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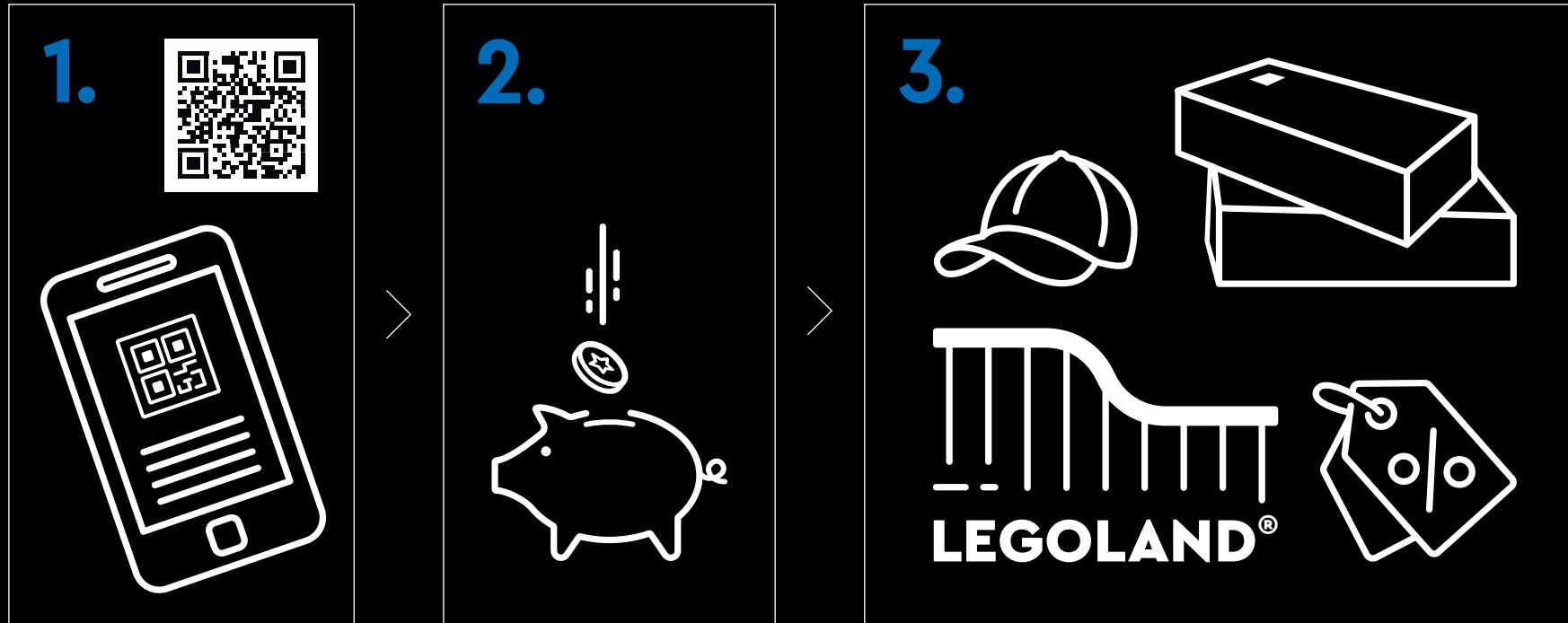
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**WELCOME ABOARD
THE CONCORDE**



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

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

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

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

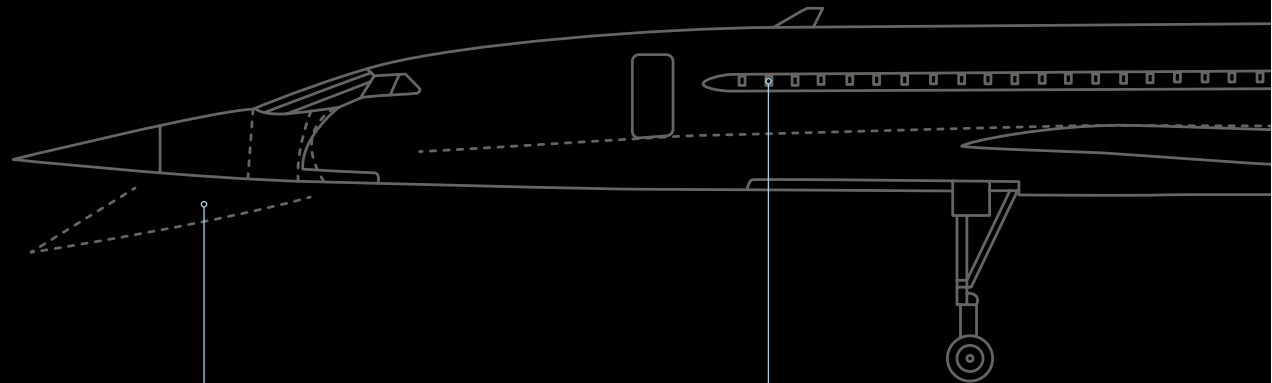
TWO NATIONS ONE VISION

With the advent of technology permitting aircraft to reduce flight times by half, a shared vision of supersonic passenger travel was brought to life through an agreement signed between the French and British governments in the early 1960s. Design, production and assembly were shared between the UK's British Aircraft Corporation and France's Sud Aviation (predecessor of Airbus). Engine design and development were entrusted to SNECMA and Rolls Royce.

The Concorde program definitively established European aviation engineering as a cutting-edge industry. Many firsts introduced on the Concorde would find their way onto commercial aircraft such as the A300 and A320 families and become industry standards.



FR
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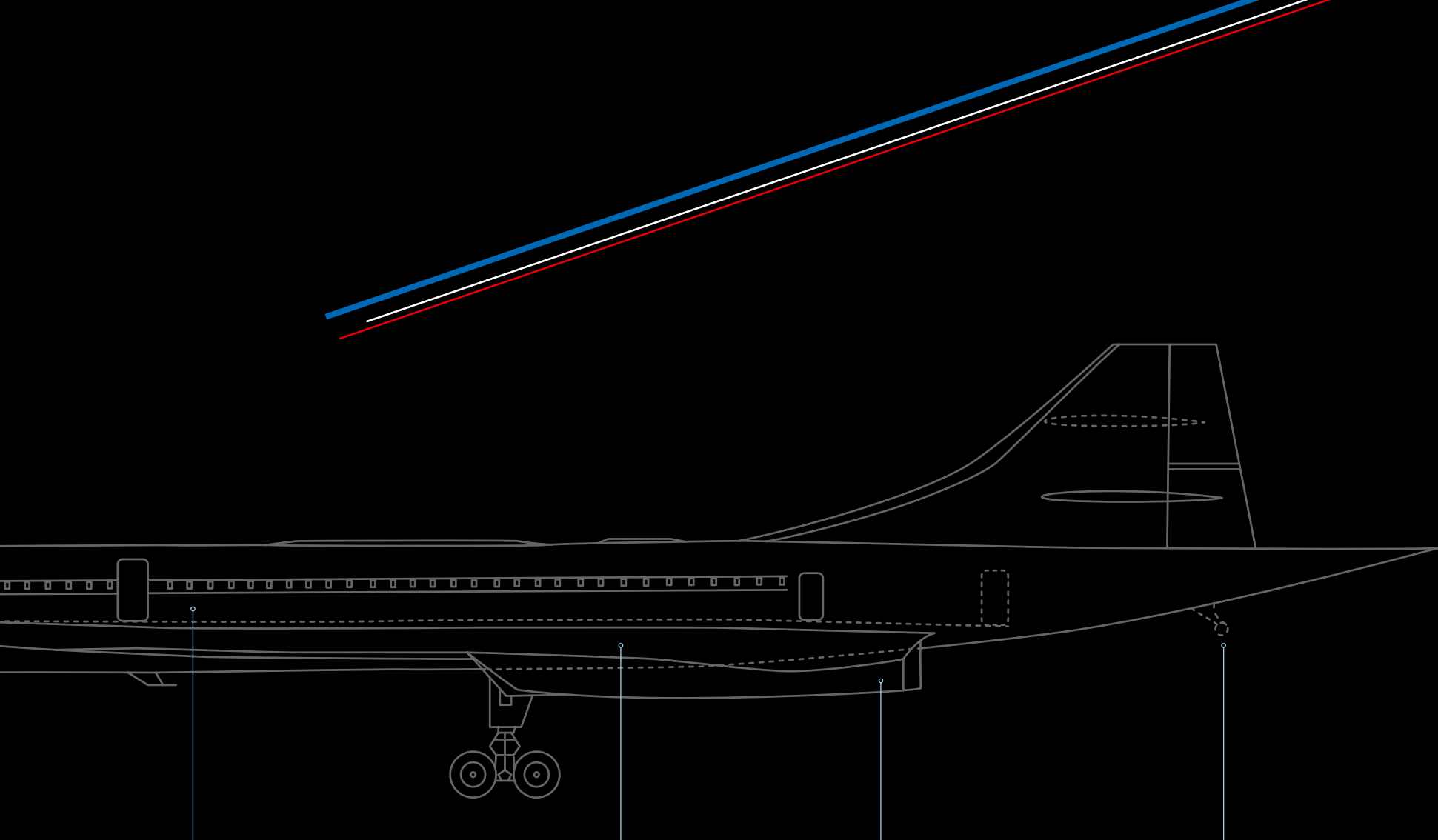


DROOP SNOOT

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

WINDOWS

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



PASSENGER CABINS

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

WINGS

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

ENGINES

Reheats allow engines an extra 20% of power for take-off and accelerating to maximum speed.

TAIL LANDING GEAR

Additional landing wheels in the tail accommodate the high angle of attack during take-off and landing.



FROM THE DESIGN TEAM



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

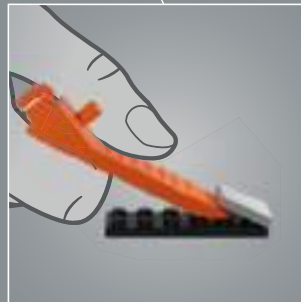
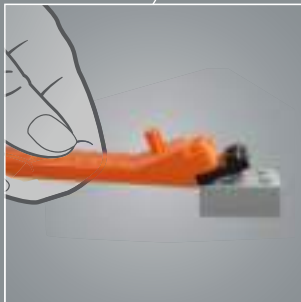
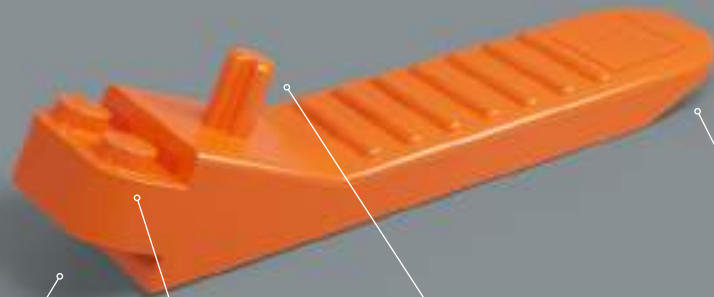
Milan Madge, LEGO® Senior Designer

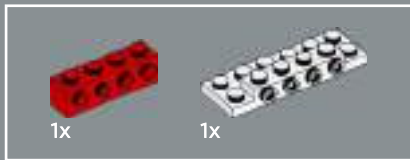
*The name **Concorde** represents harmony
in both design, passenger experience
and collaboration between nations*



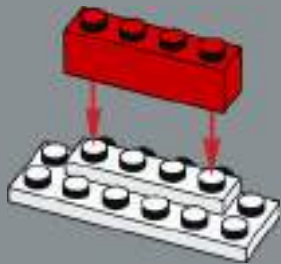
*The LEGO® Icons
Design Team*



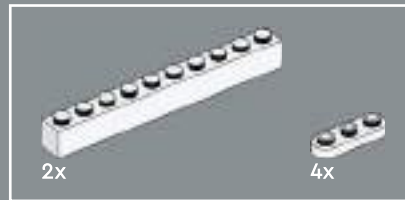
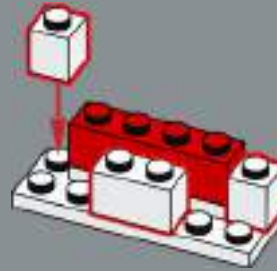




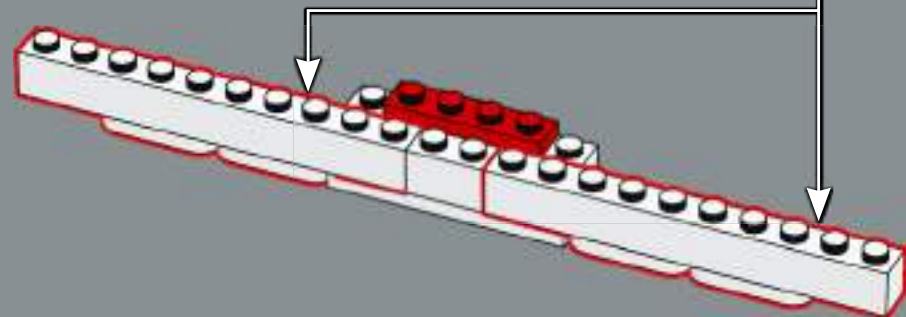
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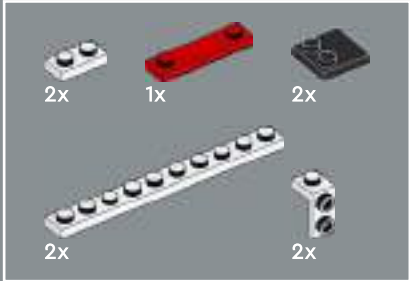
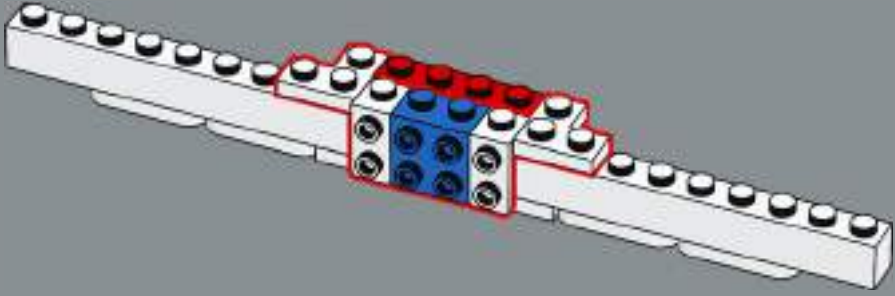


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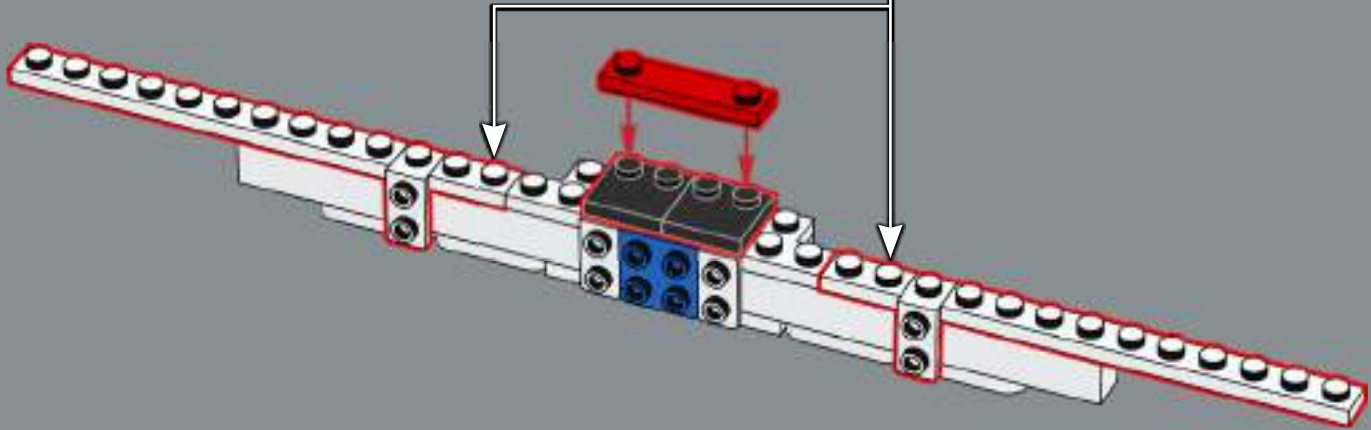


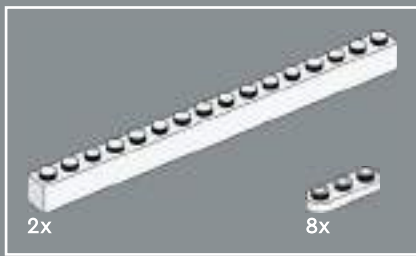


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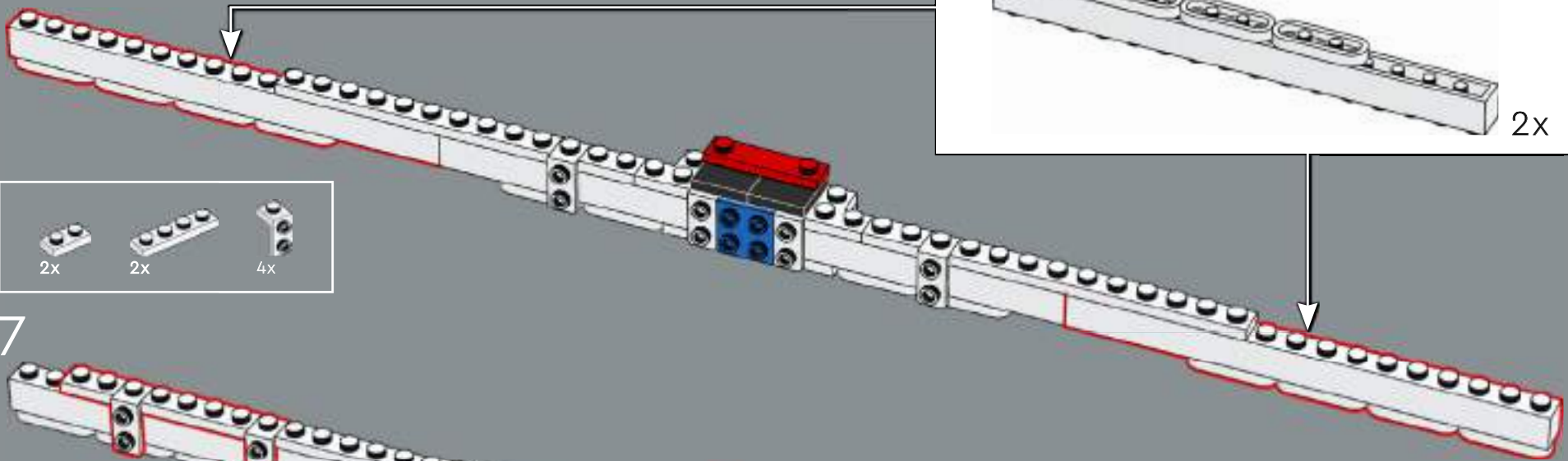


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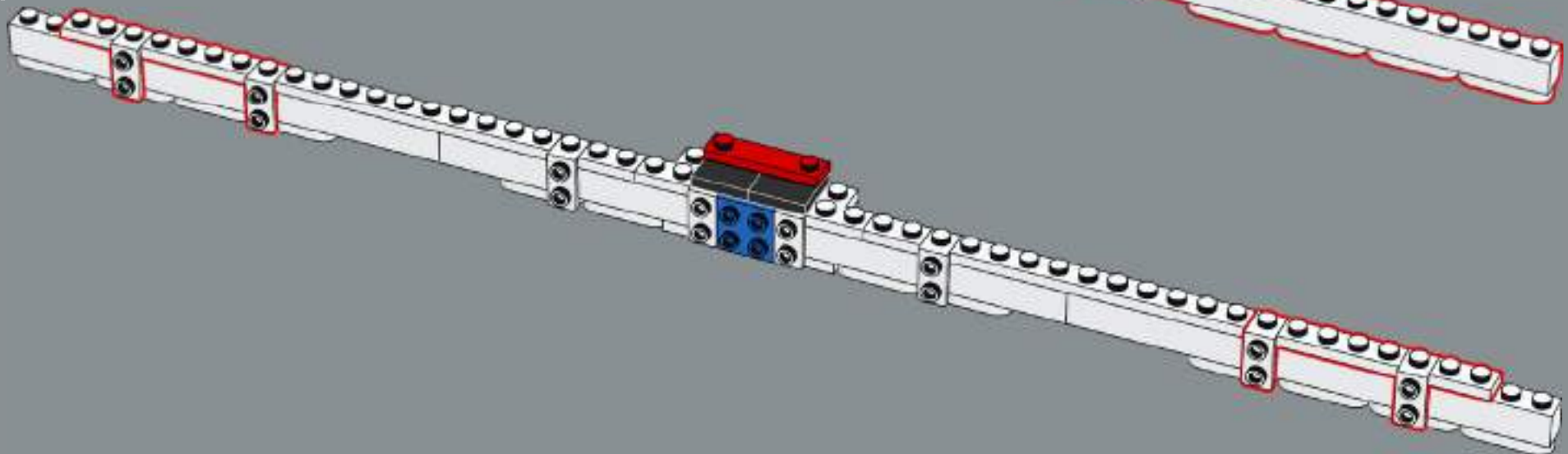




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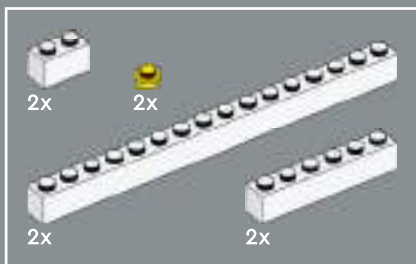


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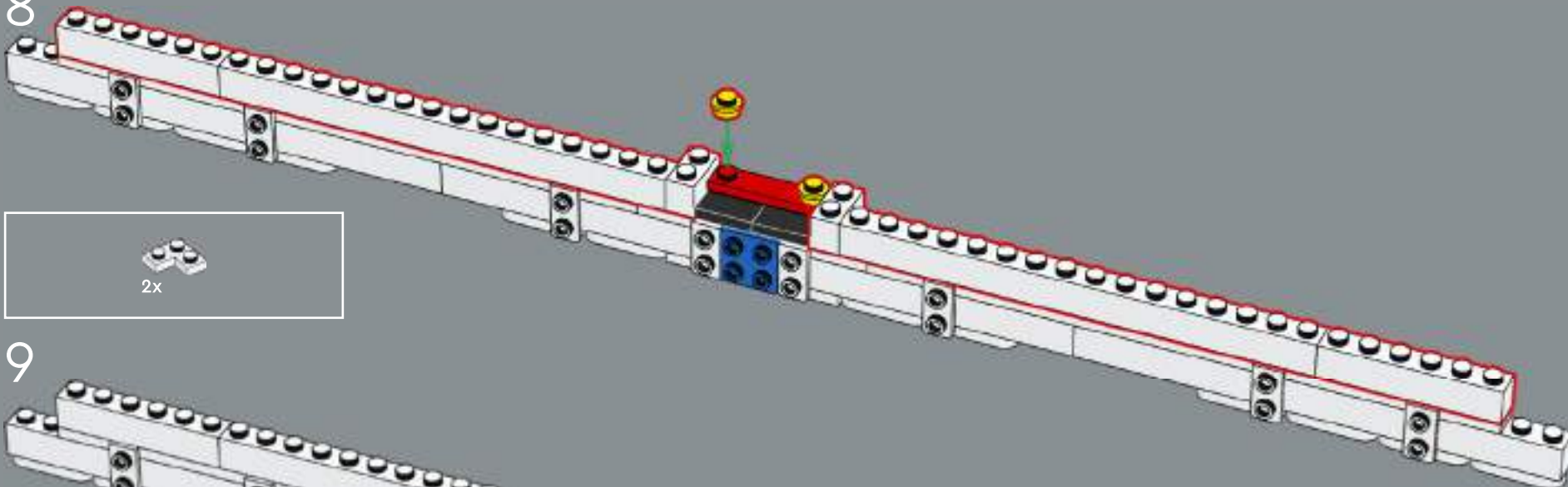




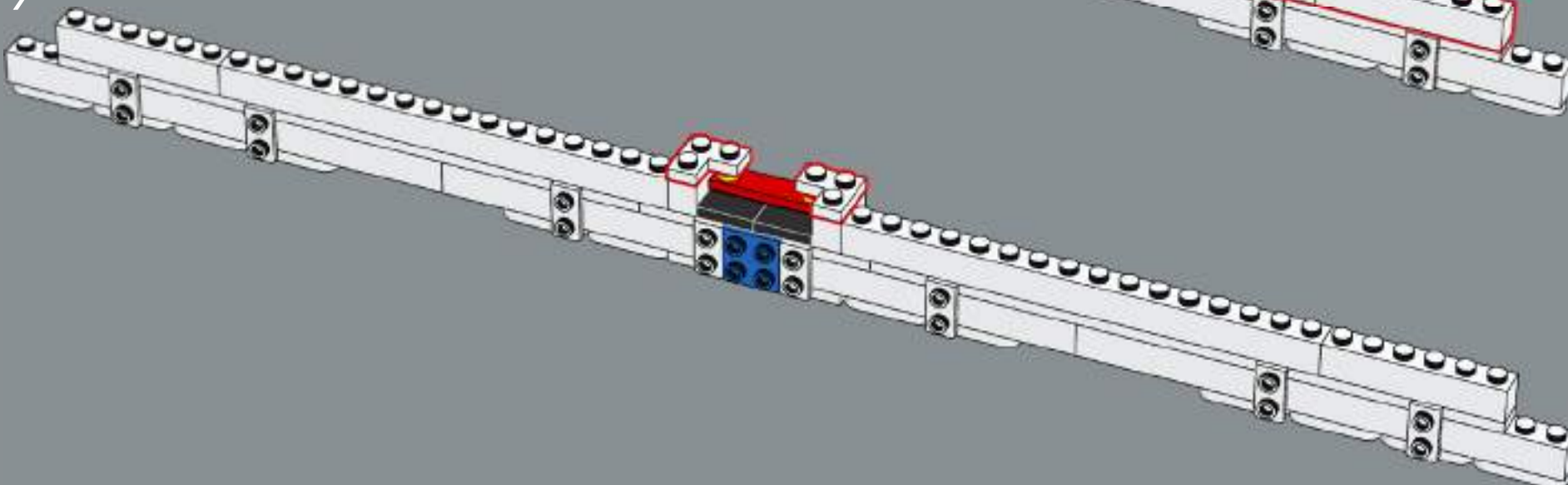
Which direction are we building?! Building the entire wing of the LEGO® Concorde sideways allowed us to make it thinner and lighter and capture that iconic sweeping delta wing.

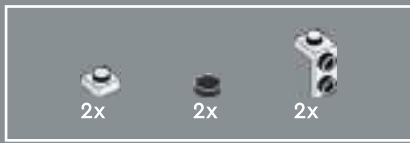


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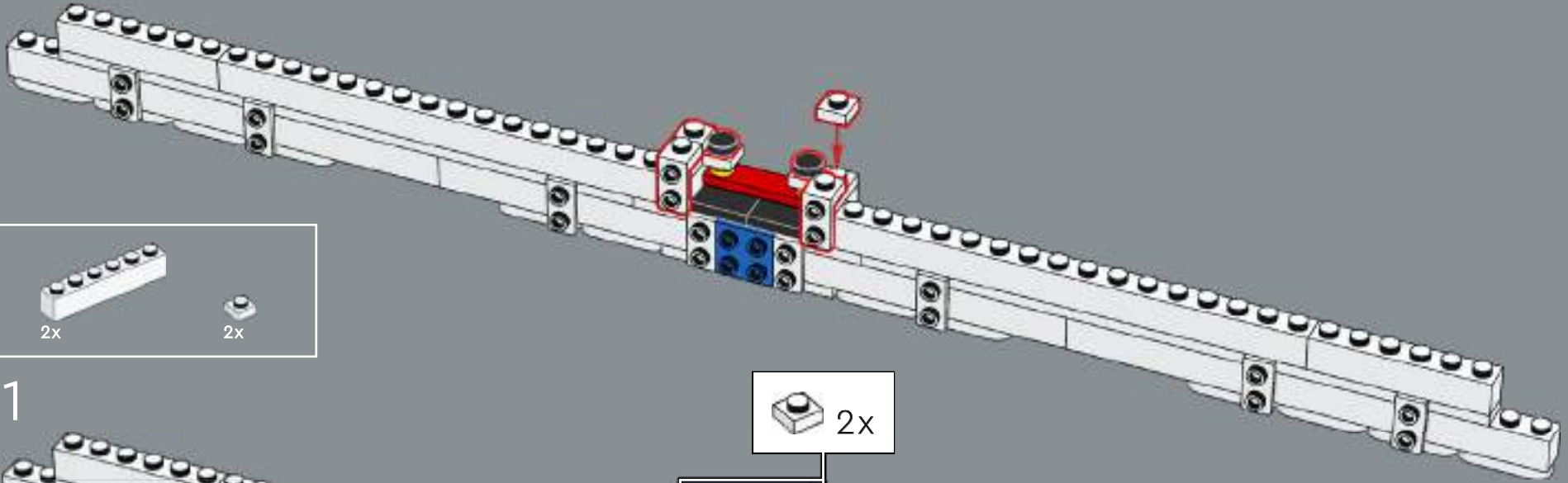


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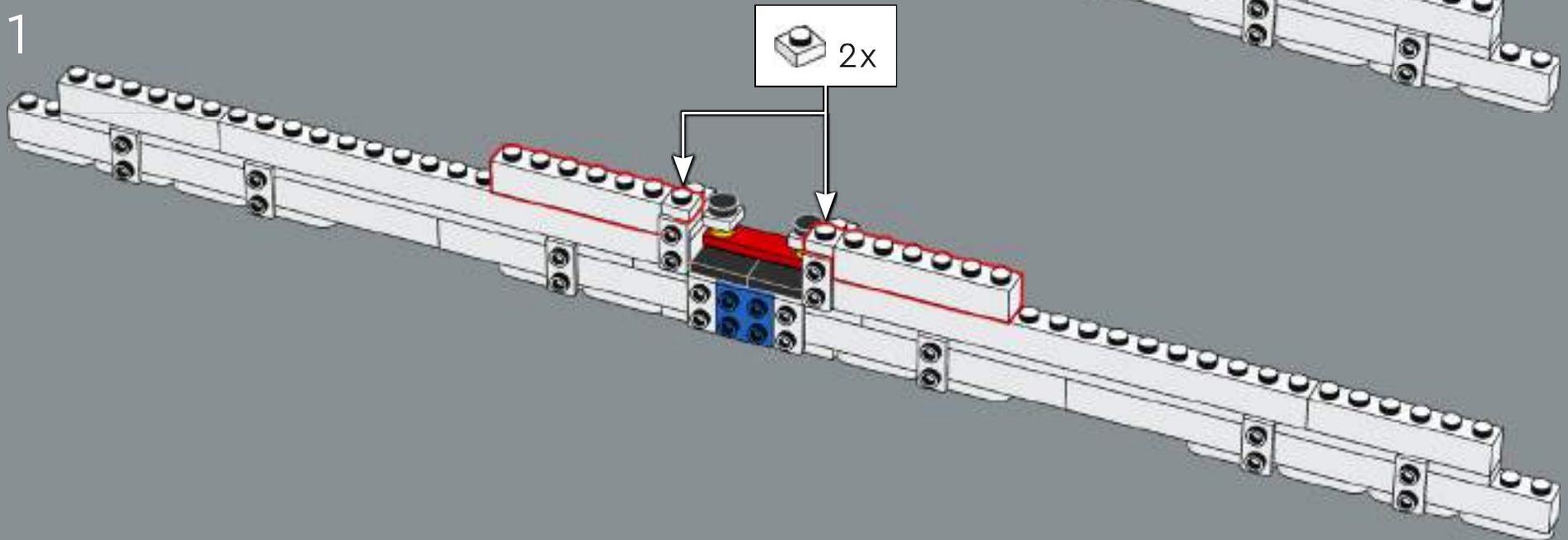


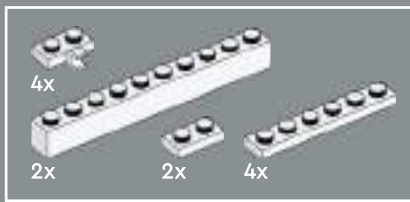


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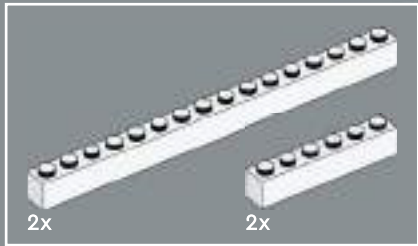
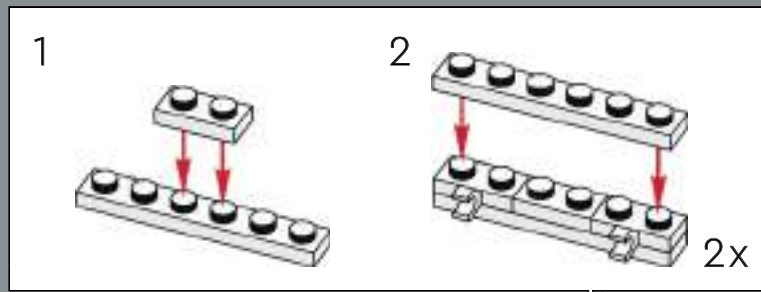


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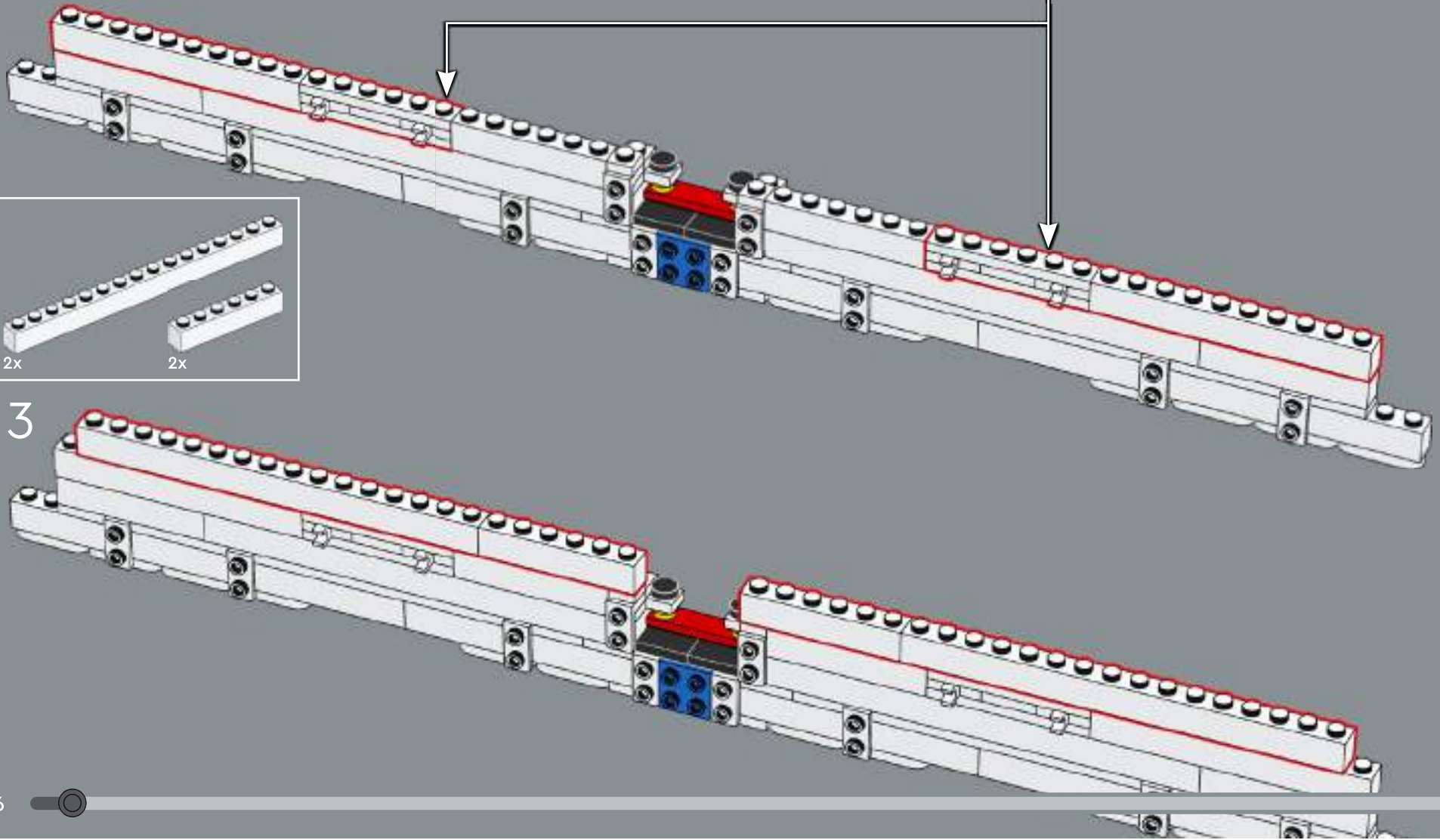


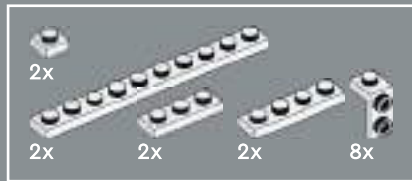


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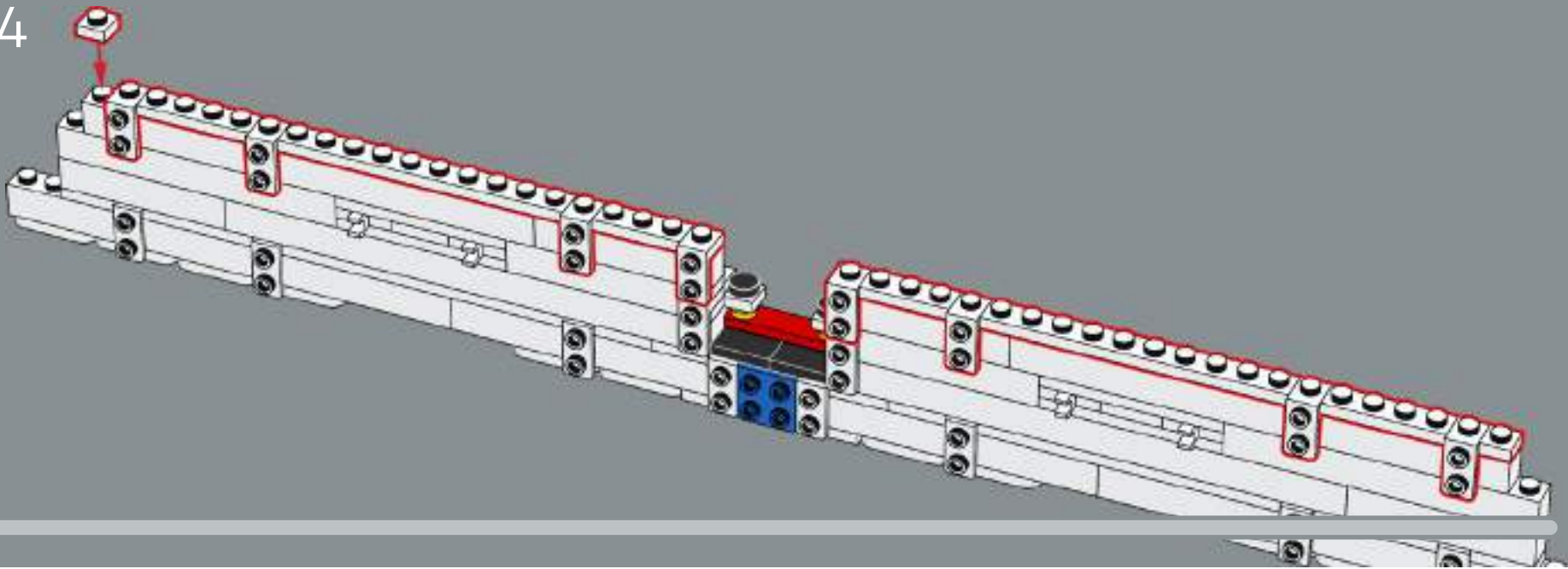


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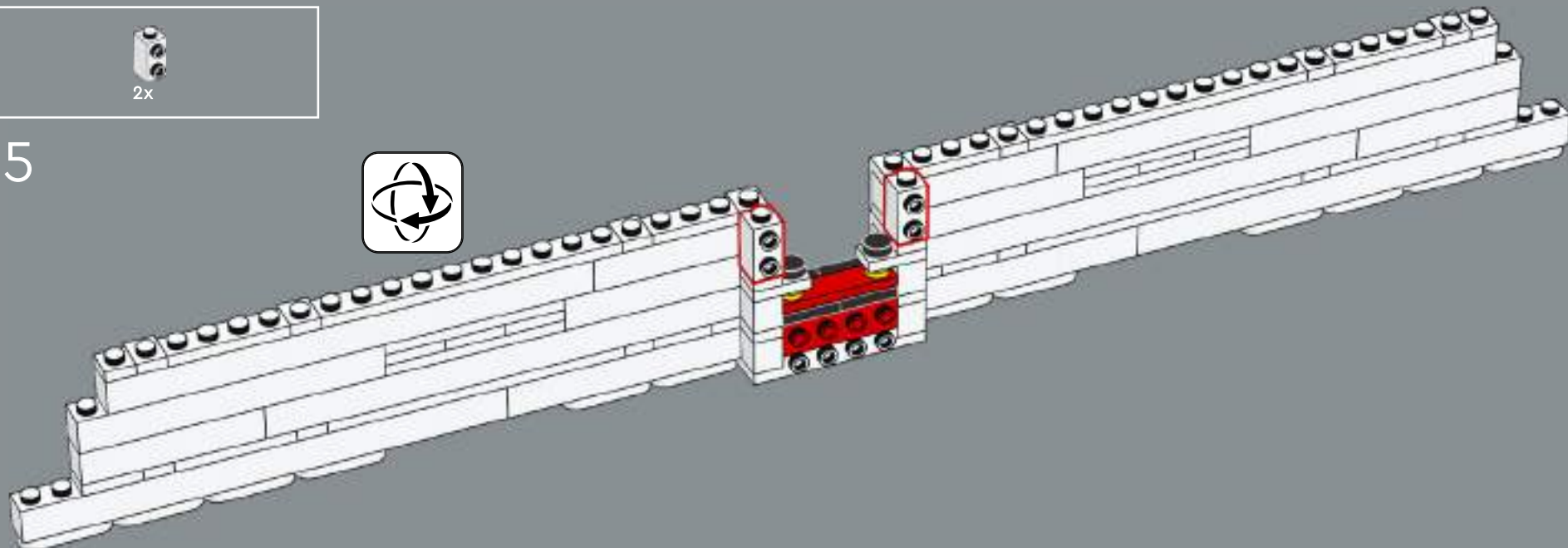
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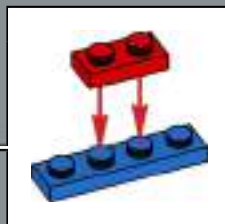
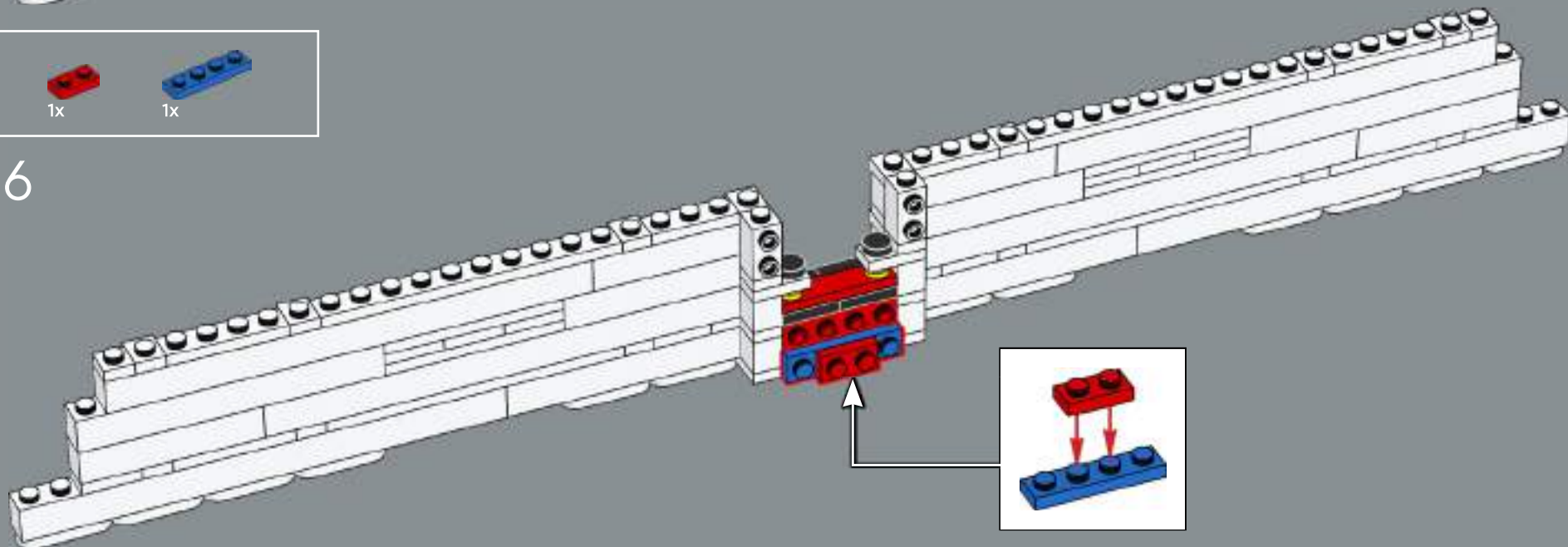


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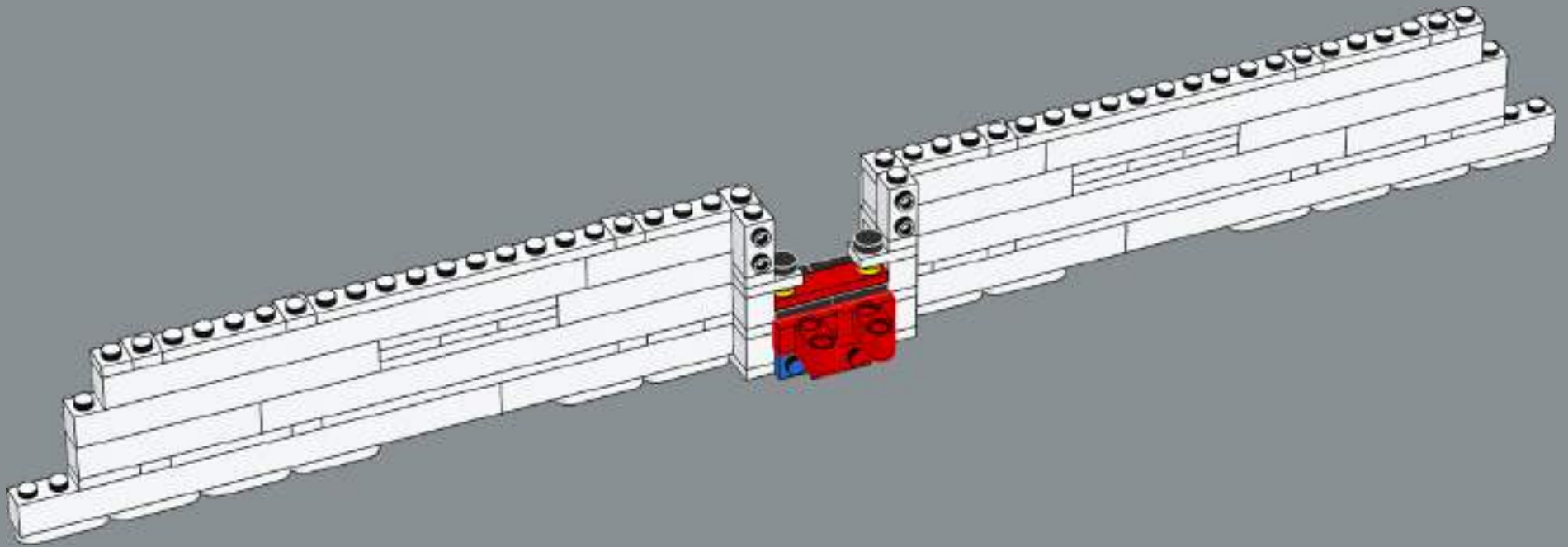
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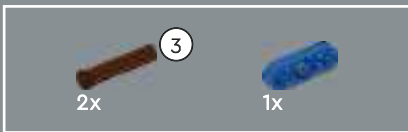
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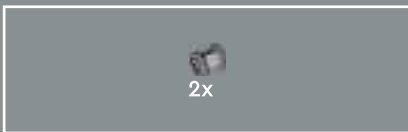
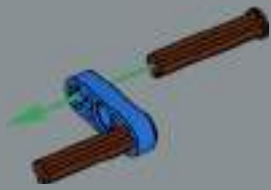


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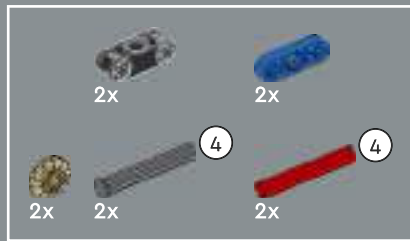
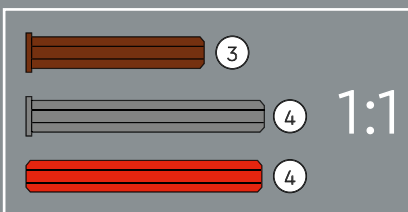




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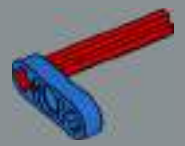


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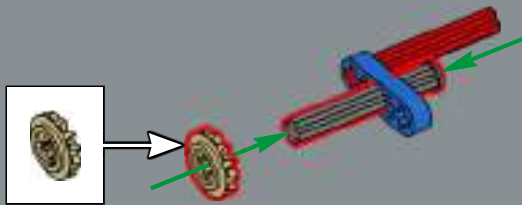


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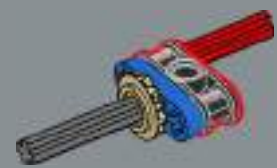
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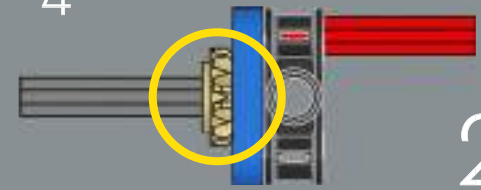
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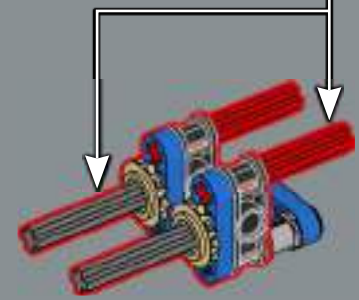
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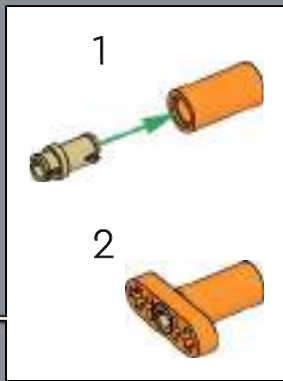
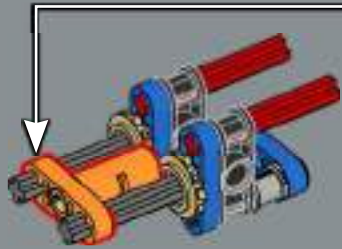


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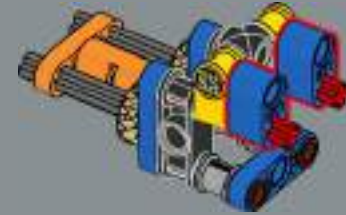




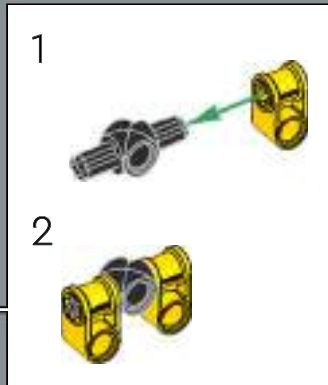
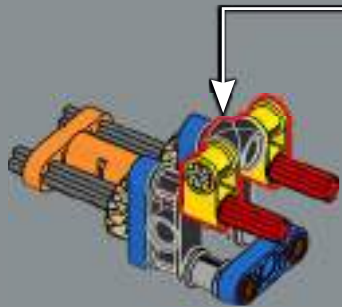
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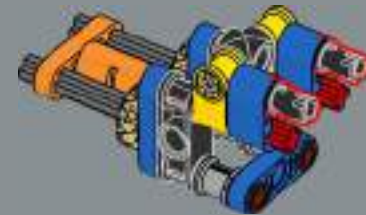
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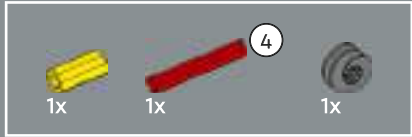
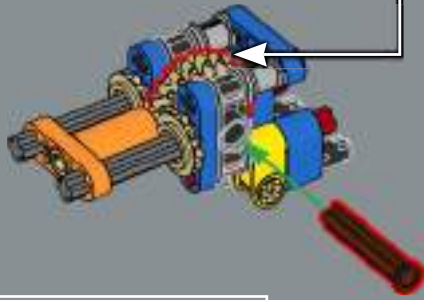


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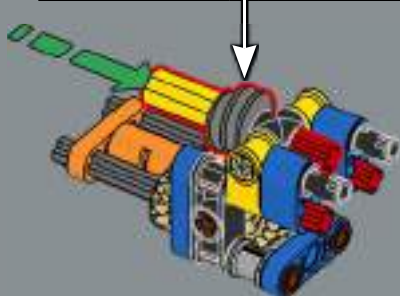
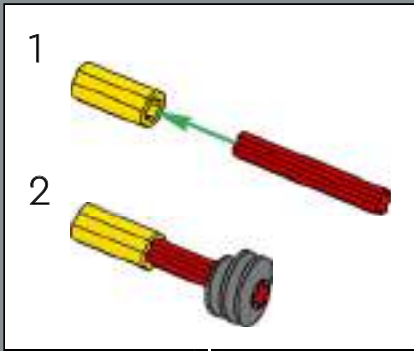




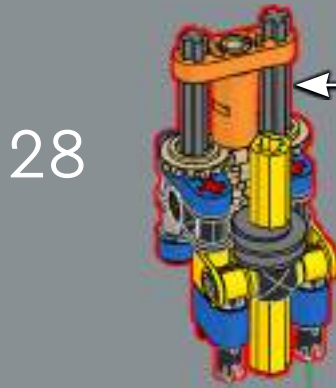
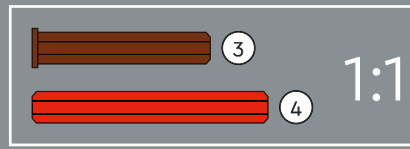
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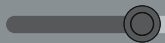
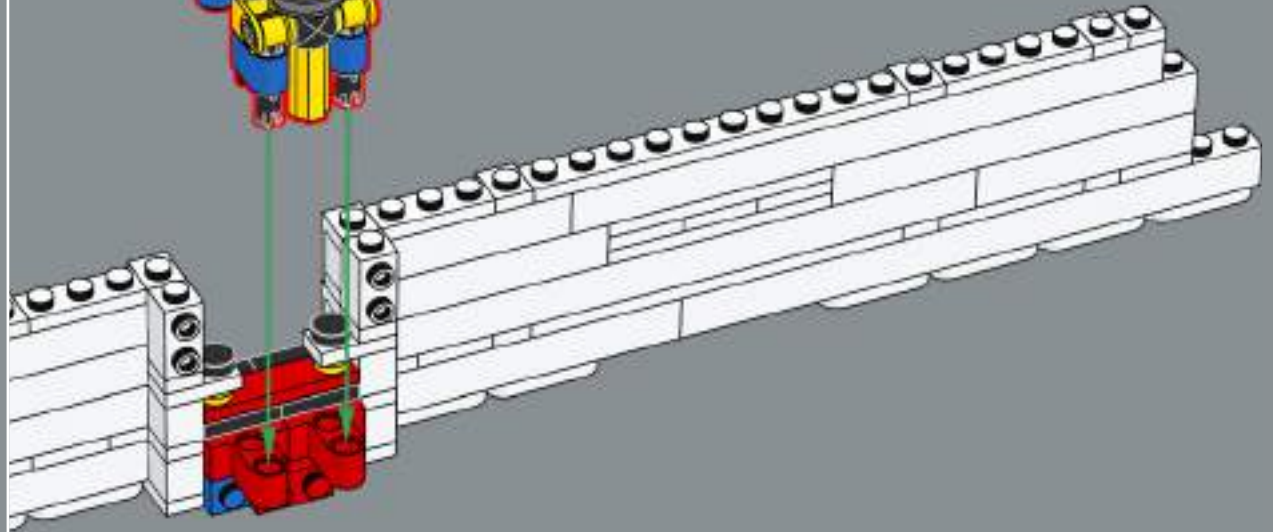
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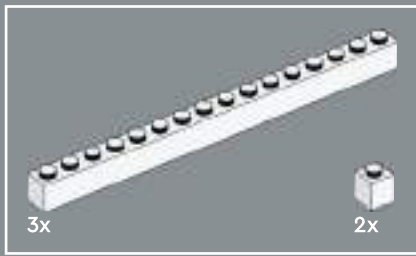


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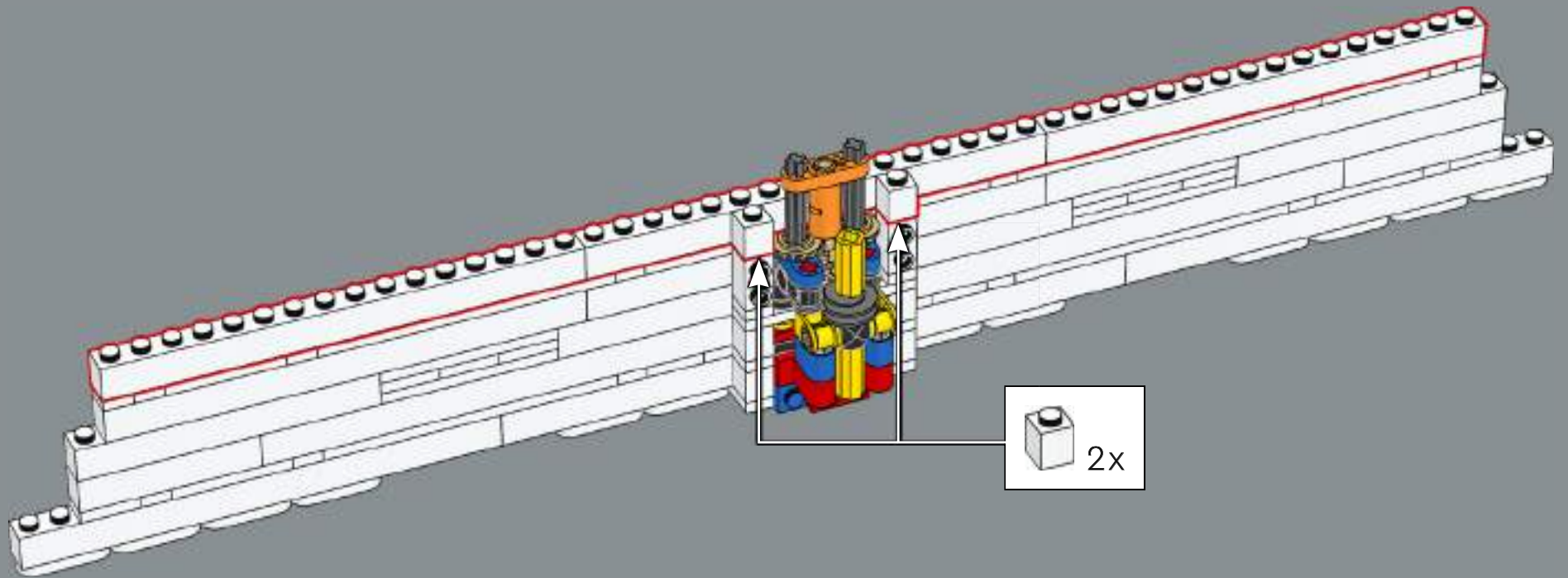


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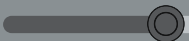
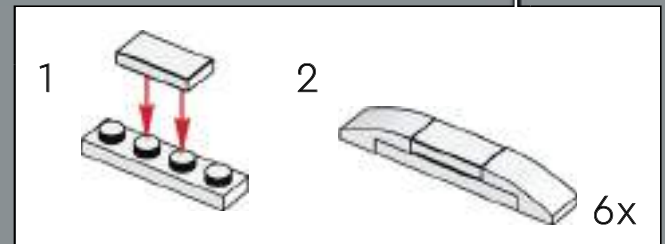
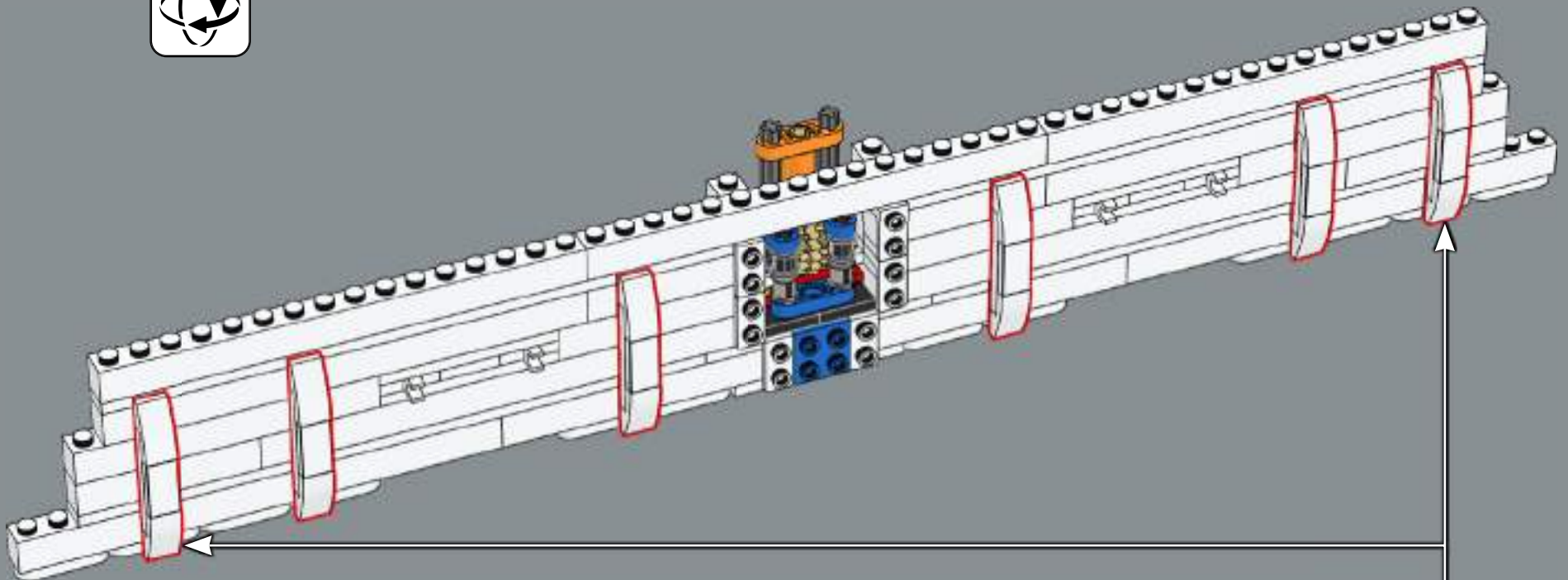
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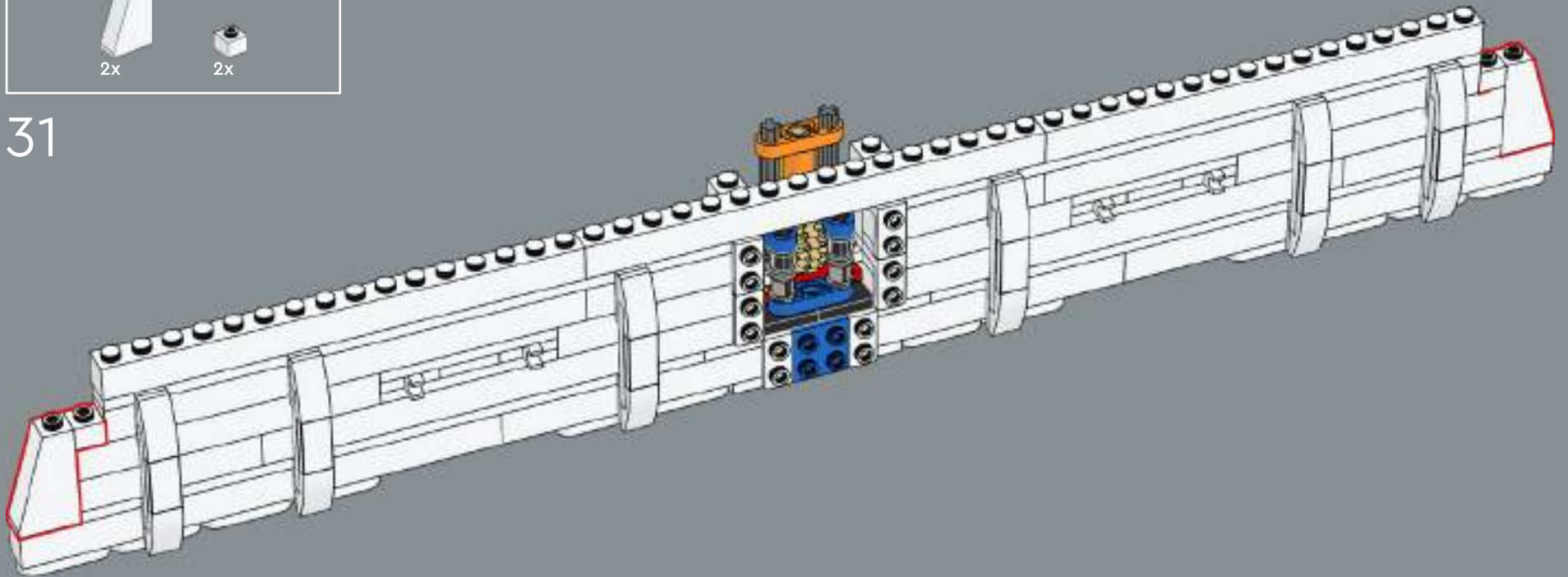
These fairings under the Concorde's iconic delta wing contain the actuators that control the aircraft's elevons.

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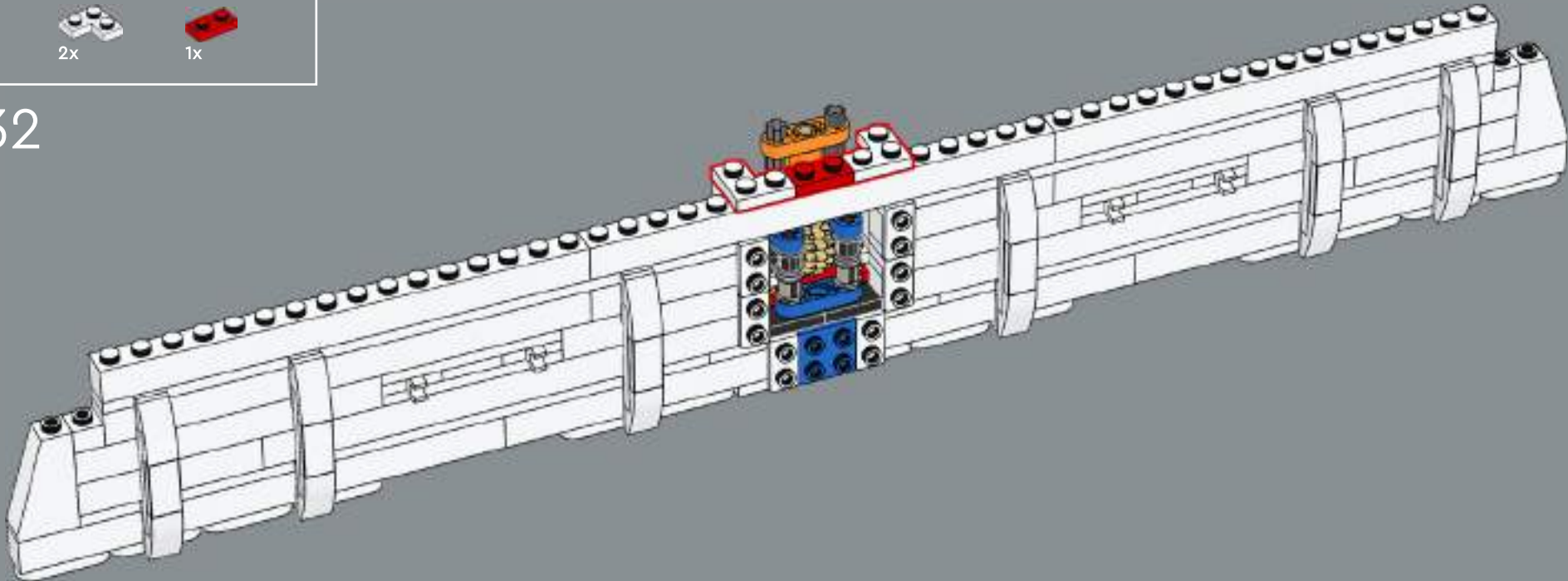


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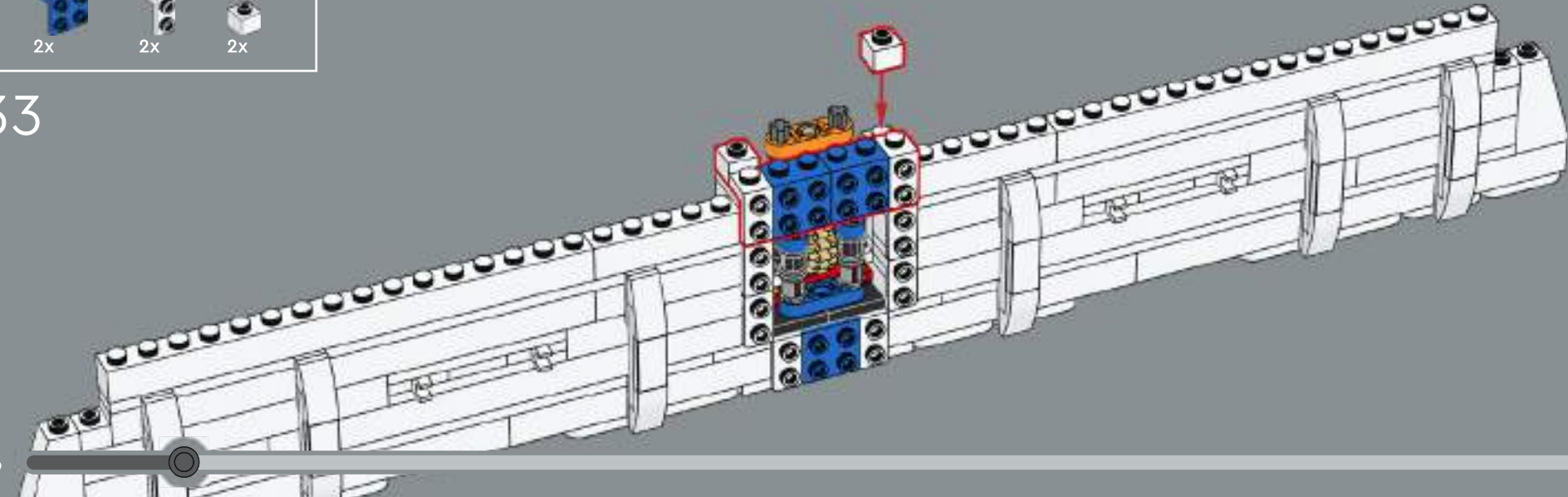


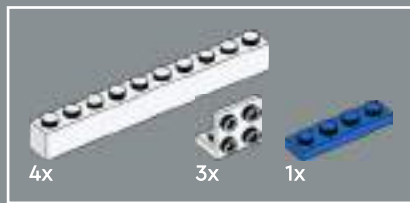


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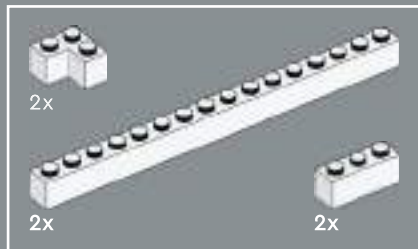
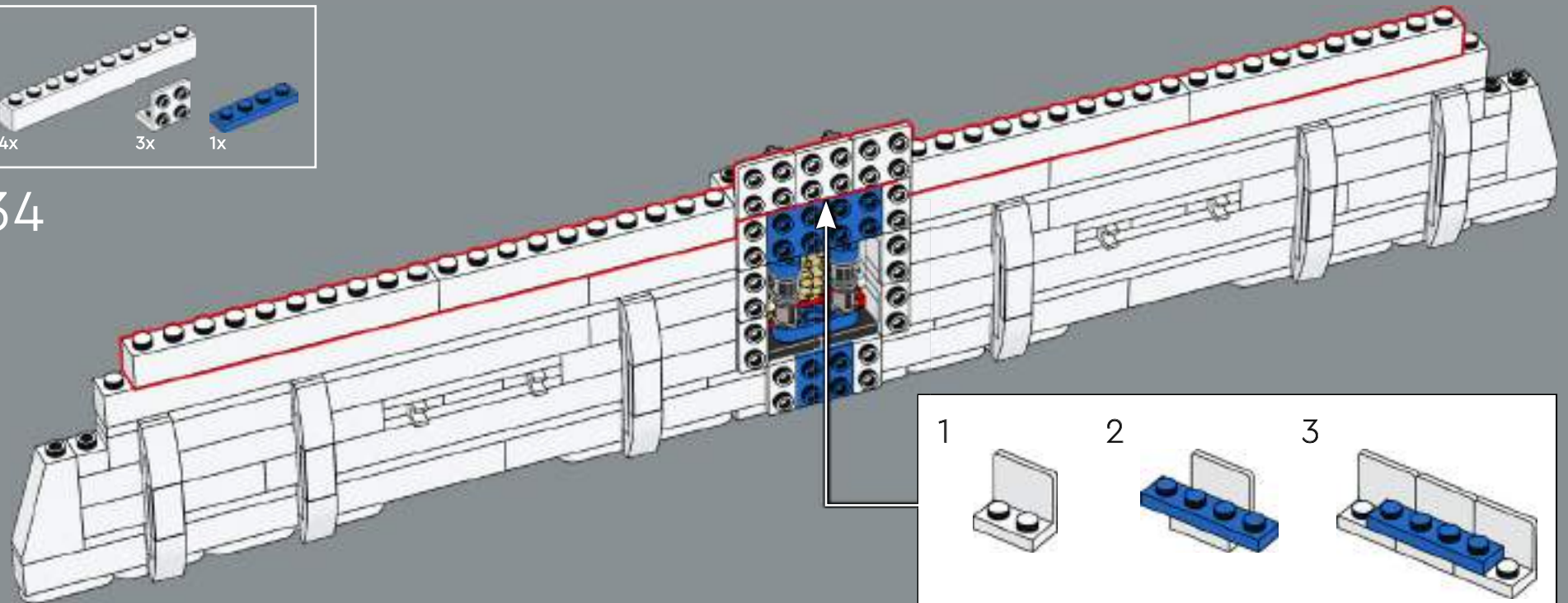


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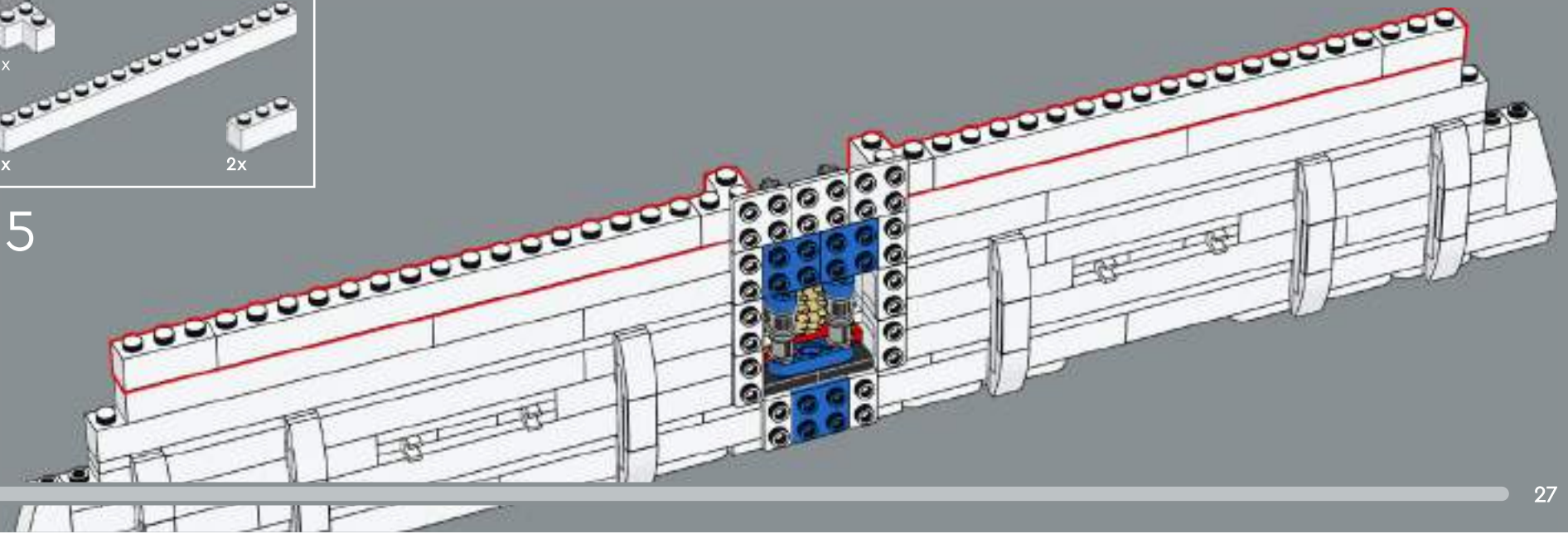


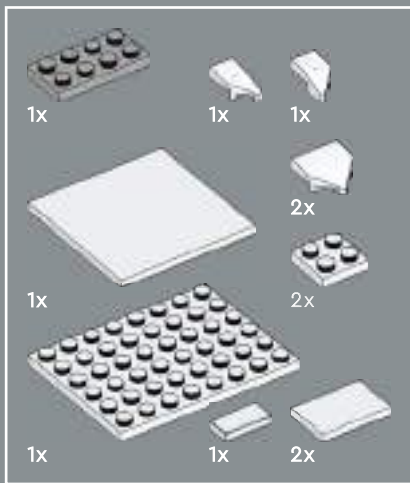


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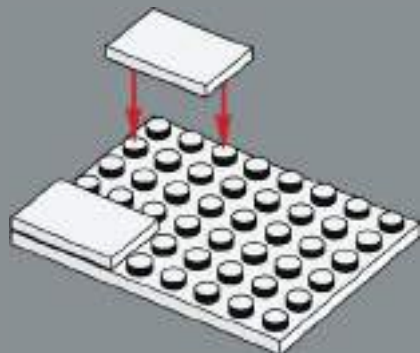
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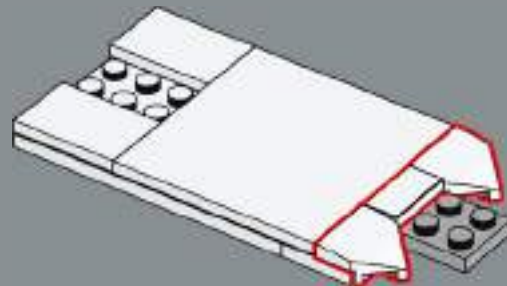
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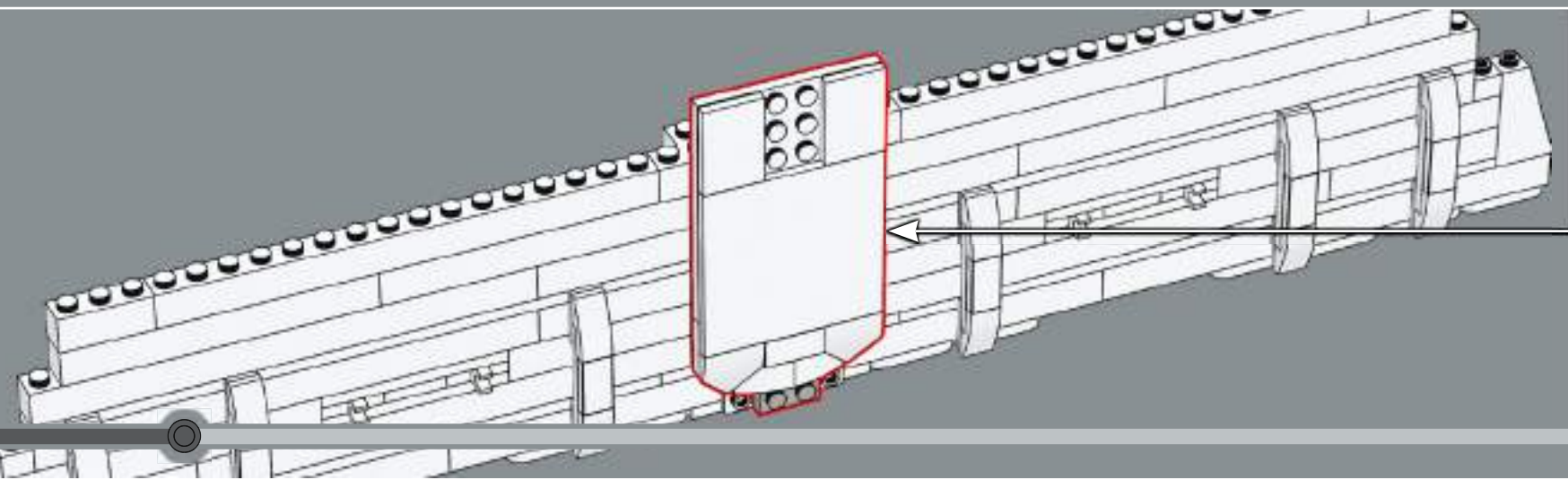
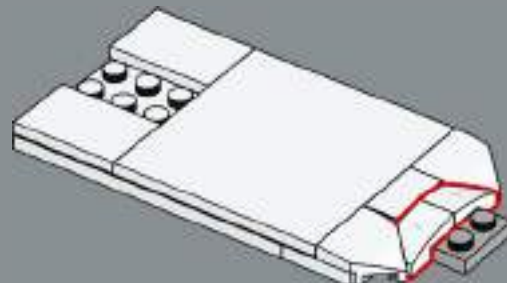
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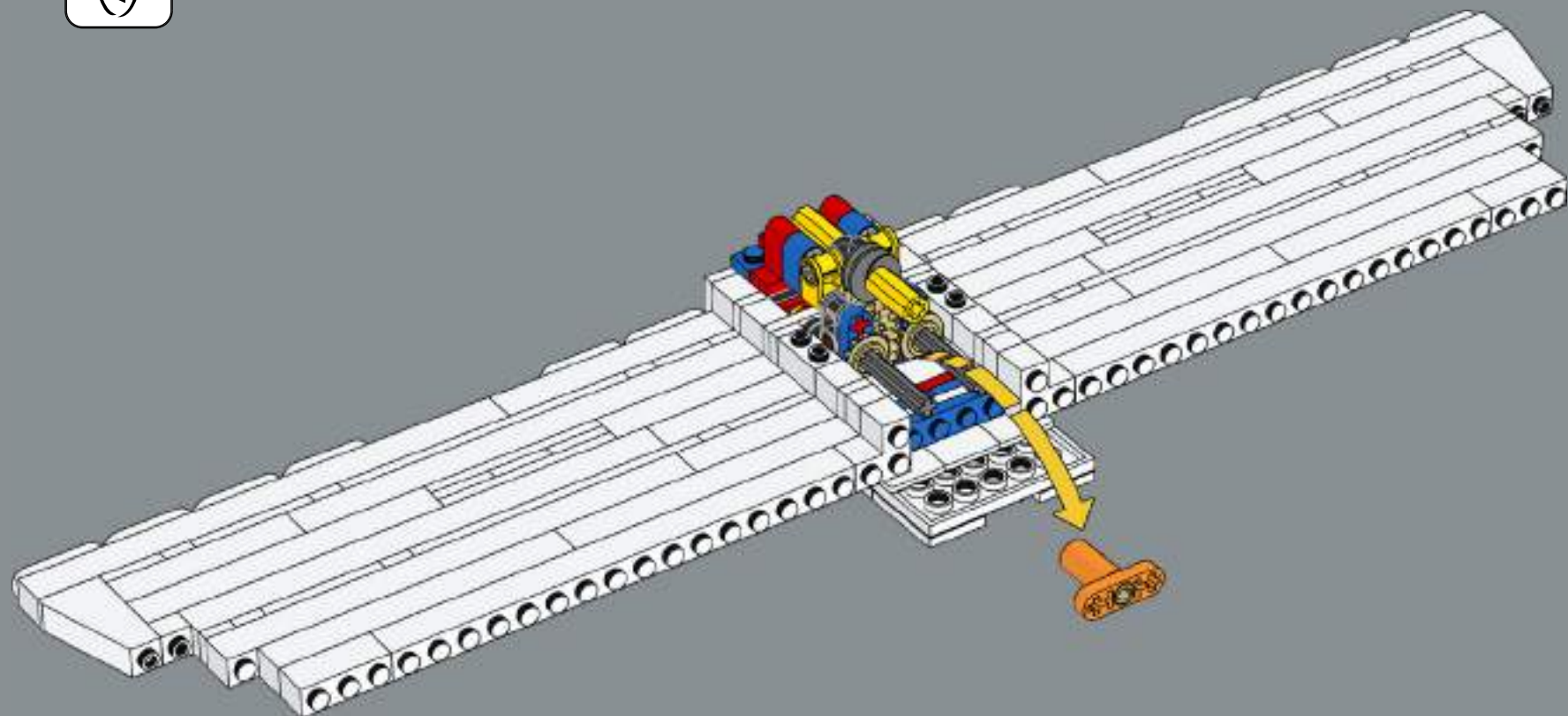
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5

