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Français

n 1956 la France et l'Angleterre ont démarré simultanément les études d'un avion de transport supersonique. Elles aboutissent en 1961 à deux projets distincts qui fusionnent le 29 novembre 1962 en projet unique, regroupant quatre sociétés principales : Aérospatiale, BAC, Rolls-Royce et SNECMA.

Le premier prototype 001 sort de l'usine de Toulouse le 11 décembre 1967. Le 9 octobre et le 4 décembre 1975, les certificats de navigabilité français et britannique ont été délivrés après 5400 heures de vol, dont 2000 en vol supersonique.

Concorde a déjà pulvérisé les records d'altitude (21 000 m) et de vitesse (March 2.2).

Le 21 janvier 1976 a ouvert, sous les couleurs d'Air France et de British Airways, une ère nouvelle du transport aérien régulier commercial.

- F-BTSD, numéro de série 213: Se retire au Bourget pour les visiteurs du Musée de l'Air et de l'Espace.
- F-BVFA, numéro de série 205: Se retire à Washington au National Air and Space Museum's Steven F. Udvar-Hazy Center.
- F-BVFB, numéro de série 207: Débarque à Speyer et remonte en camion pour le Technik Museum Sinsheim.
- F-BVFC, numéro de série 209: Rentre en terre natale au milieu de ses enfants, Airbus, à Aeroscopia Toulouse.
- F-BVFF, numéro de série 215: Exposé à Roissy.

Année de fabrication	1967
Quantité produite	20
Longueur	61,66 m
Envergure	25,60 m
Hauteur	12,20 m
Moteur	4 x turbo reactors Rolls-Royce/Snecma Olympus 593
Puissance	140 kN
Vitesse maximale	Mach 2,05

Deutsch

1956 begannen Frankreich und England gleichzeitig mit den Studien für ein Überschall-Transportflugzeug. Sie führten 1961 zu zwei getrennten Projekten, die am 29. November 1962 zu einem einzigen Projekt zusammengeführt wurden, an dem vier große Unternehmen beteiligt waren: Aérospatiale, BAC, Rolls-Royce und SNECMA.

Der erste Prototyp 001 verlässt die Fabrik in Toulouse am 11. Dezember 1967. Am 9. Oktober und 4. Dezember 1975 wurden die französischen und britischen Lufttüchtigkeitszeugnisse nach 5400 Flugstunden ausgestellt, davon 2000 als Überschallflug. Die Concorde hatte bereits den Höhen- (21.000 m) und Geschwindigkeitsrekord (Mach 2.2) gebrochen.

Am 21. Januar 1976 begann unter den Farben von Air France und British Airways eine neue Ära des kommerziellen Linienflugverkehrs.

- F-BTSD, Seriennummer 213: Ausgestellt am Flughafen Le Bourget für die Besucher des Musée de l'Air et de l'Espace
- F-BVFA, Seriennummer 205: Ausgestellt in Washington im National Air and Space Museum's Steven F. Udvar-Hazy Center
- F-BVFB, Seriennummer 207: Wird in Speyer abgeladen und mit einem LKW ins Technik Museum Sinsheim gebracht
- F-BVFC, Seriennummer 209: Kehrt zurück in sein Heimatland, zu seinen „Kindern“ bei Airbus, in Aeroscopia Toulouse
- F-BVFF, Seriennummer 215: Ausgestellt am Pariser Flughafen Paris-Charles-de-Gaulle, auch Roissy genannt

Baujahr	1967
Gebaute Menge	20
Länge	61,66 m
Spannweite	25,60 m
Höhe	12,20 m
Motor	4 x turbo reactors Rolls-Royce/Snecma Olympus 593
Leistung	140 kN
Höchstgeschwindigkeit	Mach 2,05

English

In 1956, France and England simultaneously started the studies of a supersonic transport aircraft. In 1961, they resulted in two separate projects that merged on 29 November 1962 into a single project, bringing together four main companies: Aérospatiale, BAC, Rolls-Royce and SNECMA.

The first prototype 001 leaves the Toulouse factory on 11 December 1967. On 9 October and 4 December 1975, the French and British certificates of airworthiness were issued after 5400 hours of flight, 2000 of which as supersonic flight.

Concorde had already broken the altitude (21,000 m) and speed (March 2.2) records.

On 21 January 1976, under the colours of Air France and British Airways, a new era of scheduled commercial air transport began.

- F-BTSD, serial number 213: Retires at Le Bourget where it is on show at the Musée de l'Air et de l'Espace.
- F-BVFA, serial number 205: Retires in Washington in the National Air and Space Museum's Steven F. Udvar-Hazy Center.
- F-BVFB, serial number 207: Unloaded at Speyer and loaded on a truck headed for the Technik Museum Sinsheim
- F-BVFC, serial number 209: Comes home to its native land among its descendants, Airbus, in Aeroscopia Toulouse.
- F-BVFF, serial number 215: Exhibited at Paris-Charles-de-Gaulle Airport, also called Roissy.

Year of construction	1967
Built quantity	20
Length	61,66 m
Wingspan	25,60 m
Height	12,20 m
Engine	4 x turbo reactors Rolls-Royce/Snecma Olympus 593
Power	140 kN
Max. Speed	Mach 2,05

Español

En 1956, Francia e Inglaterra han comenzado en forma simultánea los estudios referente a un avión supersónico, llegando los mismos en año 1961 a dos proyectos distintos que se fusionan en un proyecto único el día 29 de noviembre de 1962, en el que se reagrupan cuatro compañías principales : Aérospatiale, BAC, Rolls-Royce y SNECMA.

El primer prototipo 001 salió de la fábrica de Toulouse el 11 de diciembre de 1967. El Concorde ya ha pulverizado los récords de altitud (21.000 m) y de velocidad (Mach 2.2). El 21 de enero de 1976 inauguró una nueva era de transporte aéreo regular comercial con los colores de Air France y British Airways.

- F-BTSD, número de serie 213: Expedido en el aeropuerto de Le Bourget para los visitantes del Musée de l'Air et de l'Espace
- F-BVFA, Número de serie 205: En exhibición en Washington en el Museo Nacional del Aire y el Espacio en el Centro Steven F. Udvar-Hazy
- F-BVFB, número de serie 207: Descargado en Speyer y transportado en camión al Museo Técnico de Sinsheim
- F-BVFC, número de serie 209: regresa a su país de origen, a sus "hijos" en Airbus, en Aeroscopia Toulouse
- F-BVFF, número de serie 215: Expedido en el aeropuerto de Paris-Charles-de-Gaulle, también conocido como Roissy

Año de construcción	1967
Cantidad construida	20
Longitud	61,66 m
Envergadura	25,60 m
Altura	12,20 m
Motor	4 x turbo reactors Rolls-Royce/Snecma Olympus 593
Potencia	140 kN
Velocidad máxima	Mach 2,05

Italiano

Nel 1956, Francia e Inghilterra iniziarono contemporaneamente gli studi per un aereo da trasporto supersonico. Nel 1961, hanno portato a due progetti distinti, che sono stati fusi il 29 novembre 1962 in un unico progetto che ha coinvolto quattro grandi aziende: Aérospatiale, BAC, Rolls-Royce e Snecma.

Il primo prototipo 001 lasciò la fabbrica di Tolosa l'11 dicembre 1967 e il 9 ottobre e il 4 dicembre 1975 i certificati di aeronavigabilità francese e britannico furono rilasciati dopo 5400 ore di volo, di cui 2000 come volo supersonico. Il Concorde aveva già battuto il record di altitudine (21.000 m) e di velocità (Mach 2,2).

Il 21 gennaio 1976 inizia una nuova era del traffico aereo di linea commerciale sotto i colori di Air France e British Airways.

- F-BTSD, numero di serie 213: rilasciato all'aeroporto di Le Bourget per i visitatori del Musée de l'Air et de l'Espace
- F-BVFA, numero di serie 205: in mostra a Washington presso lo Steven F. Udvar-Hazy Center del National Air and Space Museum
- F-BVFB, numero di serie 207: scaricata a Speyer e trasportata su camion al Technik Museum Sinsheim
- F-BVFC, numero di serie 209: torna nel suo paese d'origine, dai suoi "figli" all'Airbus, ad Aeroscopia Toulouse
- F-BVFF, numero di serie 215: emesso all'aeroporto di Paris-Charles-de-Gaulle, noto anche come Roissy

Anno di costruzione	1967
Importo costruito	20
Lunghezza	61,66 m
Apertura alare	25,60 m
Altezza	12,20 m
Motore	4 x turbo reactors Rolls-Royce/Snecma Olympus 593
Potenza	140 kN
Velocità massima	Mach 2,05

Nederlands

In 1956 zijn Frankrijk en Engeland gelijktijdig met de studie van een supersoon vliegtuig gestart. In 1961 eidigen zij op twee onderscheiden projecten die op 29 november 1962 tot het uniek project uitliepen, door het hergroeperen van de vier voornaamste maatschappijen: Aérospatiale, BAC, Rolls-Royce en SNECMA.

Het eerste prototype 001 verliet op 11 december 1967 de fabriek van Toulouse. Op 9 oktober en 4 december 1975 werden de Franse en Britse Luchtwaardigheidsbewijzen afgegeven na 5400 vliegreuren, waaronder 2000 als supersonische vlucht. De Concorde heeft reeds alle hoogte records (21 000 m) en snelheidsrecords (Mach 2,2) ruimschoots verbroken.

Op 21 januari 1976 werd in de kleuren van Air France en British Airways een nieuw tijdperk van regelmatige, commerciële transportvluchten ingeluid.

- F-BTSD, serienummer 213: Uitgegeven op de luchthaven van Le Bourget voor bezoekers van het Musée de l'Air et de l'Espace.
- F-BVFA, Serienummer 205: Te zien in Washington in het Steven F. Udvar-Hazy Centrum van het National Air and Space Museum.
- F-BVFB, serienummer 207: Gelost in Speyer en per vrachtwagen naar het Technik Museum Sinsheim getransporteerd.
- F-BVFC, serienummer 209: keert terug naar zijn thuisland, naar zijn "kinderen" bij Airbus, in Aeroscopia Toulouse.
- F-BVFF, volgnummer 215: Uitgegeven op de luchthaven van Parijs-Charles-de-Gaulle, ook bekend als Roissy.

Bouwjaar	1967
Bedrag gebouwd	20
Lengte	61,66 m
Spanwijdte	25,60 m
Hoogte	12,20 m
Motor	4 x turbo reactors Rolls-Royce/Snecma Olympus 593
Vermogen	140 kN
Maxi snelheid	Mach 2,05

1/72

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11

Argent métallique
Silver Metallic
Silber metallisch

22

Blanc brillant
White Gloss
Weiß glänzend

25

Bleu mat
Blue Matt
Blau matt

53

Gris métallique
Gunmetal Metallic
Grau metallisch

56

Aluminium métallique
Aluminium Metallic
Aluminium metallisch

81

Jaune pale mat
Pale Yellow Matt
Blassgelb matt

85

Noir de charbon satiné
Coal Black Satin
Kohlenschwarz seidenmatt

89

Bleu moyen mat
Middle Blue Matt
Mittelblau matt

93

Jaune désert mat
Desert Yellow Matt
Wüstensand matt

127

Gris fantôme US satiné
US Ghost Grey Satin
US-Schattengrau seidenmatt

2

Numéro de phase
Step number
Schrittnummer
Número de fase

56

Référence de couleur
Colour reference no
Farbangabe
Referencia de color

37

Numéro de pièce
Part number
Teilenummer
Número de pieza

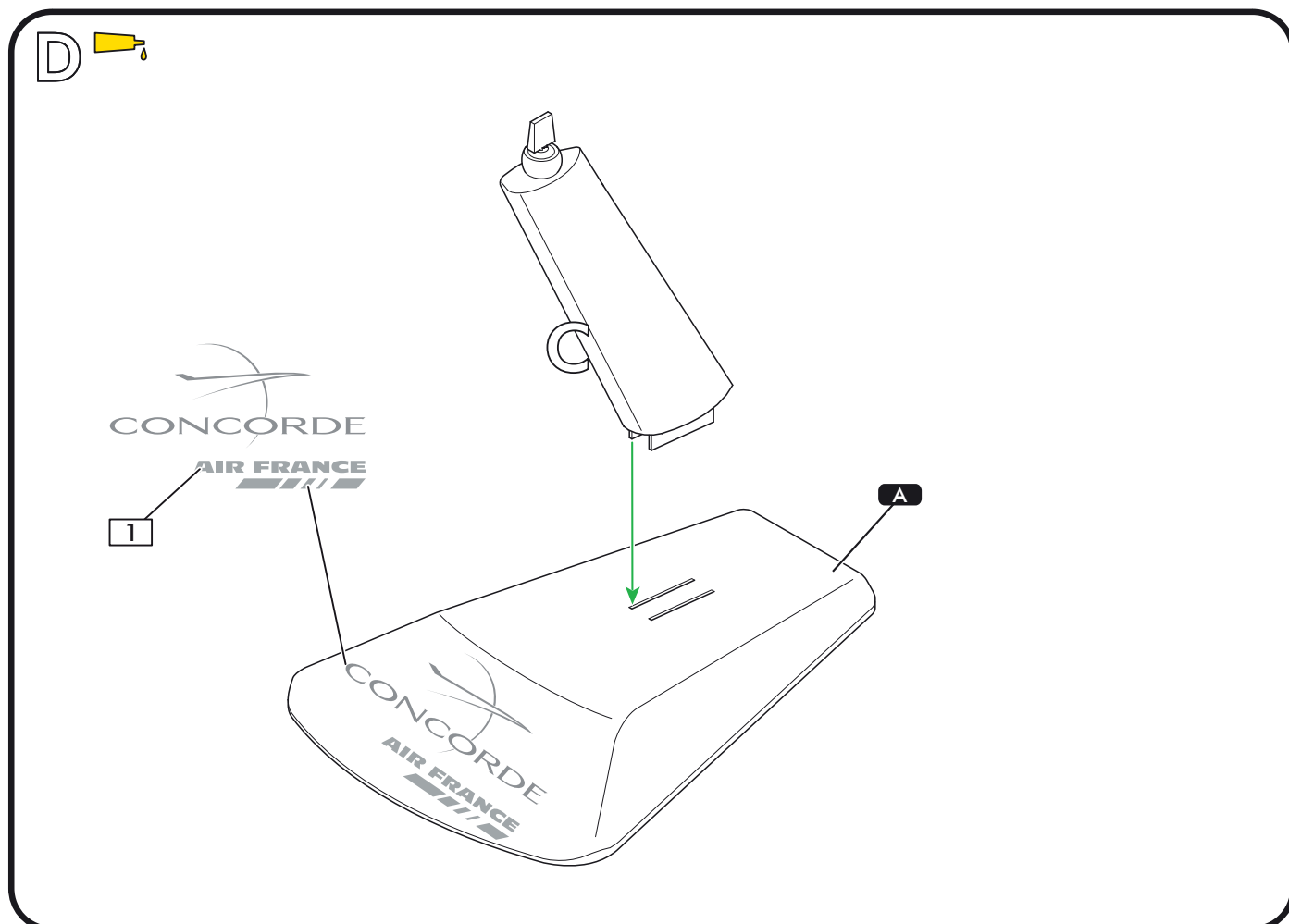
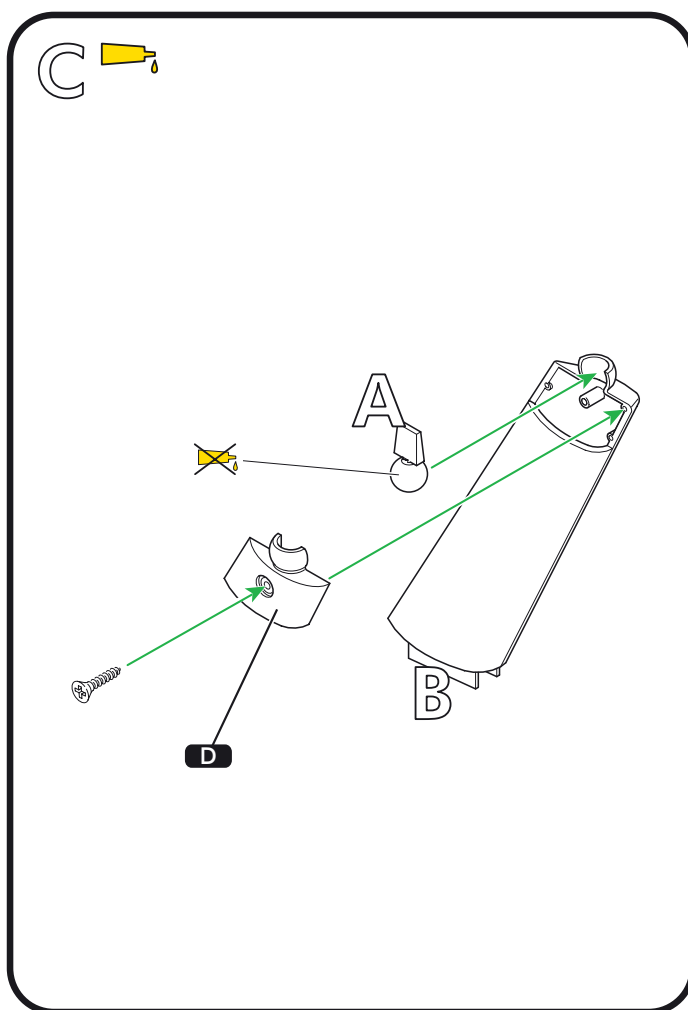
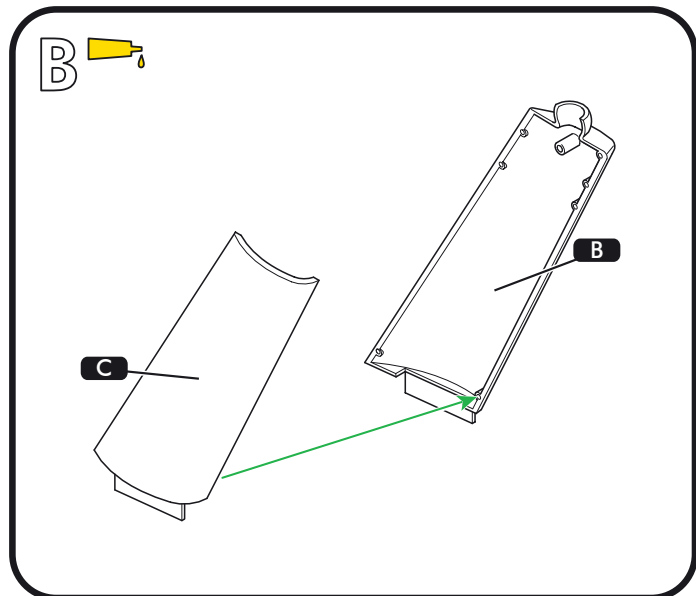
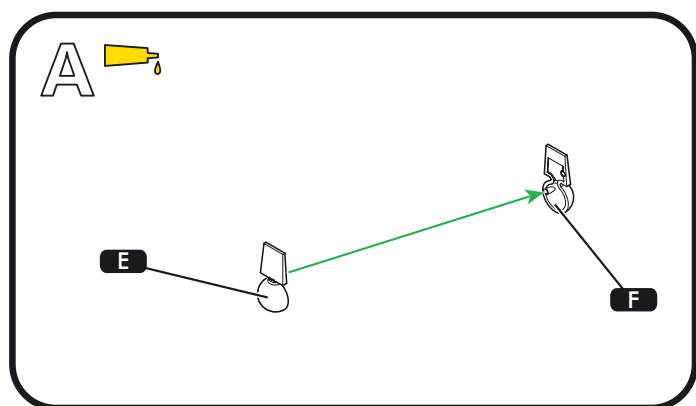
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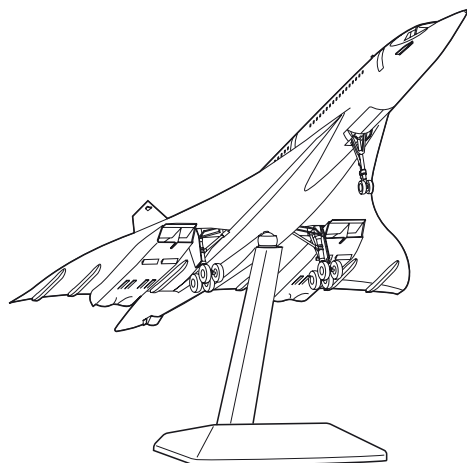
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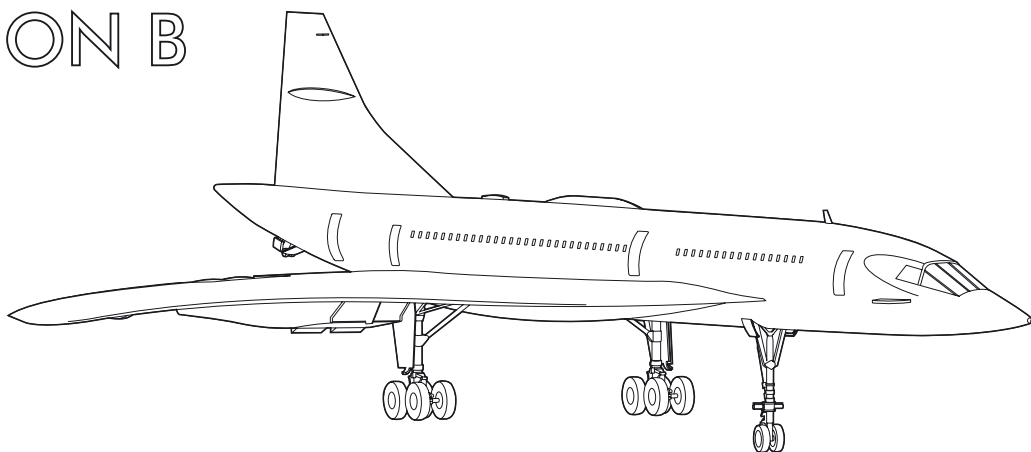
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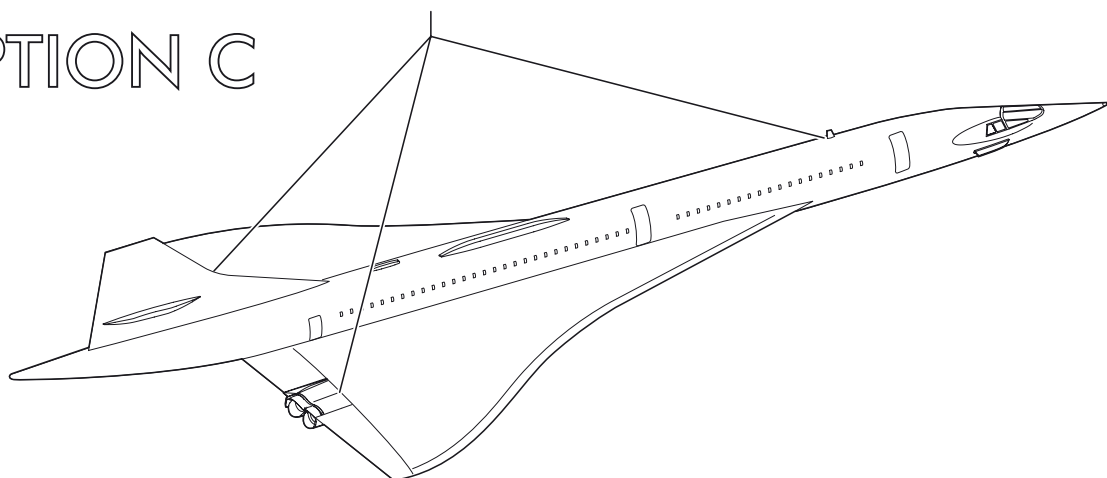
OPTION A



