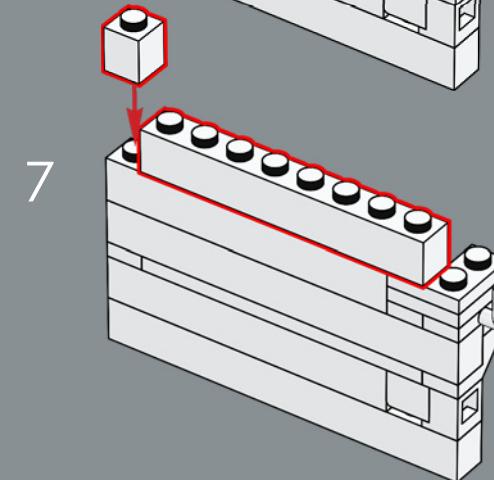
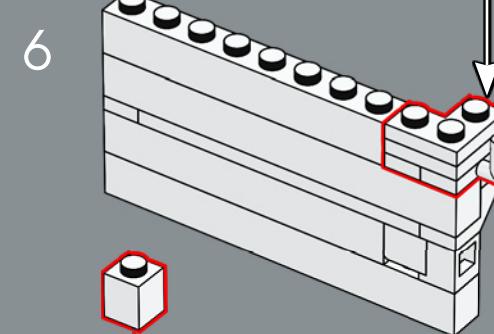
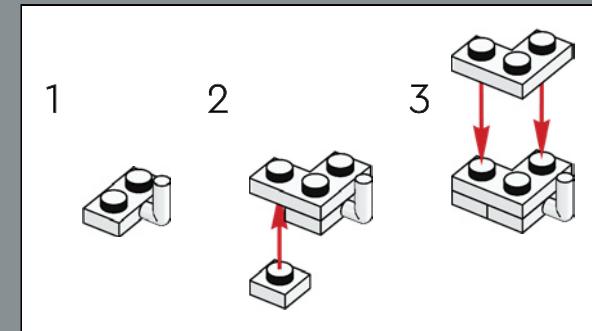
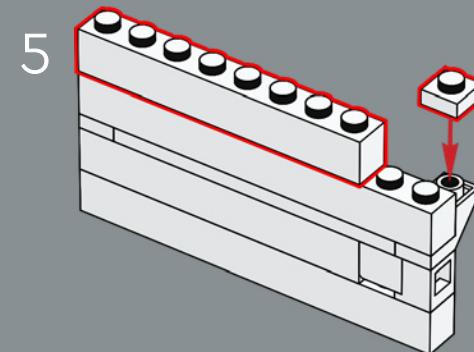
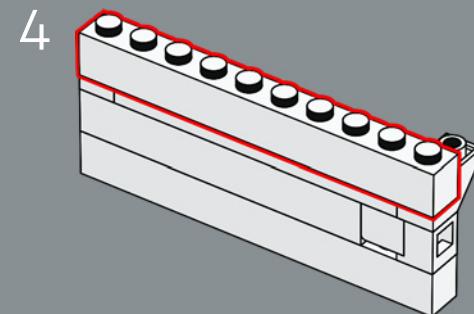
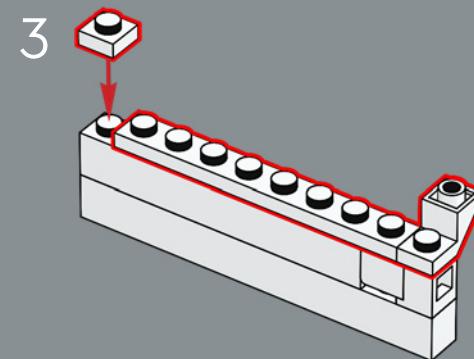
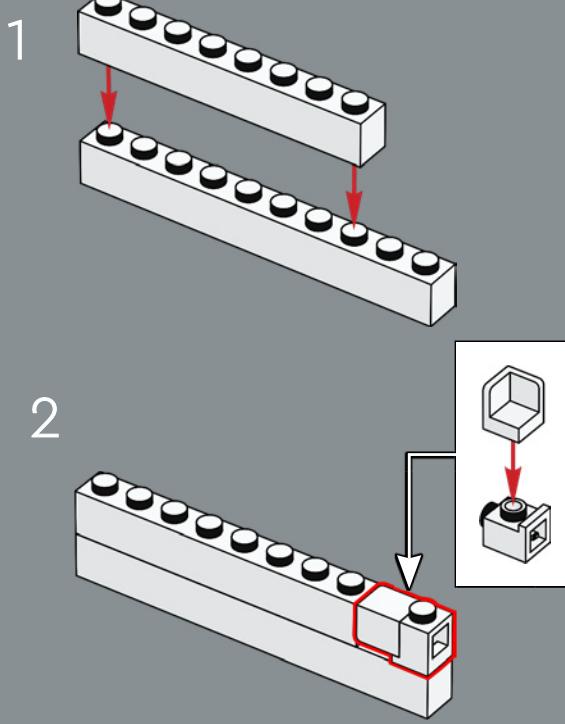
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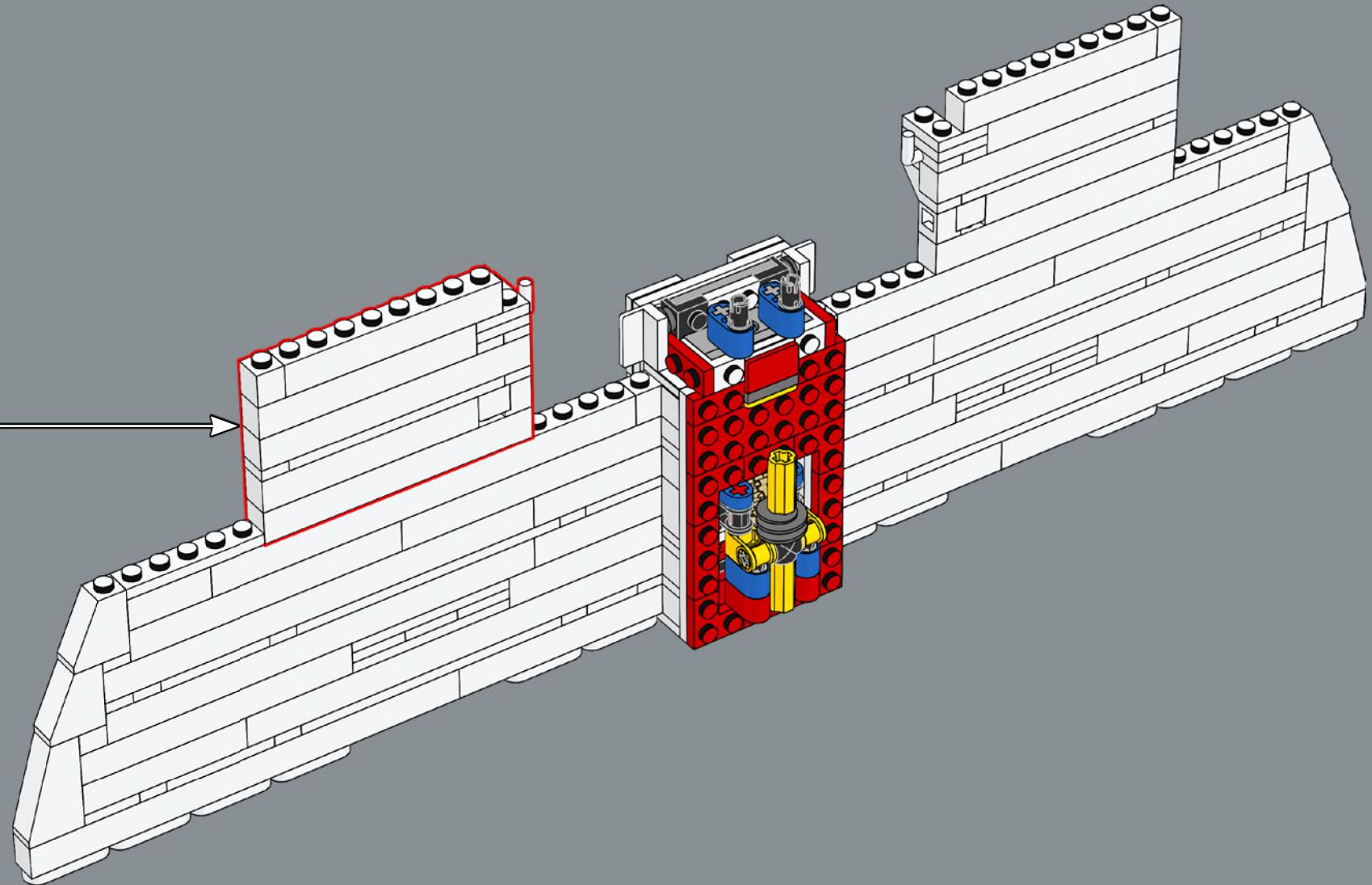






52





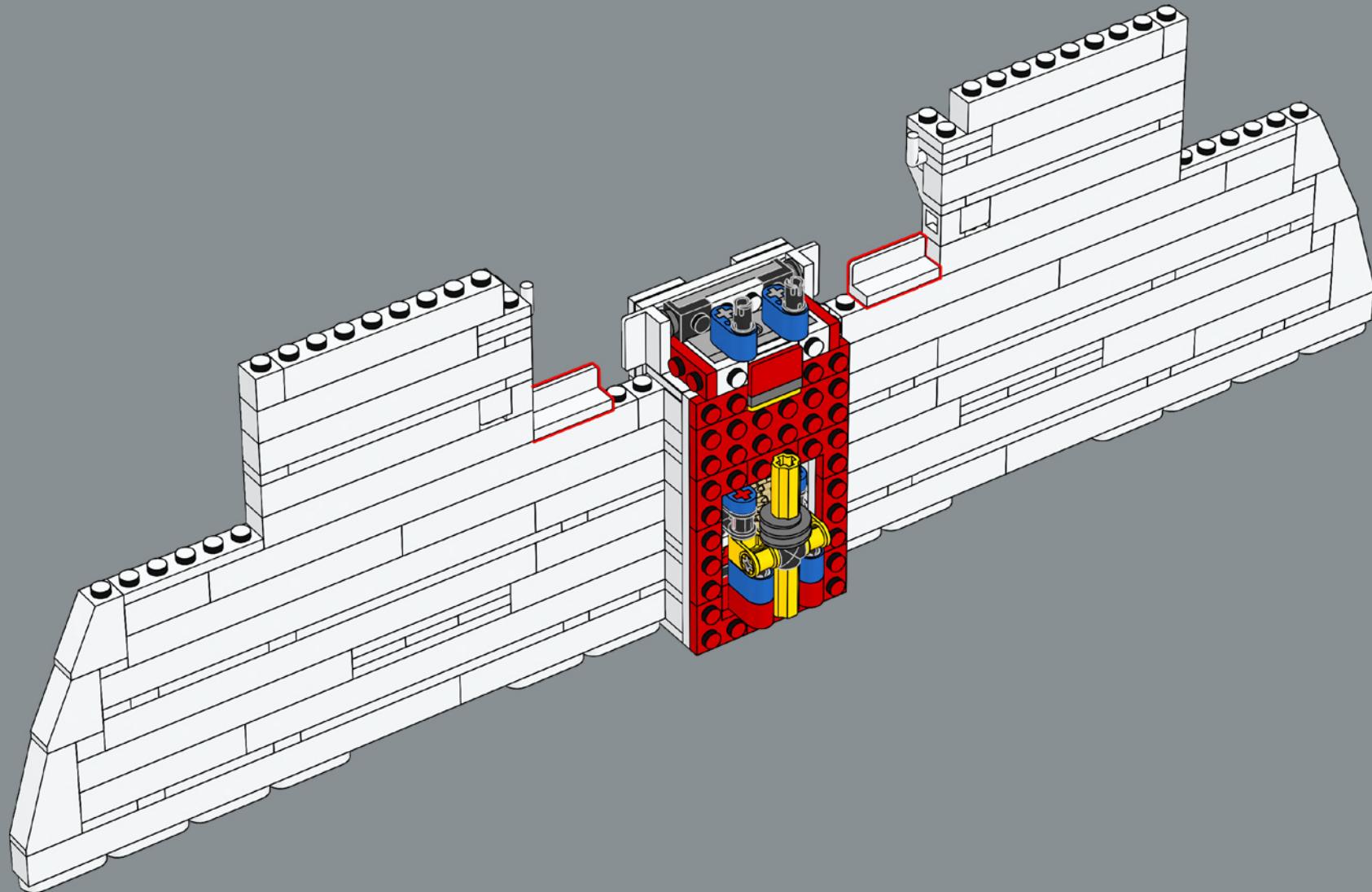


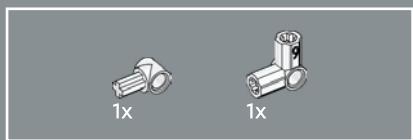
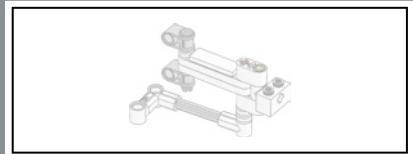
2x



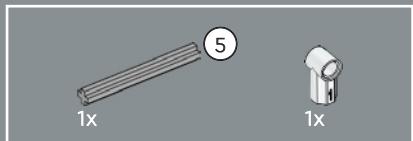
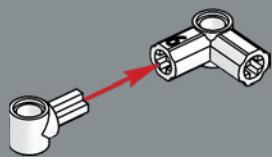
La configurazione del carrello d'atterraggio del Concorde era a triciclo.
Il meccanismo che state costruendo azionerà il carrello di atterraggio
principale, situato al centro dell'ala a delta.

53

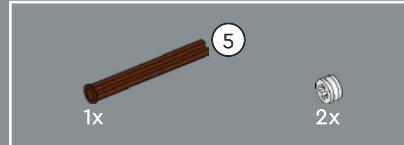
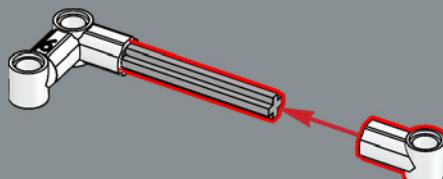




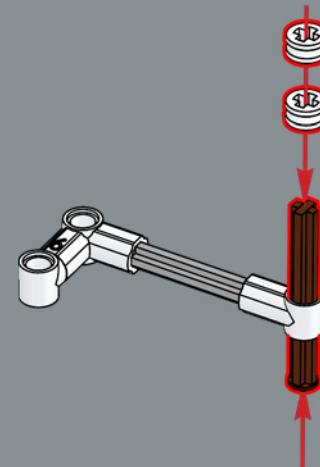
54



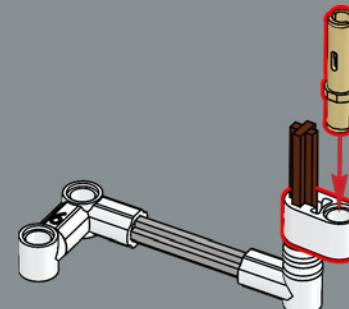
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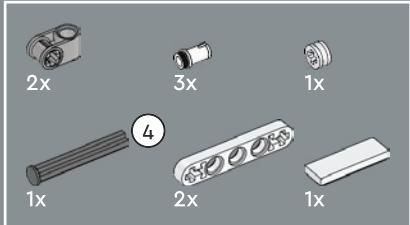


56



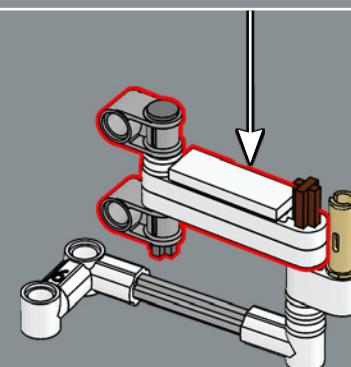
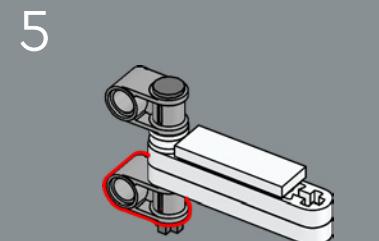
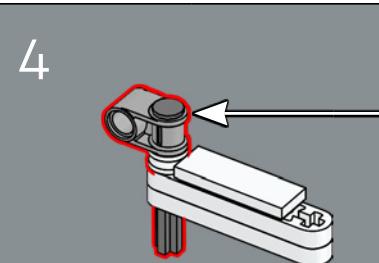
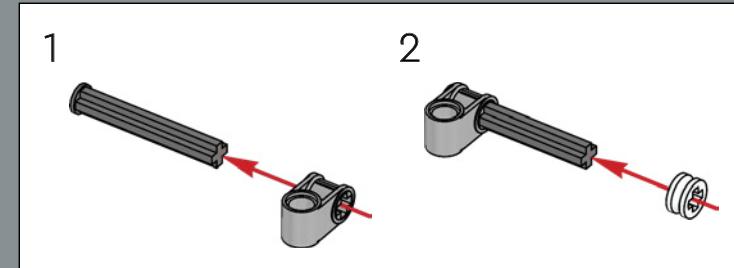
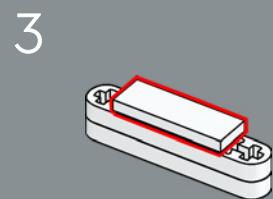
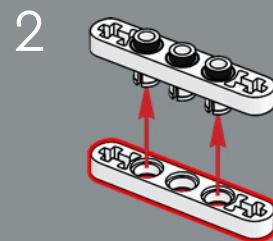
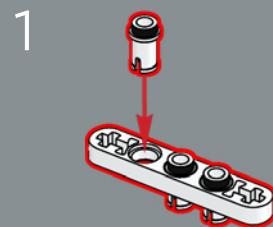
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58



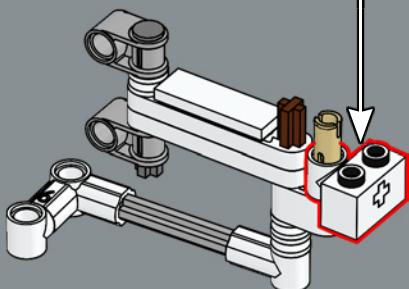
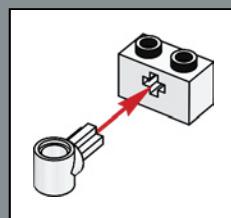


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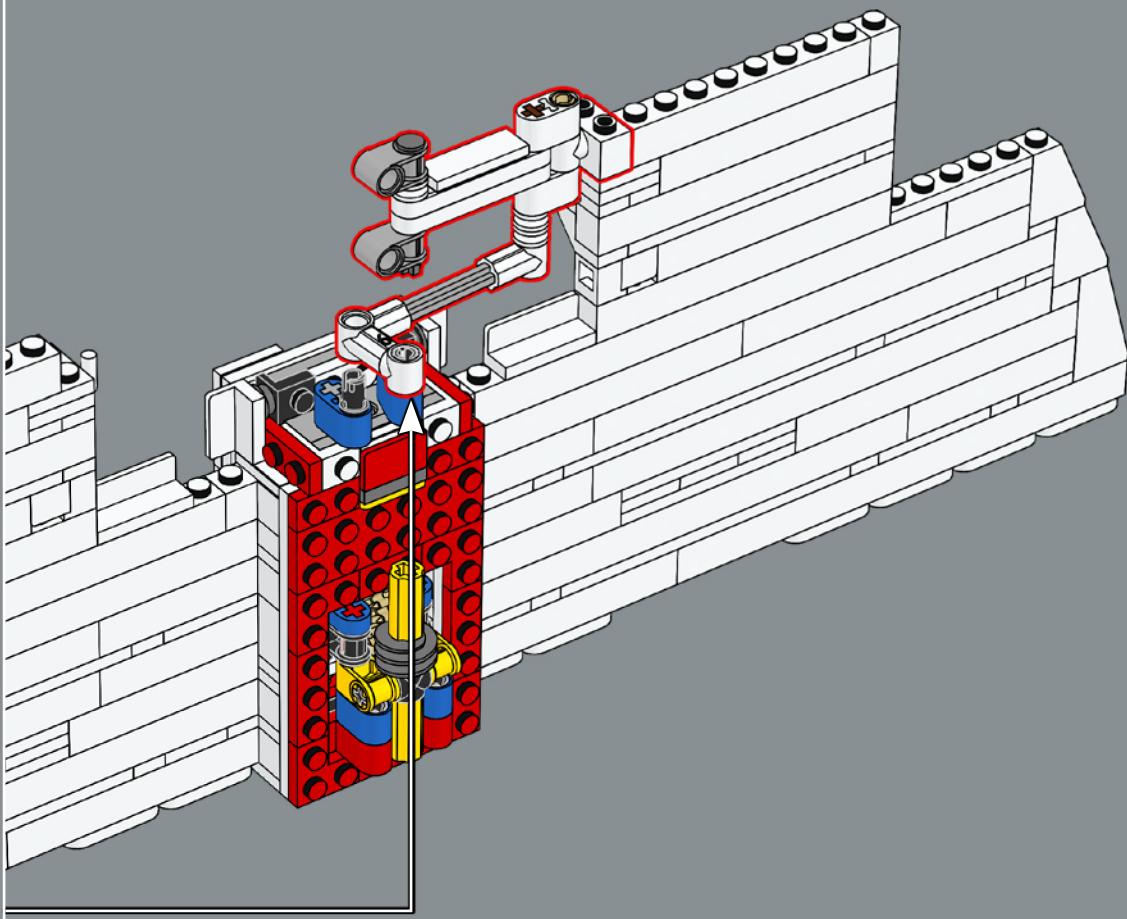


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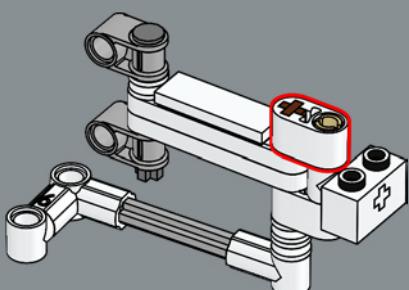


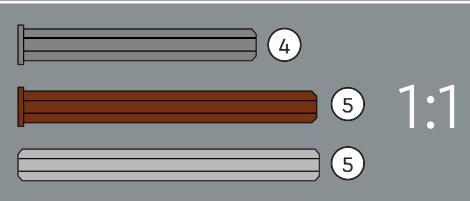
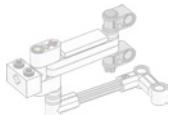
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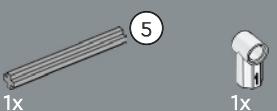
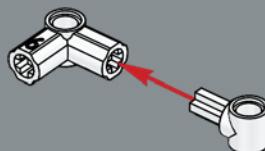
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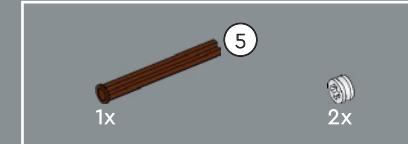
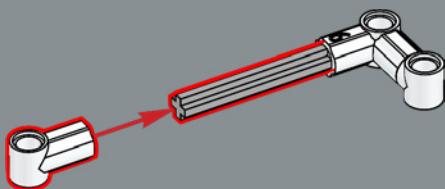




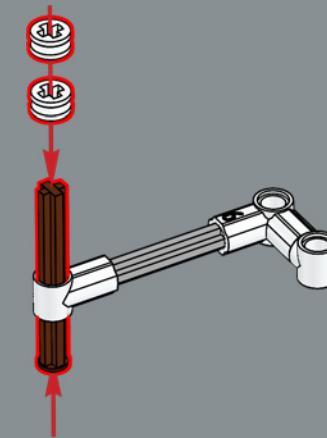
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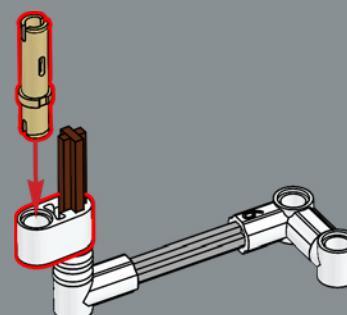
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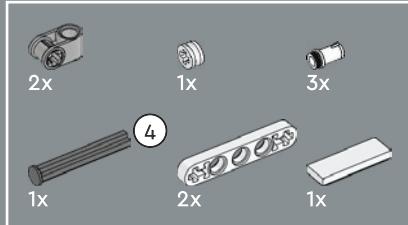


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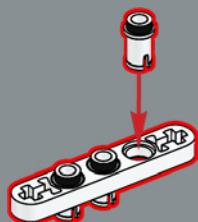
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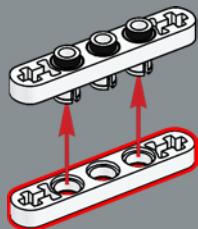


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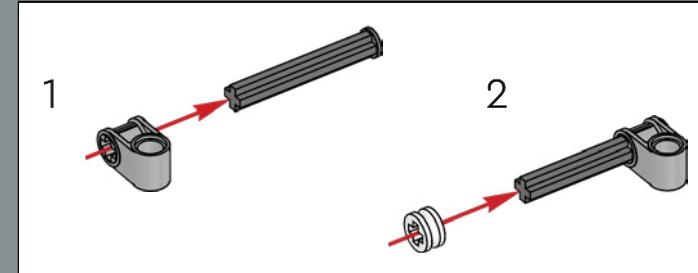
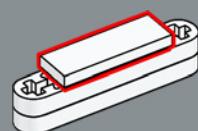
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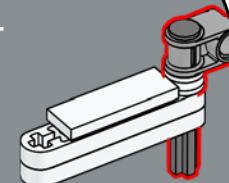
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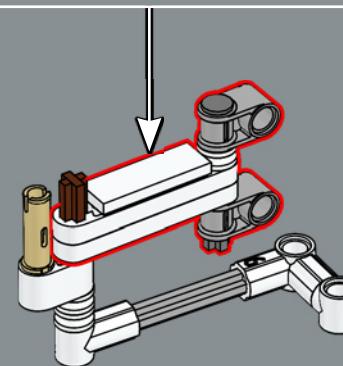
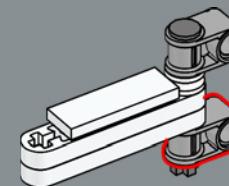
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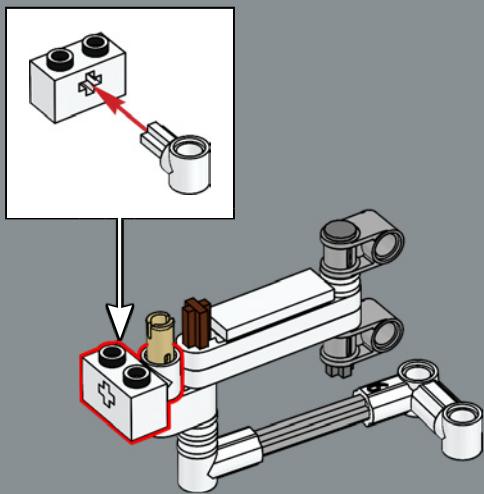


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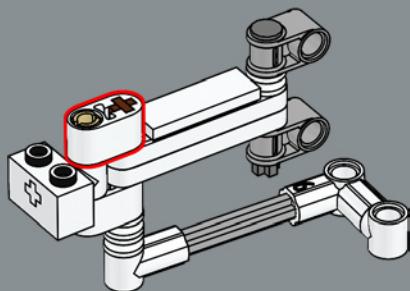




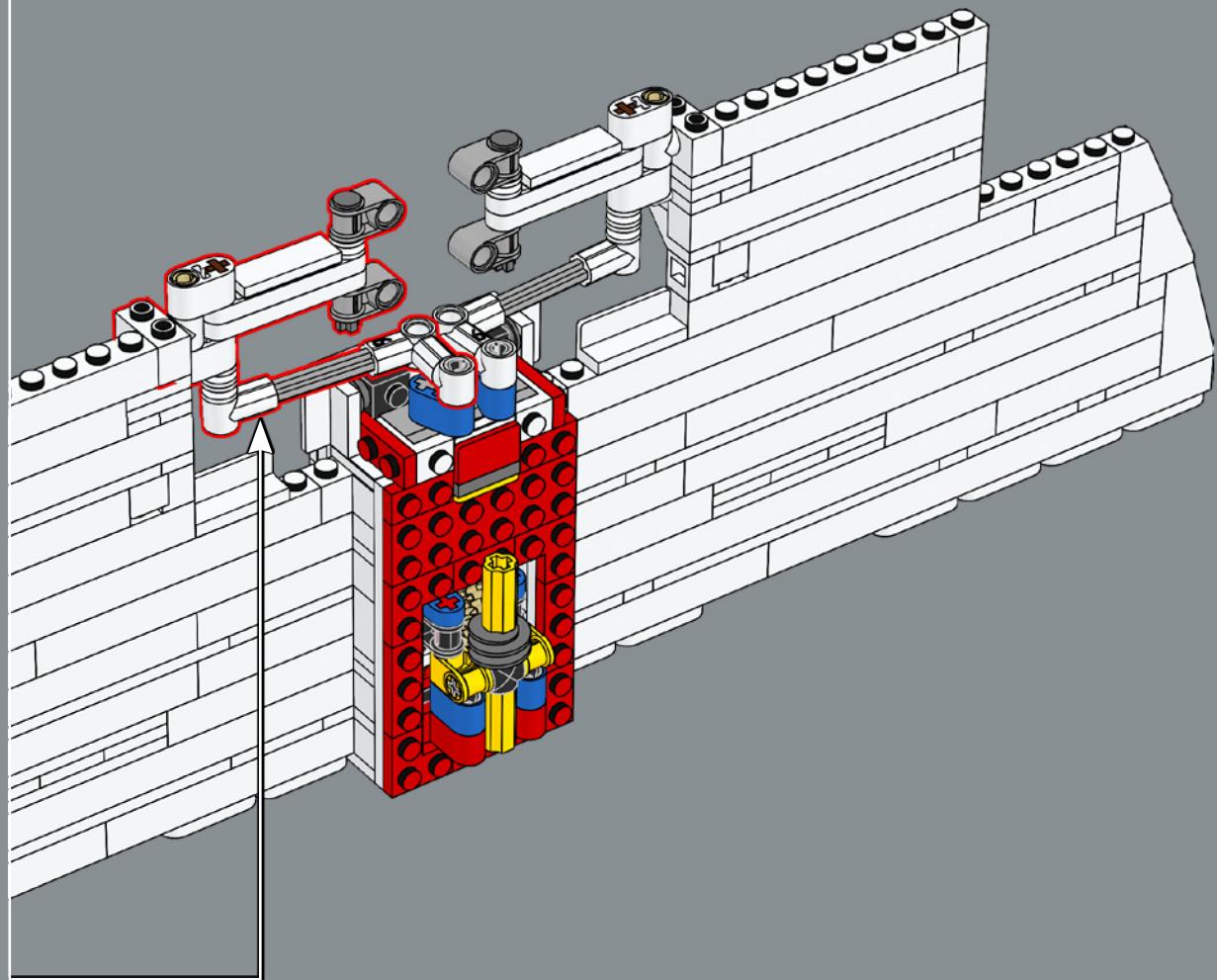
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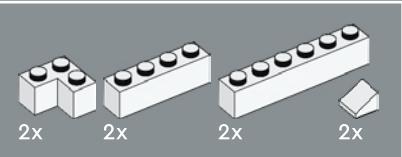
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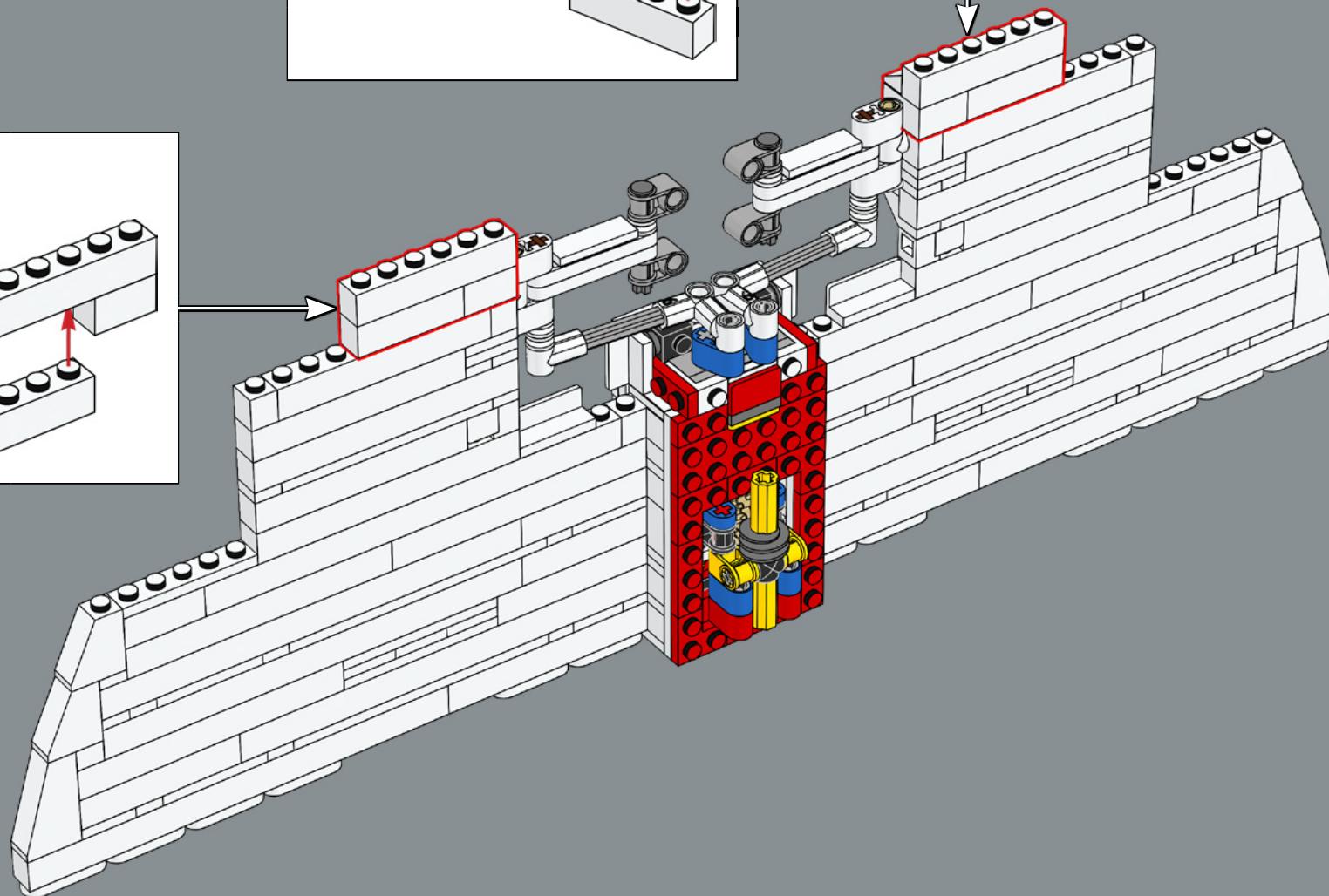
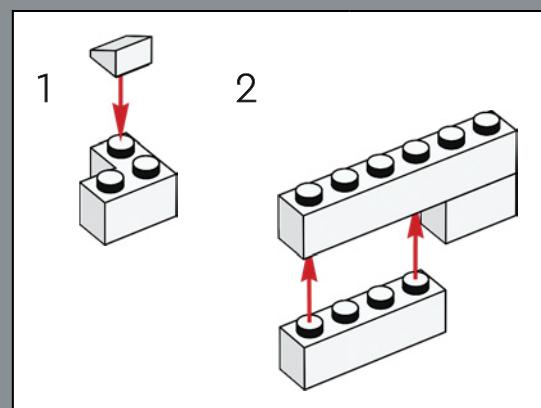
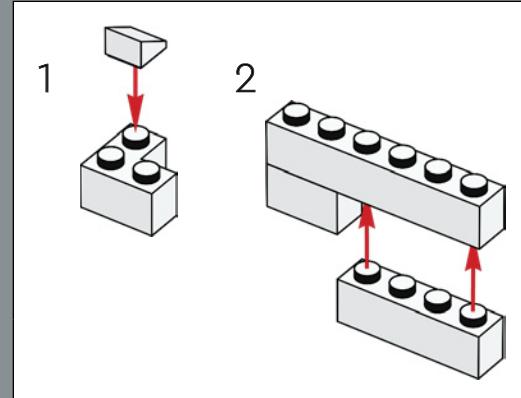
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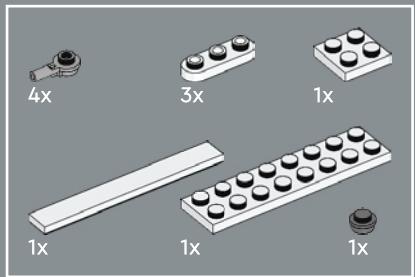




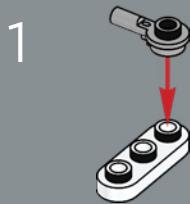


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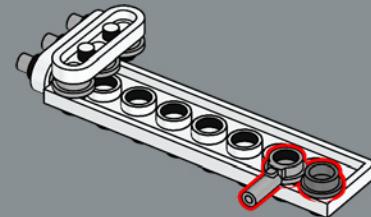
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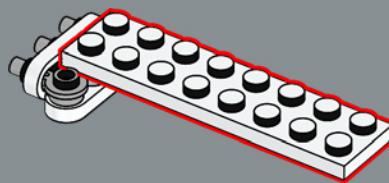
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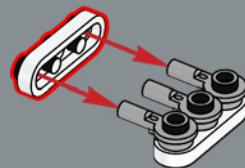
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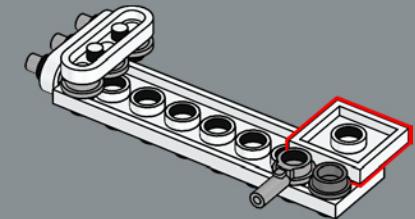
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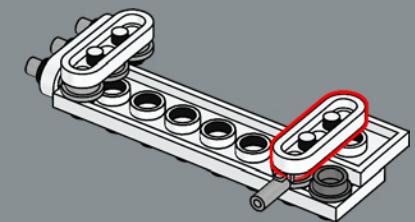
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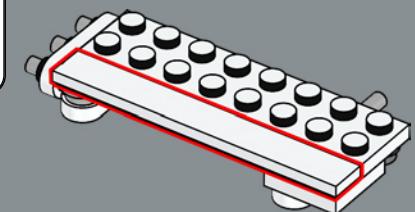
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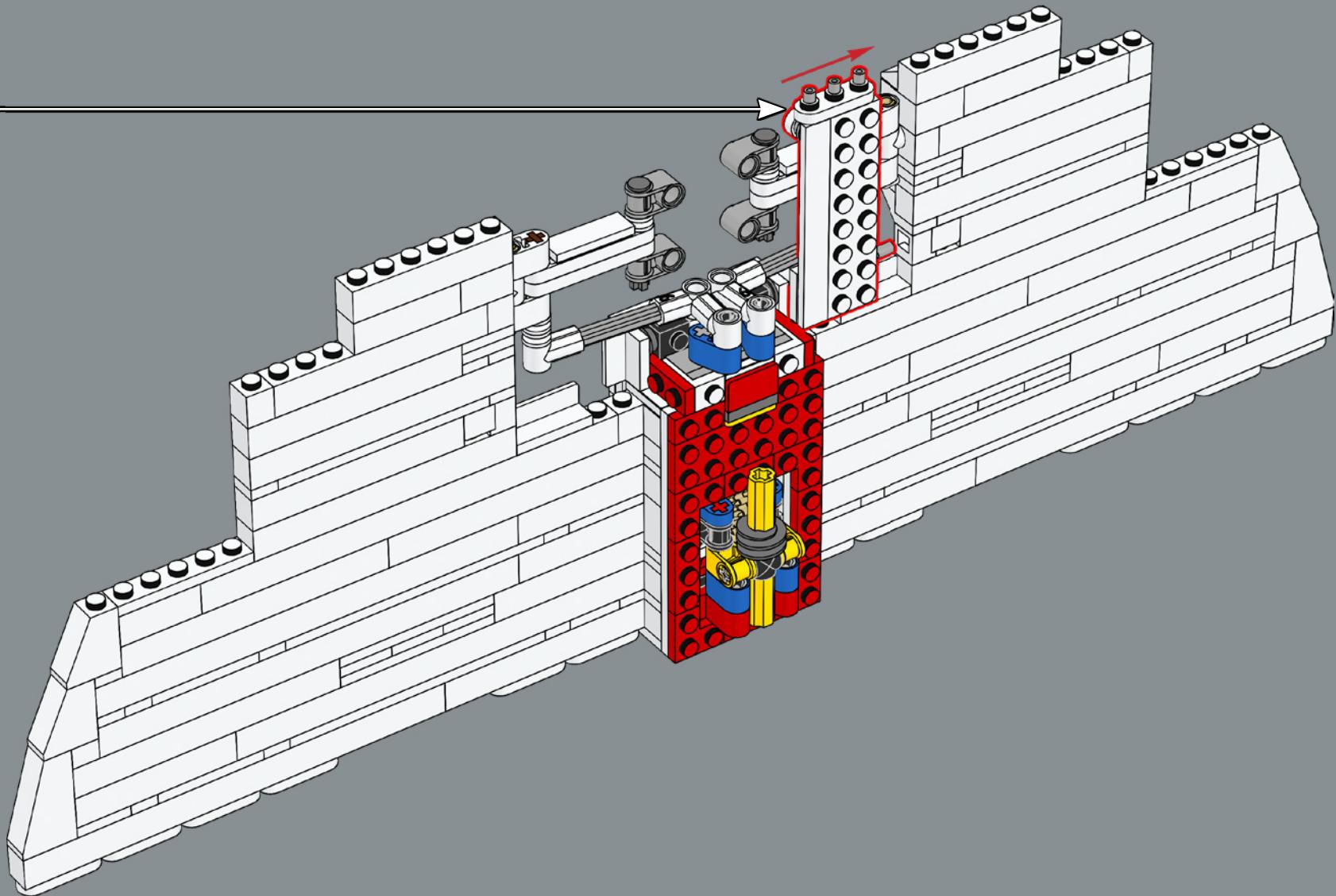


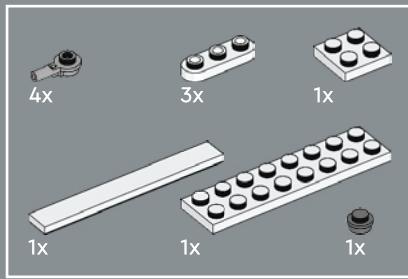
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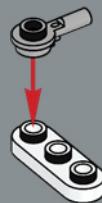
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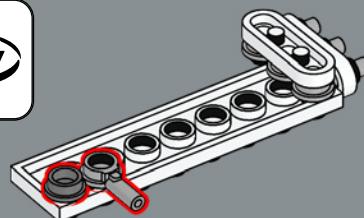
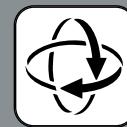
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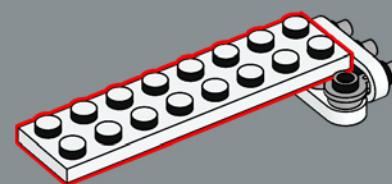
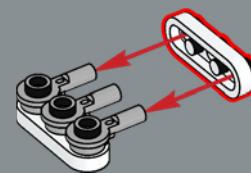
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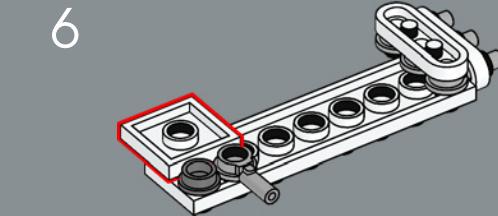
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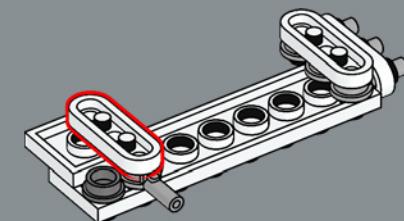
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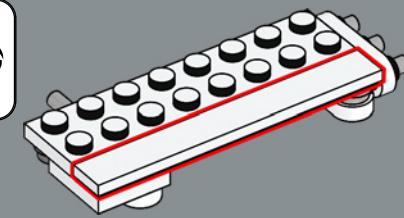
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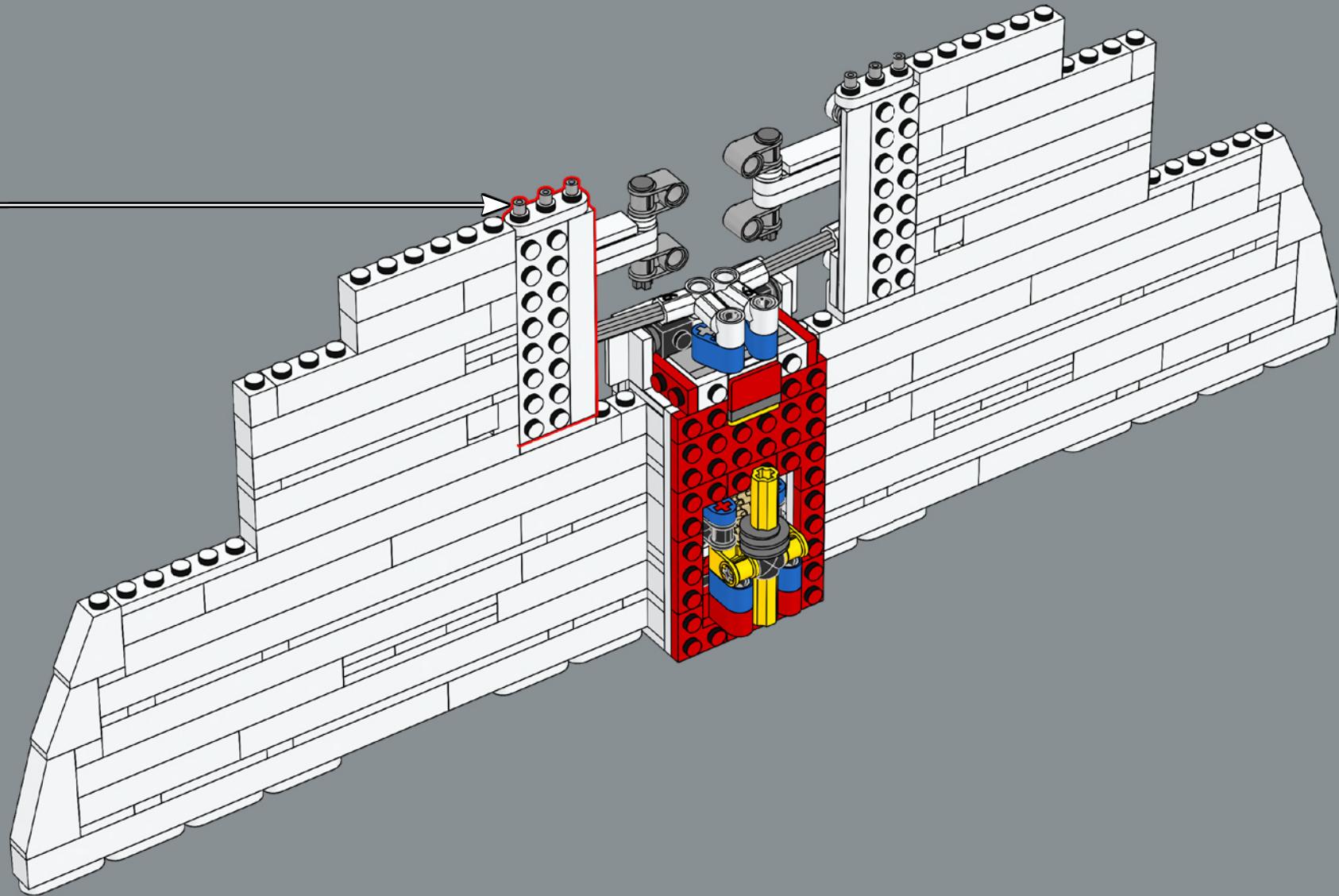


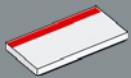
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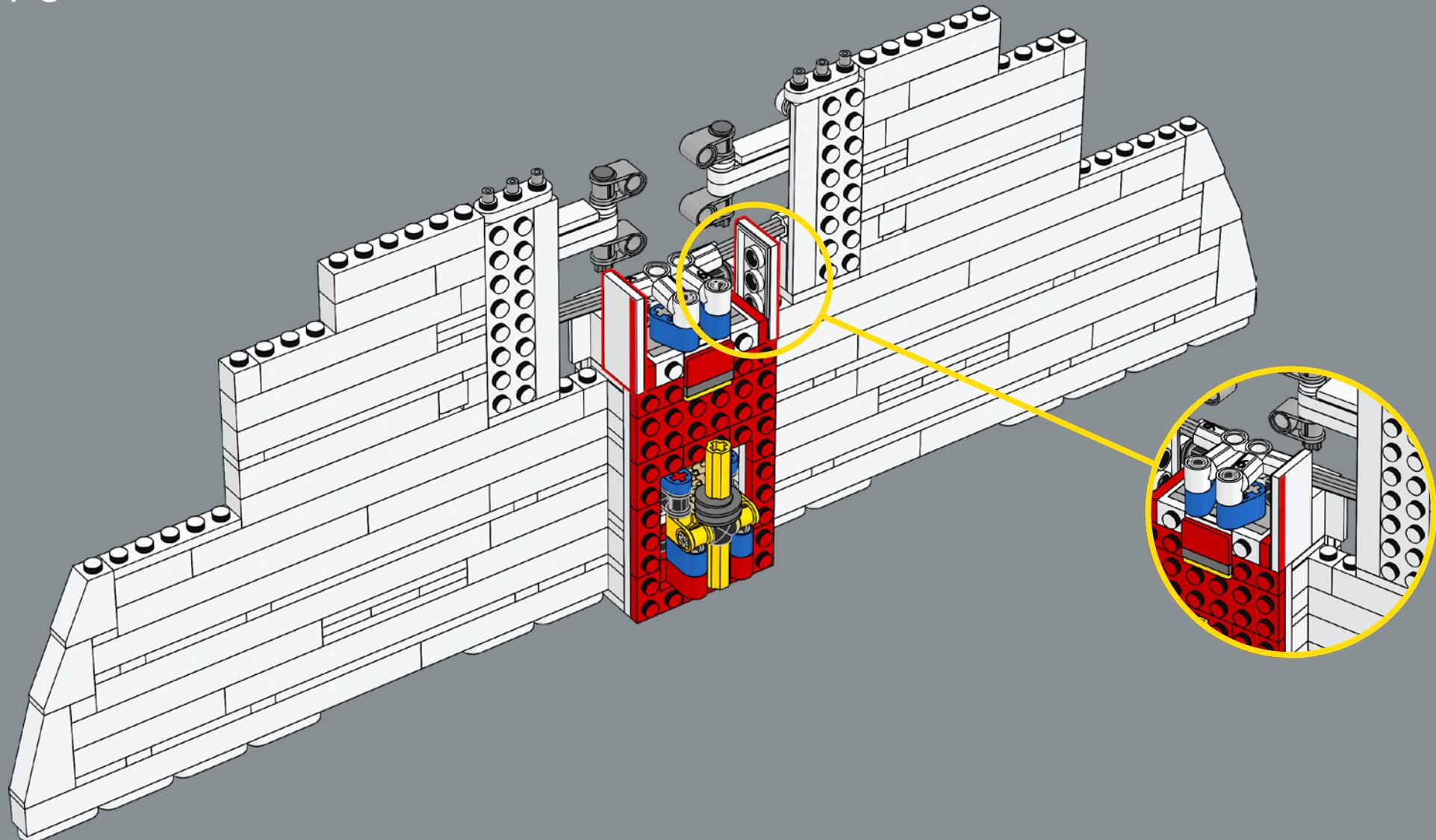
L'aereo richiedeva una vernice bianca personalizzata per dissipare il calore generato dal volo supersonico.

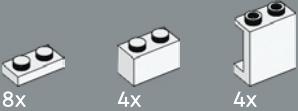




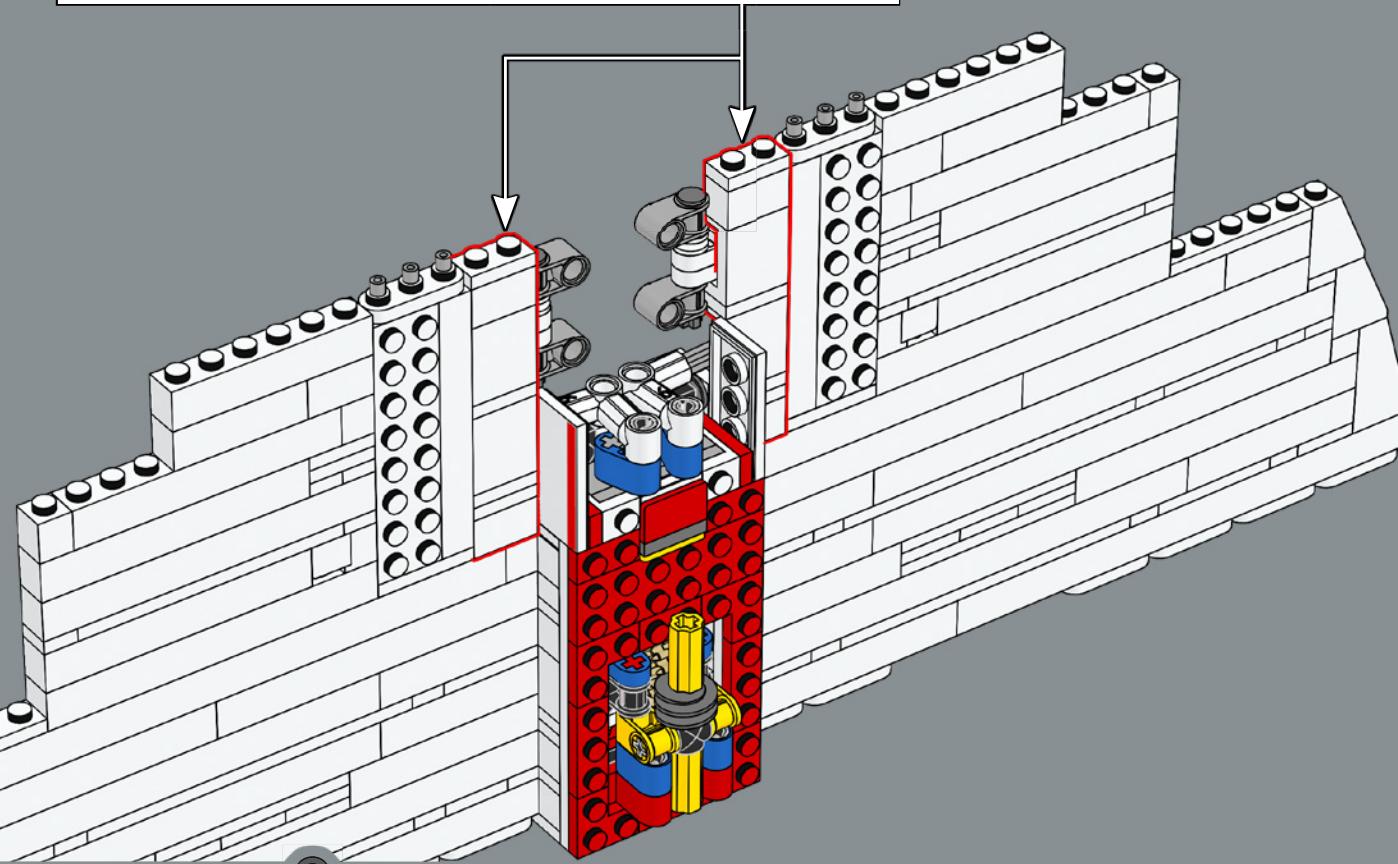
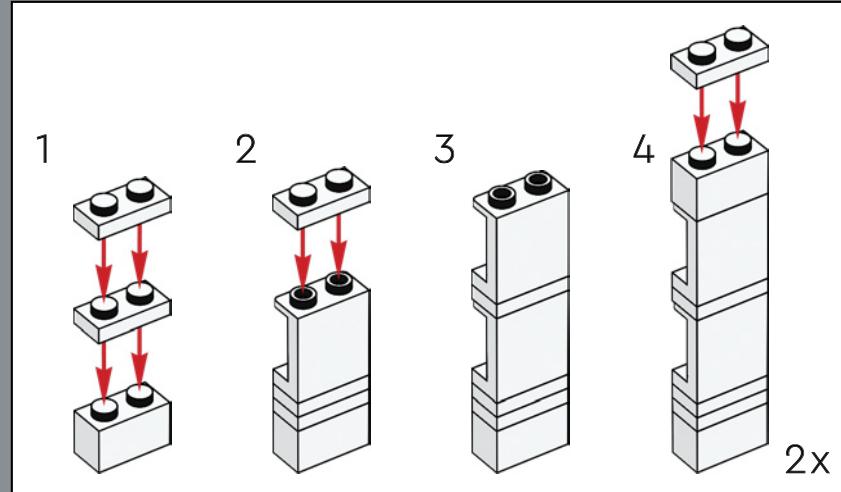
2x

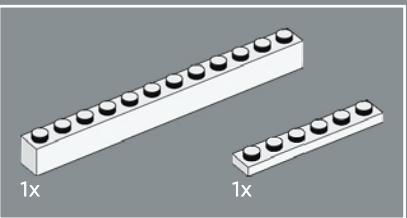
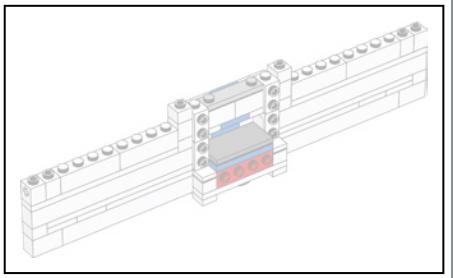
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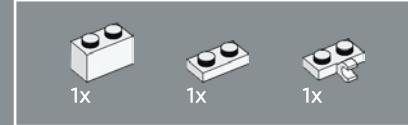
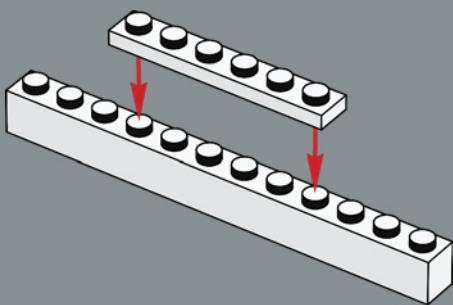


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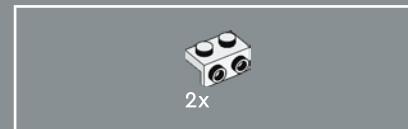
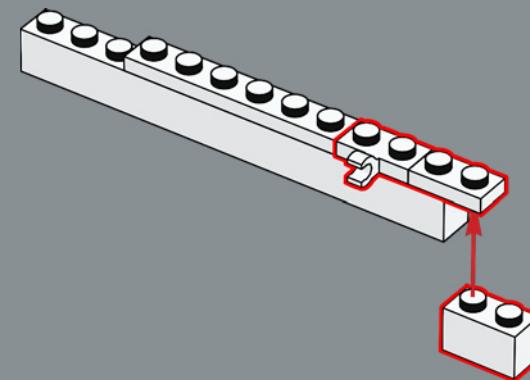




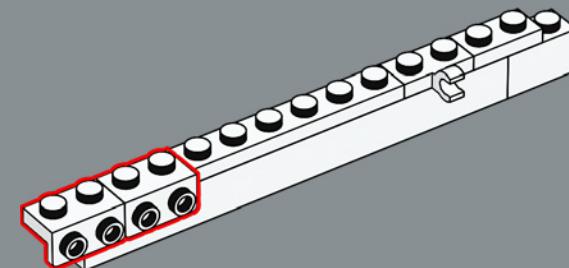
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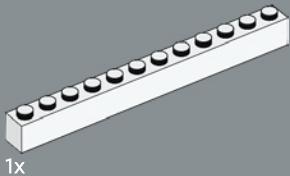


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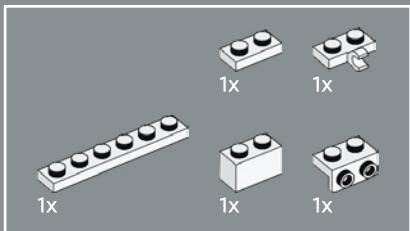
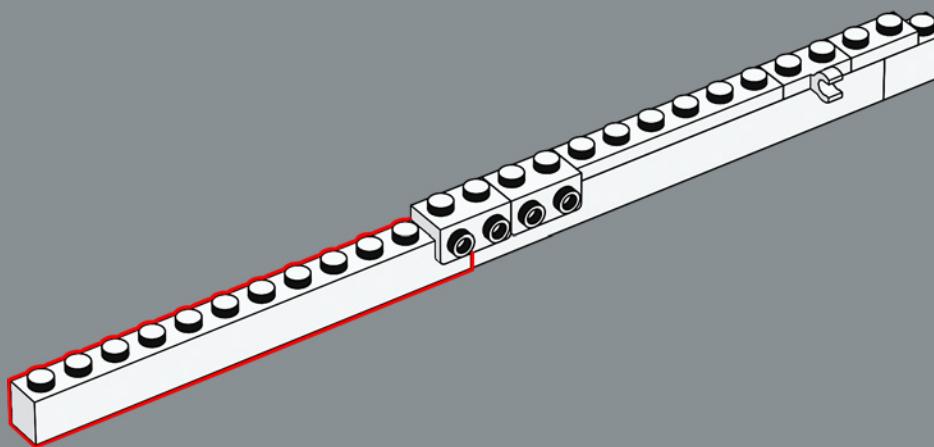


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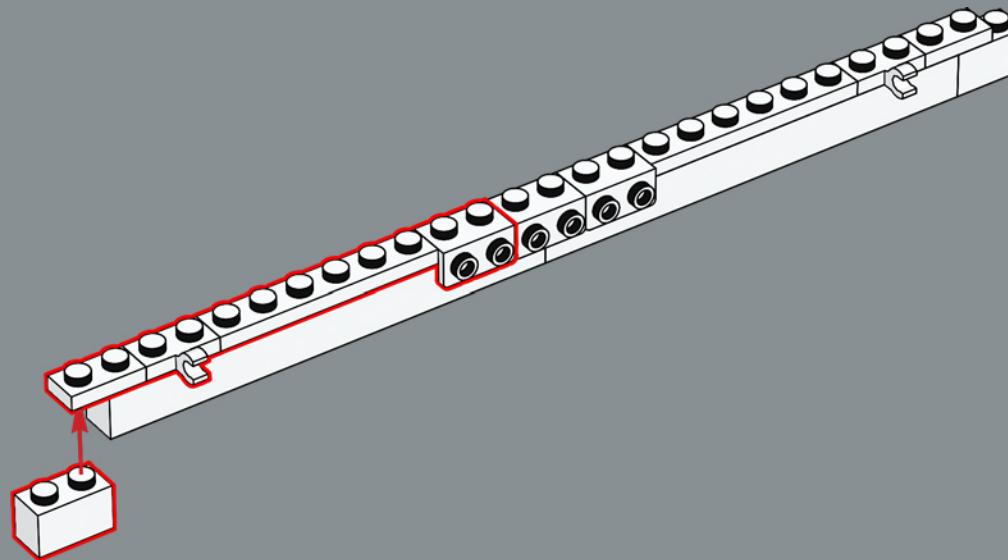


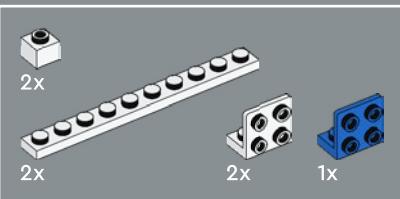


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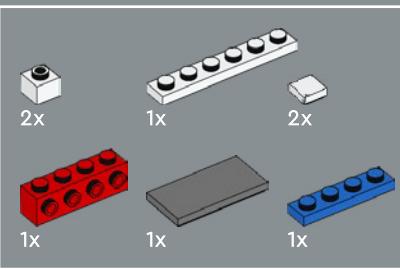
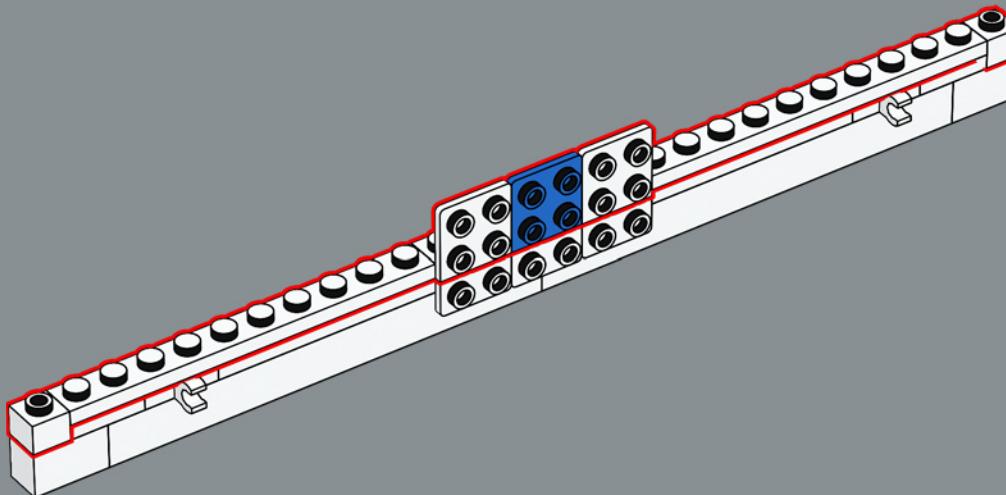


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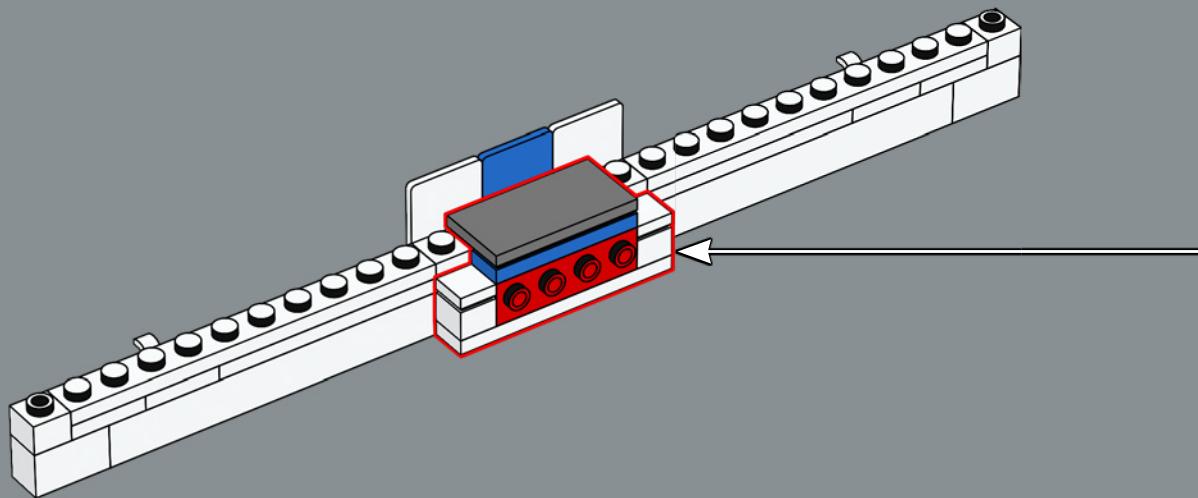
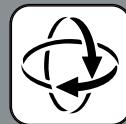
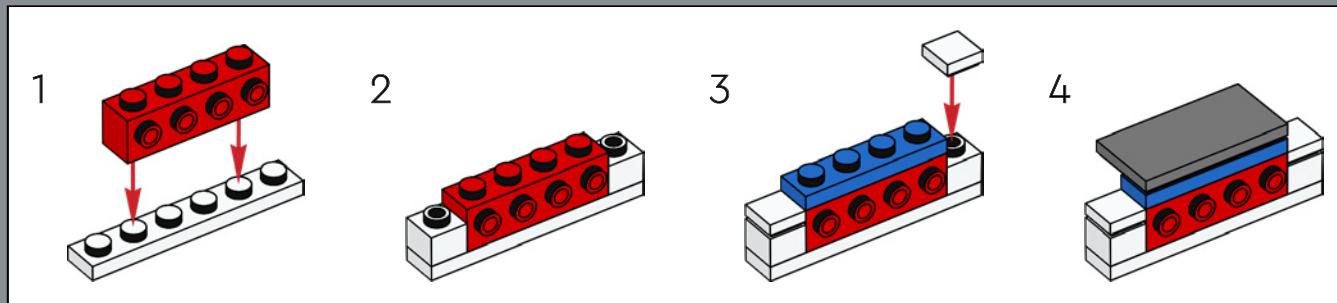


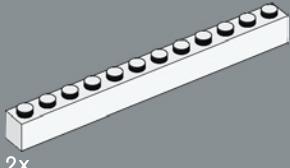


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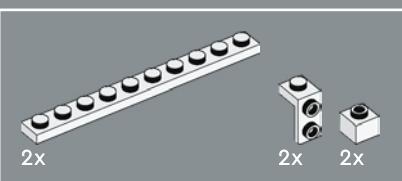
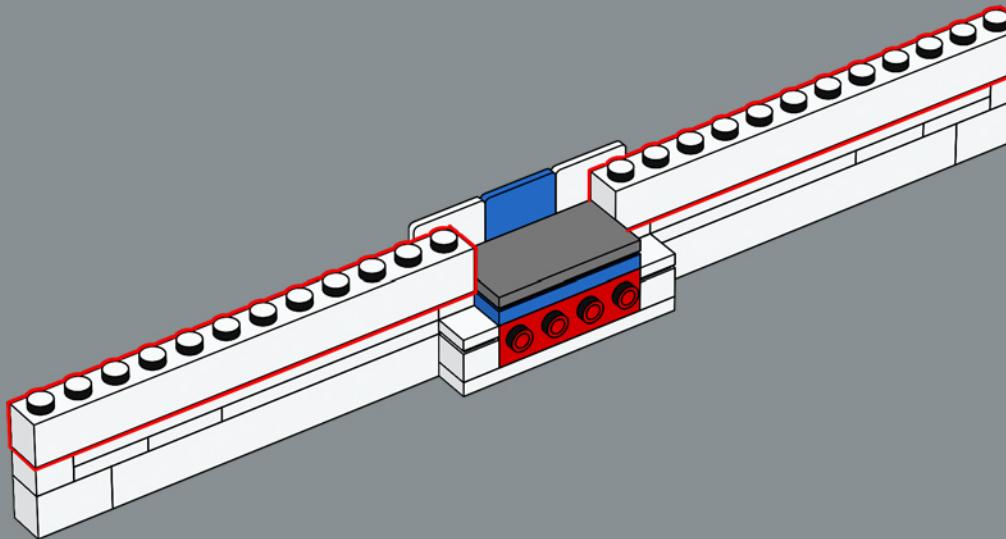


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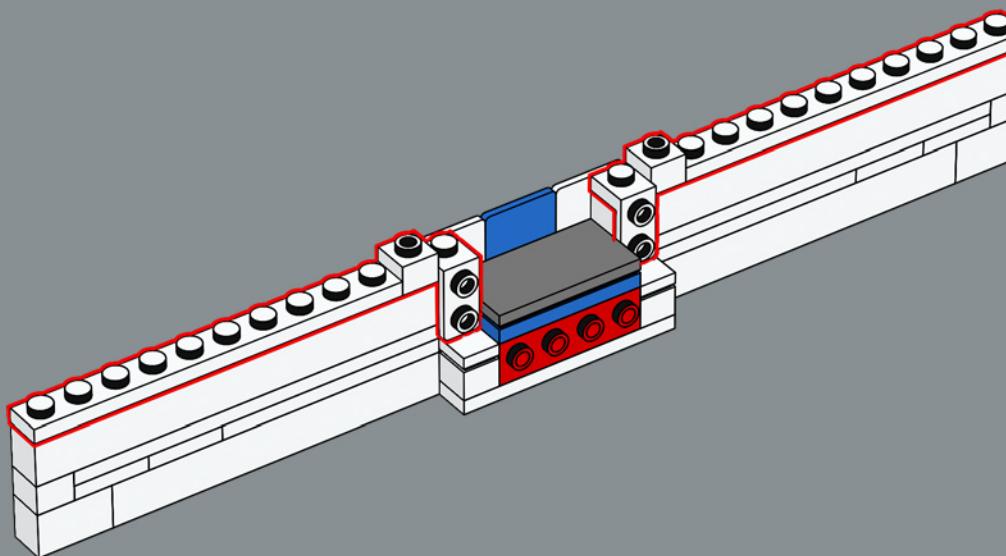


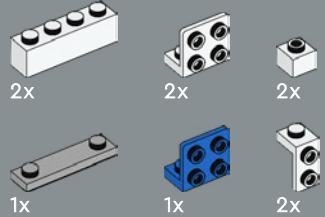


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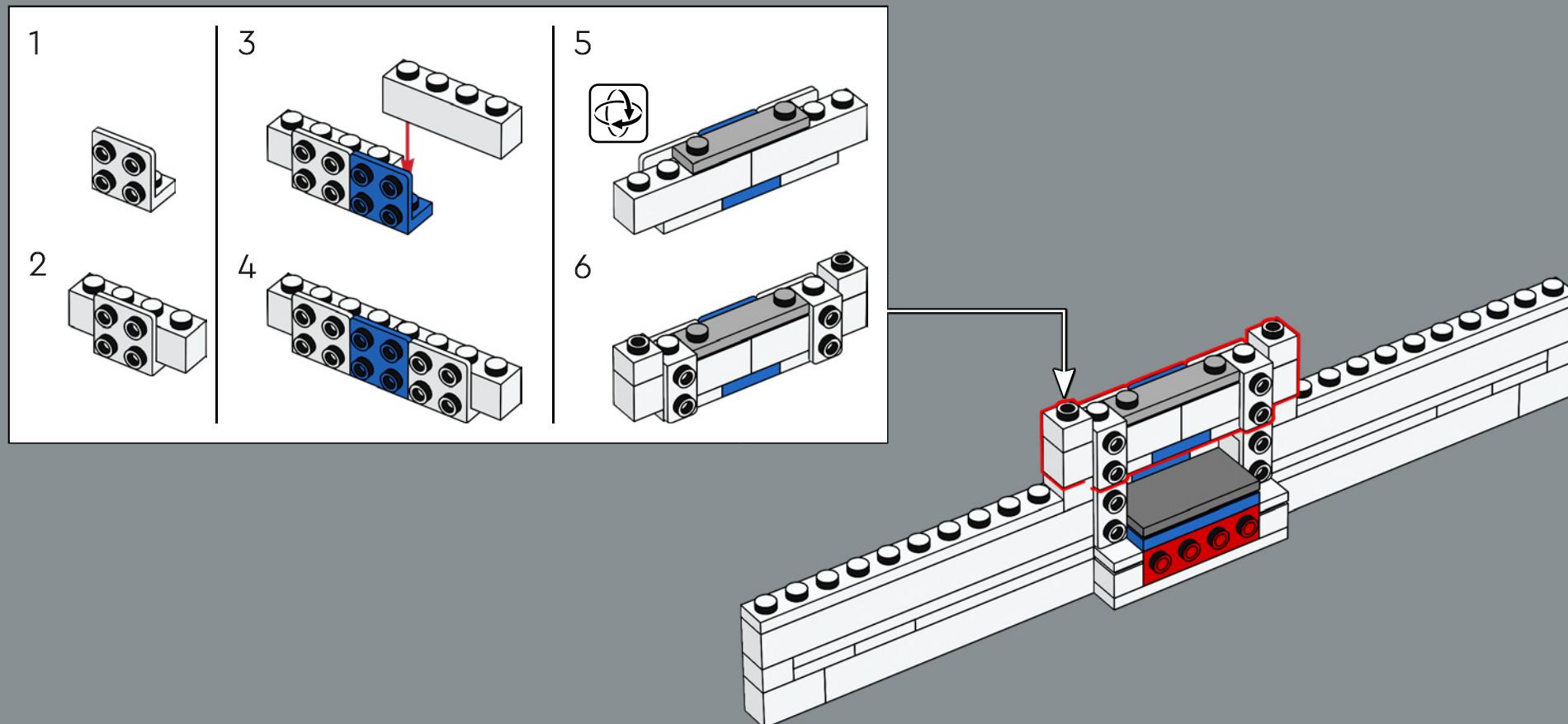


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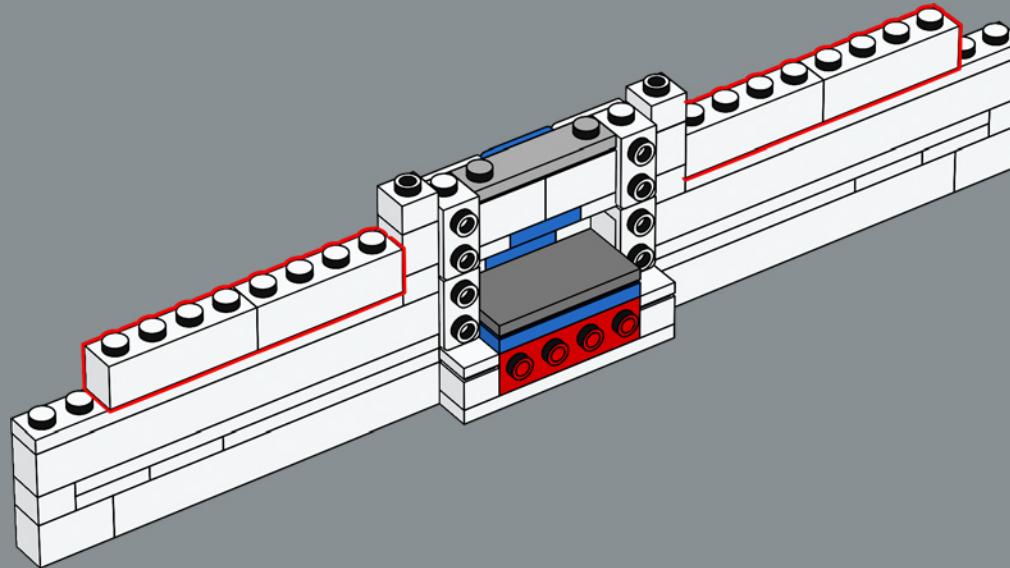
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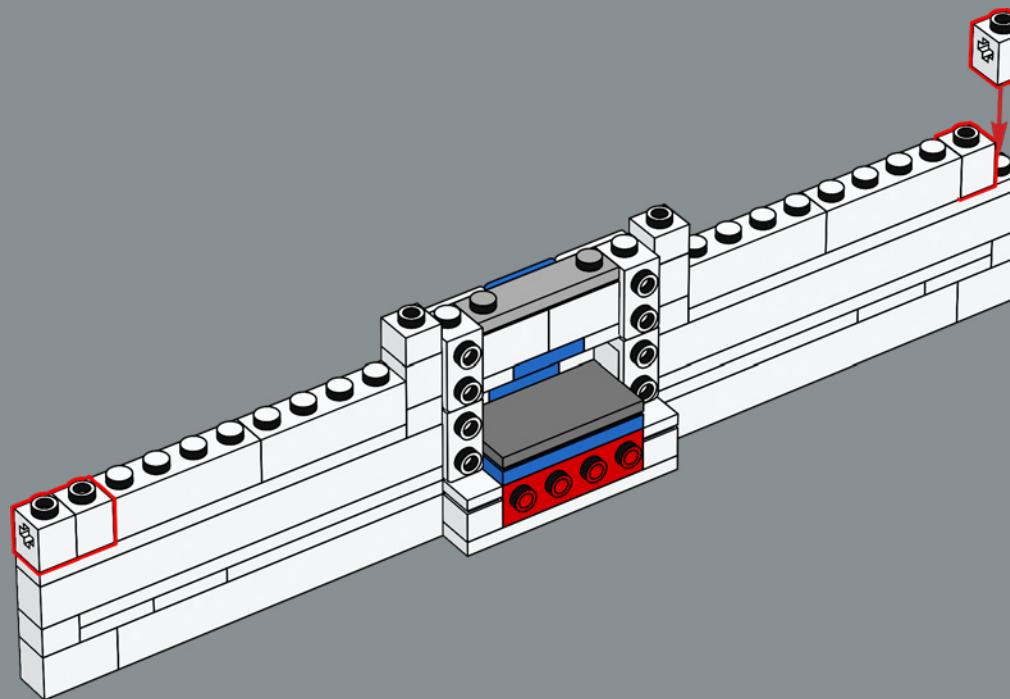
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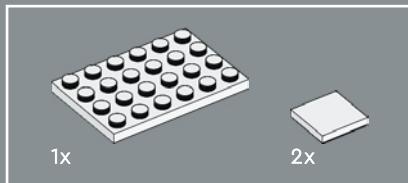
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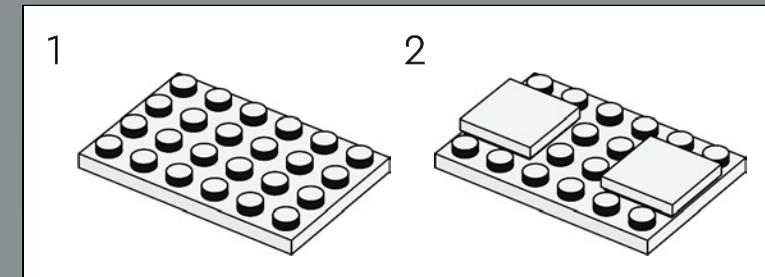
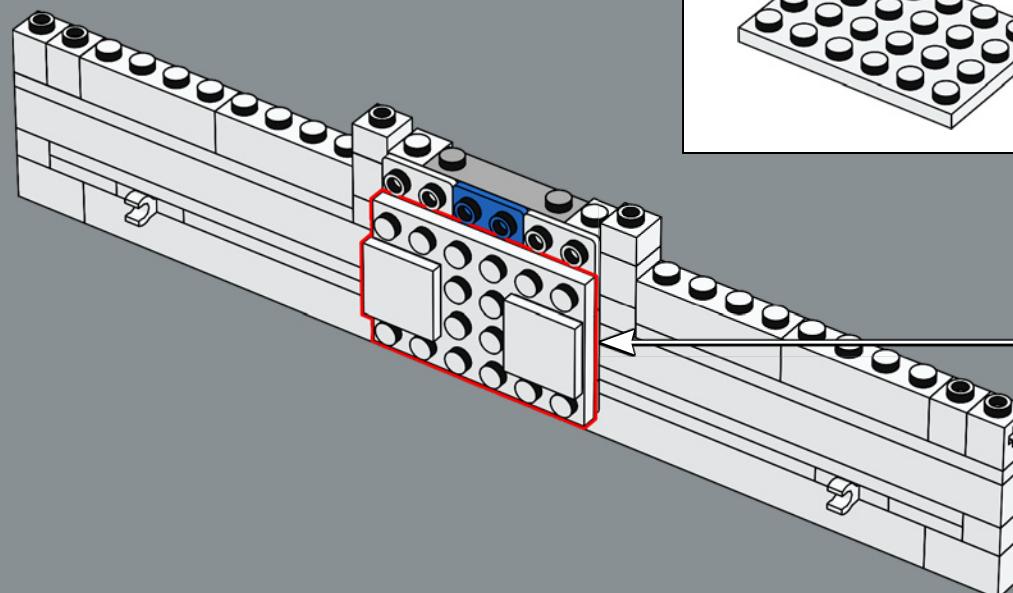
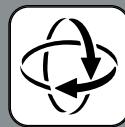
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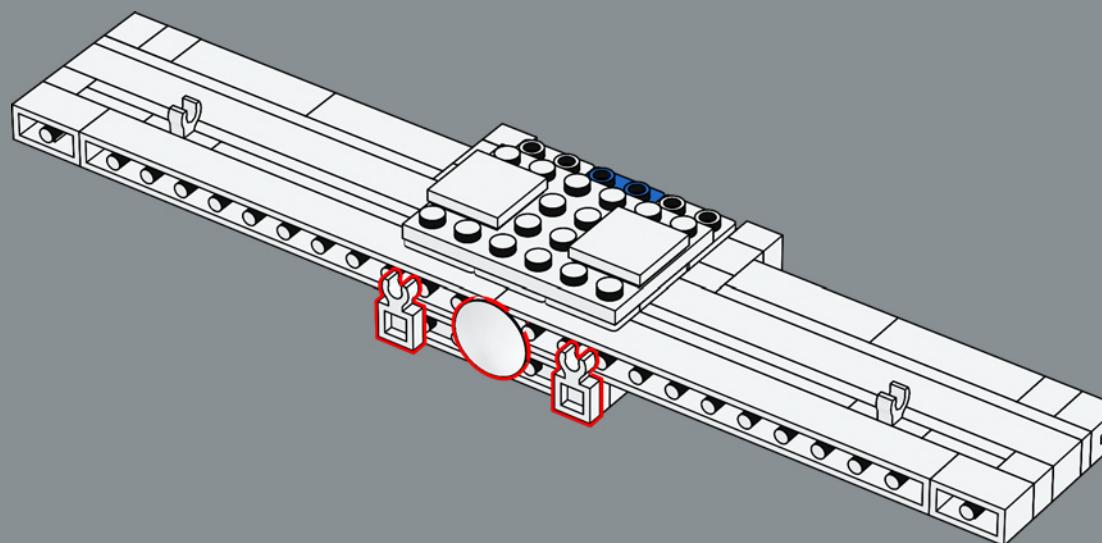
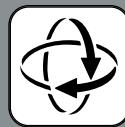




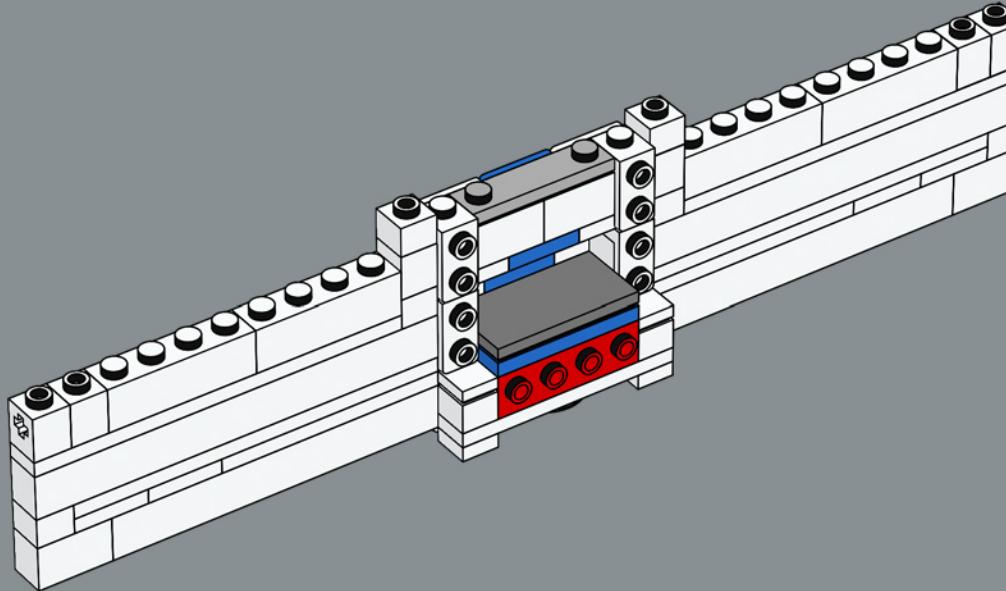
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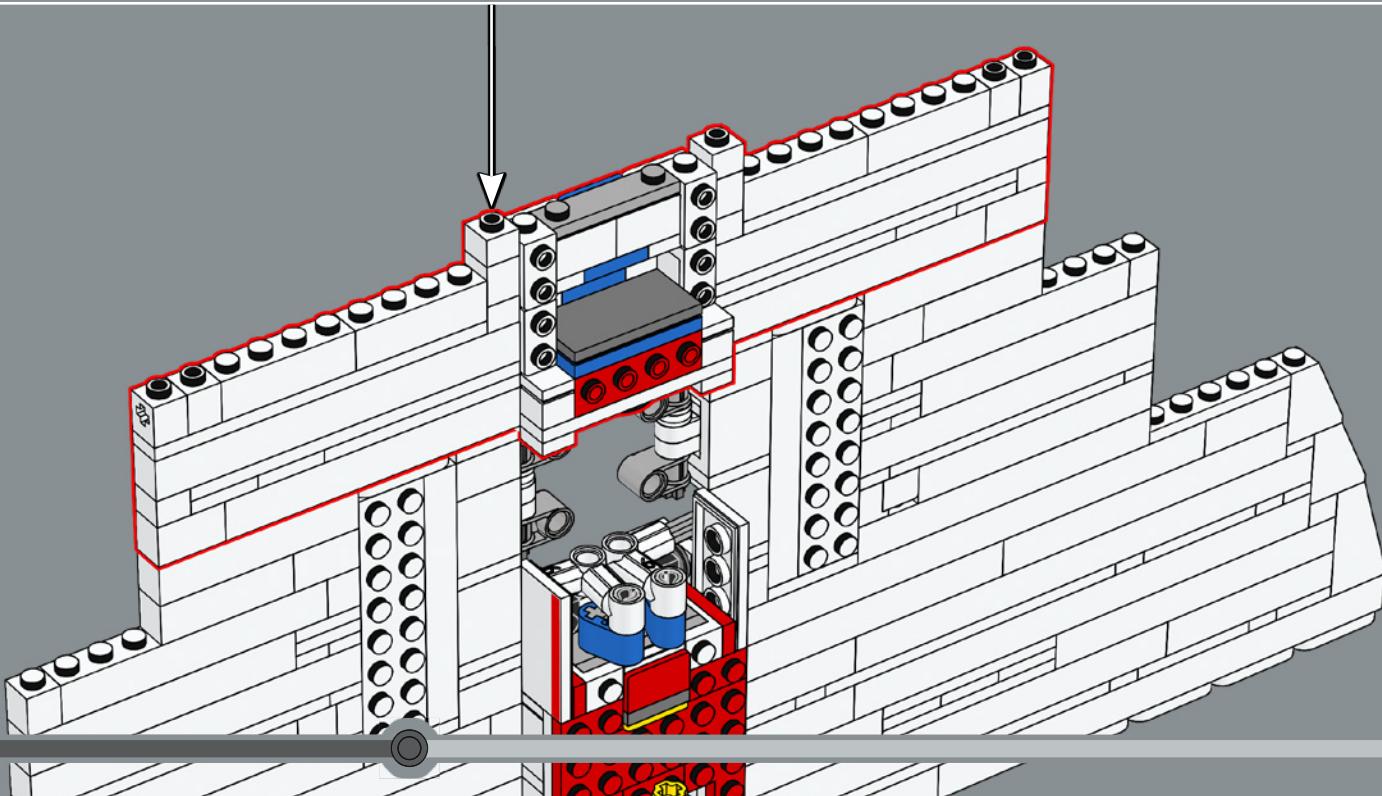
88



89

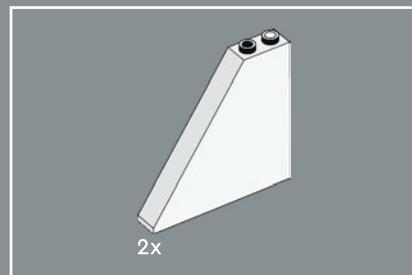


90

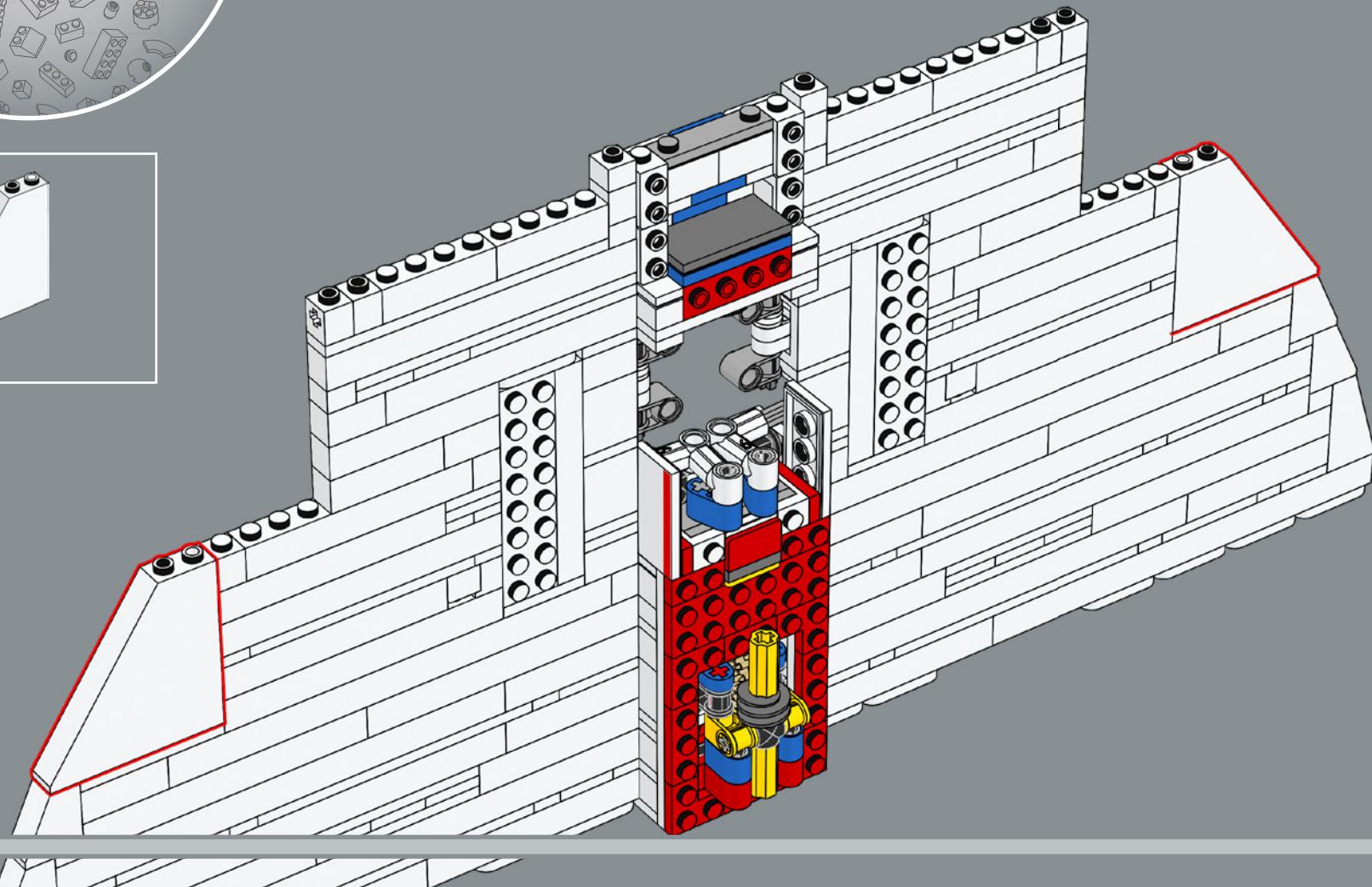


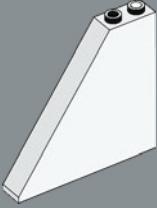


La classica silhouette del Concorde deriva da un problema tecnico molto reale: l'equilibrio tra l'abbattimento della resistenza aerodinamica e la generazione di portanza su un'ala supersonica. La soluzione: l'ala a delta ogivale del Concorde, una modifica del design dell'ala a delta per aumentare l'efficienza alle basse velocità.



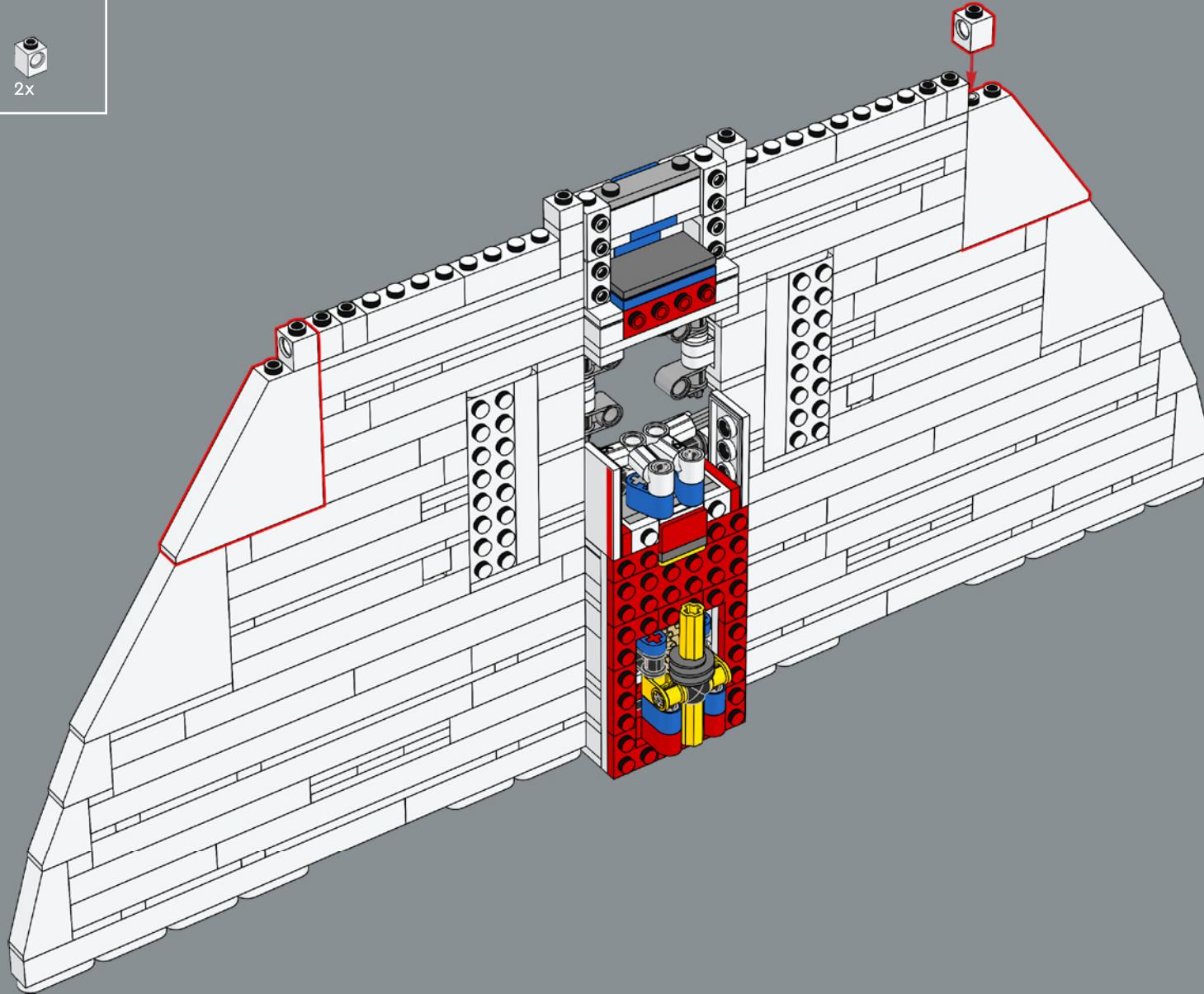
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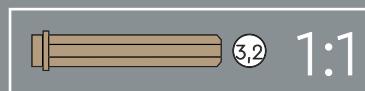




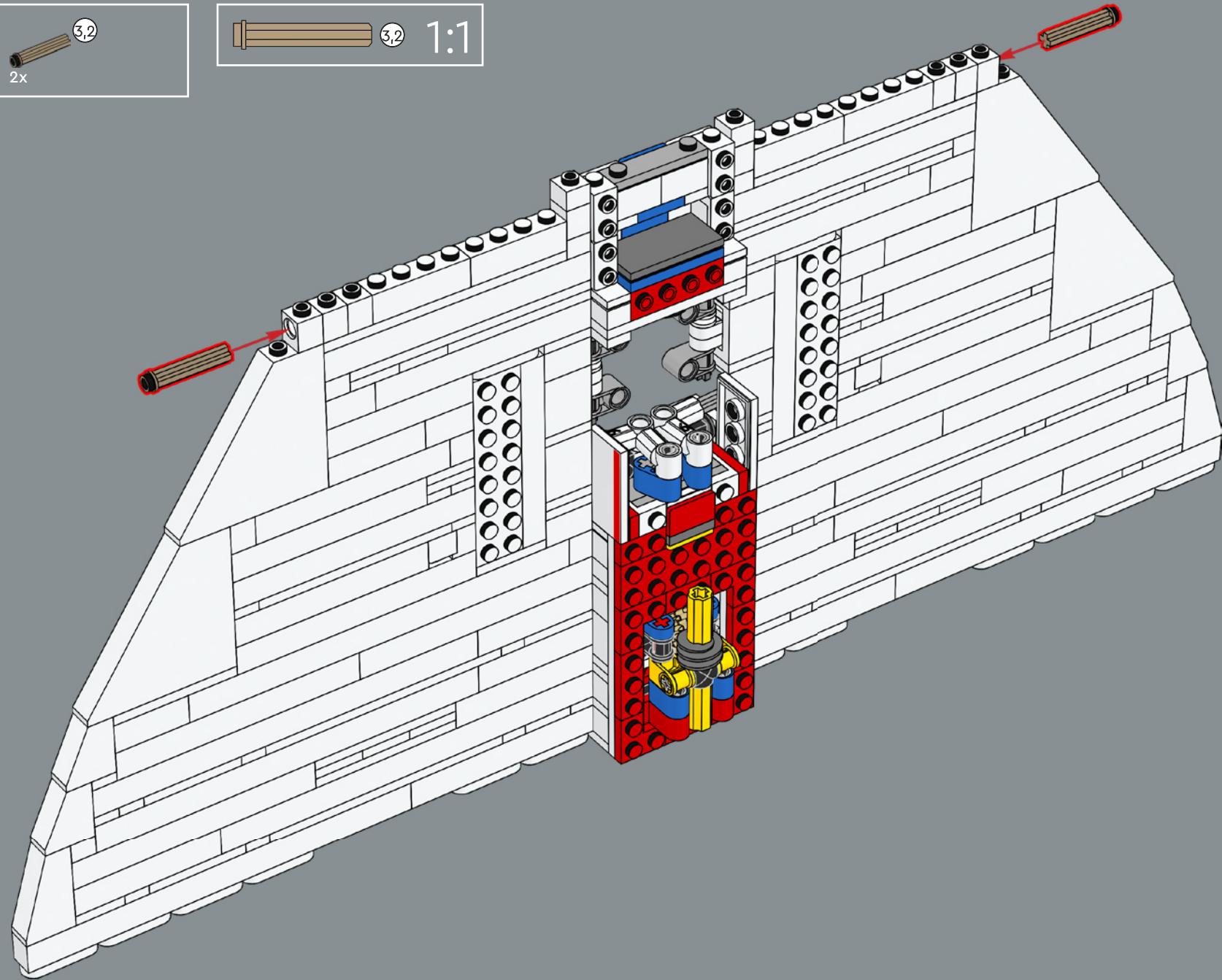
2x

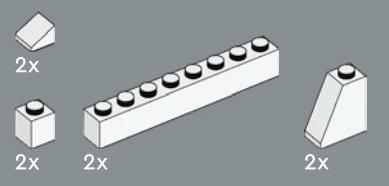
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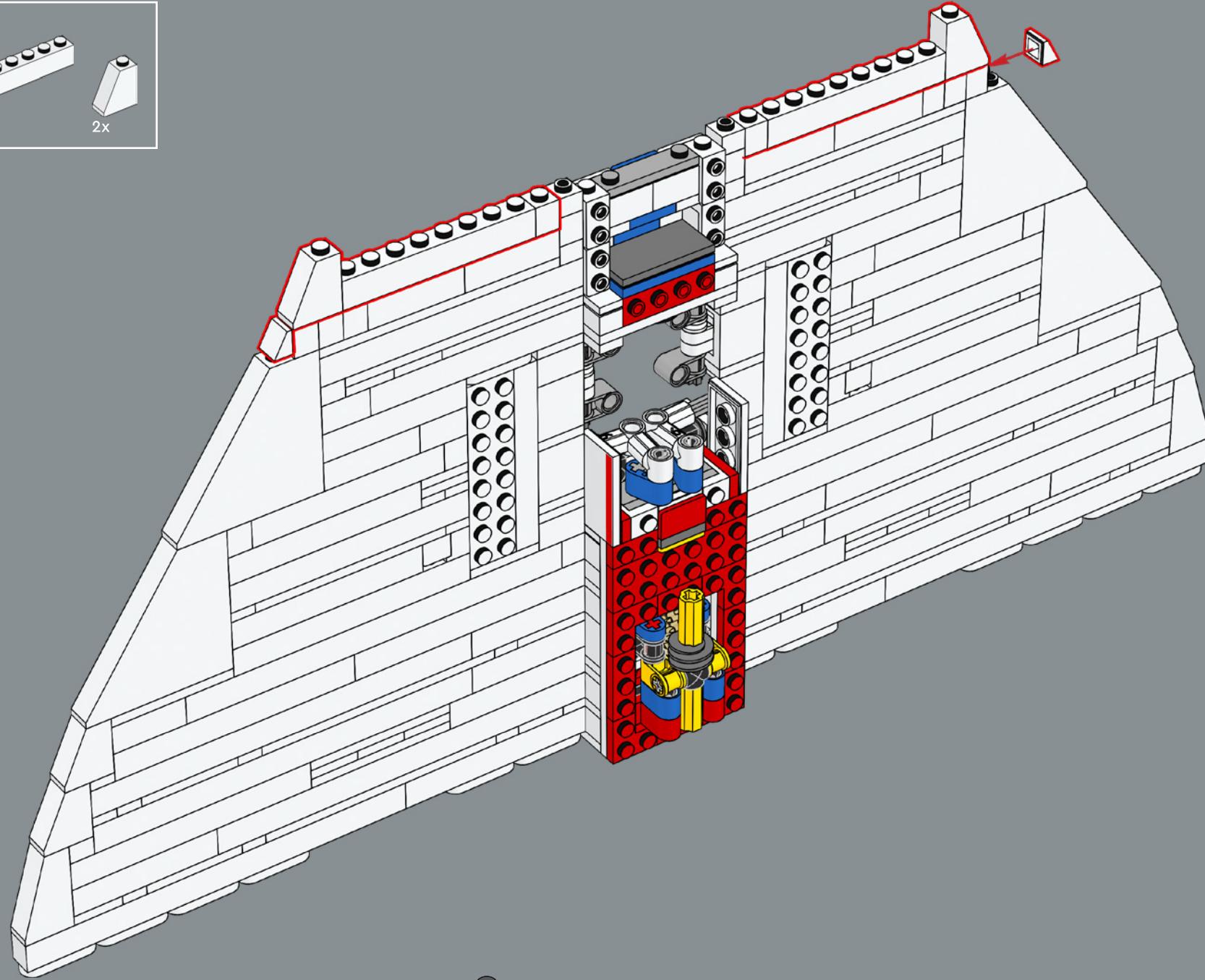


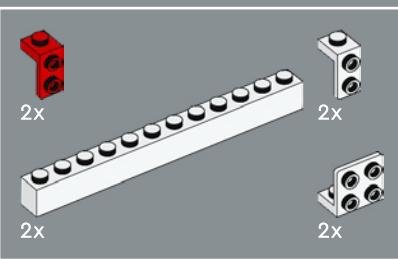
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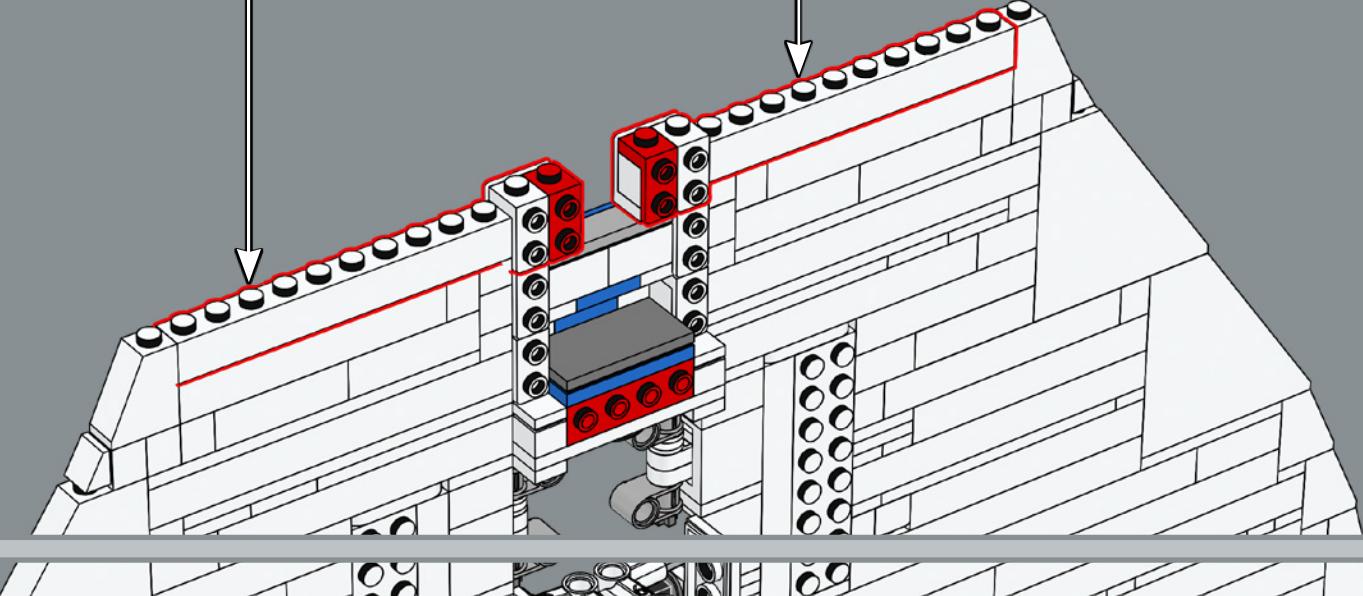
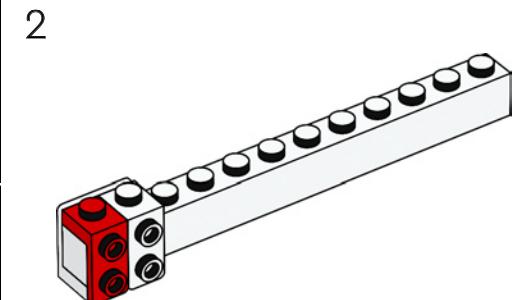
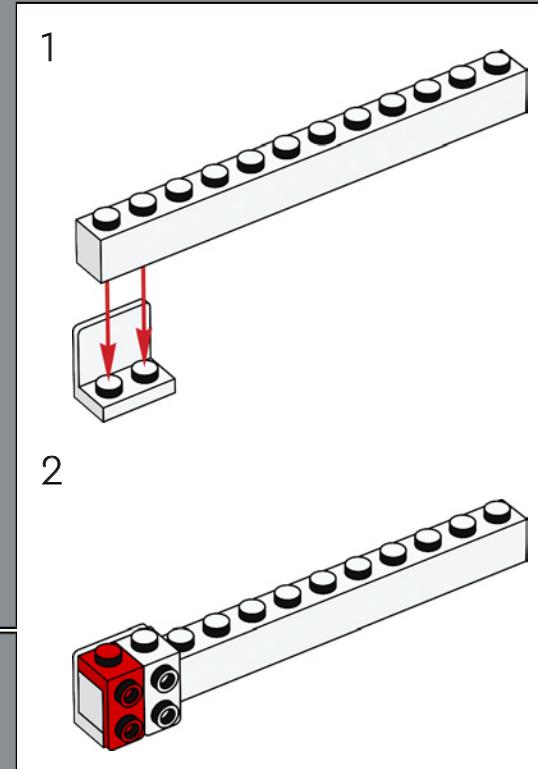
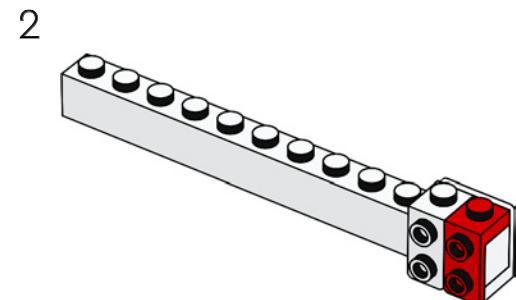
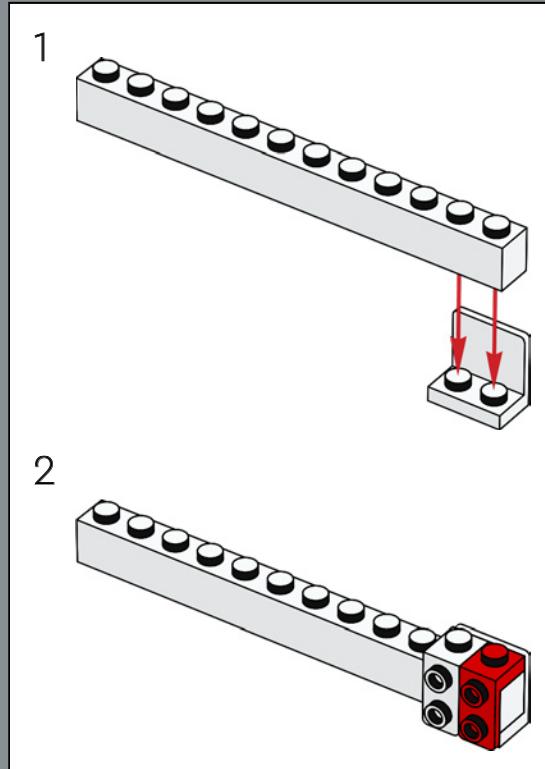


94





95



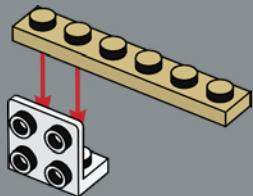


1x



1x

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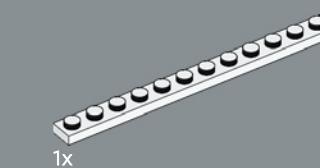
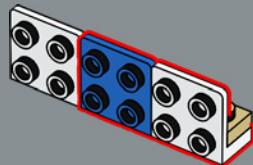


1x



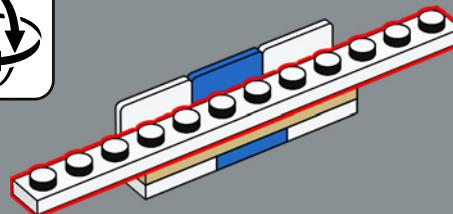
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97



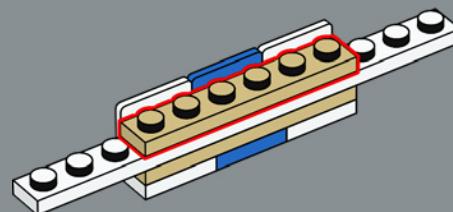
1x

98



1x

99



1x

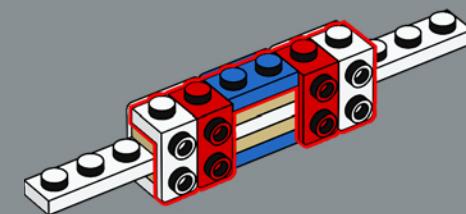


2x



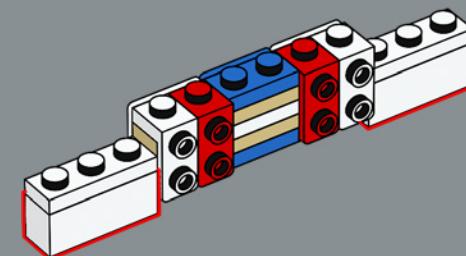
2x

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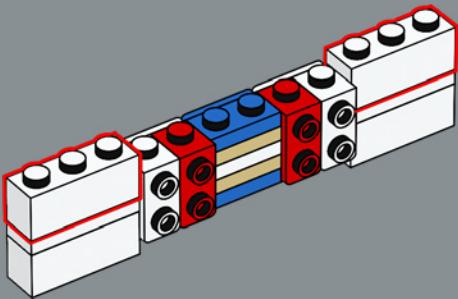
2x

101

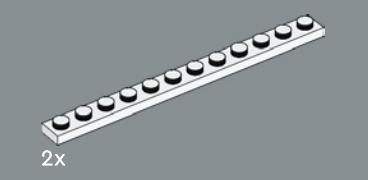
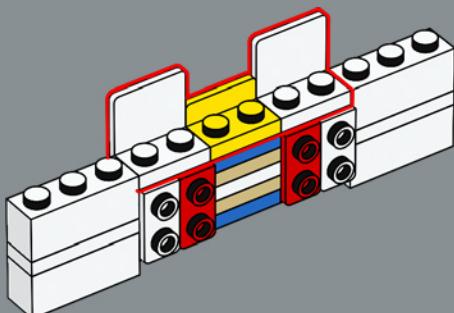




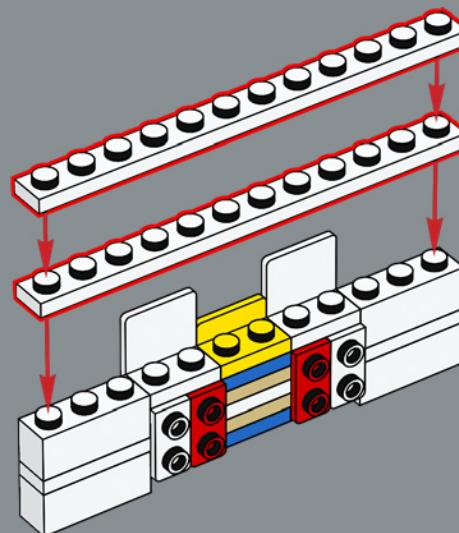
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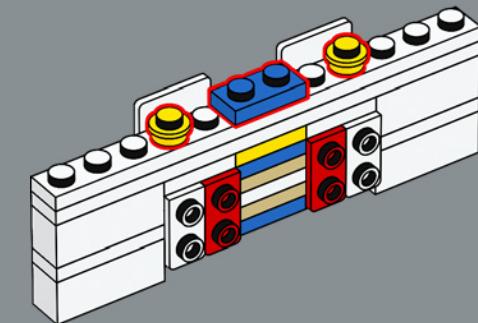
103