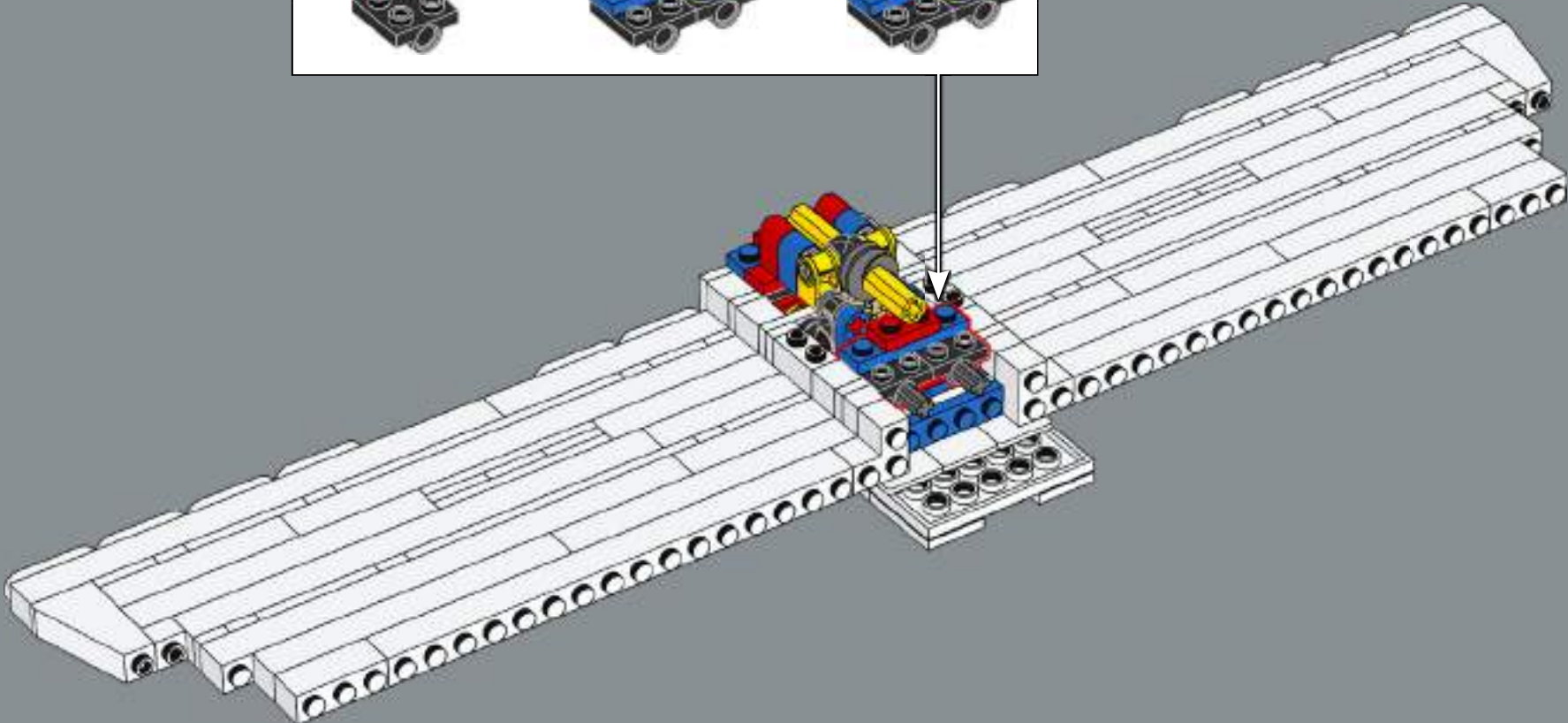
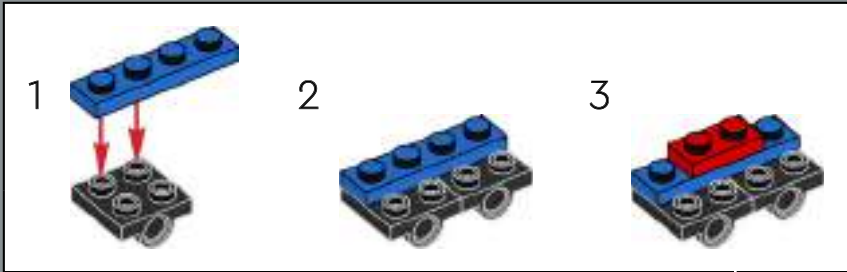


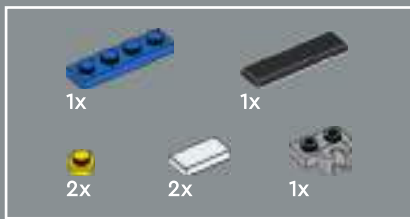
37



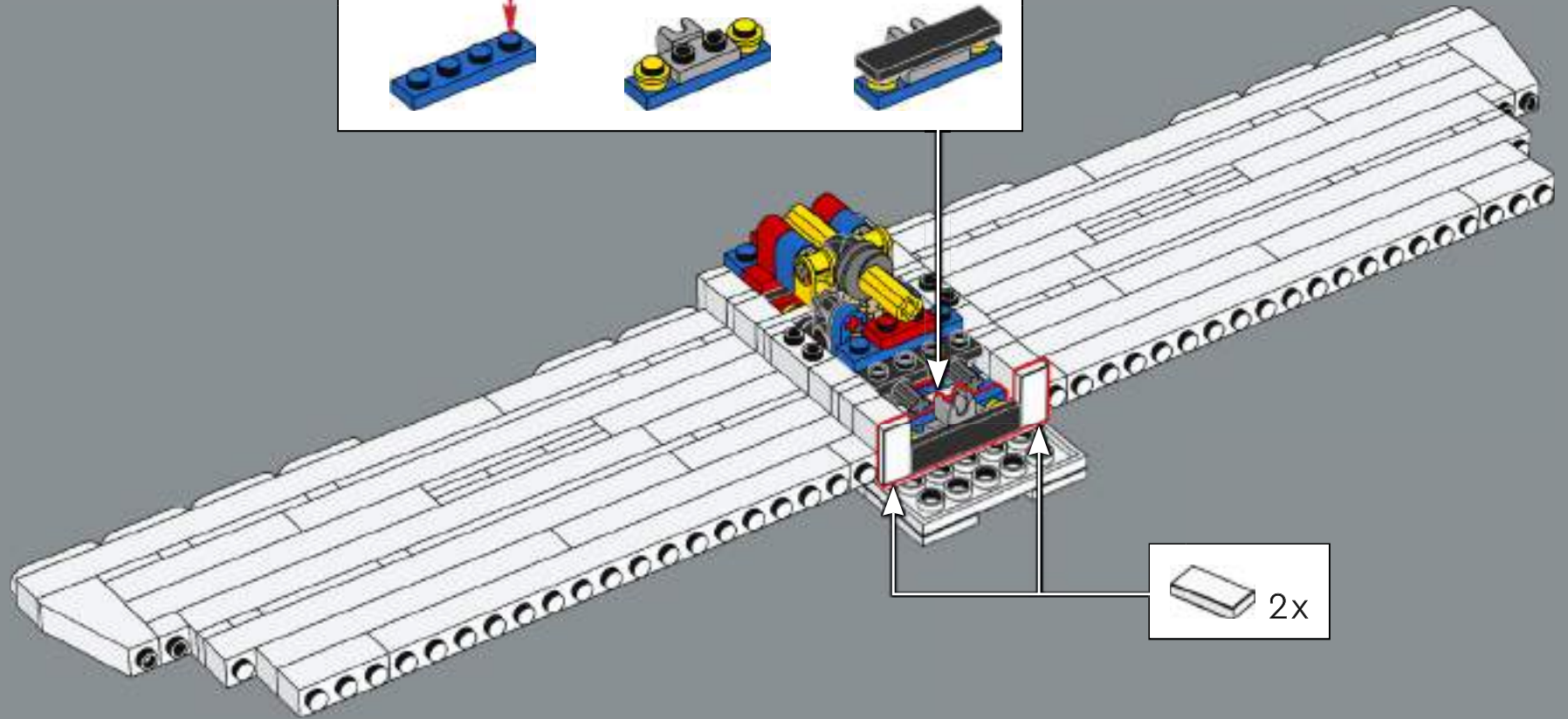
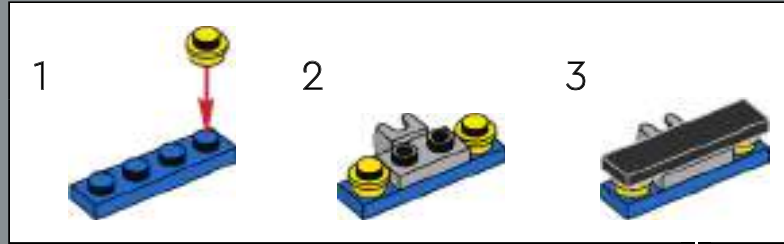


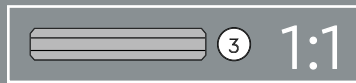
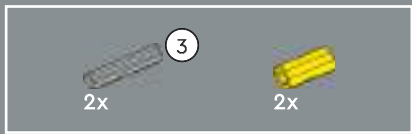
38





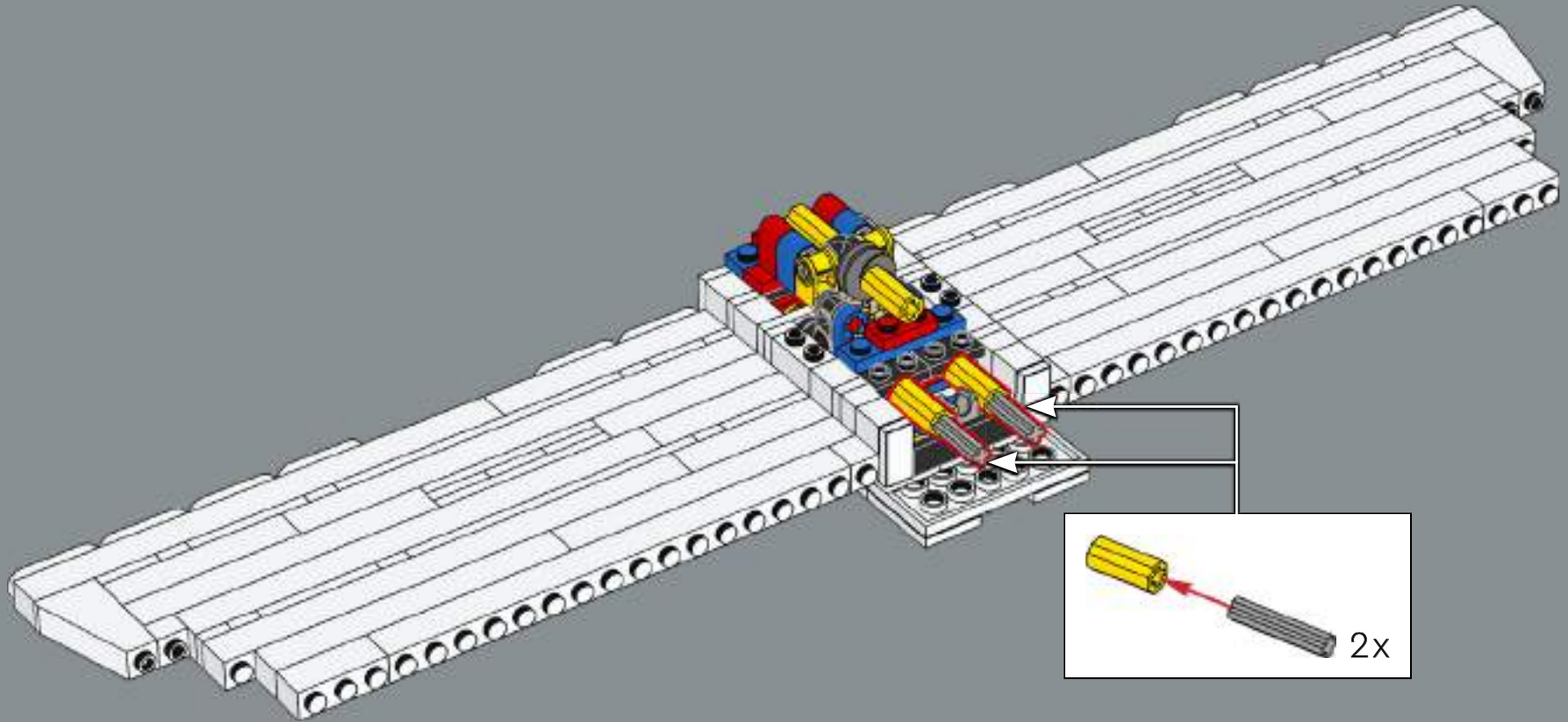
39





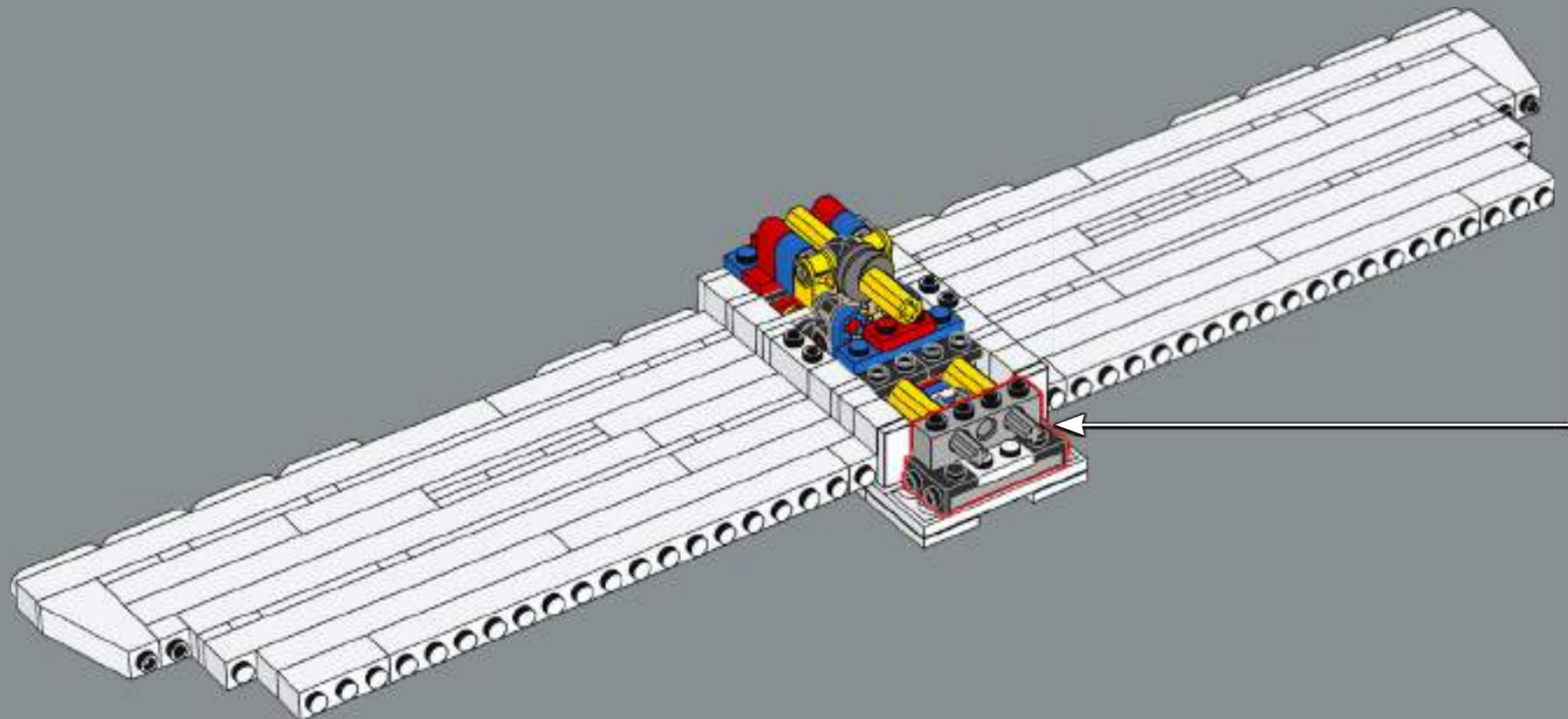
Concorde contains 30.6 km (19 miles) of wiring. We opted for several meters of LEGO® bricks.

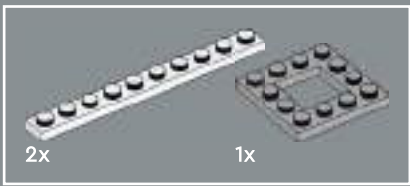
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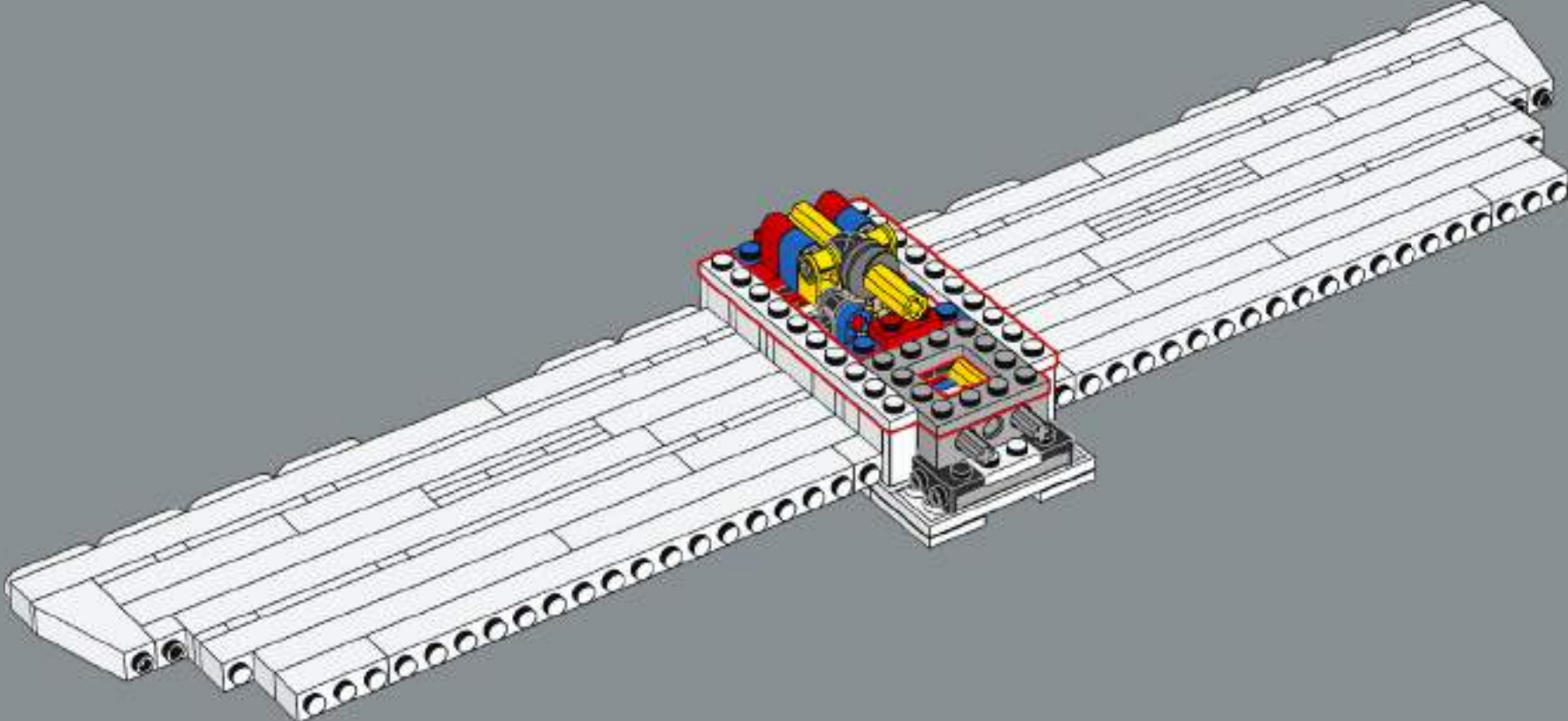


41



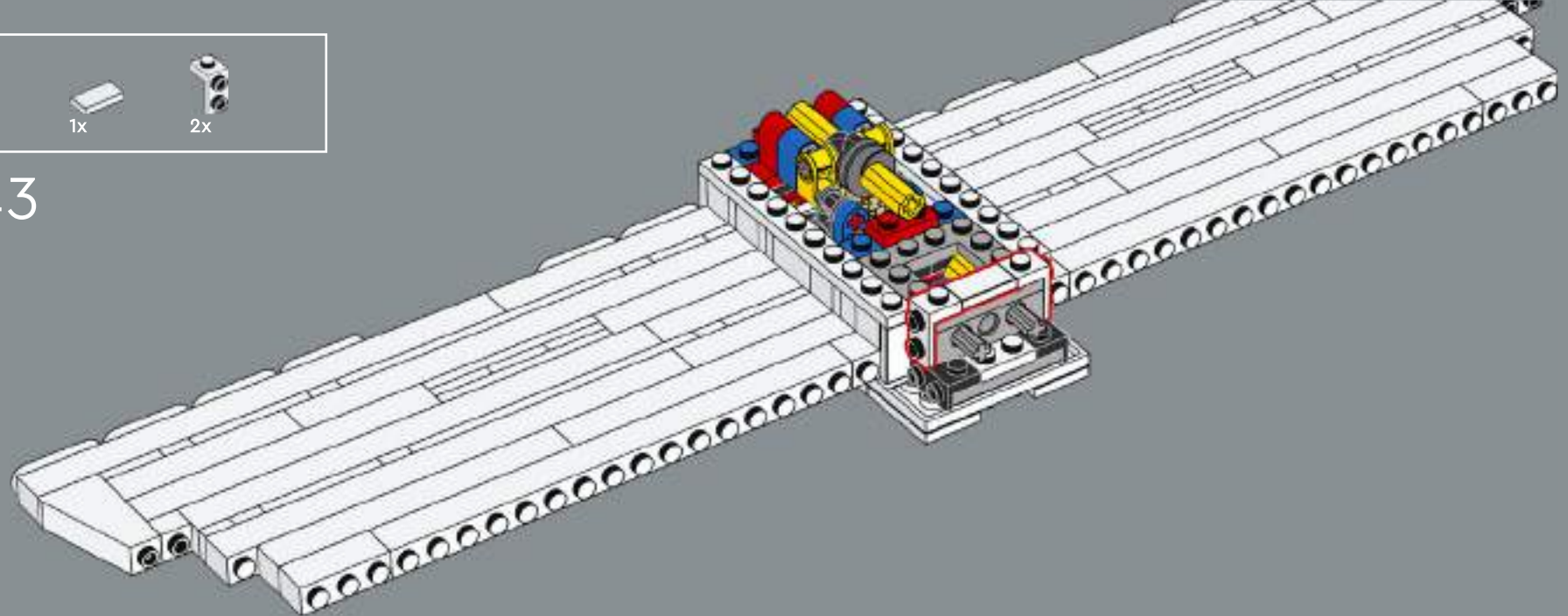


42

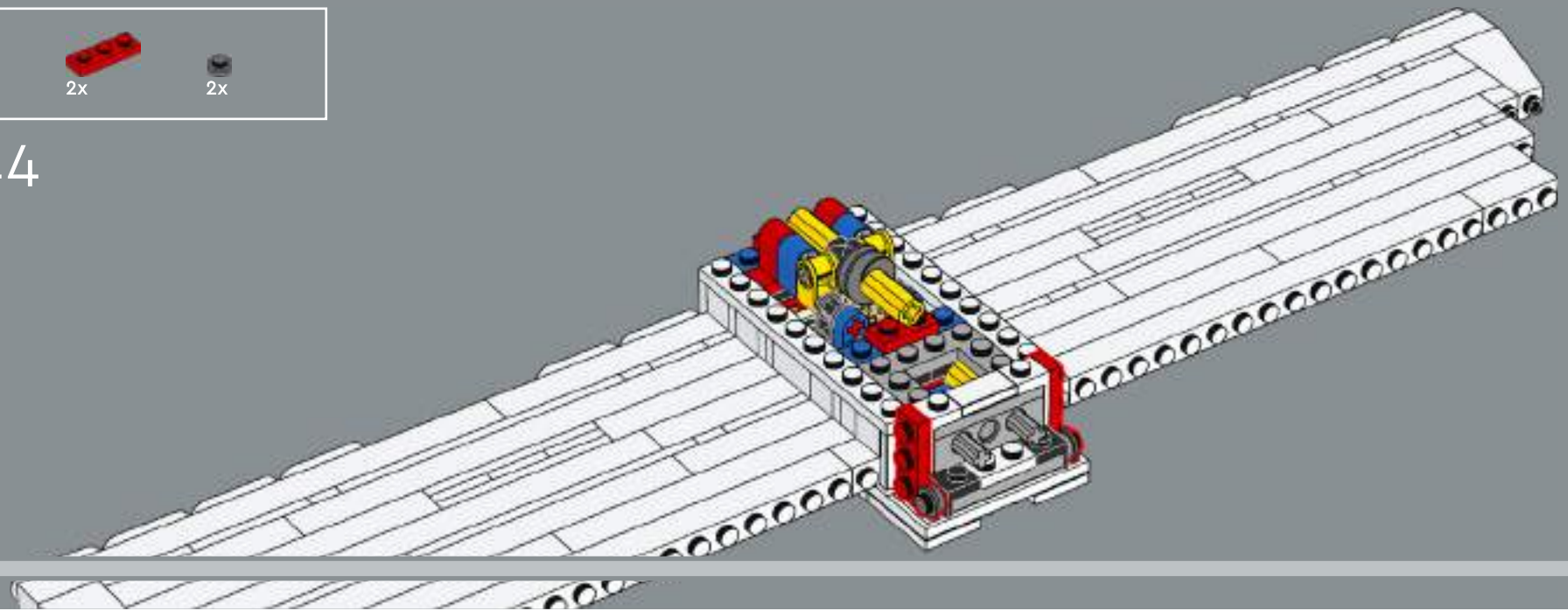




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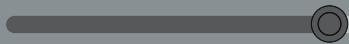
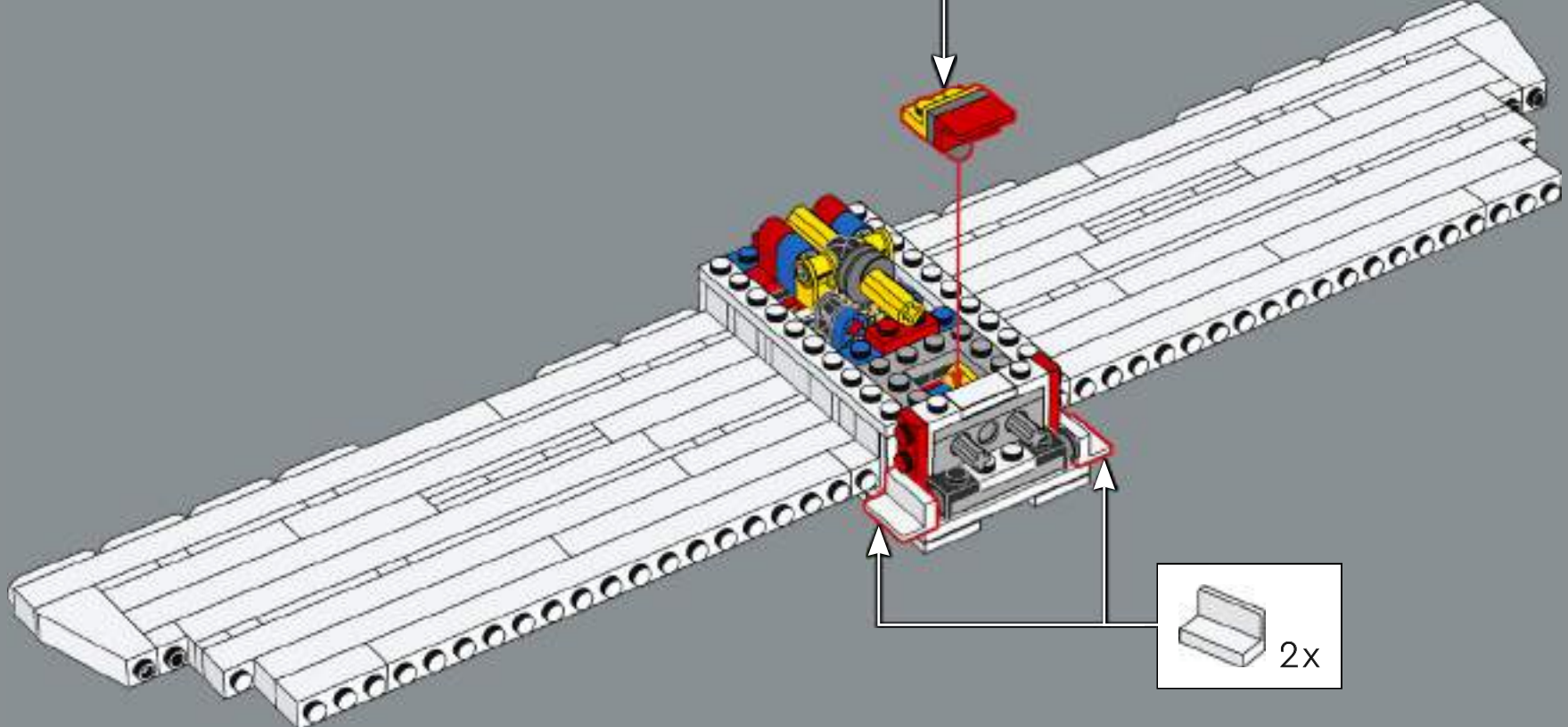
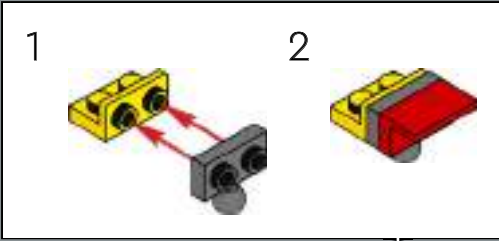


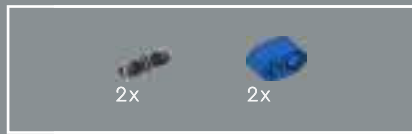
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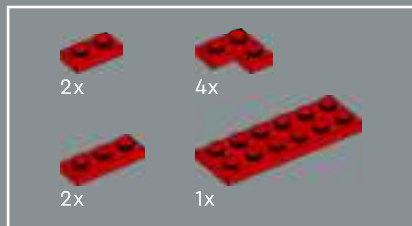
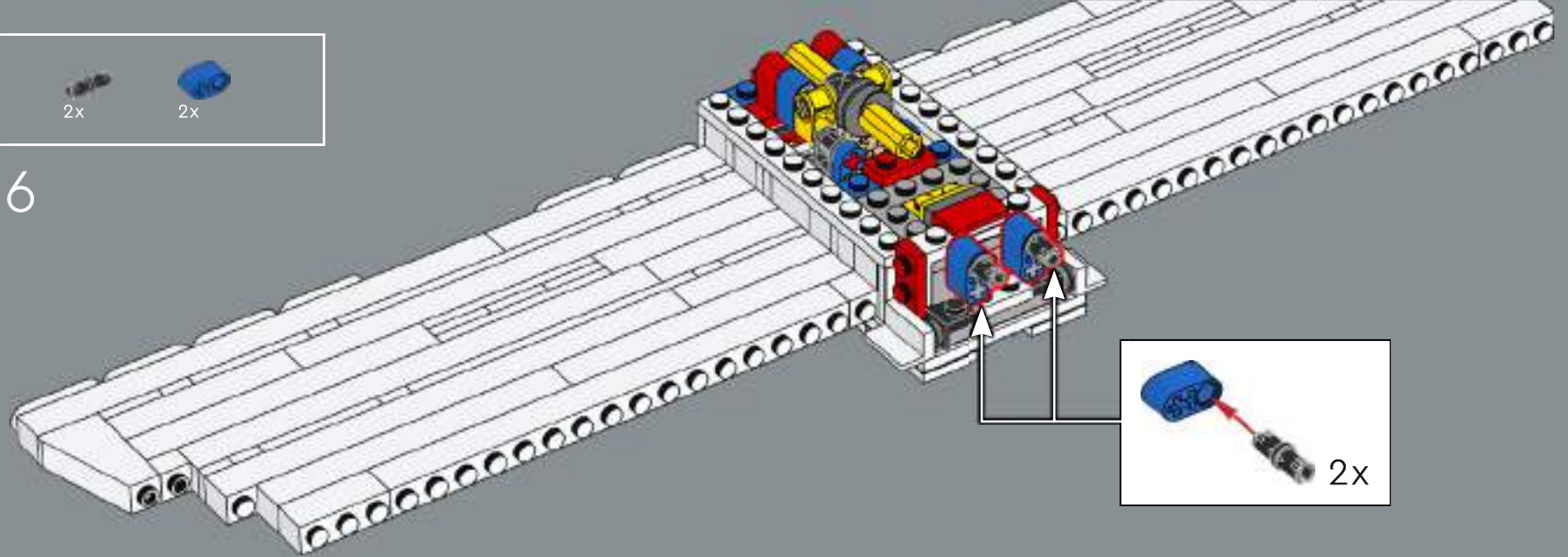


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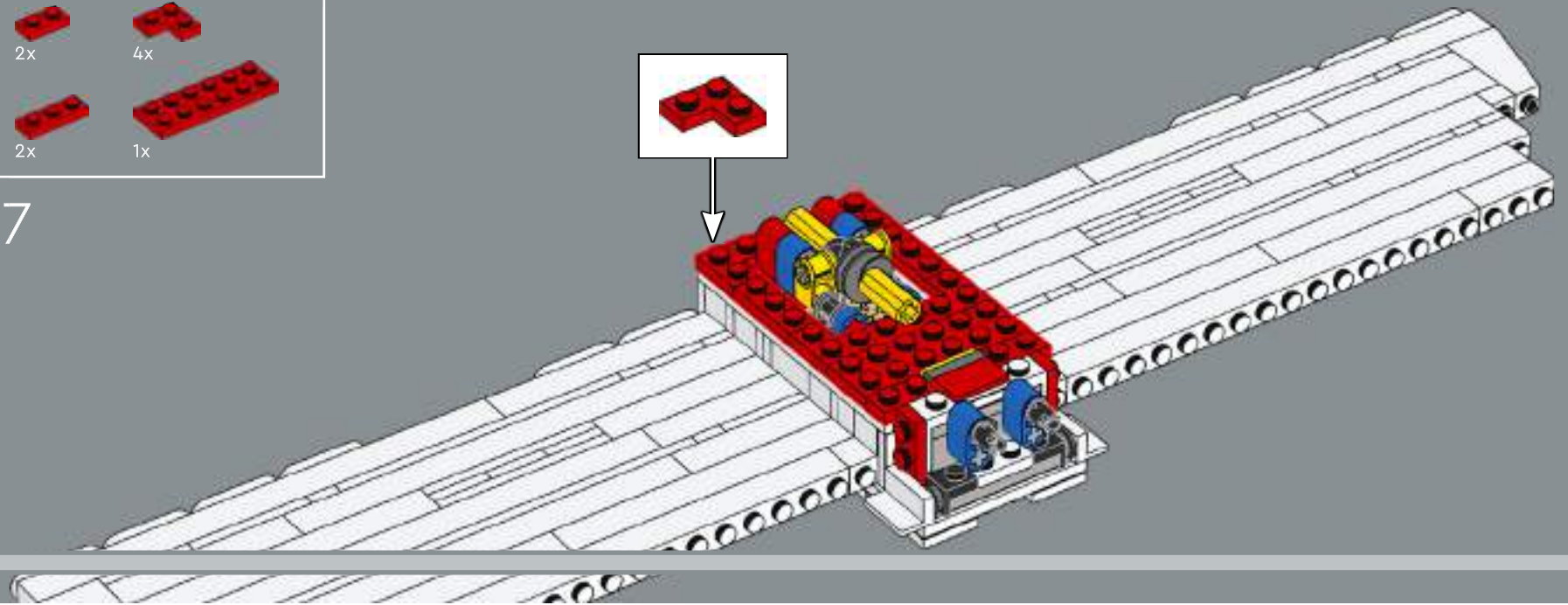


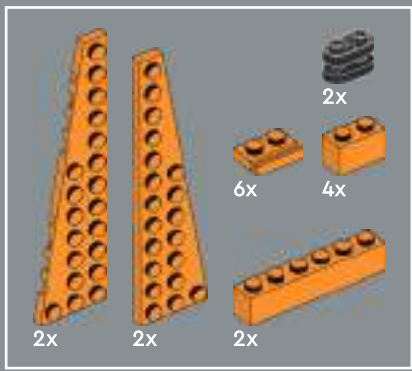


46

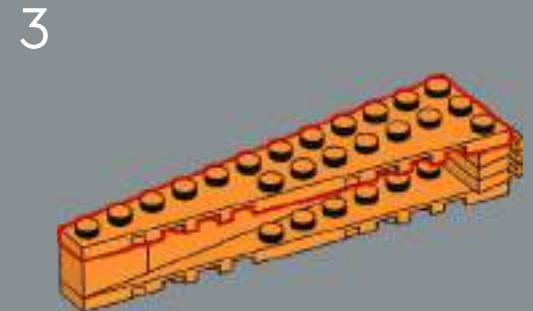
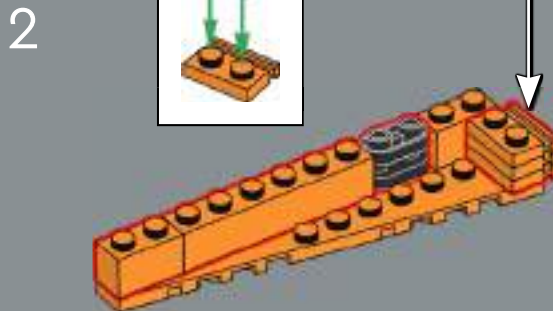
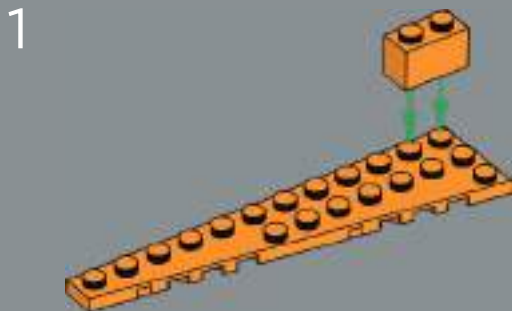
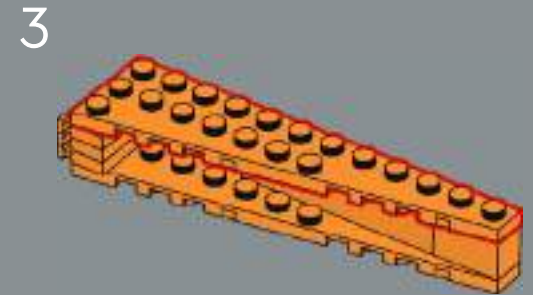
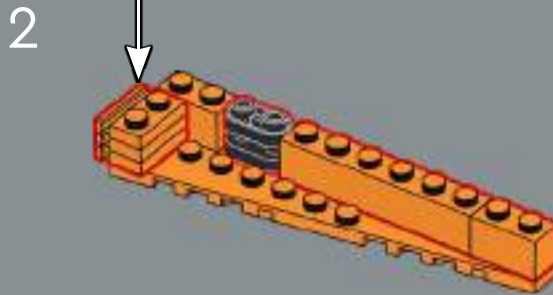
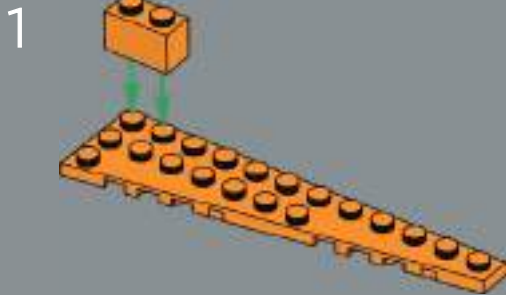


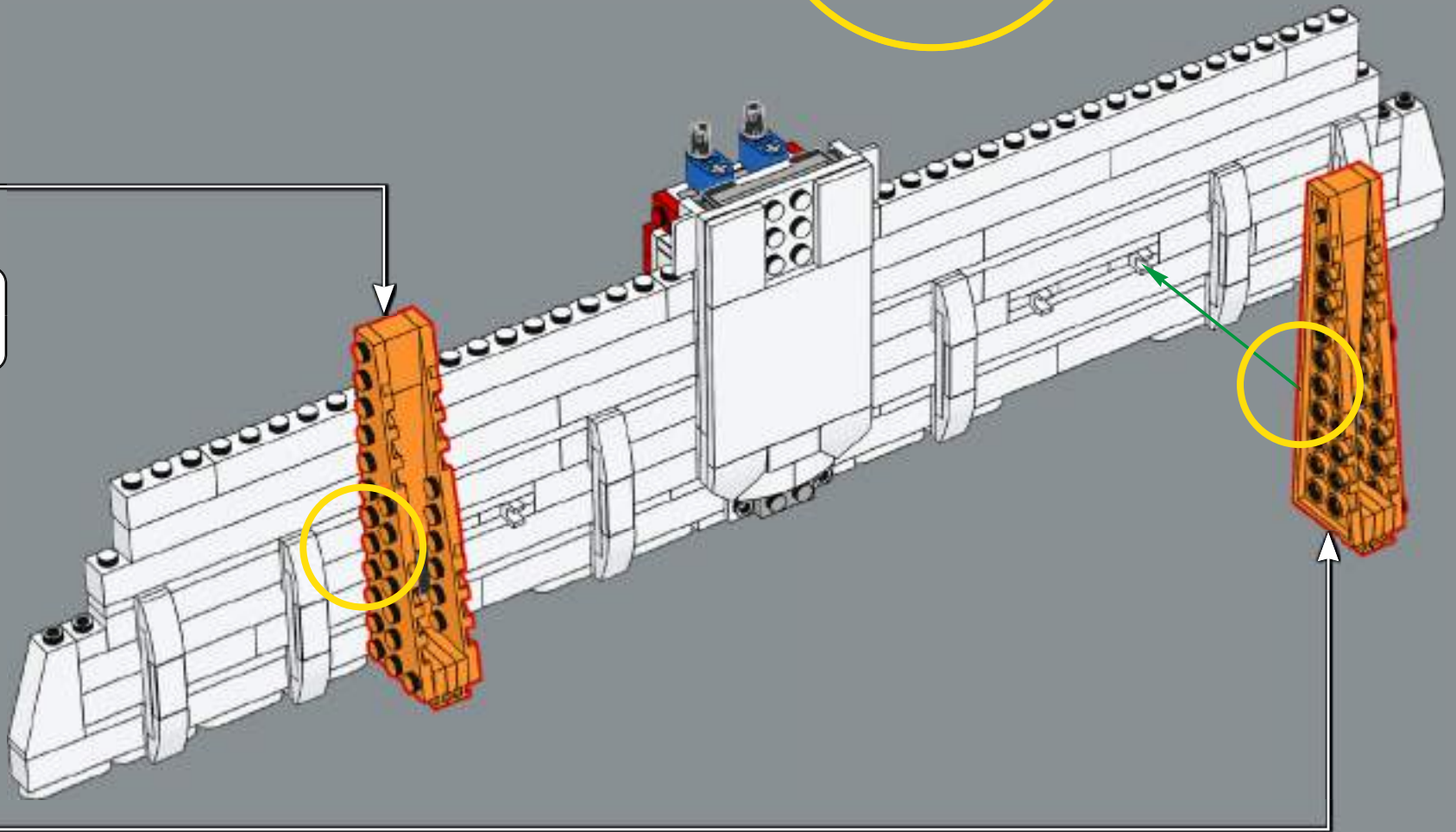
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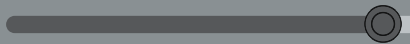
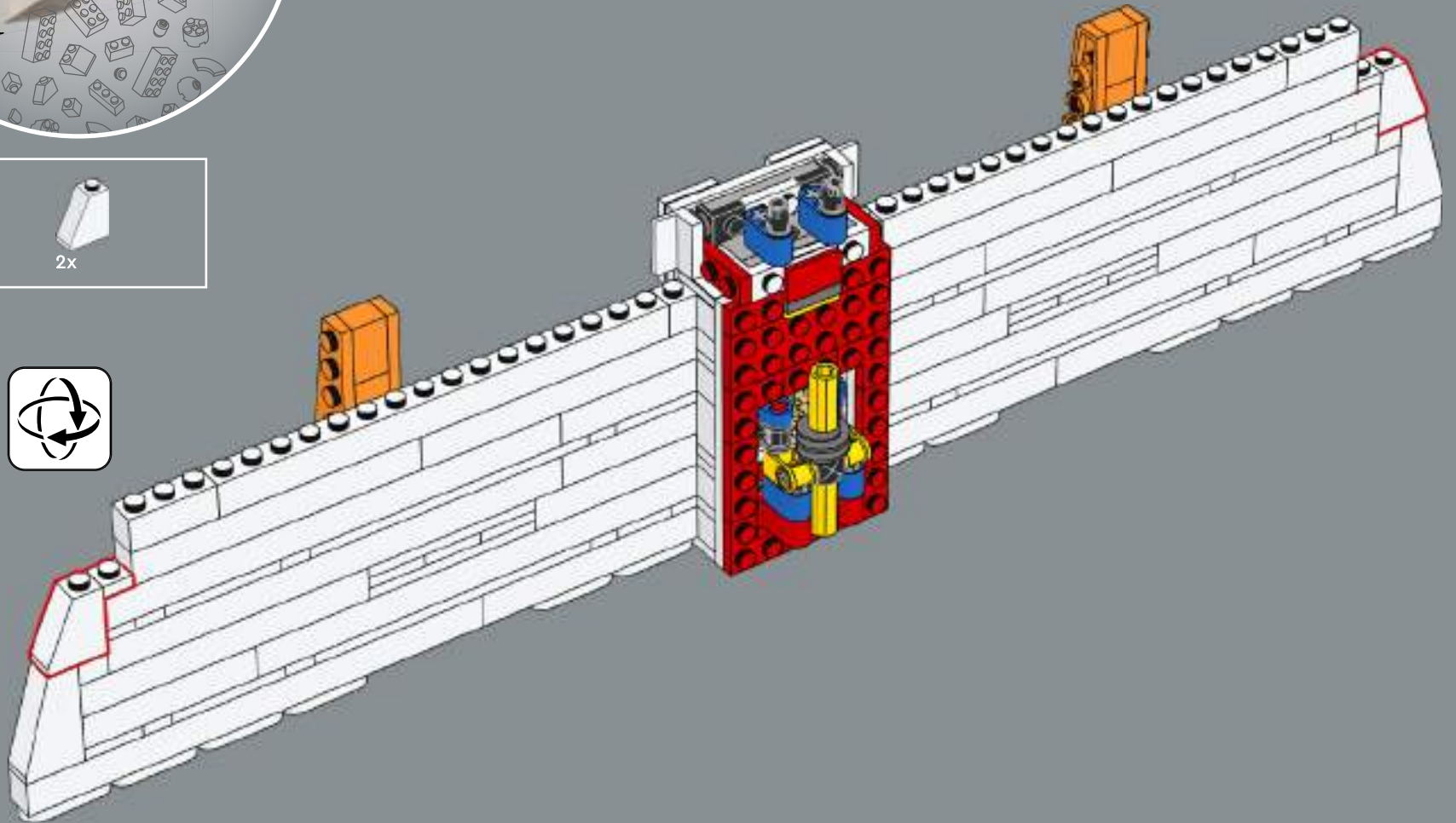
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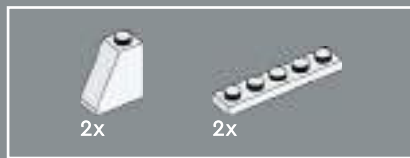




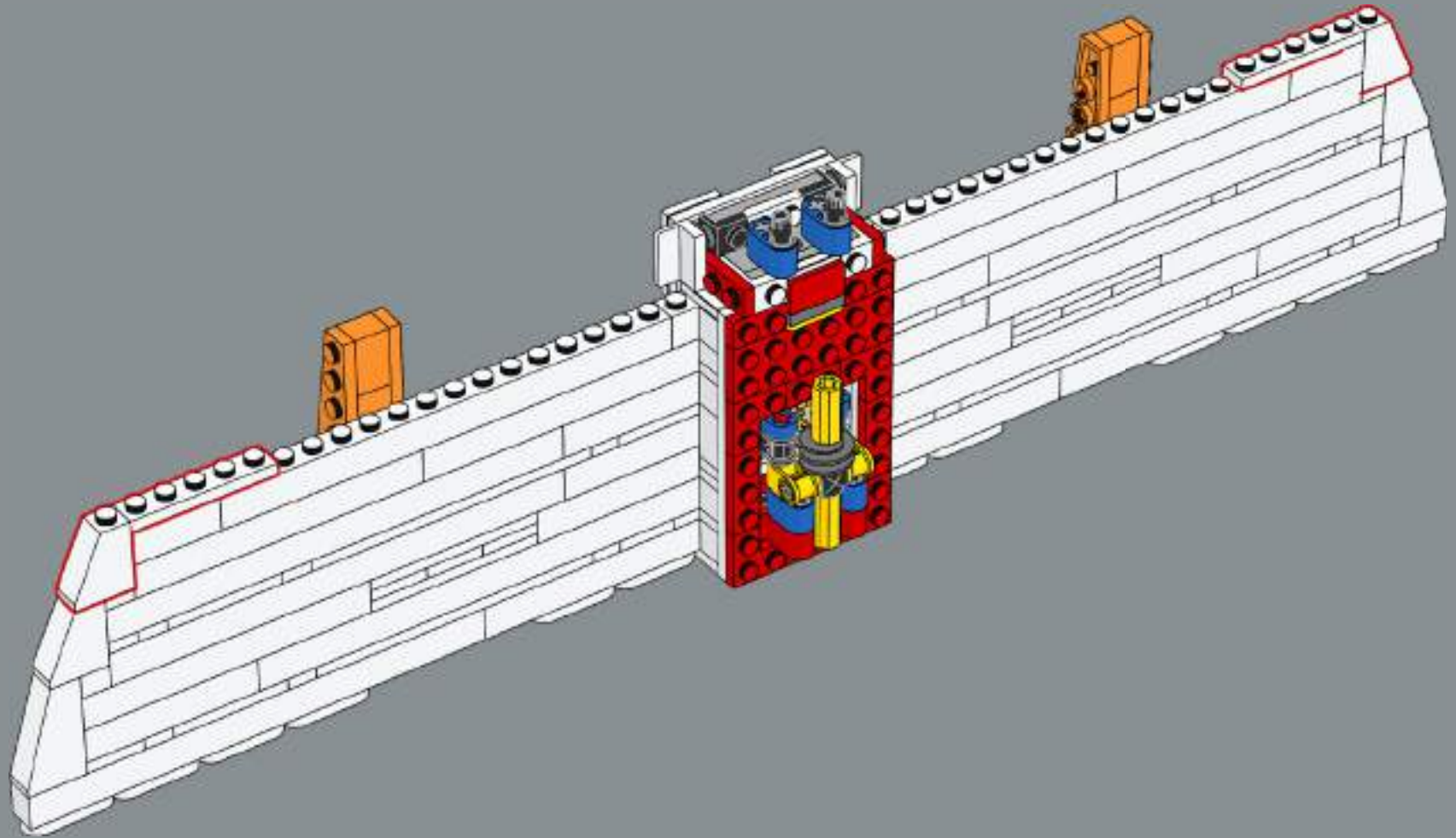


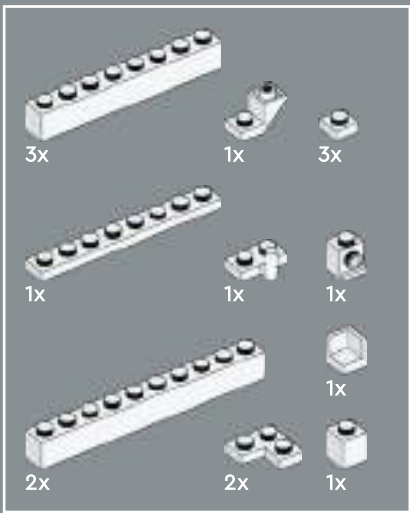
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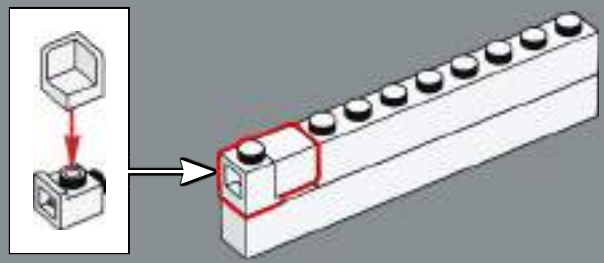
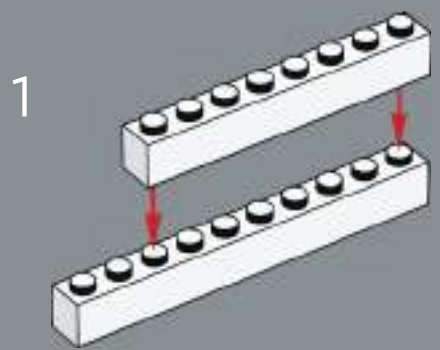


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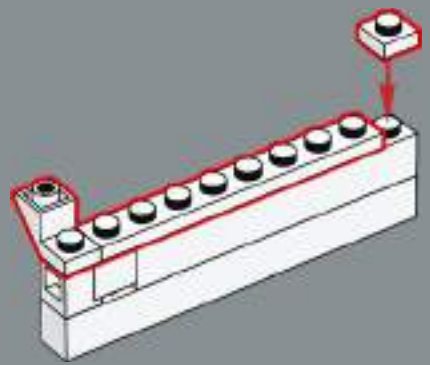




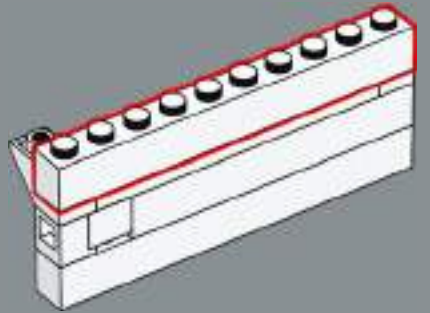
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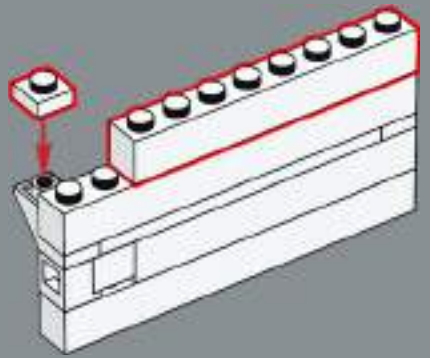
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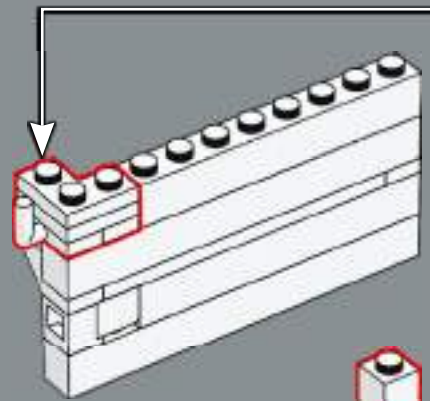
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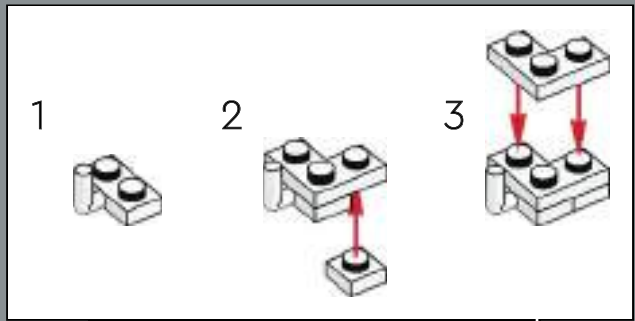
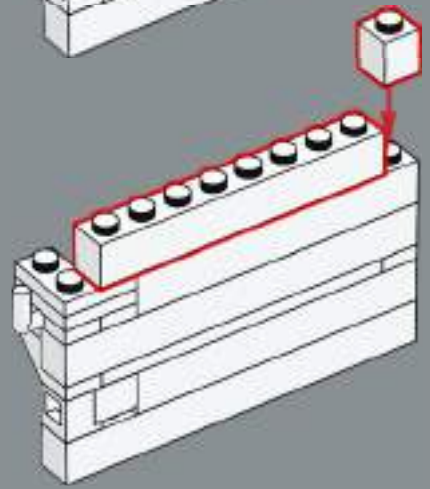
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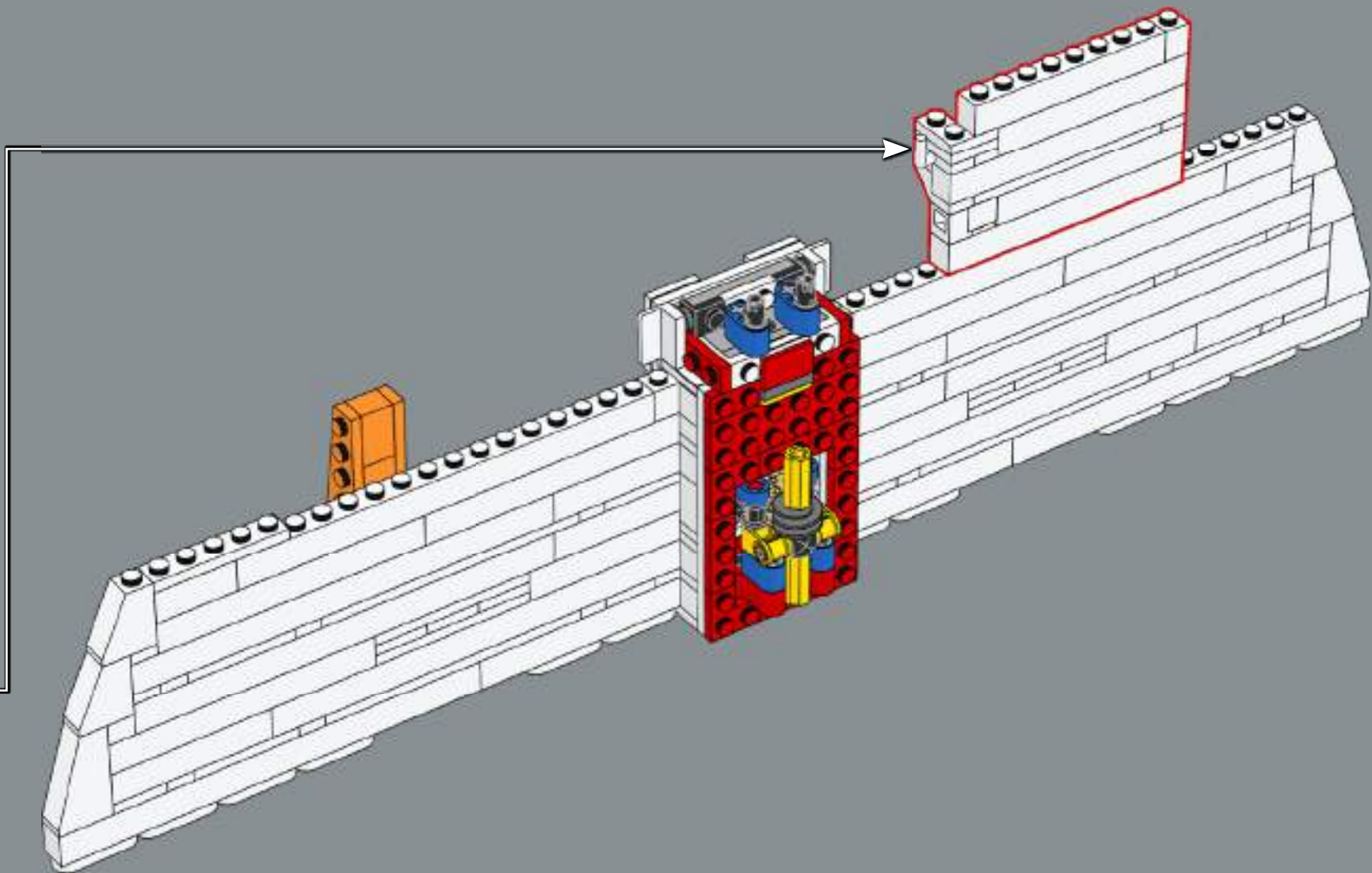


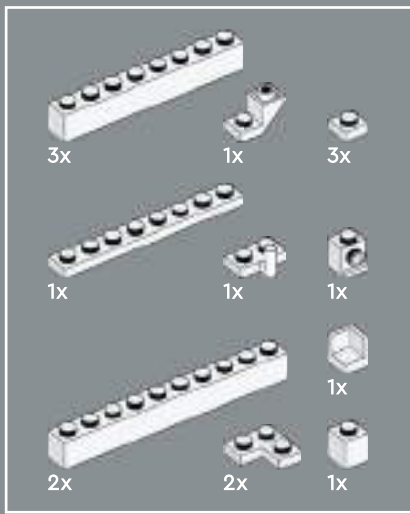
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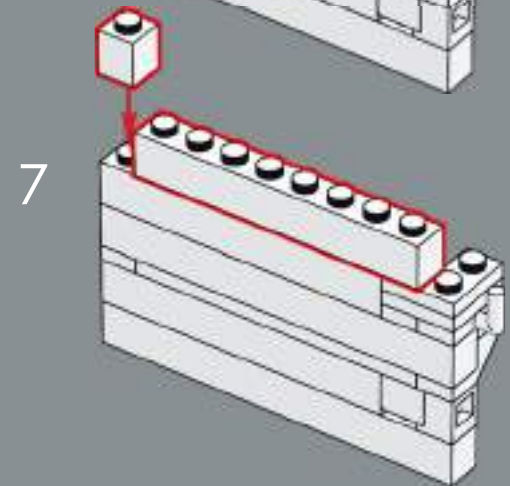
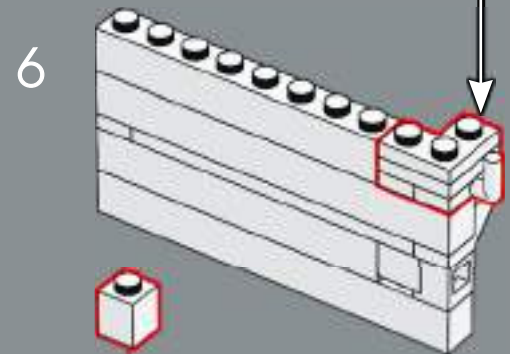
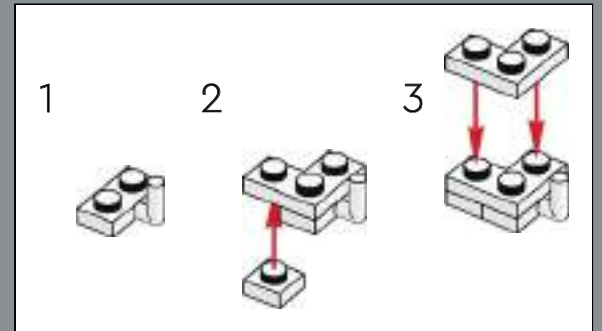
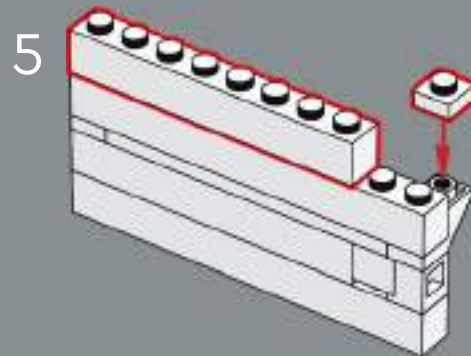
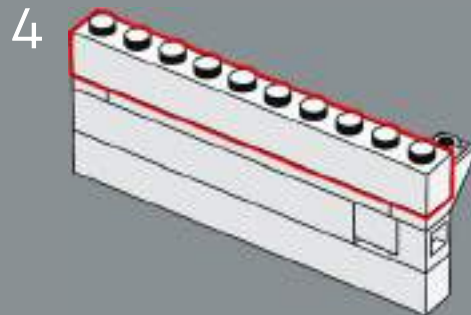
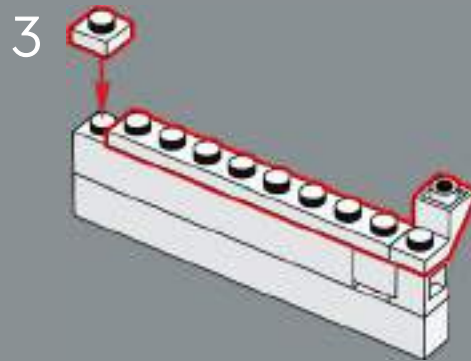
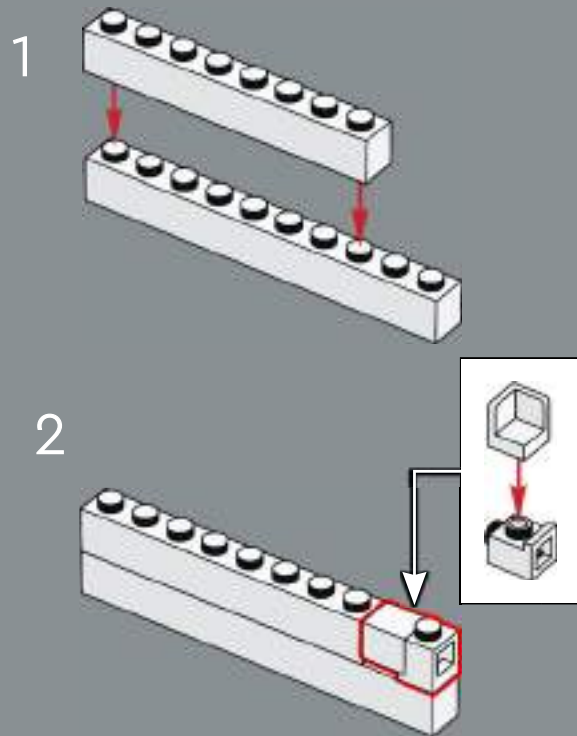
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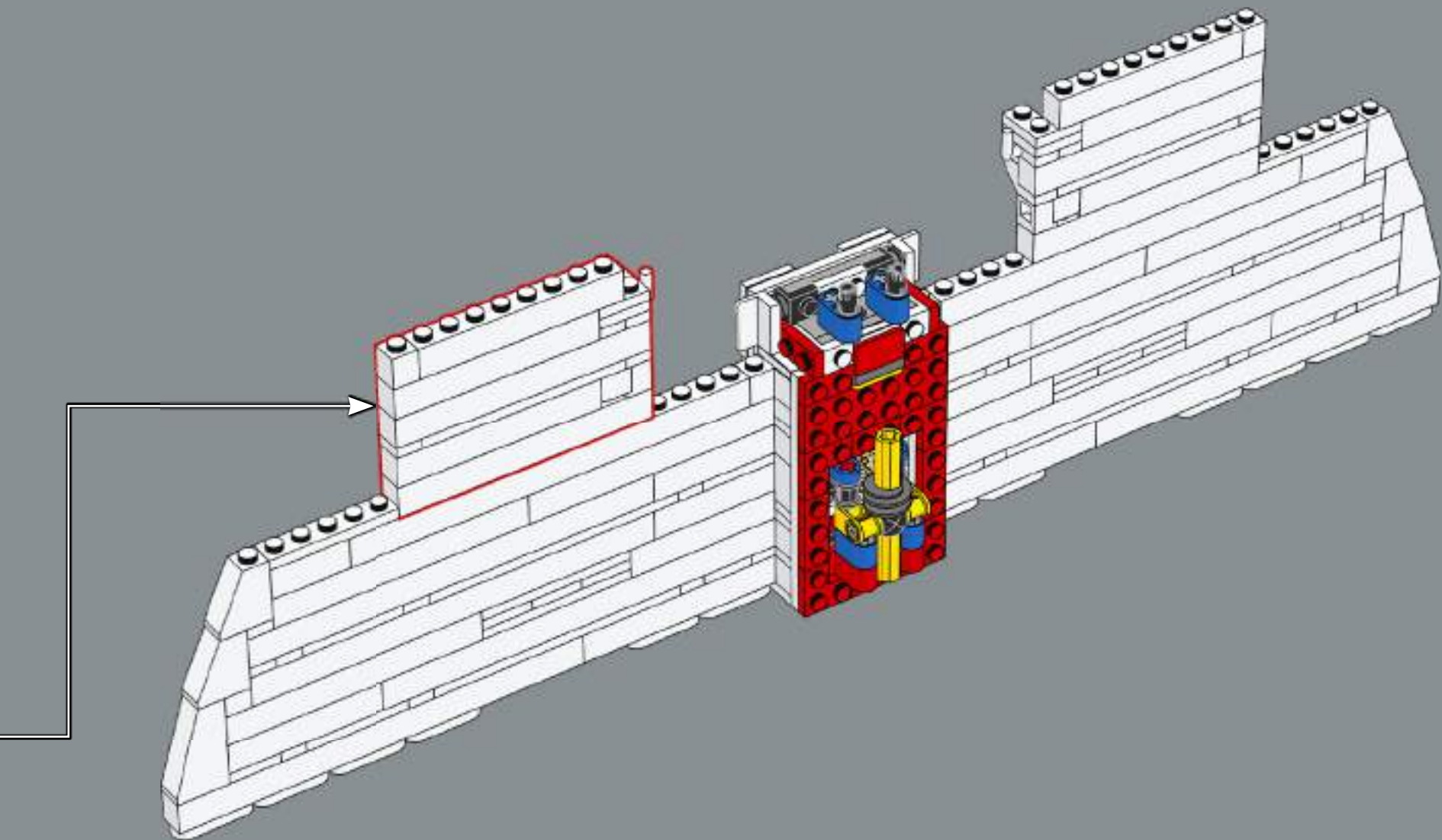






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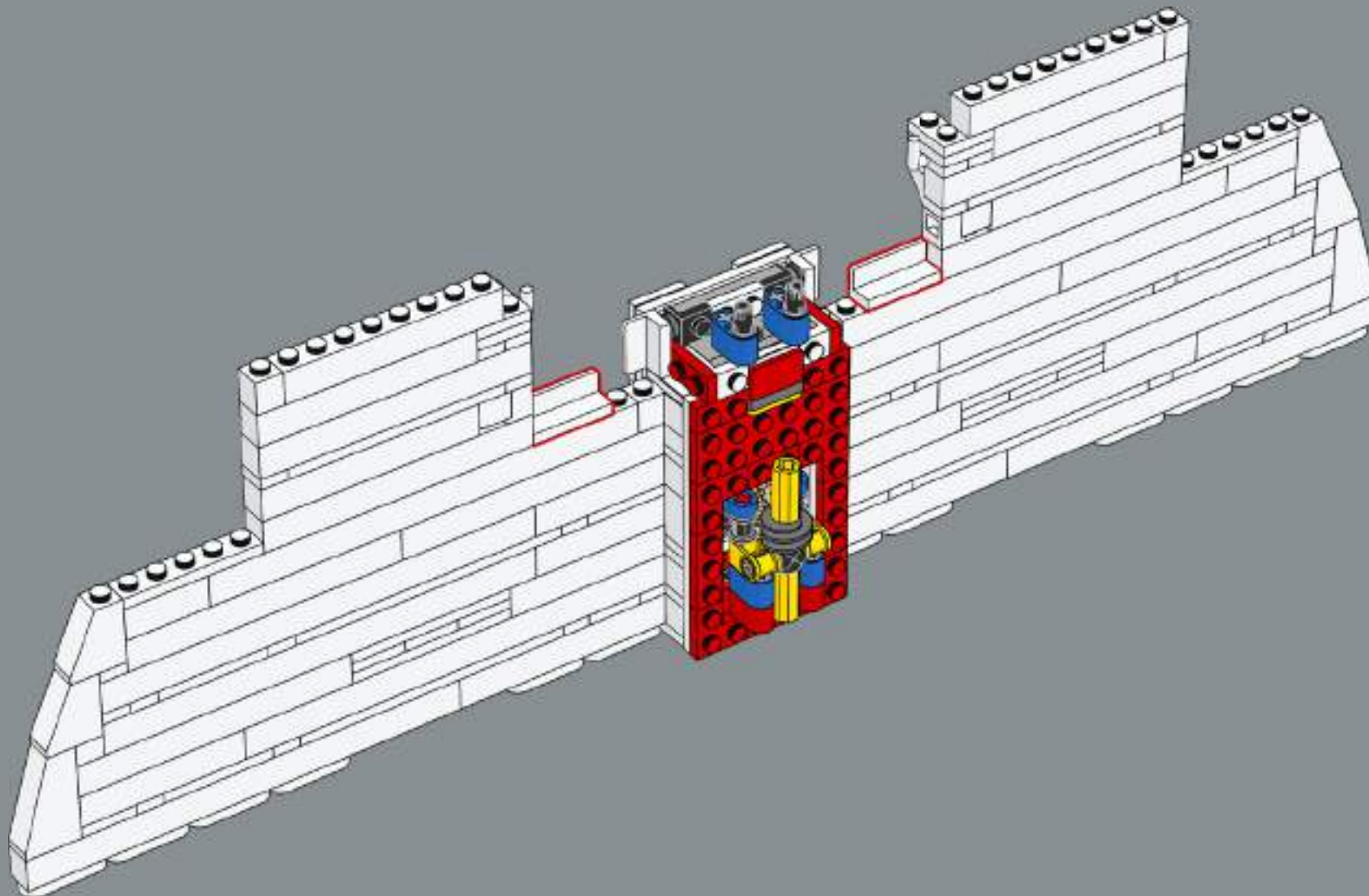


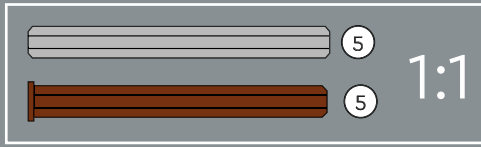




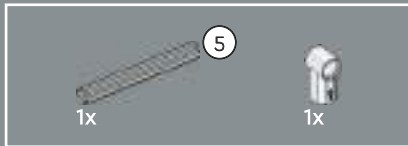
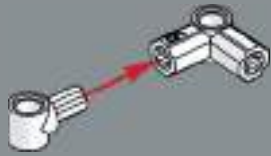
Concorde had a tricycle landing gear configuration. The mechanism you're now building will trigger the main landing gear, situated in the middle of the delta wing.