OPTION B



OPTION C

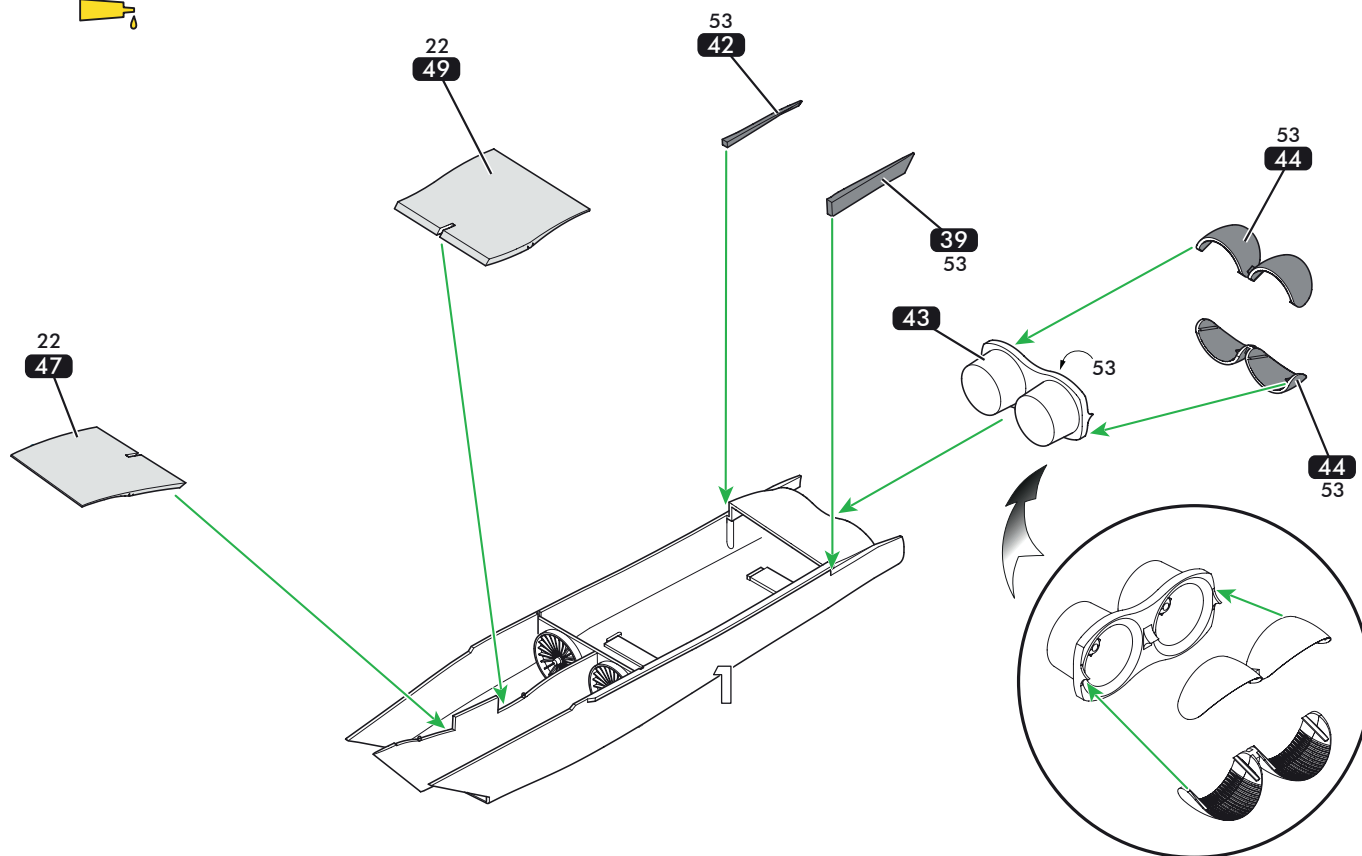
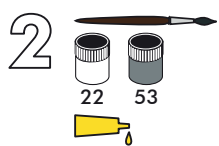
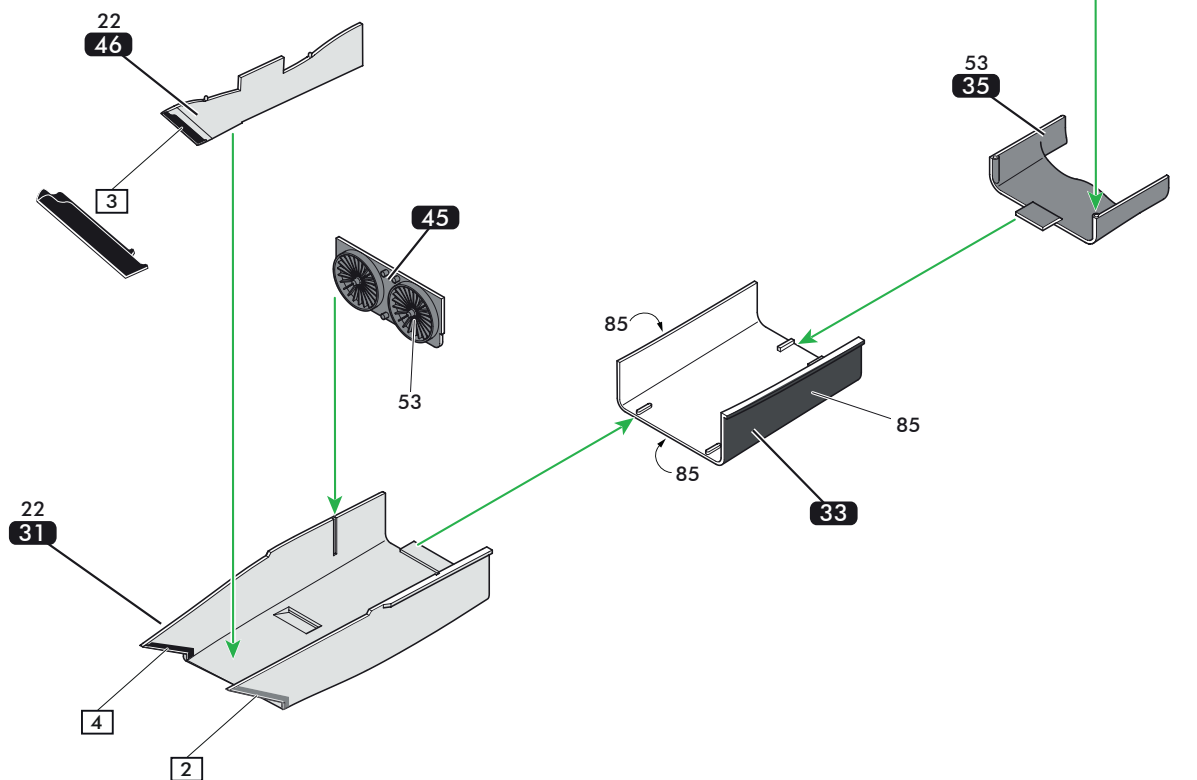
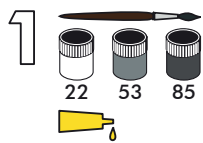


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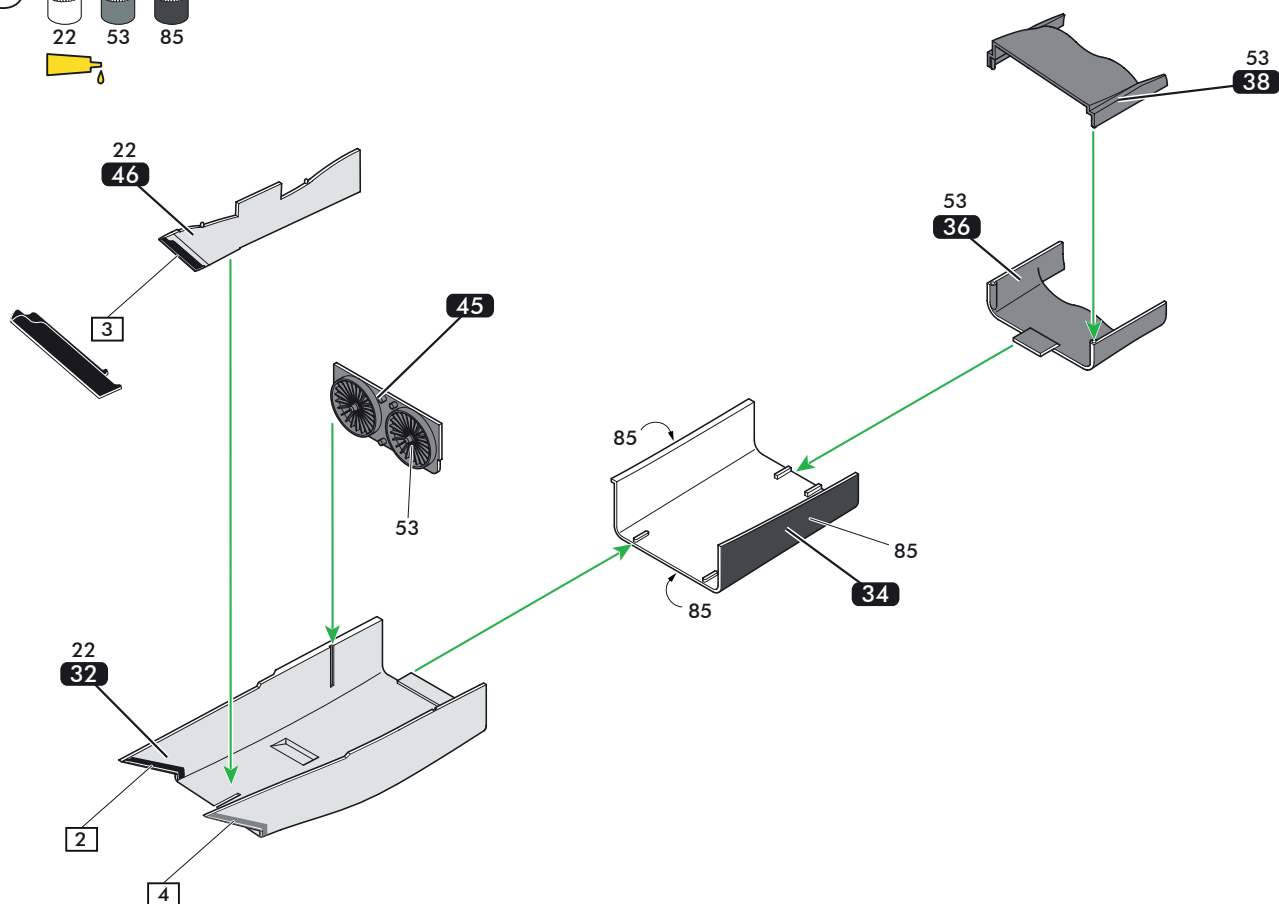
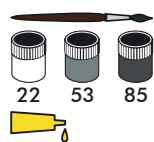
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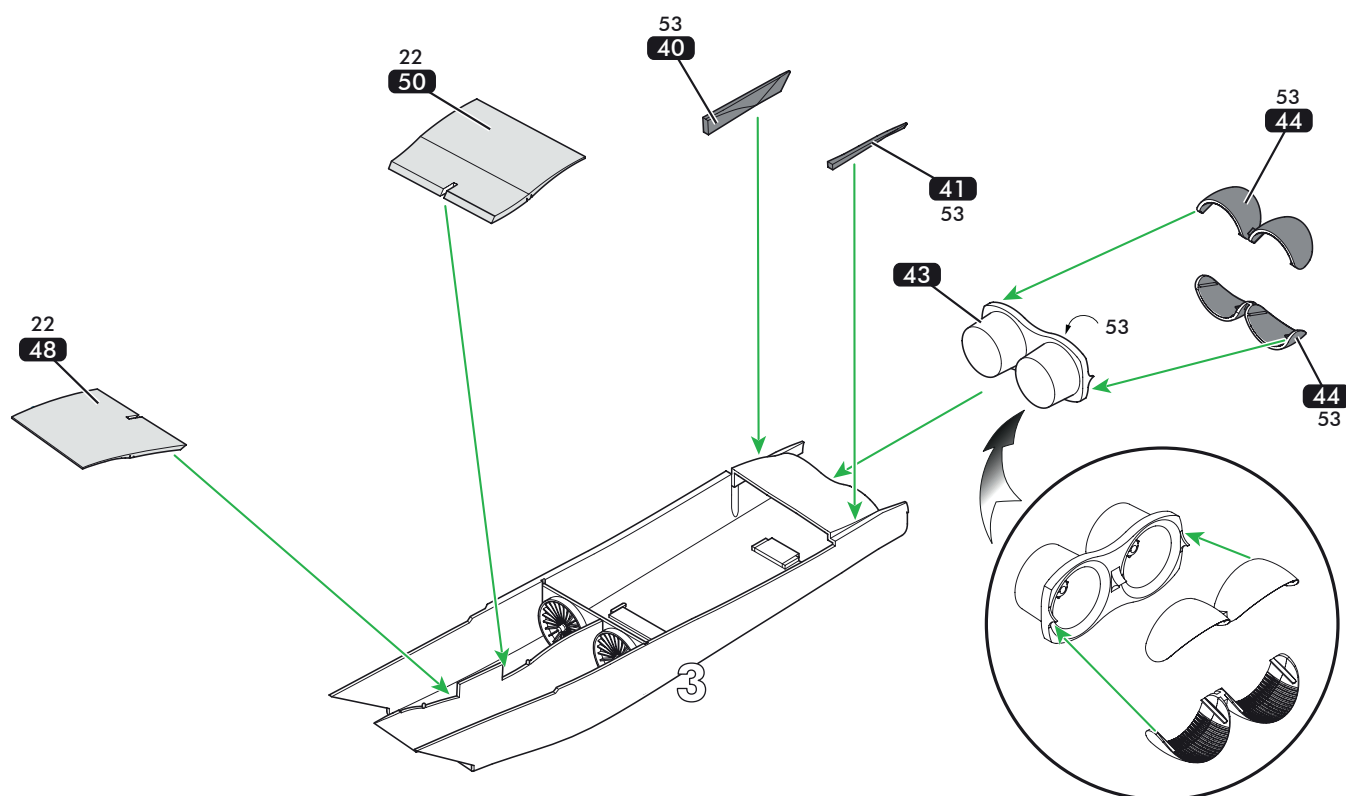
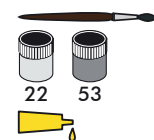