104

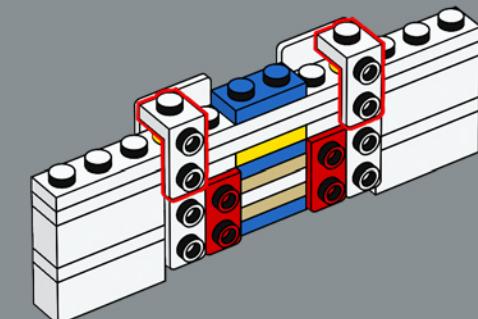


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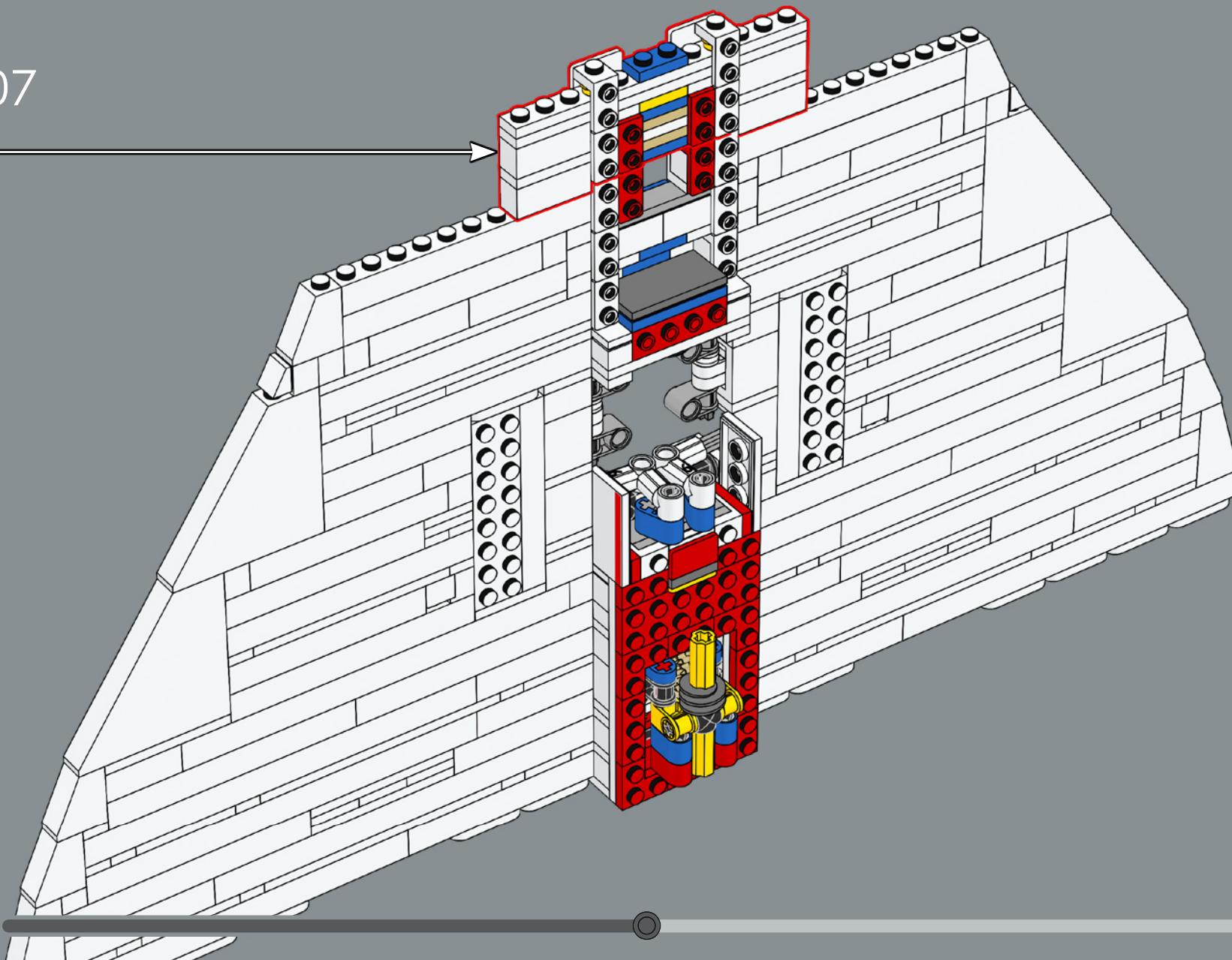


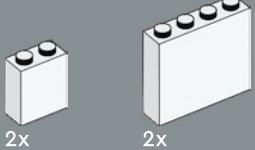
2x

106

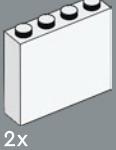


107



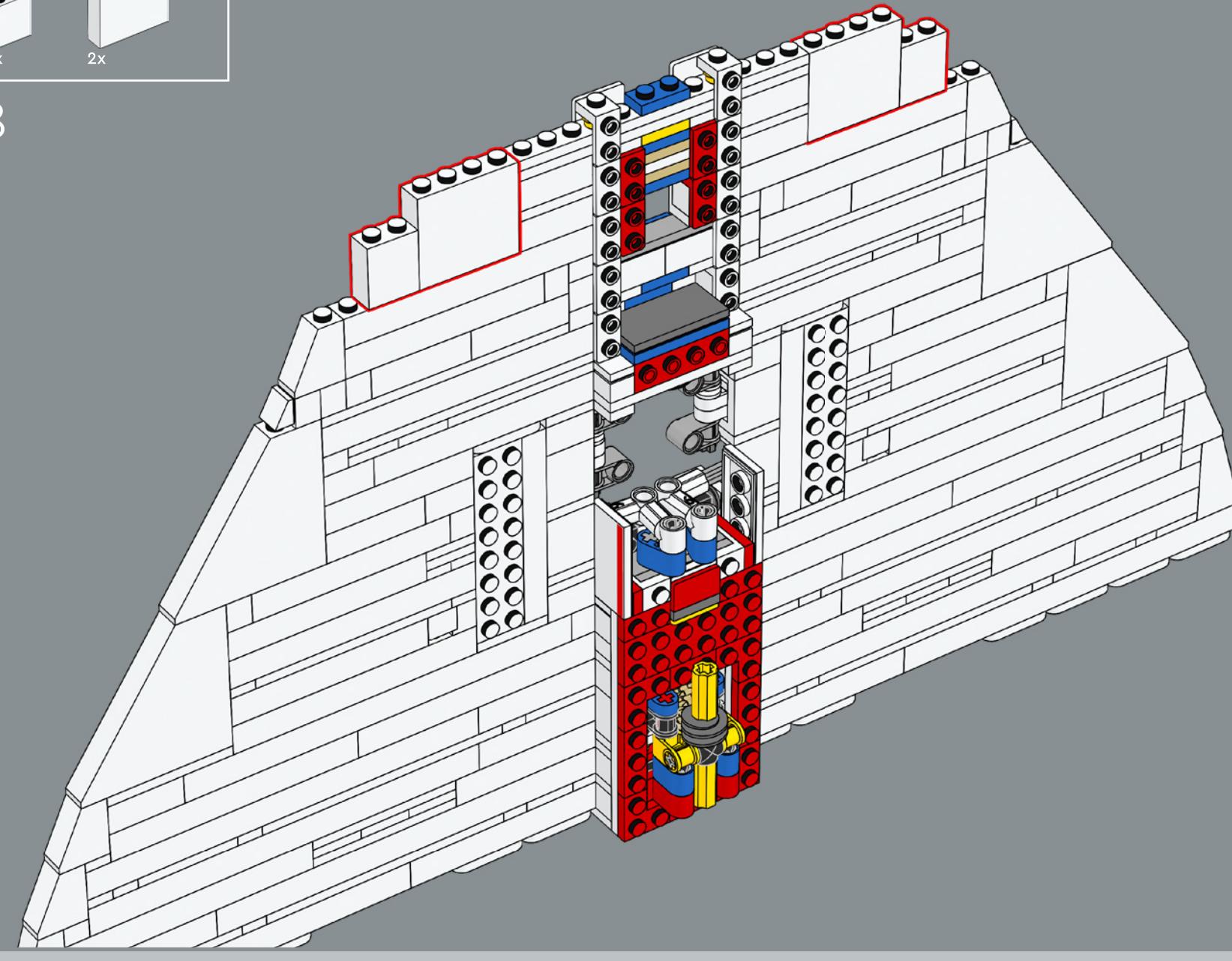


2x



2x

108



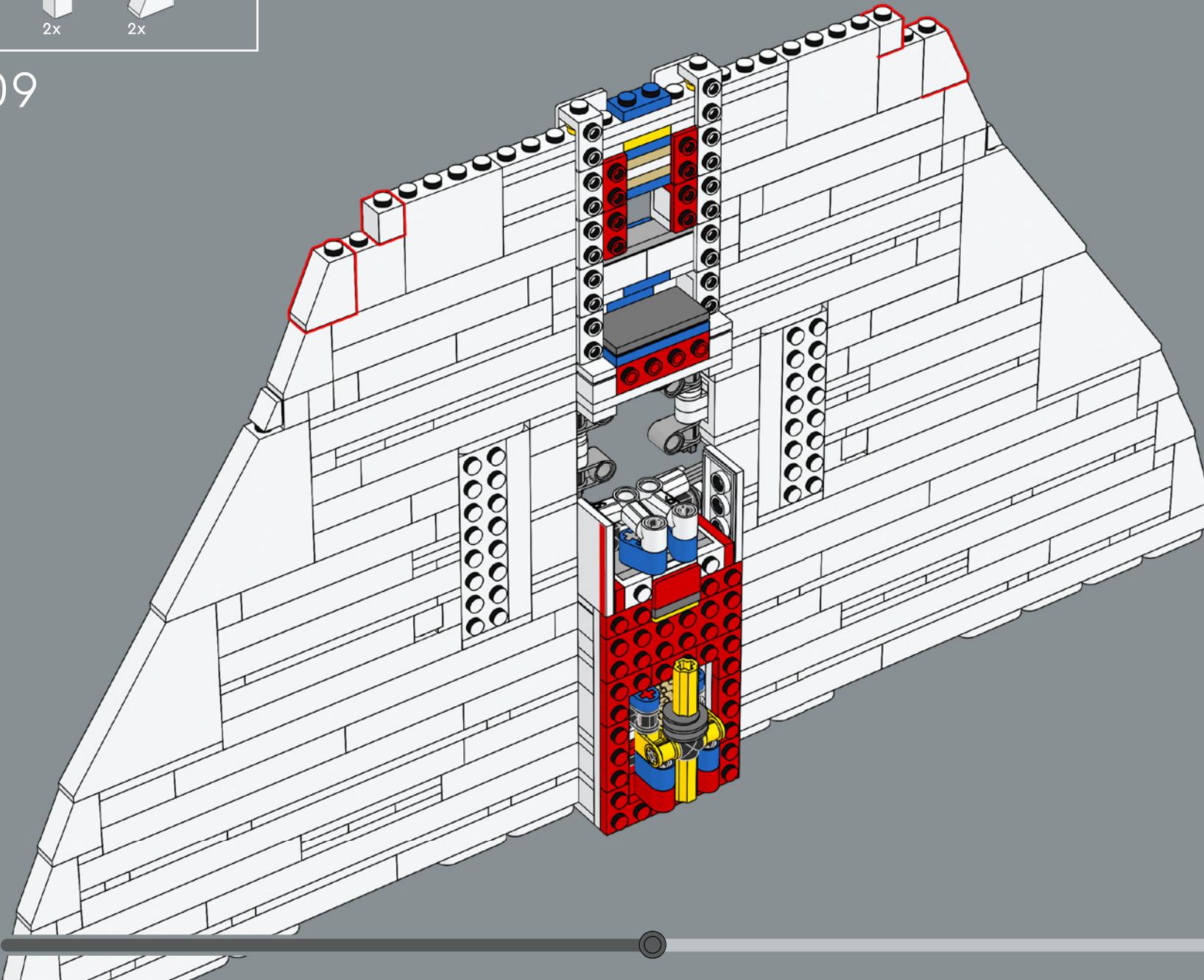


2x



2x

109



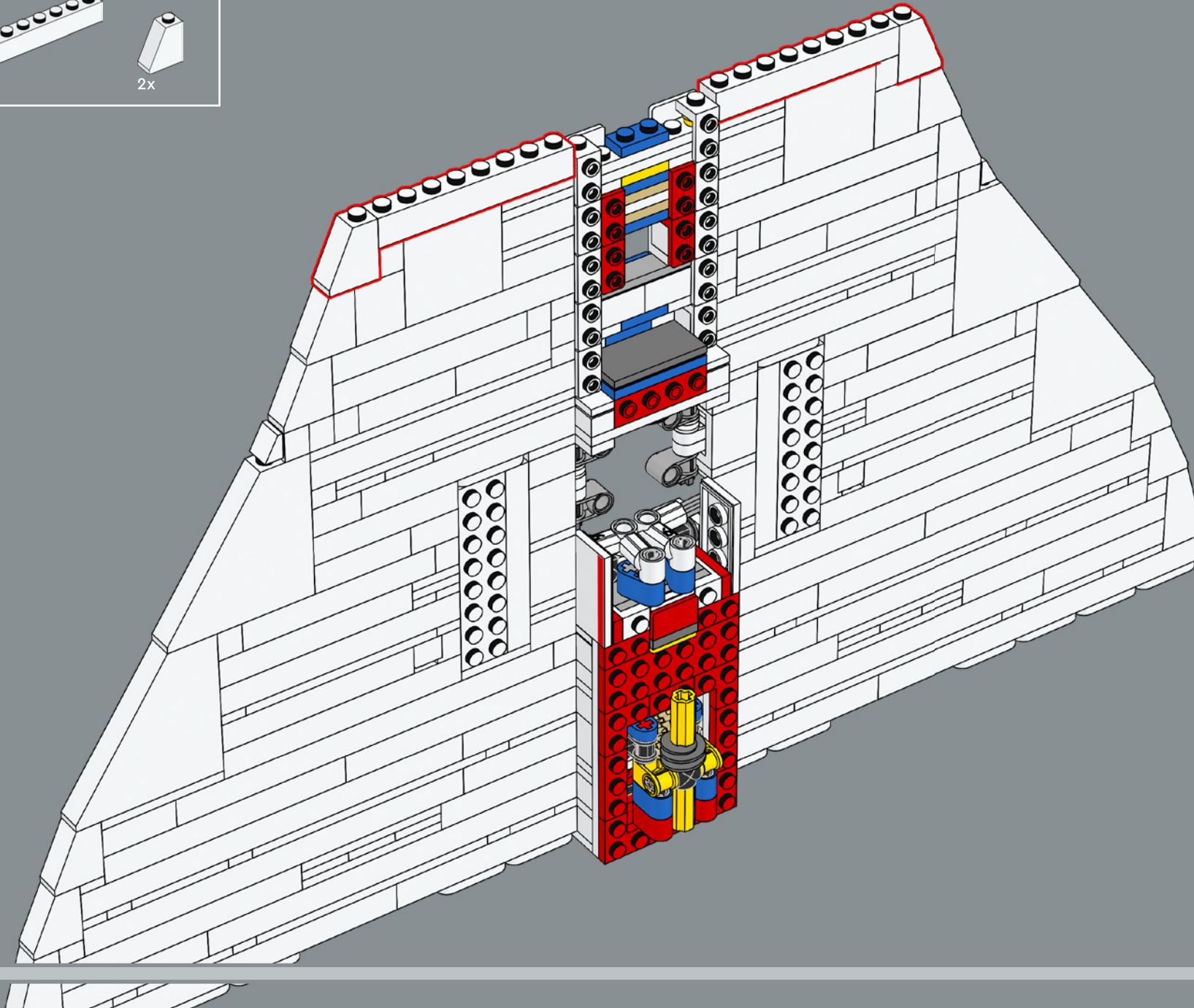


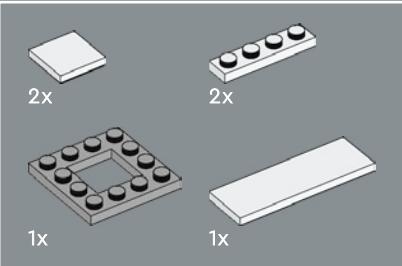
2x



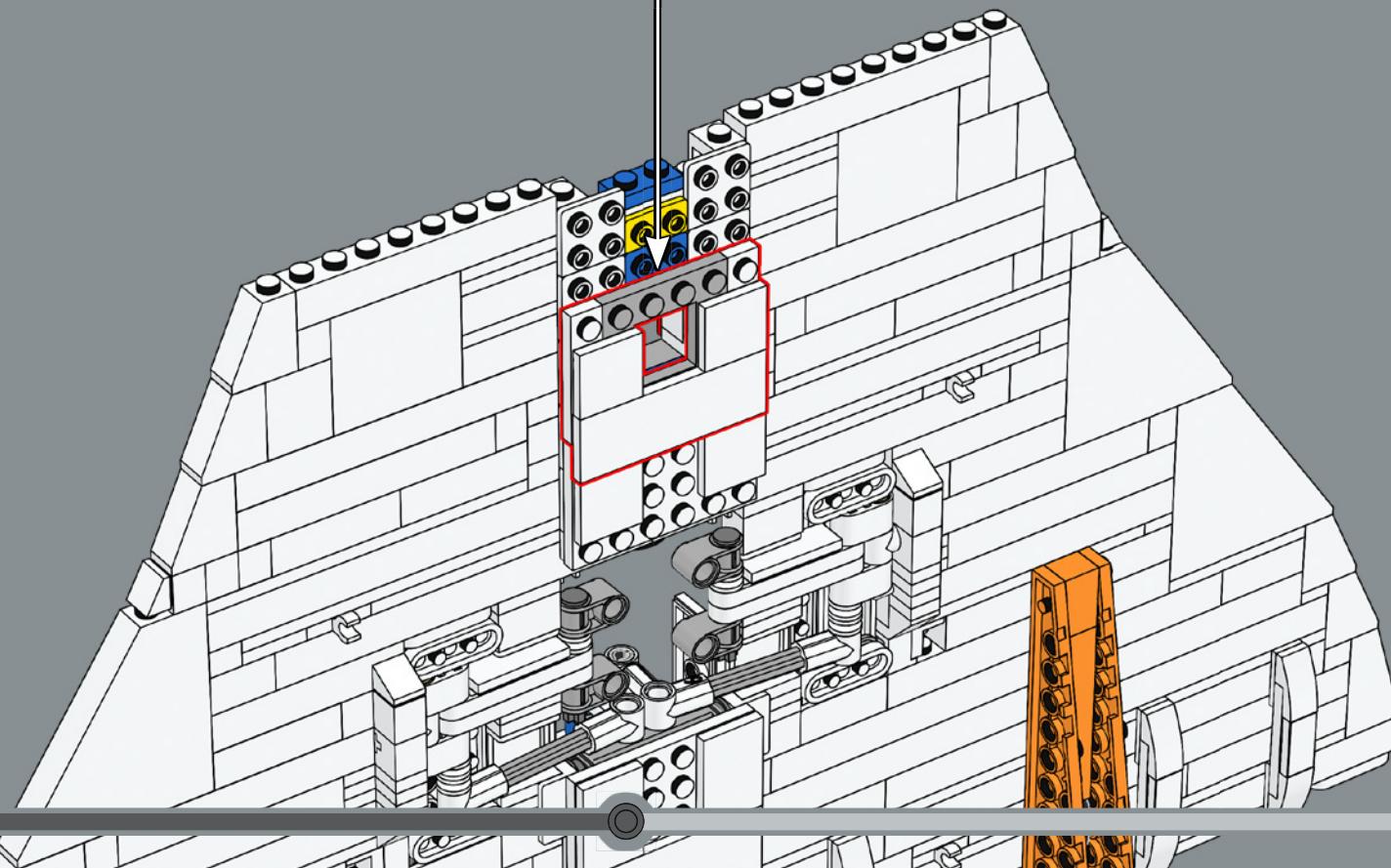
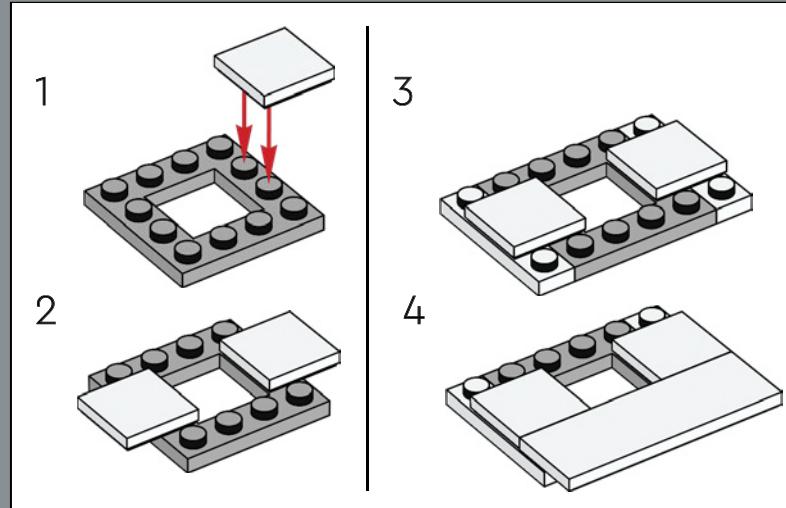
2x

110



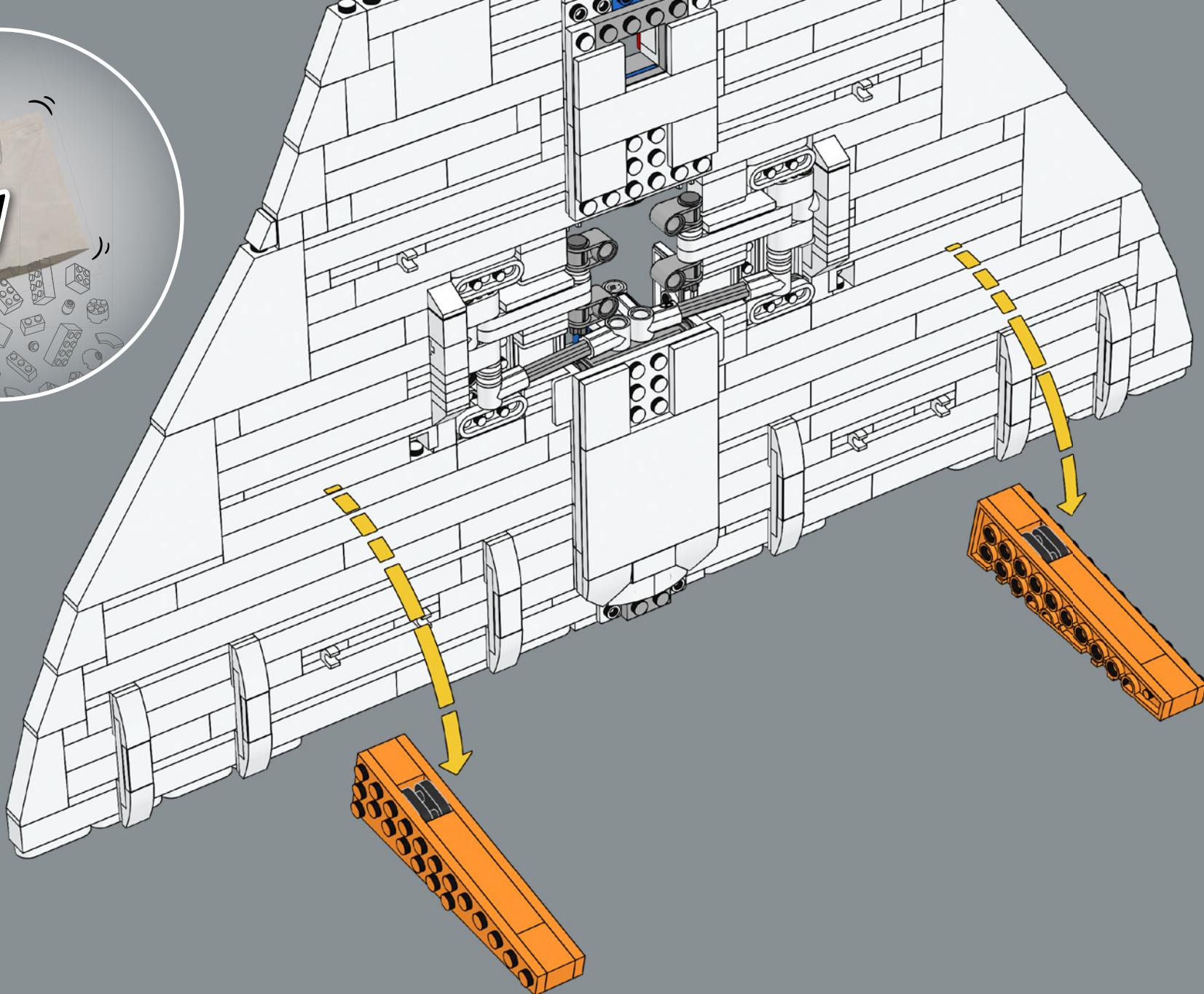


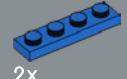
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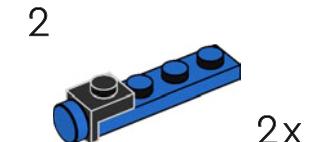
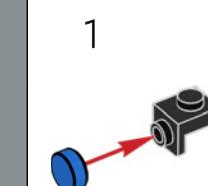
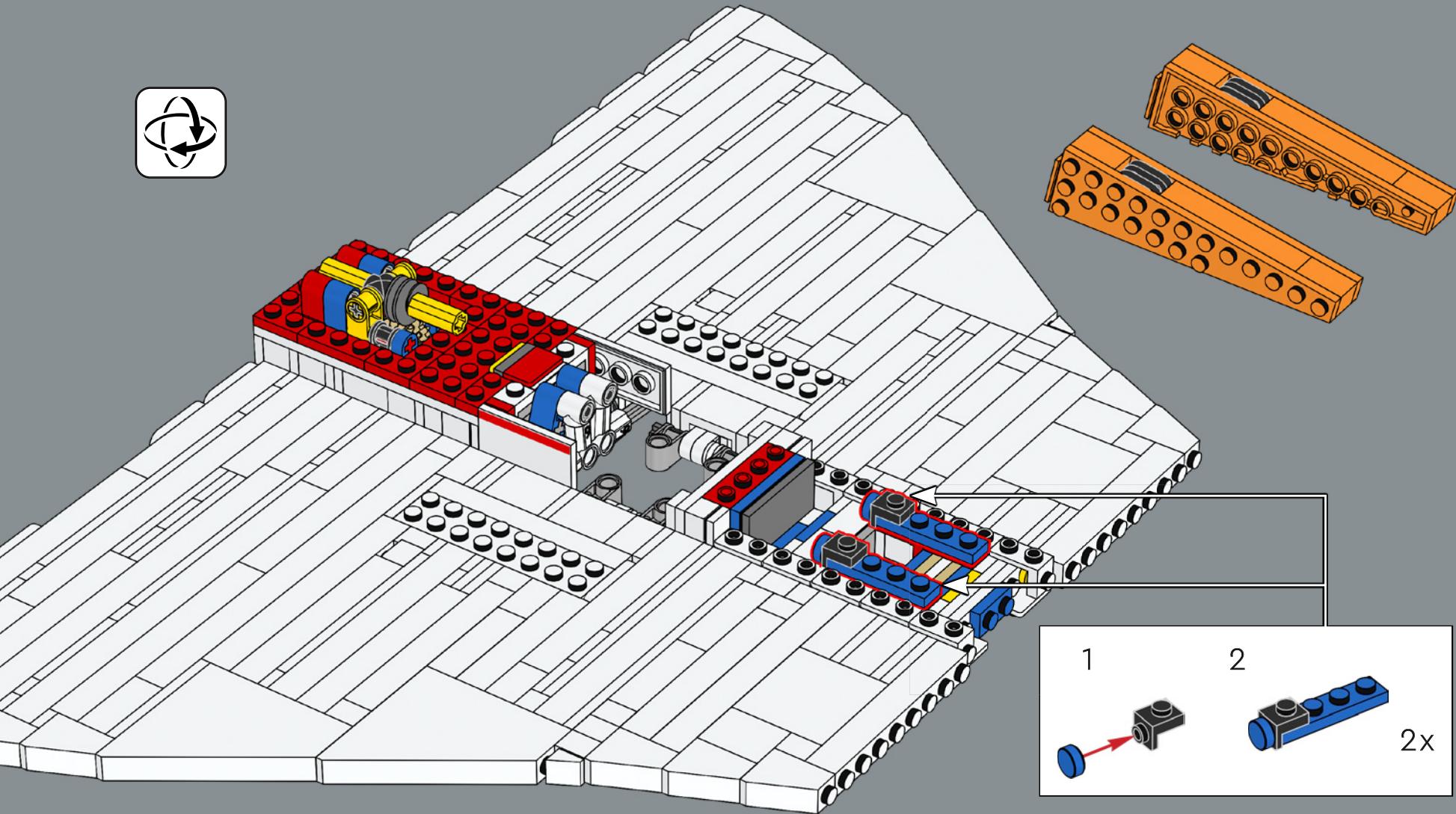


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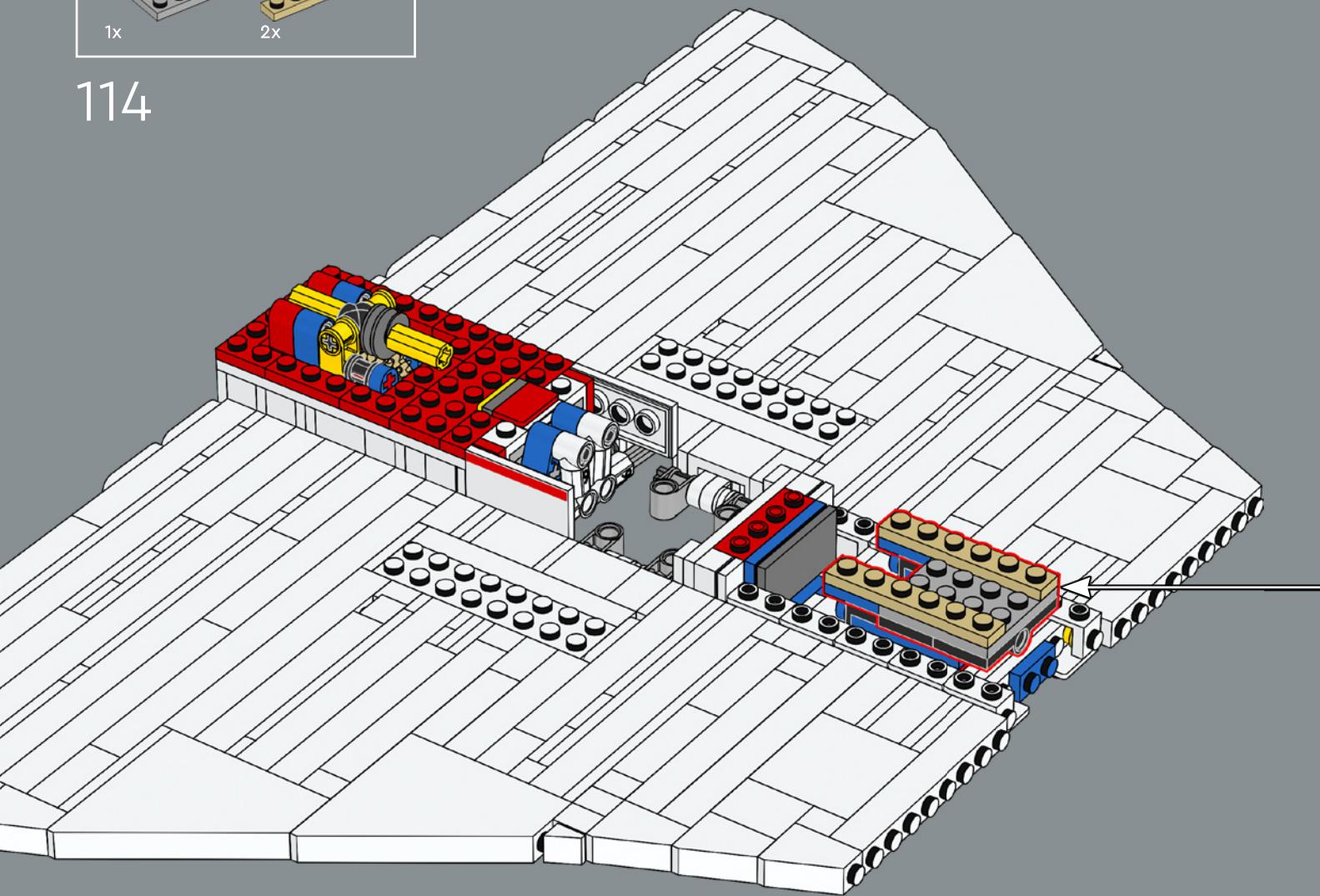




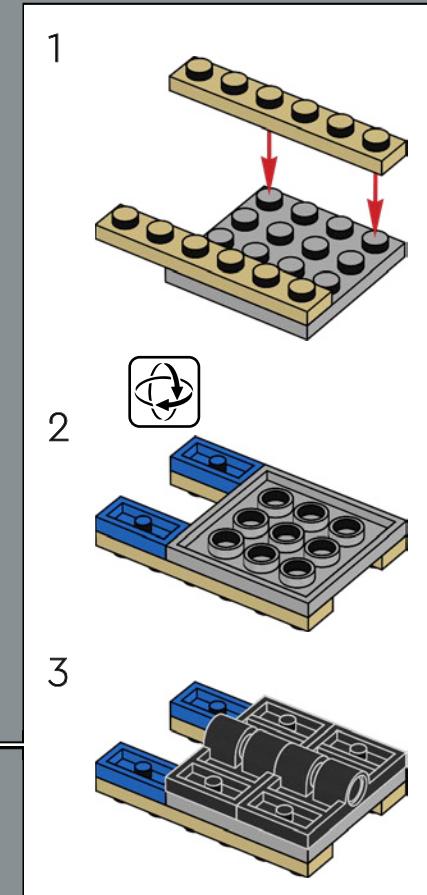
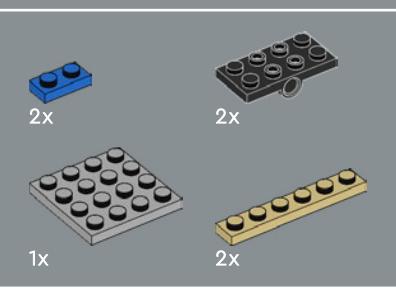
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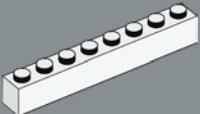


2x



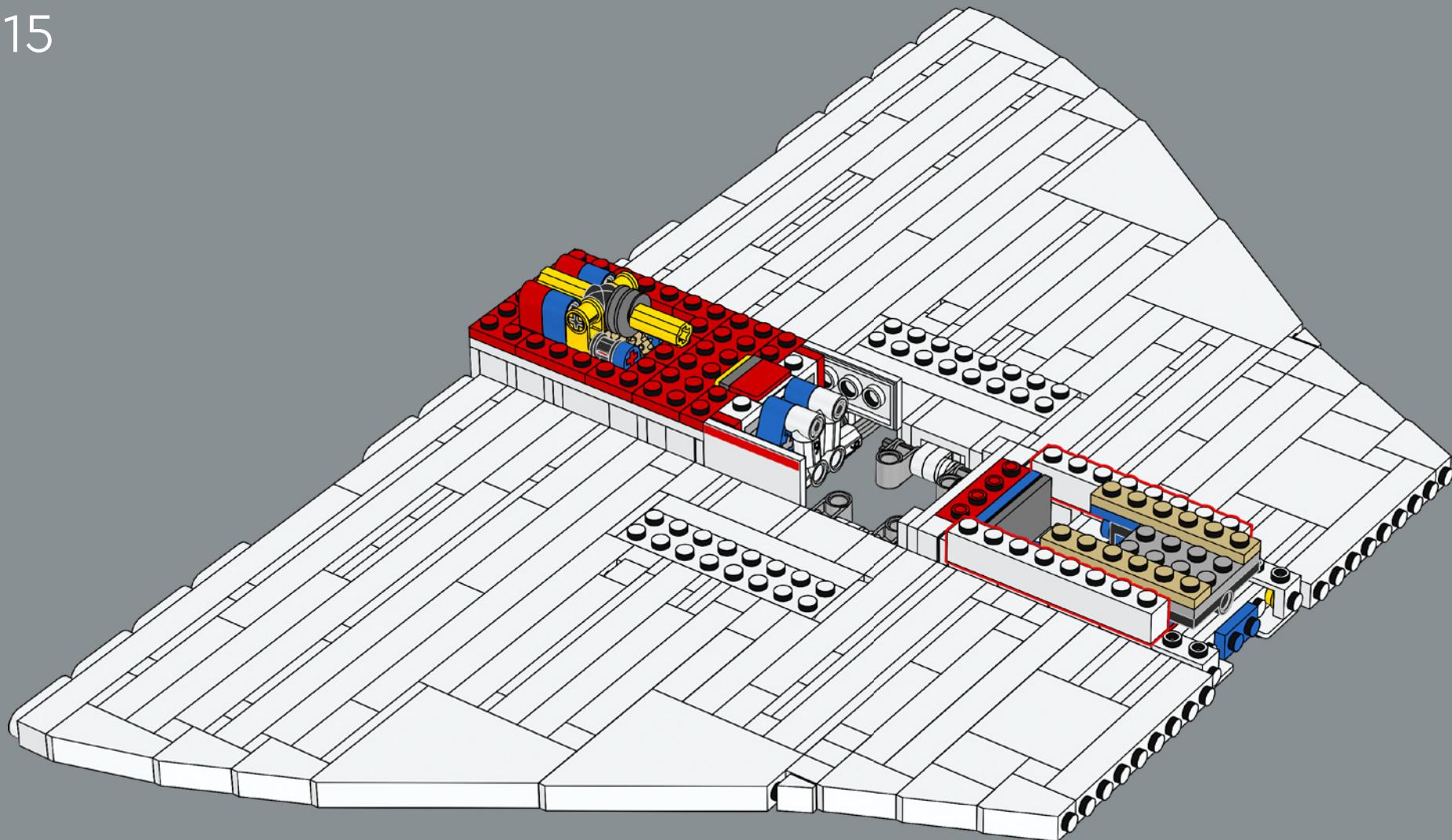
114





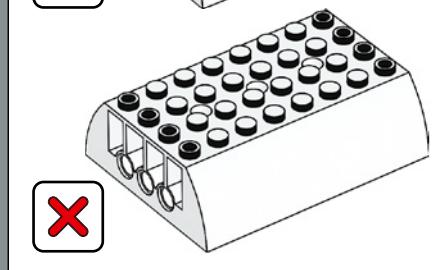
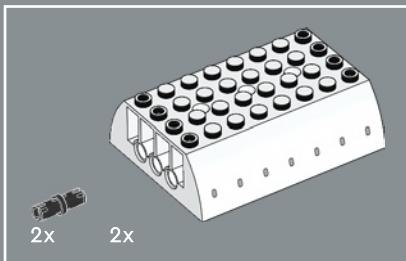
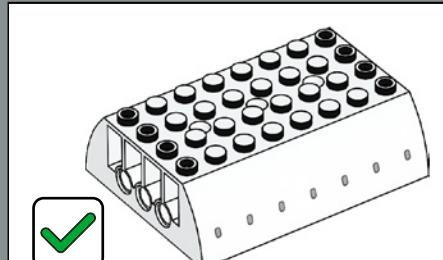
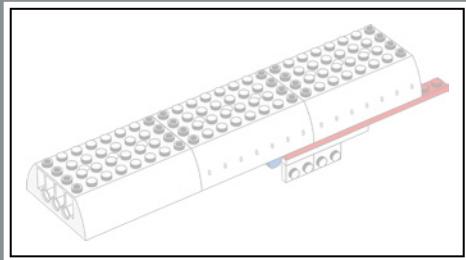
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115

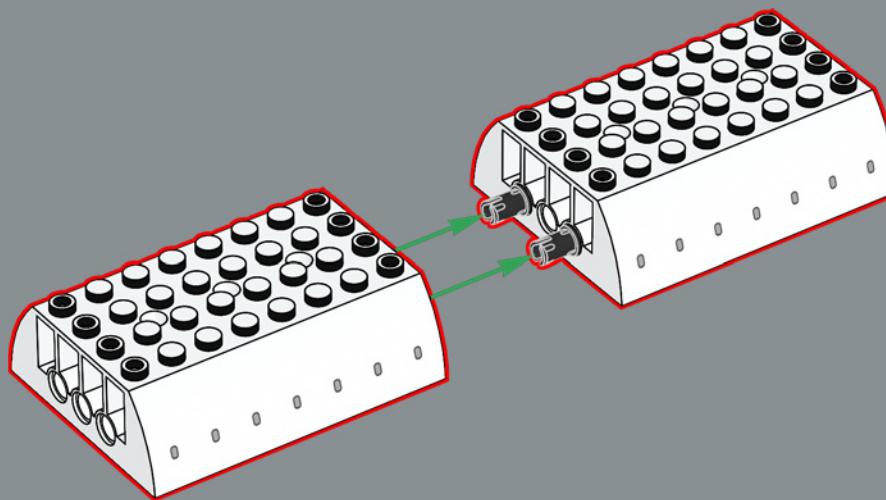




Nonostante l'esperienza di lusso che i passeggeri potevano aspettarsi sul Concorde,
i finestrini dell'aereo erano piuttosto piccoli, grandi quanto una mano.

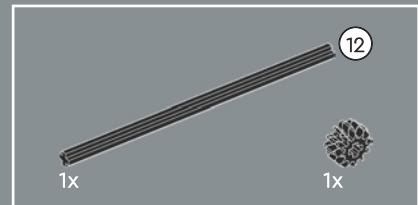
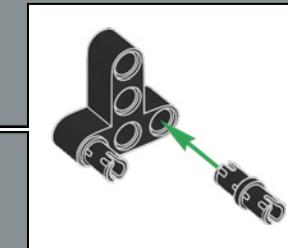
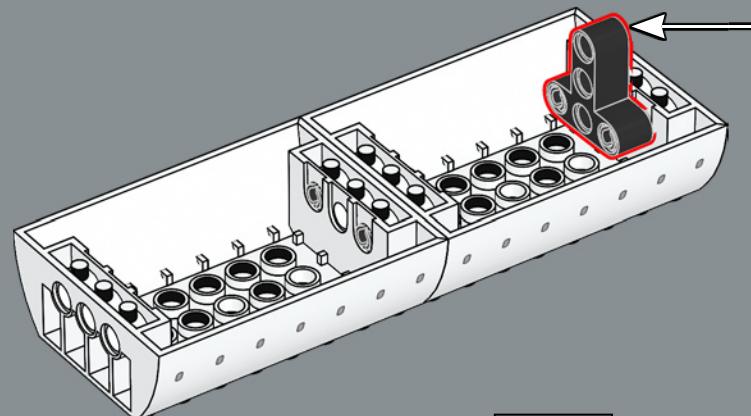
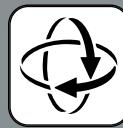


116

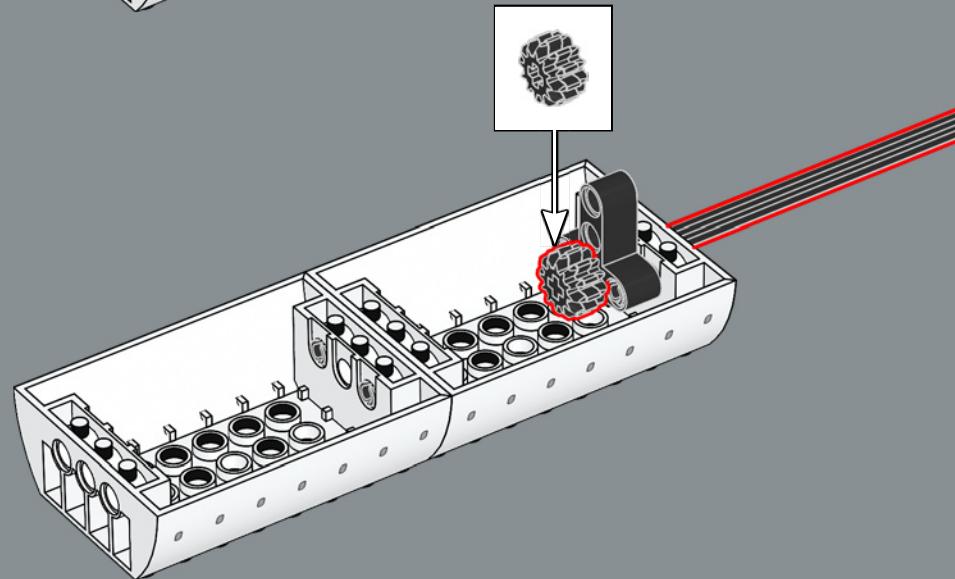




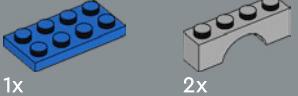
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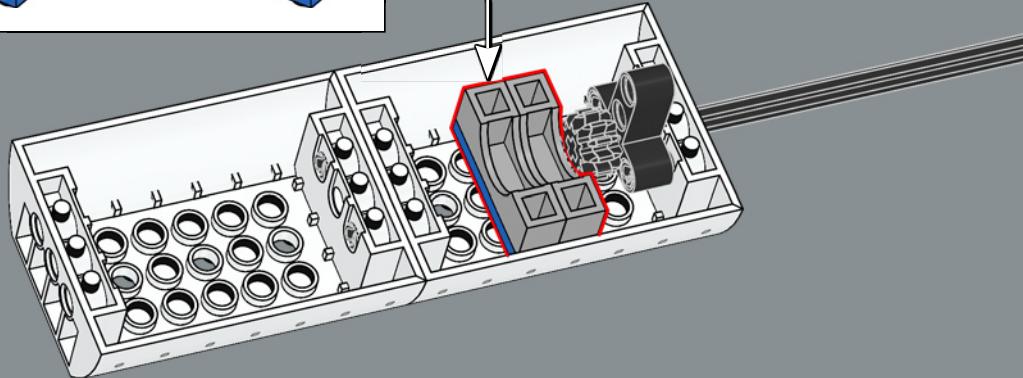
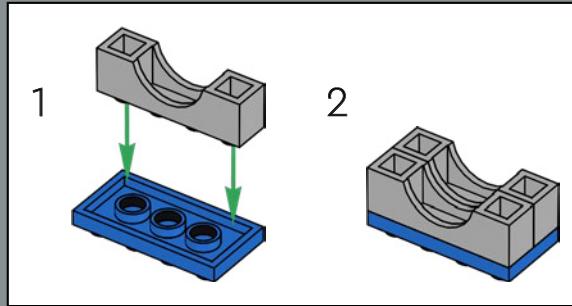
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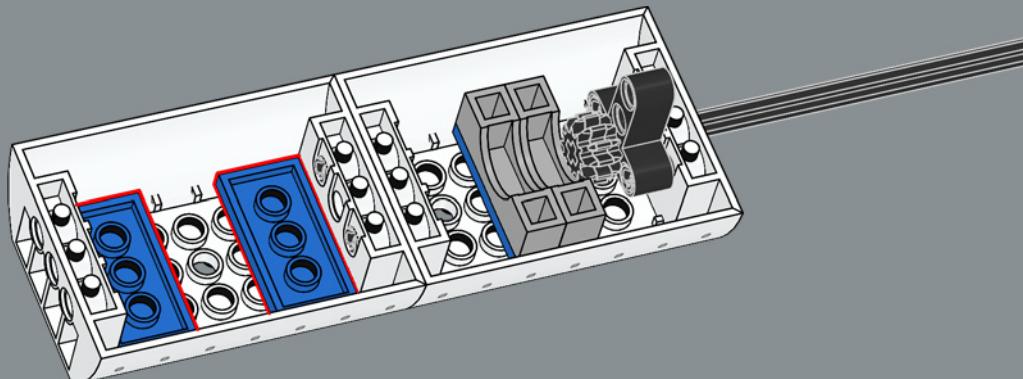
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119



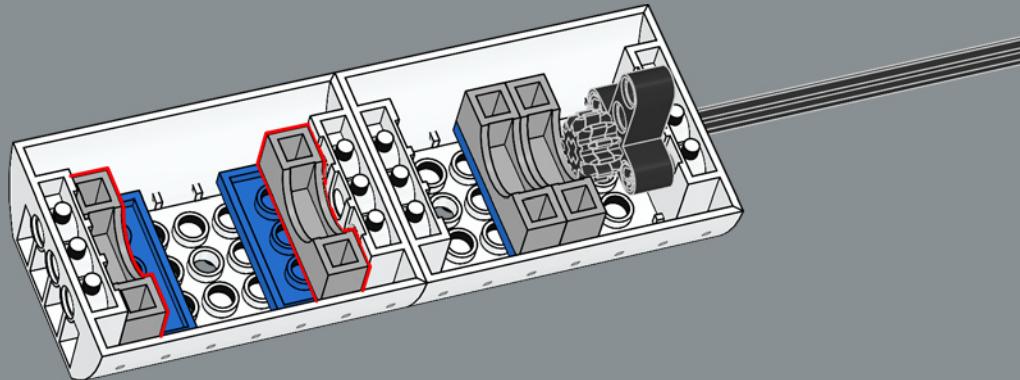
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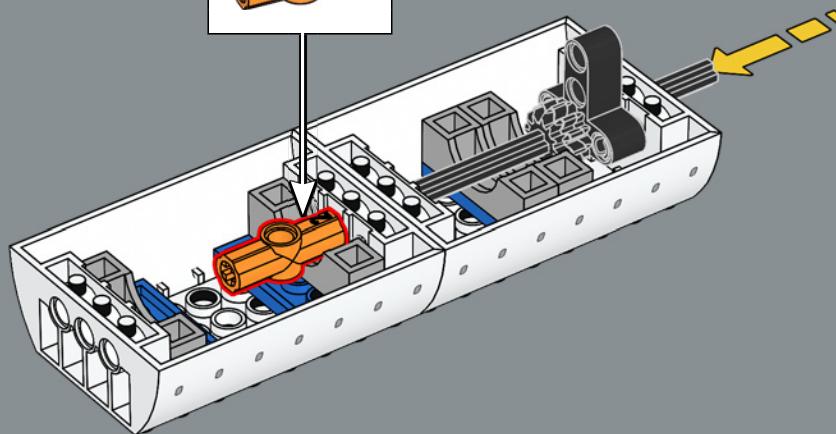
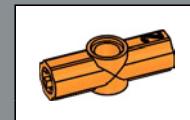
2x

121

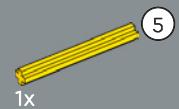


1x

122



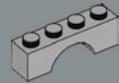
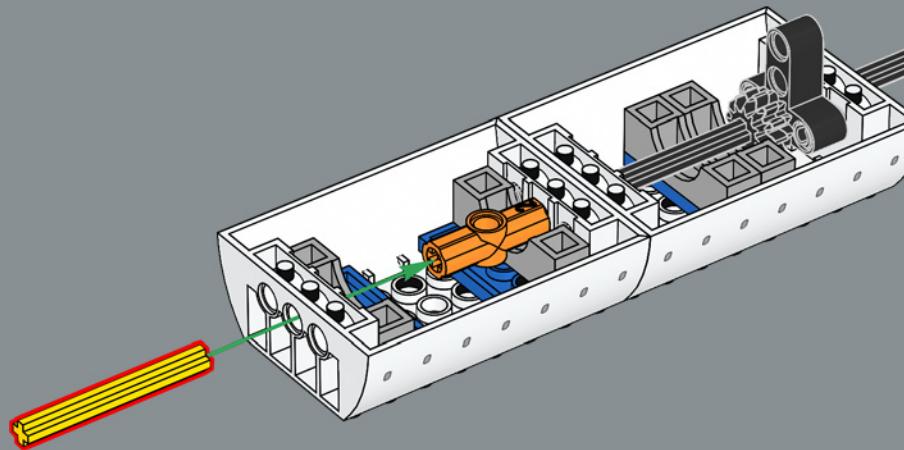
Questo piccolo elemento arancione non solo collega l'albero di trasmissione del carrello di atterraggio principale, ma può anche essere utilizzato per smontare il modello LEGO® quando si è pronti a costruire qualcosa'altro!



1x

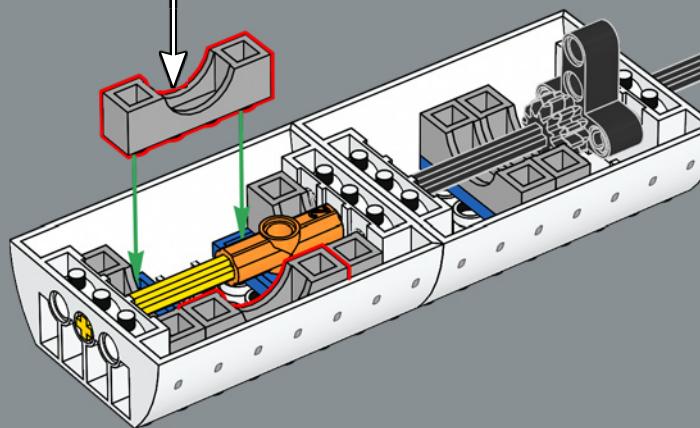
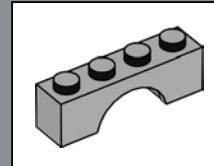


123



2x

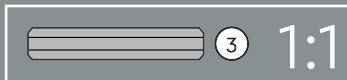
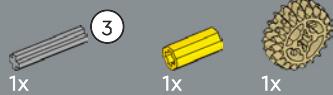
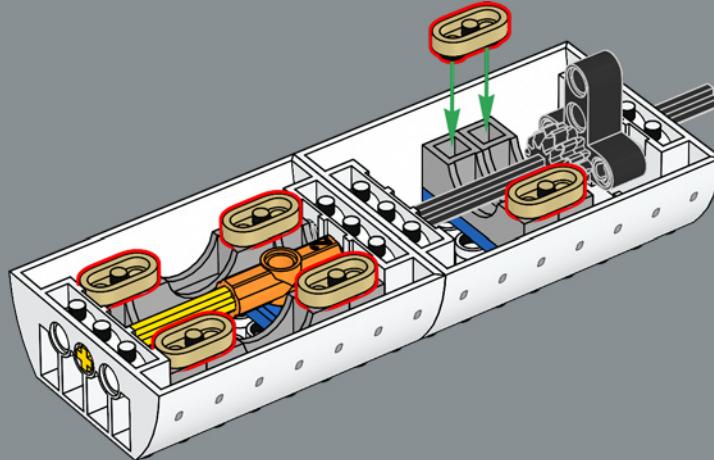
124



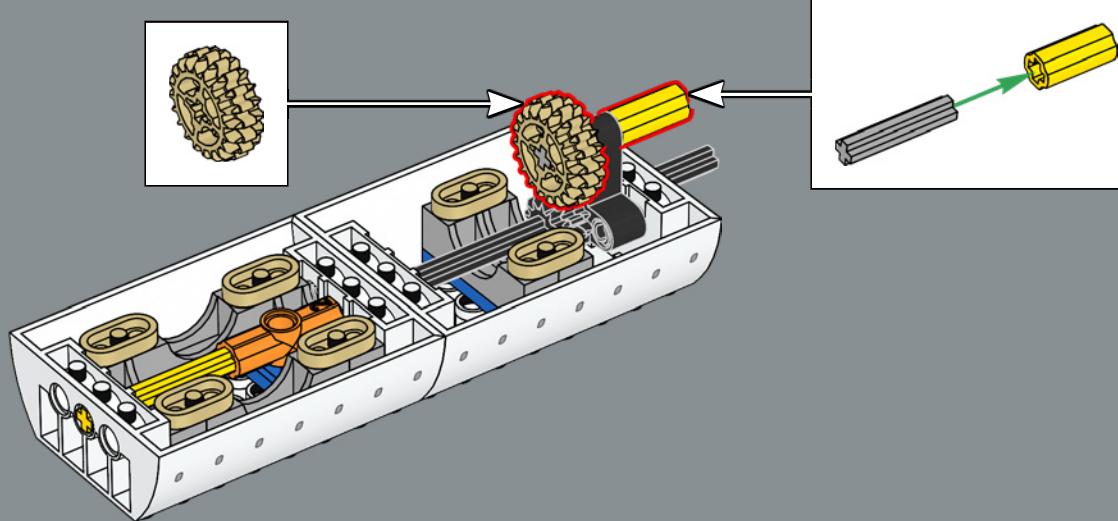


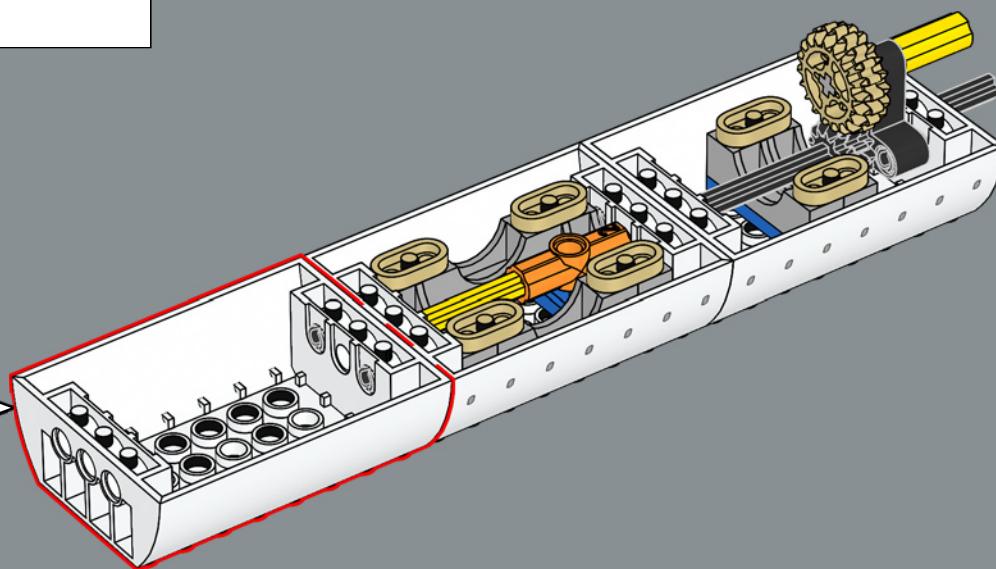
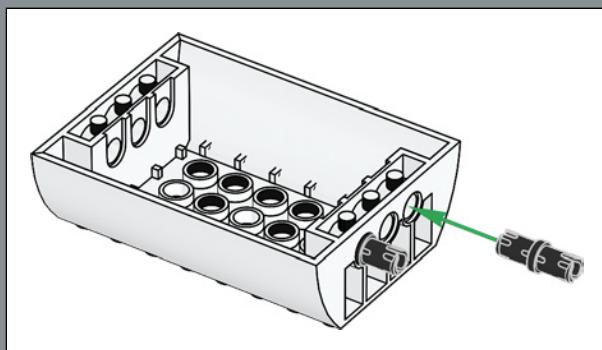
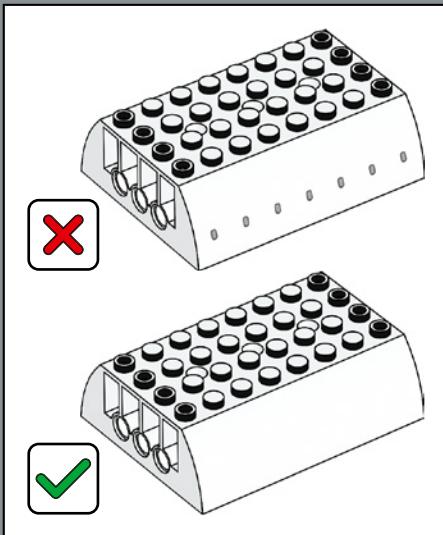
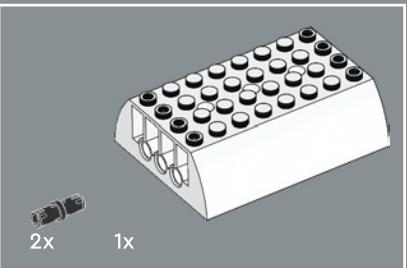
6x

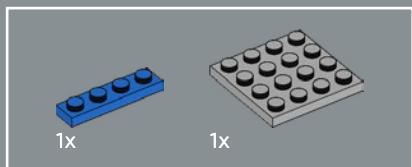
125



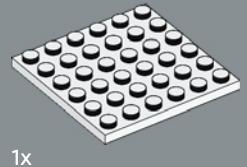
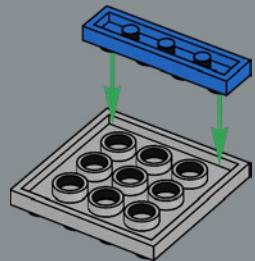
126





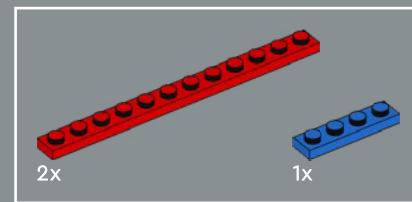
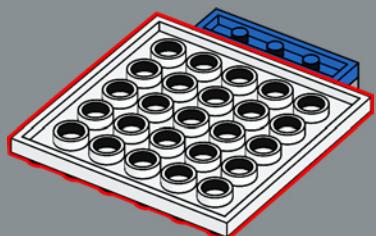


128

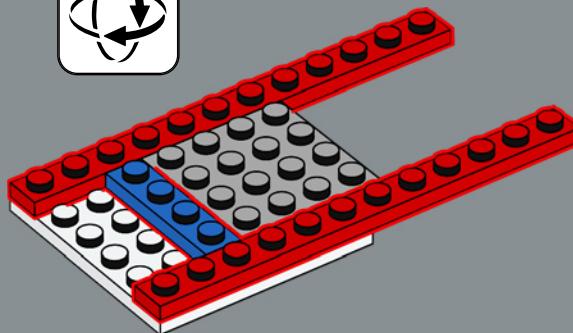
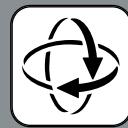


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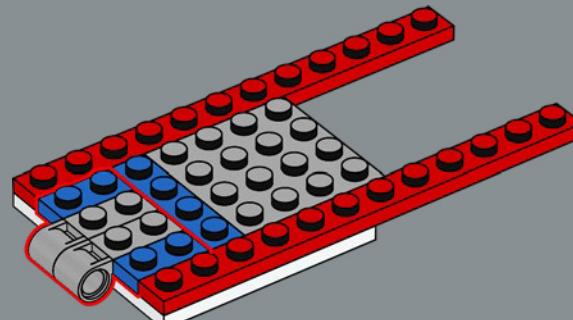
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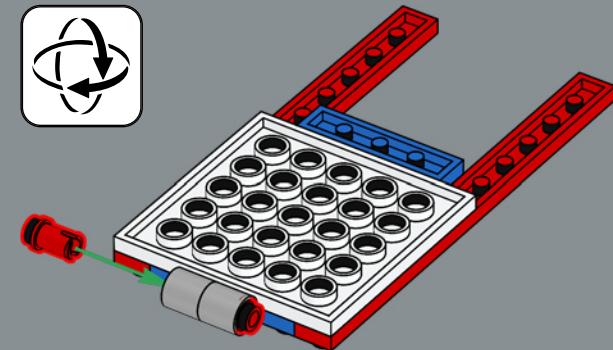
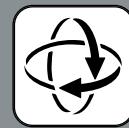
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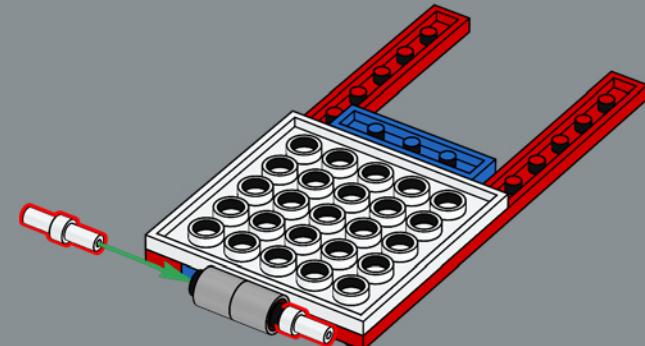
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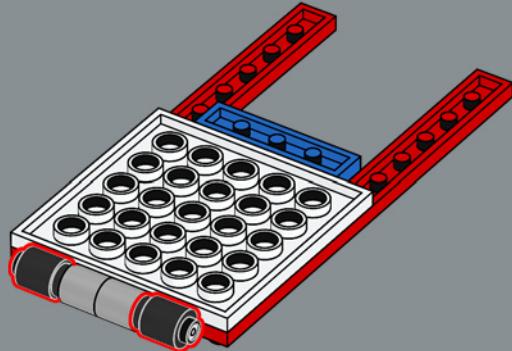
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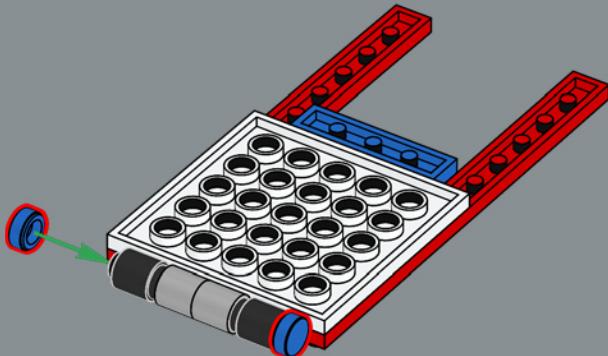
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134



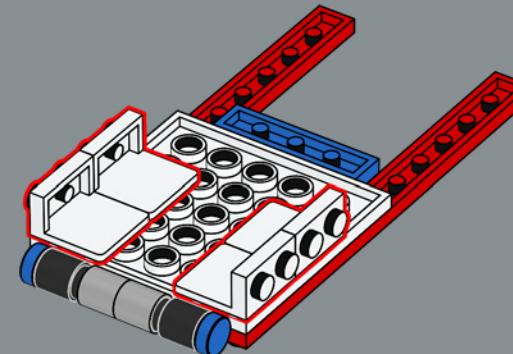
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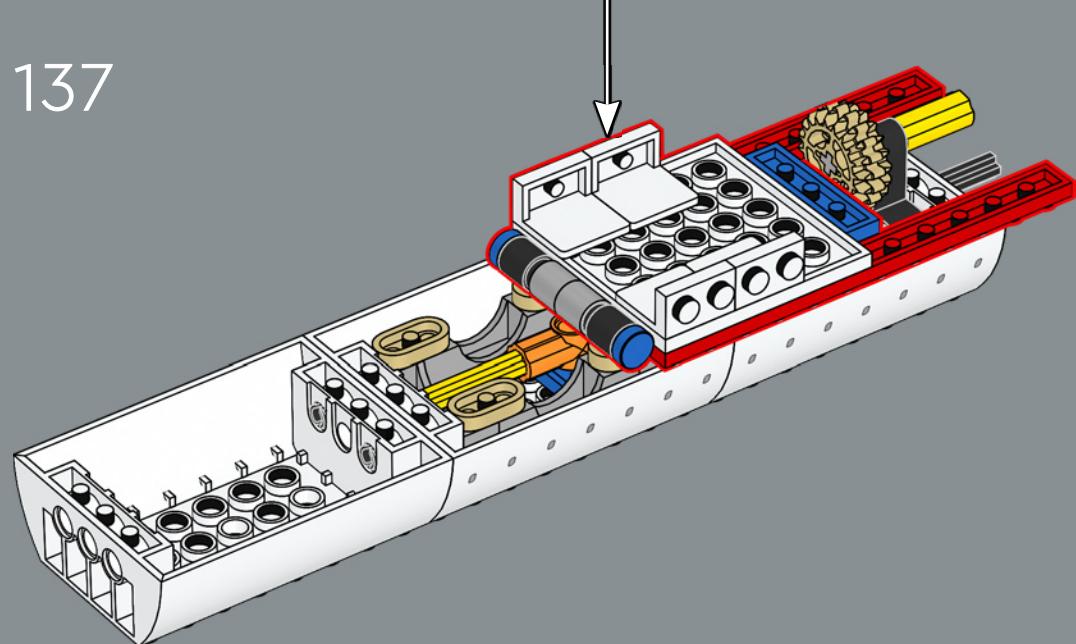


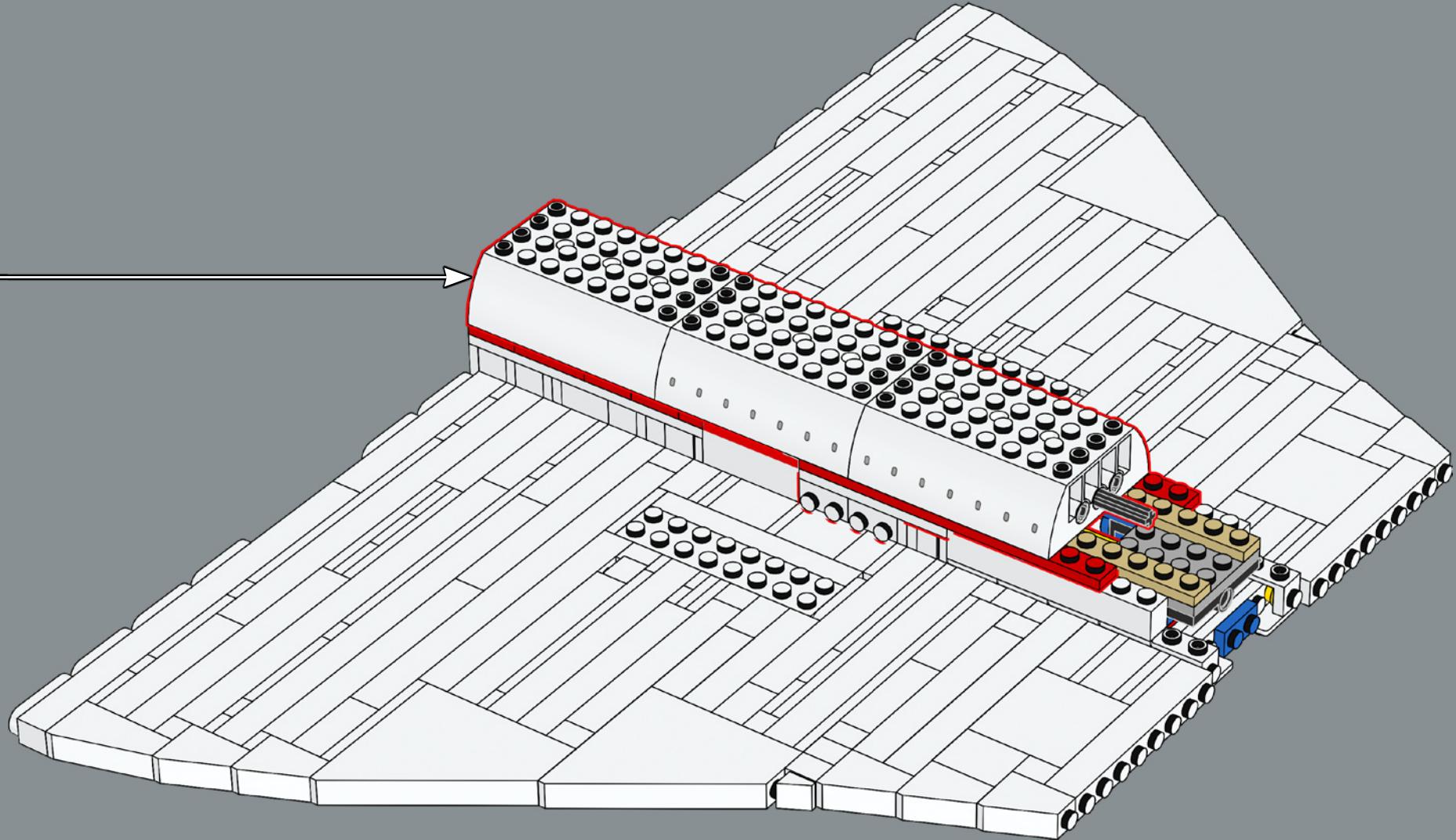
4x

136



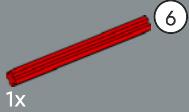
137







1x



1x

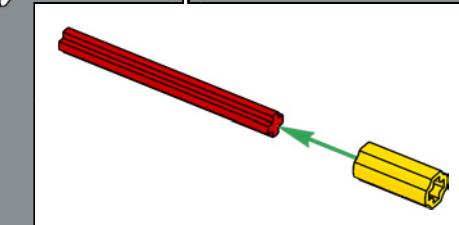
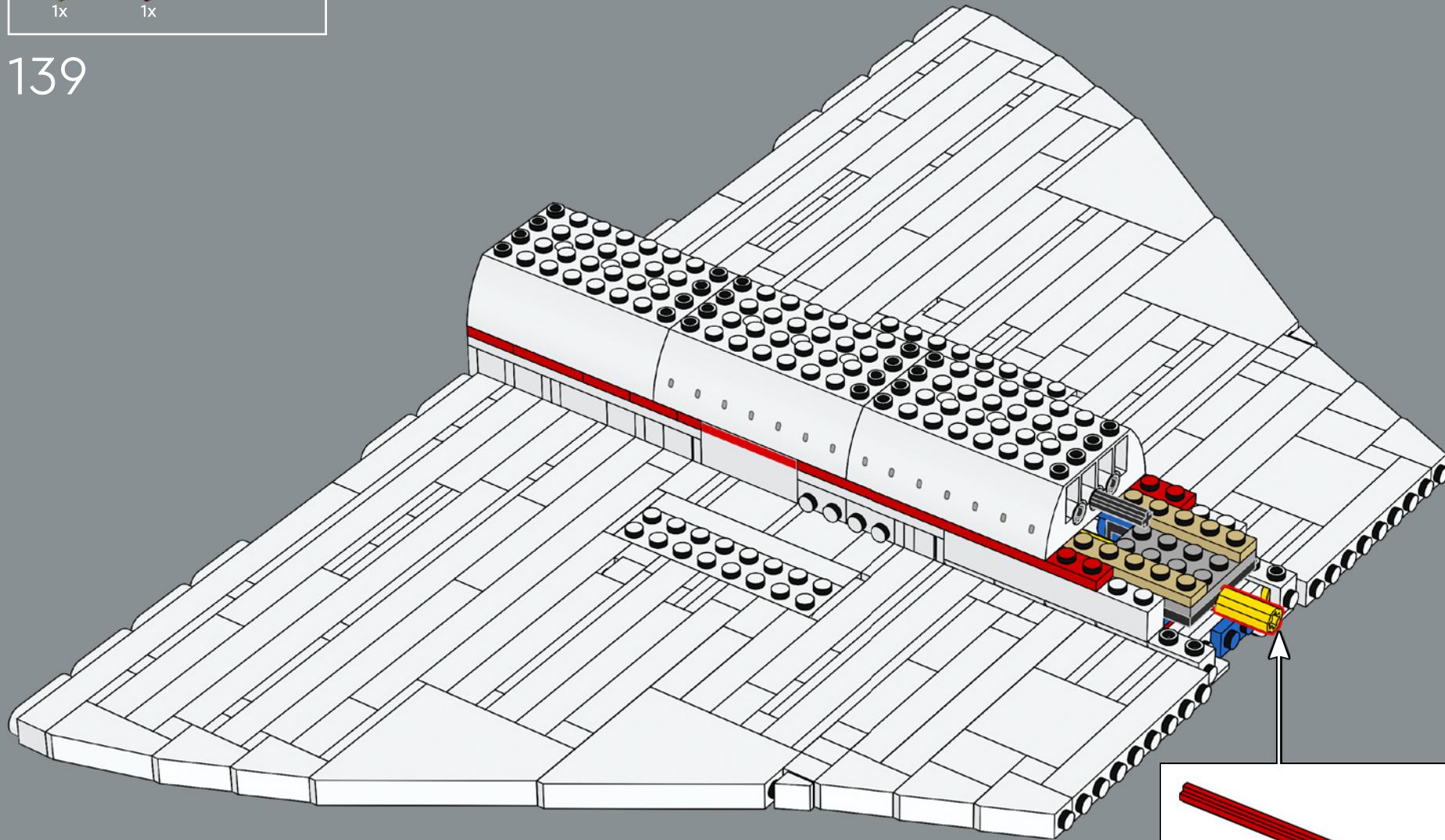
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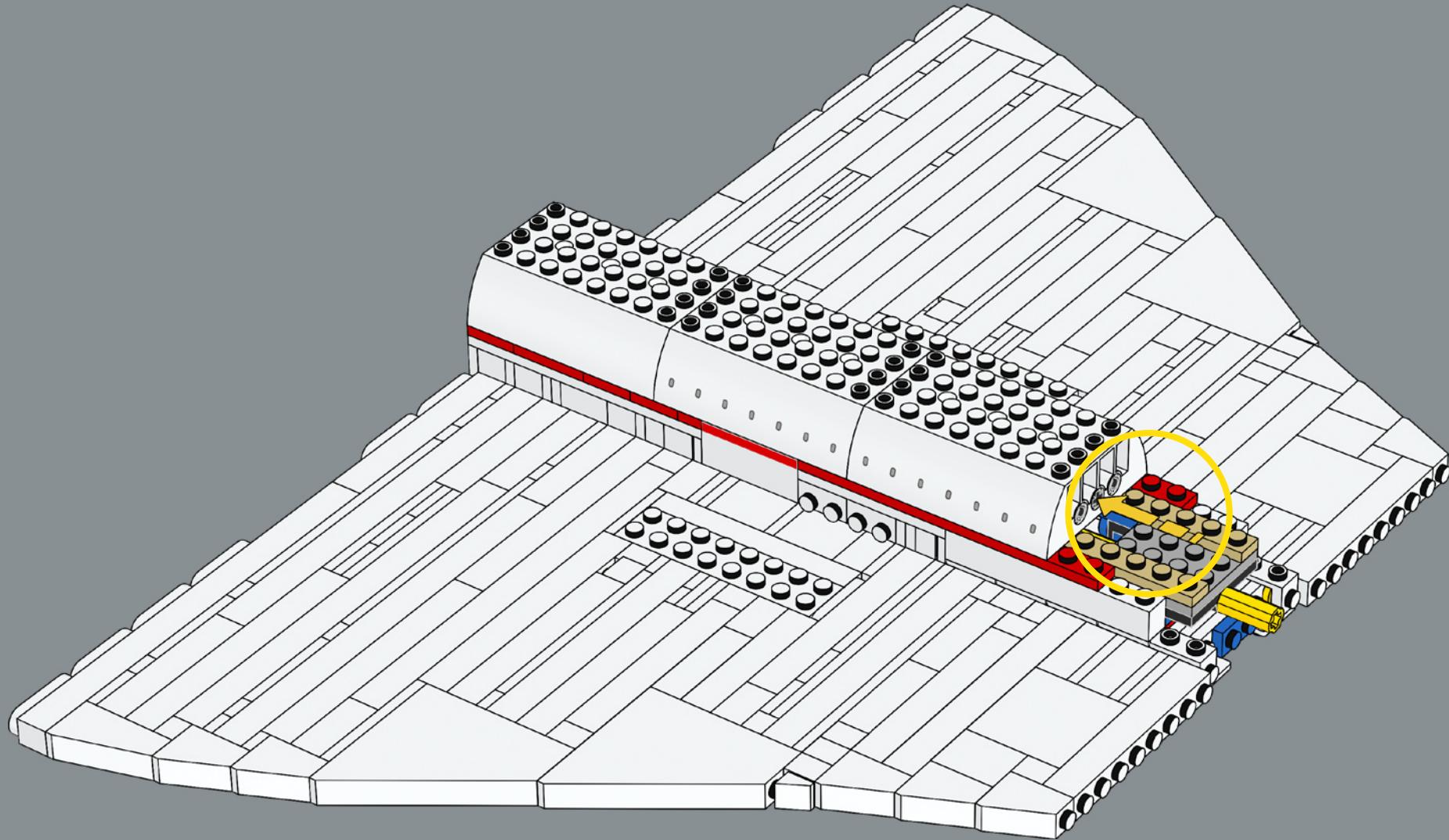
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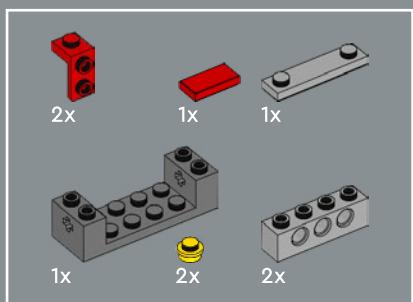
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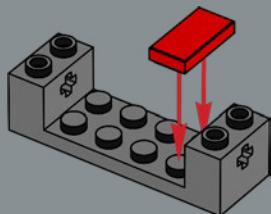
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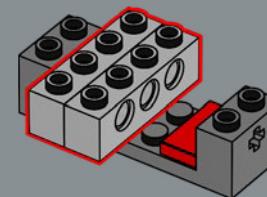


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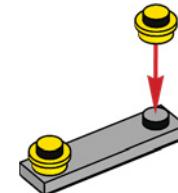
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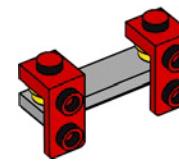
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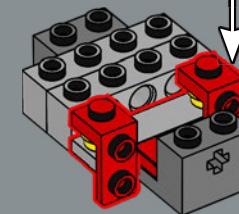
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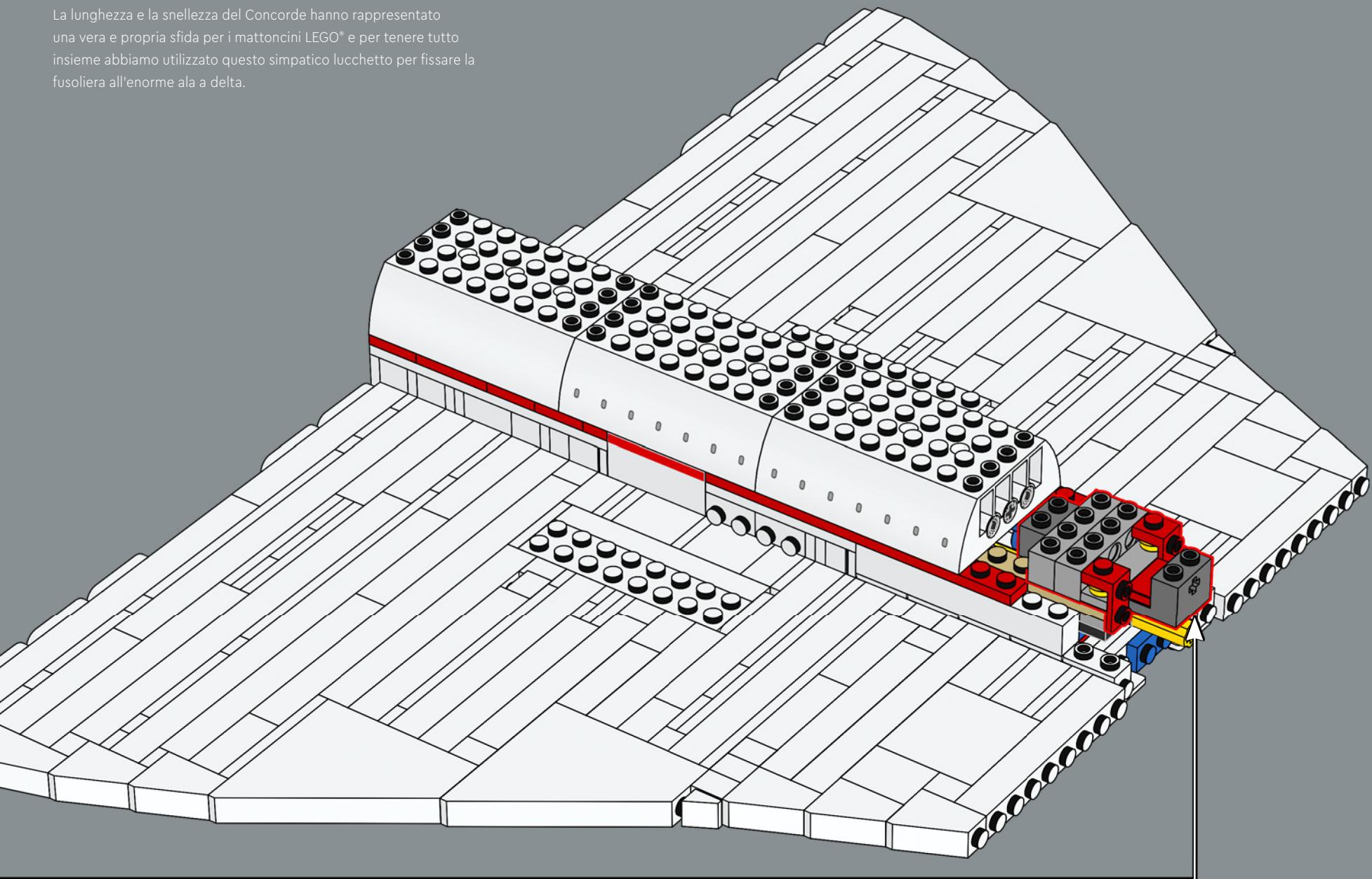


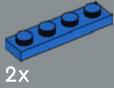
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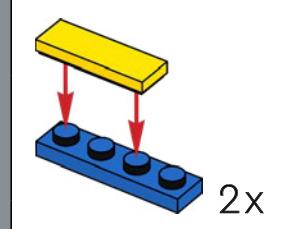
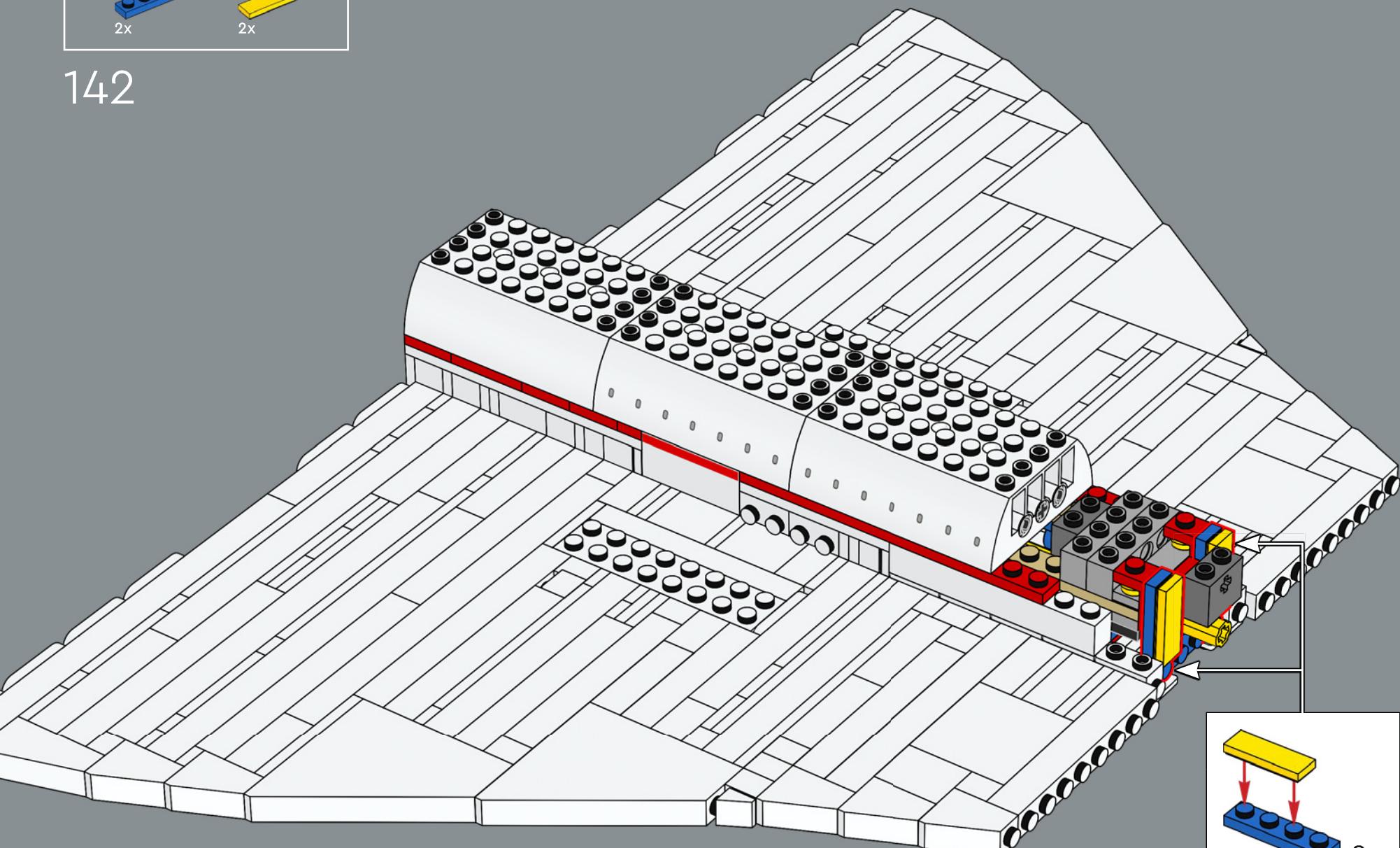


La lunghezza e la snellezza del Concorde hanno rappresentato una vera e propria sfida per i mattoncini LEGO® e per tenere tutto insieme abbiamo utilizzato questo simpatico lucchetto per fissare la fusoliera all'enorme ala a delta.

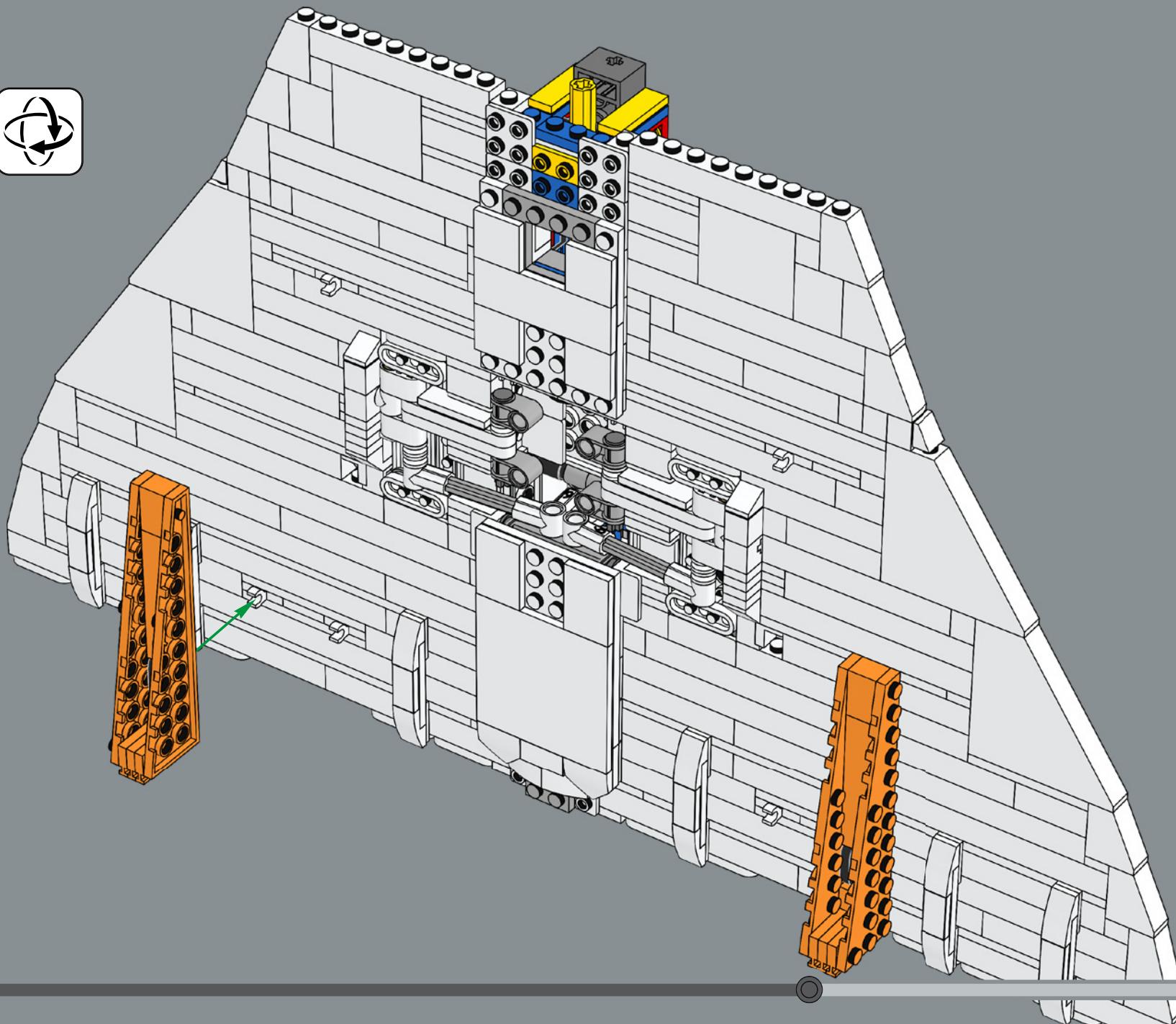


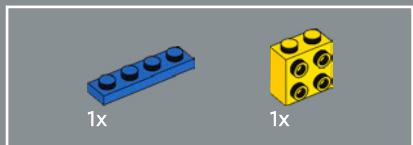
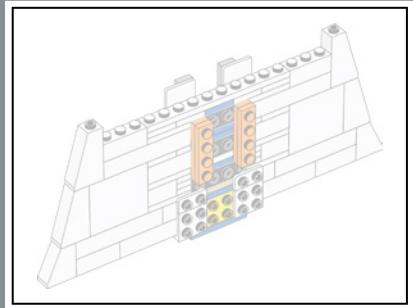


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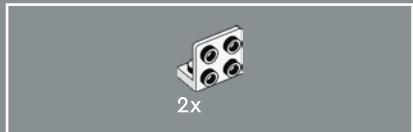
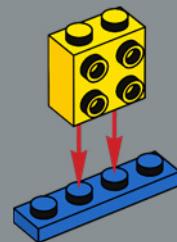


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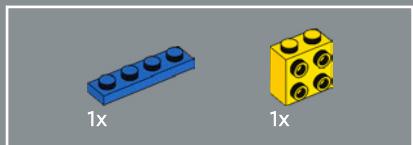
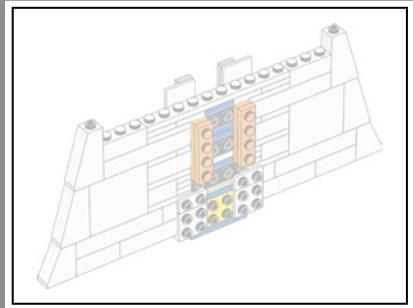
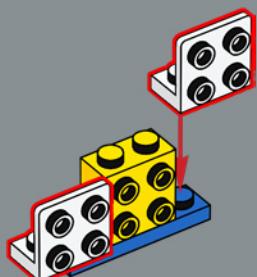




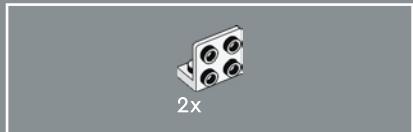
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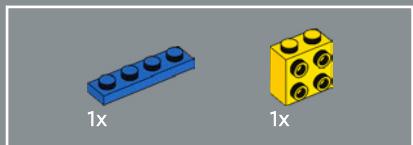
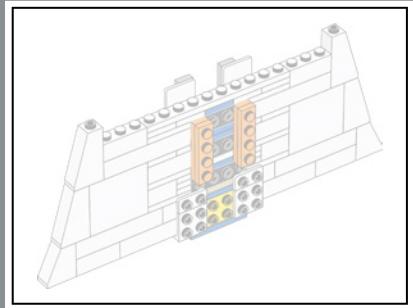
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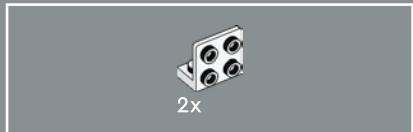
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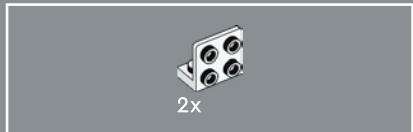
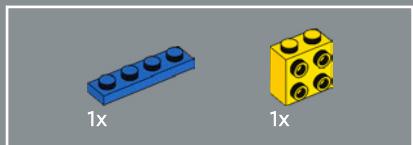
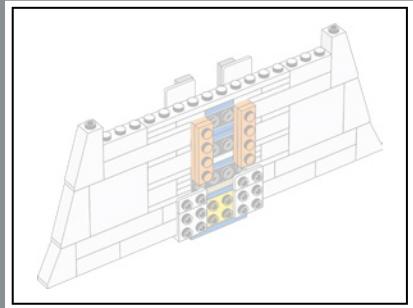
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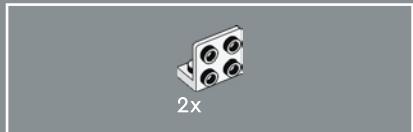
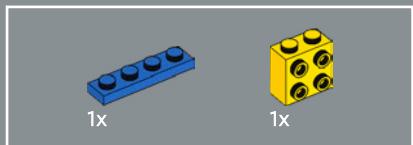
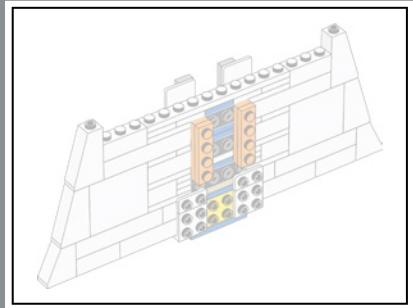
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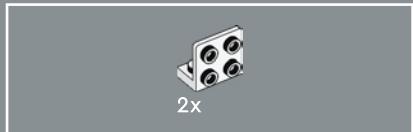
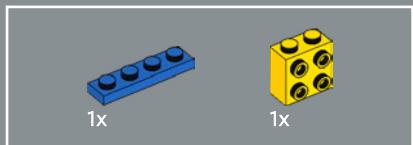
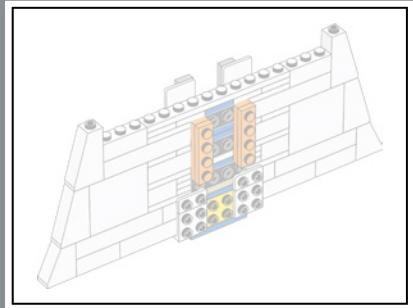
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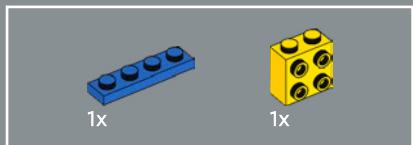
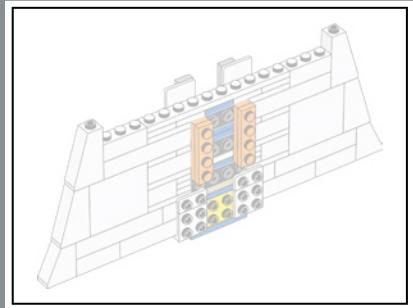
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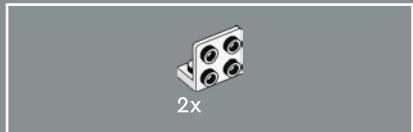
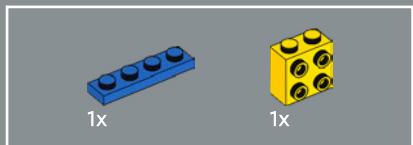
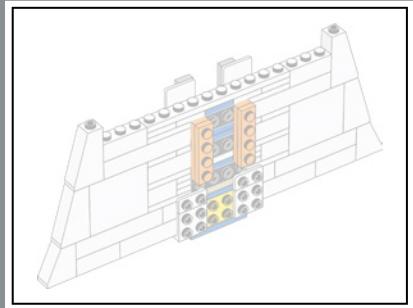
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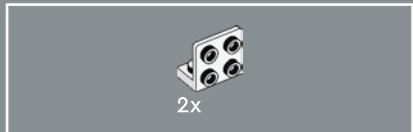
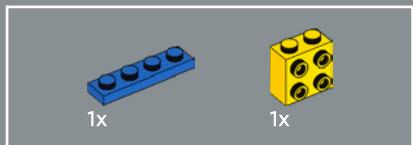
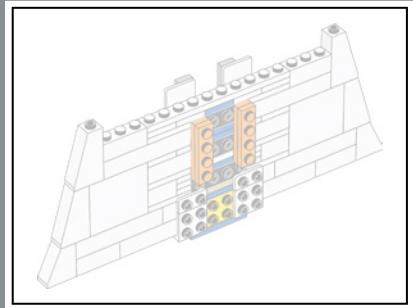
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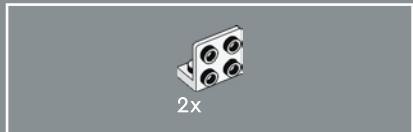
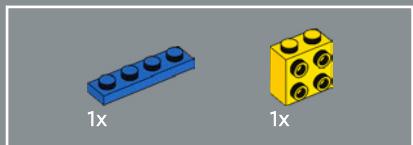
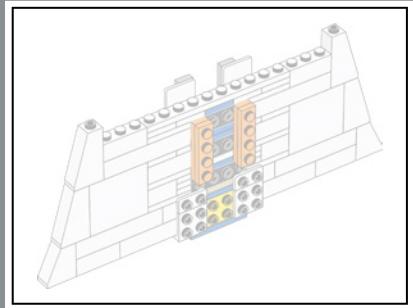
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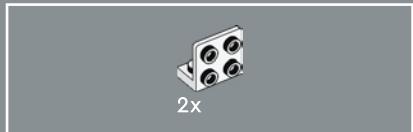
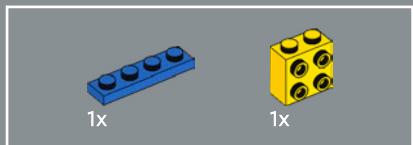
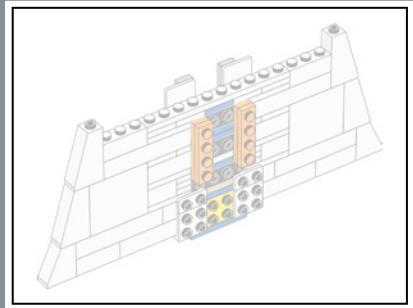
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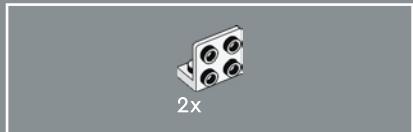
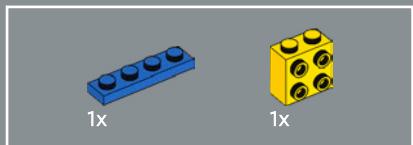
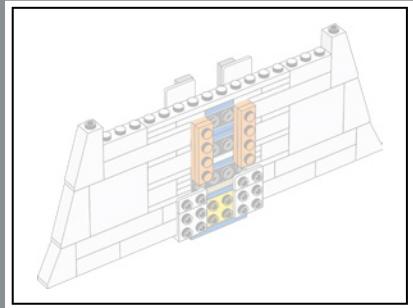
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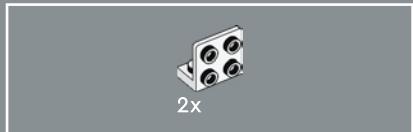
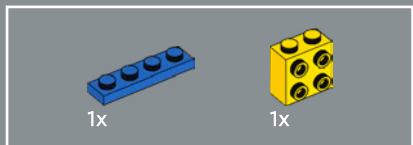
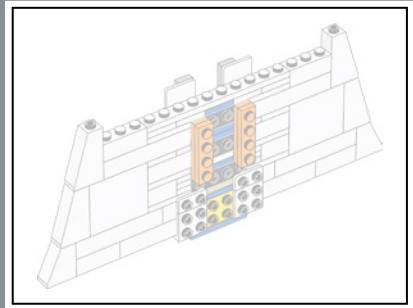
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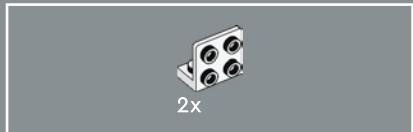
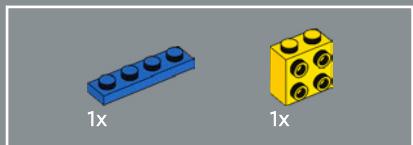
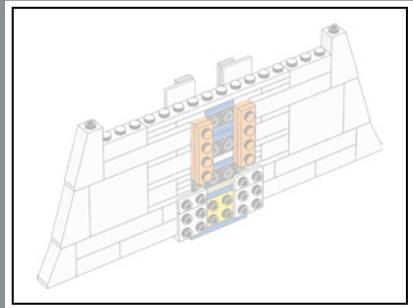
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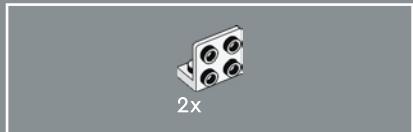
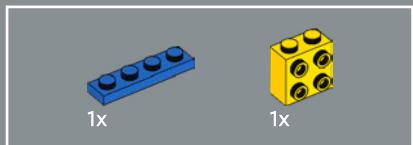
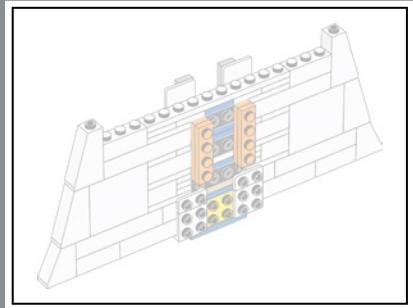
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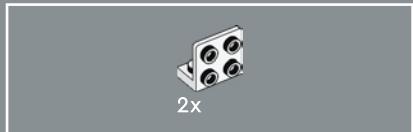
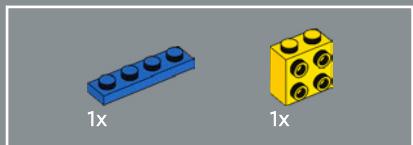
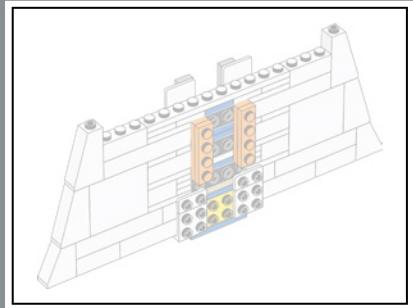
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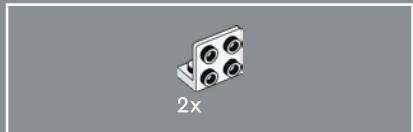
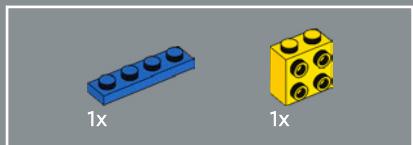
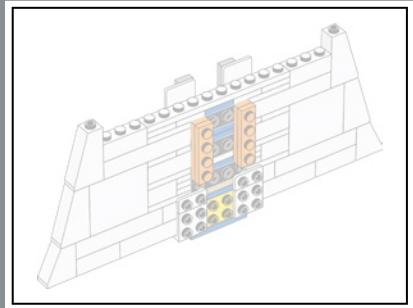
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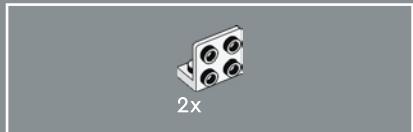
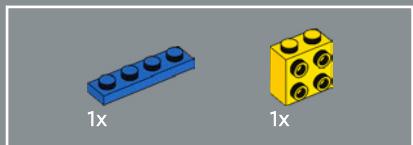
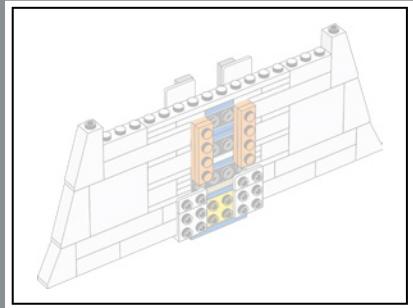
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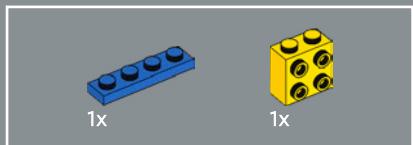
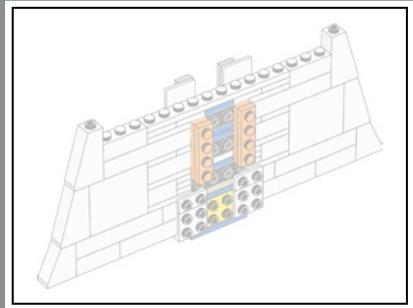
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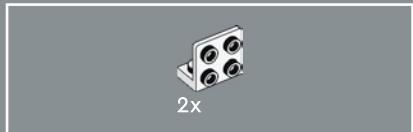
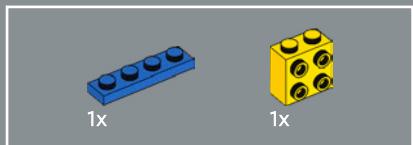
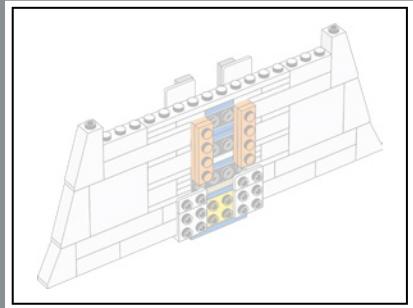
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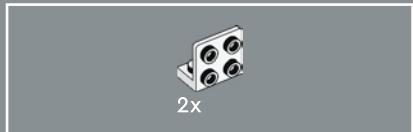
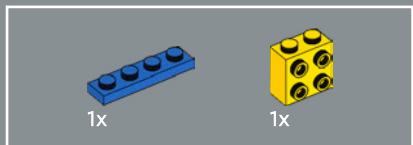
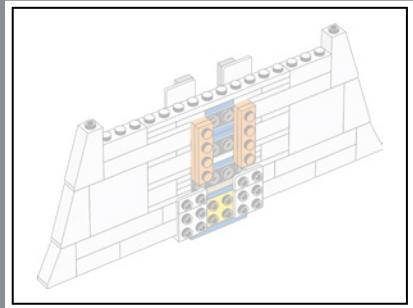
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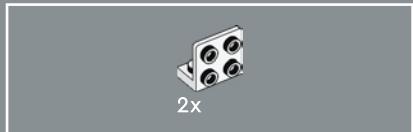
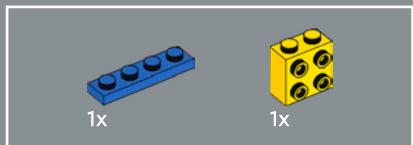
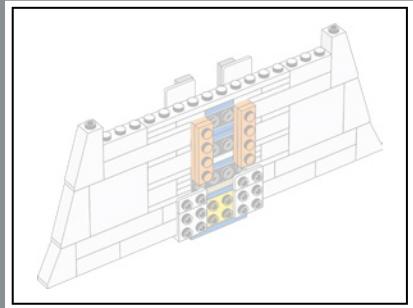
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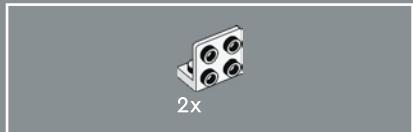
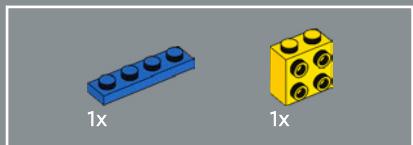
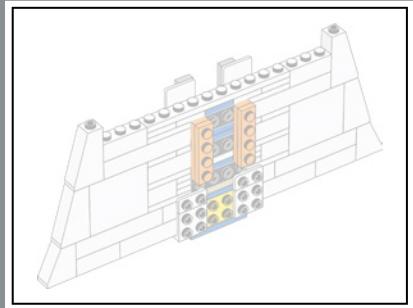
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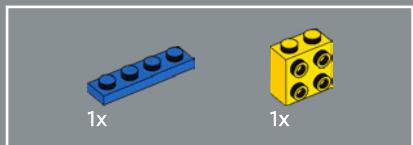
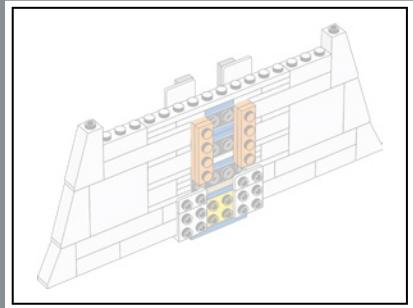
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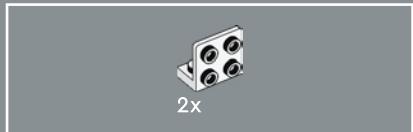
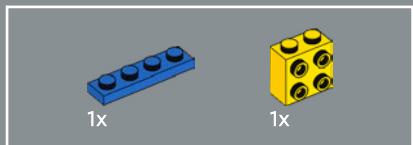
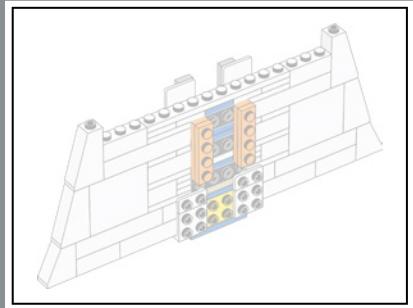
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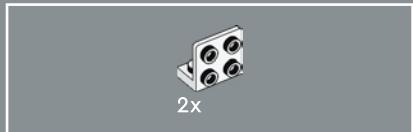
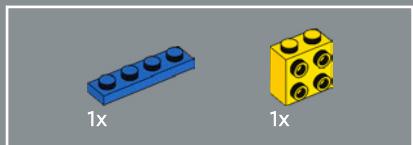
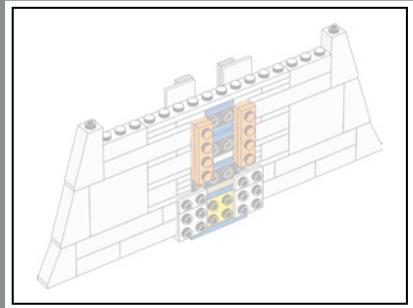
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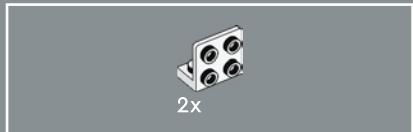
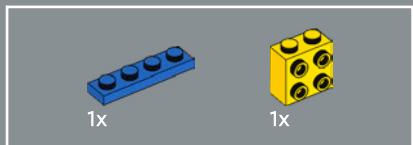
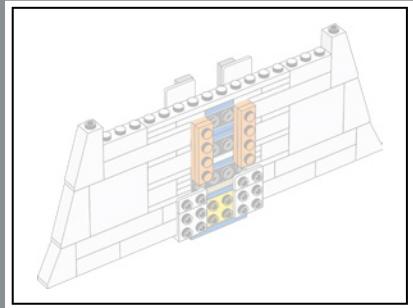
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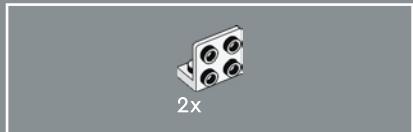
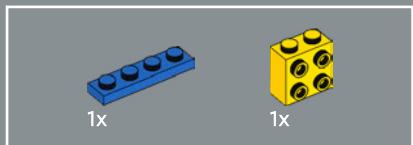
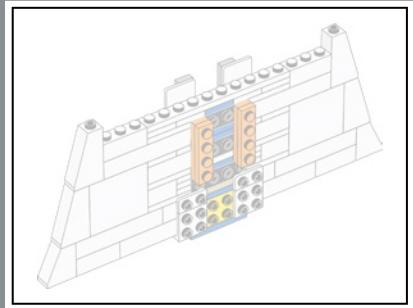
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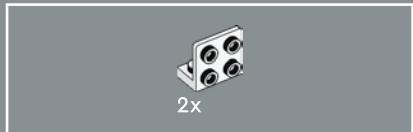
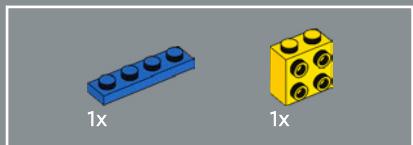
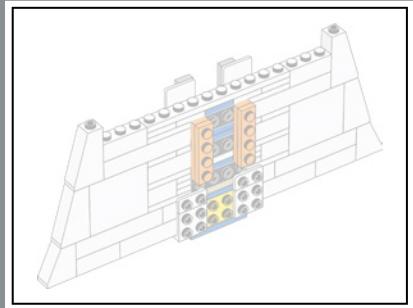
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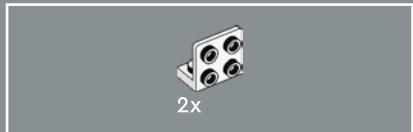
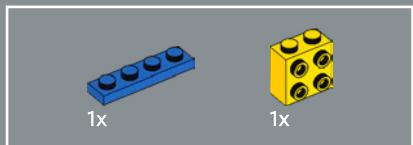
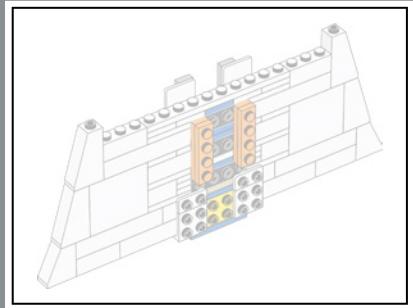
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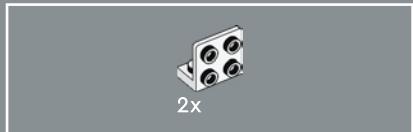
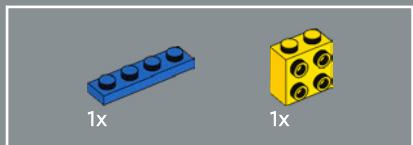
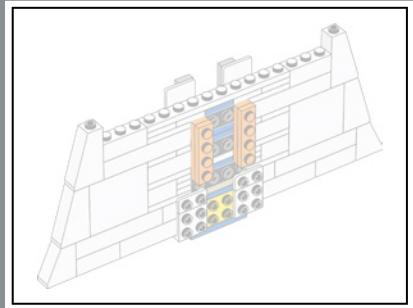
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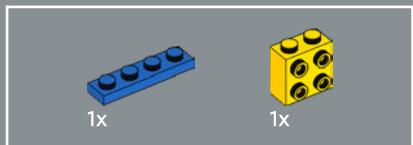
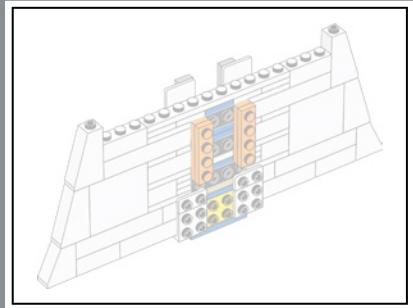
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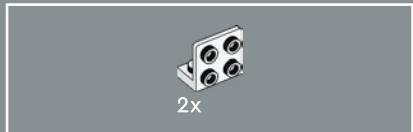
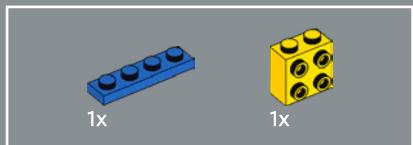
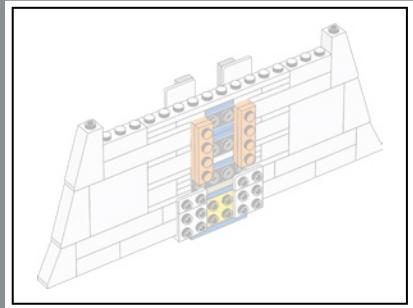
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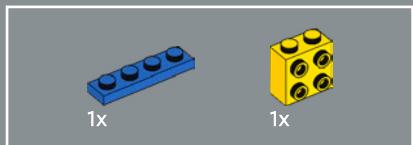
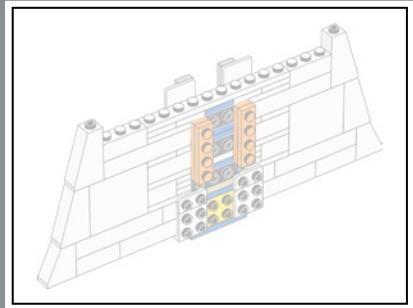
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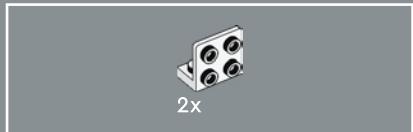
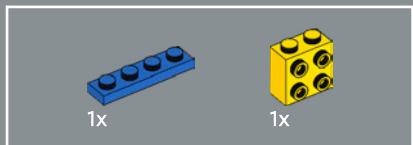
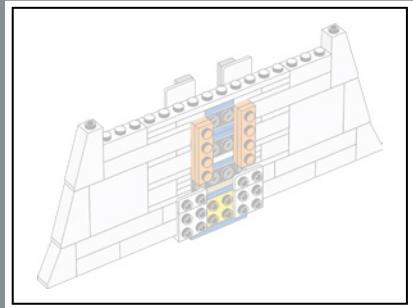
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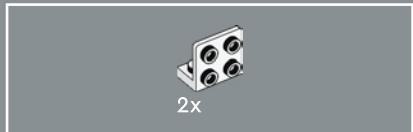
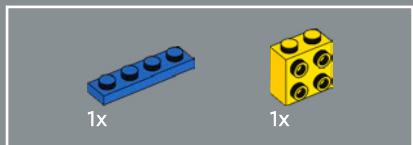
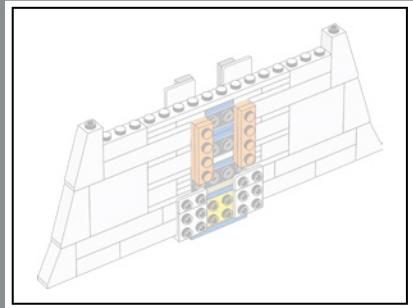
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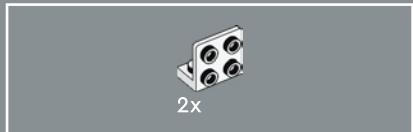
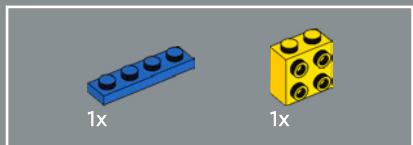
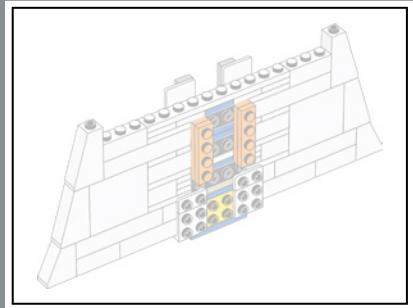
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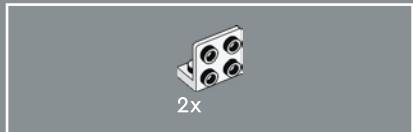
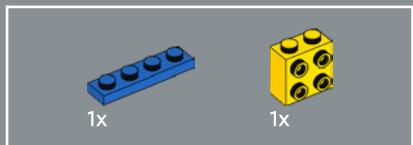
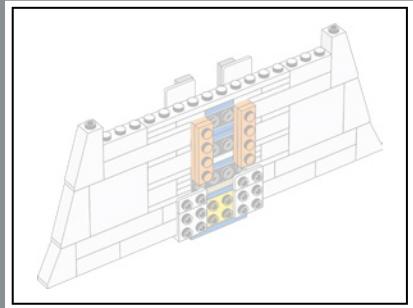
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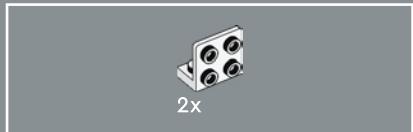
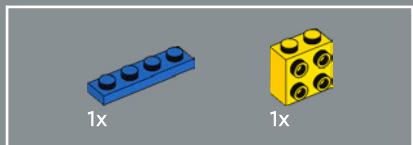
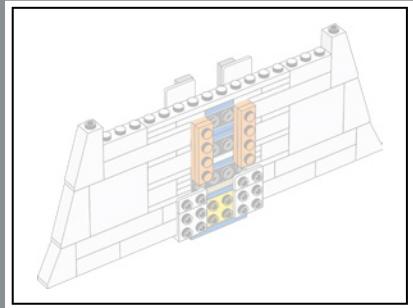
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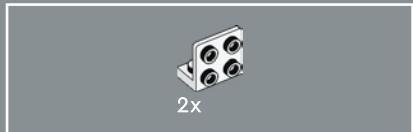
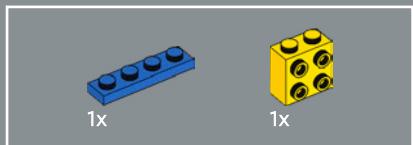
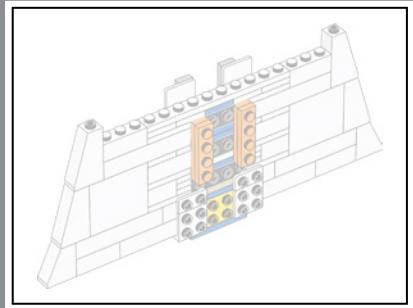
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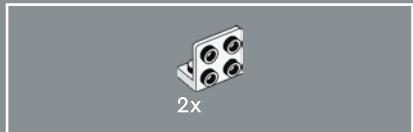
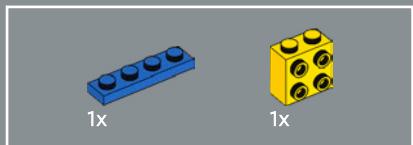
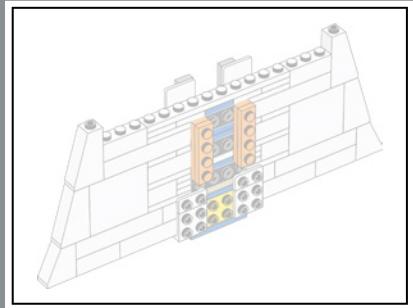
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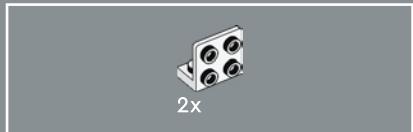
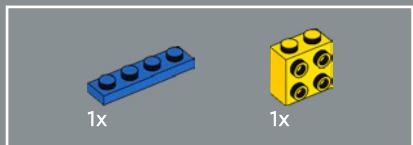
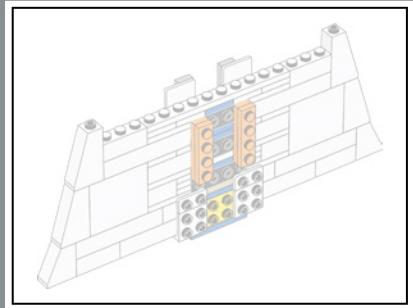
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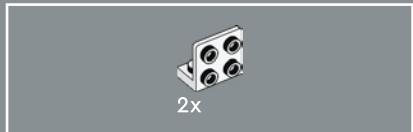
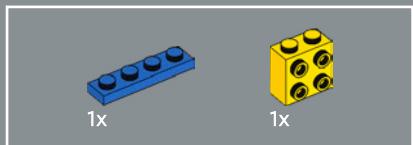
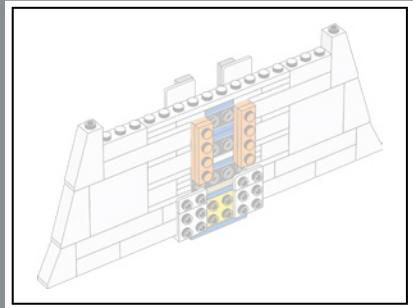
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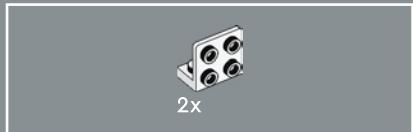
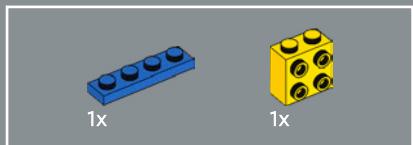
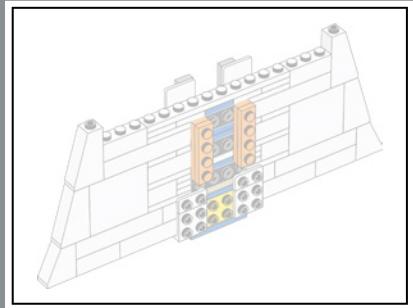
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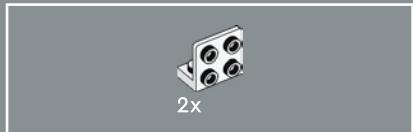
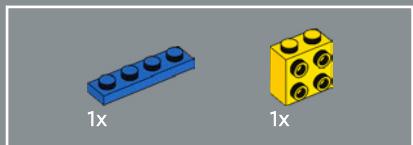
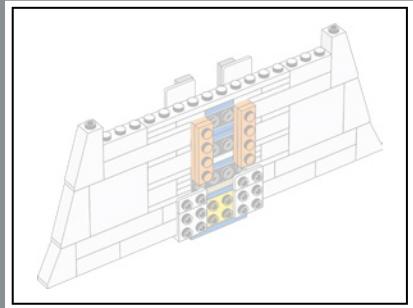
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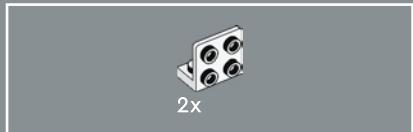
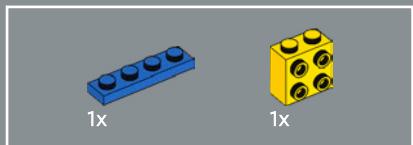
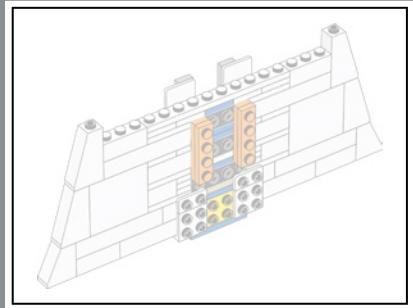
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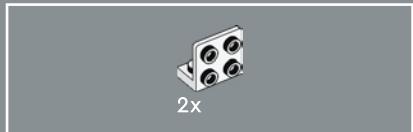
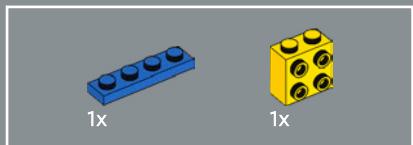
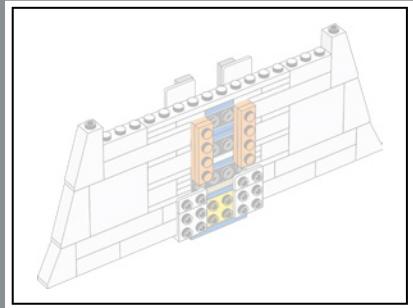
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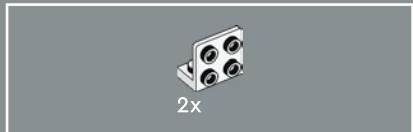
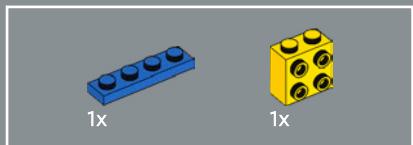
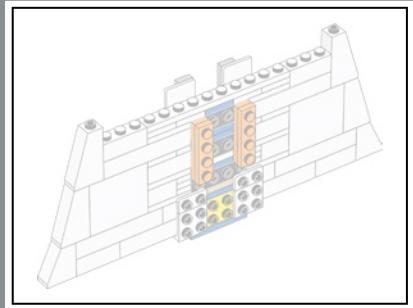
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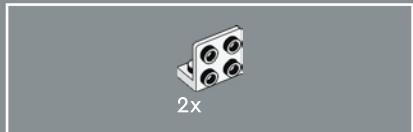
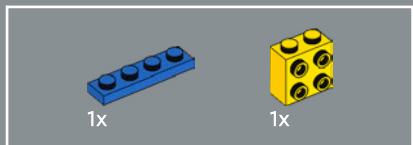
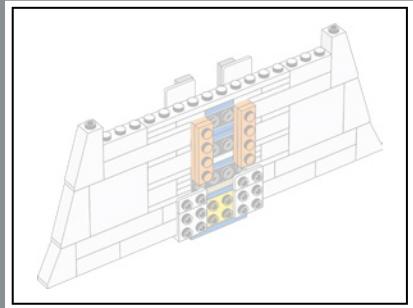
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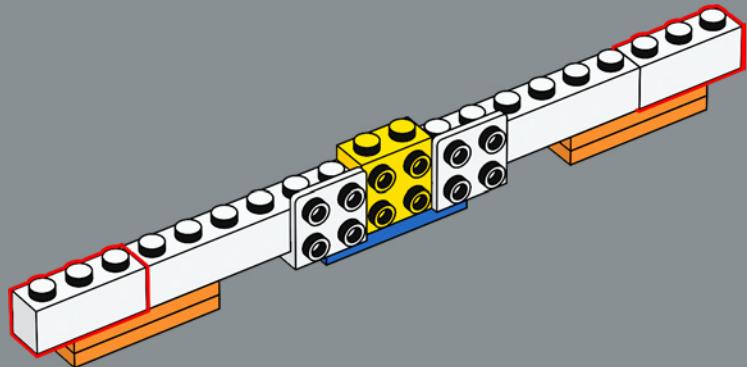
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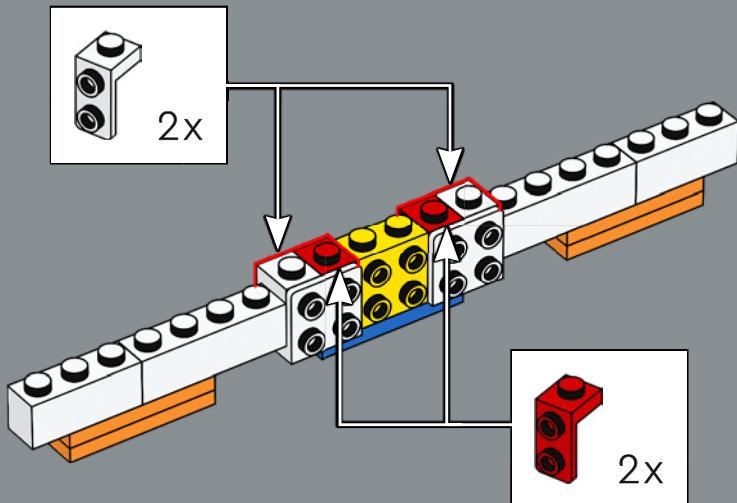
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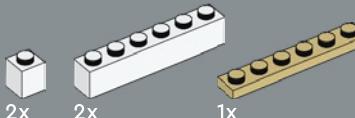
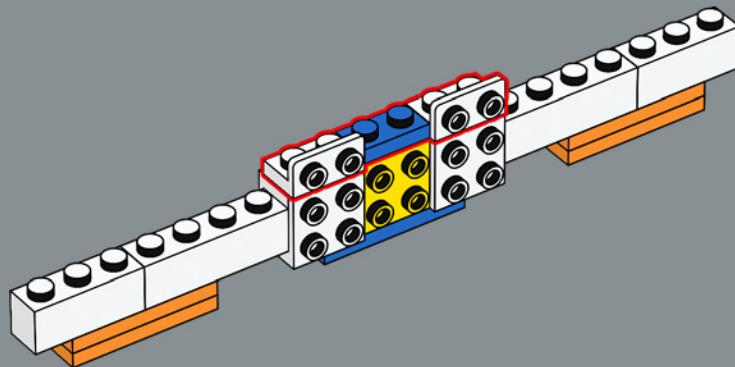
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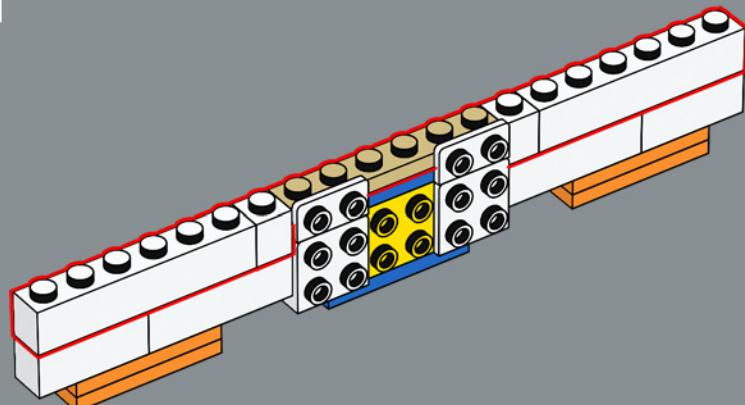
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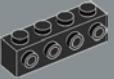