53





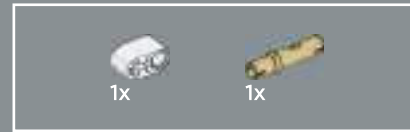
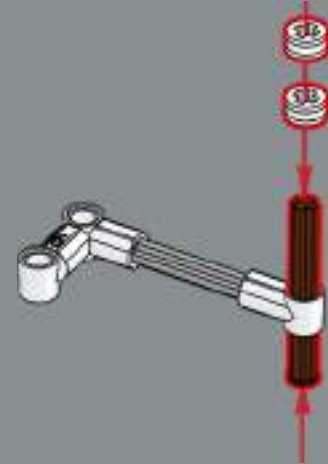
54



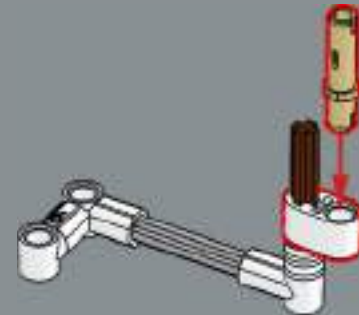
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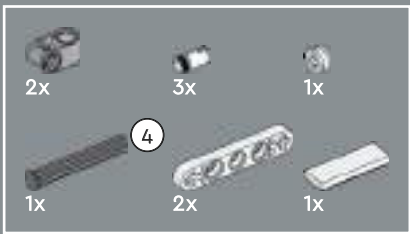


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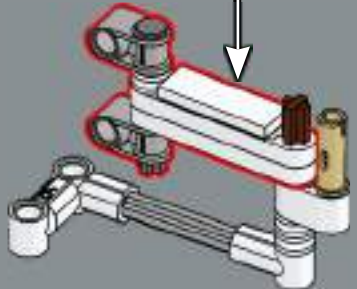
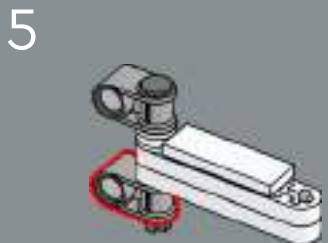
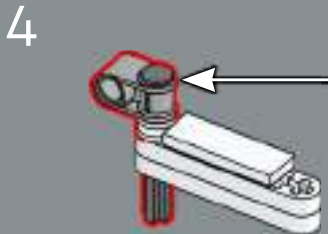
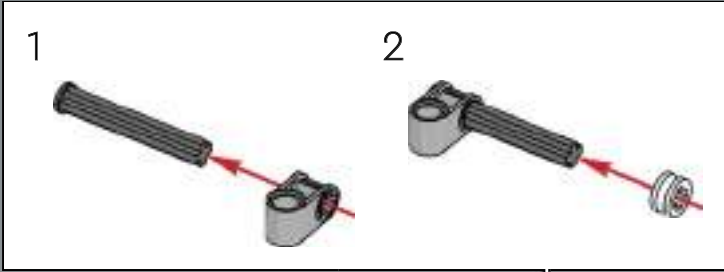
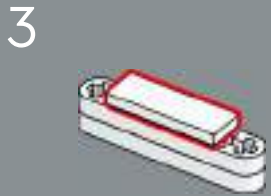
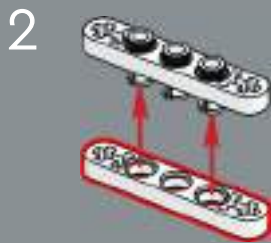


57



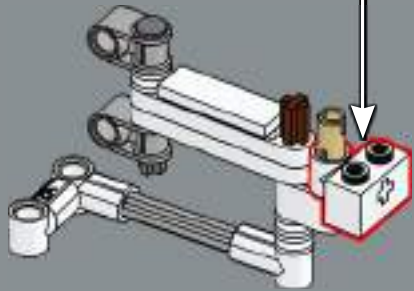
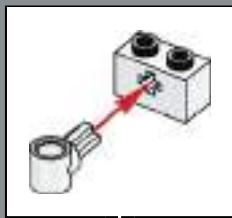


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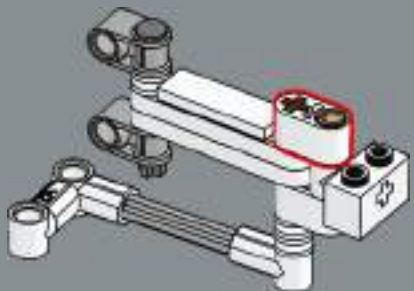




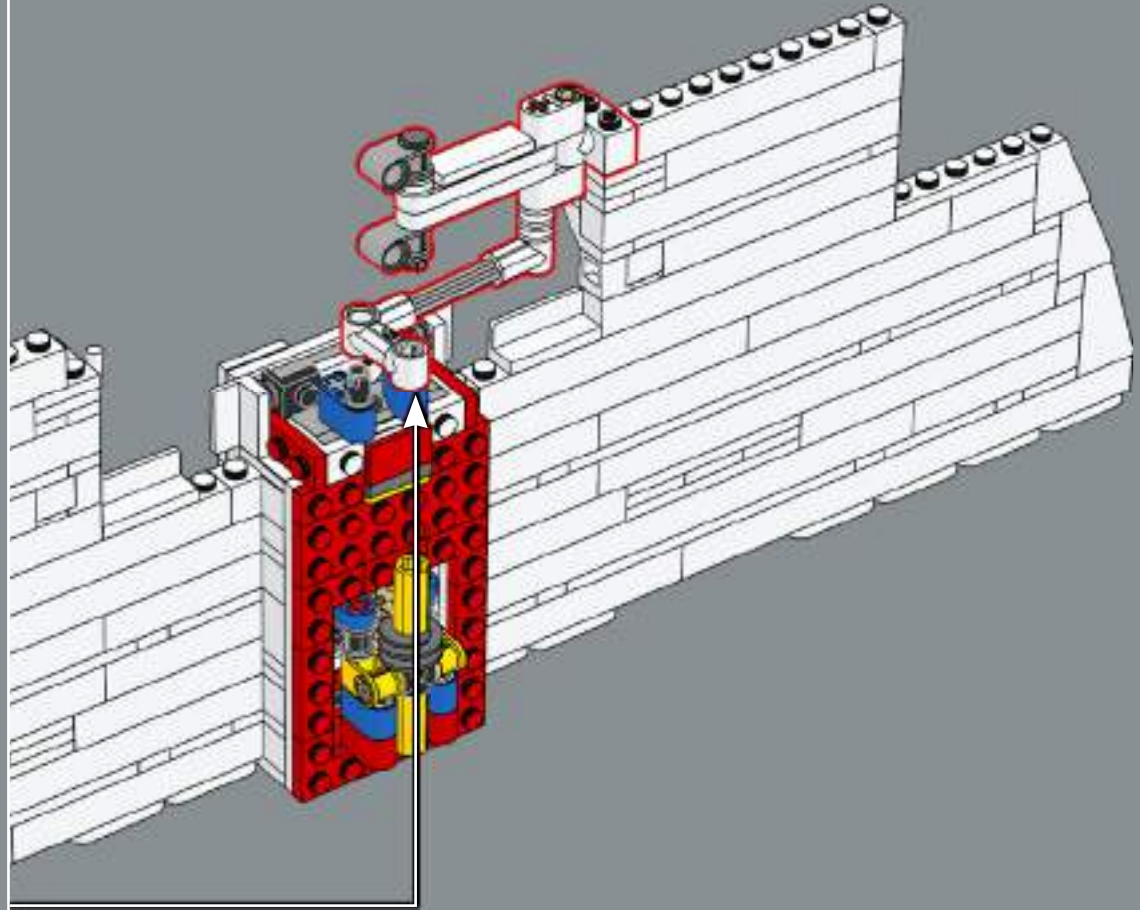
59

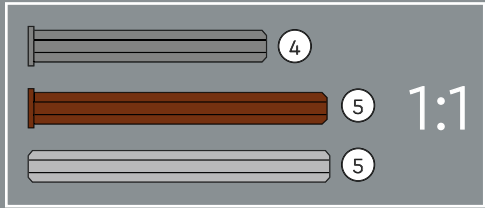
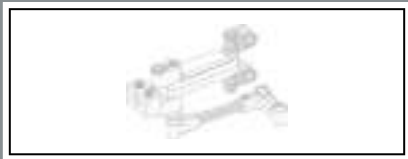


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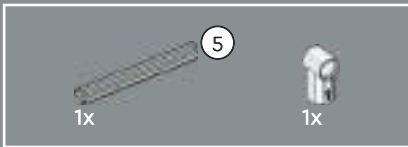
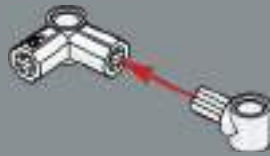


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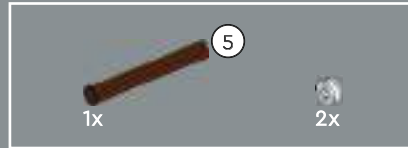
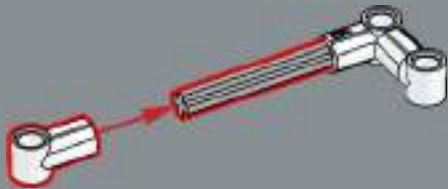




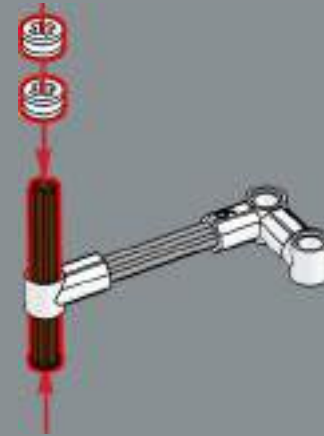
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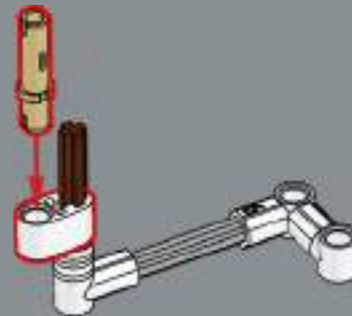
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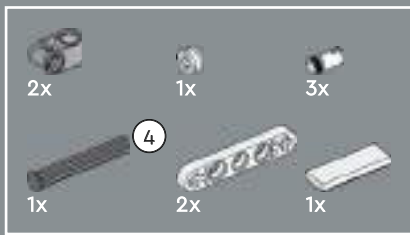


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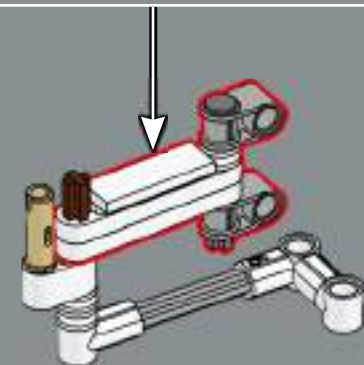
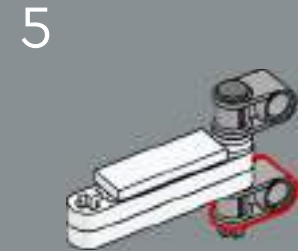
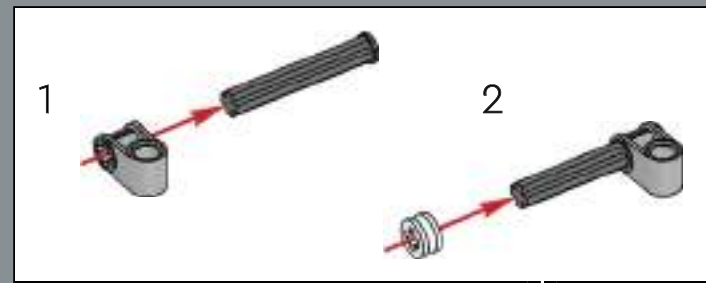
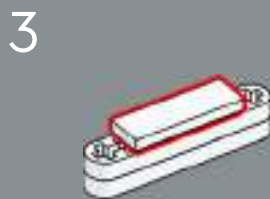
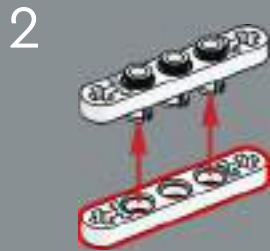


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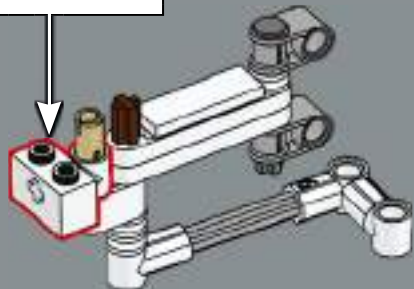
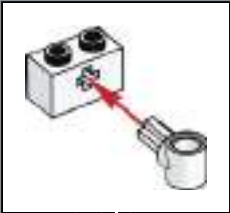


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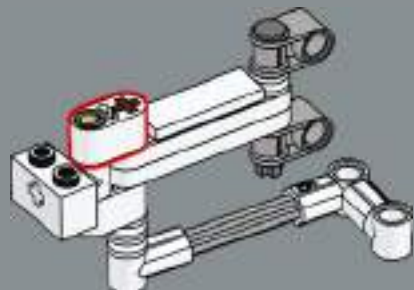




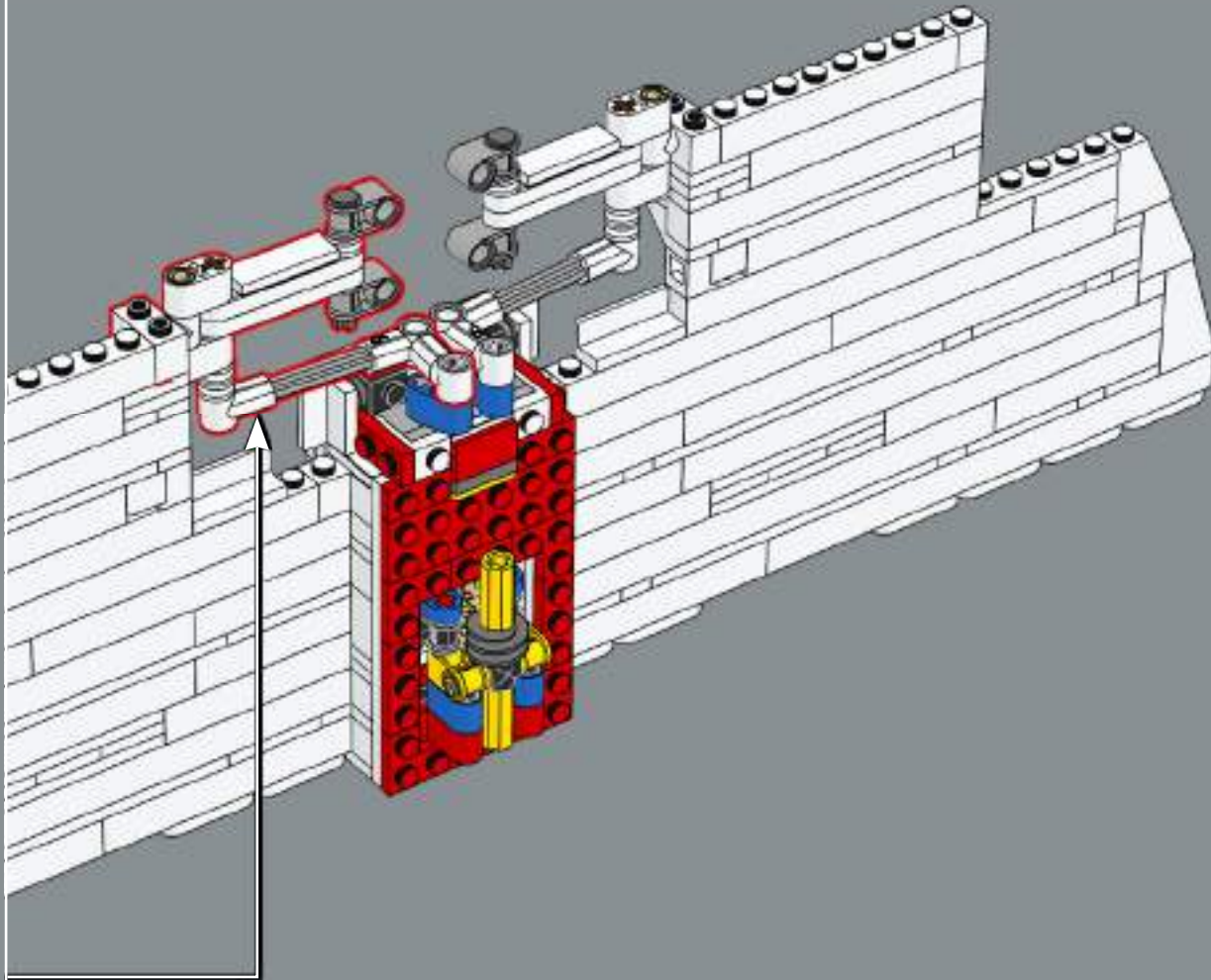
67



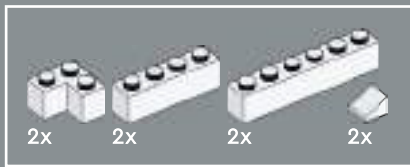
68



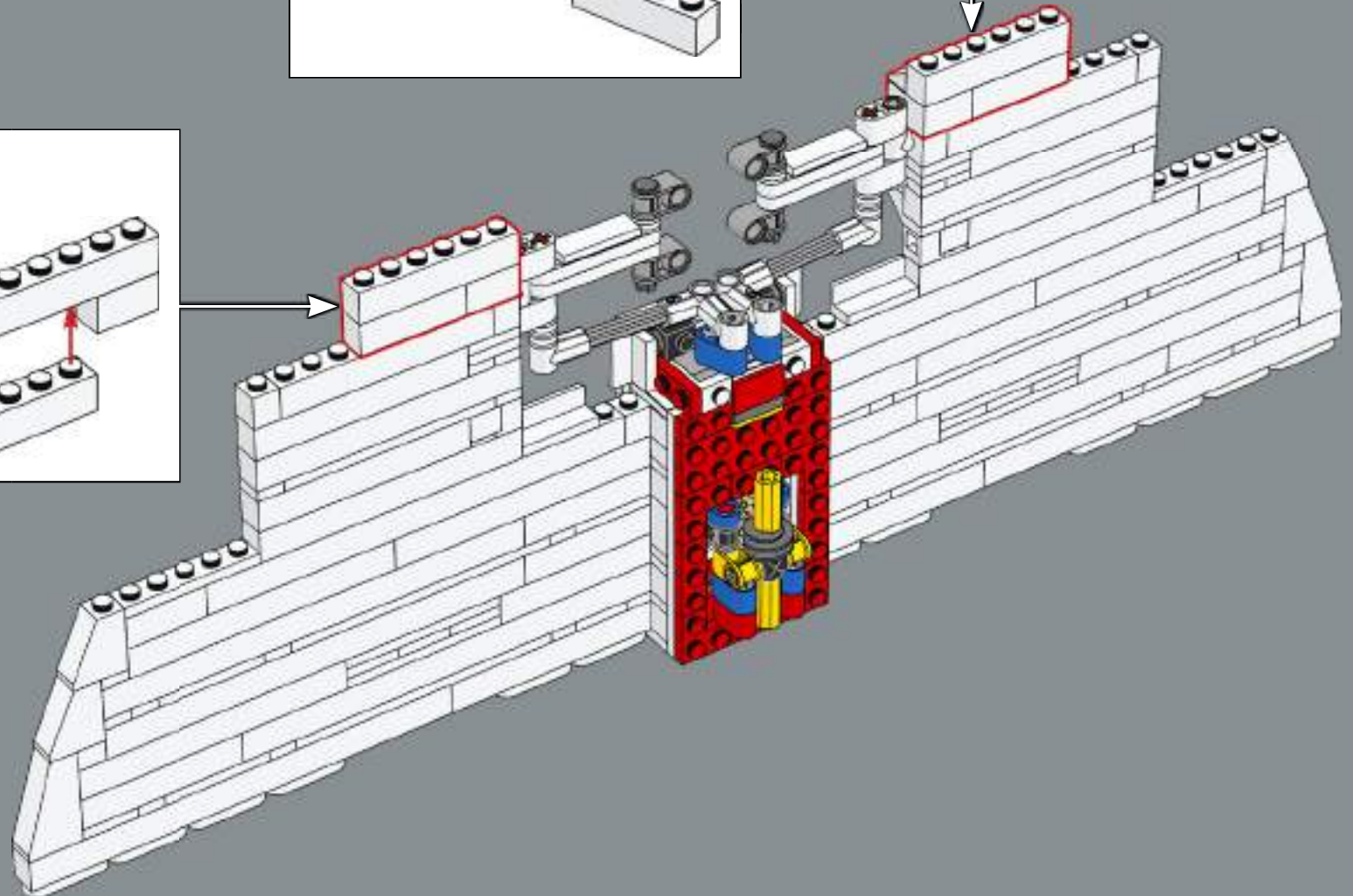
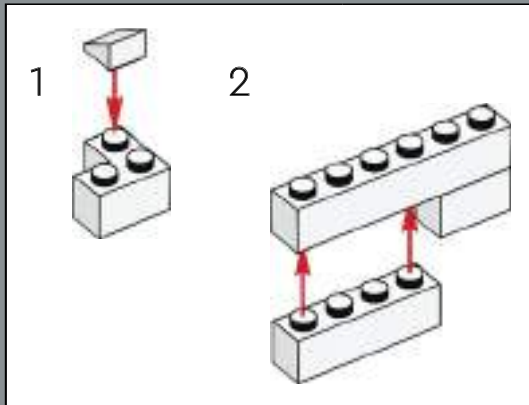
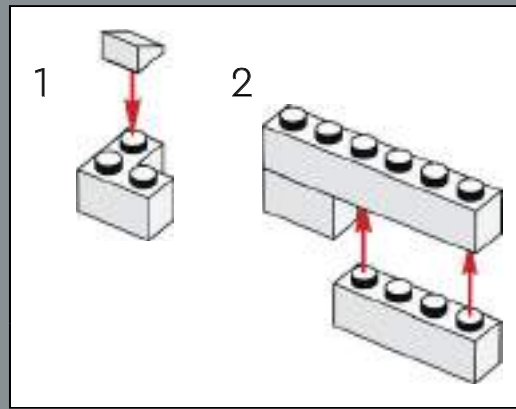
69

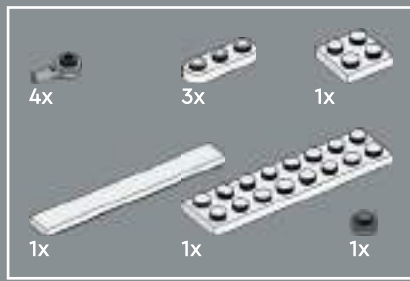






70

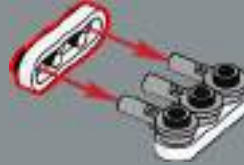




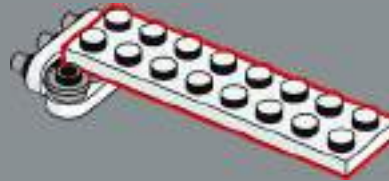
71



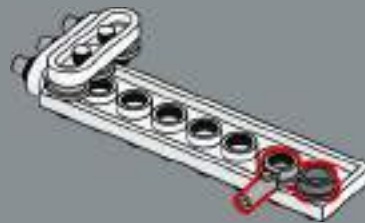
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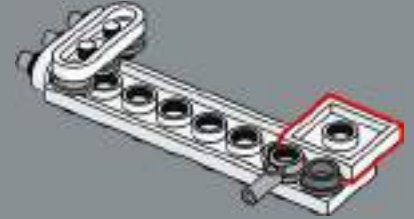
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5



6

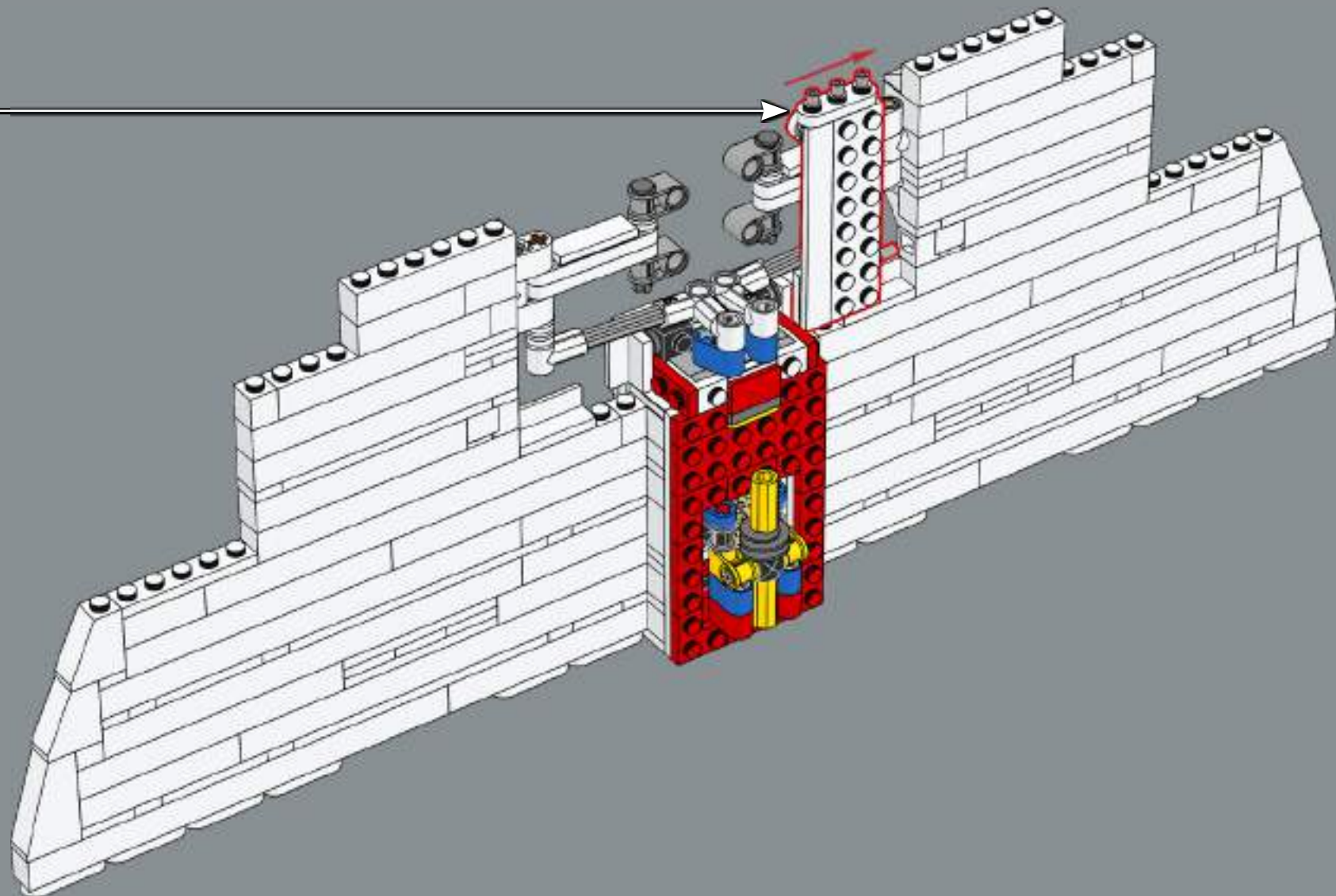


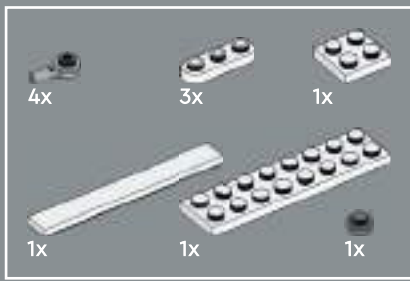
7



8







72

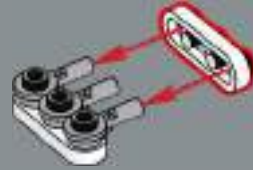
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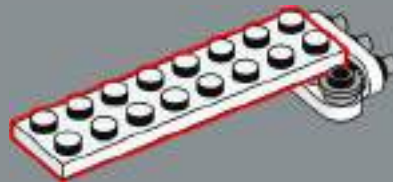
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3



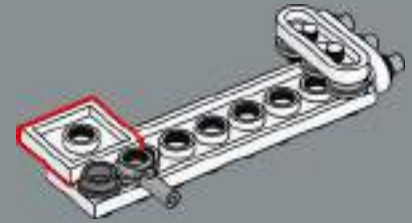
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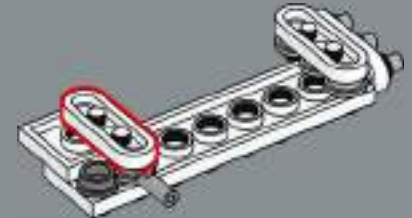
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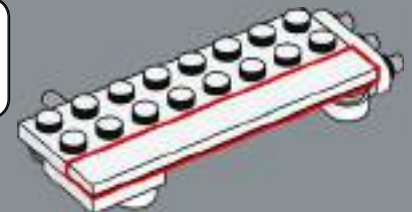
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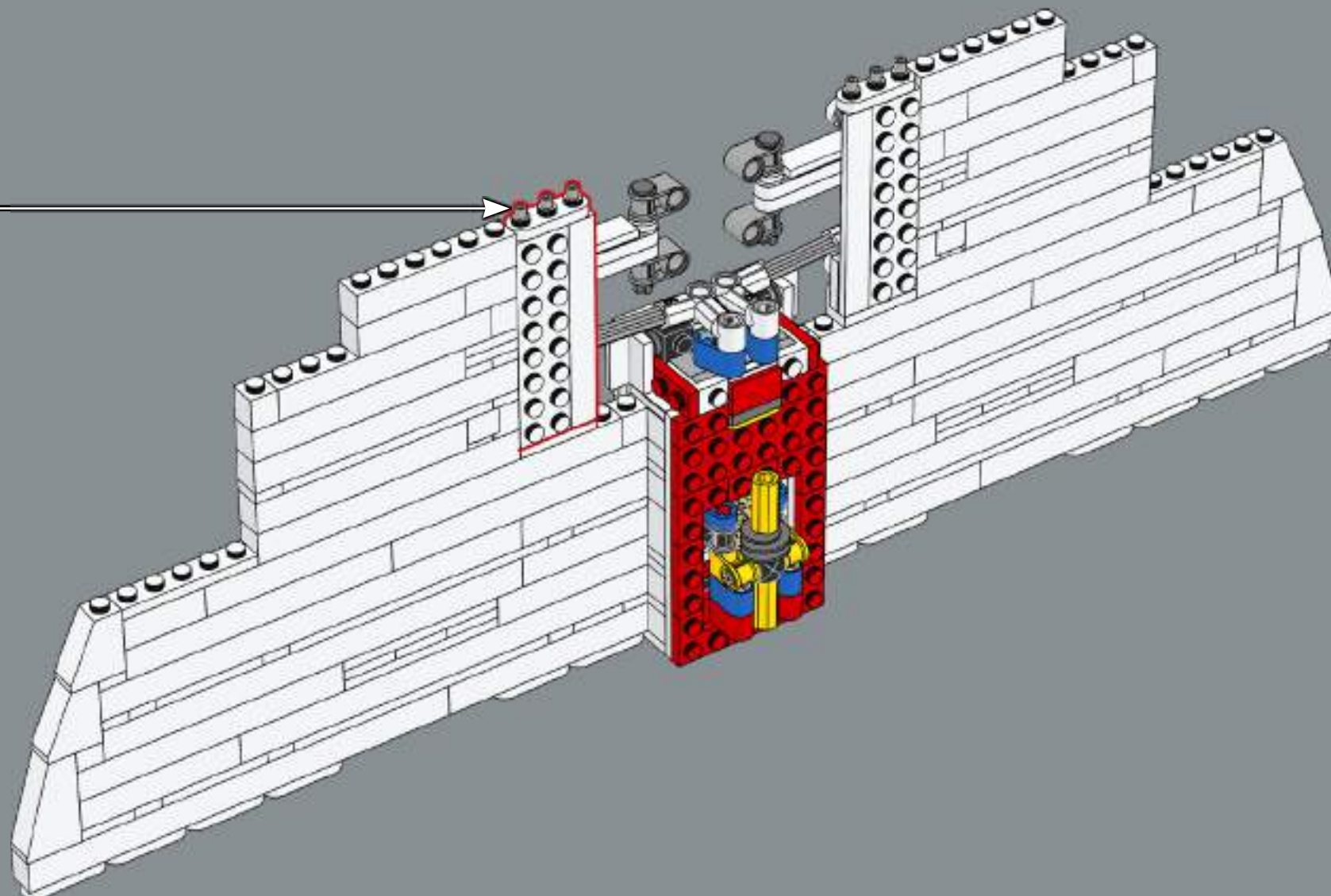


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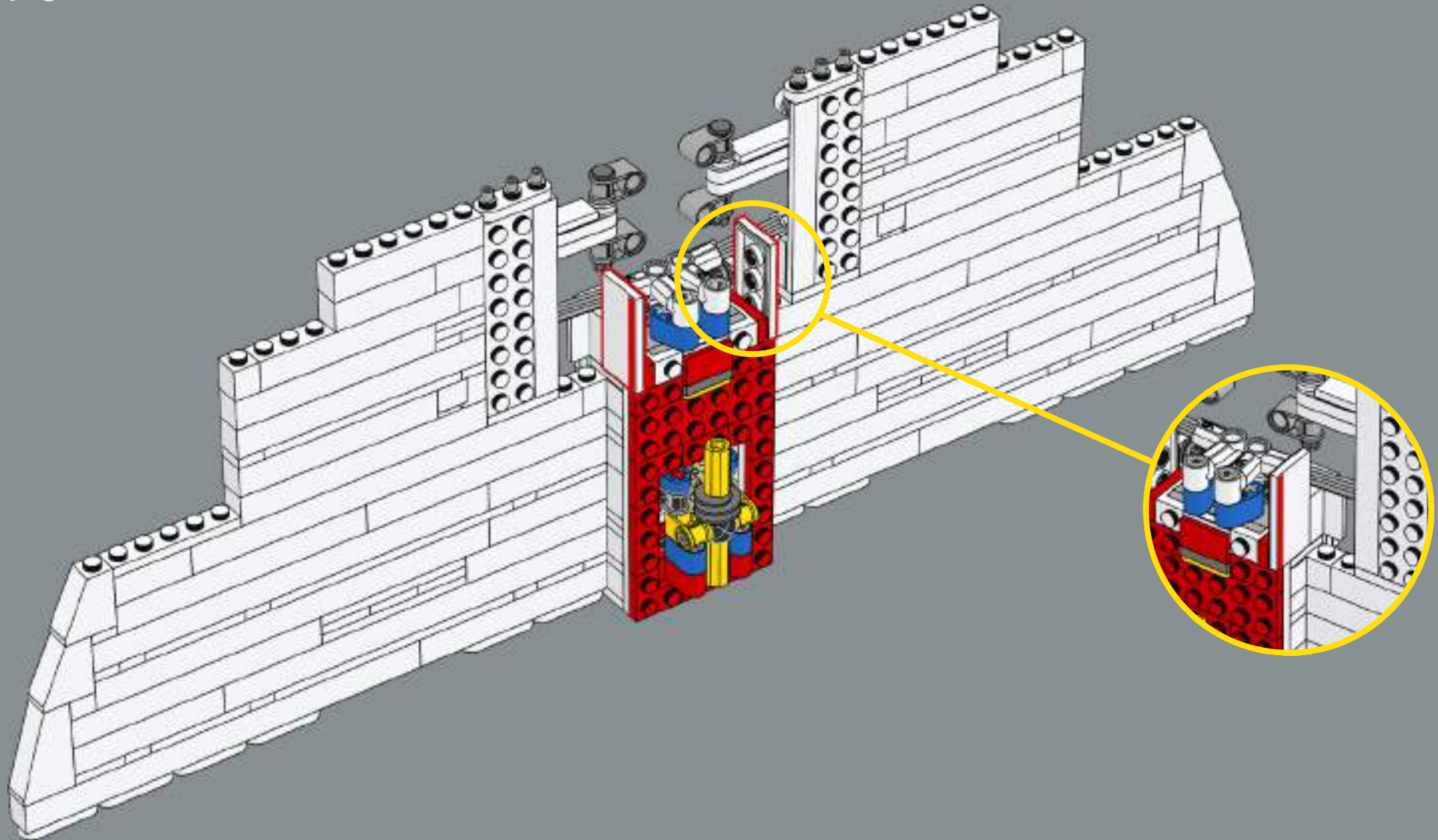


The aircraft required custom-made white paint in order to dissipate the heat generated by supersonic flight.



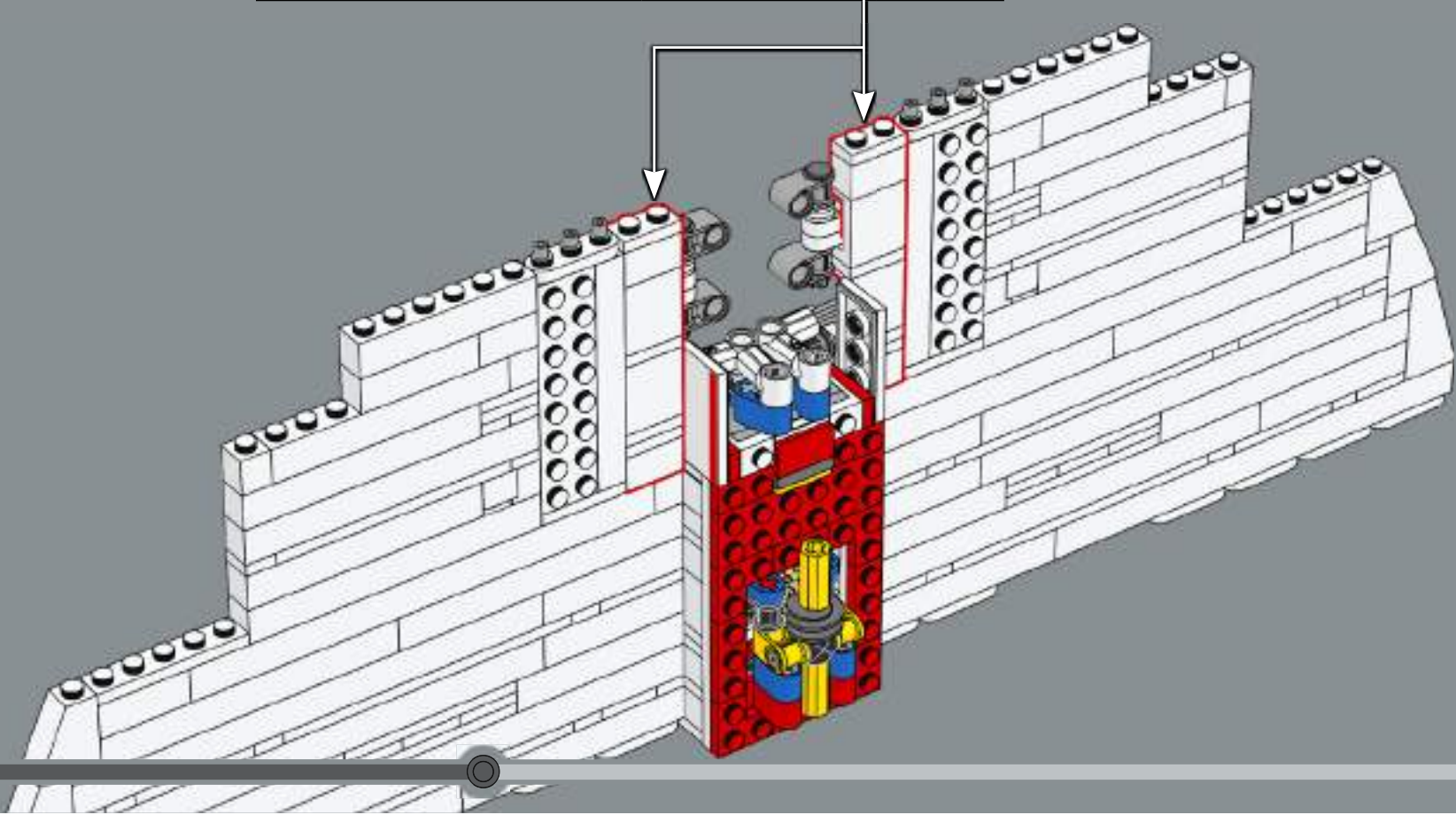
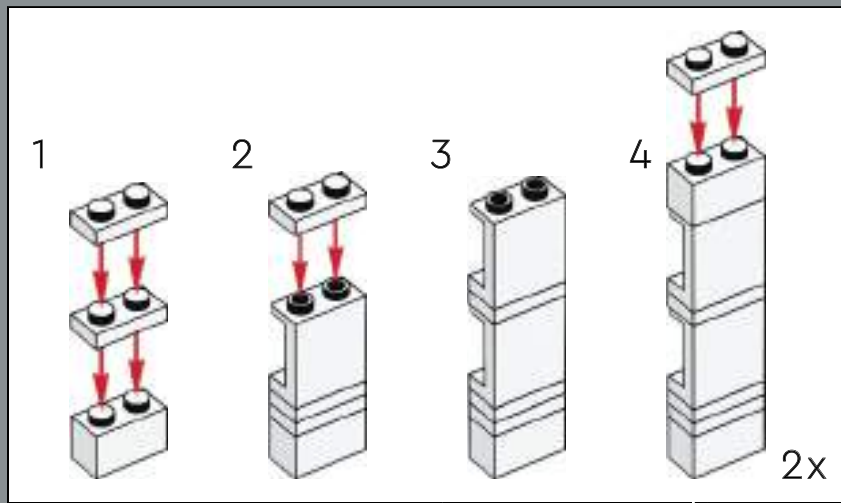


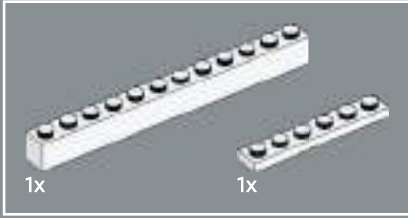
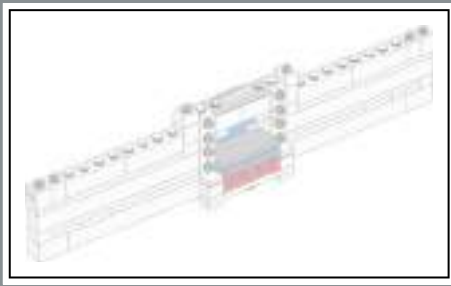
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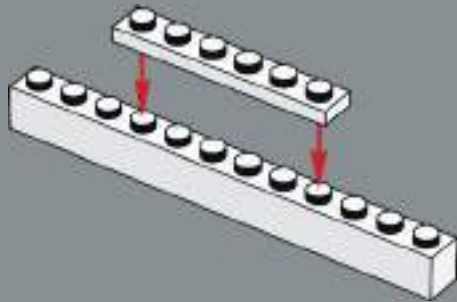


74

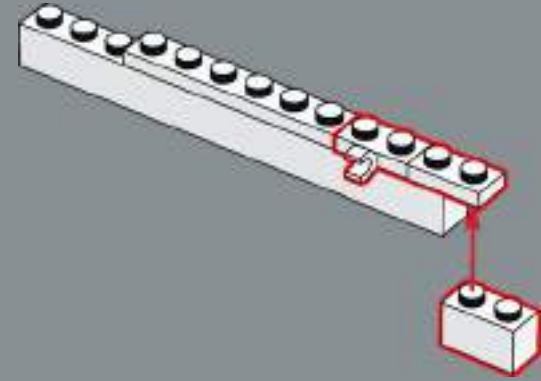




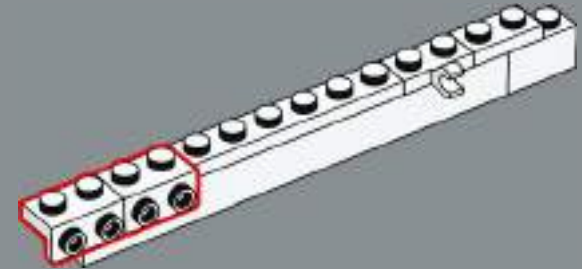
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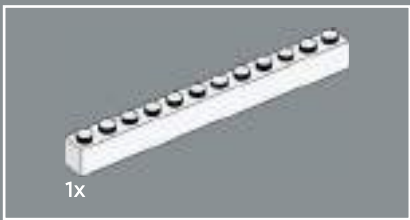


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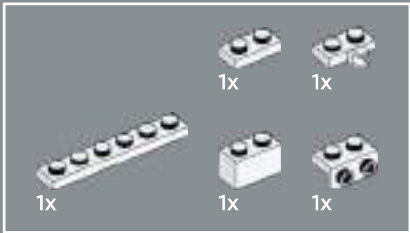
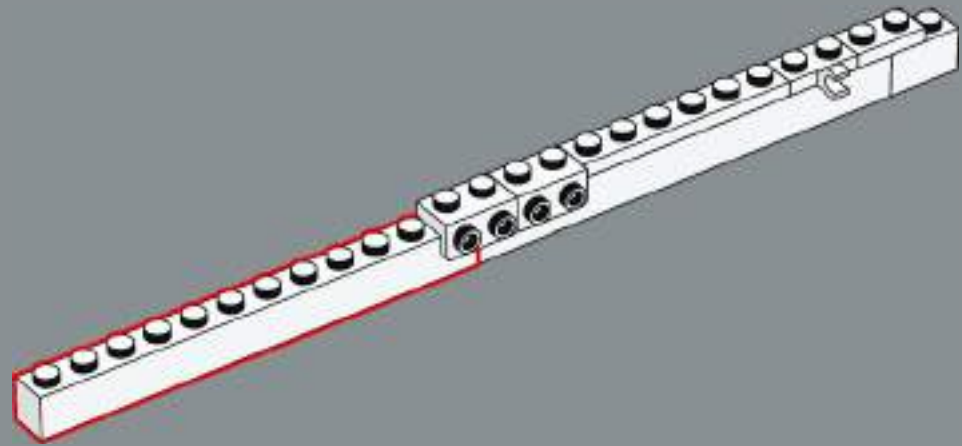


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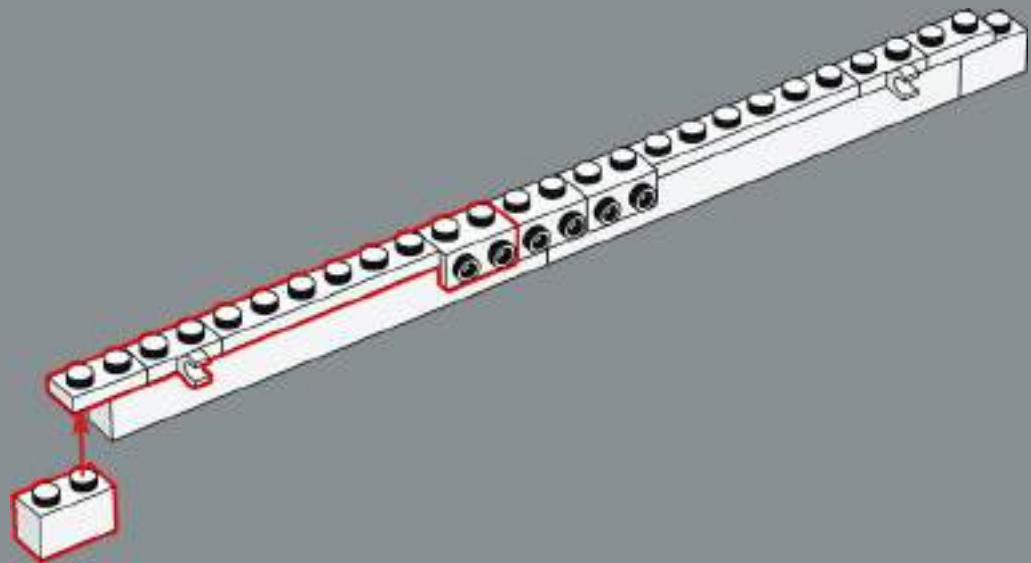


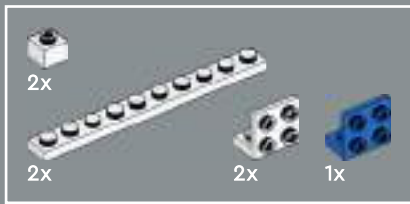


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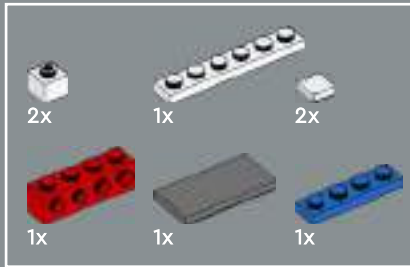
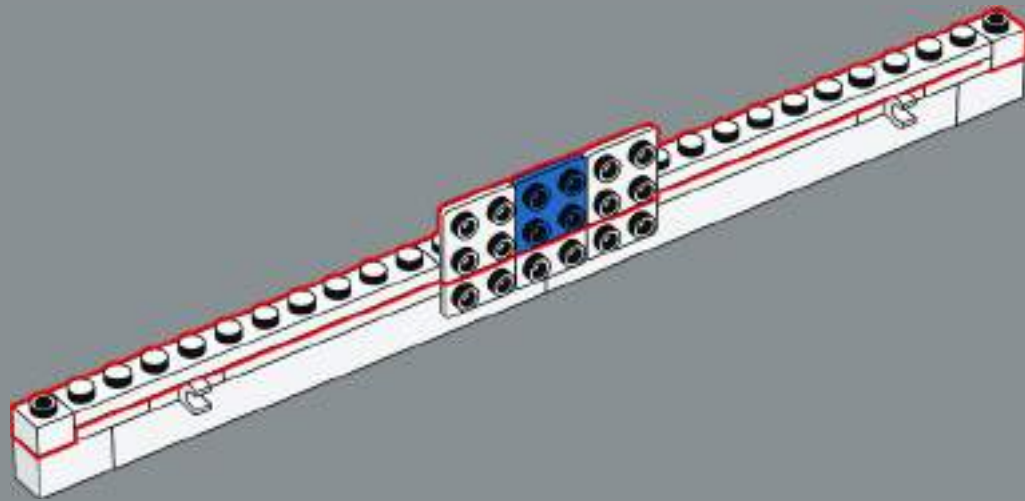


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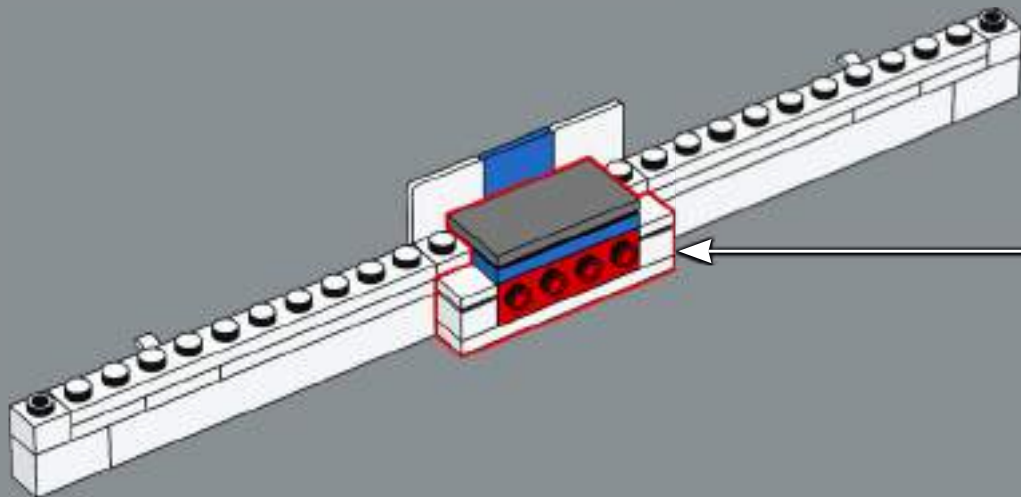
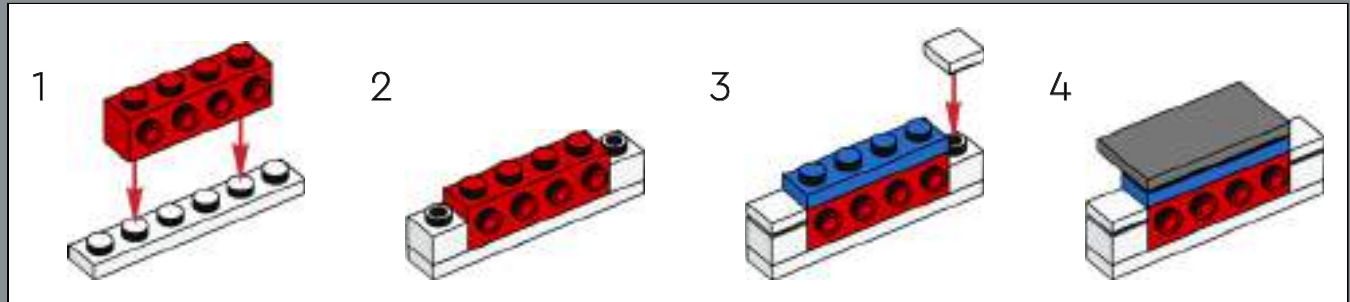


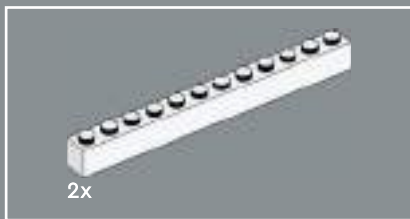


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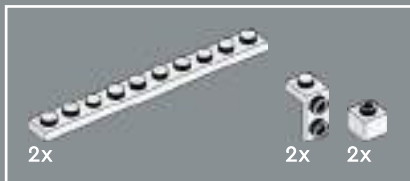
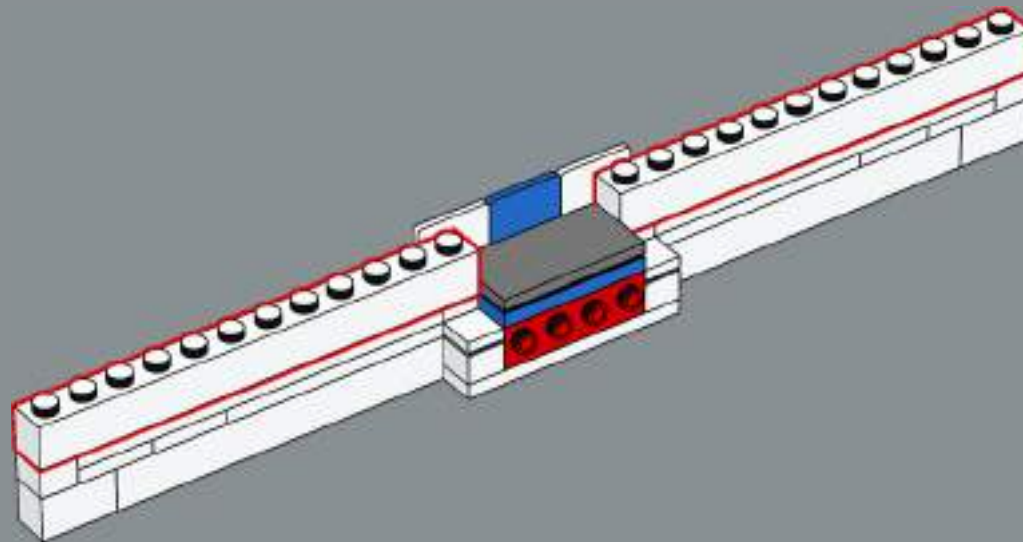


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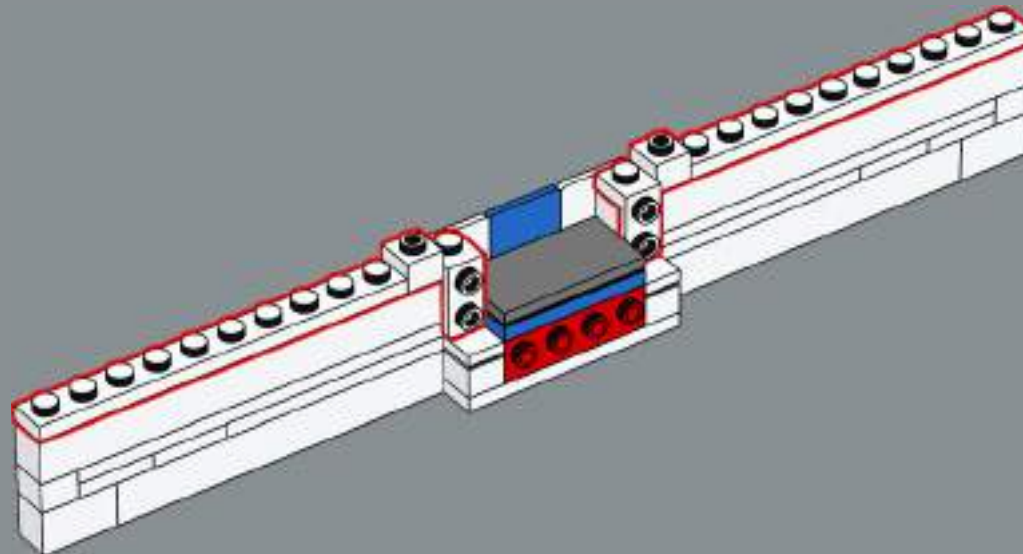


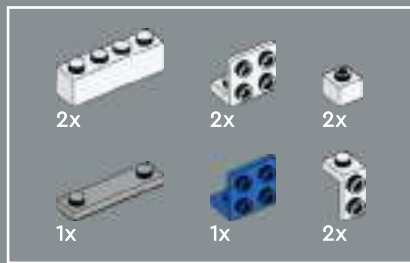


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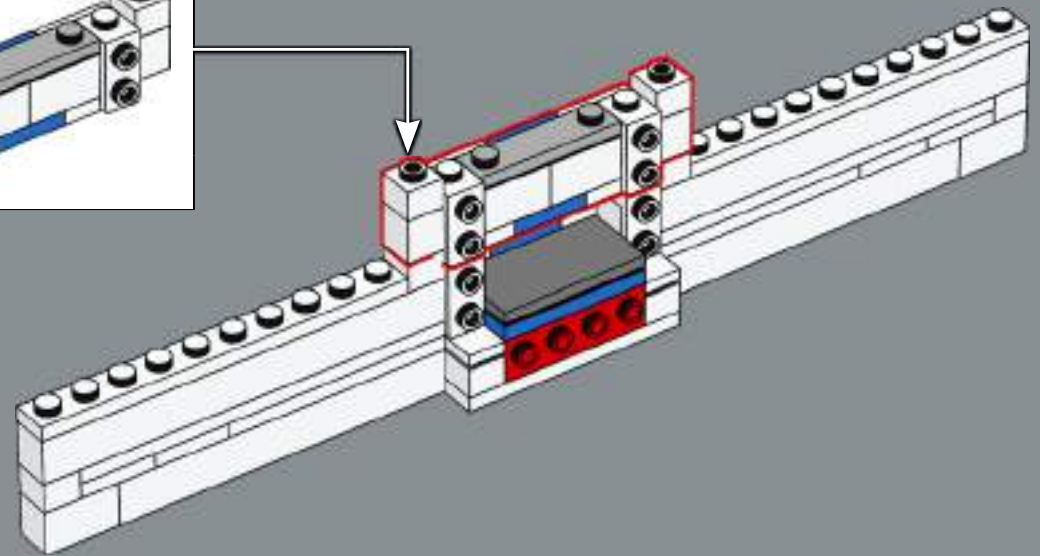
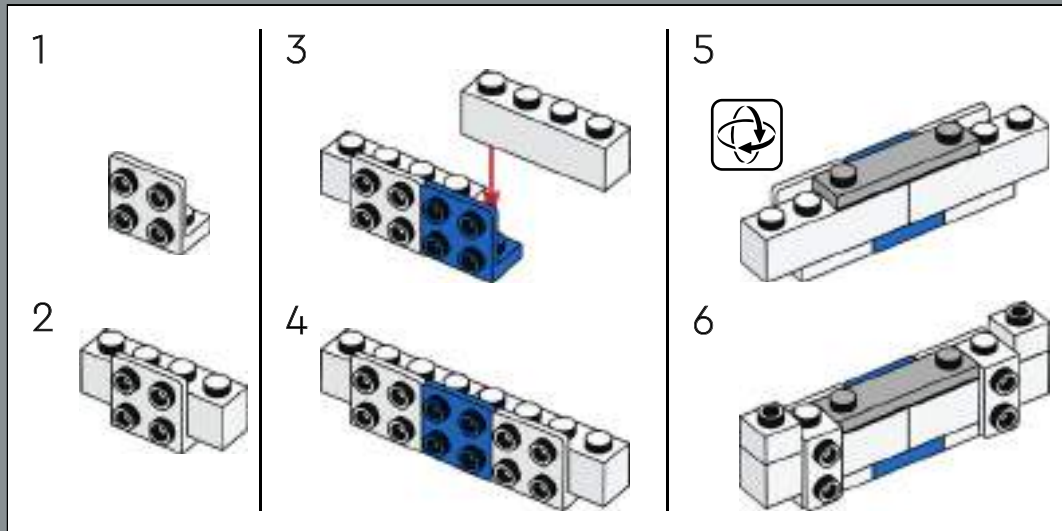


83



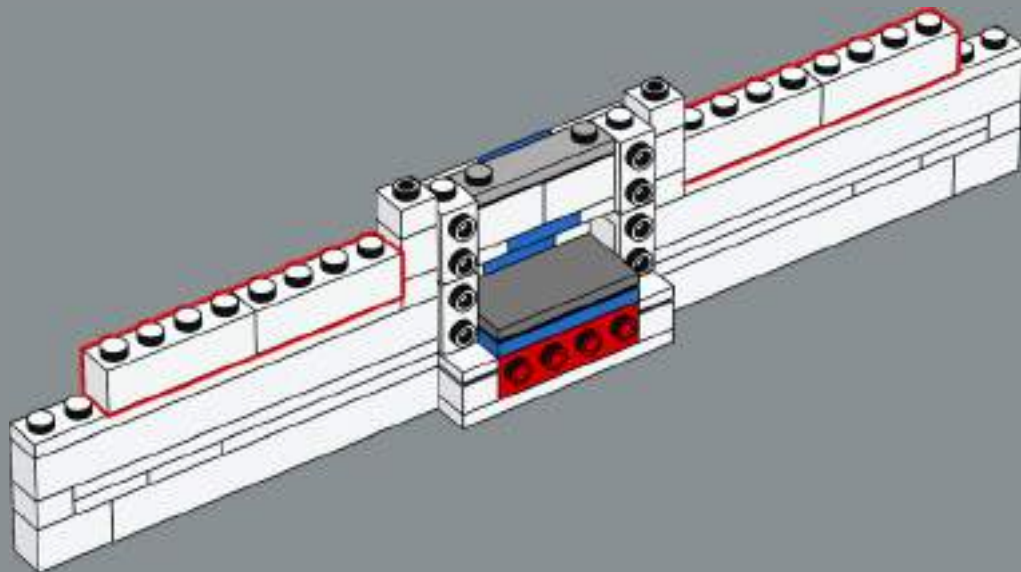


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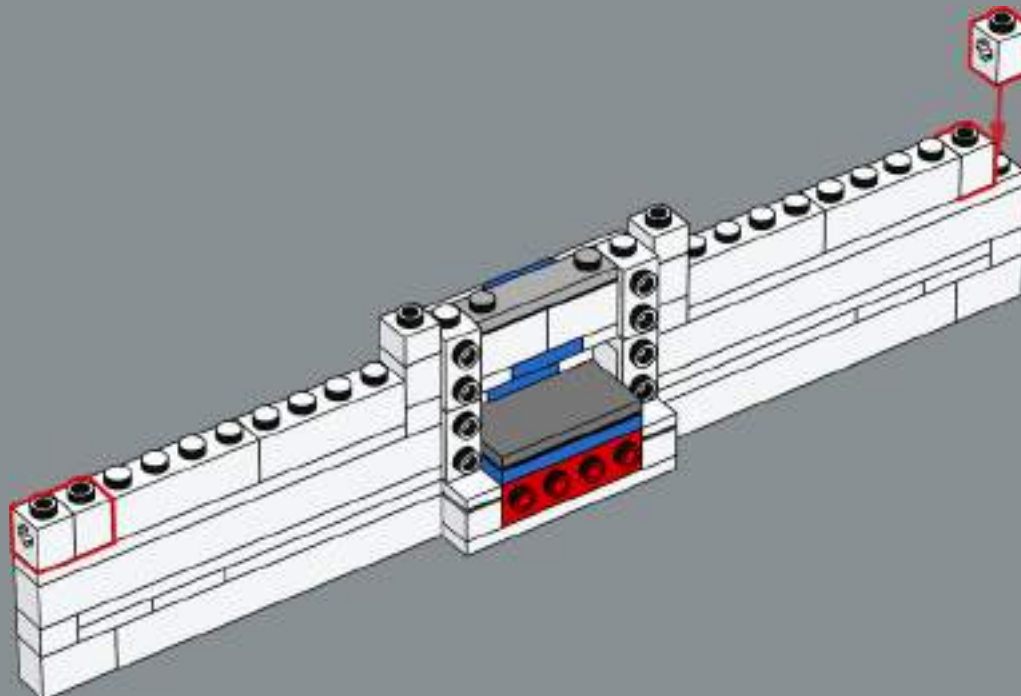


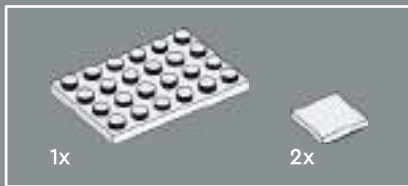


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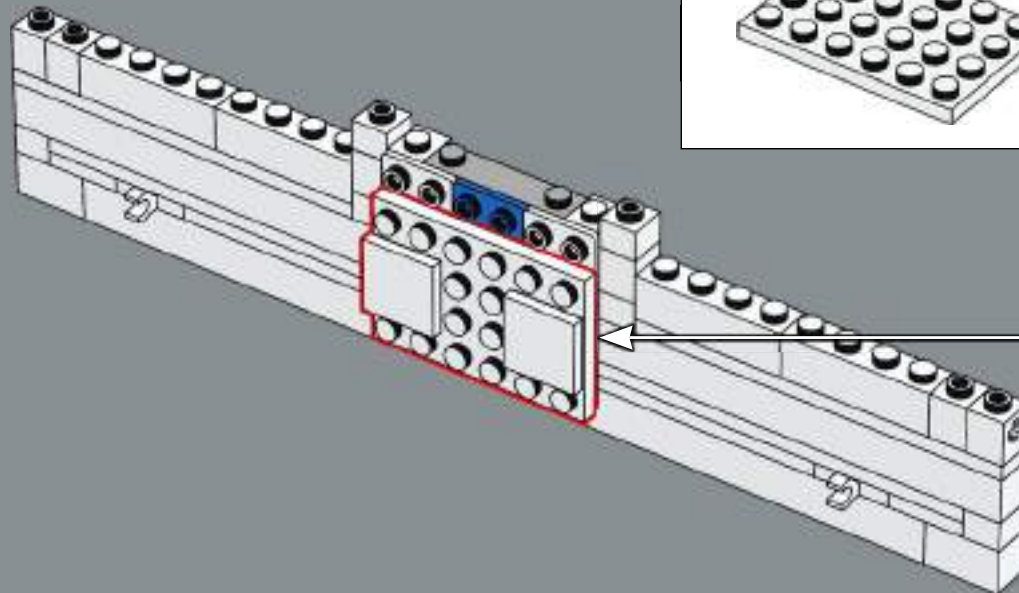


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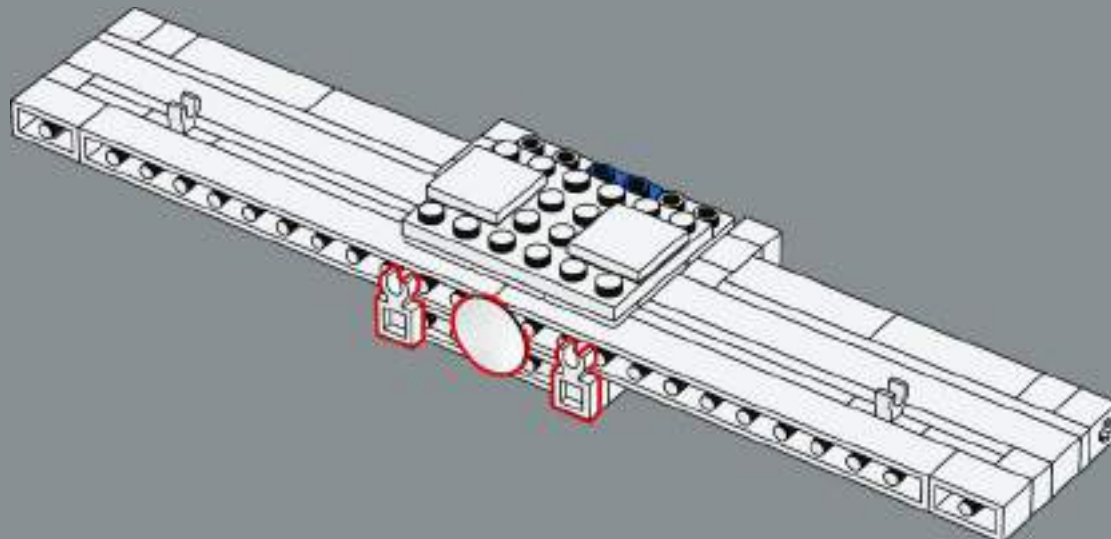




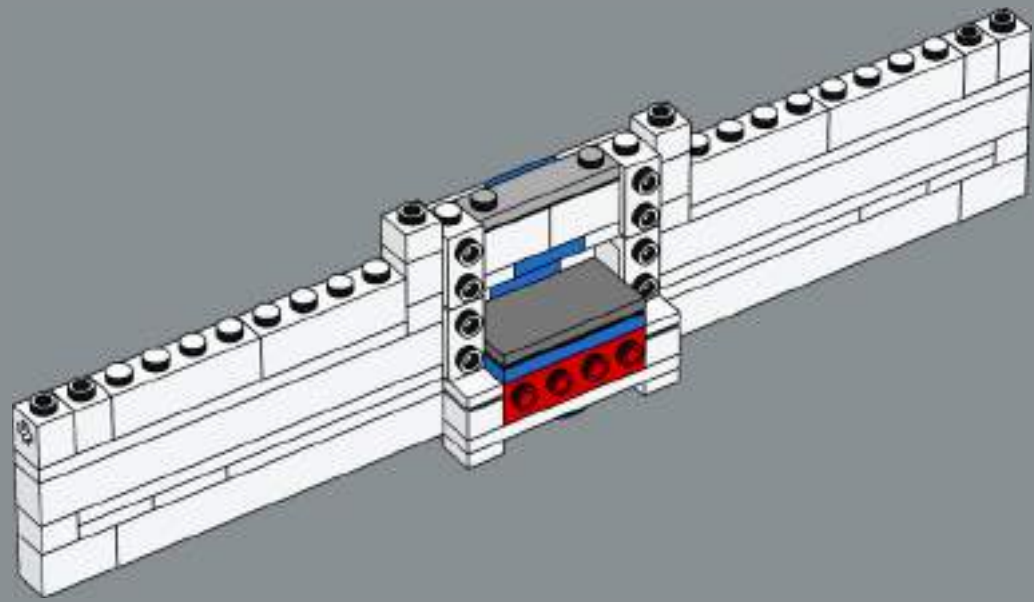
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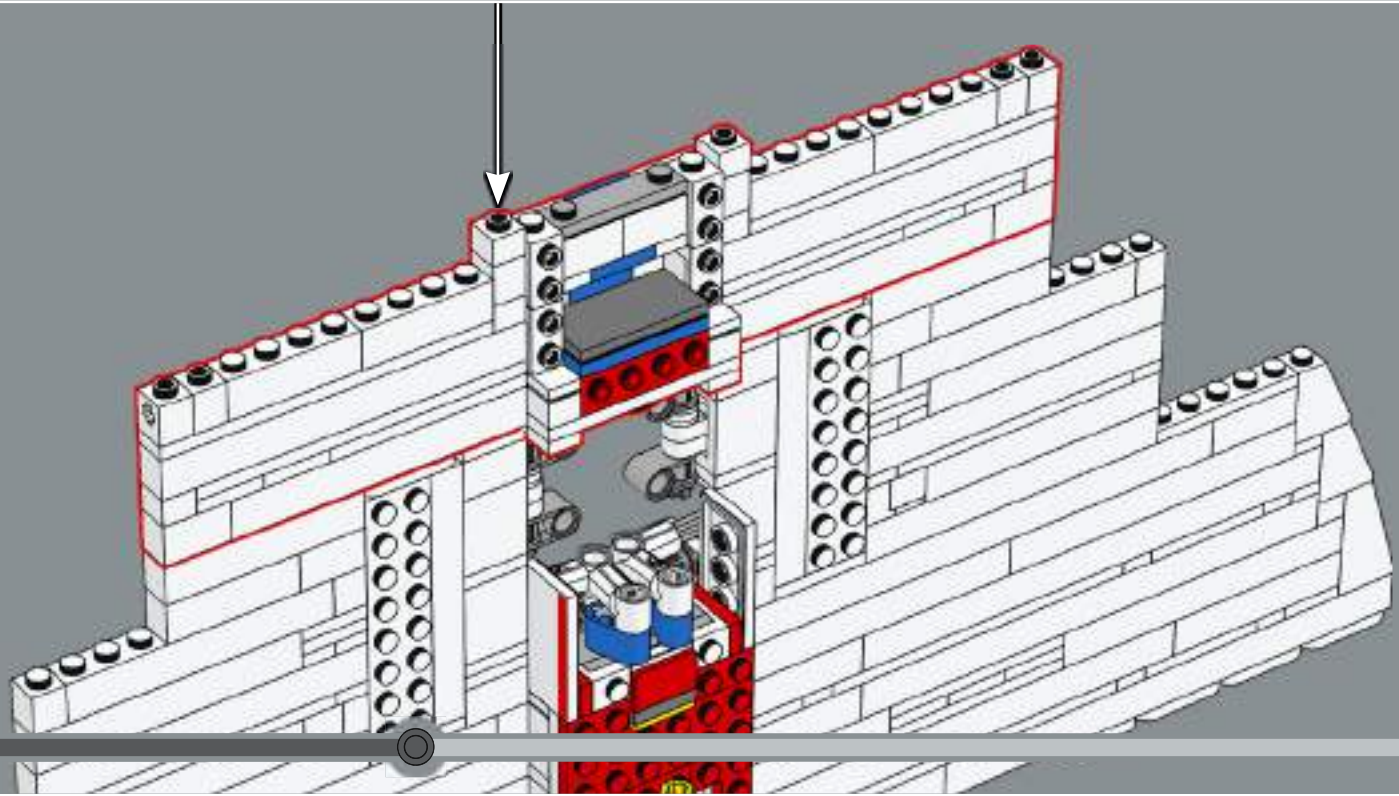
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89

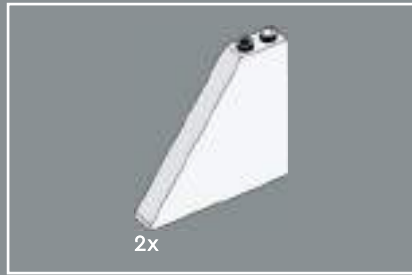


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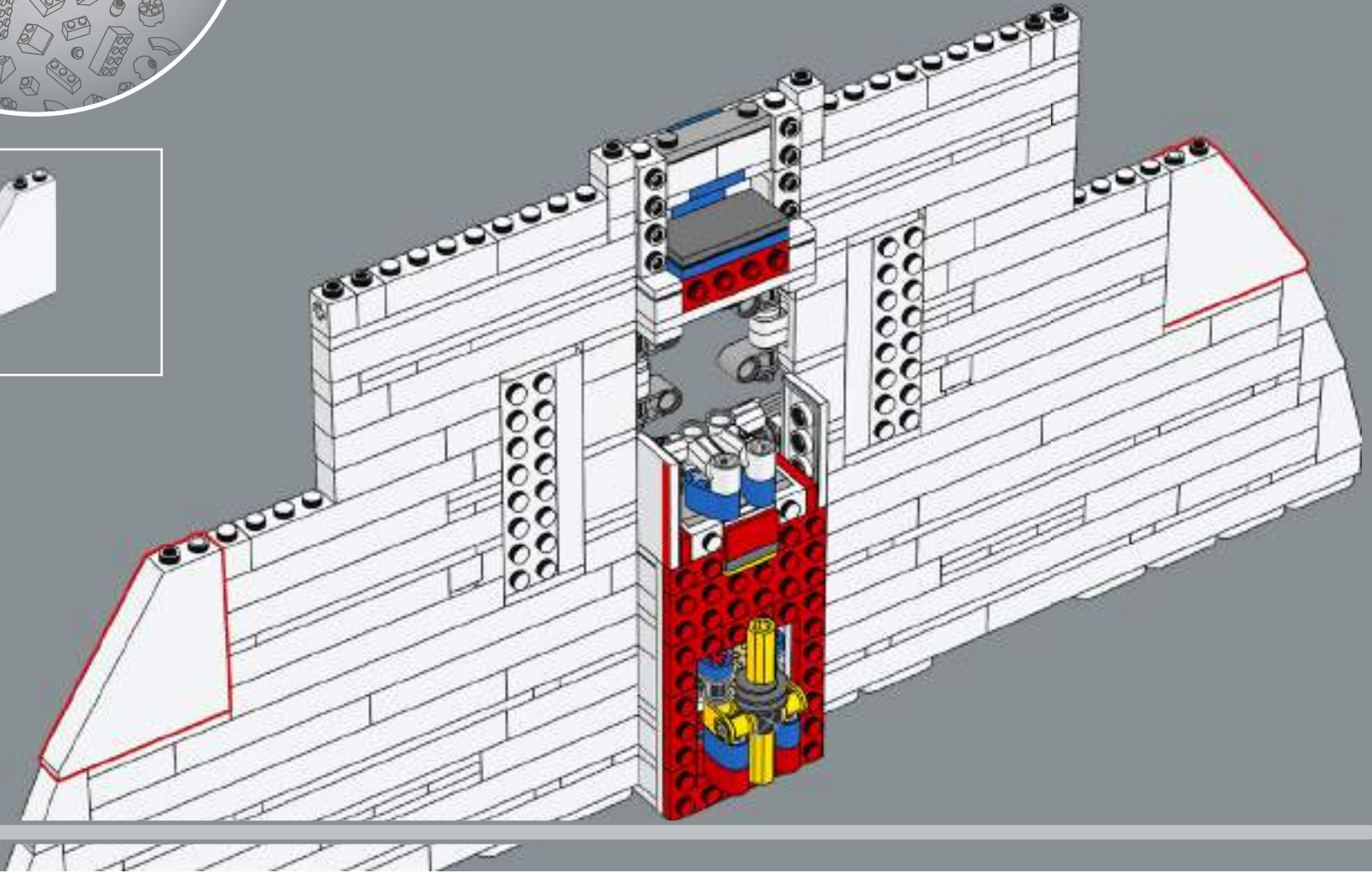




The classic Concorde silhouette comes from a very real technical problem, the balance between minimising drag and generating lift on a supersonic wing. The solution: Concorde's ogival delta wing, a modification of the delta wing design to increase efficiency at lower speeds.

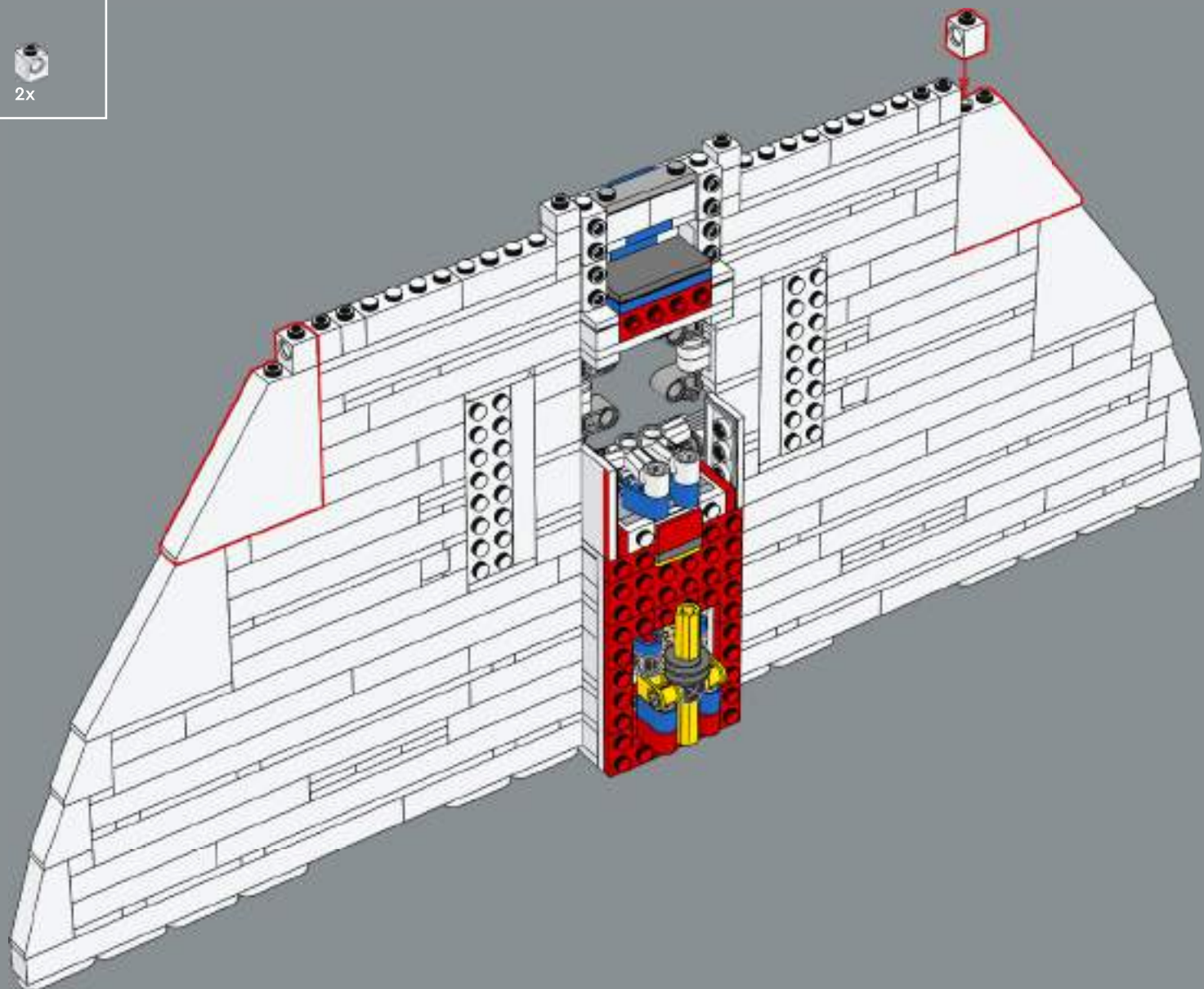


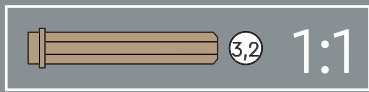
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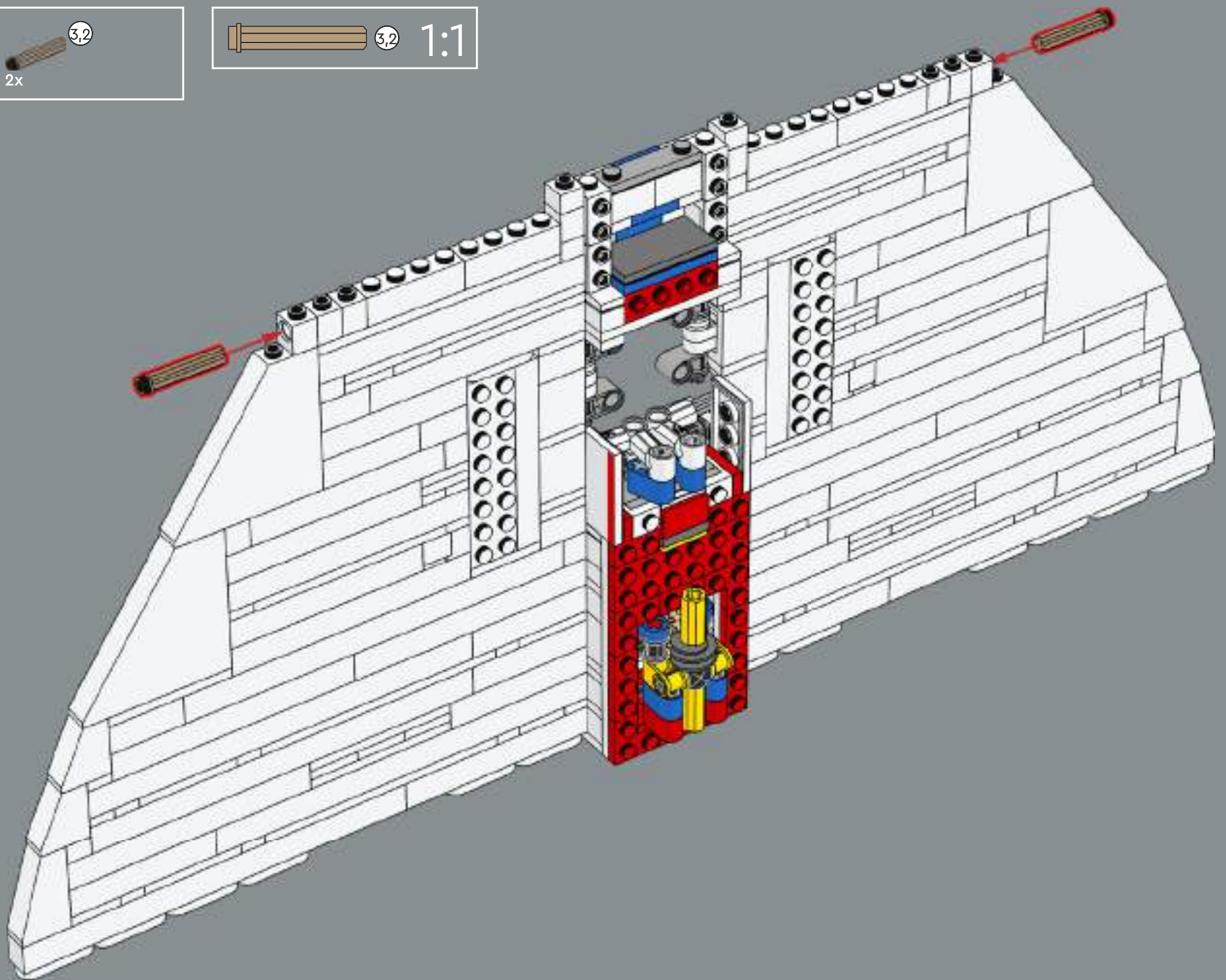


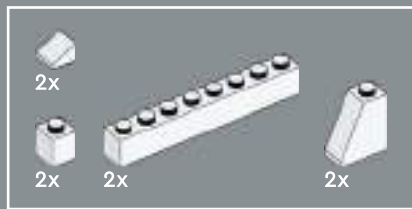
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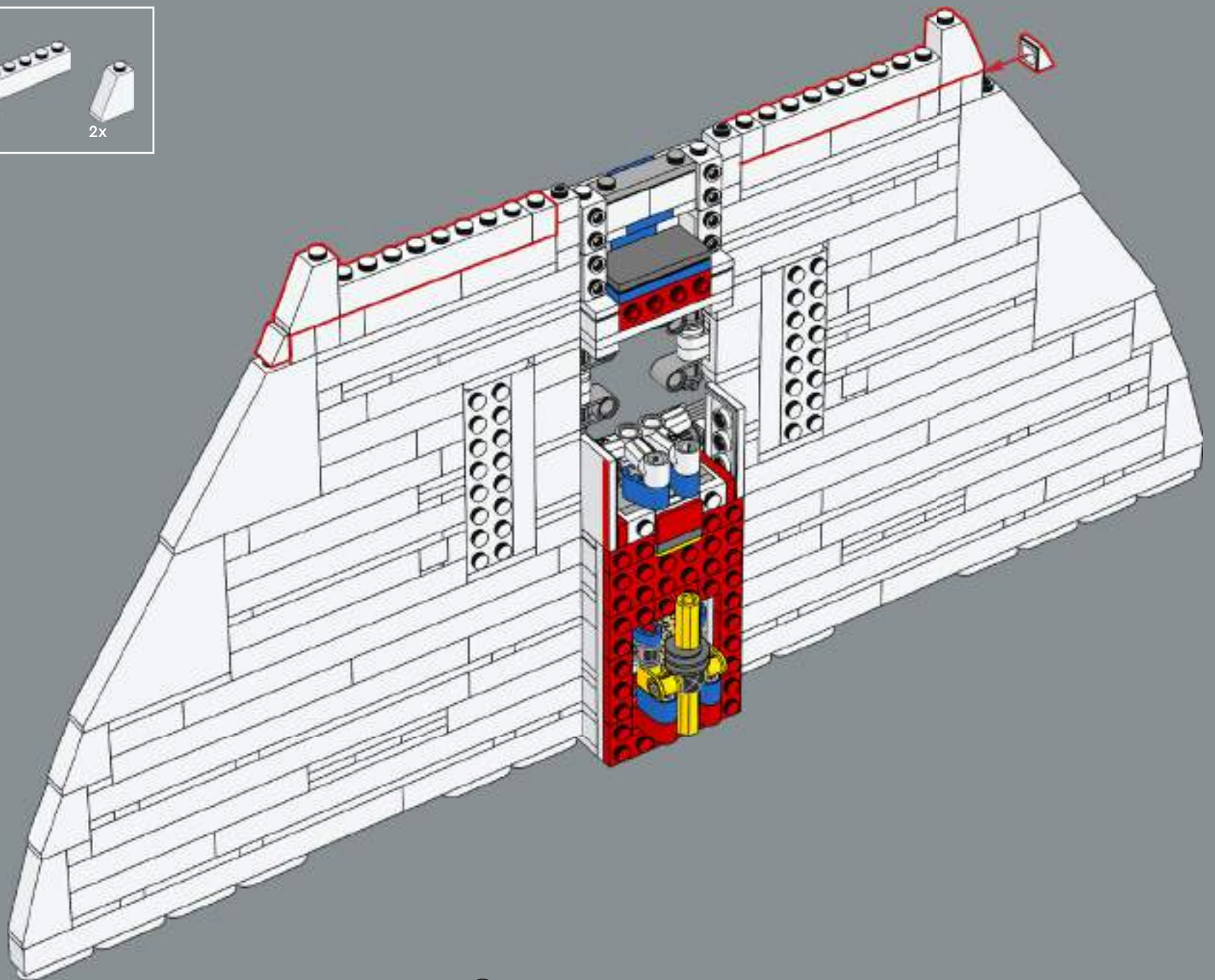