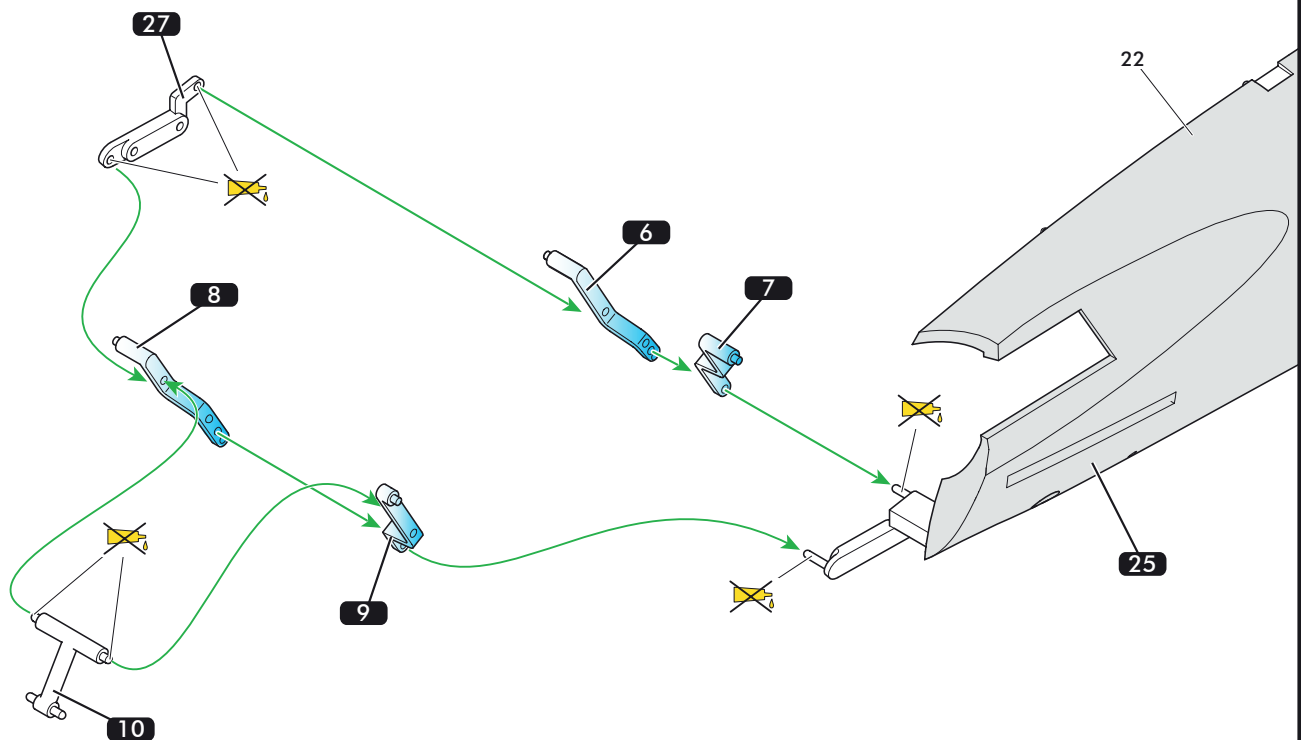
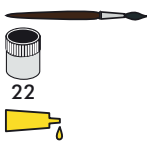
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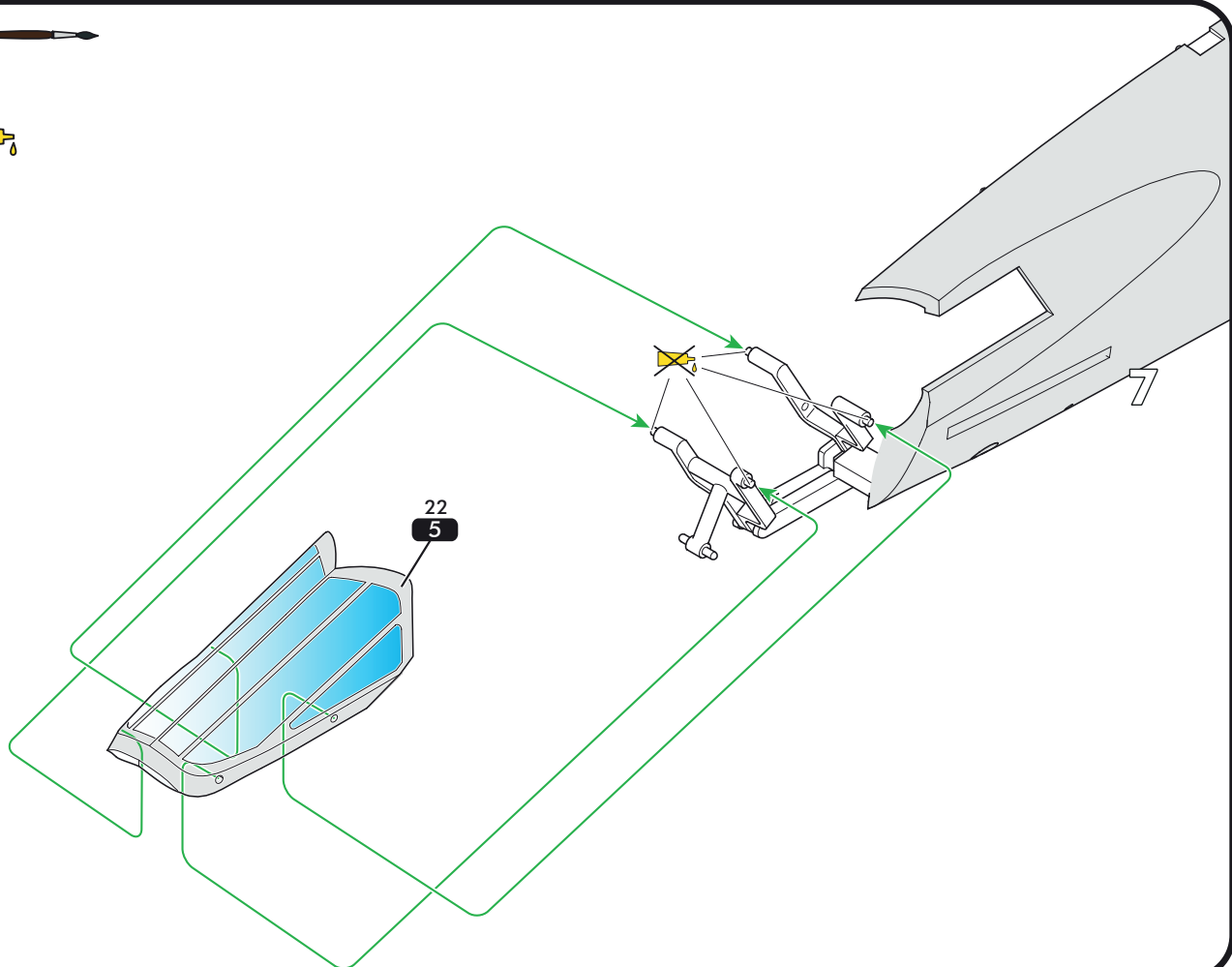
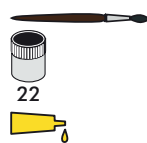
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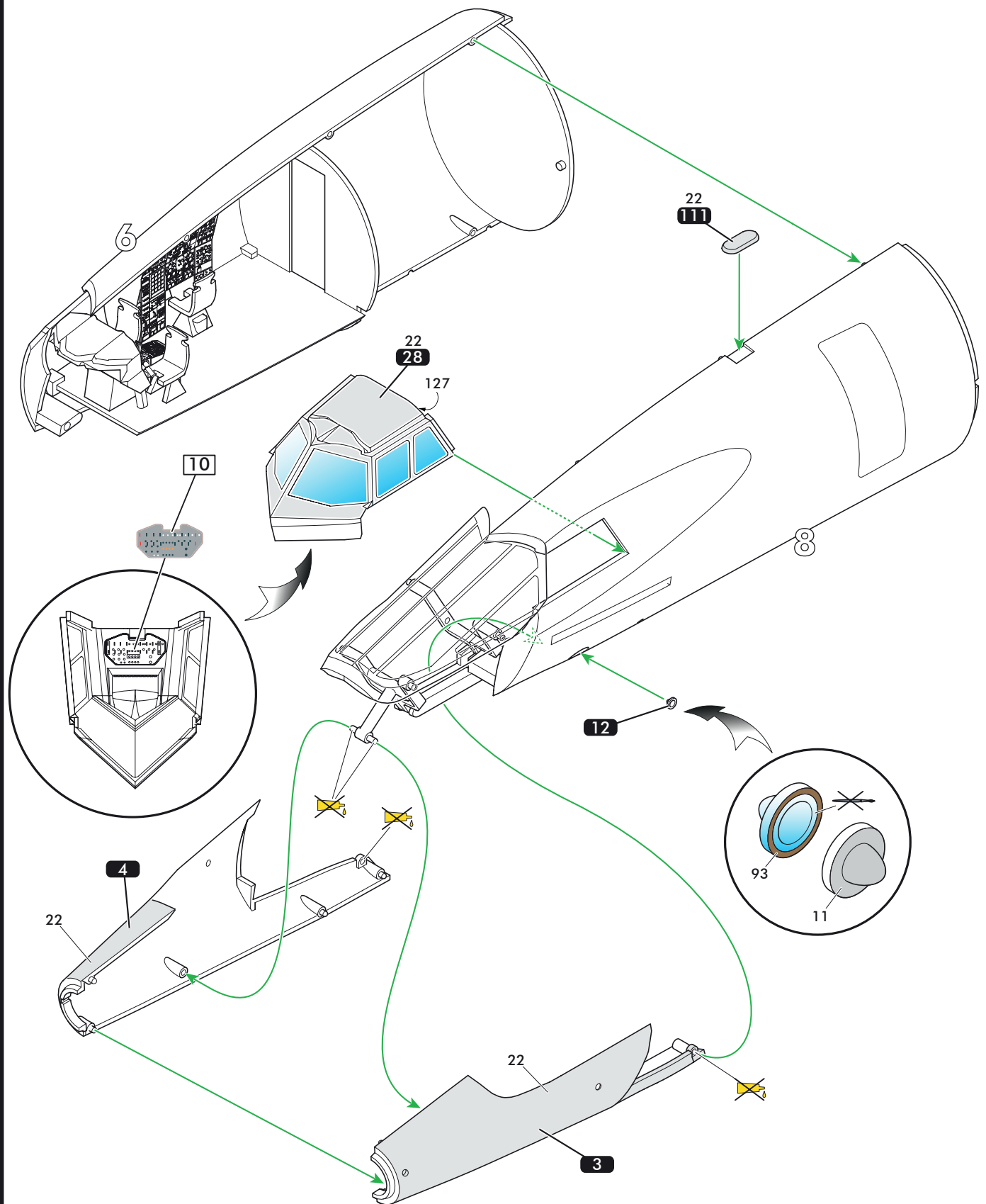
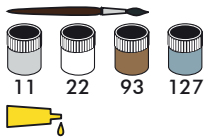
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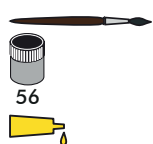
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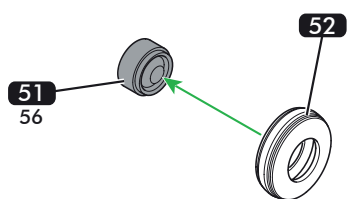
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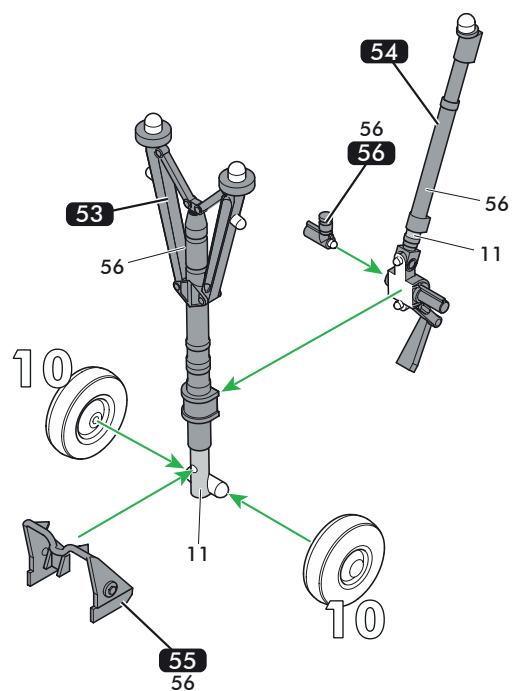
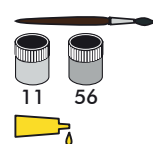
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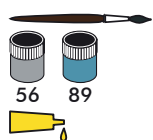
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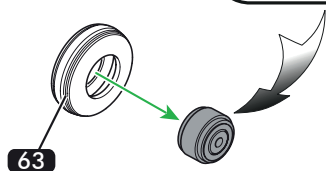
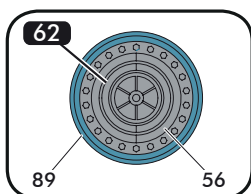
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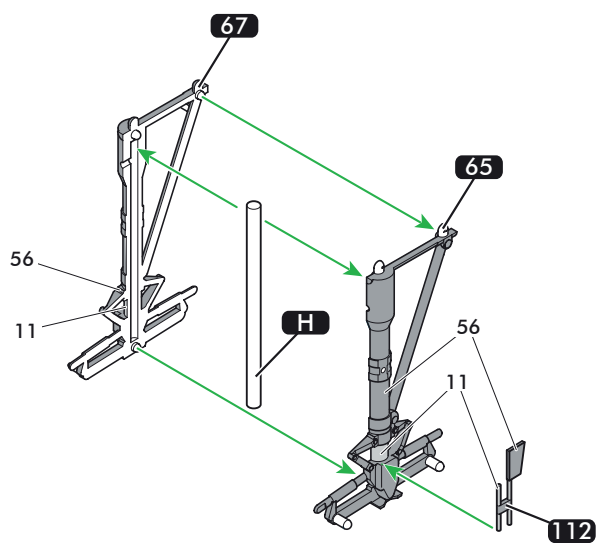
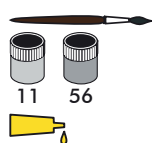
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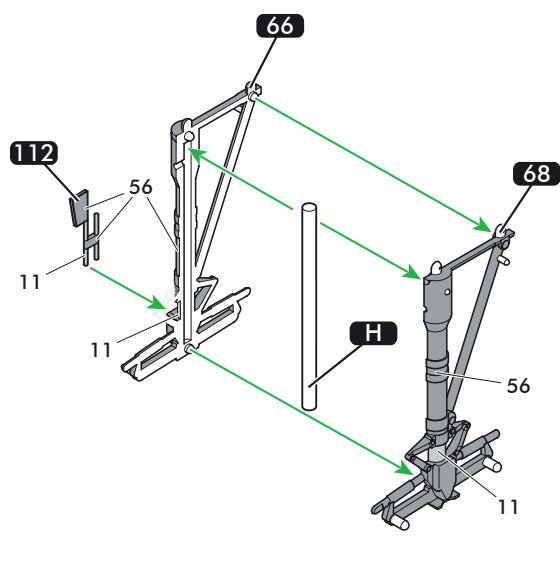
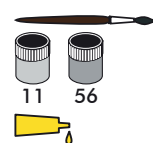
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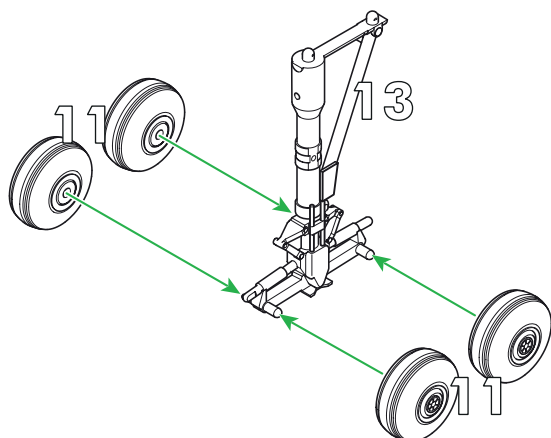
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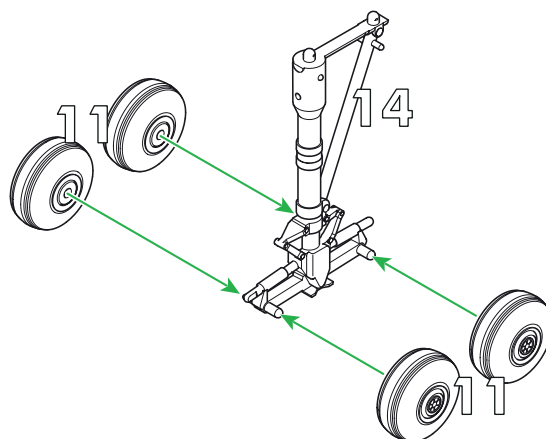
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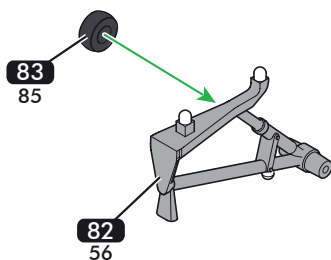
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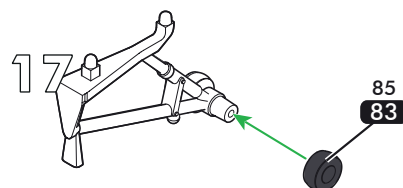
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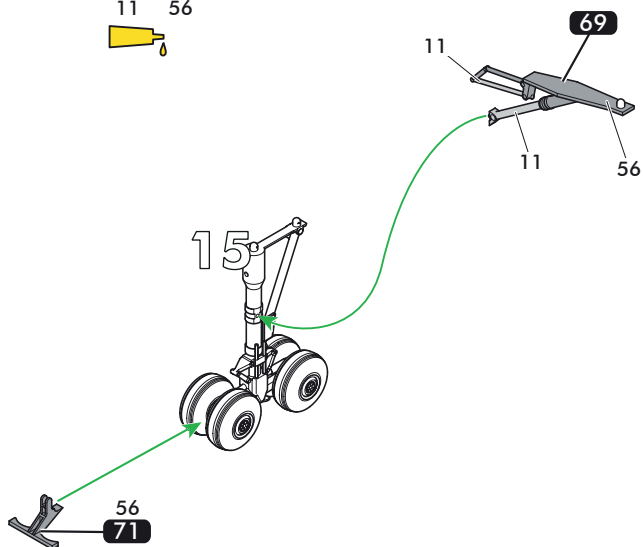
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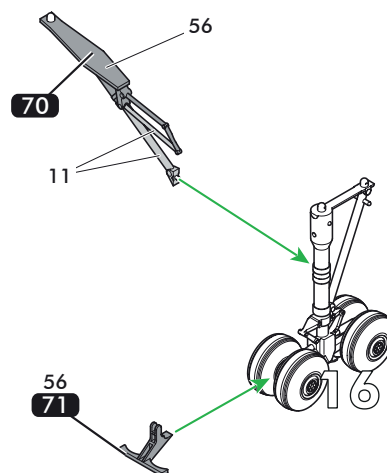
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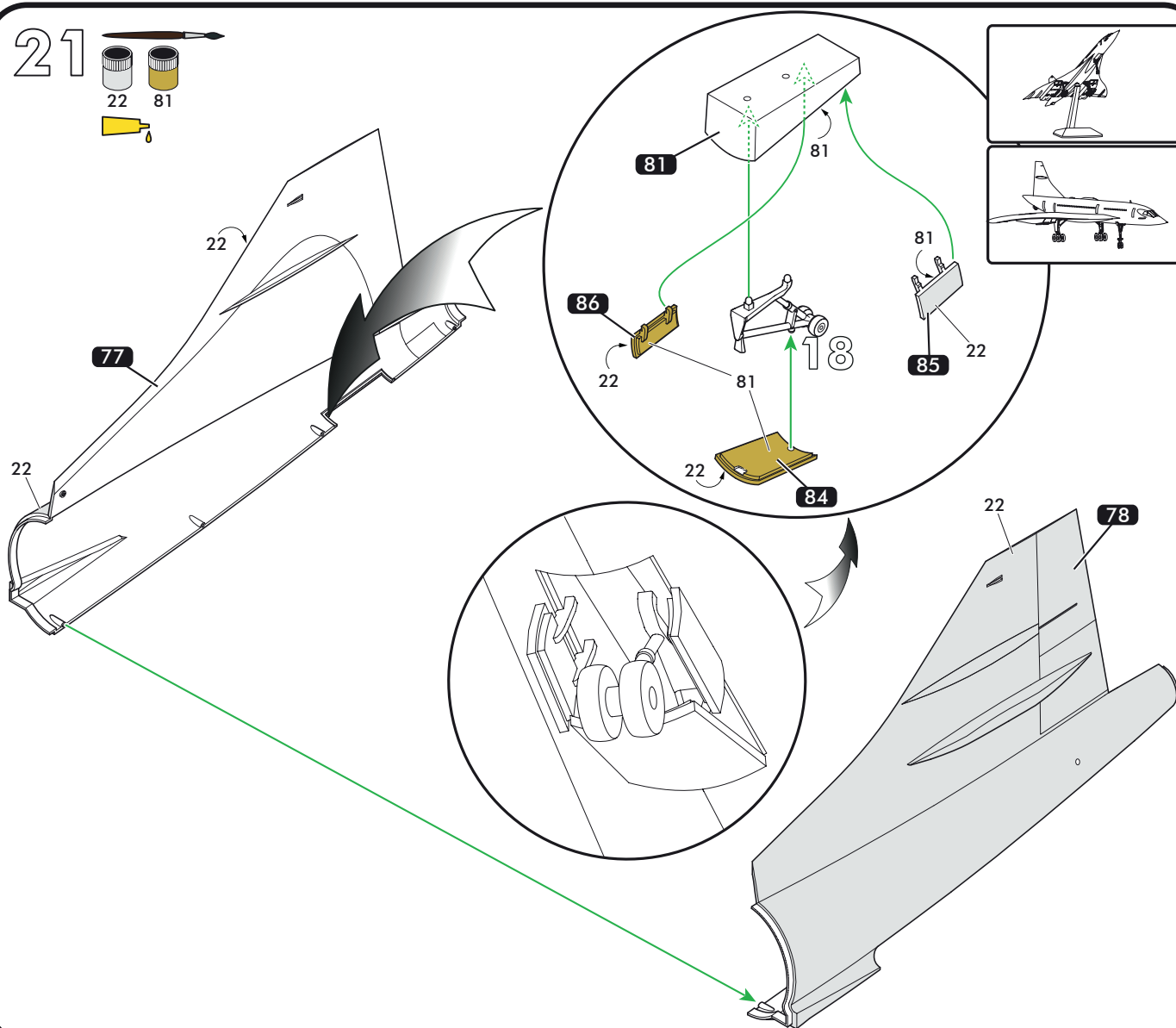
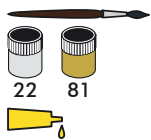
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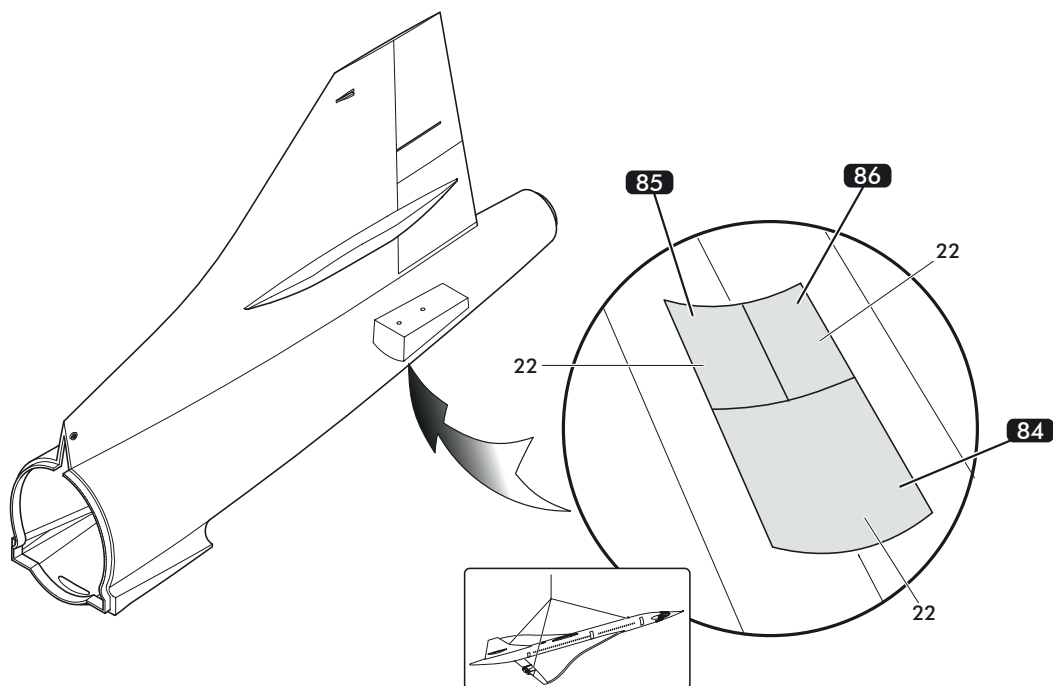
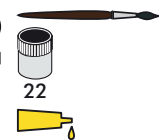
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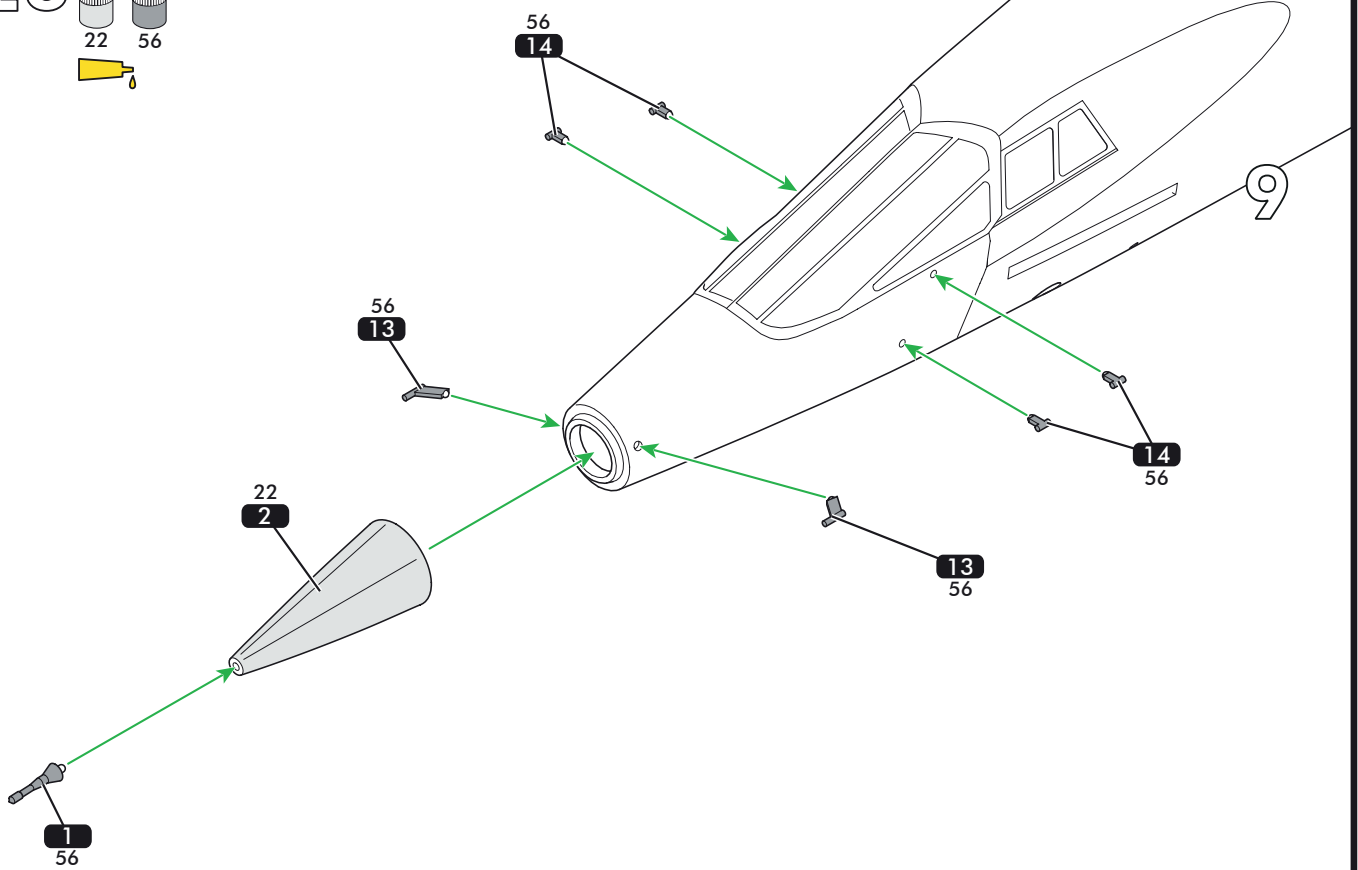
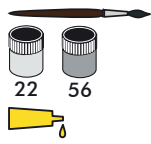
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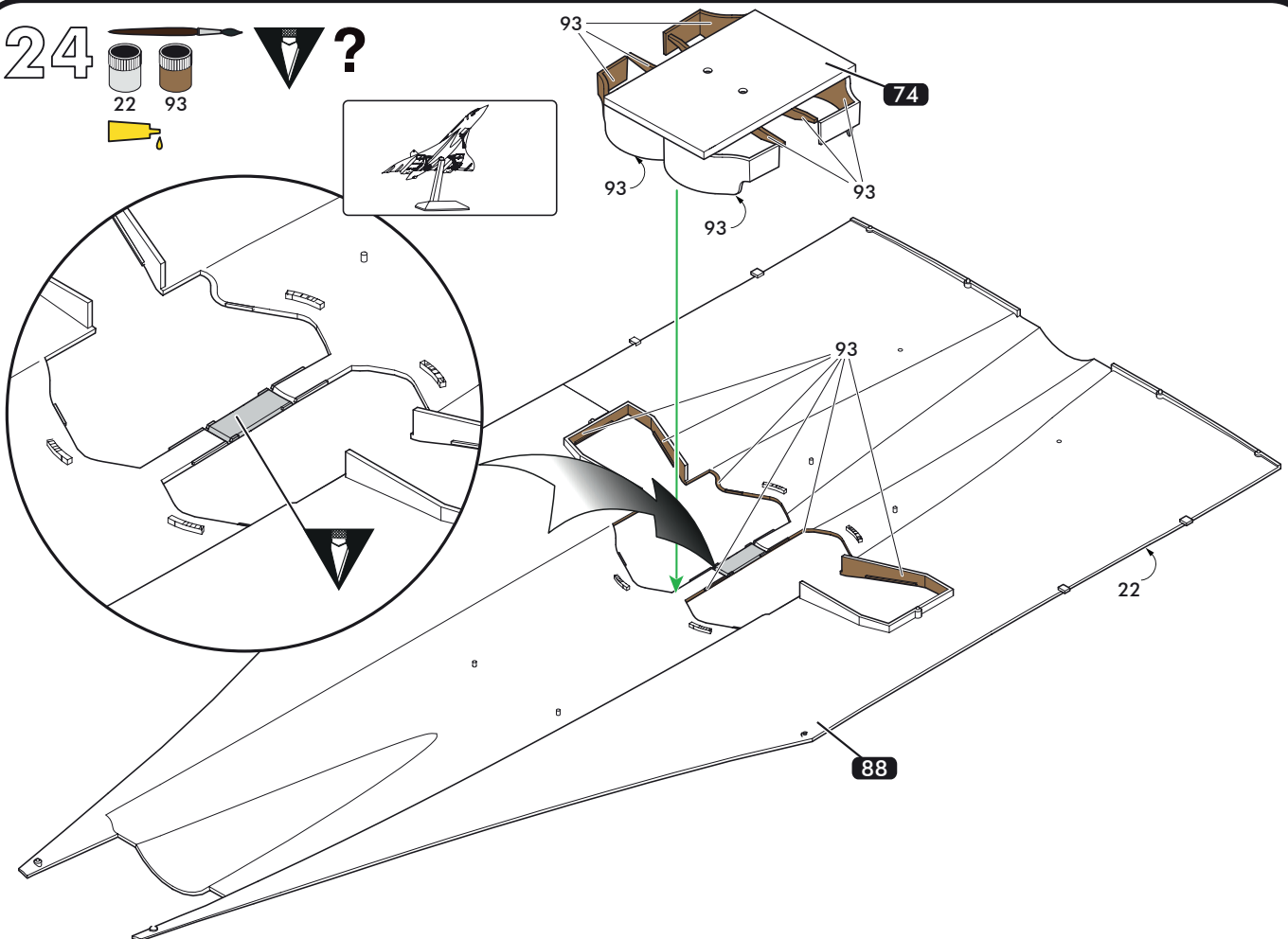
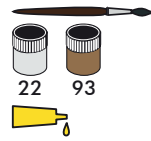
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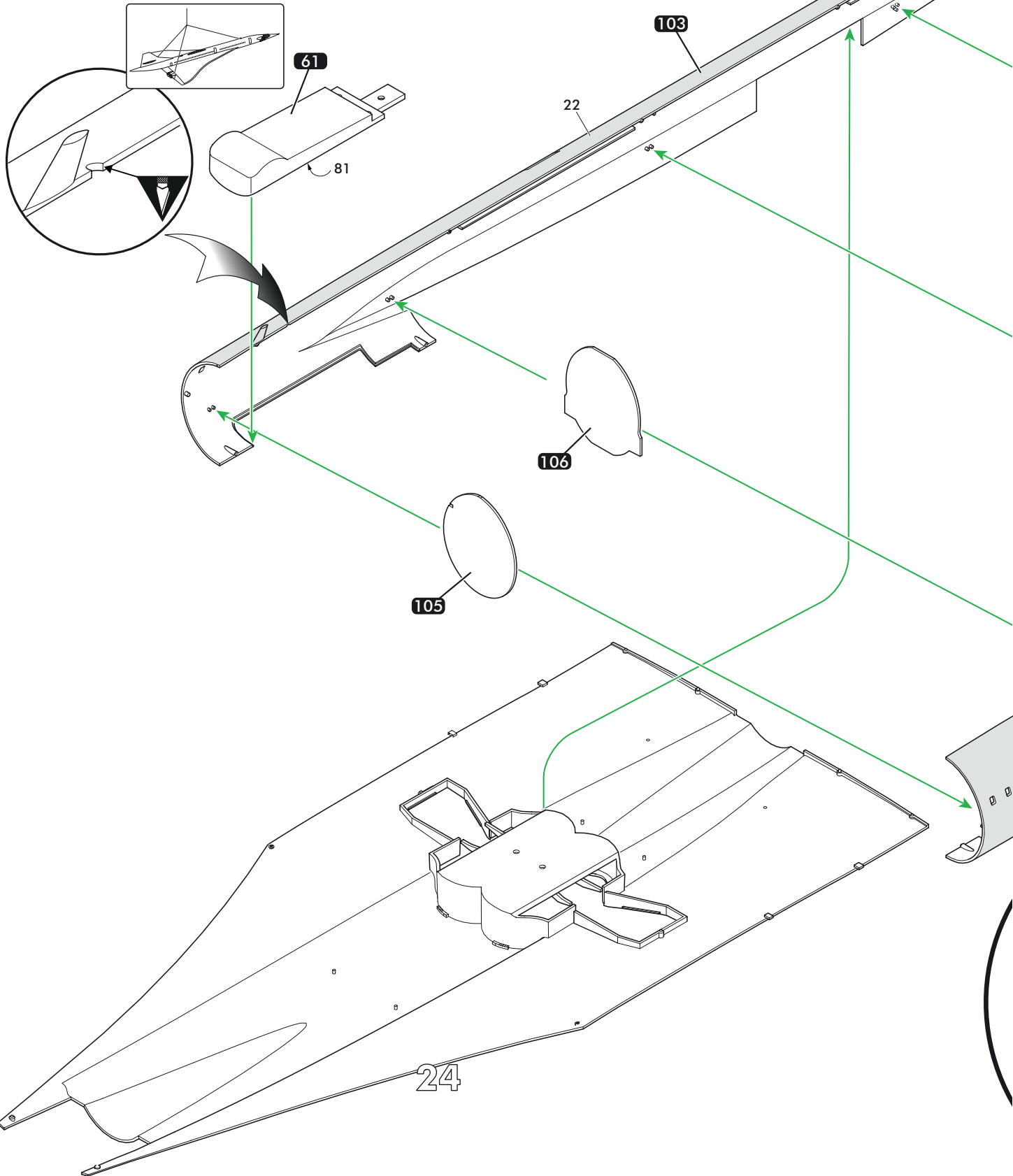
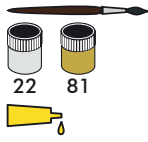
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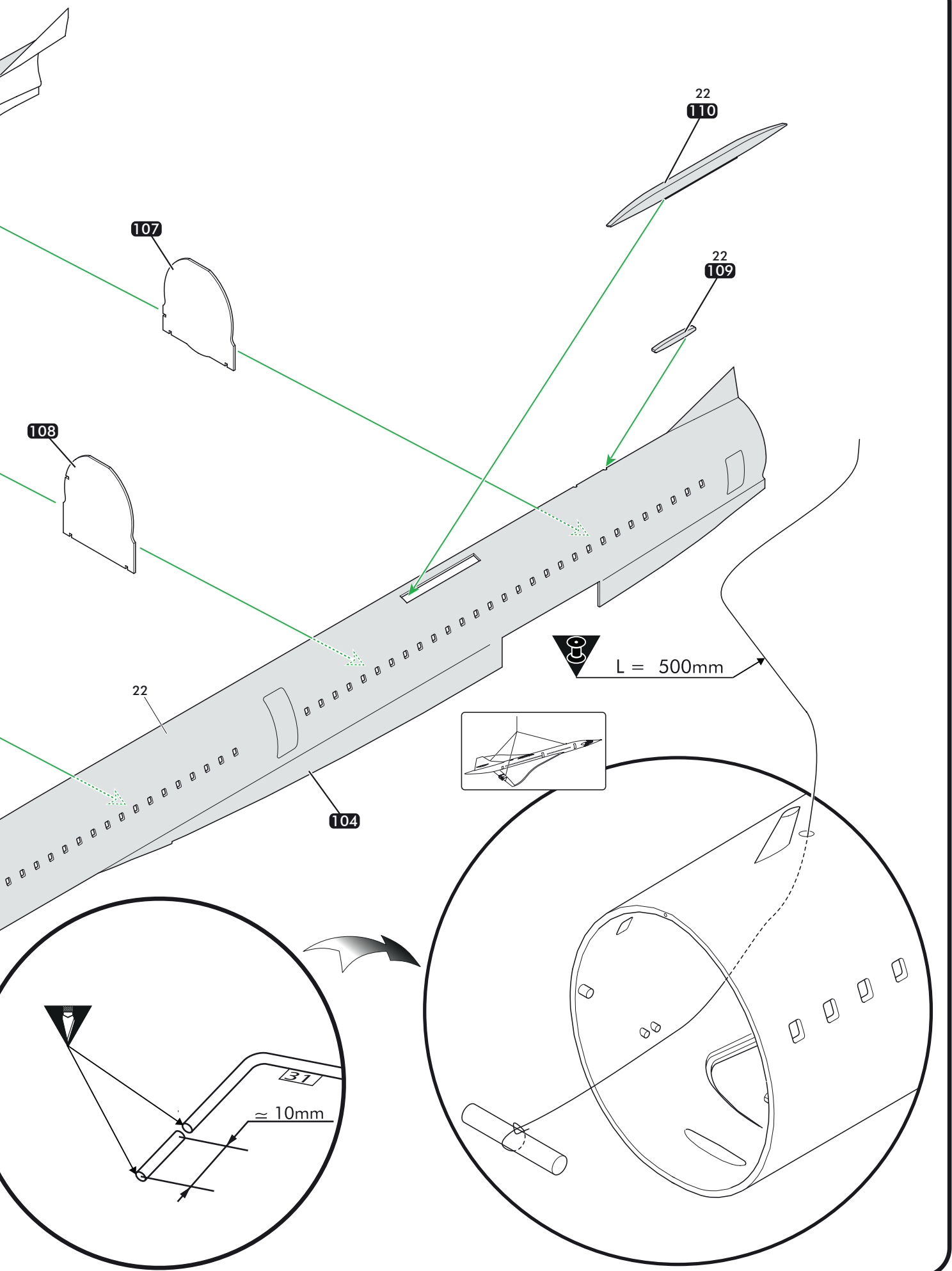