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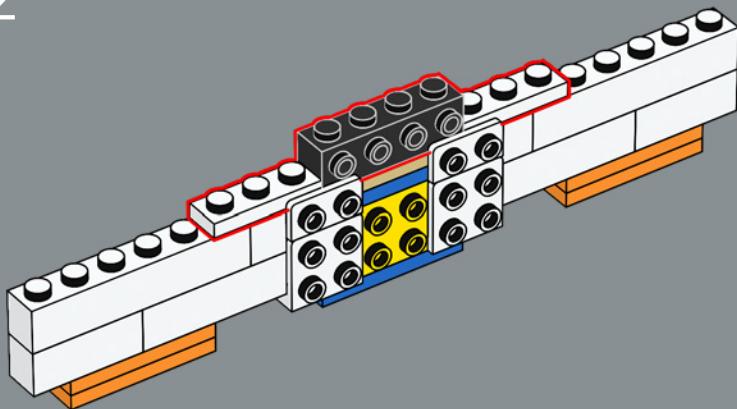


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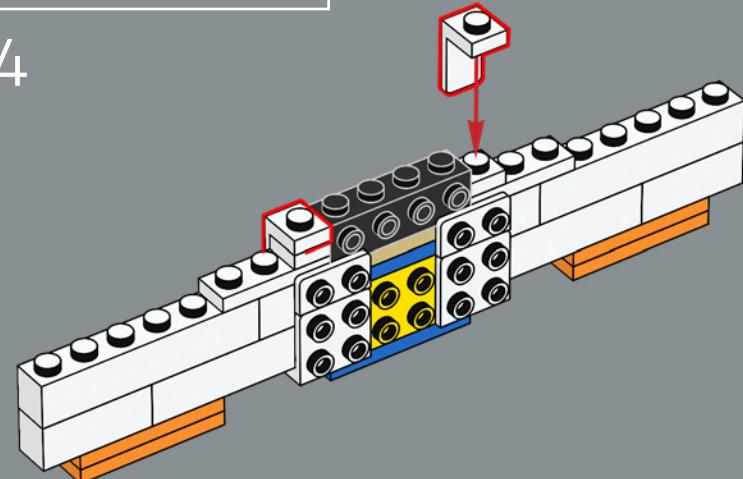
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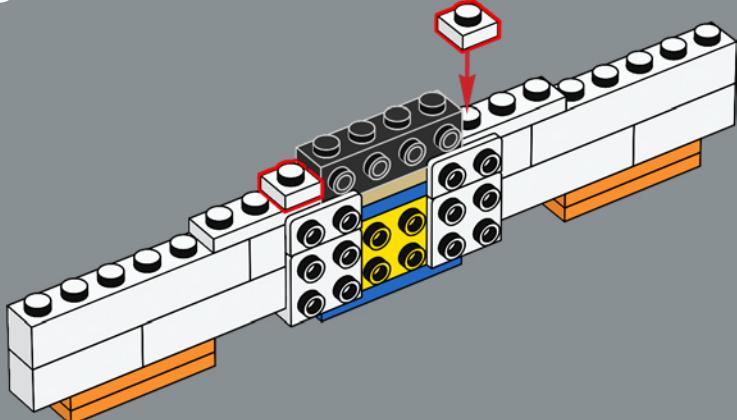


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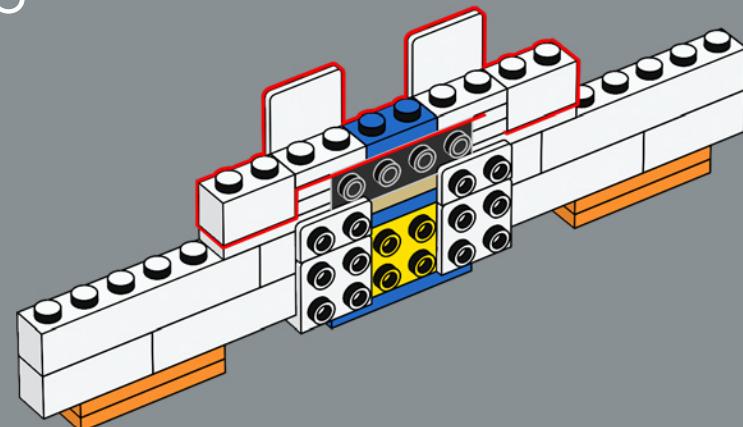


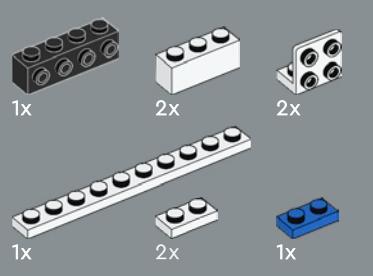
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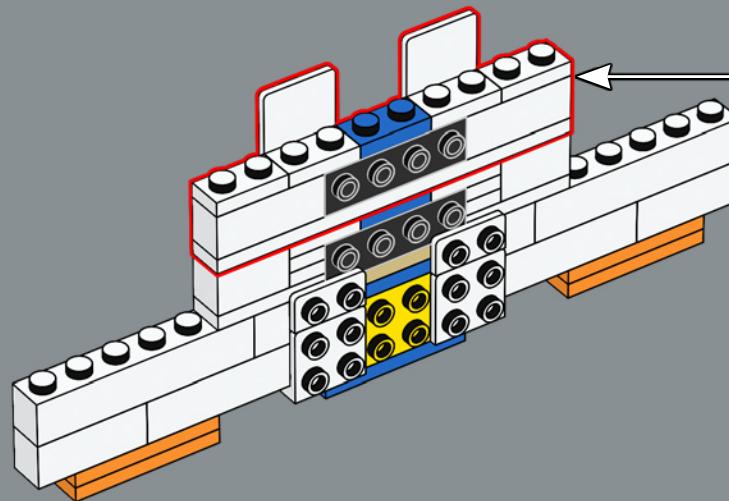
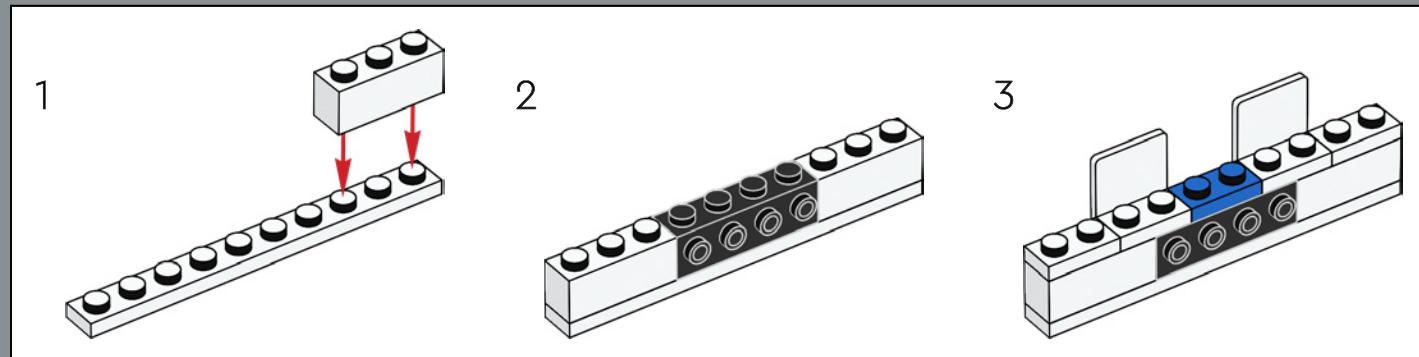


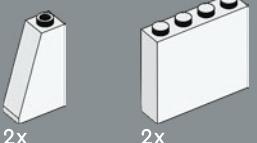
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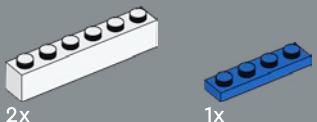
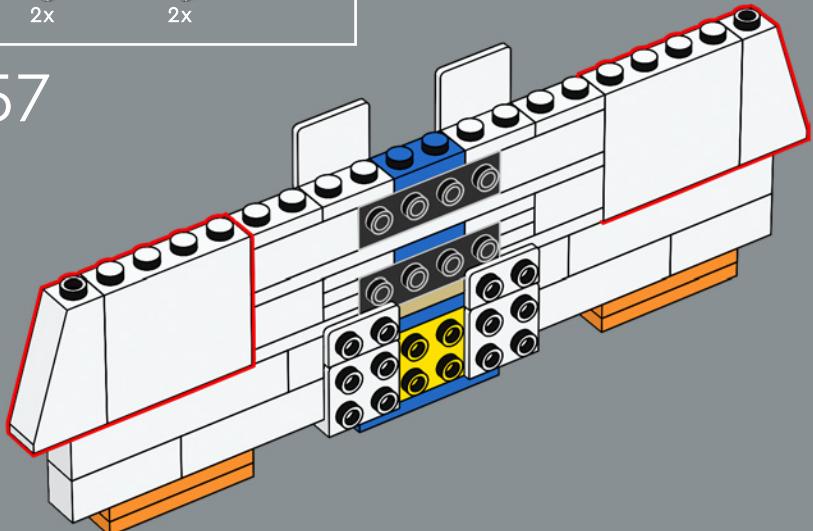


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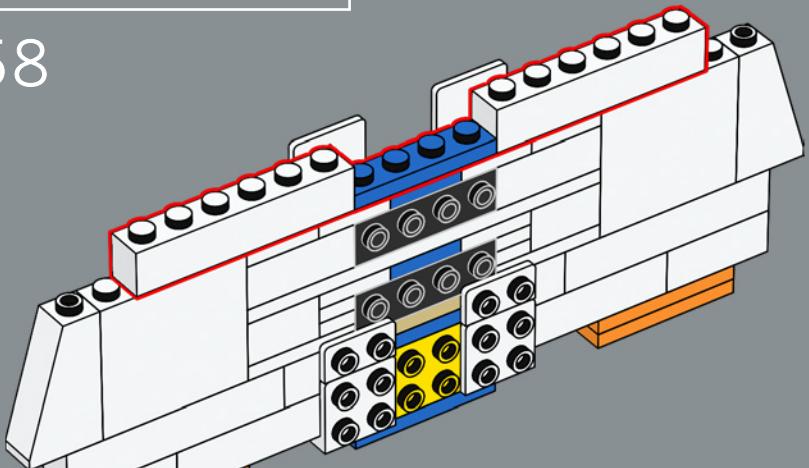




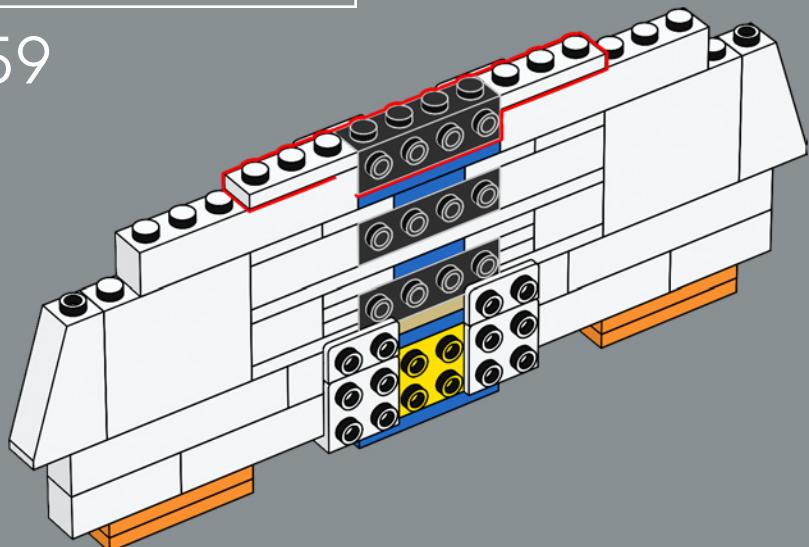
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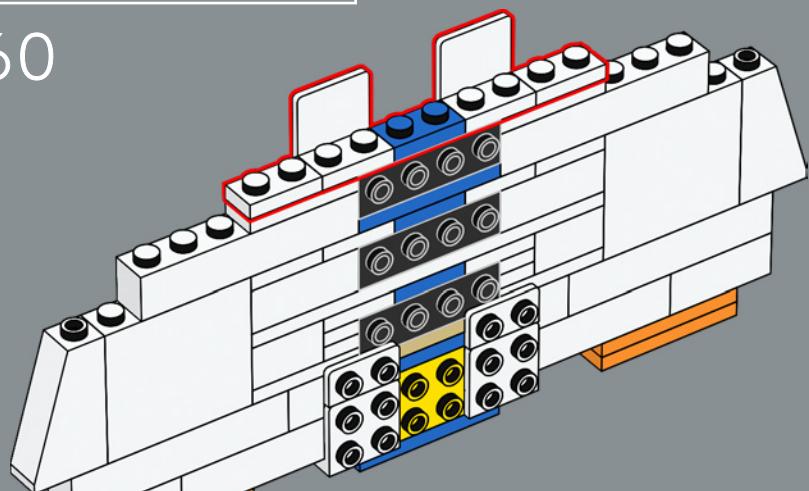
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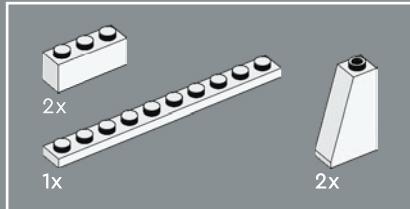


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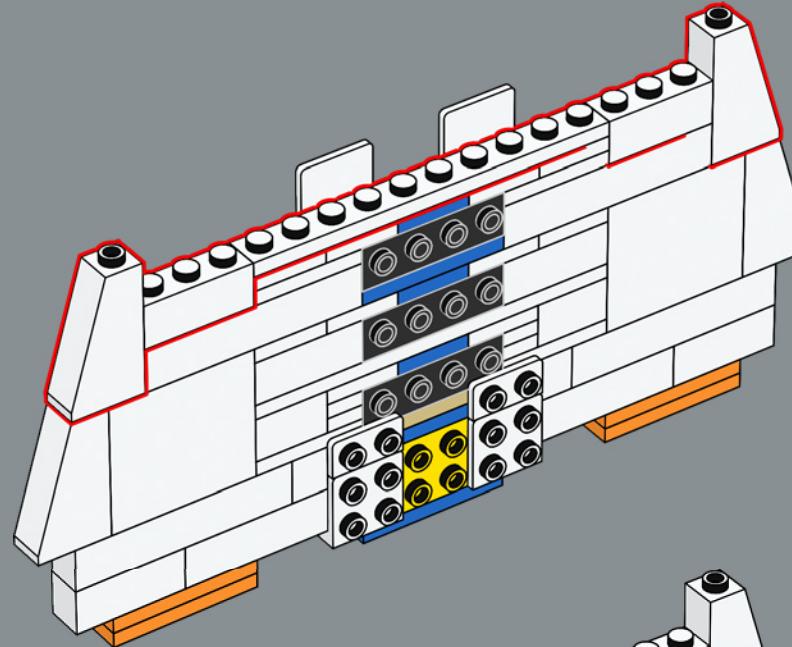


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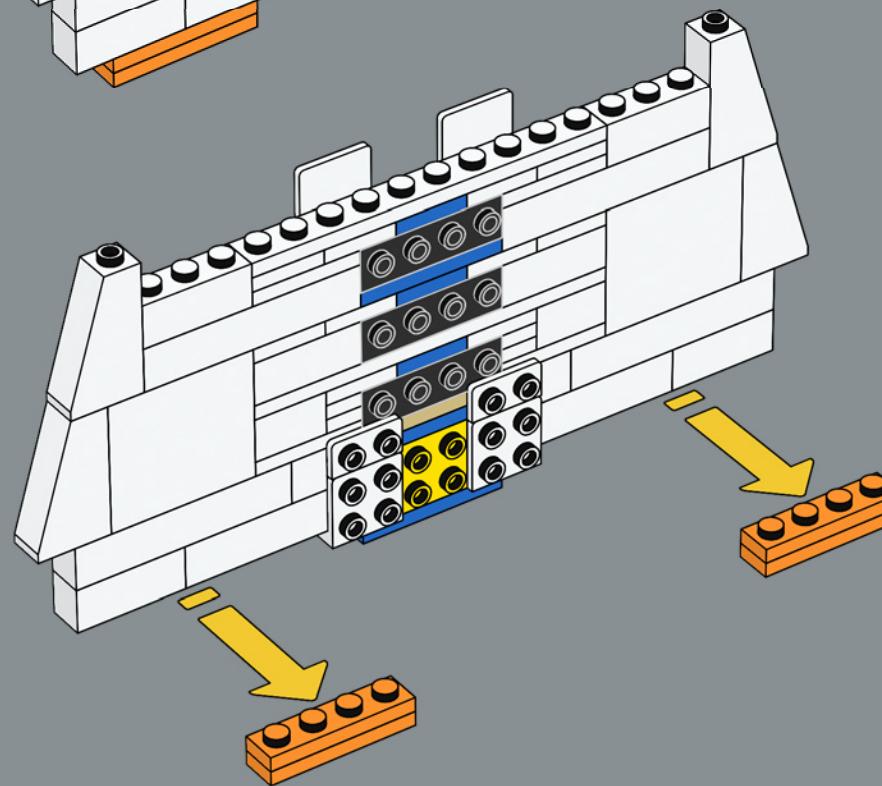


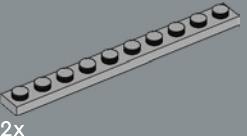


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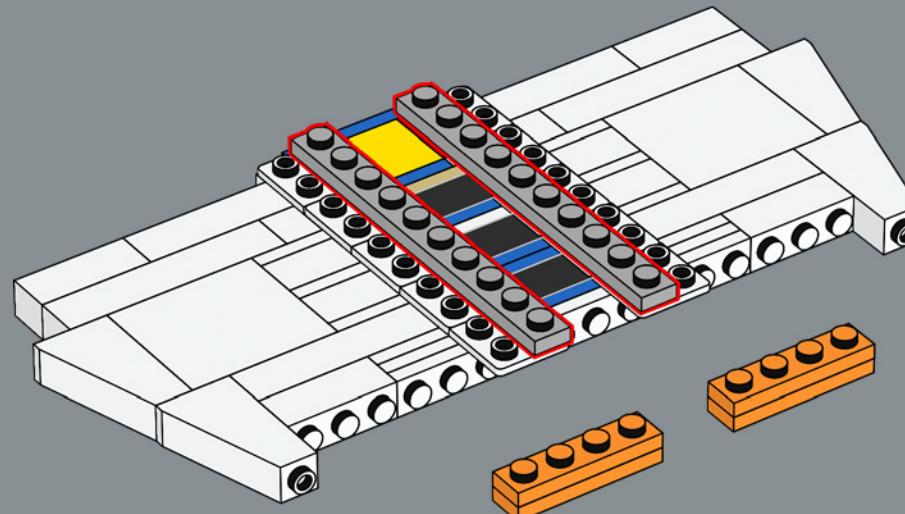


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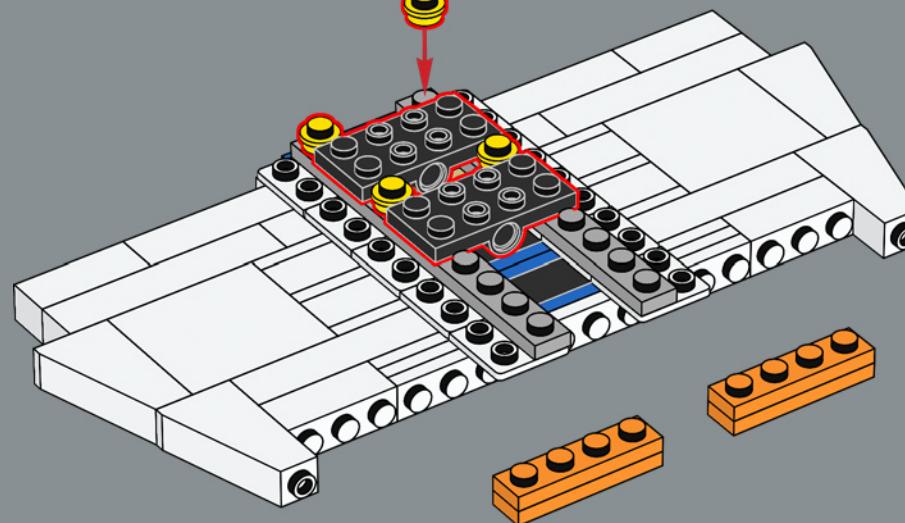




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164



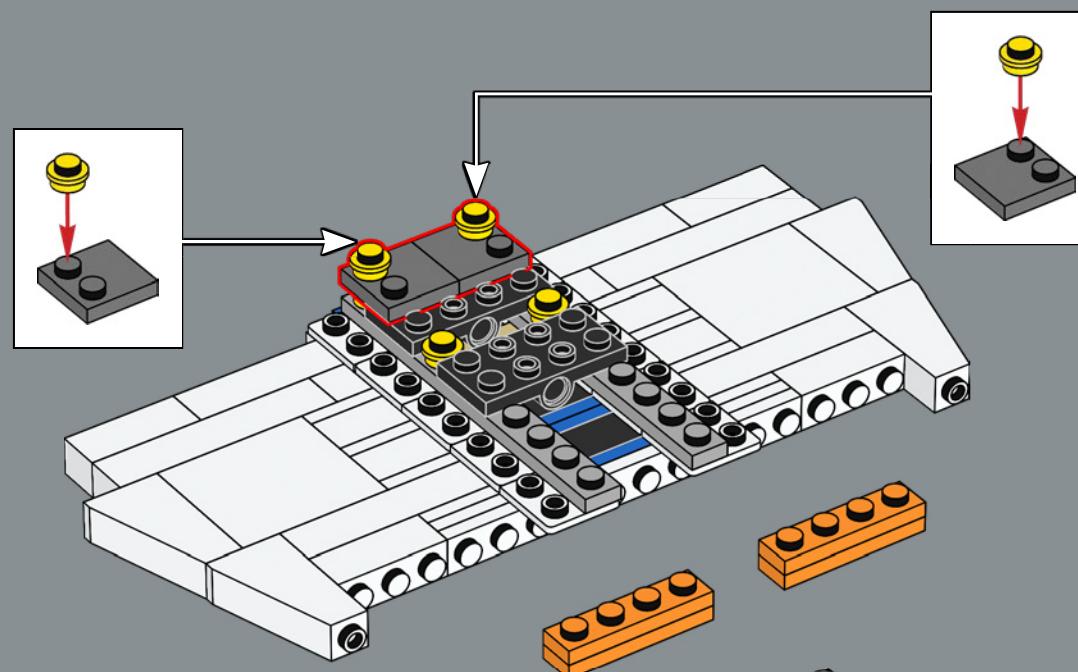


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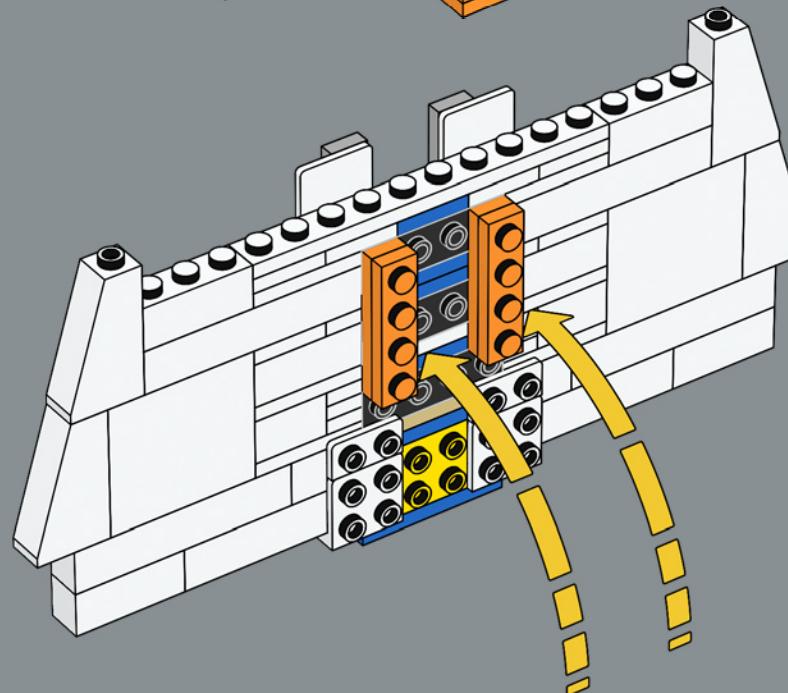
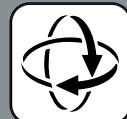


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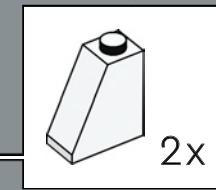
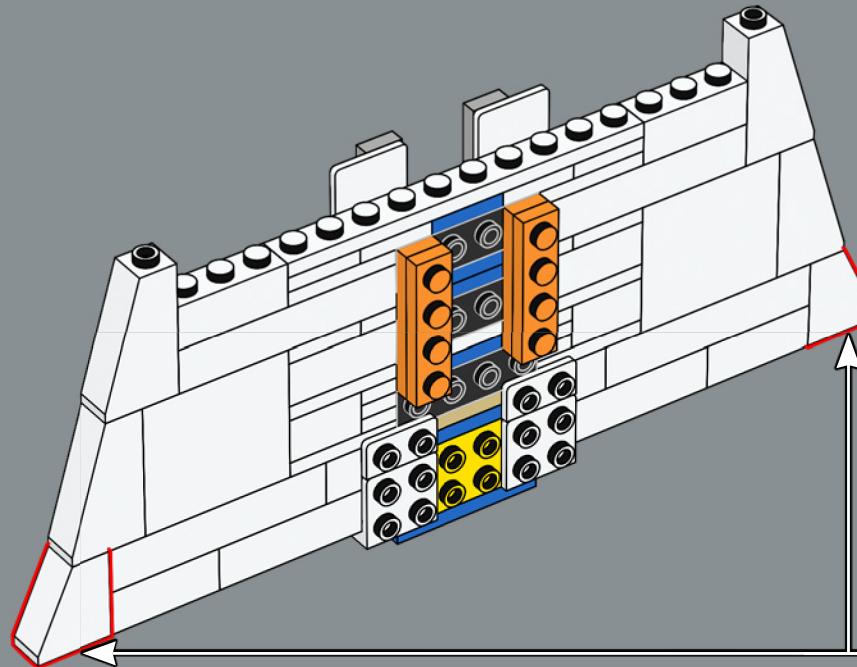


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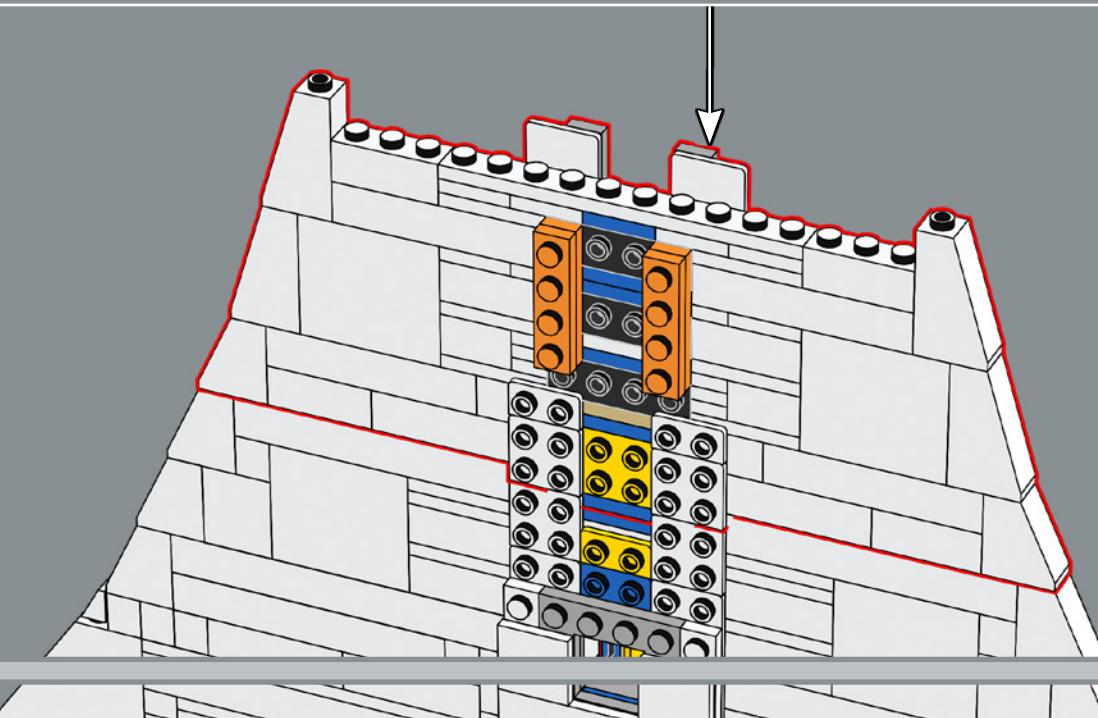




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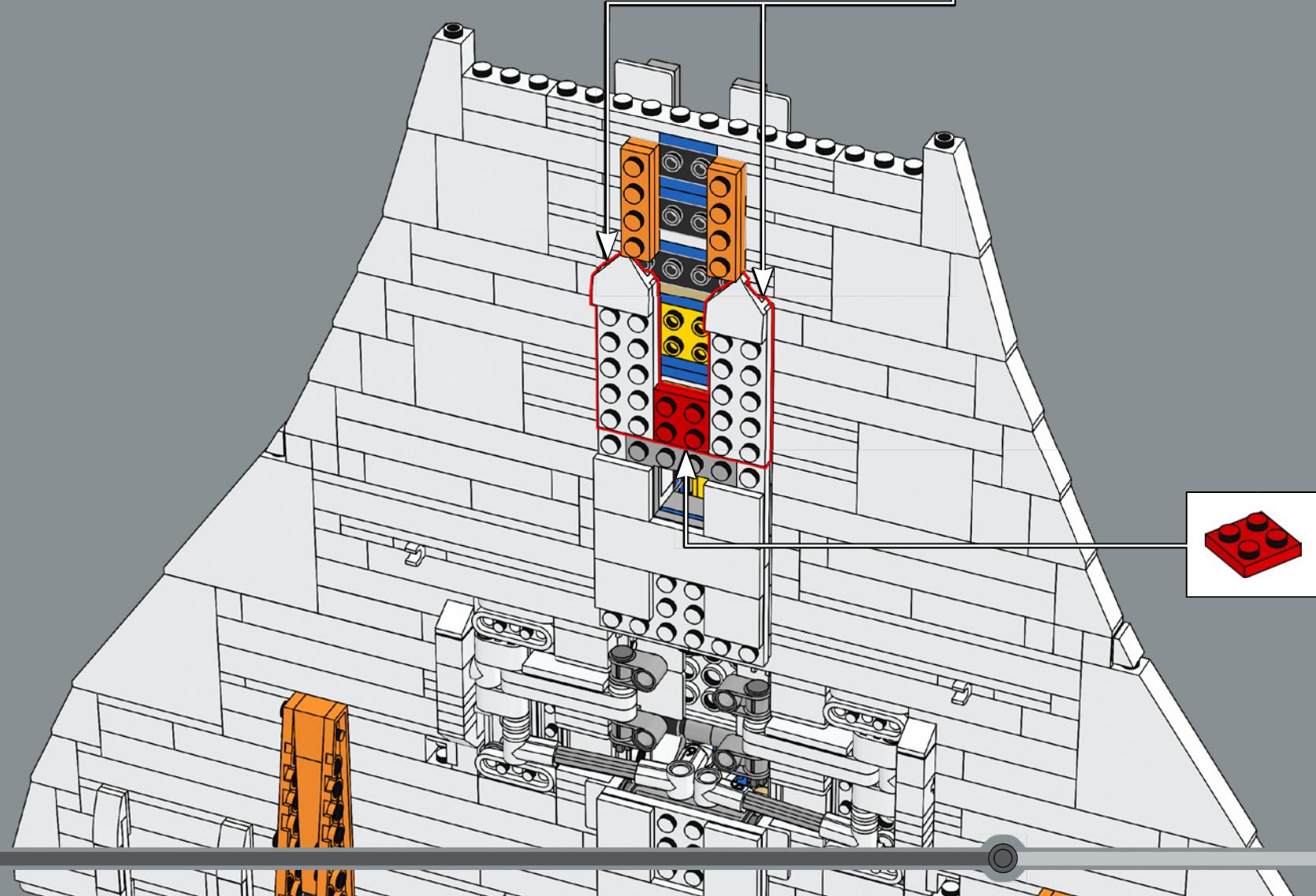
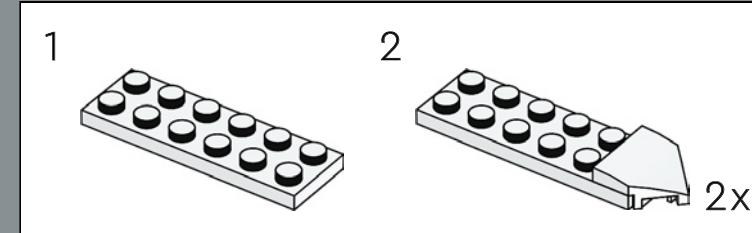


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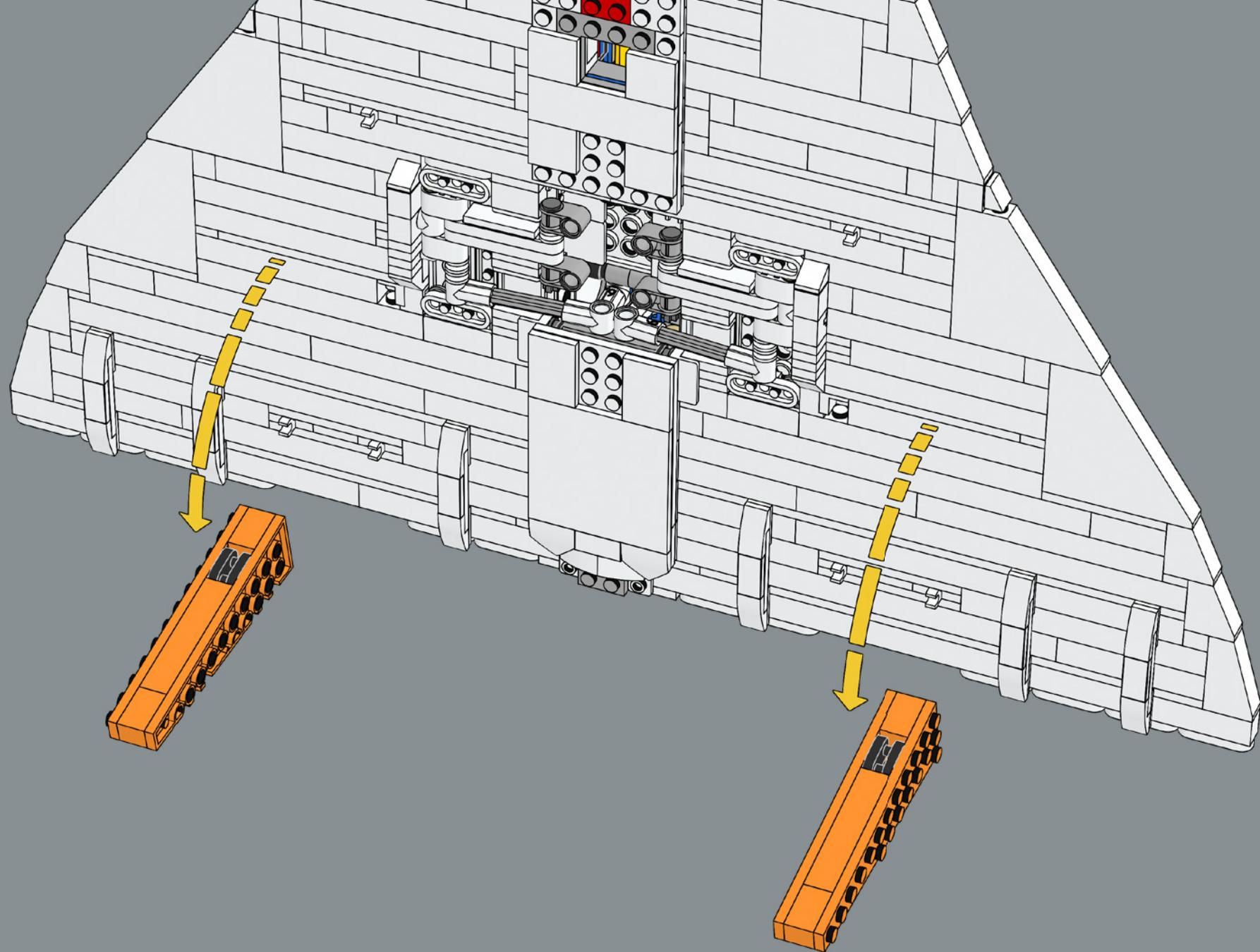


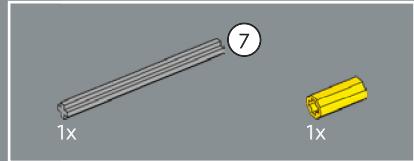


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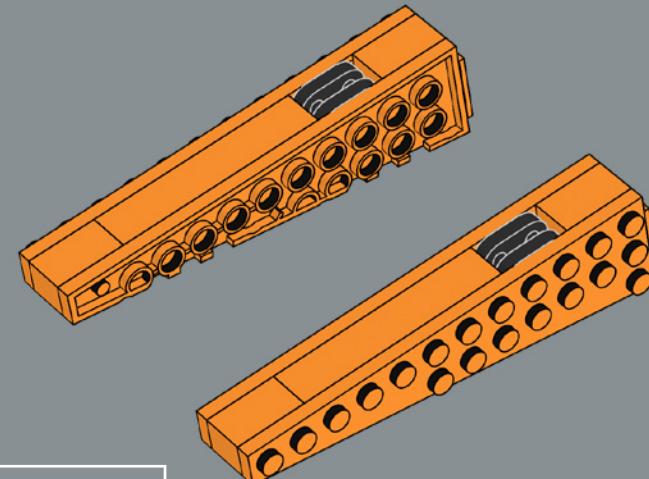
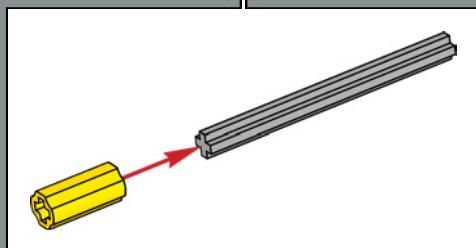
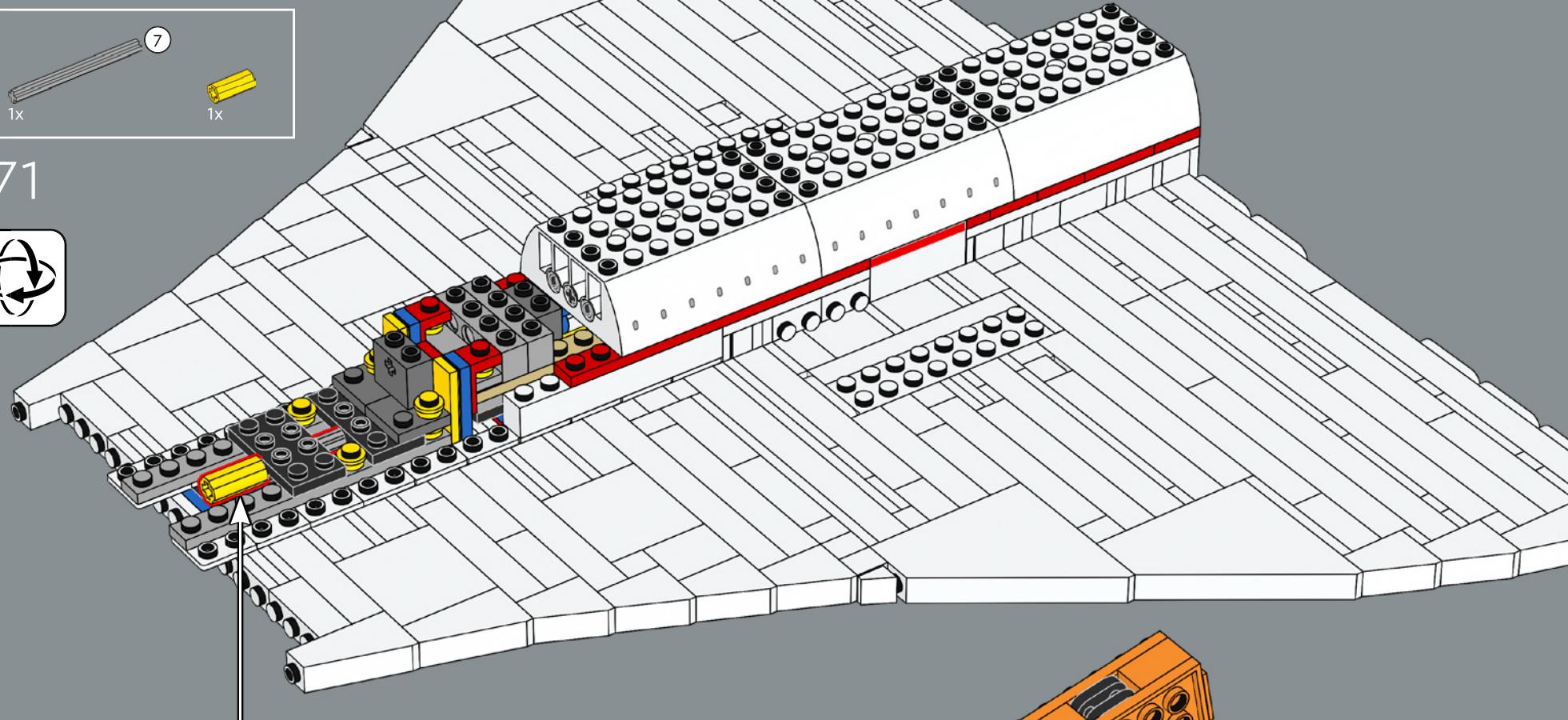


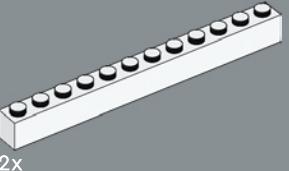
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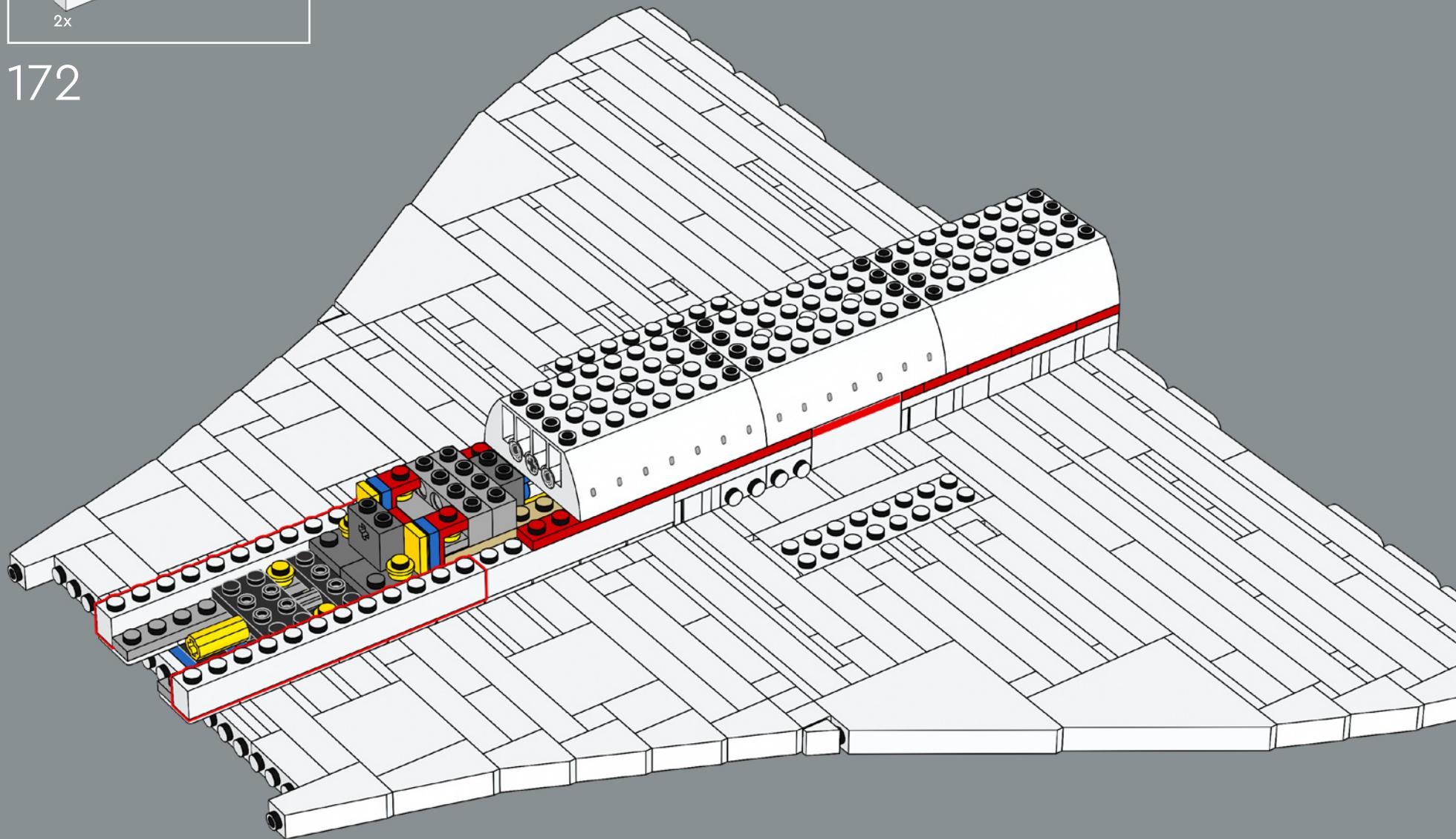


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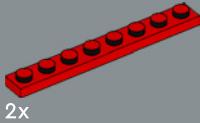




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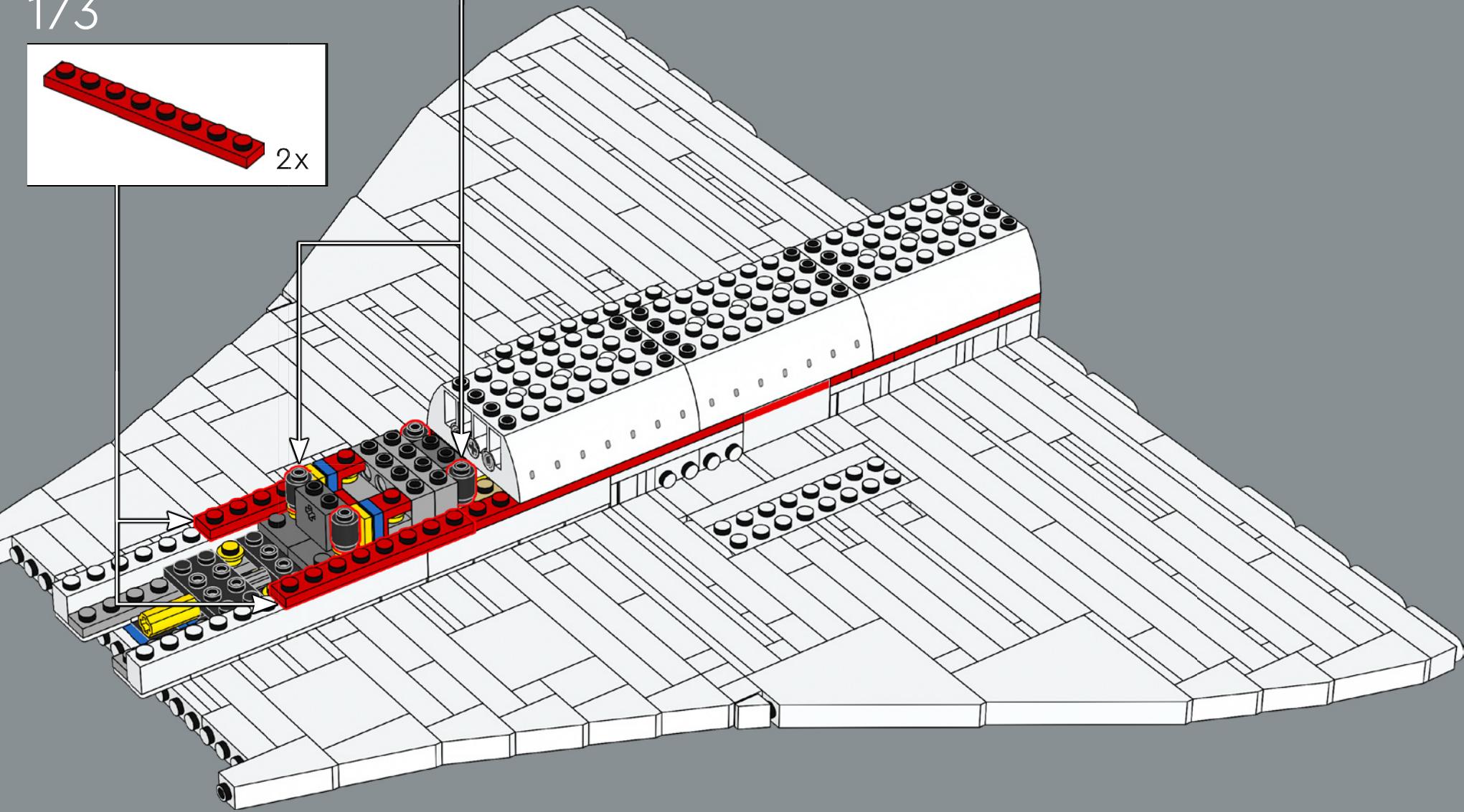
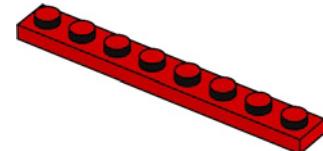


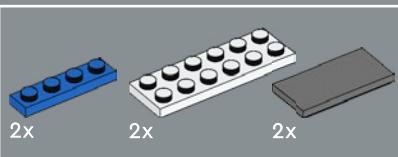
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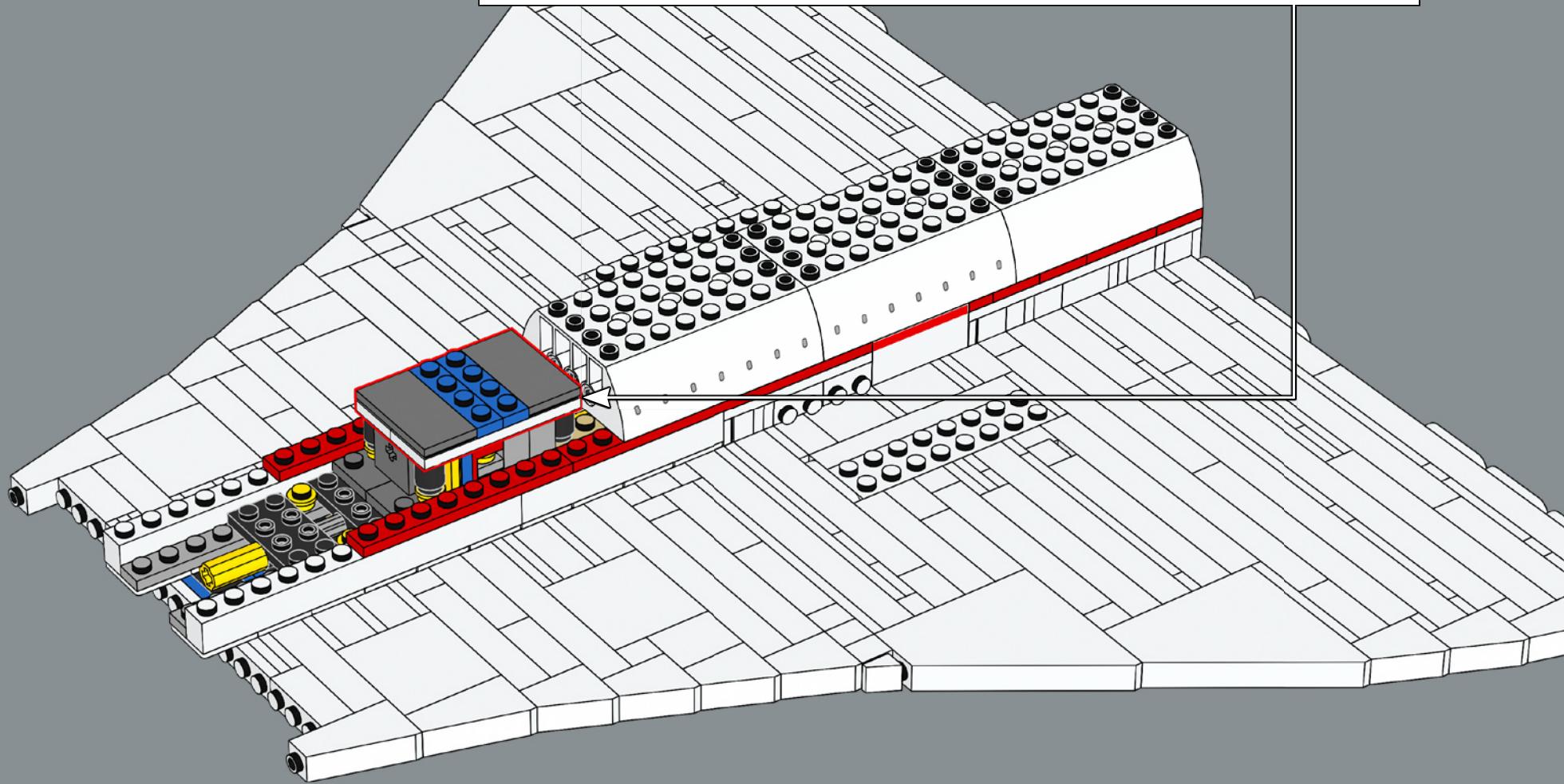
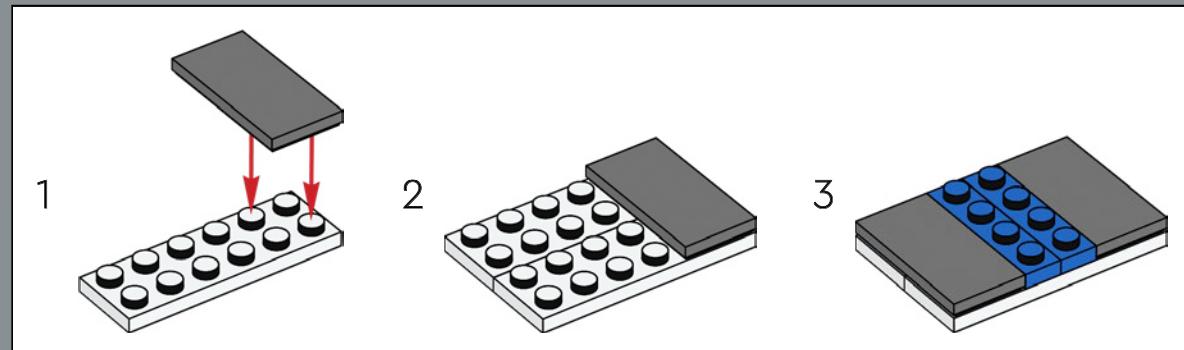
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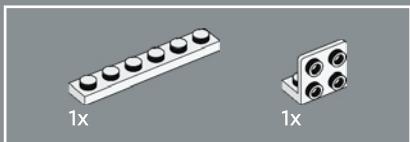
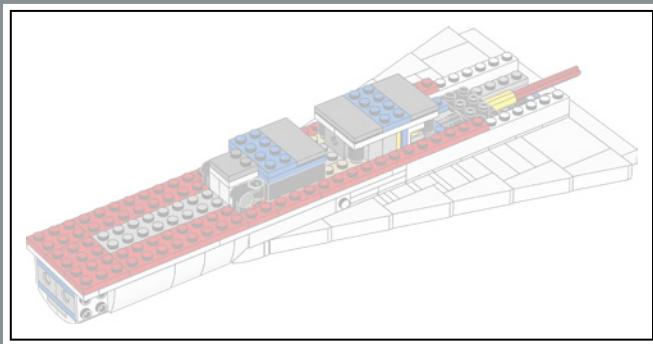
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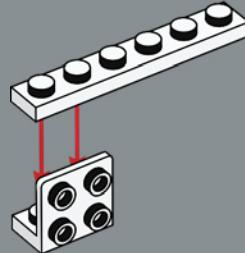


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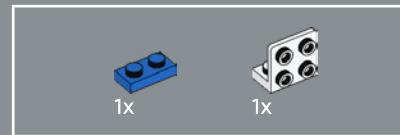




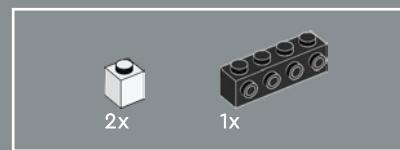
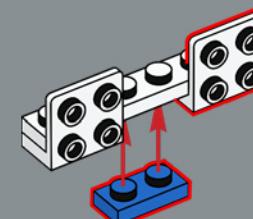
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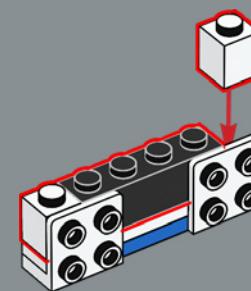
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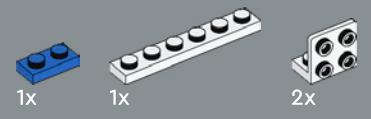
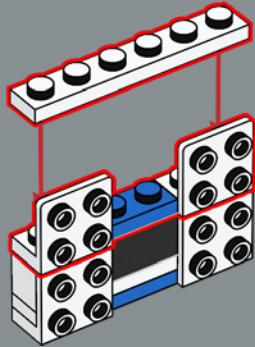


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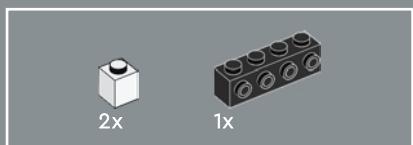
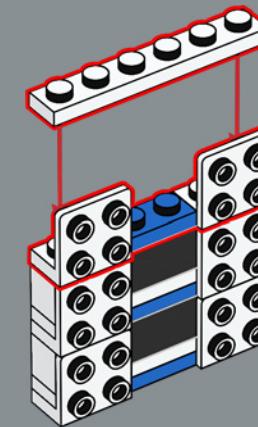




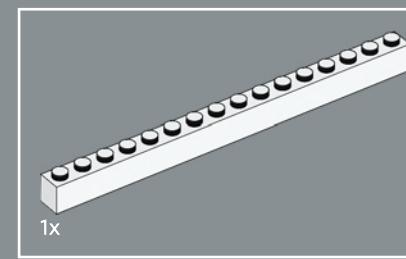
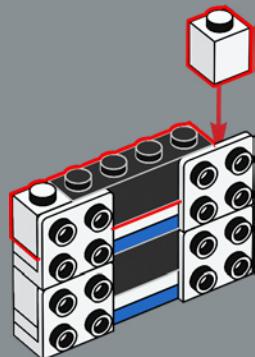
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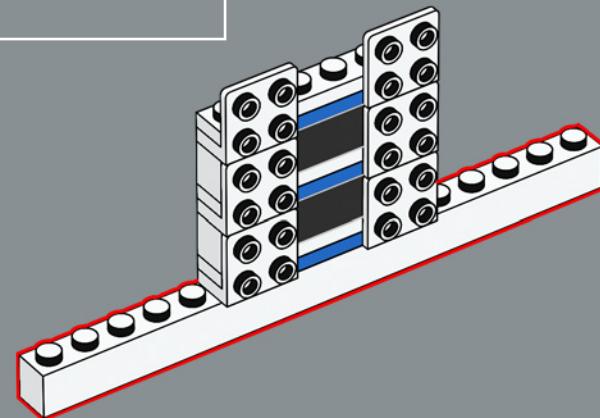
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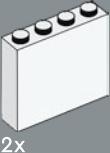


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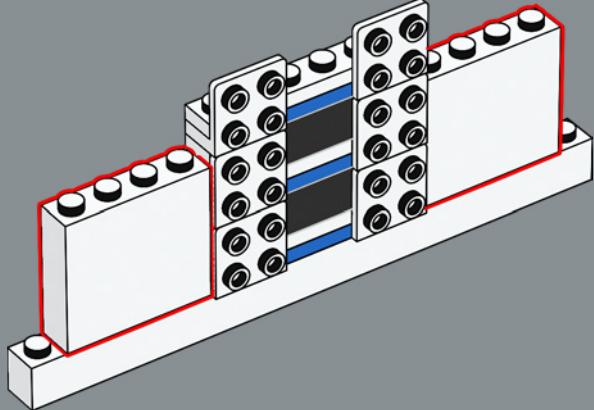


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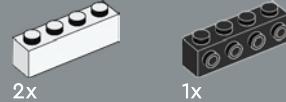
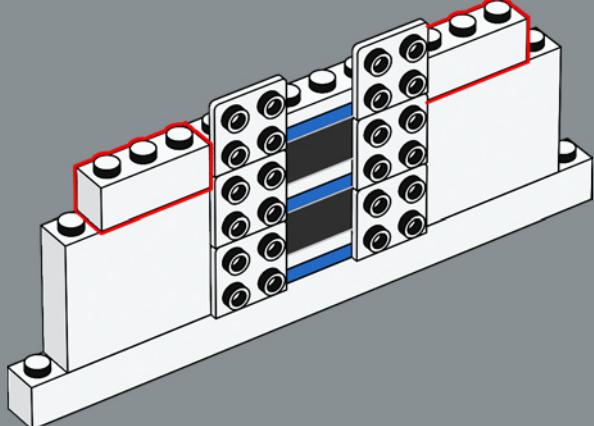




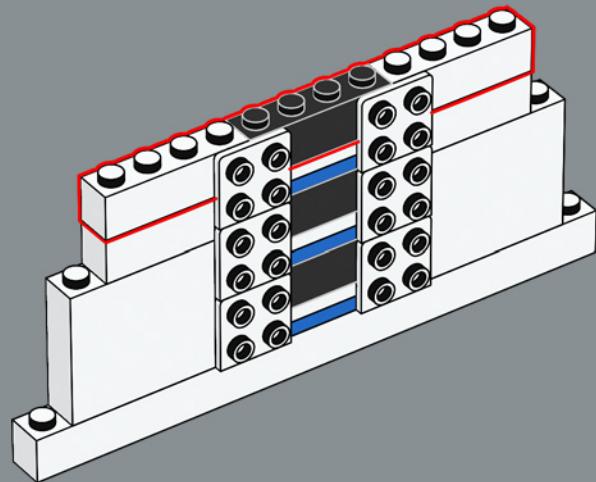
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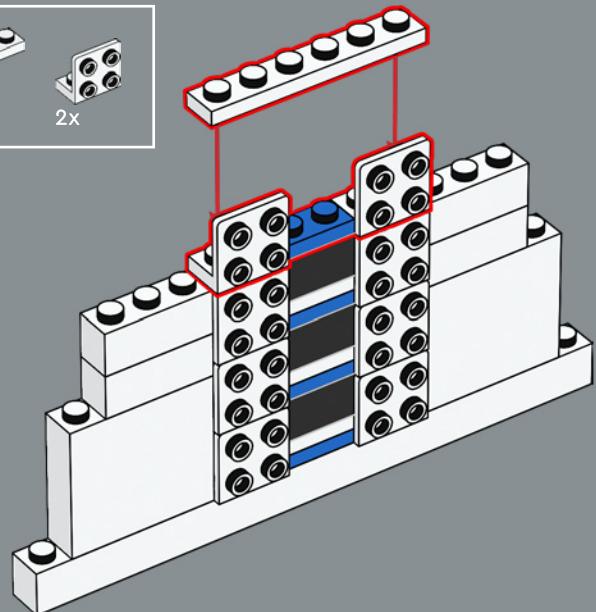
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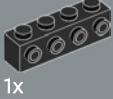


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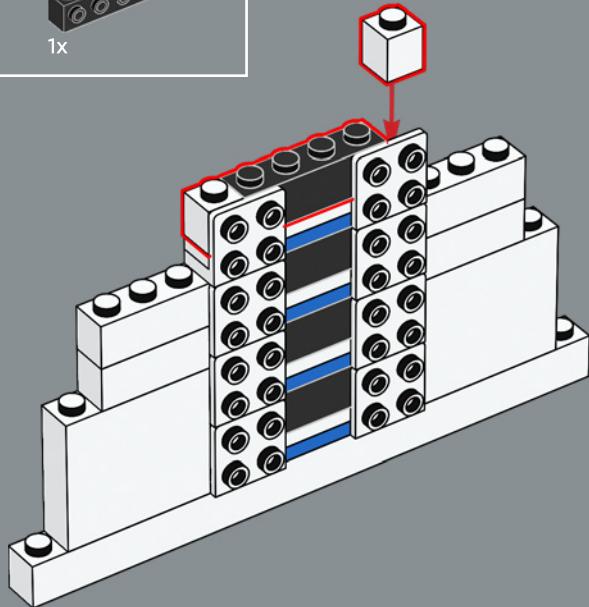


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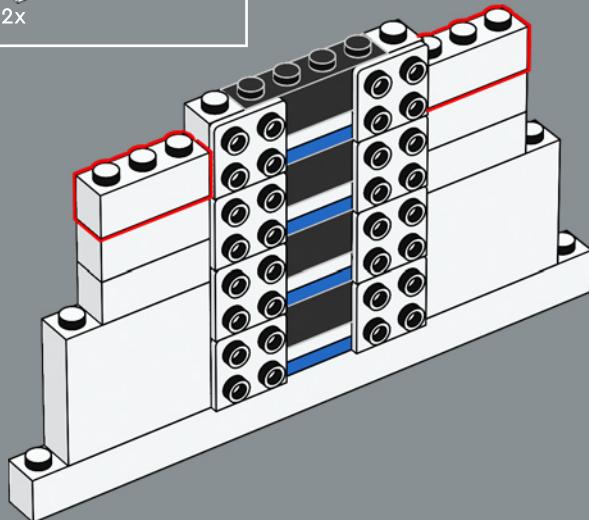




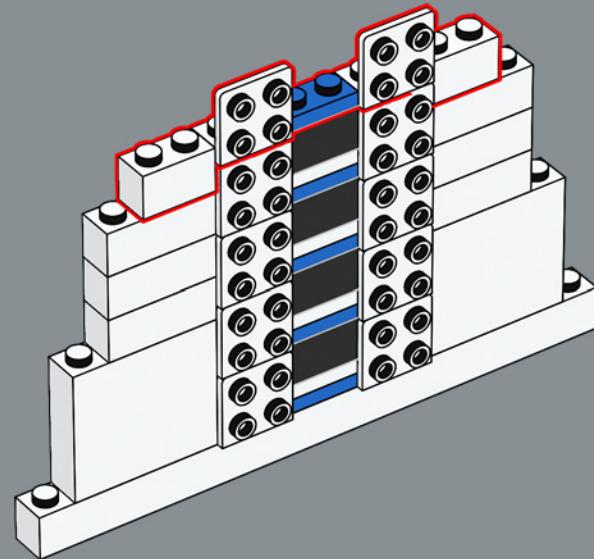
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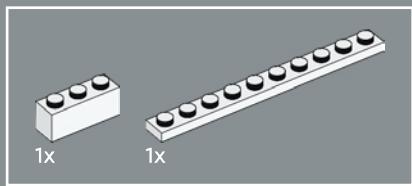
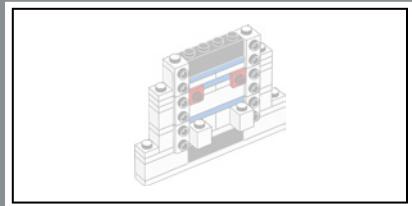


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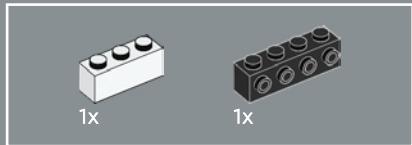
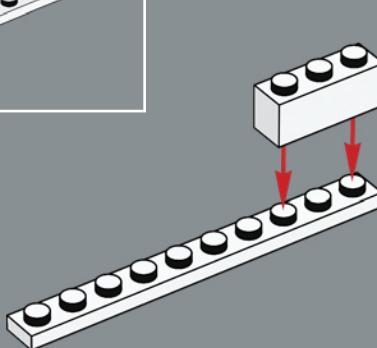


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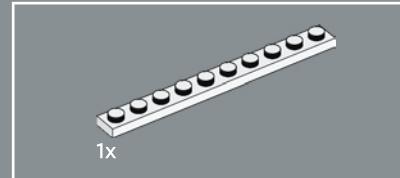
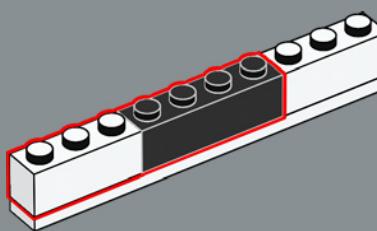




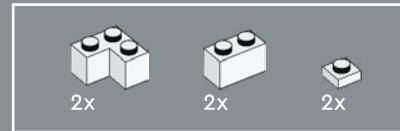
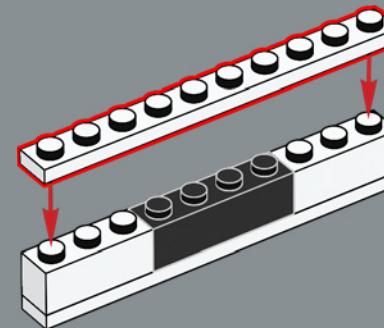
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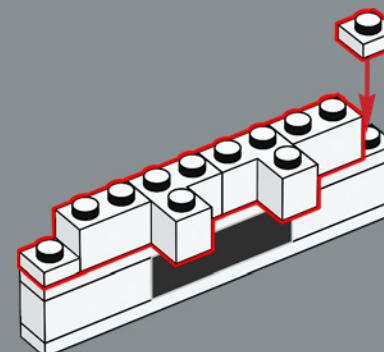
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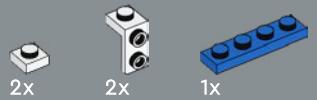


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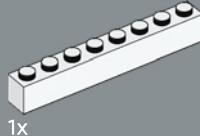
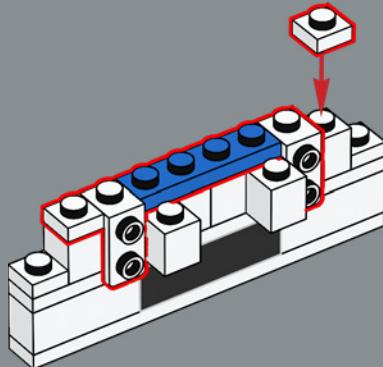


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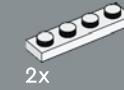
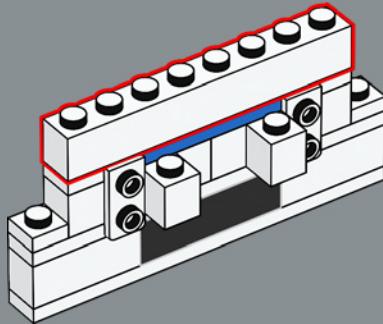




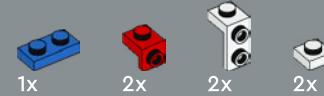
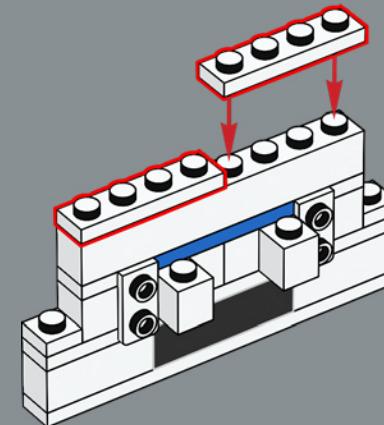
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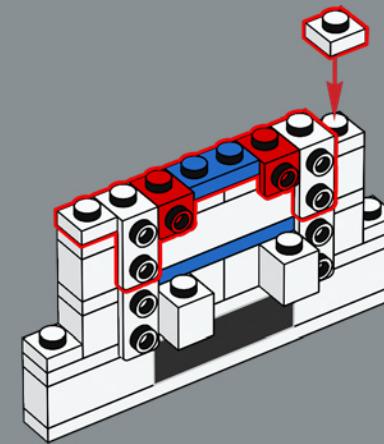
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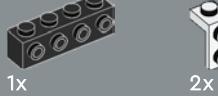
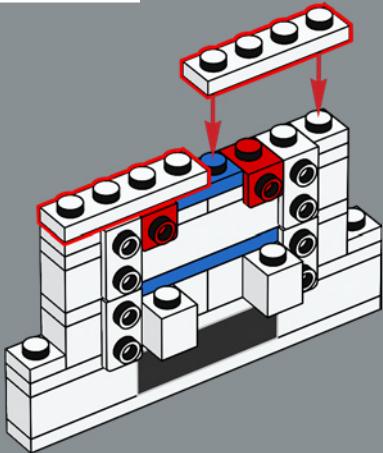


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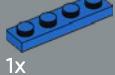
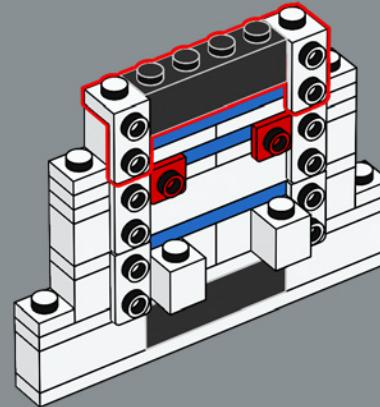




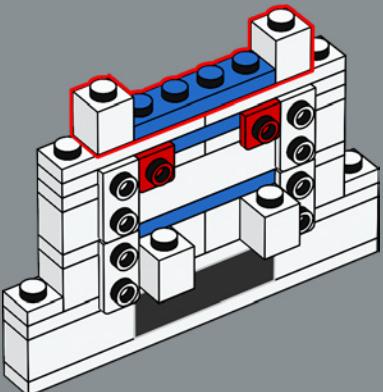
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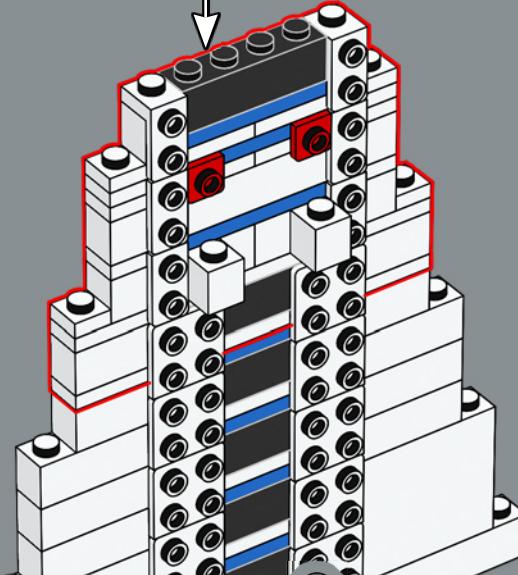
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198



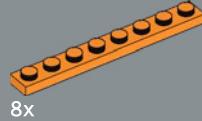
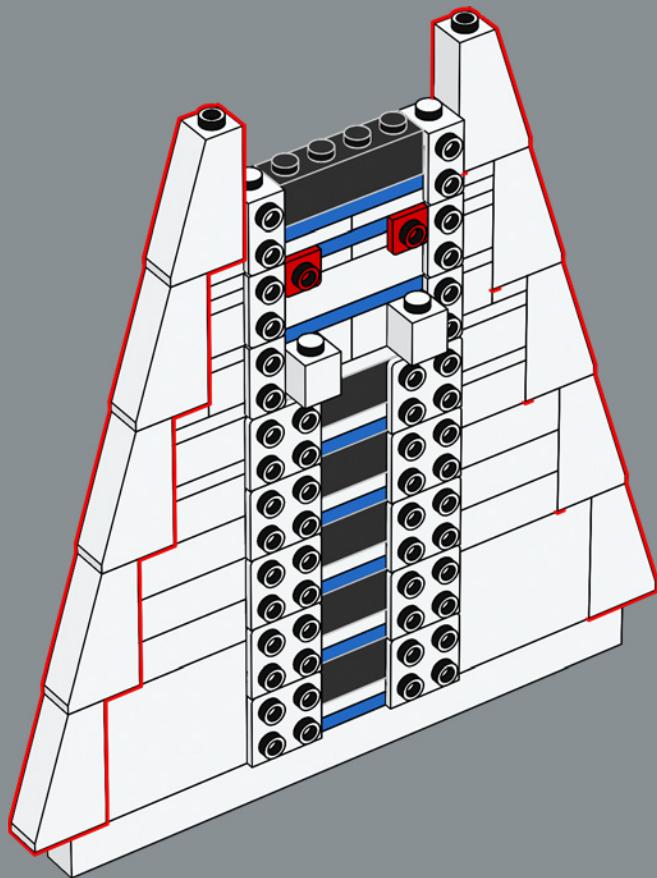
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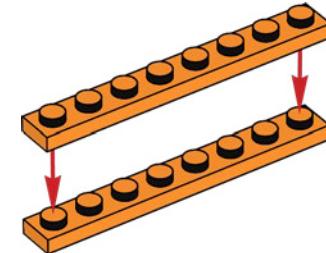
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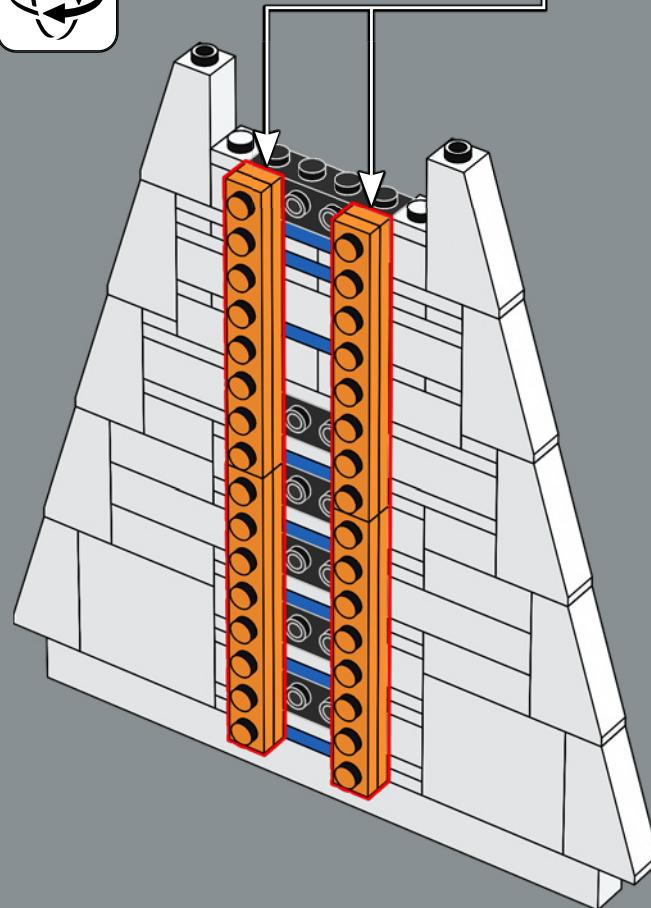


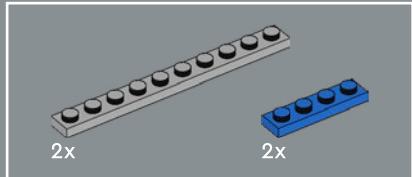
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202



4x

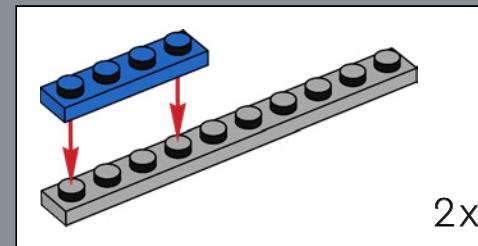
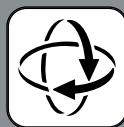




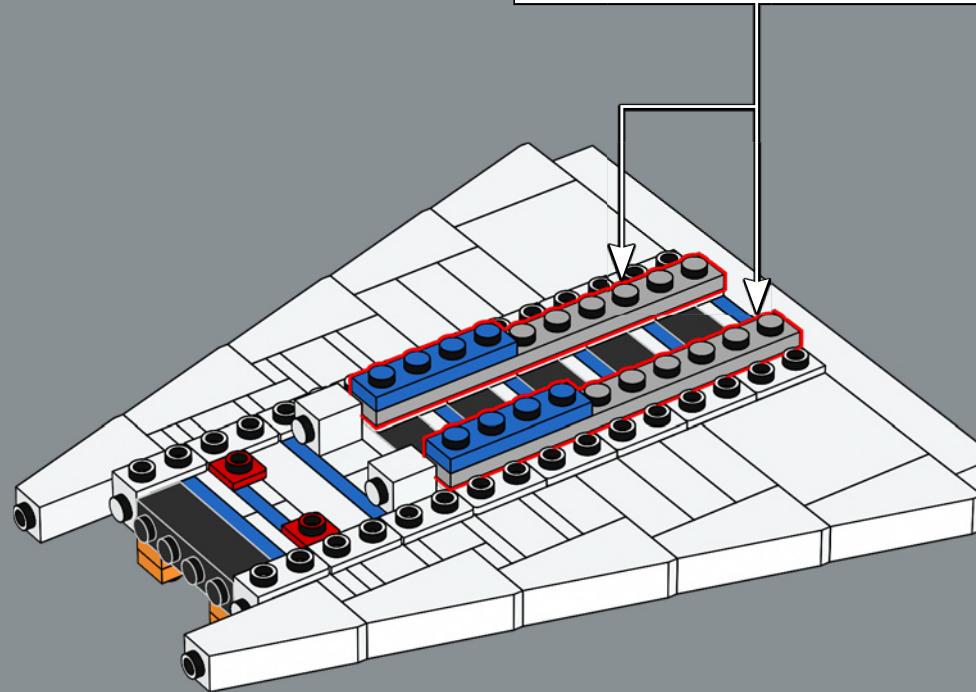
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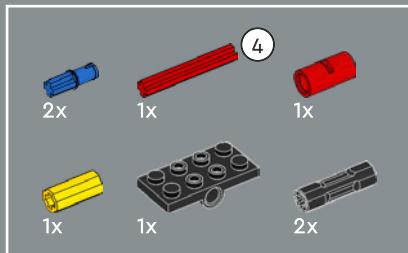
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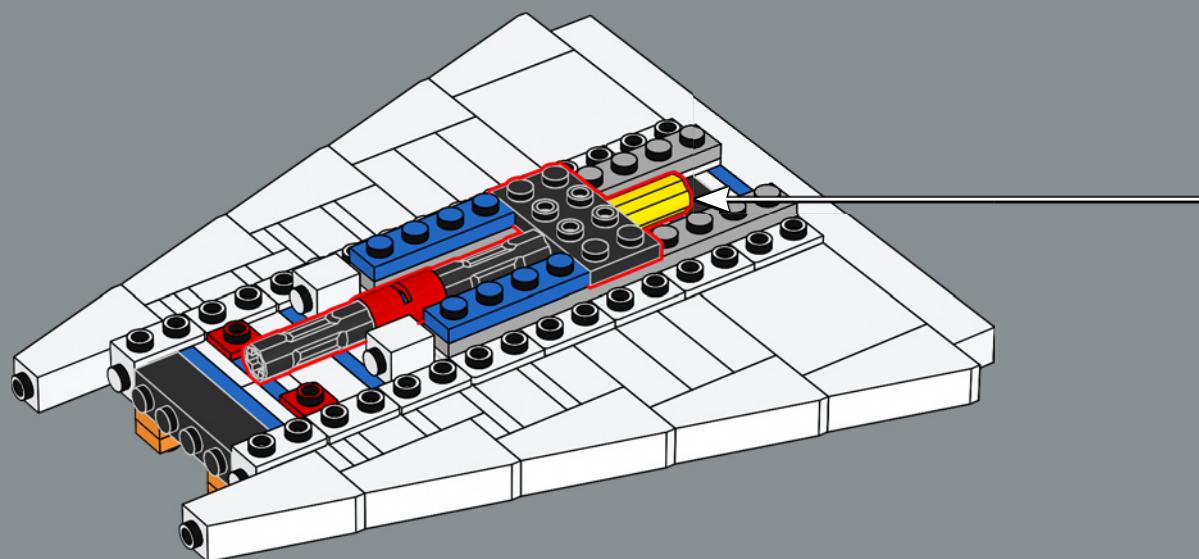
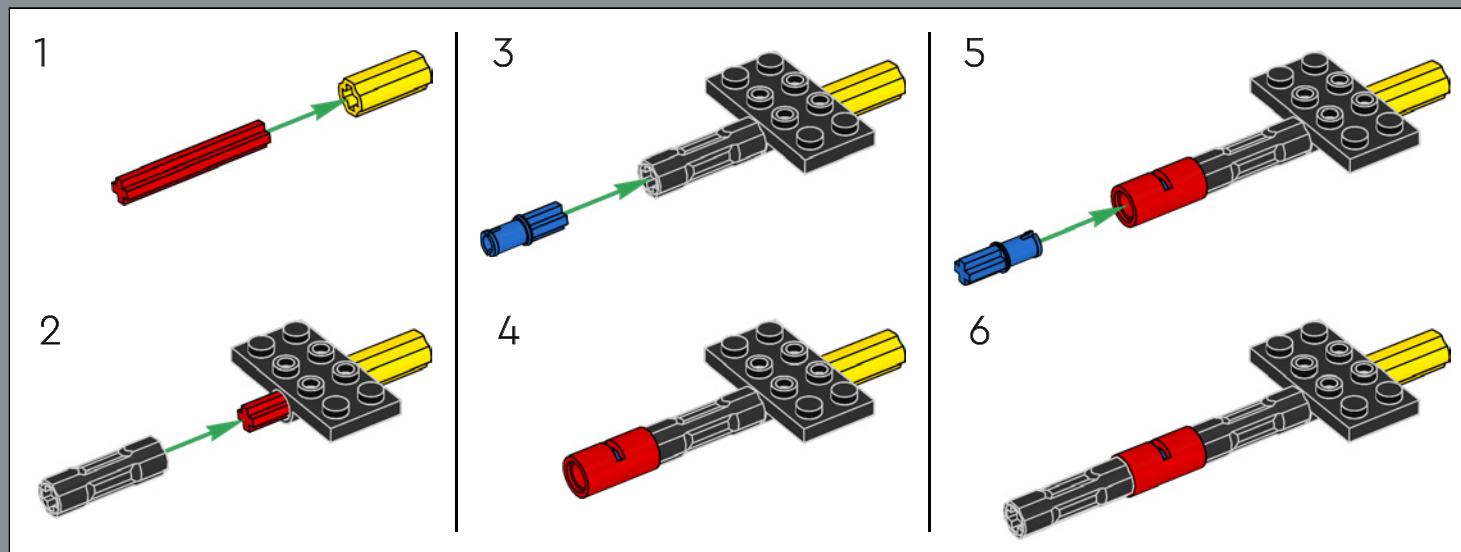
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1:1

204



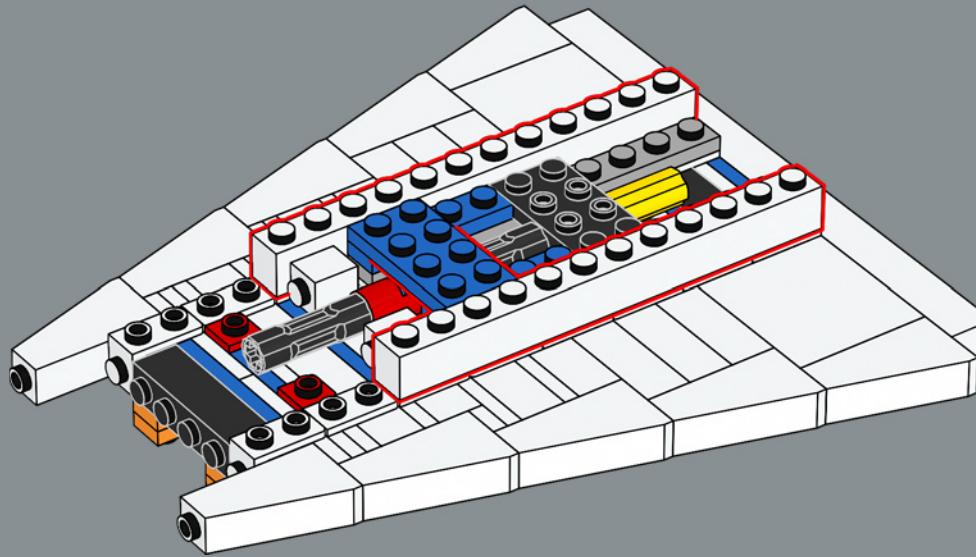


Questa "frizione" è stata una soluzione elegante per garantire che il carrello di atterraggio anteriore e posteriore rimanessero sincronizzati quando il modello atterra!