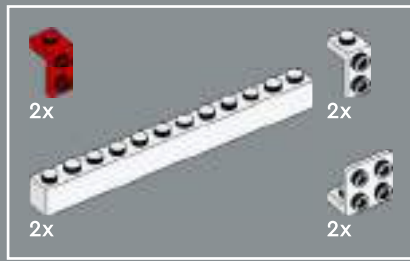
93



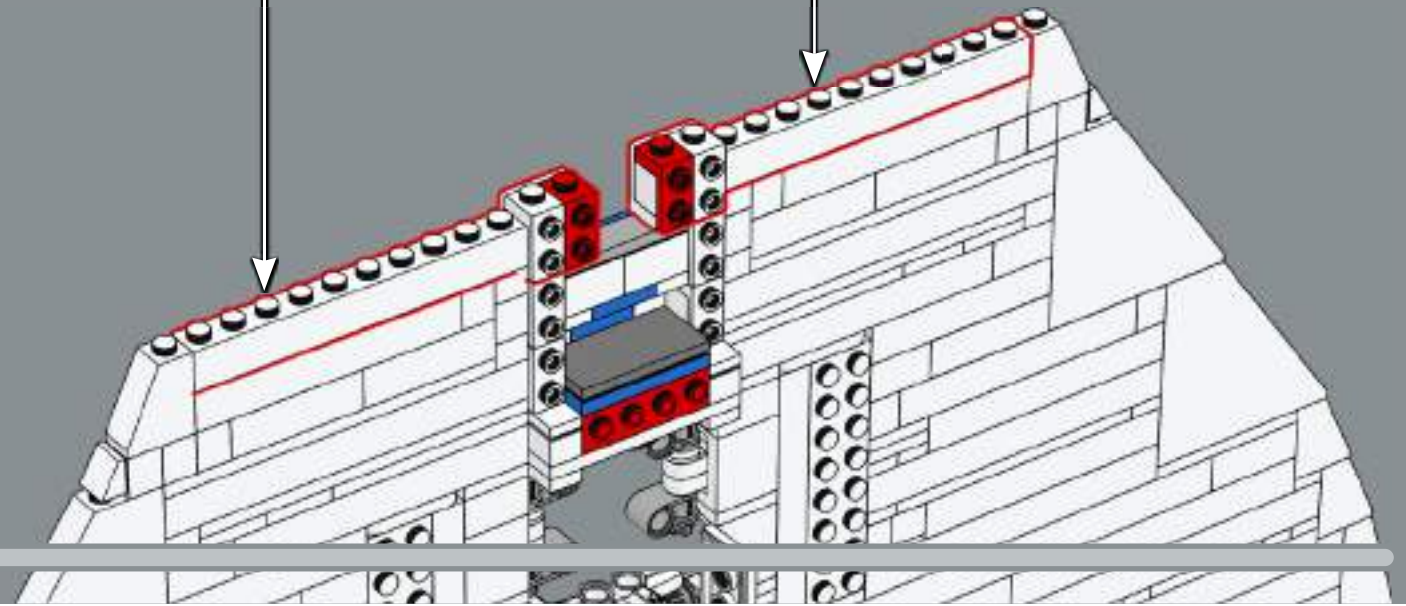
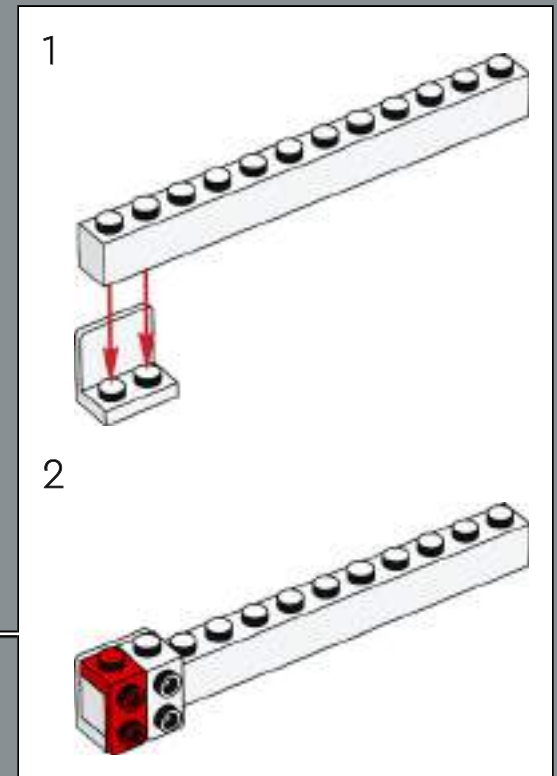
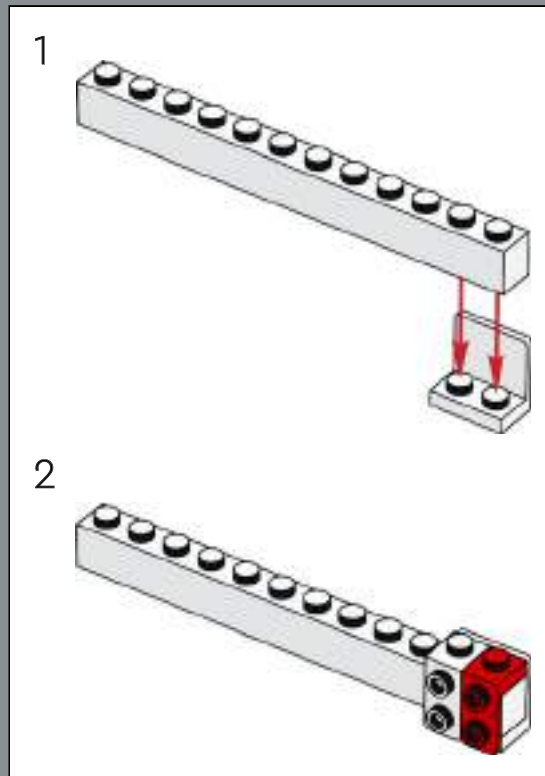


94



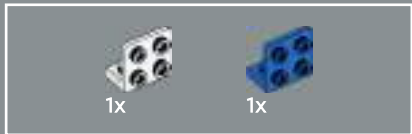
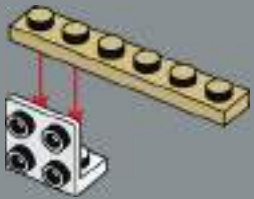


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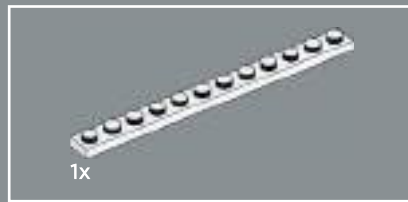




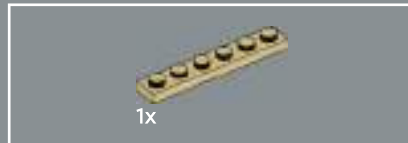
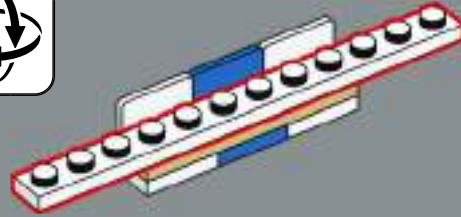
96



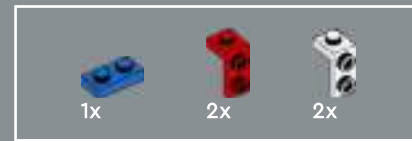
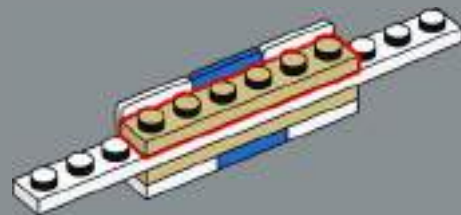
97



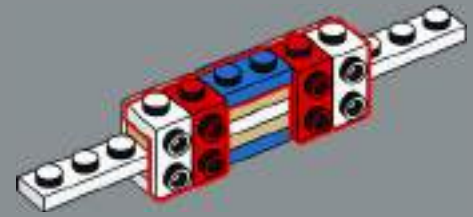
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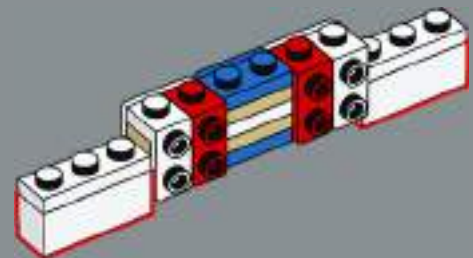
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100

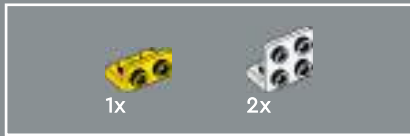
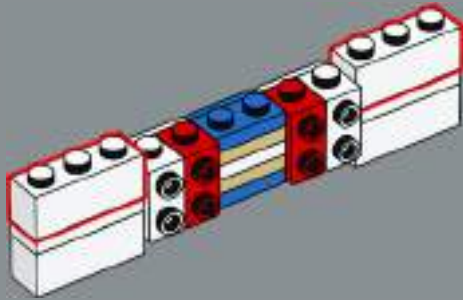


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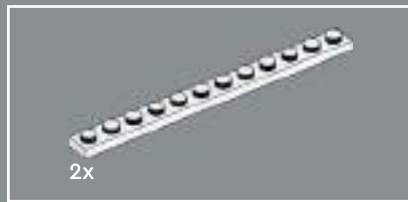
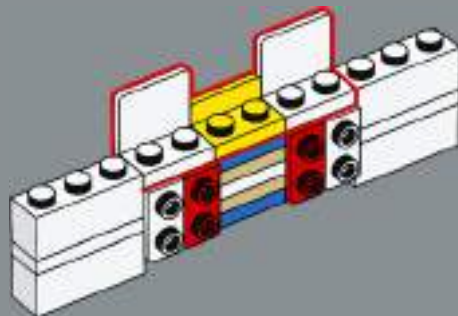




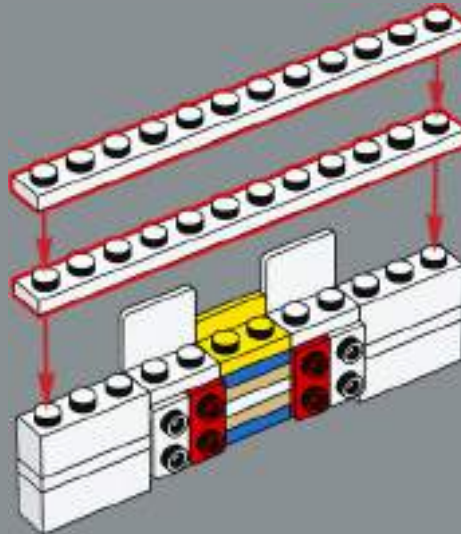
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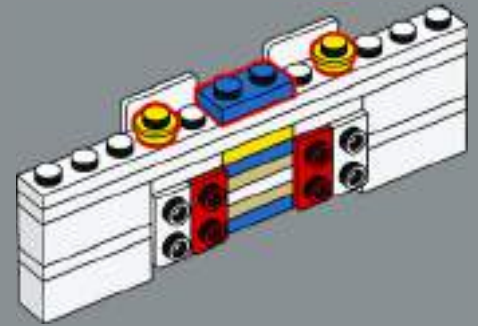
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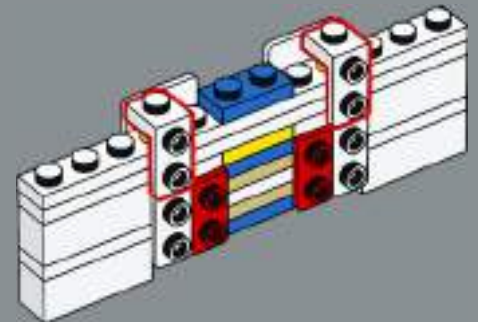
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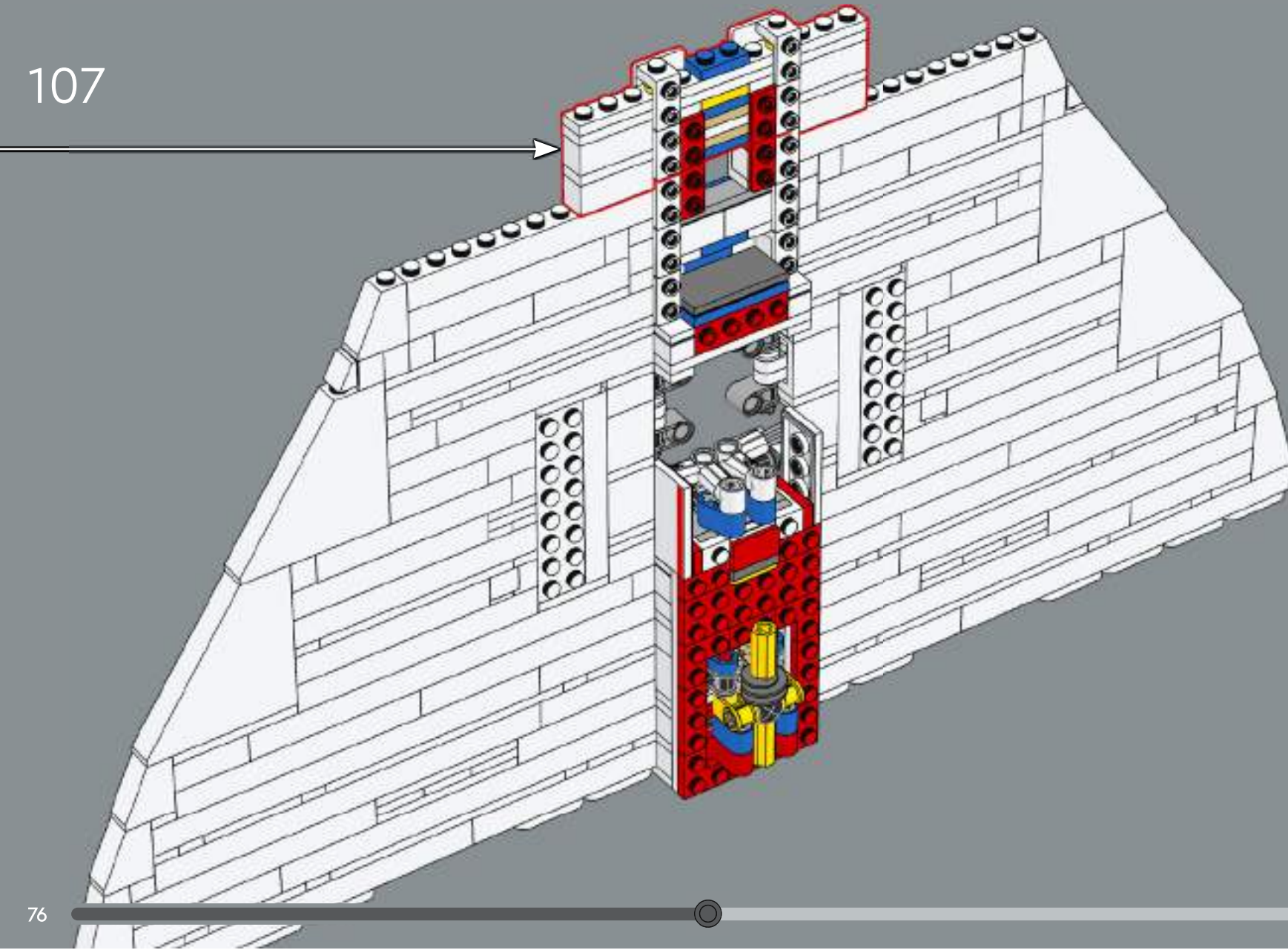
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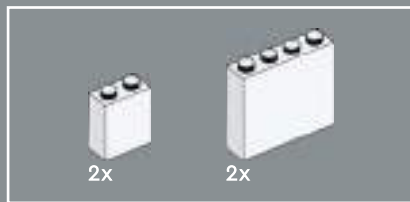


106

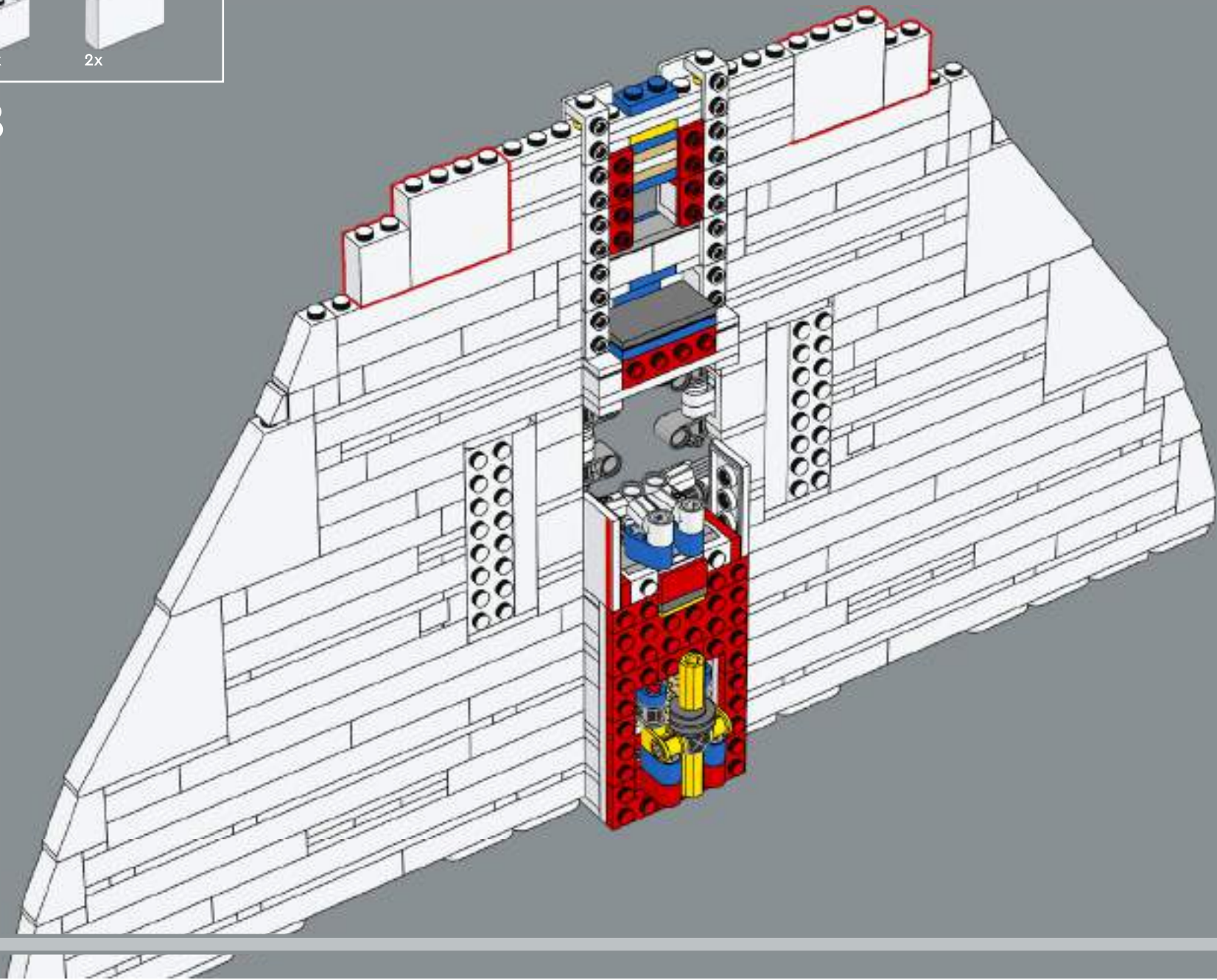


107



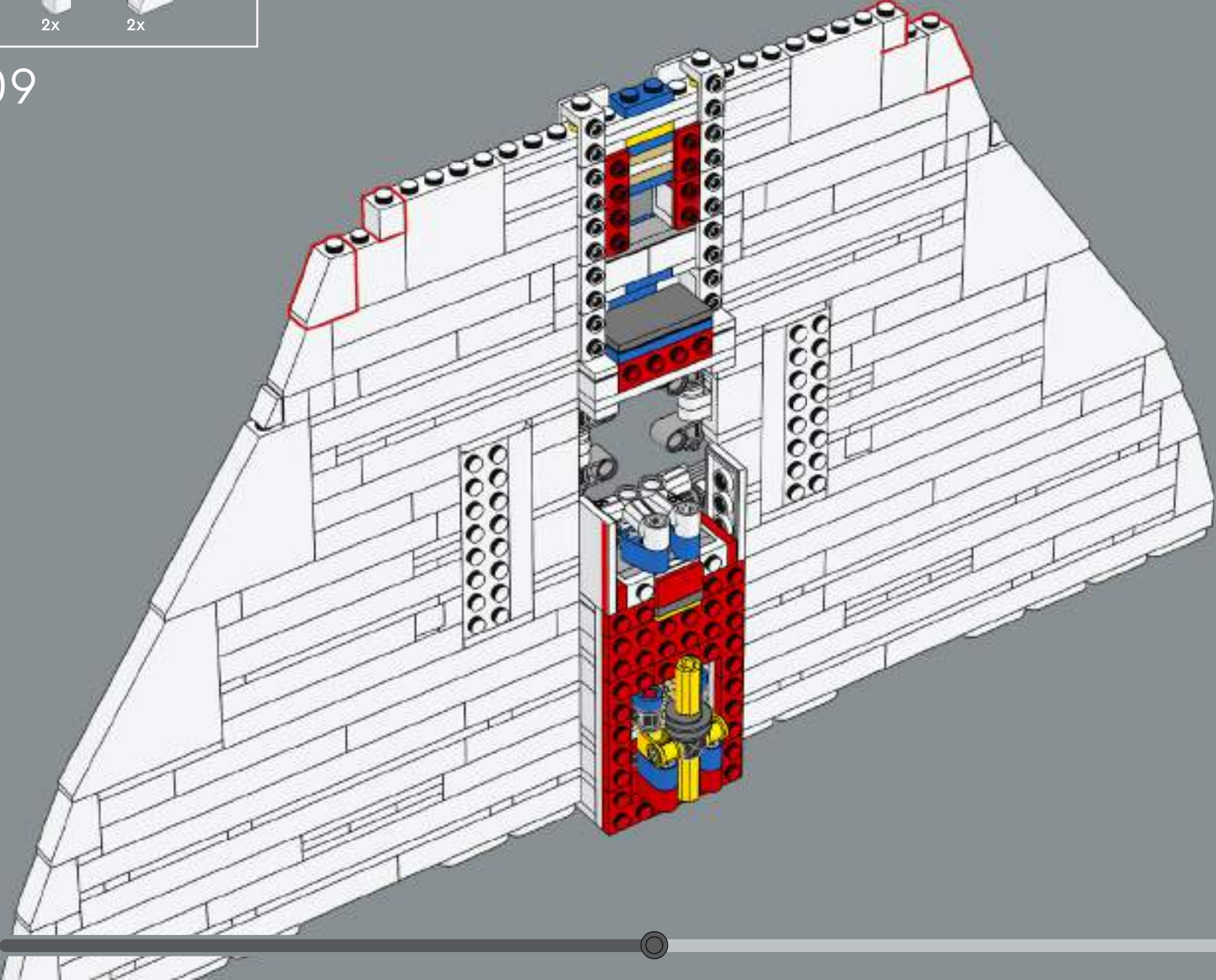


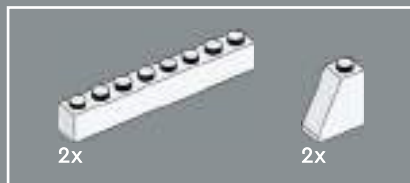
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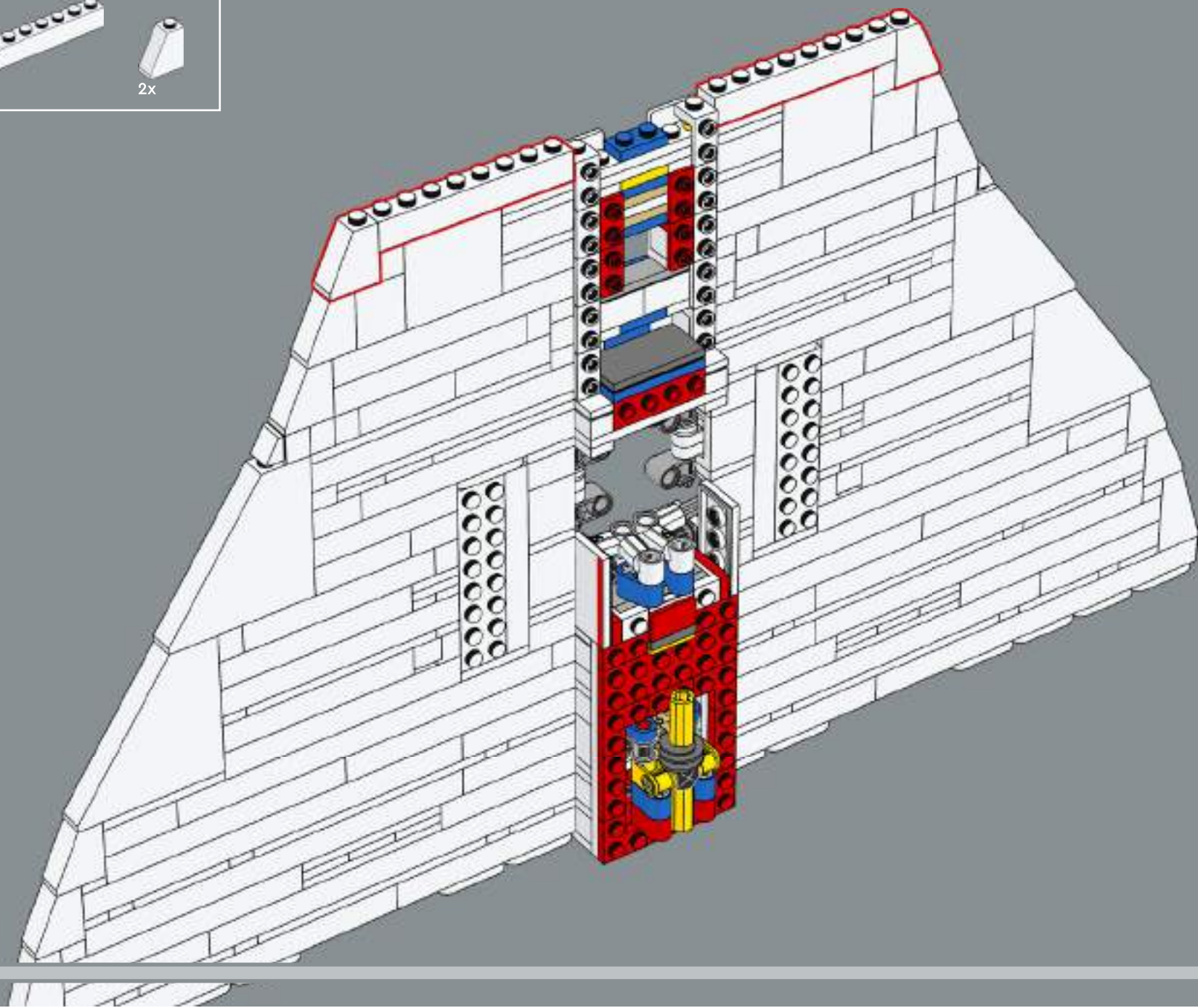


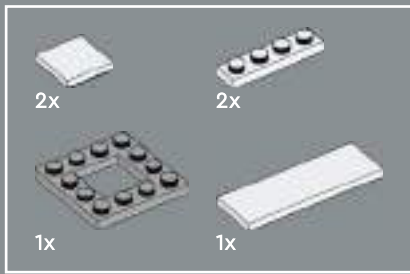
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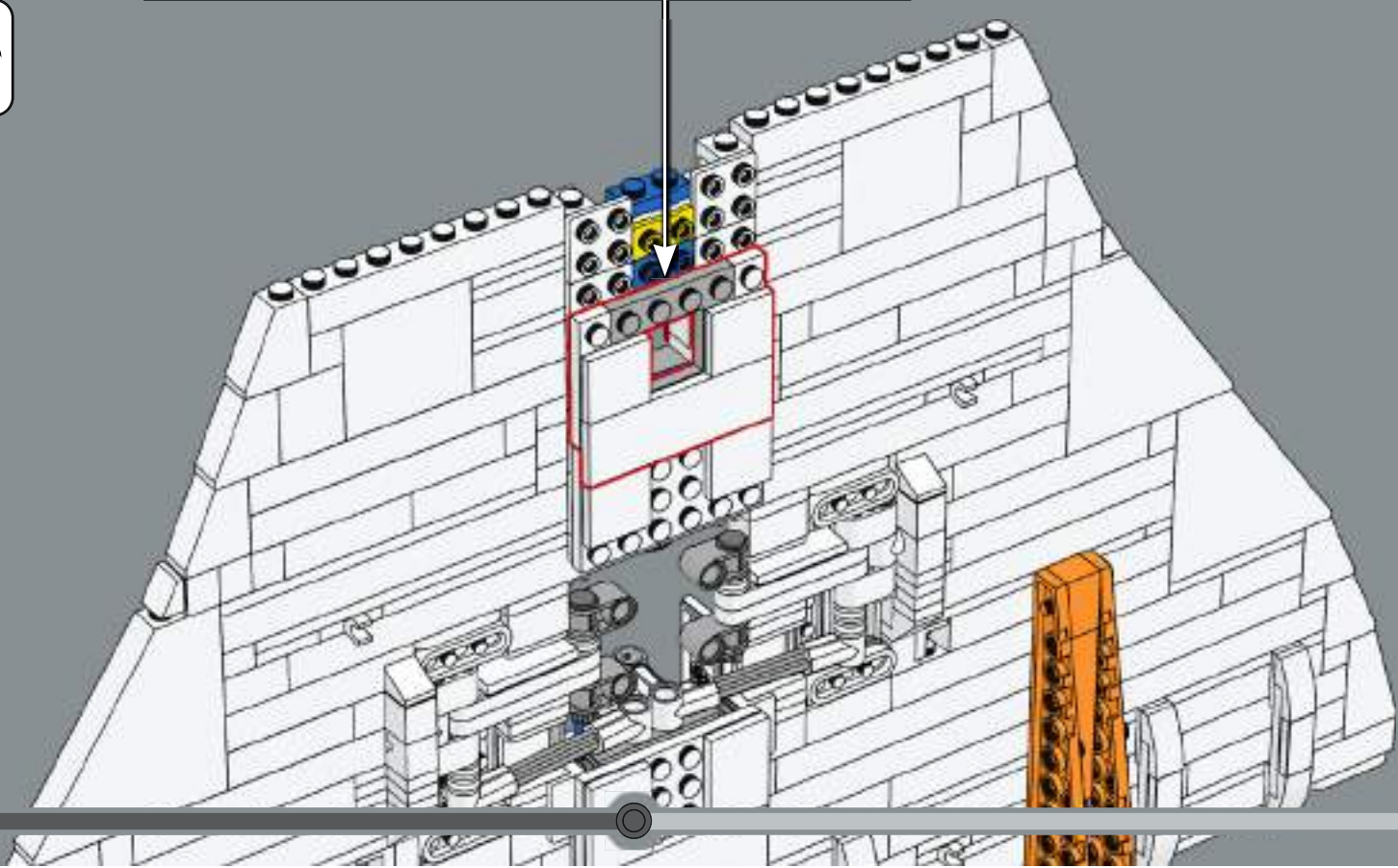
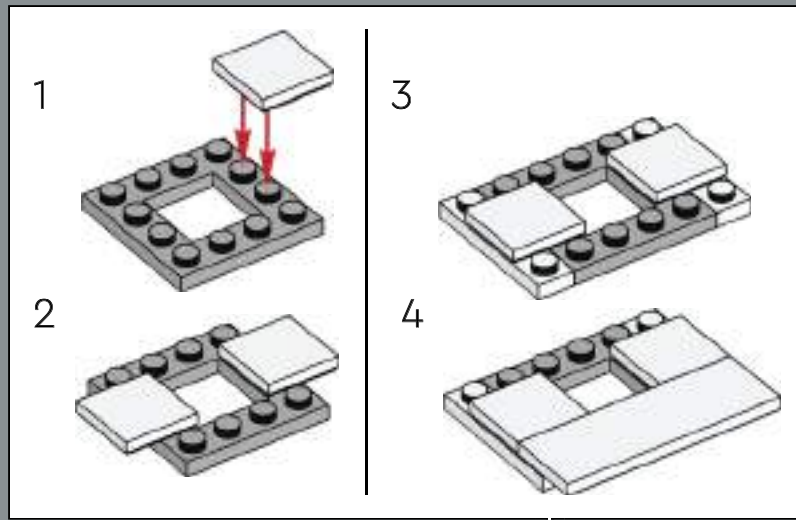


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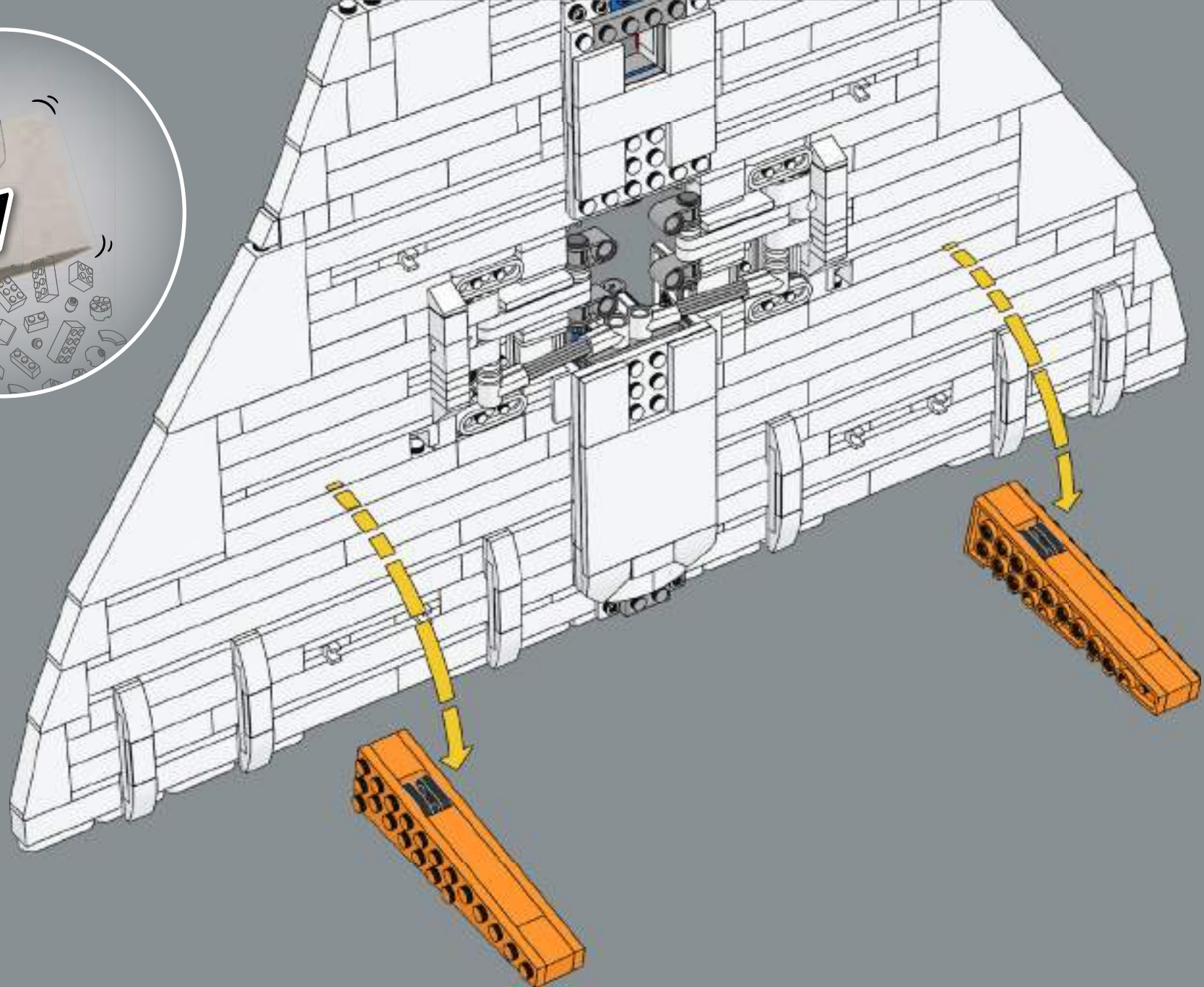


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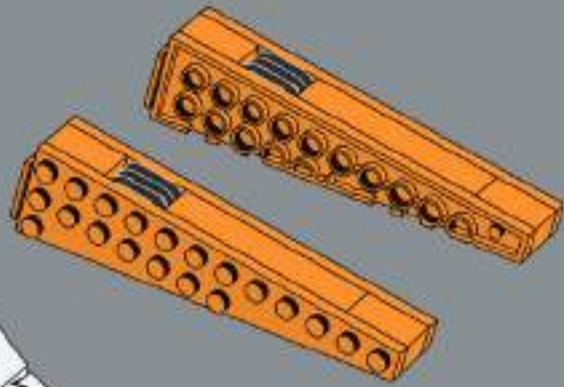
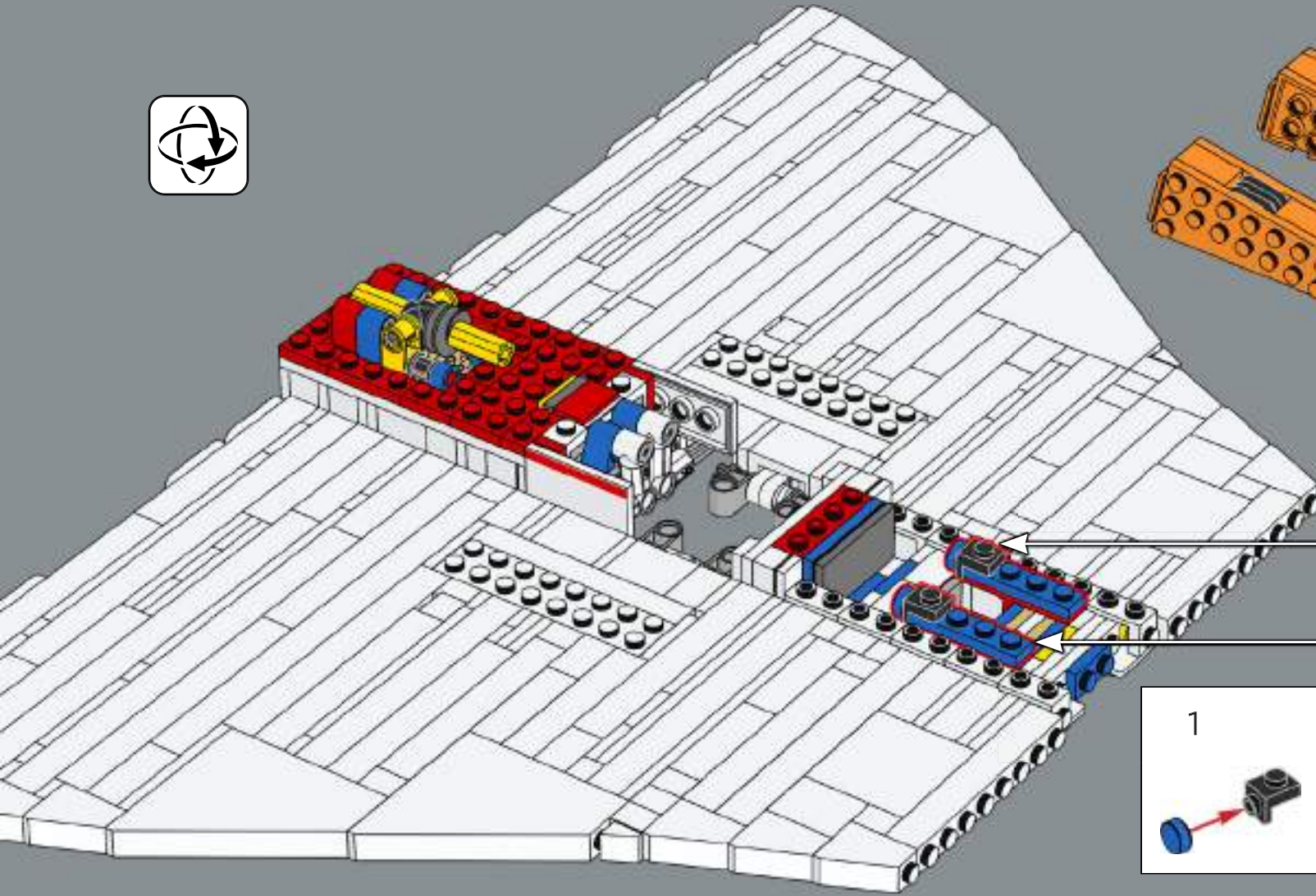


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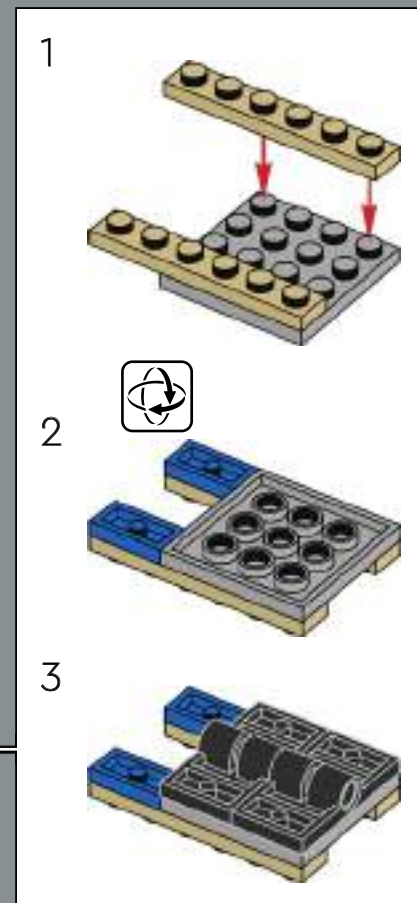
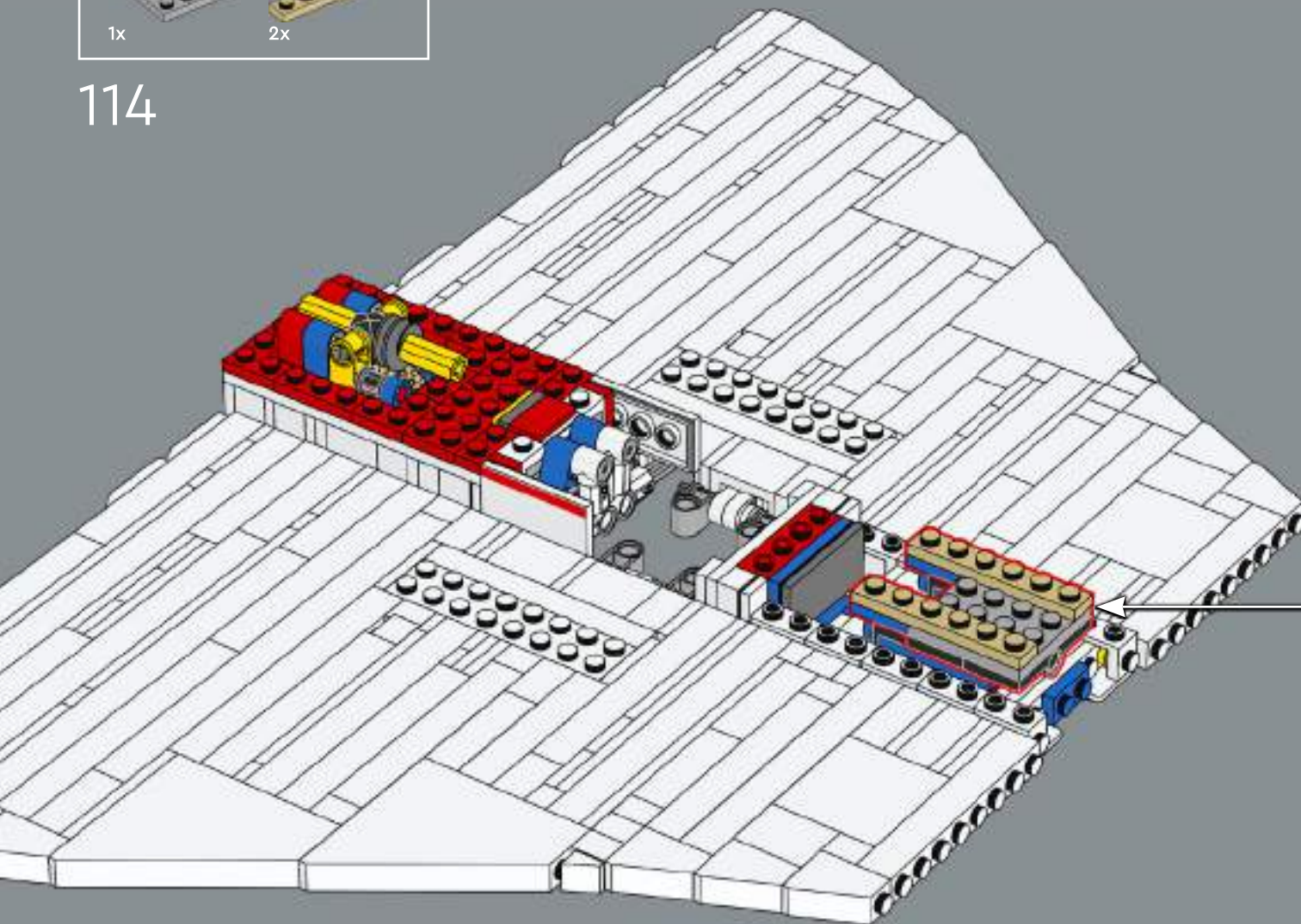


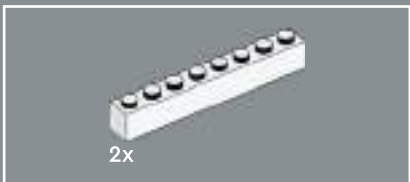
113



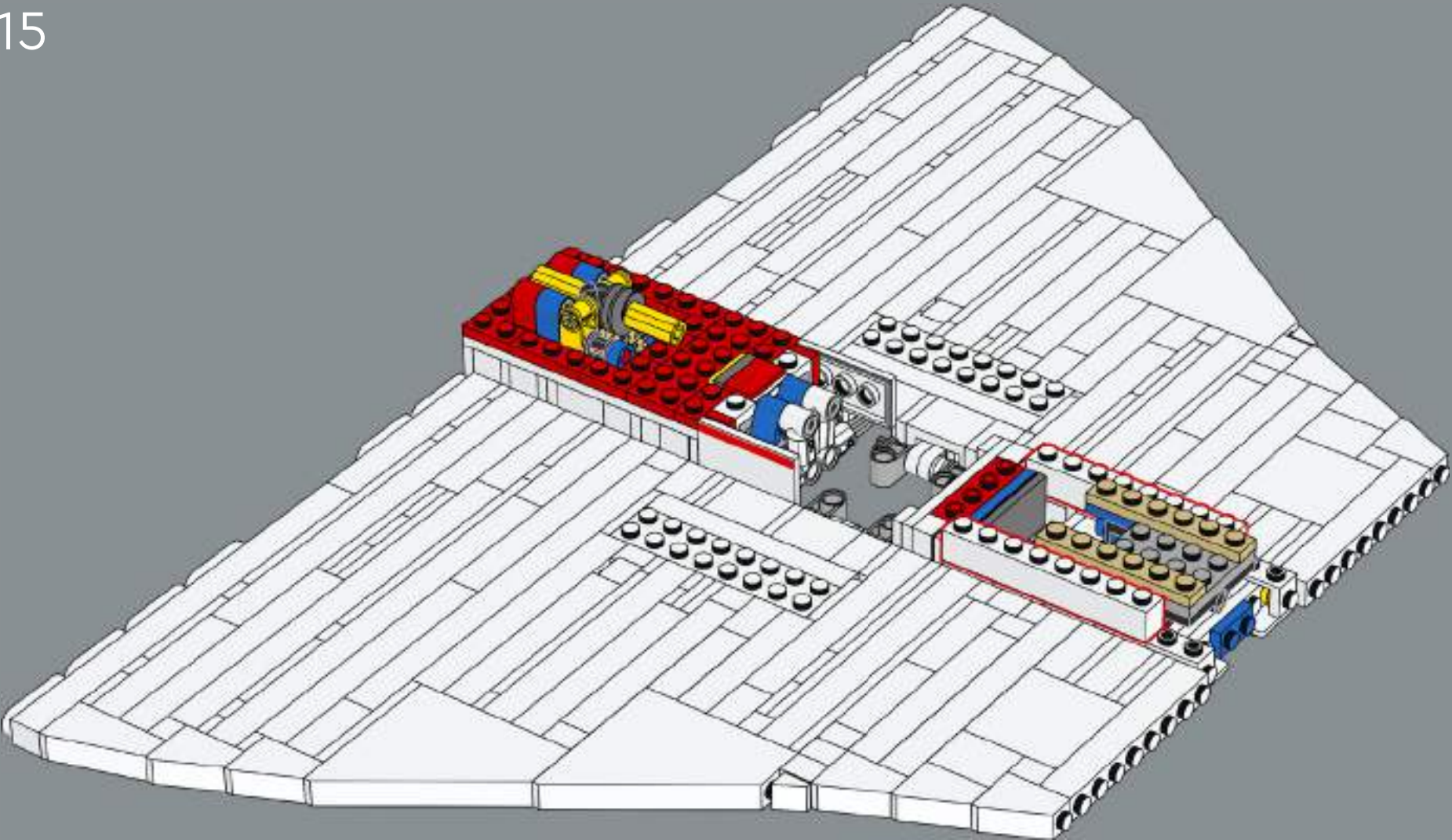


114



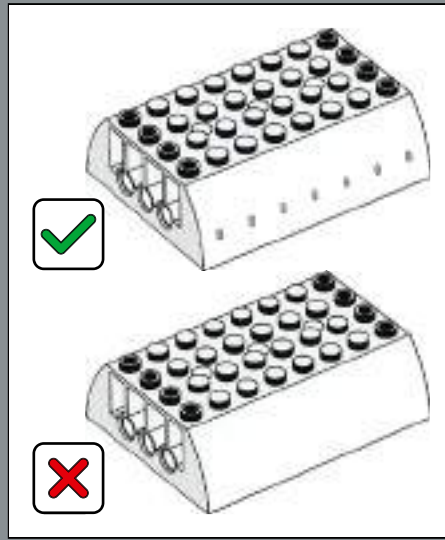
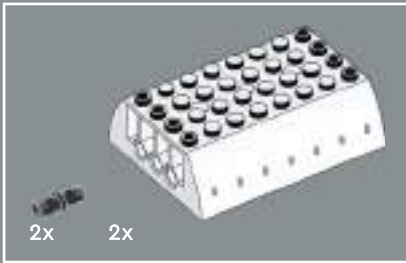
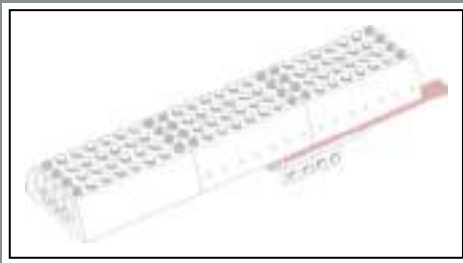


115

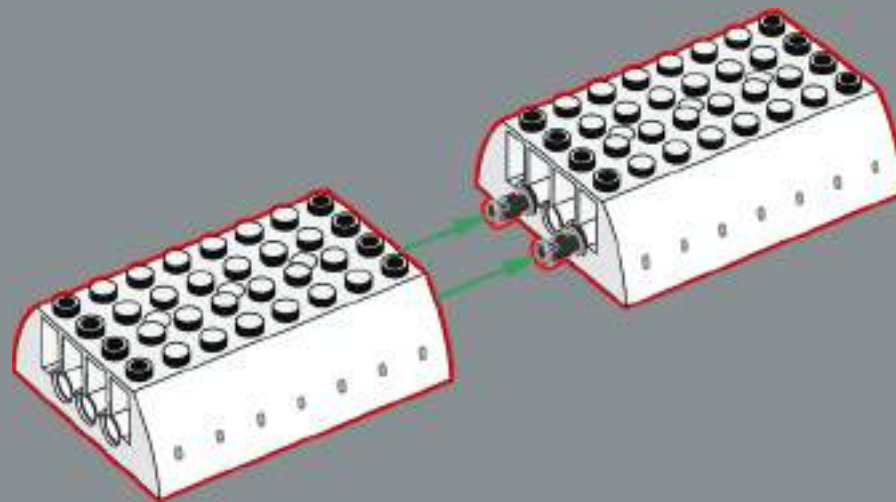




Despite the luxury experience passengers could expect on Concorde, the aircraft's windows were fairly small, about the same size as your hand.

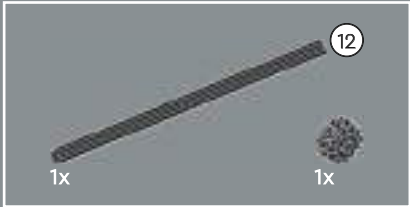
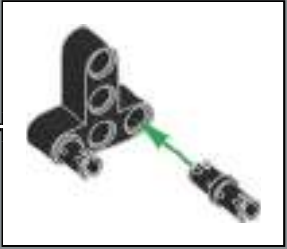
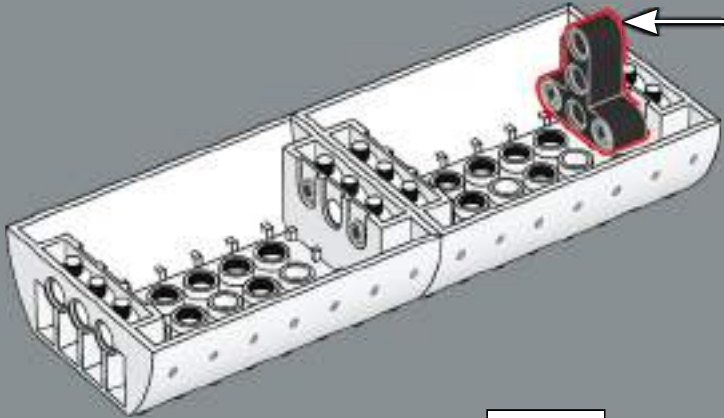


116

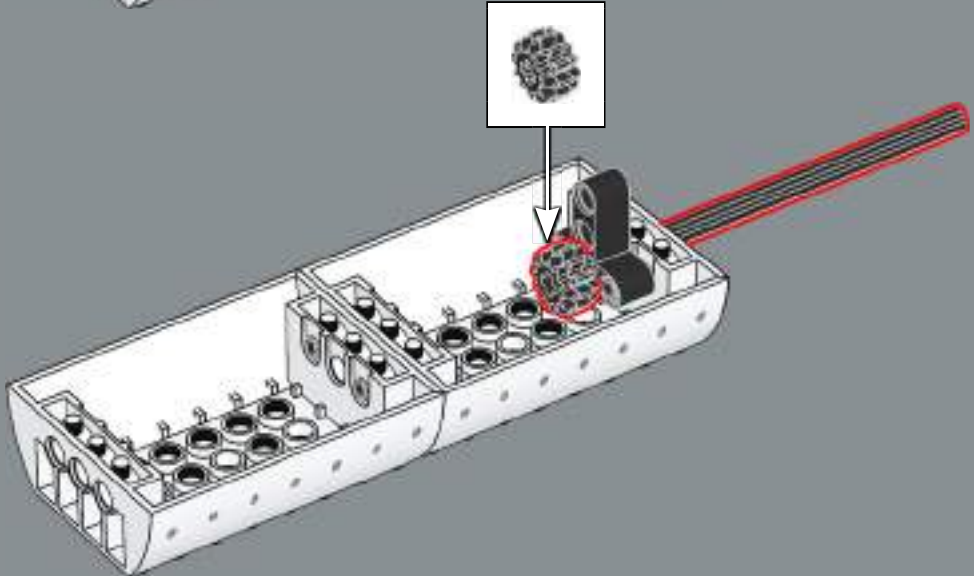




117

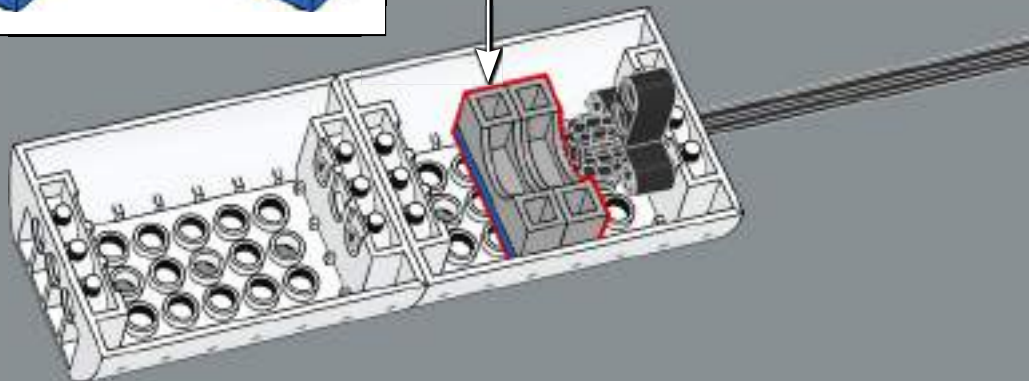
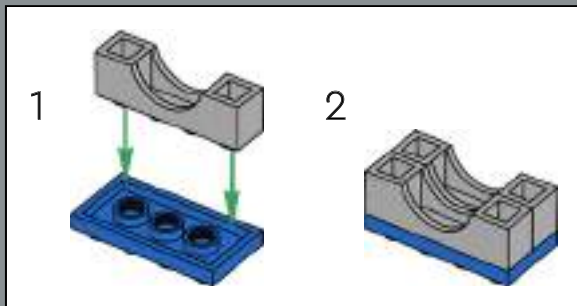


118

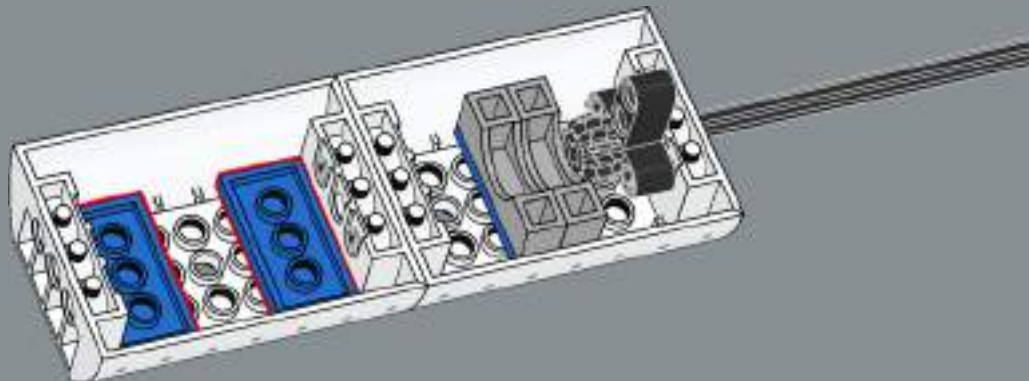




119

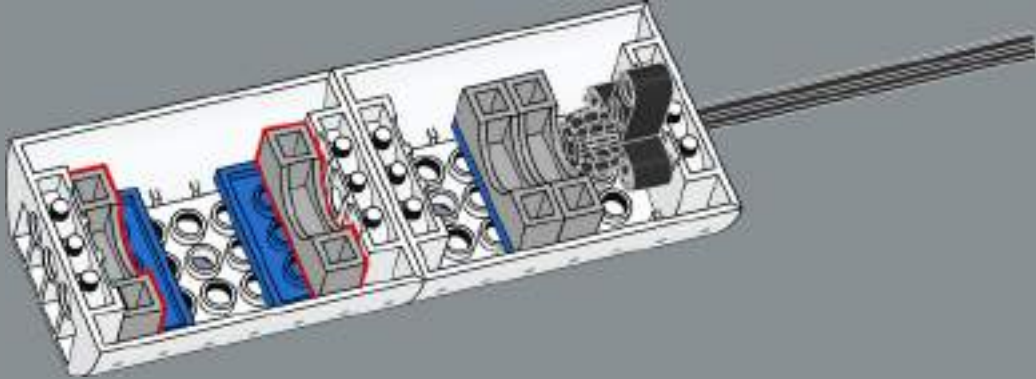


120

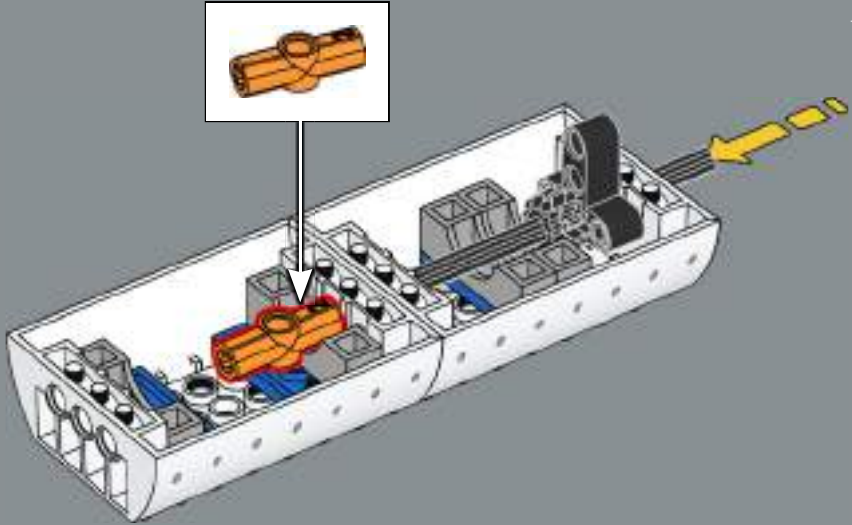




121

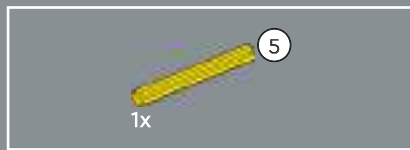


122

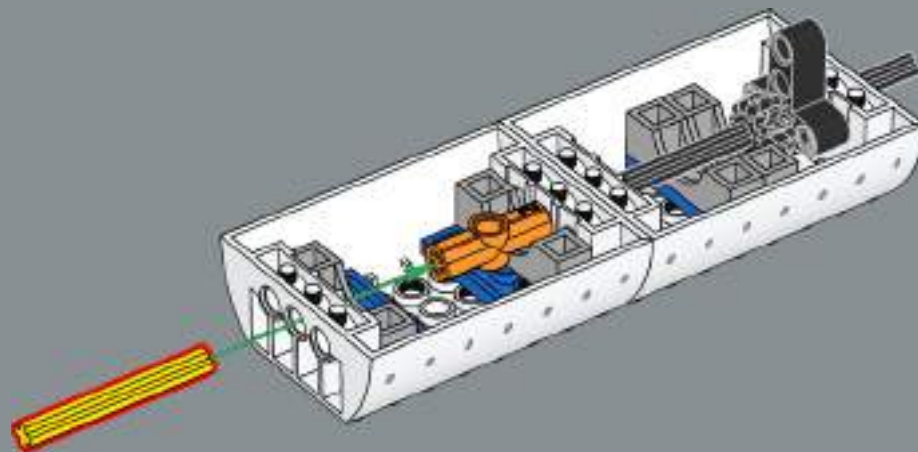


This little orange element not only connects the drive shaft of the main landing gear but can also be used to take apart your LEGO® model when you're ready to build something else!

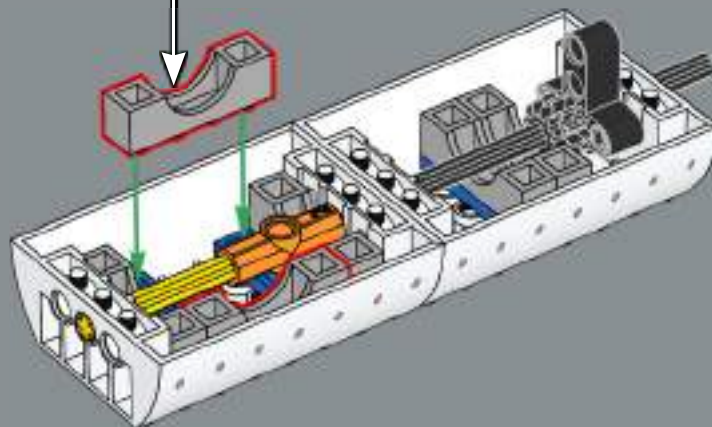




123



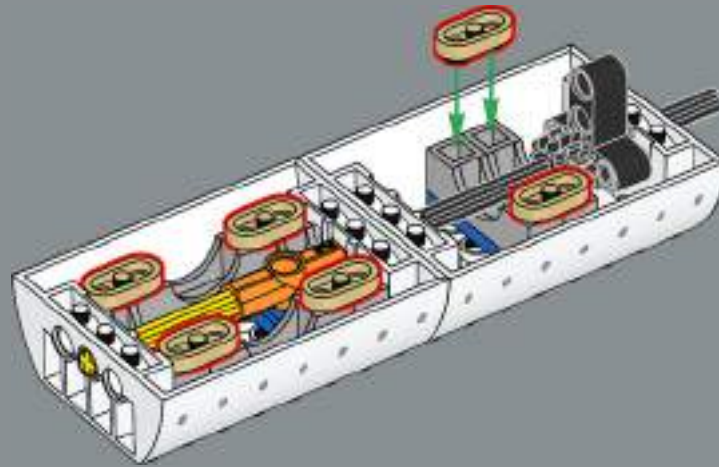
124





6x

125



1x

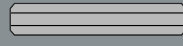
3



1x



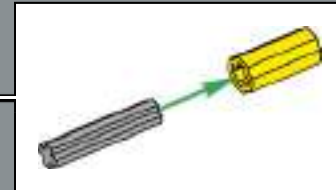
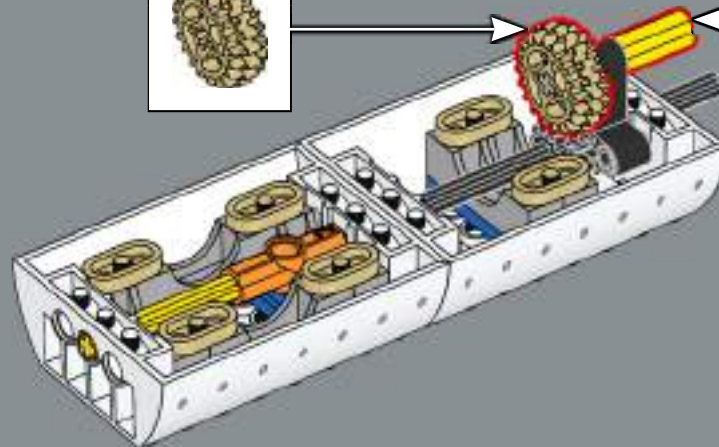
1x

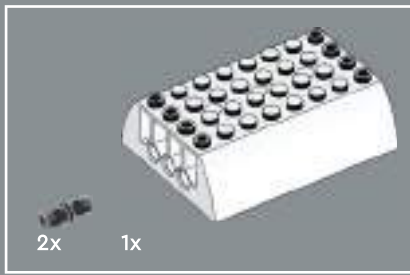


3

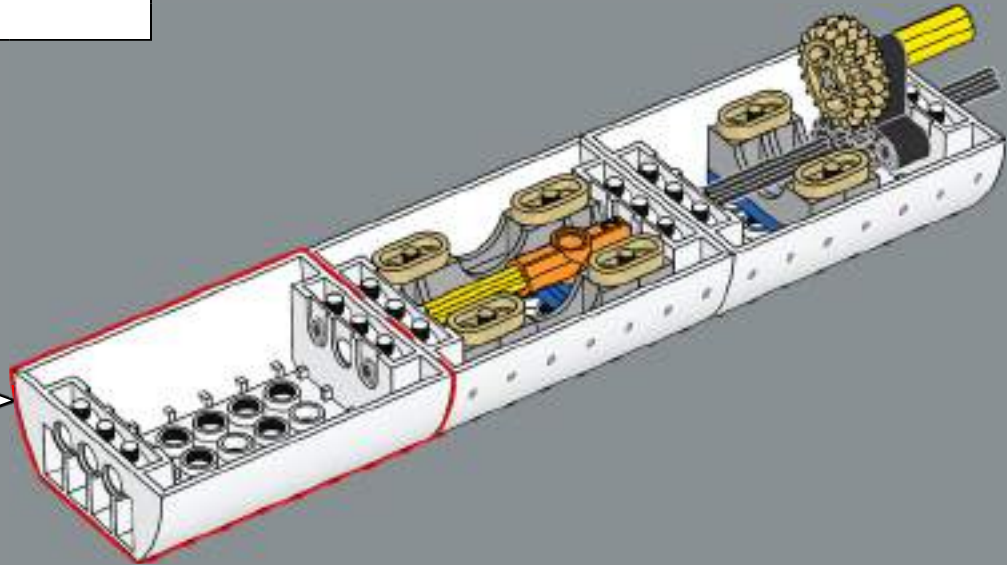
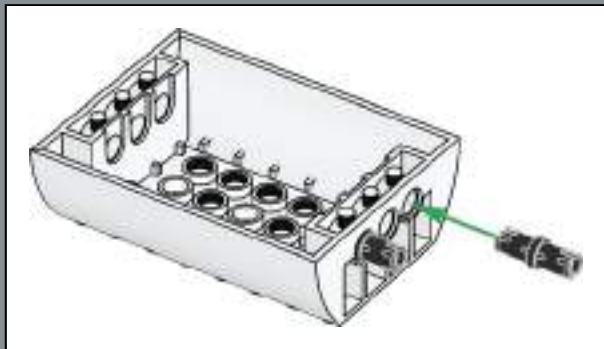
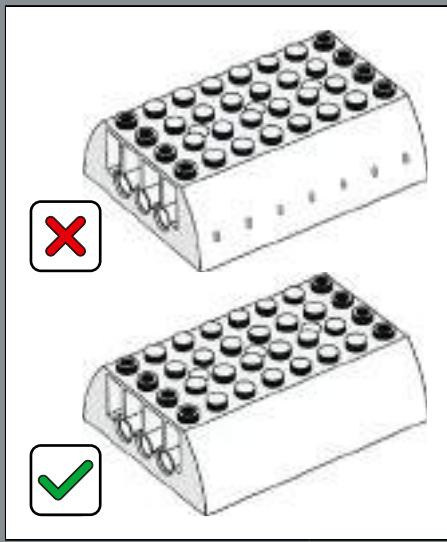
1:1

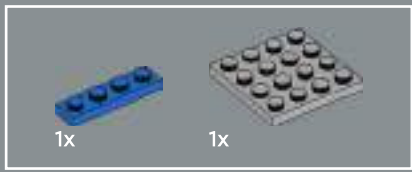
126



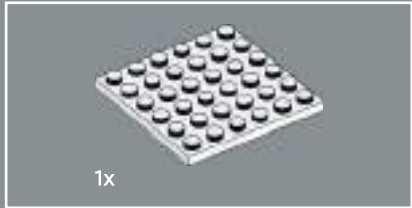
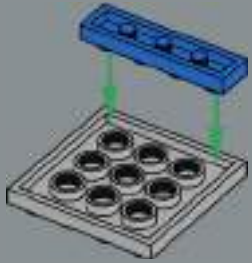


127

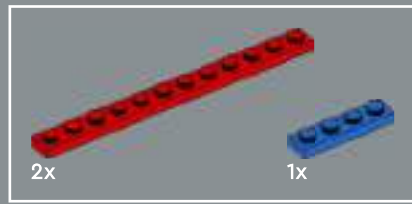
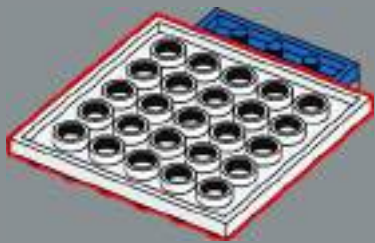




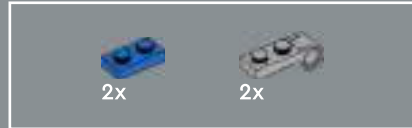
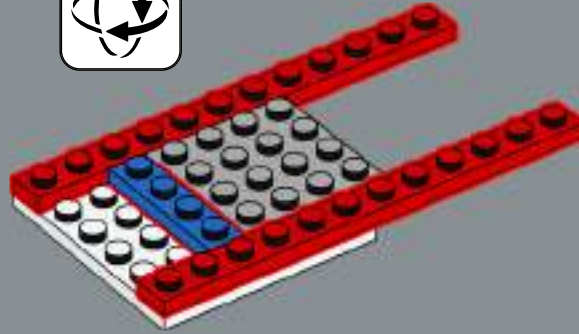
128



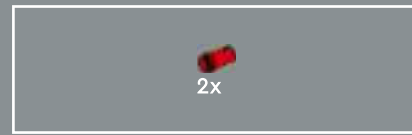
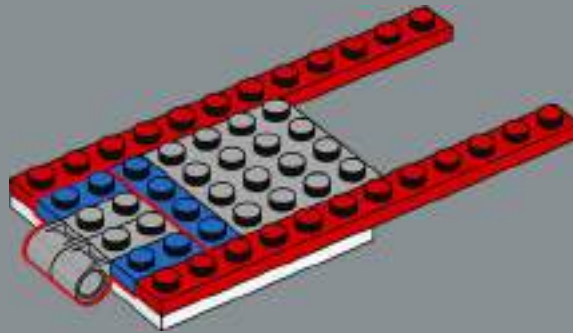
129



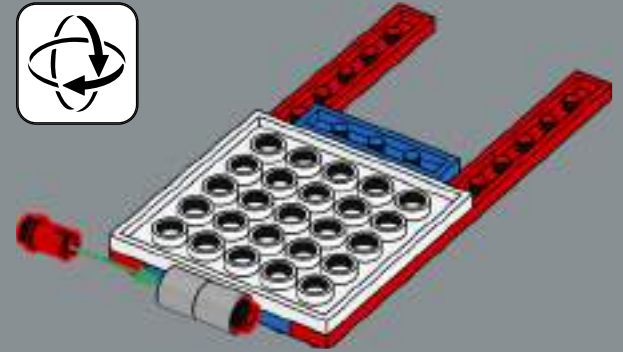
130



131

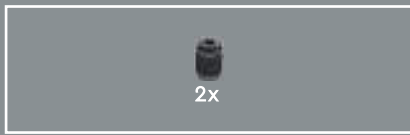


132

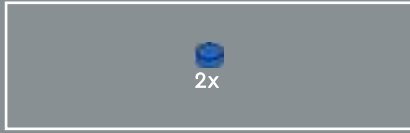
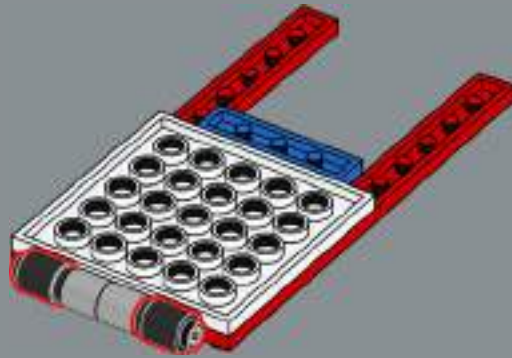


133

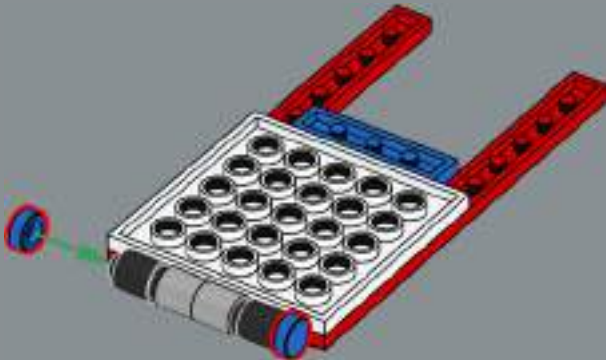




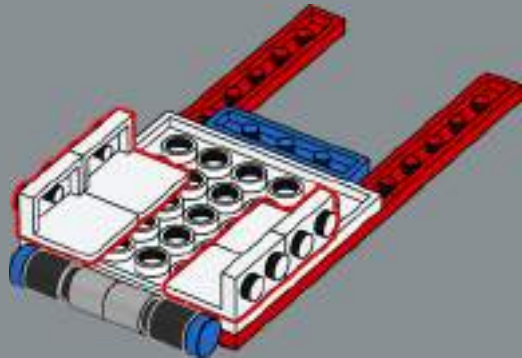
134



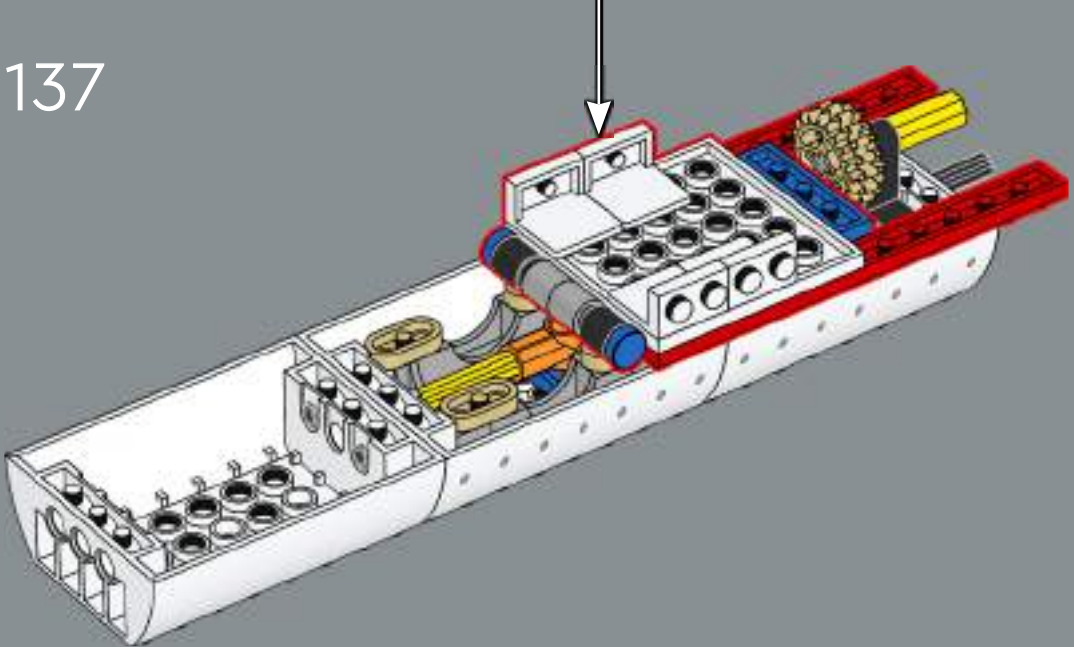
135

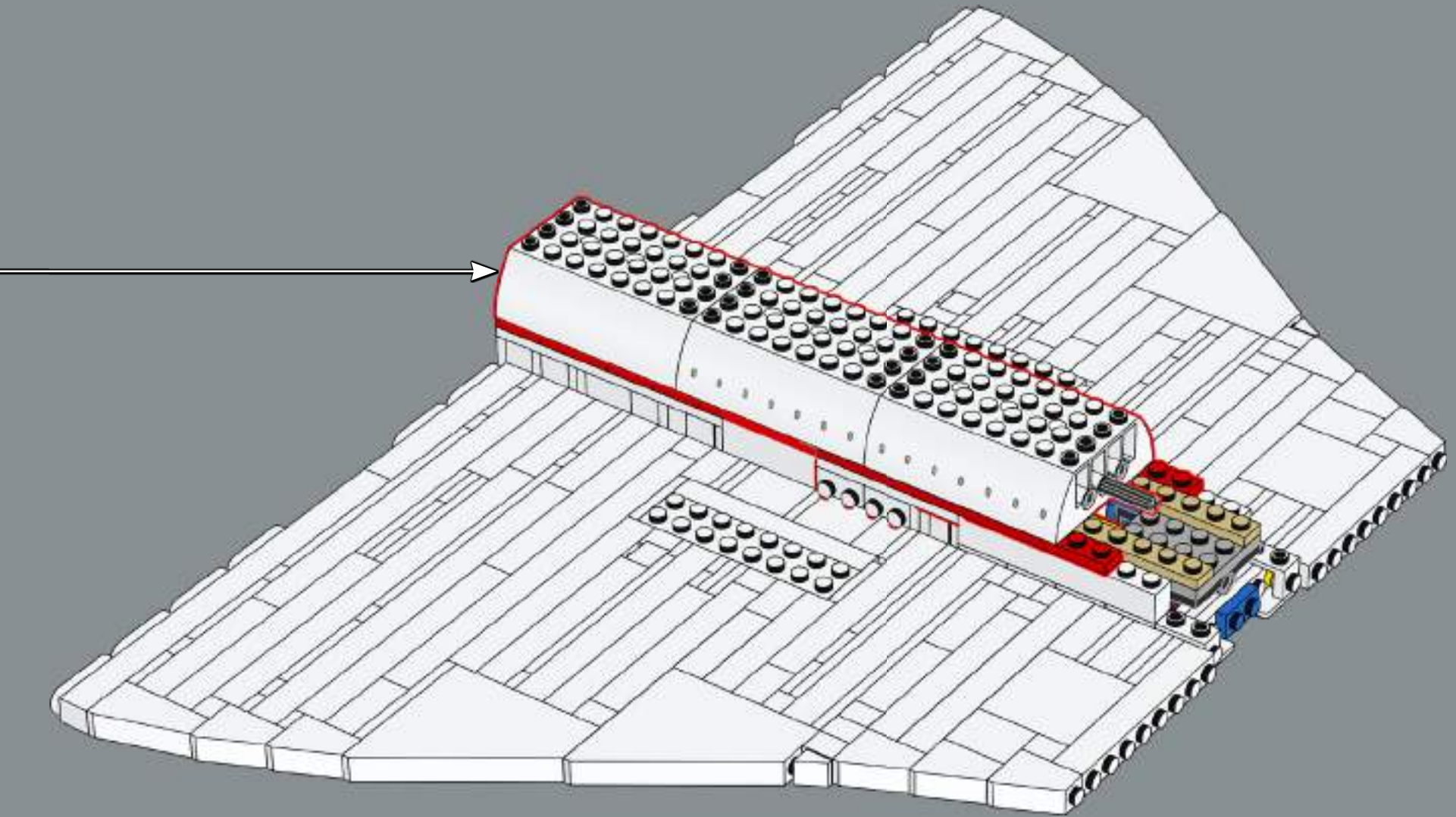


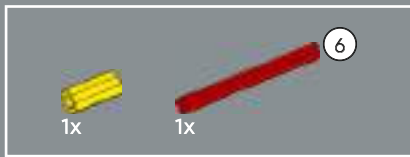
136



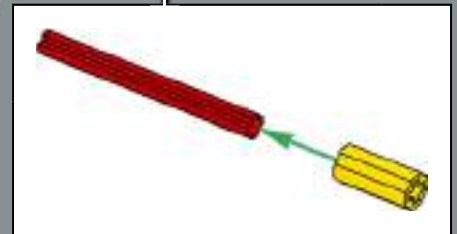
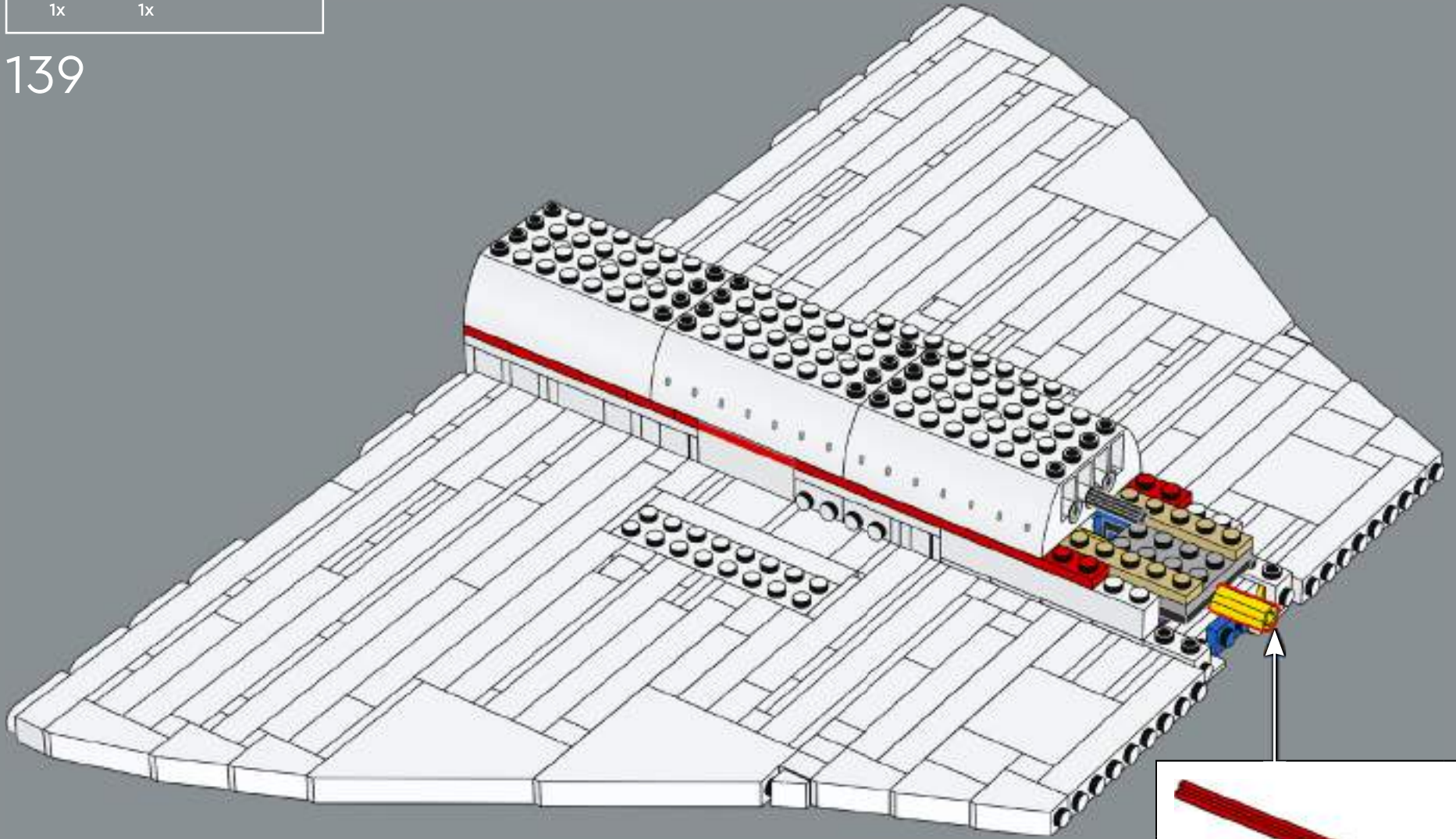
137