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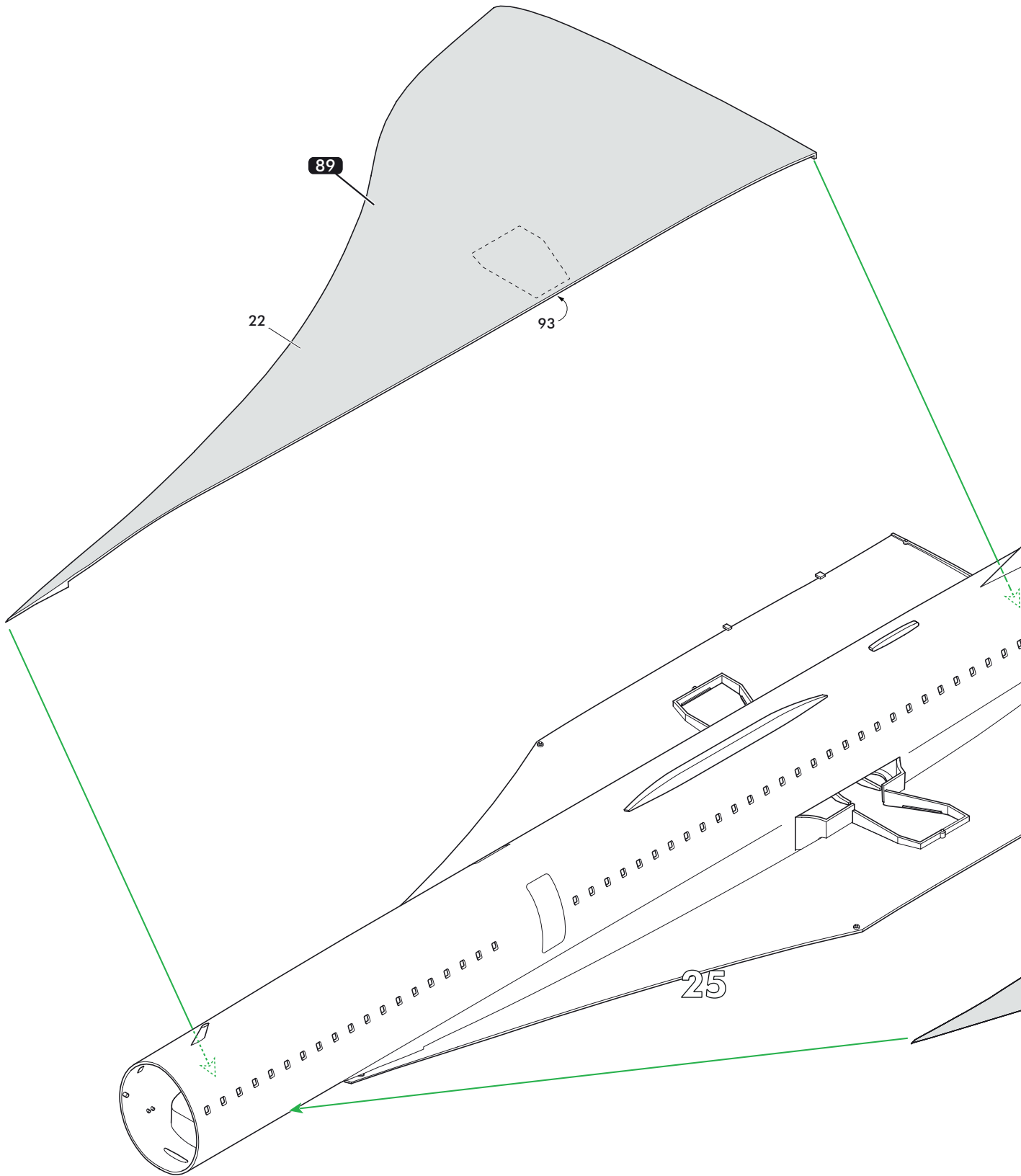
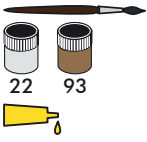


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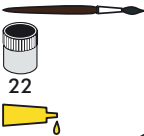
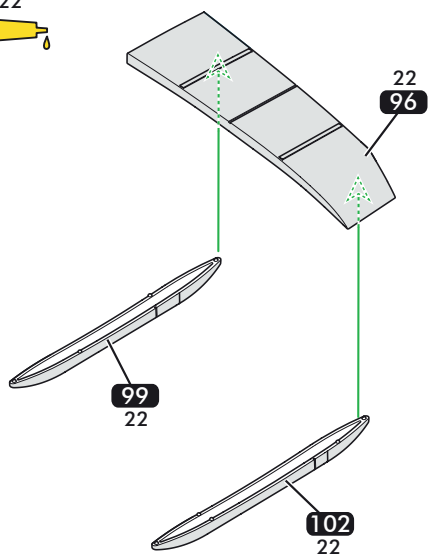