2x

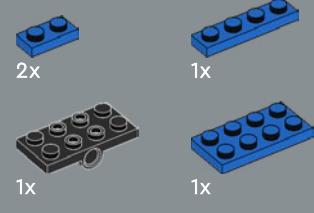
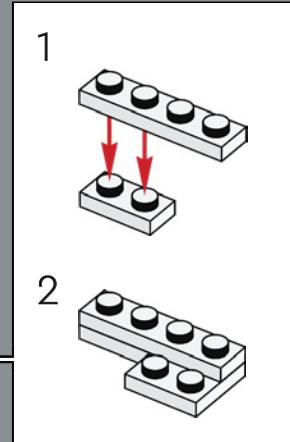
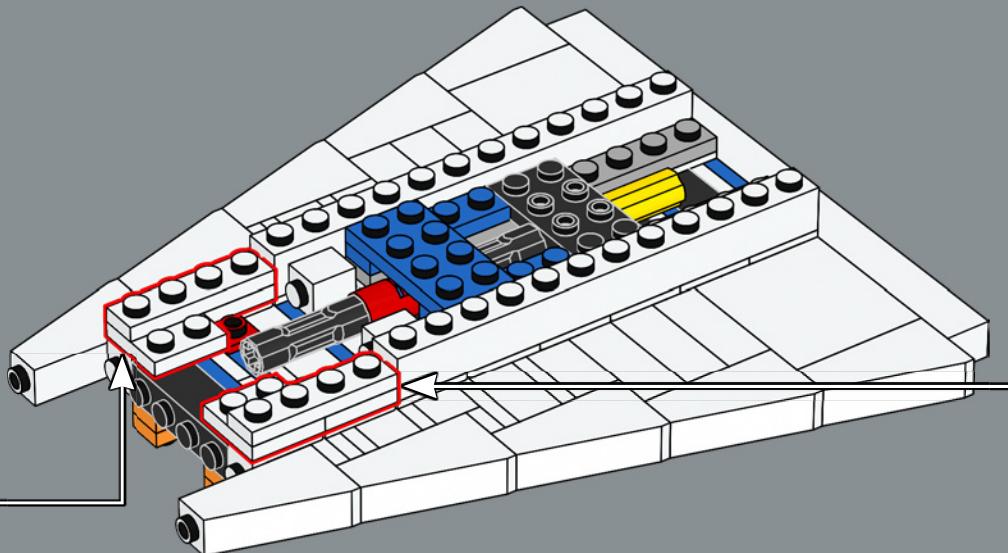
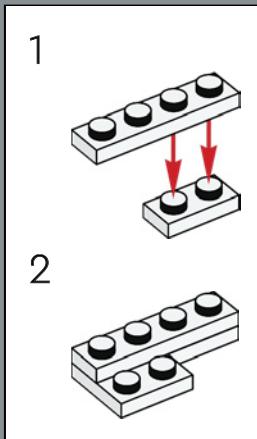
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205

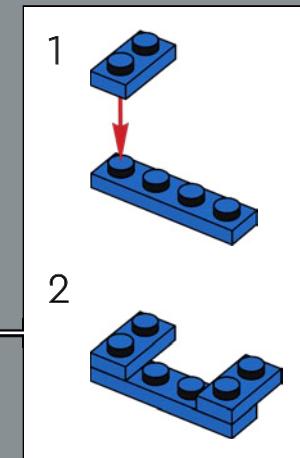
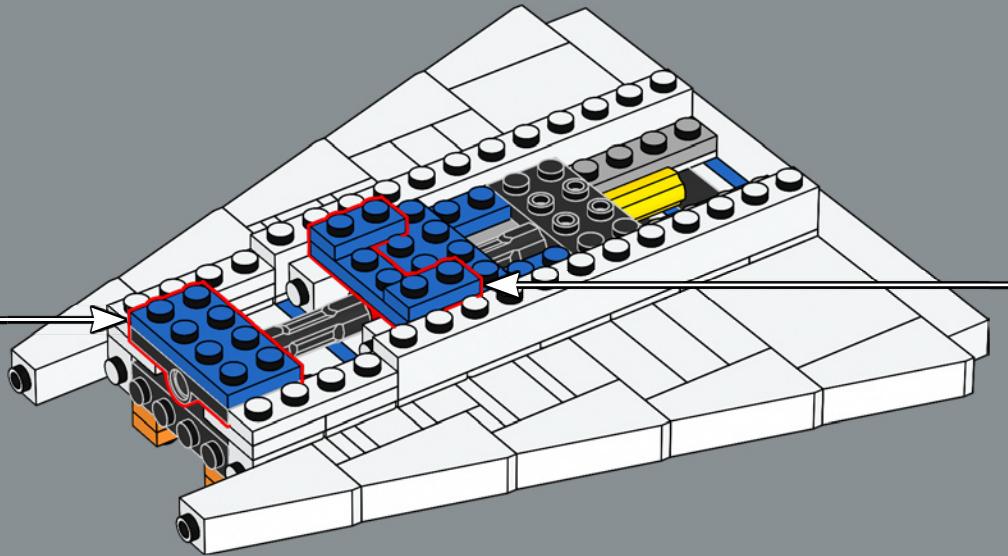
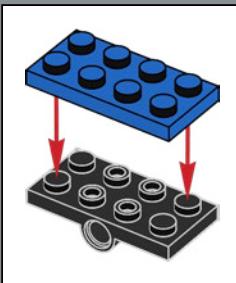


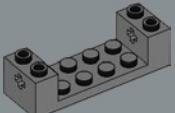


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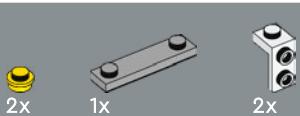
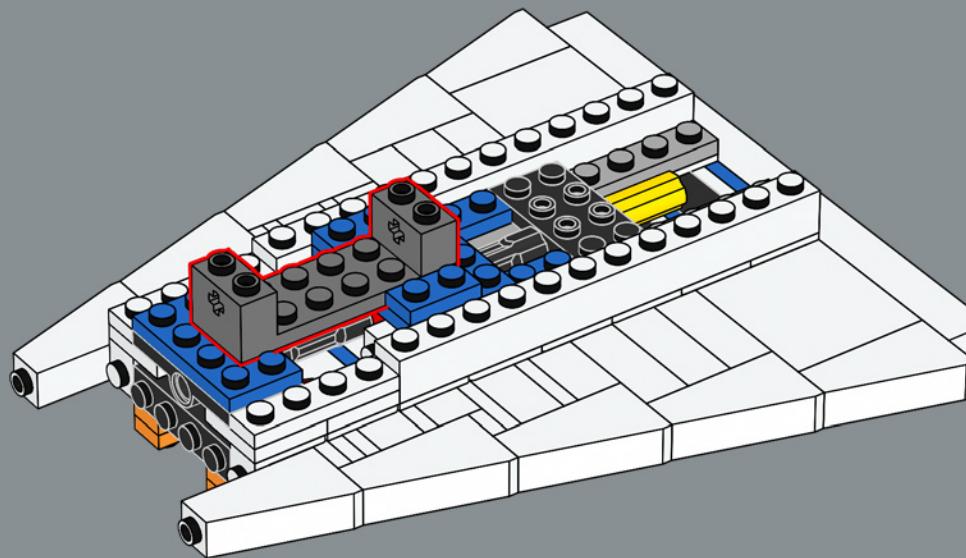
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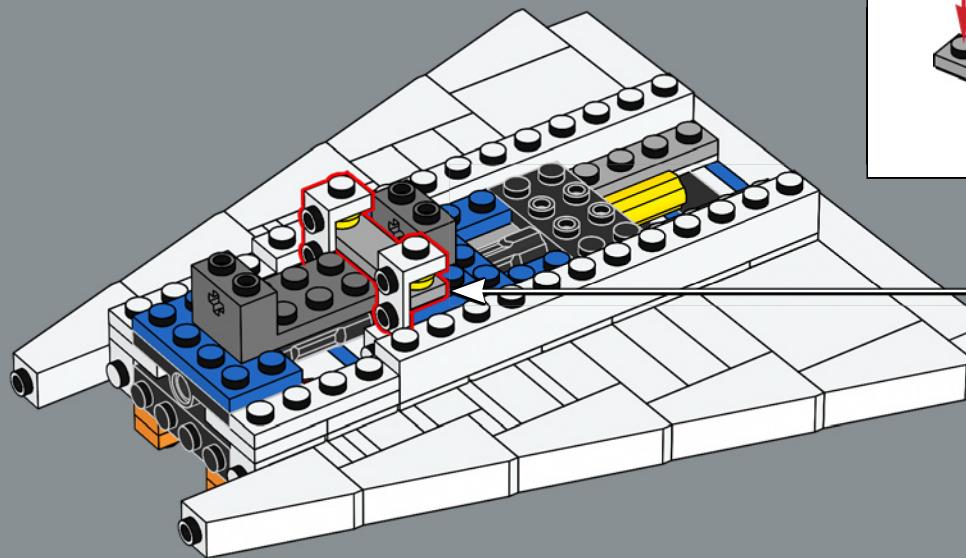
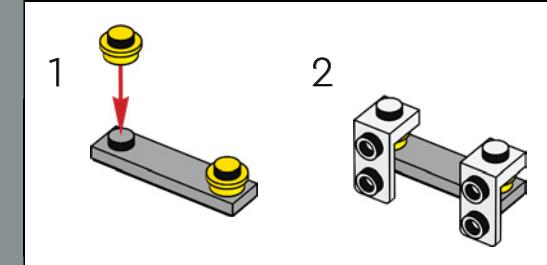


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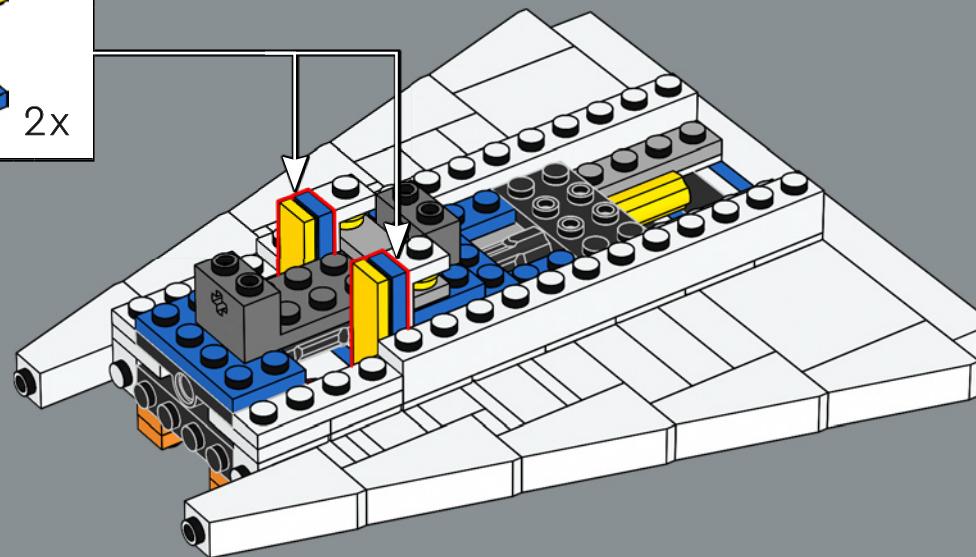
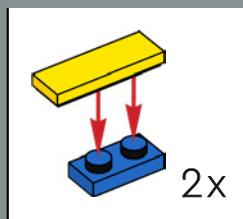


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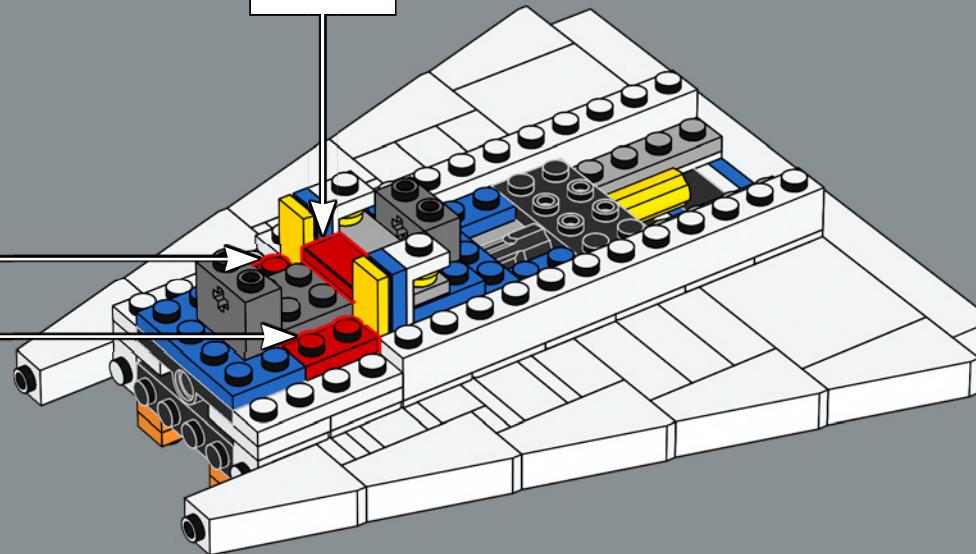
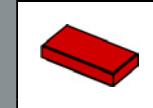
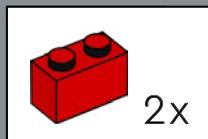


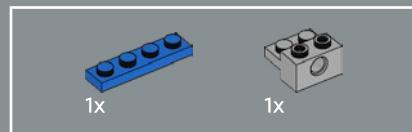
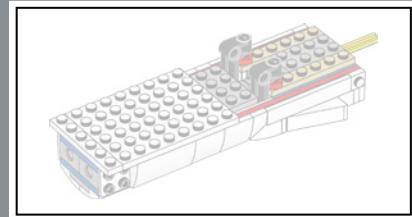


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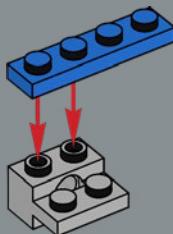


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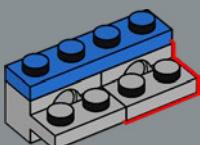




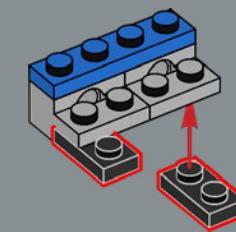
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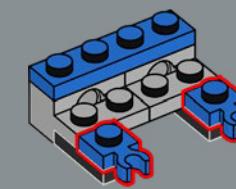
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214

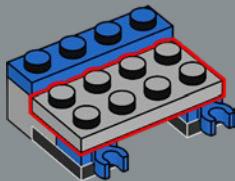


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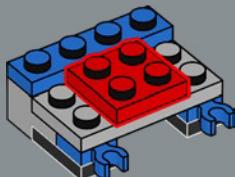




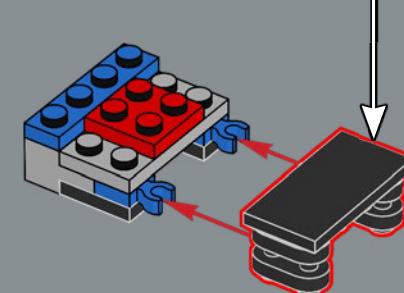
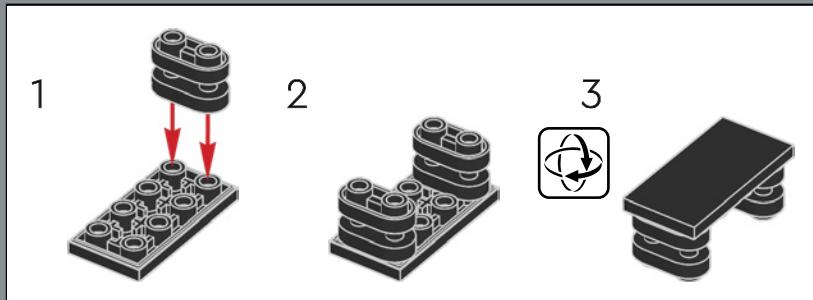
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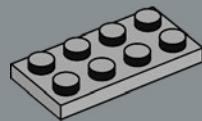
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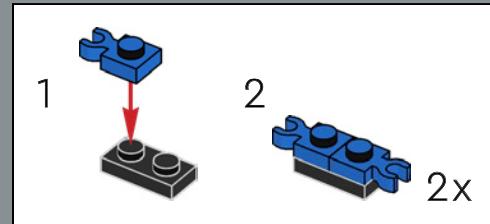
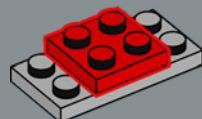


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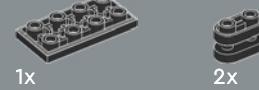
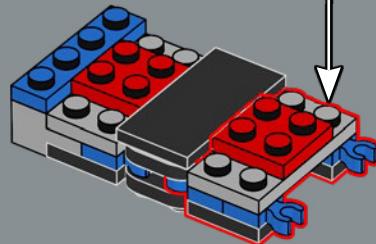
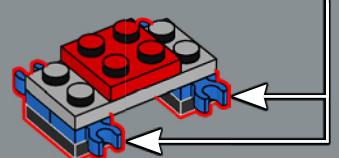
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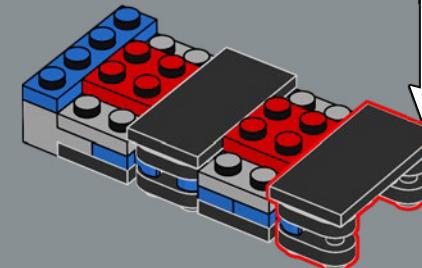
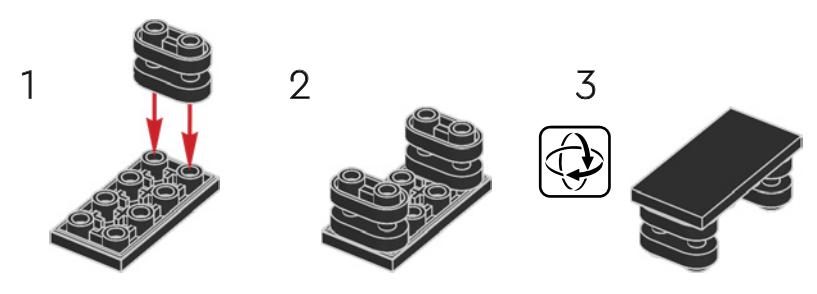
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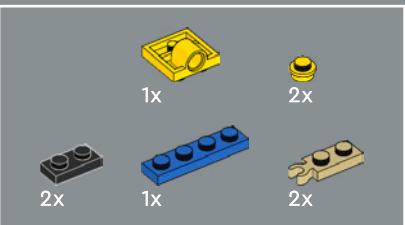


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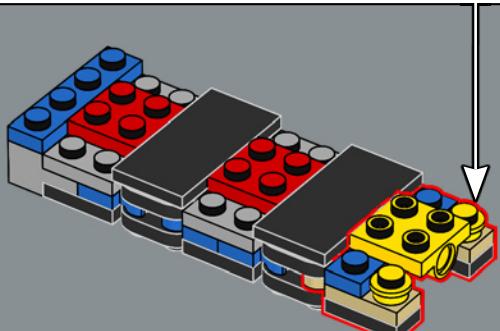
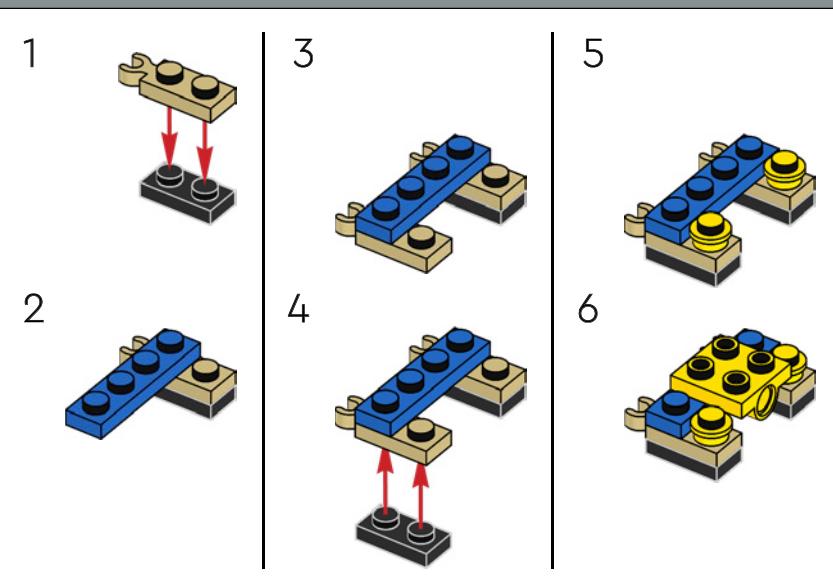


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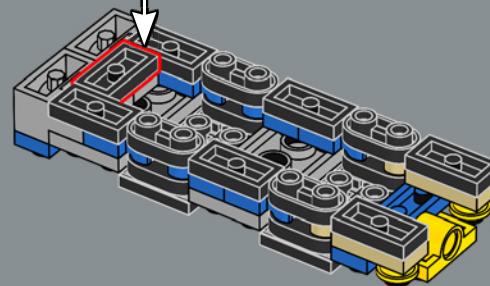
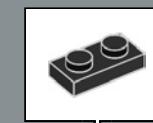
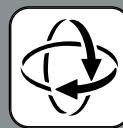


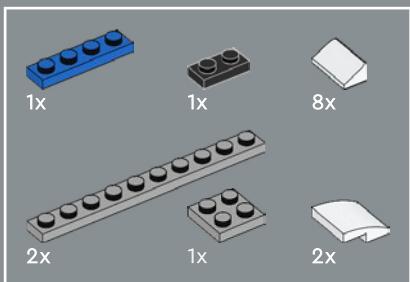


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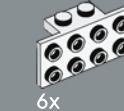
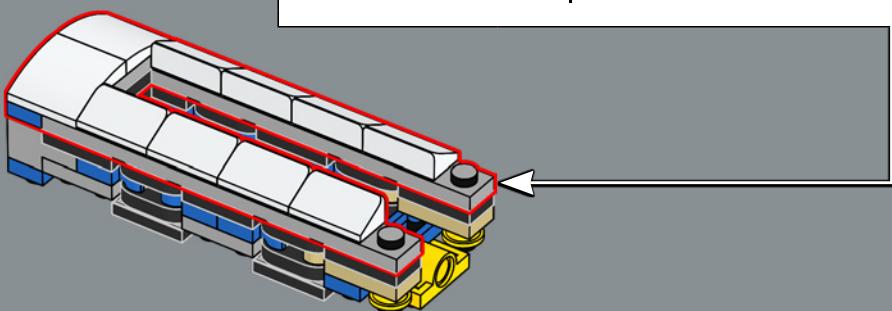
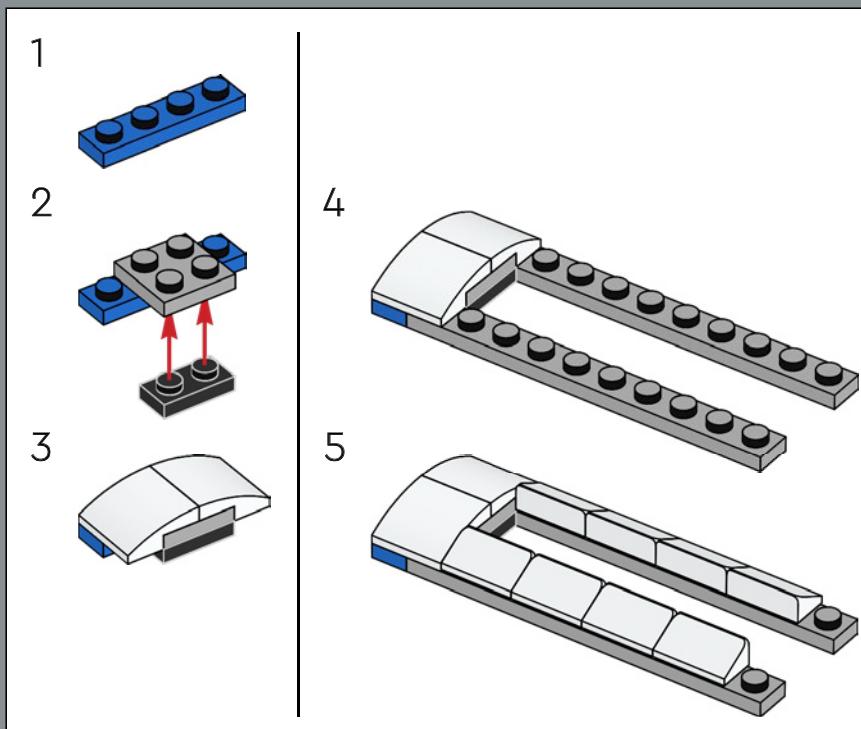


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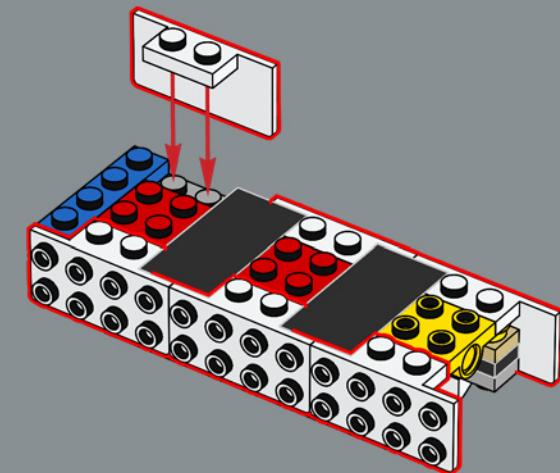
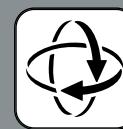


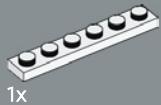


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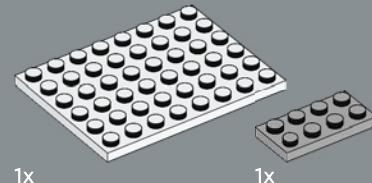
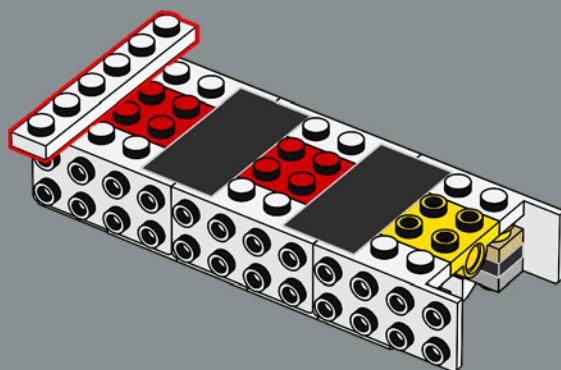


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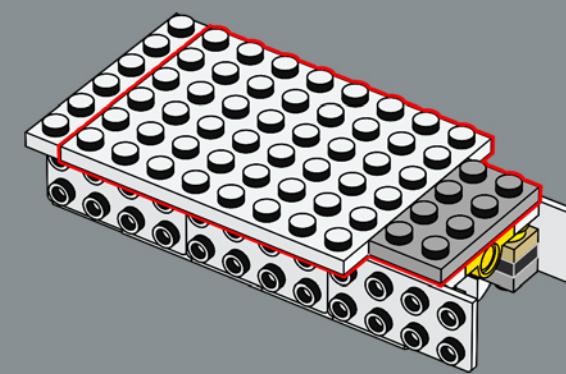


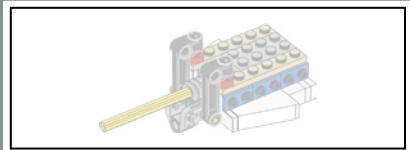


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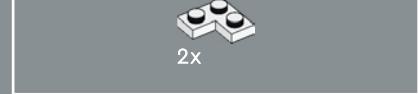
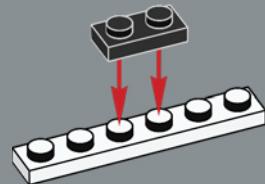


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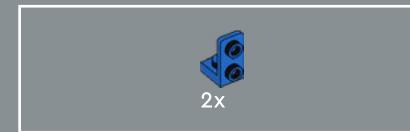
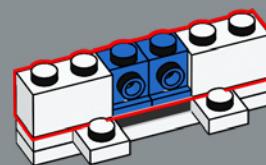
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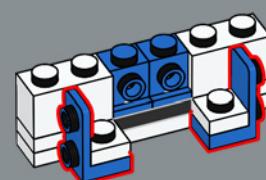
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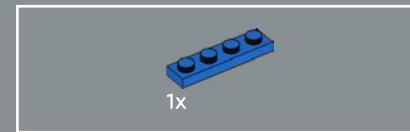
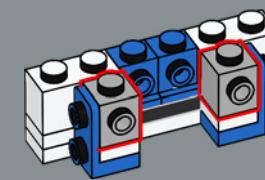
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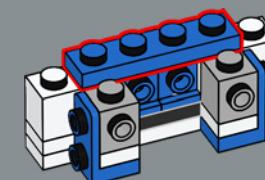
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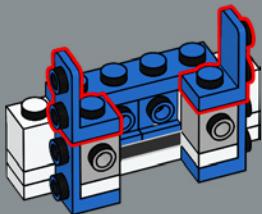


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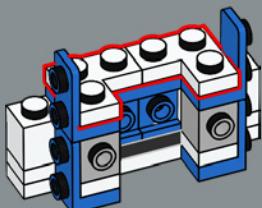




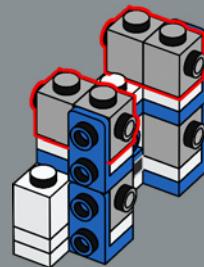
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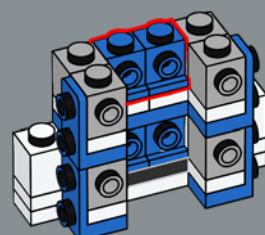
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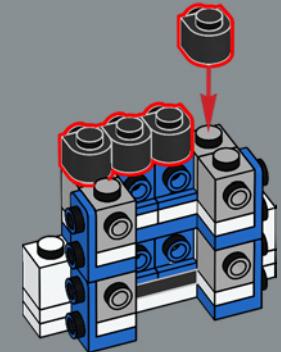
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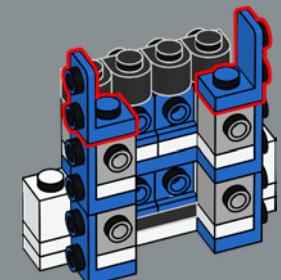
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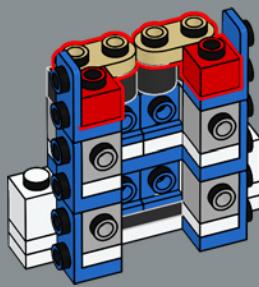


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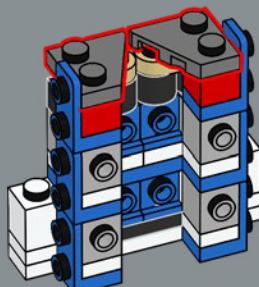




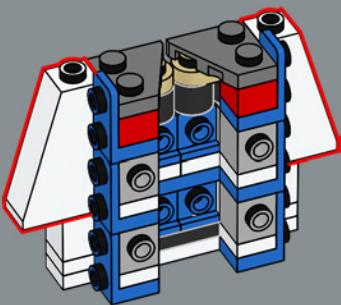
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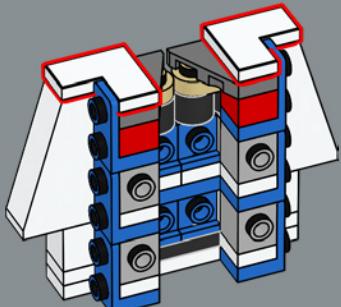
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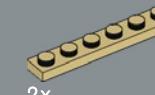
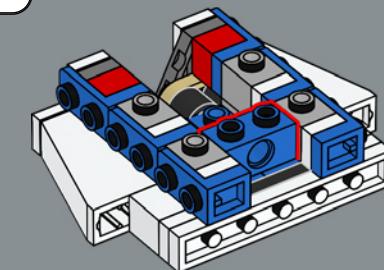
241



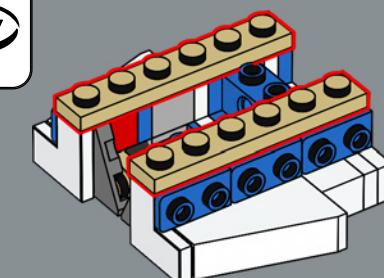
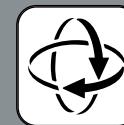
242

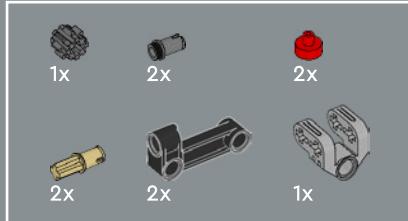


243

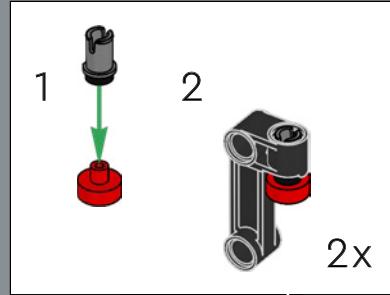
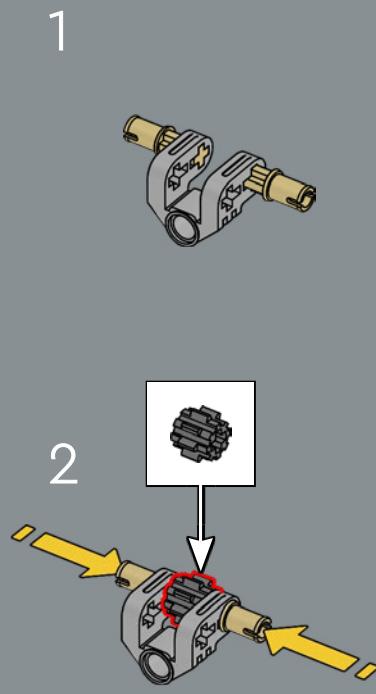


244

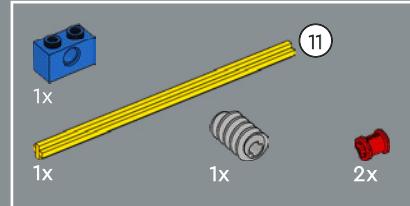
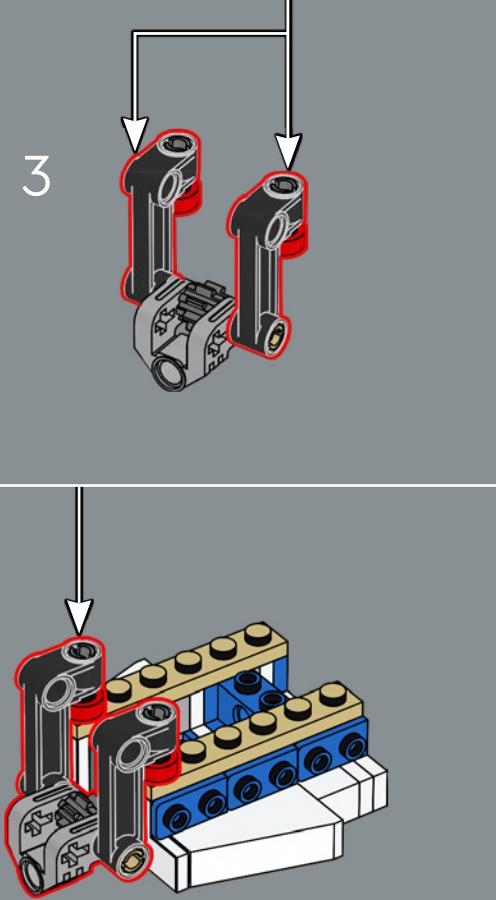




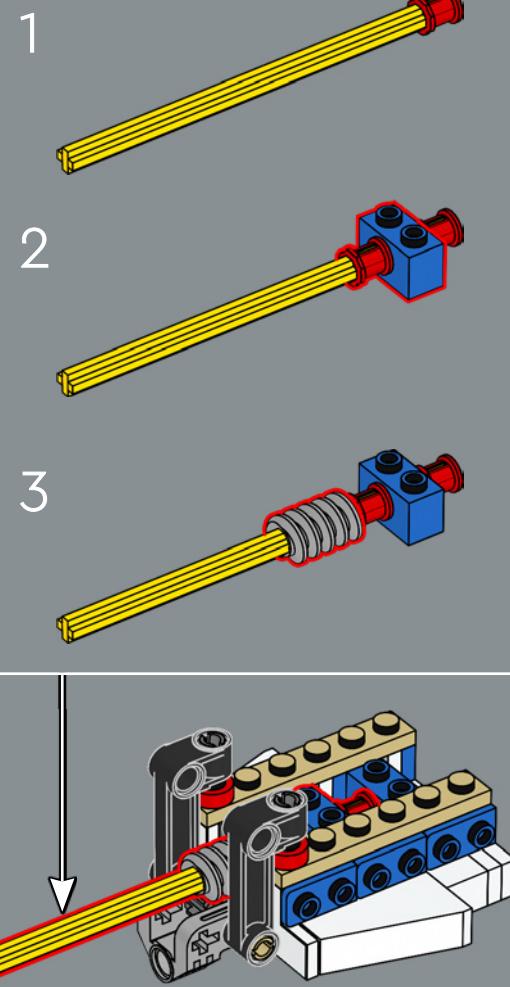
245

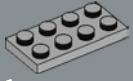


3



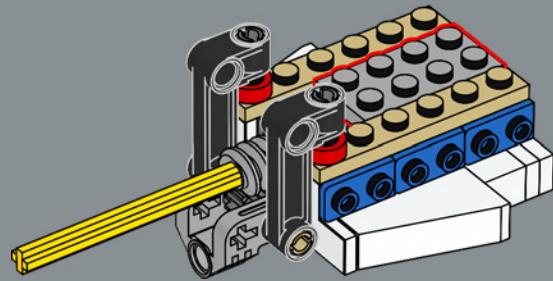
246



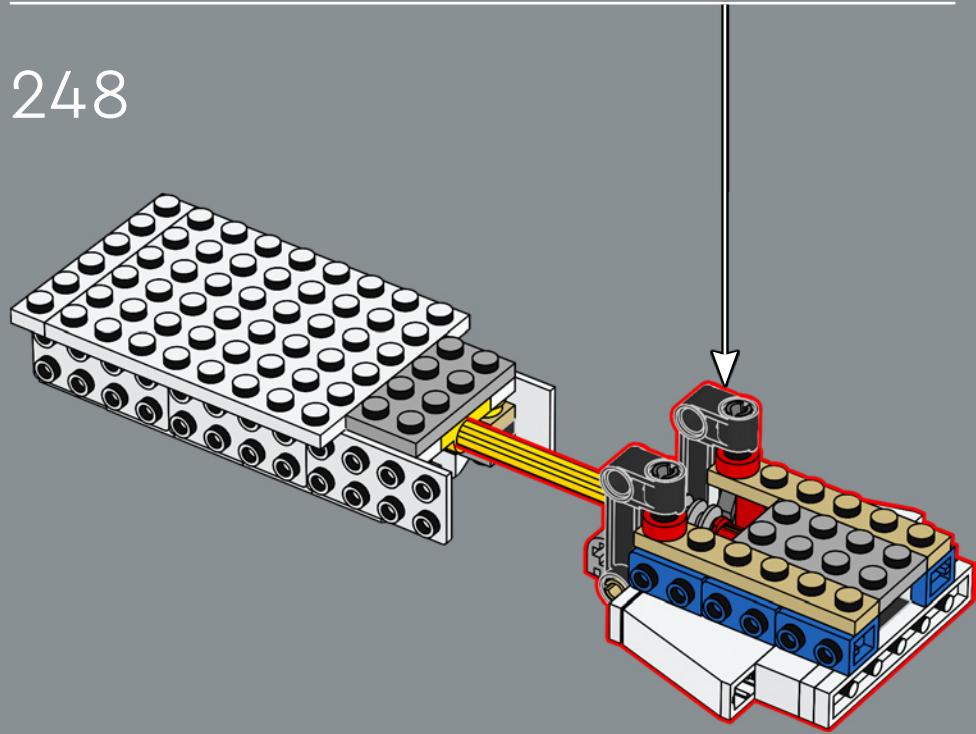


1x

247

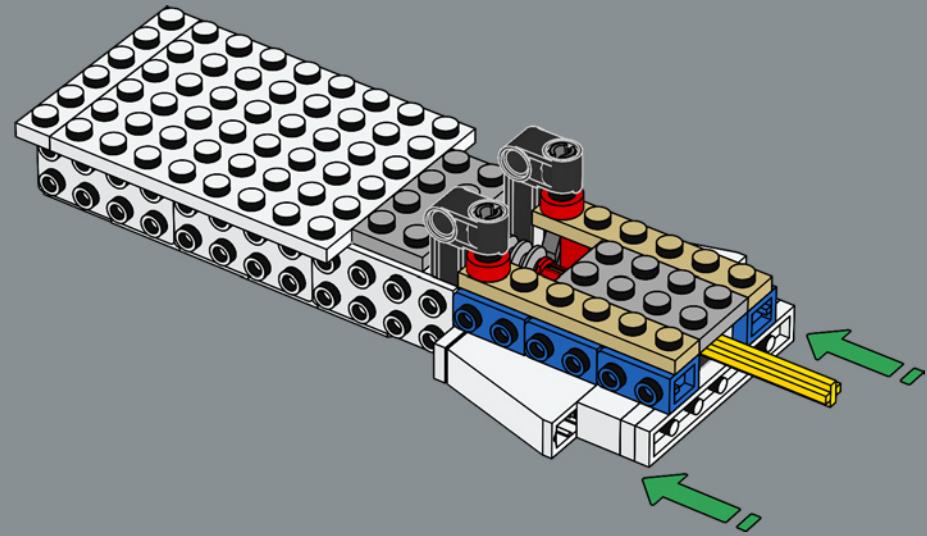


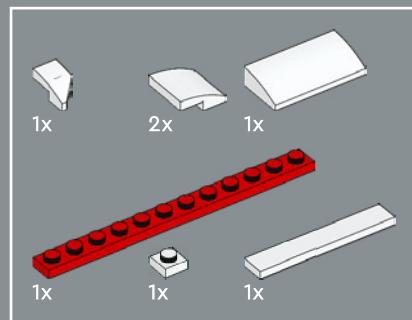
248



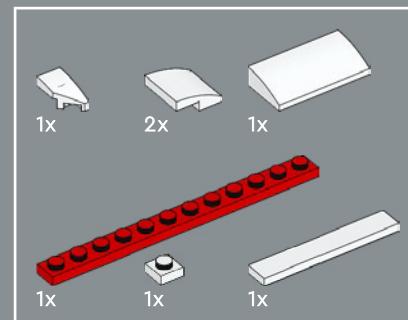
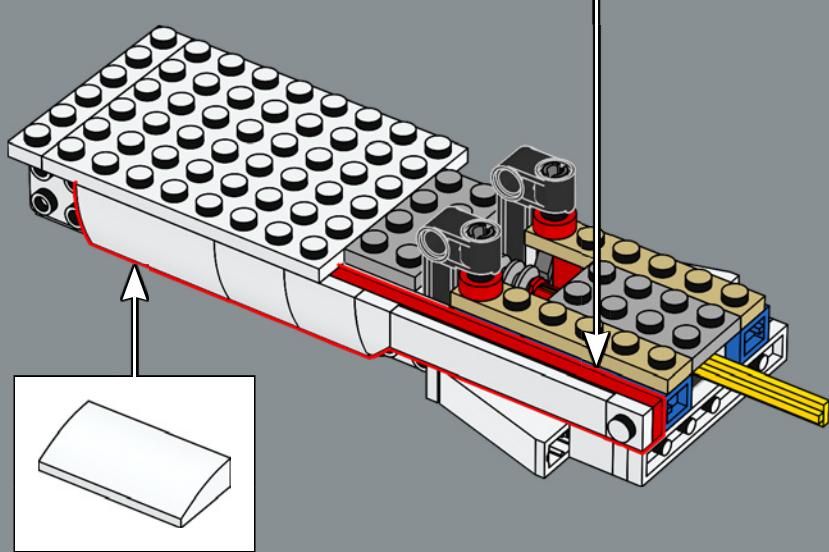
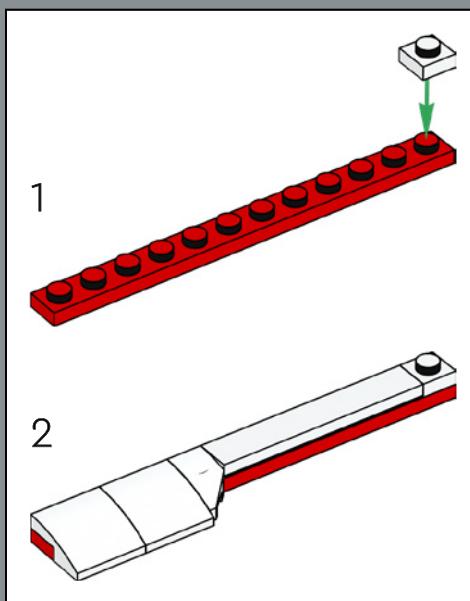
Il vano ruota anteriore ospita il carrello d'atterraggio anteriore. Il carrello di atterraggio del Concorde era più lungo della maggior parte dei modelli per garantire che i motori, posizionati molto indietro sull'ala a delta, non toccassero il suolo durante il decollo e l'atterraggio.

249

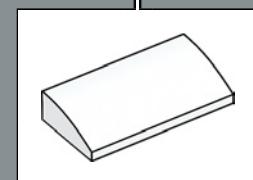
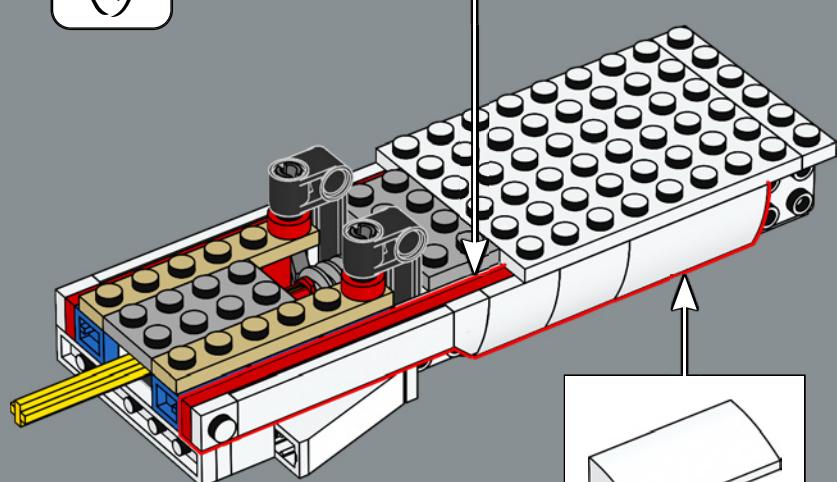




250

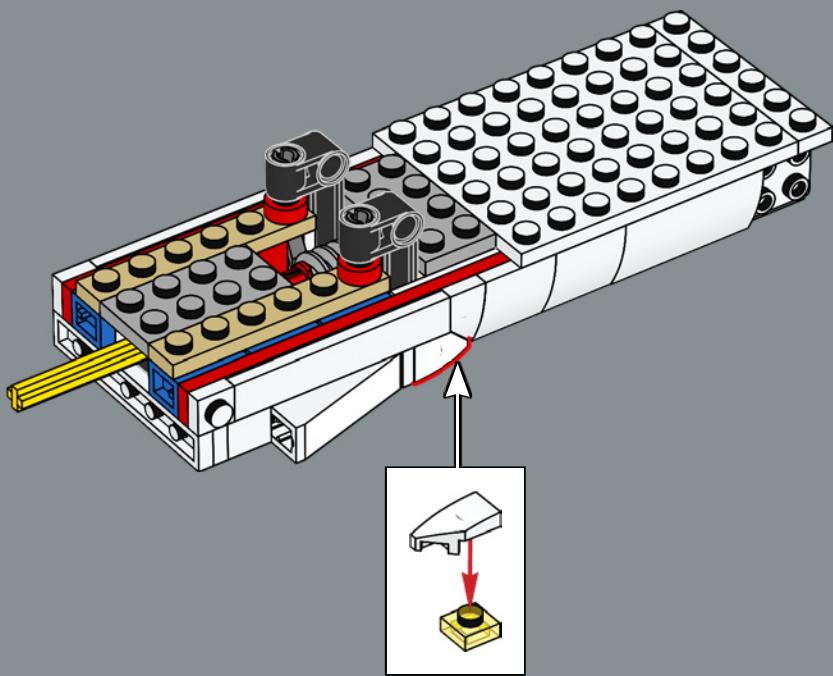


251

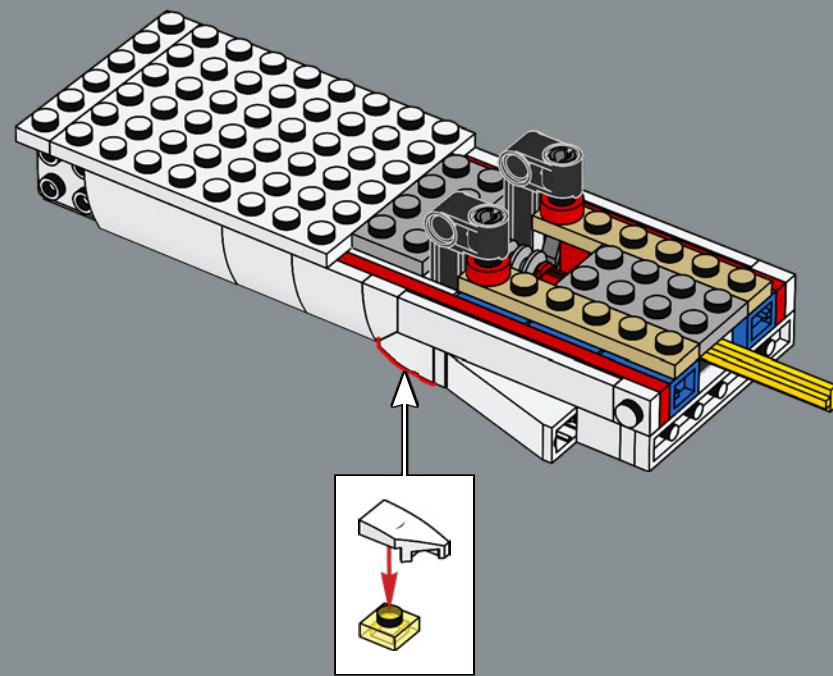
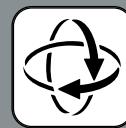




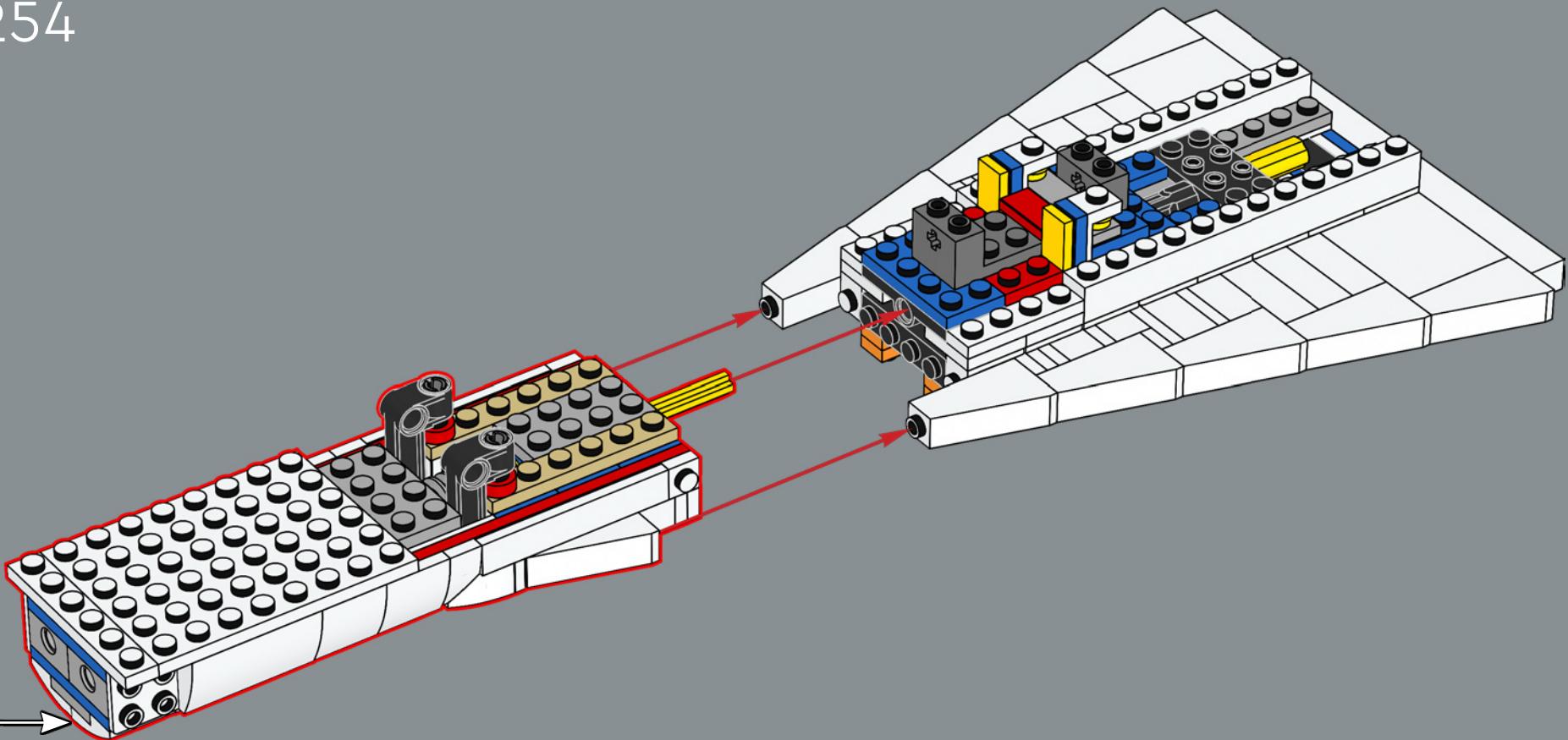
252

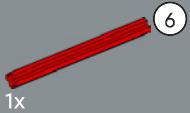


253



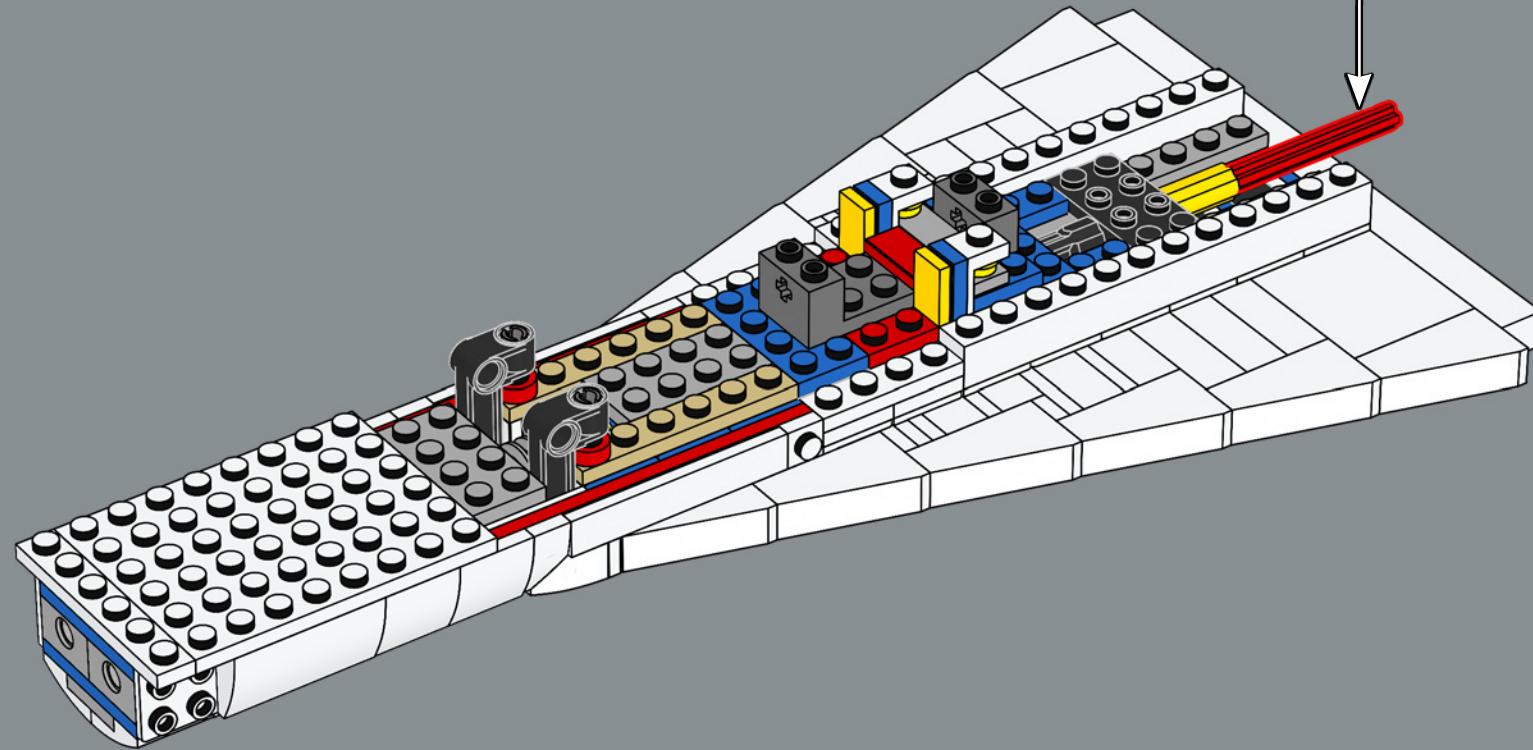
254

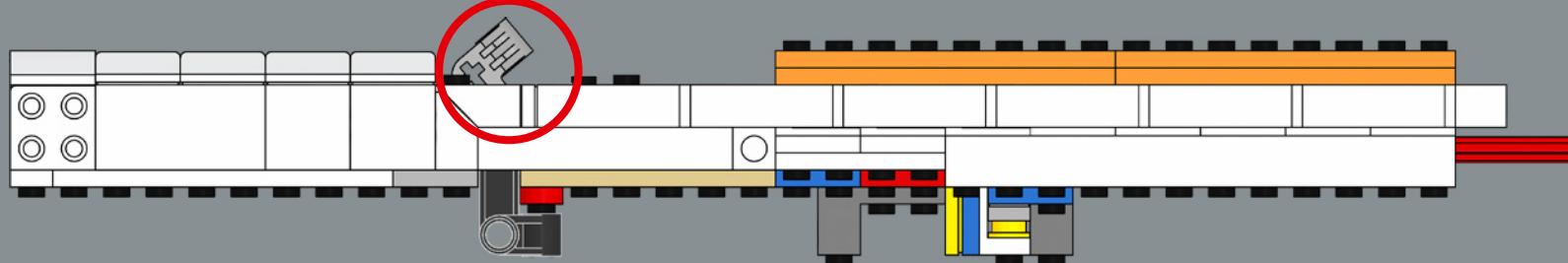
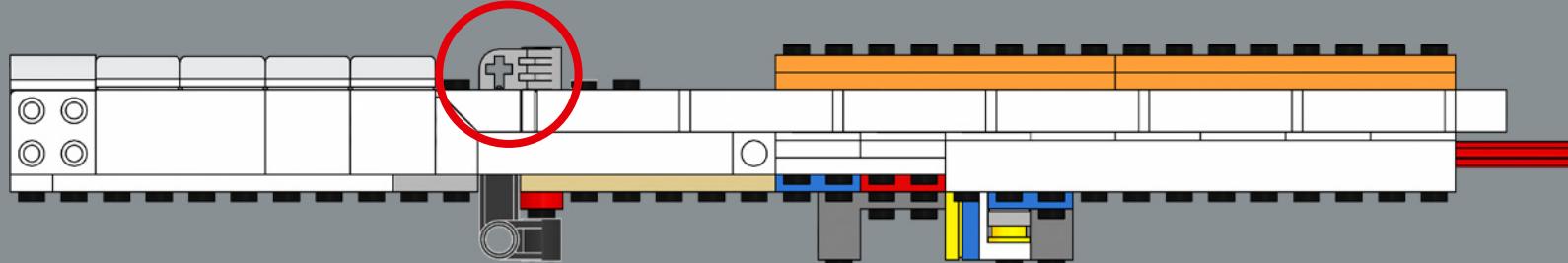
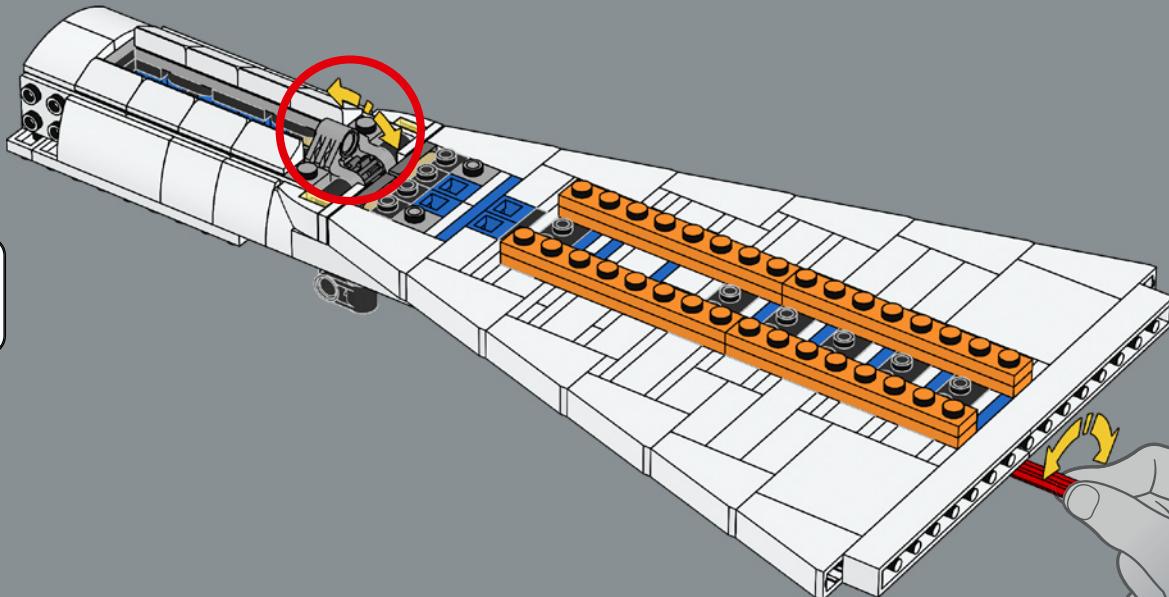
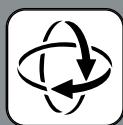


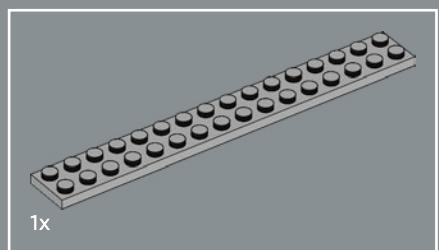


6 1:1

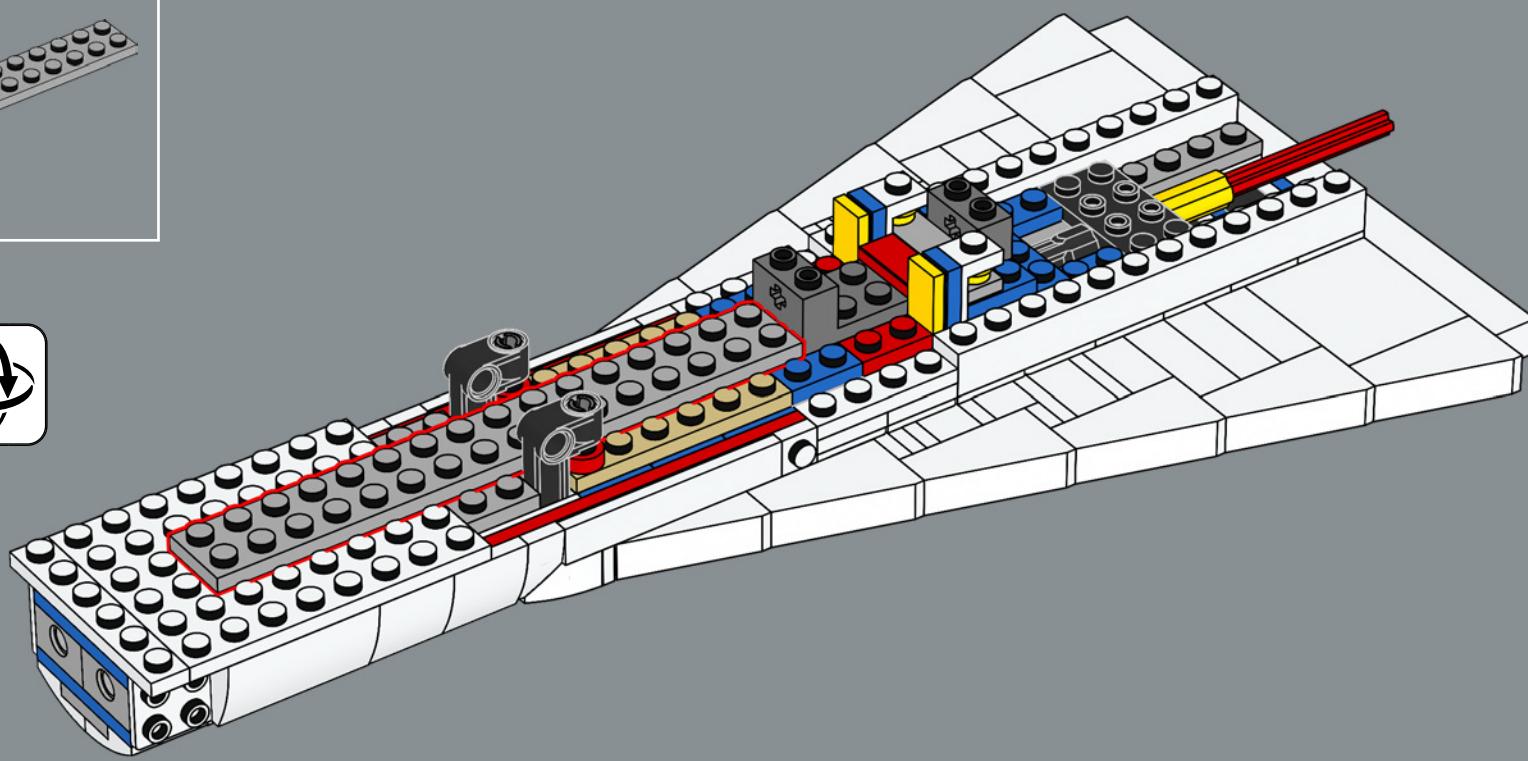
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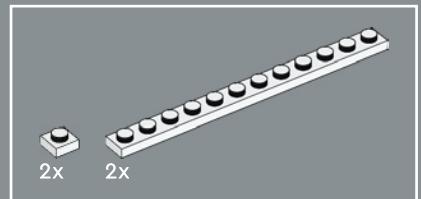




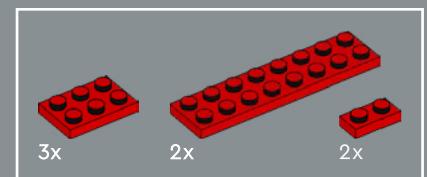
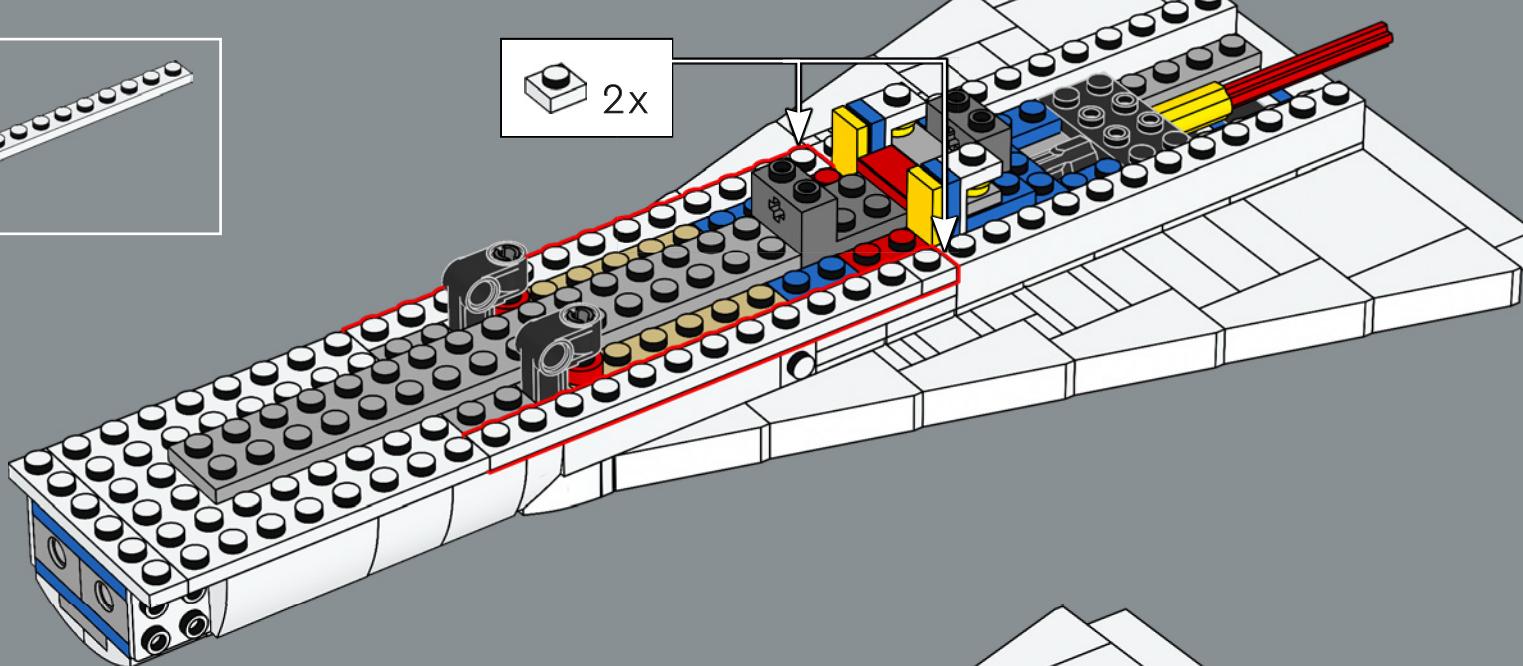


256



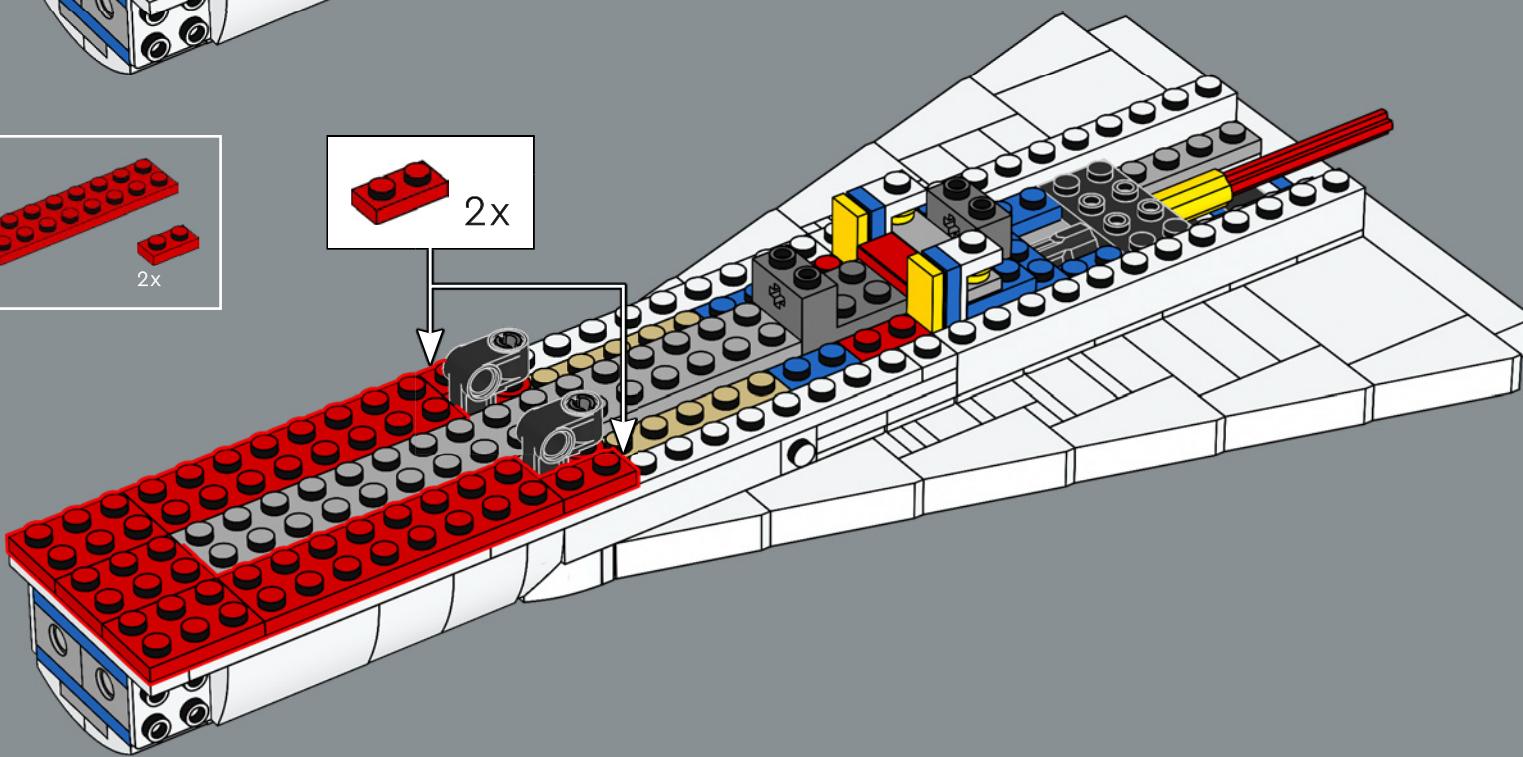


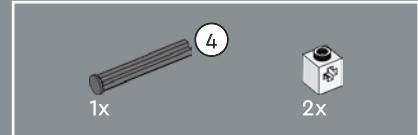
257



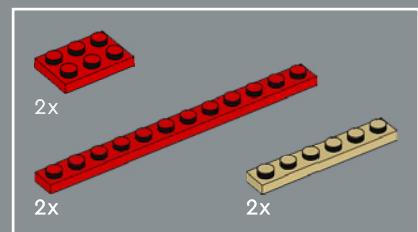
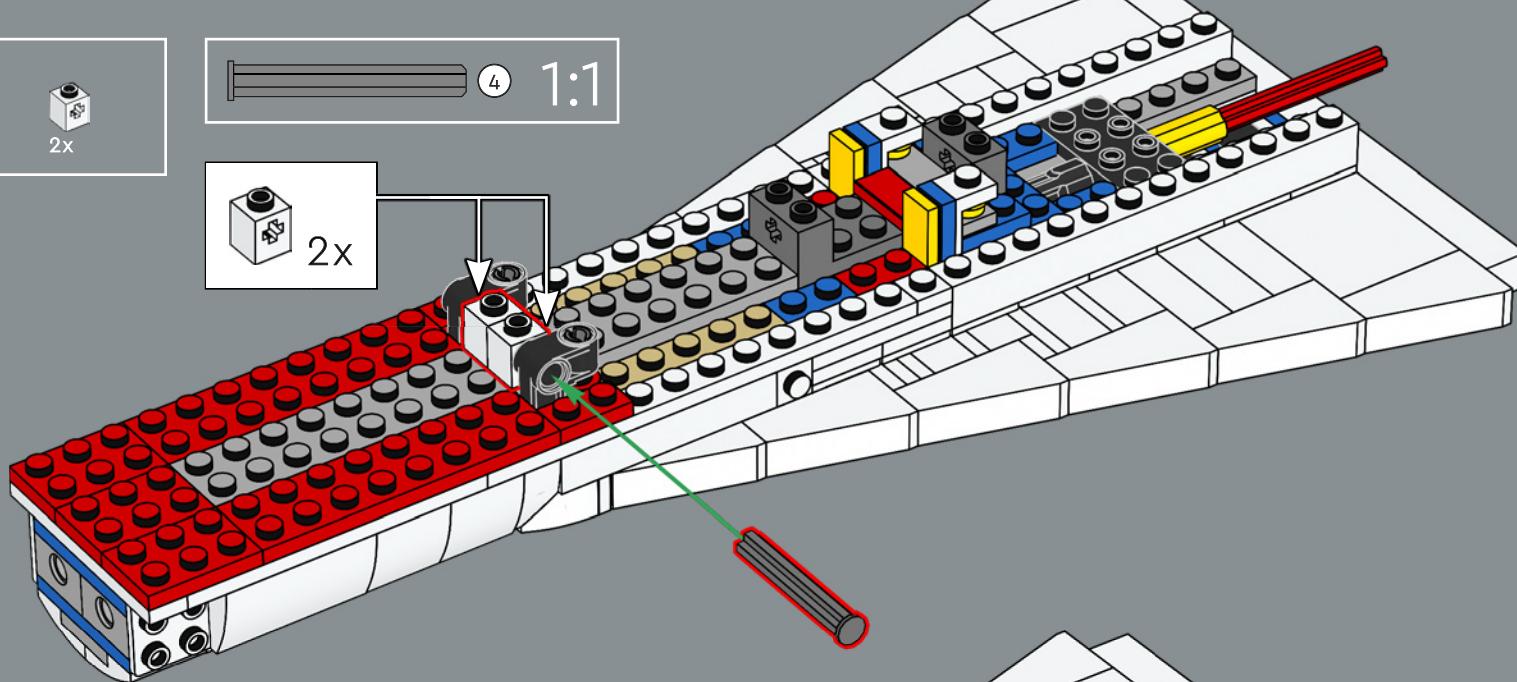
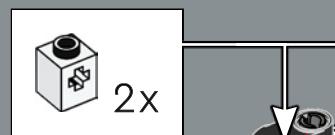
2x

258

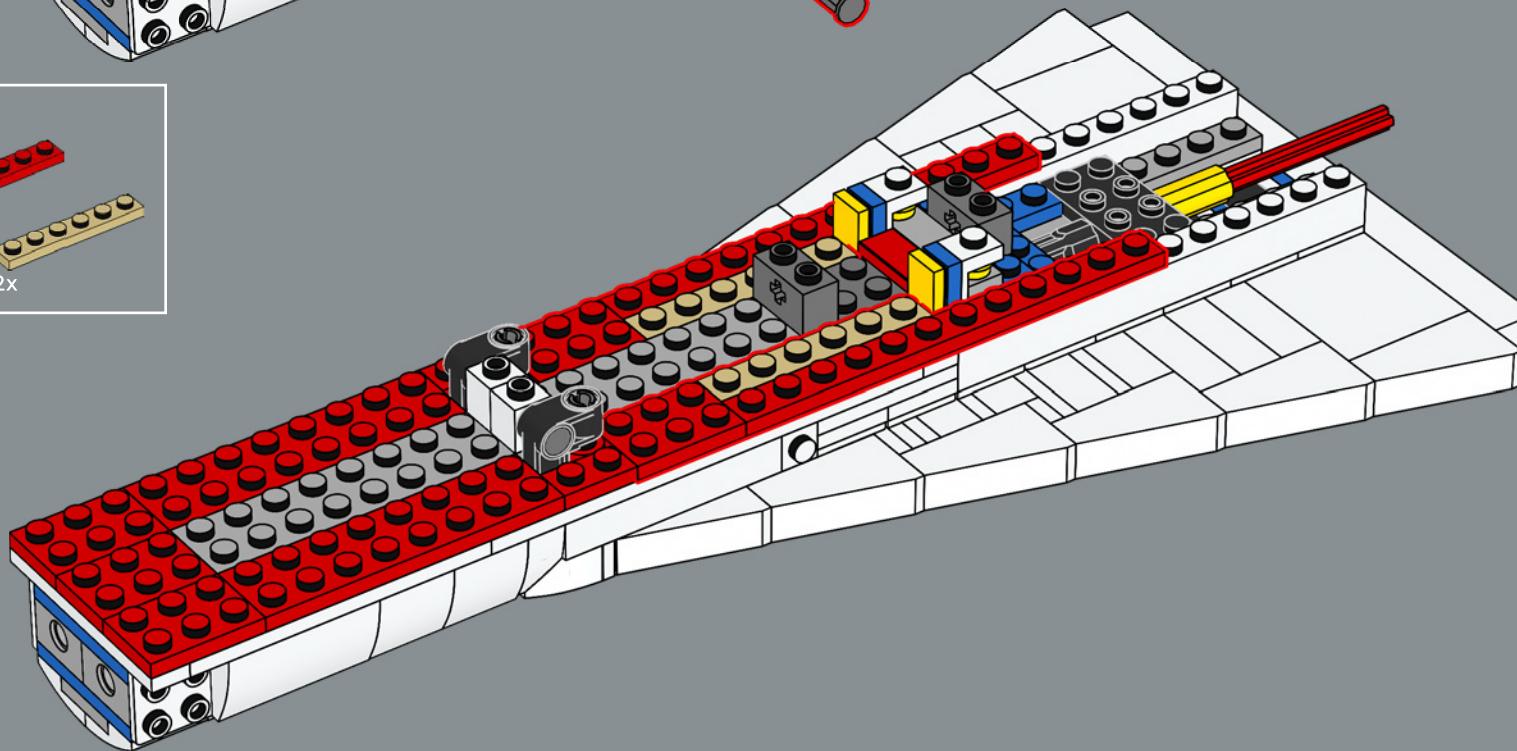


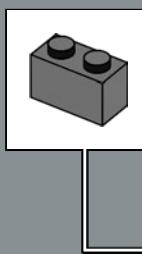
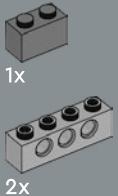


259

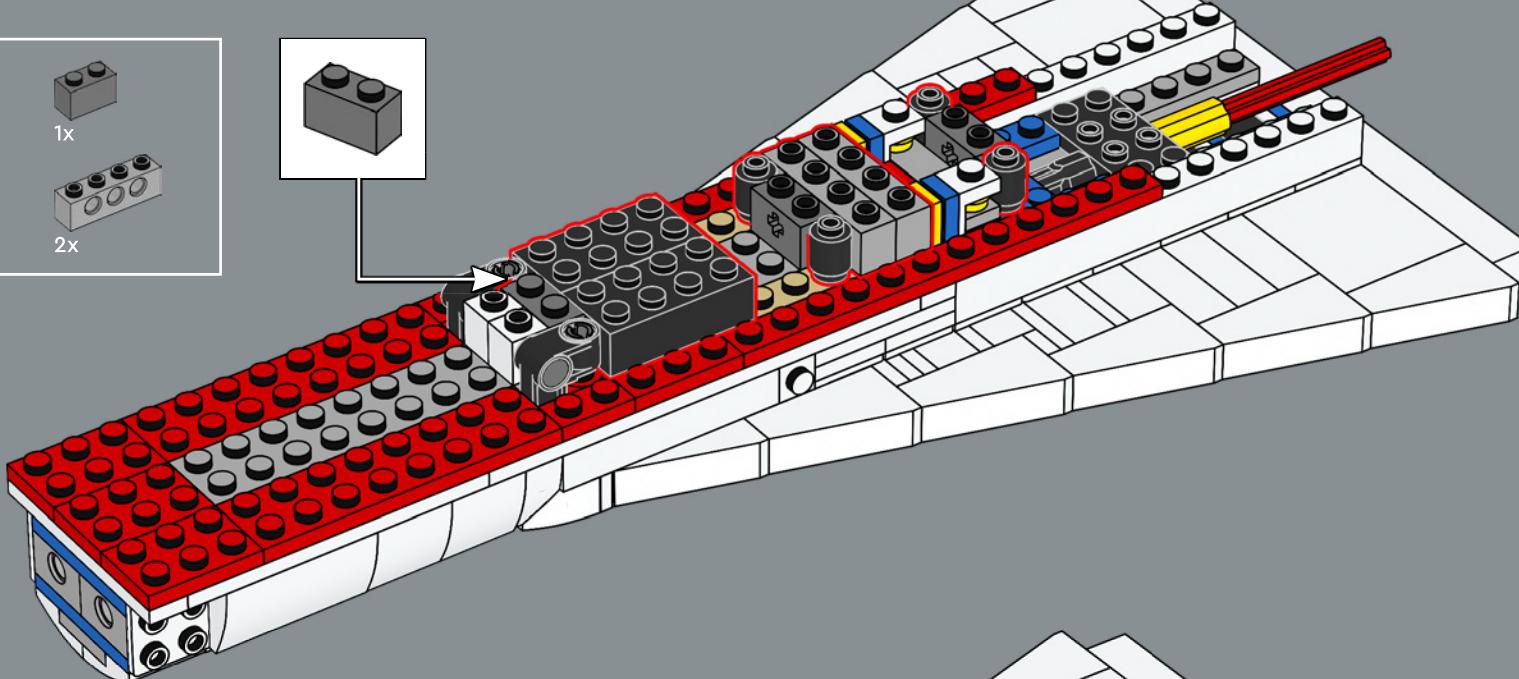


260

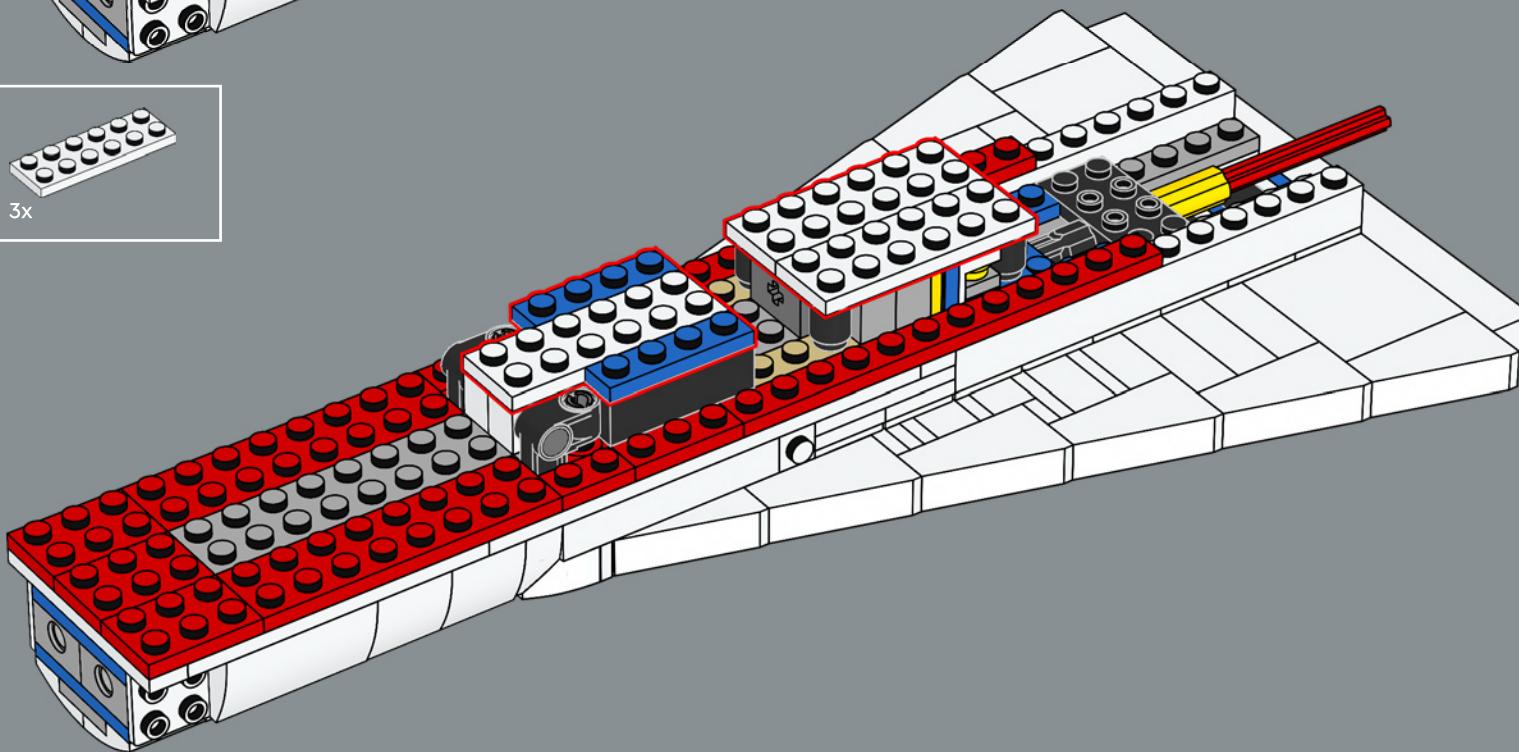


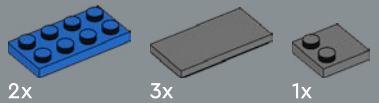


261

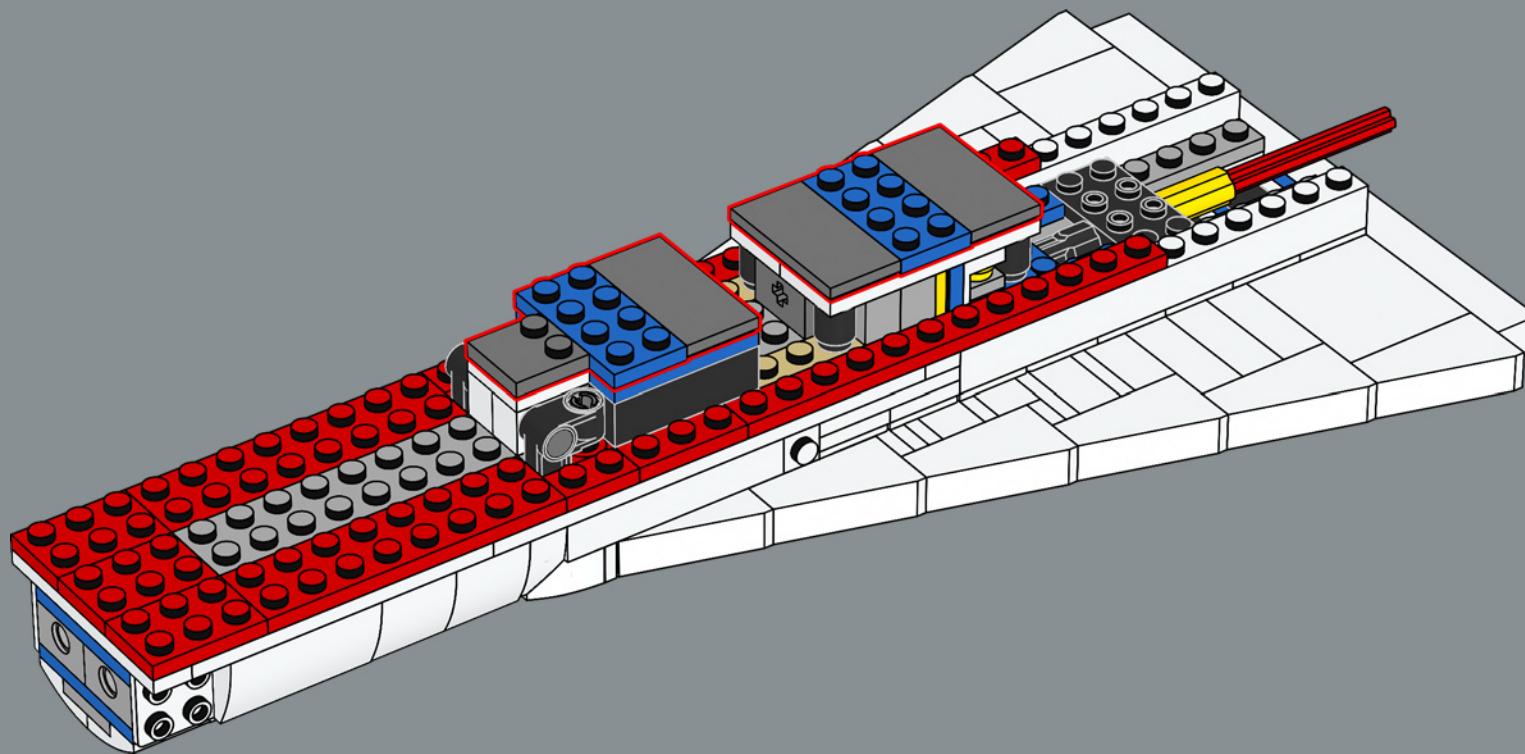


262





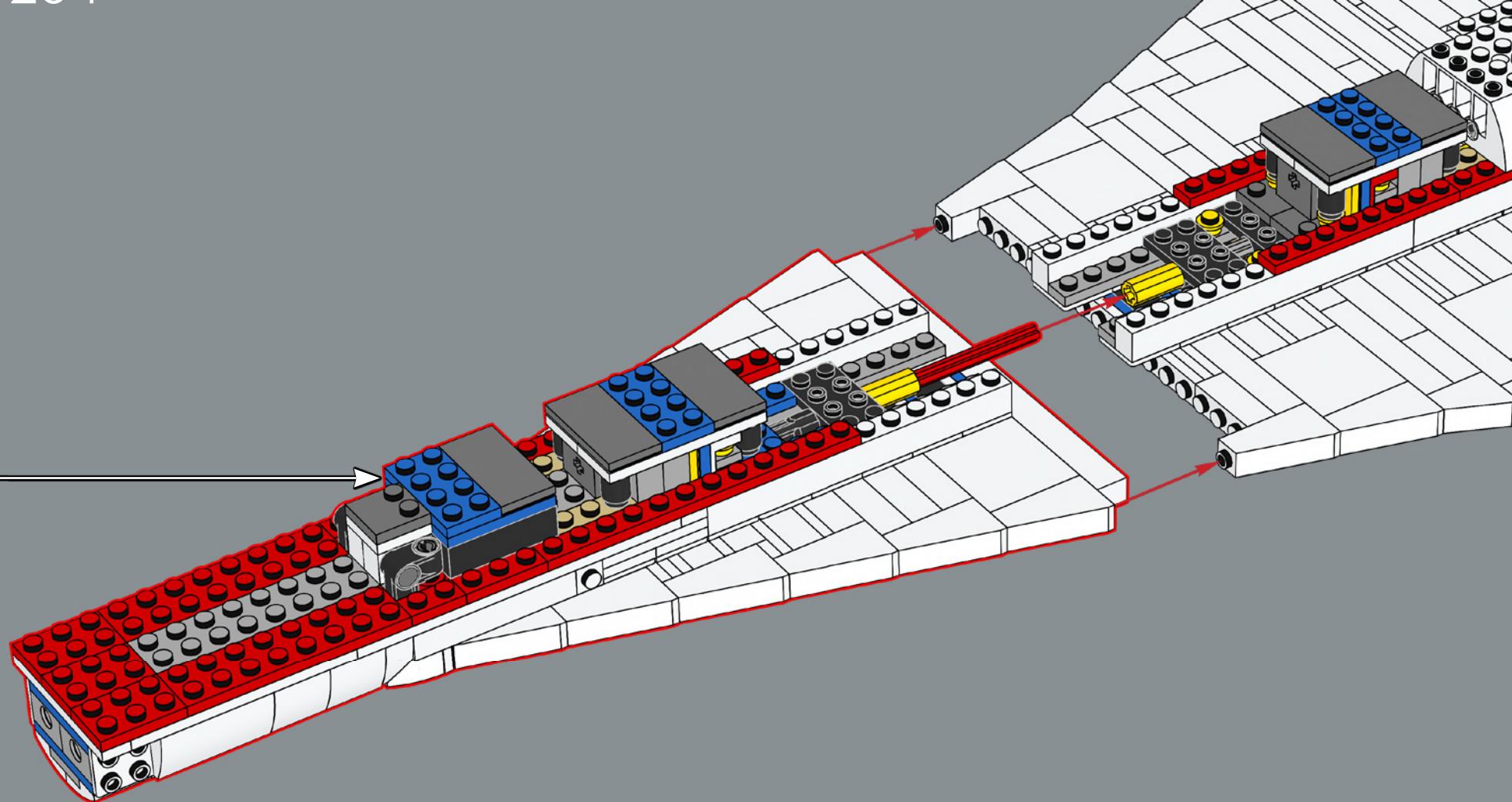
263

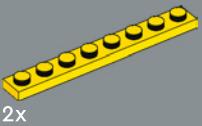




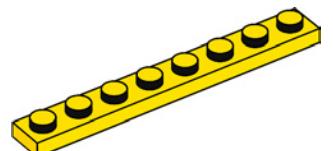
Quando viaggiava a velocità di crociera, la cellula
del Concorde si riscaldava a tal punt che l'aereo si
allungava di 15-25 cm!

264



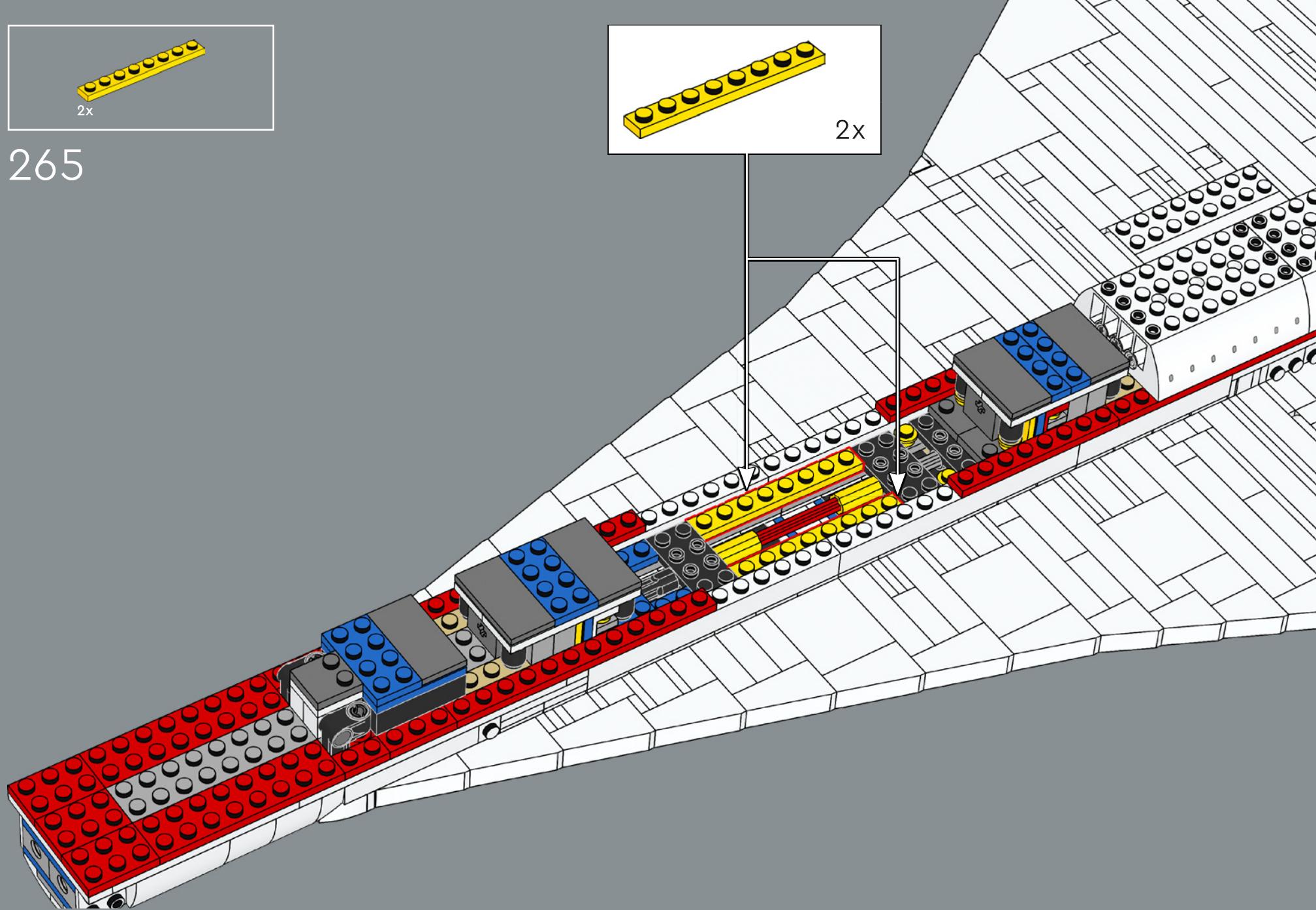


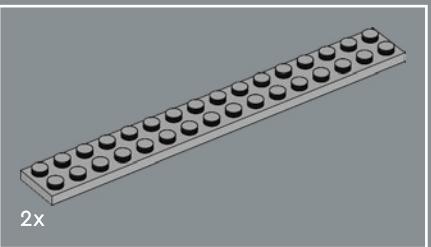
2x



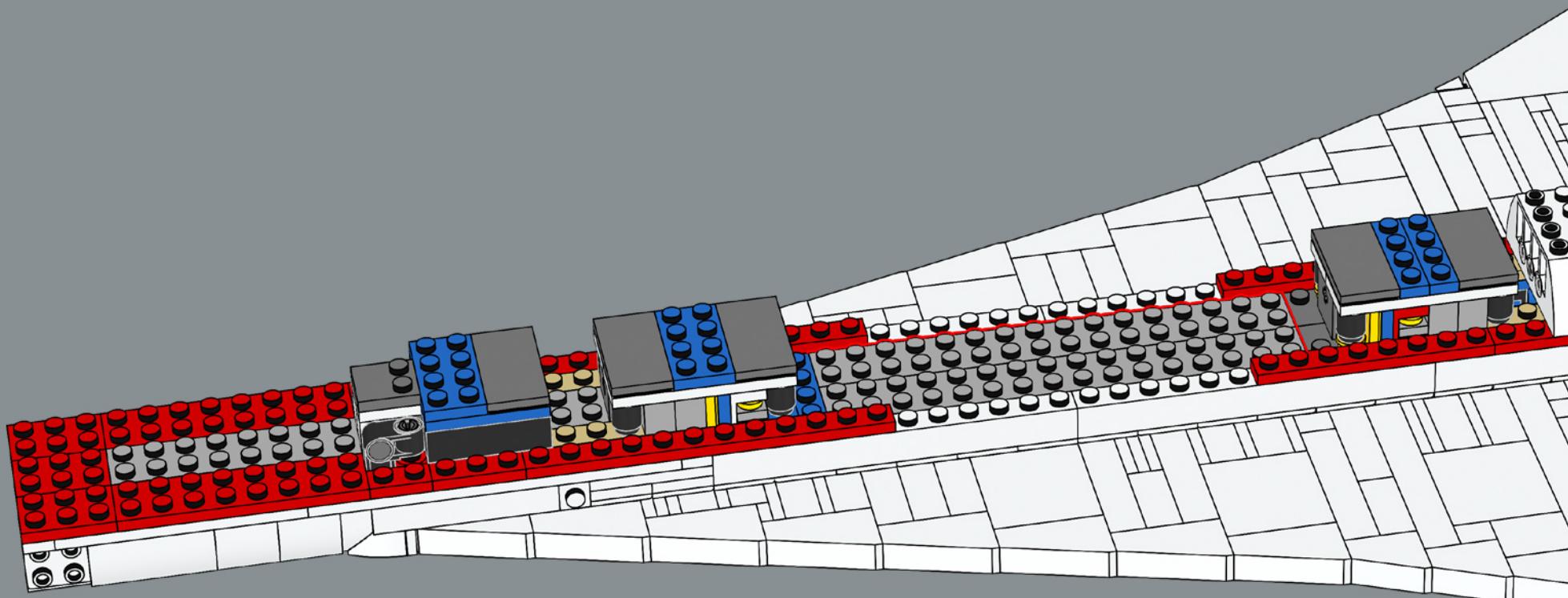
2x

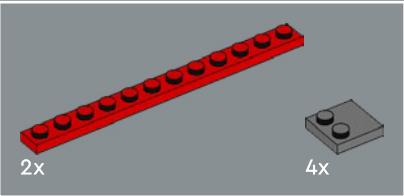
265



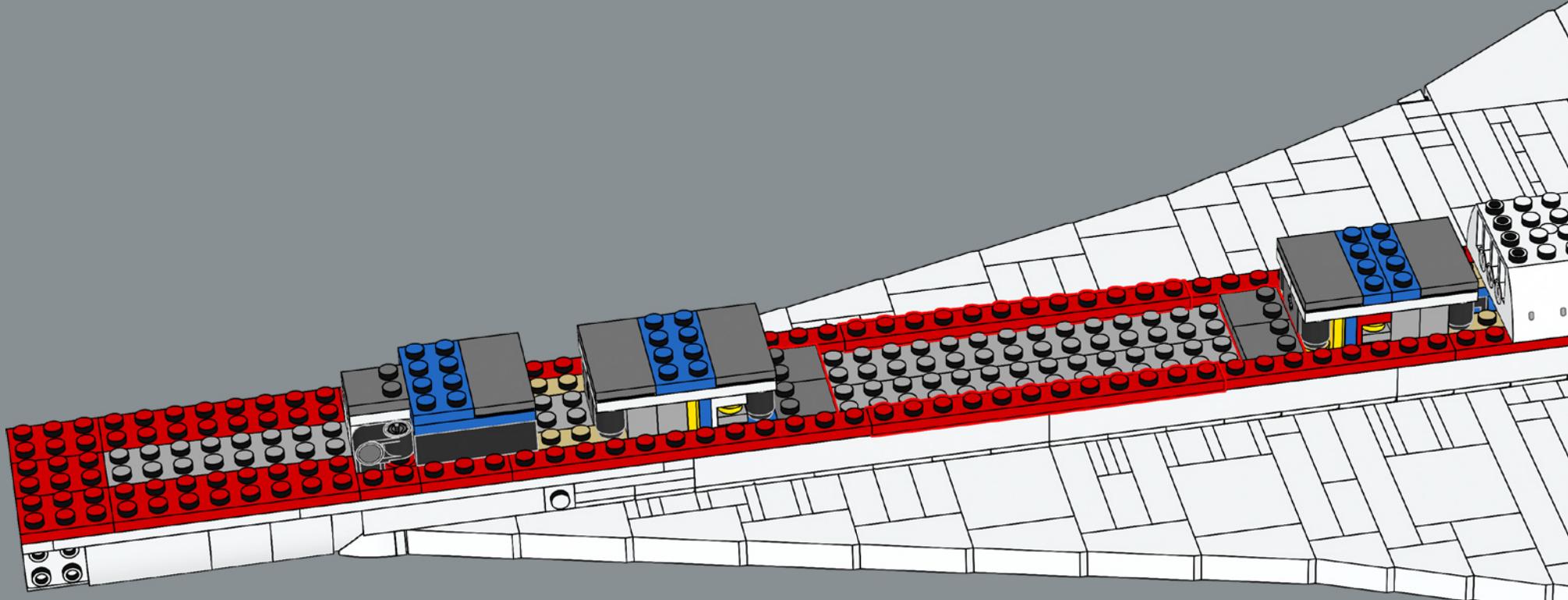


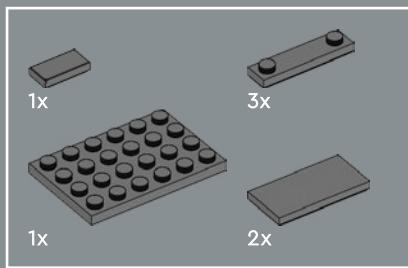
266



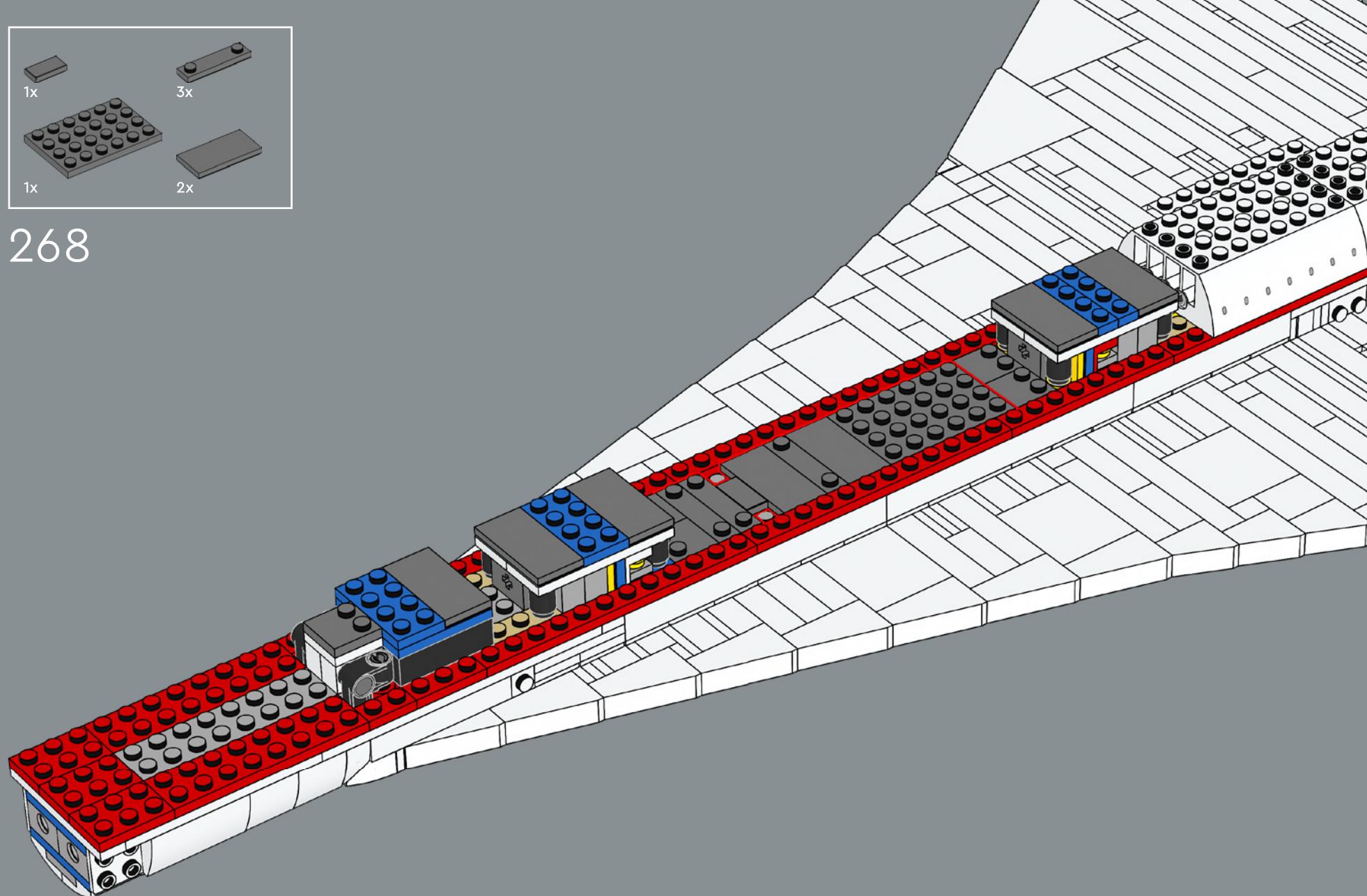


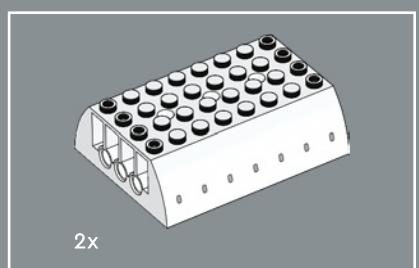
267



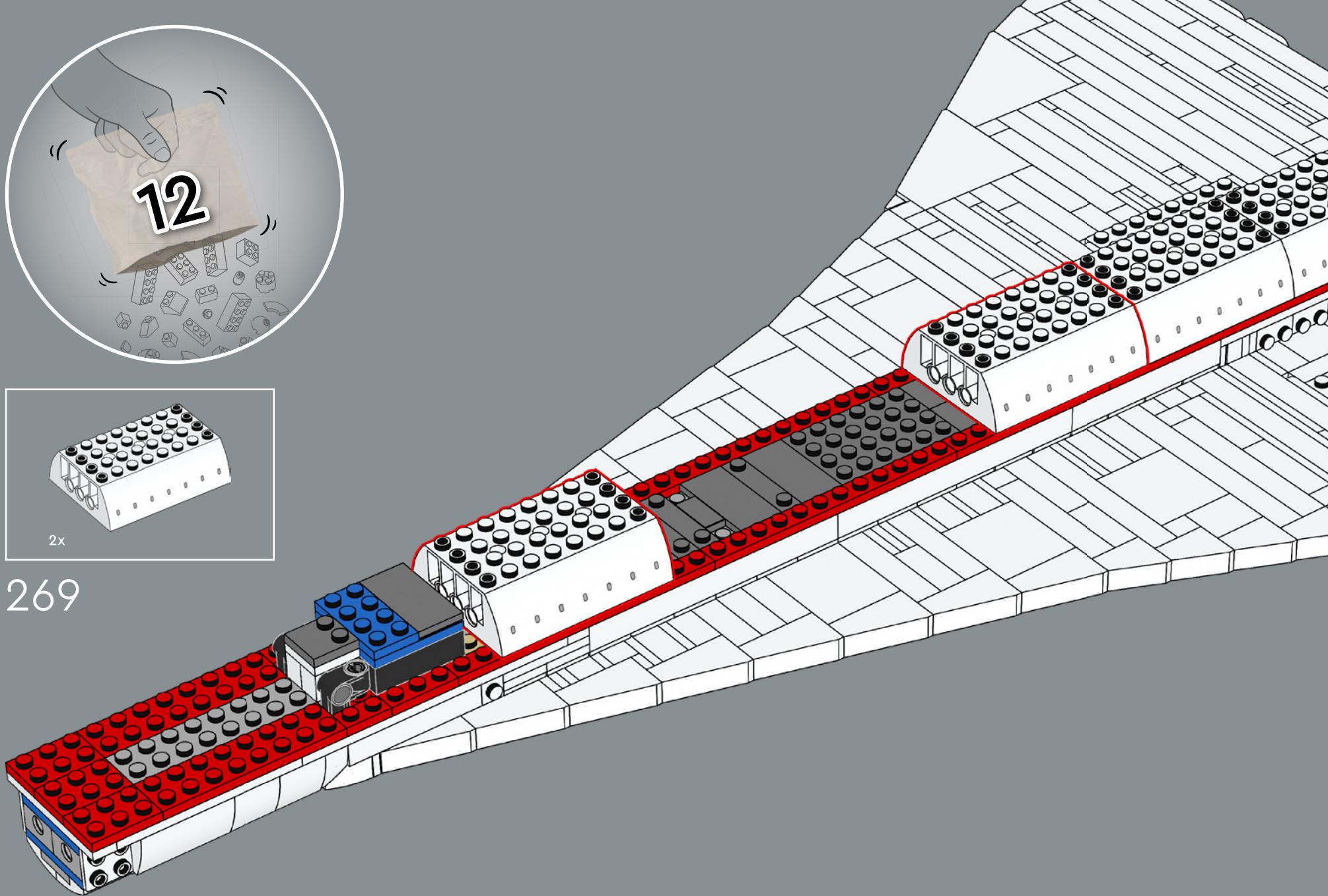


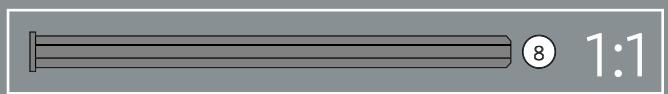
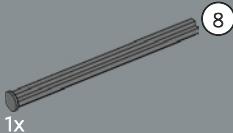
268



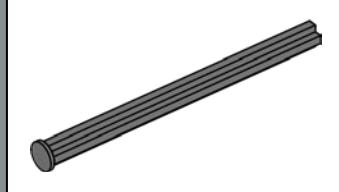
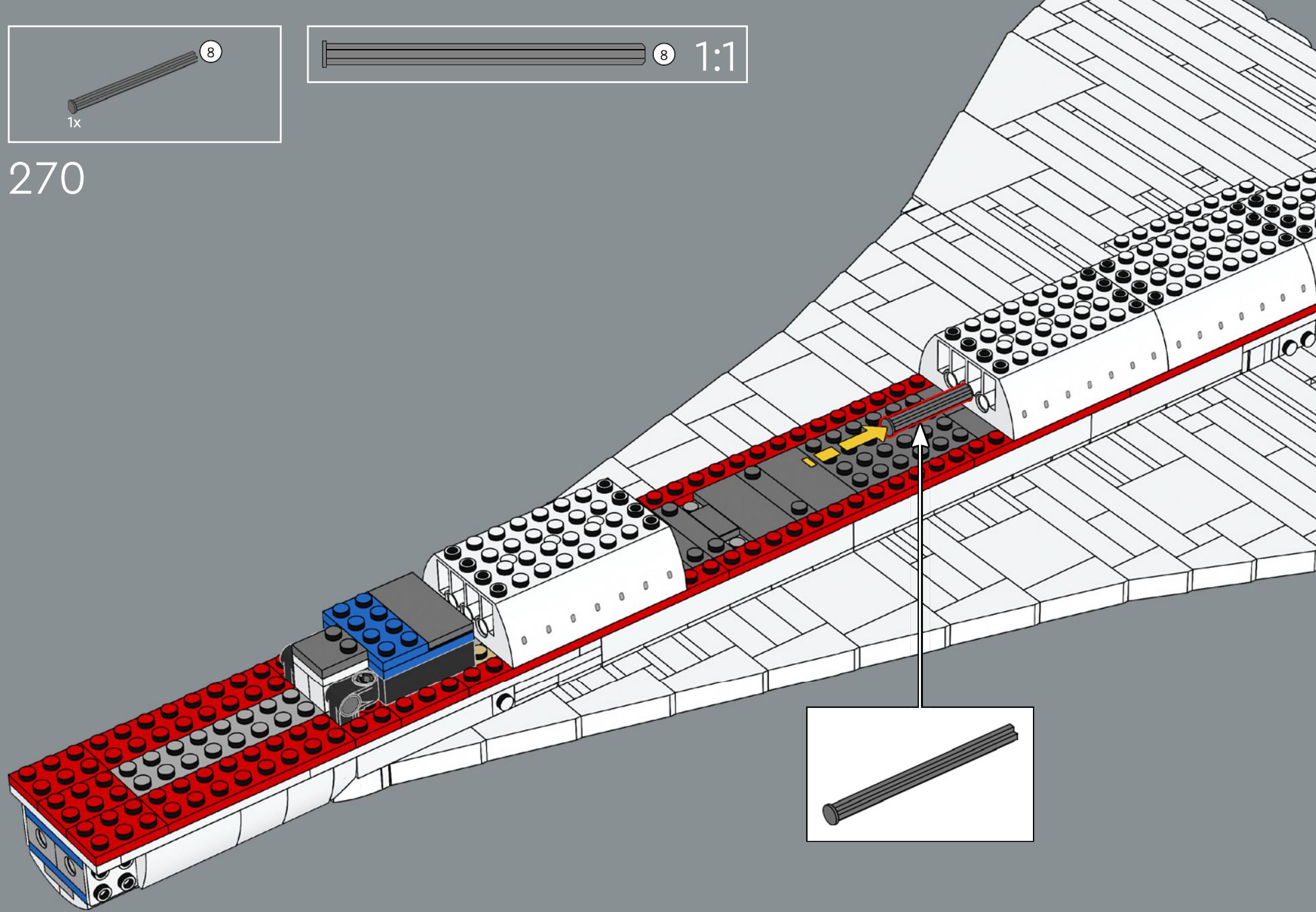


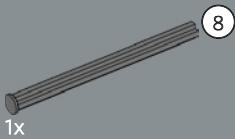
269



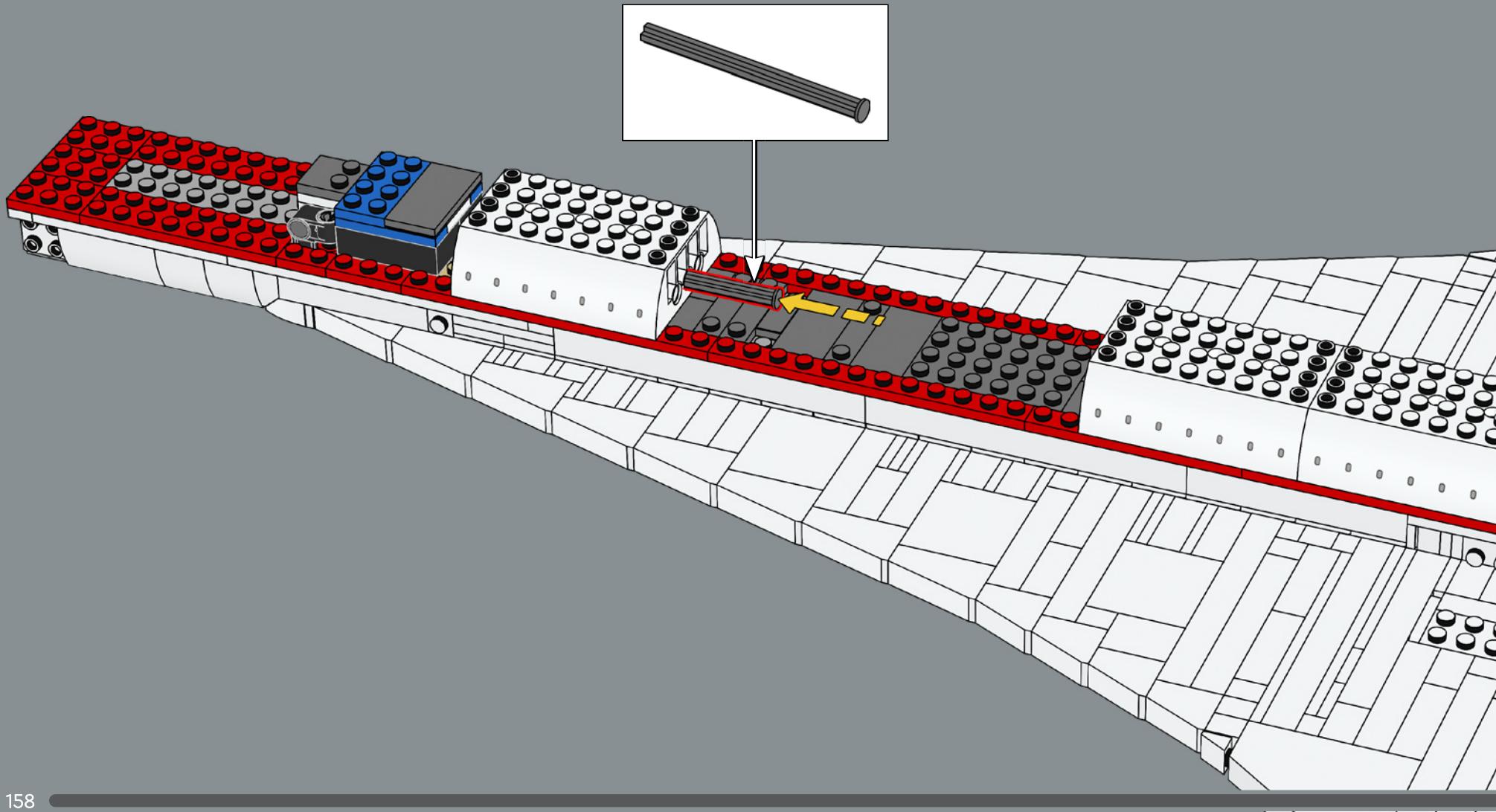


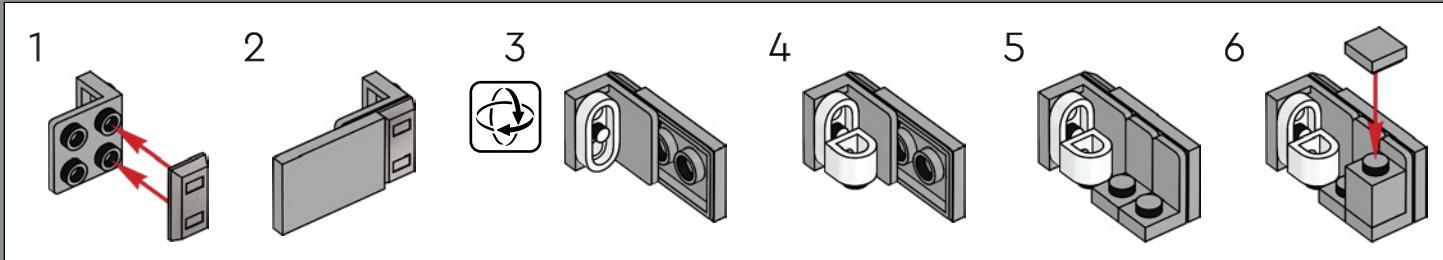
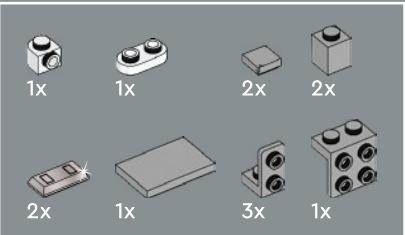
270



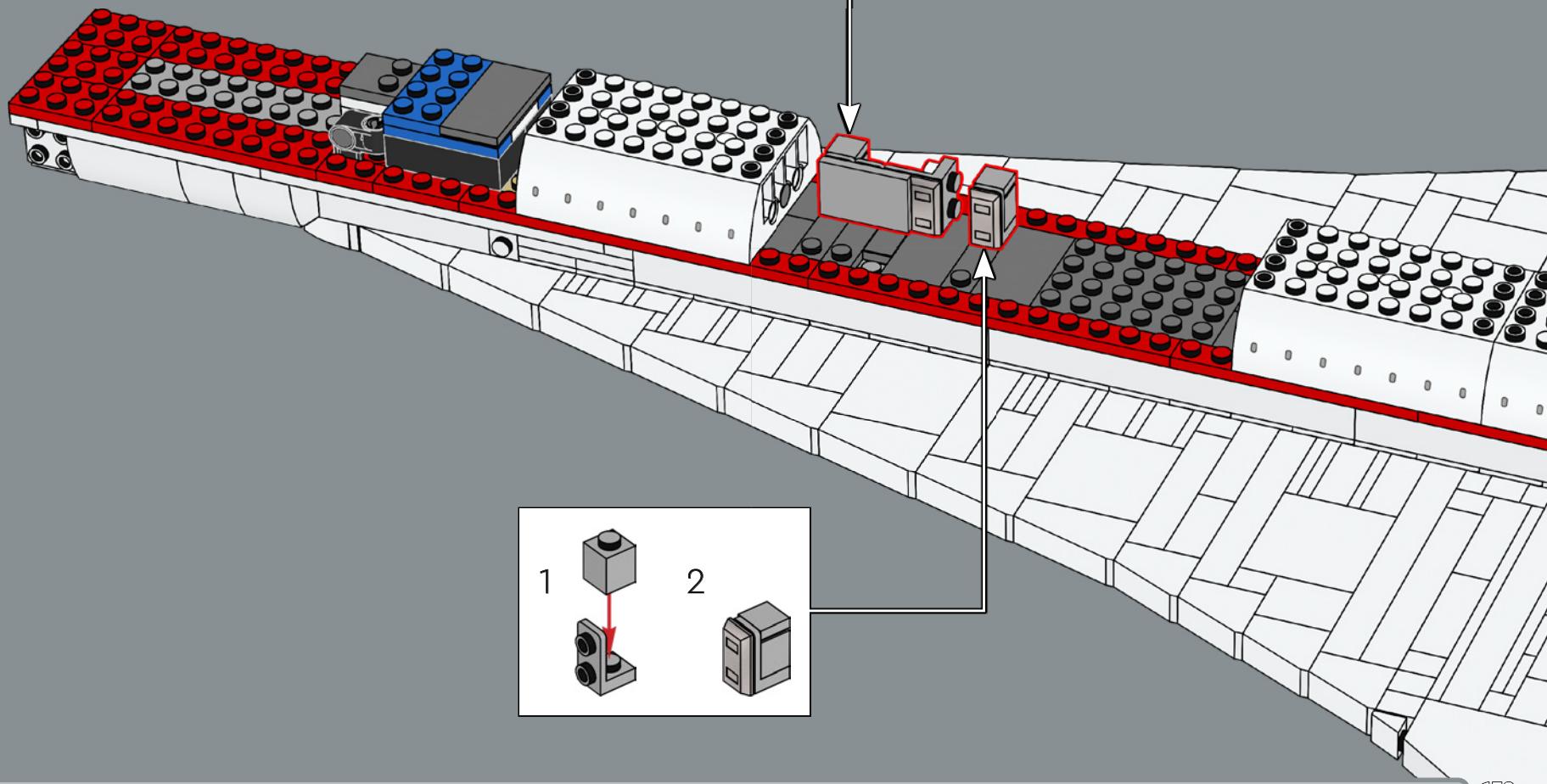


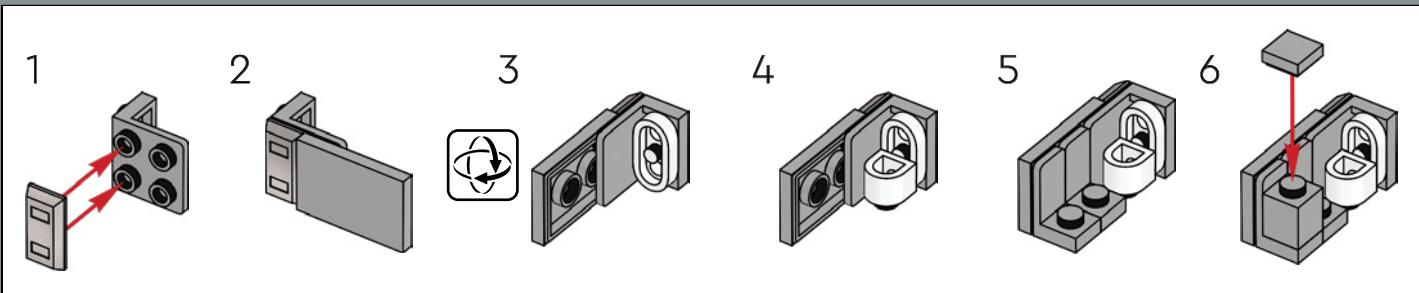
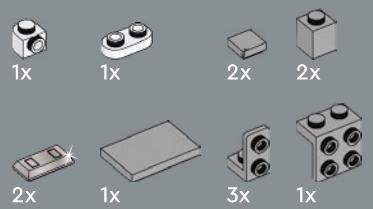
271



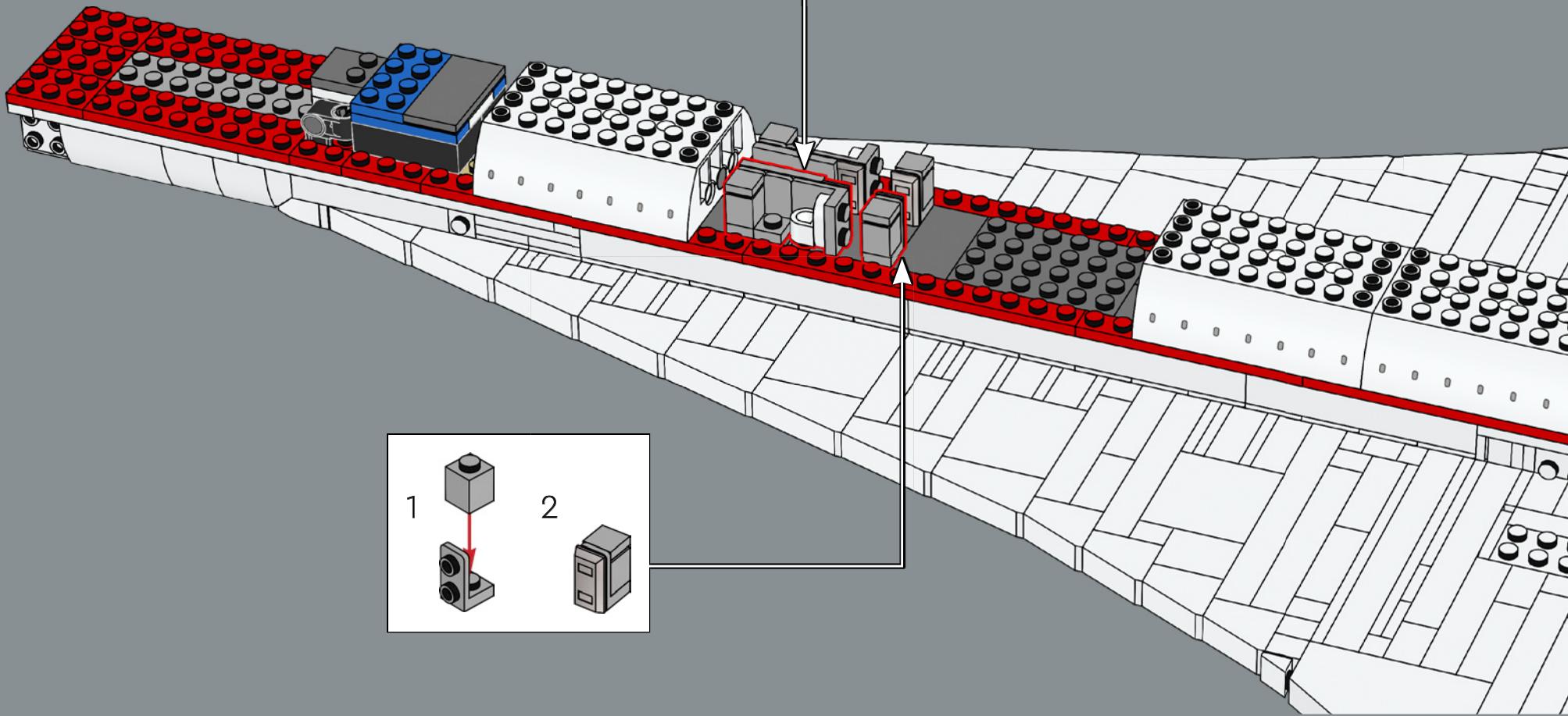


272



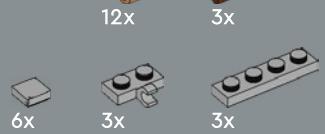


273

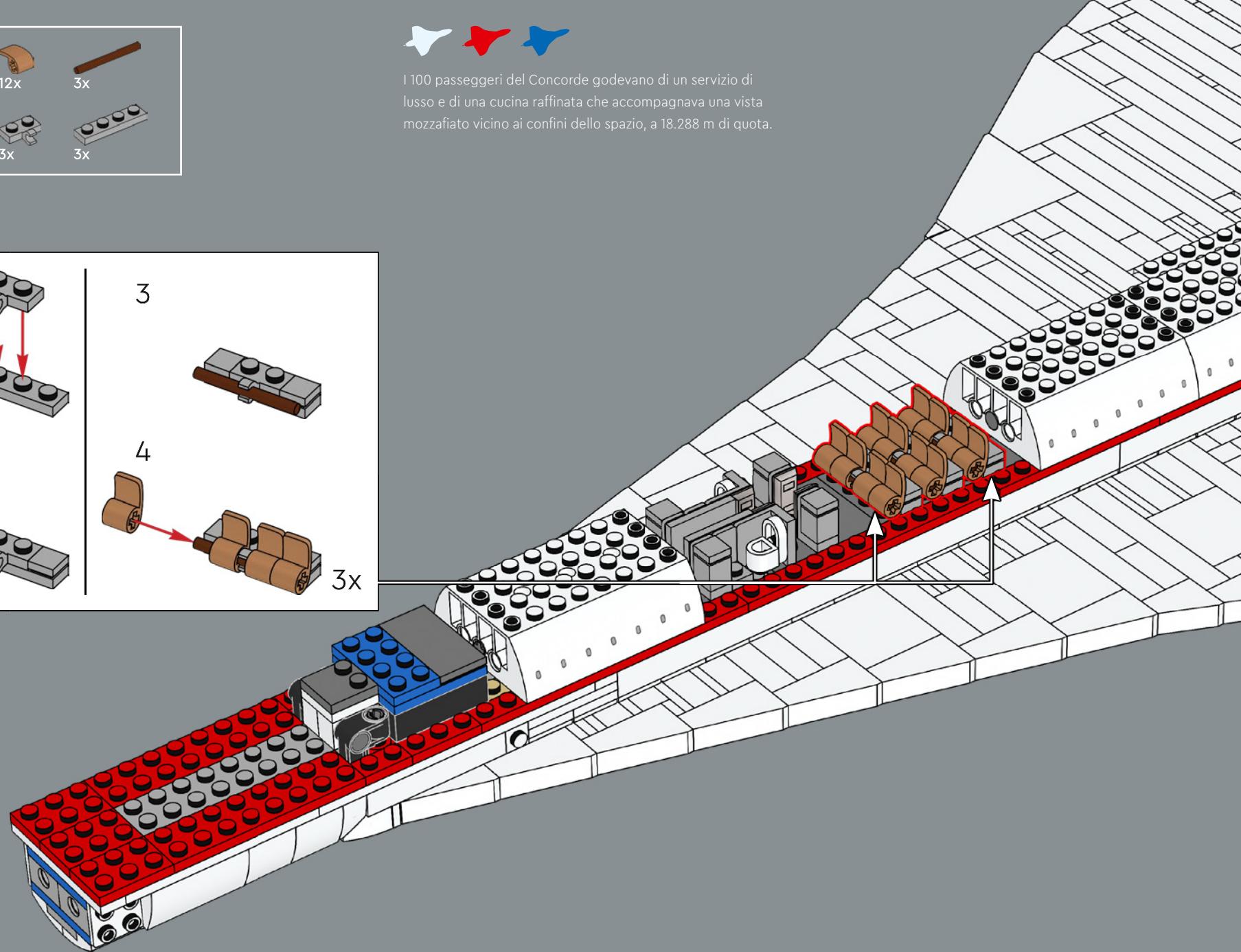
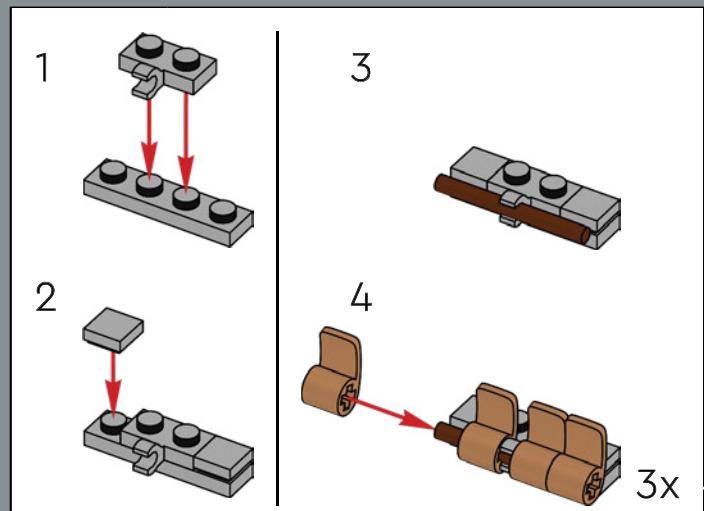


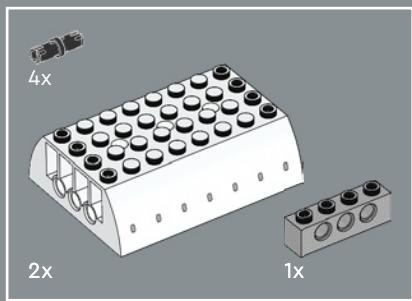


I 100 passeggeri del Concorde godevano di un servizio di lusso e di una cucina raffinata che accompagnava una vista mozzafiato vicino ai confini dello spazio, a 18.288 m di quota.