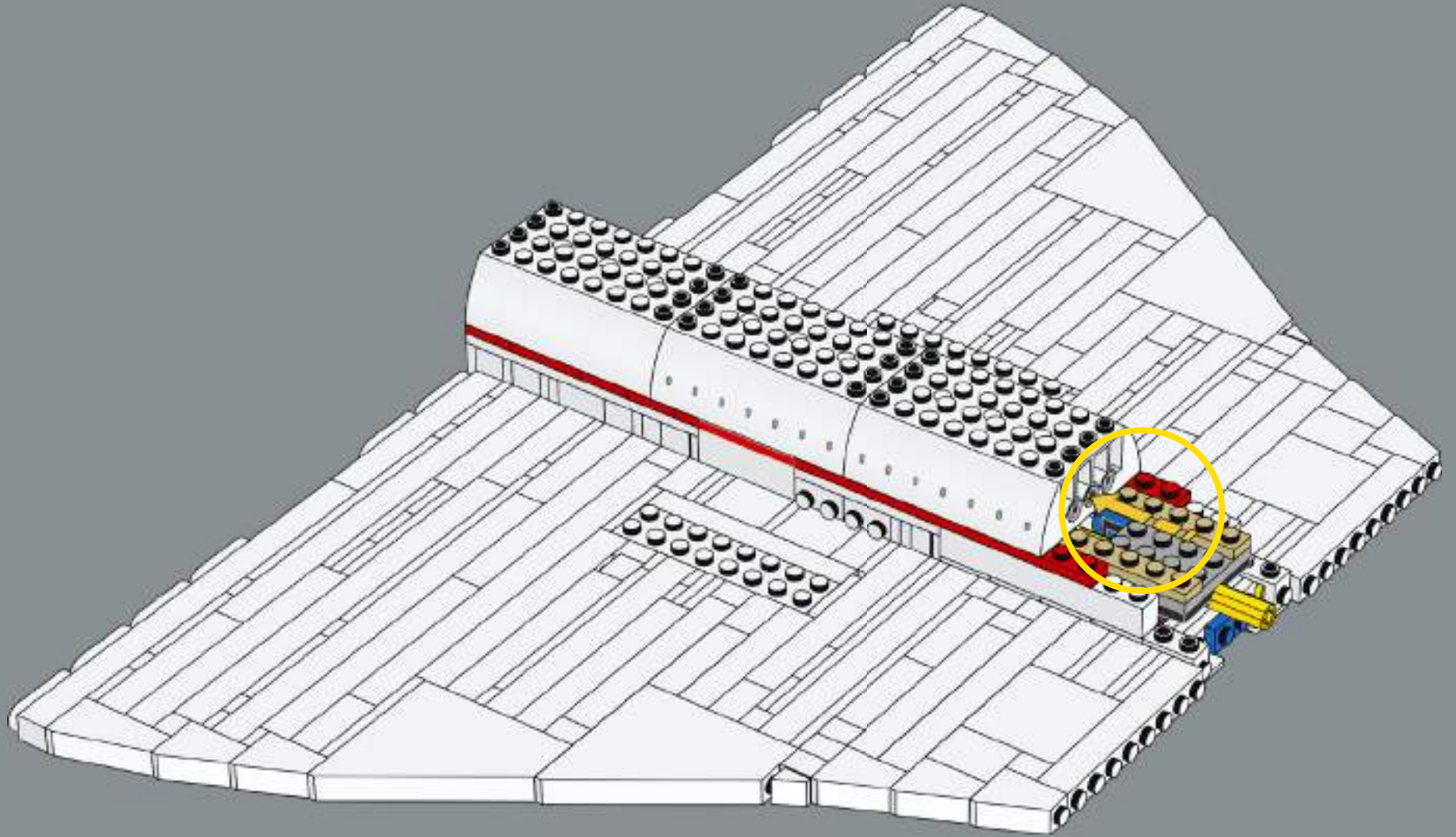


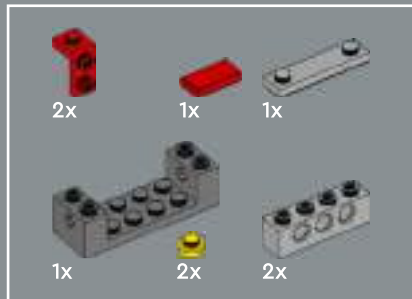




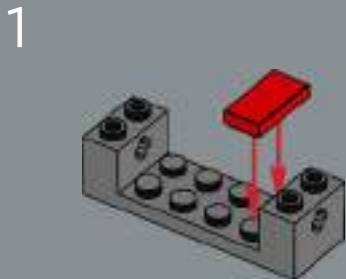
139



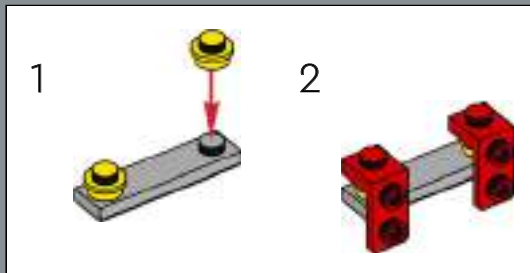
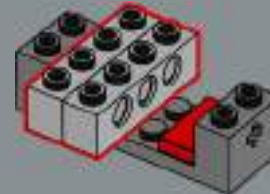




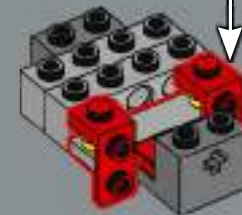
141



2

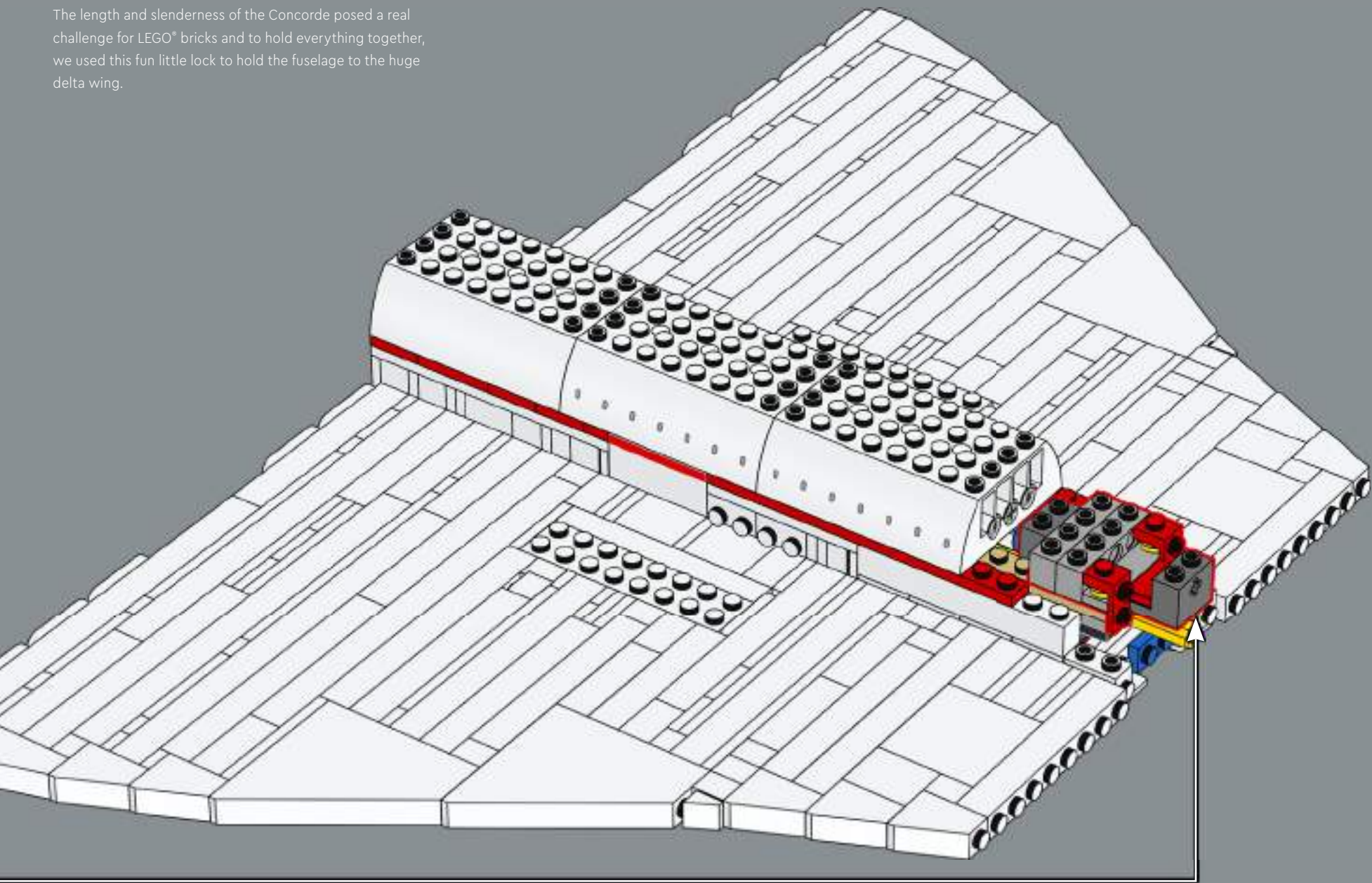


3



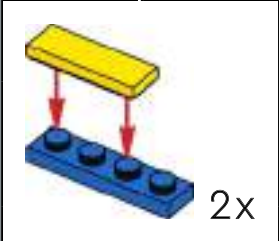
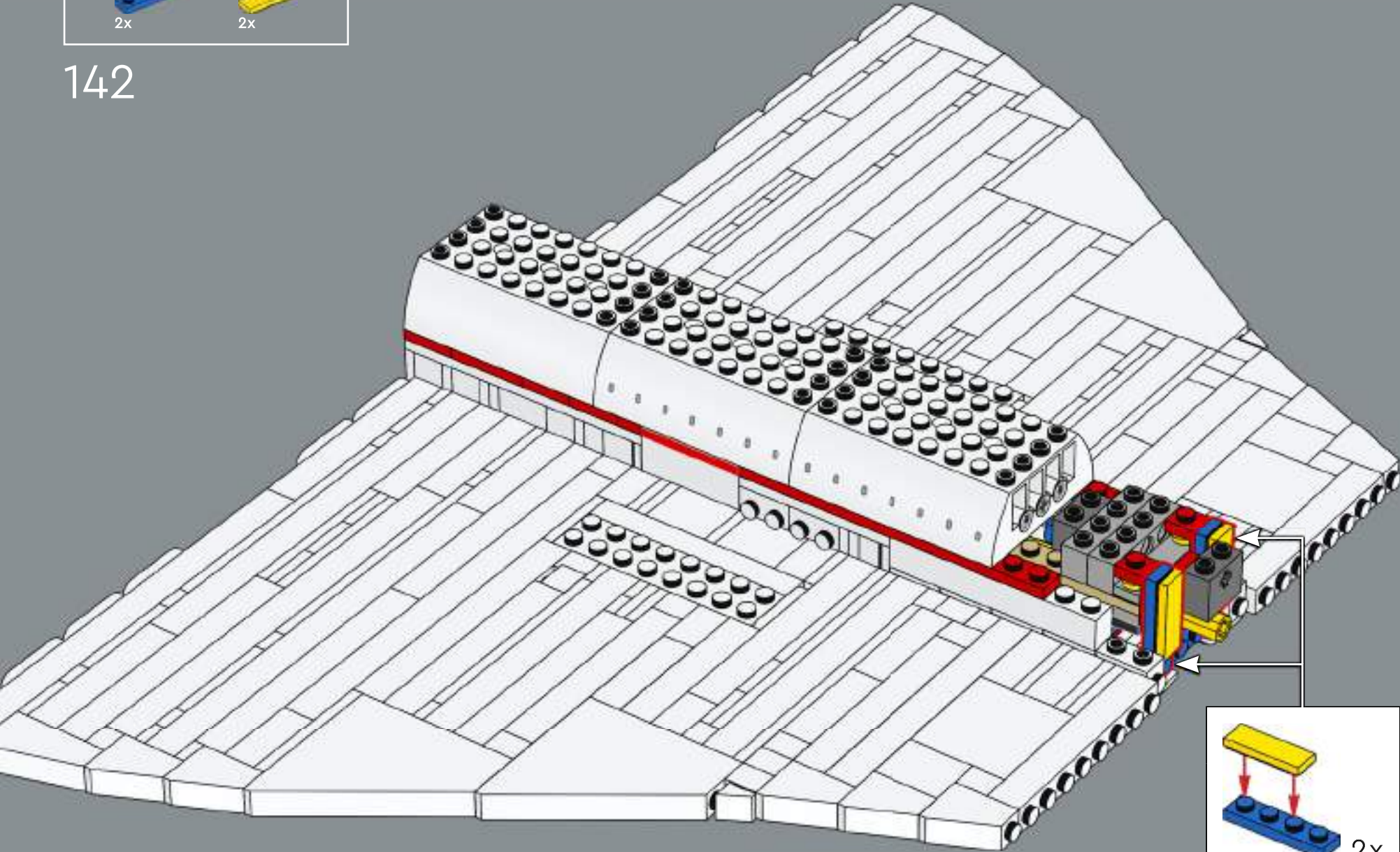


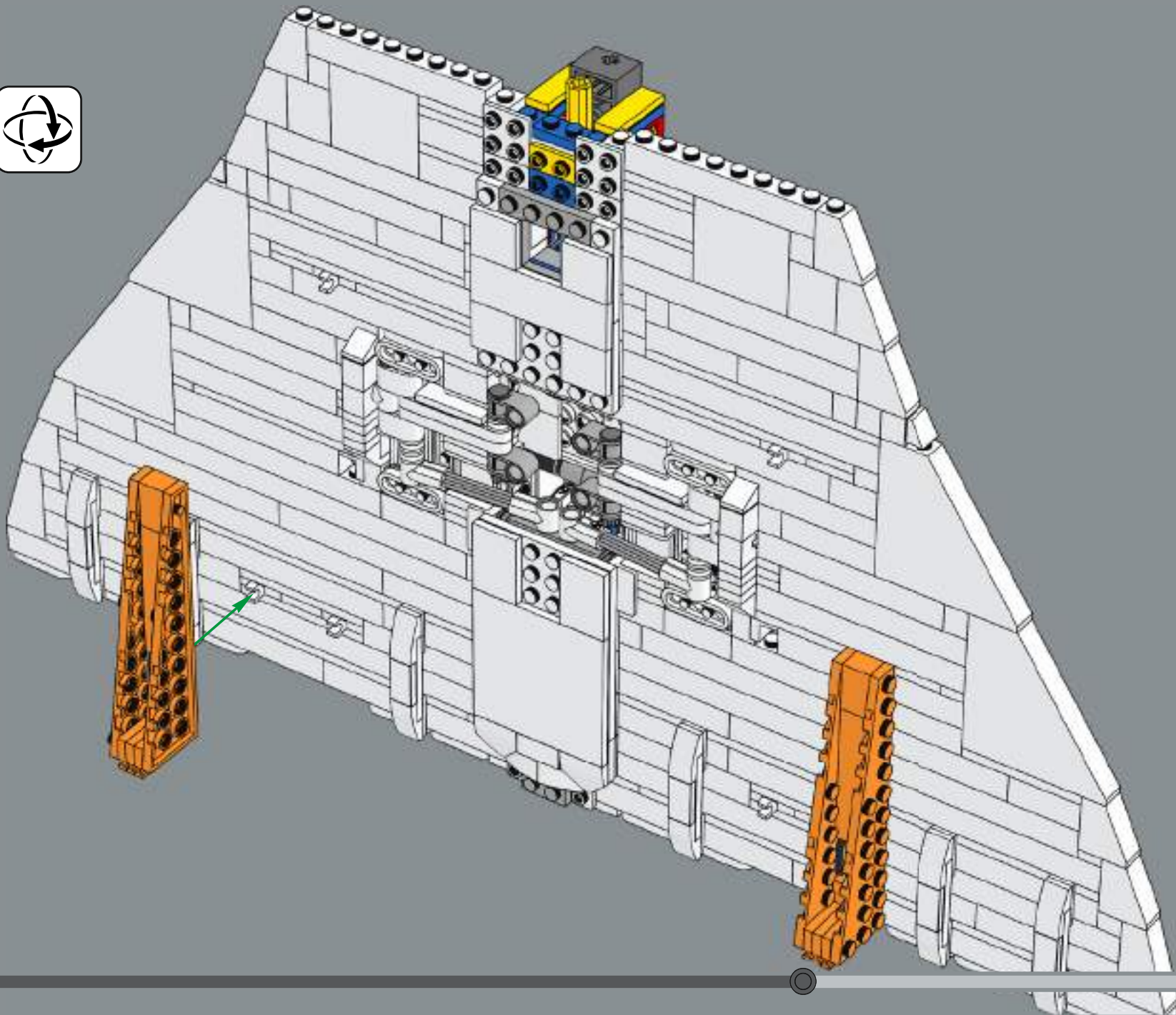
The length and slenderness of the Concorde posed a real challenge for LEGO® bricks and to hold everything together, we used this fun little lock to hold the fuselage to the huge delta wing.

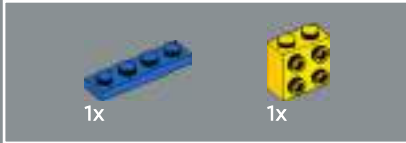
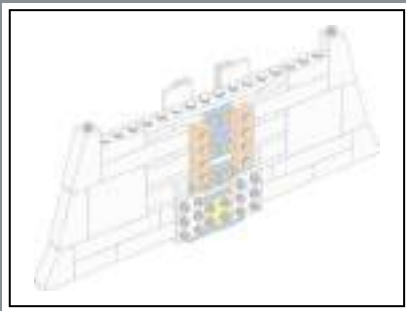




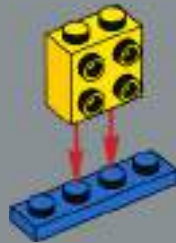
142



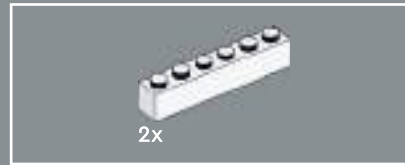
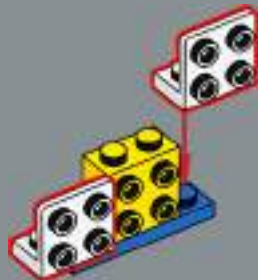




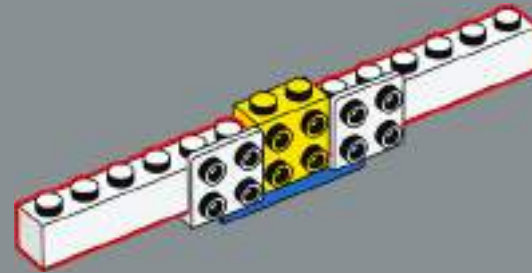
144



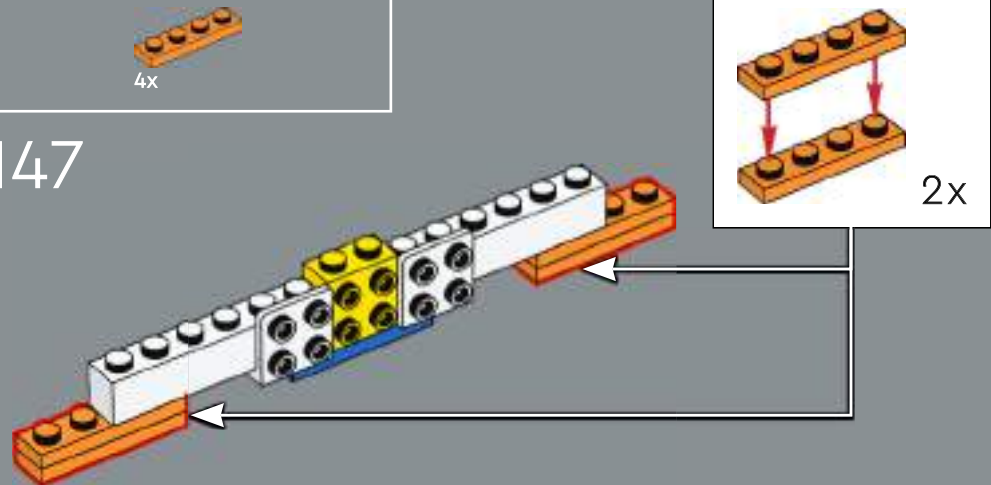
145



146

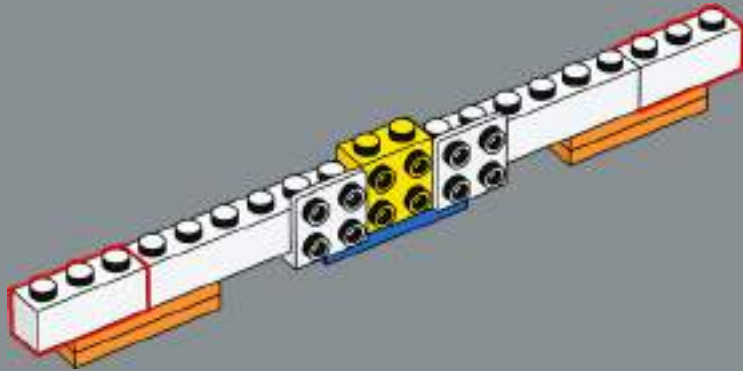


147

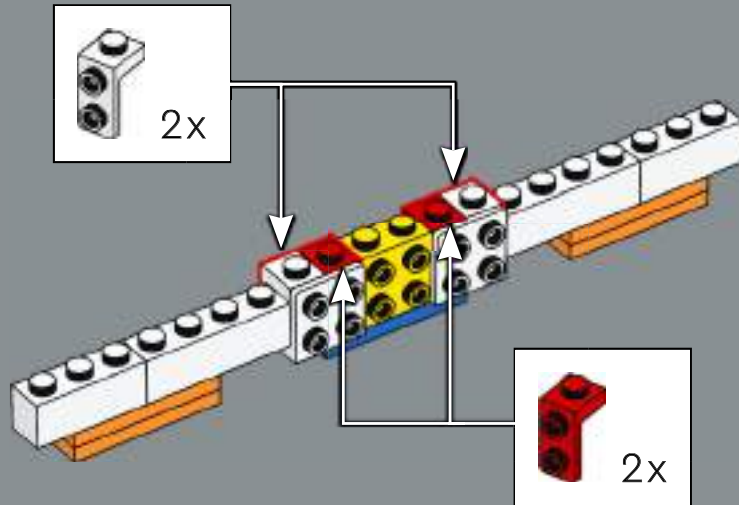




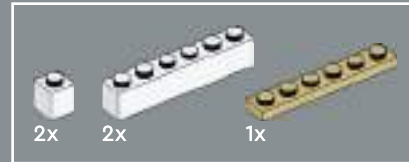
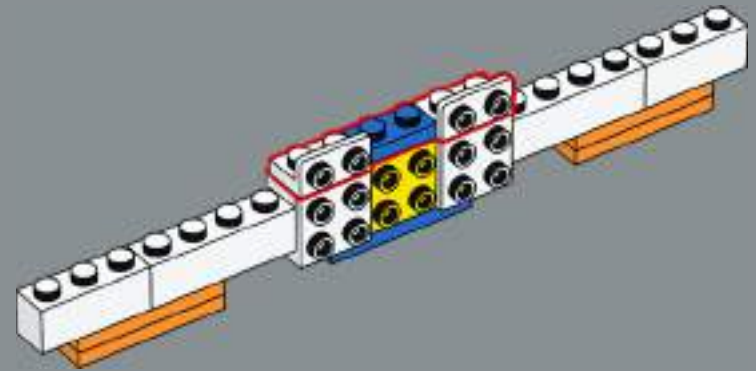
148



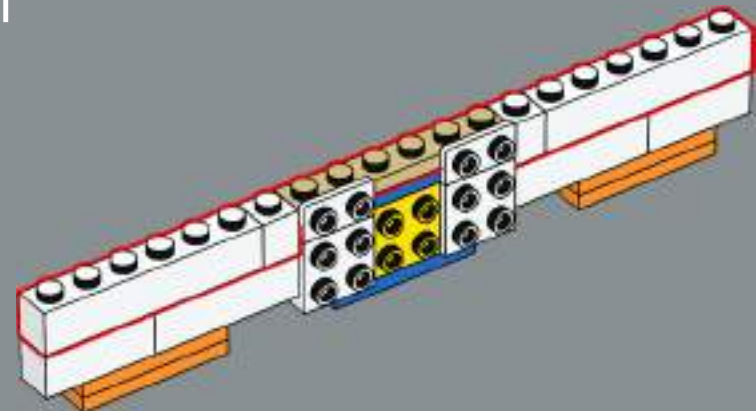
149



150

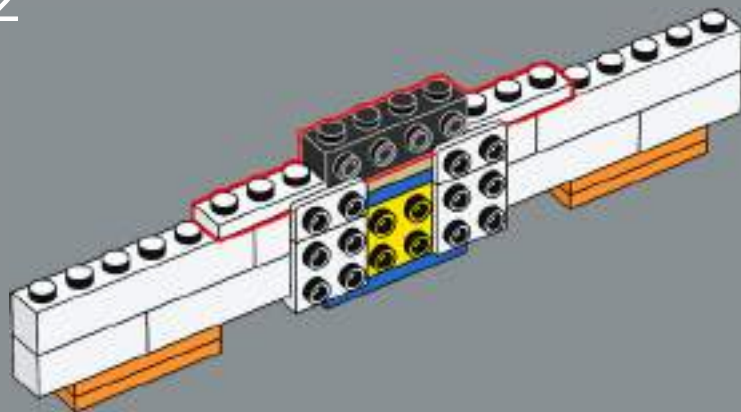


151

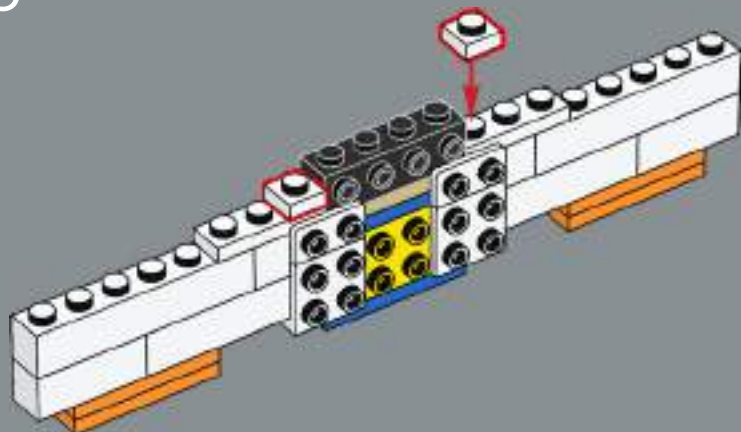




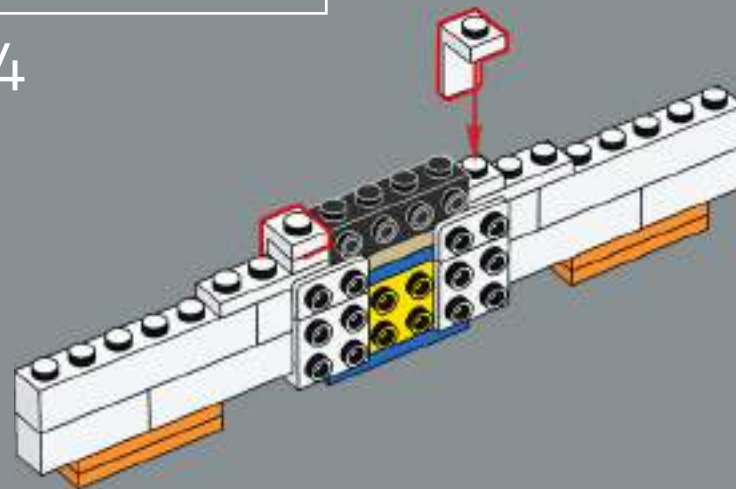
152



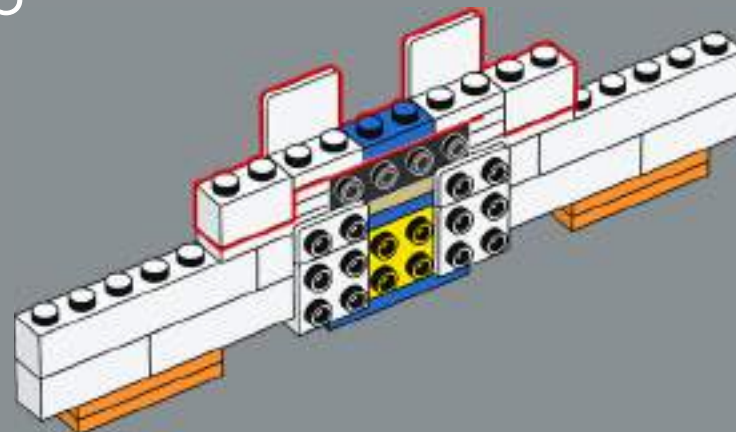
153

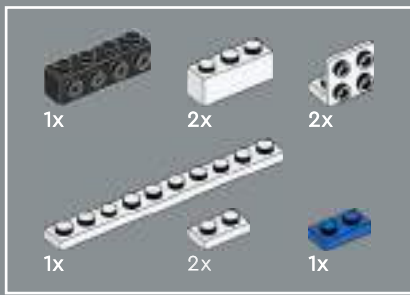


154

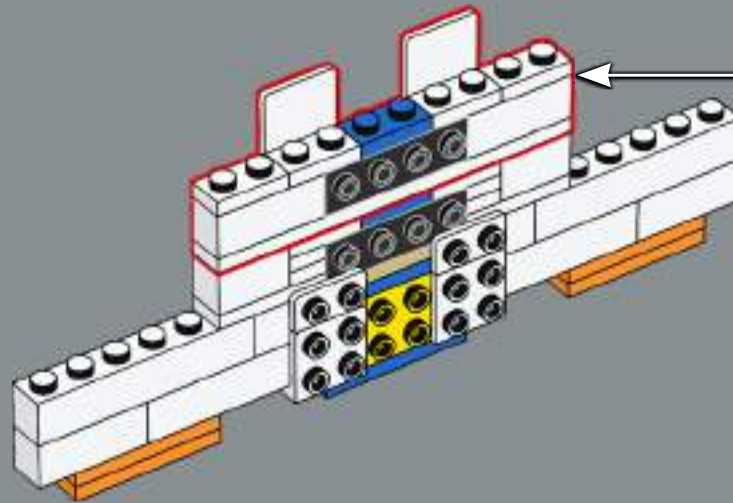
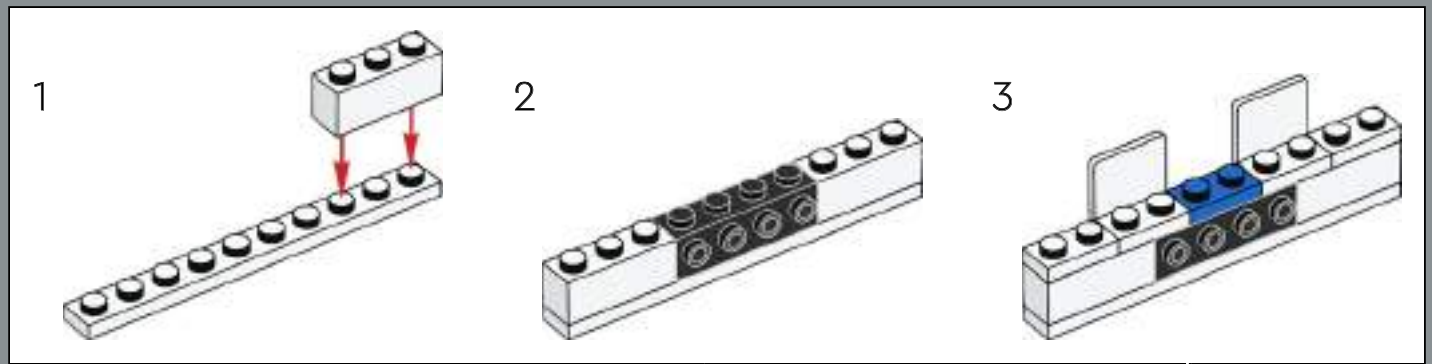


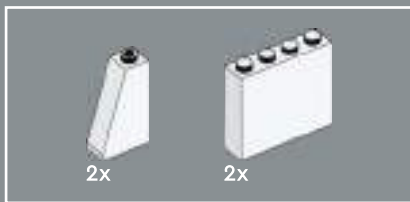
155



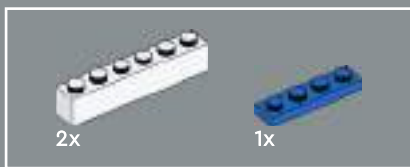
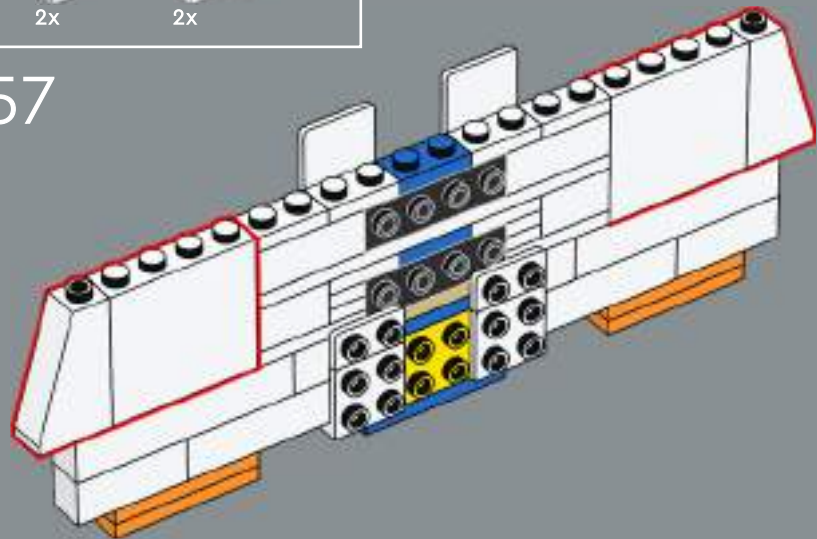


156

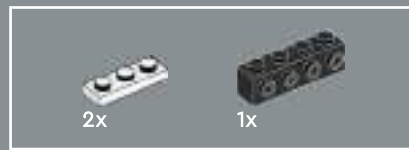
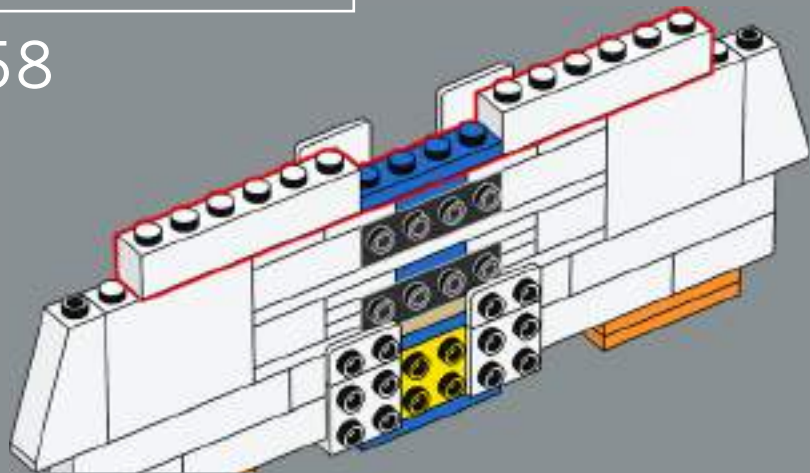




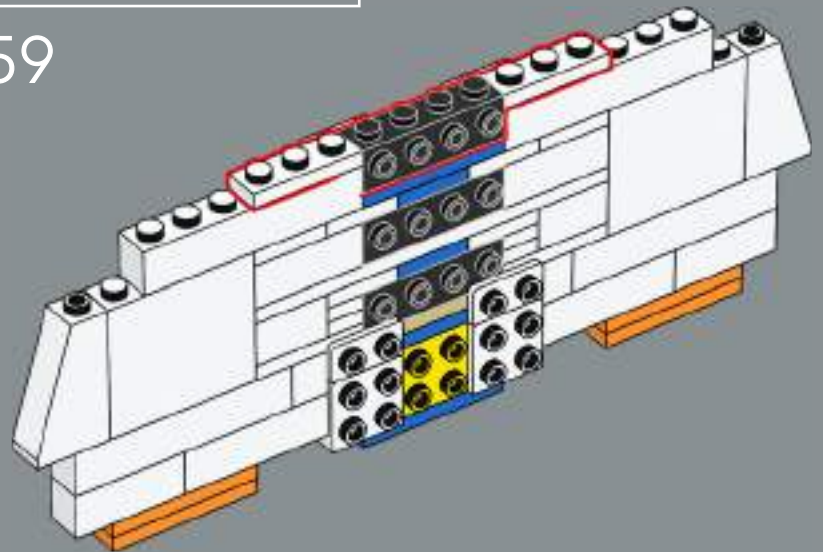
157



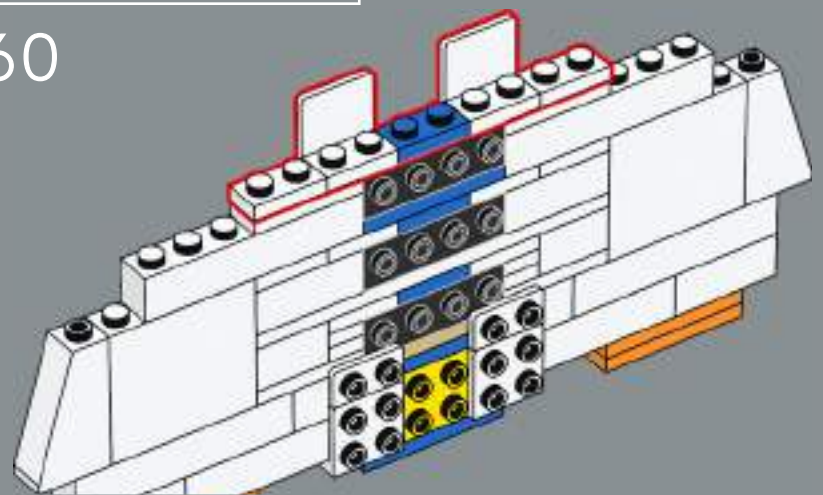
158

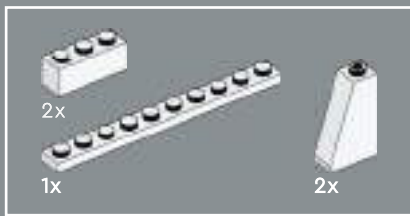


159

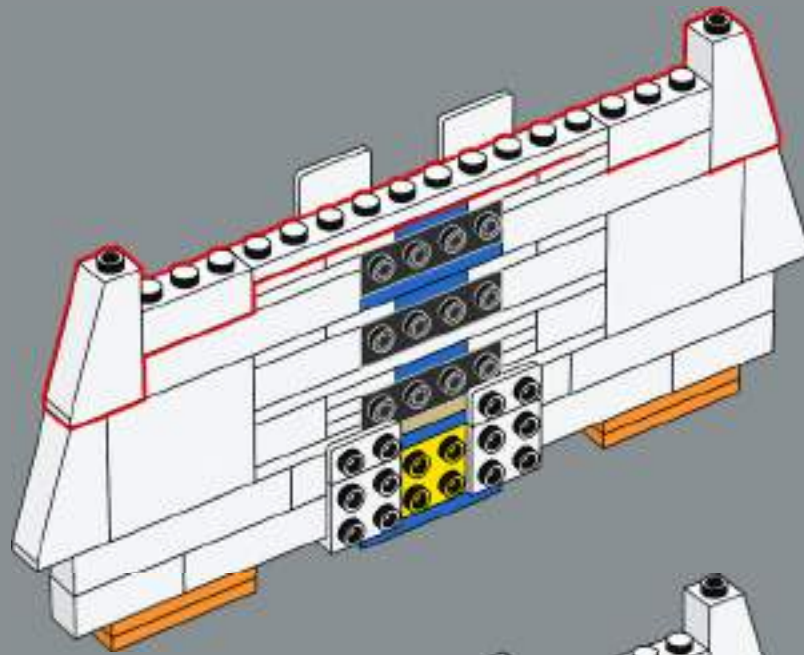


160

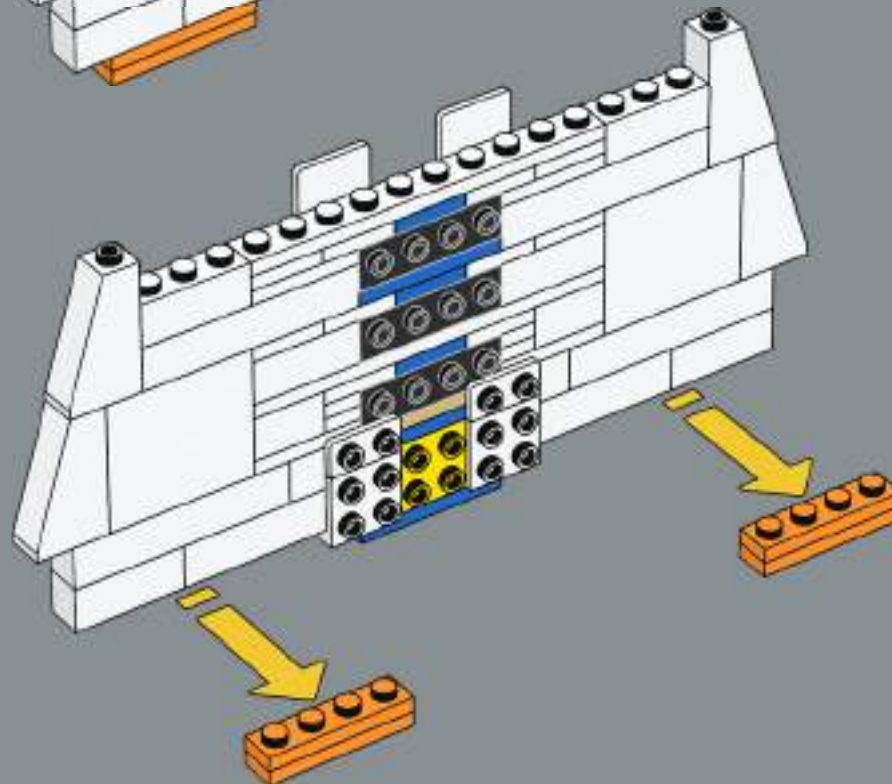


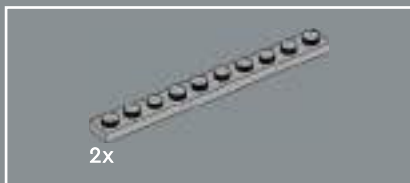


161

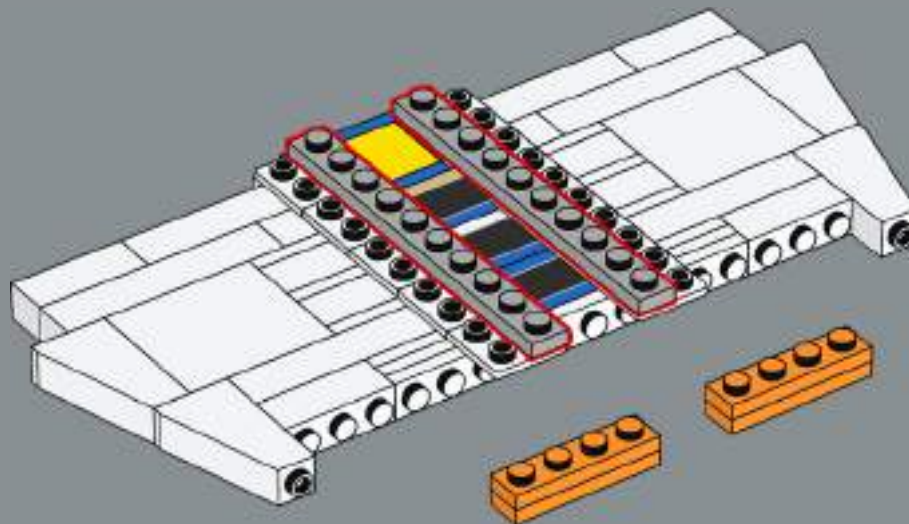


162

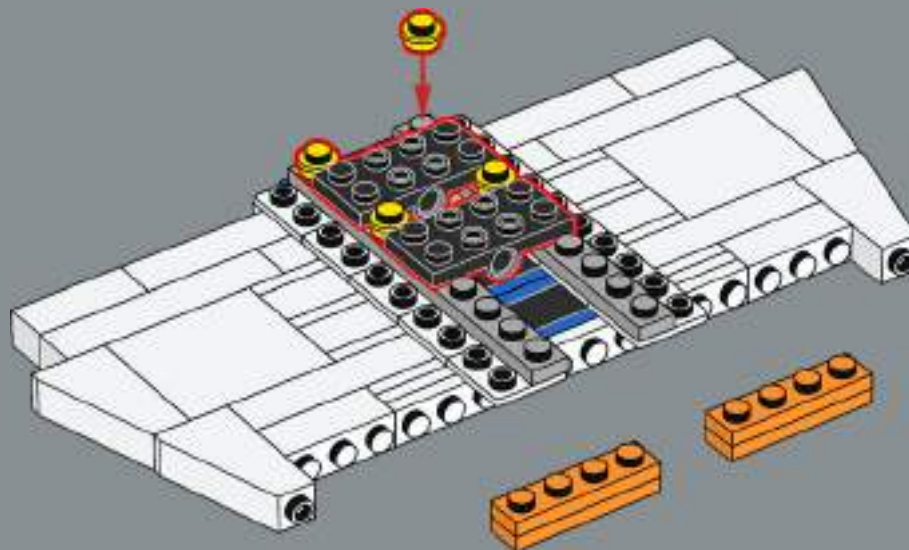




163

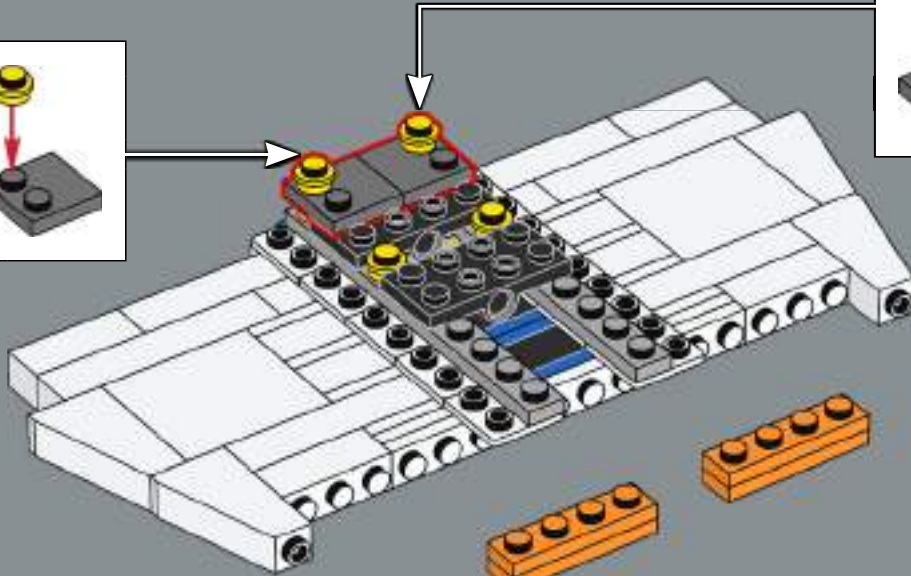
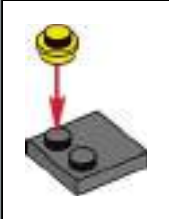


164

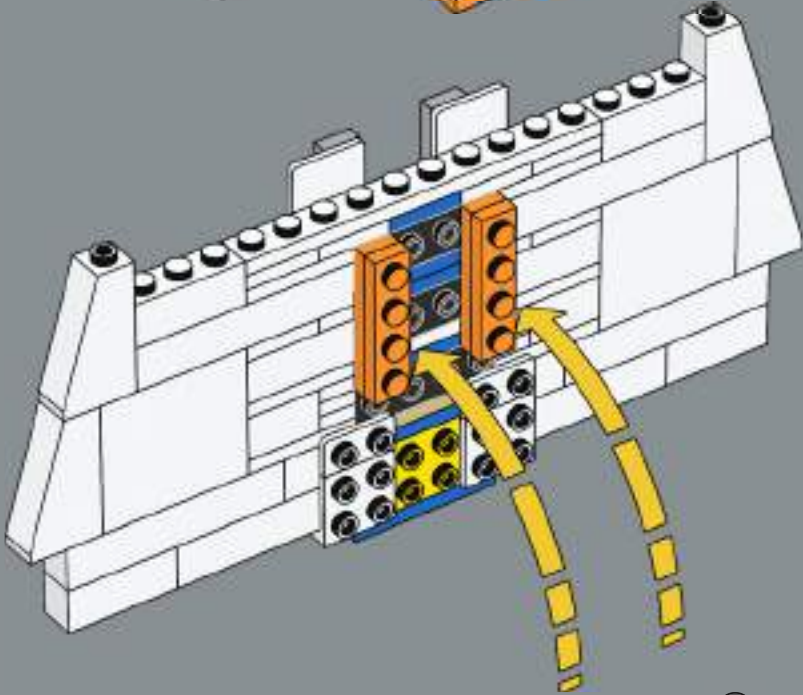




165

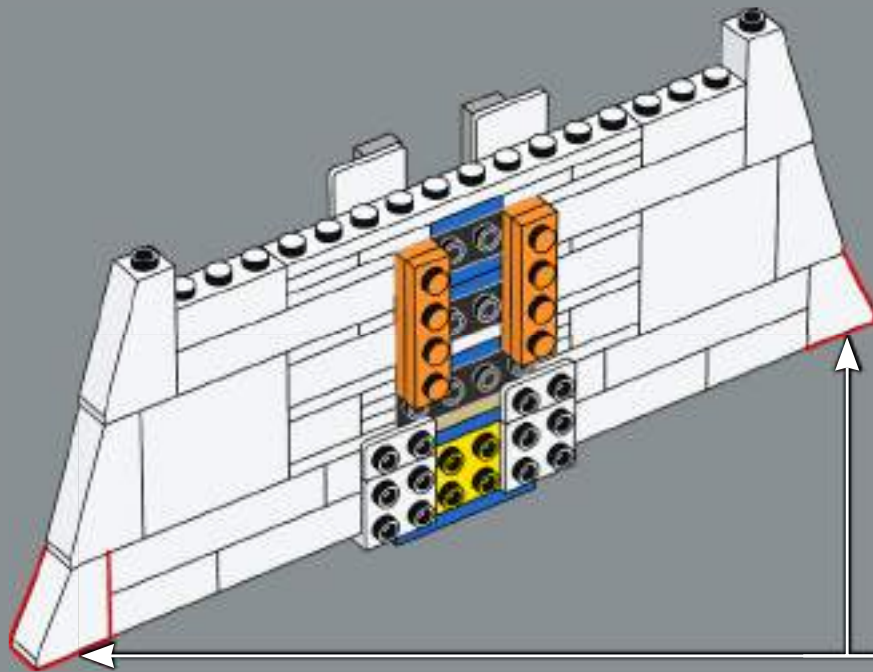


166

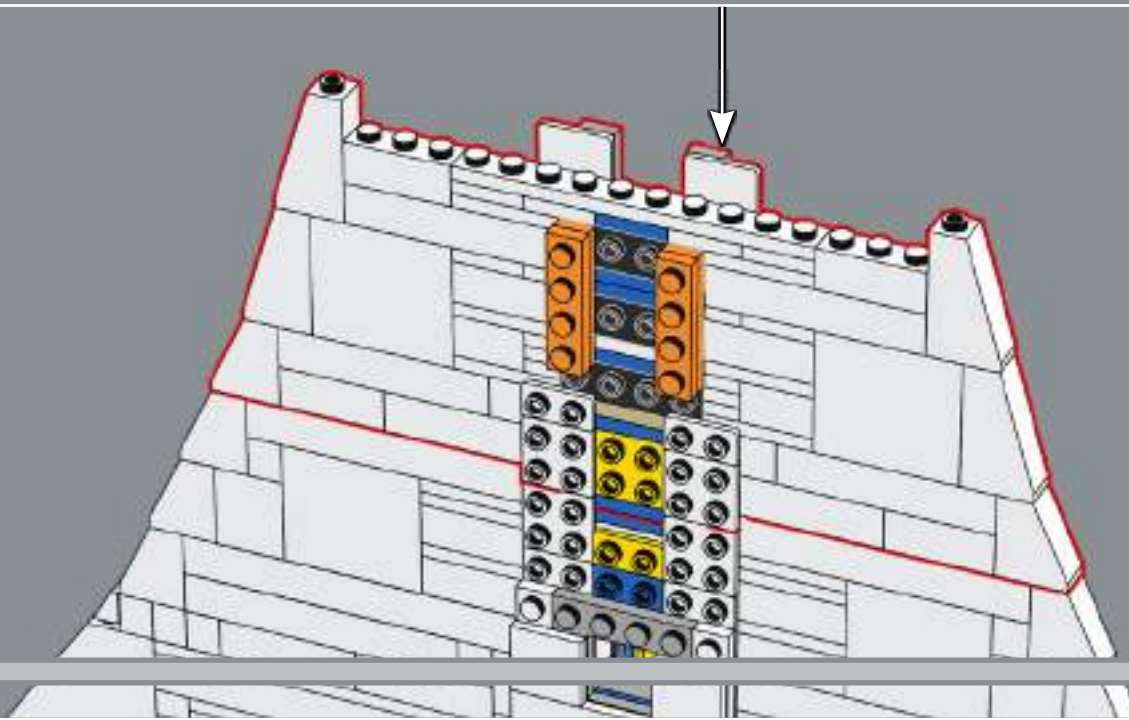


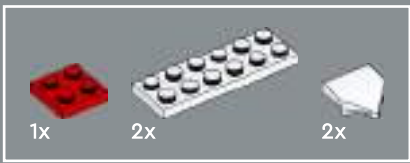


167

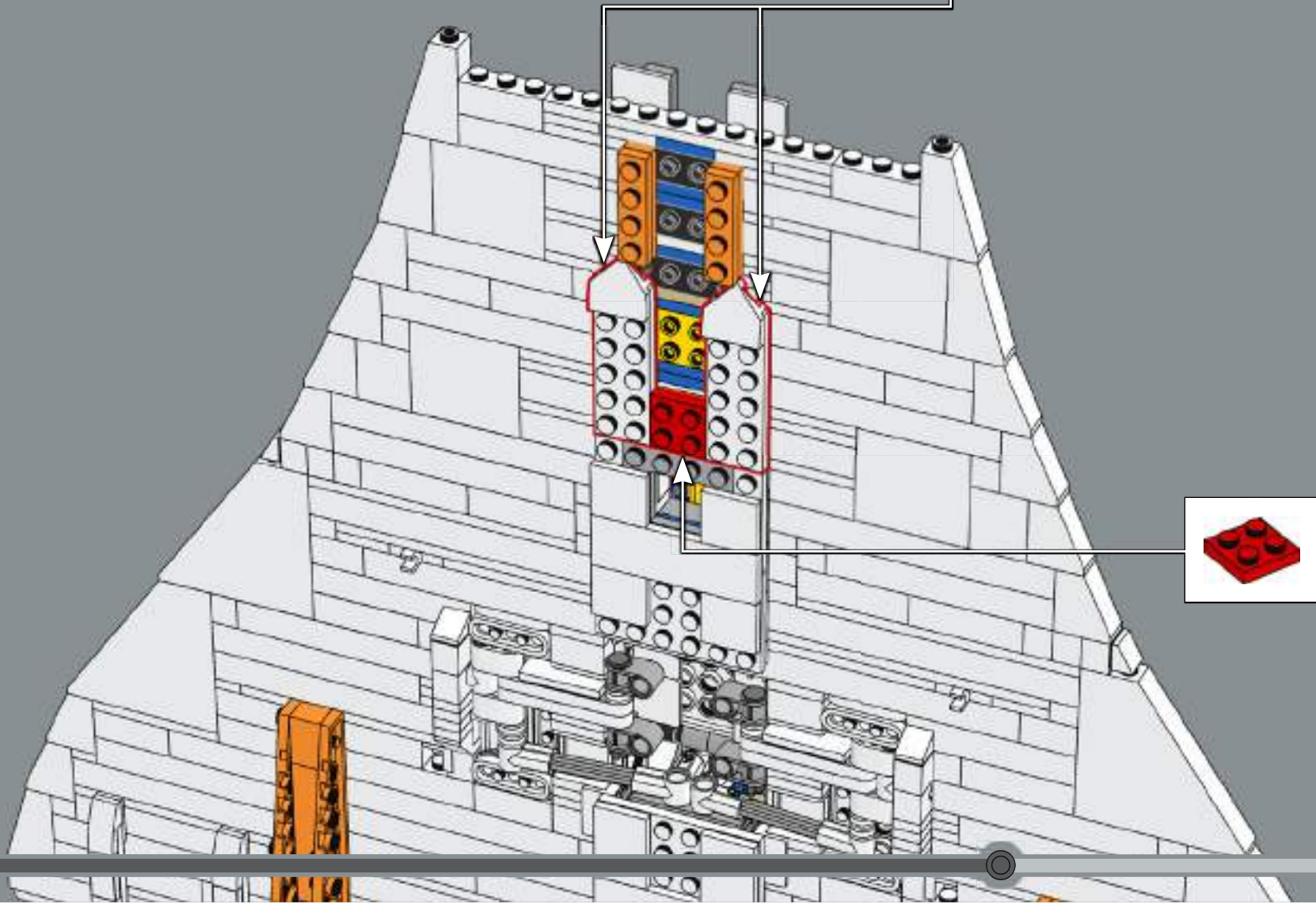
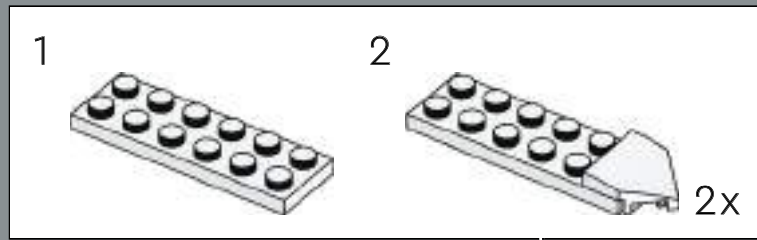


168

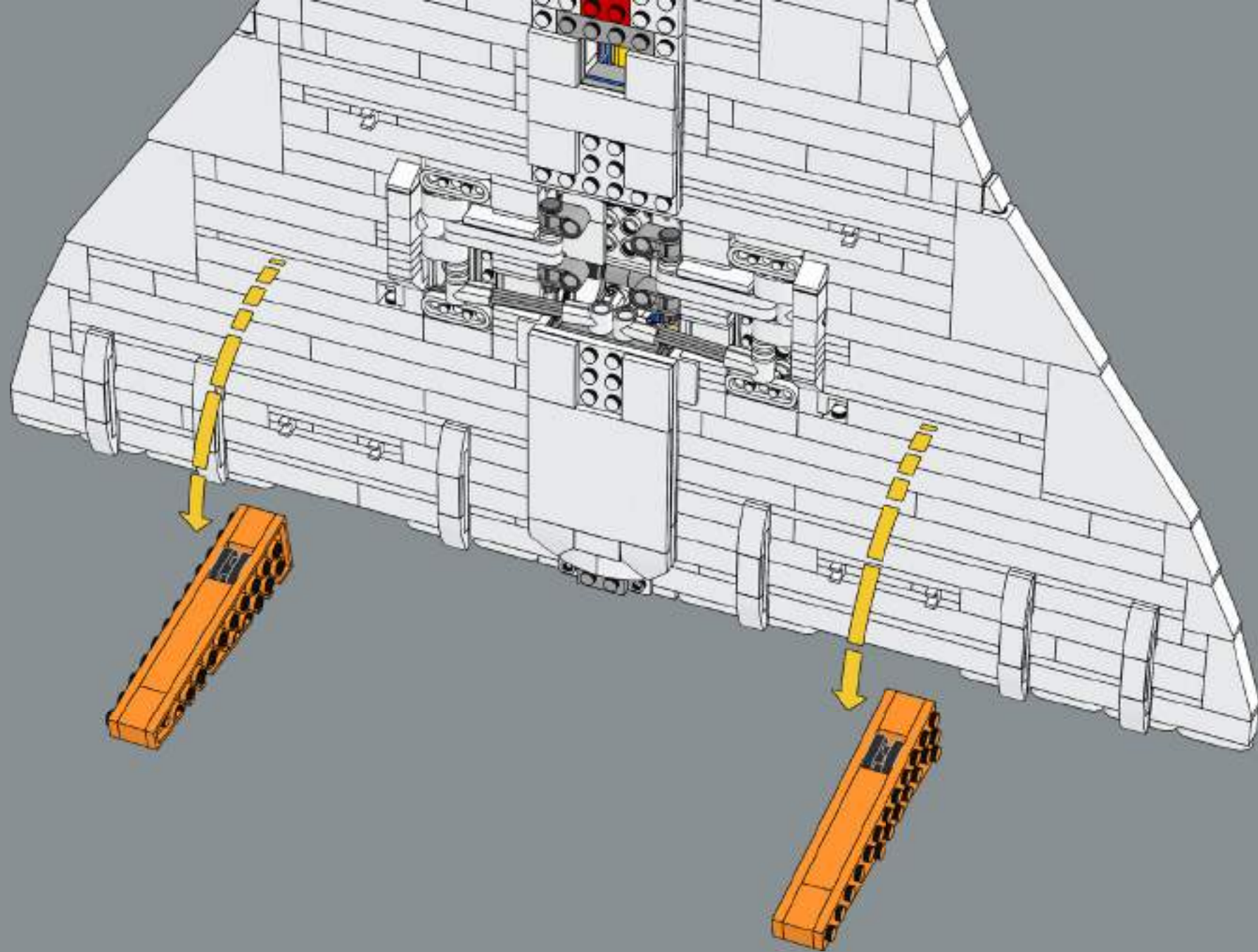


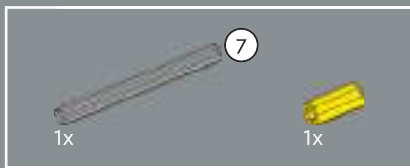


169

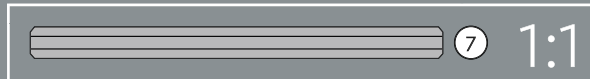
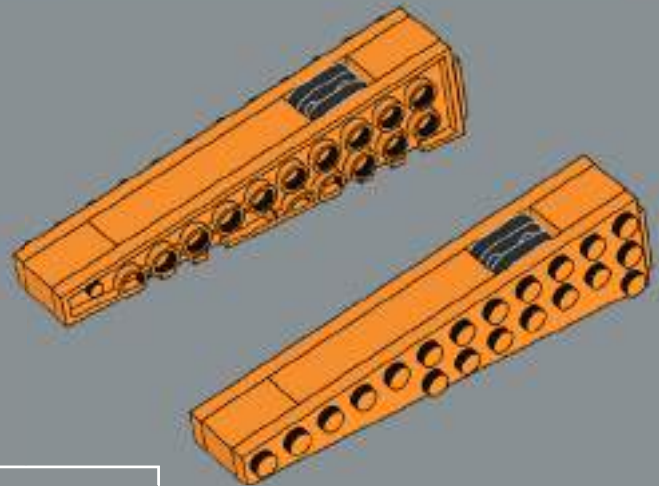
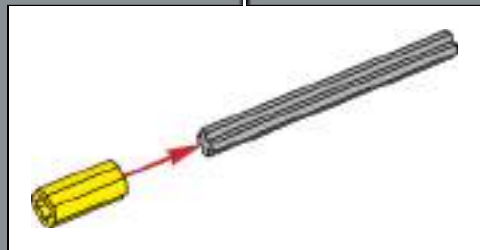
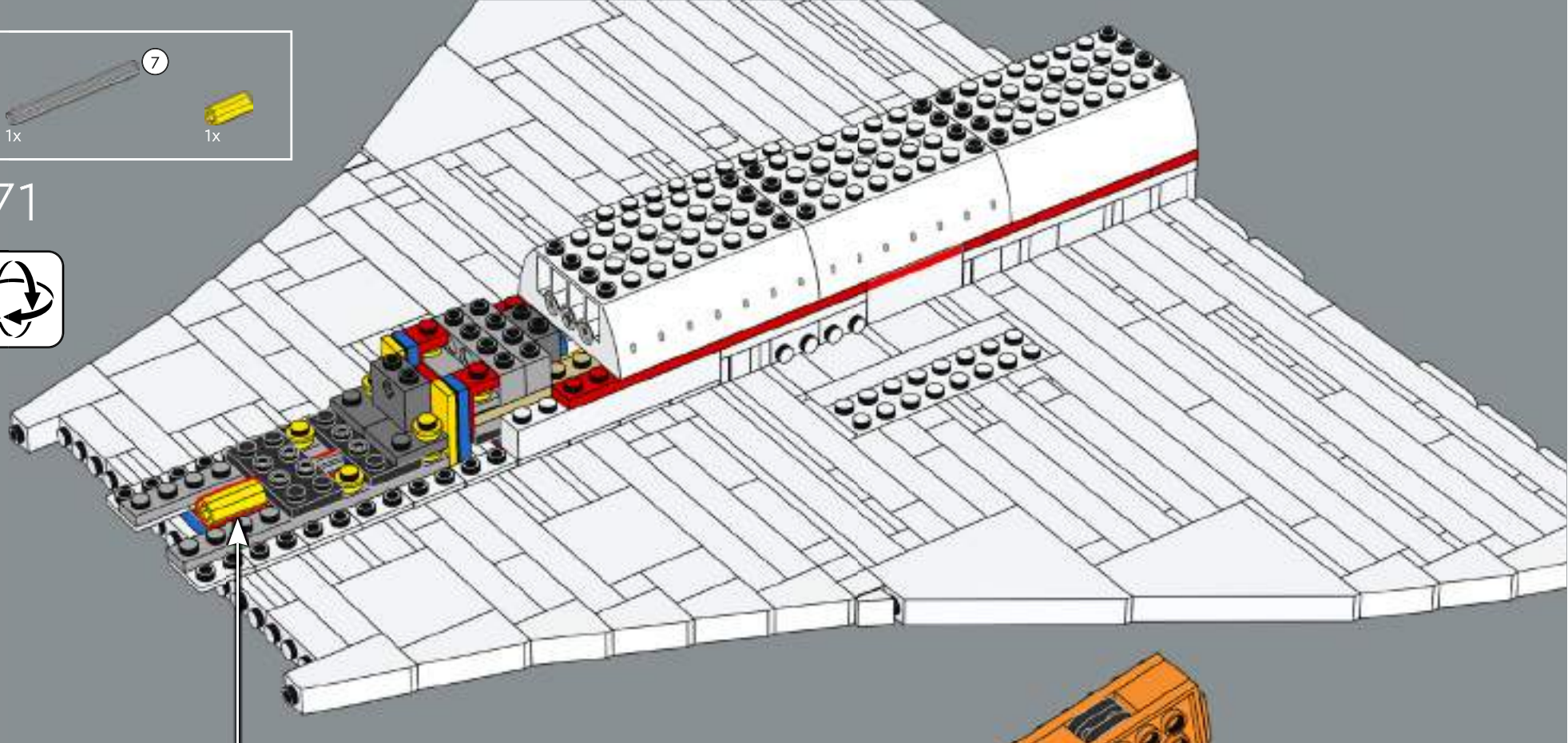


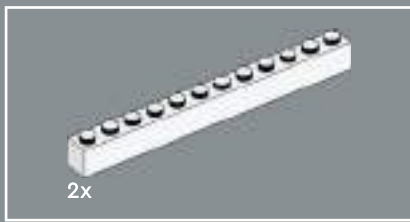
170



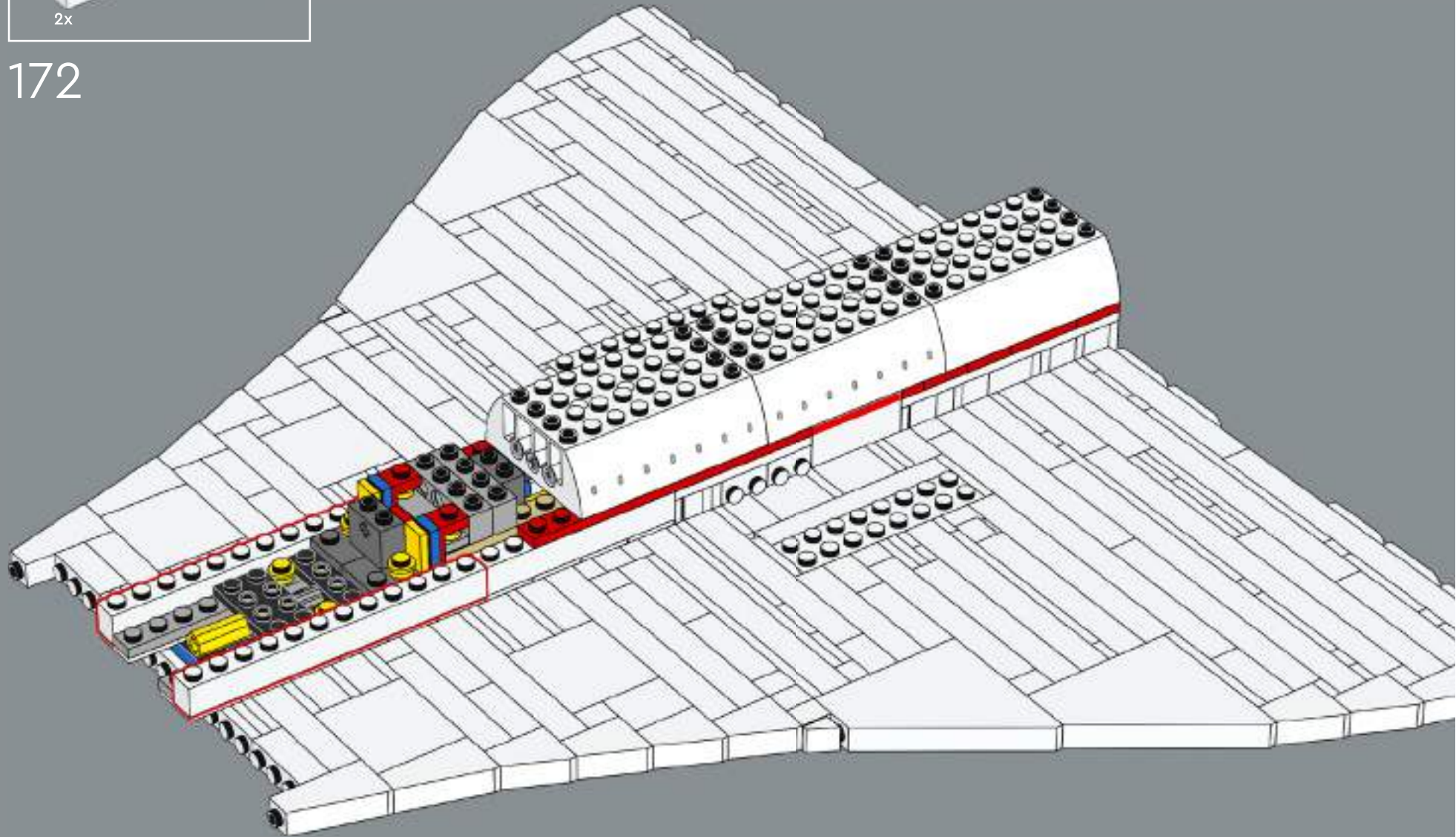


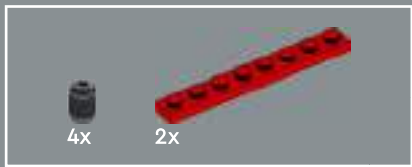
171



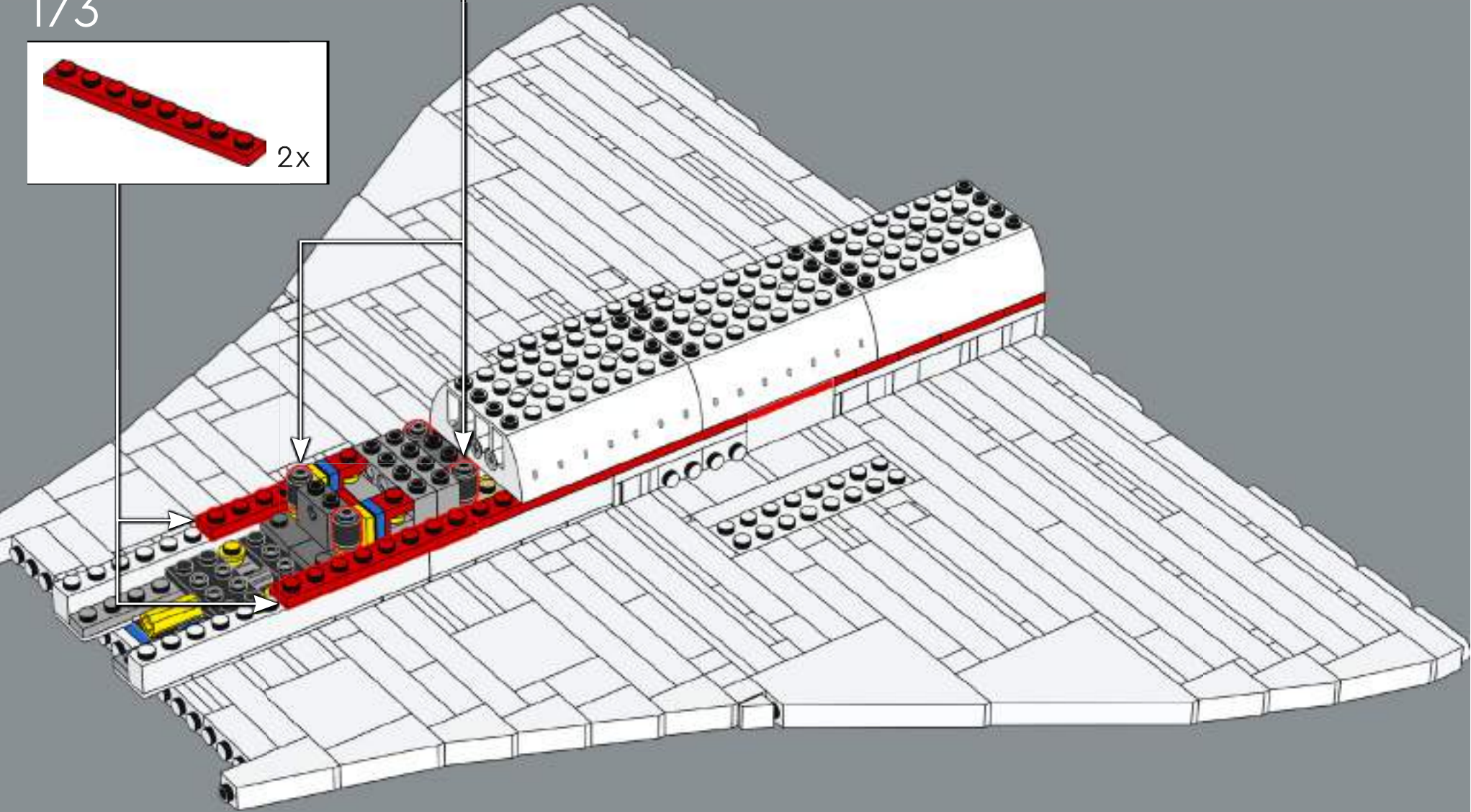


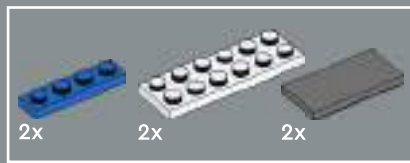
172



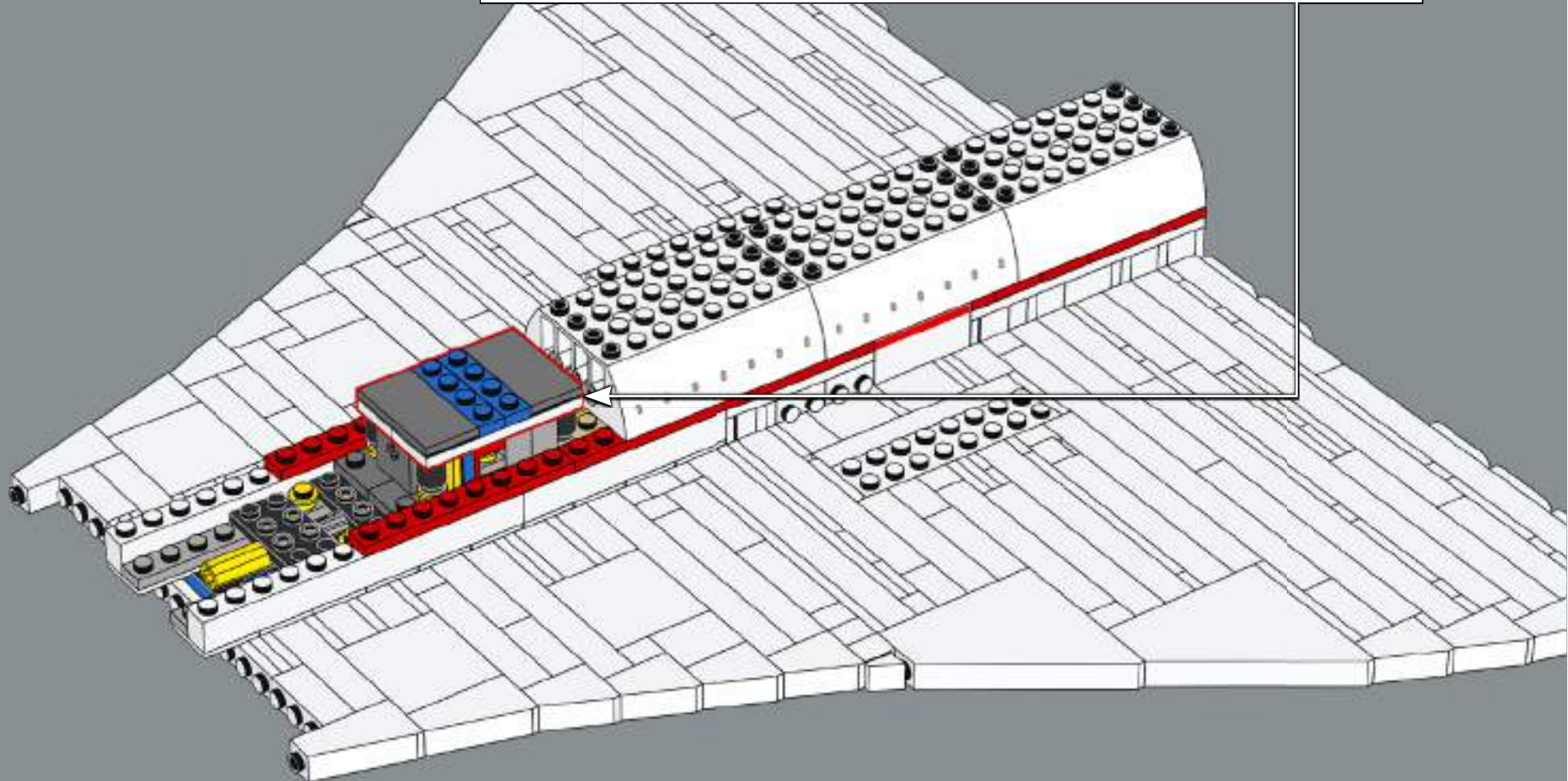
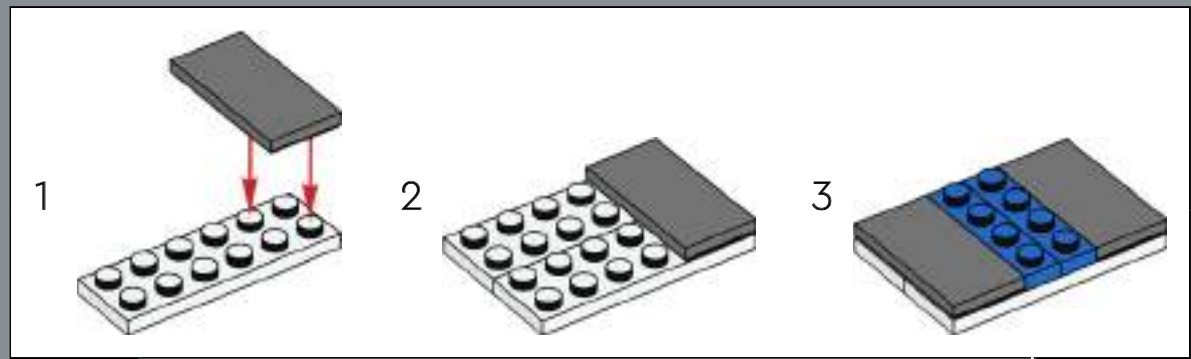


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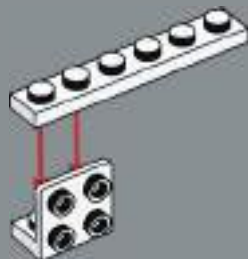


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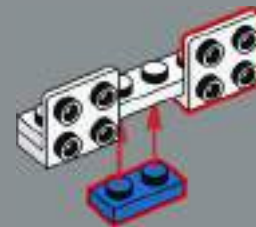




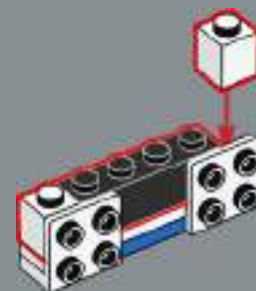
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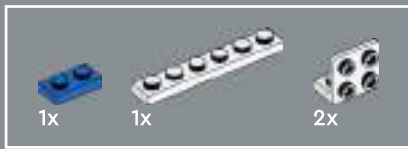


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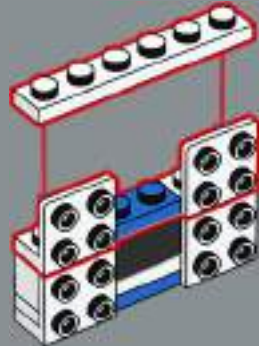


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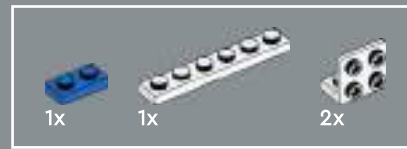




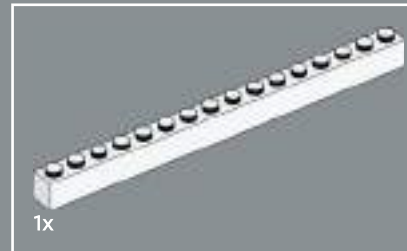
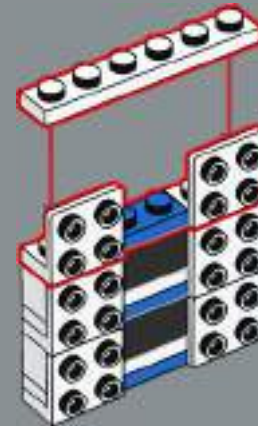
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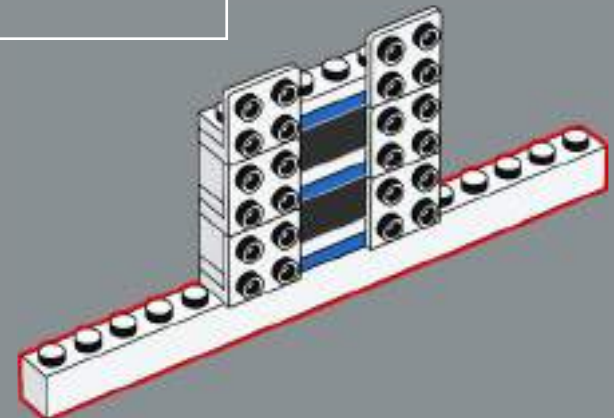
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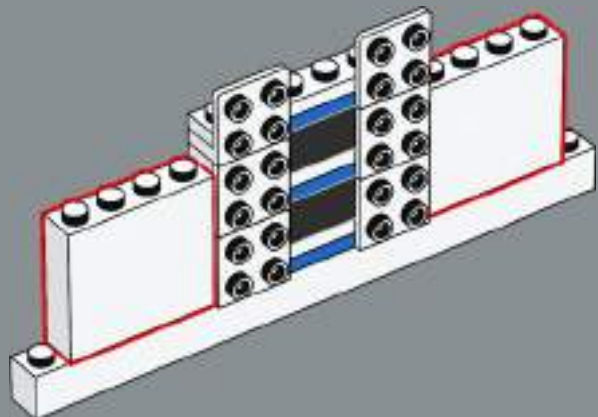