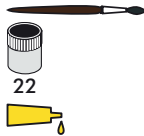
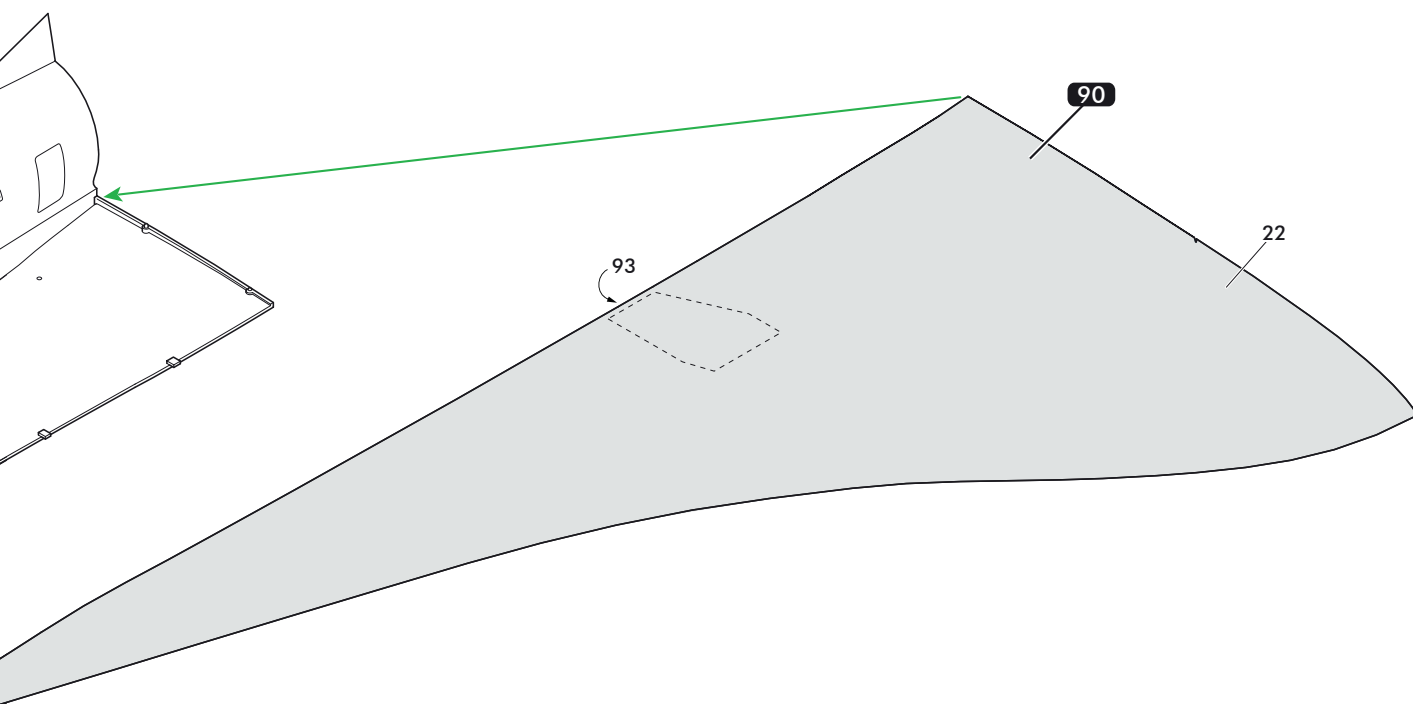
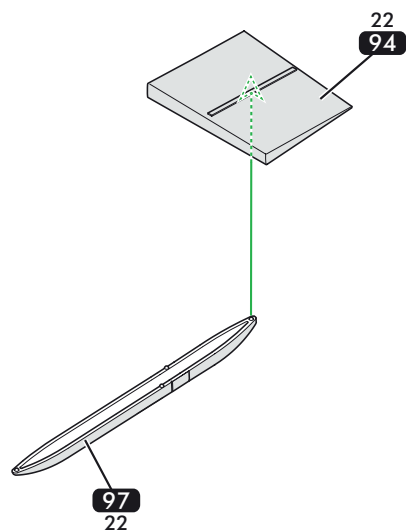
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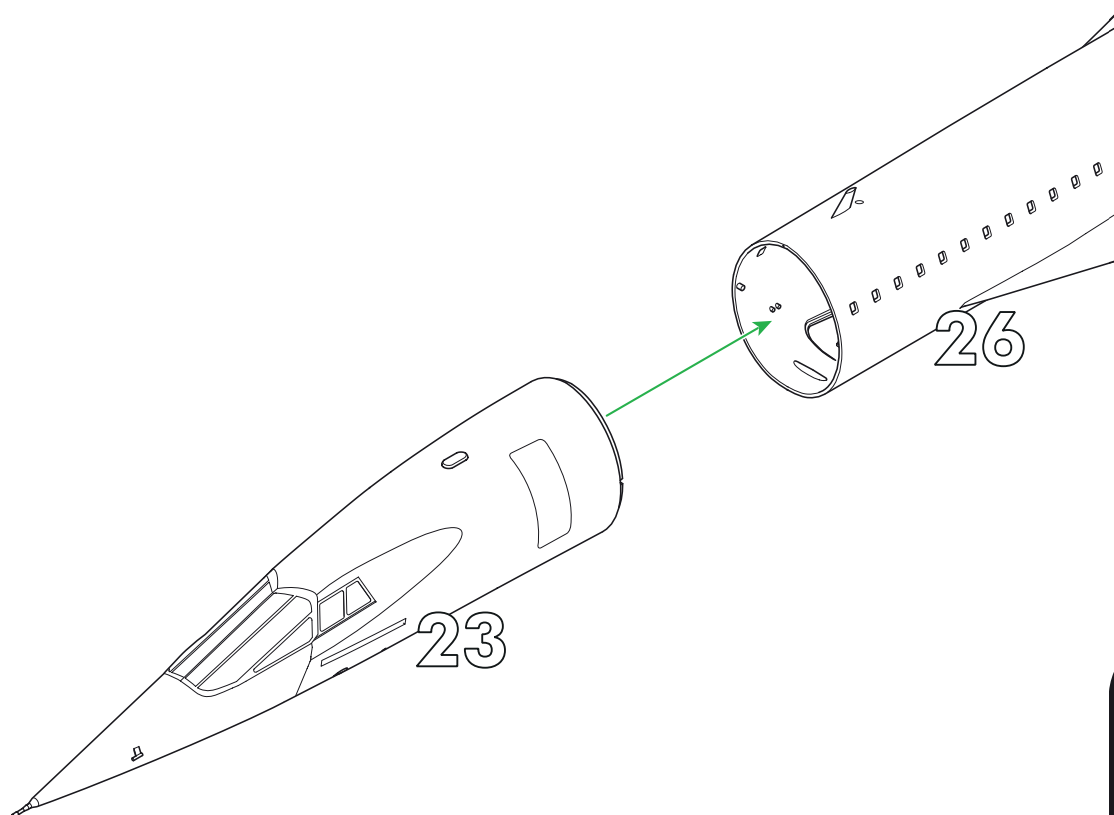
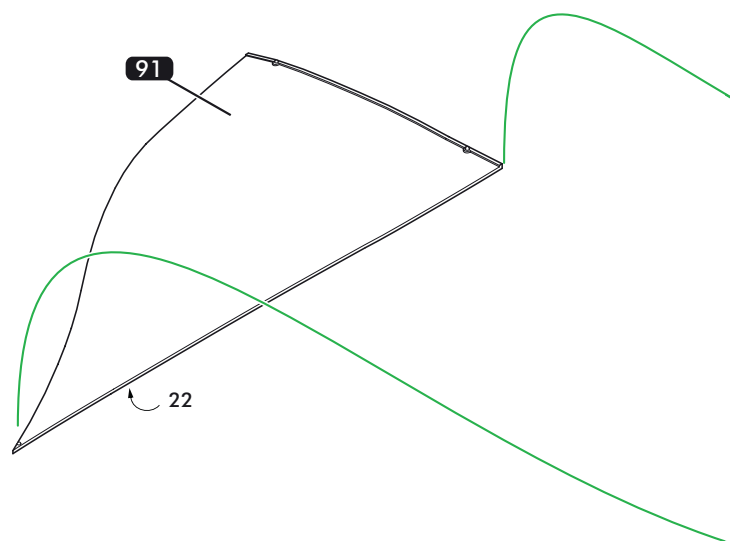
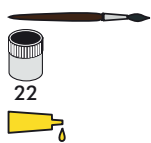
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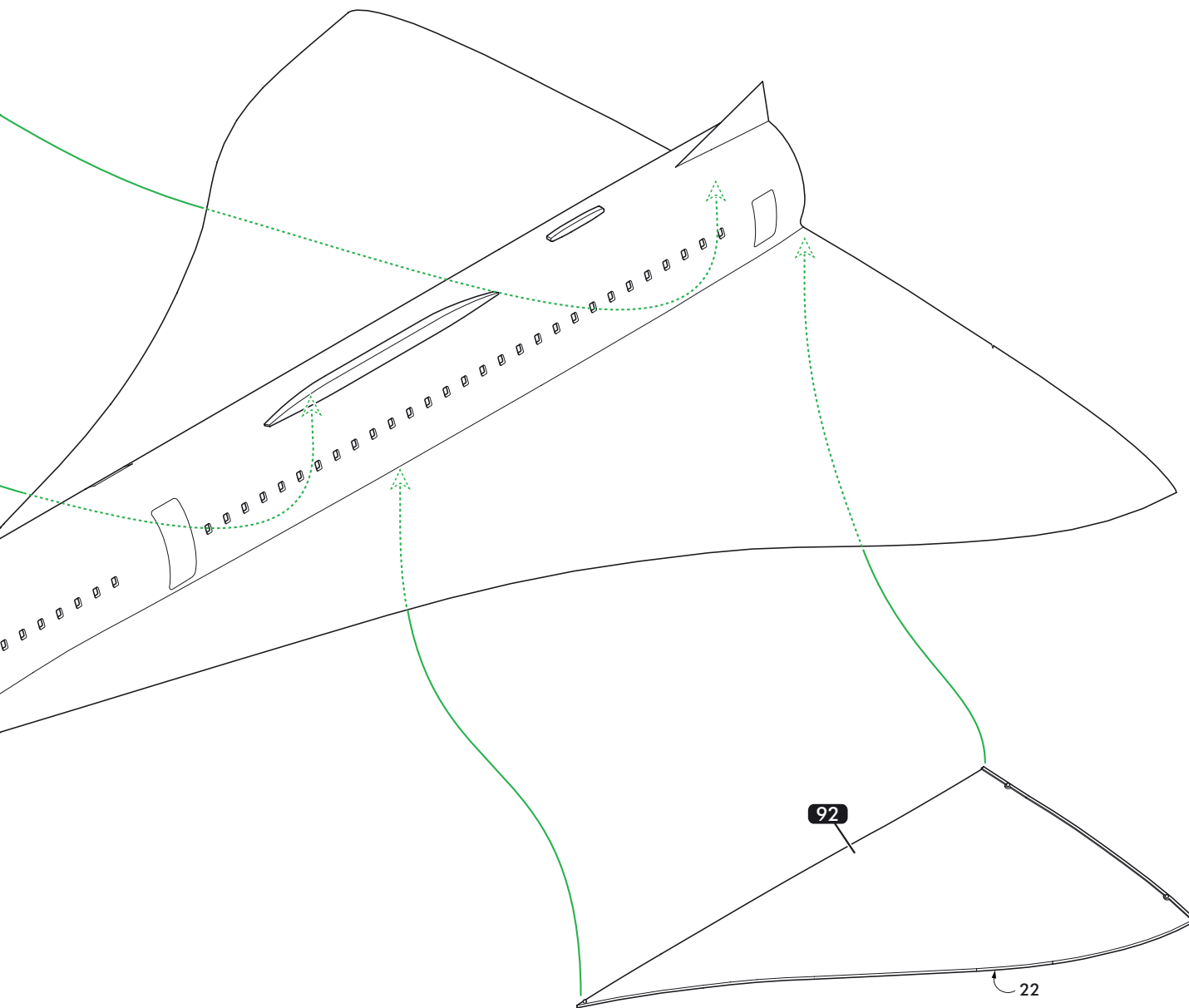



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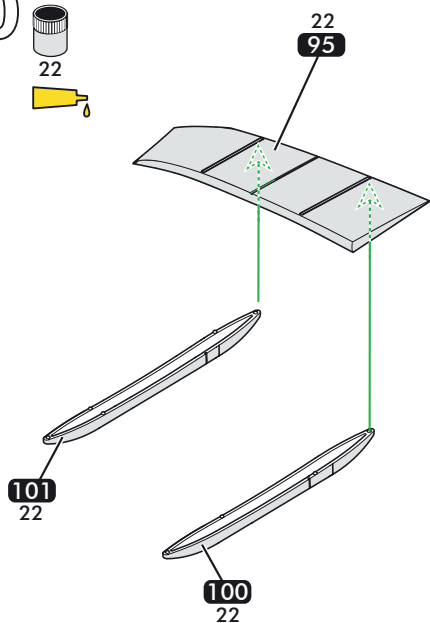
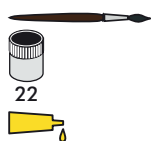



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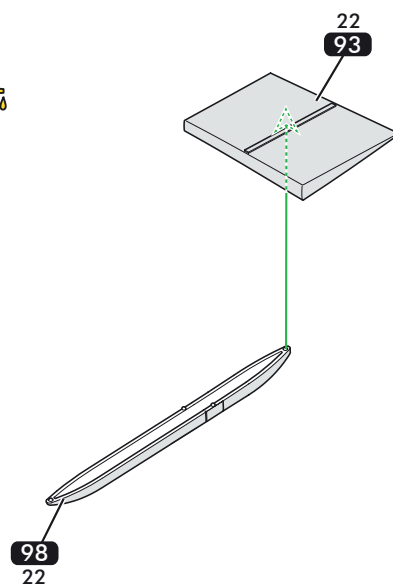
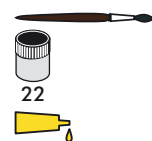