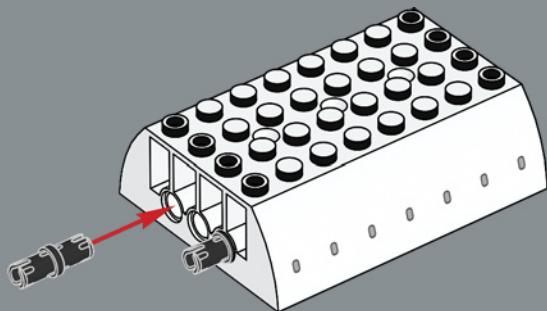
274



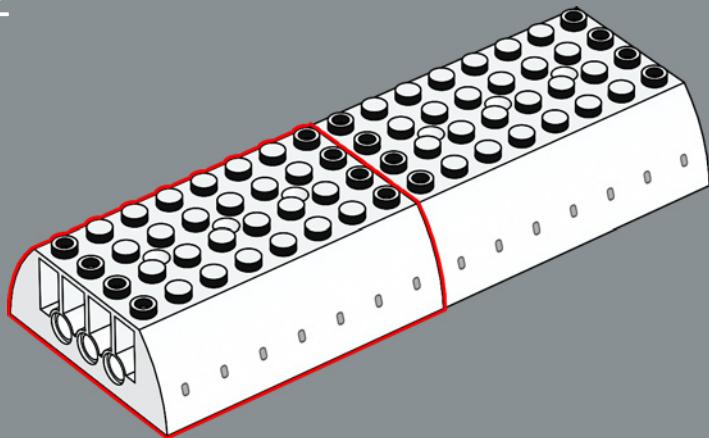


275

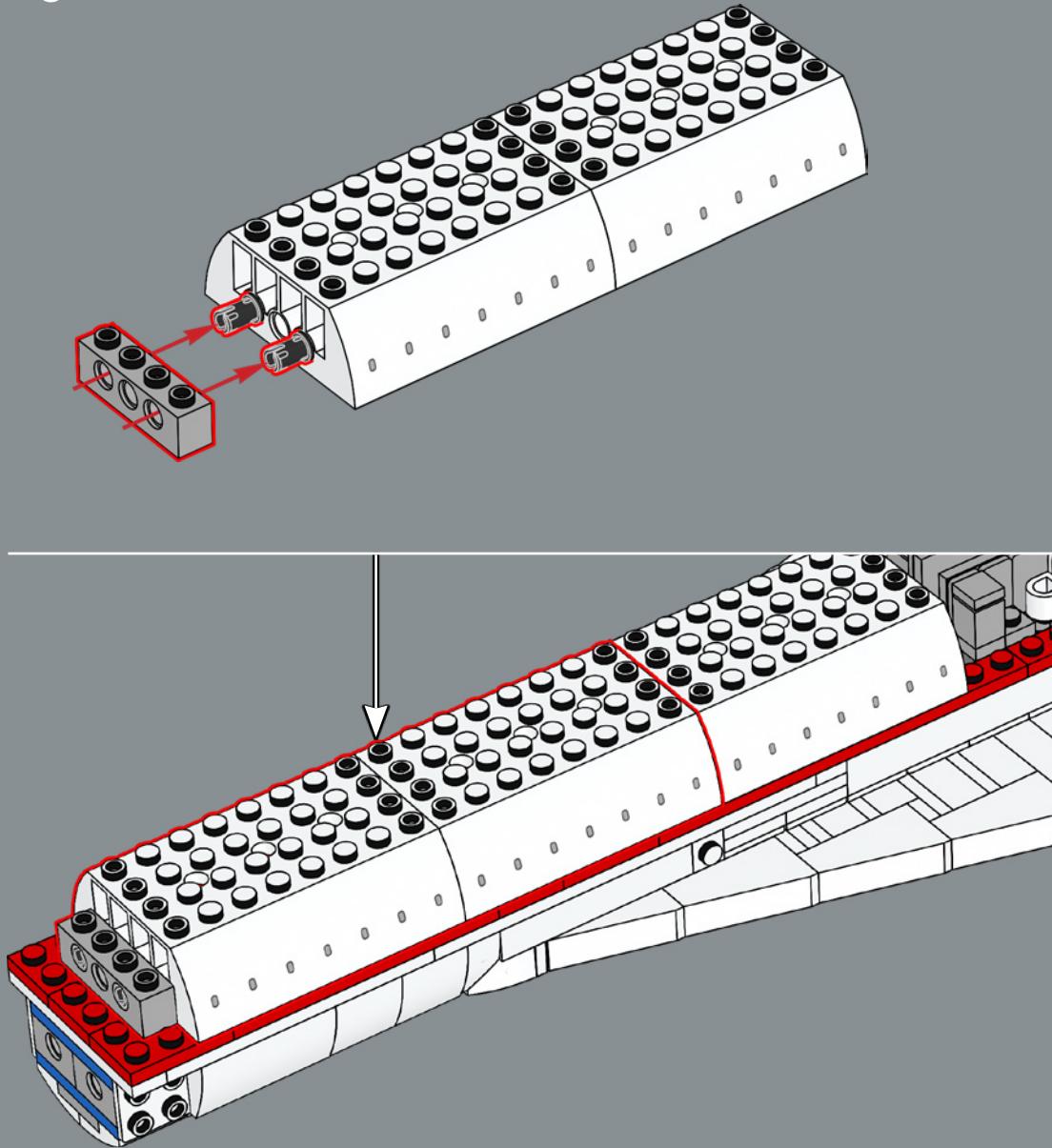
1

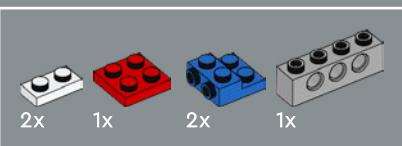


2

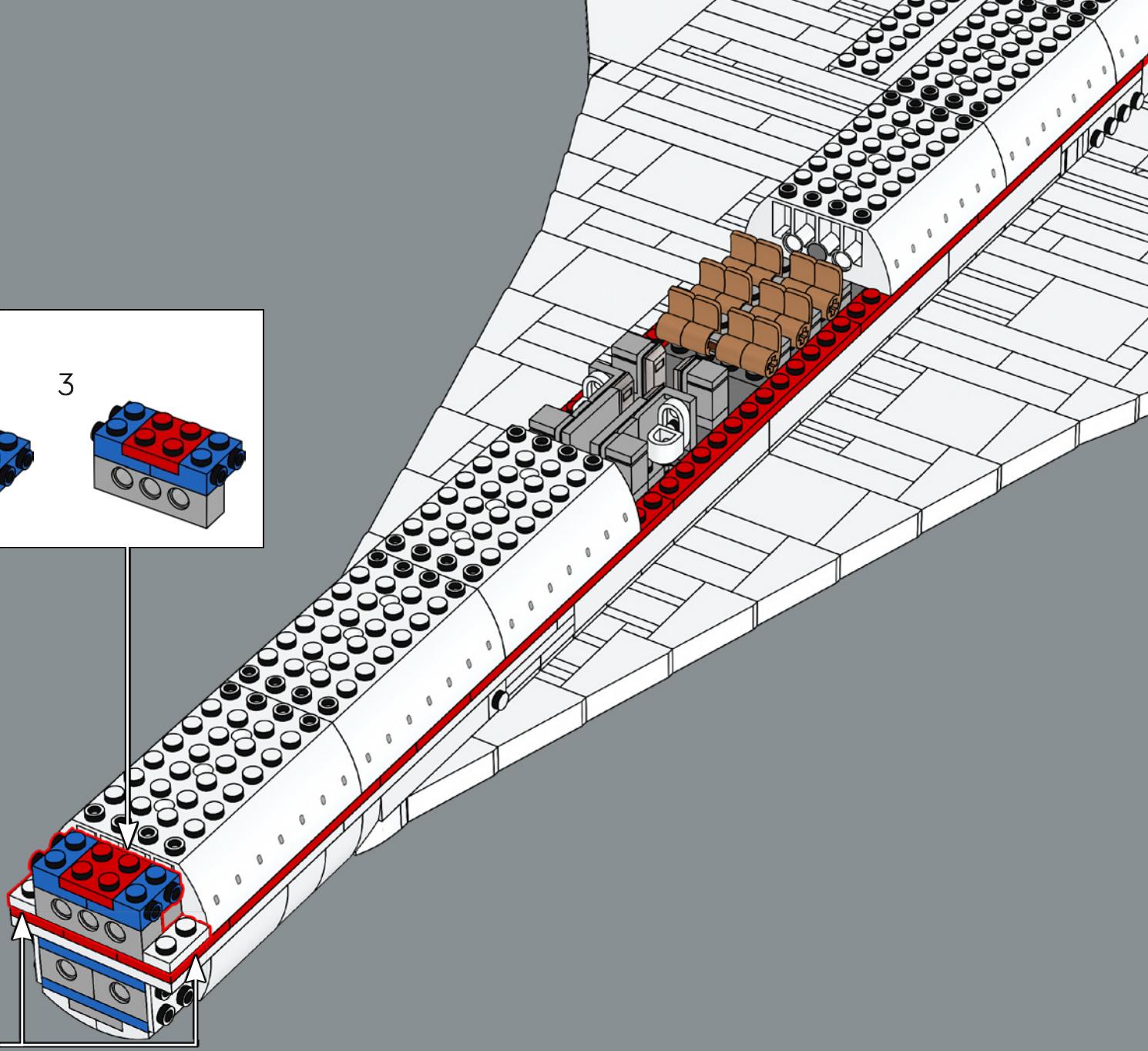
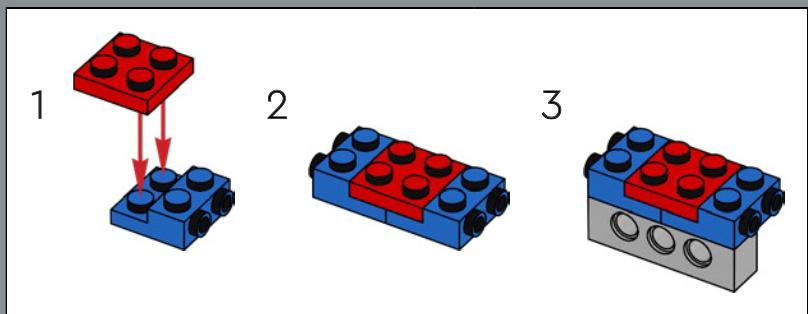


3

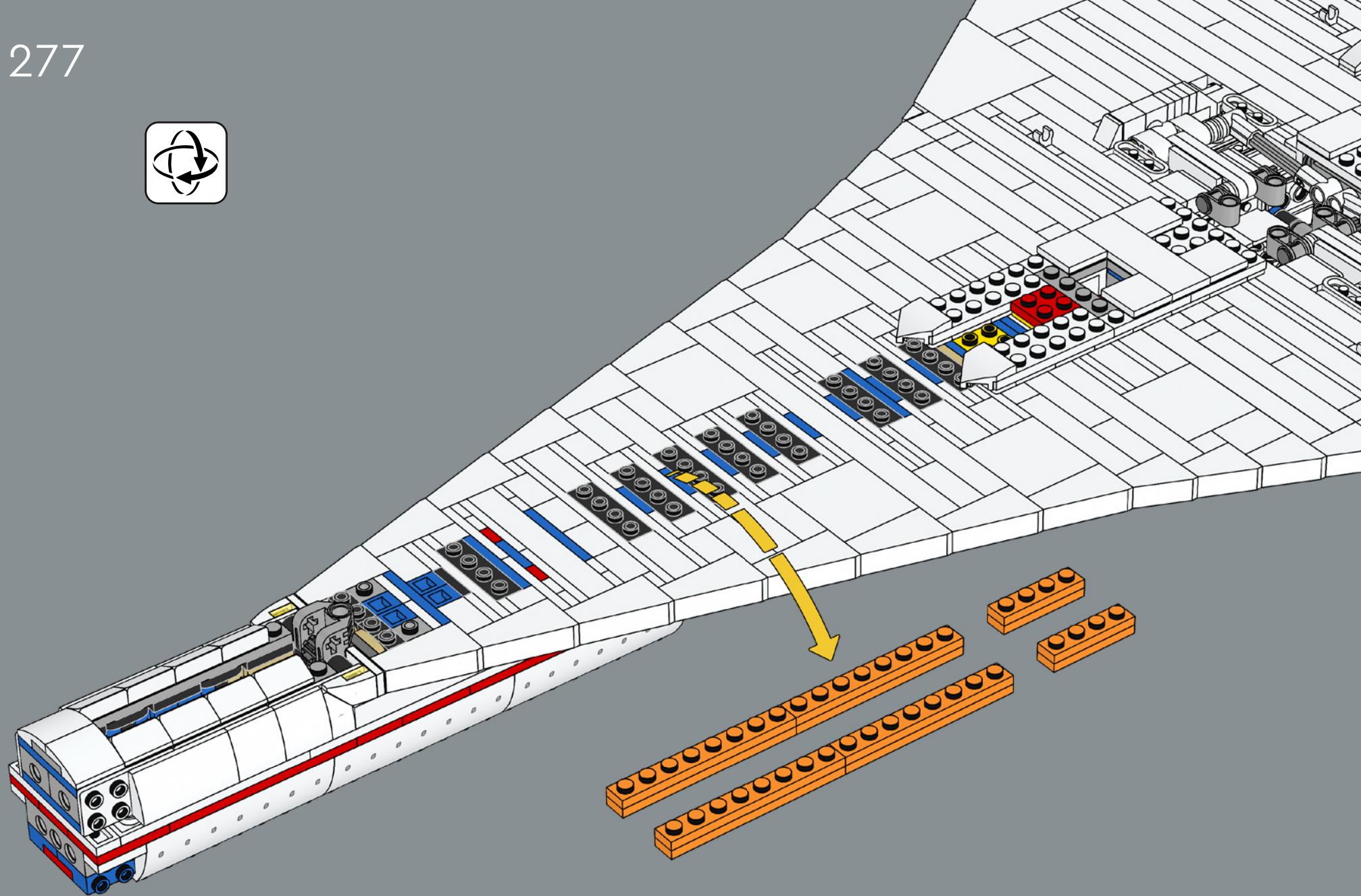


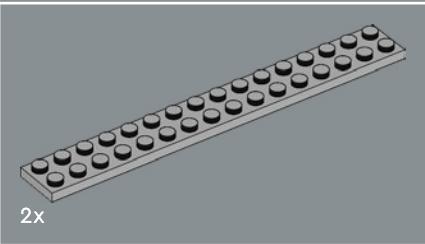


276

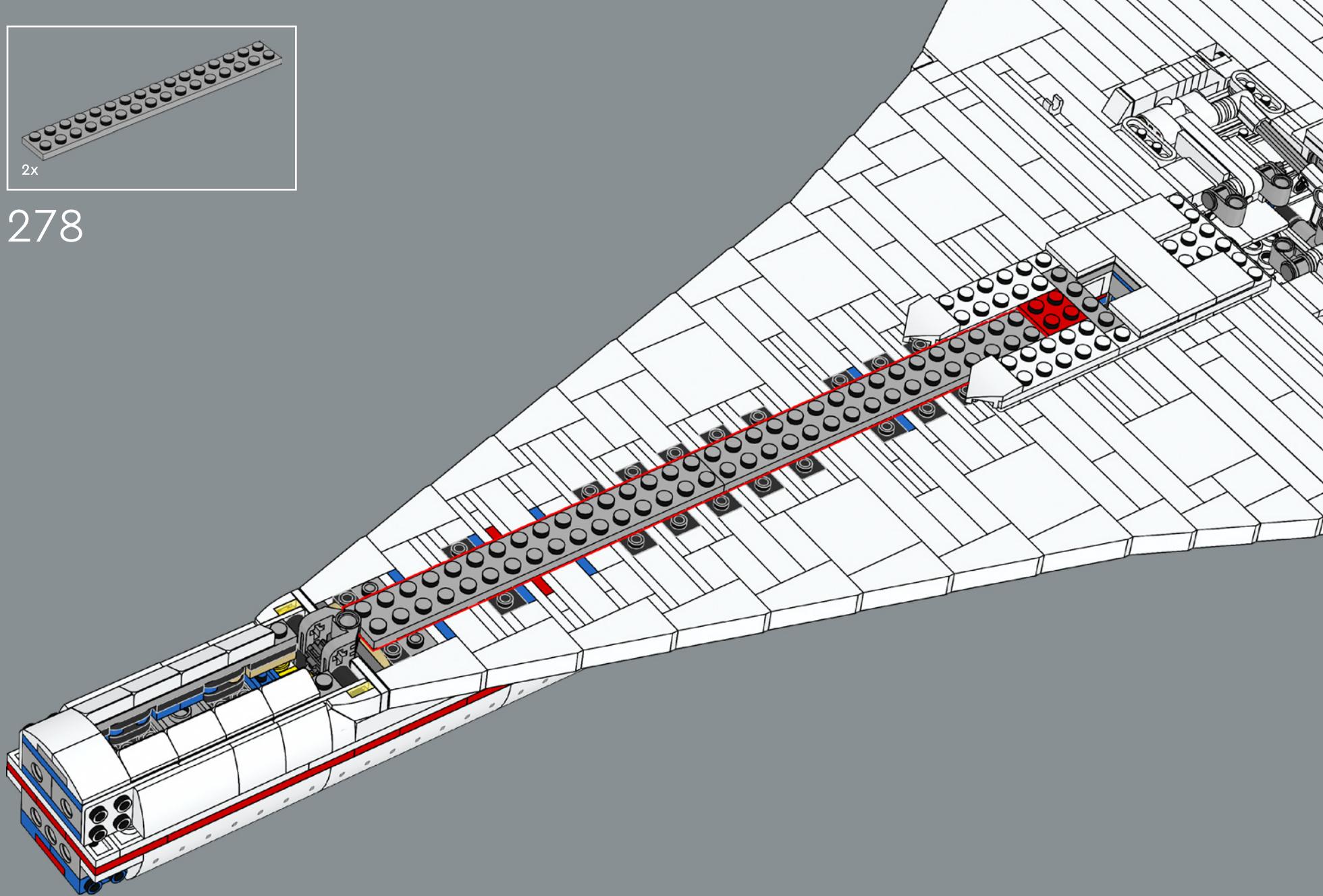


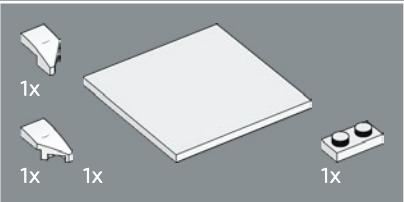
277



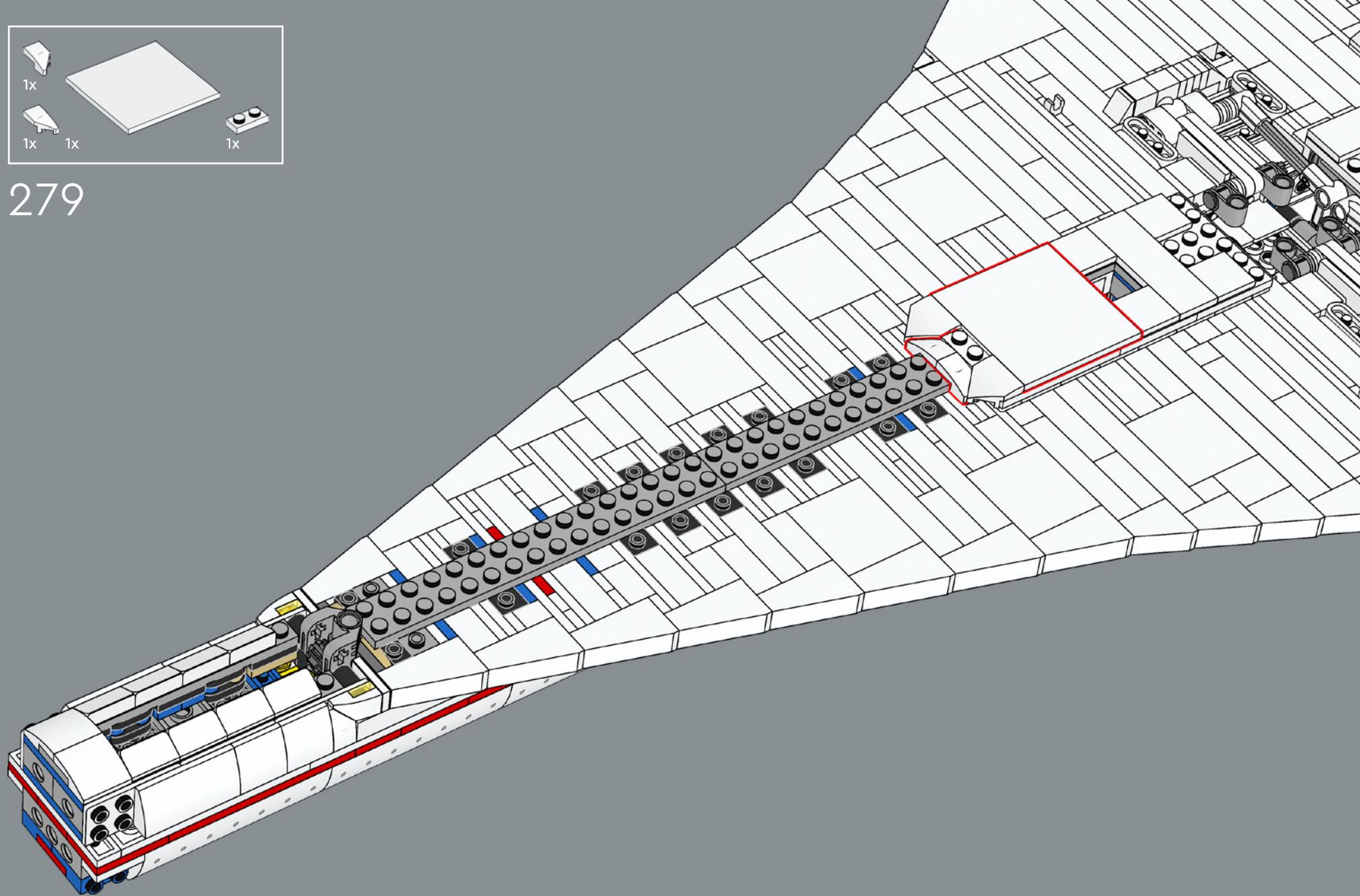


278





279



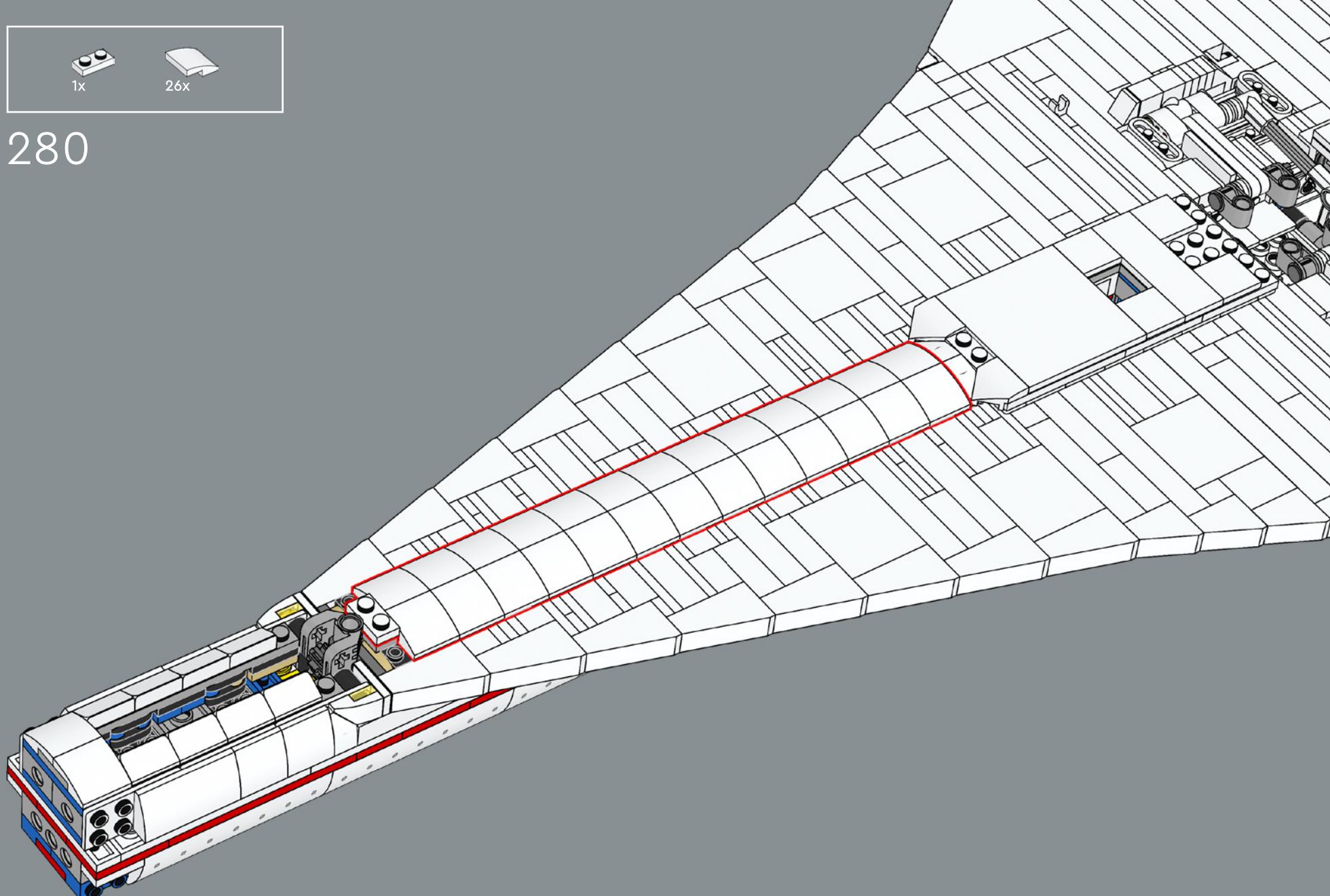


1x



26x

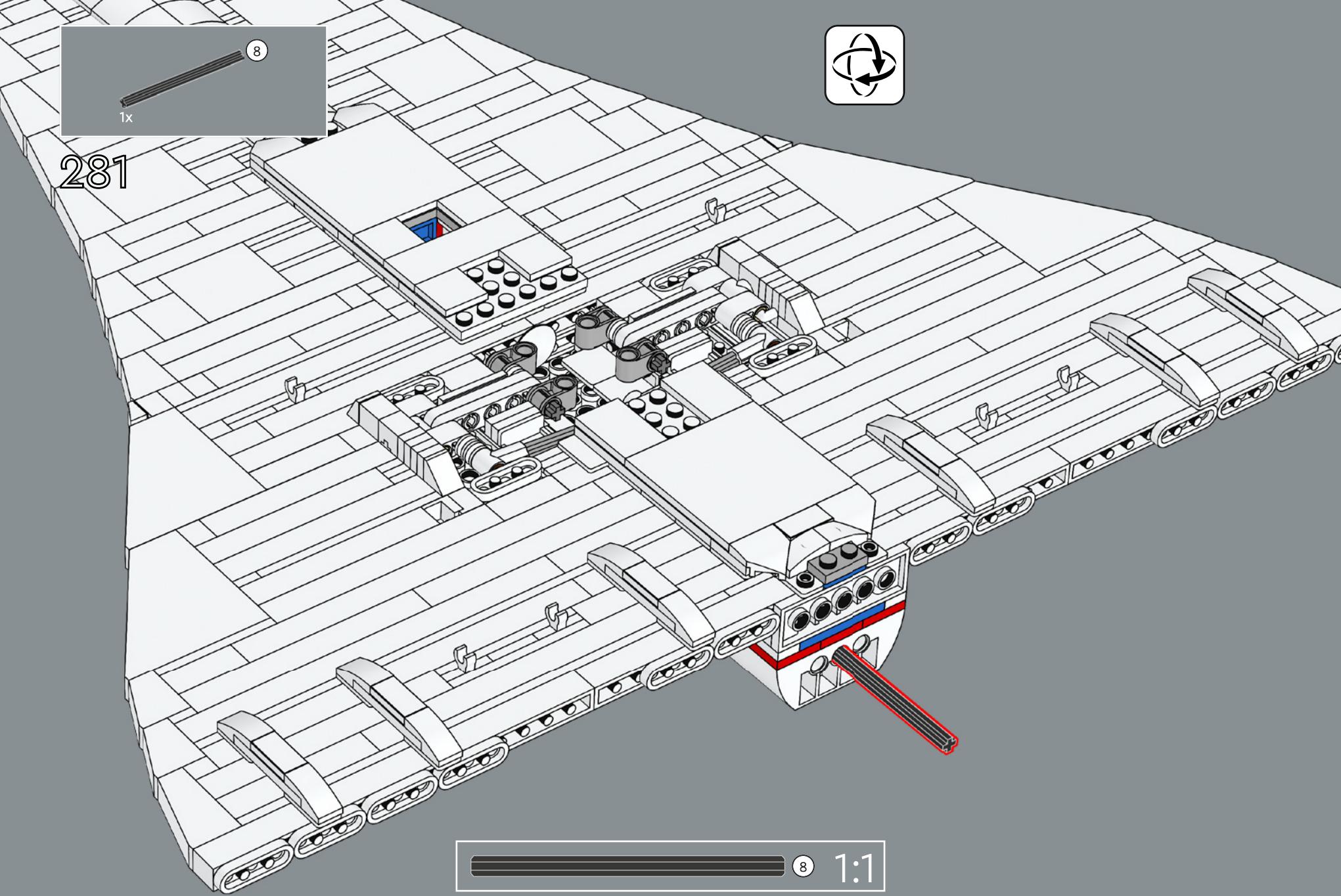
280



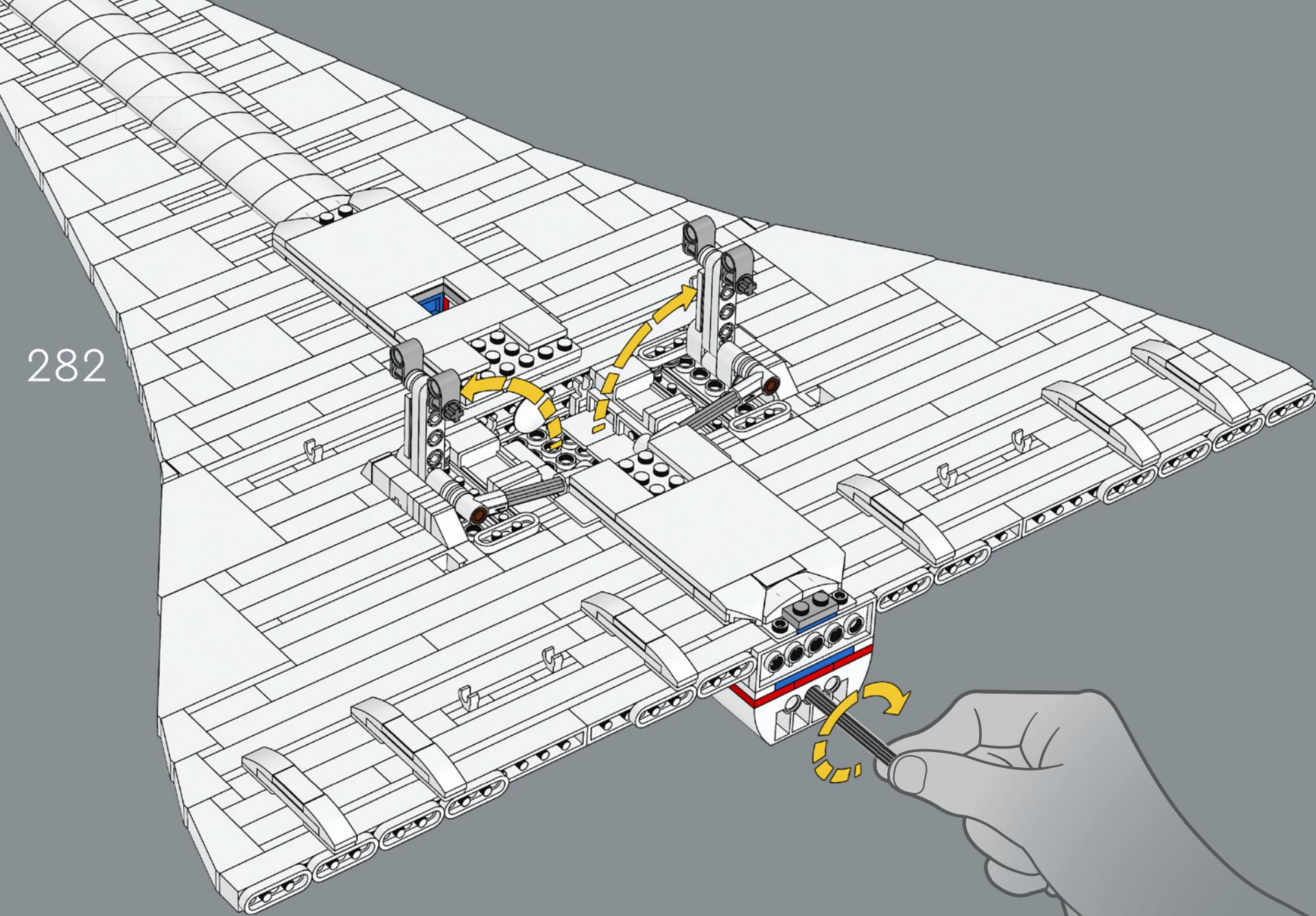




281

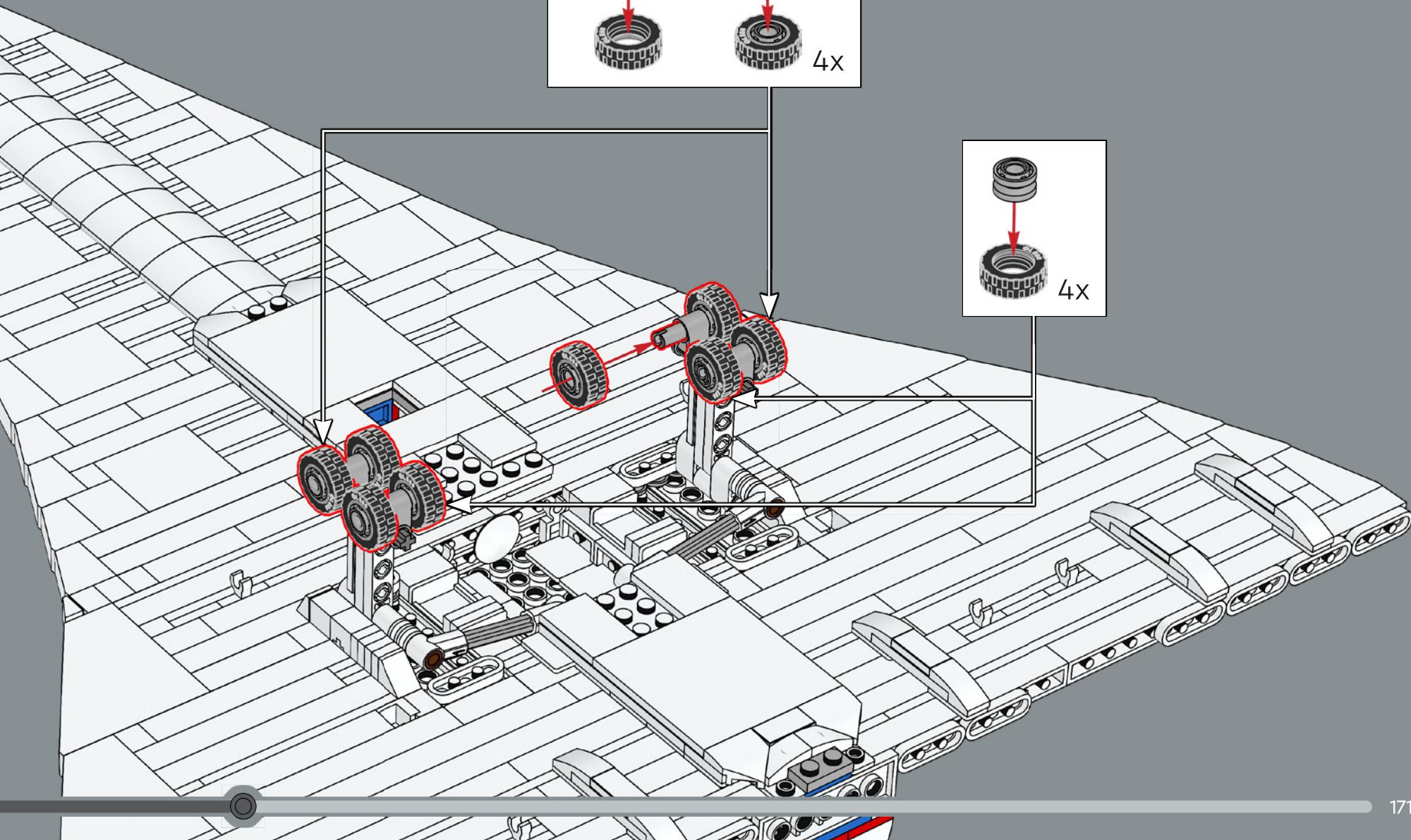
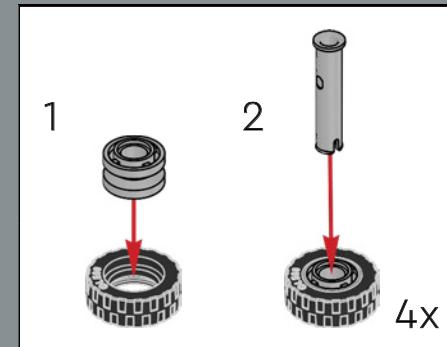


282





283



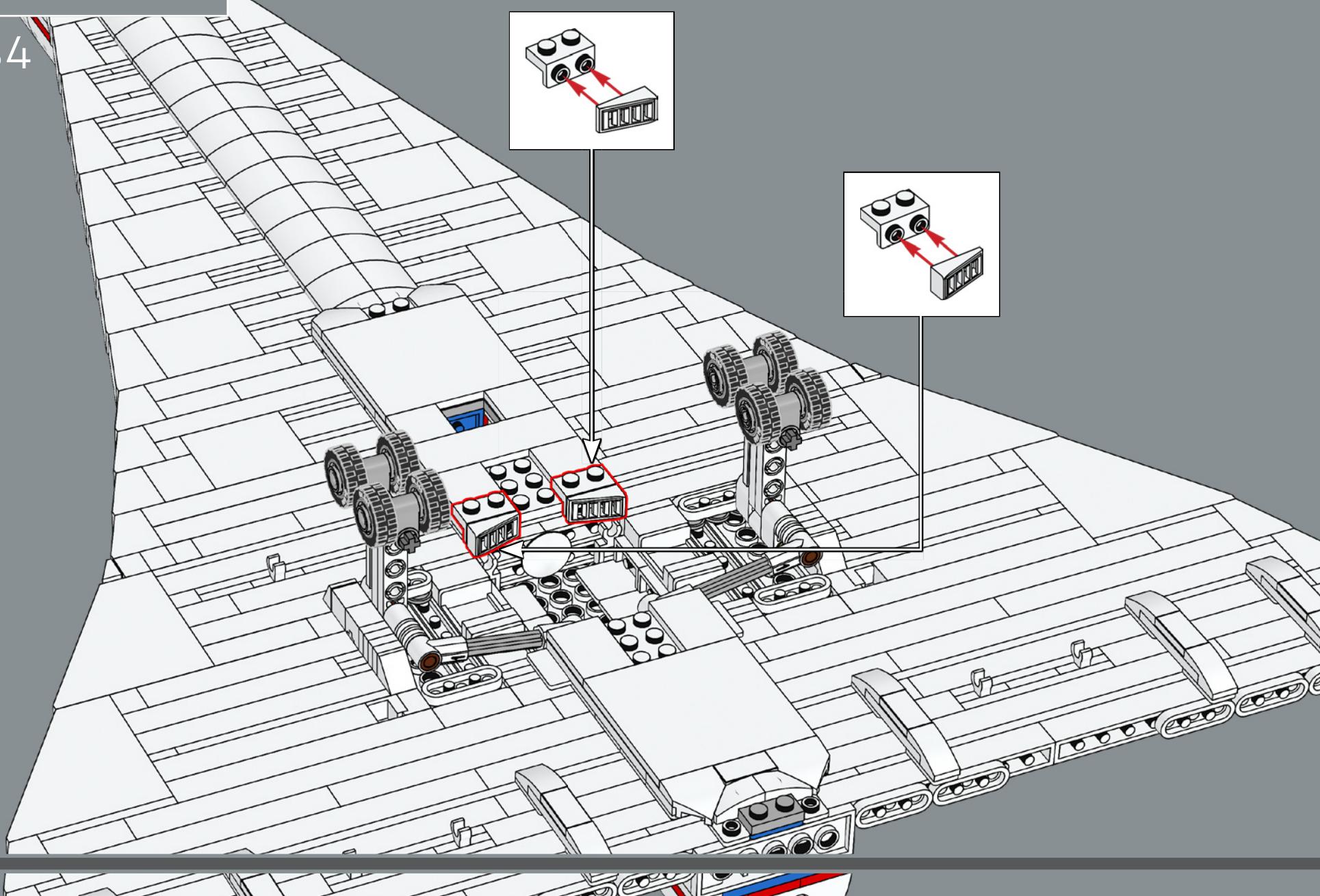


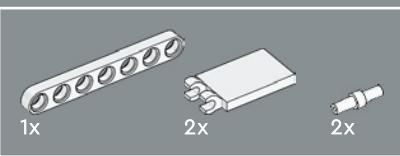
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2x

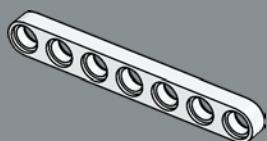
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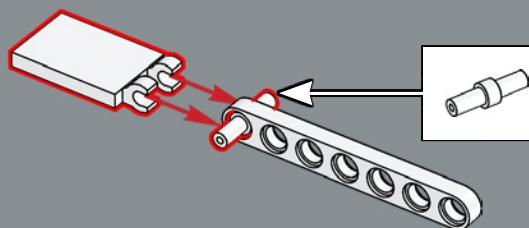


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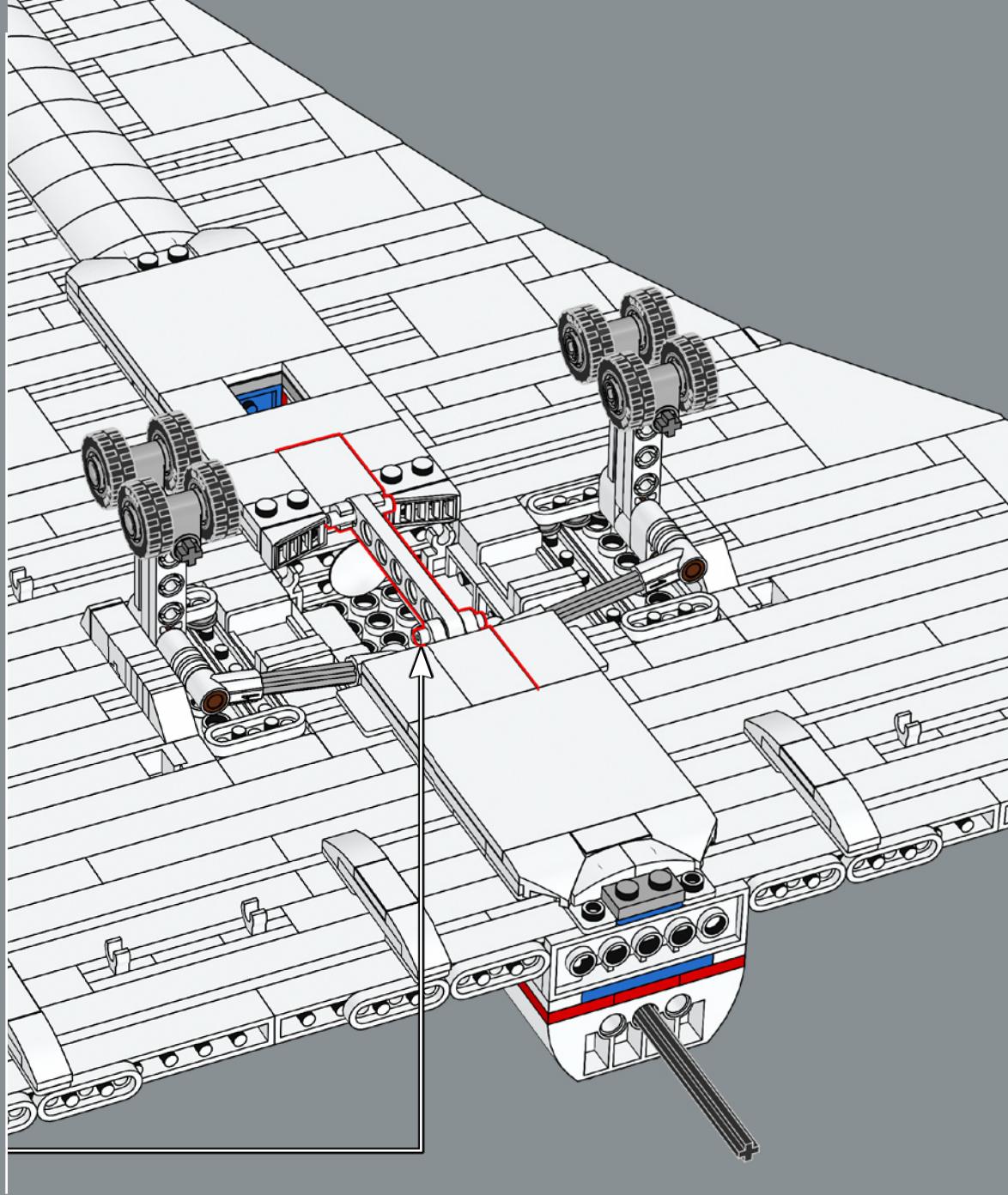
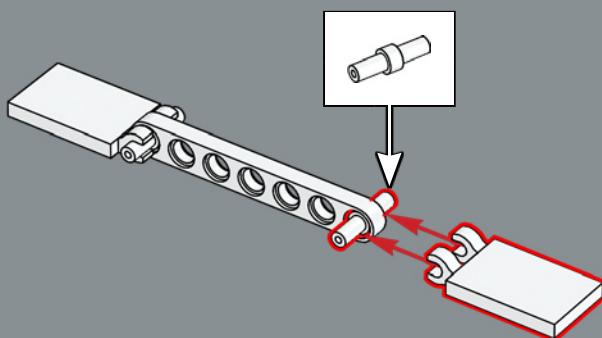
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2



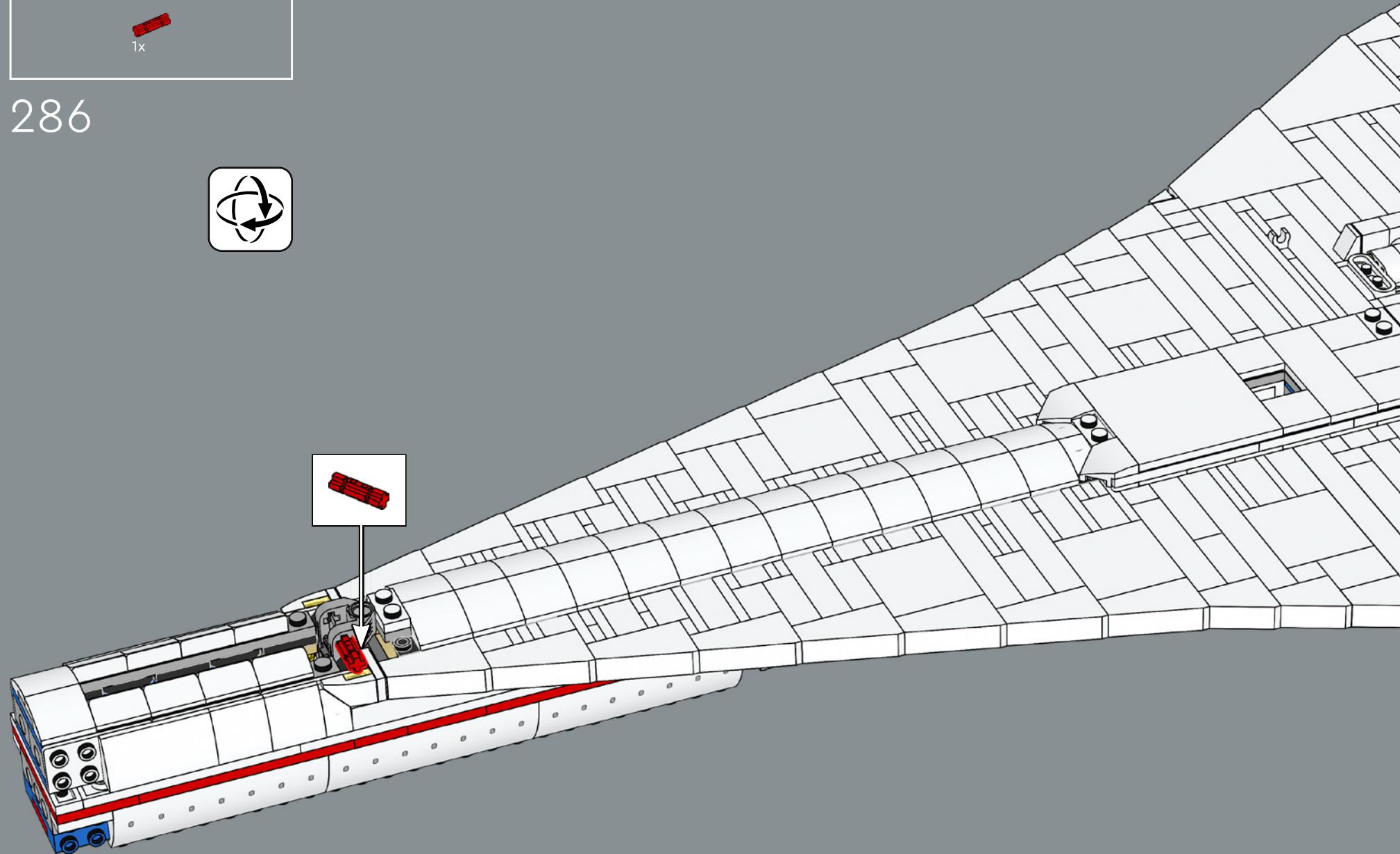
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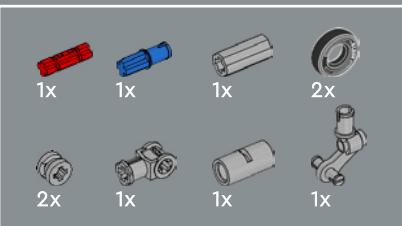




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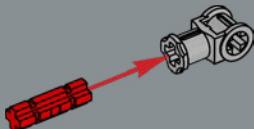
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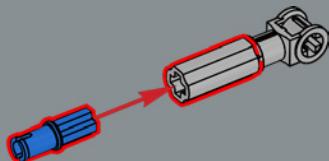


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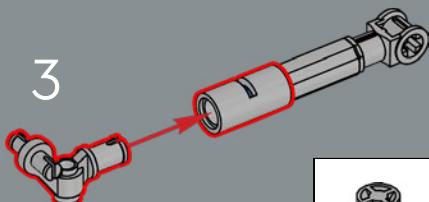
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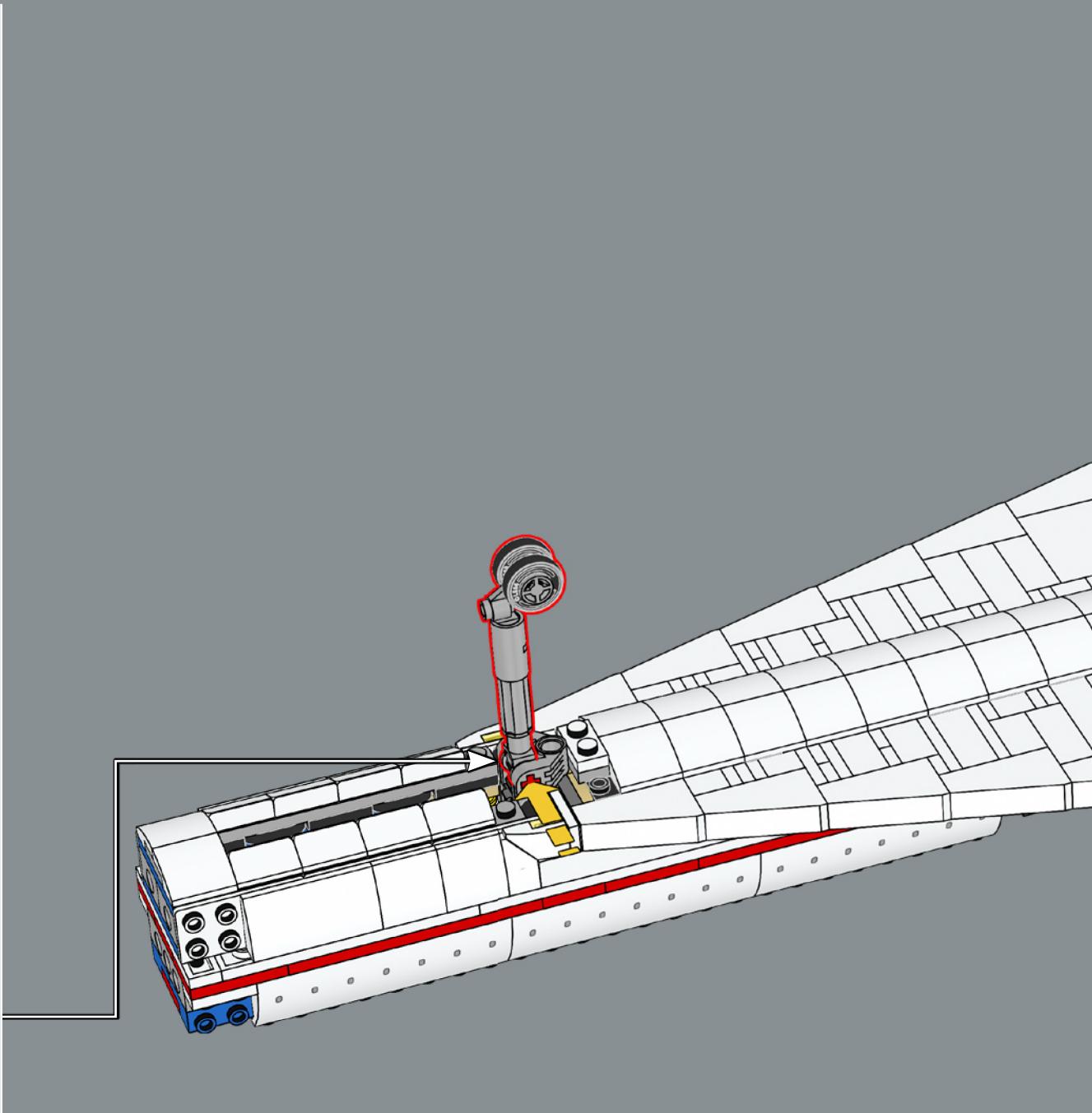
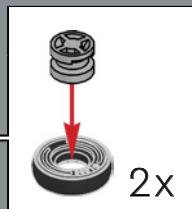
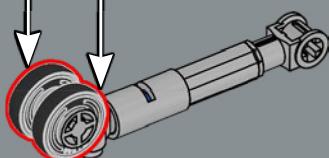
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3



4





4x

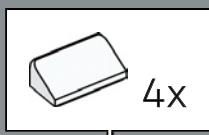


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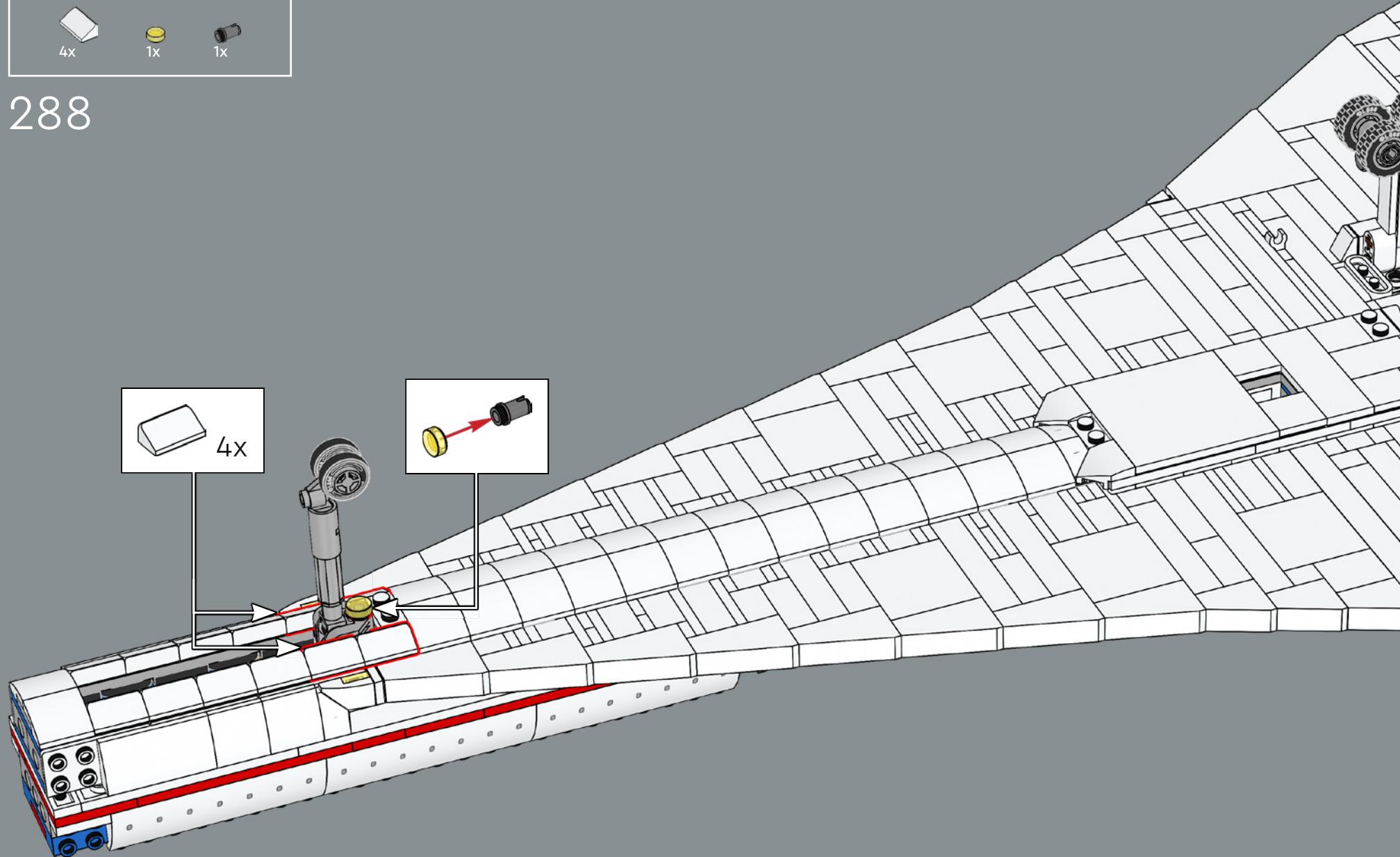
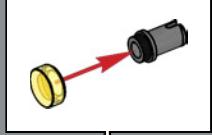


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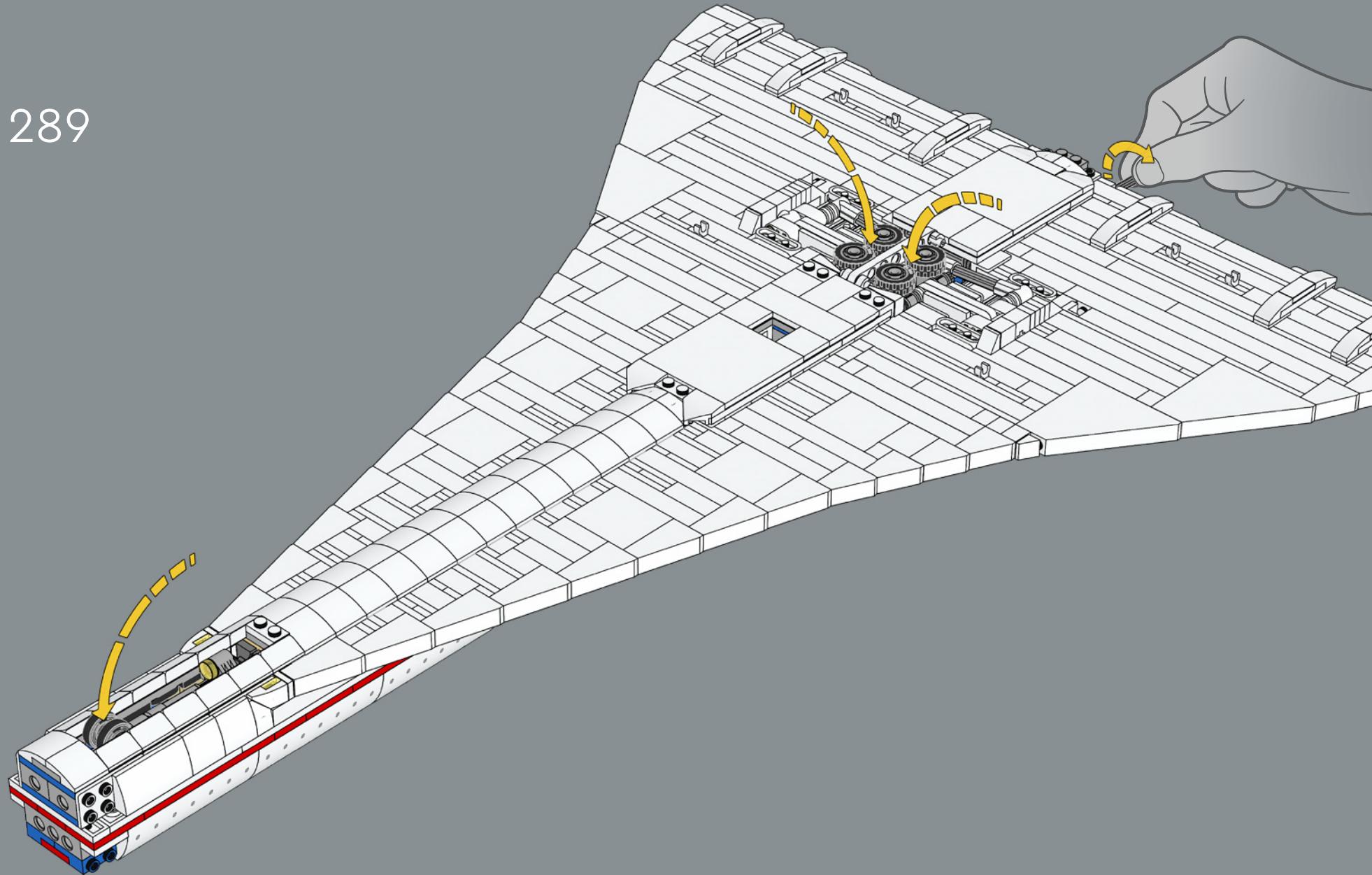
288



4X



289



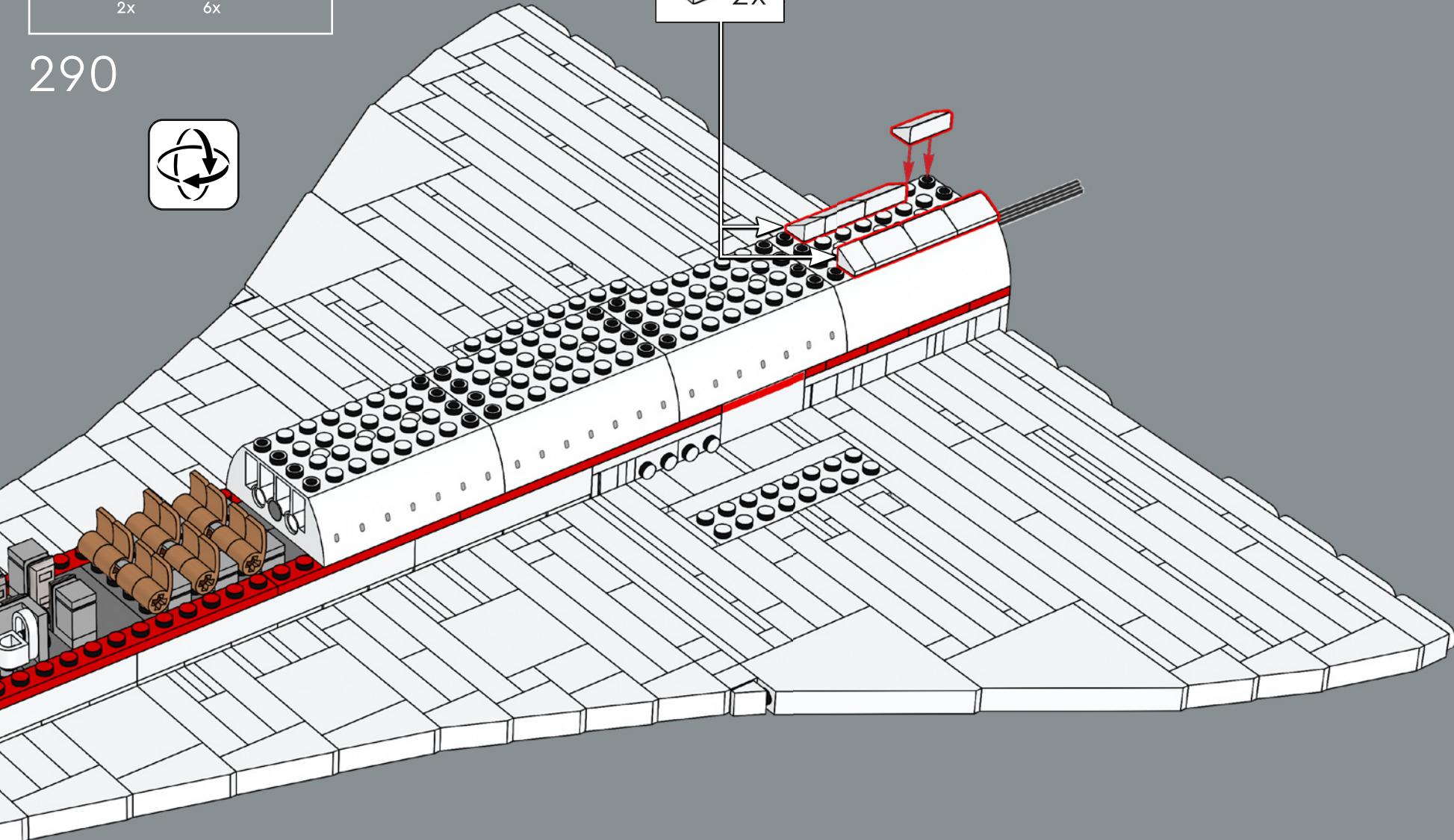
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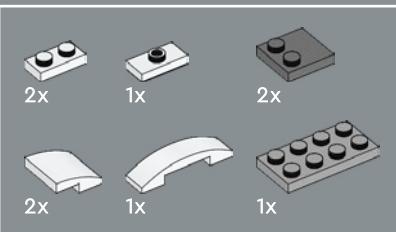
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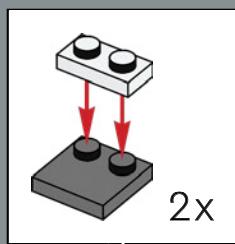
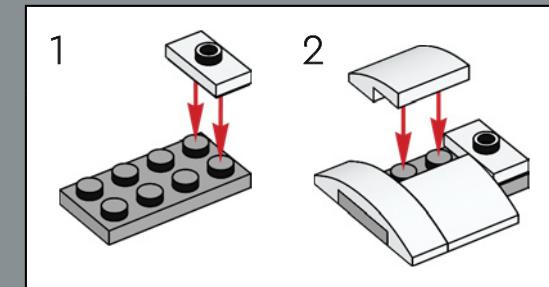
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290

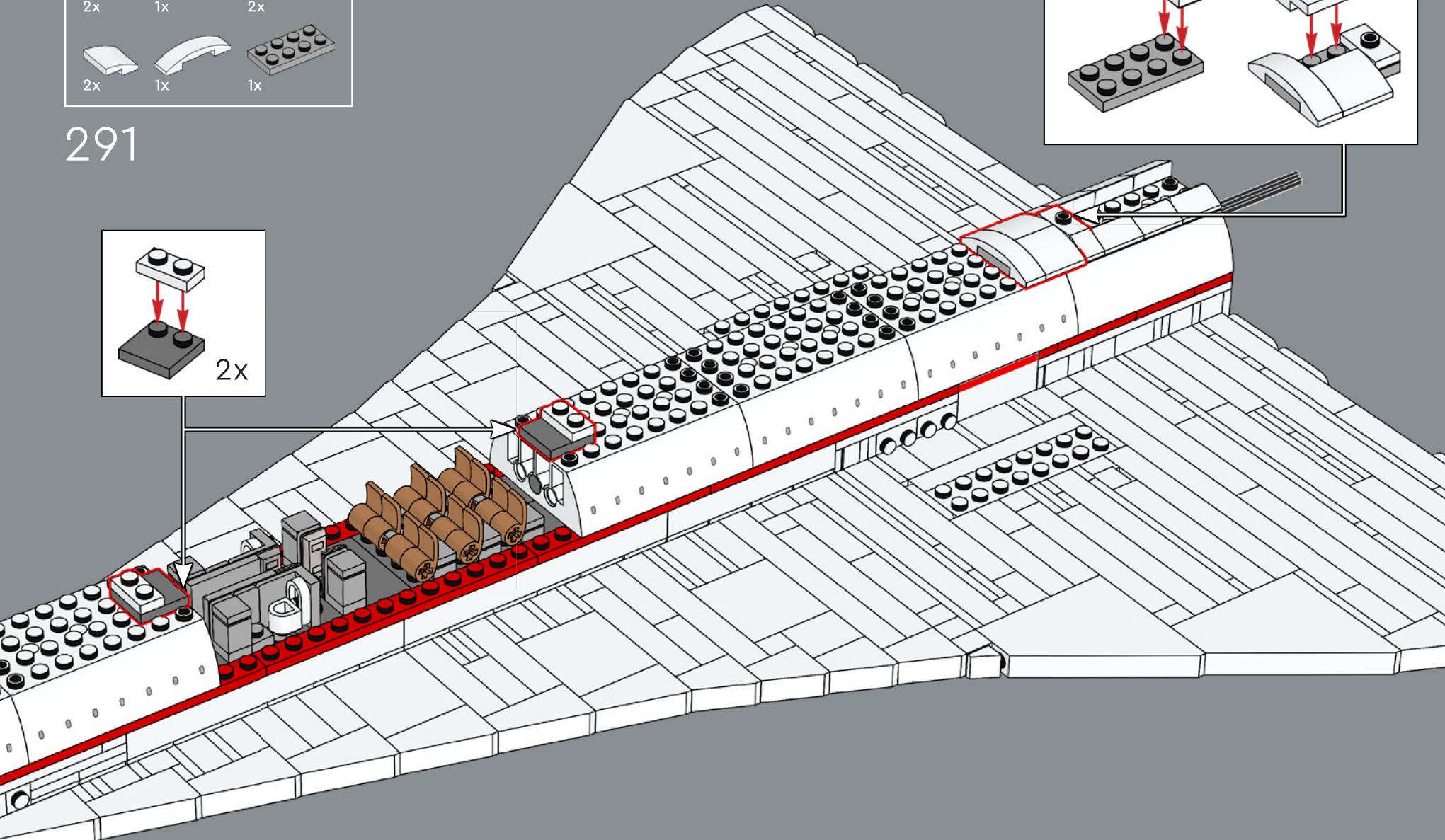




291



2x



4x

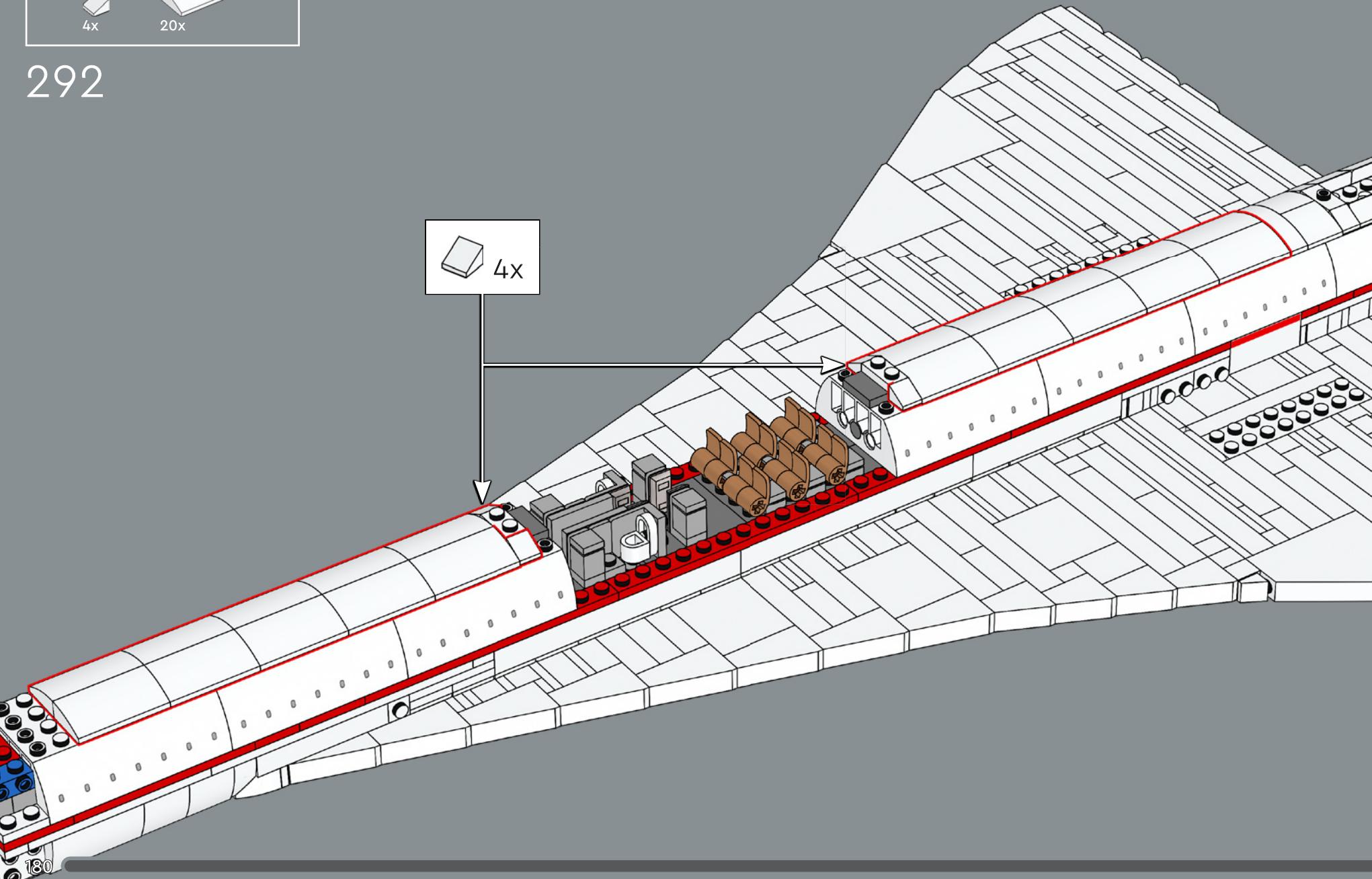


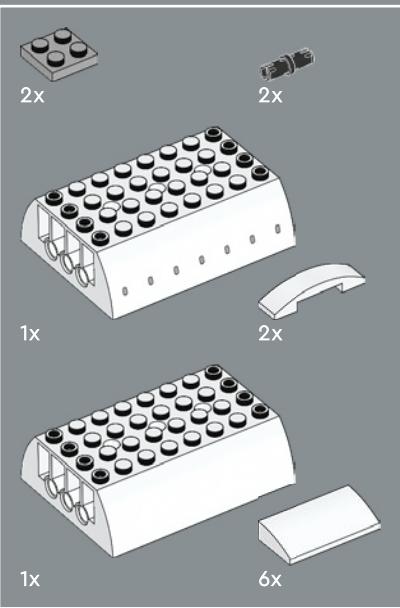
20x

292



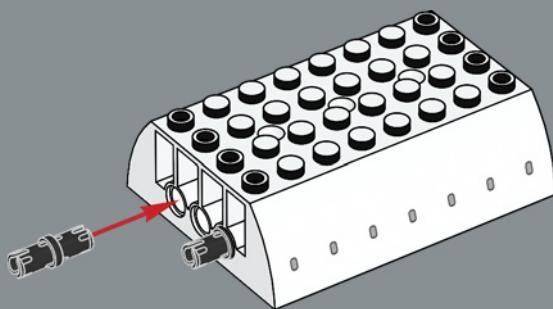
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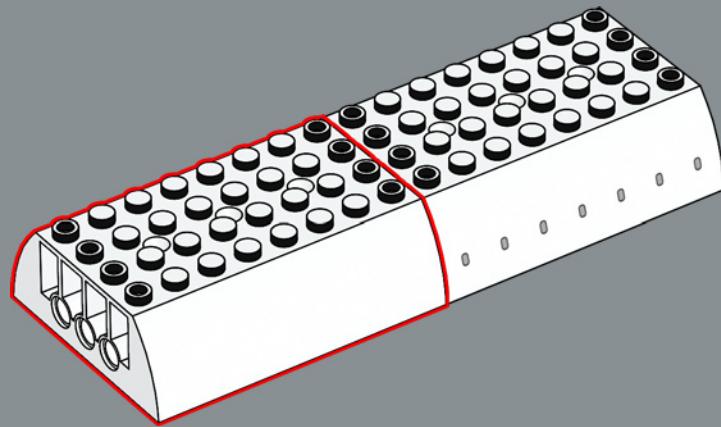


293

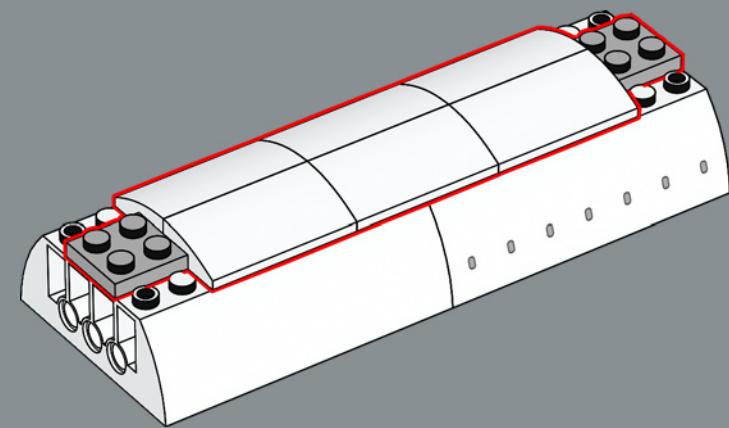
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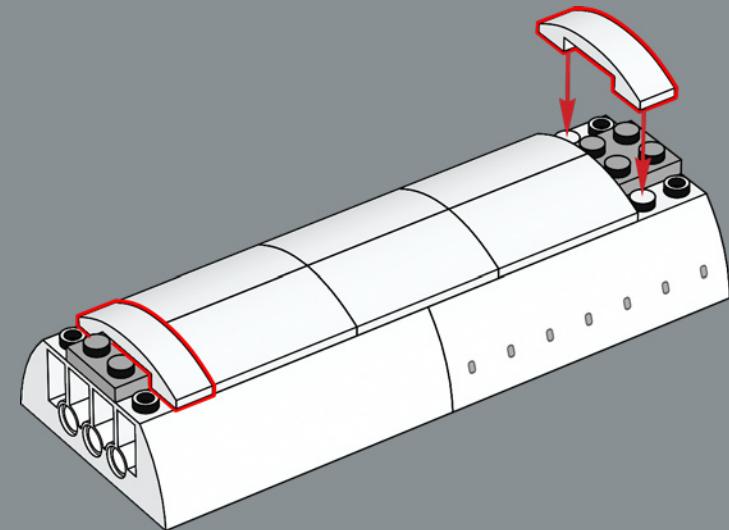
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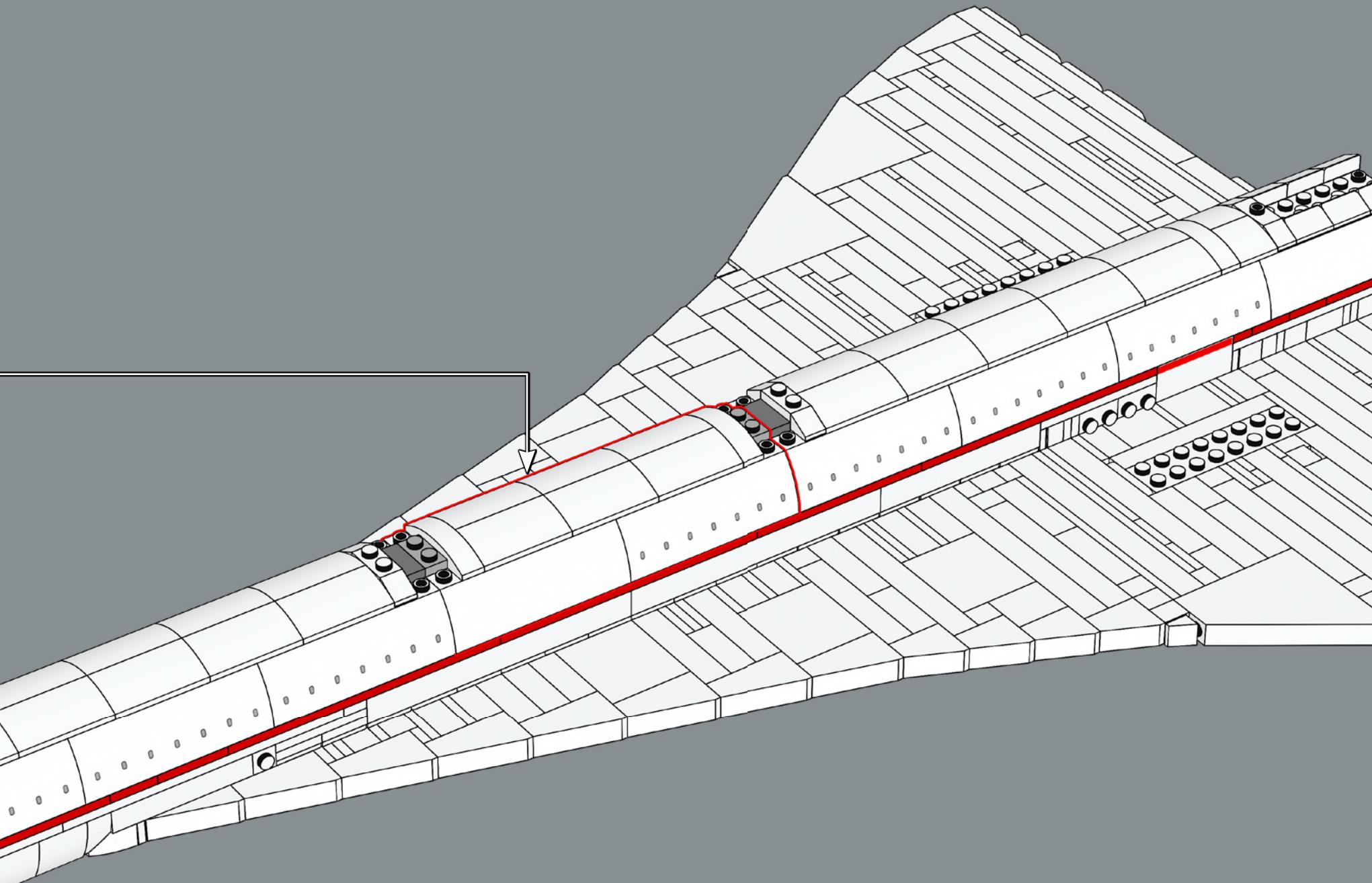


3



4





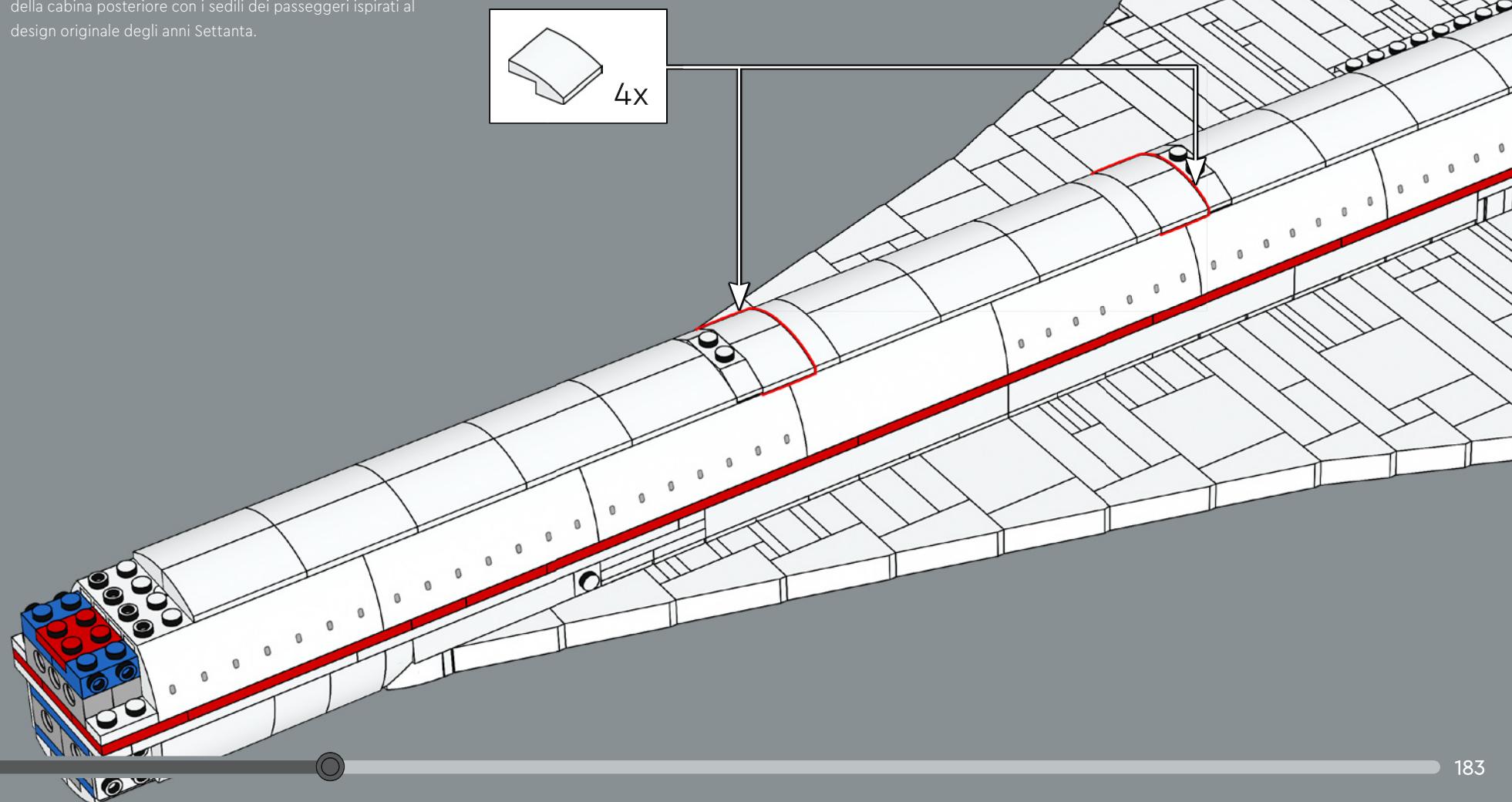


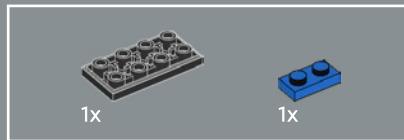
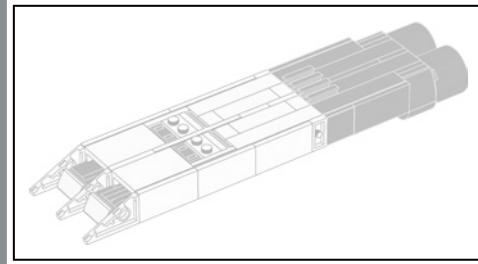
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294

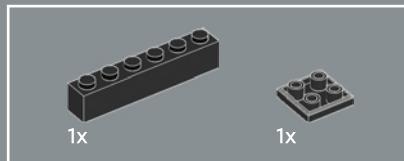
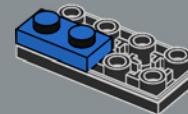


Rimuovendo la sezione centrale della fusoliera, si scopre parte della cabina posteriore con i sedili dei passeggeri ispirati al design originale degli anni Settanta.

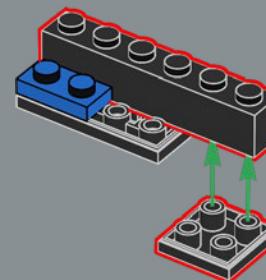


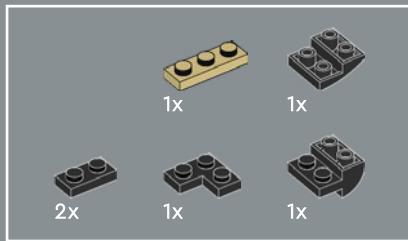


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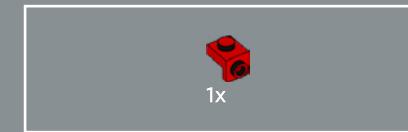
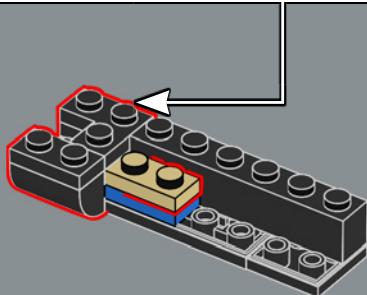
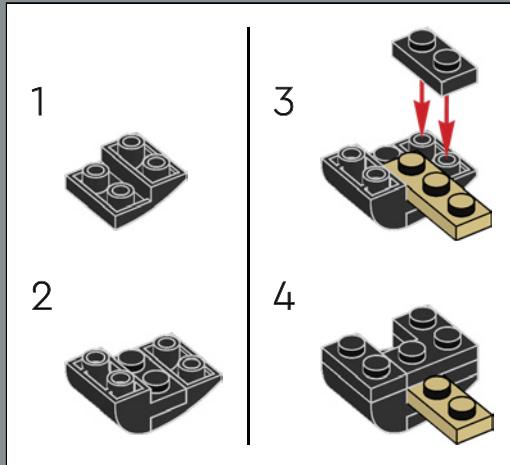


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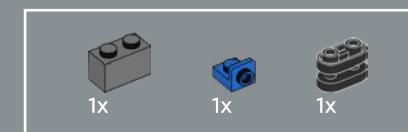
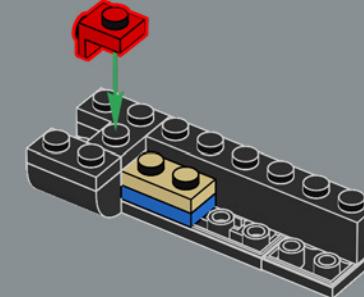




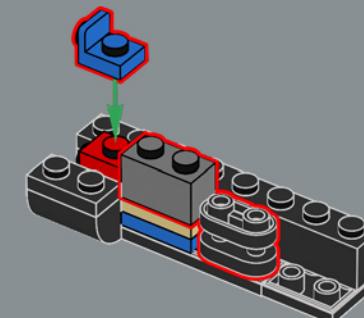
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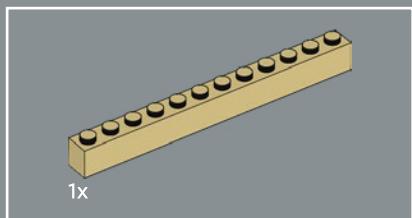


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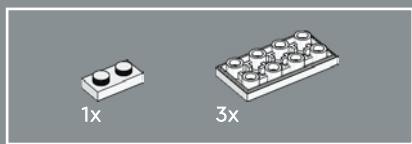
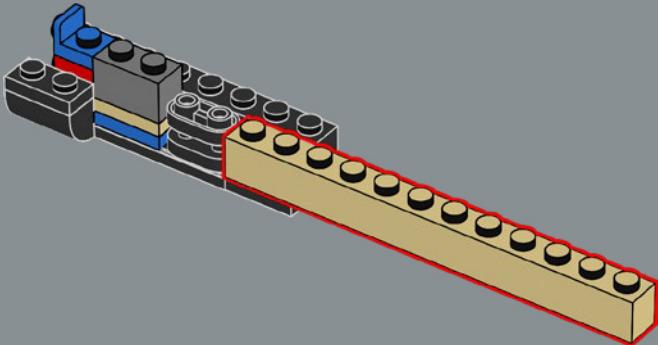


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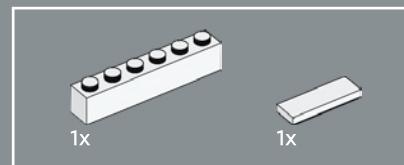
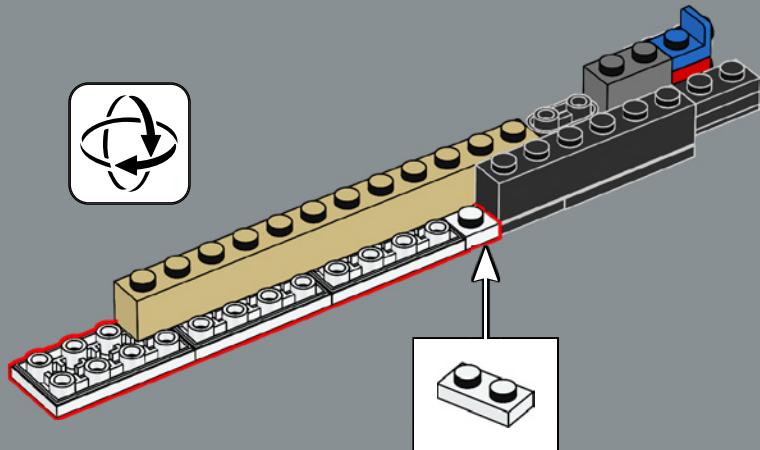




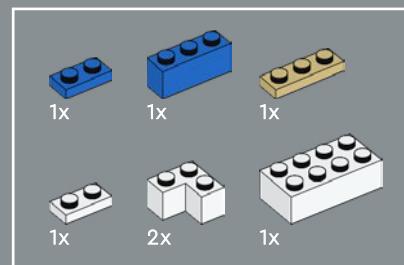
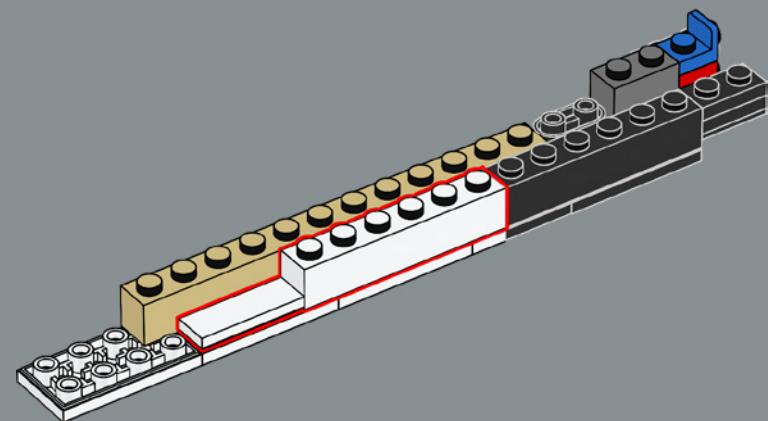
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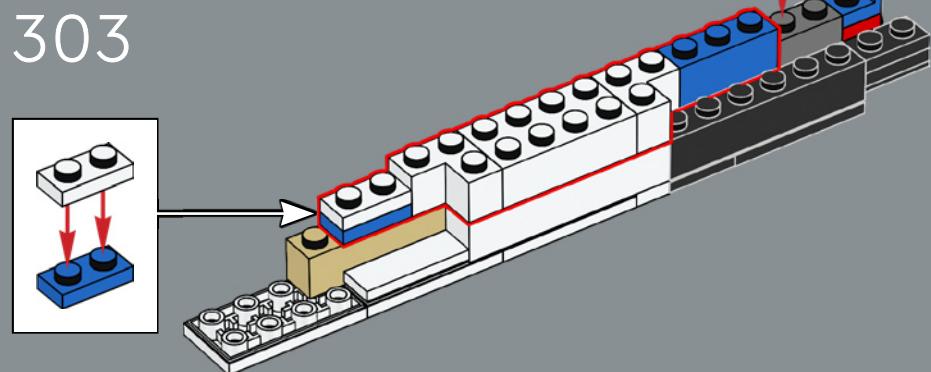
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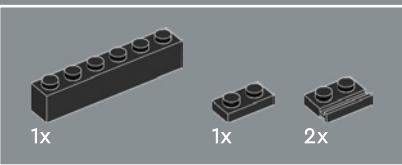


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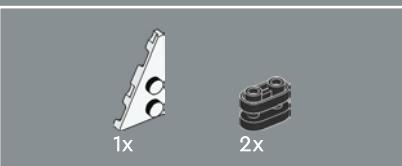
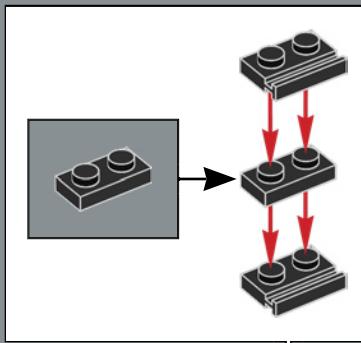


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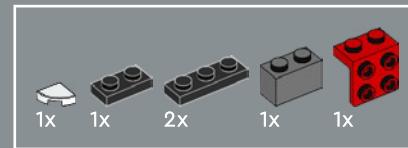
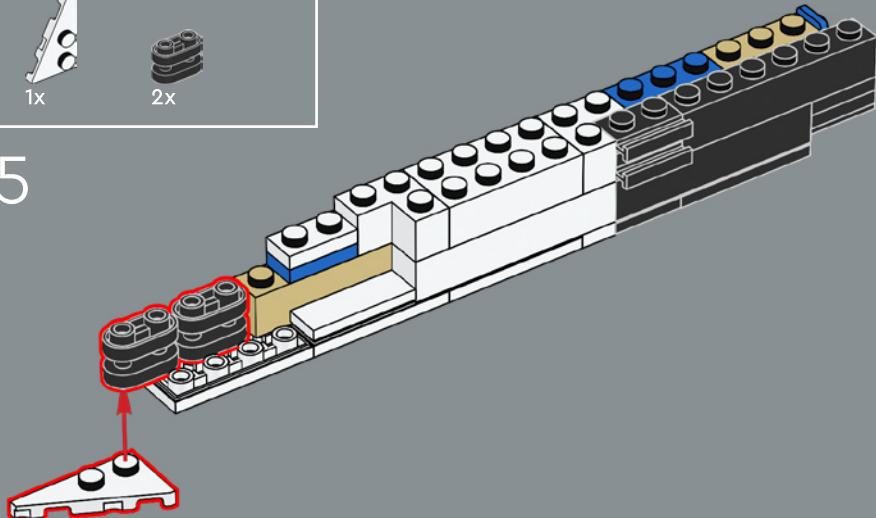




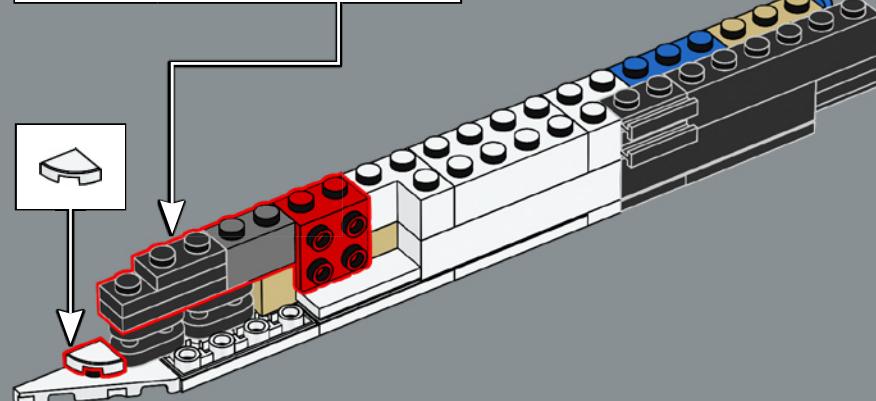
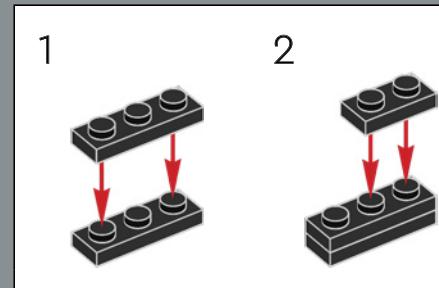
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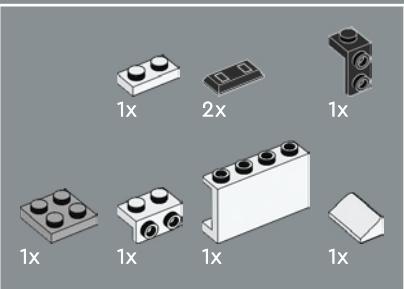


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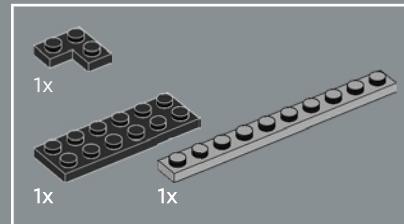
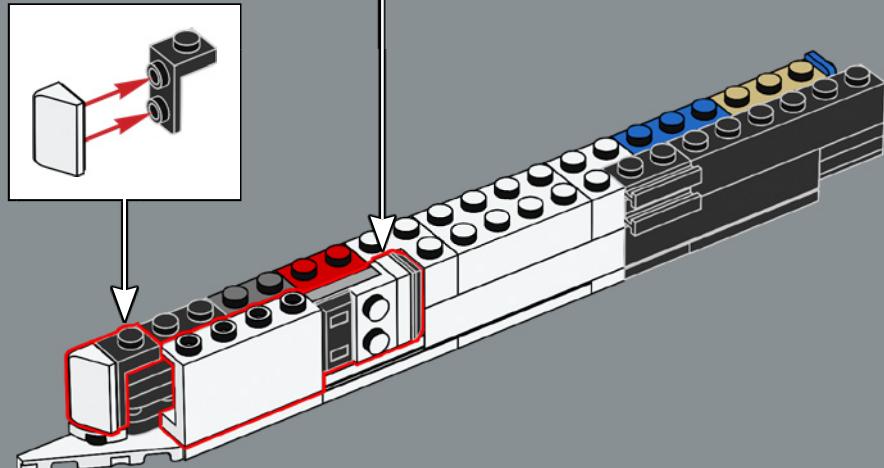
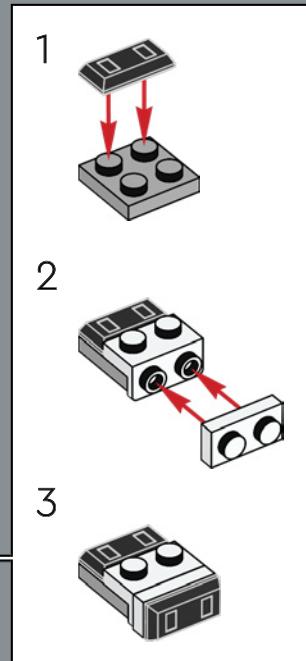


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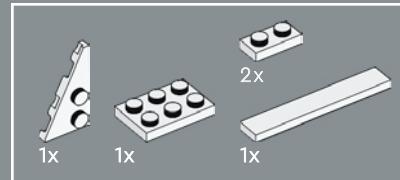
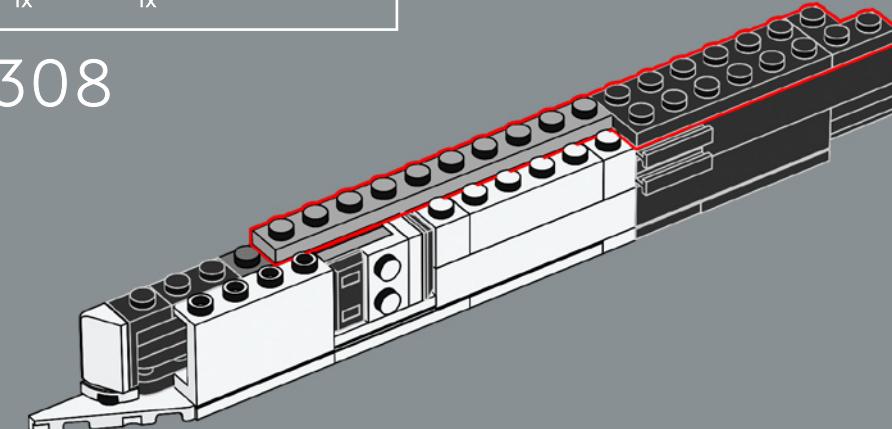




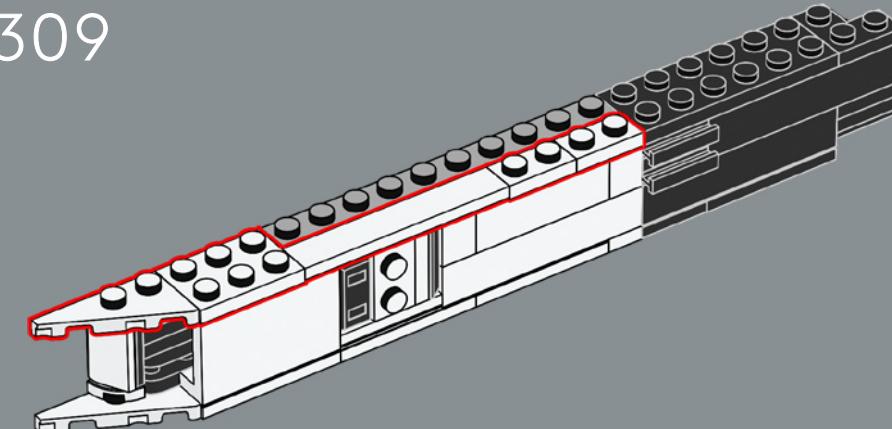
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308



309



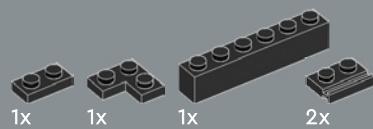
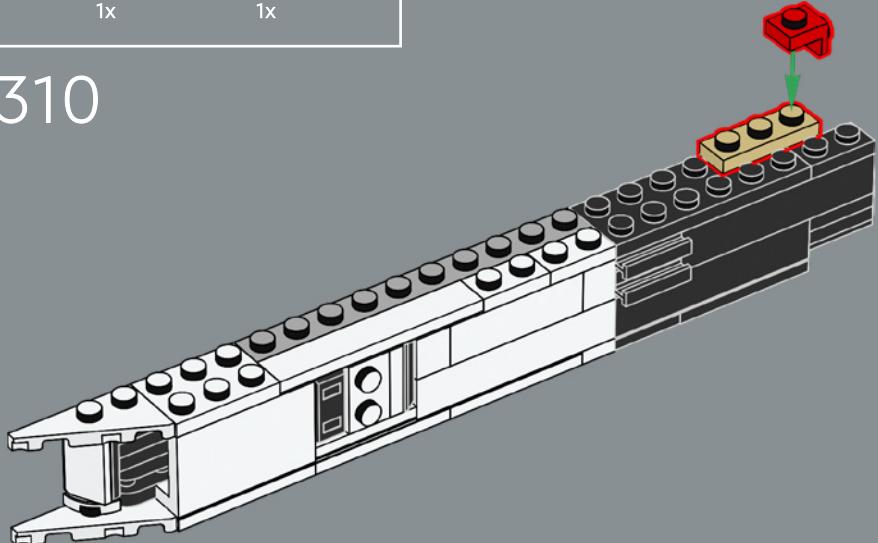


1x

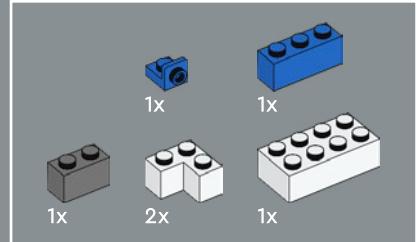
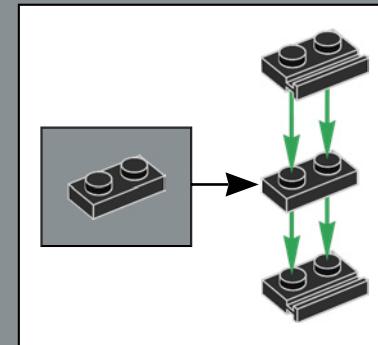


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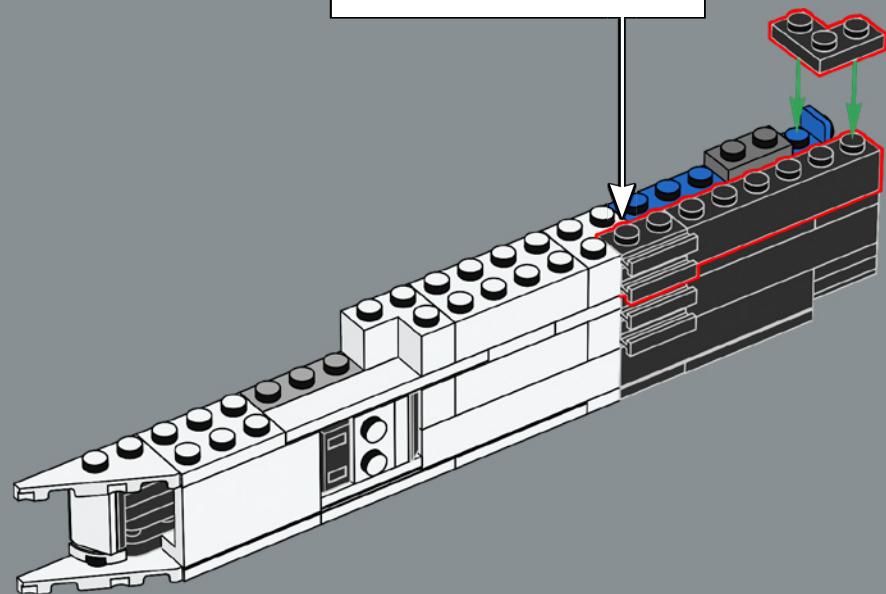
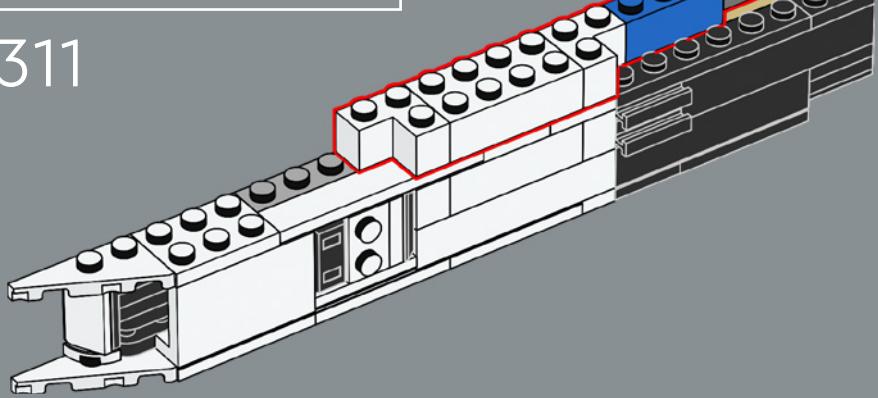
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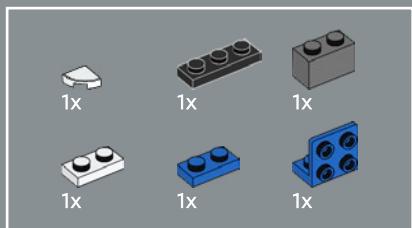


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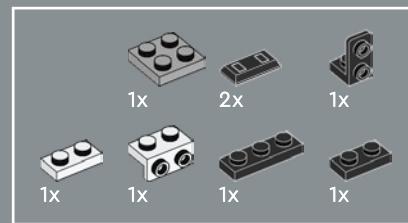
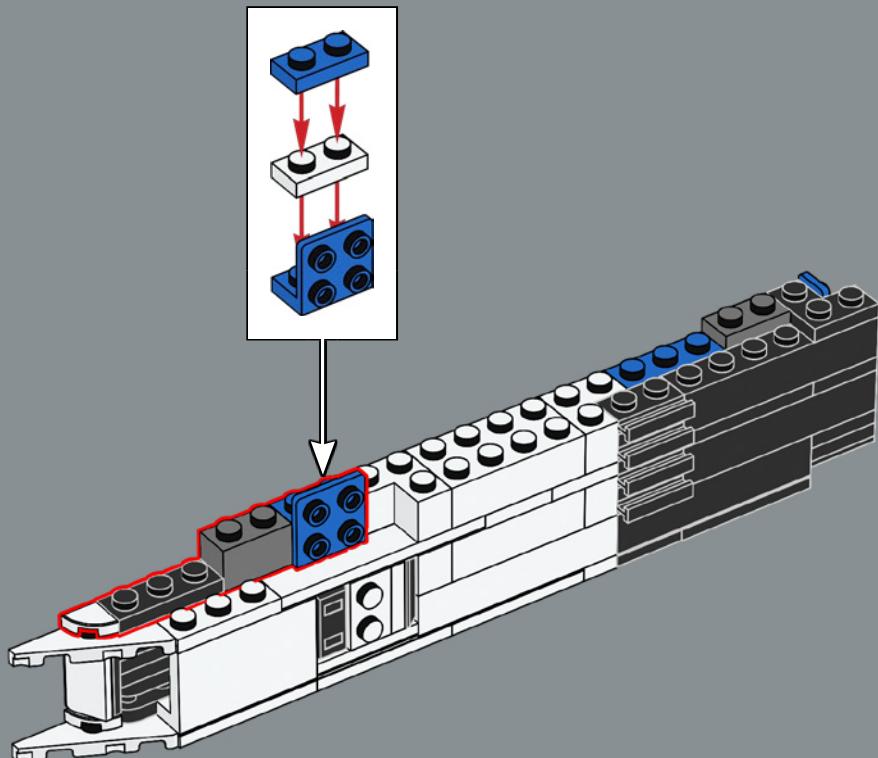