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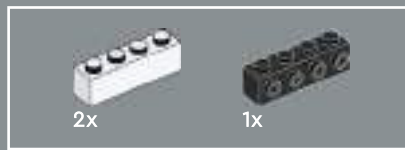
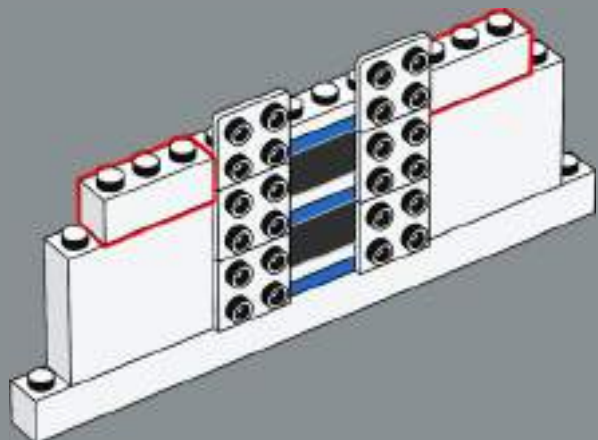




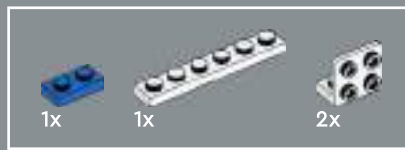
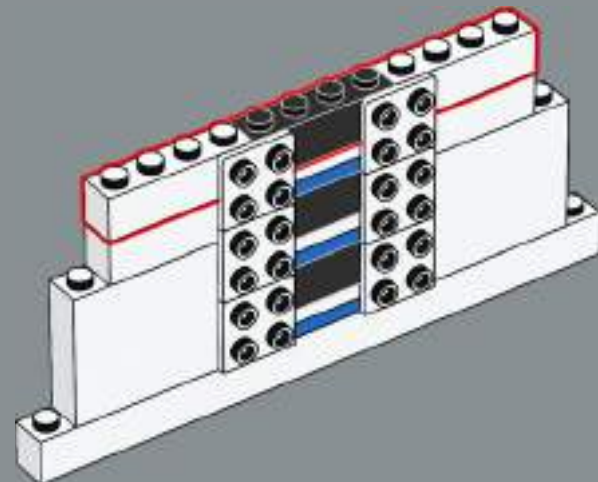
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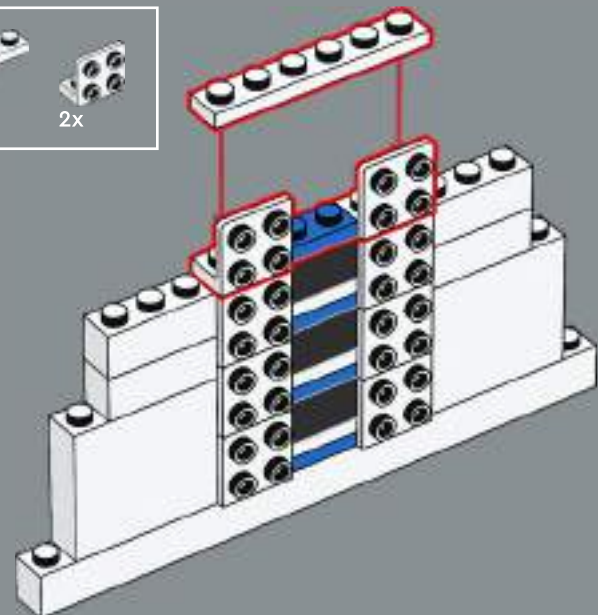
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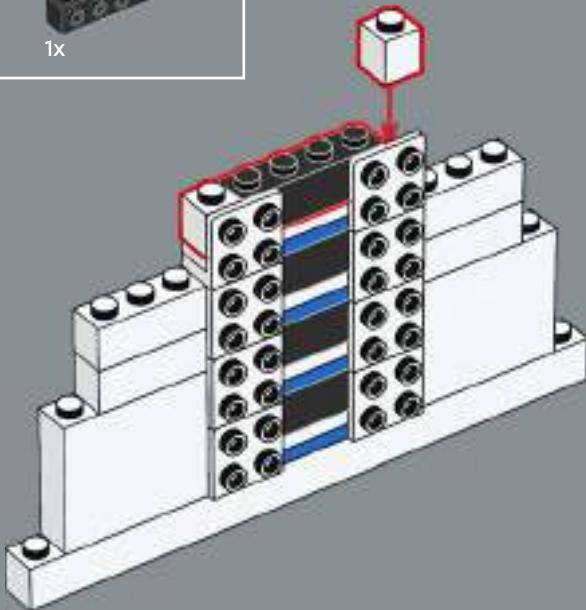


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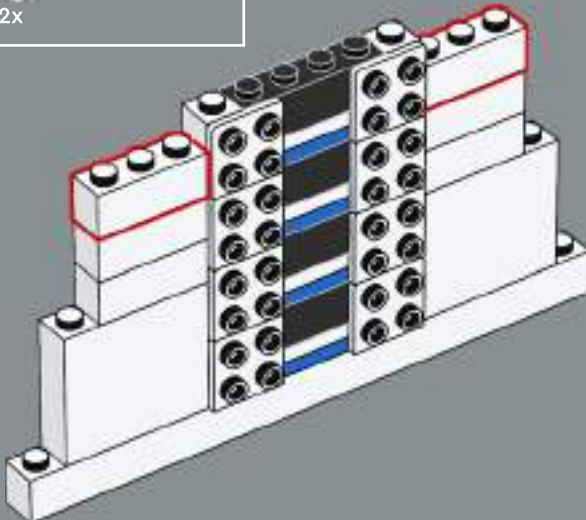




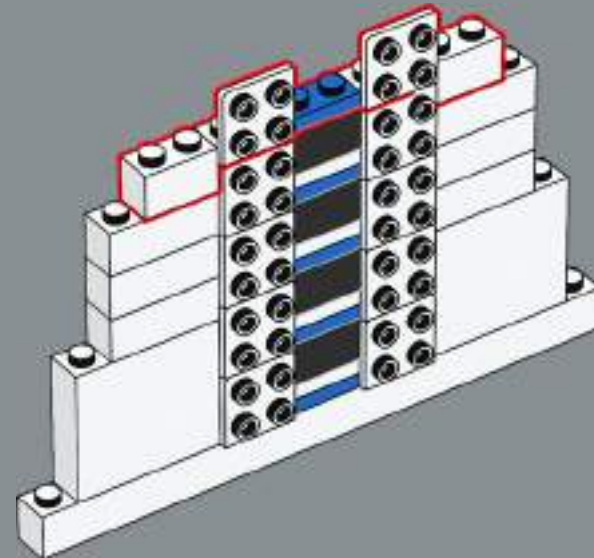
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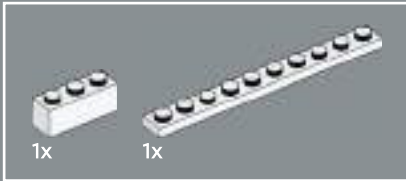
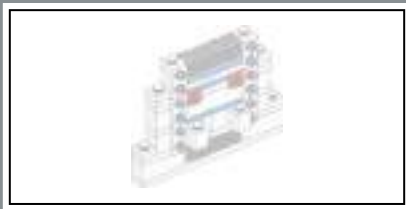


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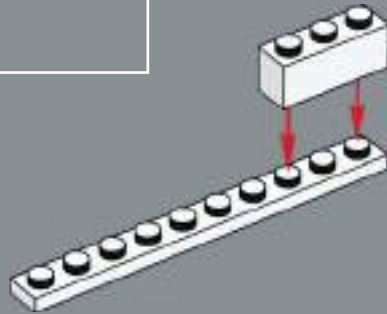


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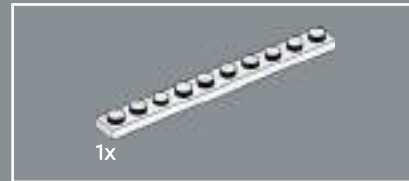
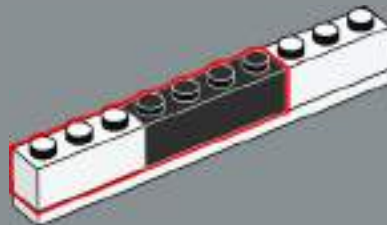




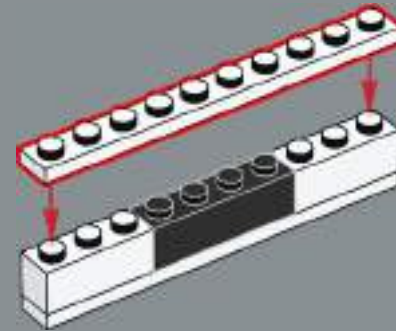
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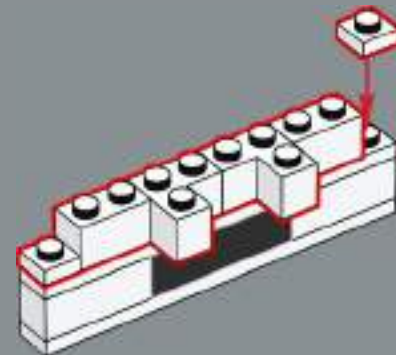
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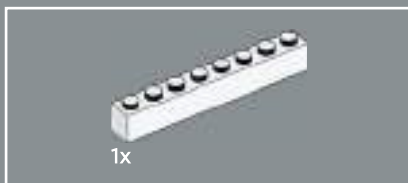
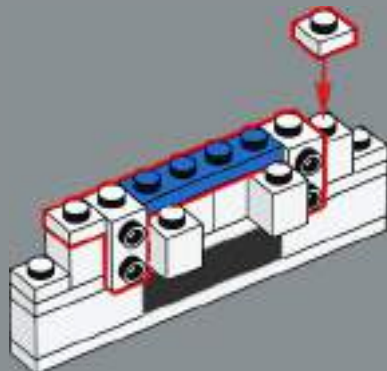


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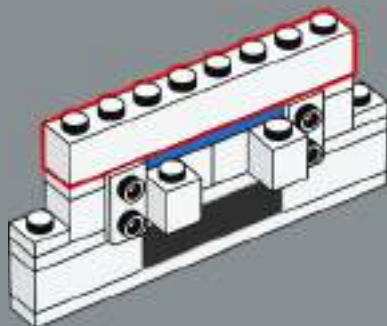




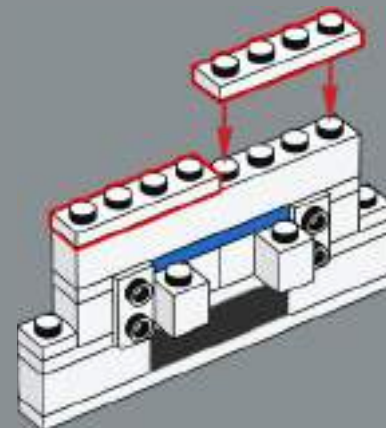
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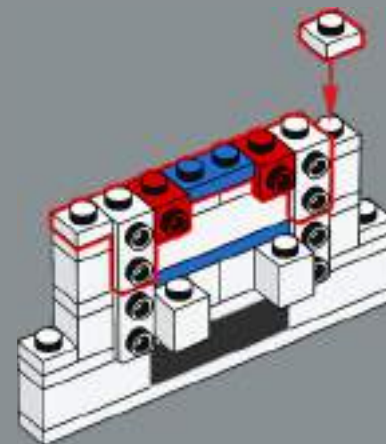
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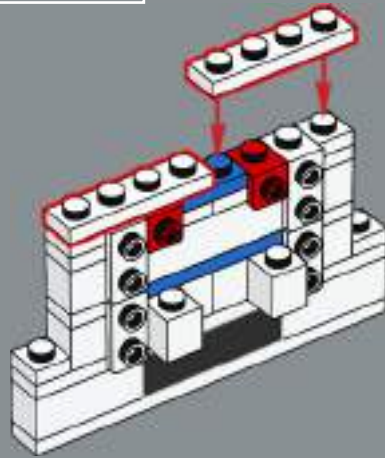


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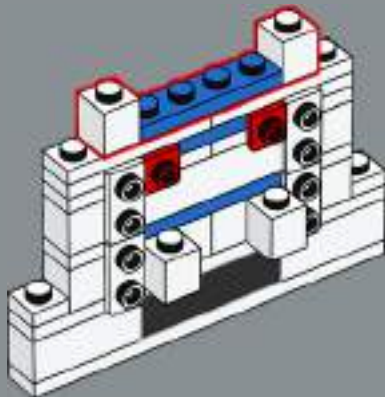




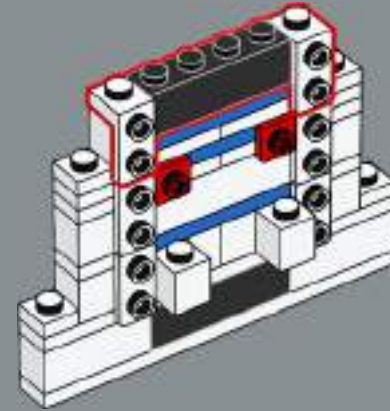
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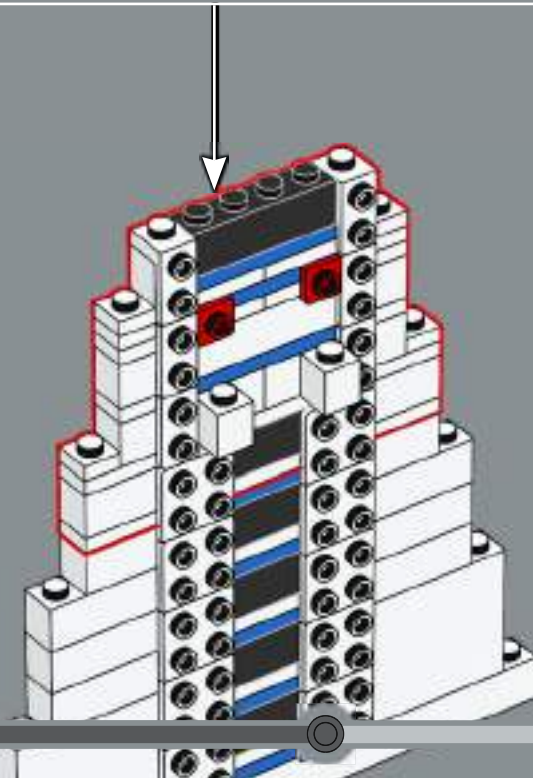
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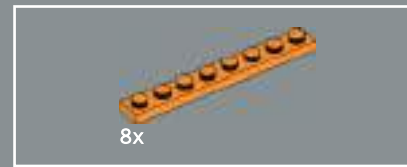
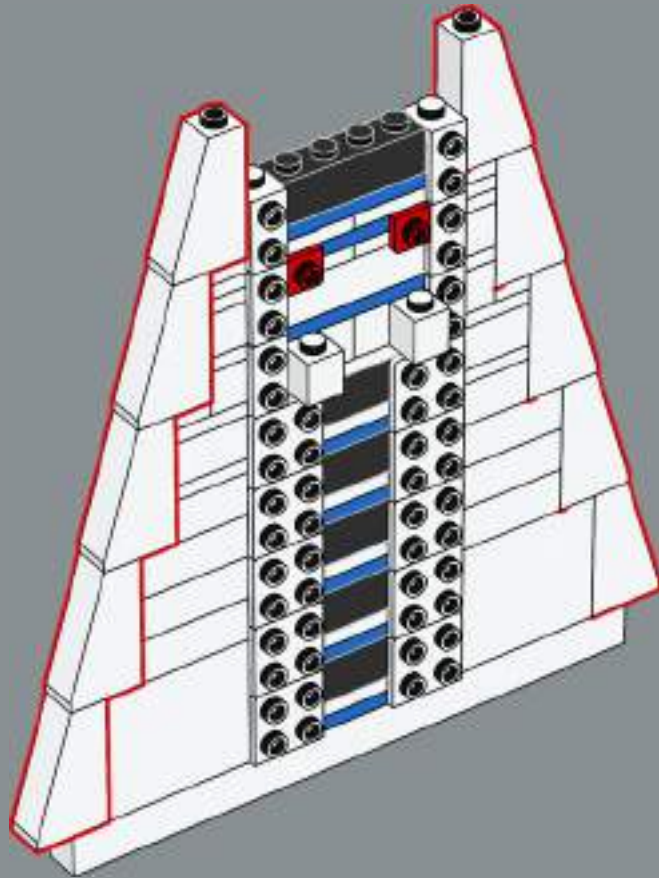


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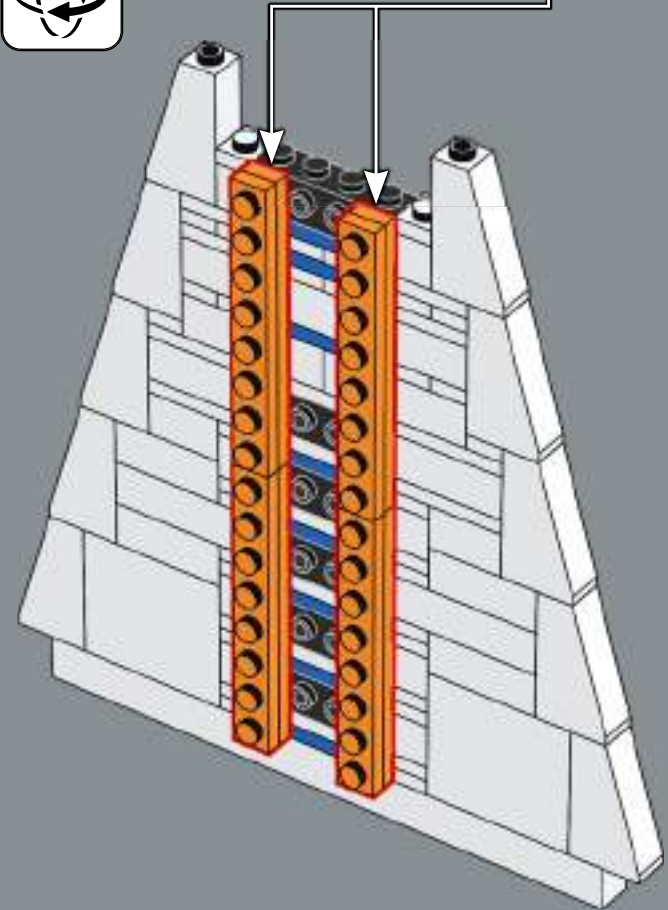
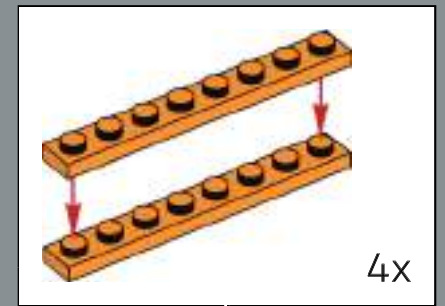


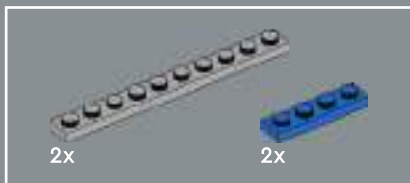


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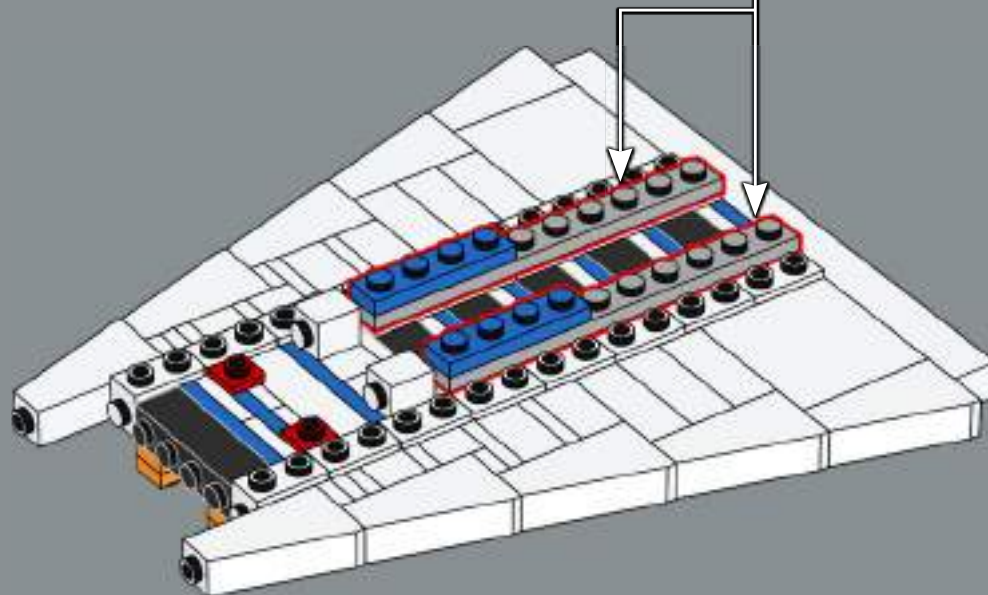
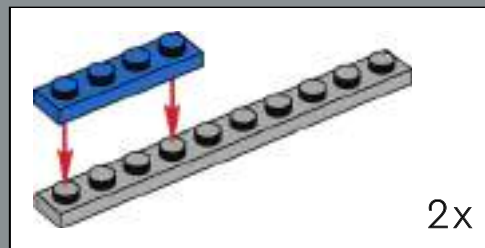


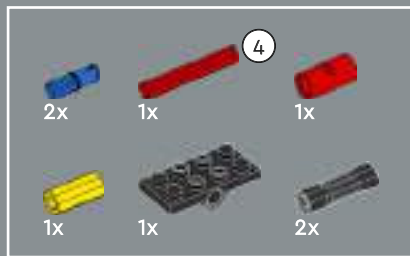
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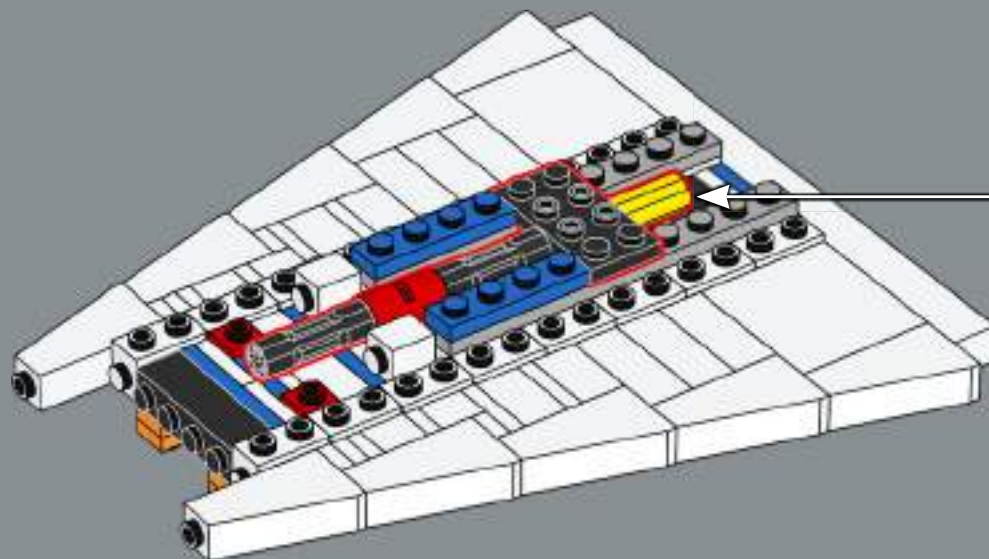
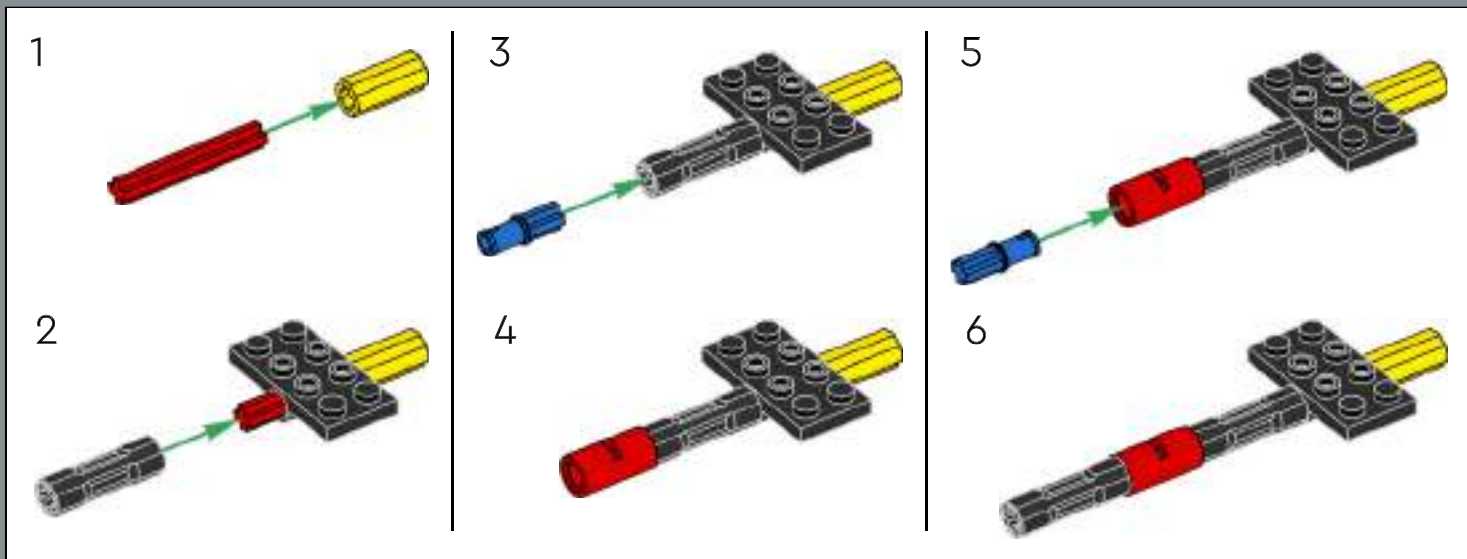


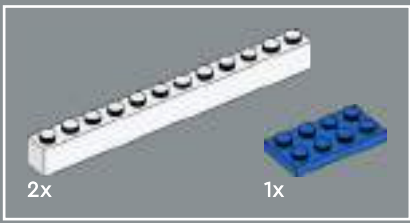
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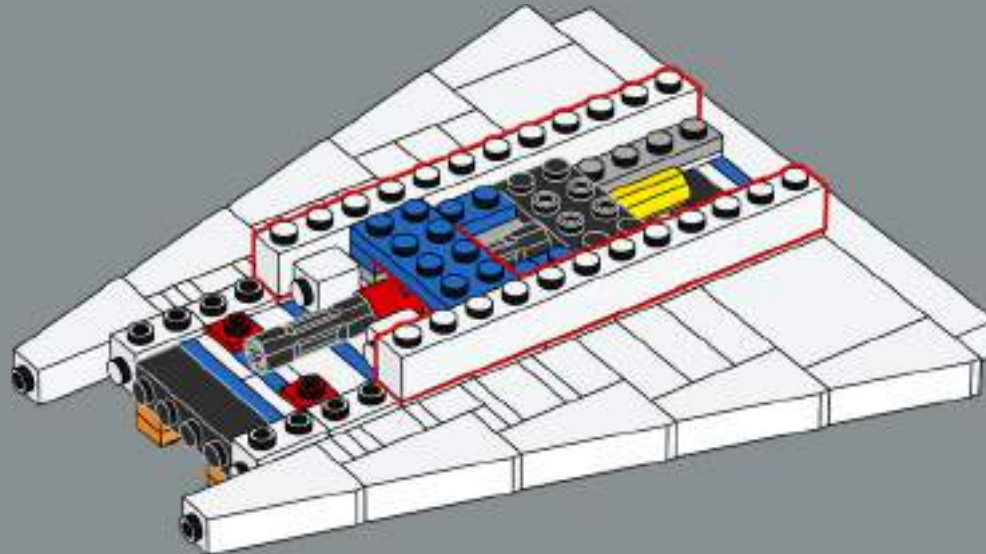
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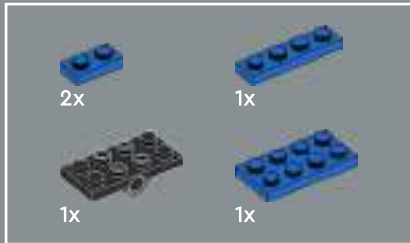
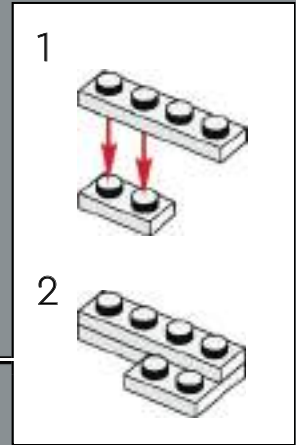
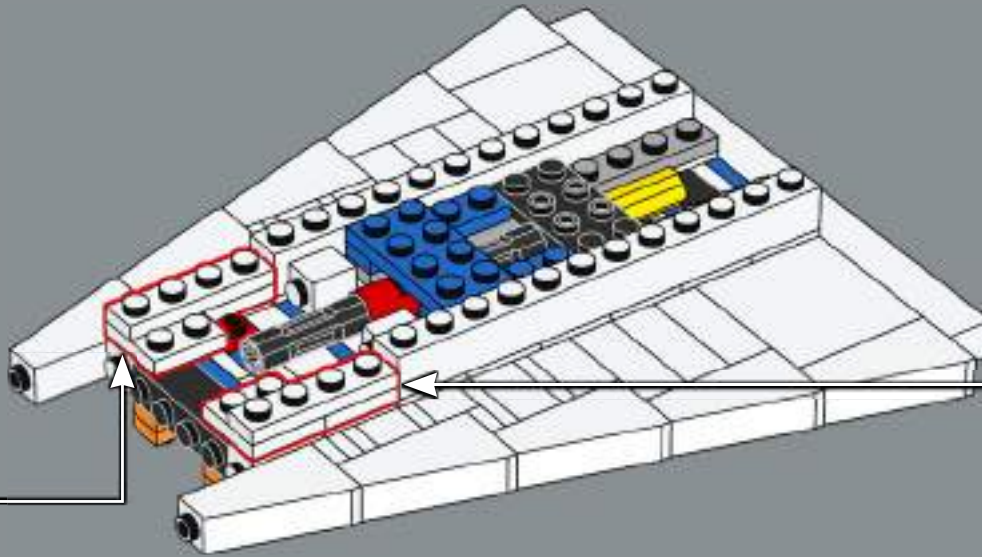
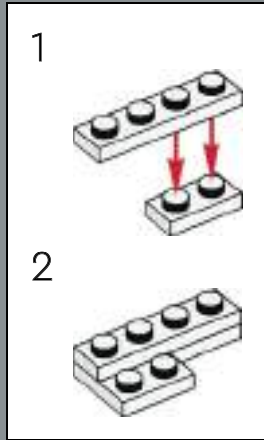
This clutch was an elegant solution to ensuring that the forward and rear landing gear remain synchronised when your model comes in for landing!

205

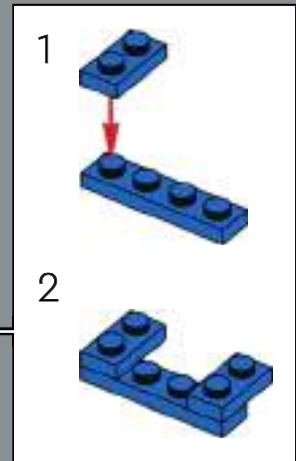
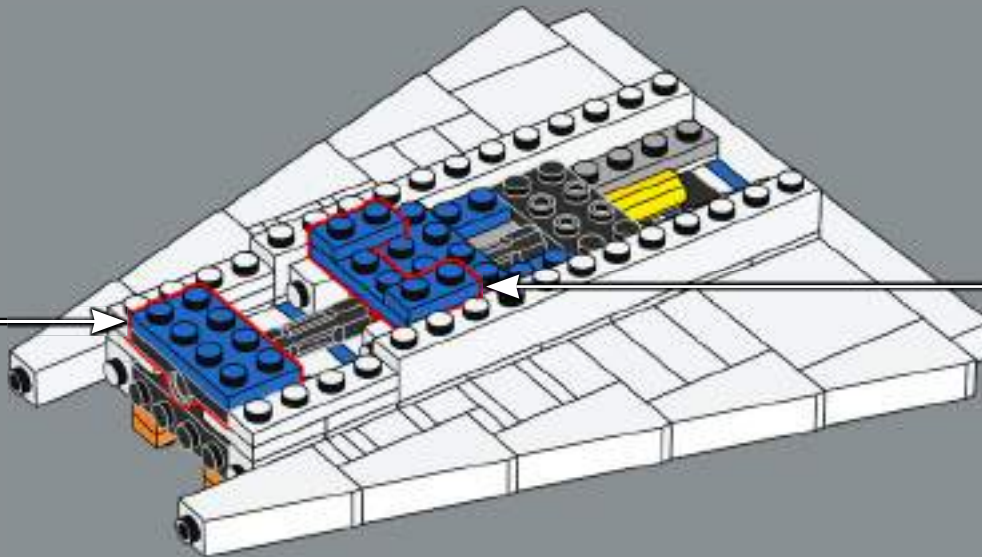
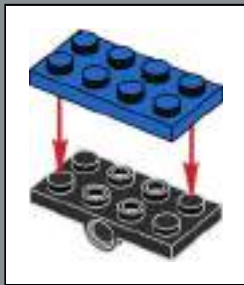


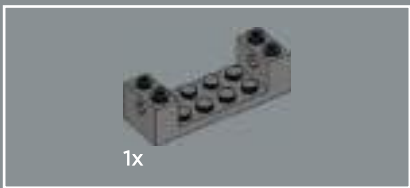


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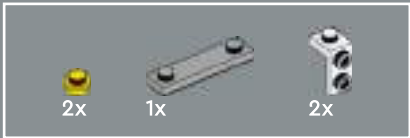
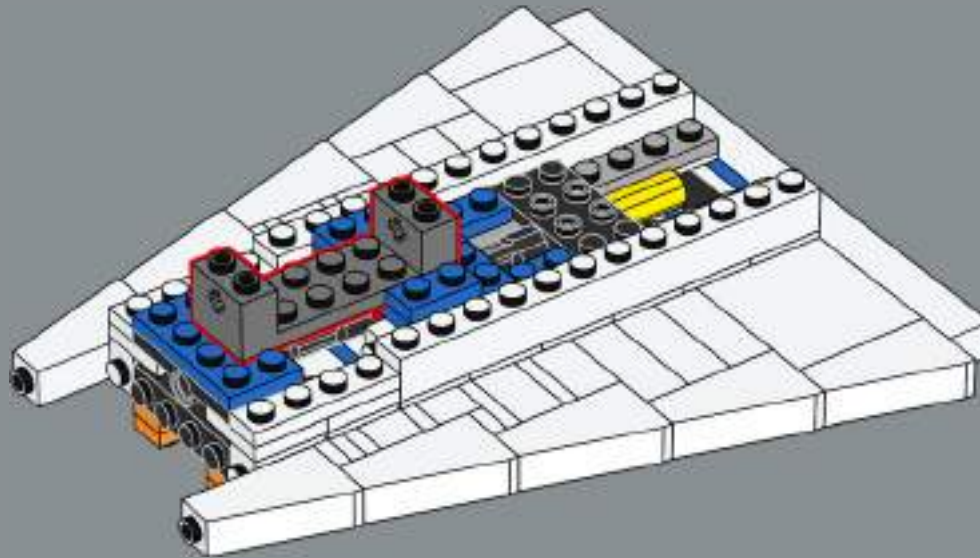


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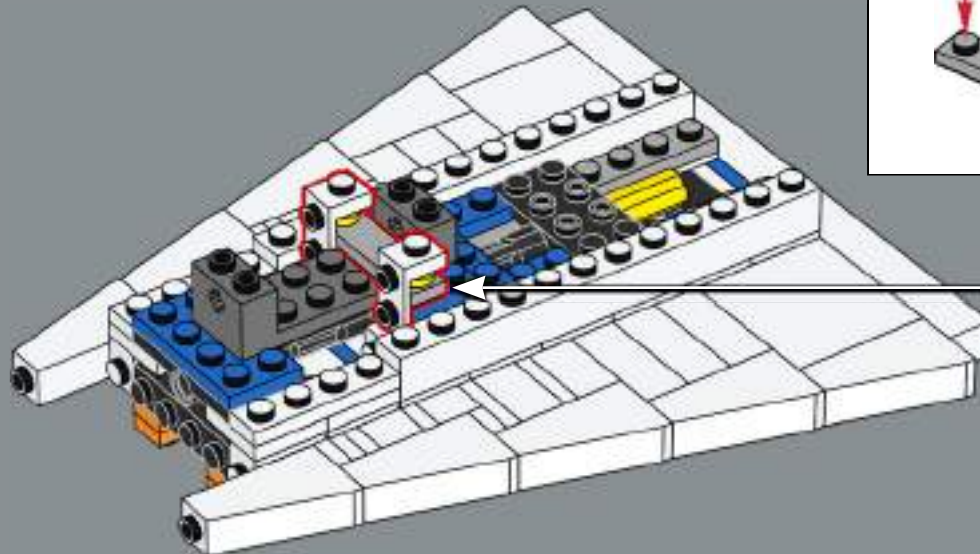


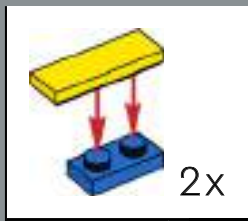


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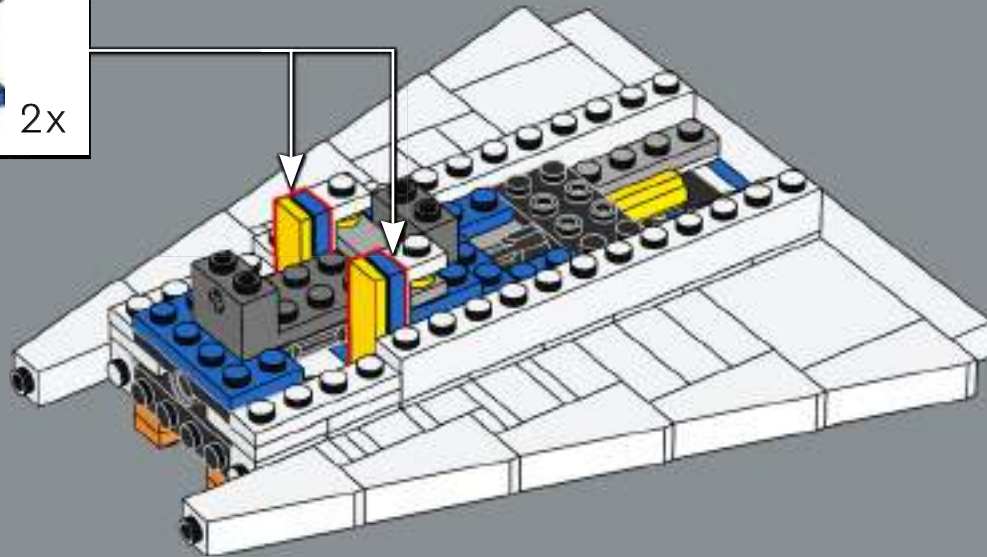


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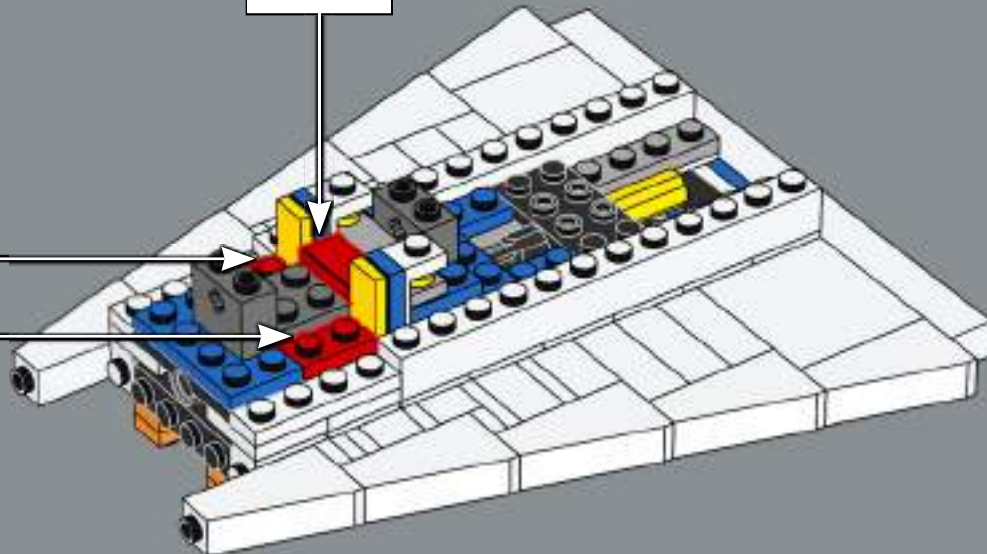




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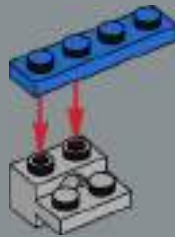


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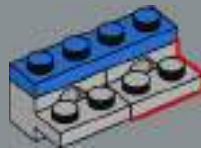




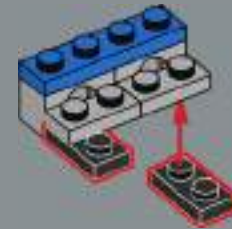
212



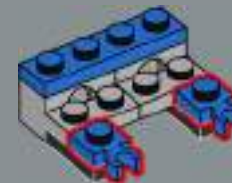
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214

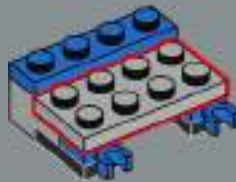


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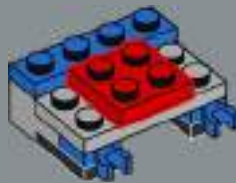




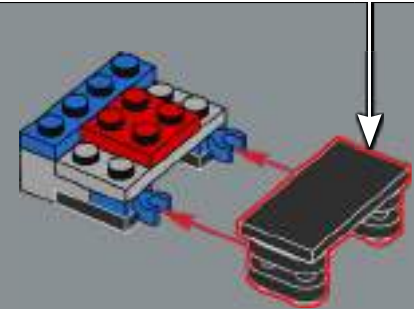
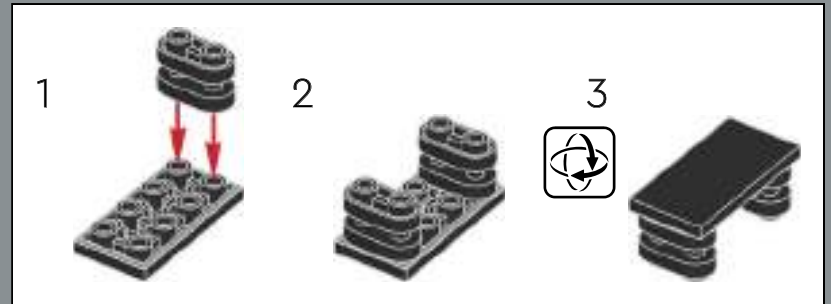
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217



218



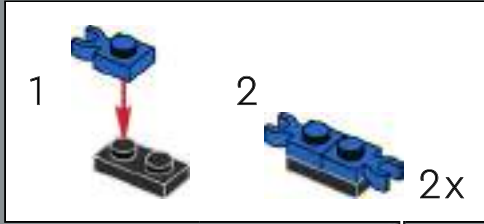


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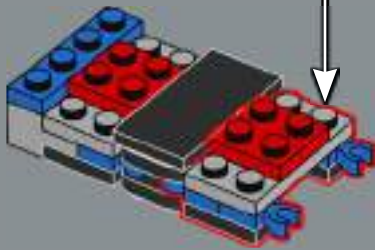
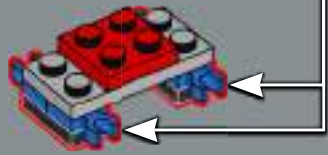
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2



3



220

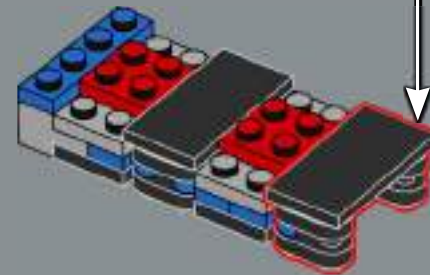
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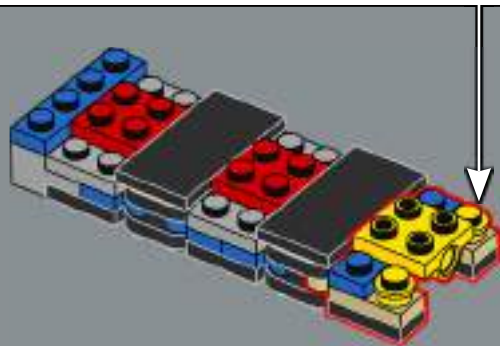
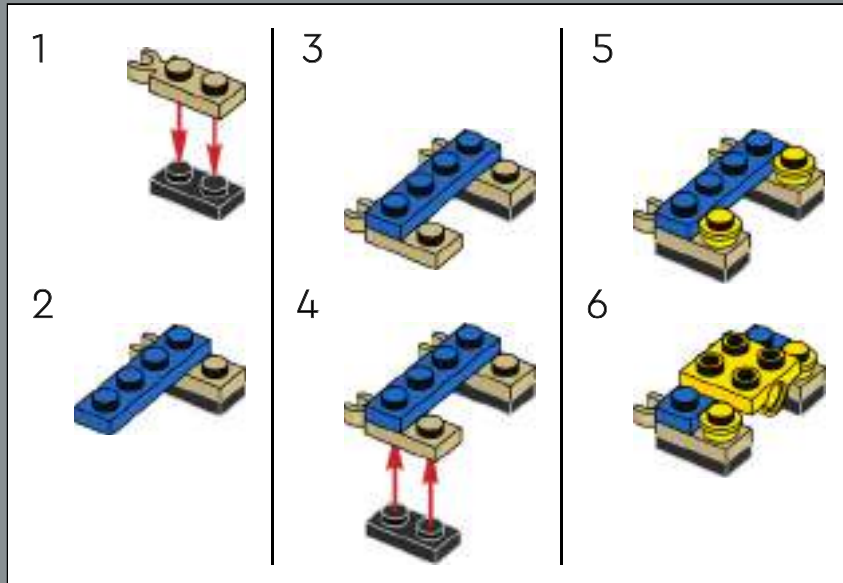


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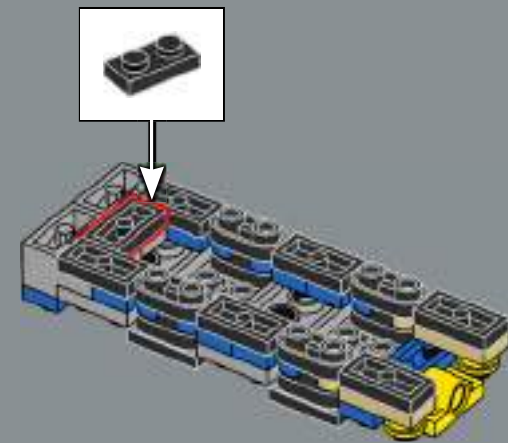


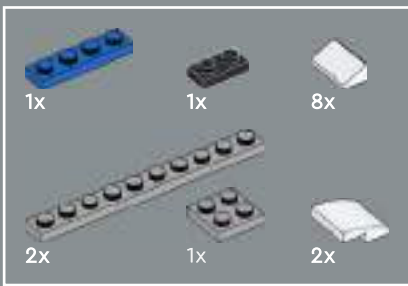


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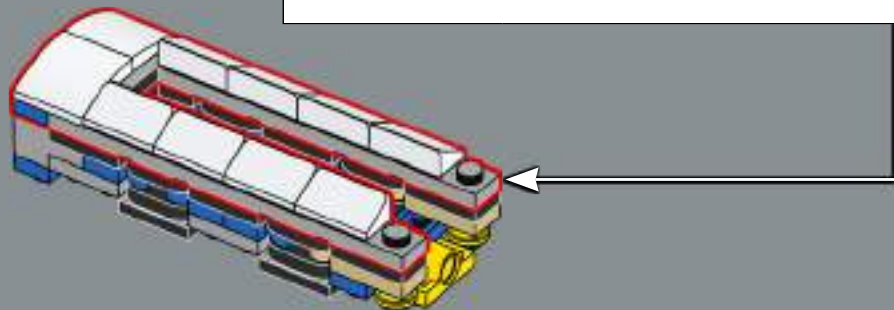
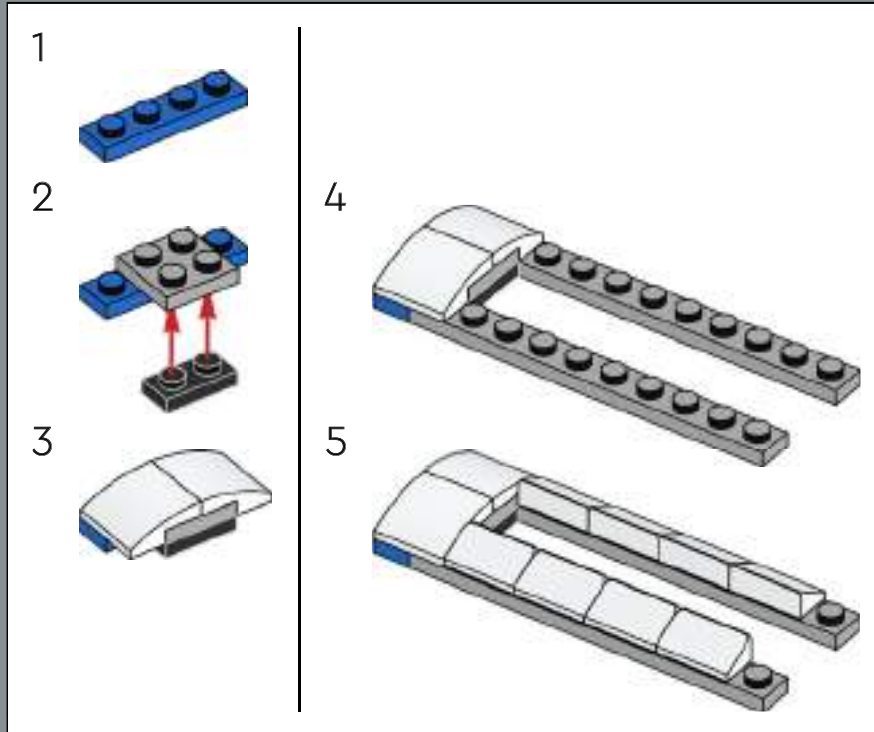


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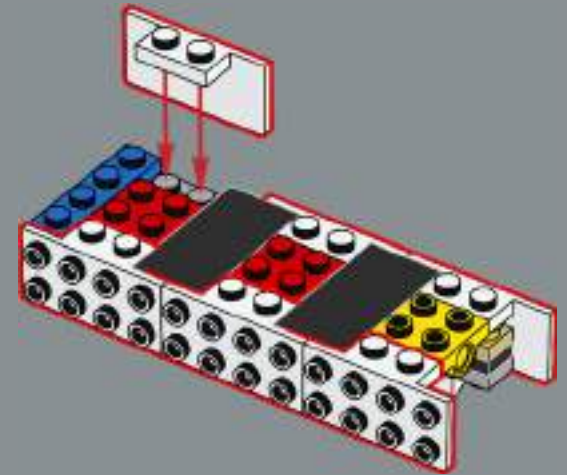


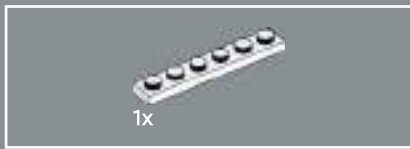


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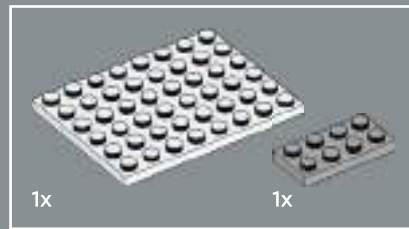
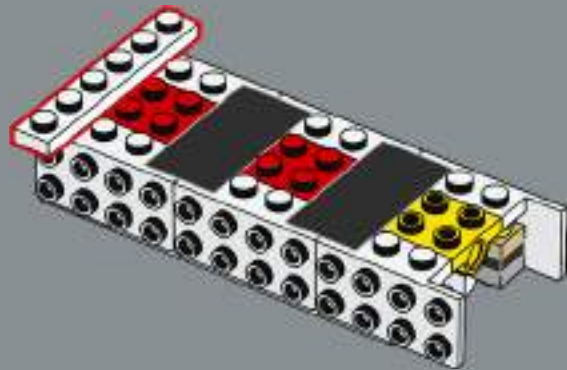


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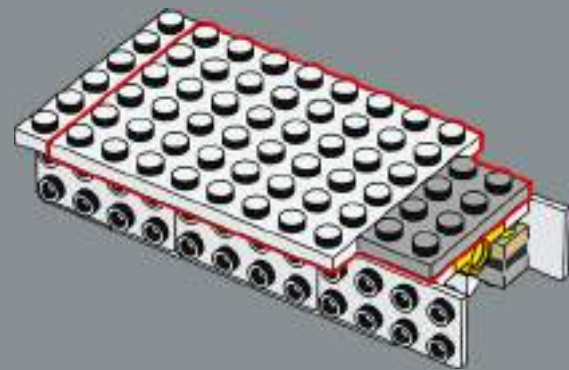


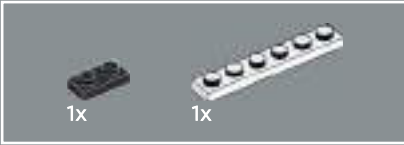
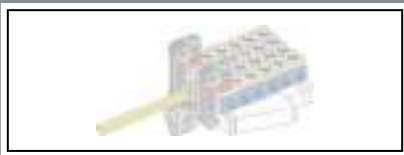


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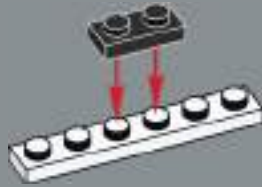


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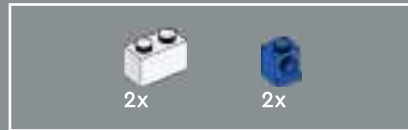




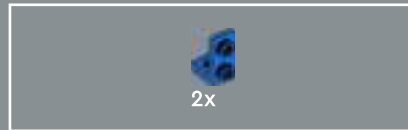
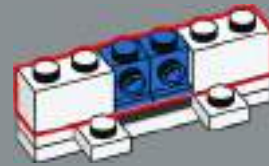
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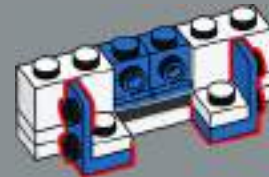
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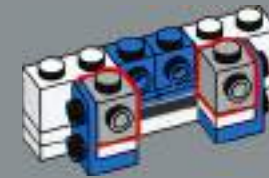
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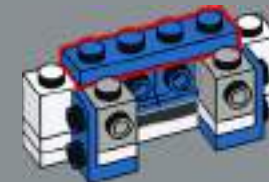
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231



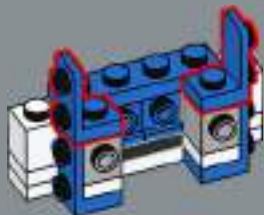
232





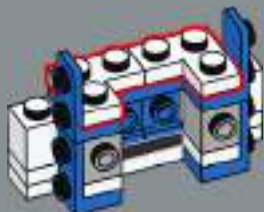
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233



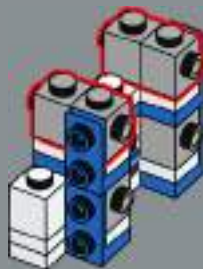
2x

234



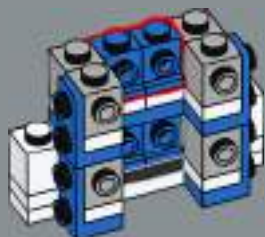
4x

235



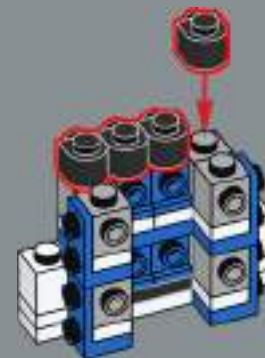
2x

236



4x

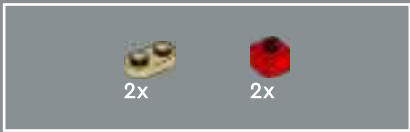
237



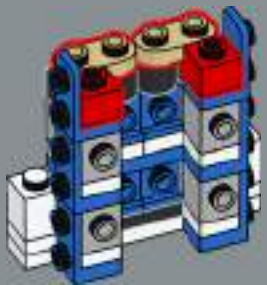
2x

238

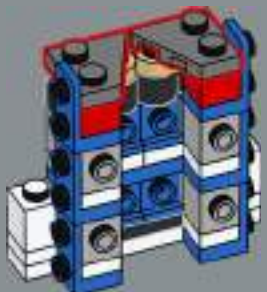




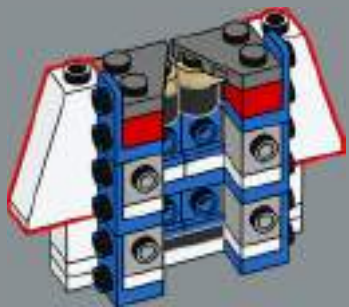
239



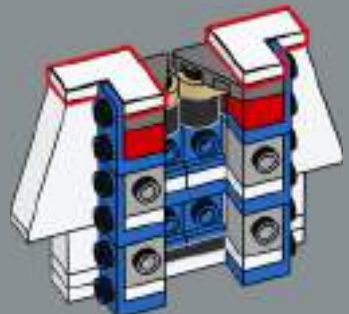
240



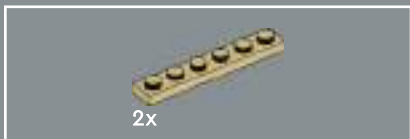
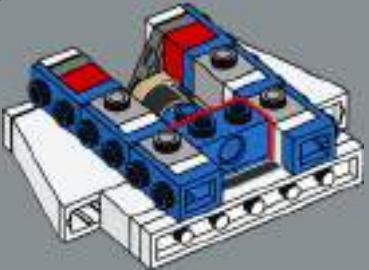
241



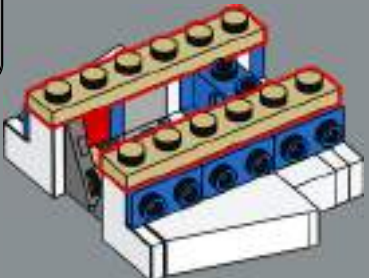
242



243



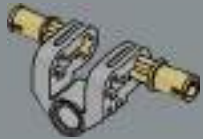
244



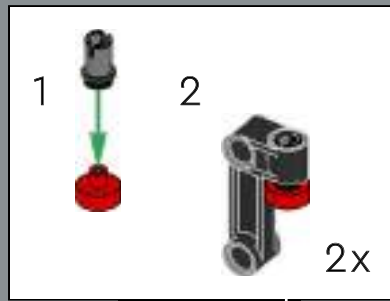
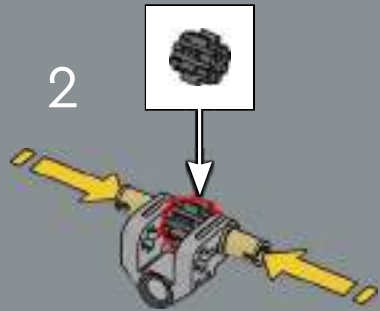


245

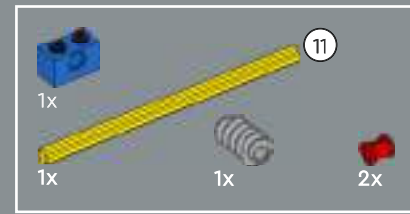
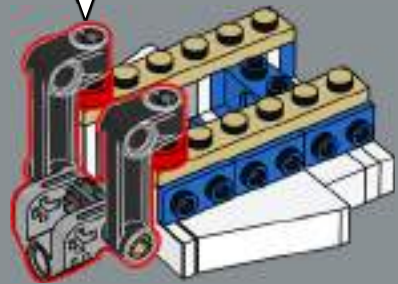
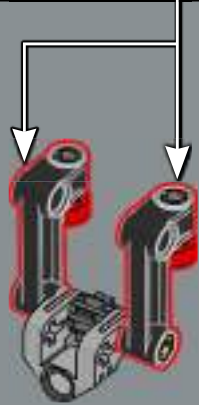
1



2

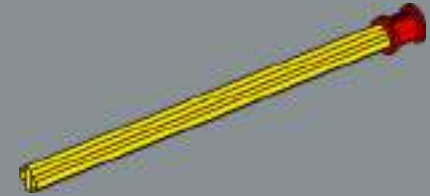


3

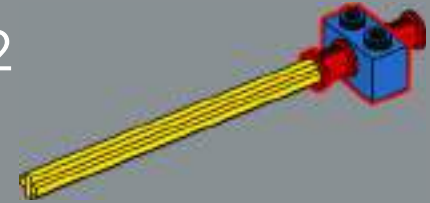


246

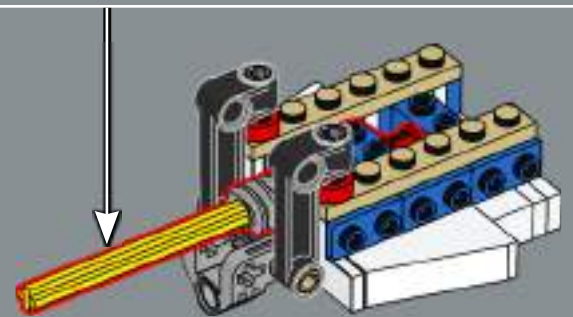
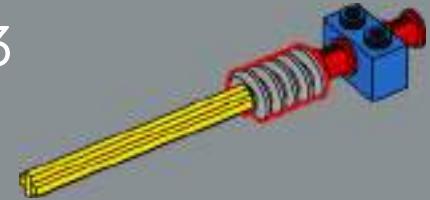
1



2

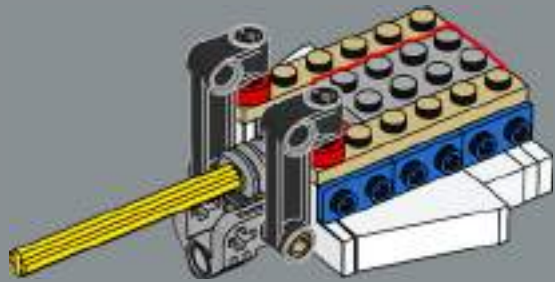


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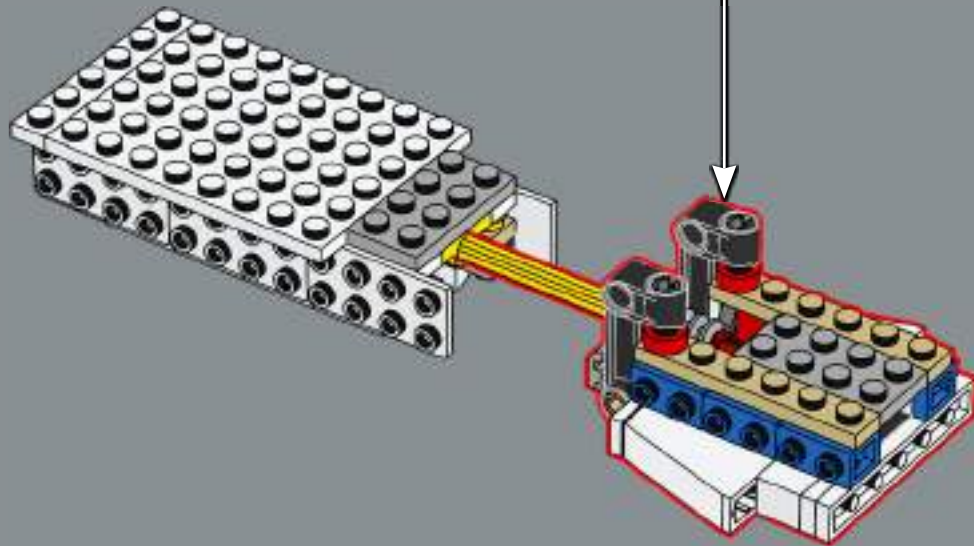




247

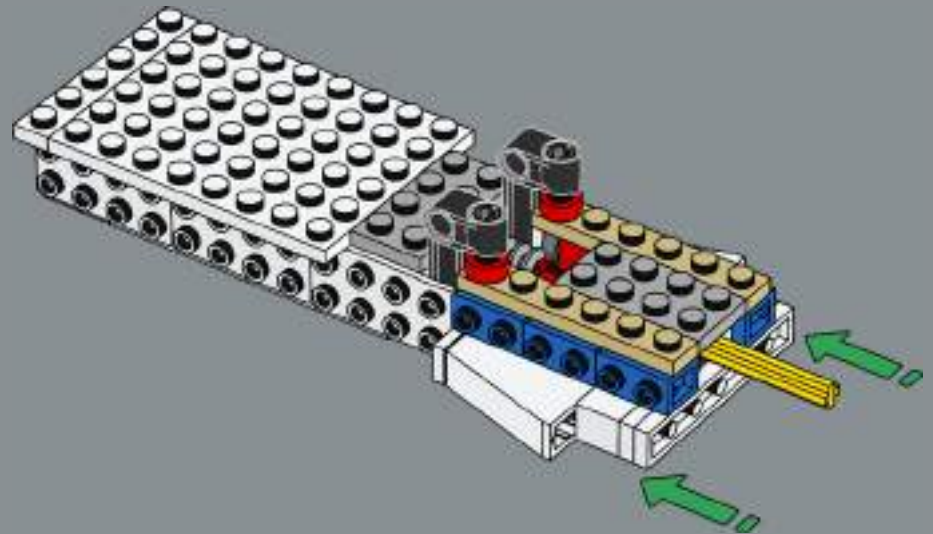


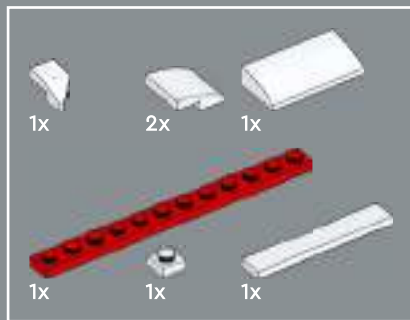
248



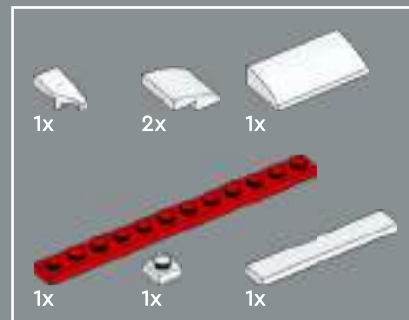
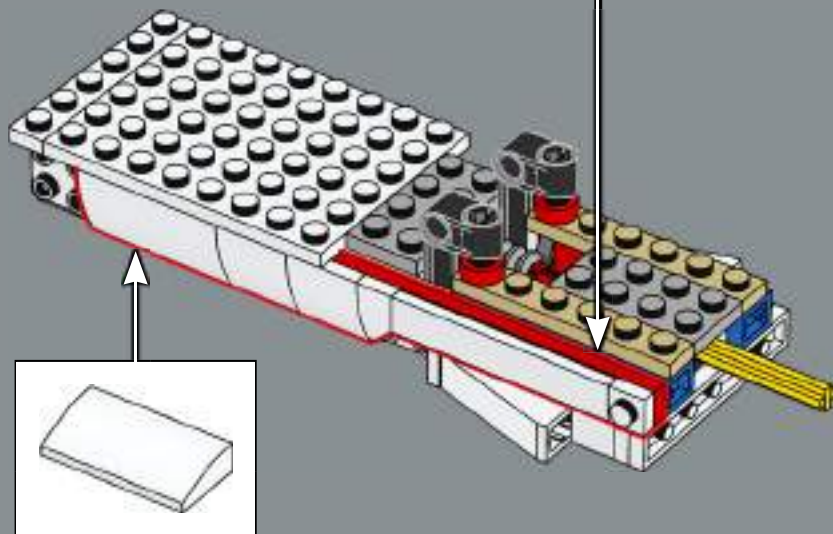
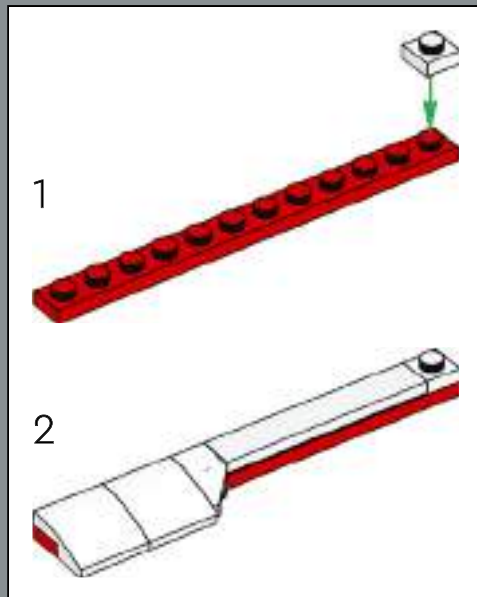
The forward wheel well accommodates the nose landing gear. Concorde's landing gear was longer than most to ensure that the engines, set far back on the delta wing, would clear the ground during take-off and landing.

249

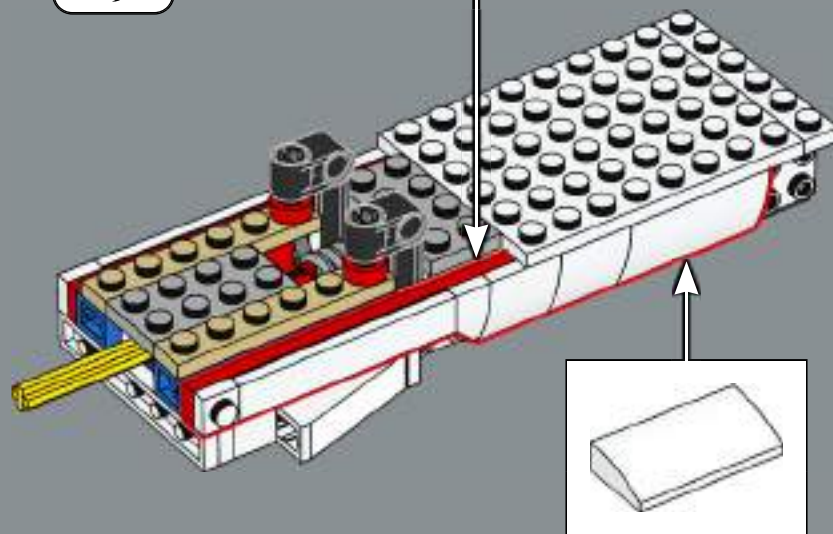
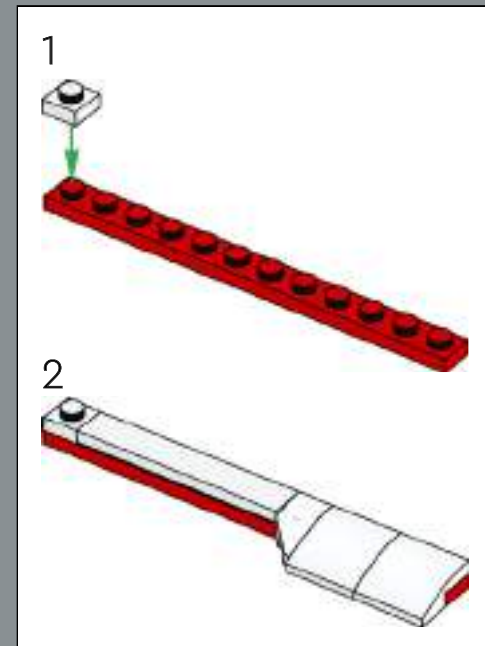


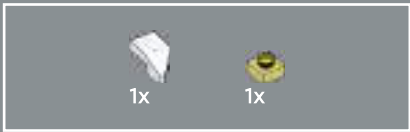


250

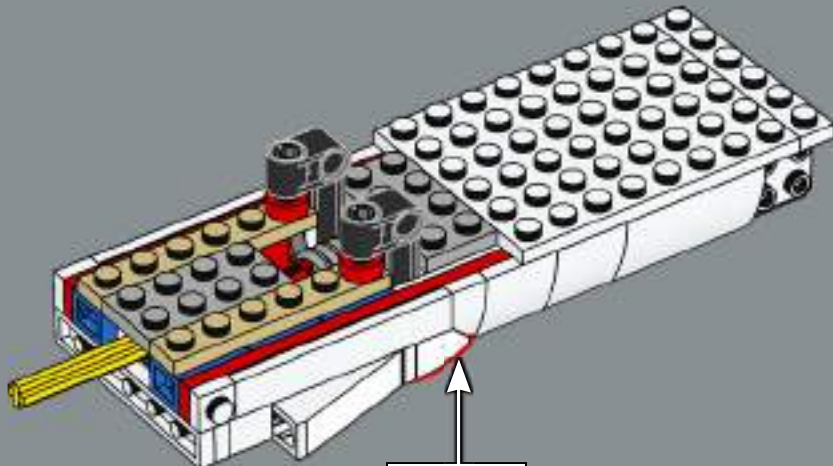


251

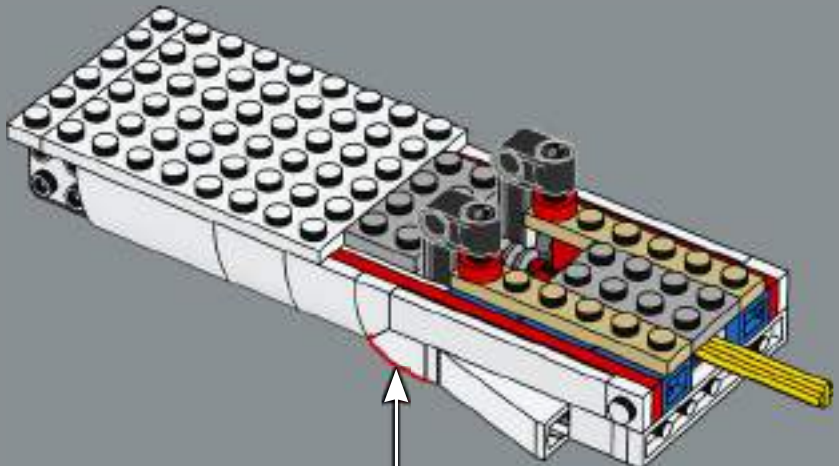




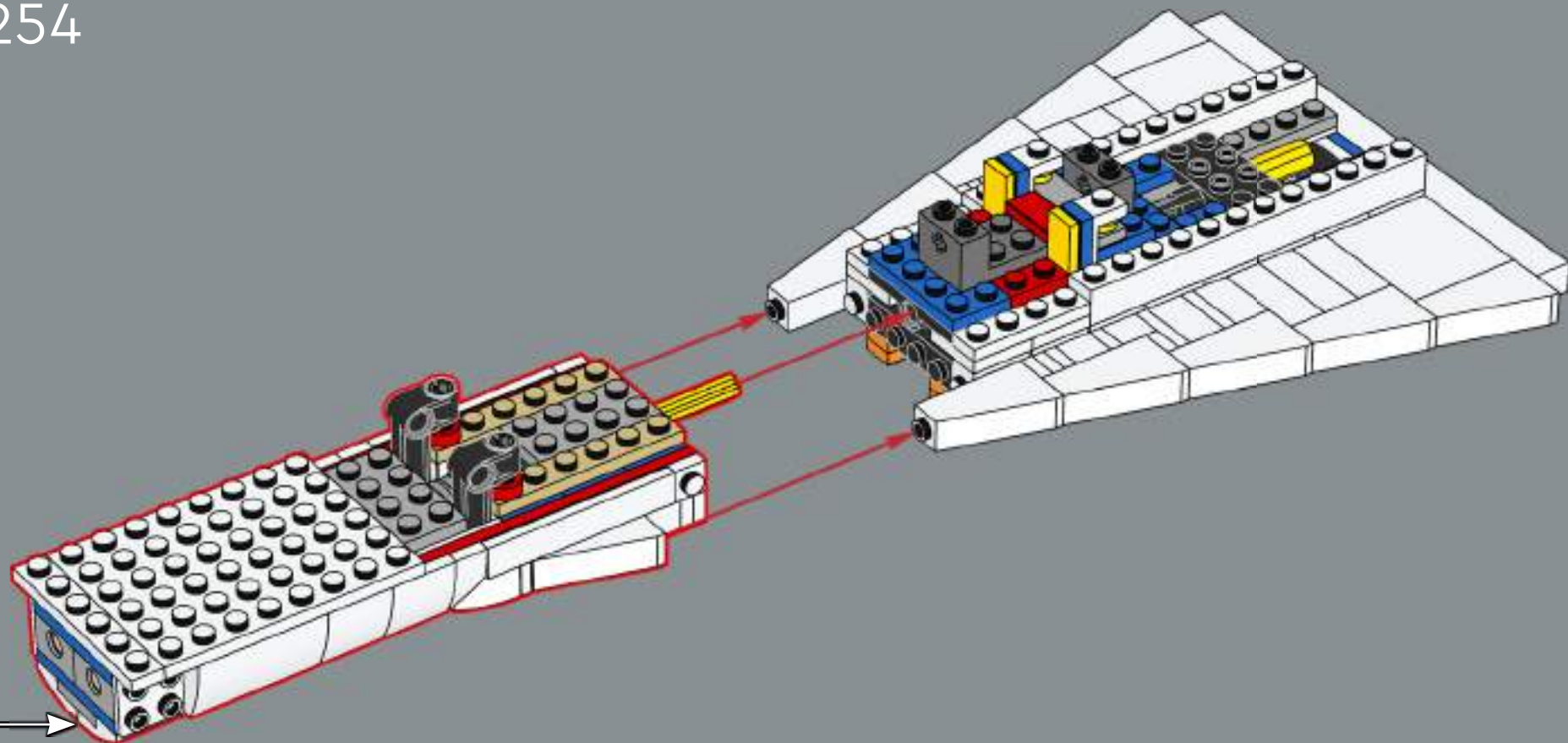
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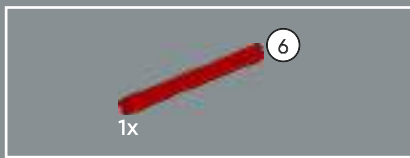


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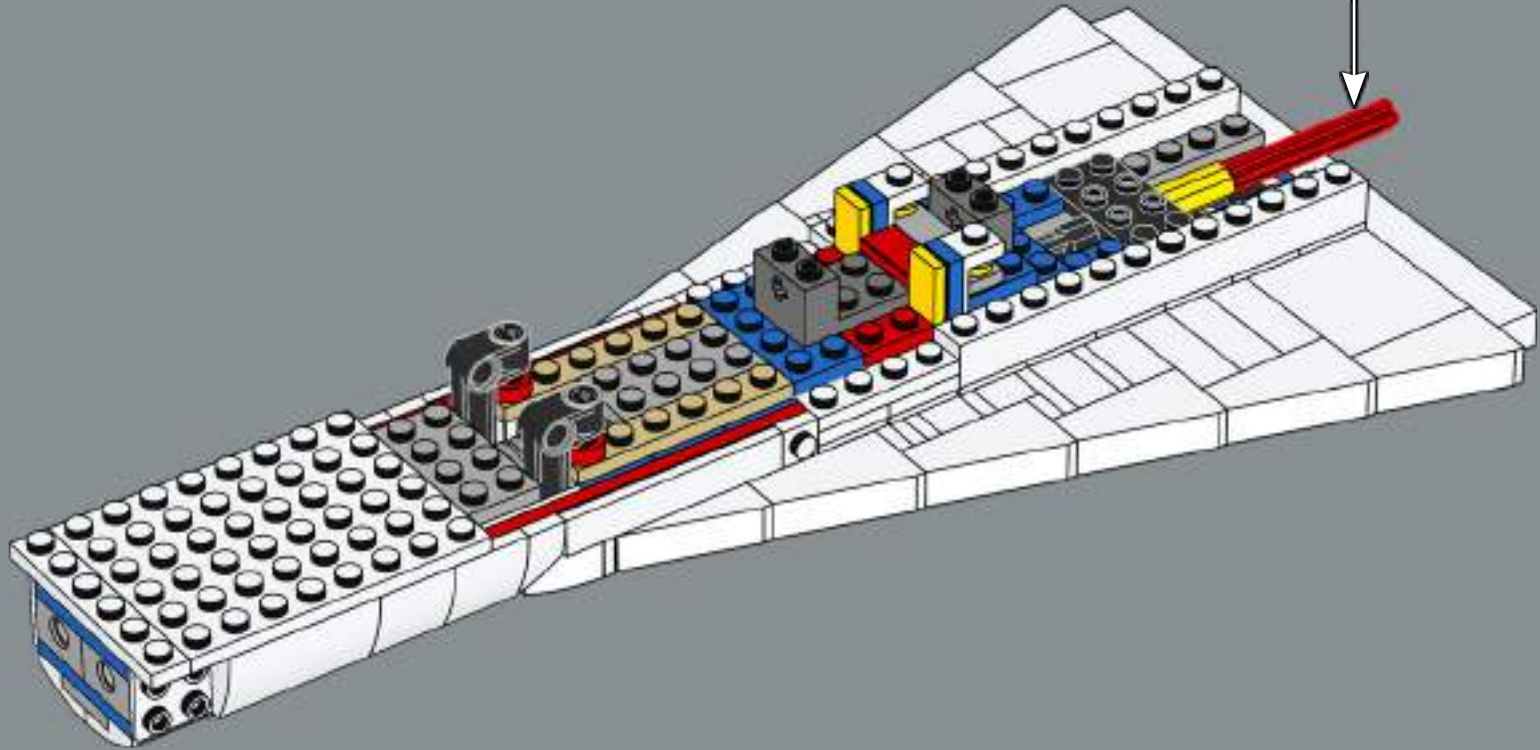