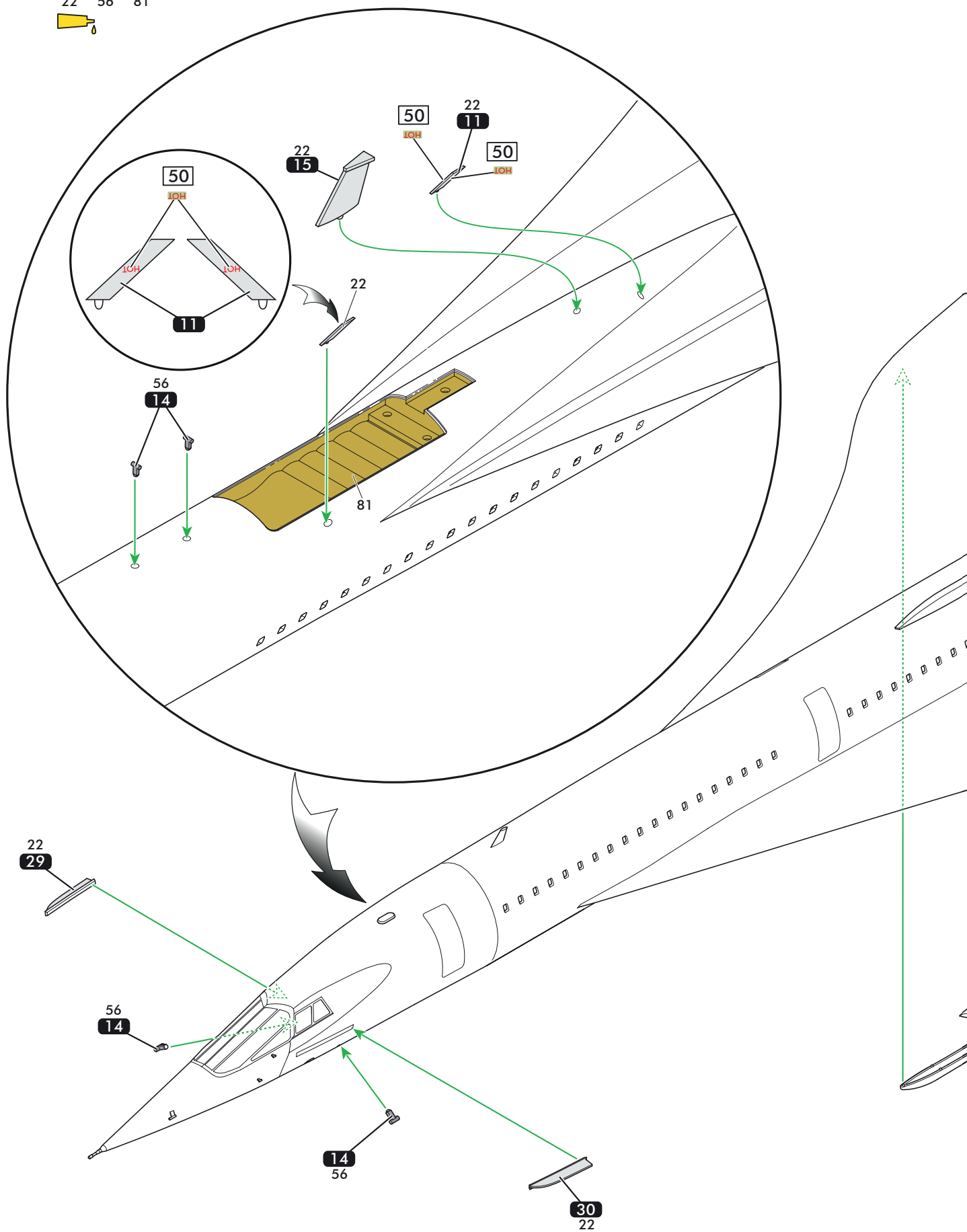


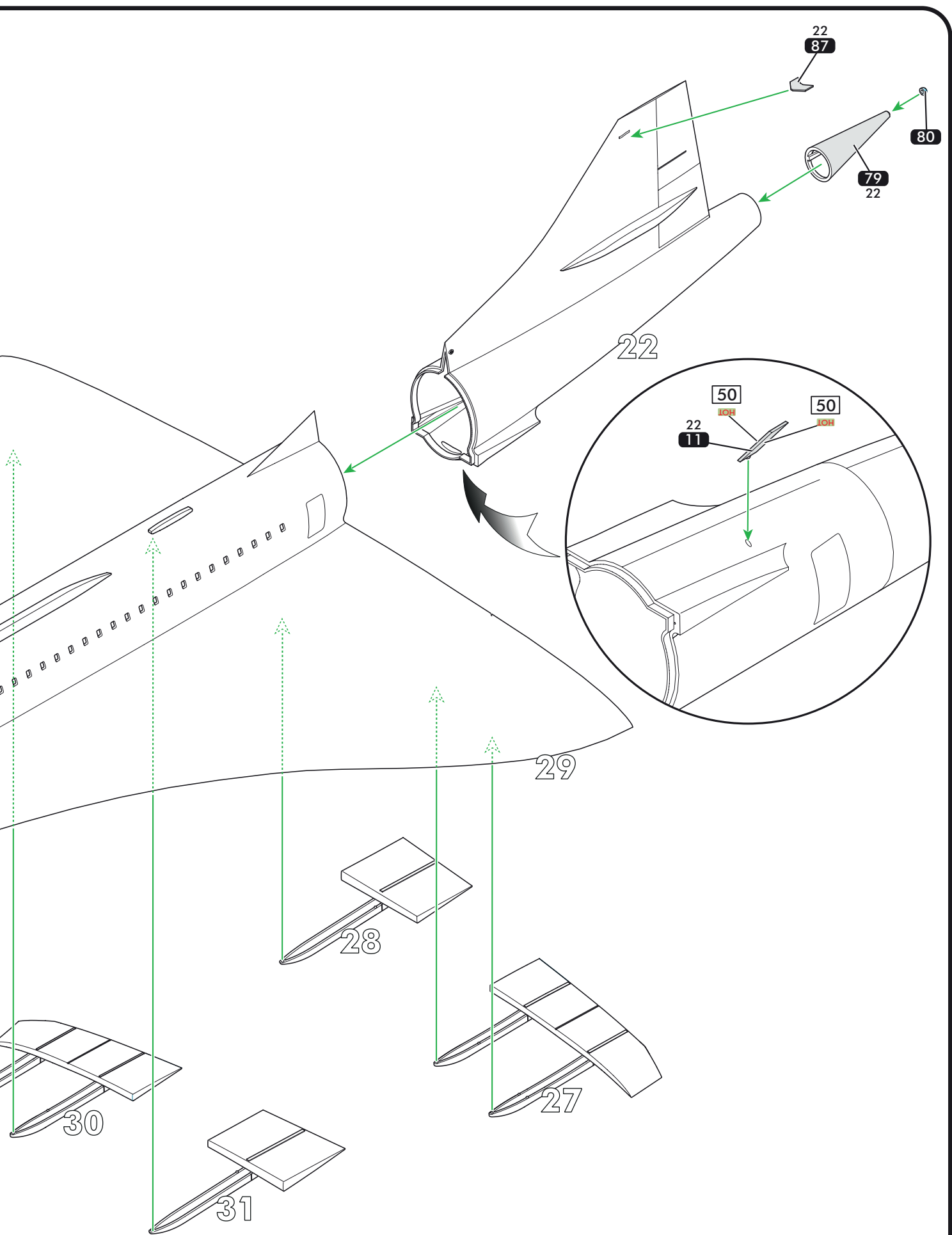
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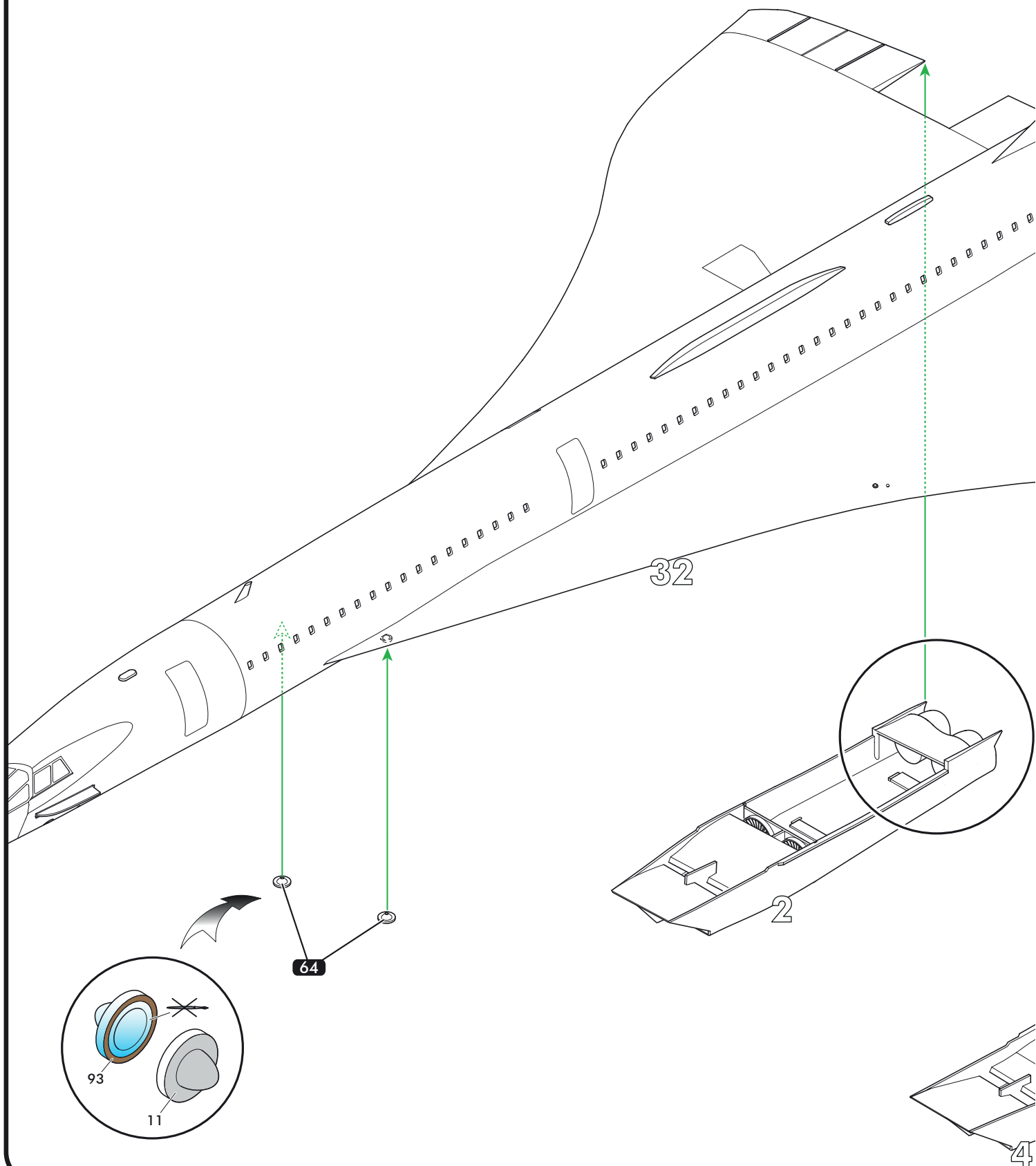
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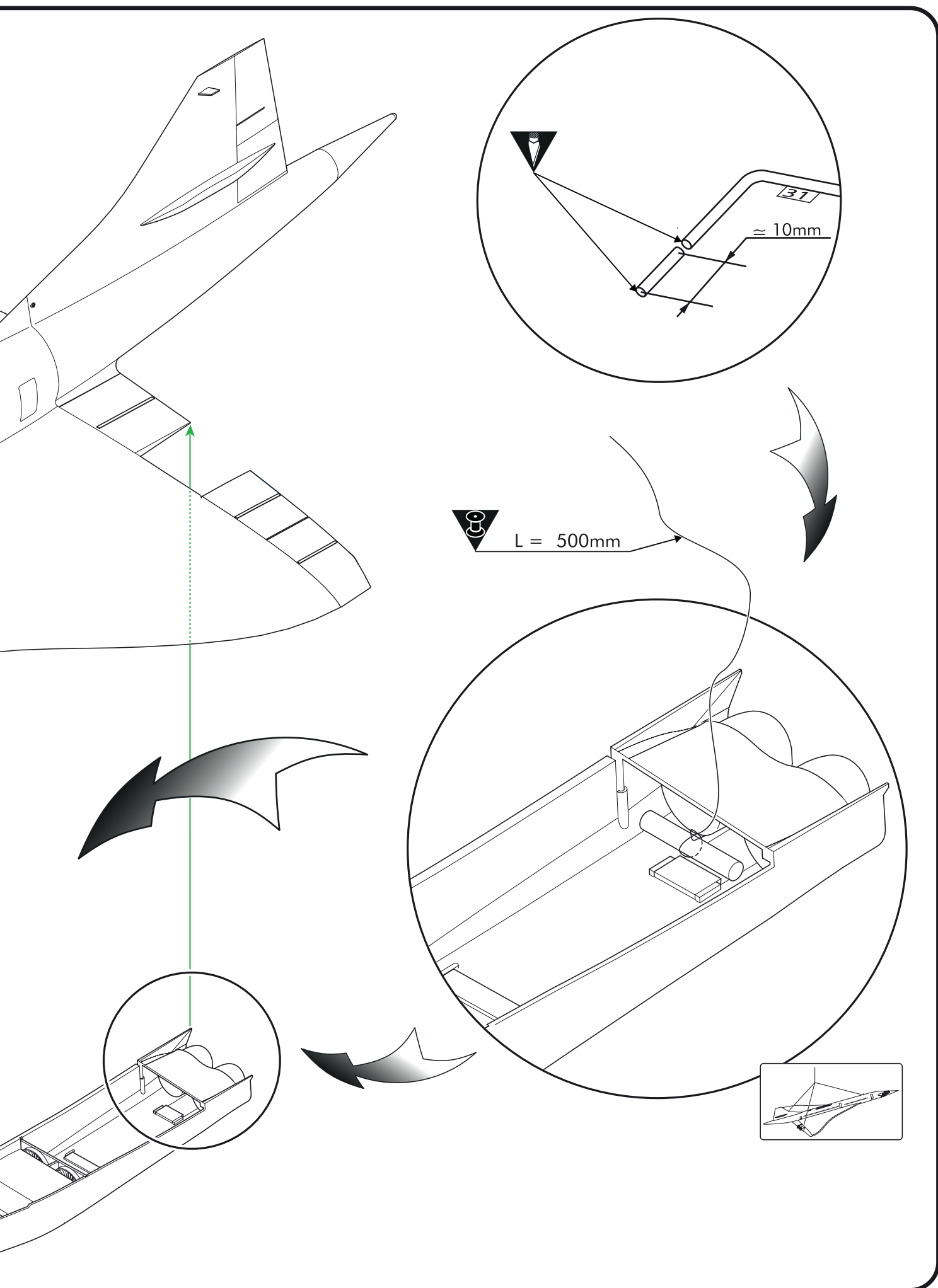




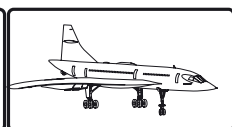
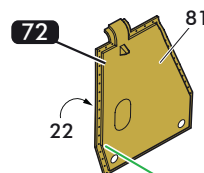
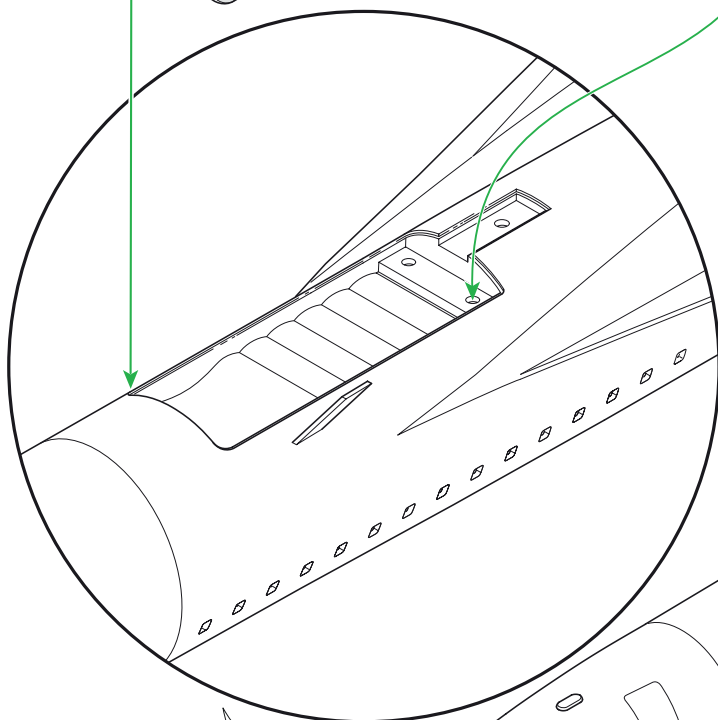
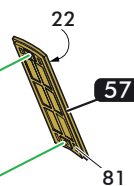
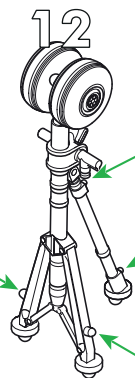
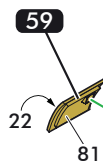
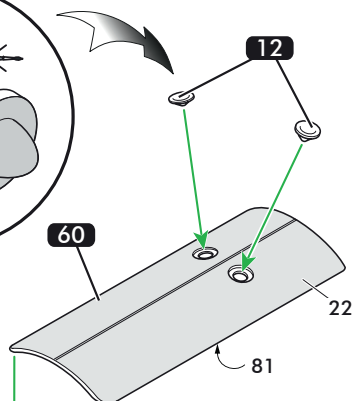
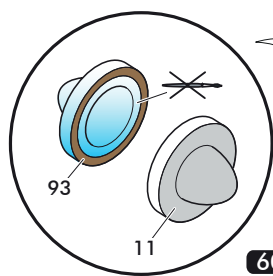


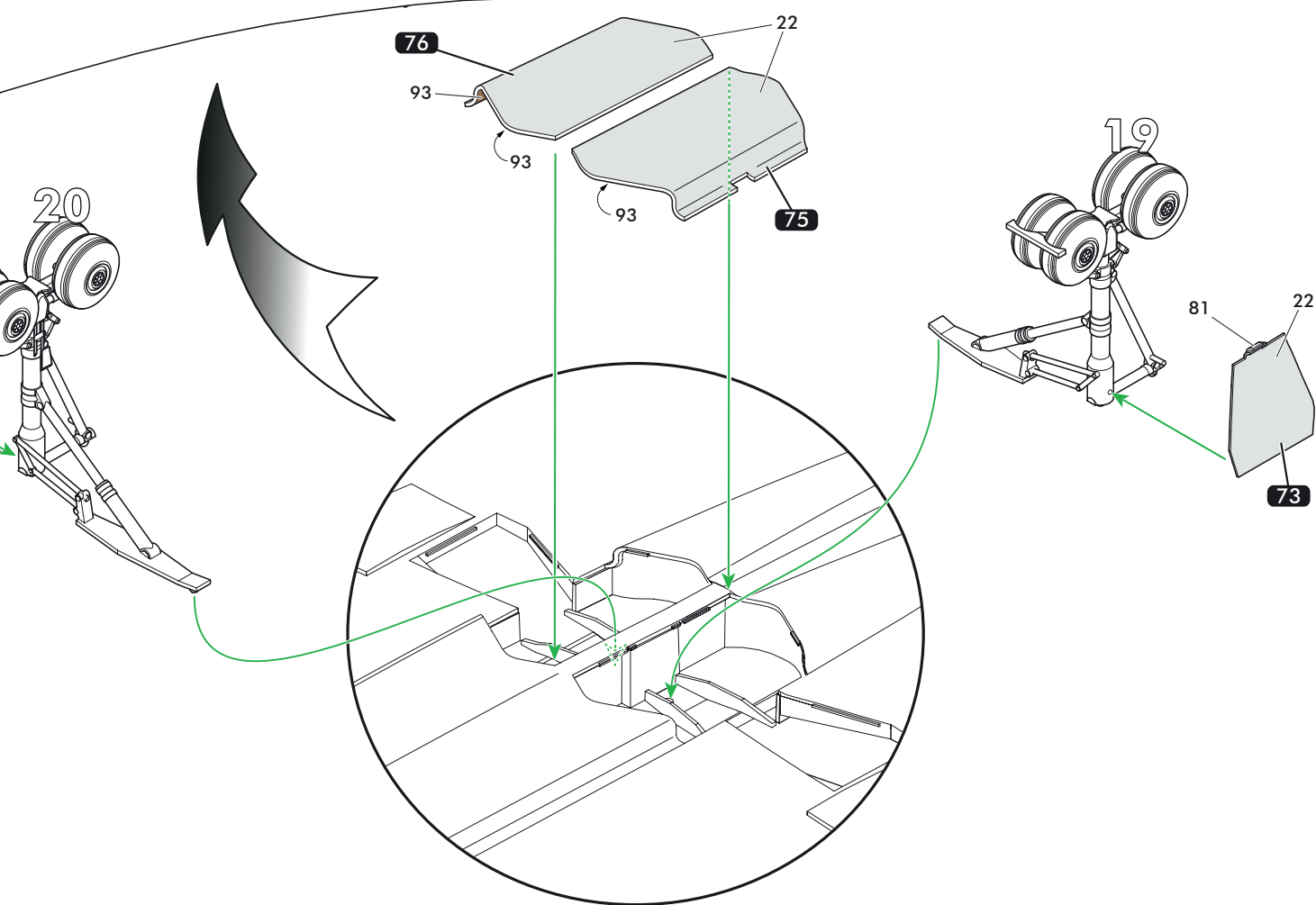
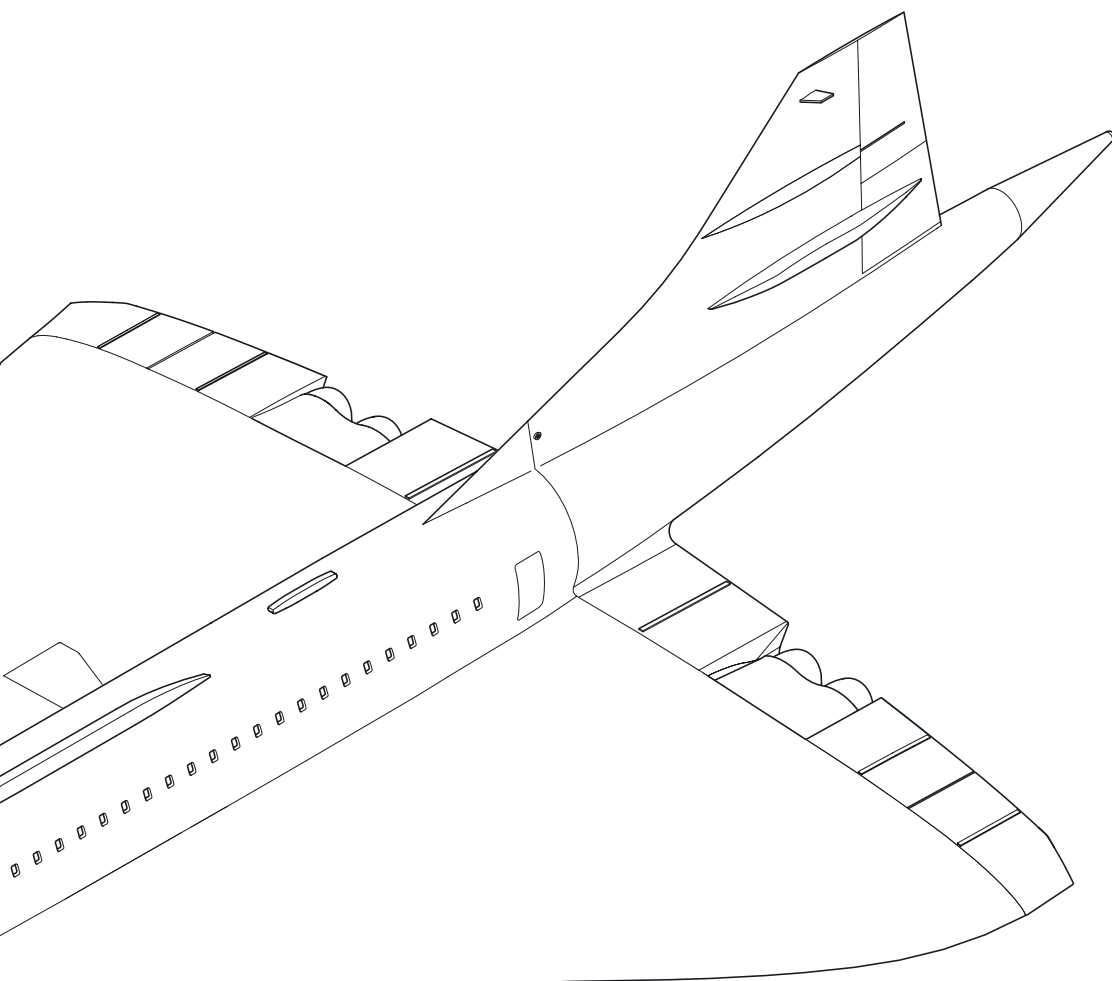
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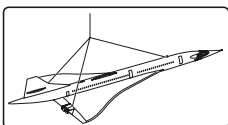
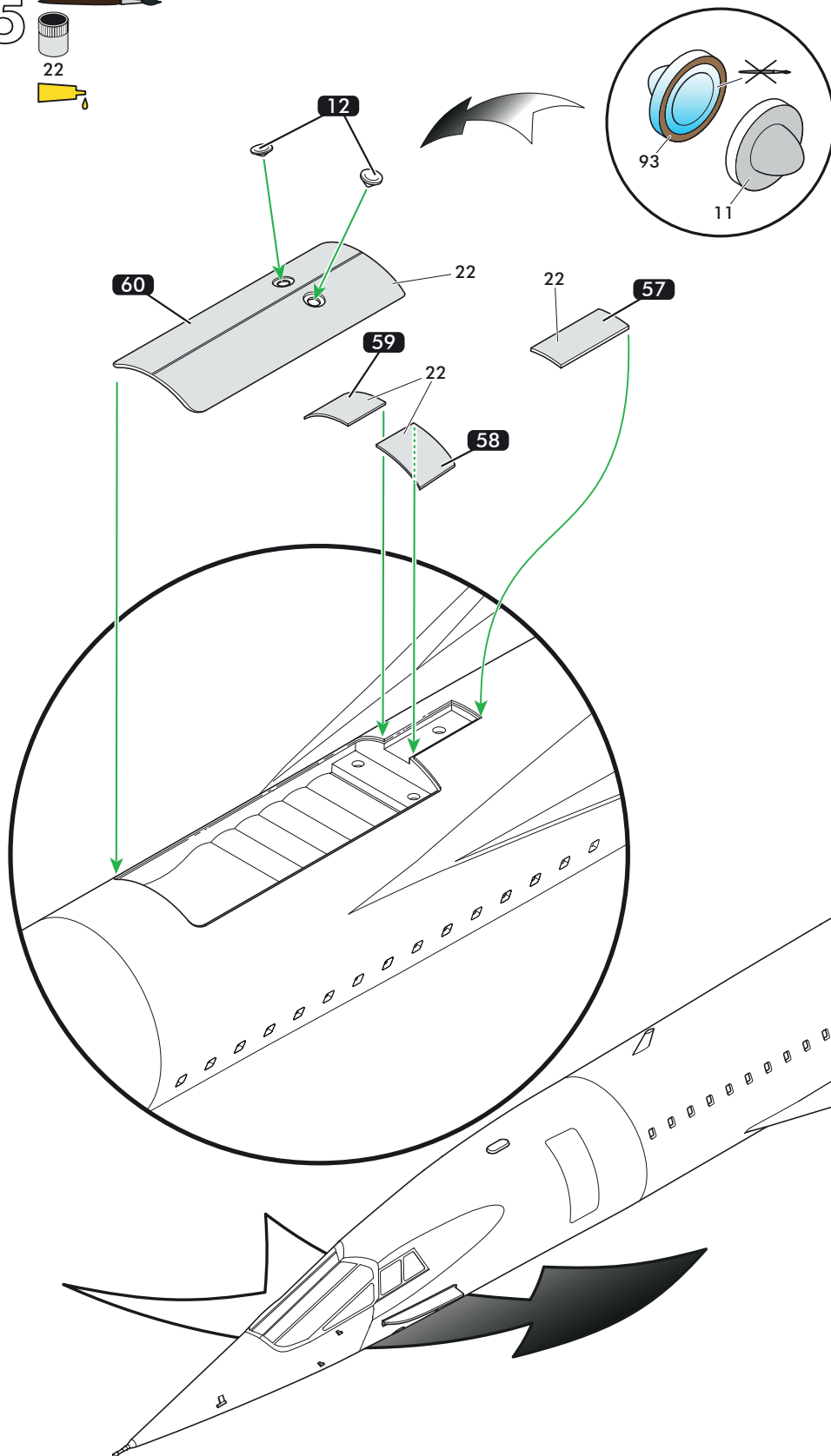
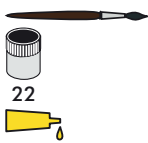