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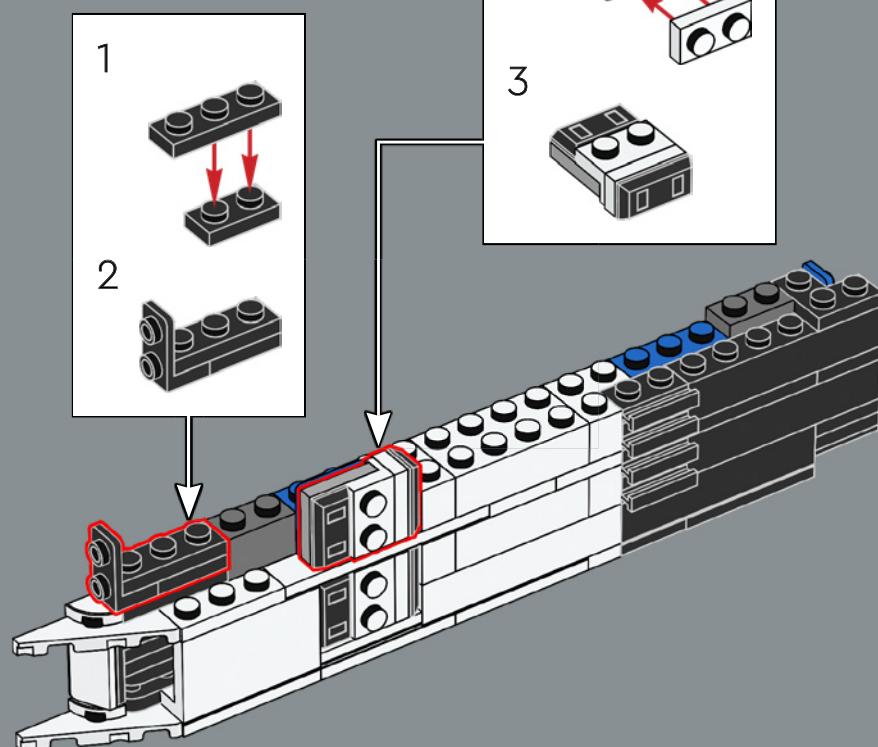


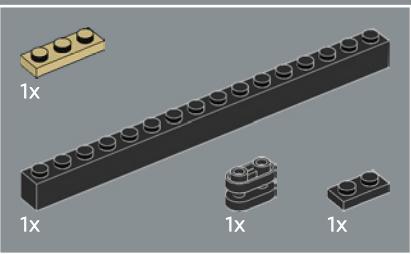


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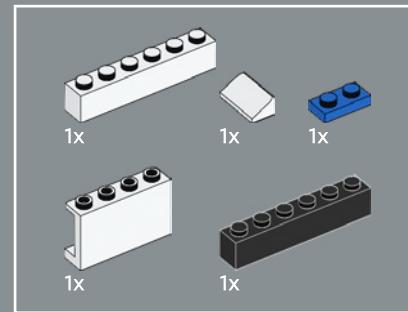
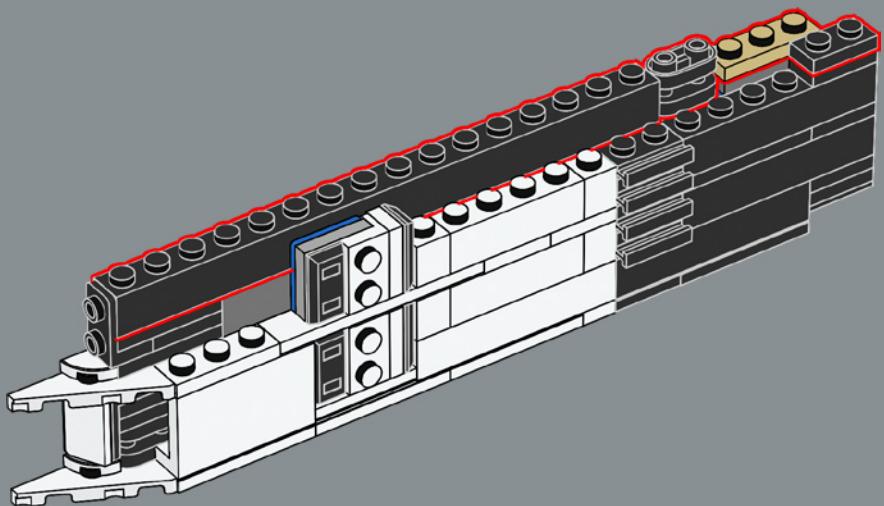


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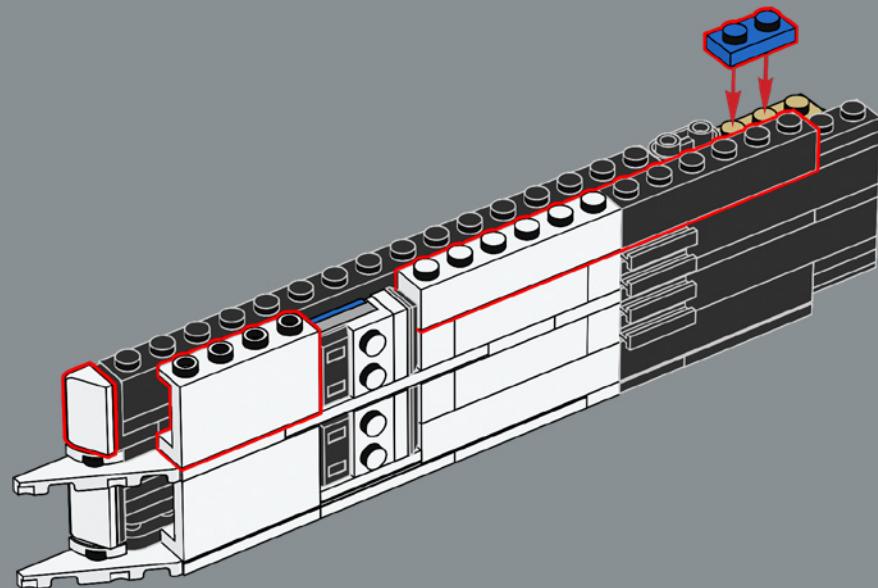


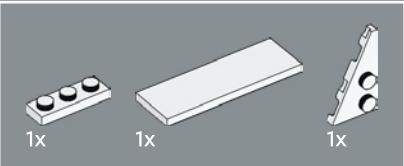


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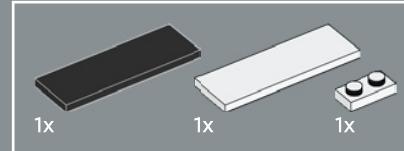
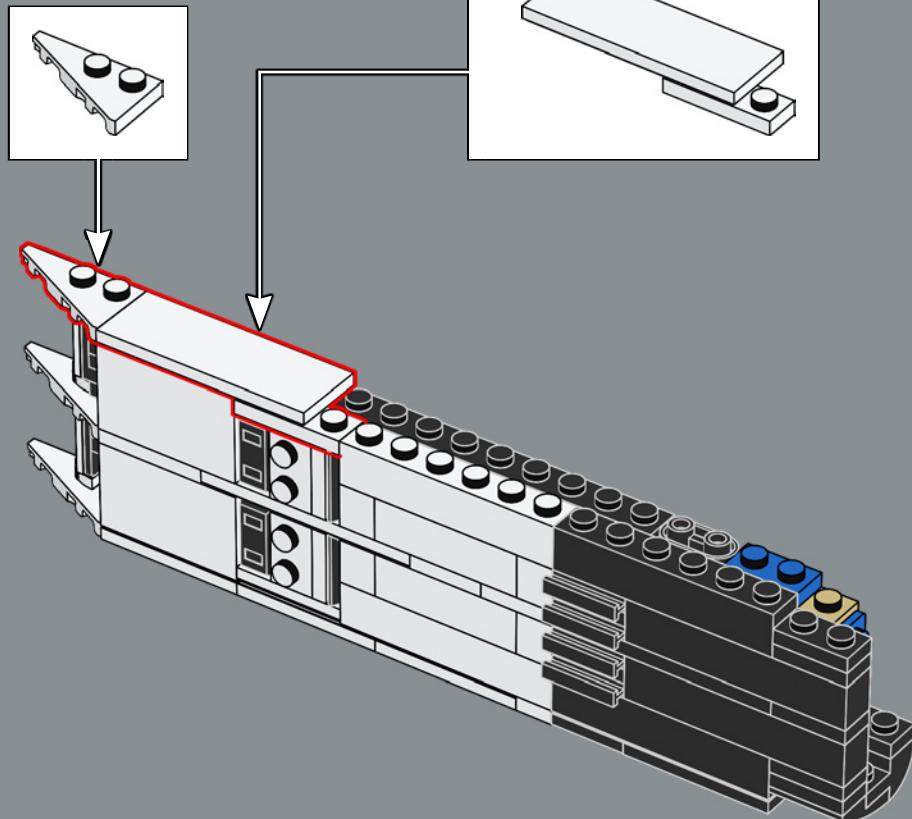


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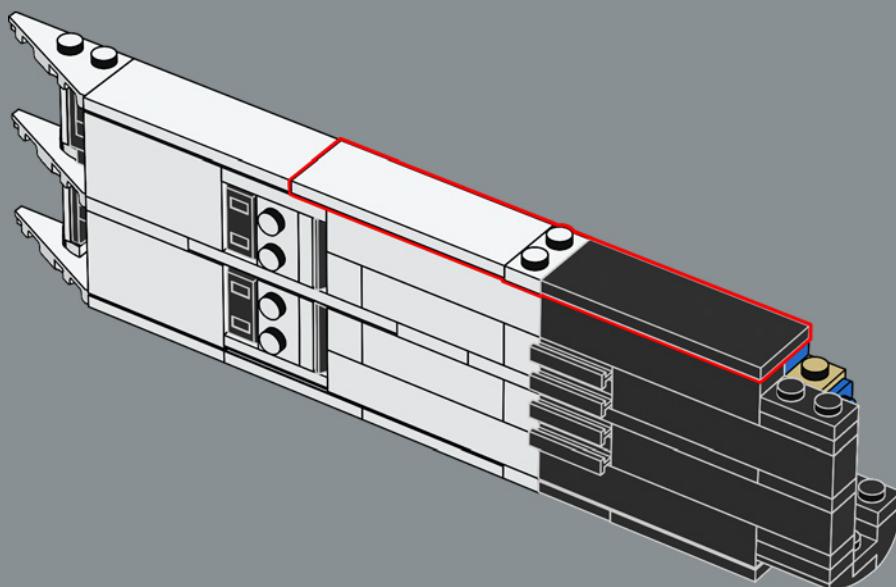




317

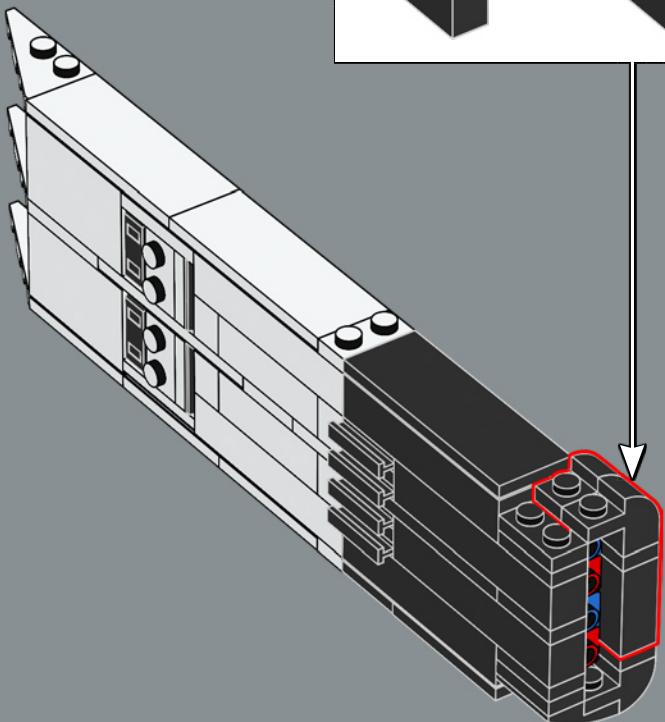
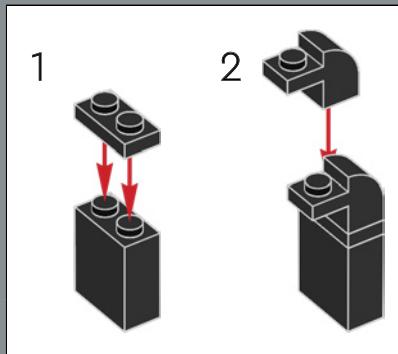


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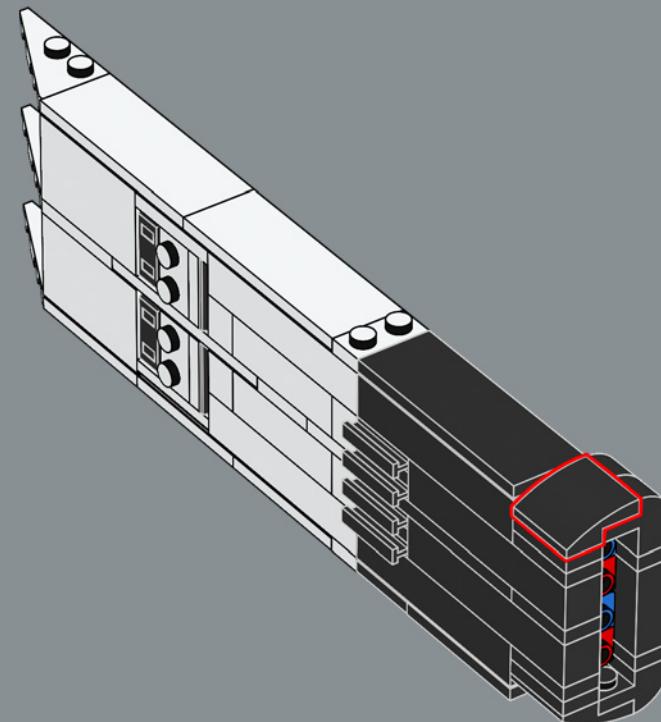




319



320



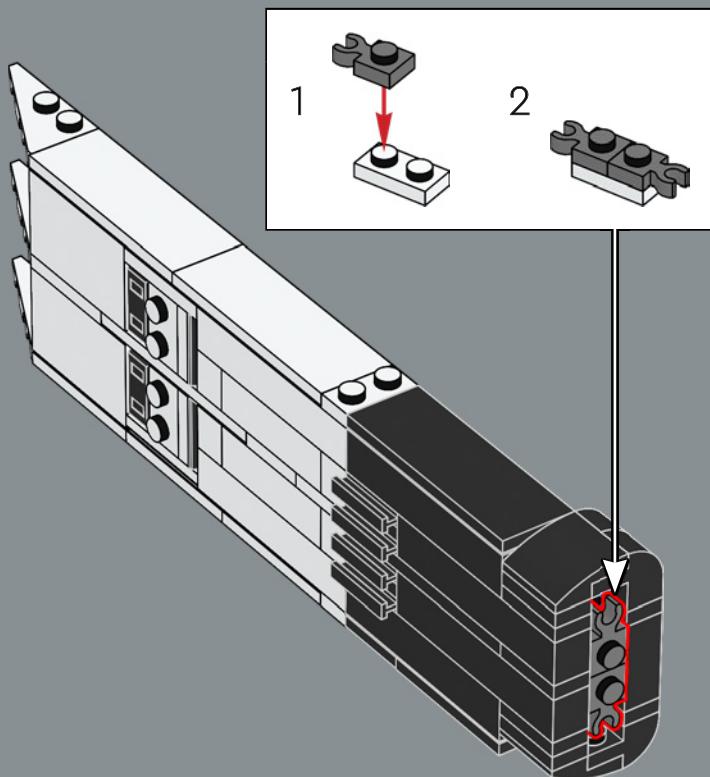


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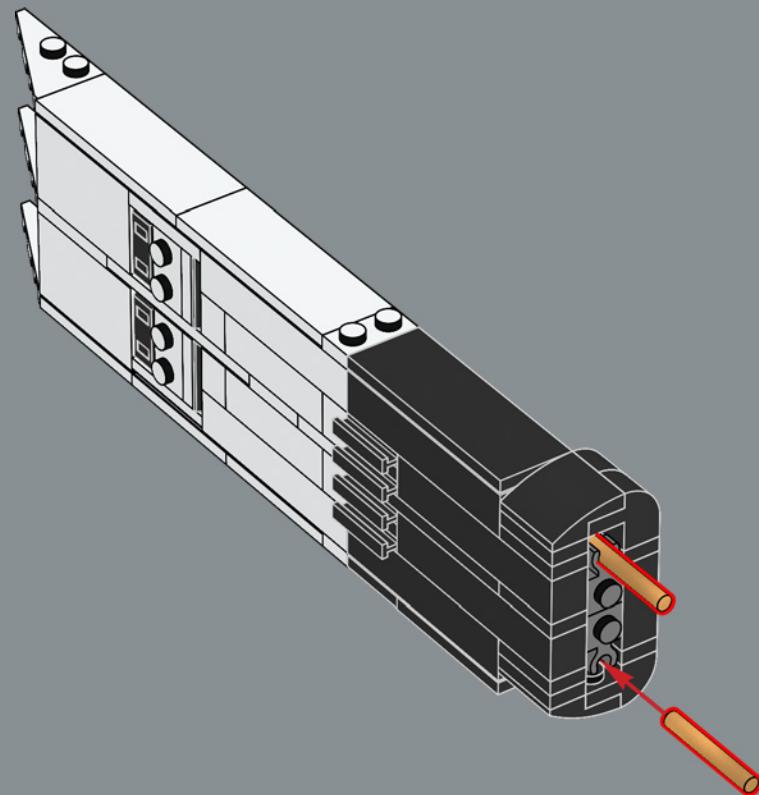


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321



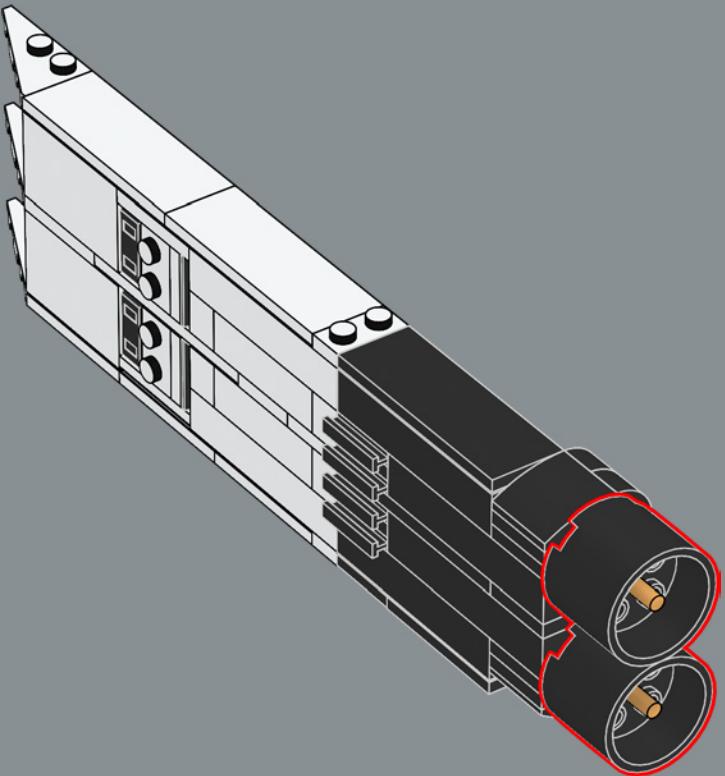
322





2x

323

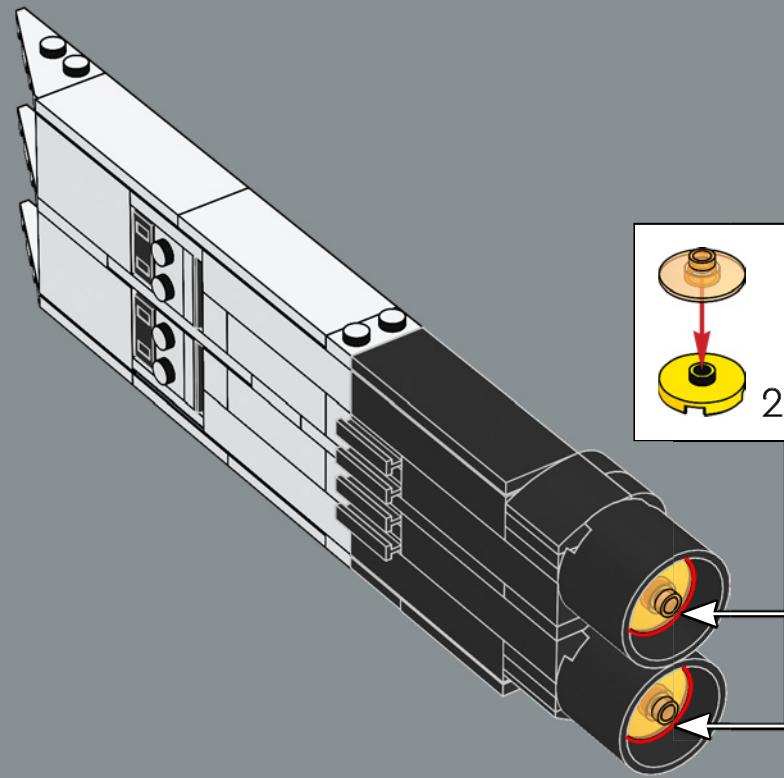


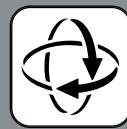
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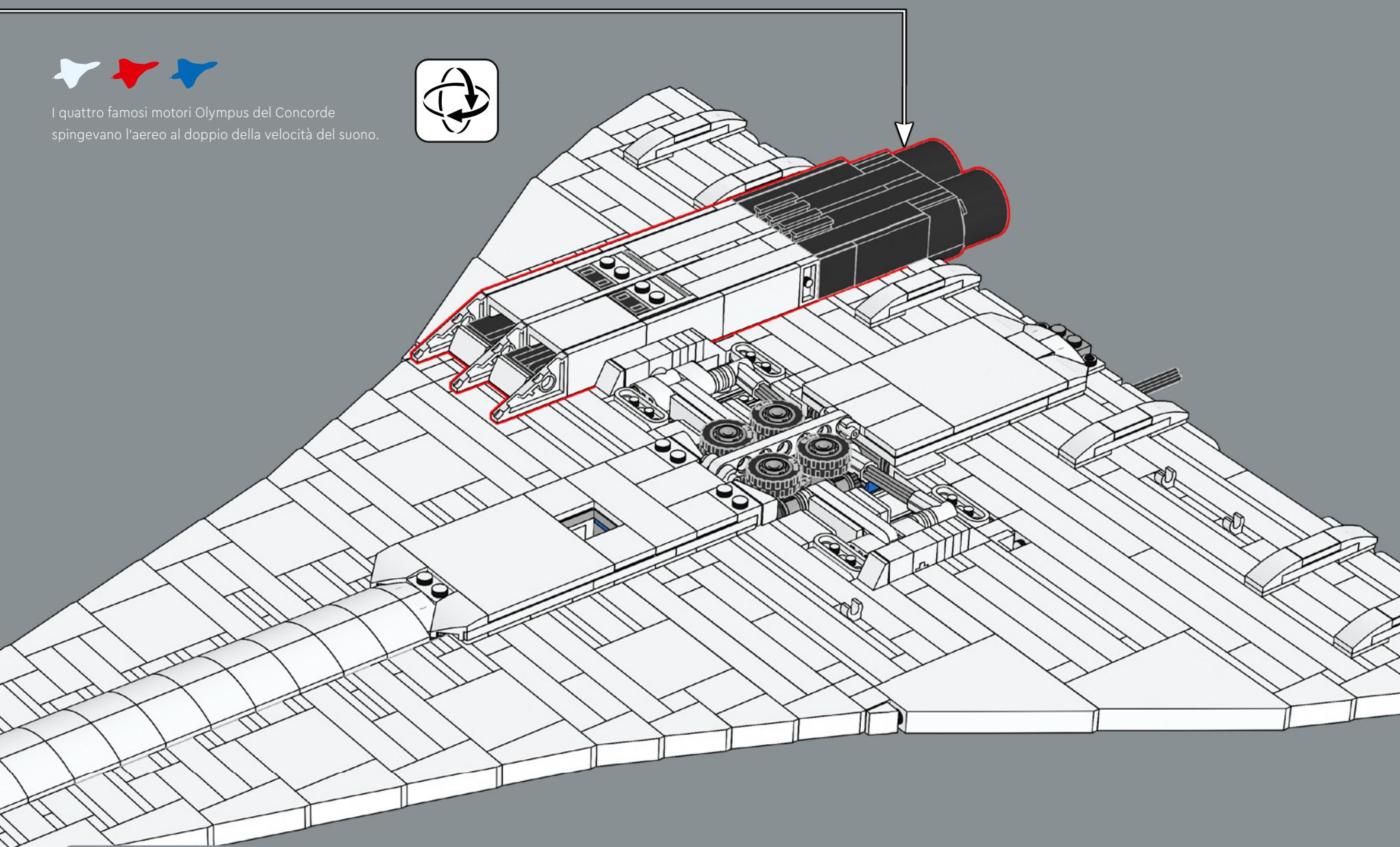
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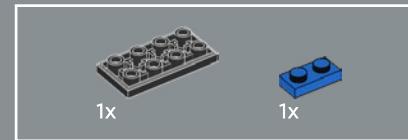
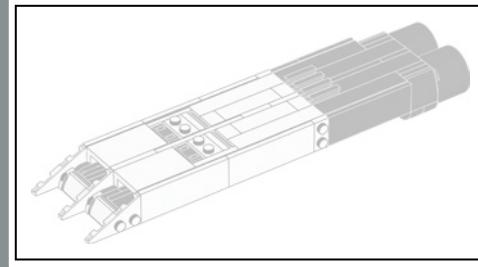
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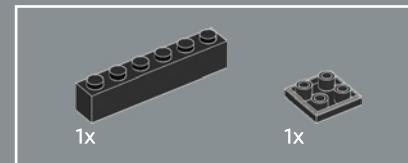
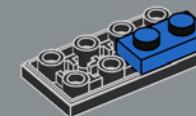


I quattro famosi motori Olympus del Concorde
spingevano l'aereo al doppio della velocità del suono.

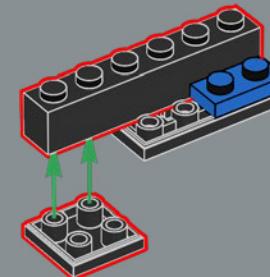


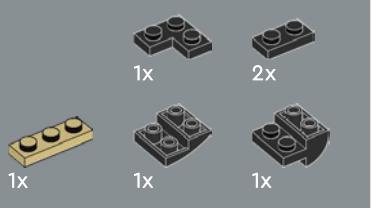


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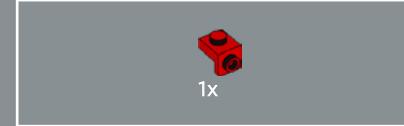
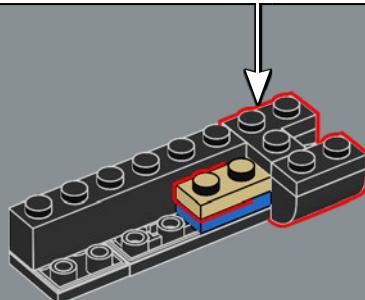
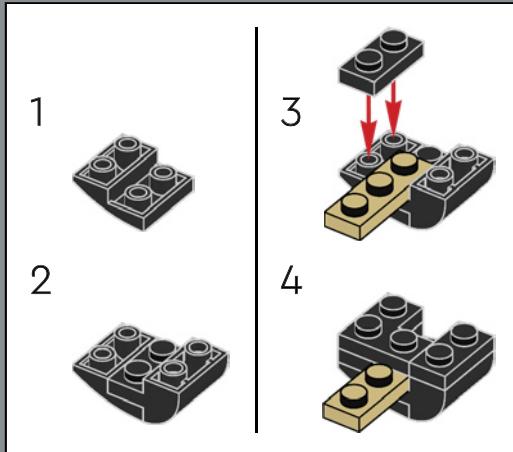


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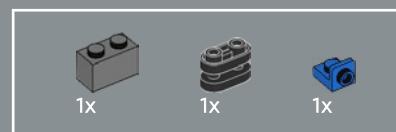
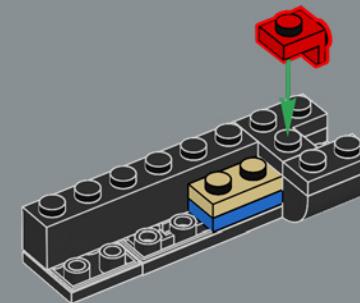




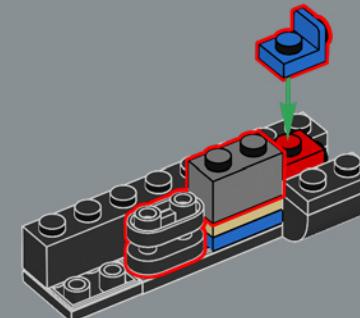
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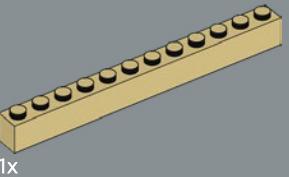


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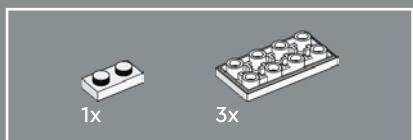
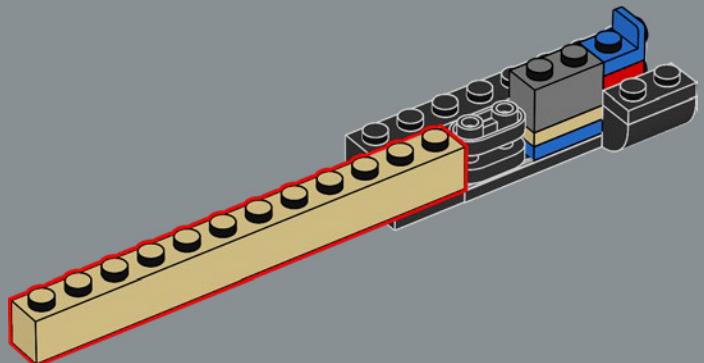


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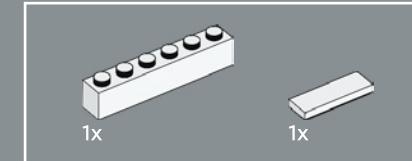
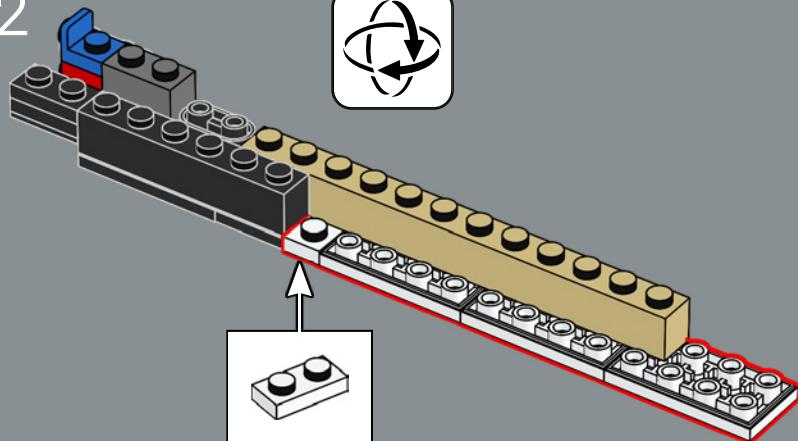




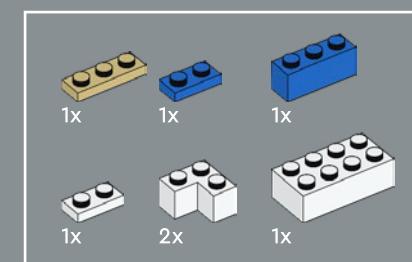
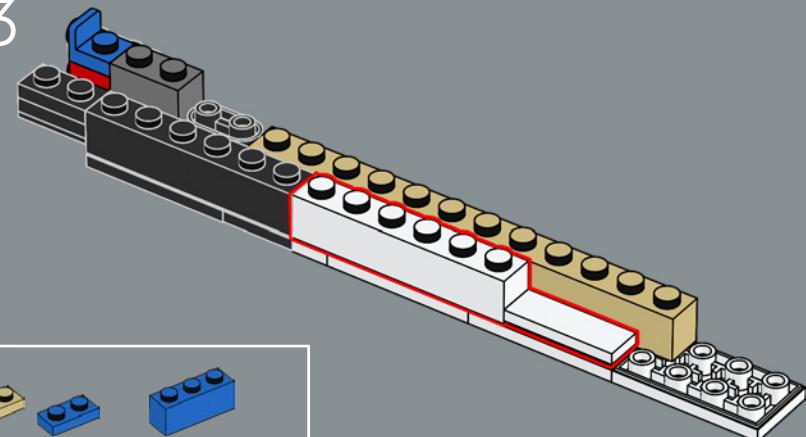
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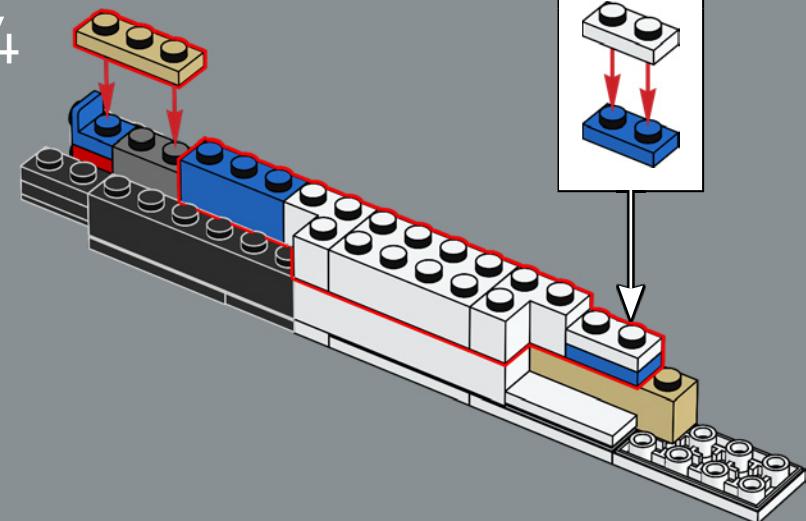
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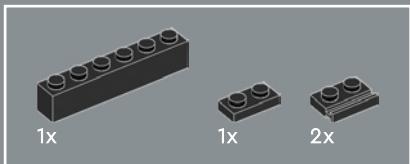


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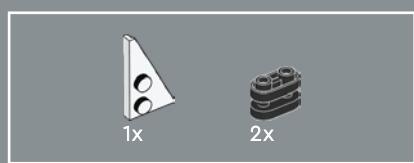
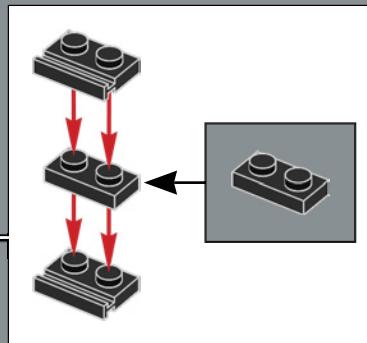


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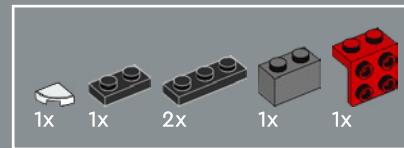
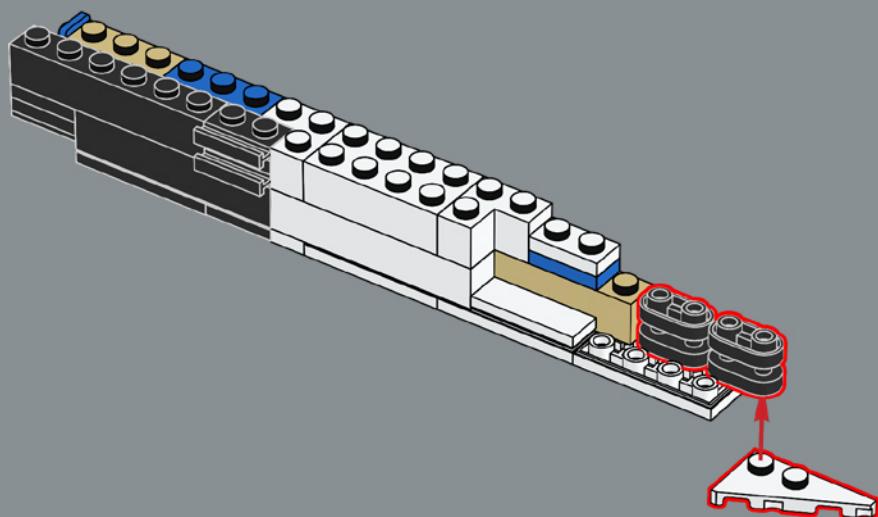




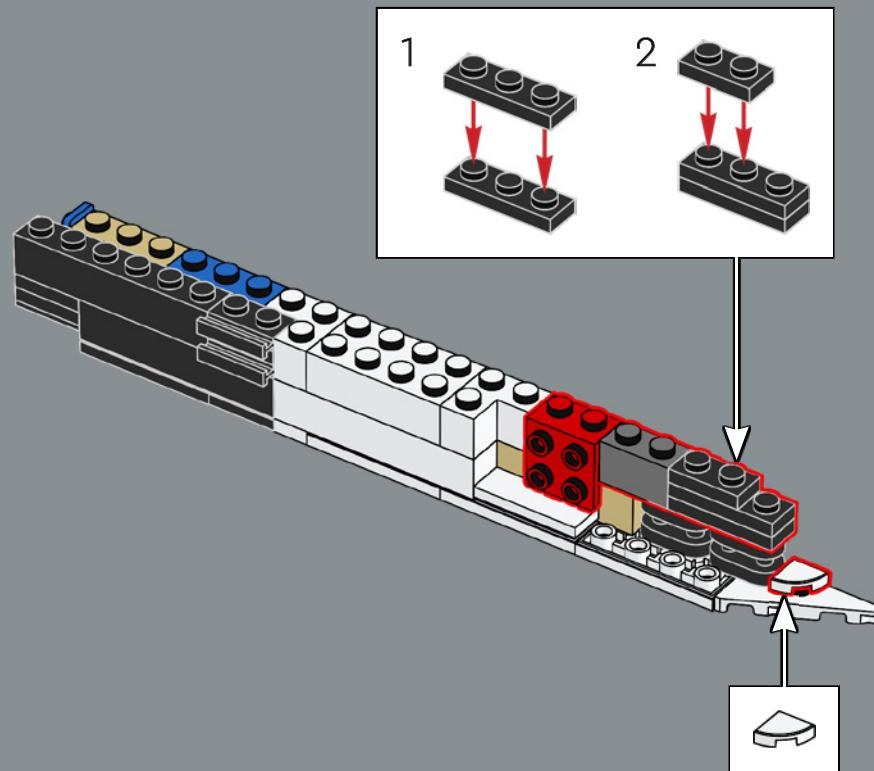
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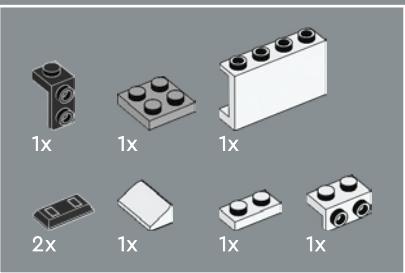


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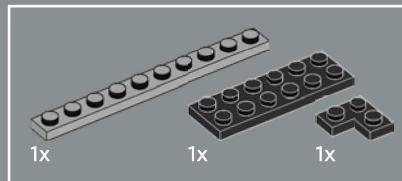
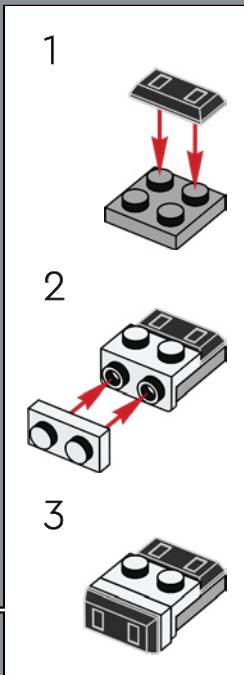
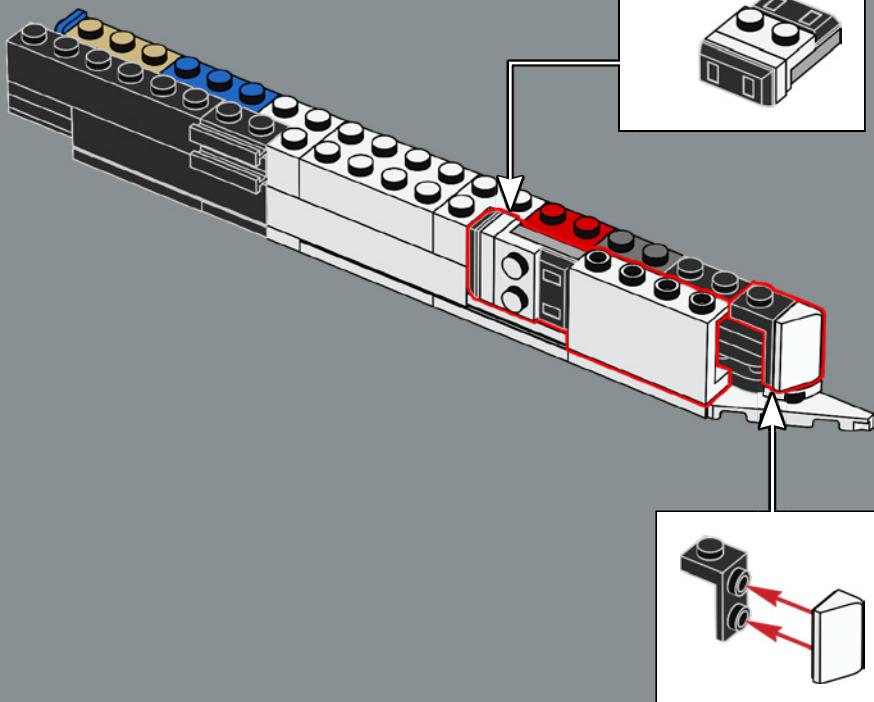


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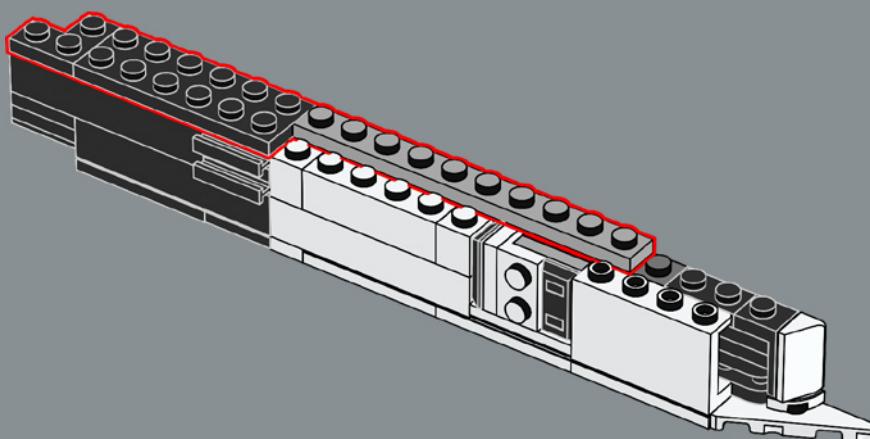


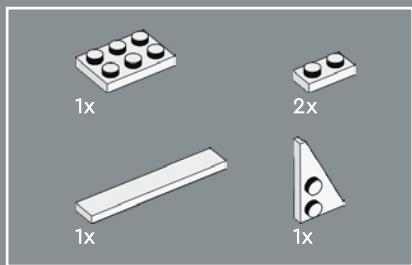


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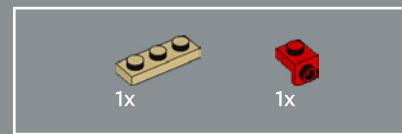
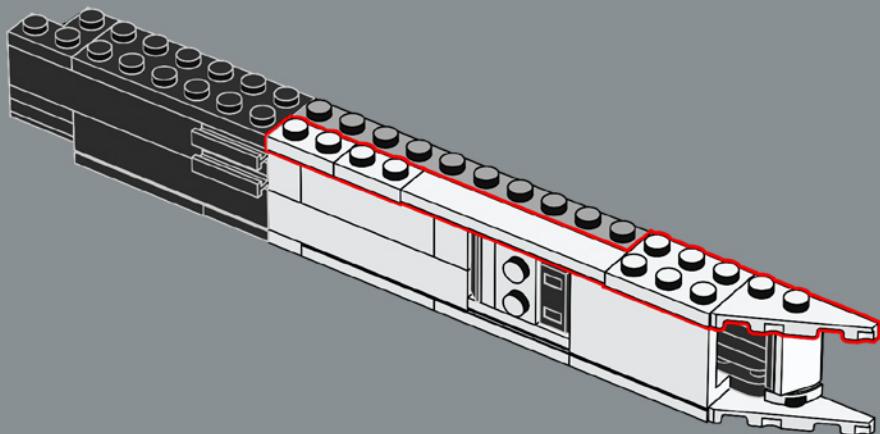


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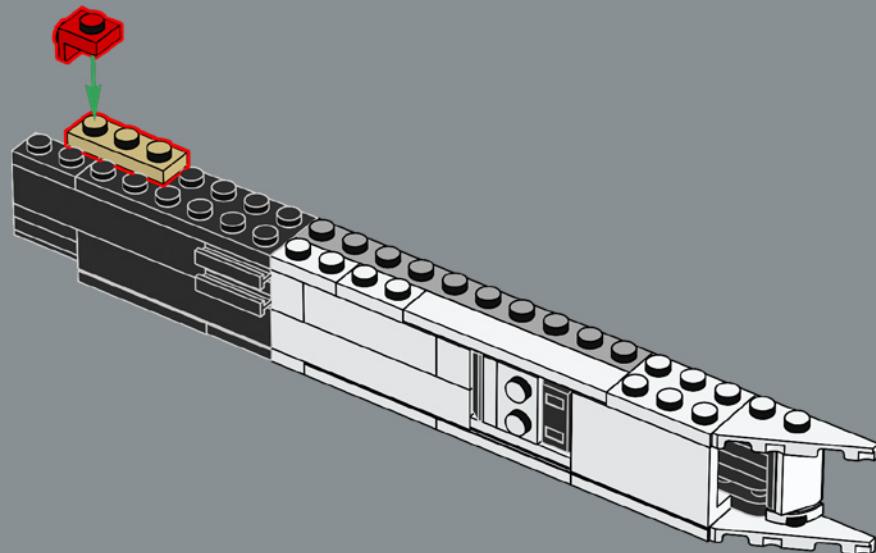


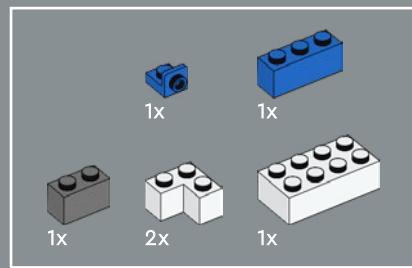


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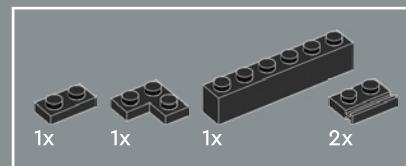
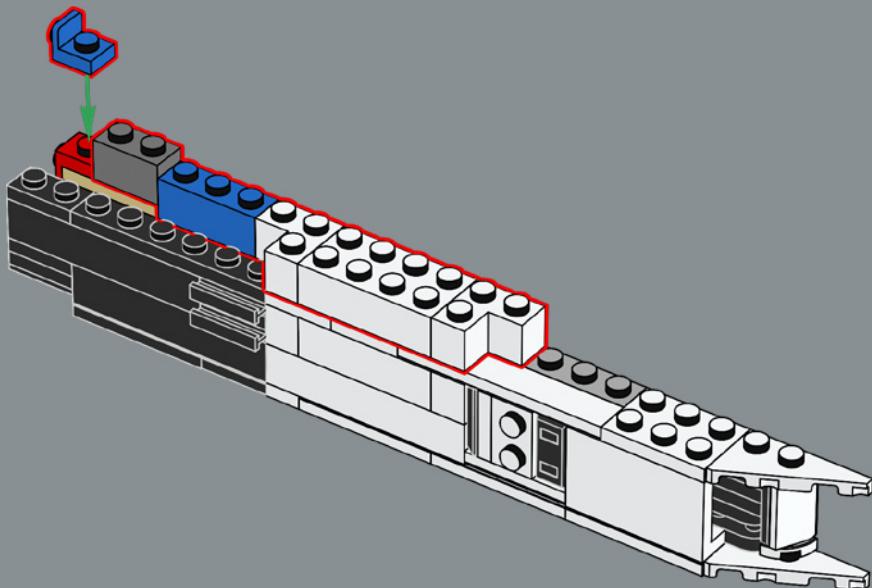


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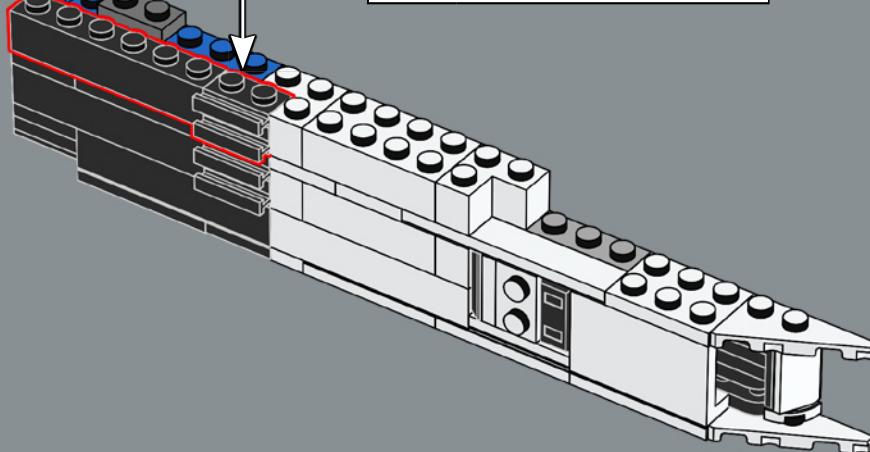
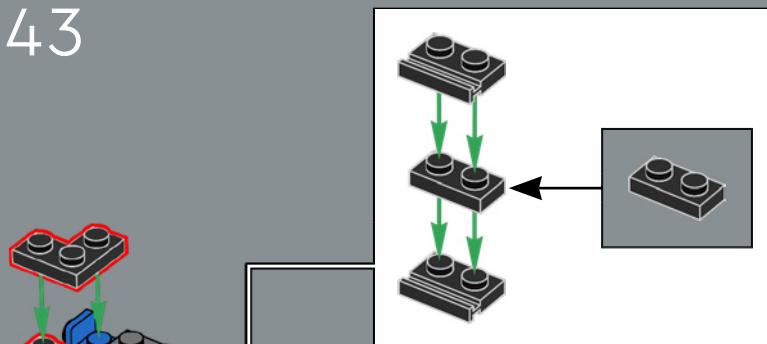


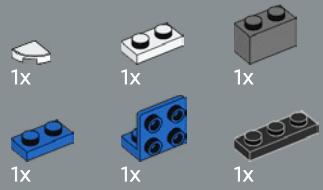


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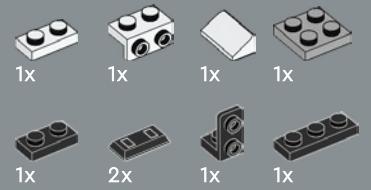
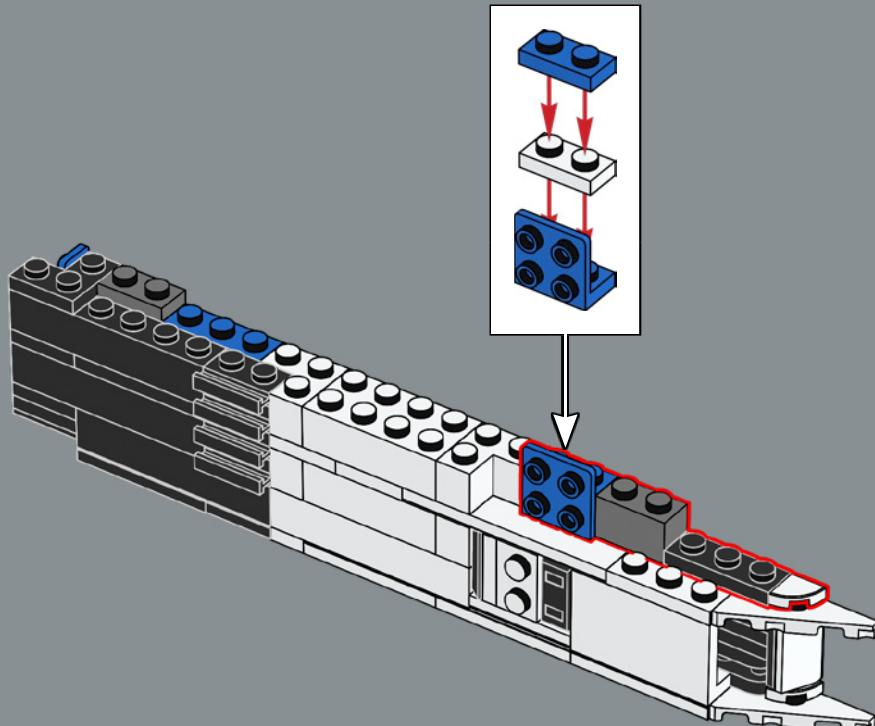


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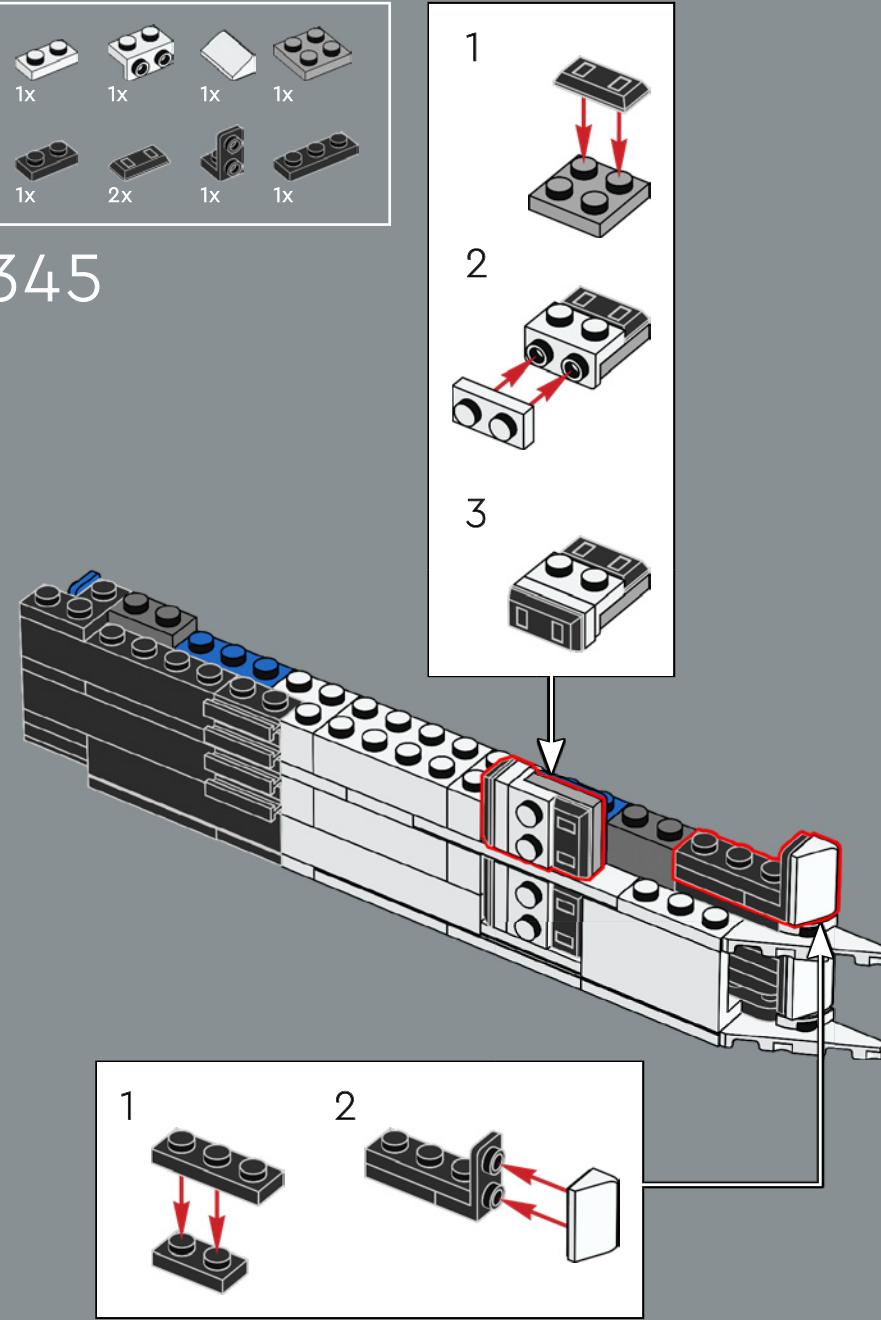


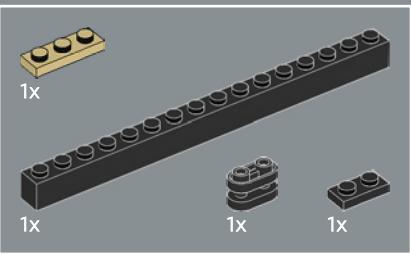


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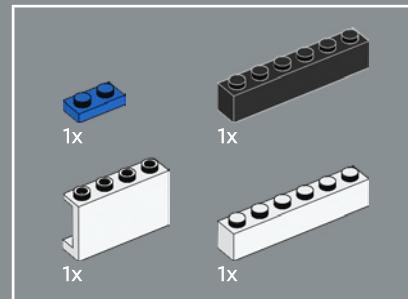
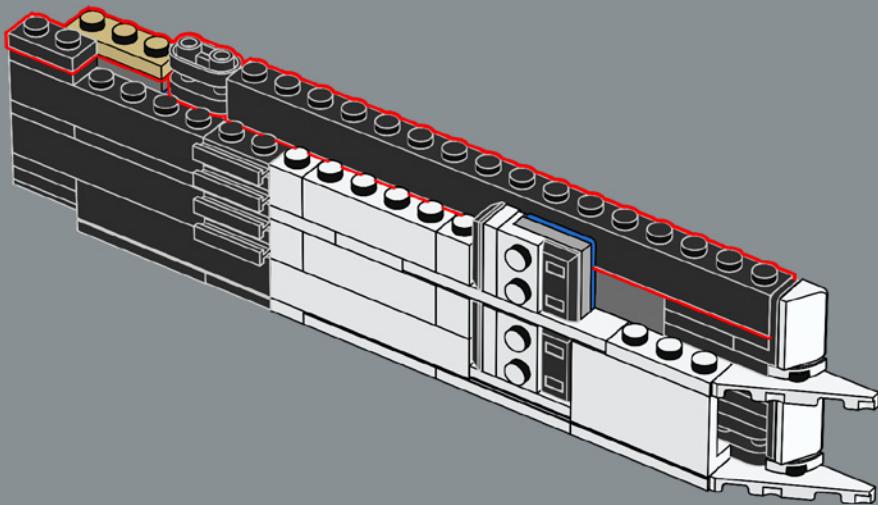


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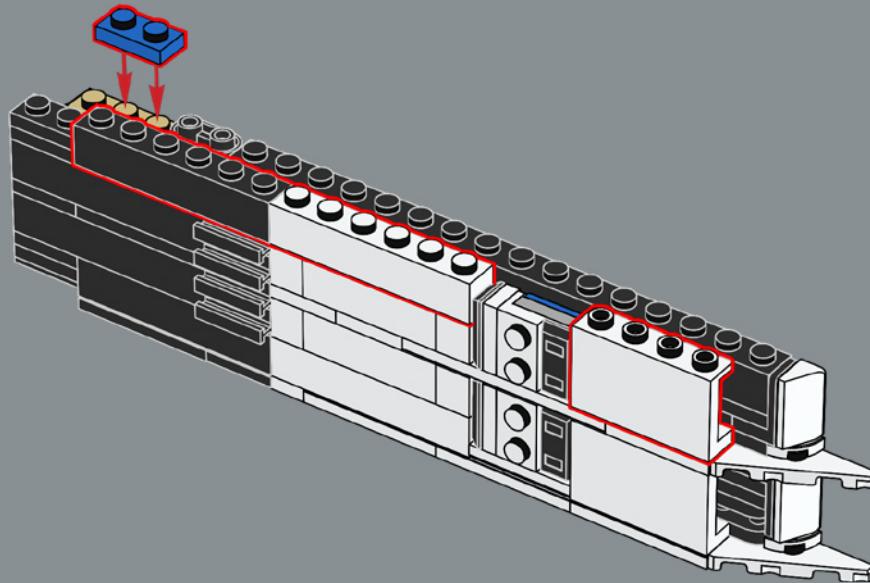


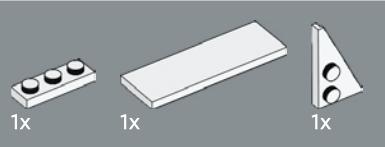


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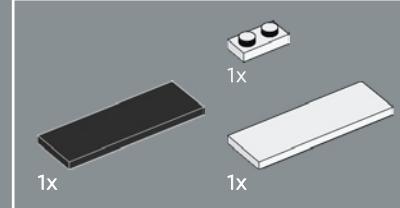
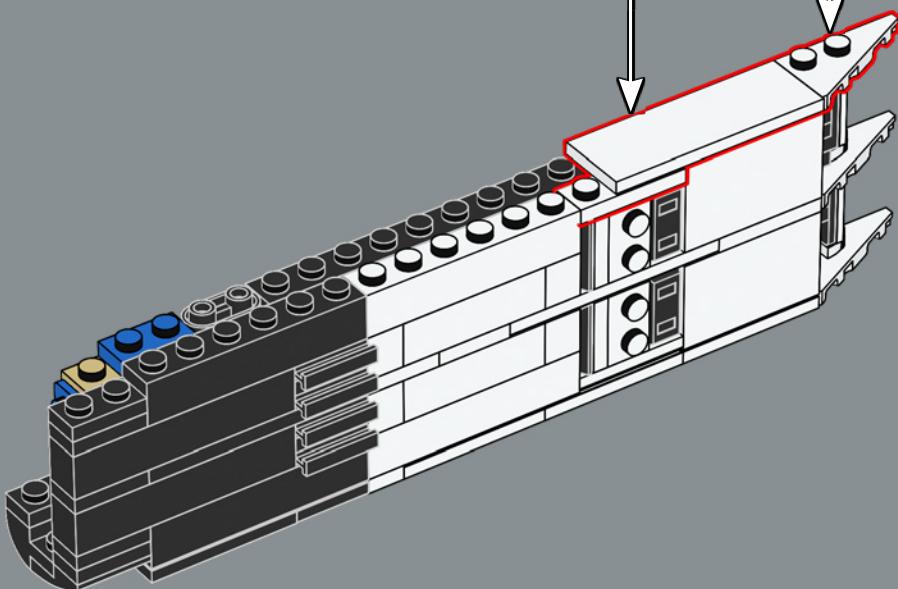
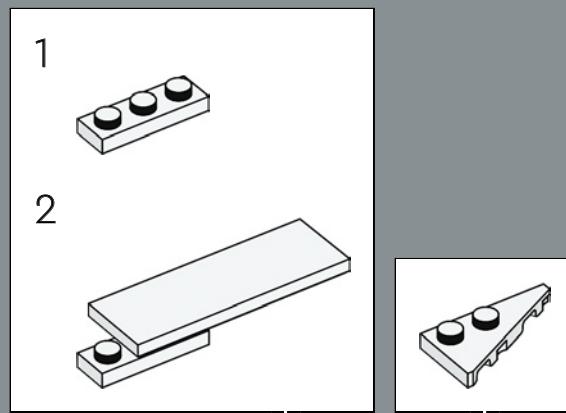


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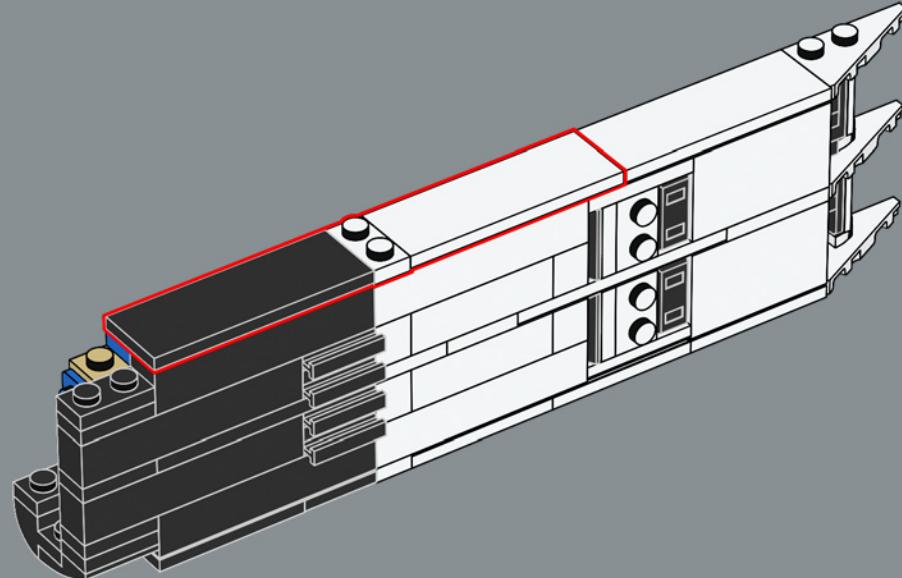




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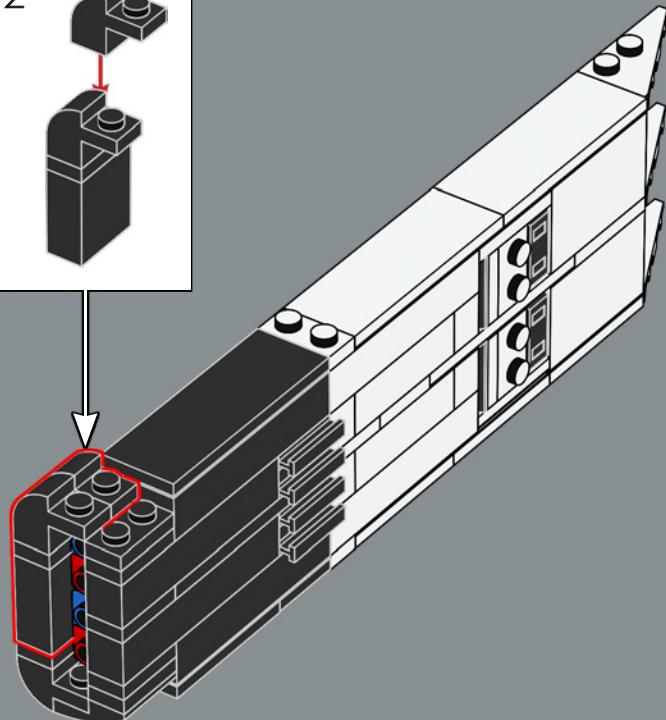
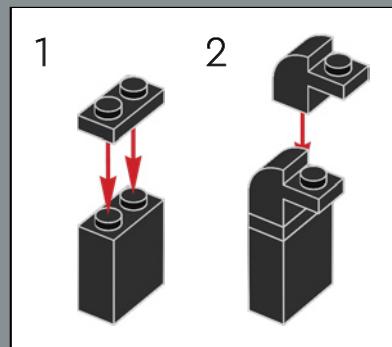


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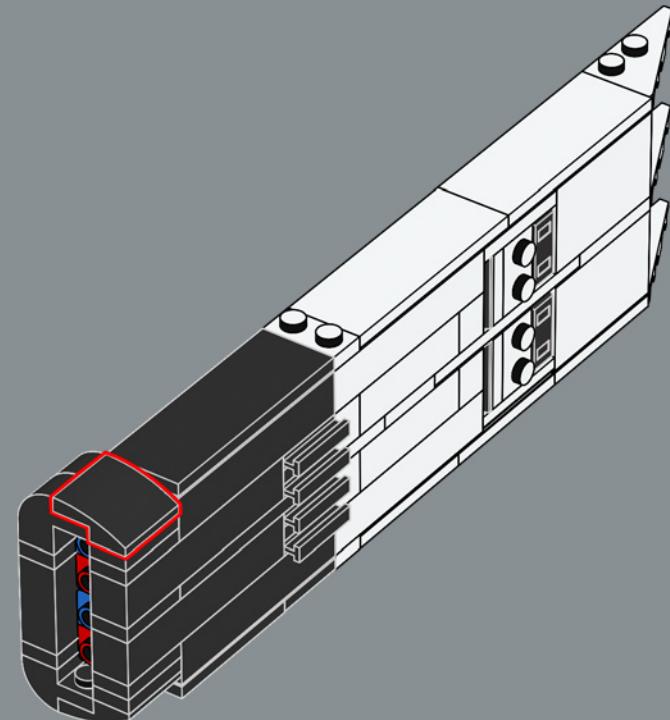




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351



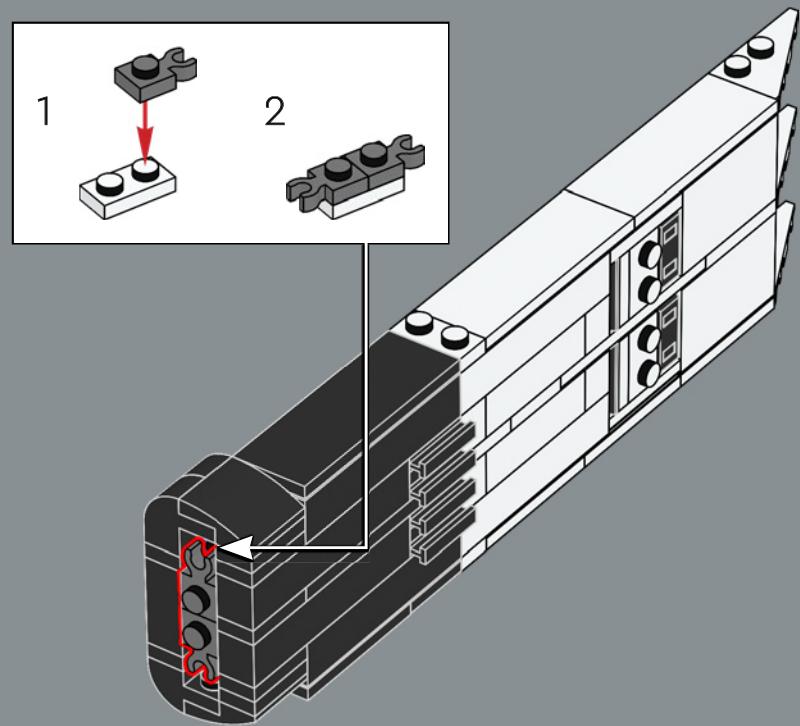


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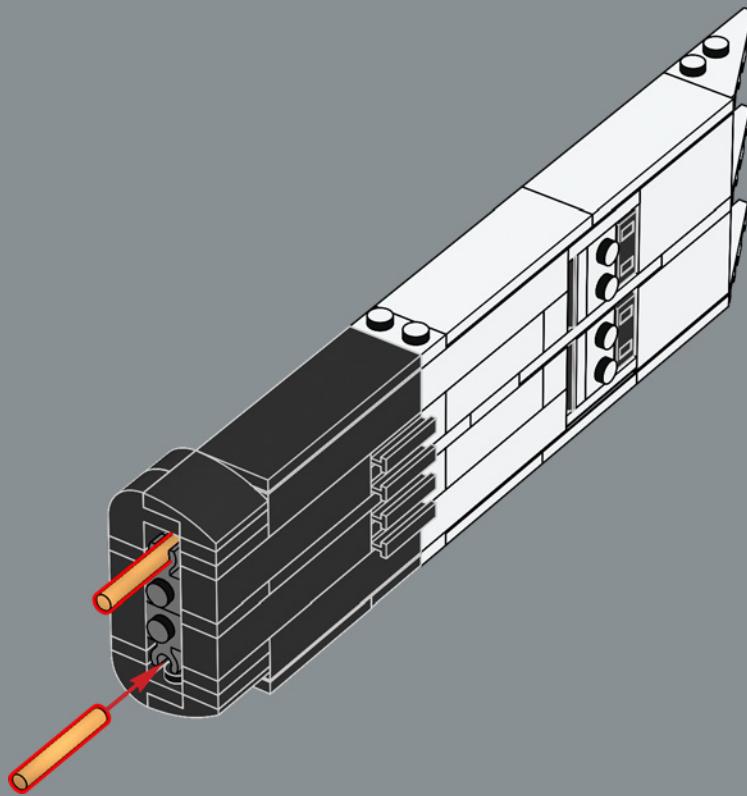
2x

352



2x

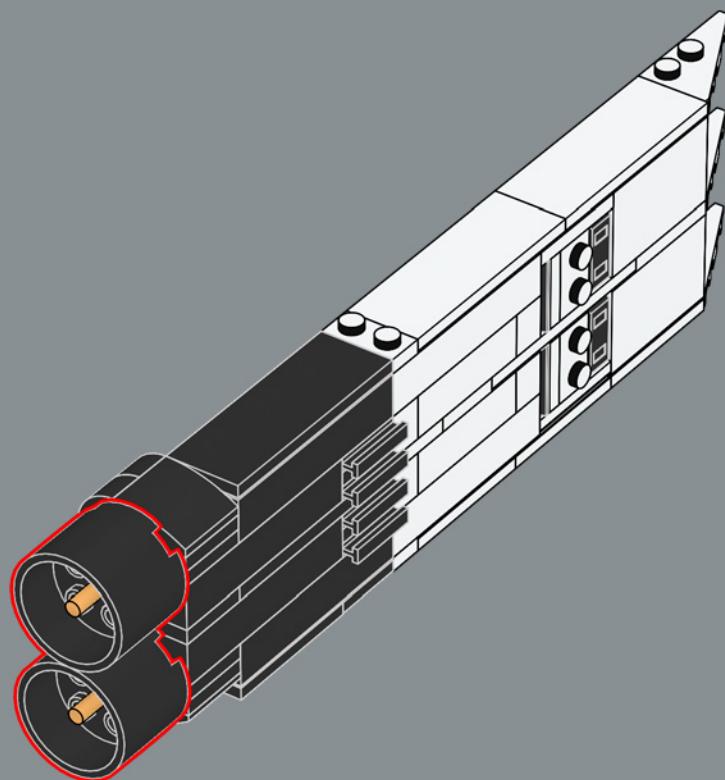
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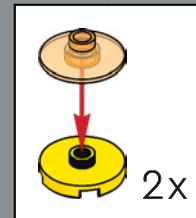


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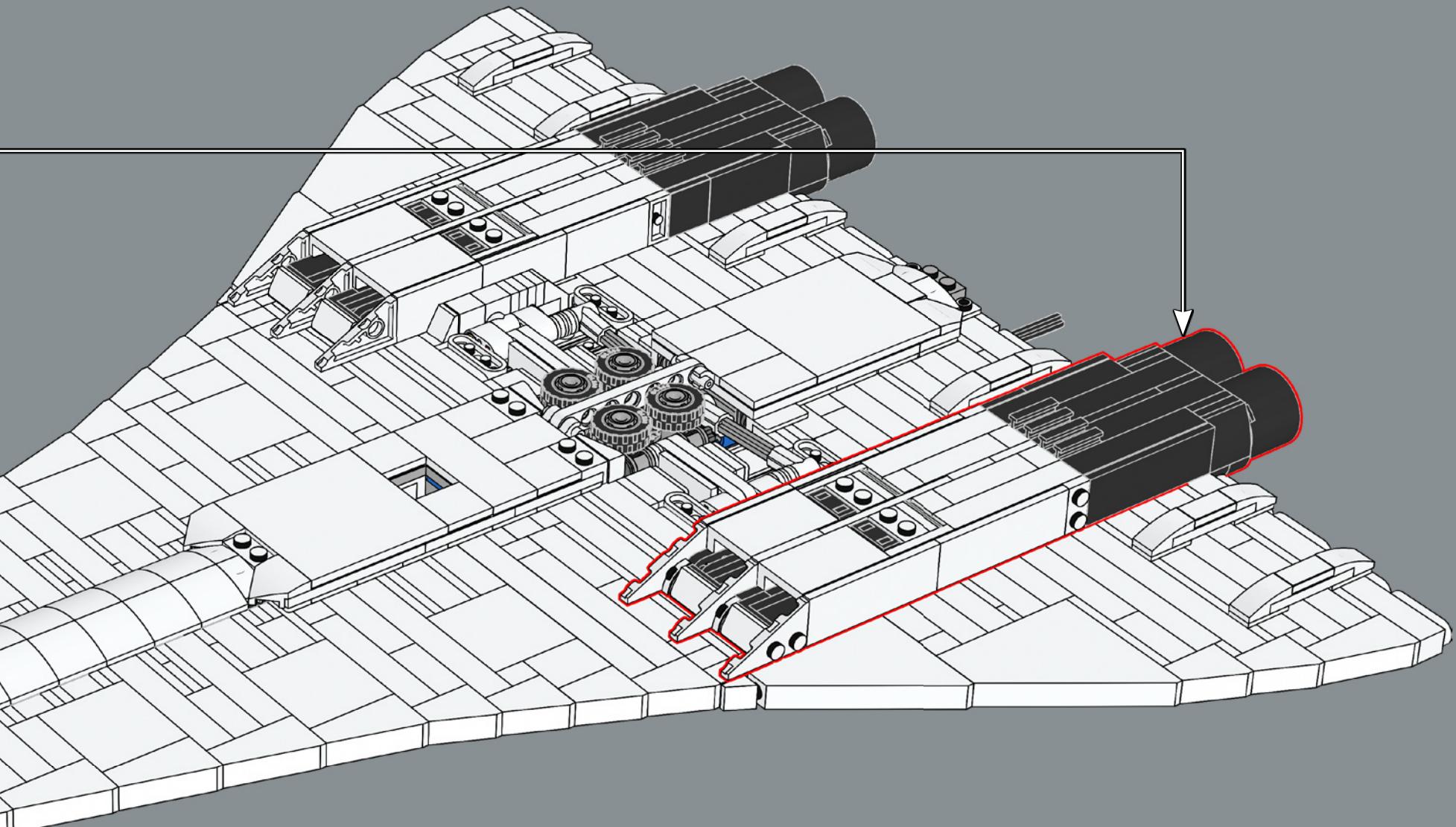
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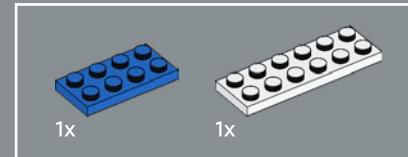
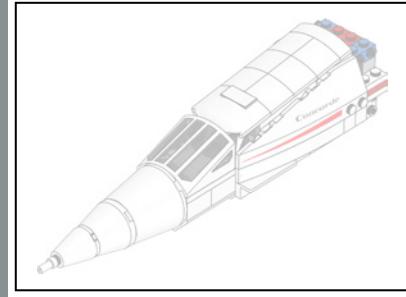
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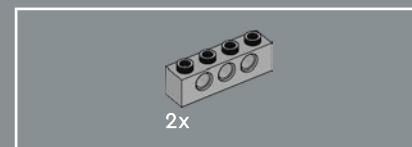
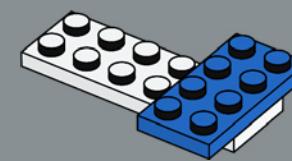
Con la Terra che ruota a 1.673 km/h e il Concorde che viaggia a 2.146 km/h, chi volava a bordo dell'aereo poteva vedere lo stesso tramonto due volte.

356

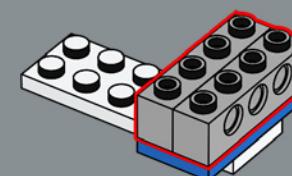




357



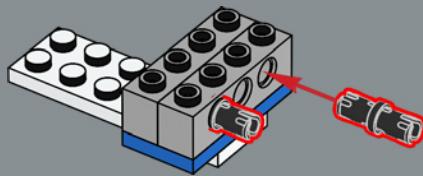
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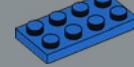
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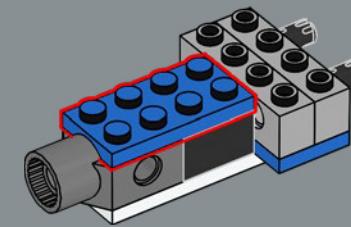


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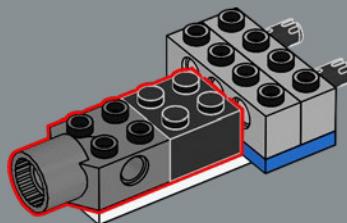


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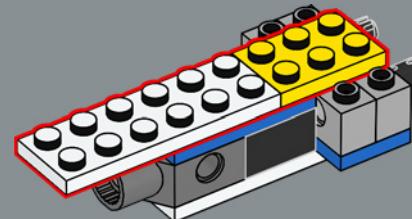


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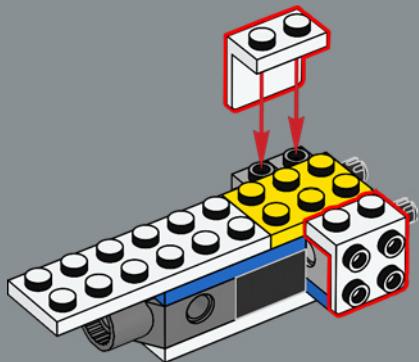
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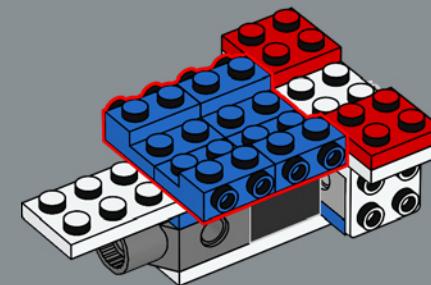




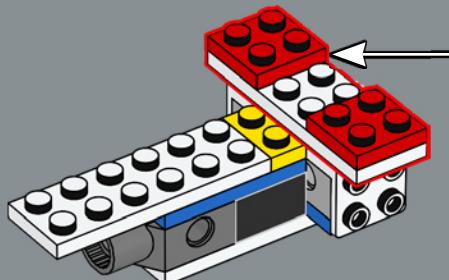
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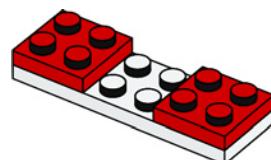
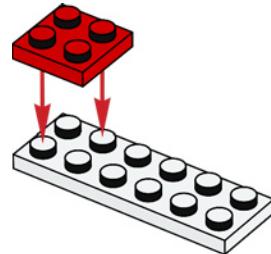
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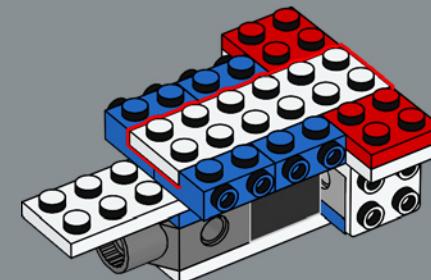
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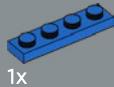
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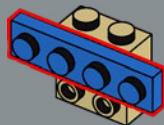
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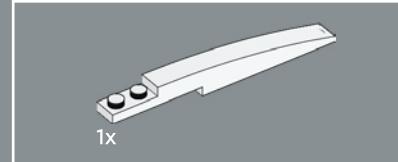
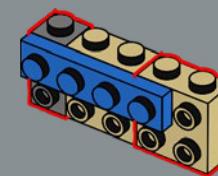


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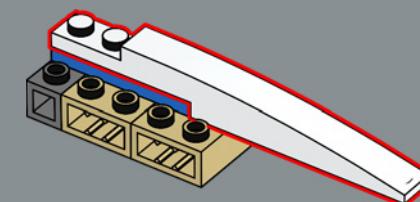
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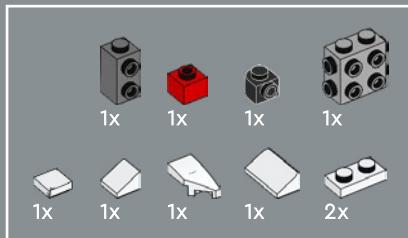
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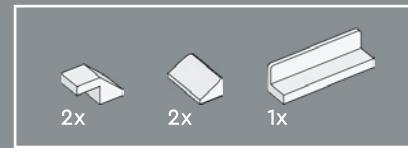
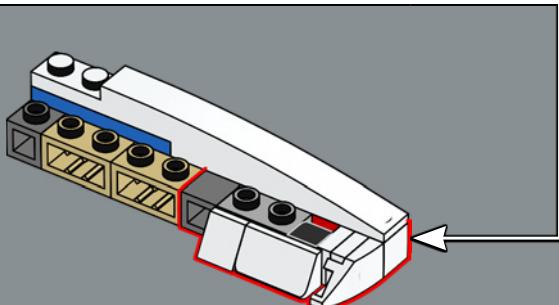
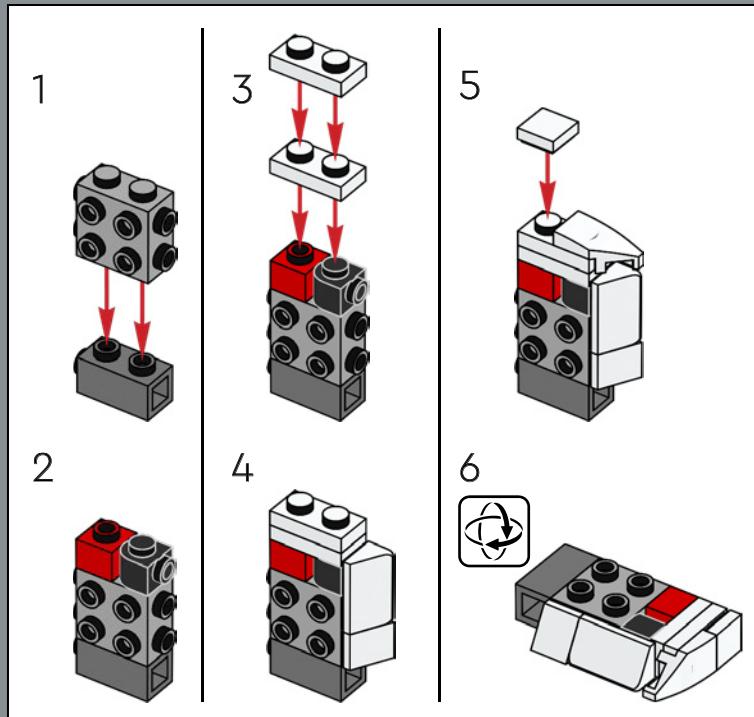
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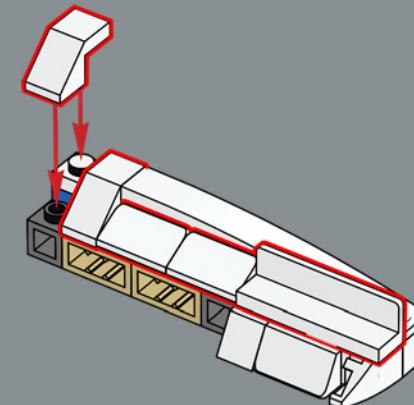




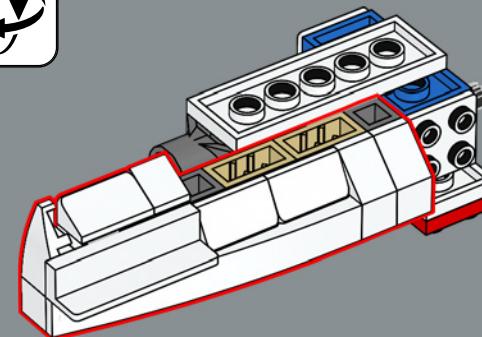
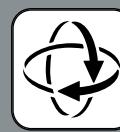
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372



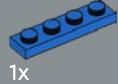
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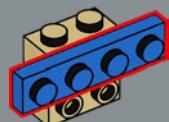


Un totale di 134 piloti e 57 ingegneri di volo furono addestrati per operare su questo velivolo unico.

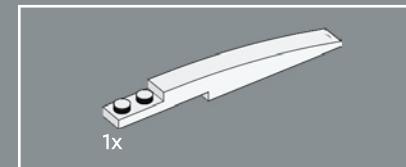
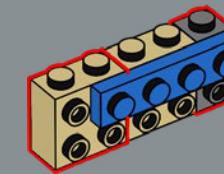
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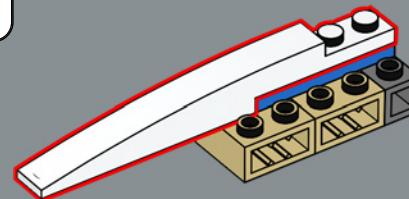
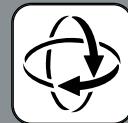
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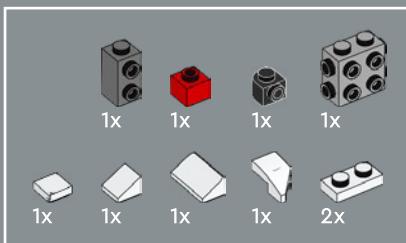


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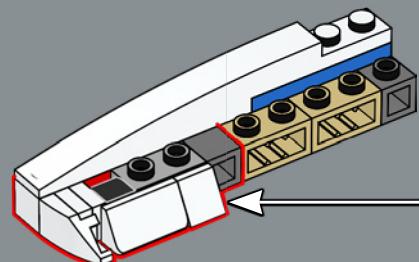
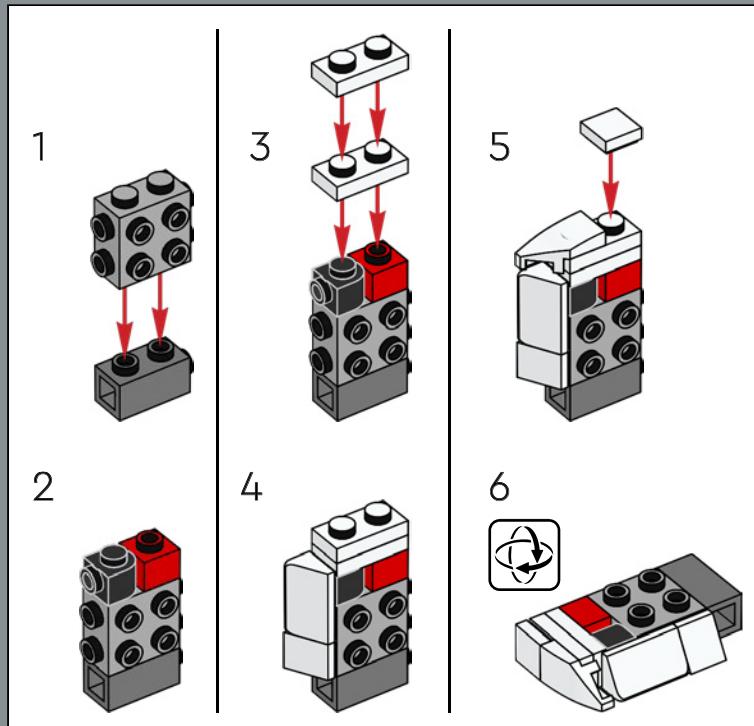


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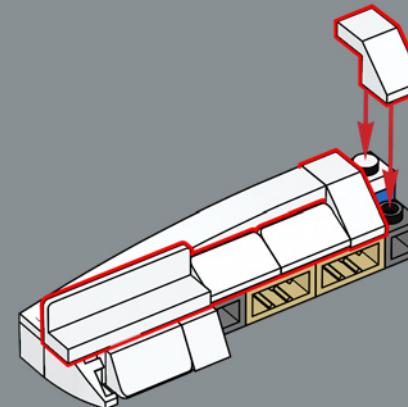




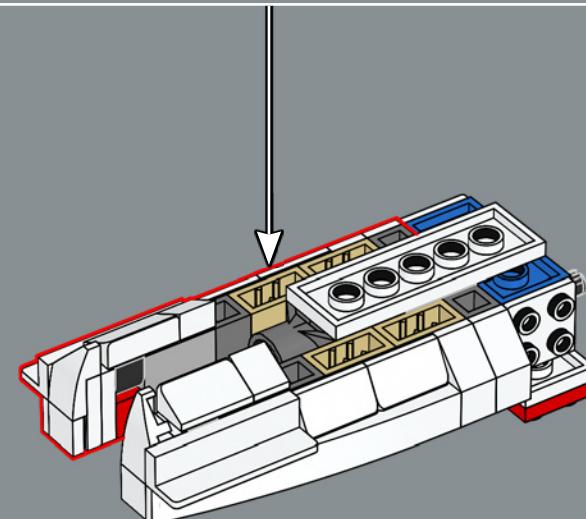
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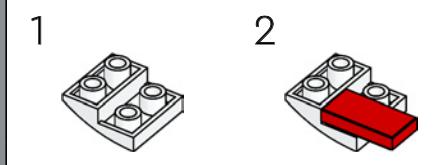
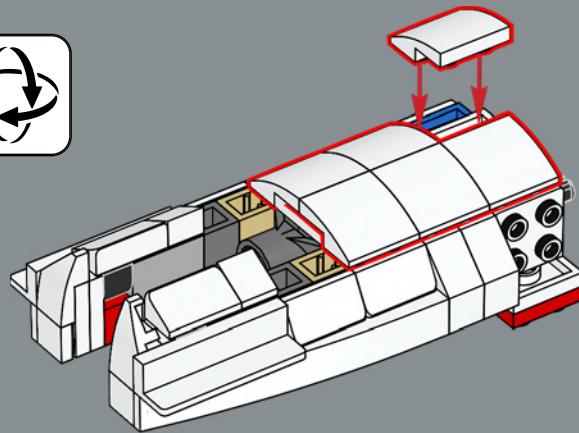


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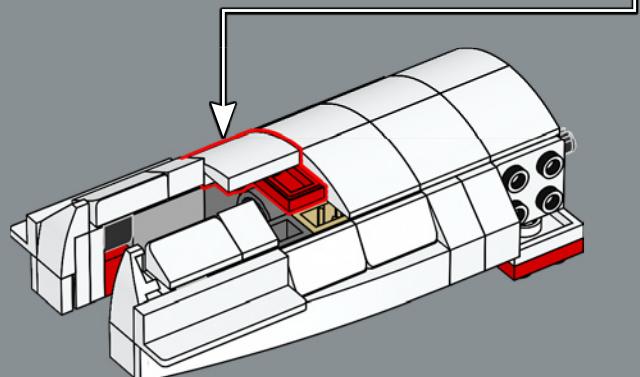




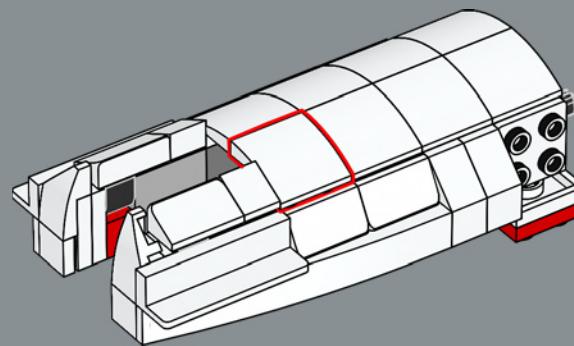
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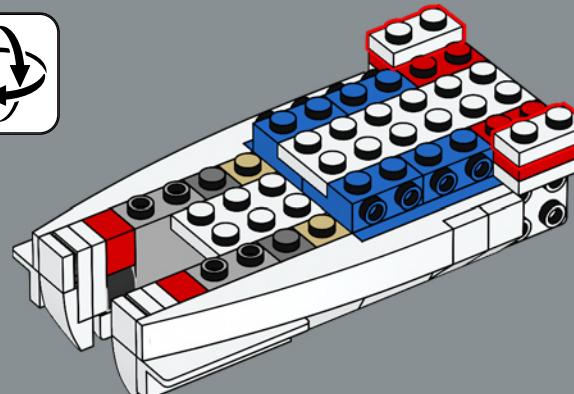
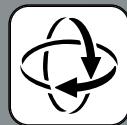
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383



384



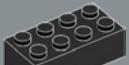
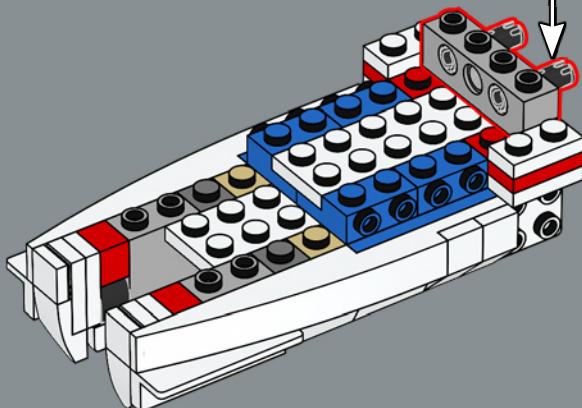
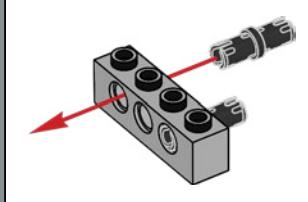


1x



2x

385

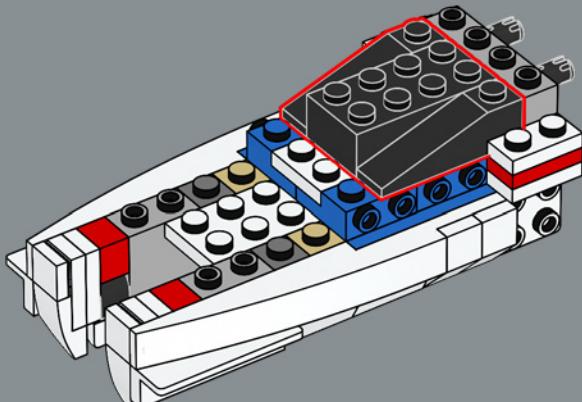


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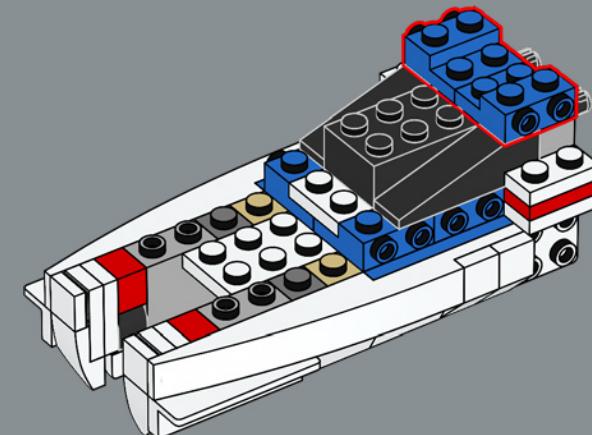
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386



2x

387



2x

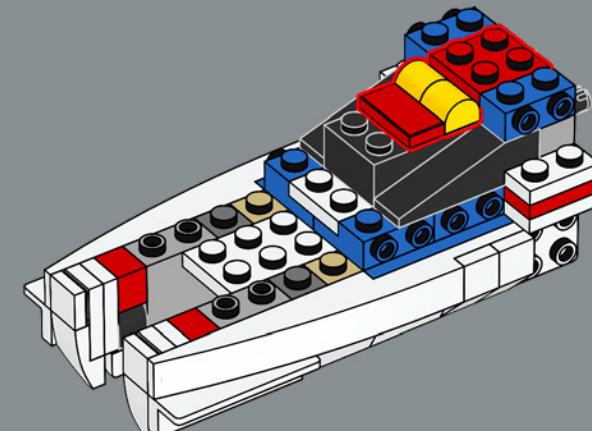


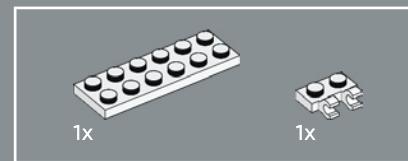
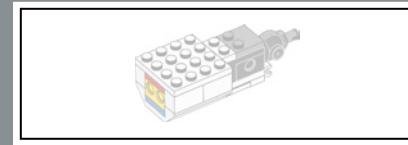
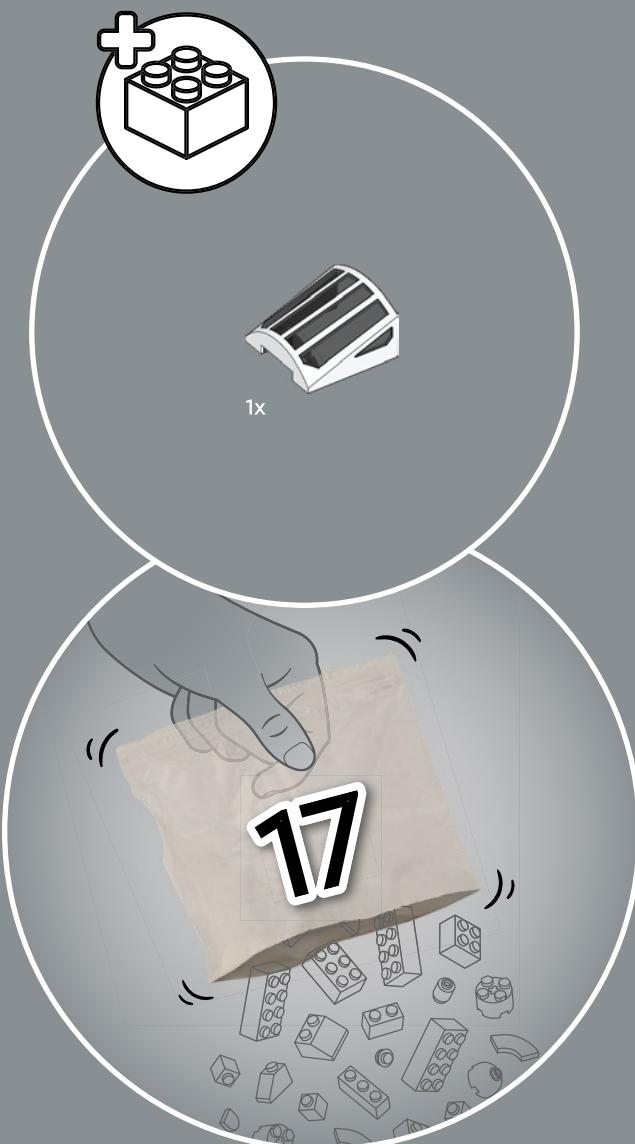
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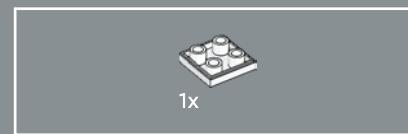
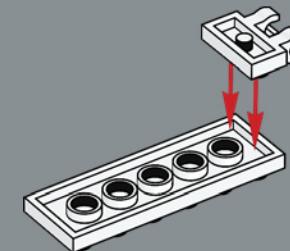
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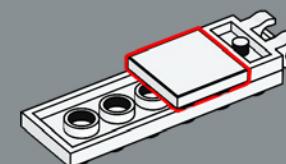


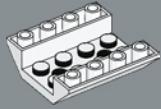


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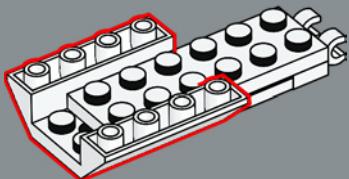
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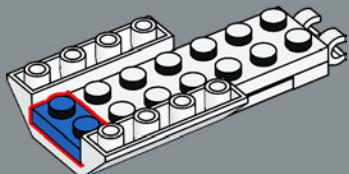
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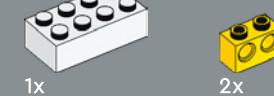
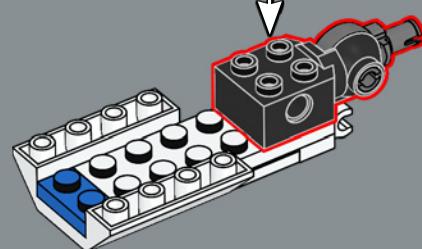
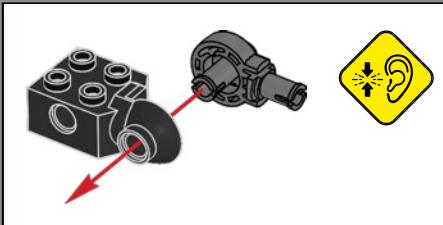
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1x

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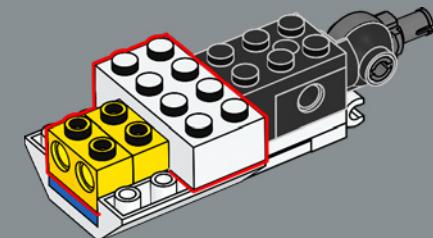
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1x

2x

395



2x

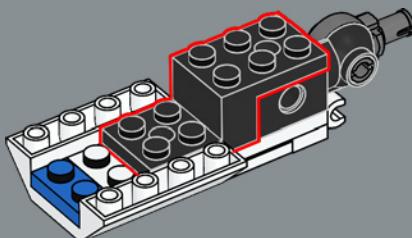


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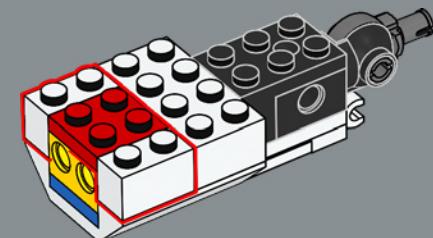


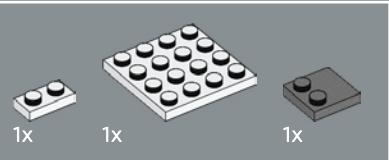
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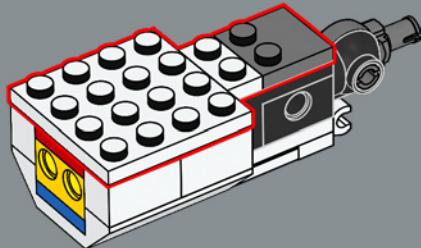


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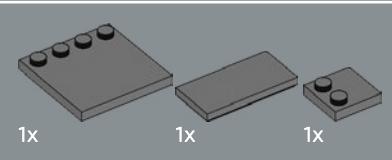
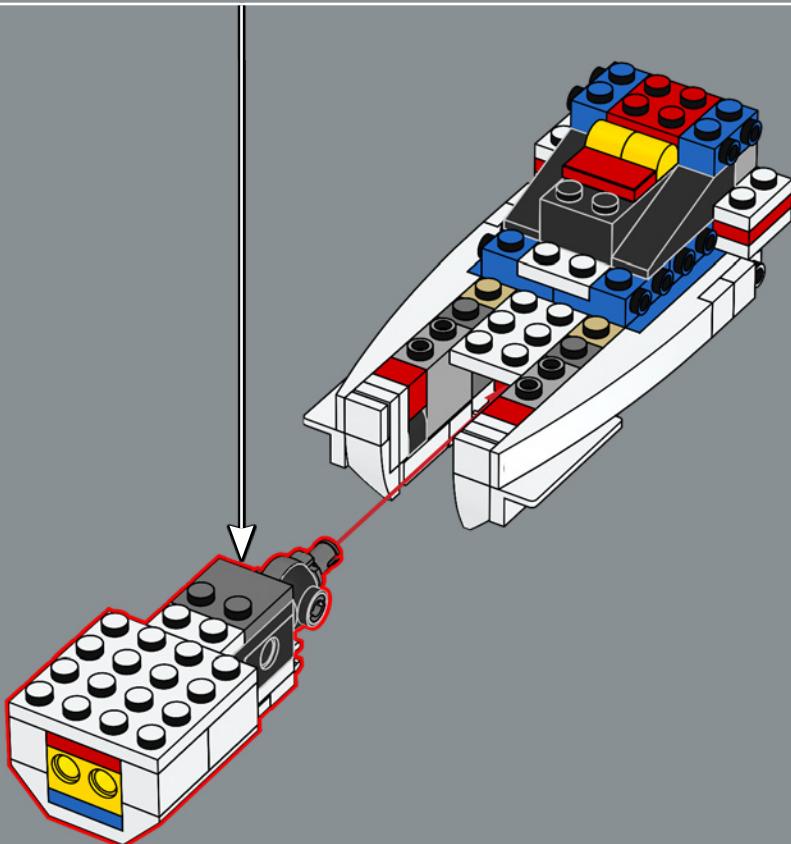




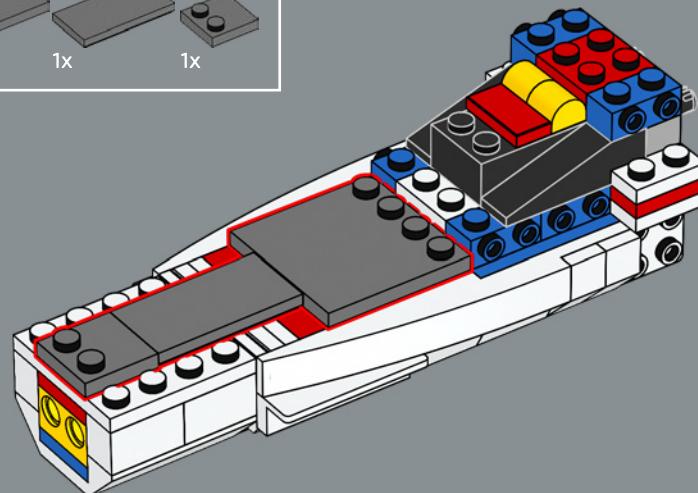
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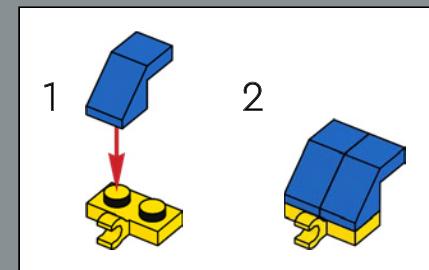
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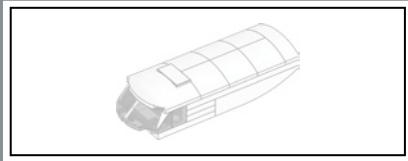


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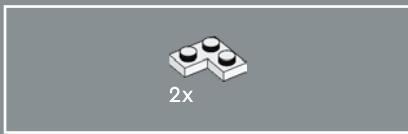
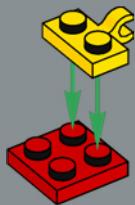


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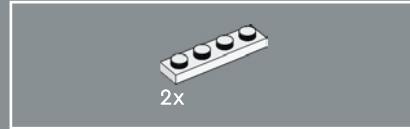




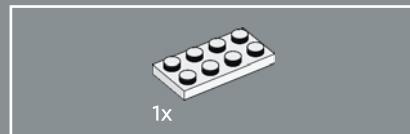
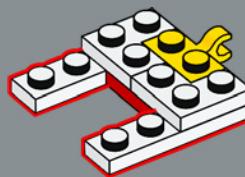
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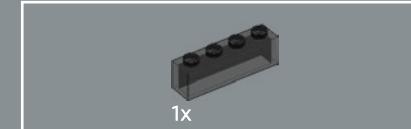
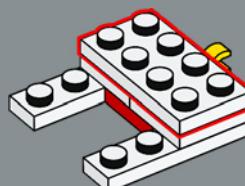
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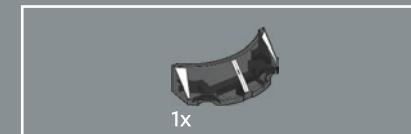
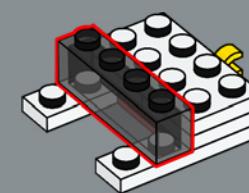
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404

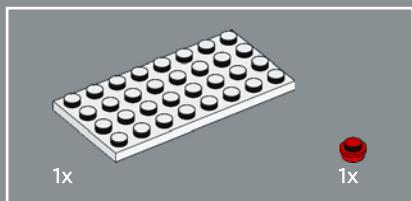


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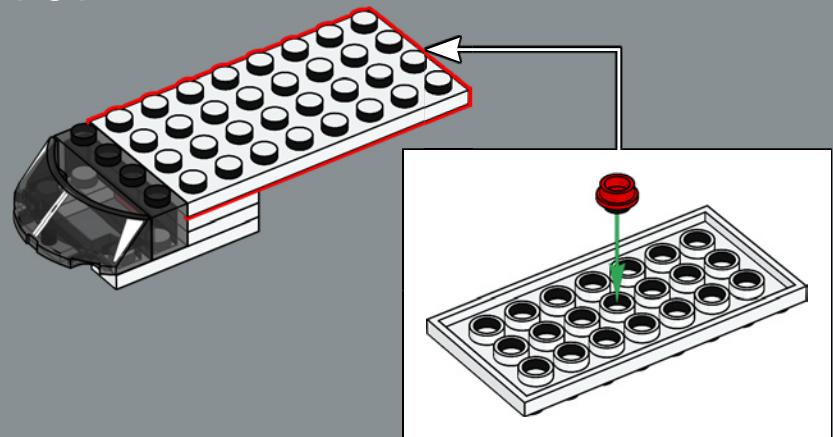


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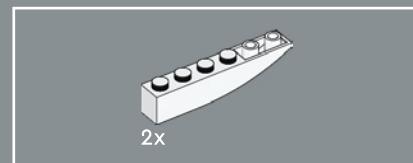
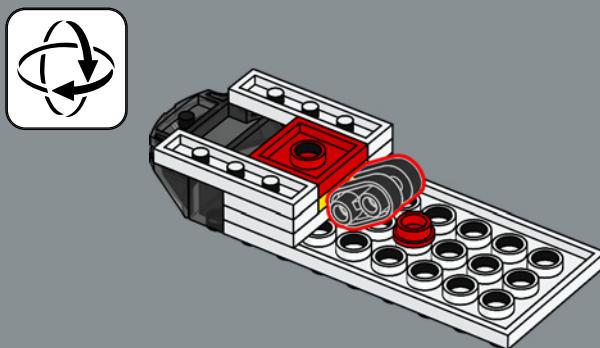




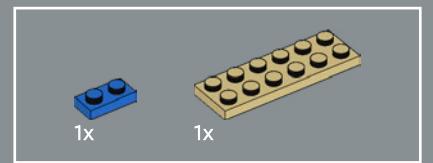
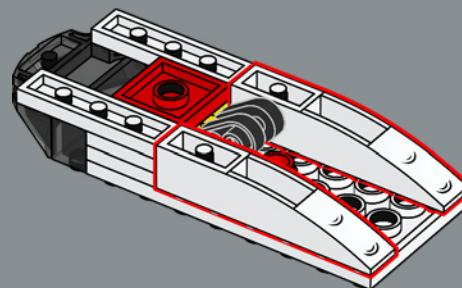
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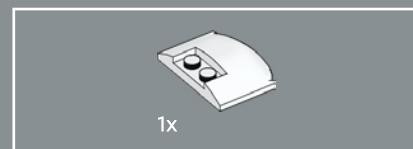
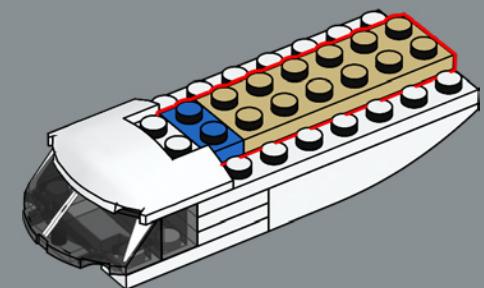
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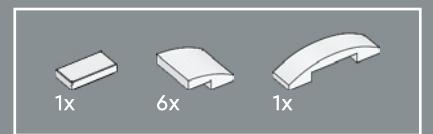
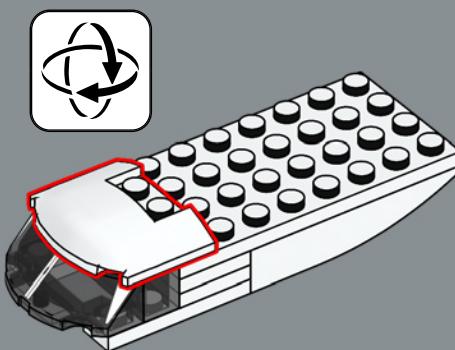
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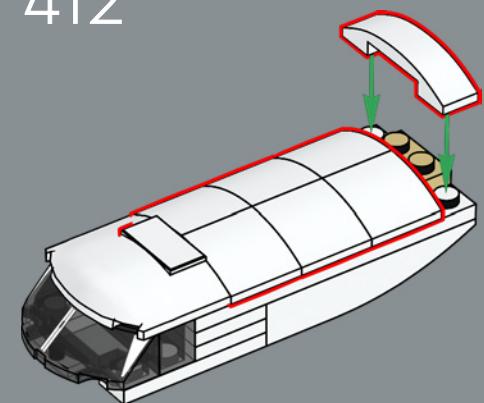
411



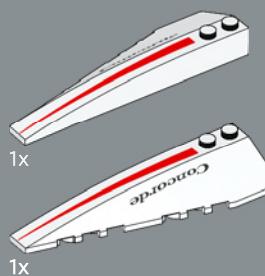
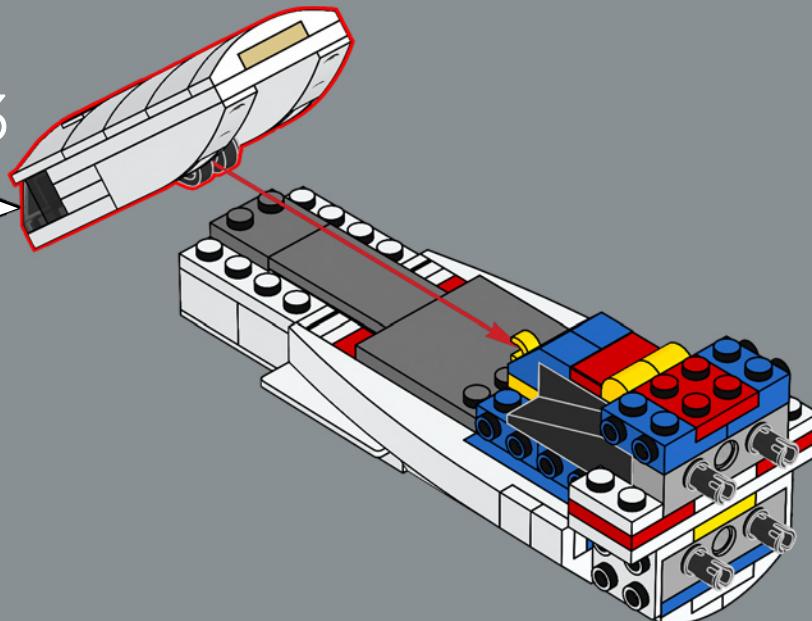
410



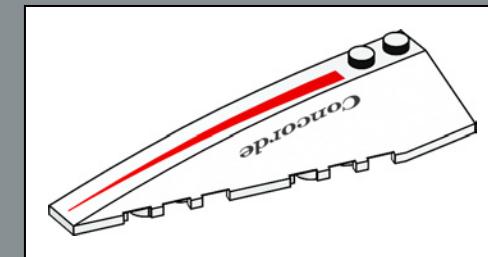
412



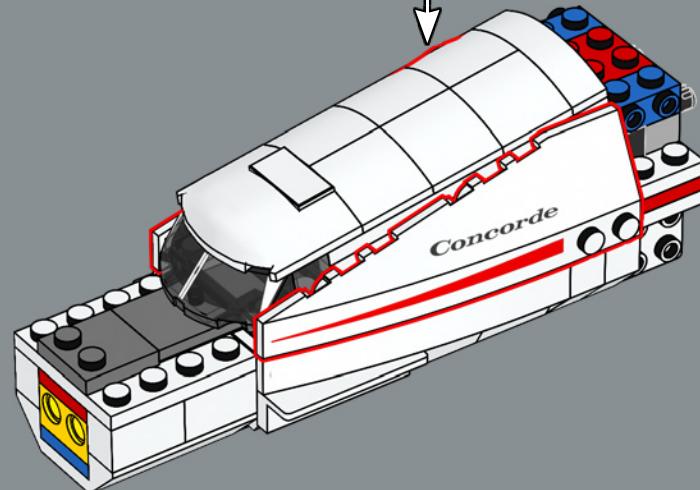
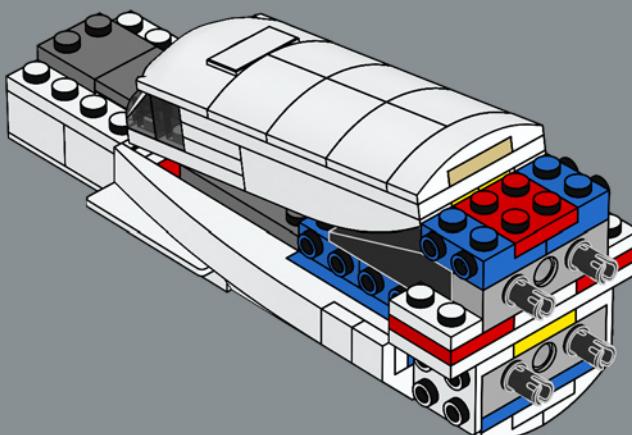
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415



414





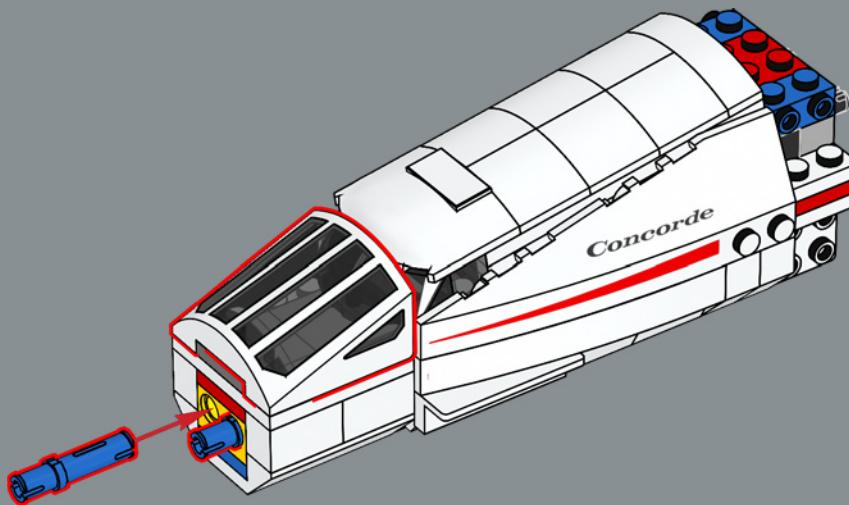
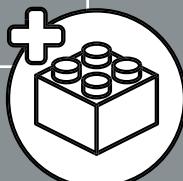
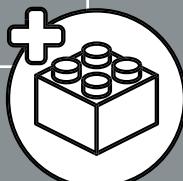
Due nuovi elementi LEGO® sono stati sviluppati esclusivamente per questo modello: il cono del muso e la visiera. La visiera retrattile del Concorde si abbassa insieme al muso per rivelare il parabrezza della cabina di pilotaggio nascosto dietro.