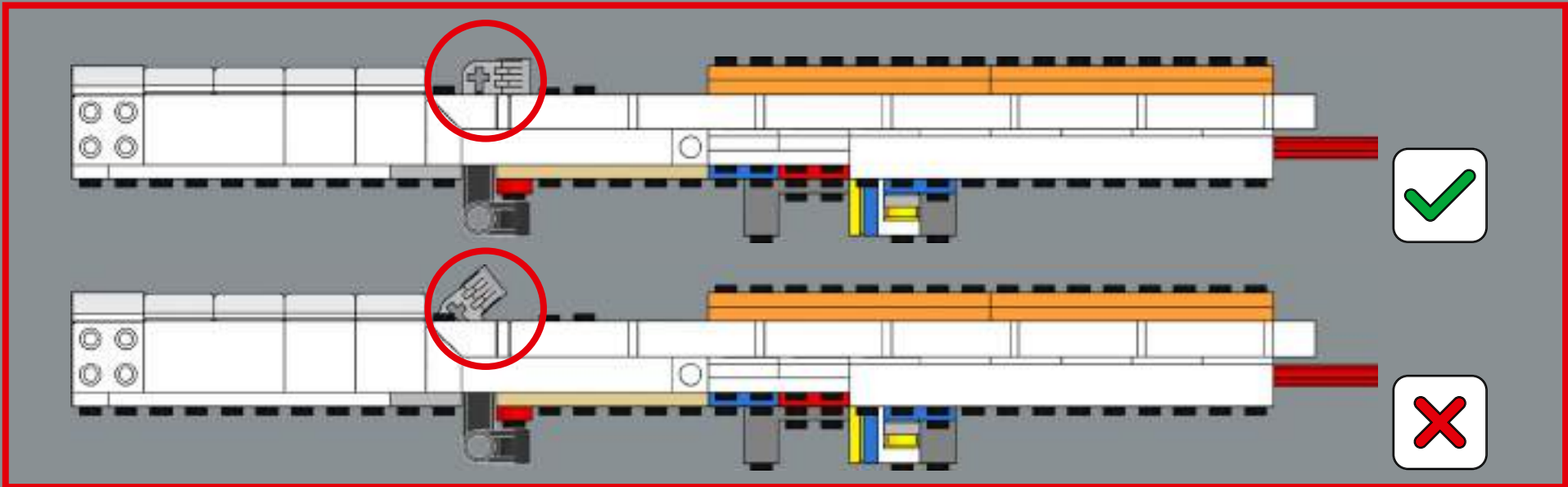
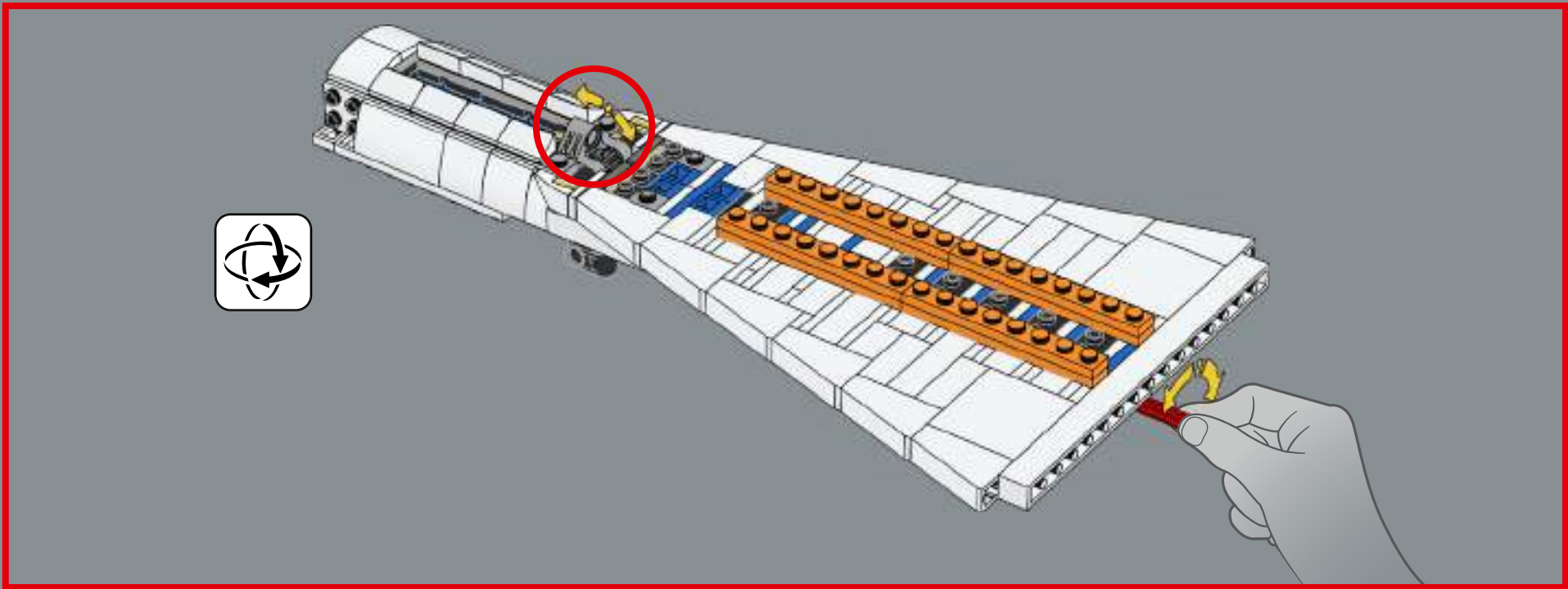
254

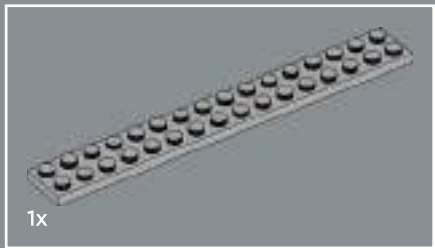




255

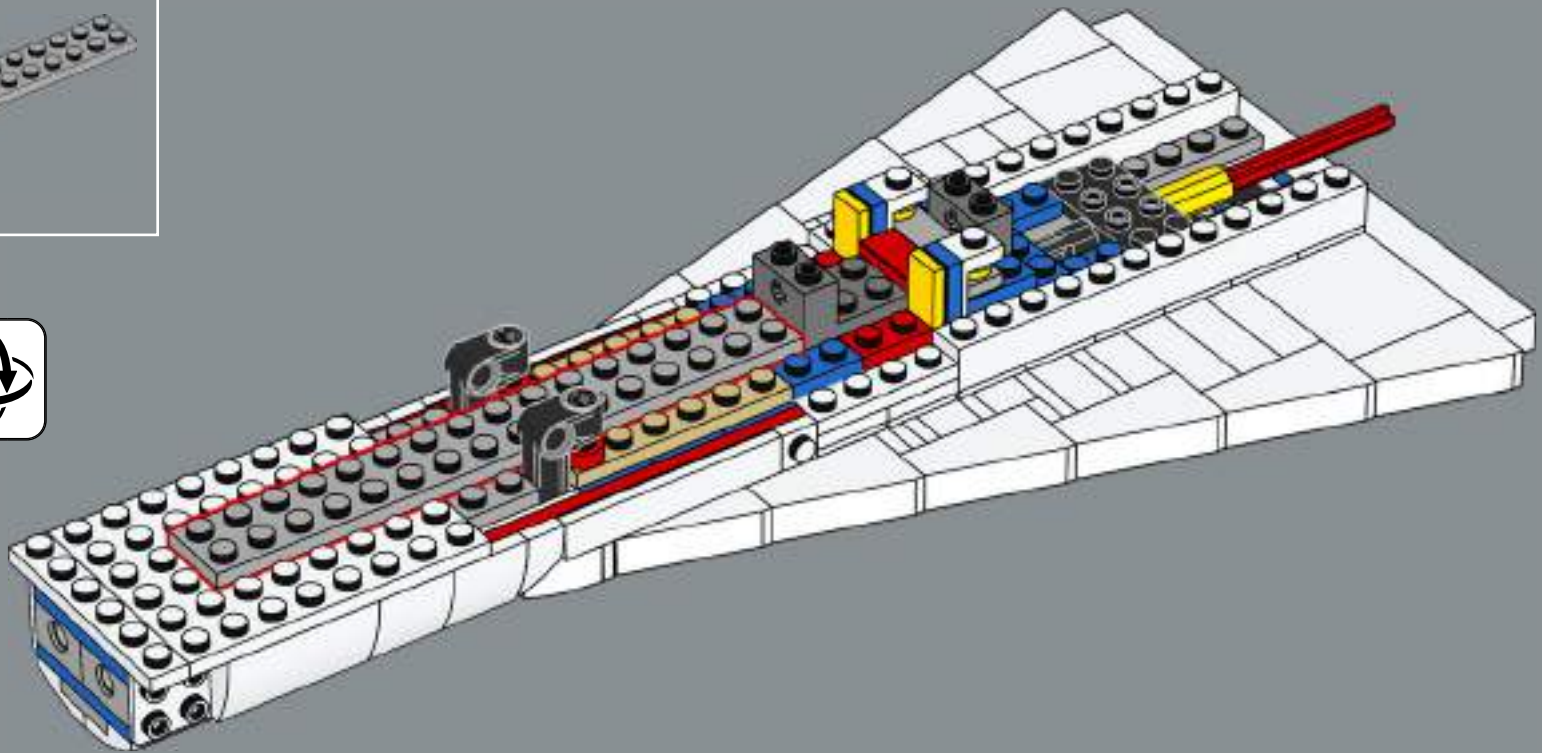


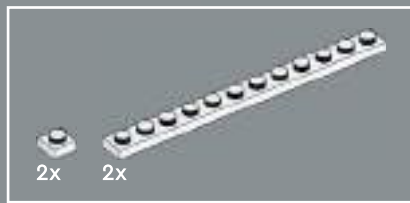




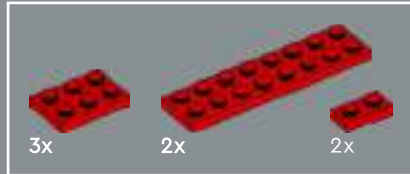
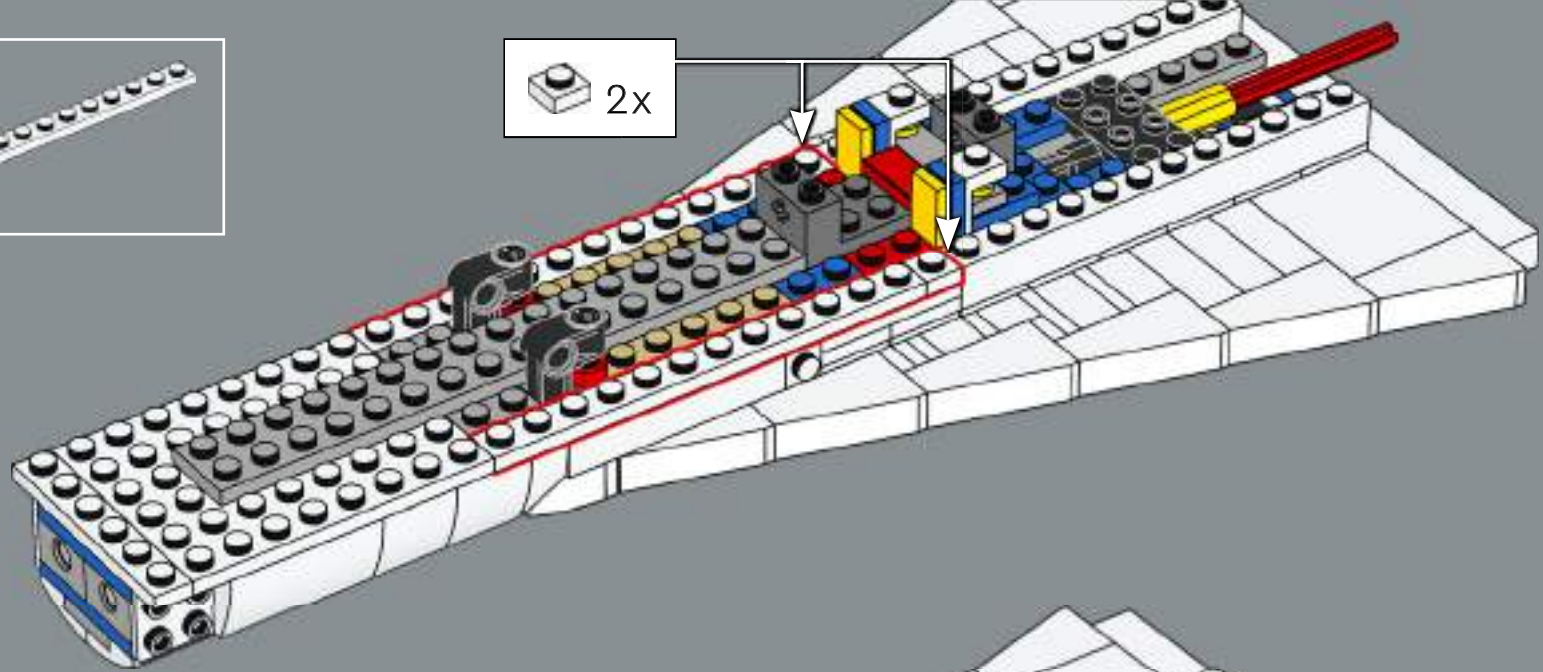
1x

256

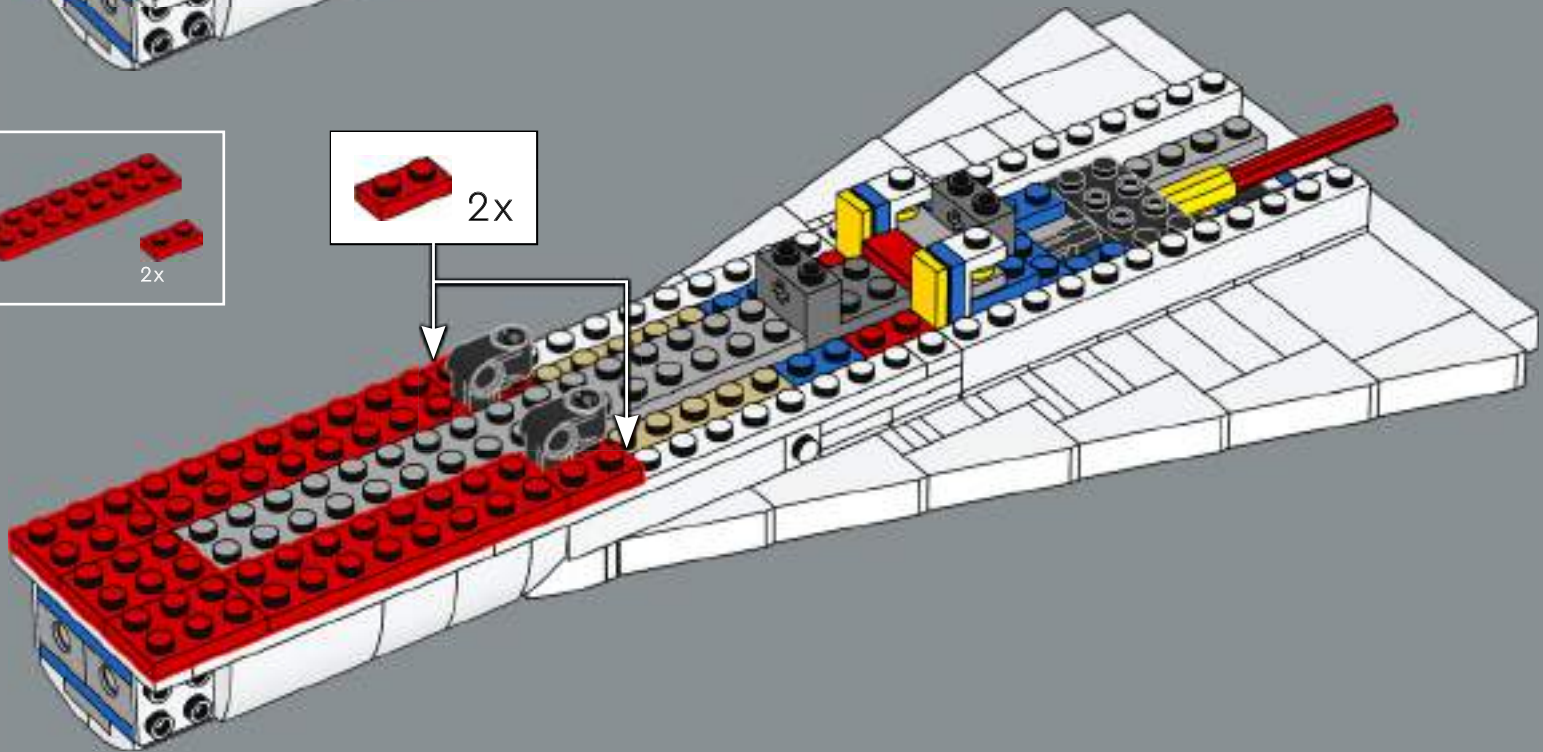


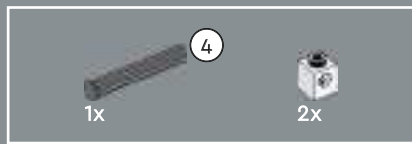


257

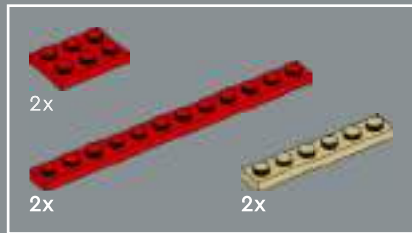
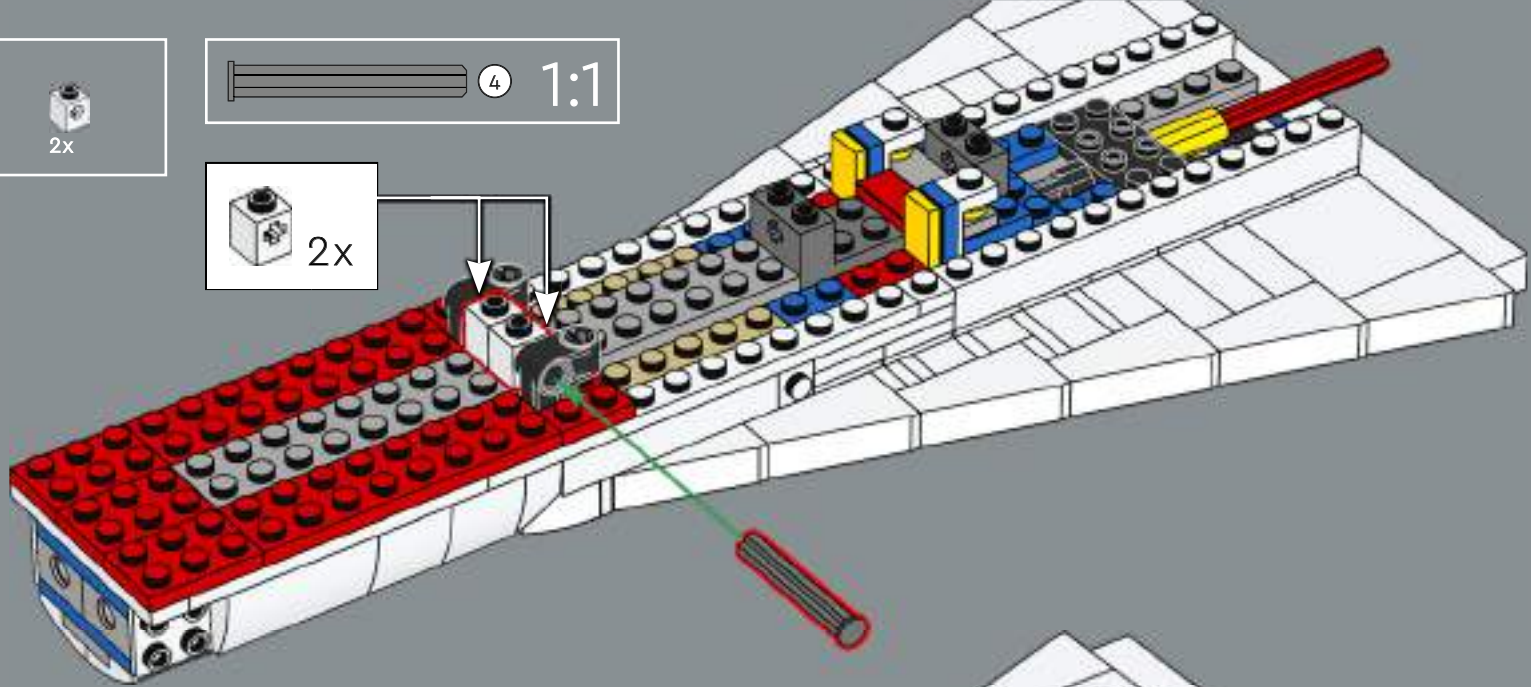
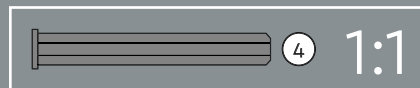


258

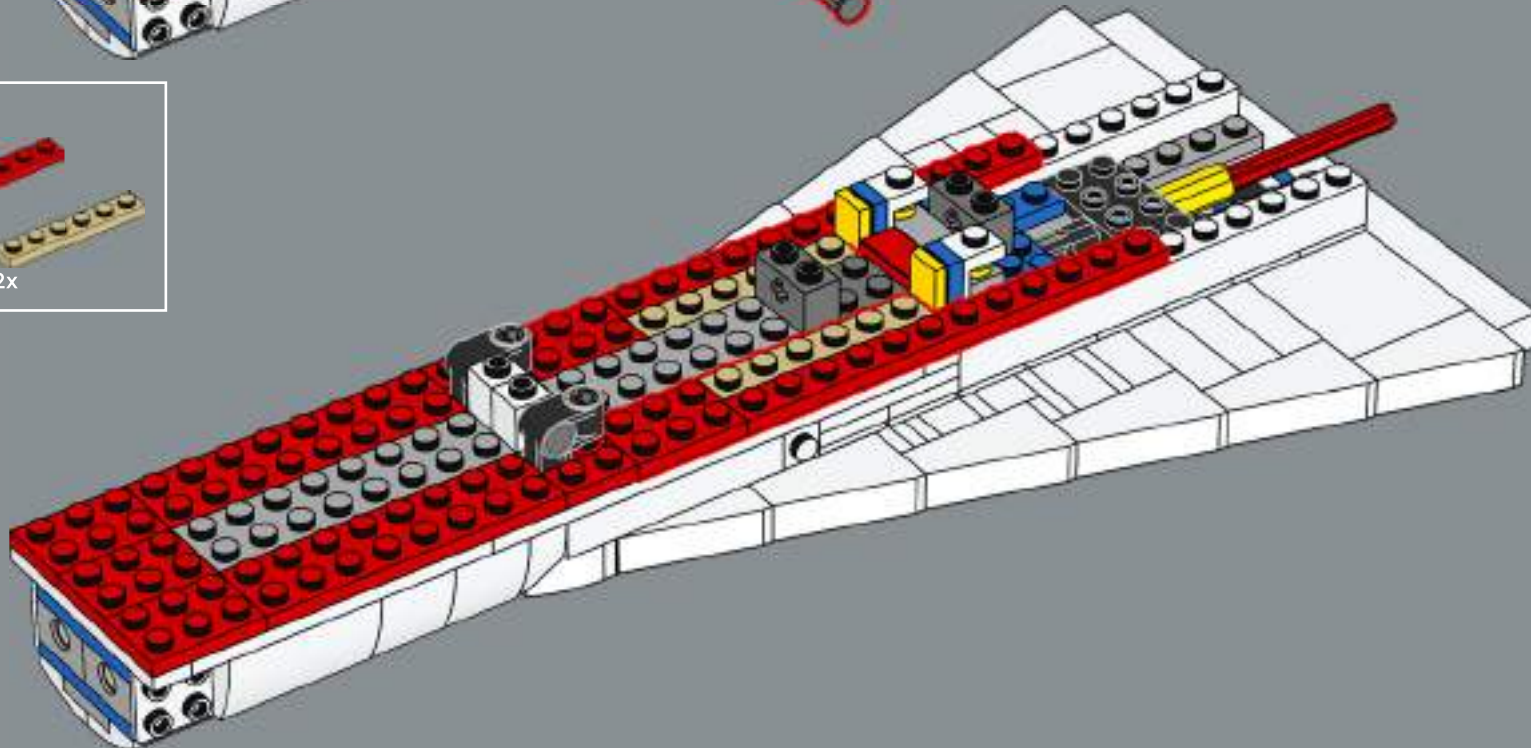


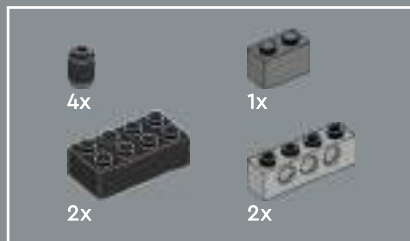


259

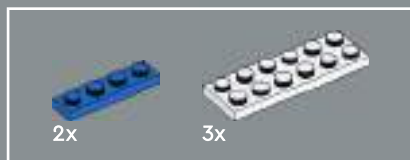
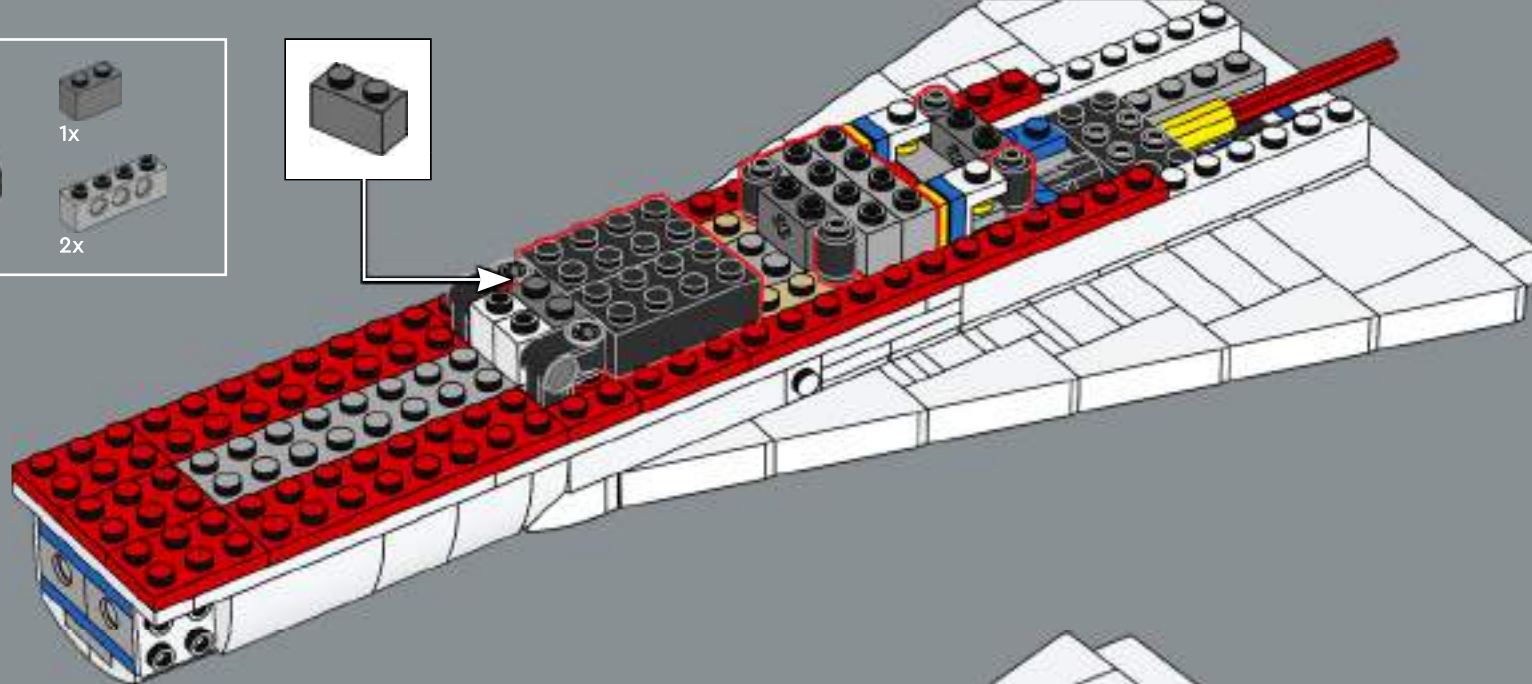


260

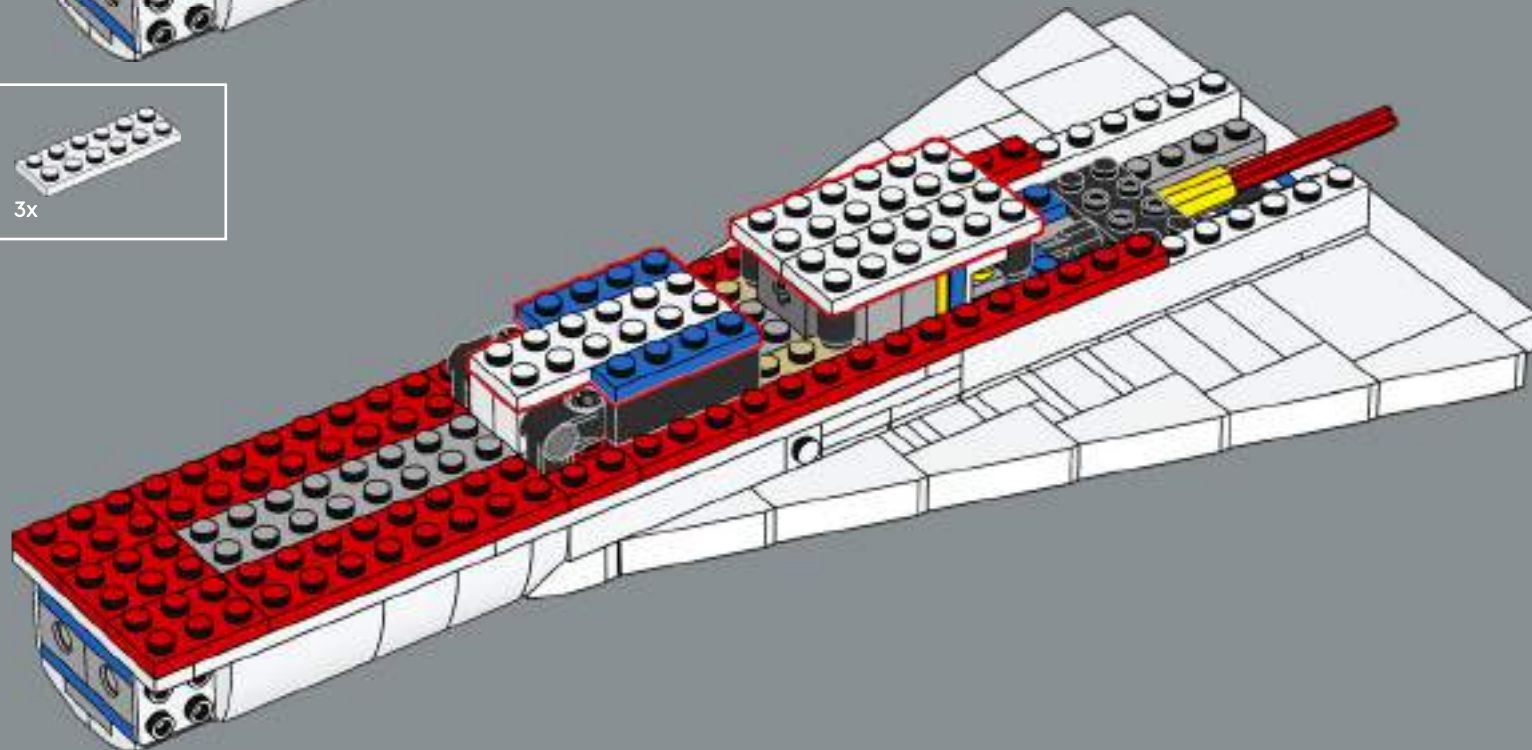


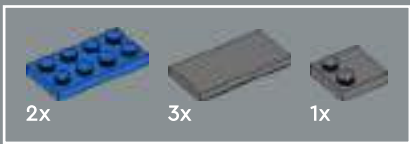


261

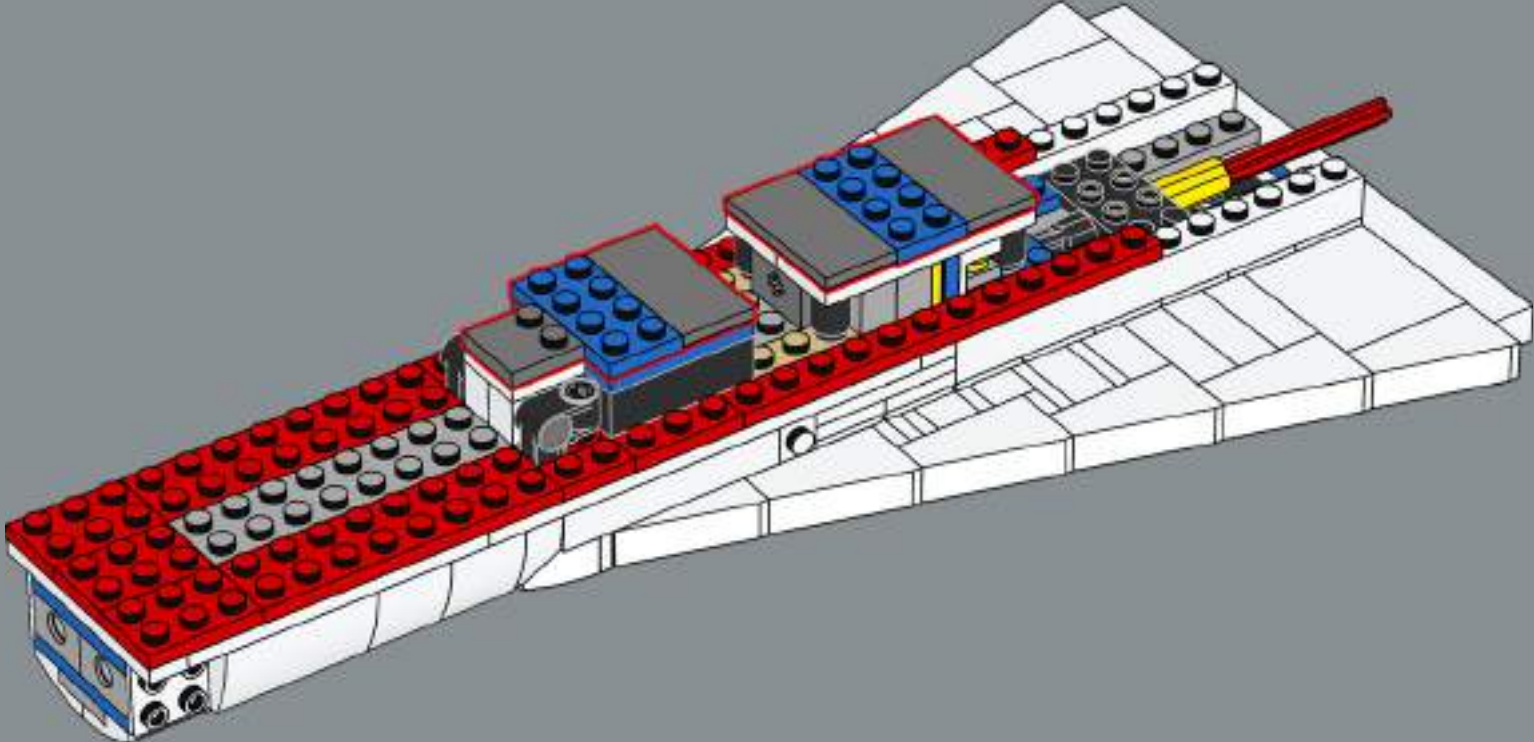


262





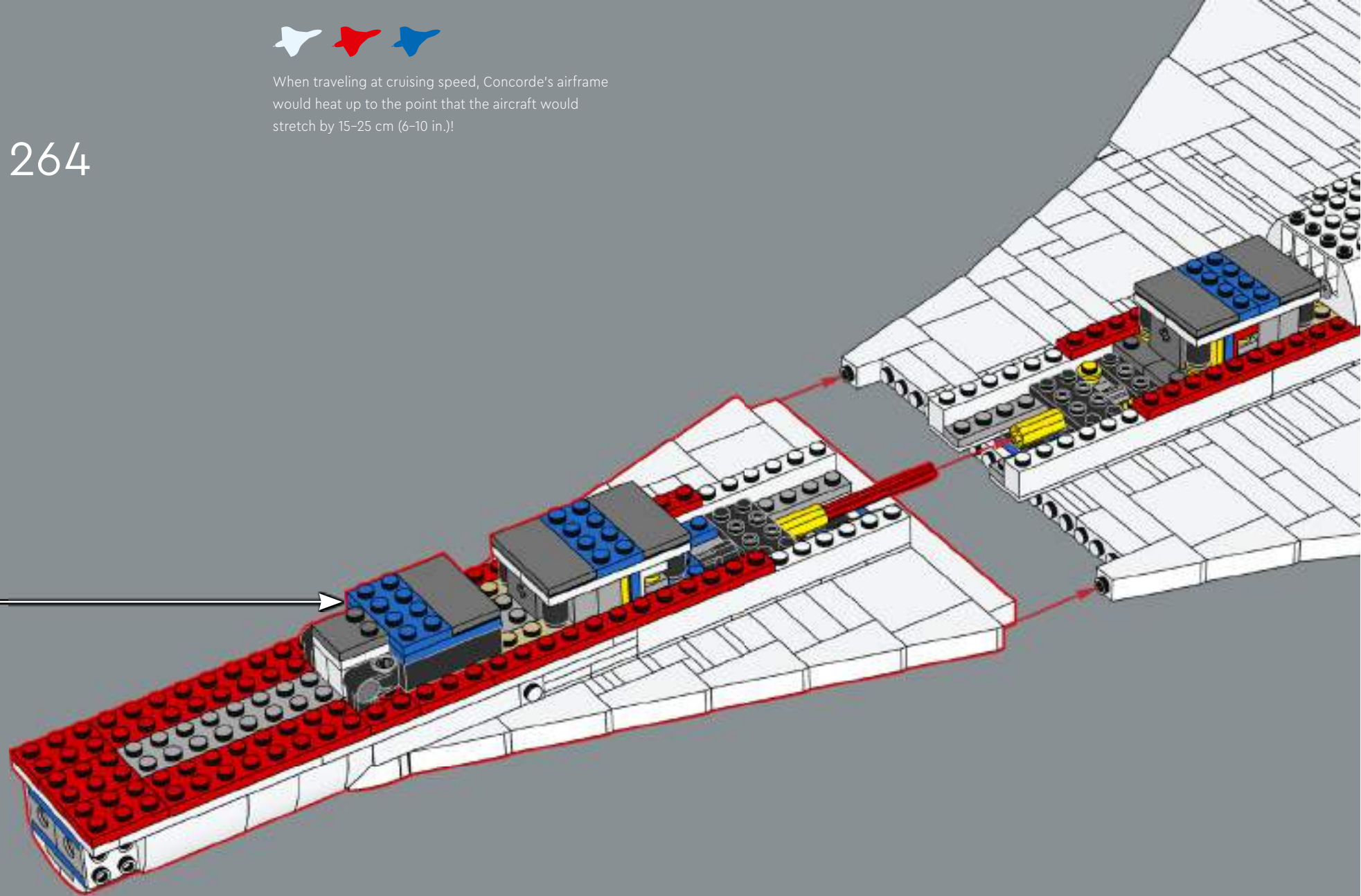
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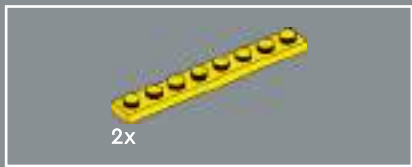




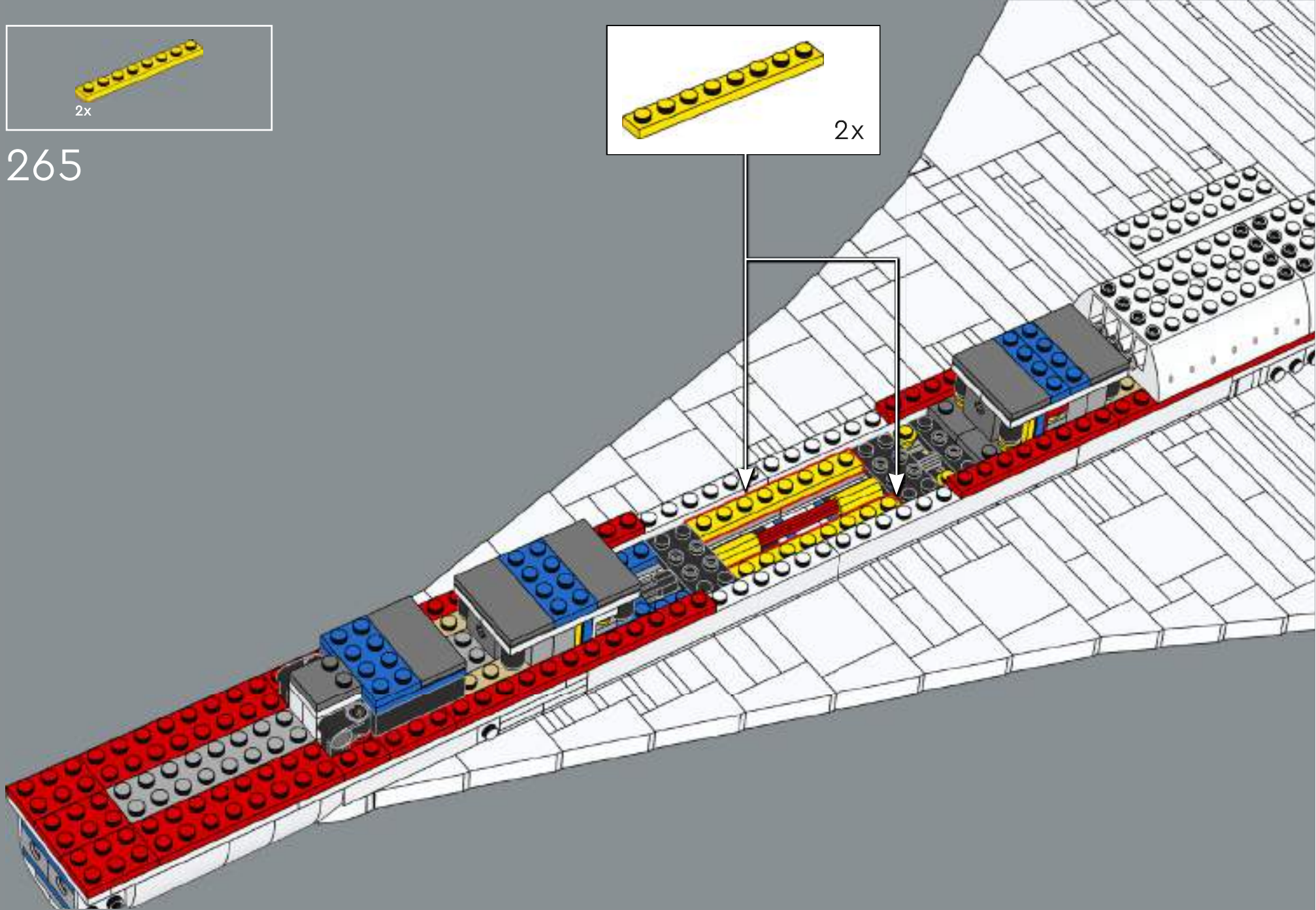
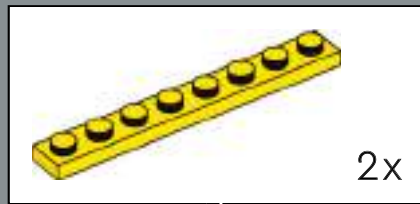
When traveling at cruising speed, Concorde's airframe would heat up to the point that the aircraft would stretch by 15–25 cm (6–10 in.)!

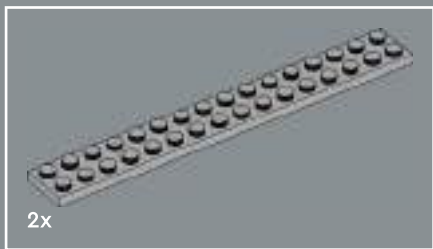
264



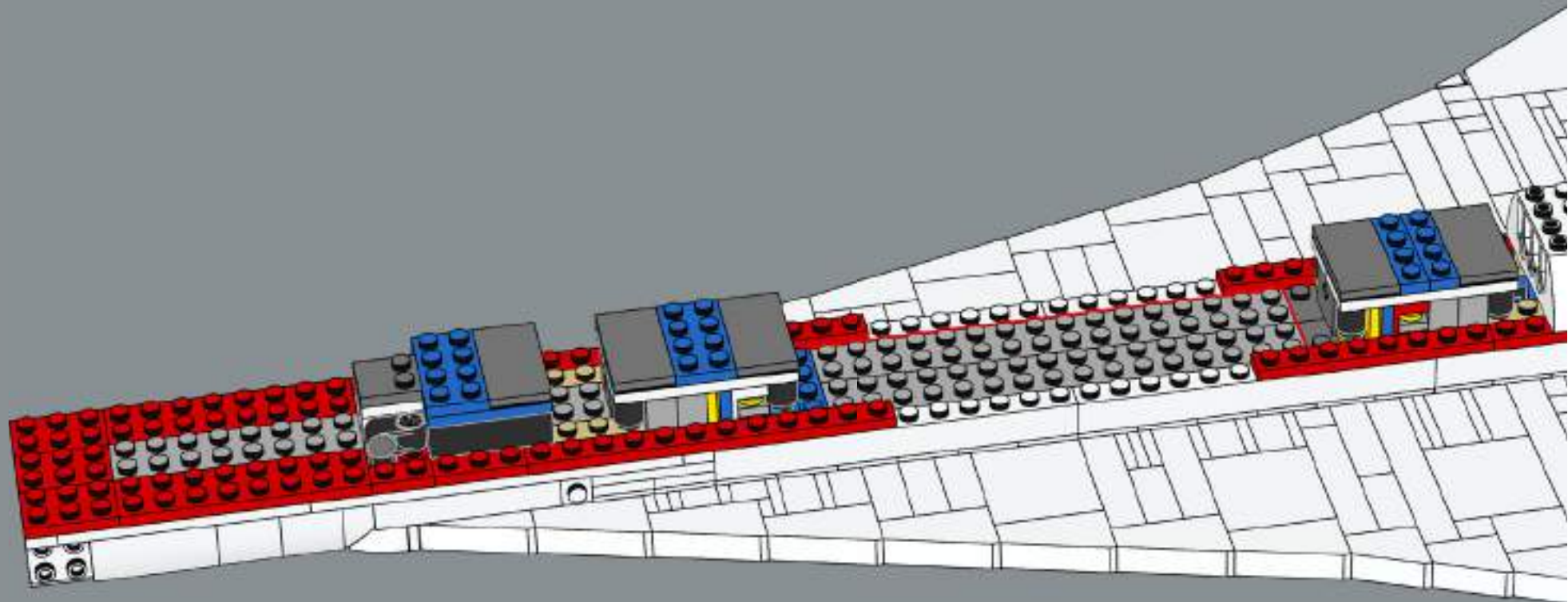


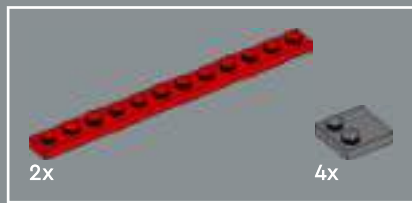
265



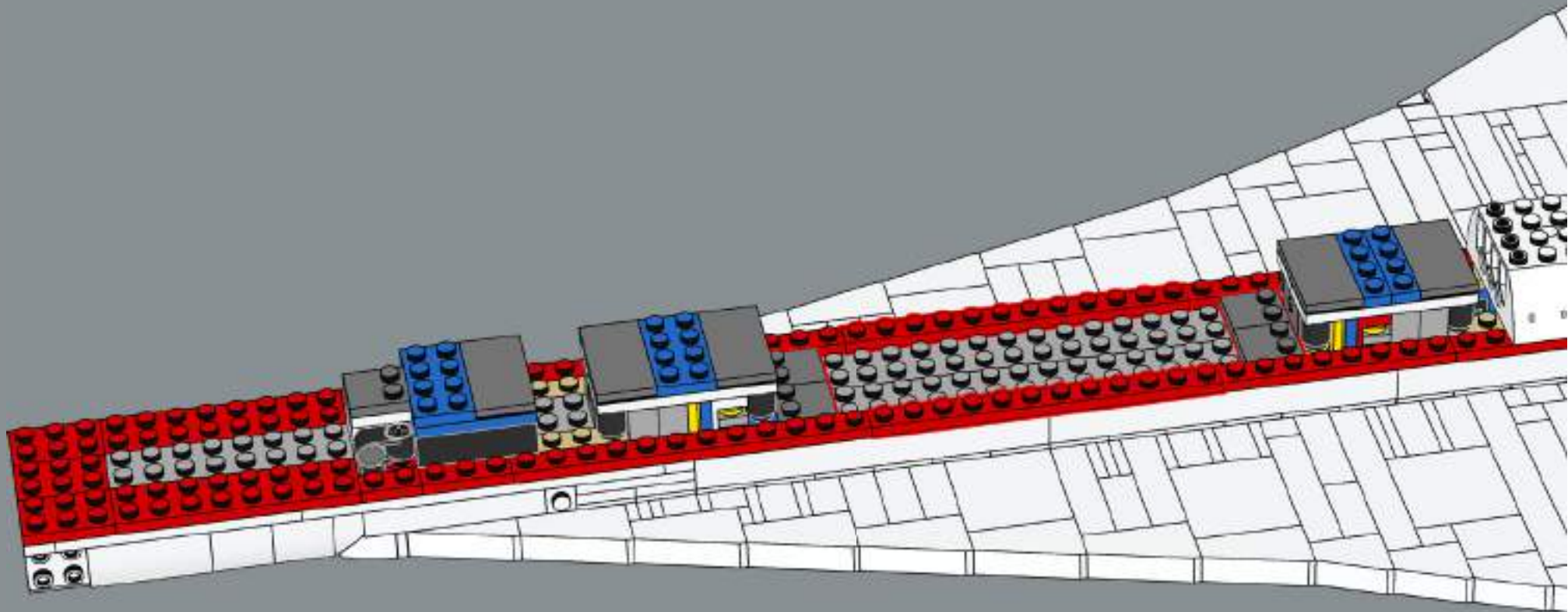


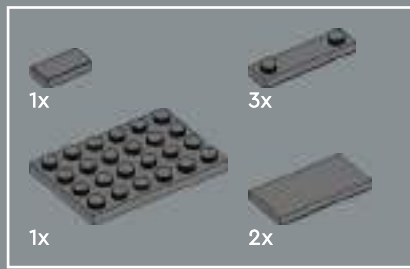
266



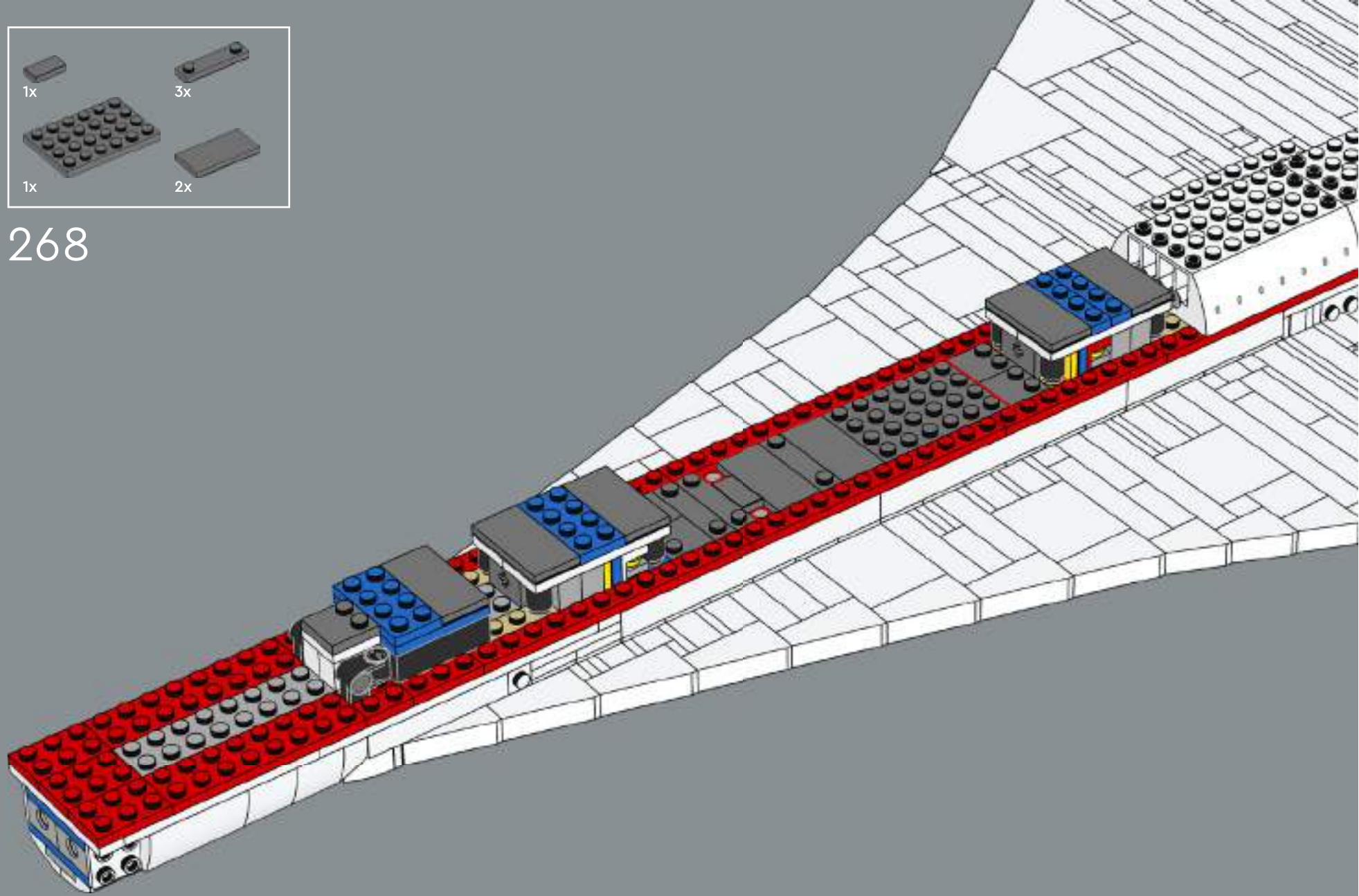


267



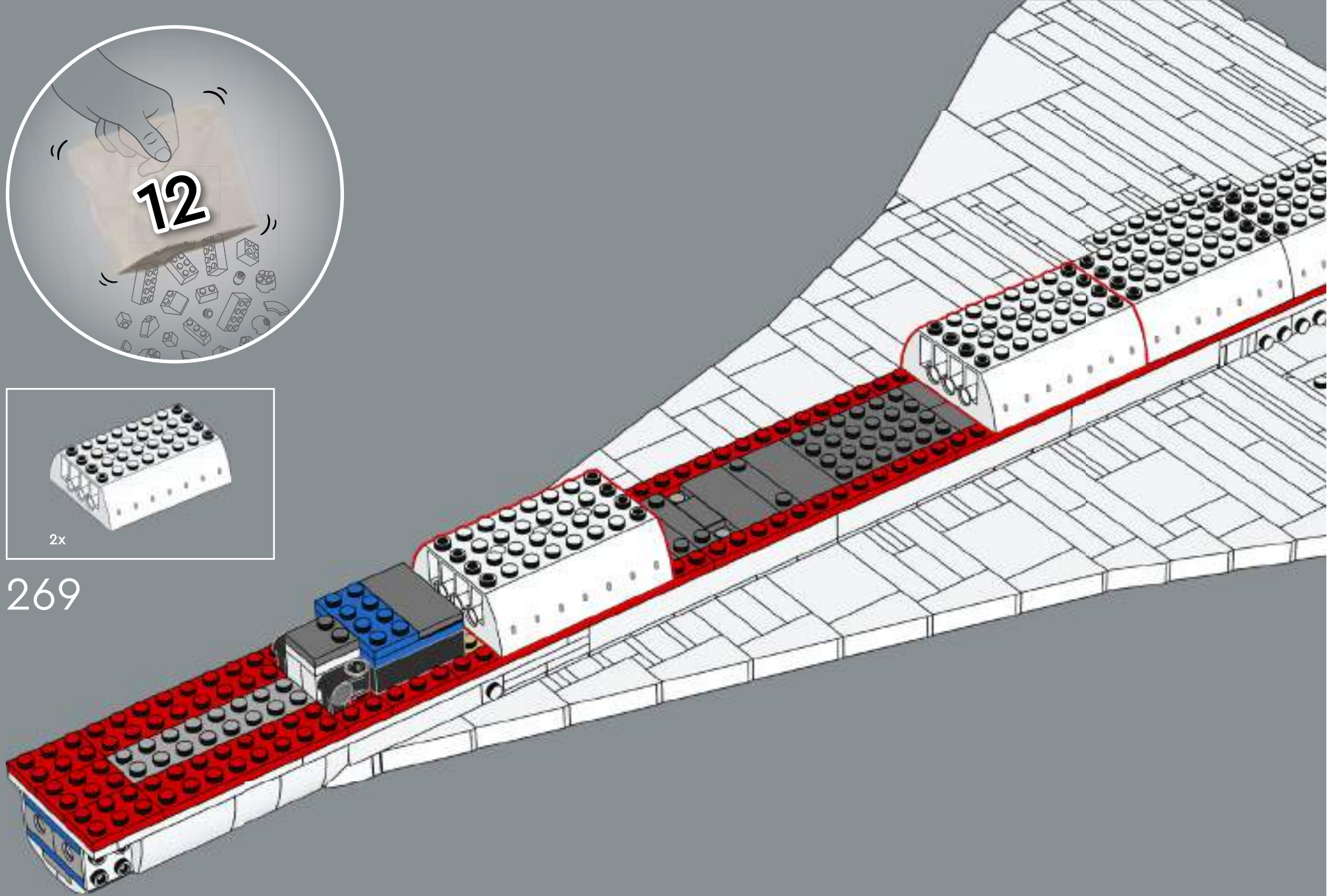


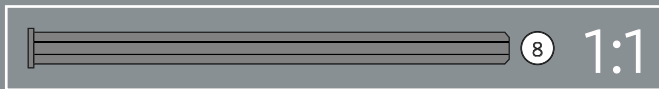
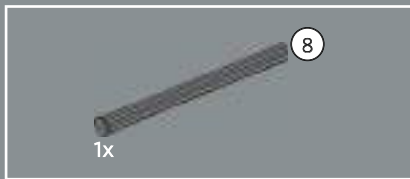
268



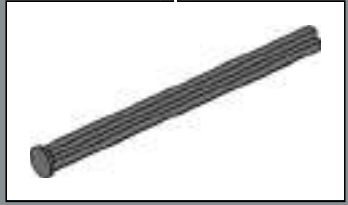
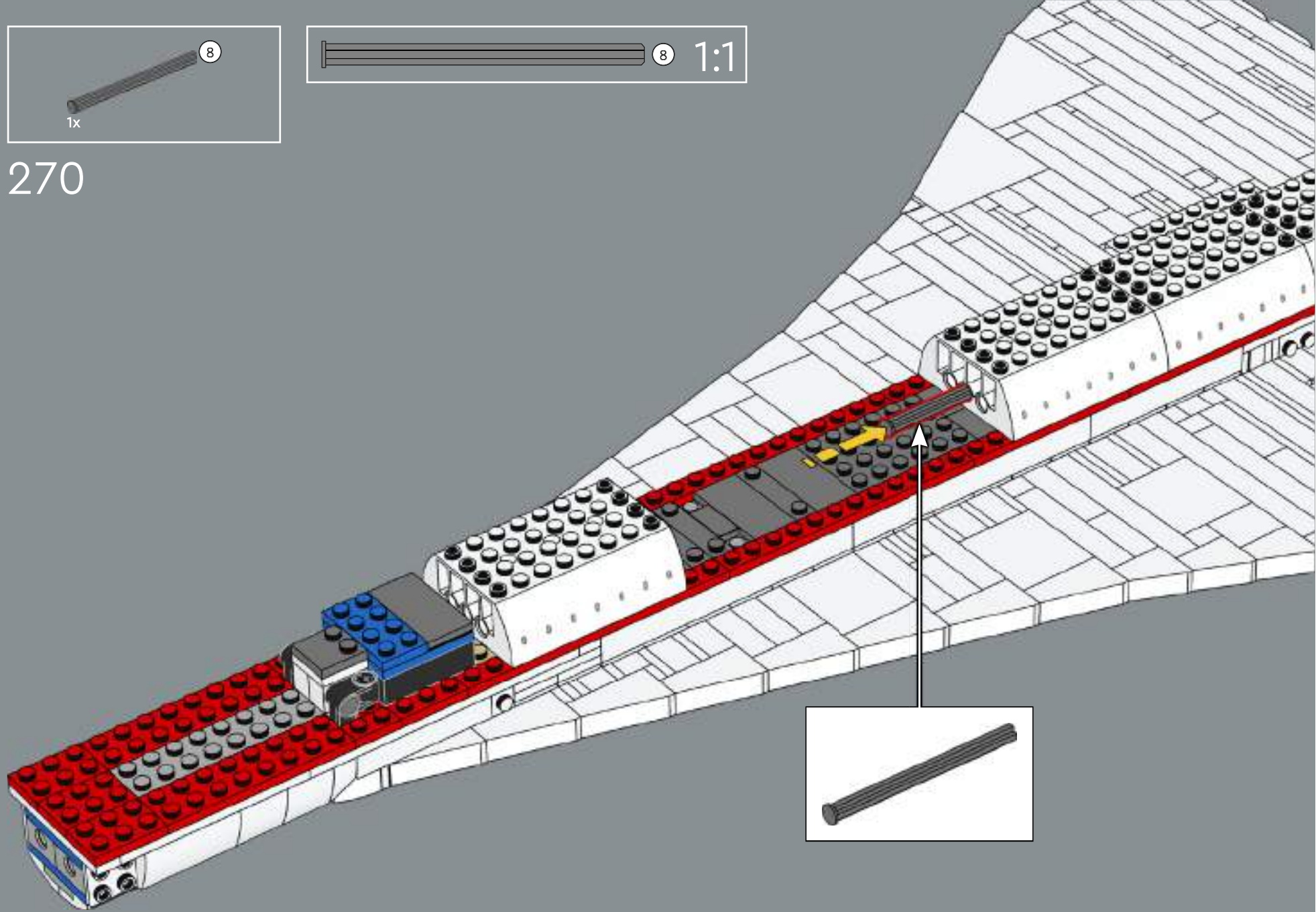


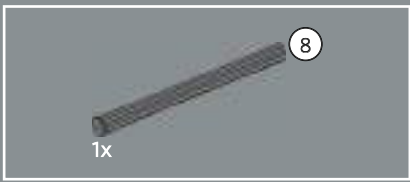
269



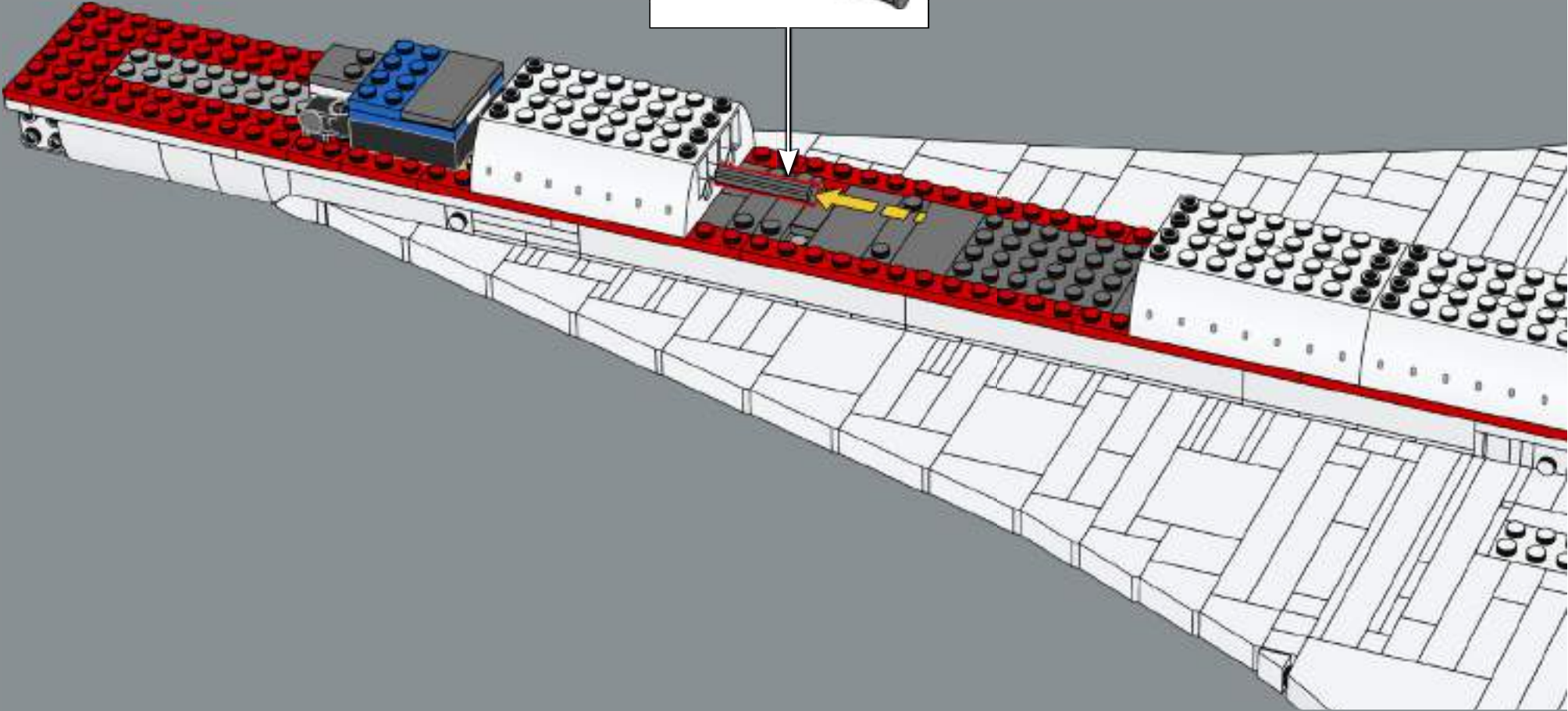
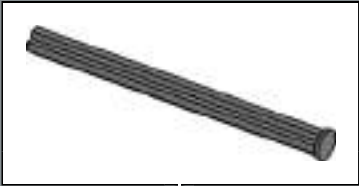


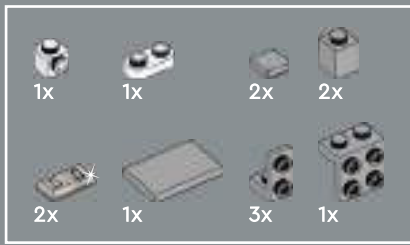
270



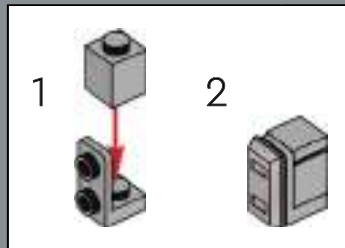
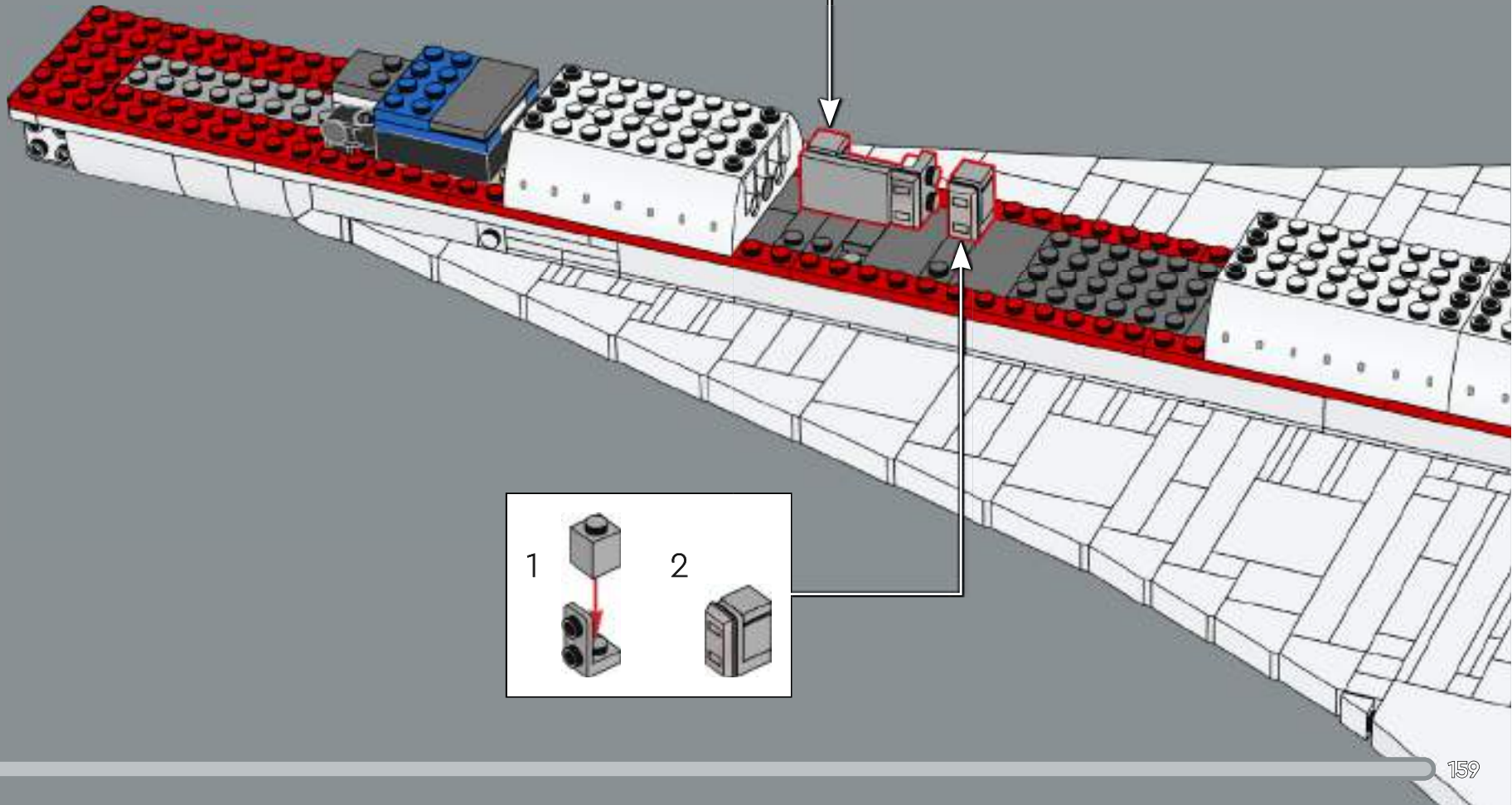
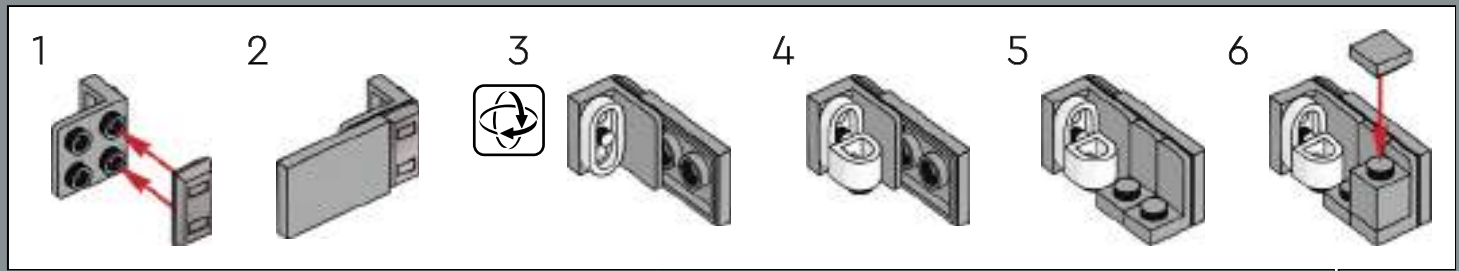


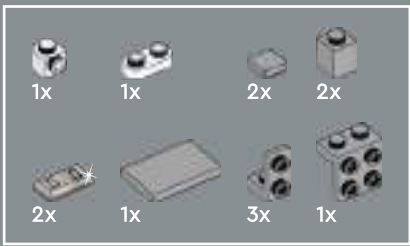
271



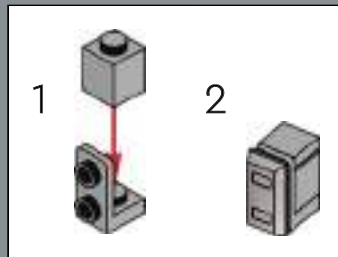
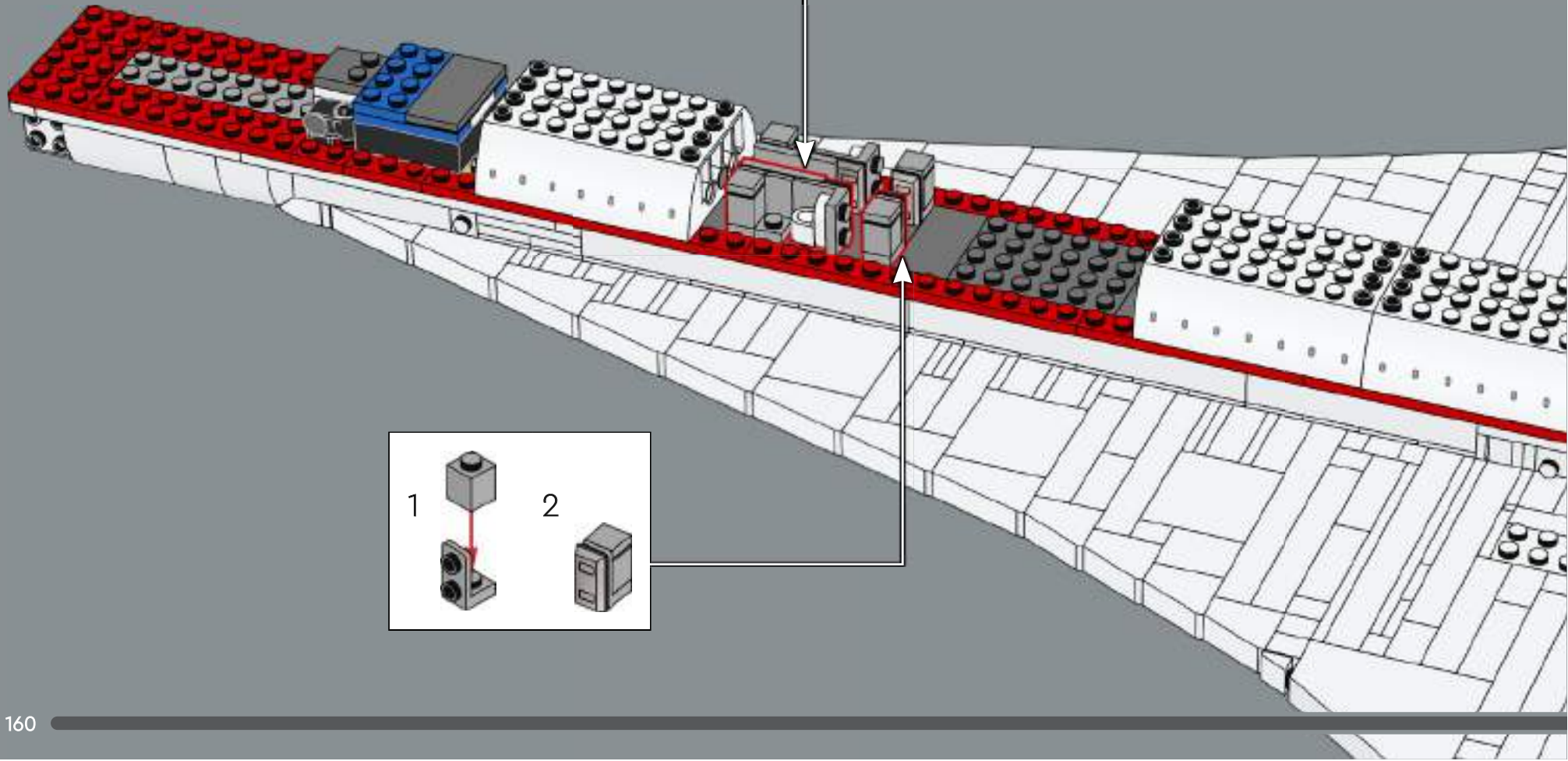
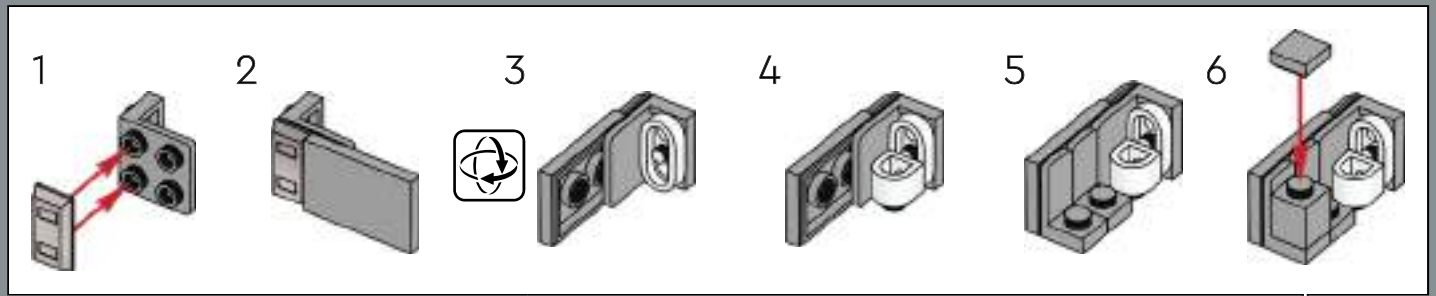


272





273

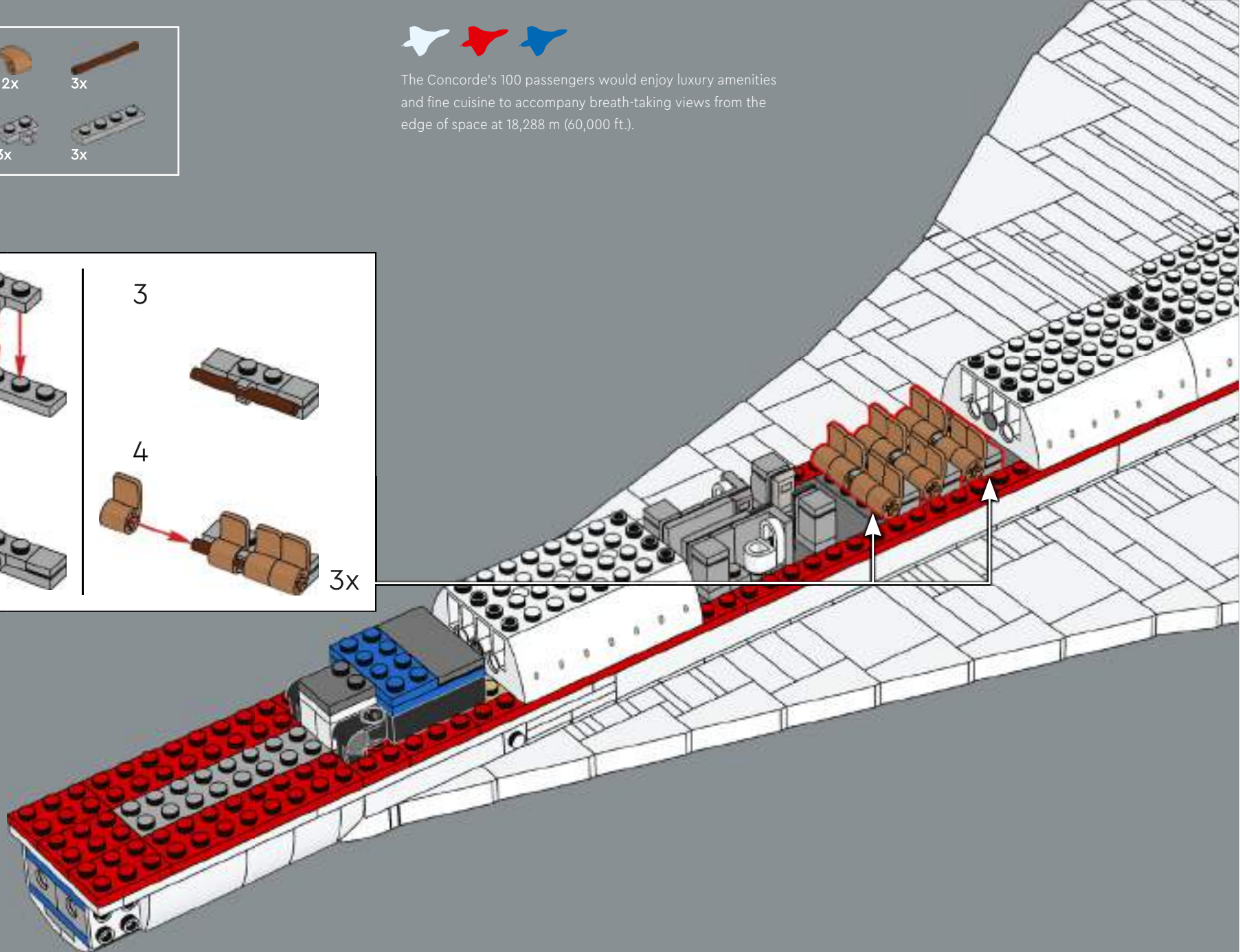
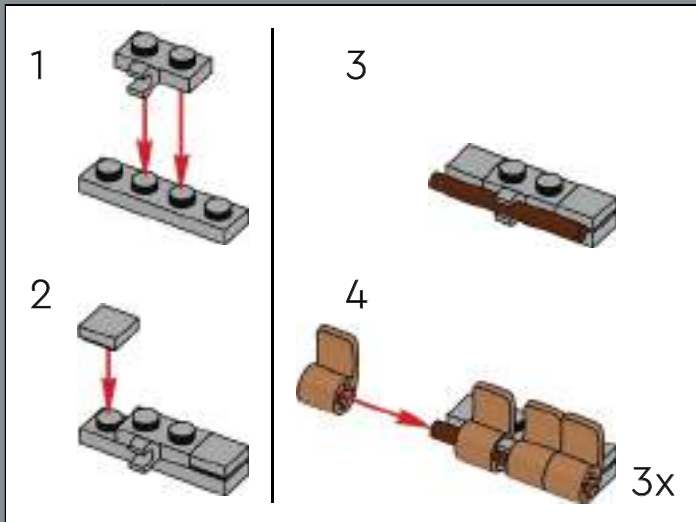


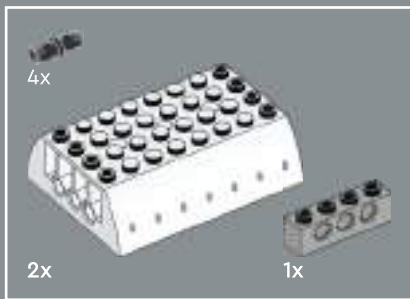


The Concorde's 100 passengers would enjoy luxury amenities and fine cuisine to accompany breath-taking views from the edge of space at 18,288 m (60,000 ft.).