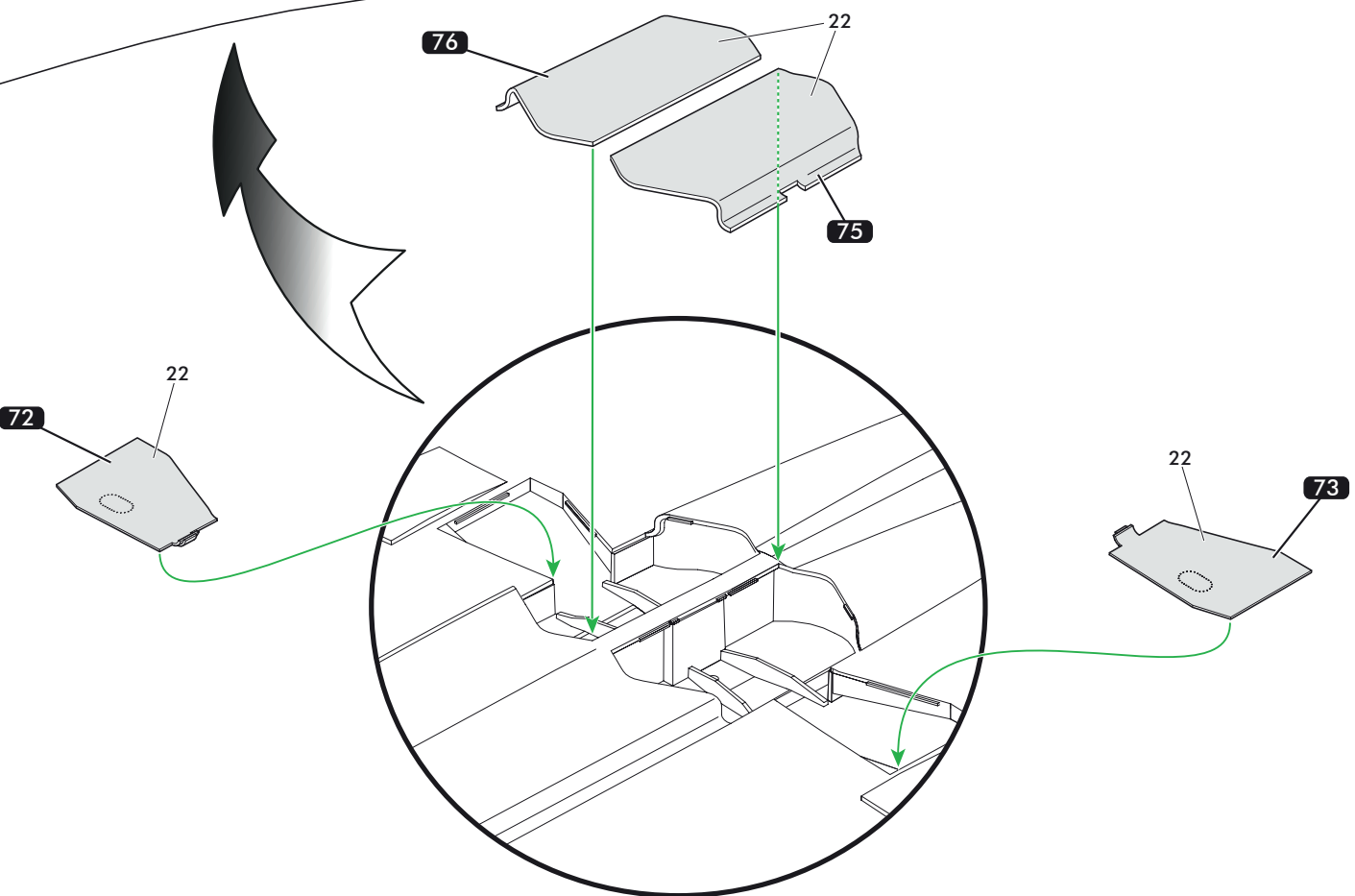
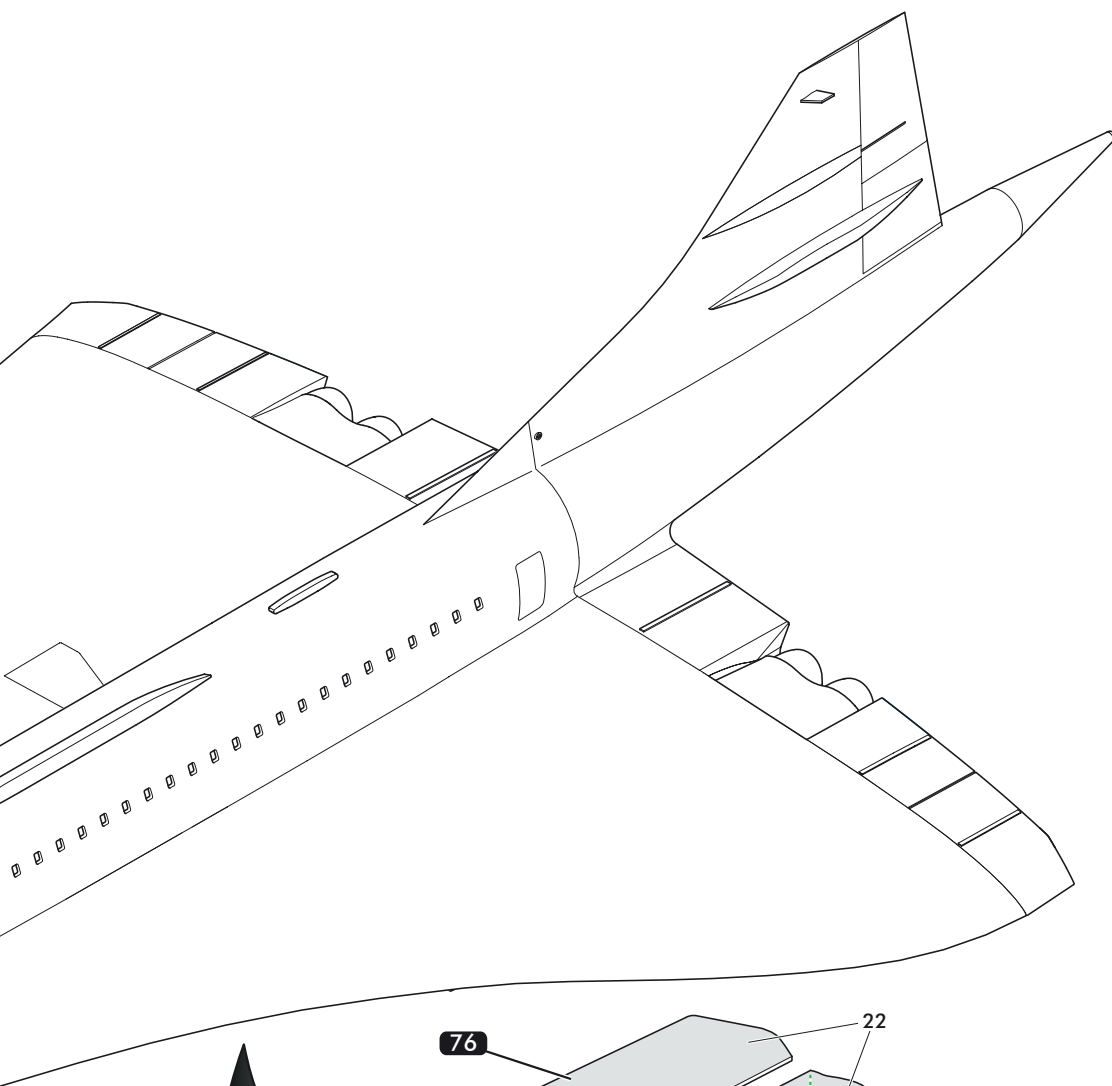
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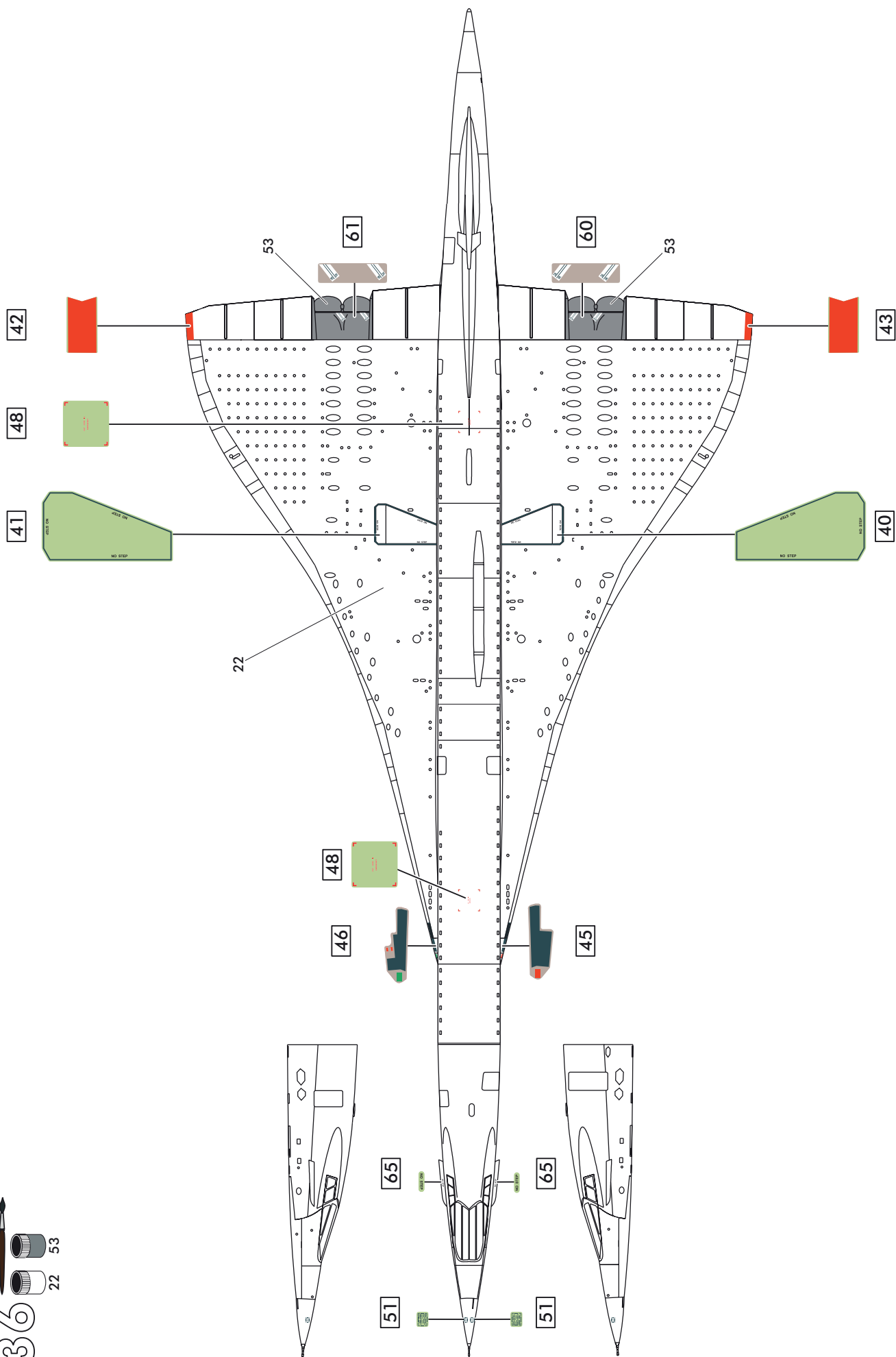


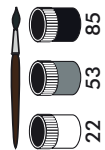


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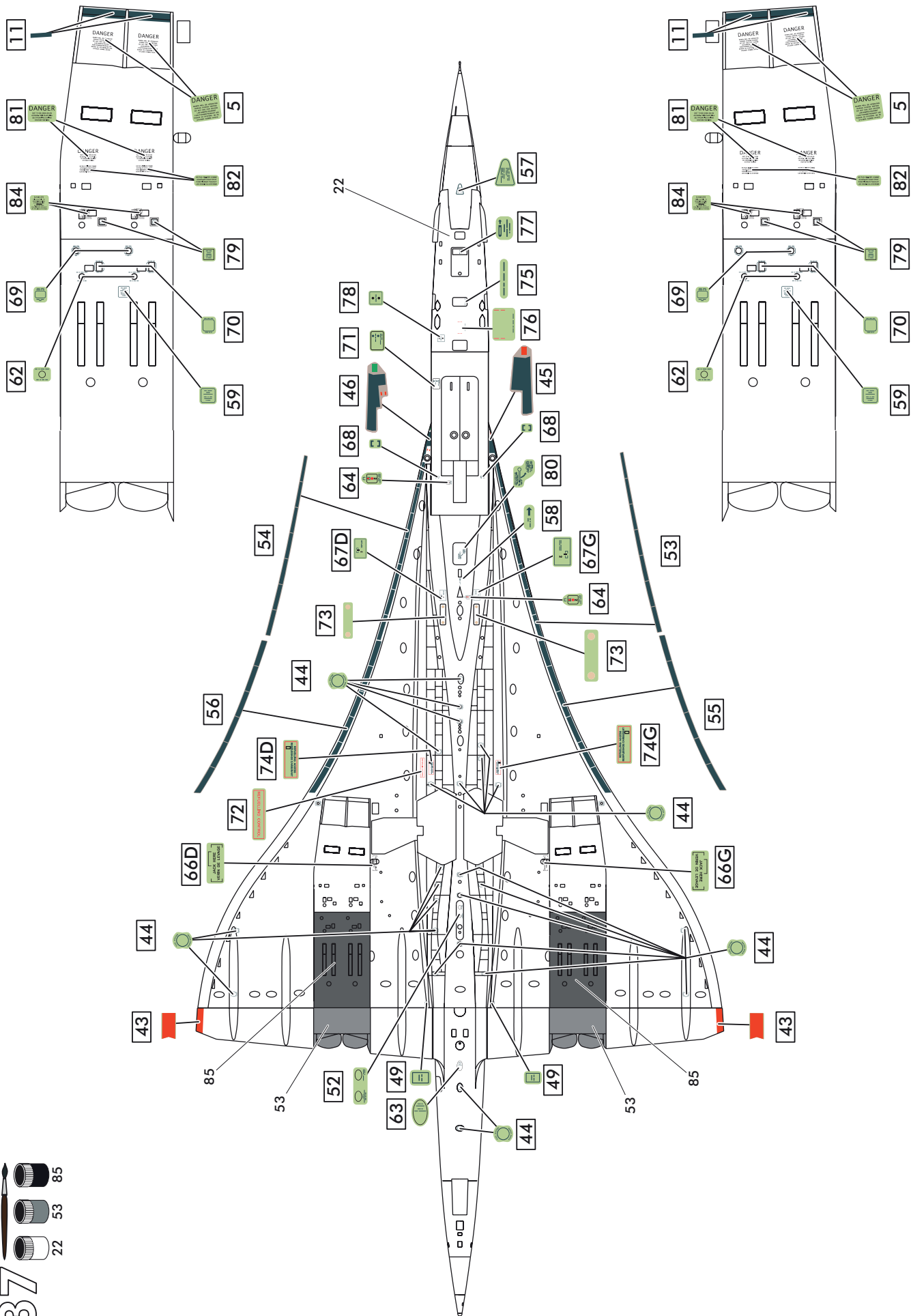


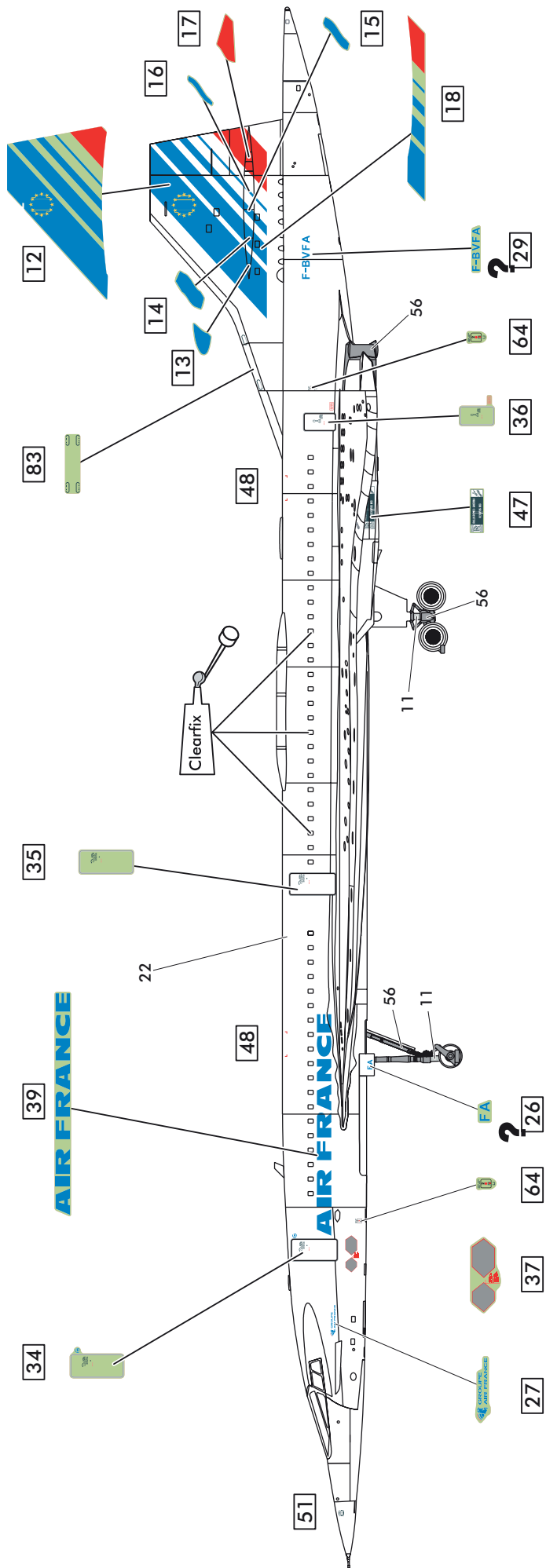
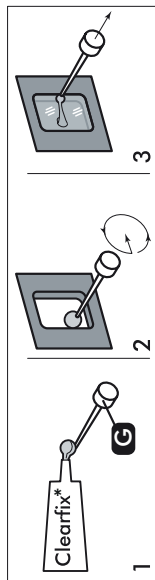


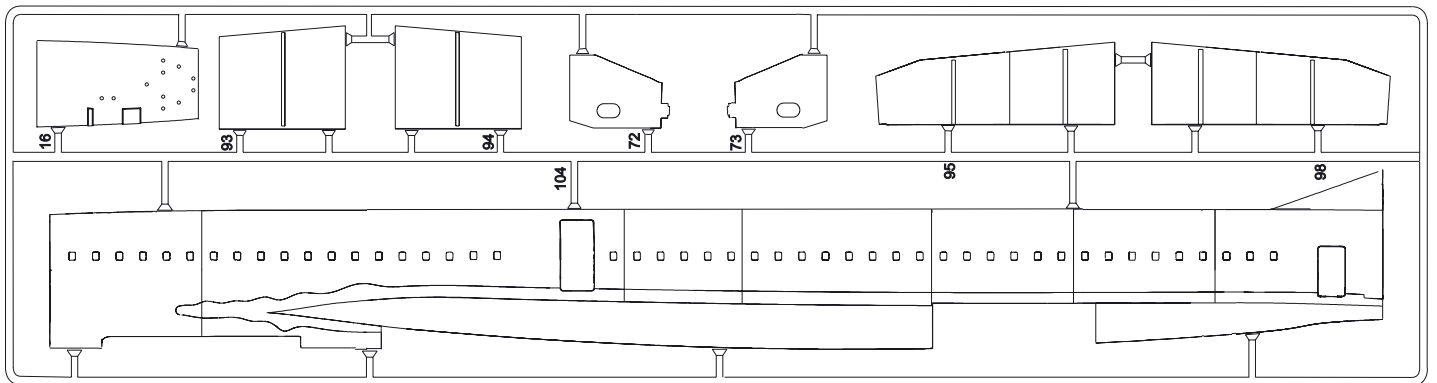
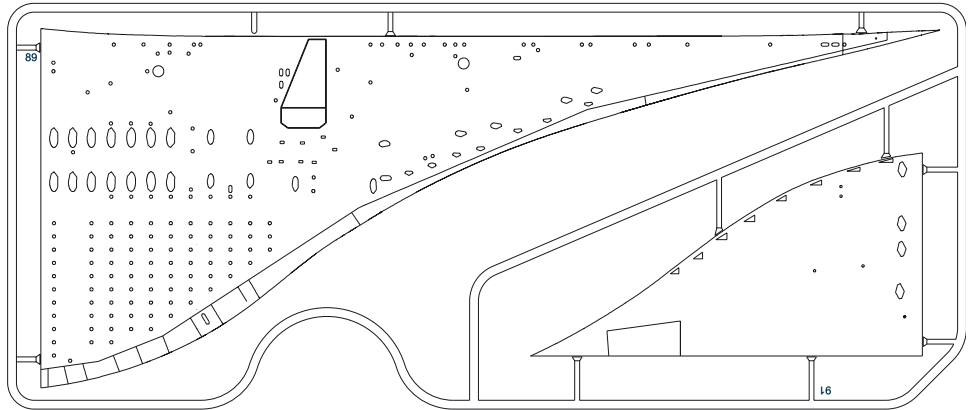
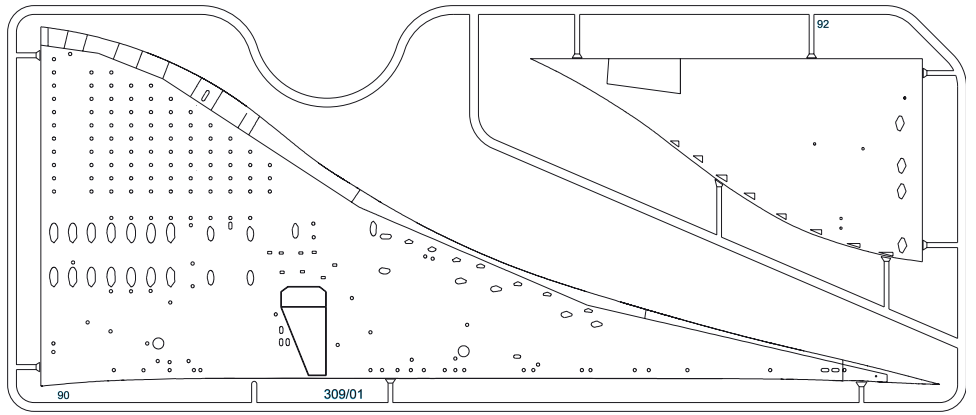
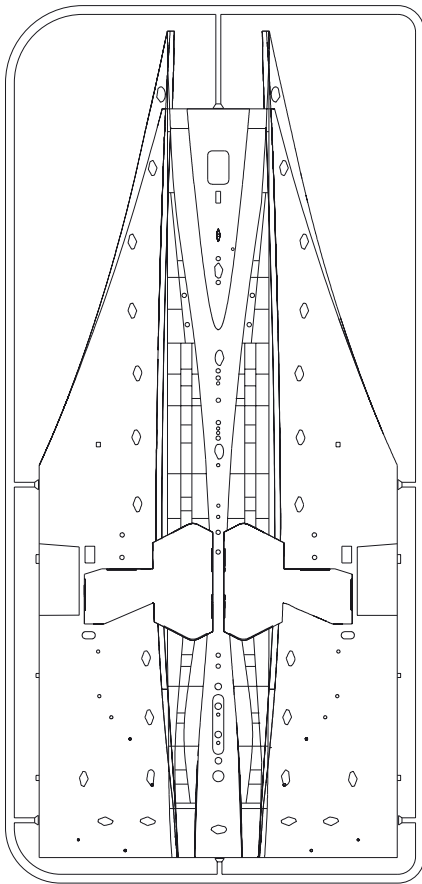