416

2x



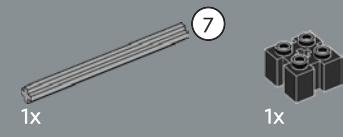
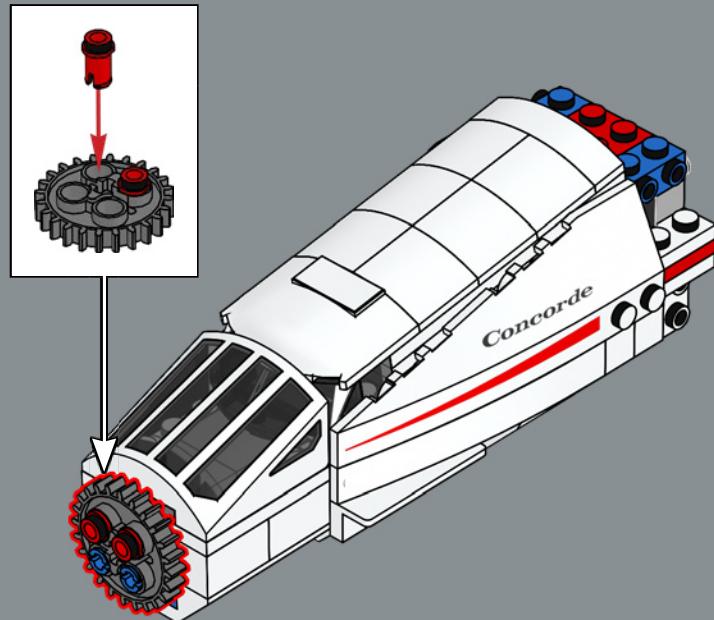
1x





2x

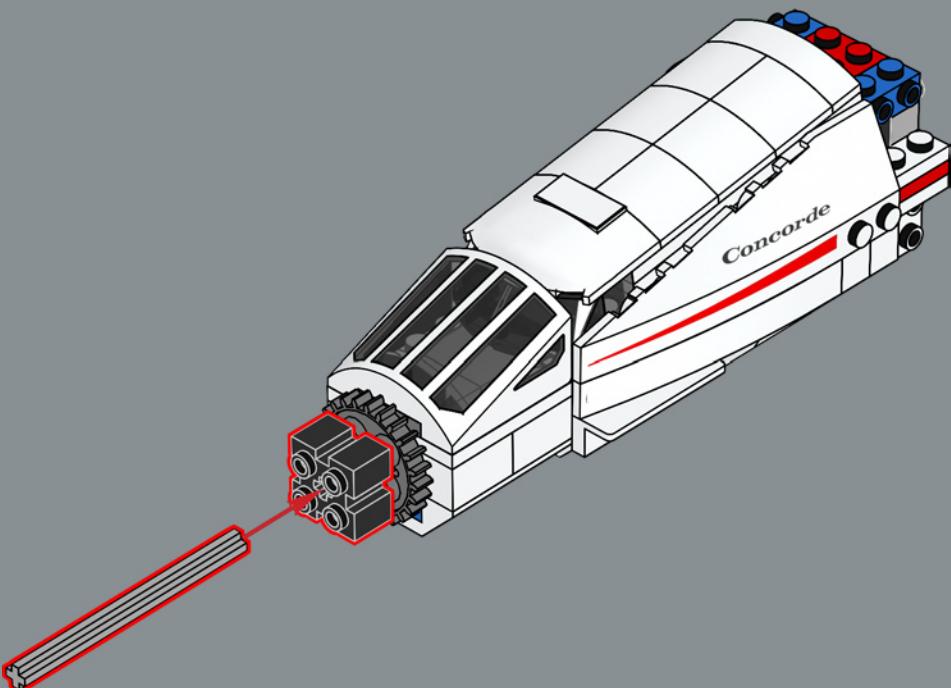
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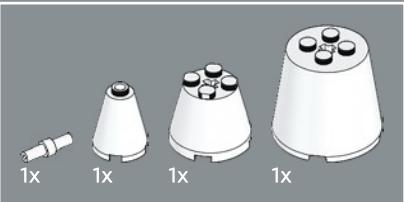


7

1:1

418

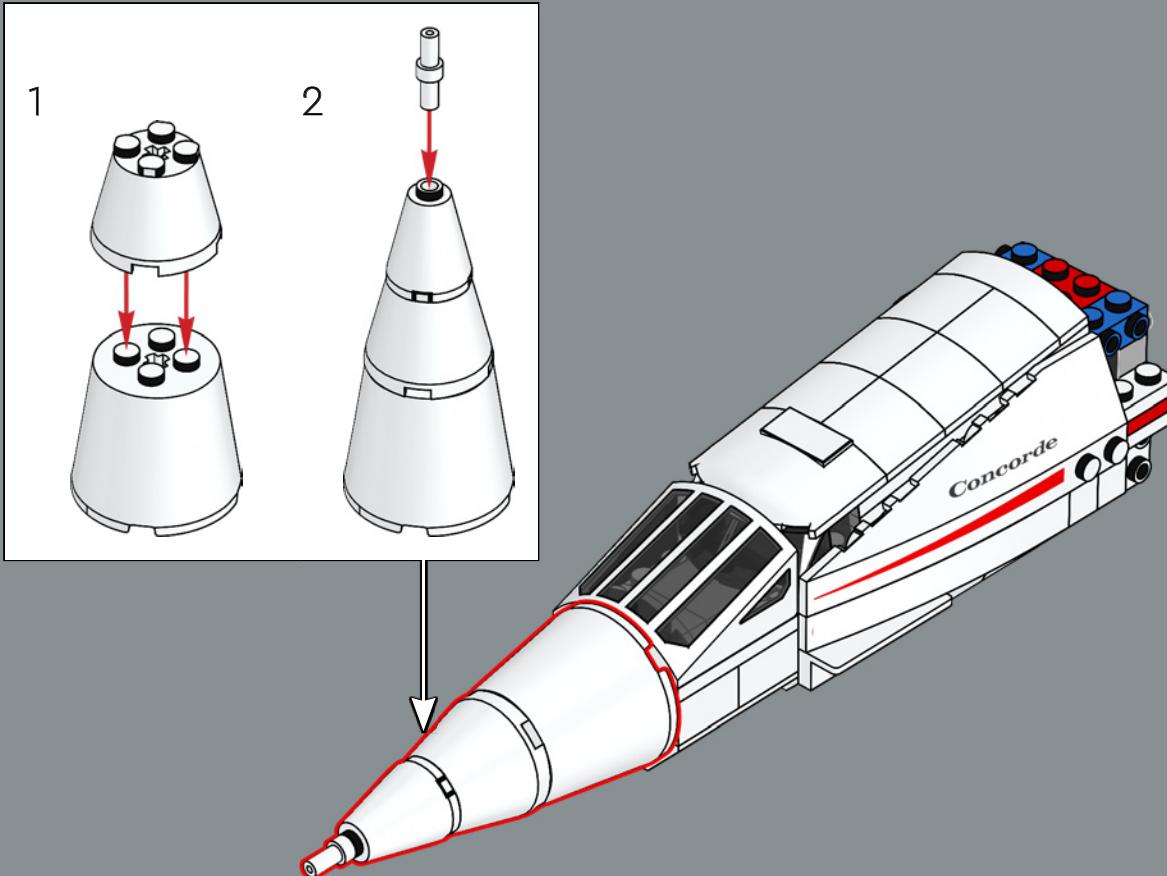




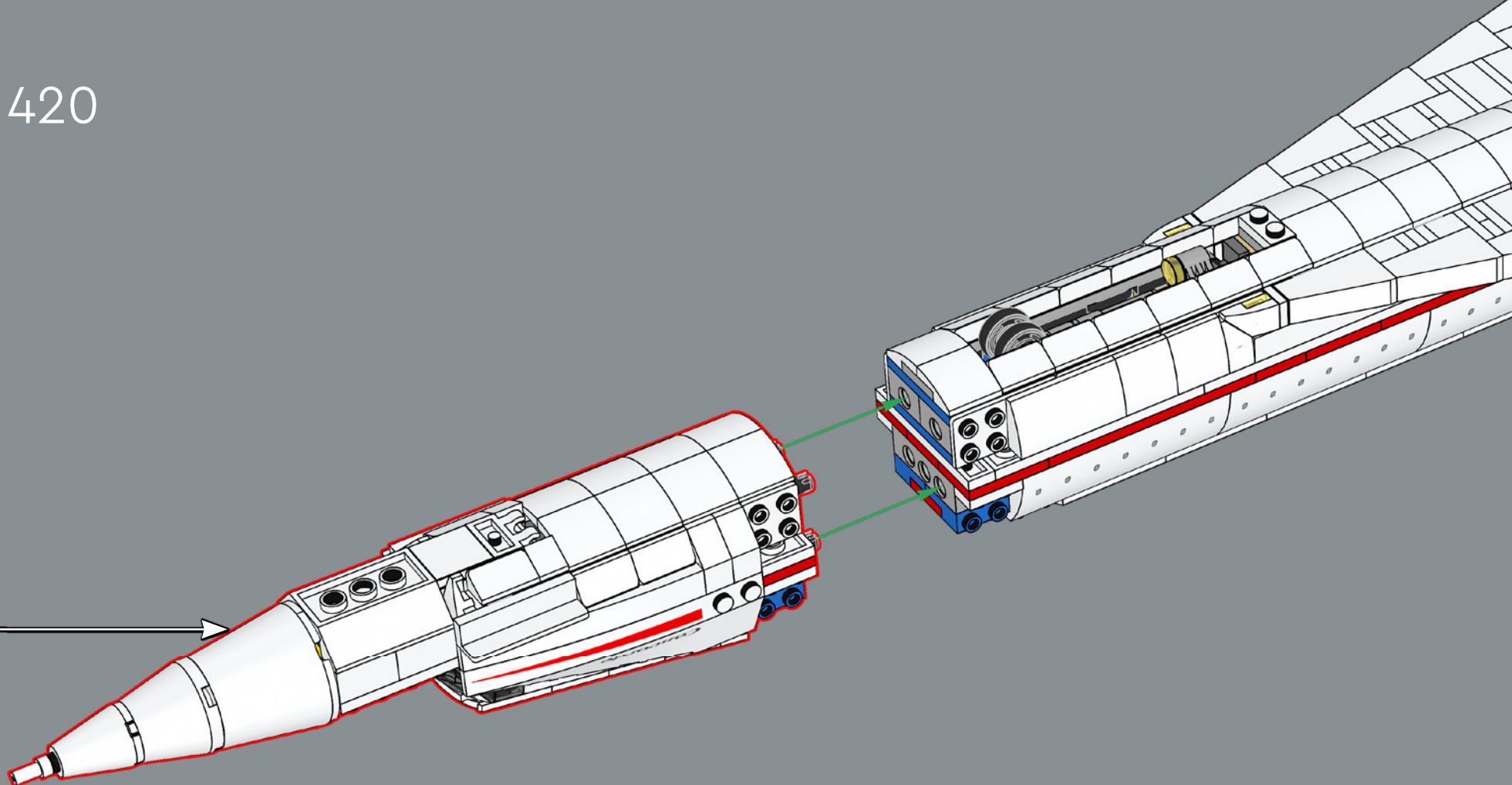
Il lungo muso e l'ala a delta del Concorde erano fondamentali per raggiungere la velocità supersonica, ma l'elevato angolo di attacco al decollo e all'atterraggio e la lunghezza del cono del muso rendevano difficile per i piloti vedere la pista.

La soluzione: il famosissimo muso ad assetto variabile!

419



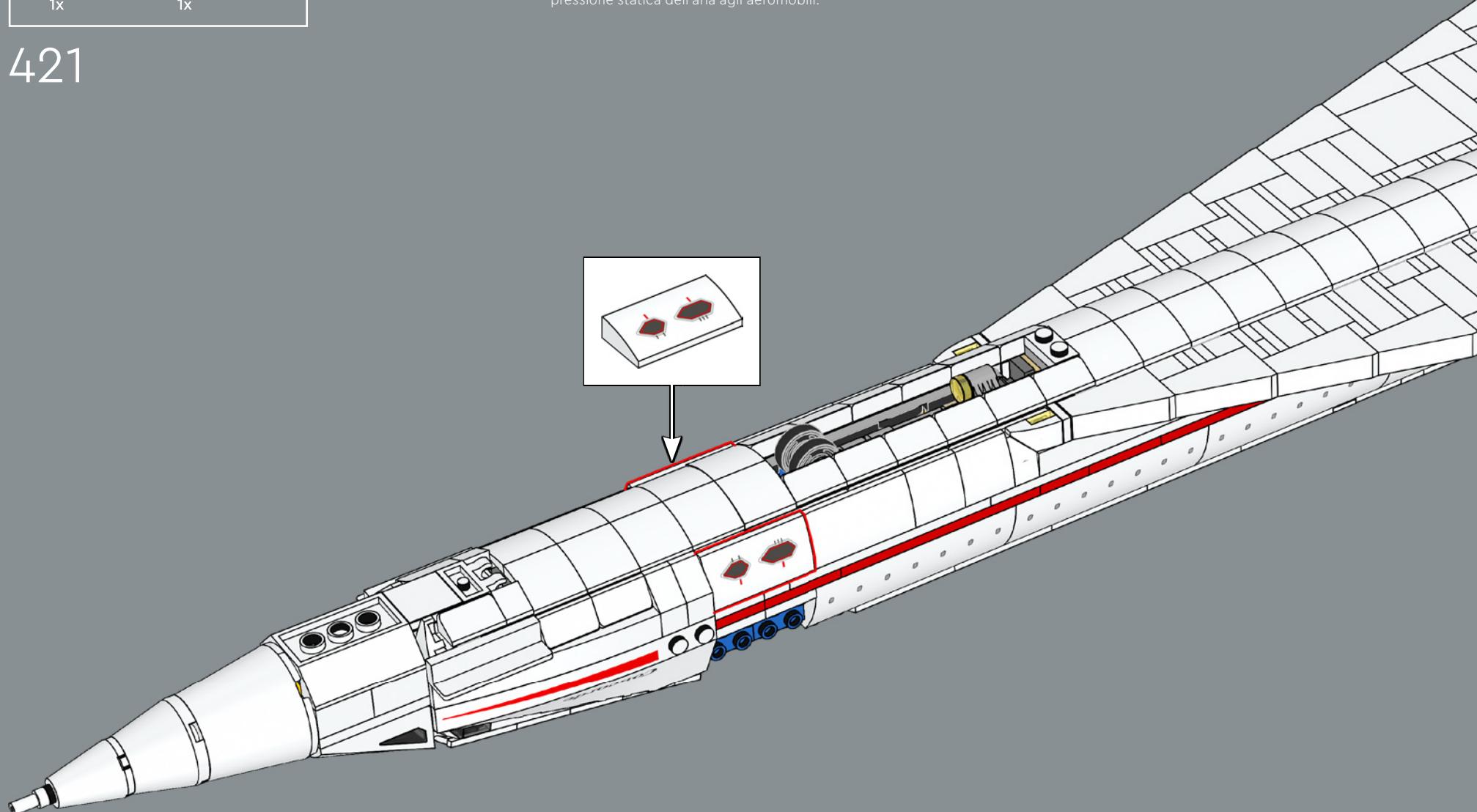
420





Questi pannelli sono porte statiche che forniscono dati sulla pressione statica dell'aria agli aeromobili.

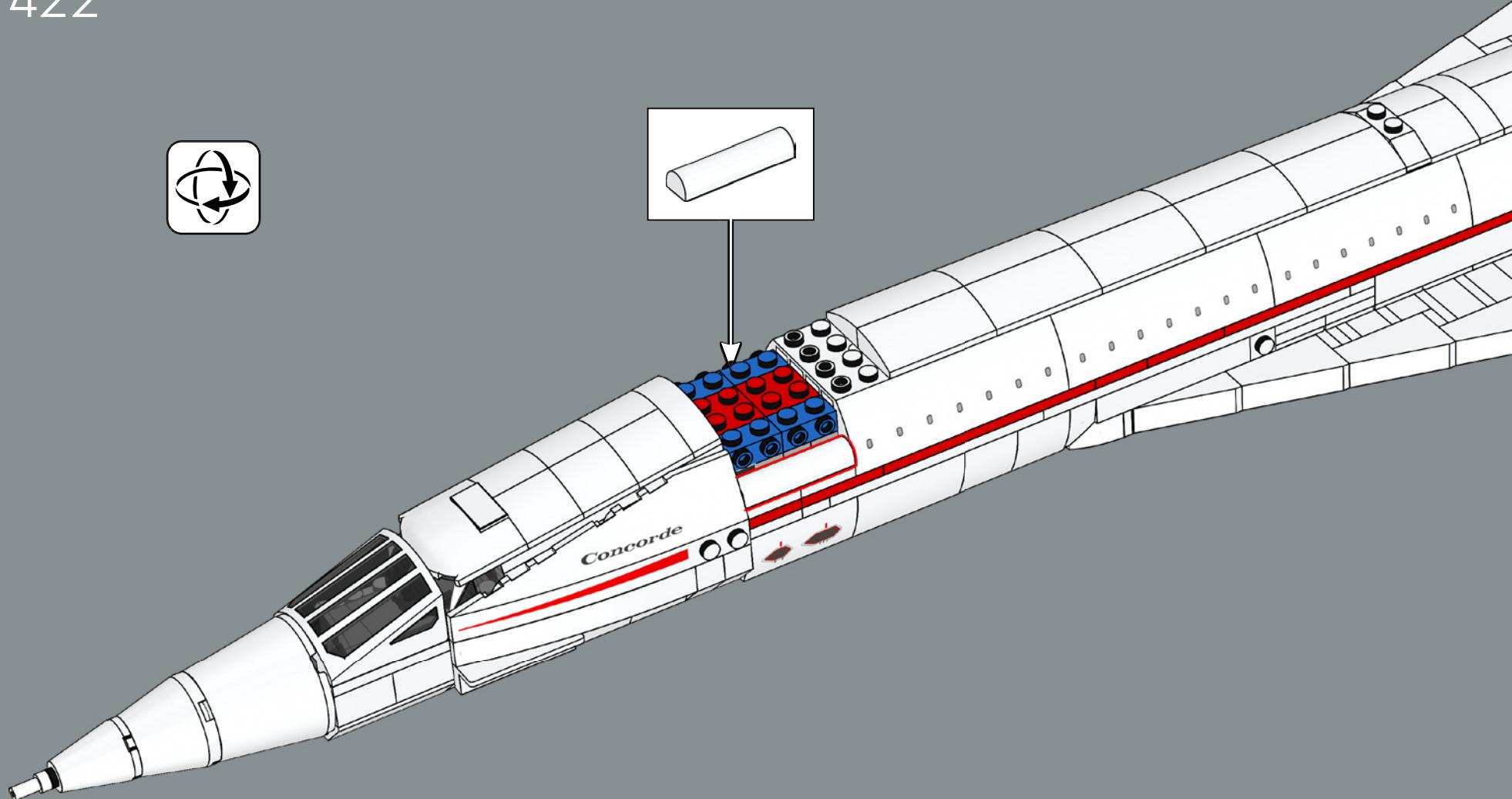
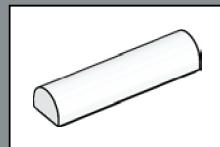
421

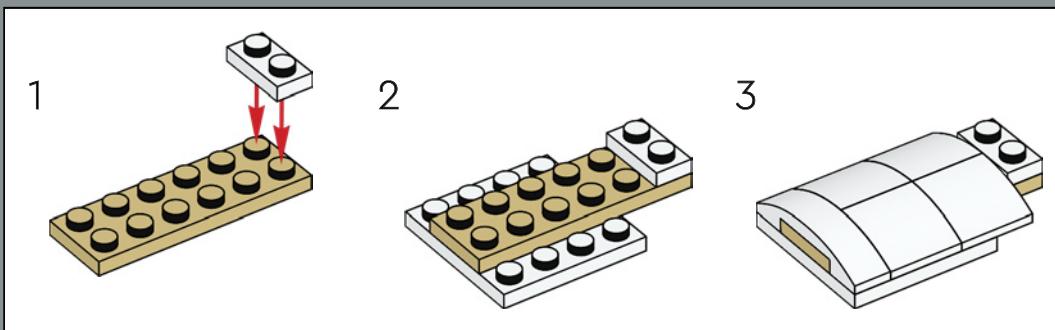
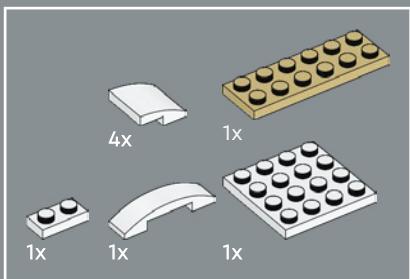




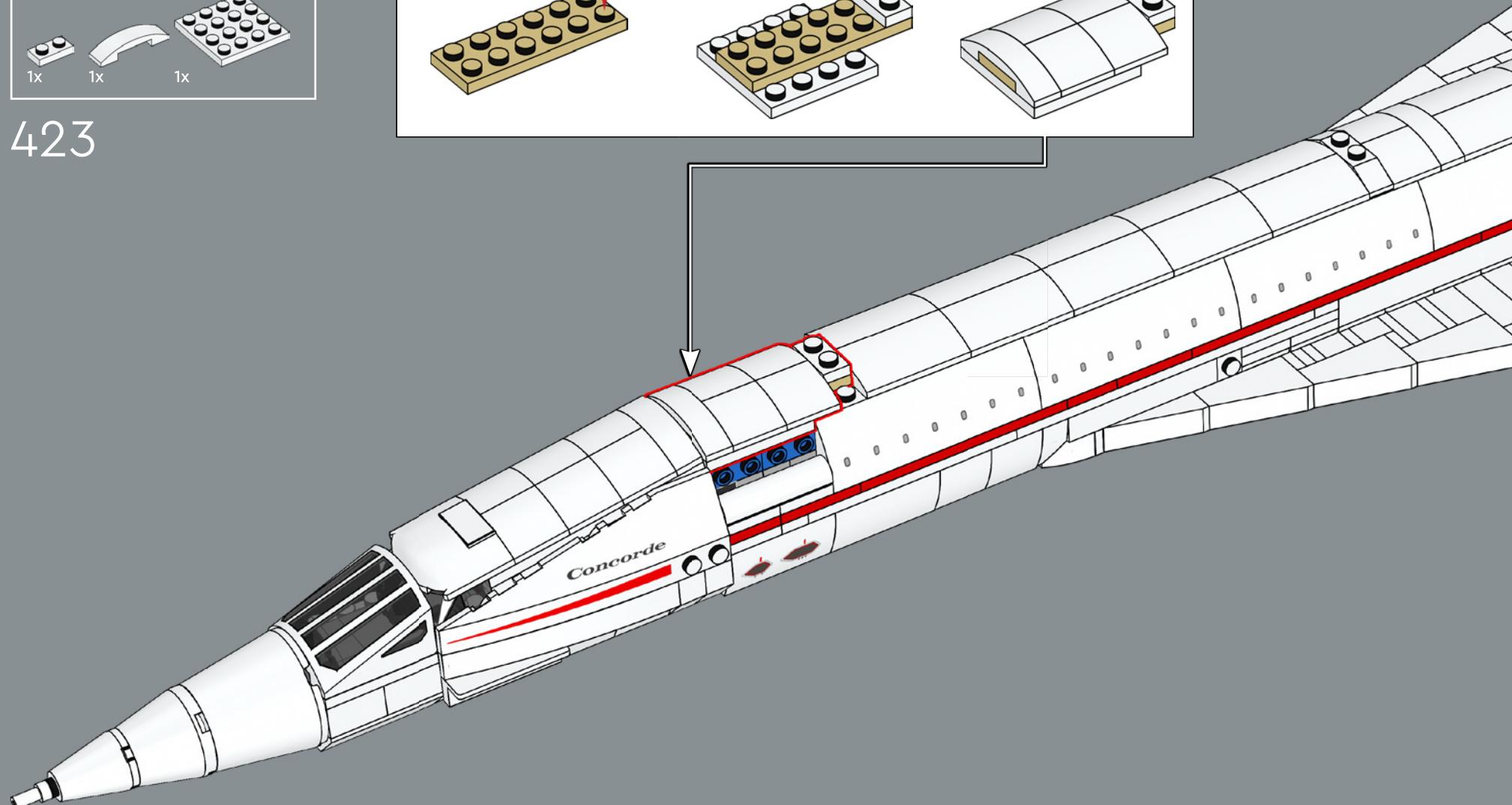
2x

422





423

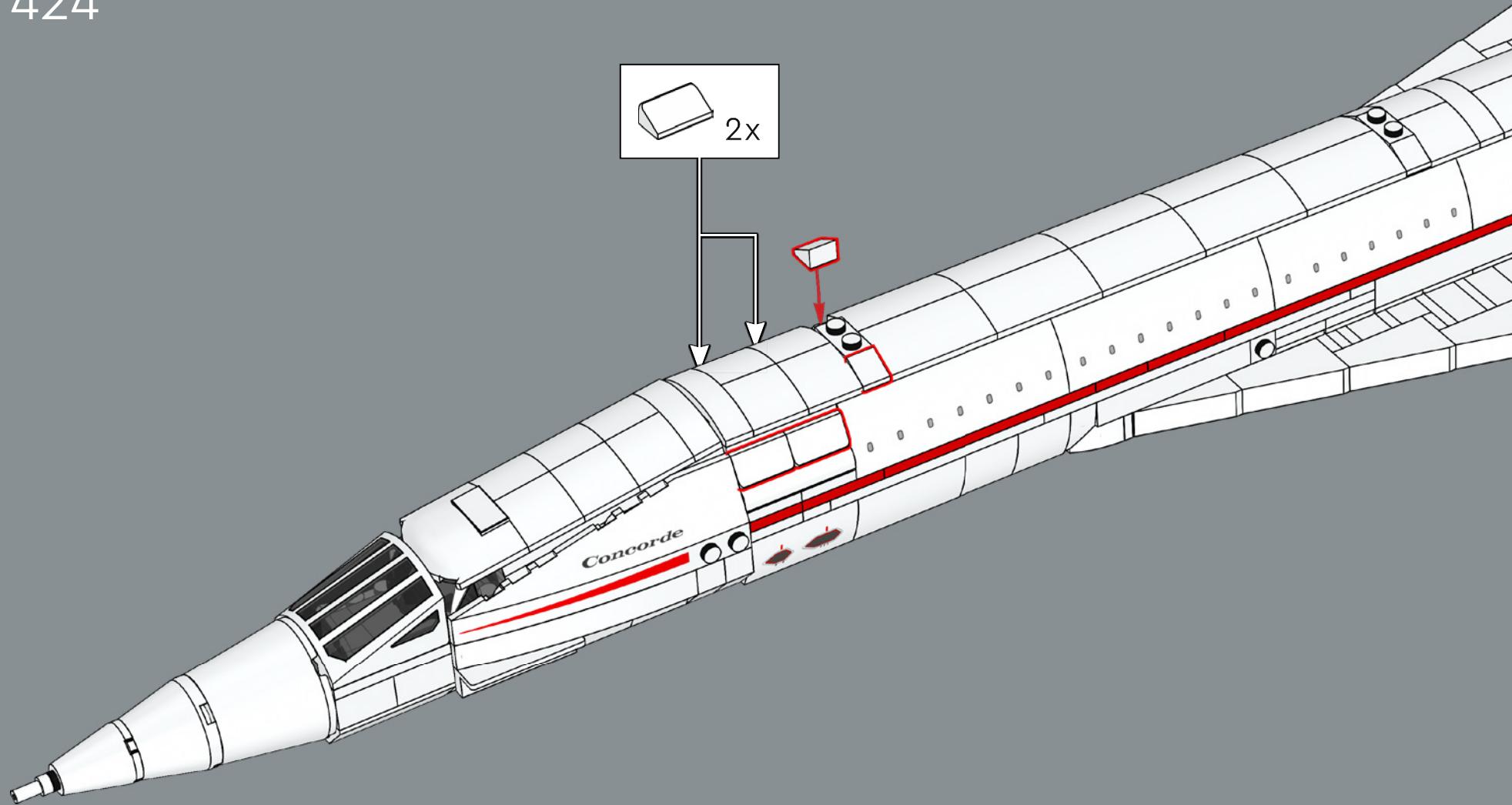


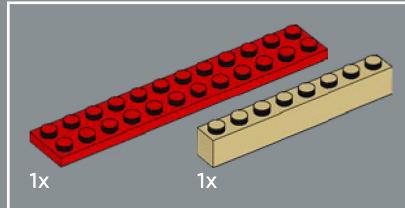
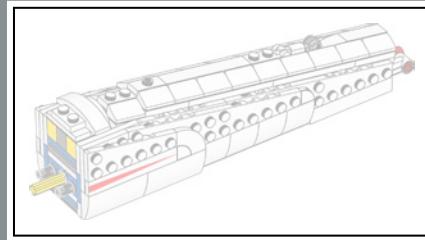


4x

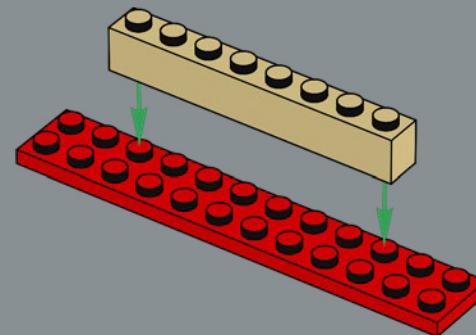
2x

424

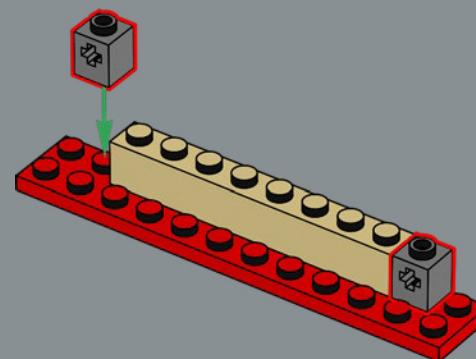


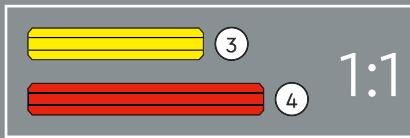
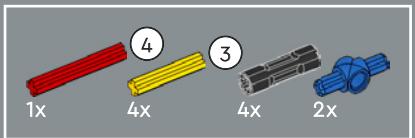


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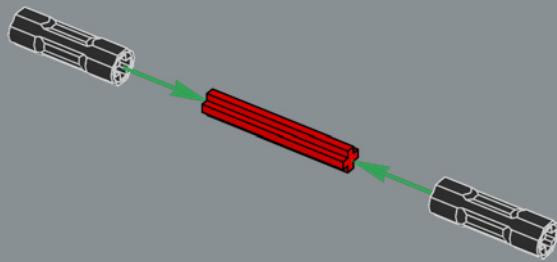
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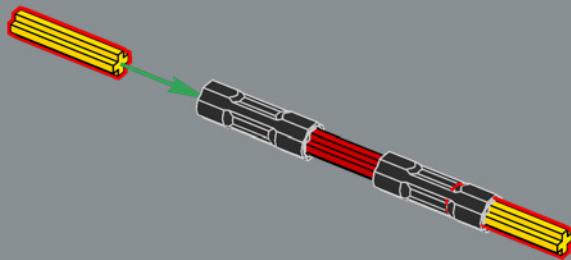


427

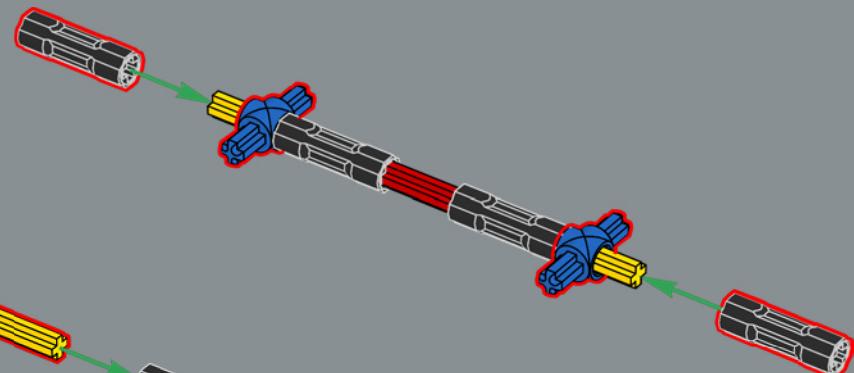
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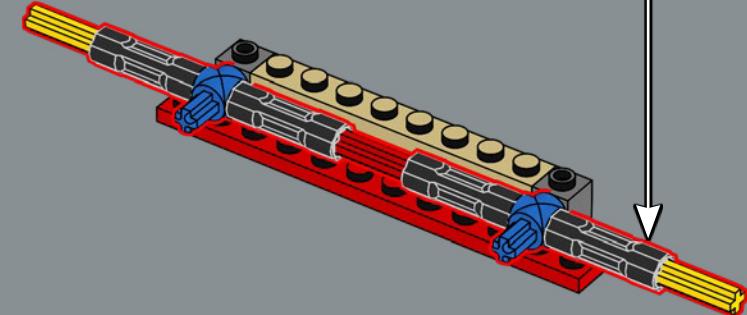
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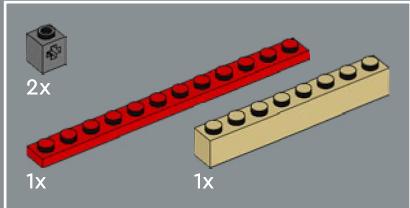


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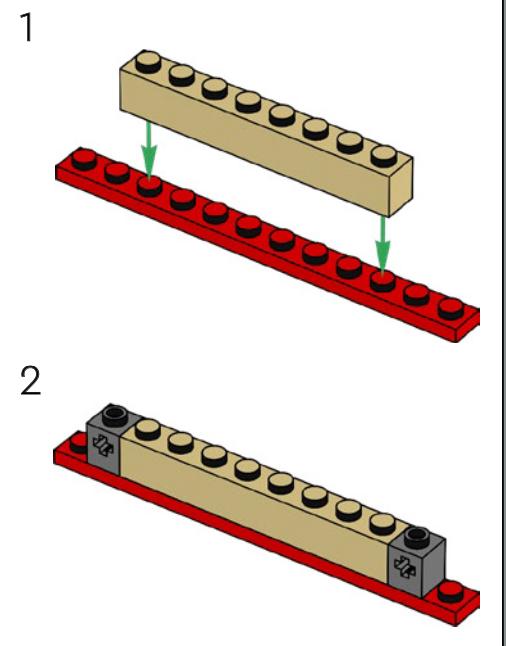
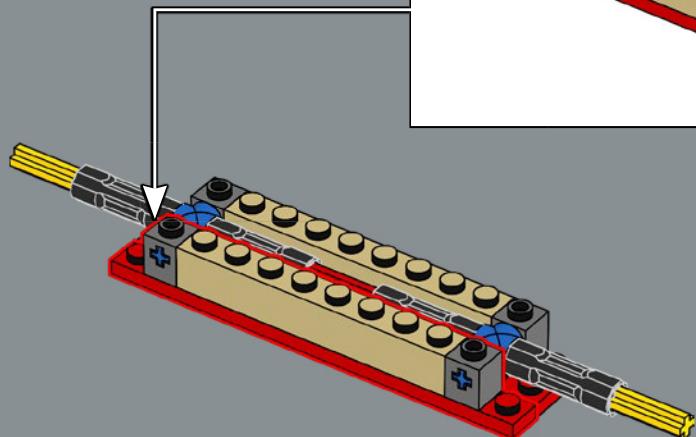


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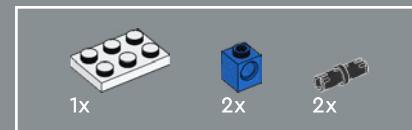
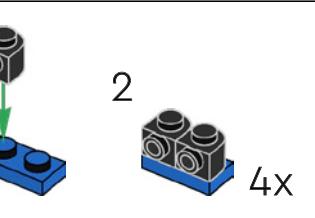
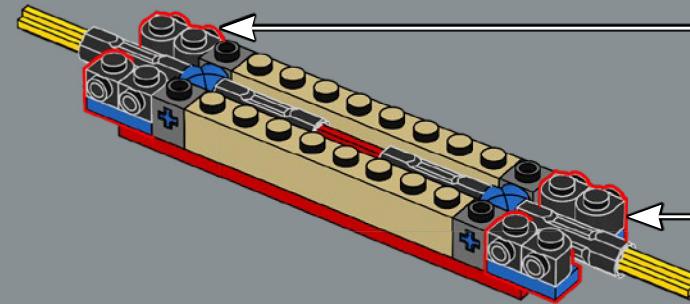




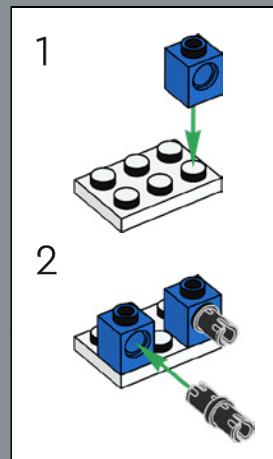
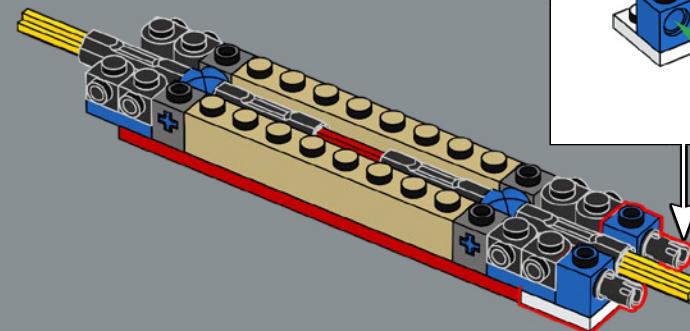
428

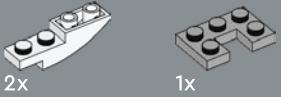


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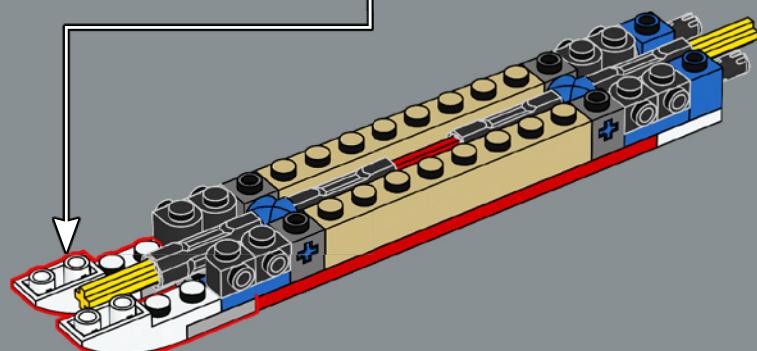
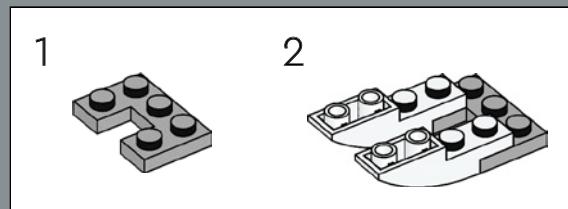


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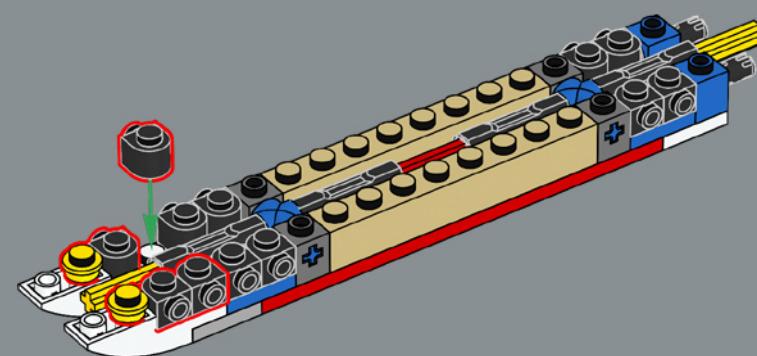




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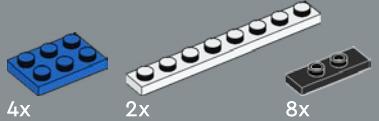
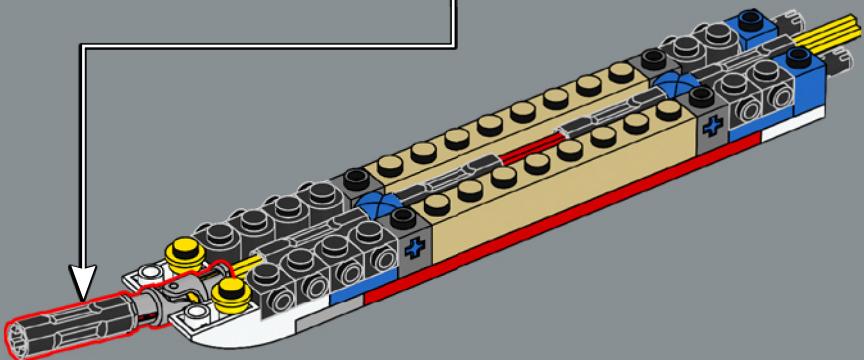
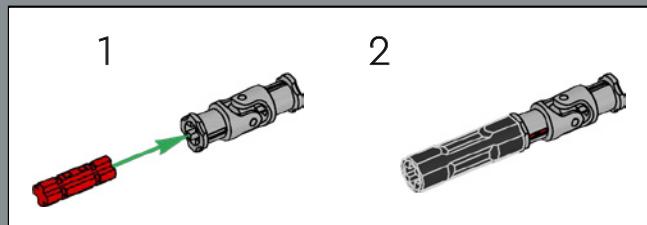


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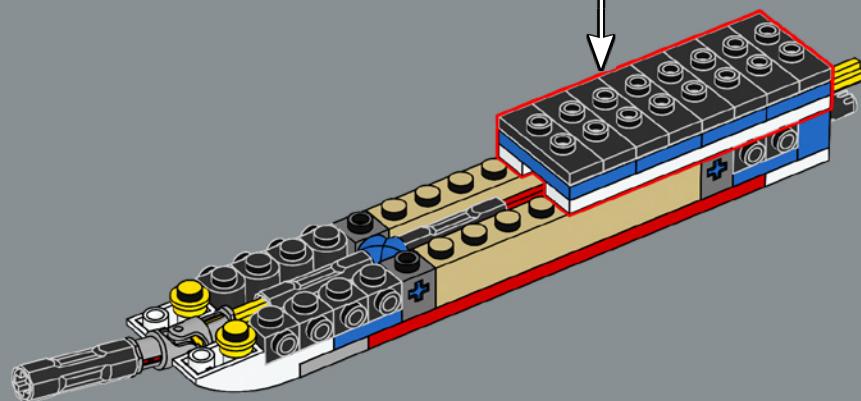
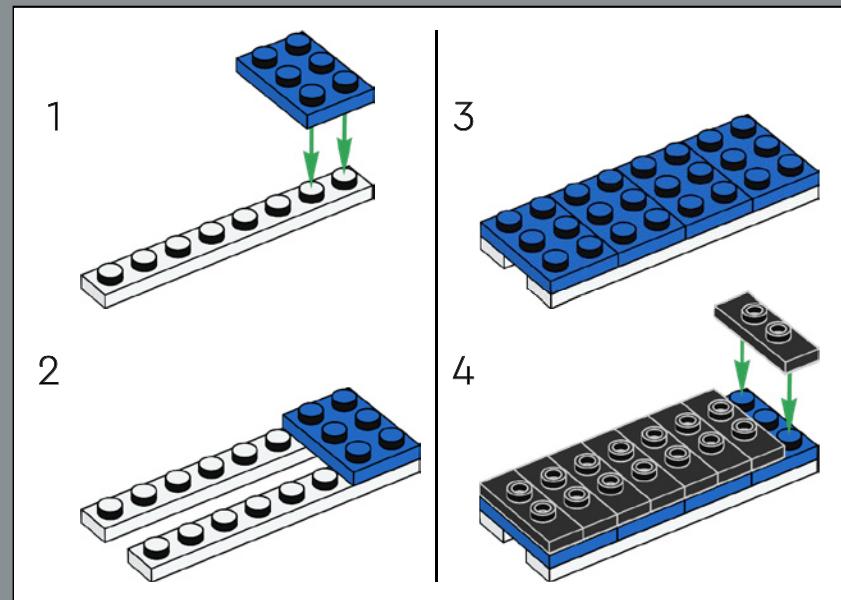


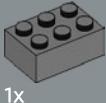


433

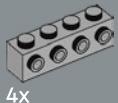


434





1x

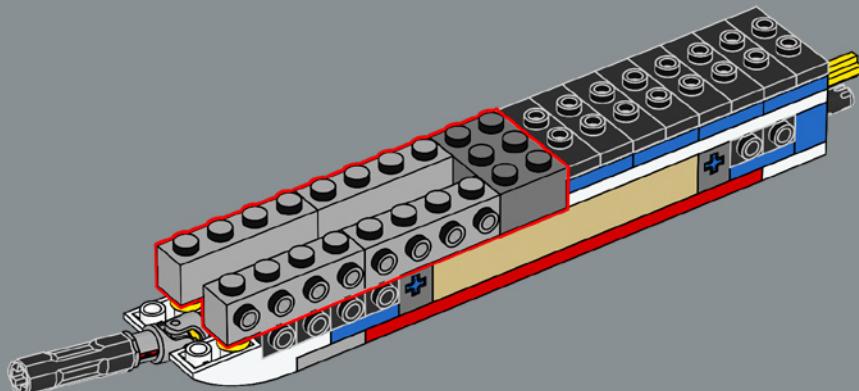


4x

435

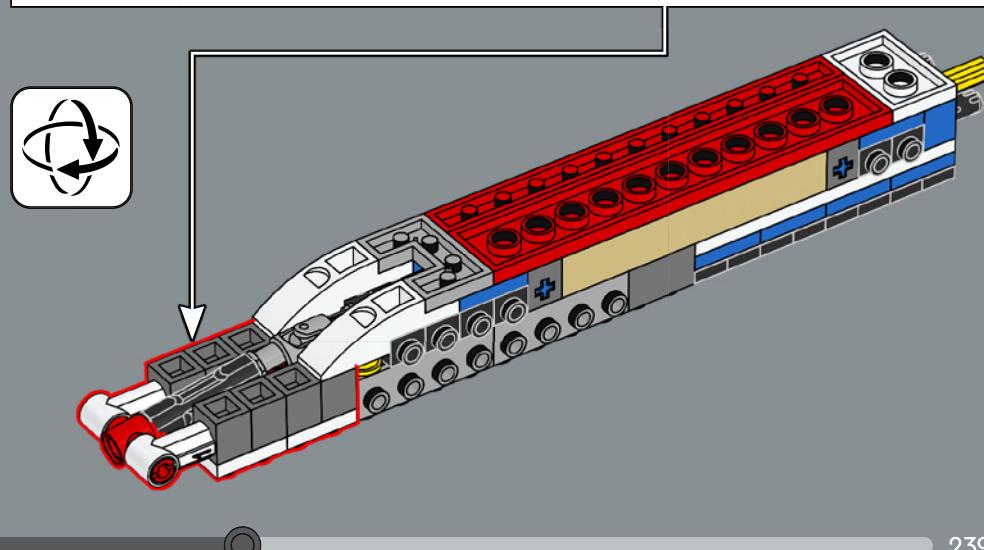
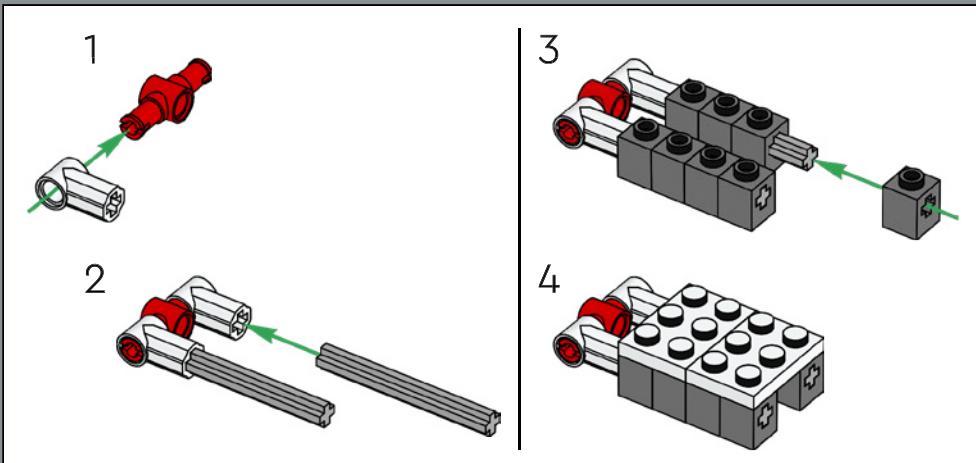


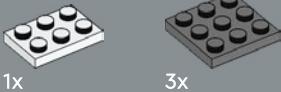
Il serbatoio posteriore è un serbatoio di carburante situato nella coda dell'aereo. Il centro di gravità del Concorde doveva essere diverso per il decollo e per la crociera supersonica, quindi l'ingegnere di volo trasferiva il carburante tra i serbatoi per modificare il centro di gravità dell'aereo.



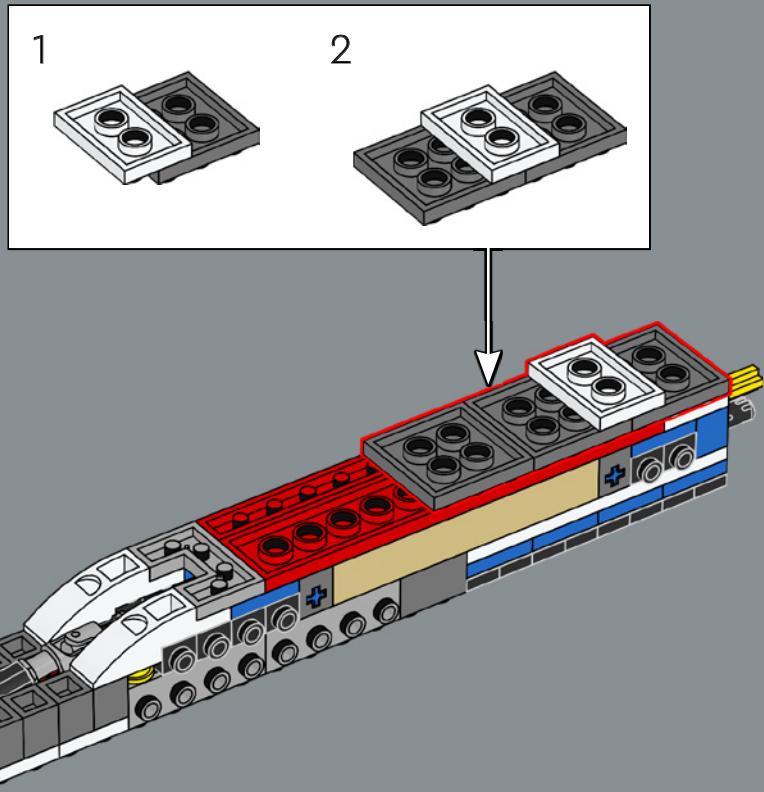
5 1:1

436

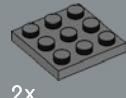
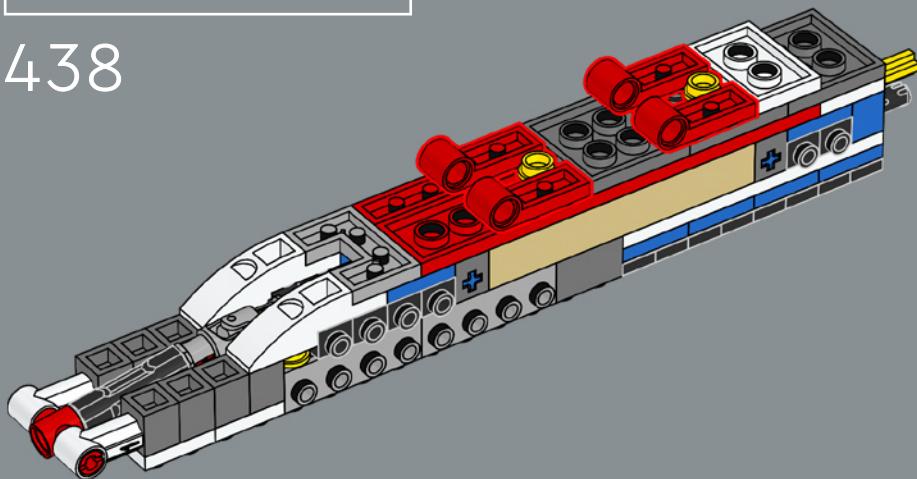




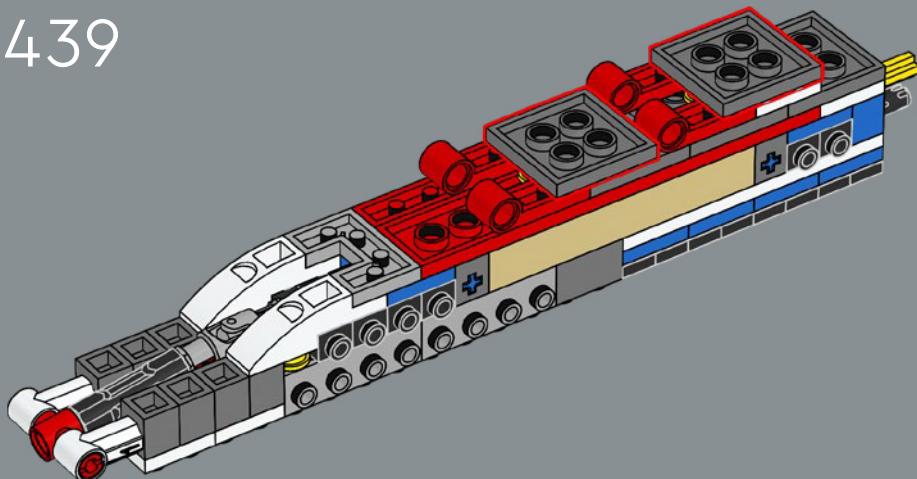
437

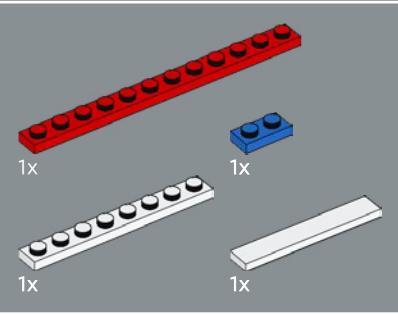


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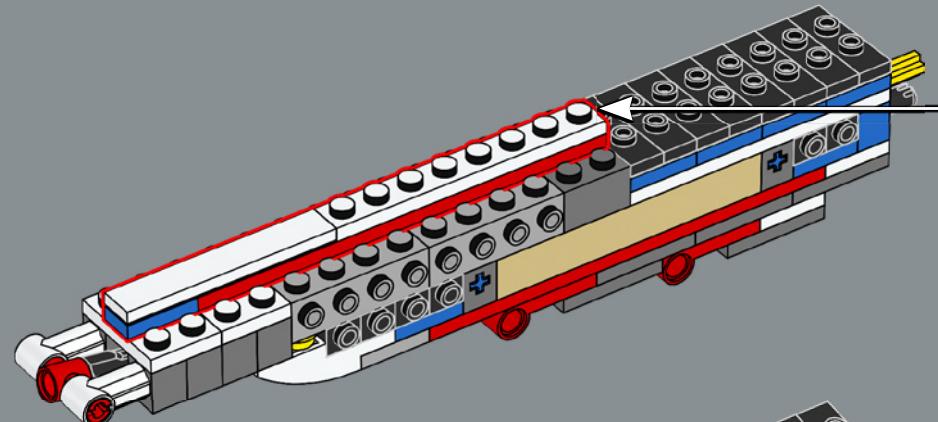
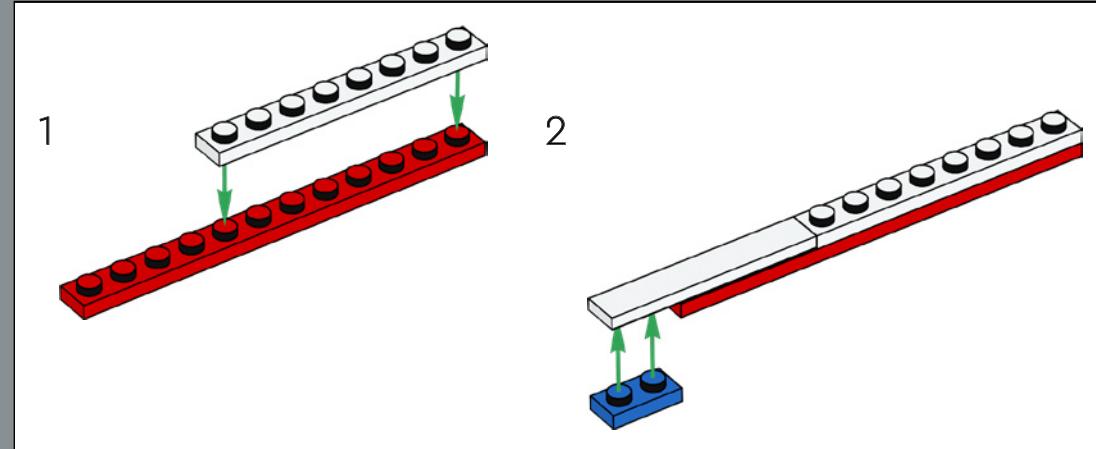


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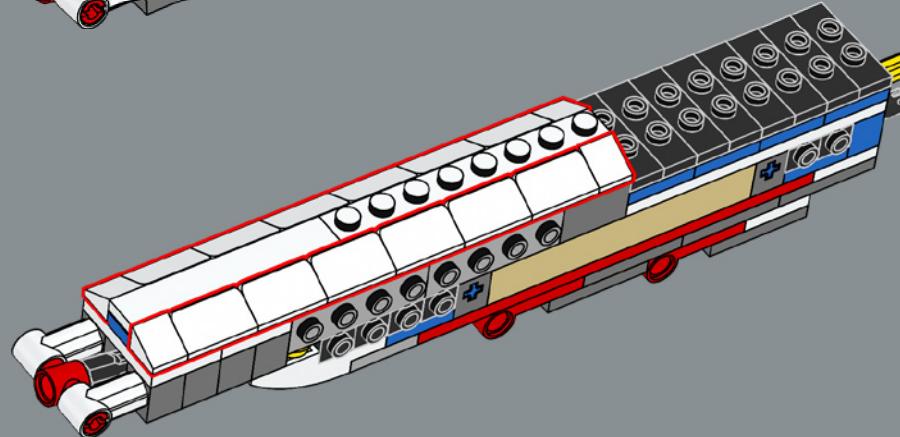




440



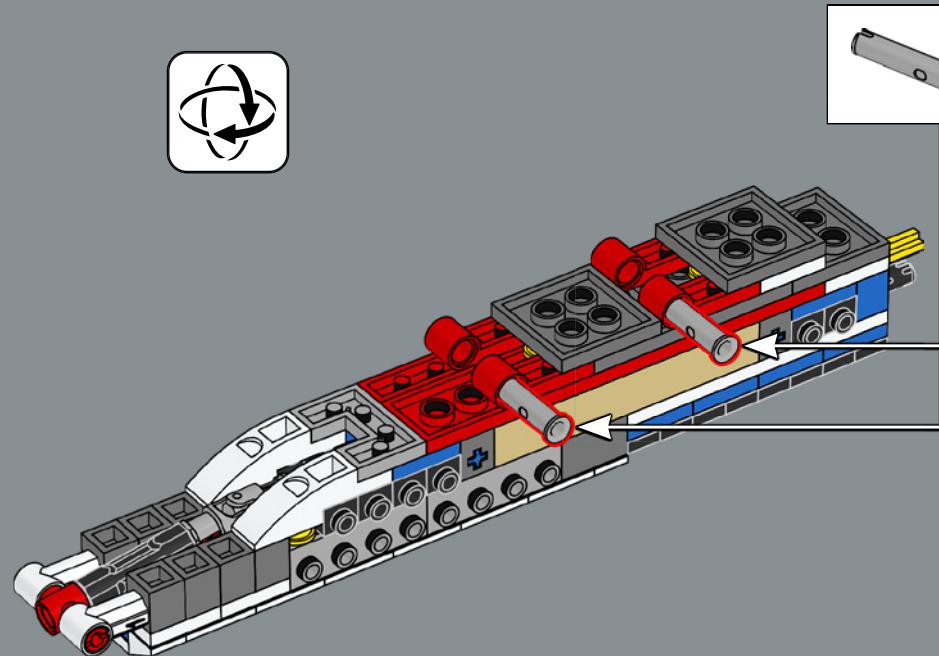
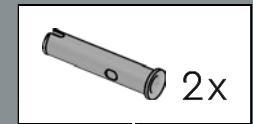
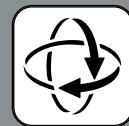
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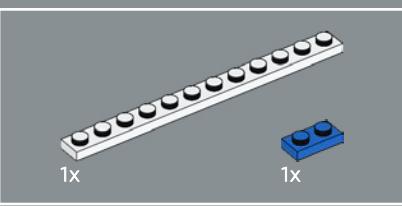
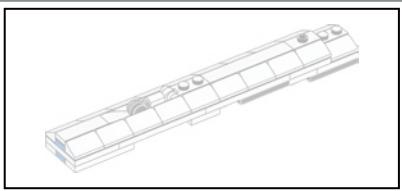




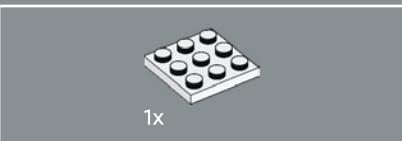
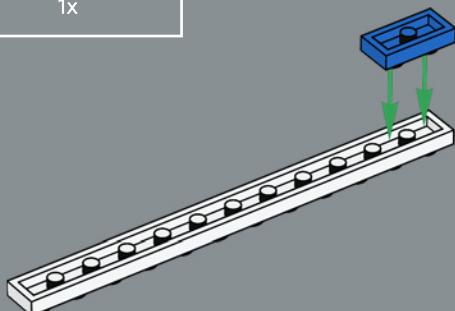
2x

442

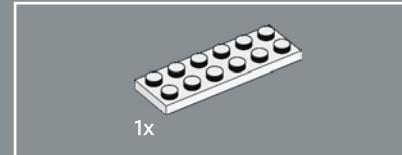
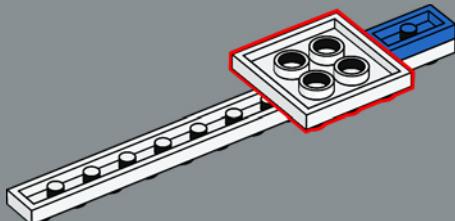




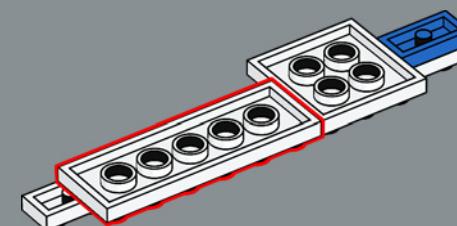
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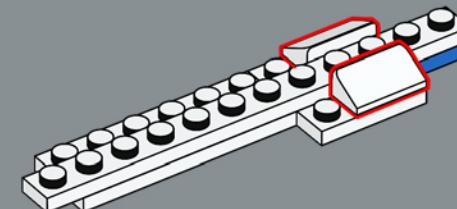
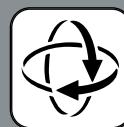
444



445



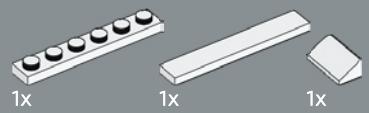
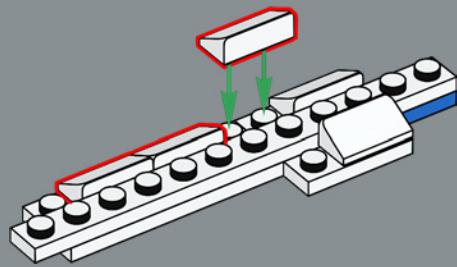
446



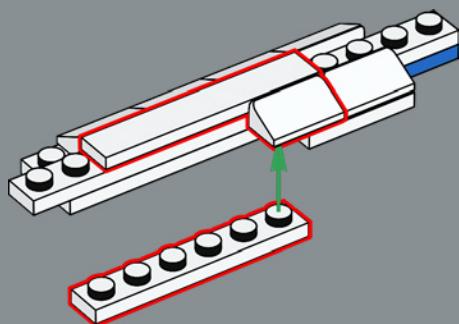


3x

447

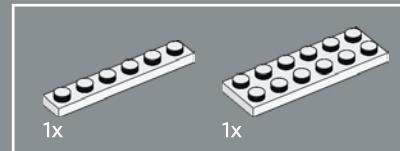
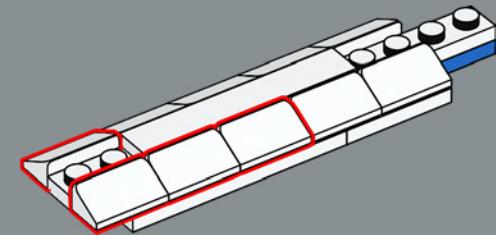


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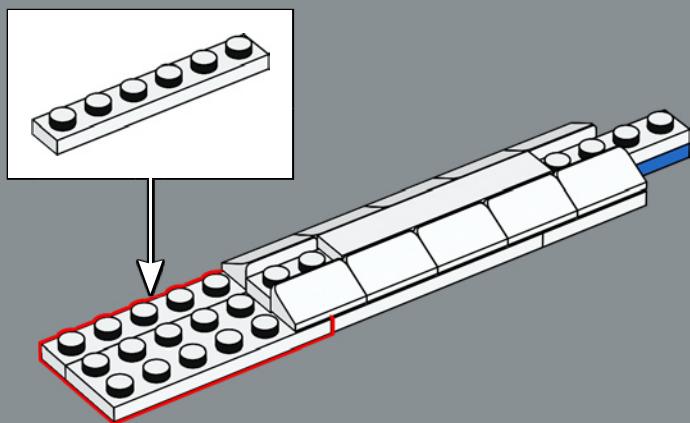


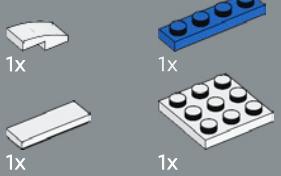
4x

449

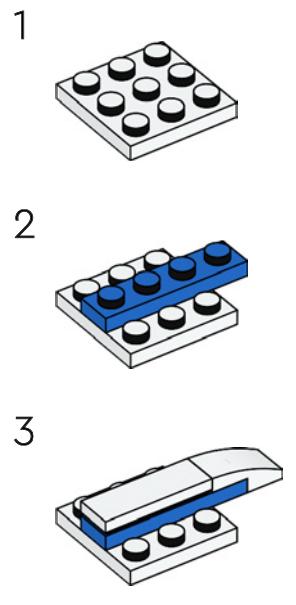
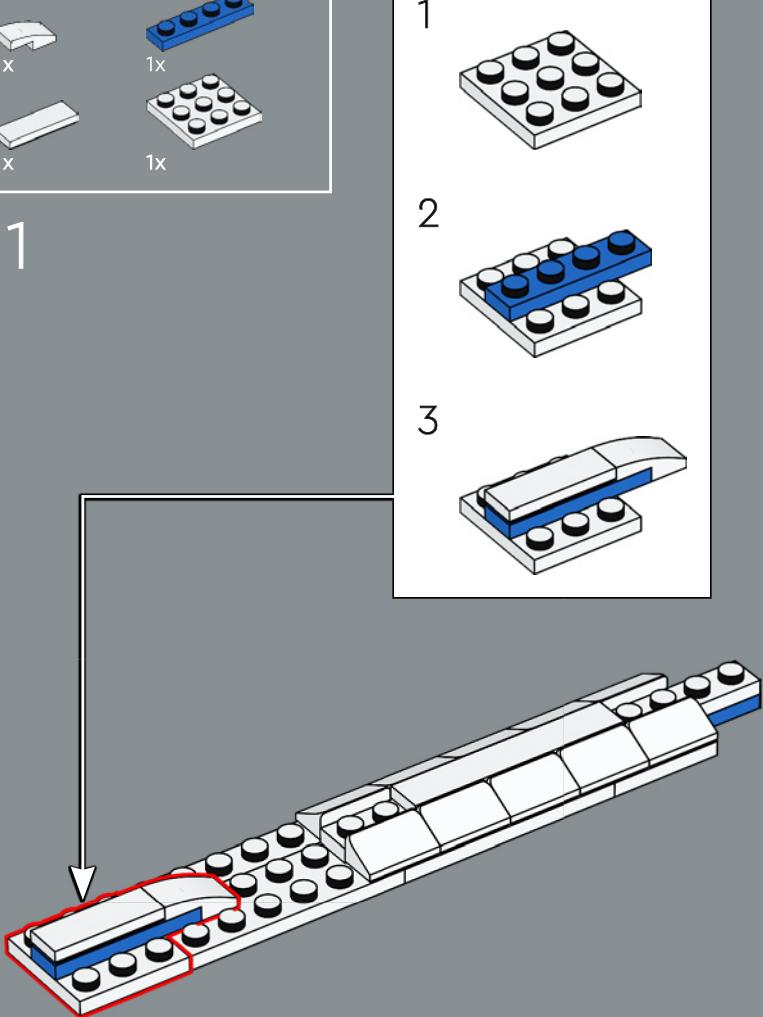


450

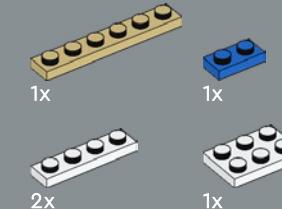
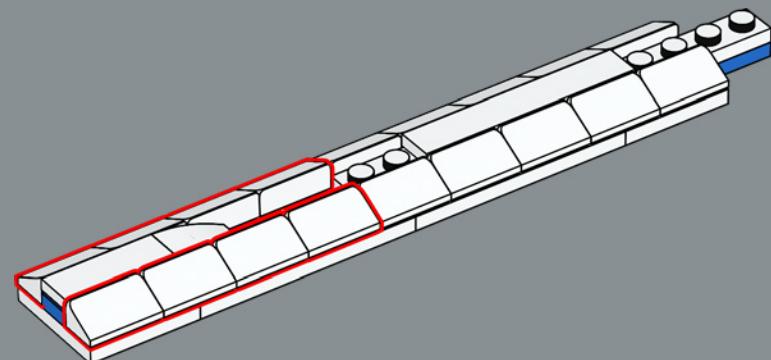




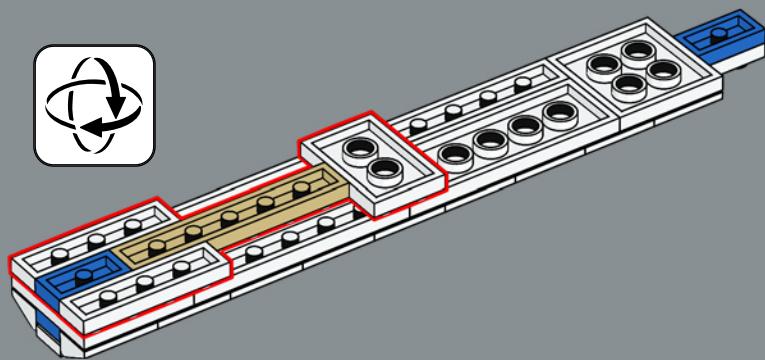
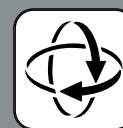
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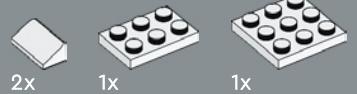


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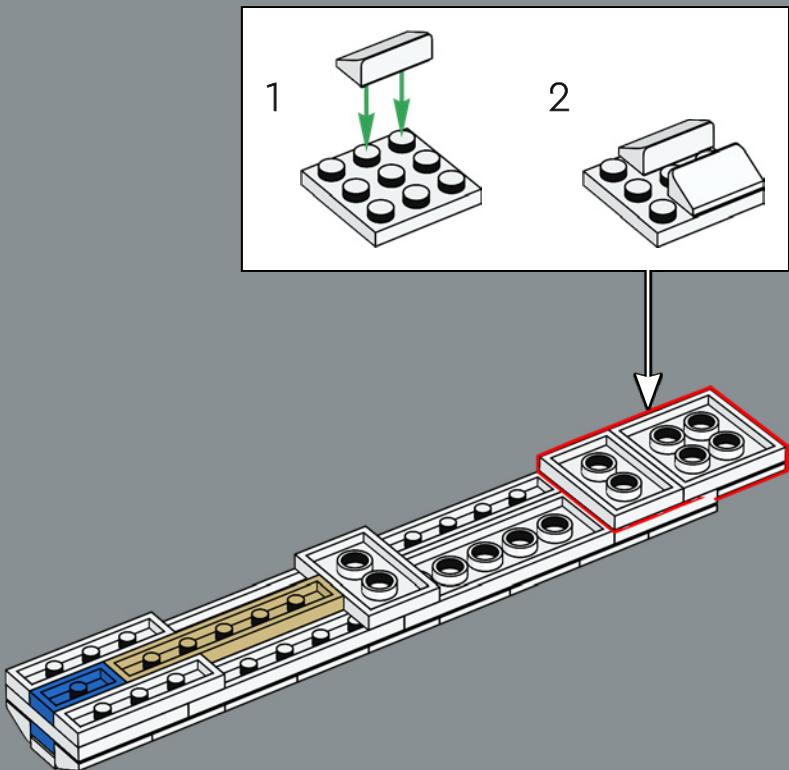


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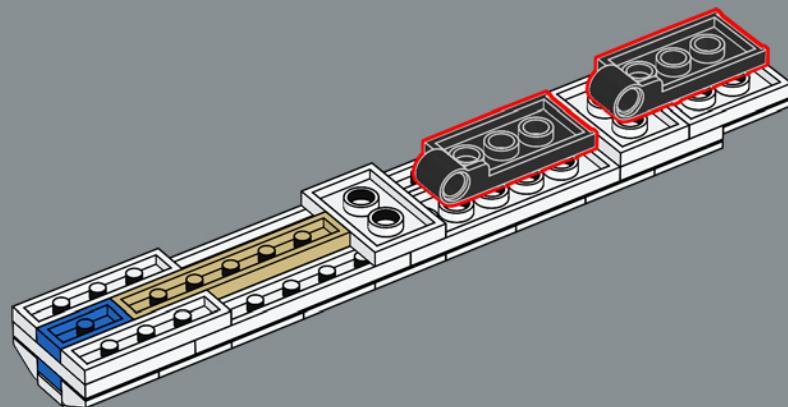


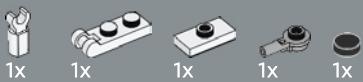


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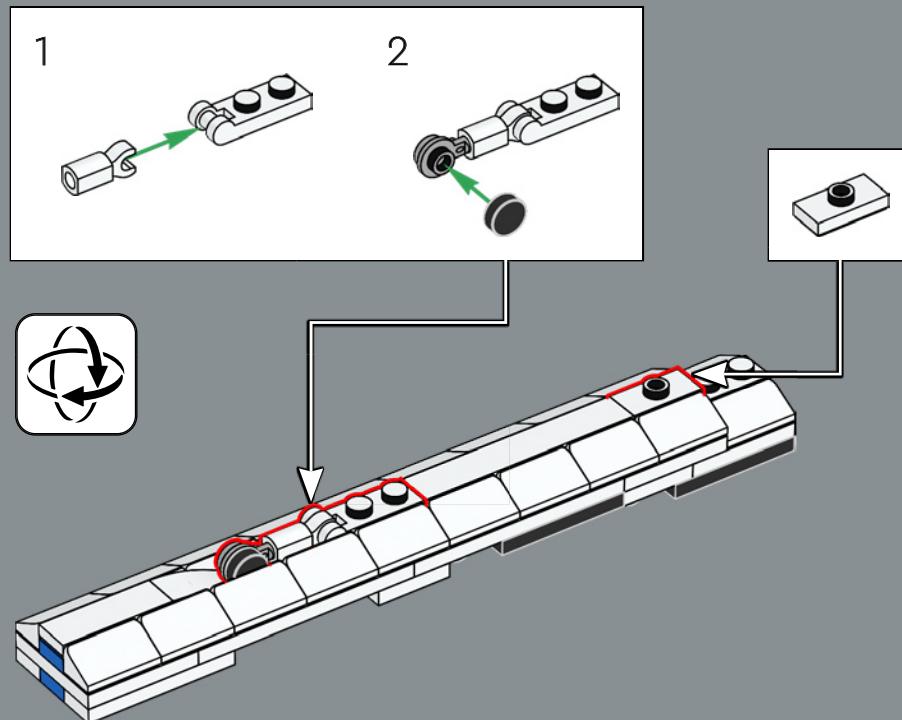
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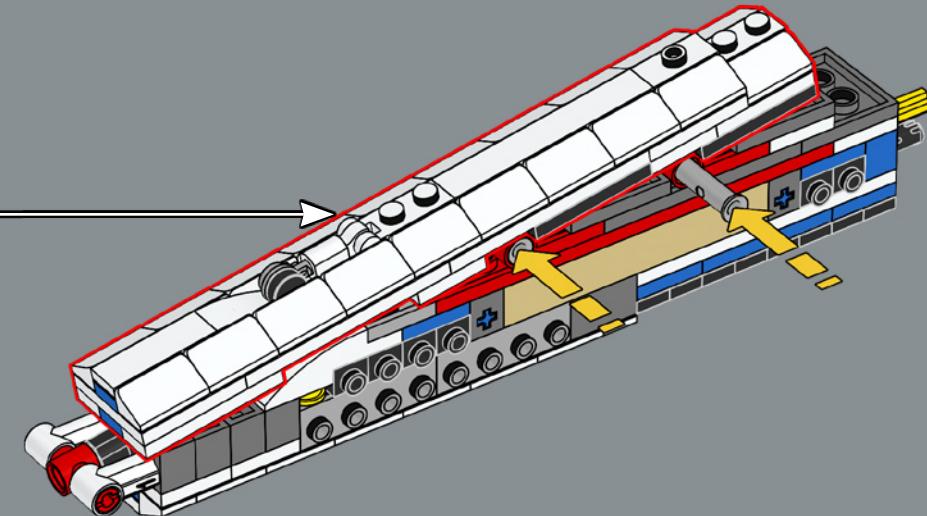
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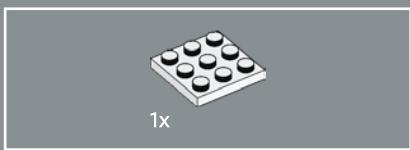
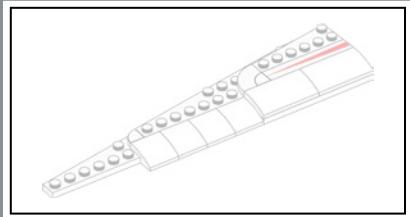
Poiché il Concorde richiedeva un elevato angolo di attacco per ottimizzare la portanza dell'ala a delta in fase di decollo e atterraggio, l'aereo era dotato di una piccola ruota di coda per garantire che la parte posteriore dell'aereo non toccasse il suolo.



La parte inferiore della coda è collegata con un triangolo riflesso, ottenendo la forma affusolata che rende il Concorde così inconfondibile.

457

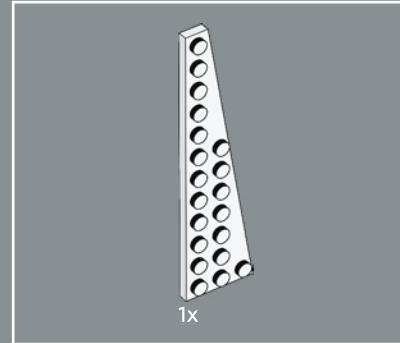




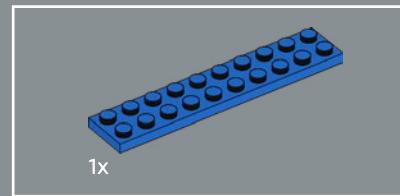
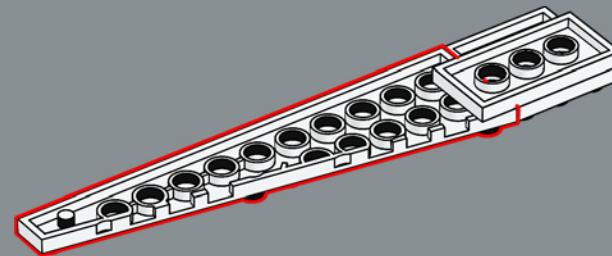
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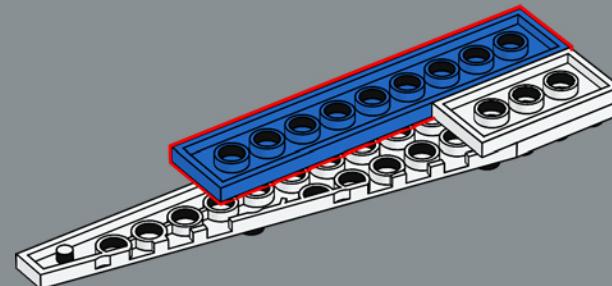
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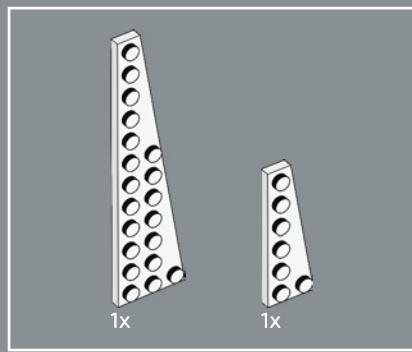


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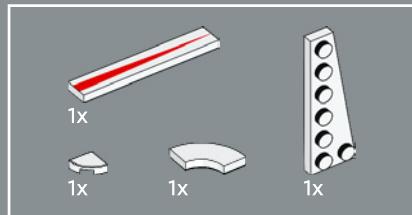
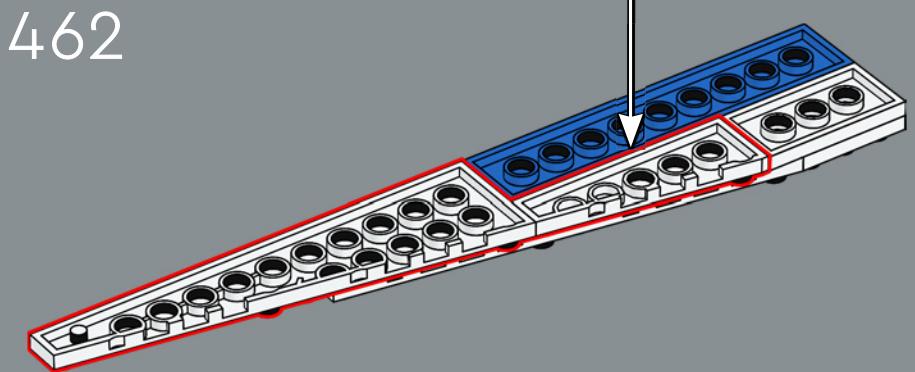
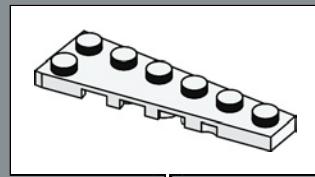


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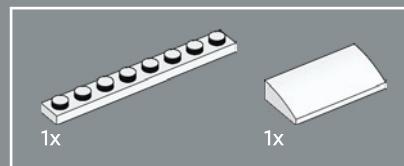
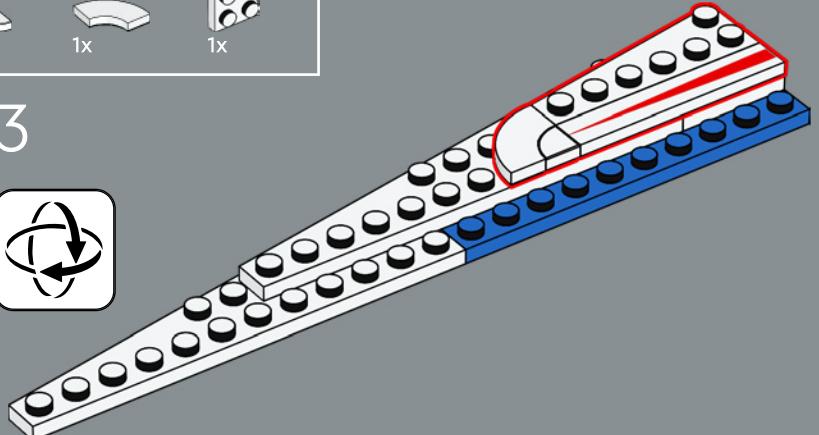




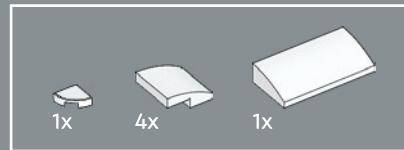
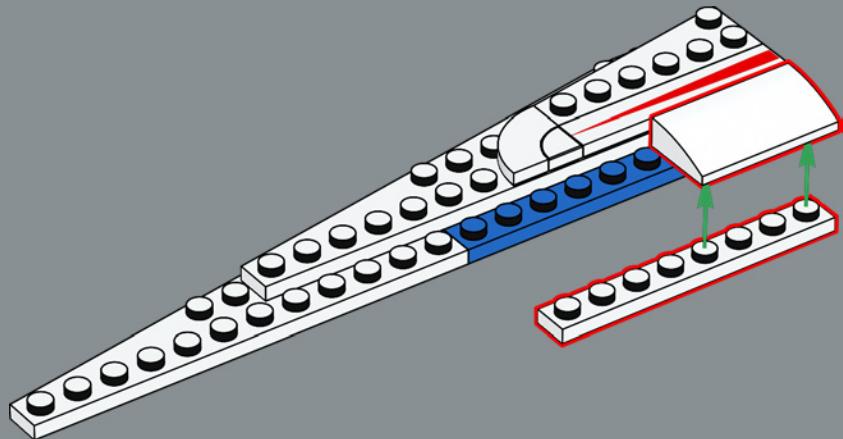
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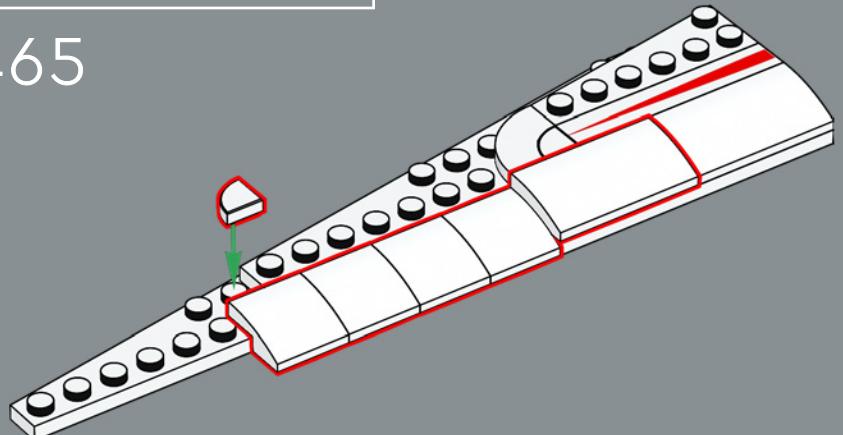
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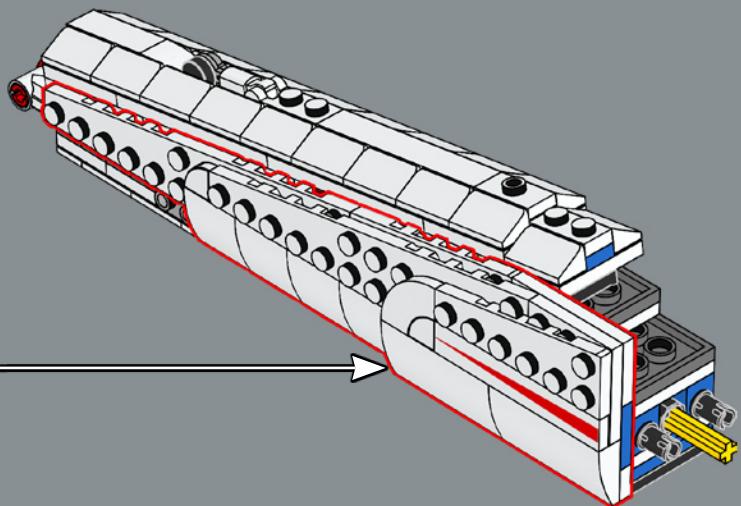
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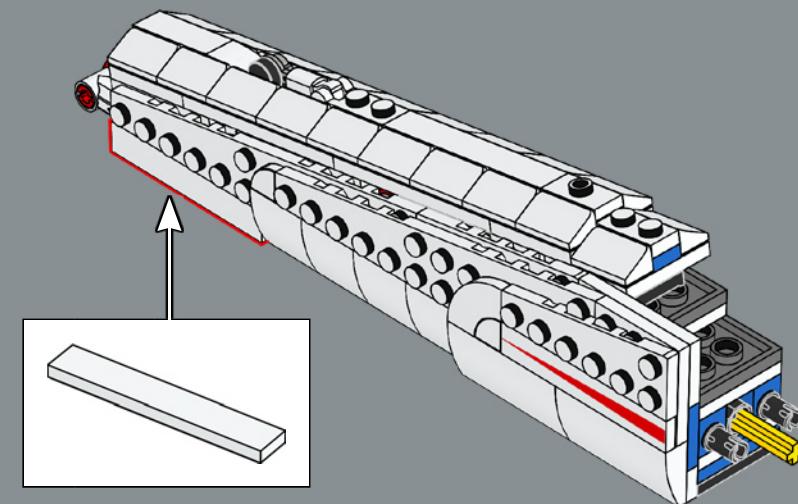
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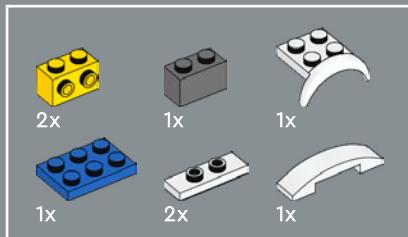


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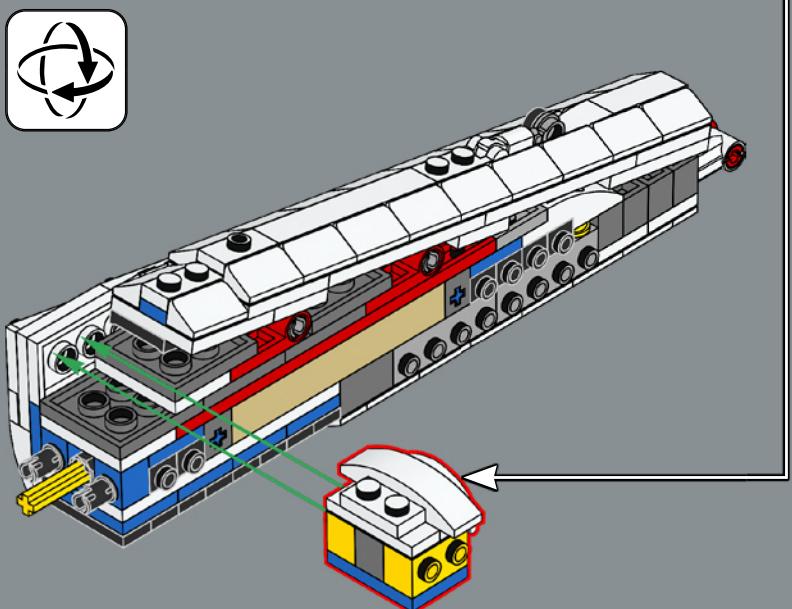
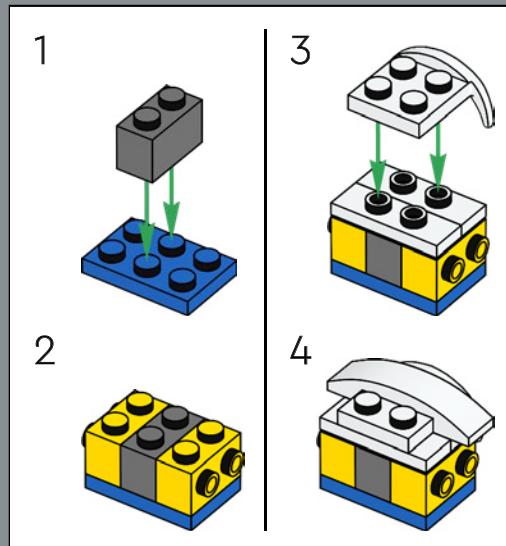


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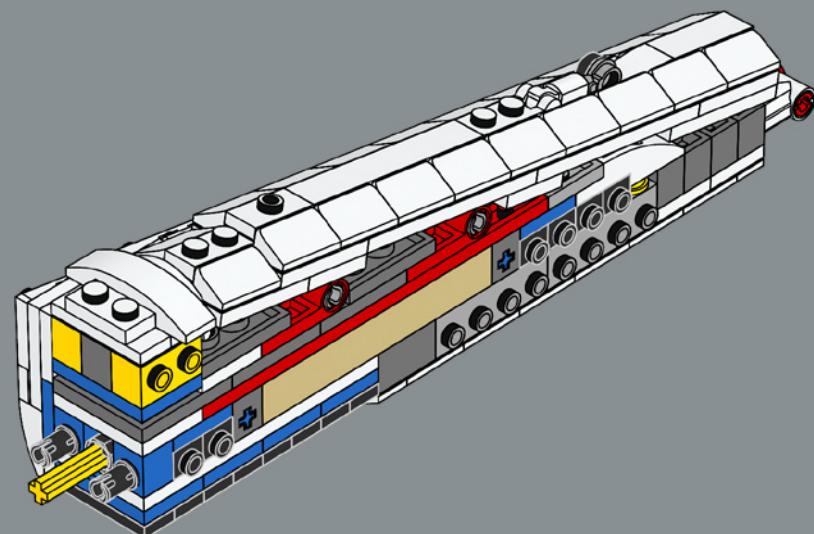


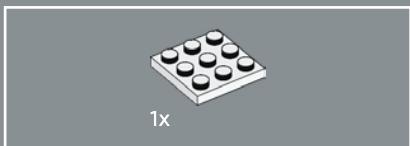
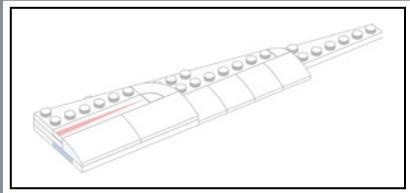


468



469

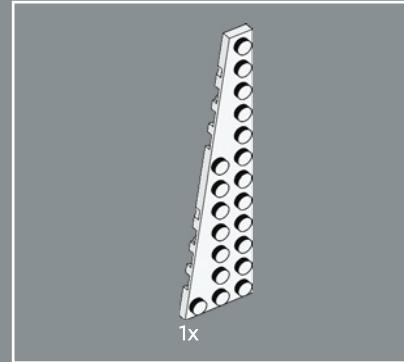




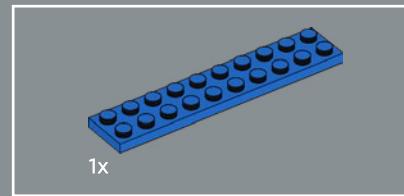
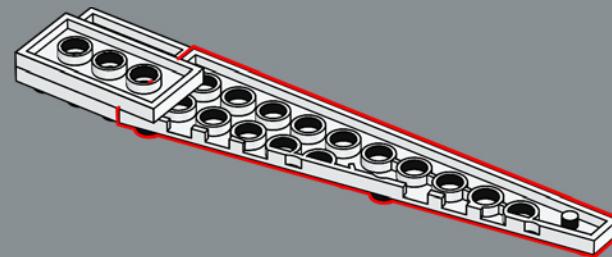
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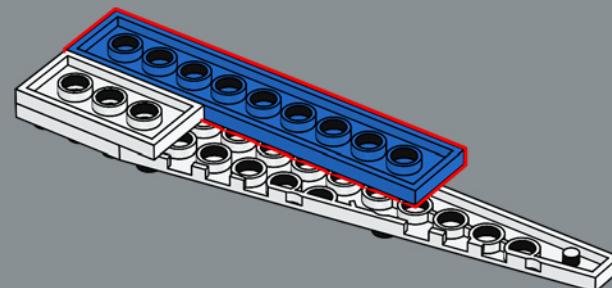
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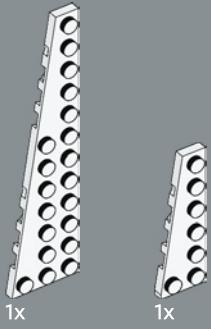


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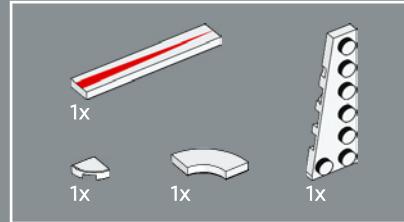
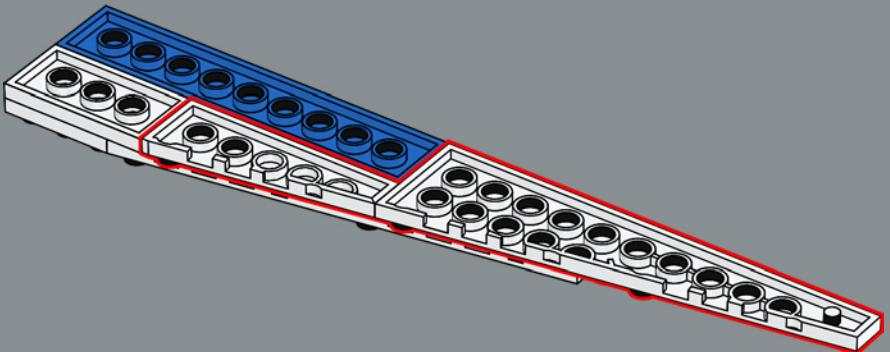


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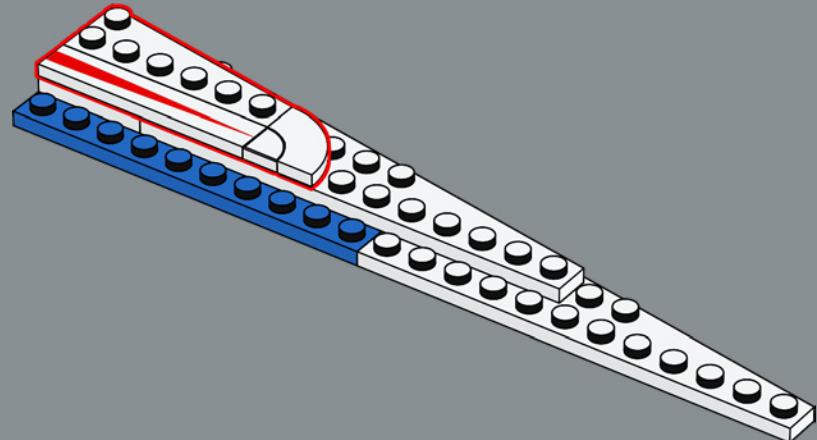


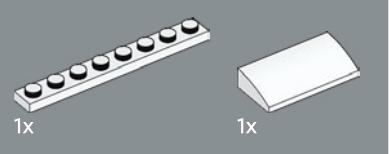


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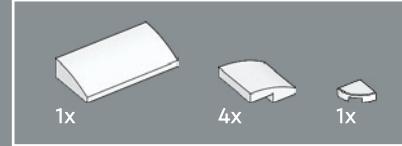
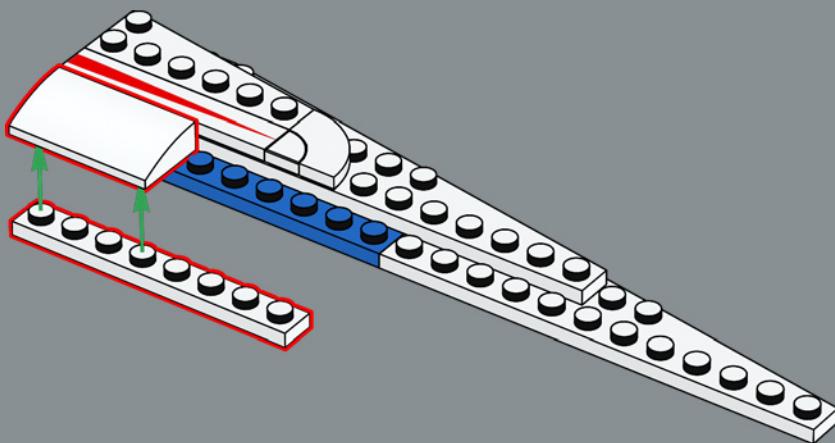


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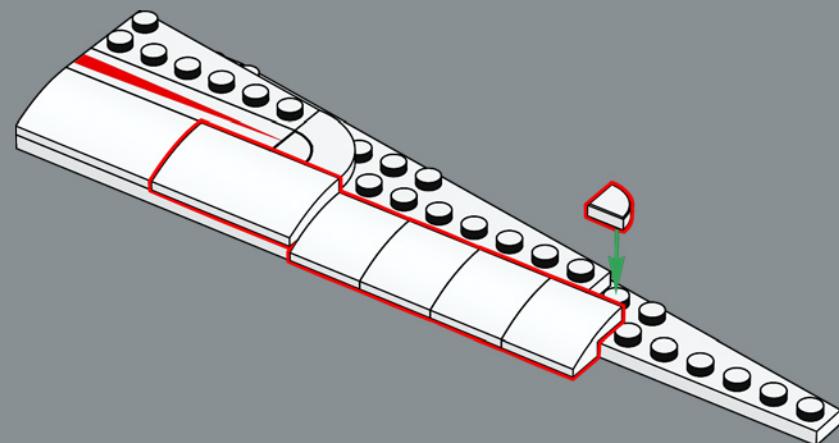




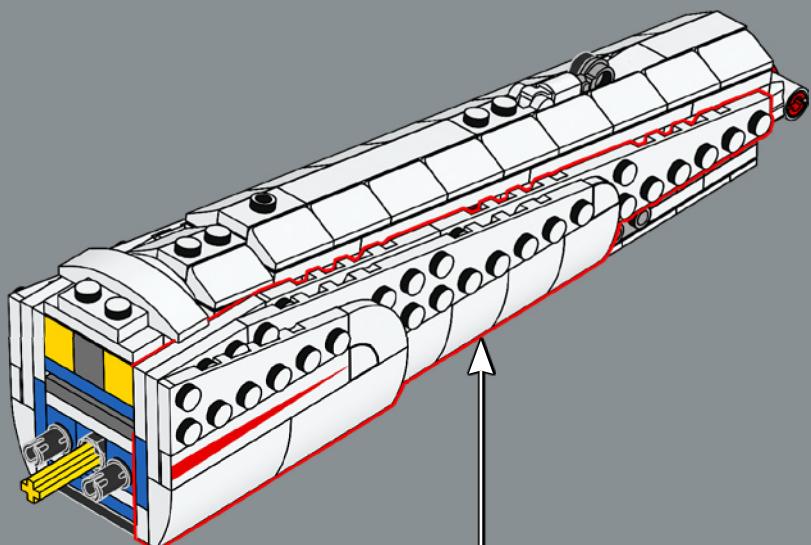
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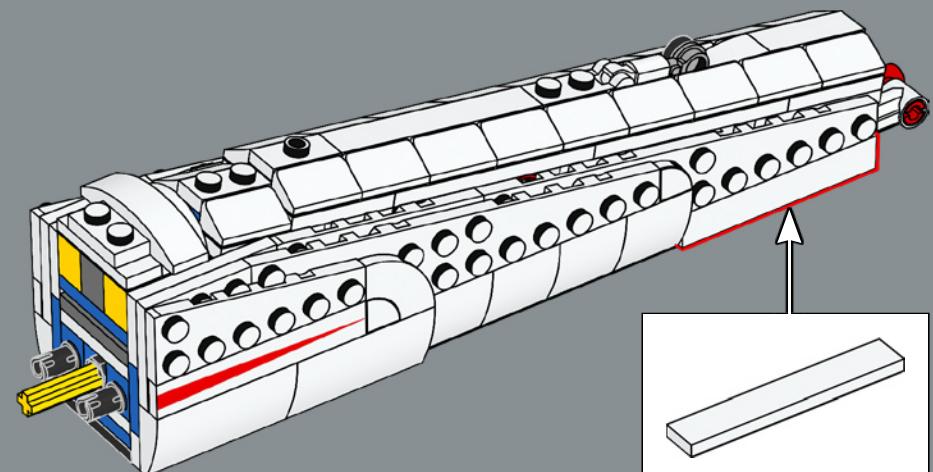
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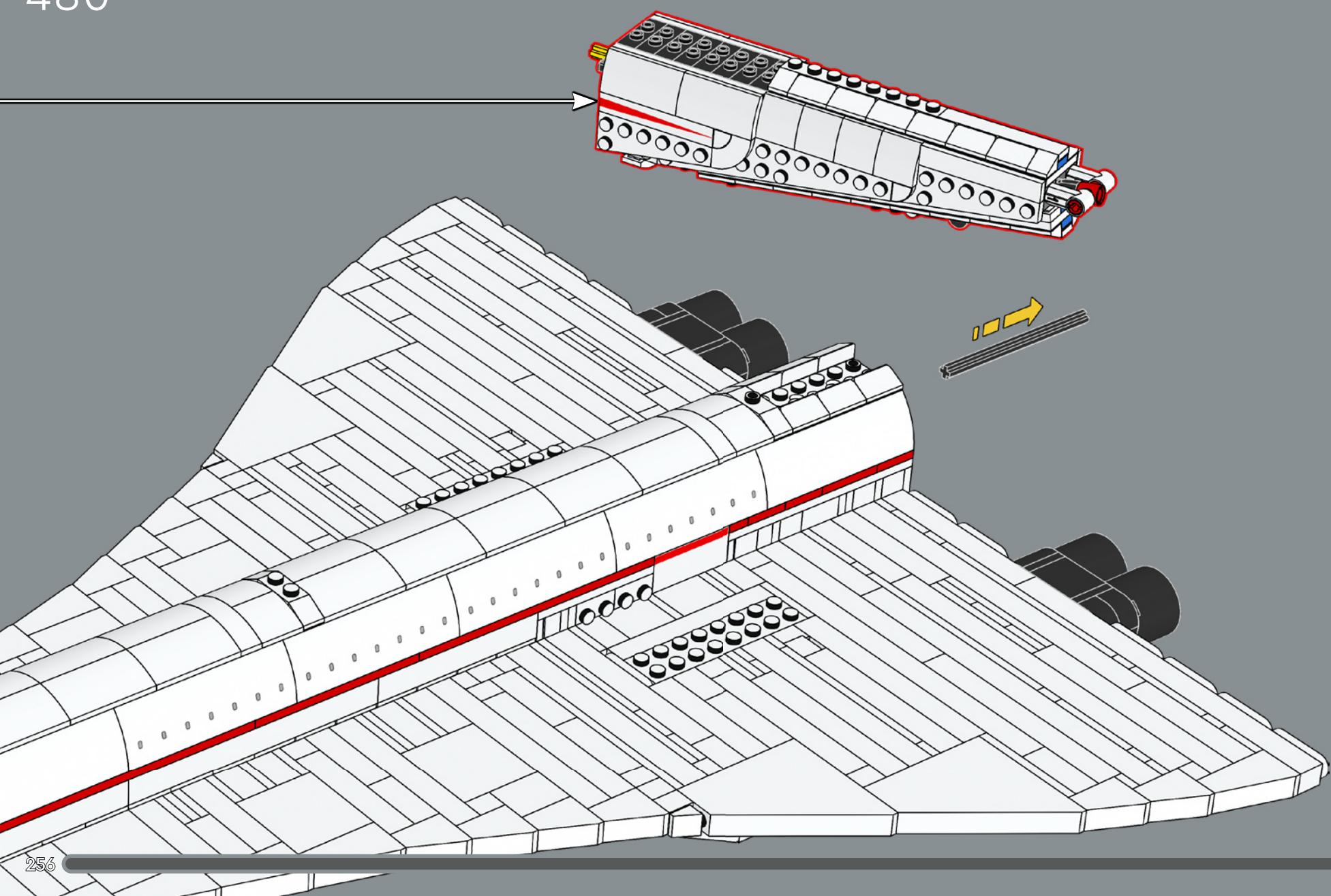
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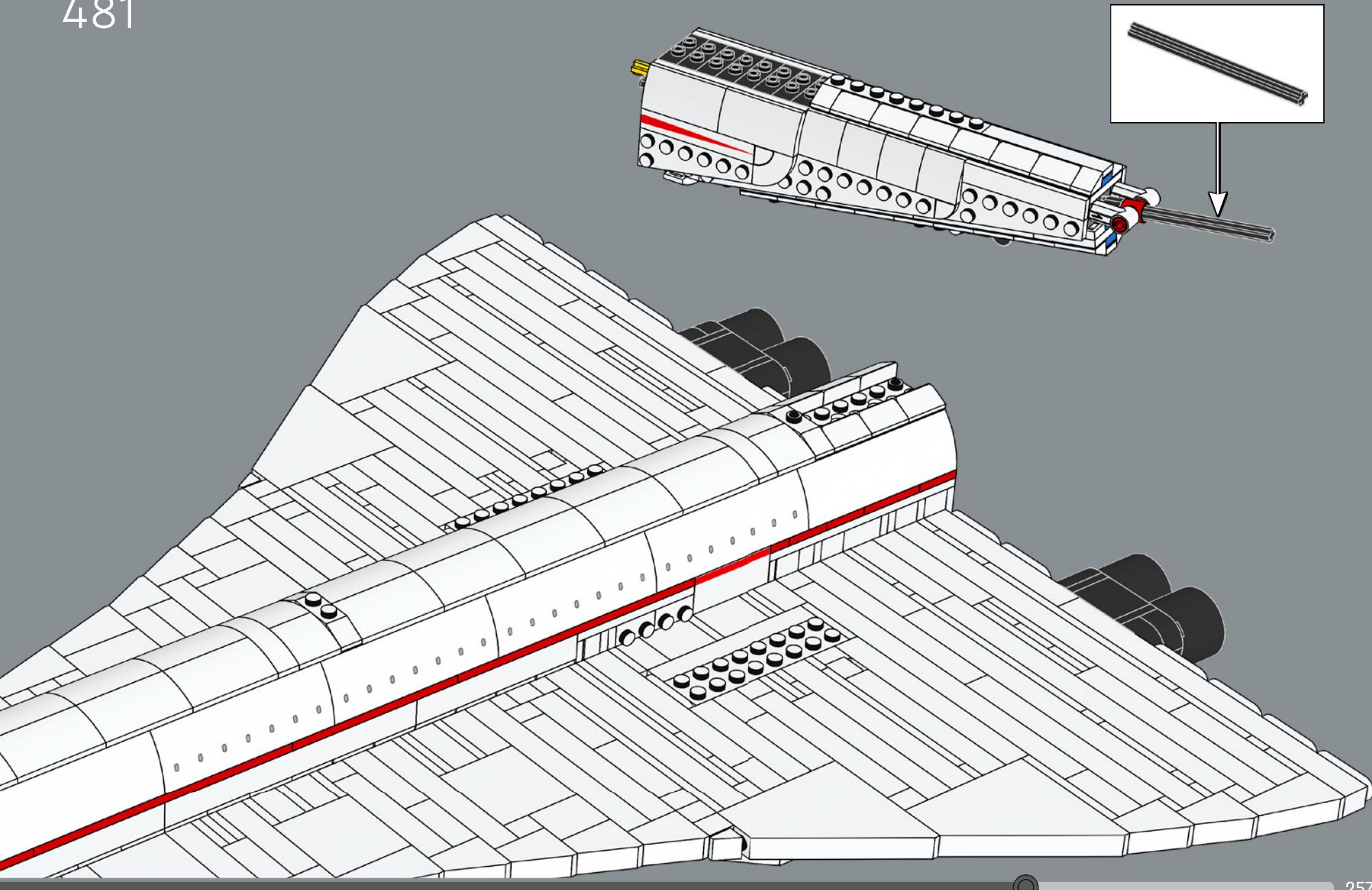
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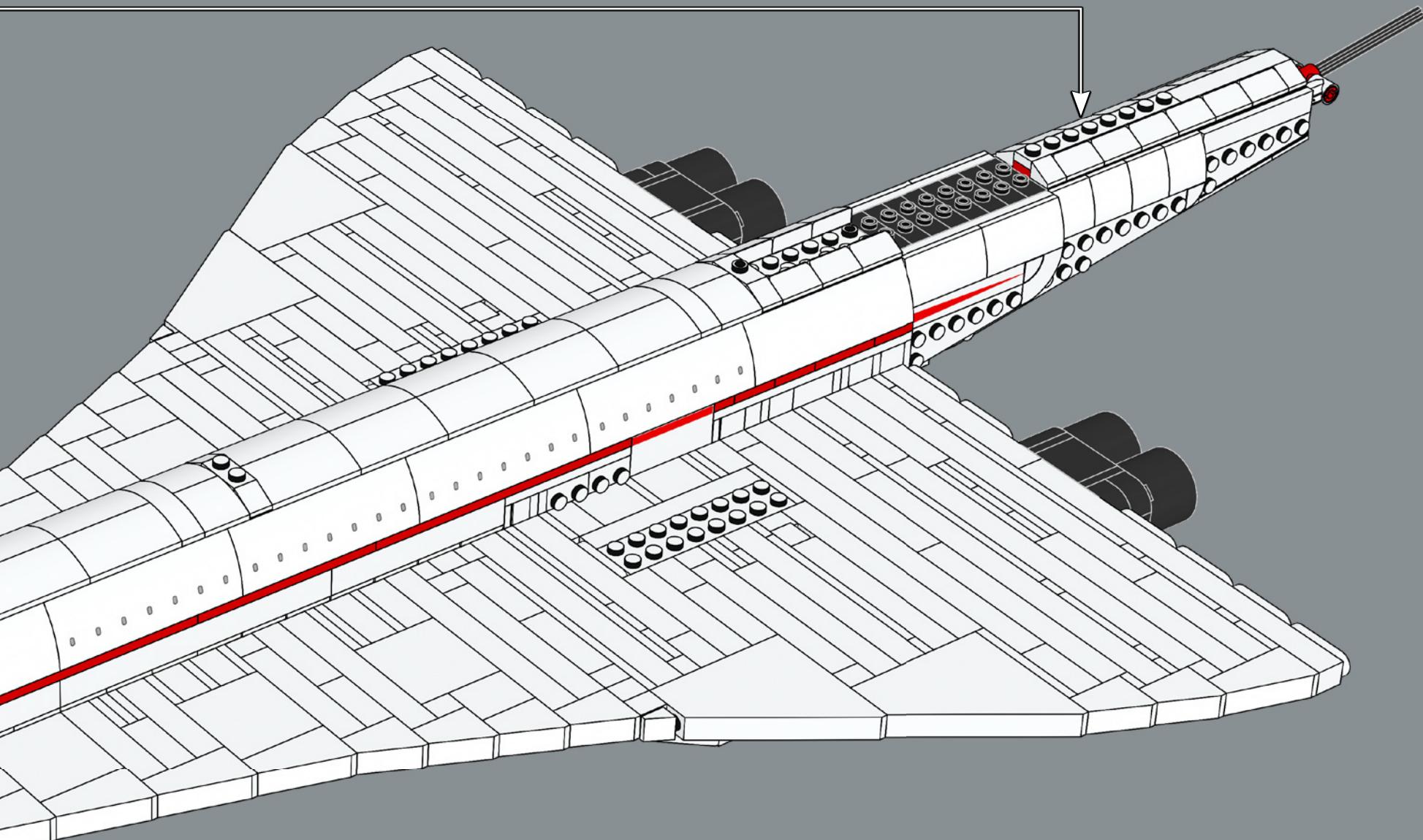
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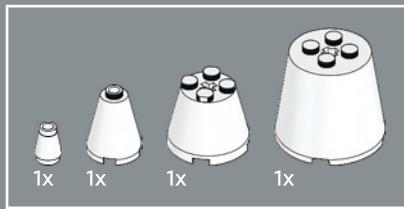