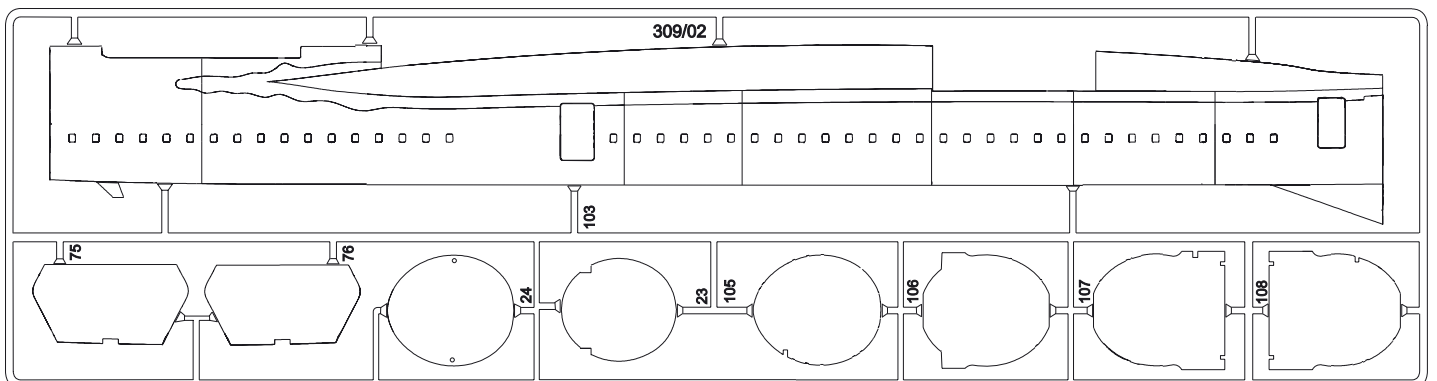
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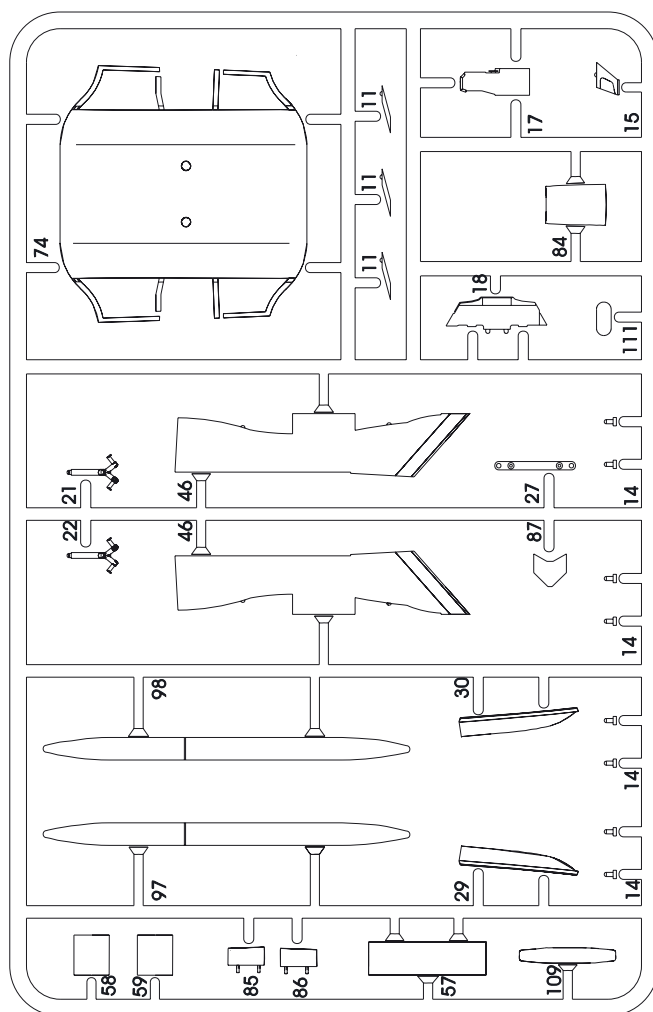
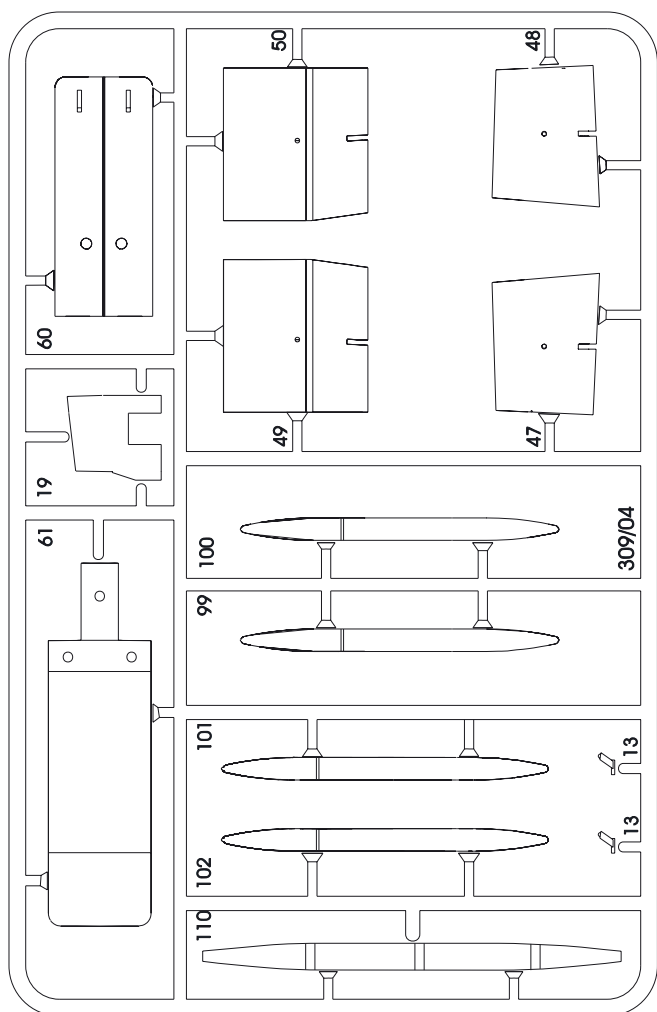
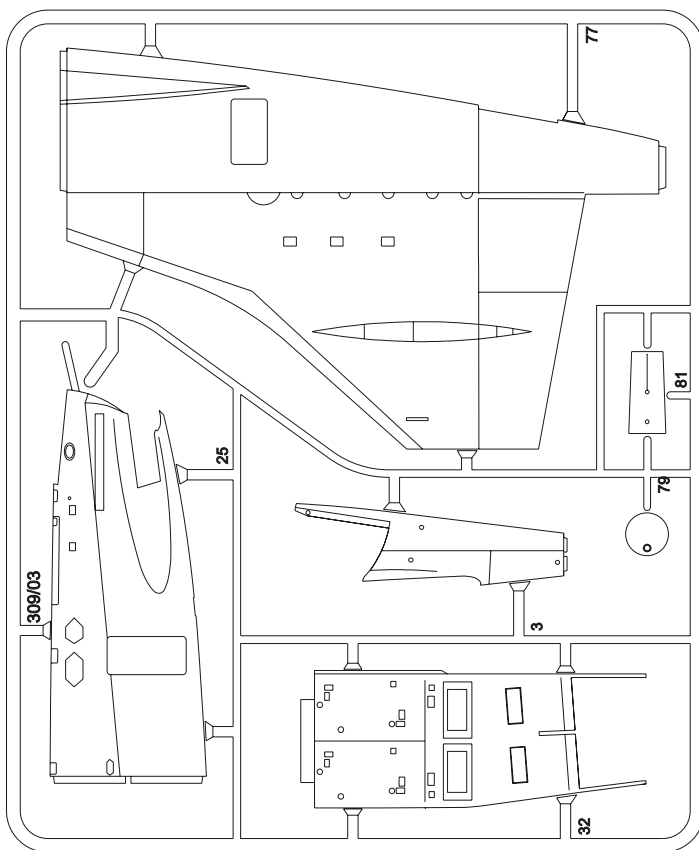
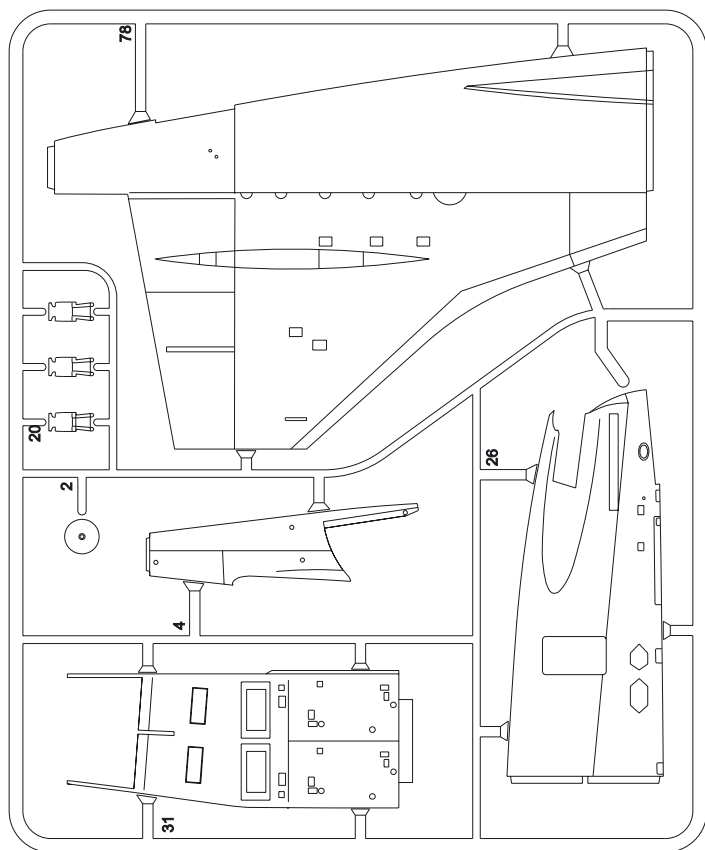


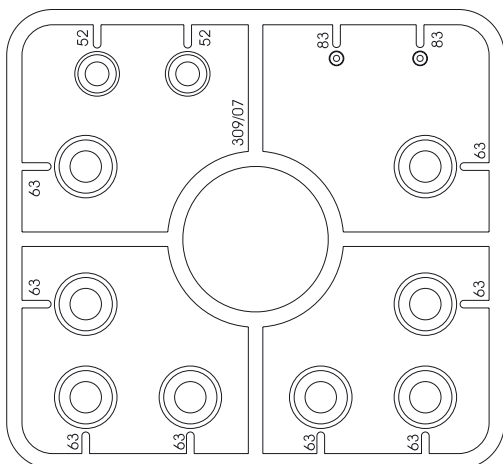
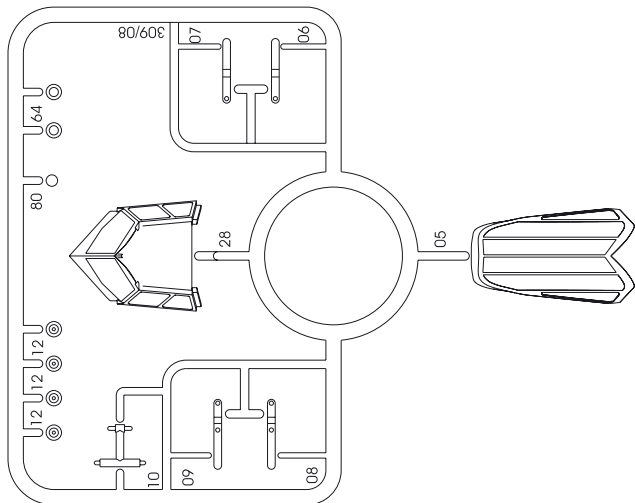
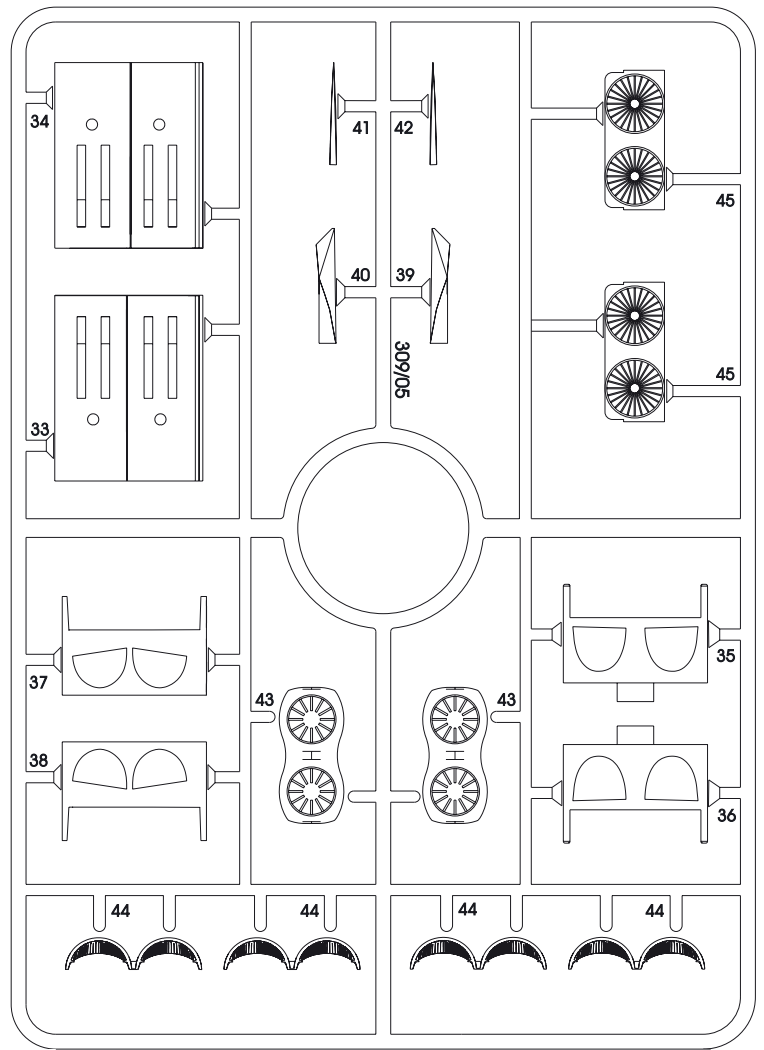
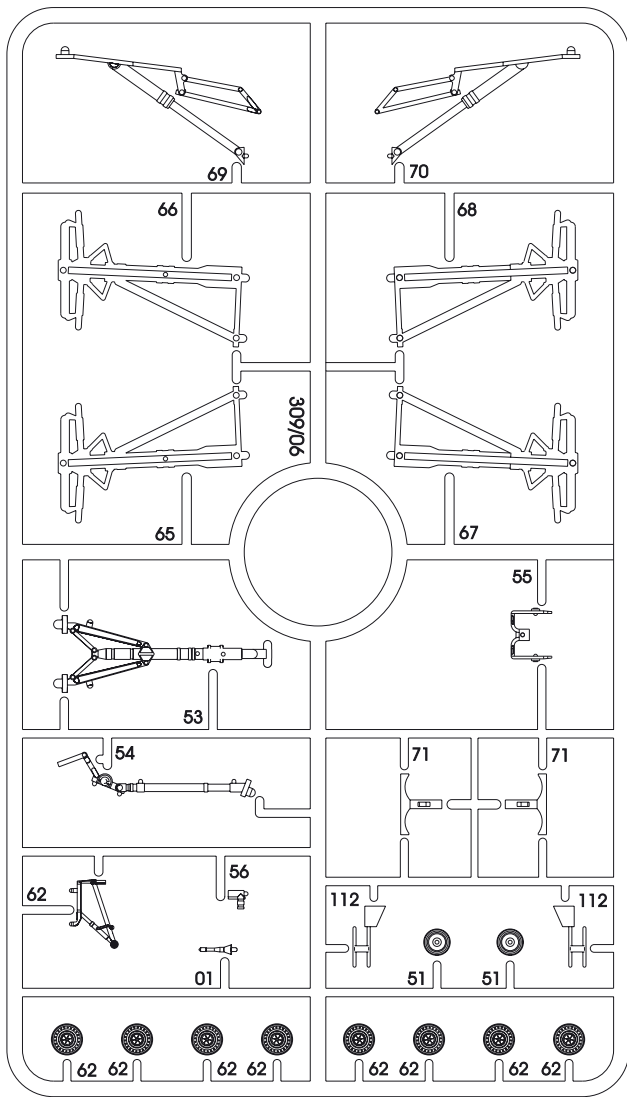




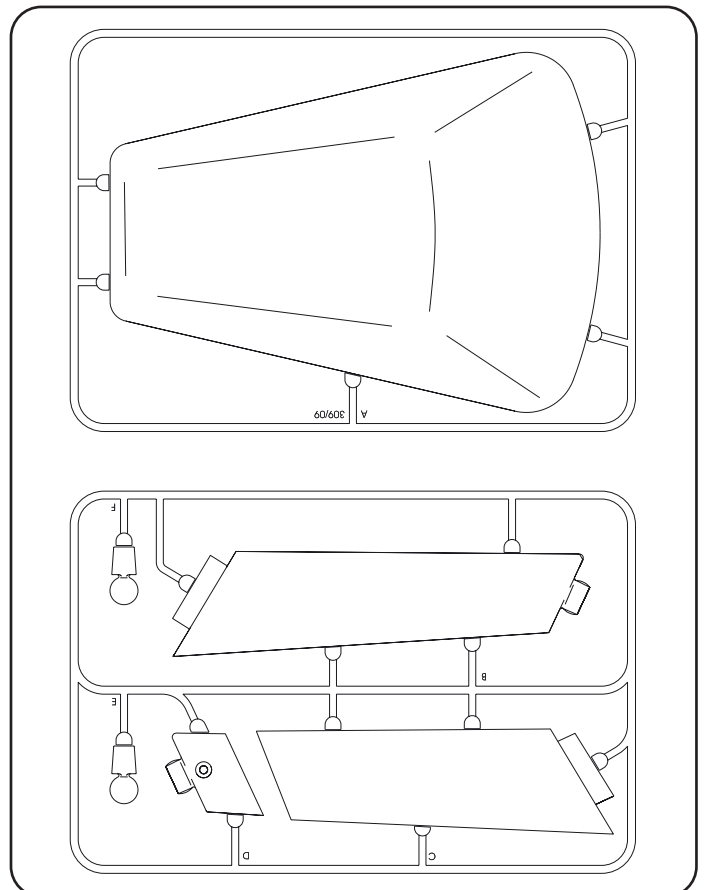
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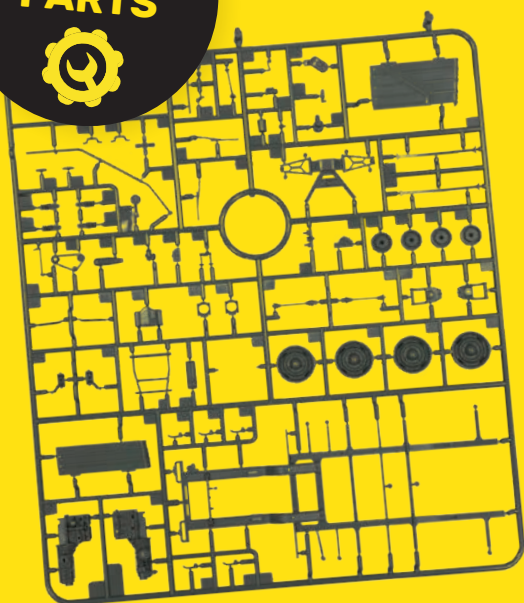
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