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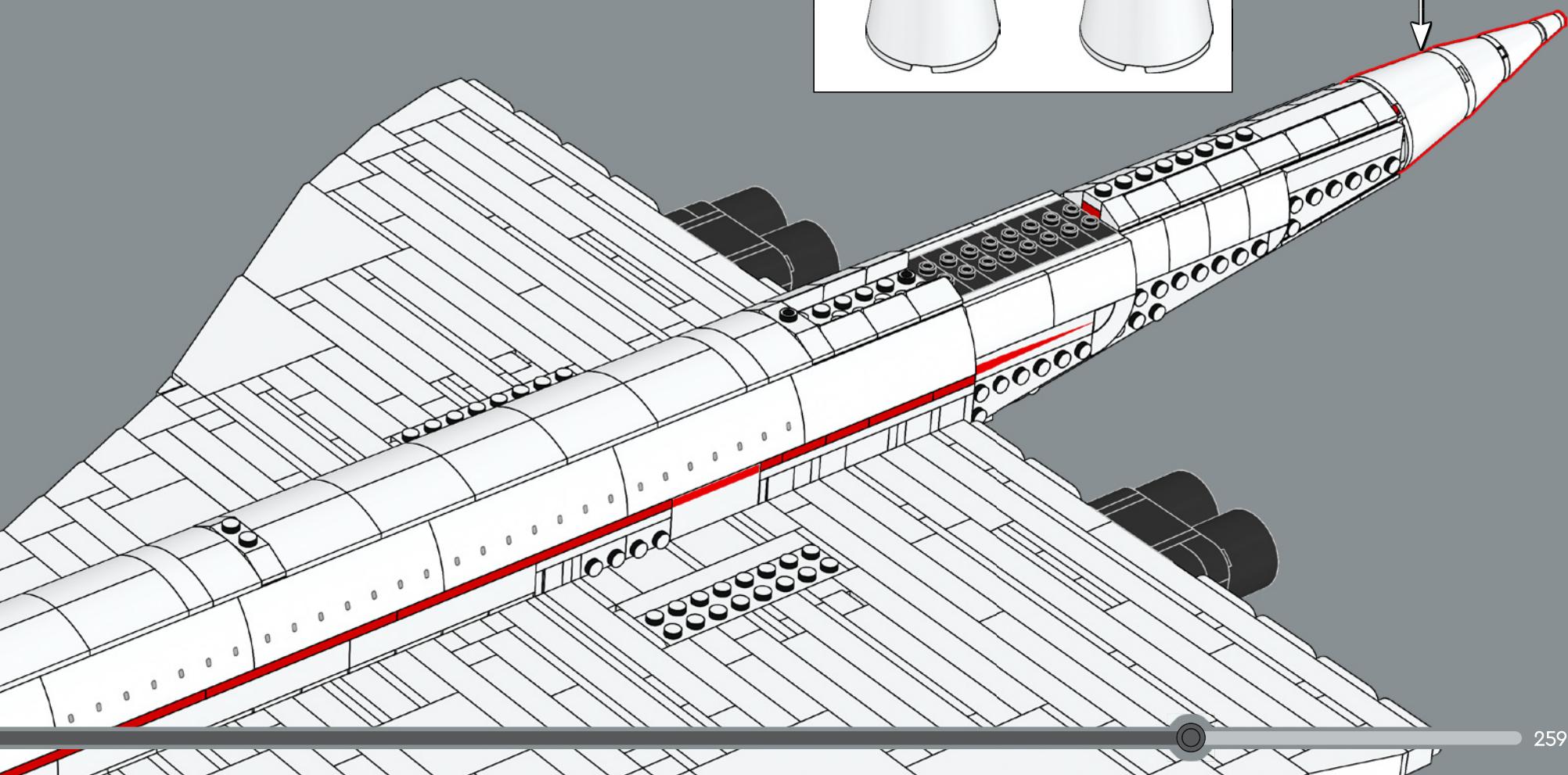
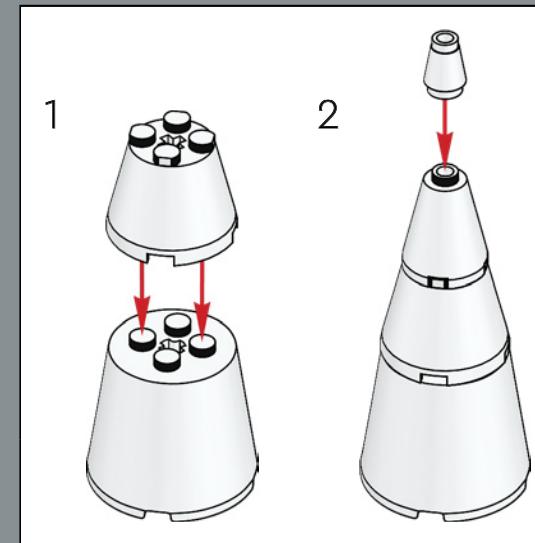


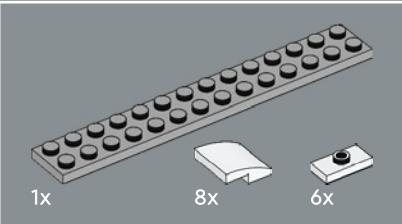
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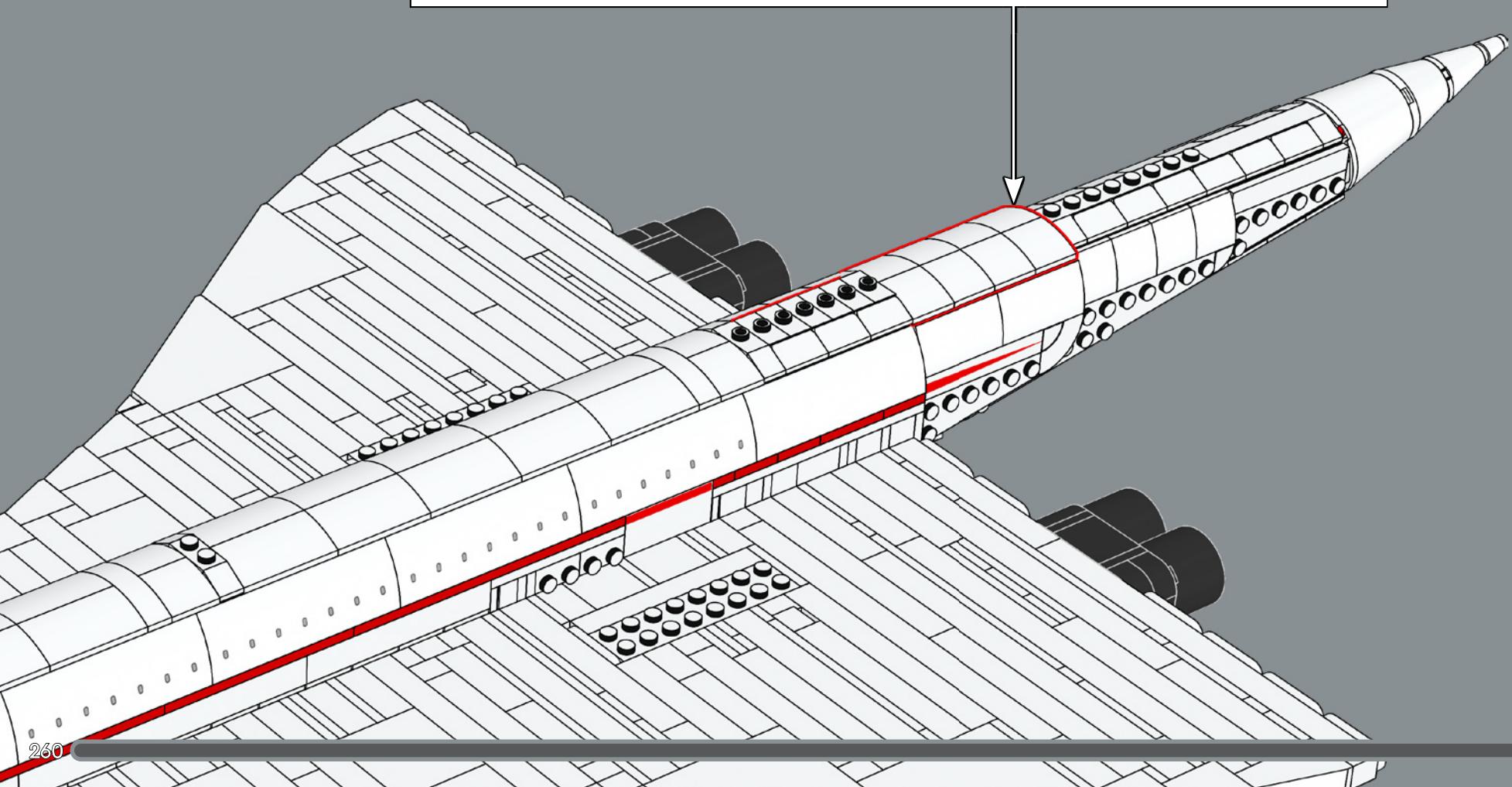
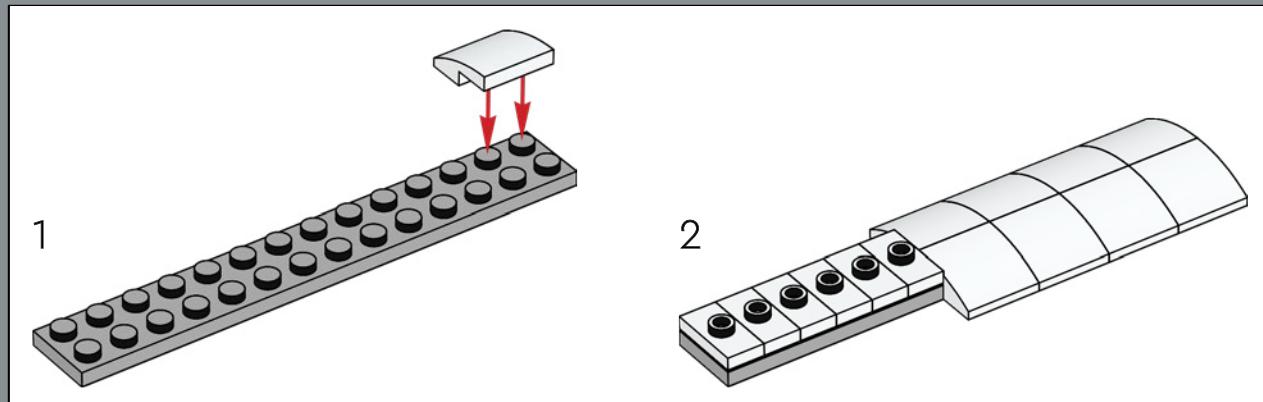


483





484



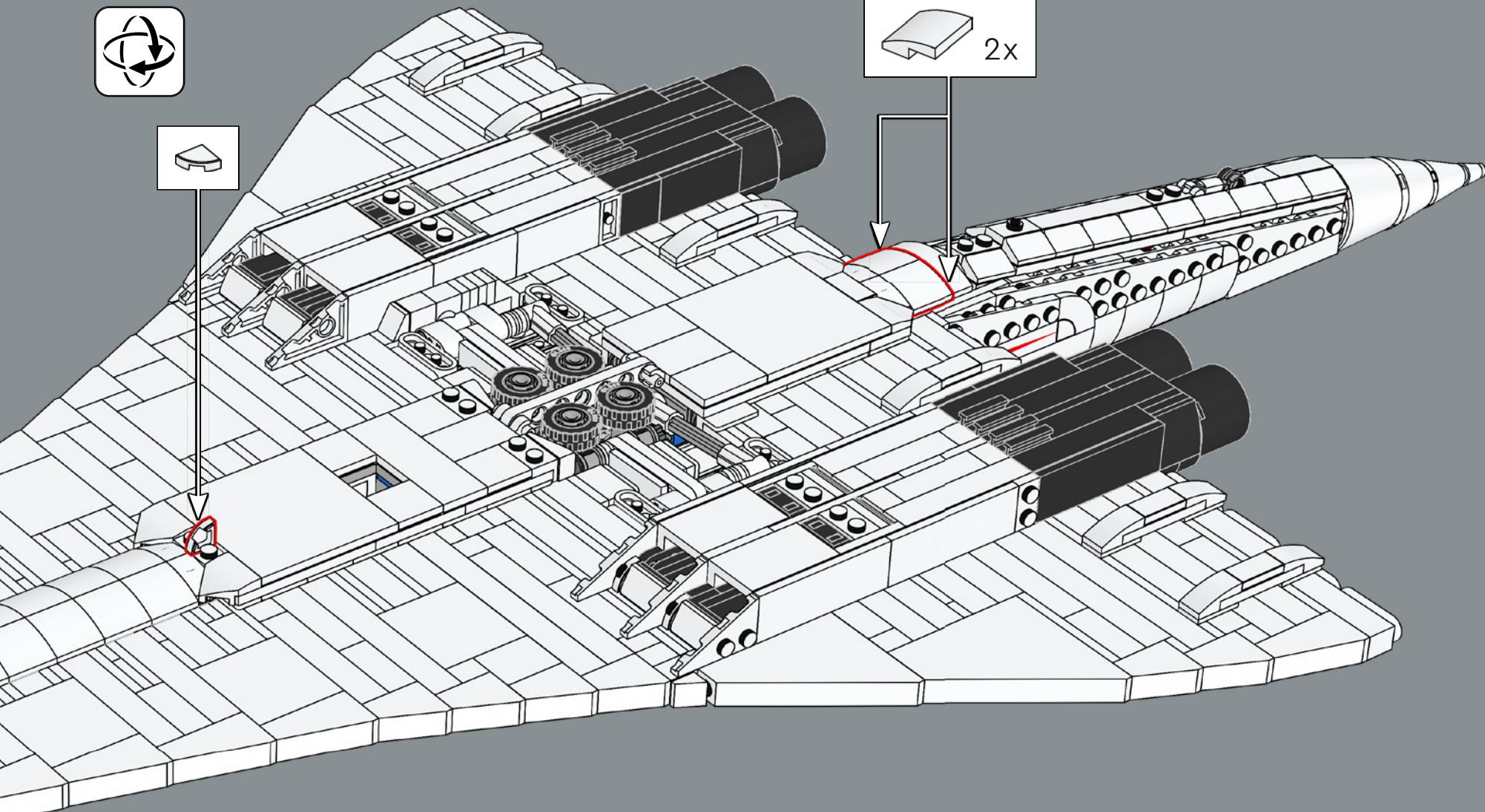


2x



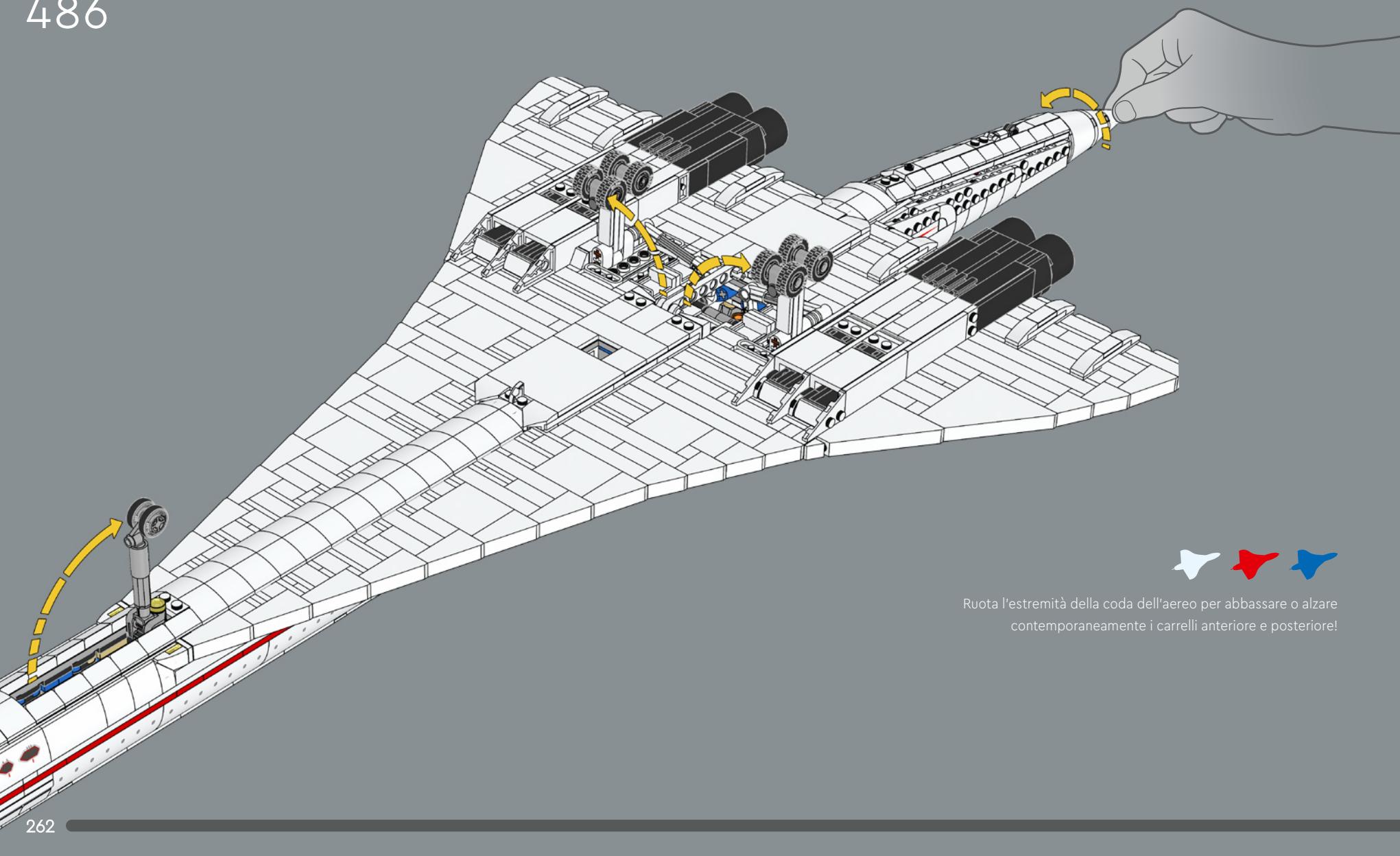
1x

485



2x

486



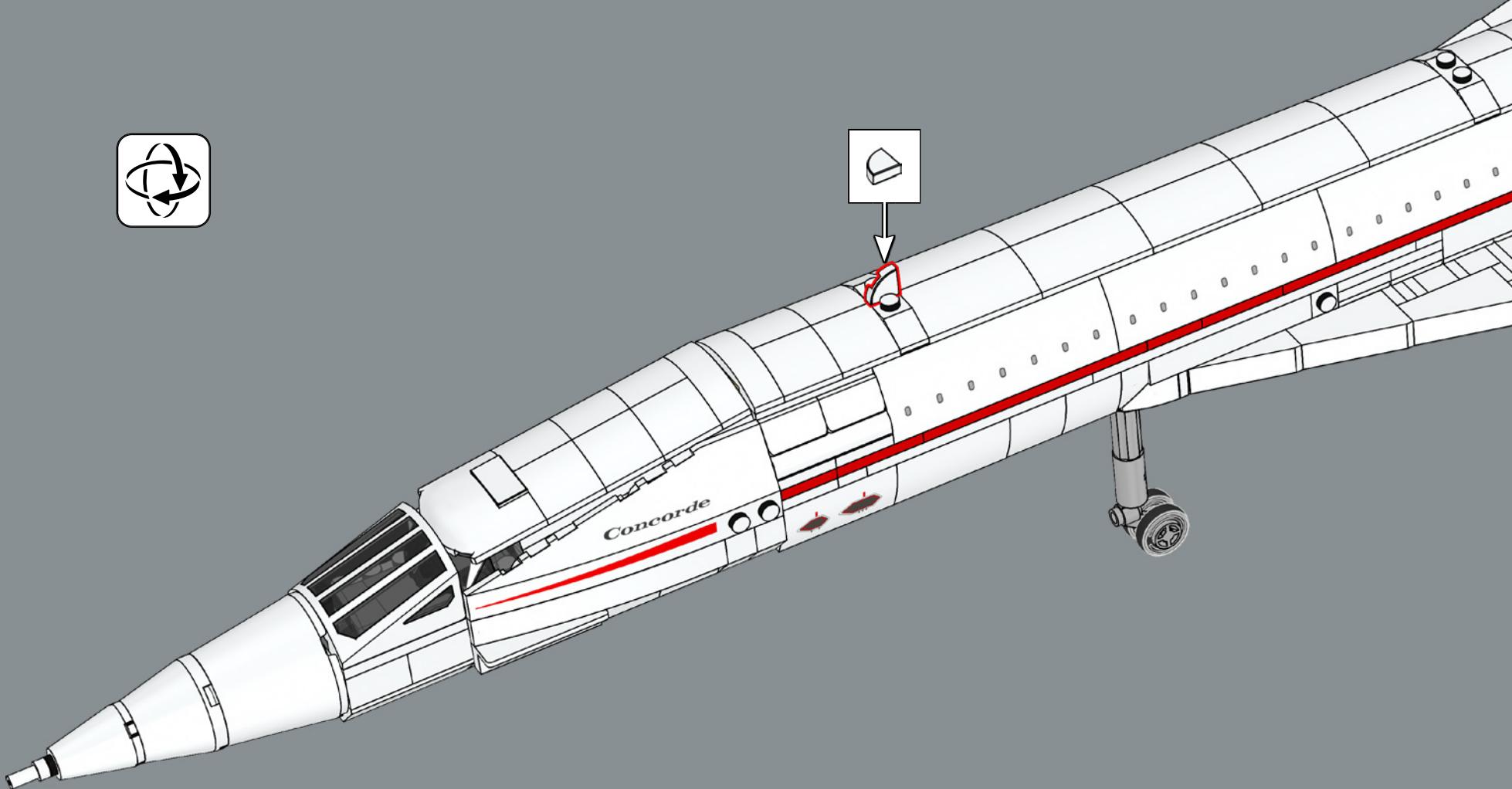
Ruota l'estremità della coda dell'aereo per abbassare o alzare contemporaneamente i carrelli anteriore e posteriore!

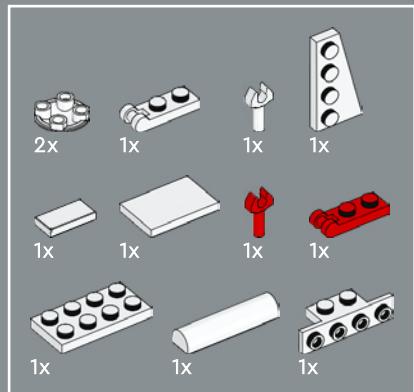




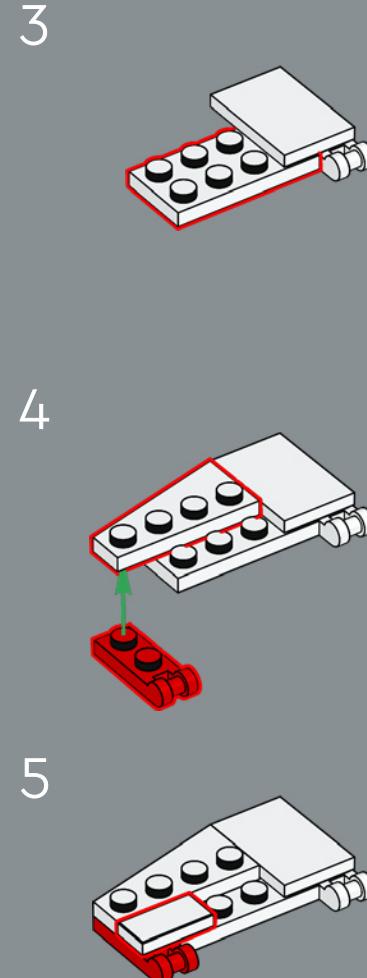
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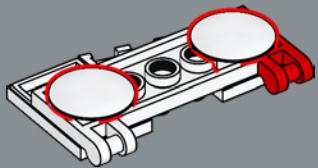




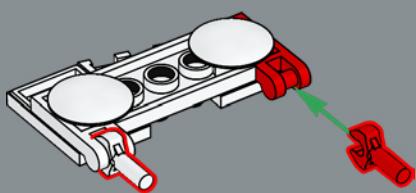
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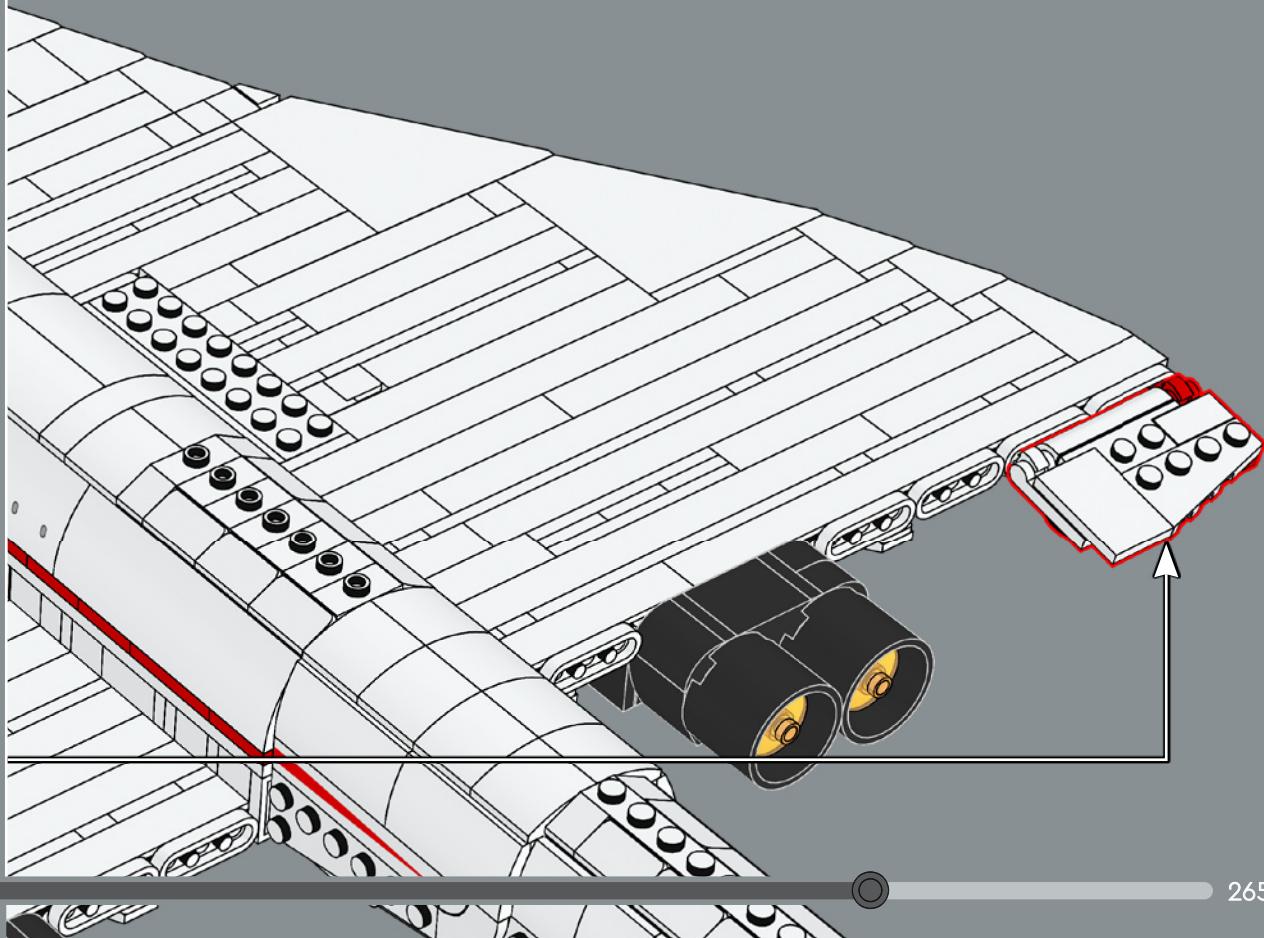
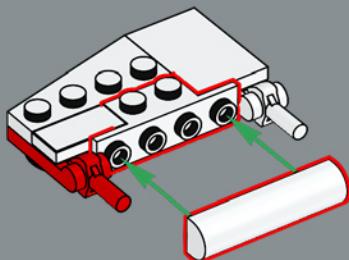
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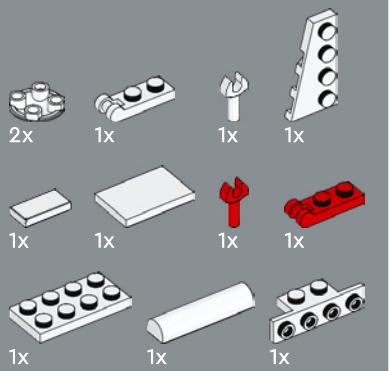


7



8





489

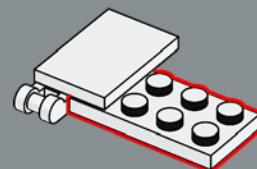
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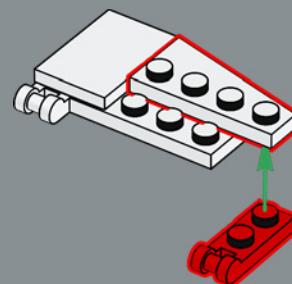
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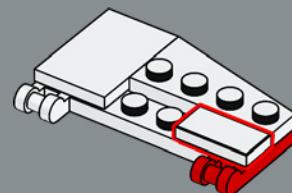
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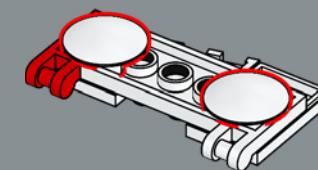
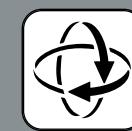
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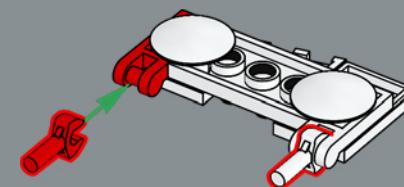
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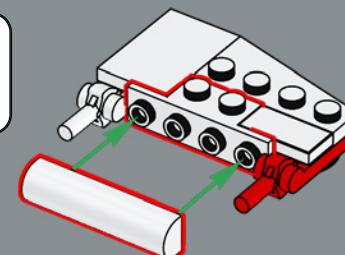
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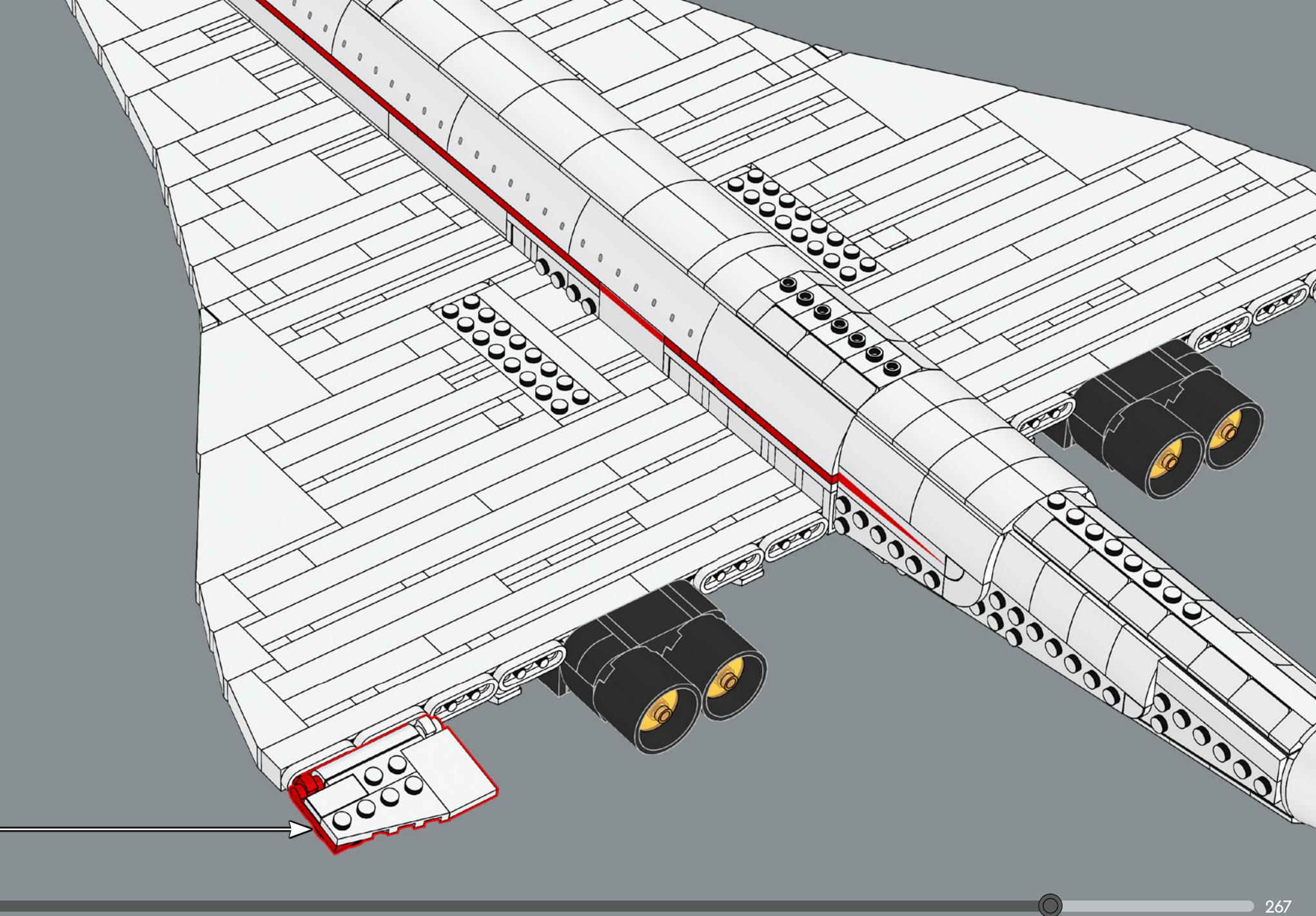


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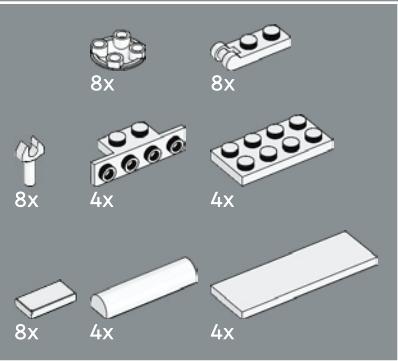
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4x

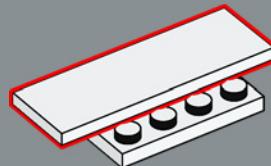


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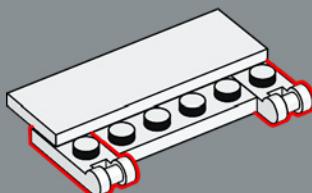
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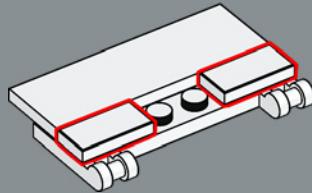
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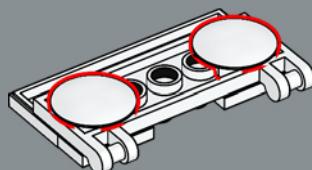
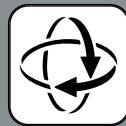
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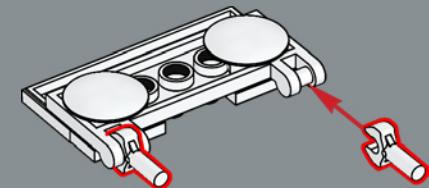
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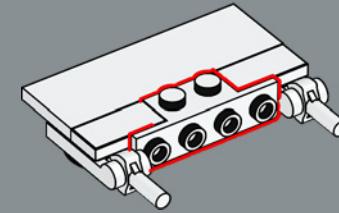
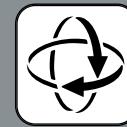
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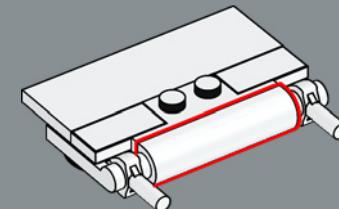
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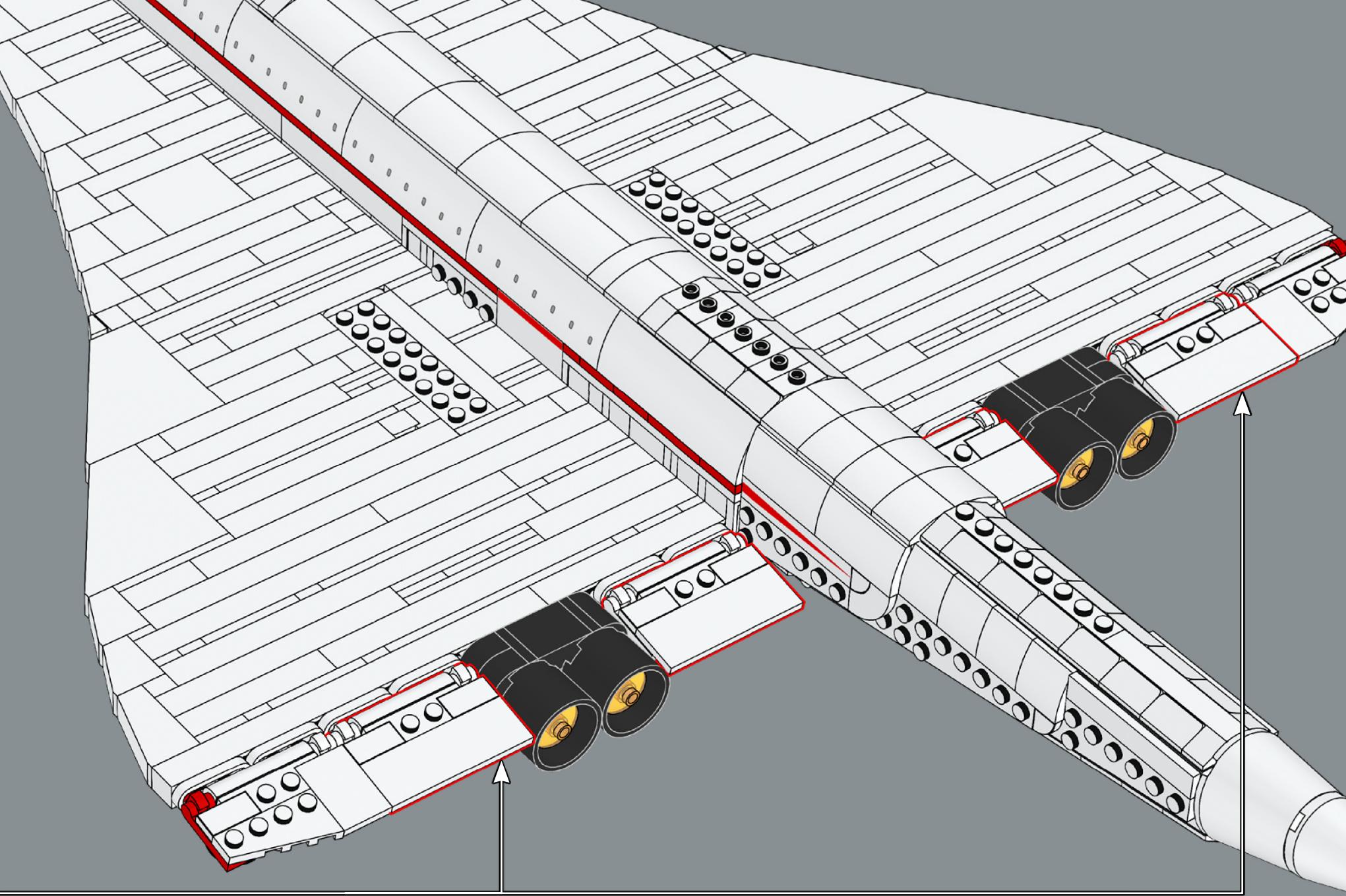
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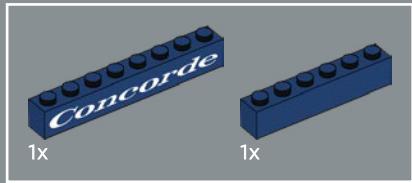
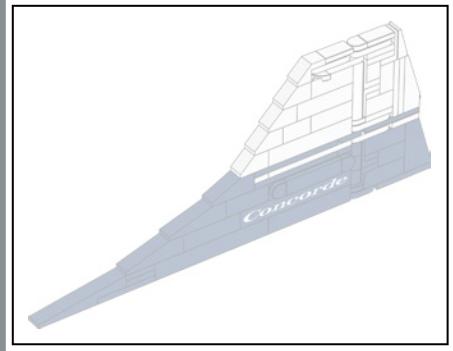


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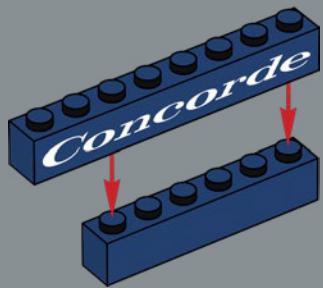


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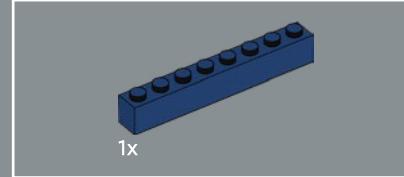




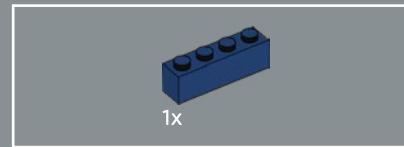
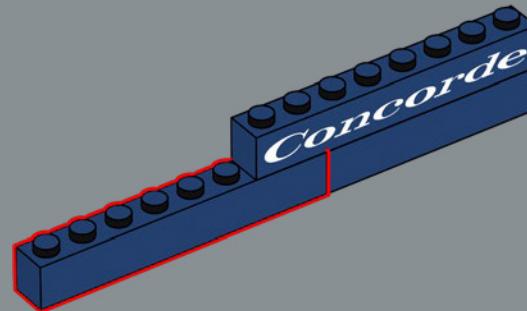
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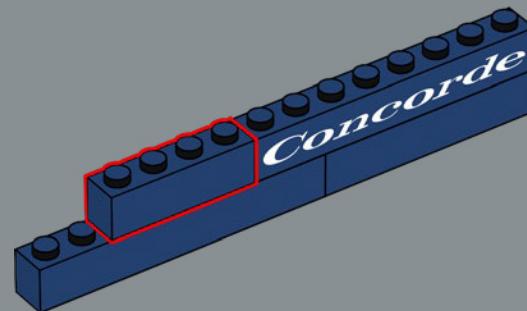
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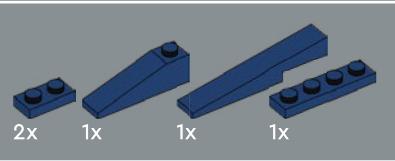


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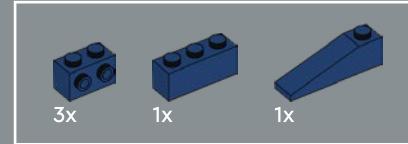
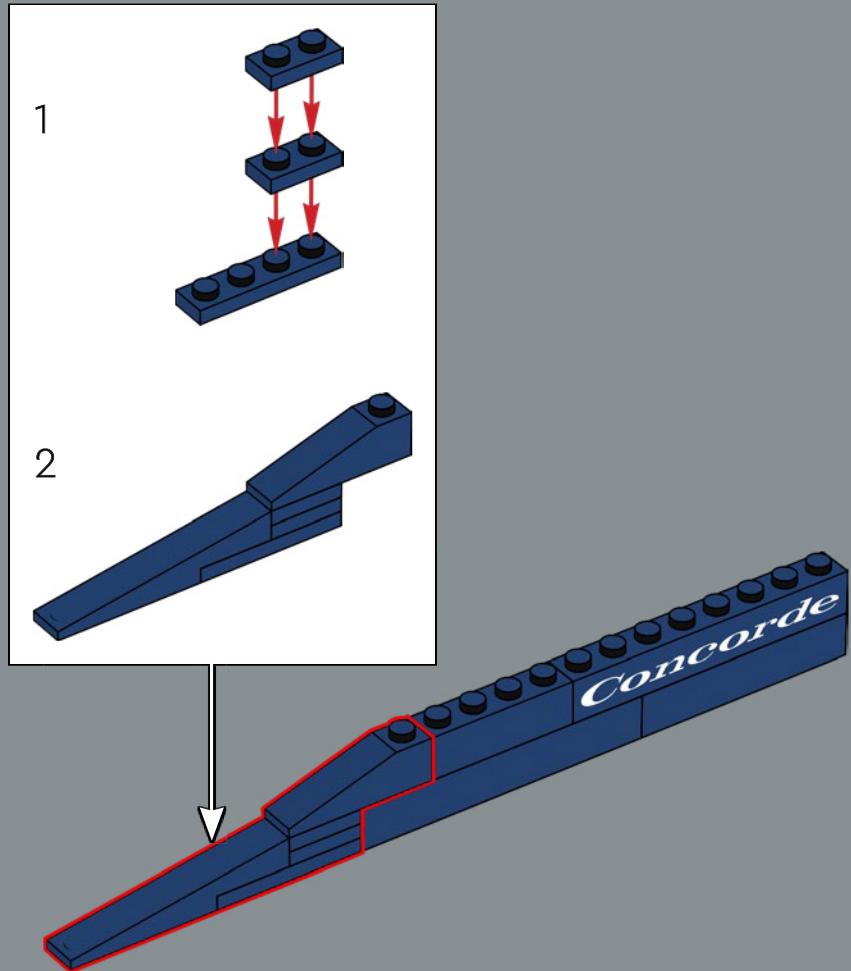


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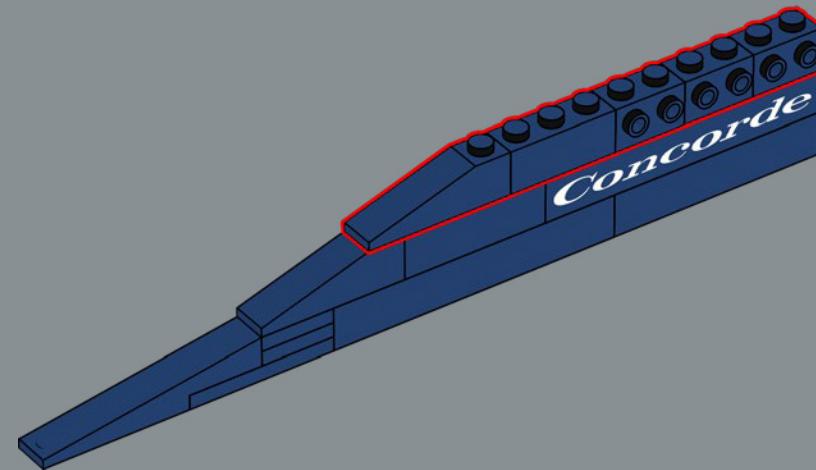


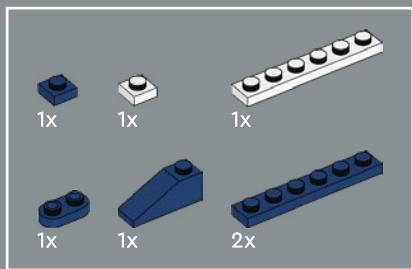


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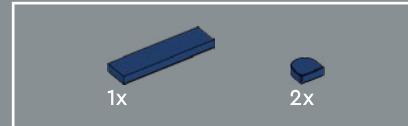
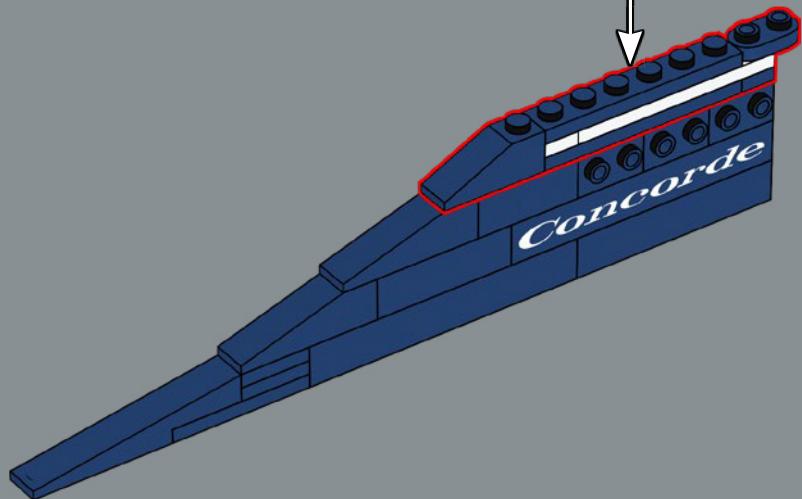
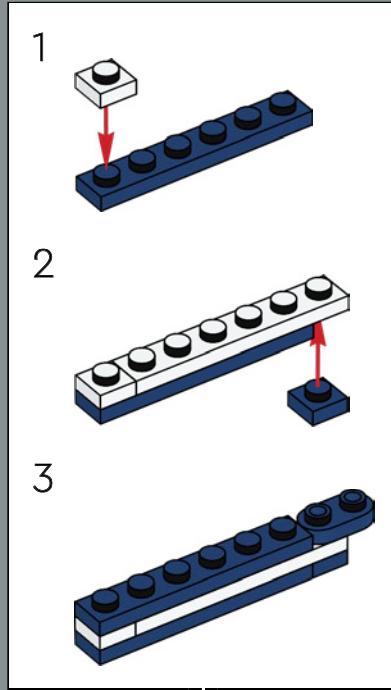


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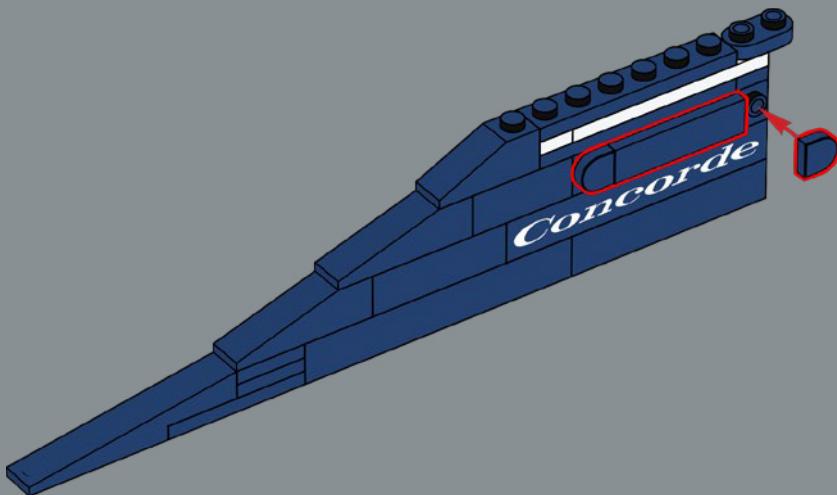


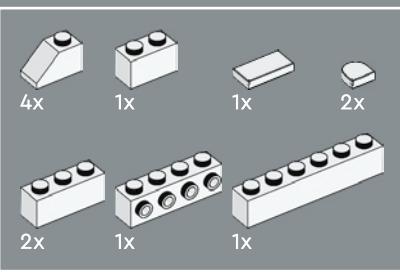


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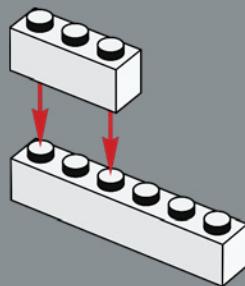
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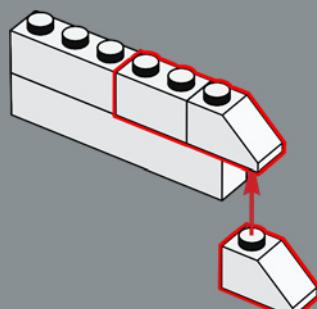


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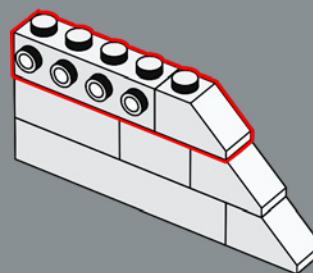
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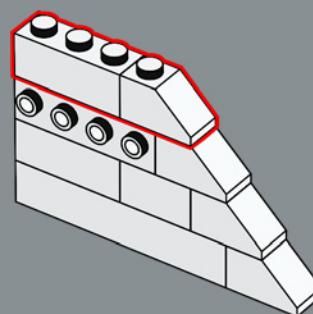
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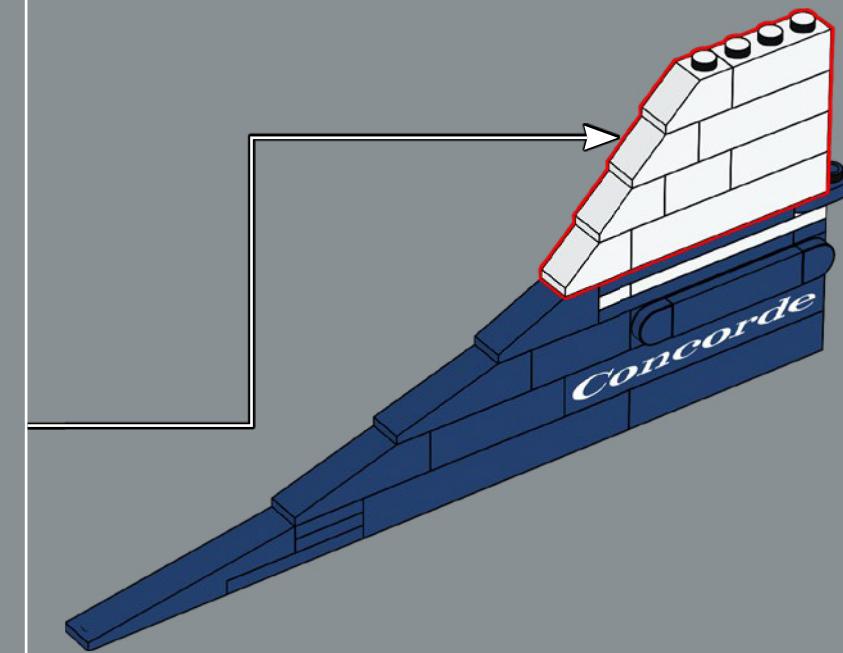
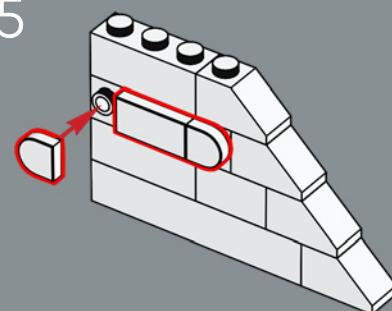
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4



5





1x

1x

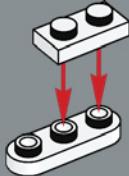
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1x

1x

499



1x

1x

1x



1x

500

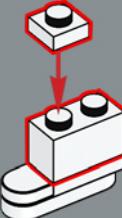


501

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1x



1x



503



1x

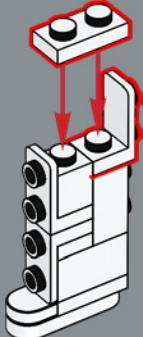
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505

1x

1x



502

1x

504

1x



1x



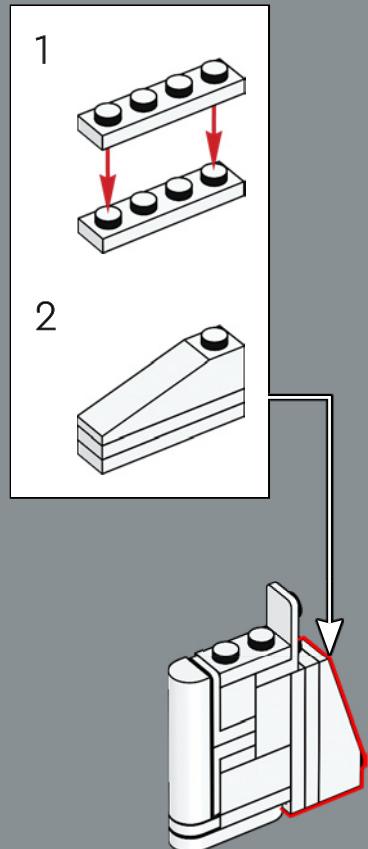


2x



1x

507



1x



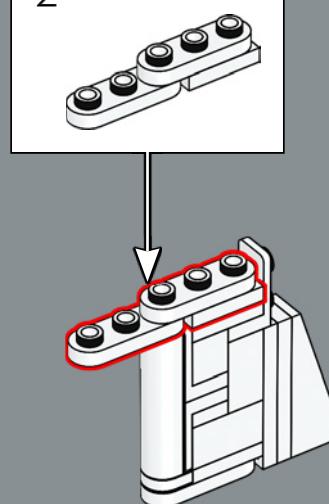
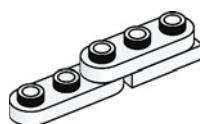
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508

1



2



1x

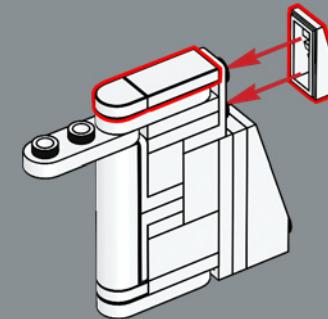


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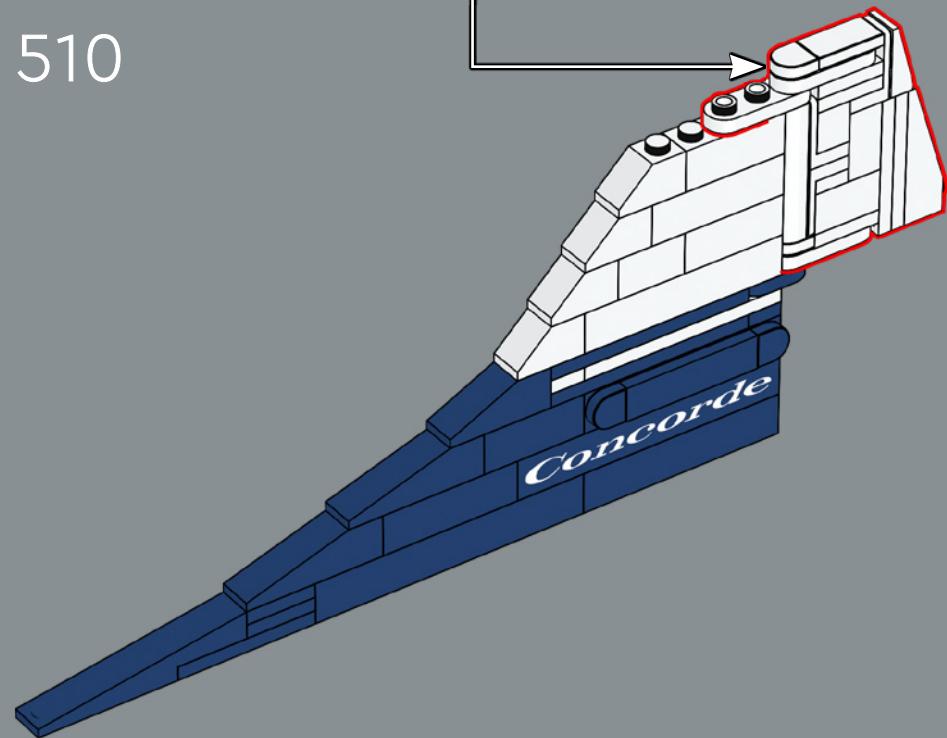


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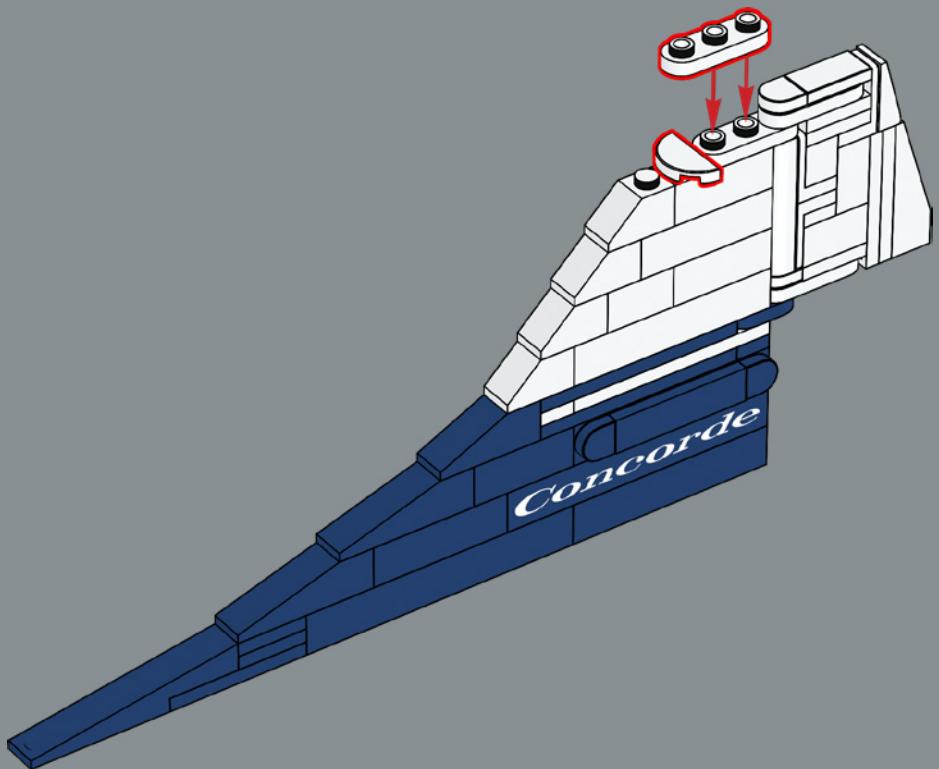


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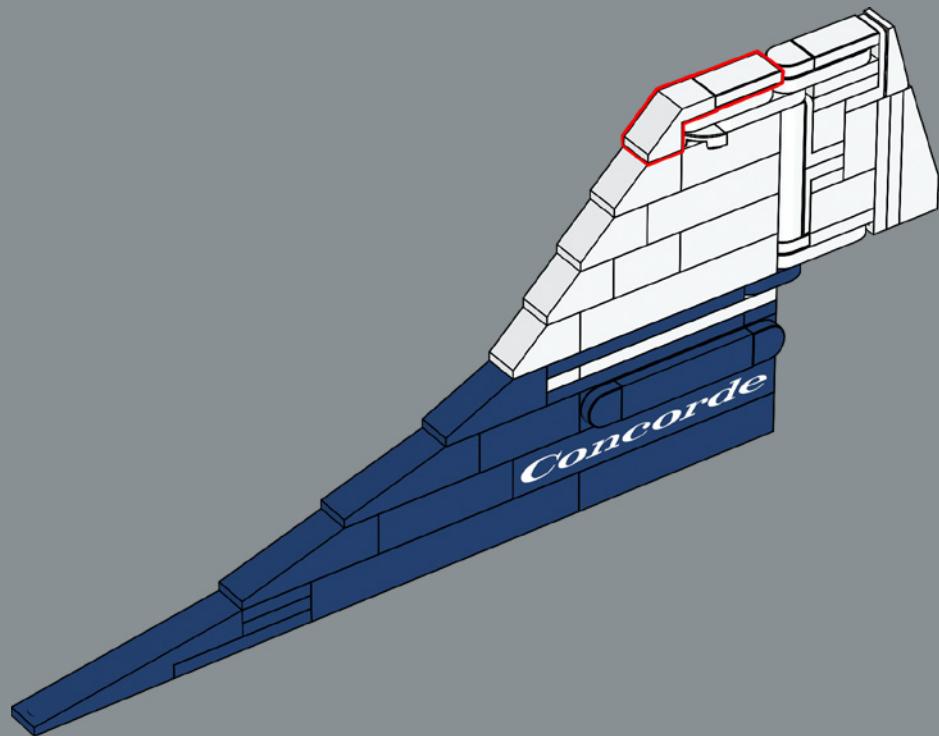
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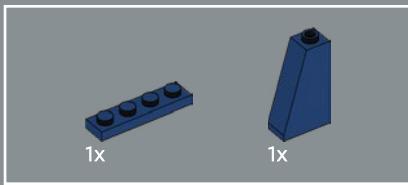


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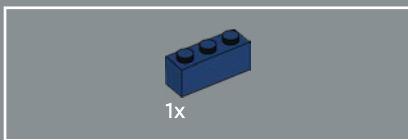
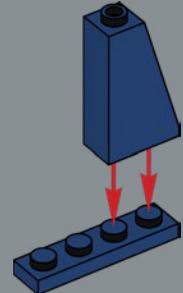


Il Concorde era dotato di un doppio timone, con solo la parte inferiore utilizzata alle alte velocità per consentire una regolazione più fine e ridurre la torsione sullo stabilizzatore verticale.

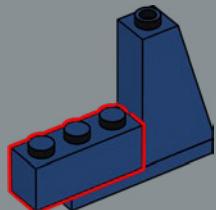




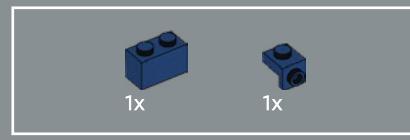
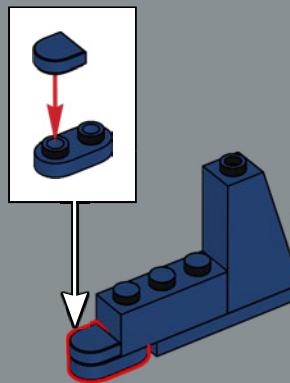
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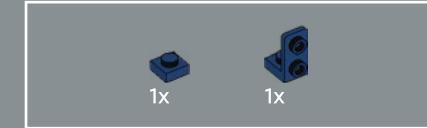
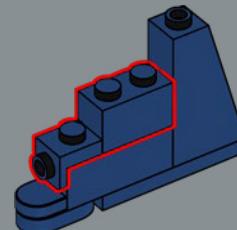
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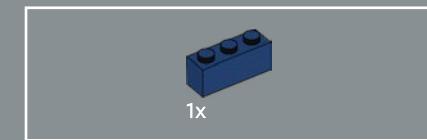
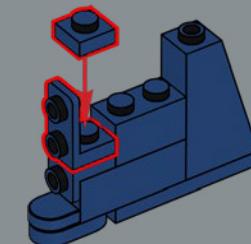
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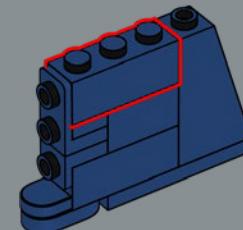
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517



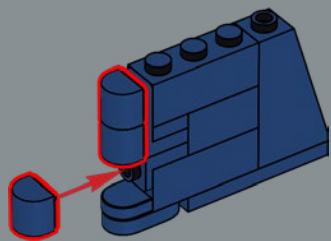
518





3x

519

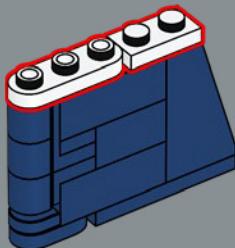


1x



1x

520

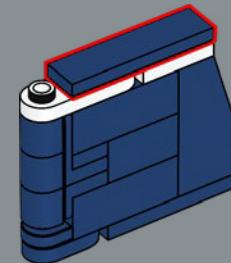


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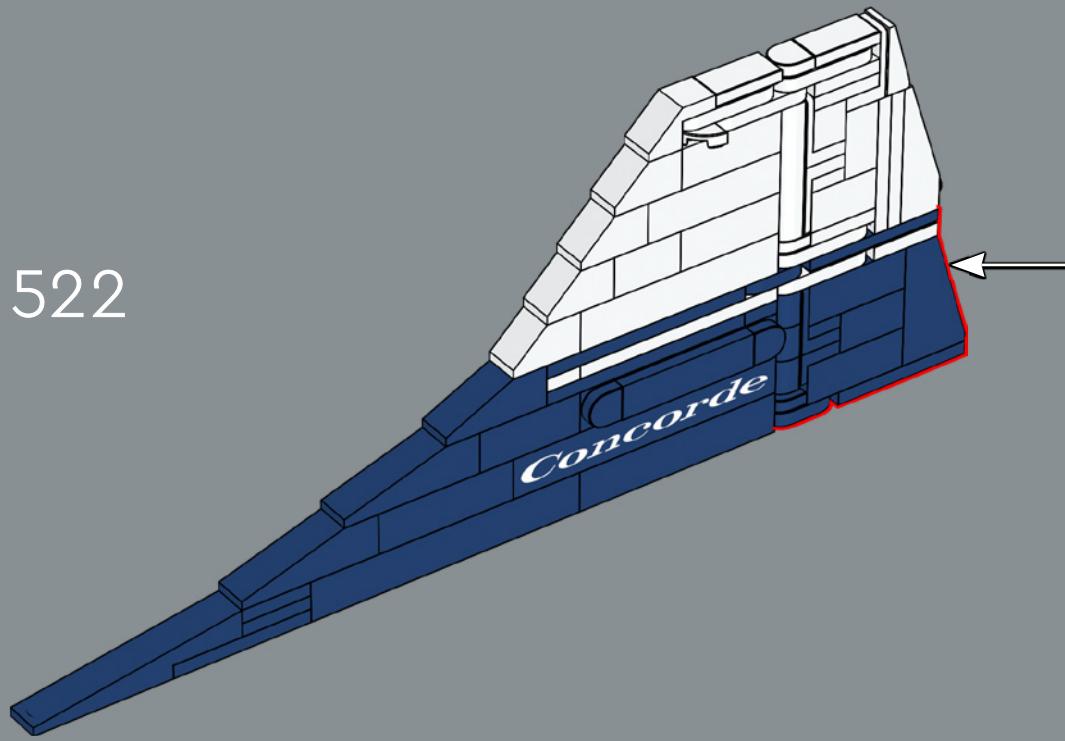
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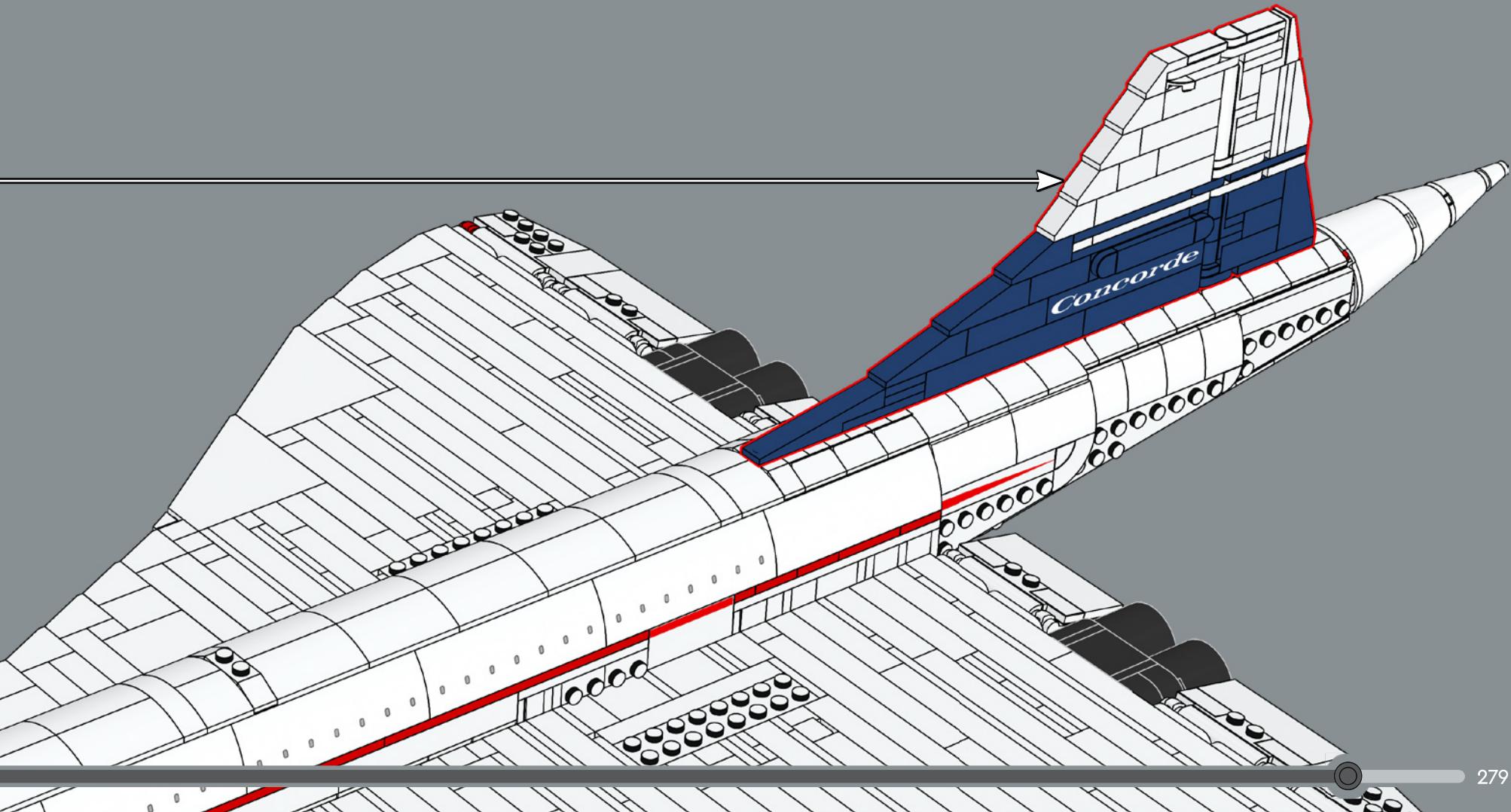
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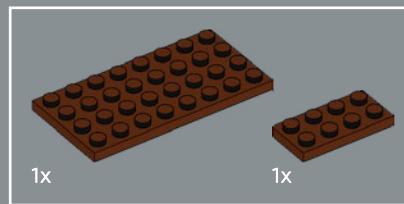


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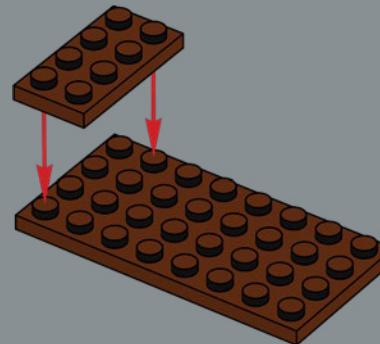


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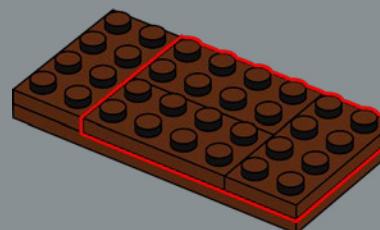


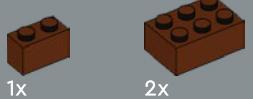


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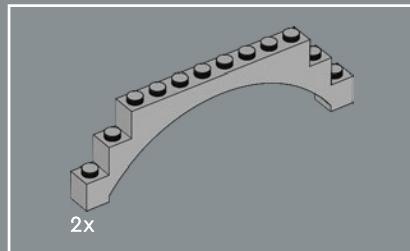
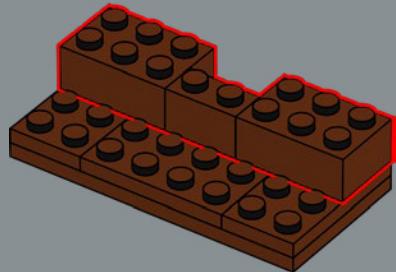


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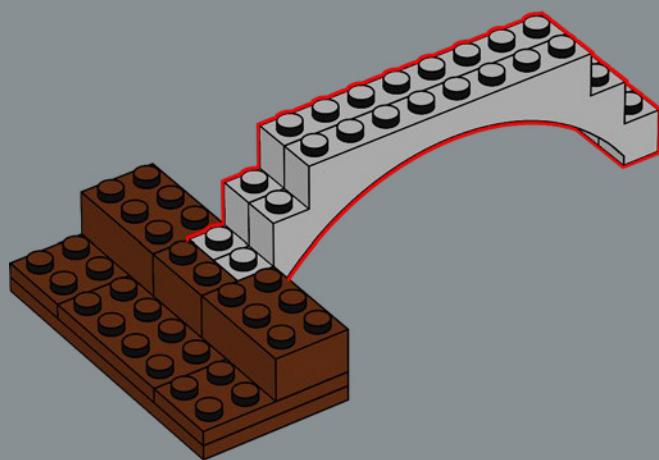




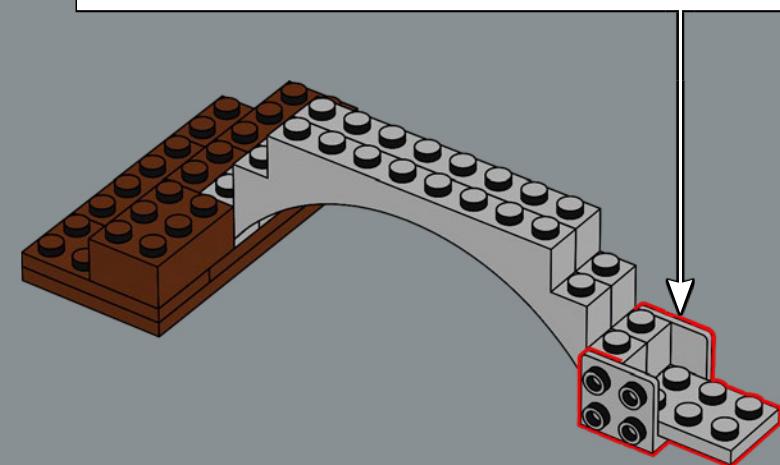
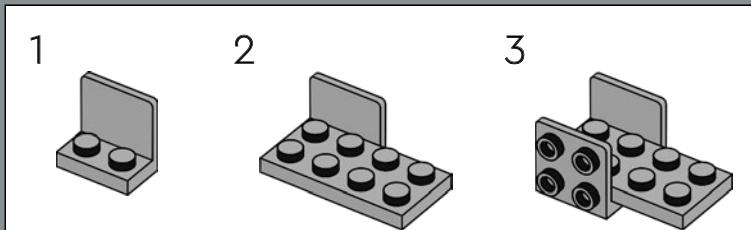
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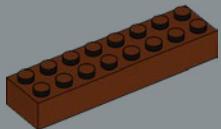


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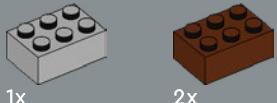
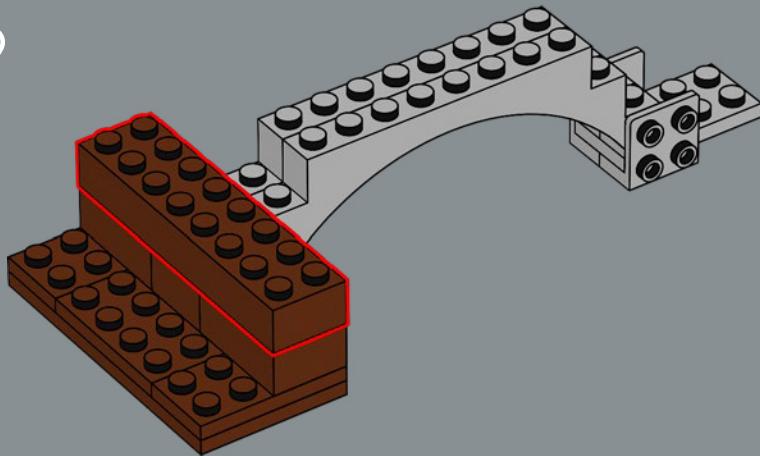
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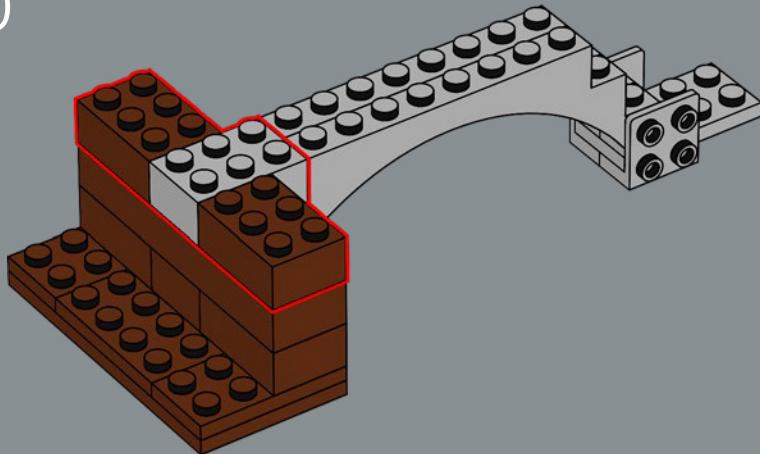
529



1x

2x

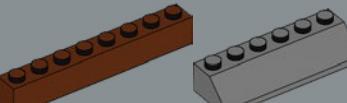
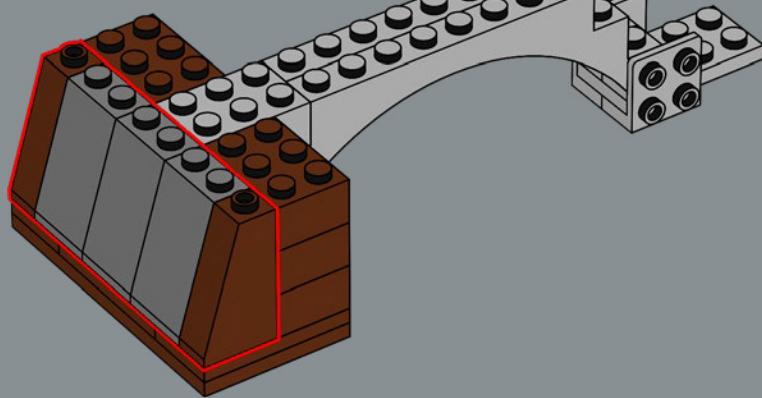
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2x

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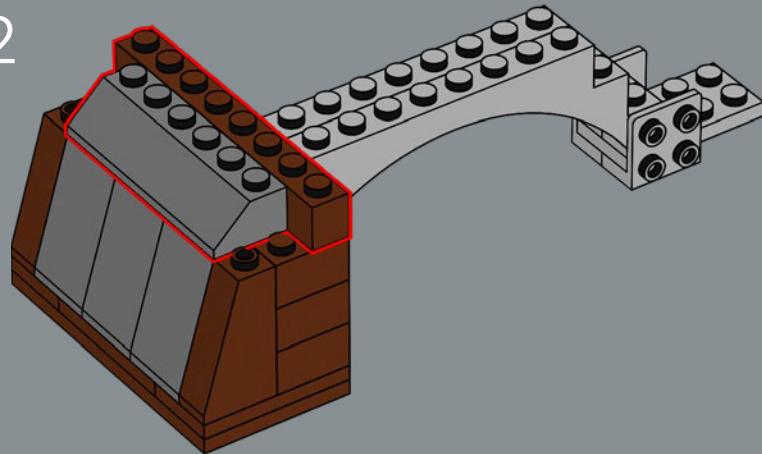
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1x

1x

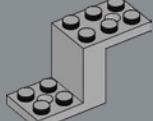
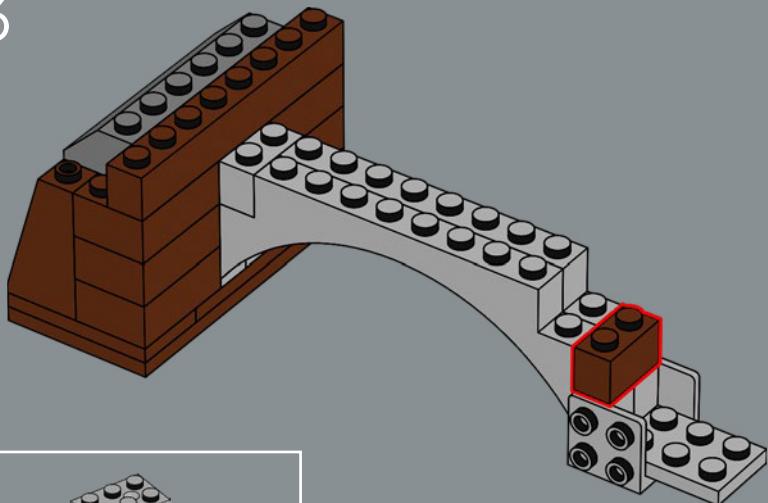
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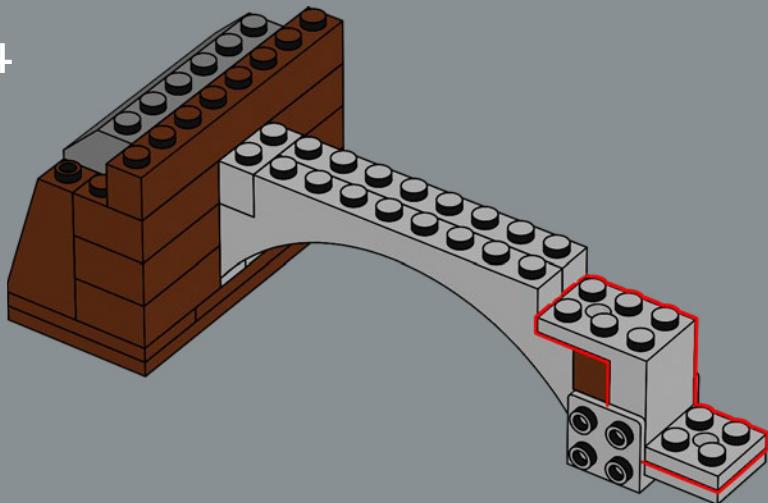
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533



1x

534

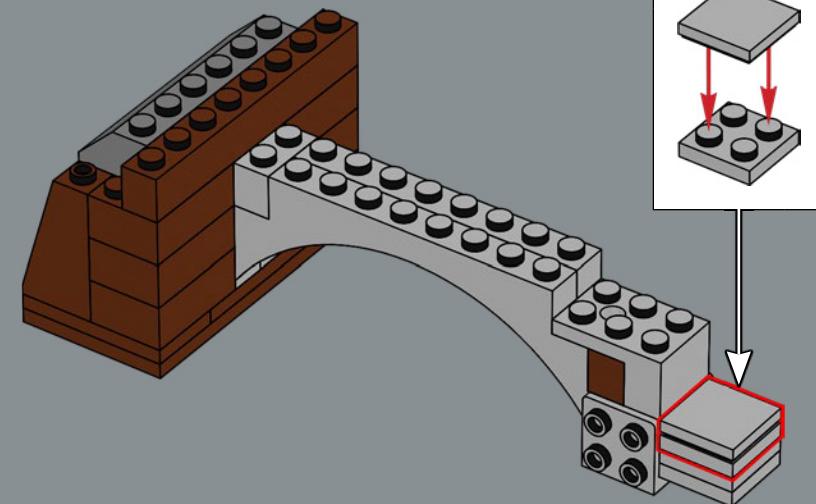


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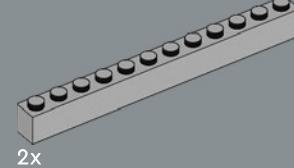
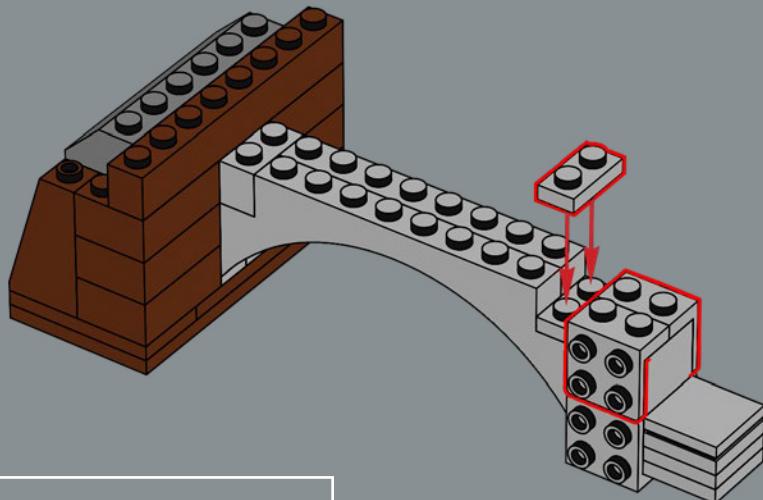
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535

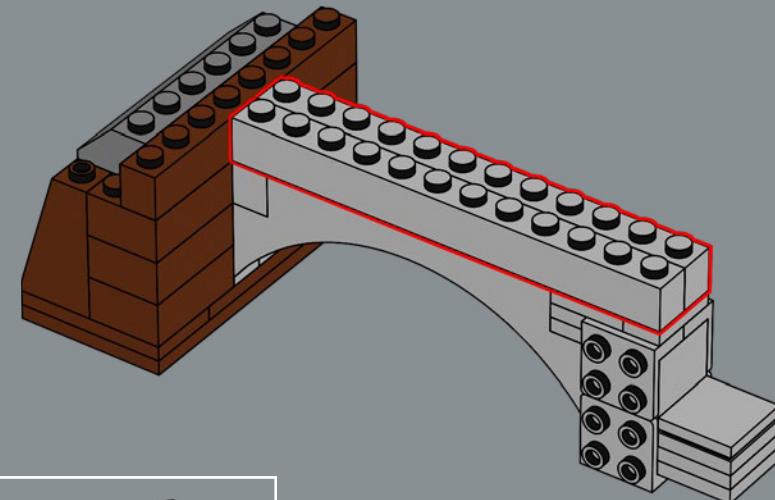




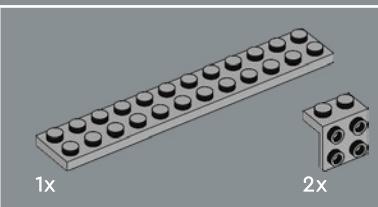
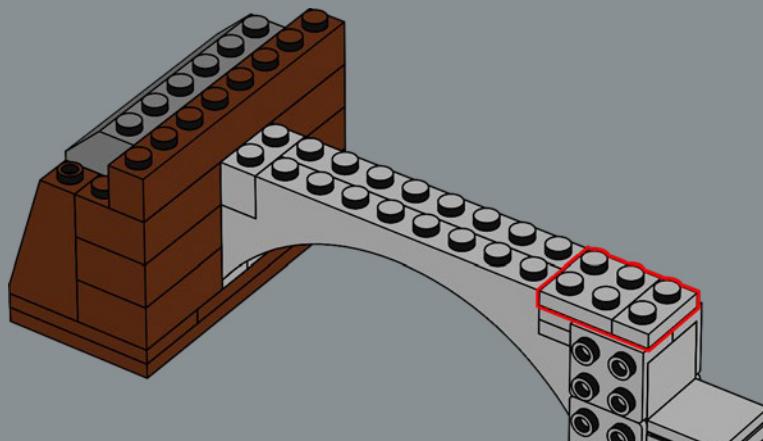
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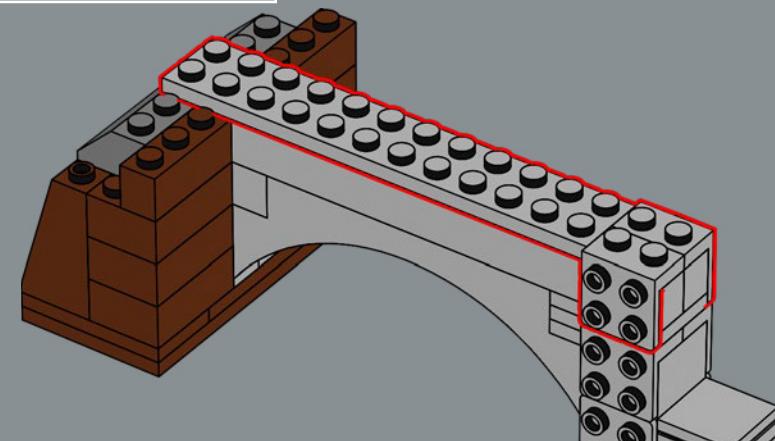
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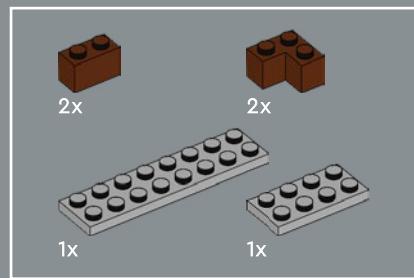


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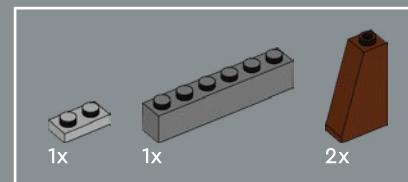
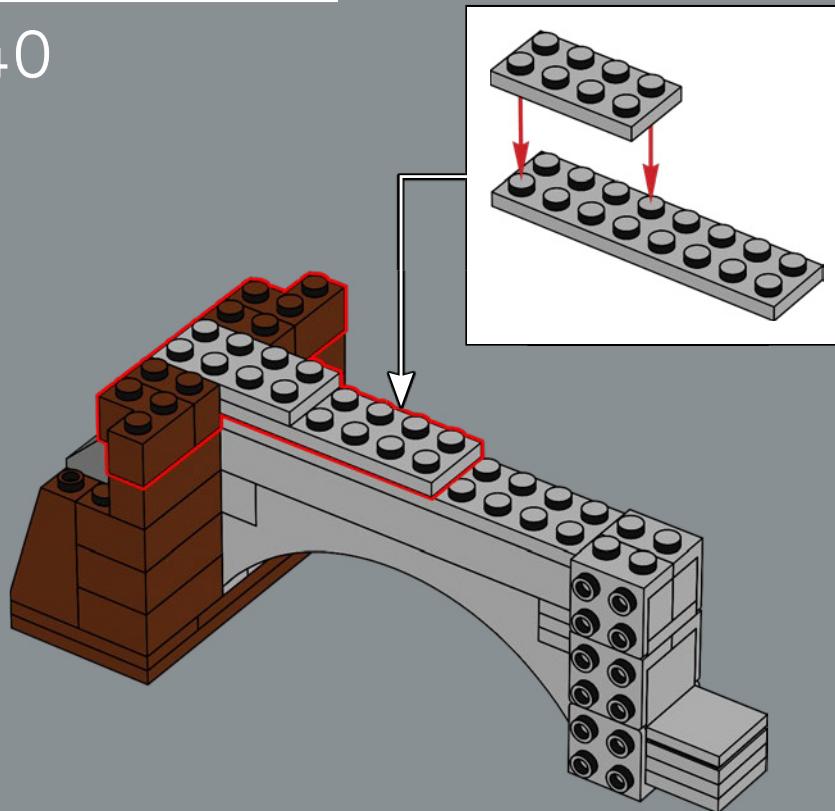


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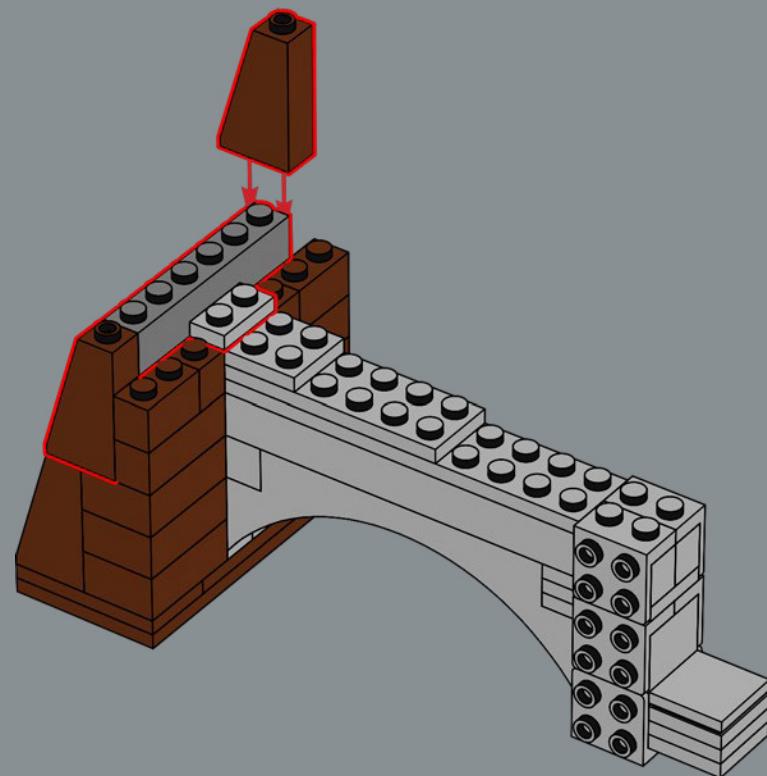




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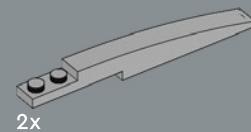
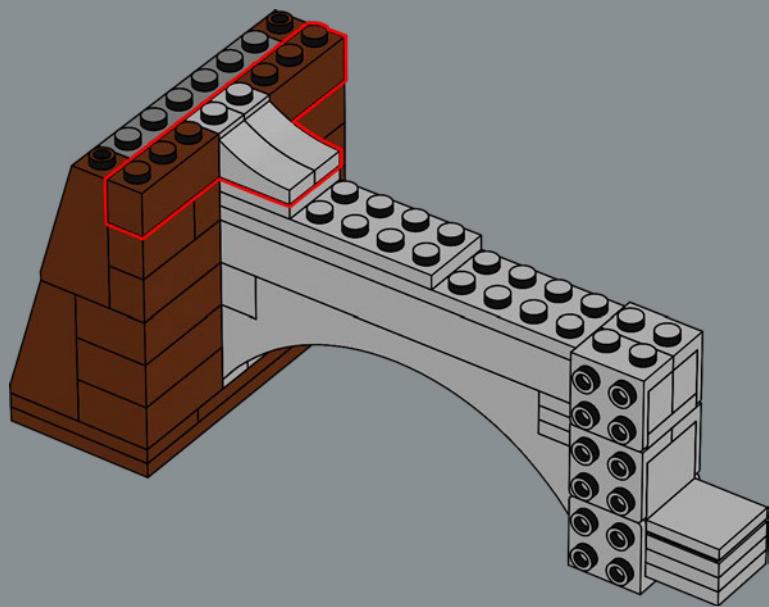


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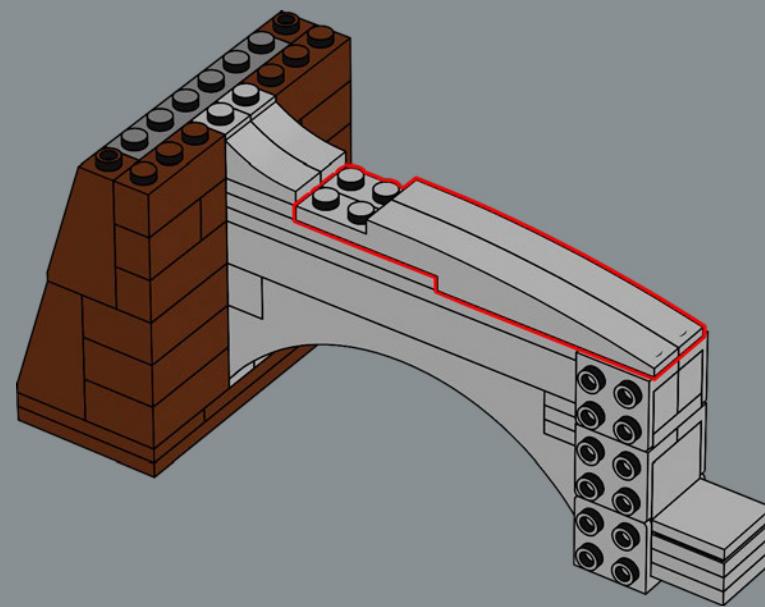




542



543



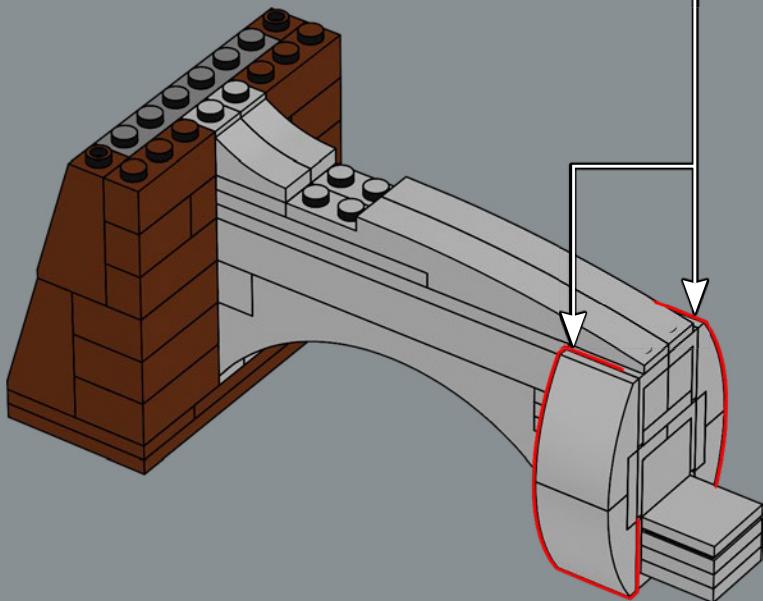


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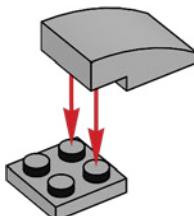


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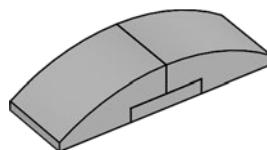
544



1

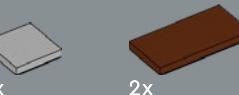


2



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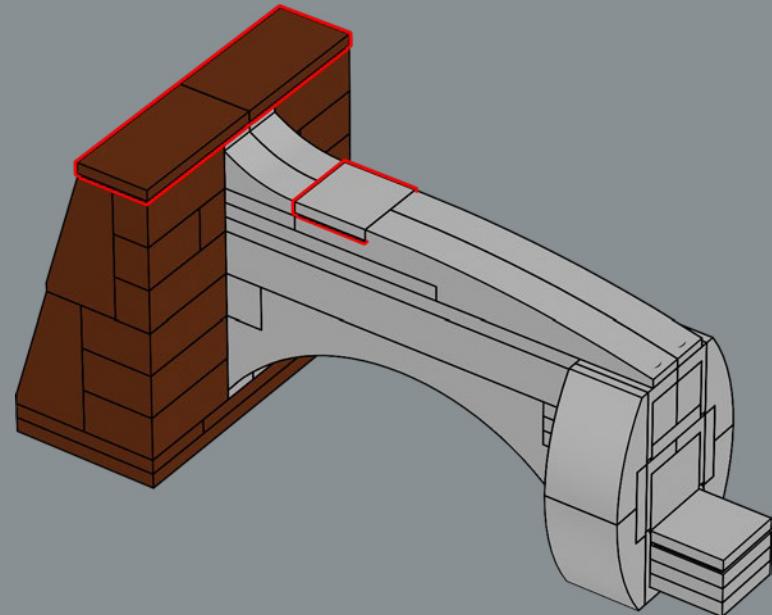
545



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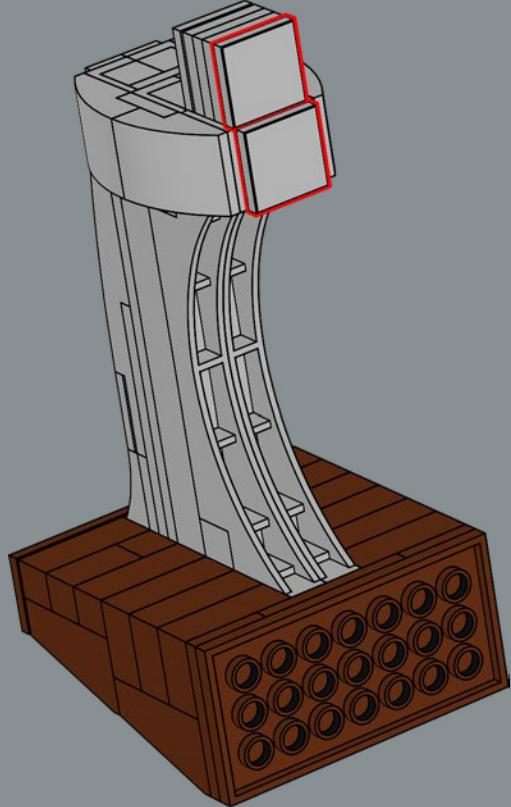
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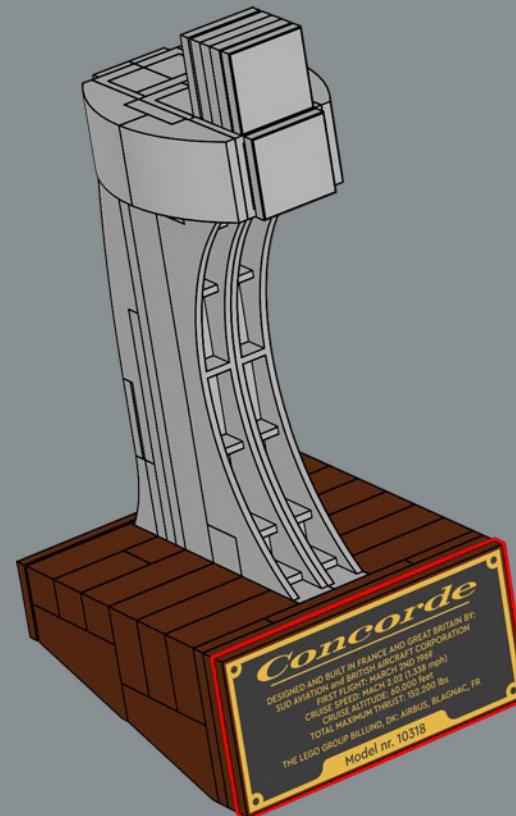
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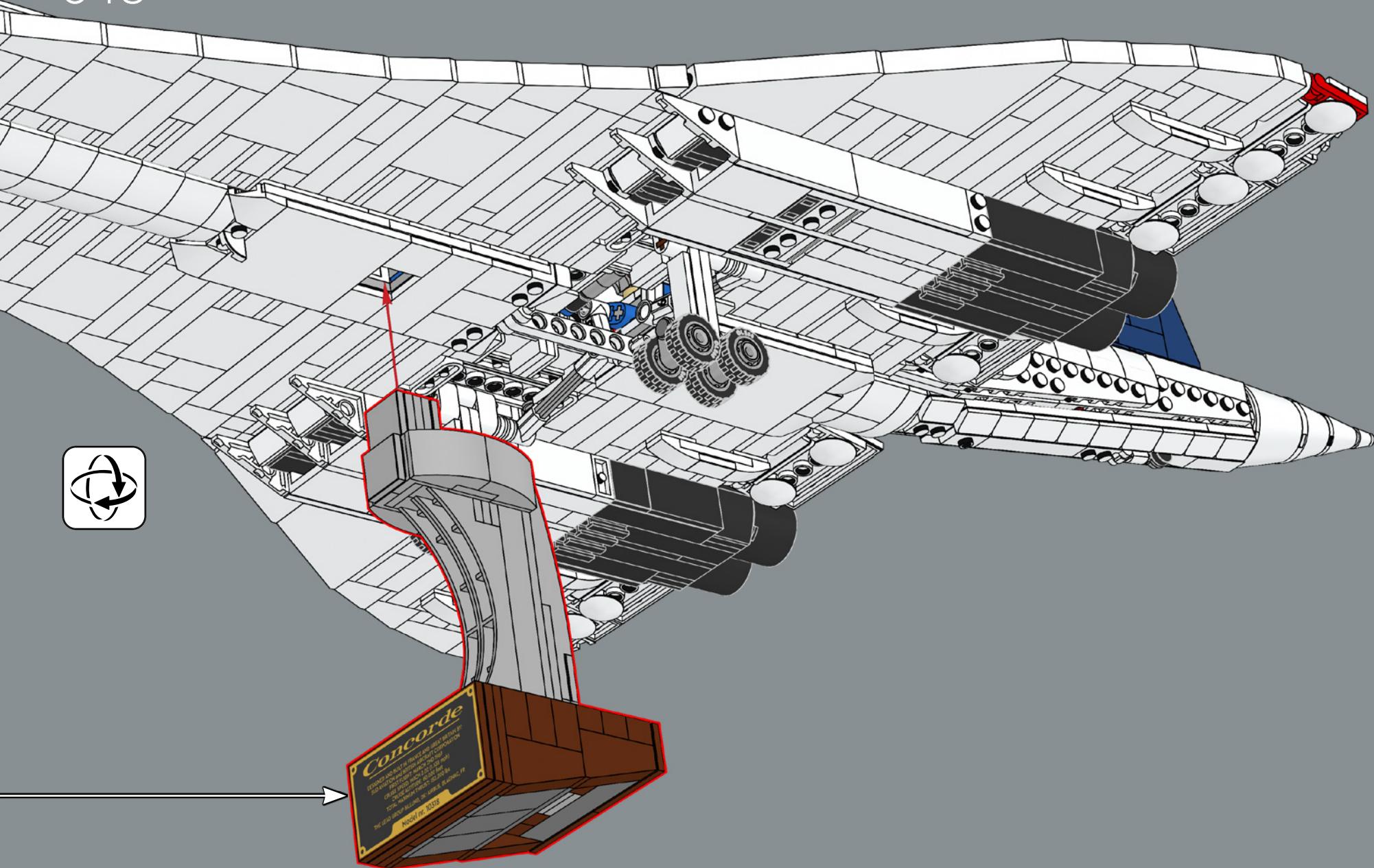
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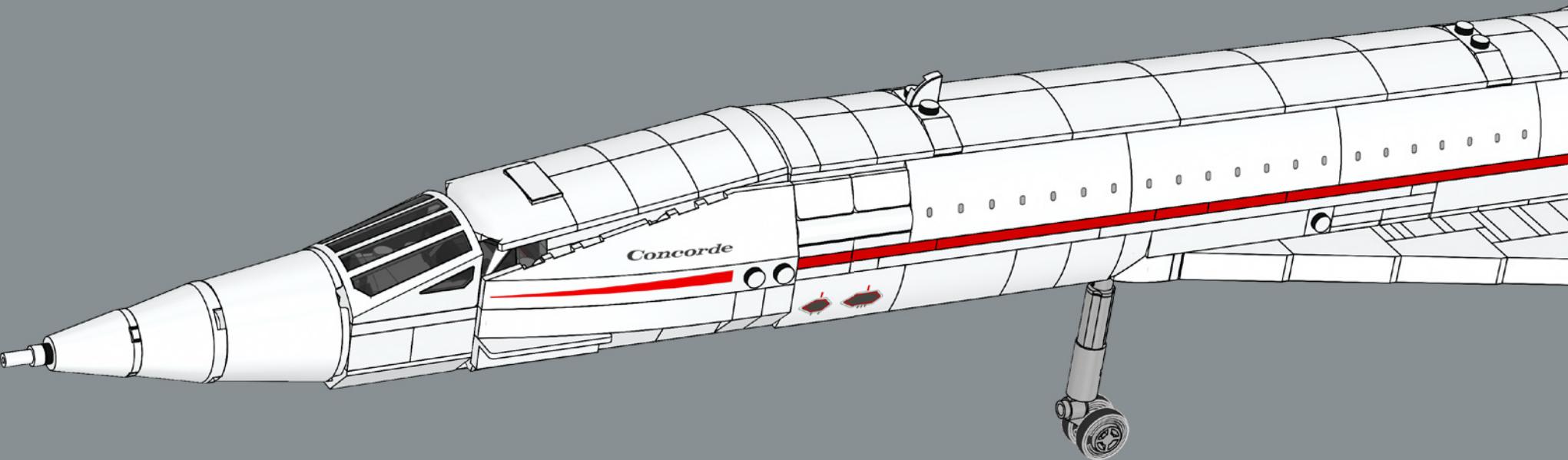
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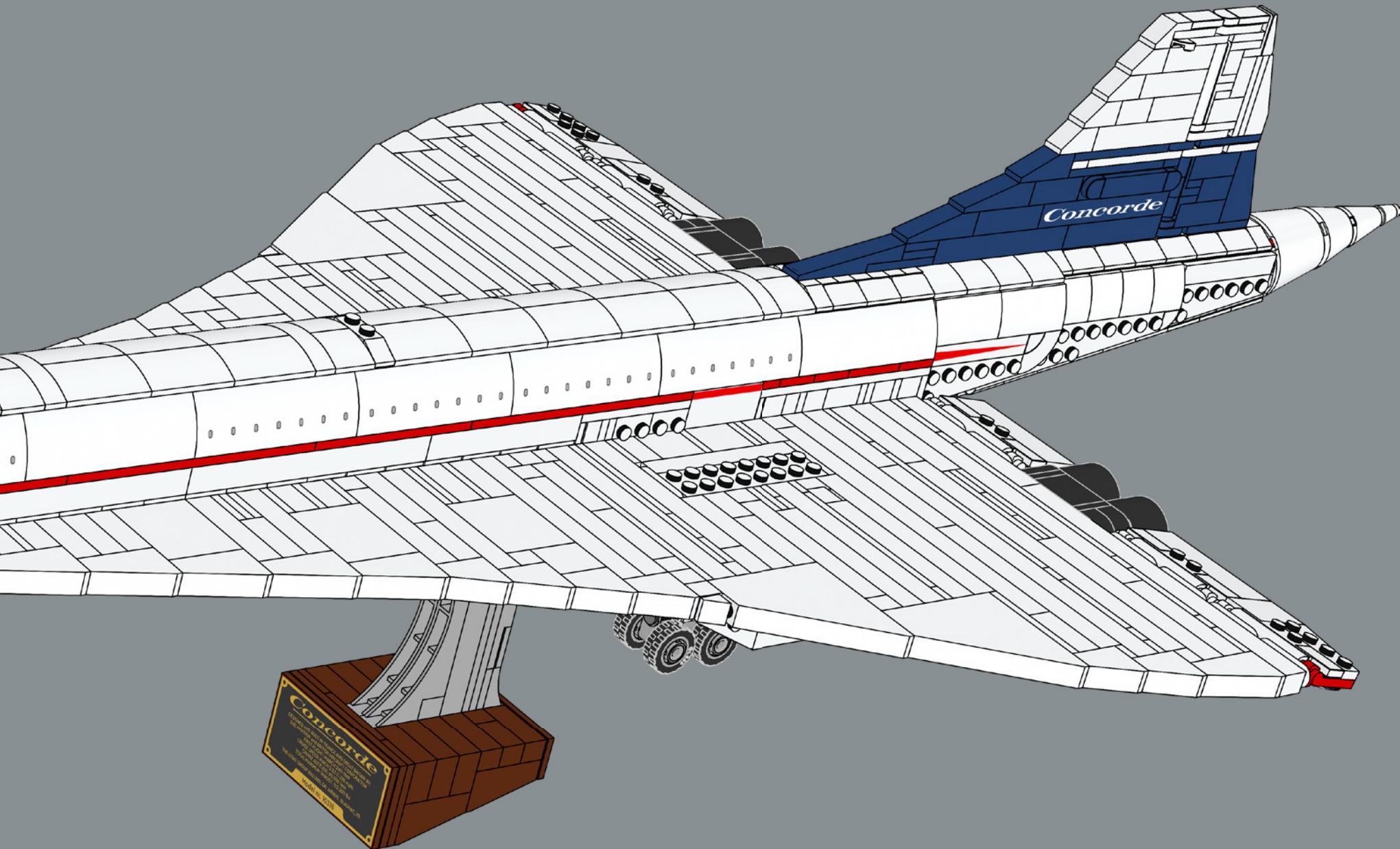


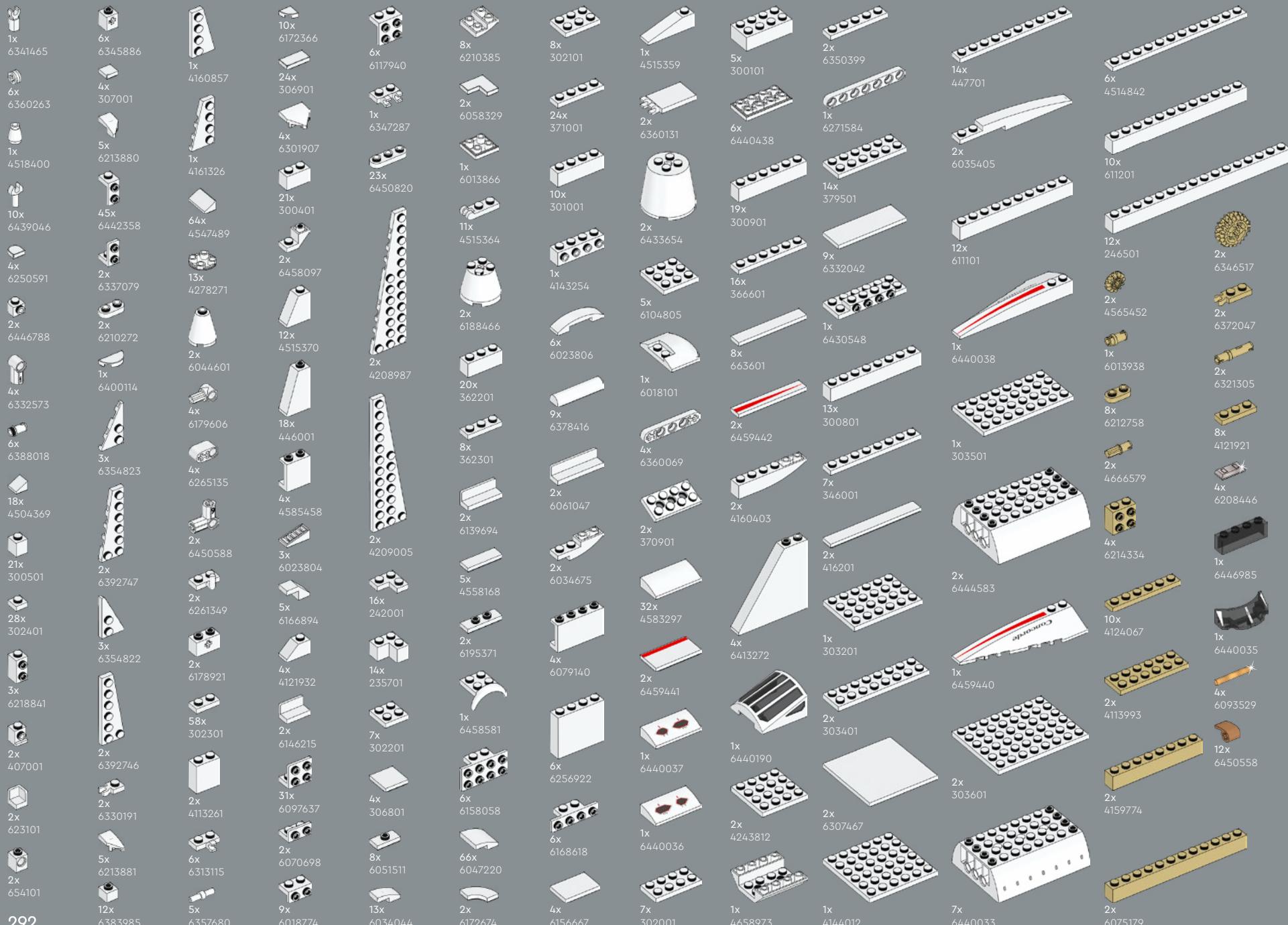


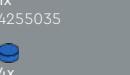
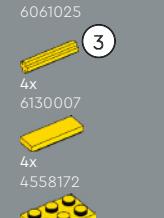
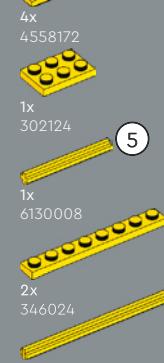


Una partnership tra Gran Bretagna e Francia che ha prodotto uno dei velivoli più straordinari della storia dell'aviazione, "Concorde" significa "accordo o armonia tra persone" sia in inglese sia in francese.





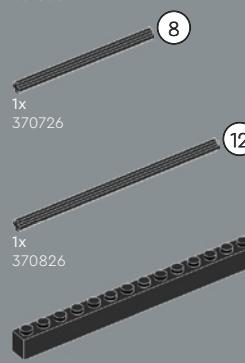


2x
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4515362

11

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3



12



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