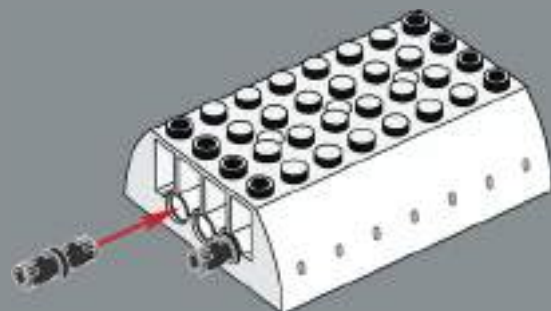
274



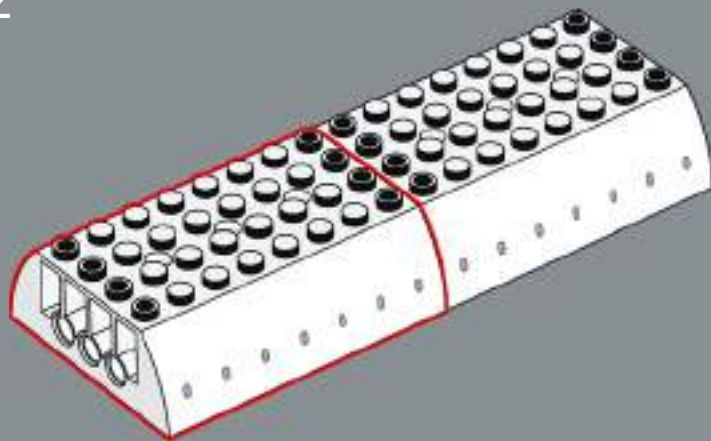


275

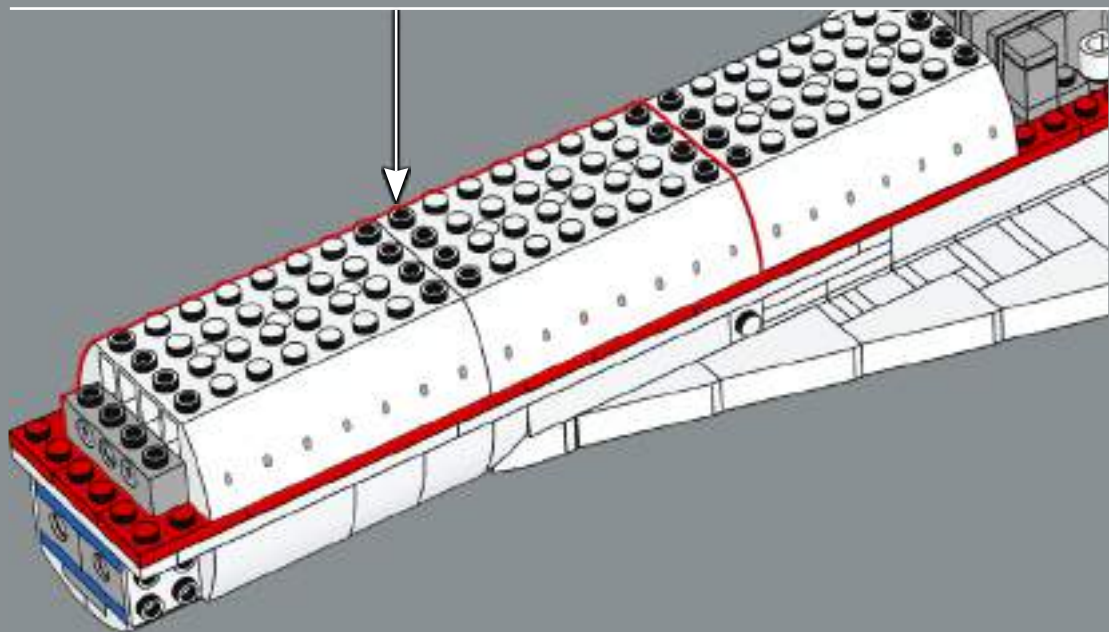
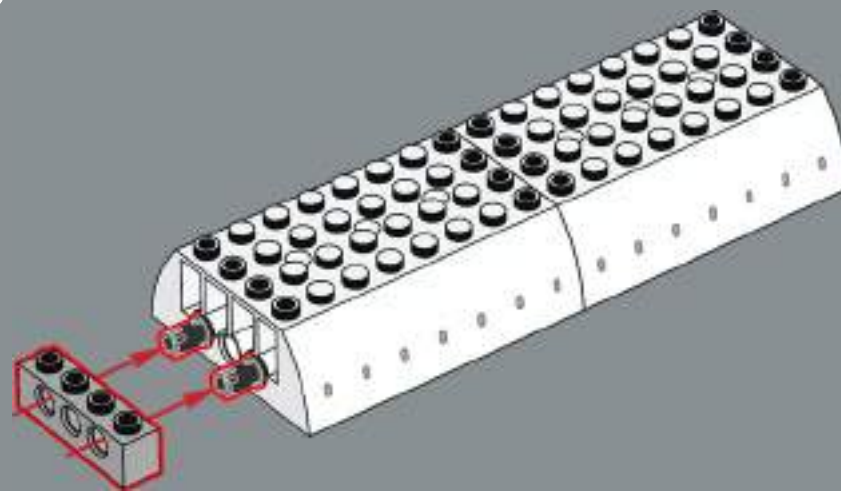
1



2

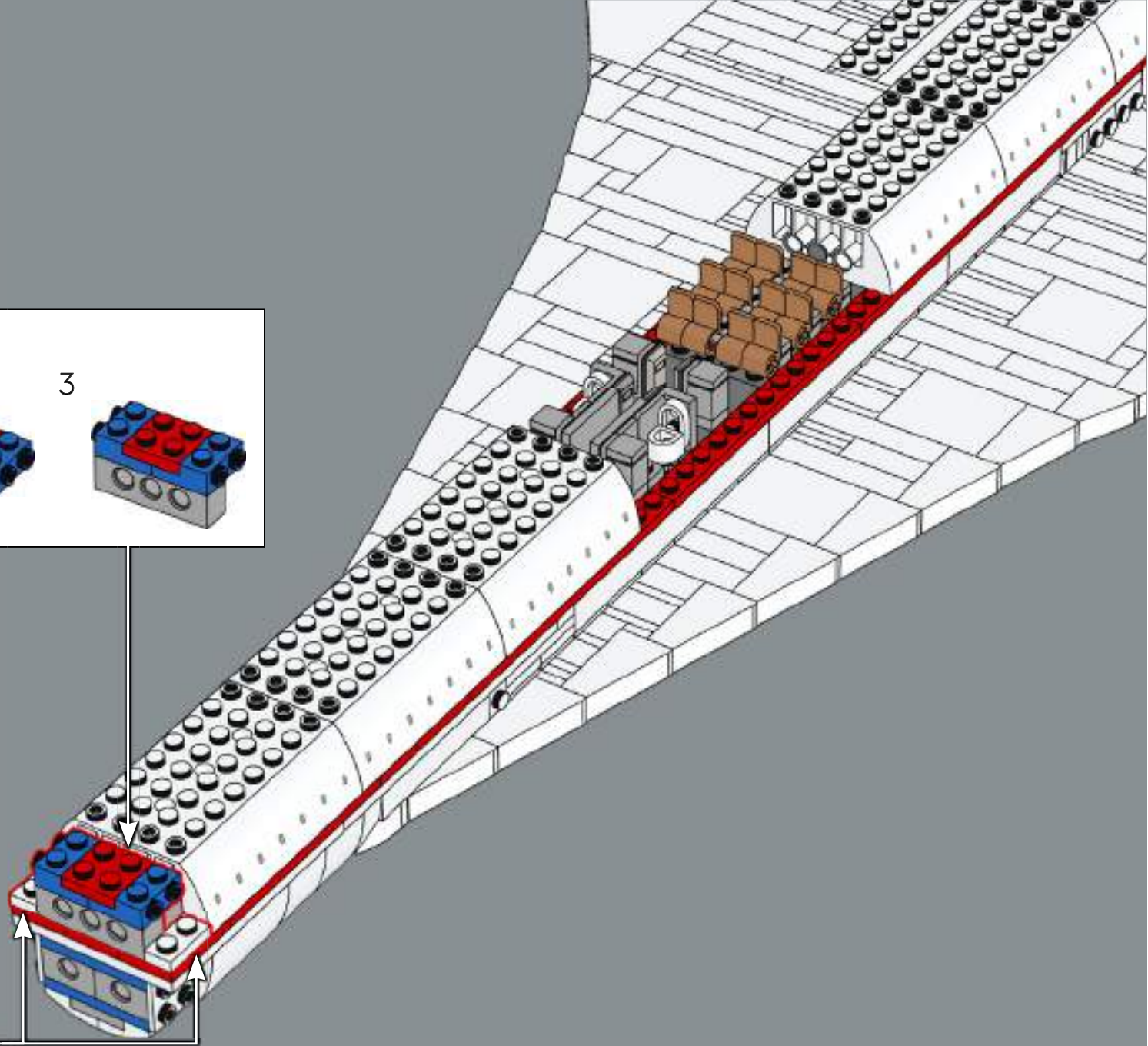
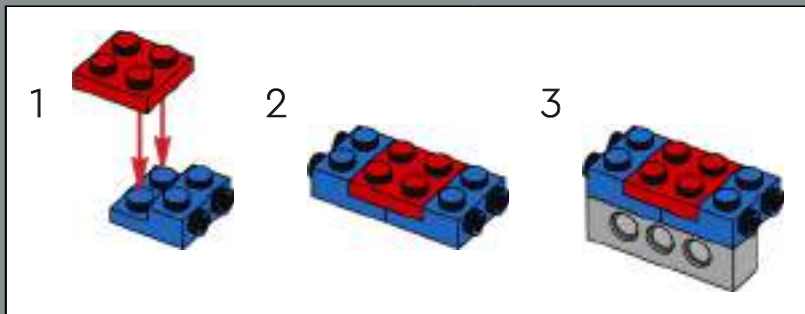


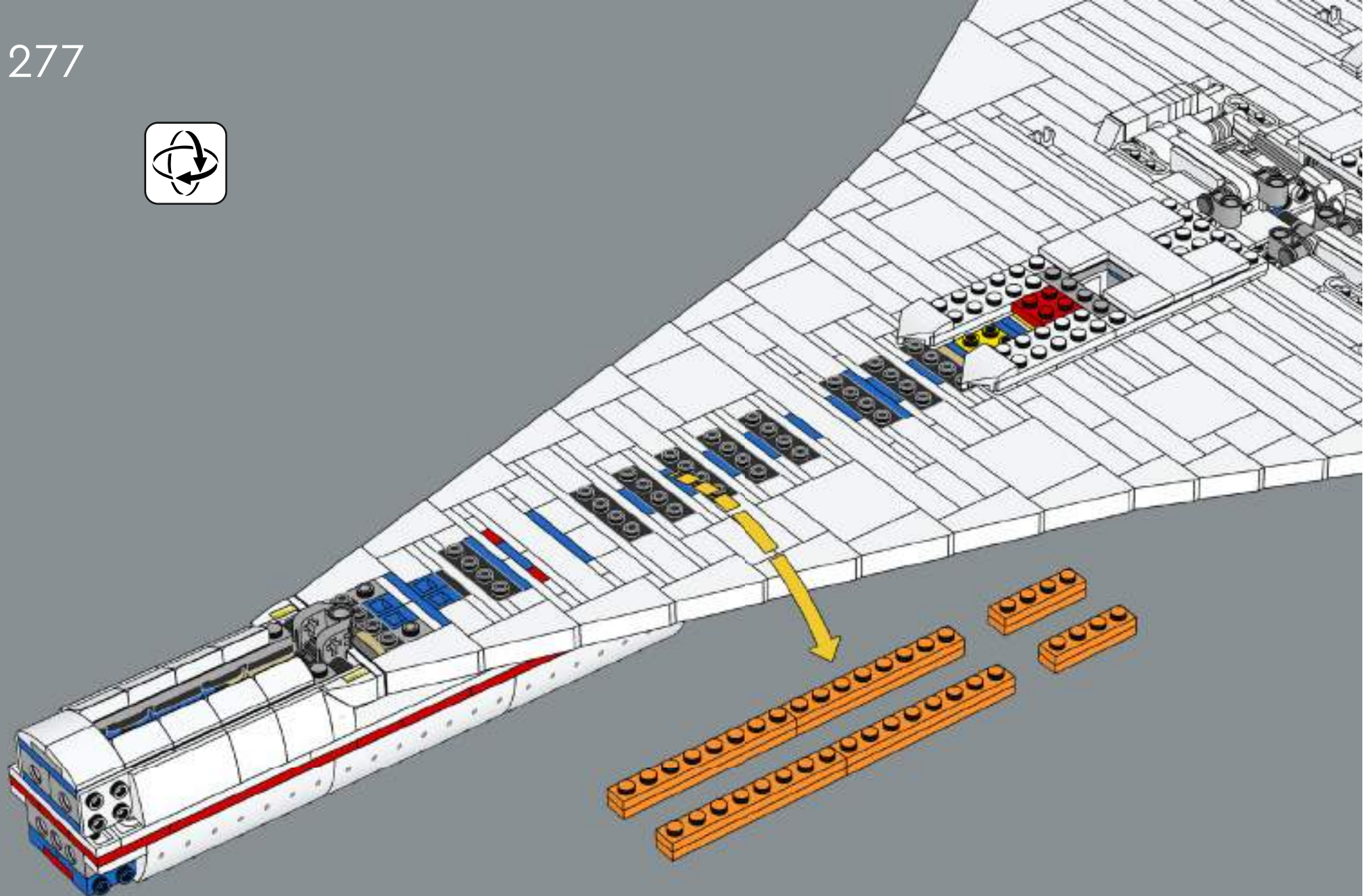
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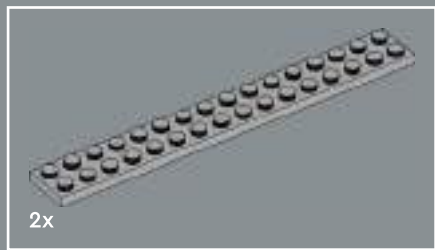




276





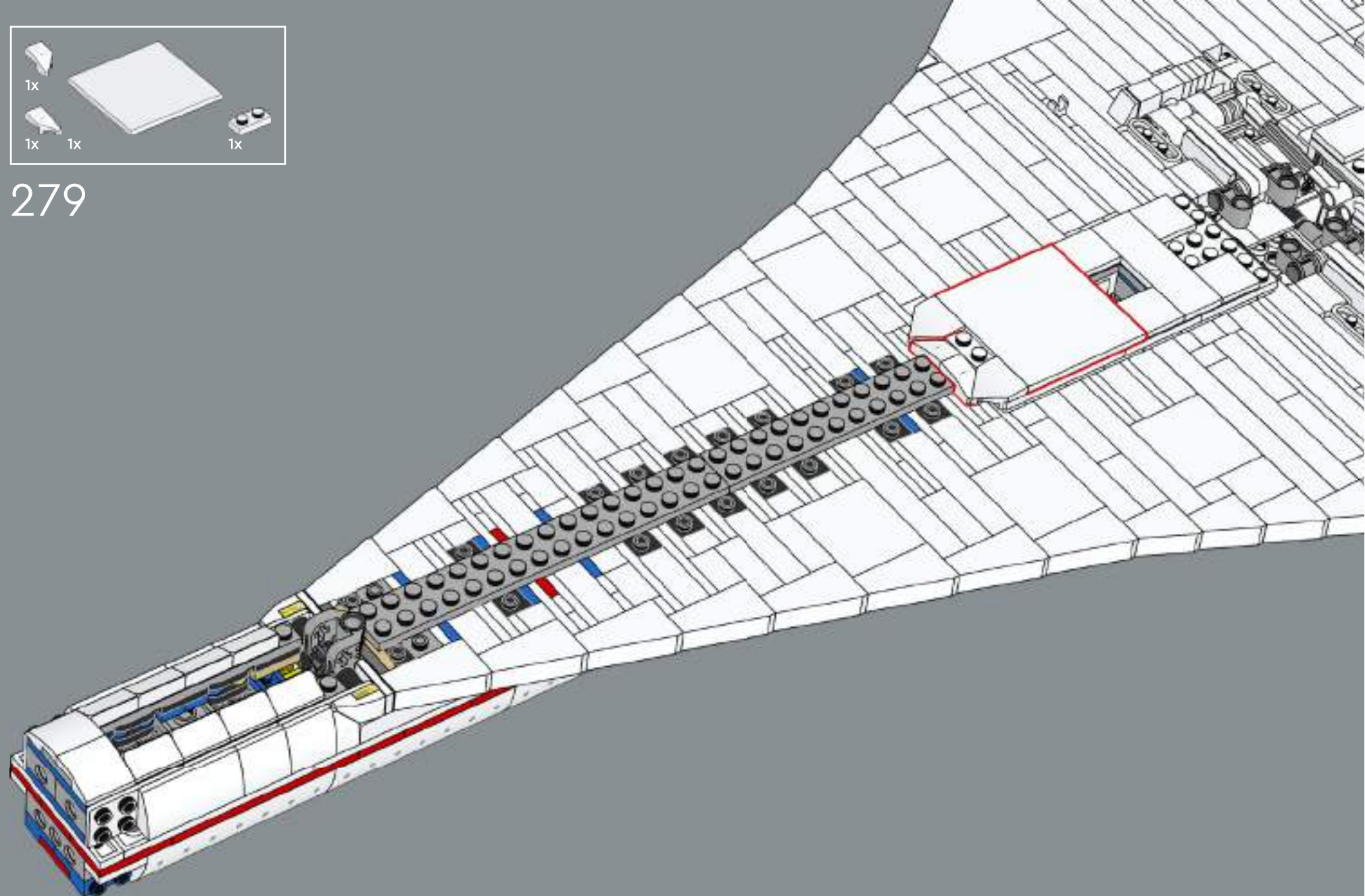


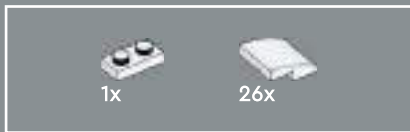
278



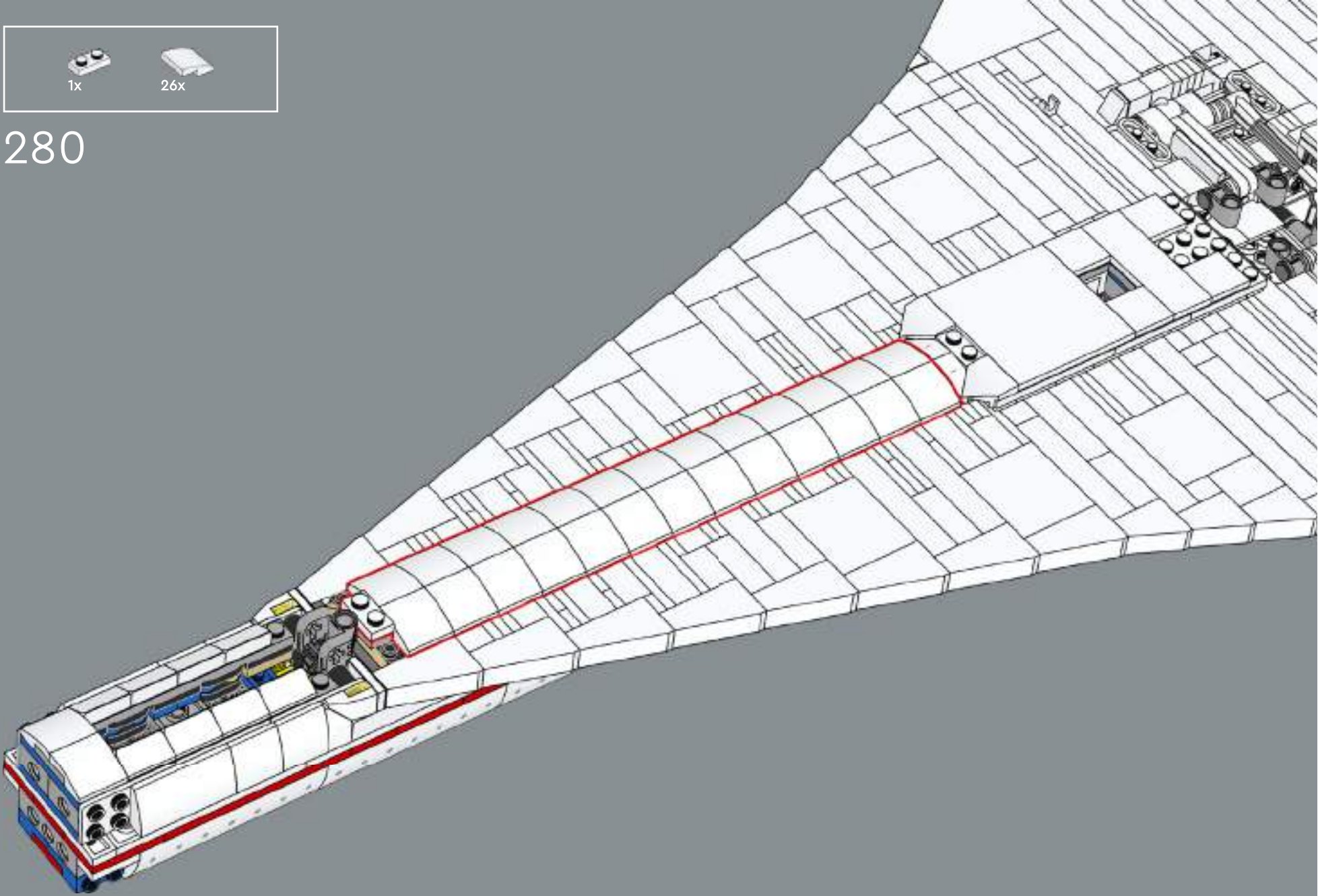


279

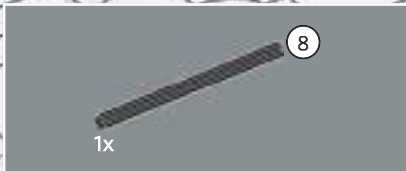




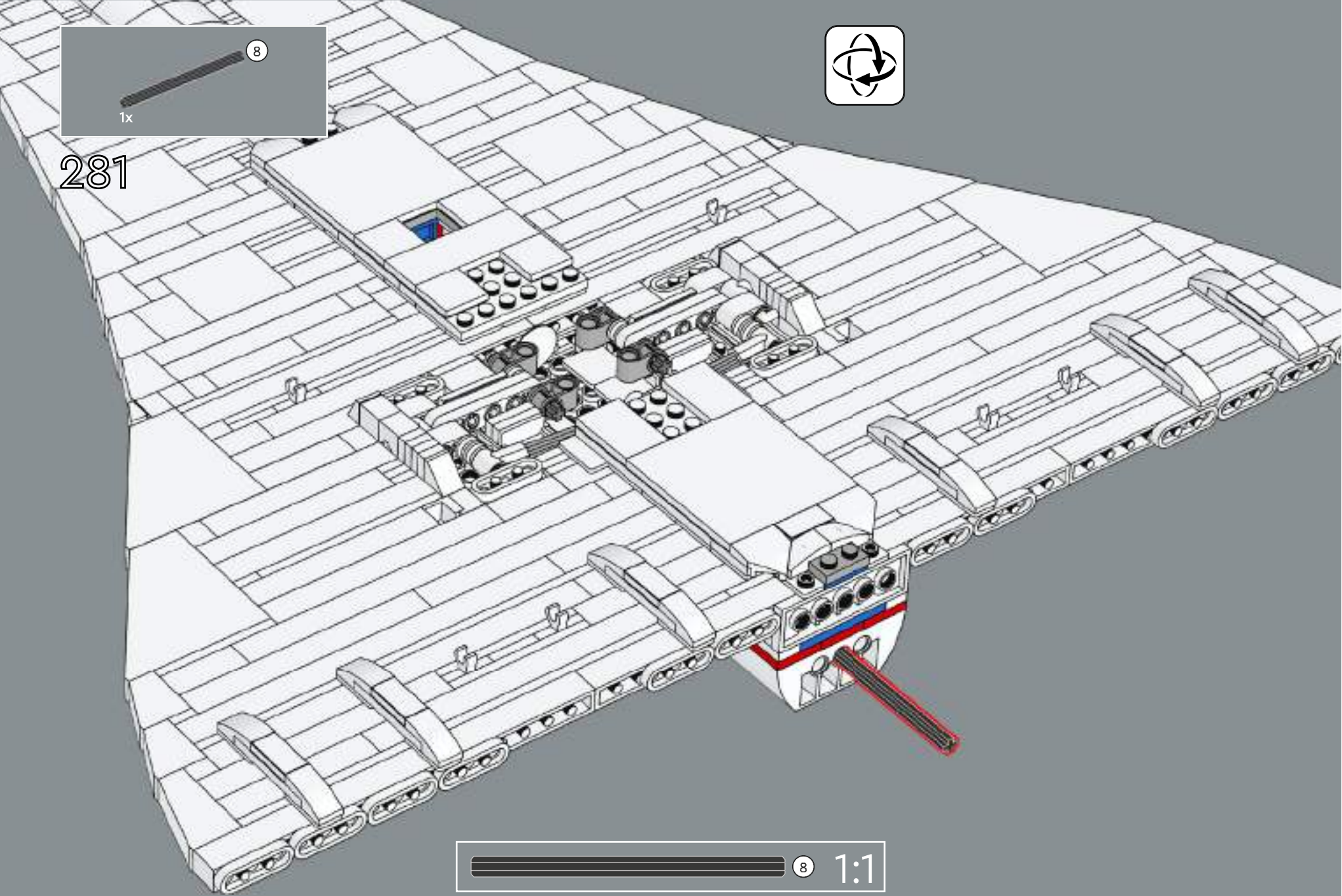
280



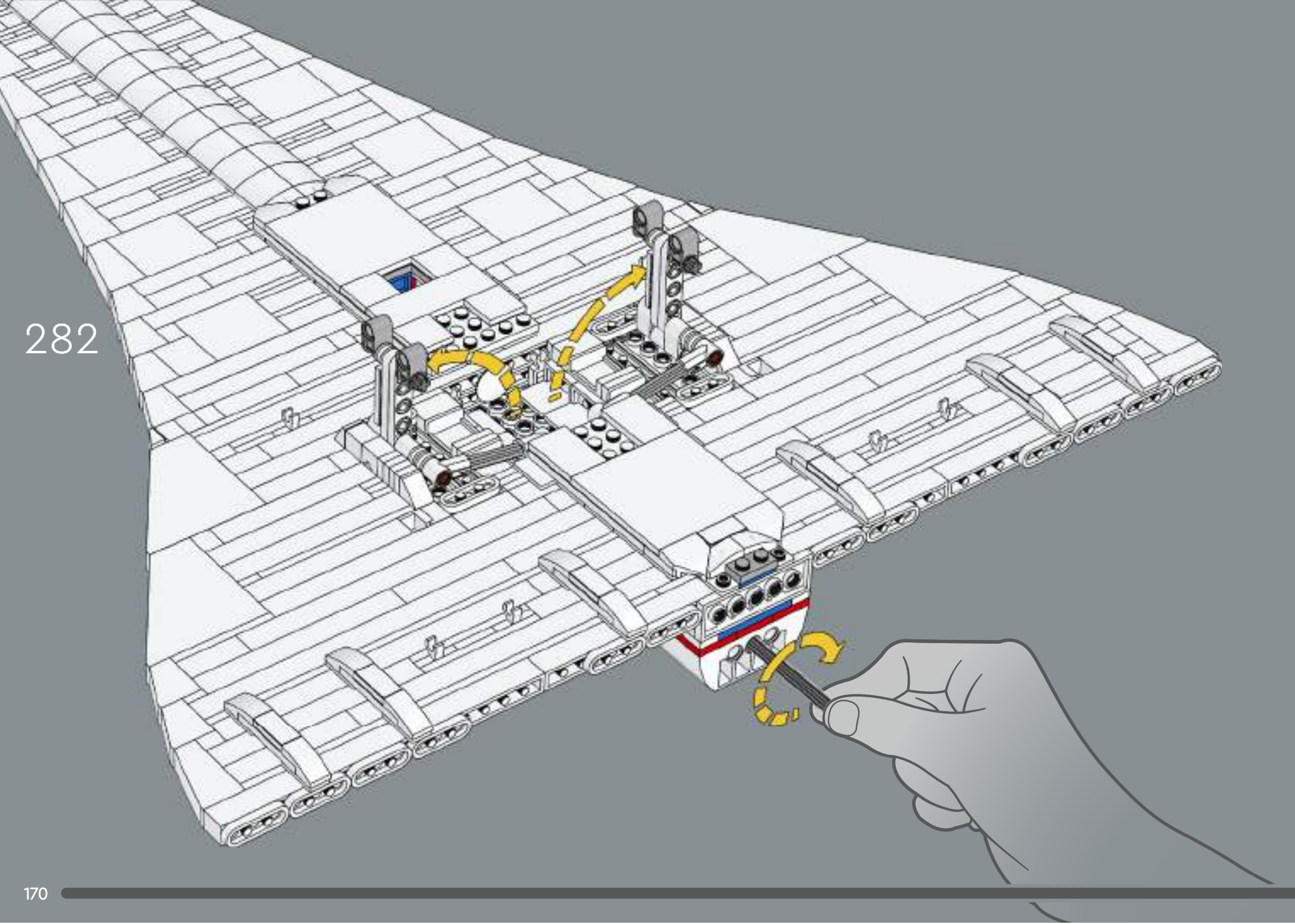




281

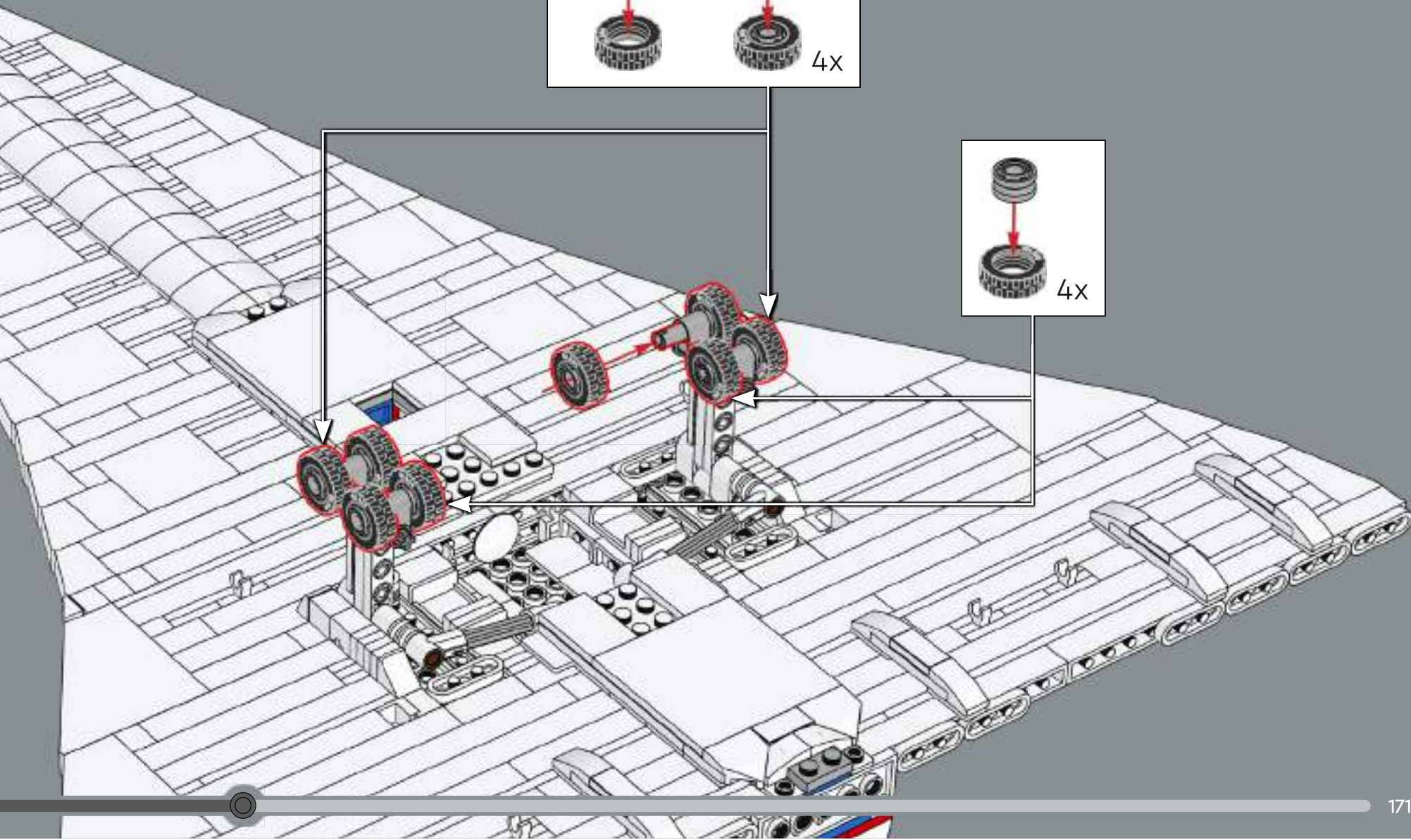
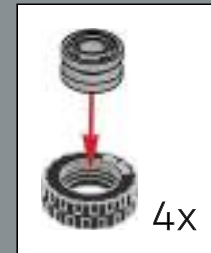
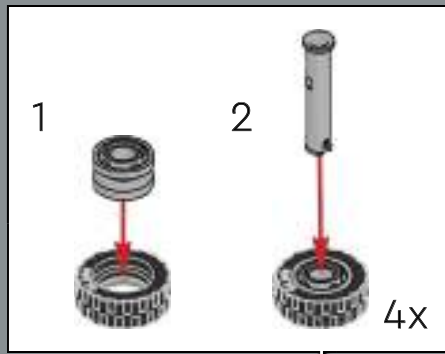


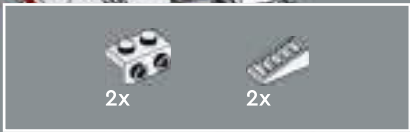
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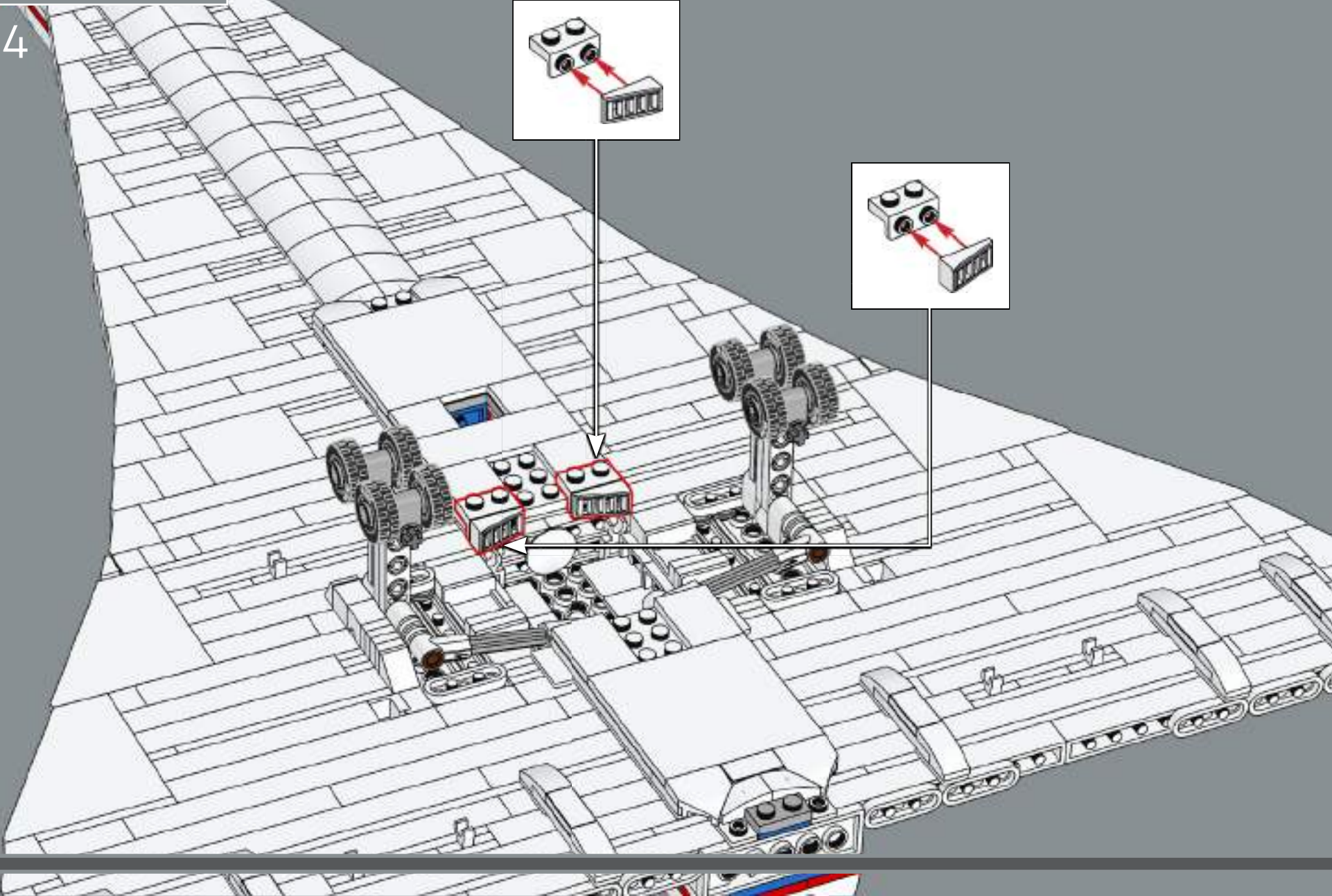
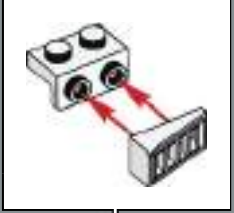
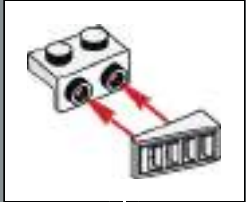


283





284



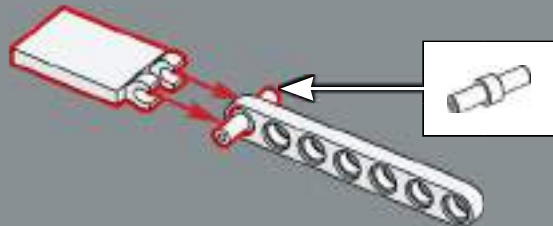


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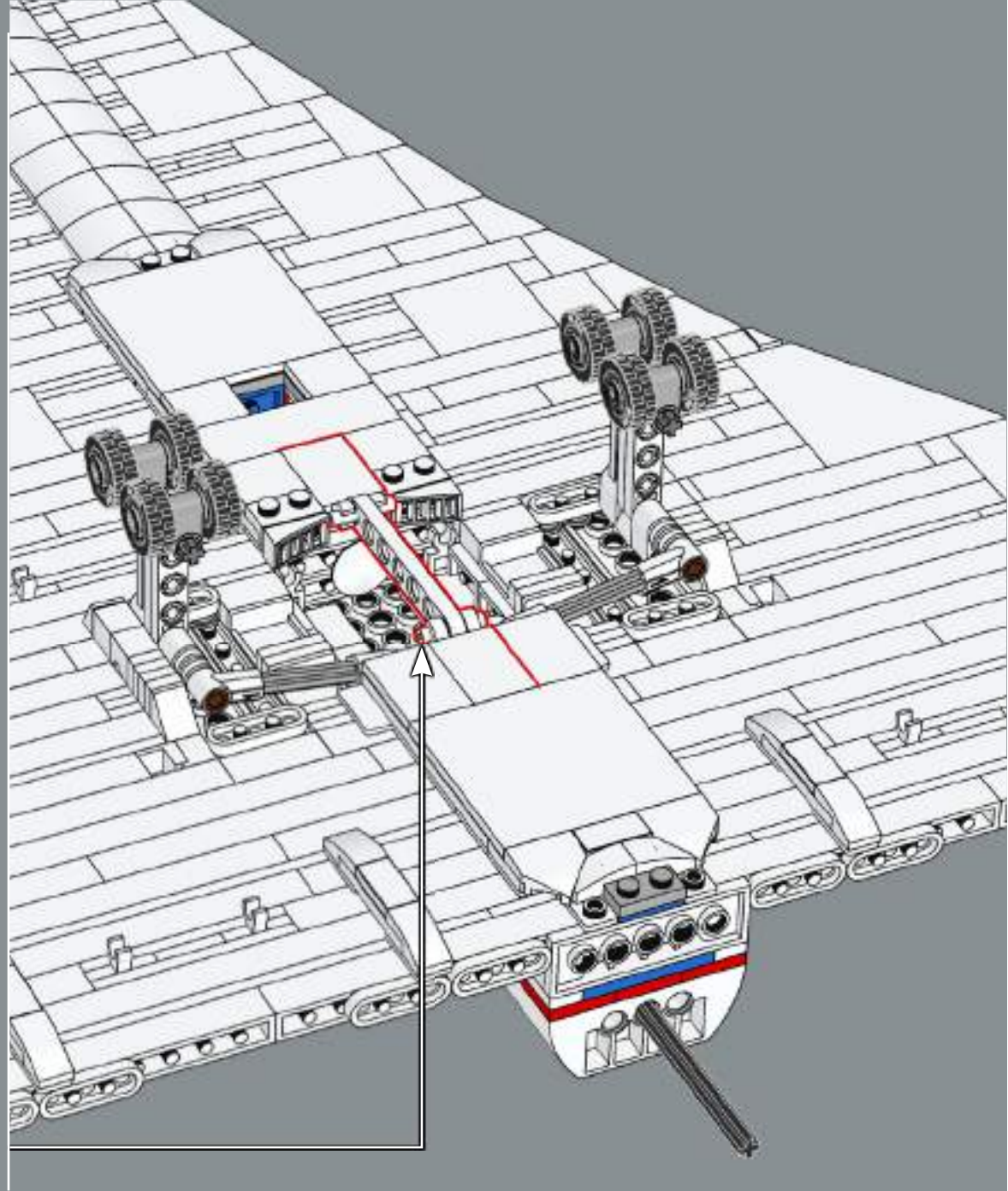
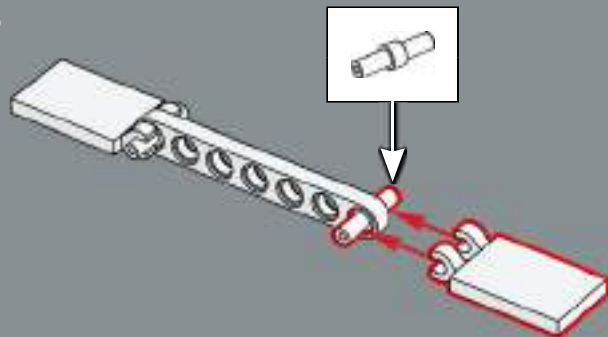
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2



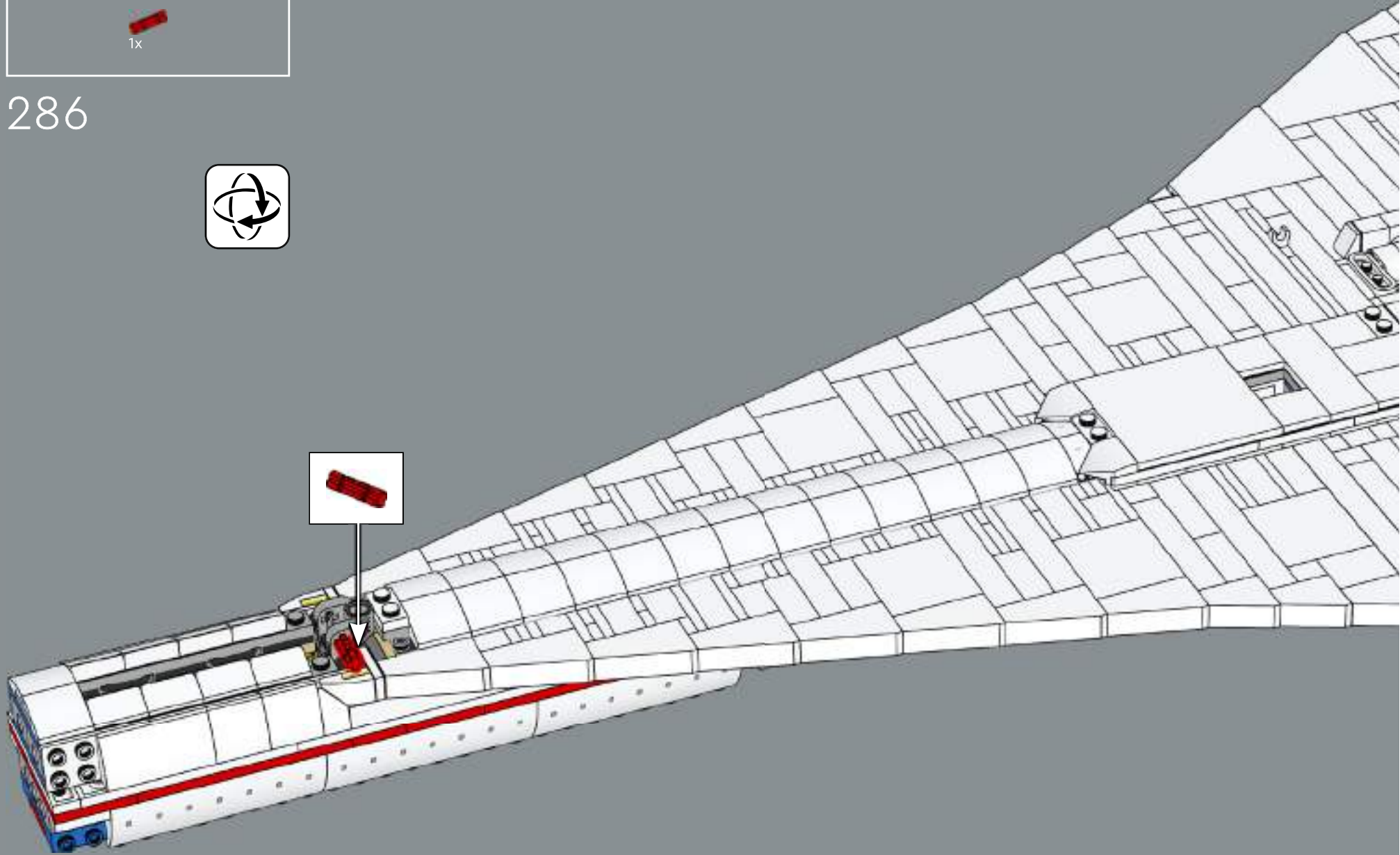
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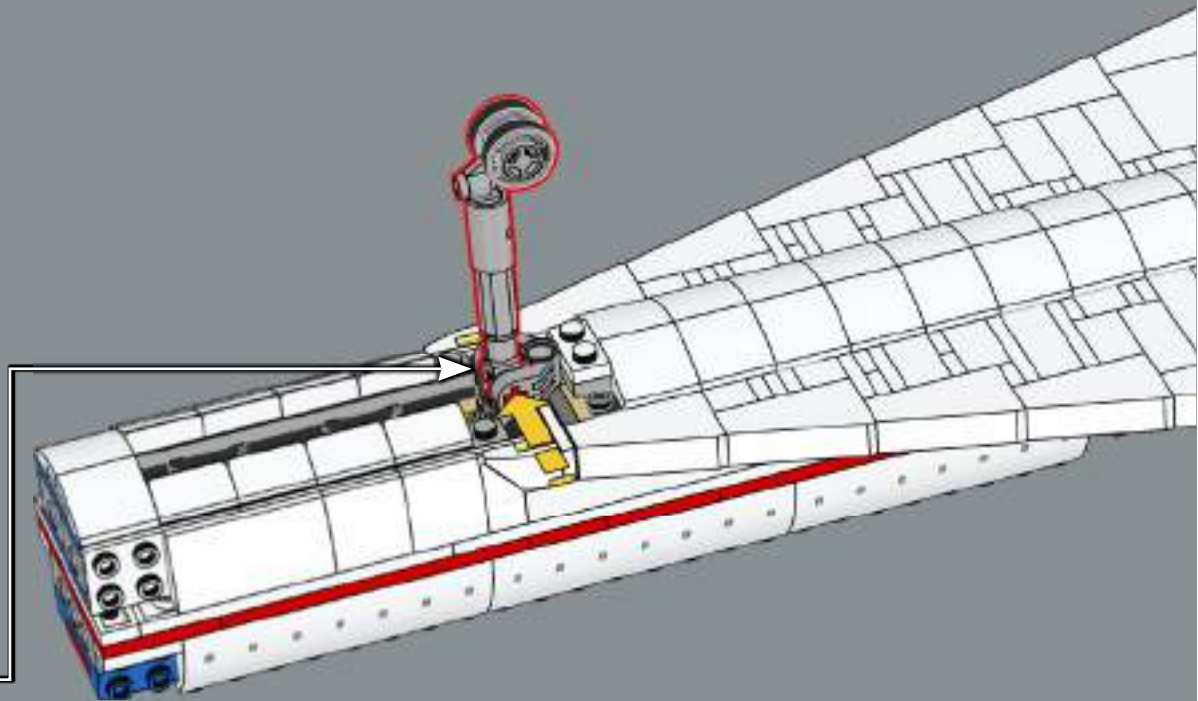
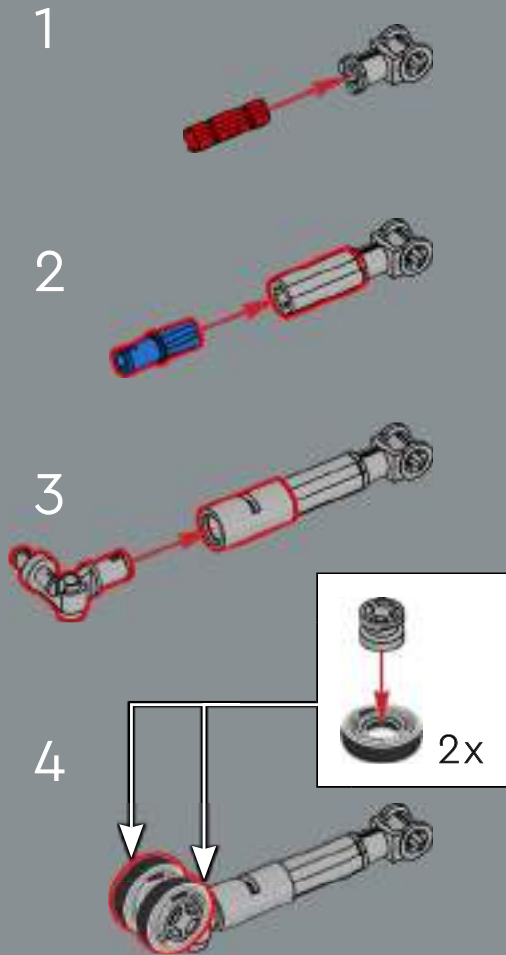
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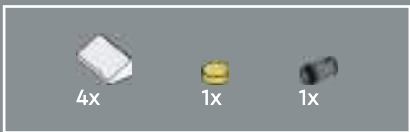
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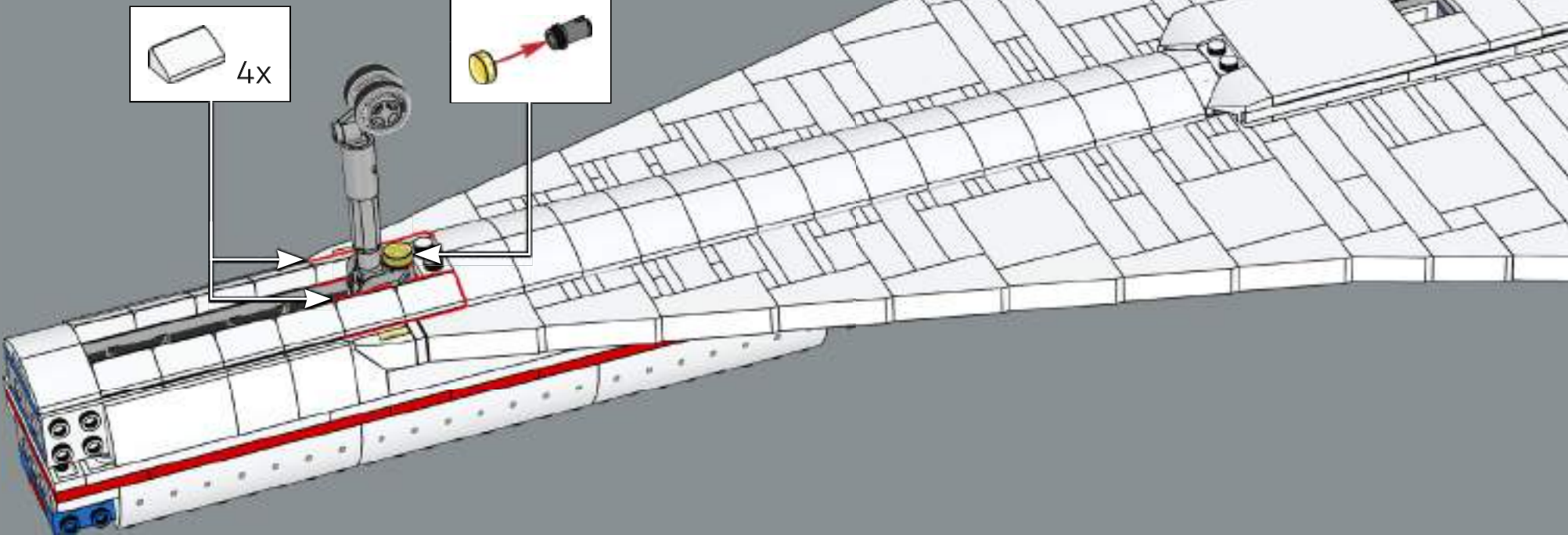


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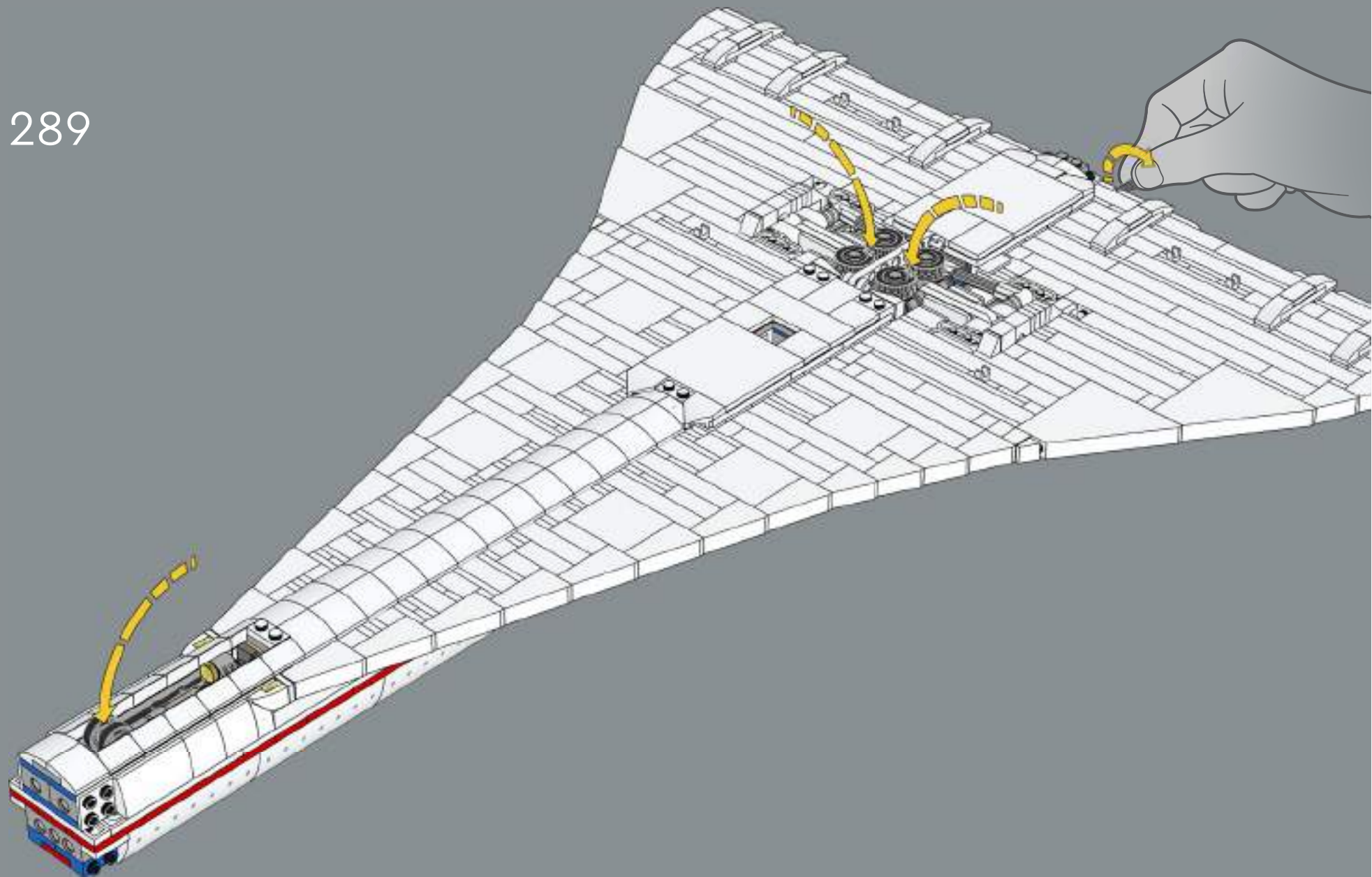


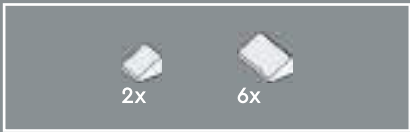


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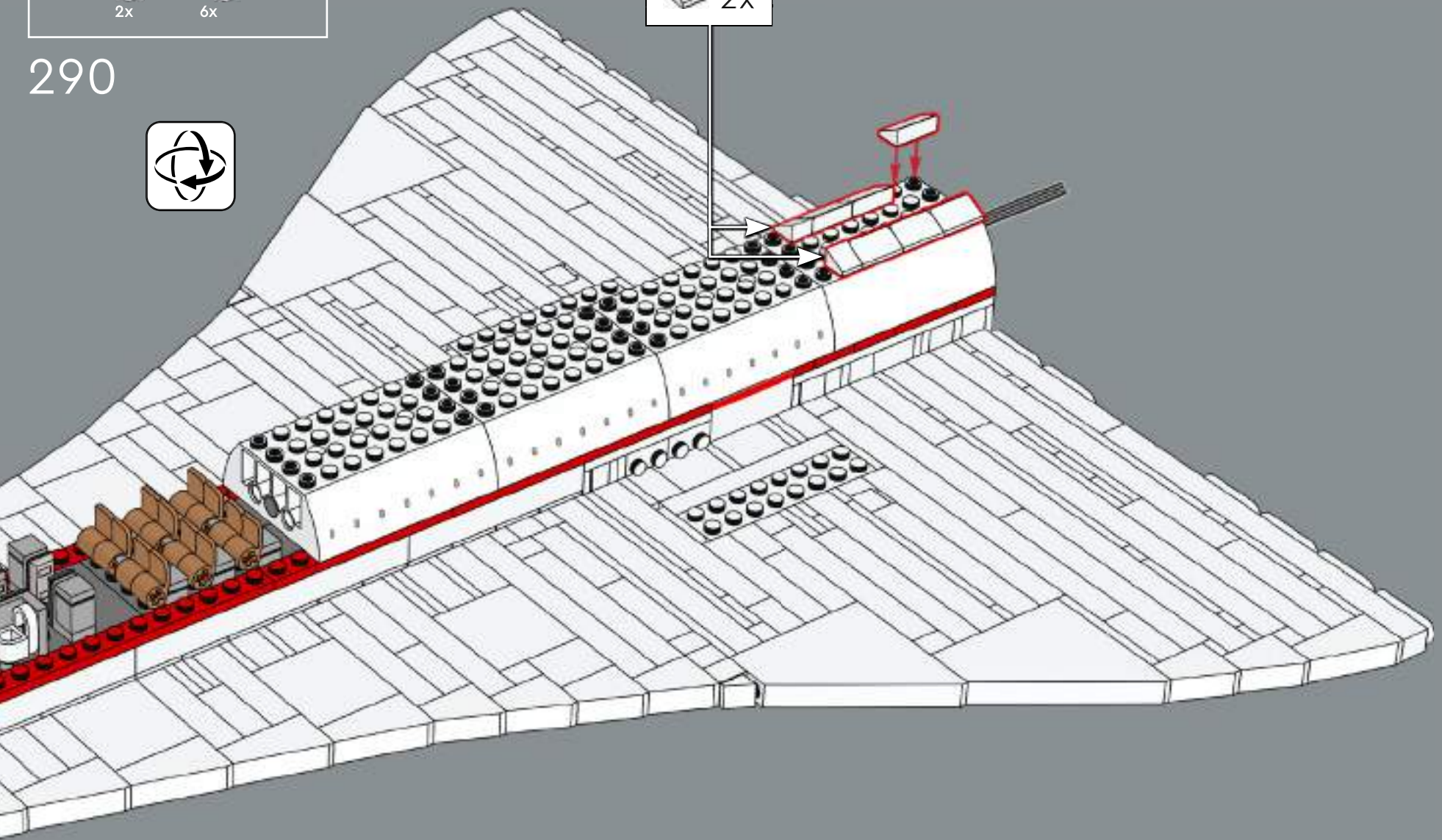


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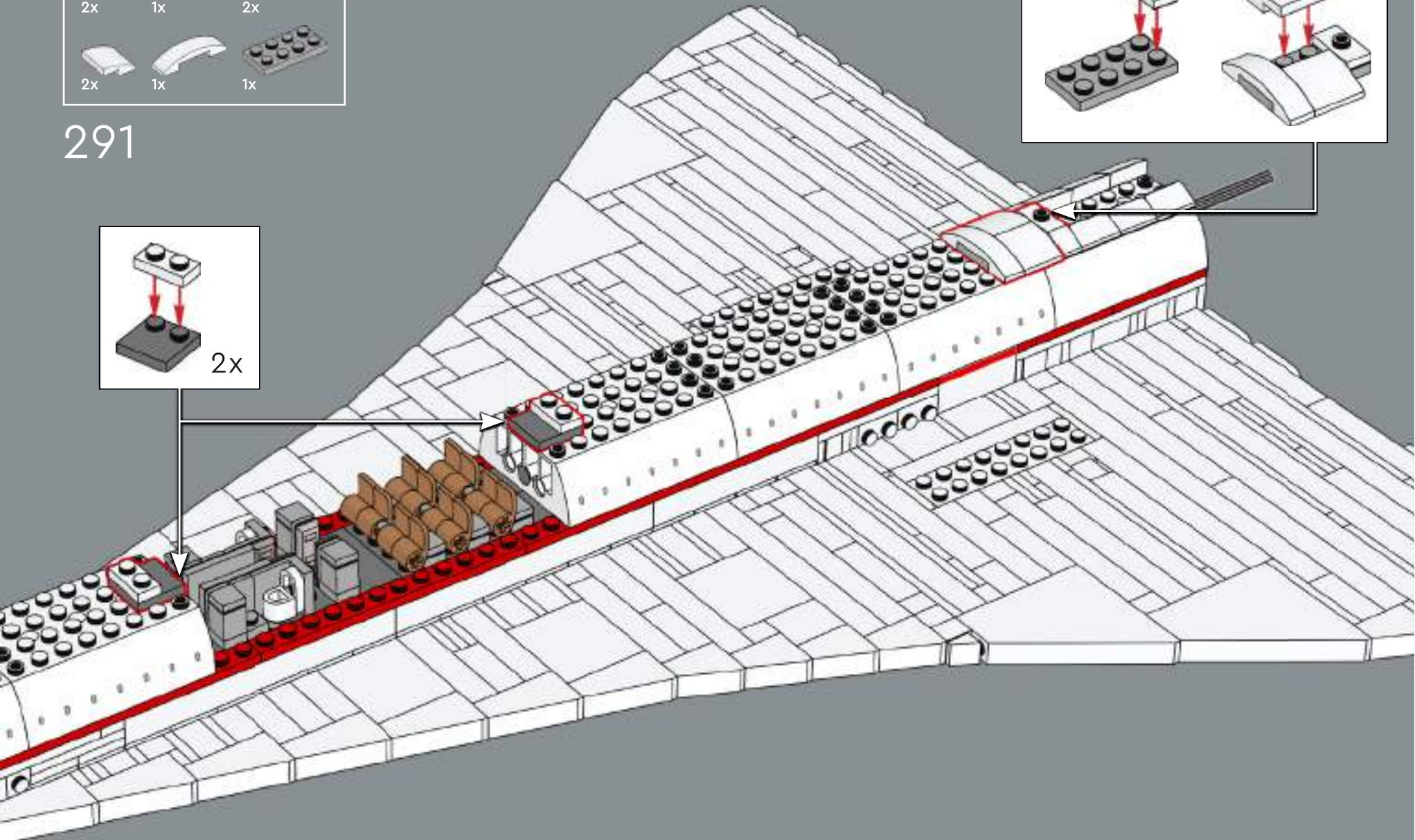
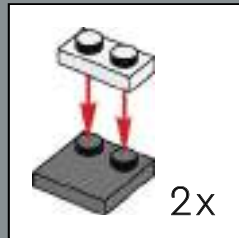
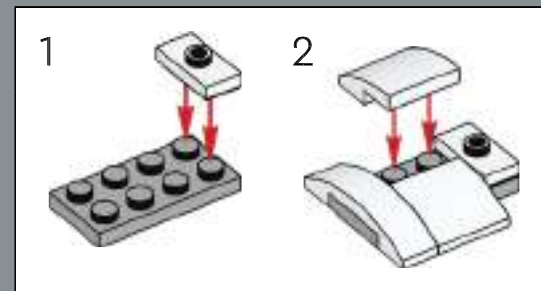


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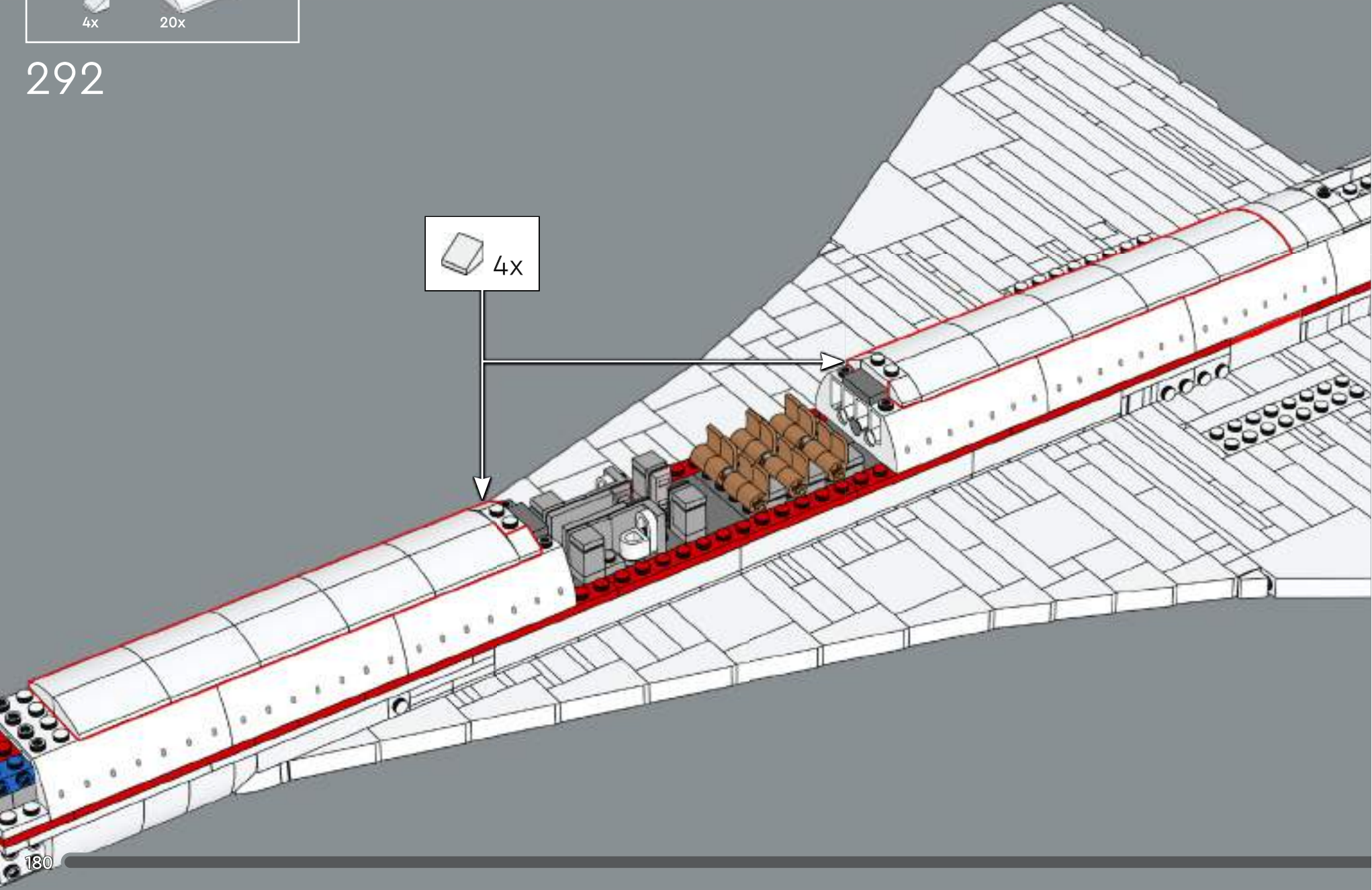


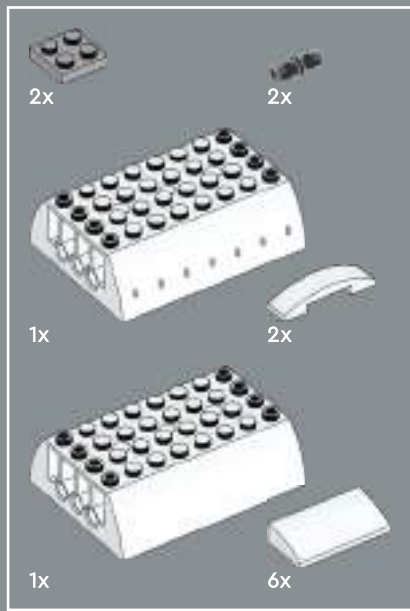
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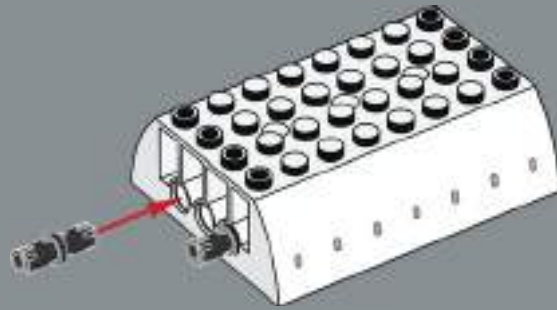


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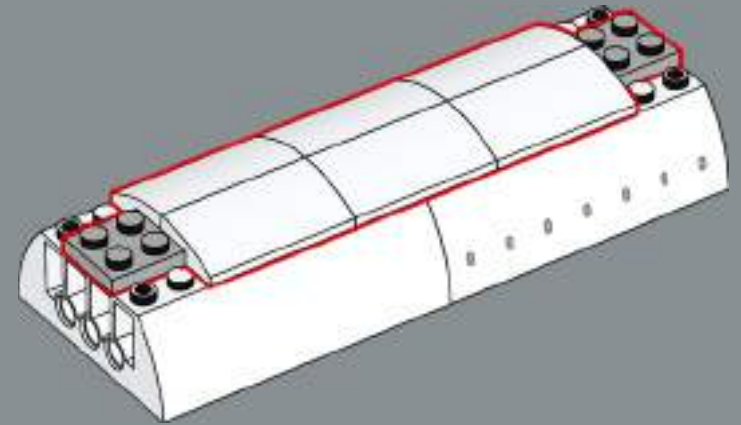




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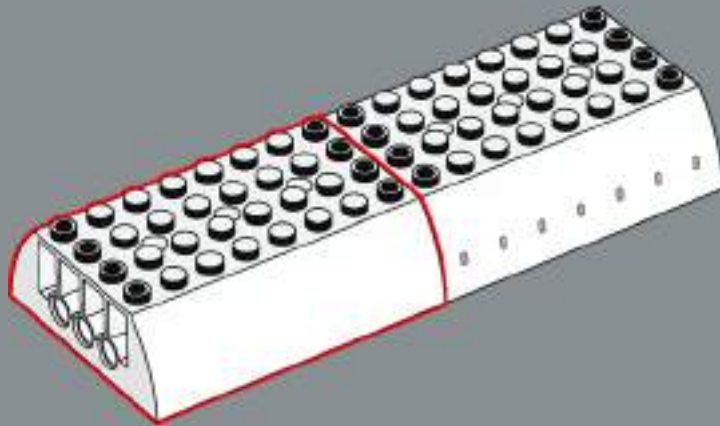


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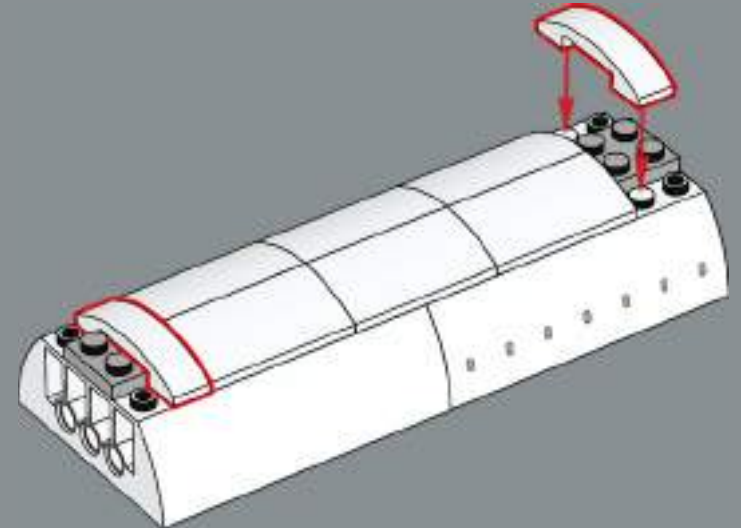


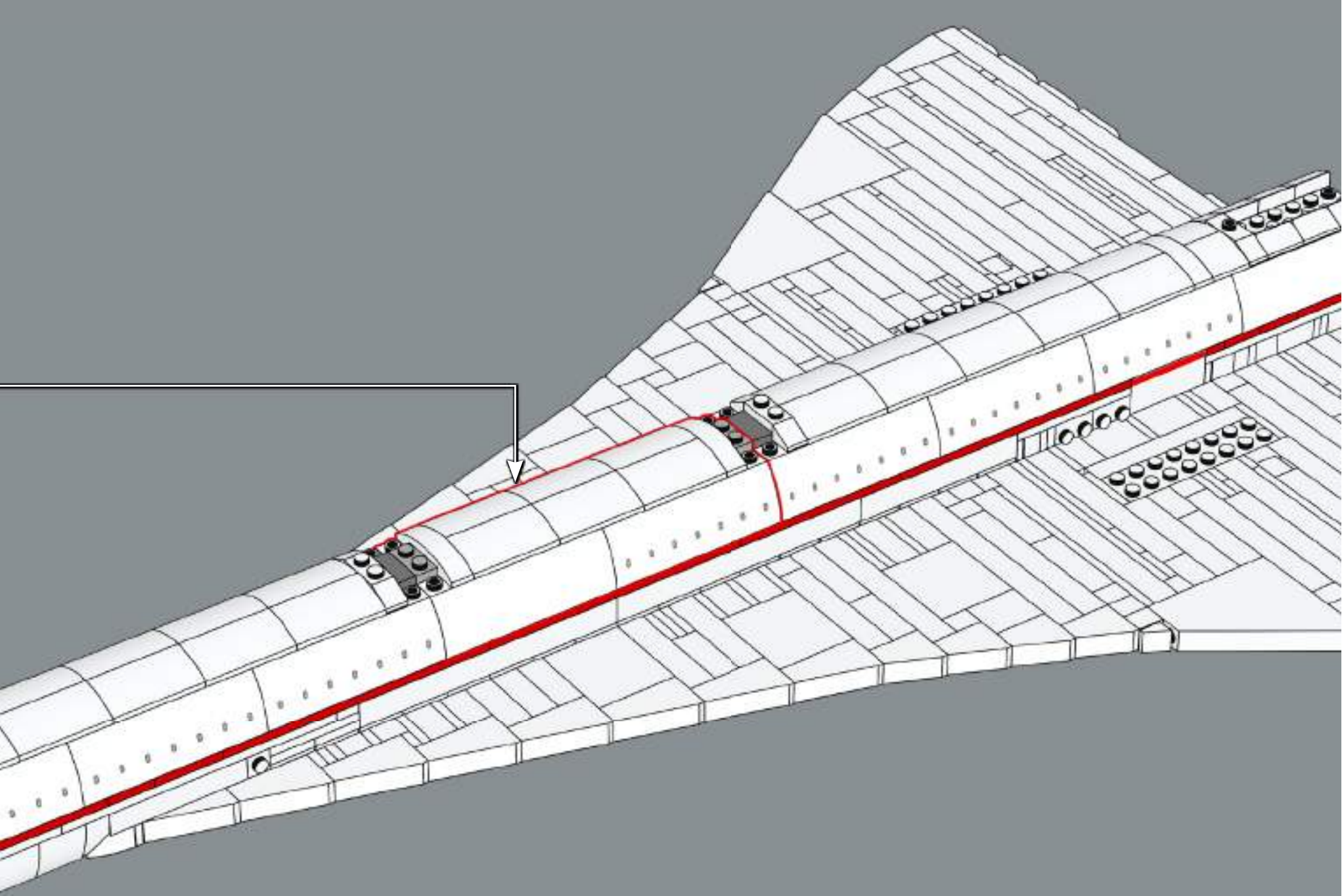
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2



4



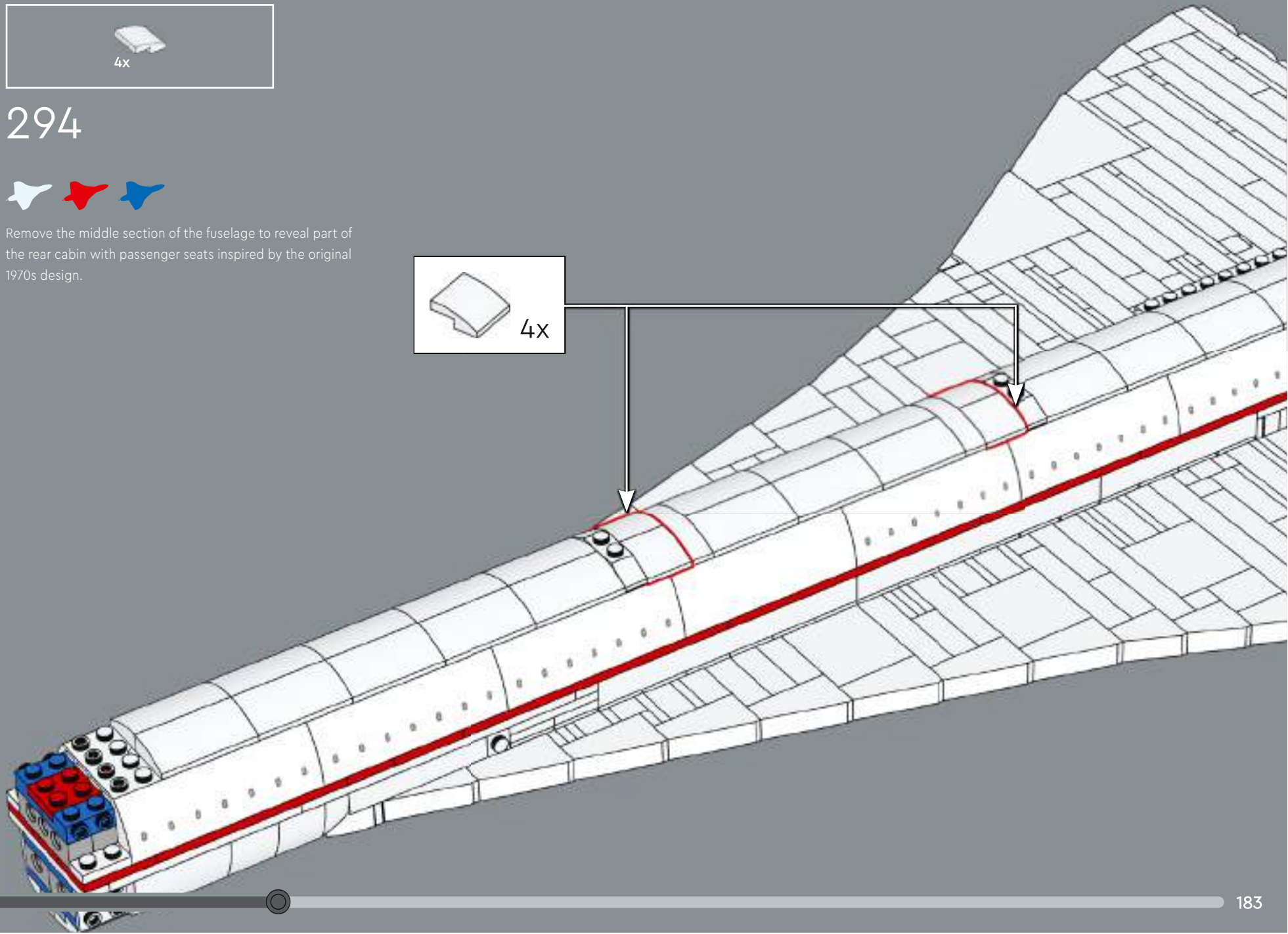


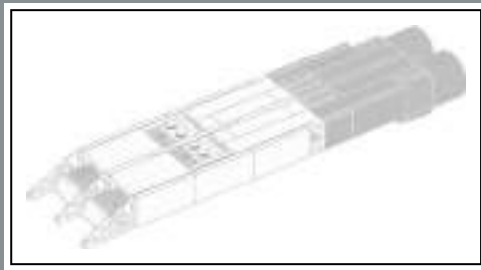


294

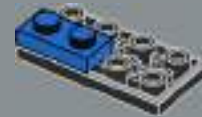


Remove the middle section of the fuselage to reveal part of the rear cabin with passenger seats inspired by the original 1970s design.

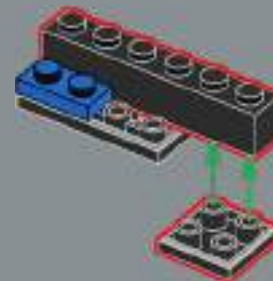




295

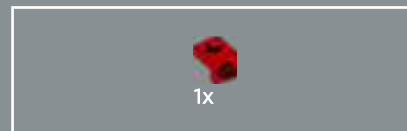
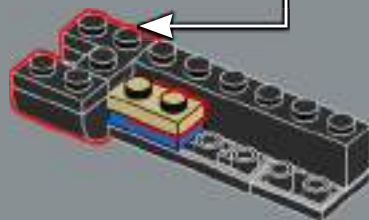
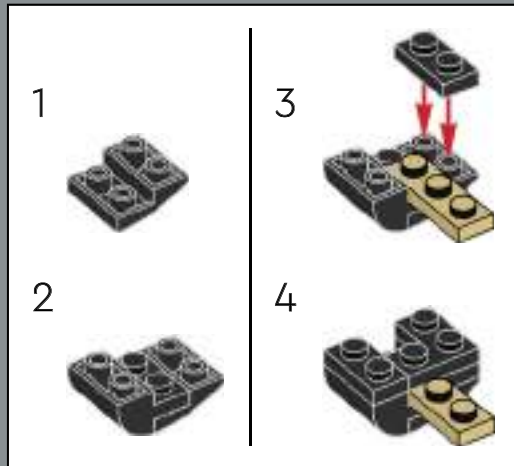


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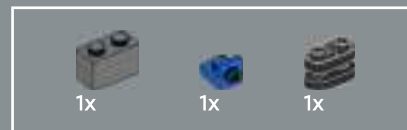
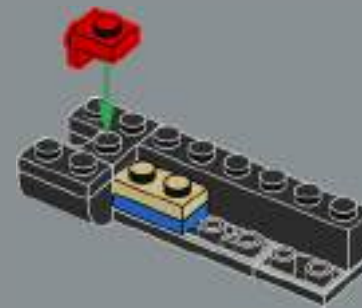




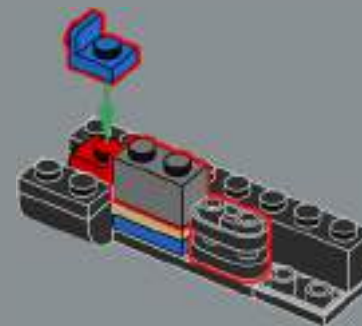
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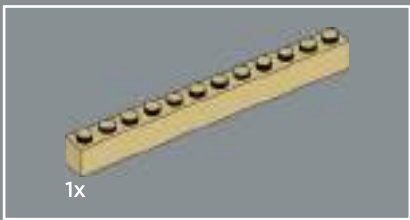


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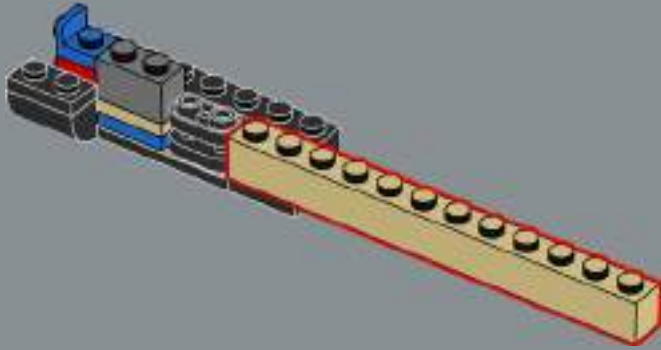


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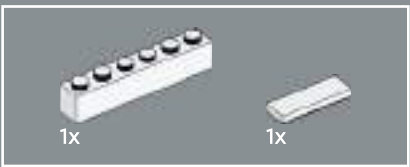
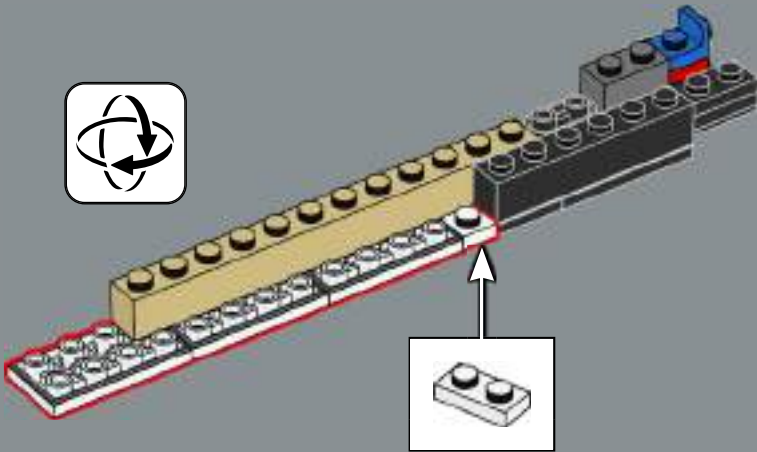




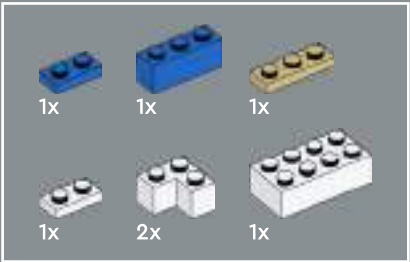
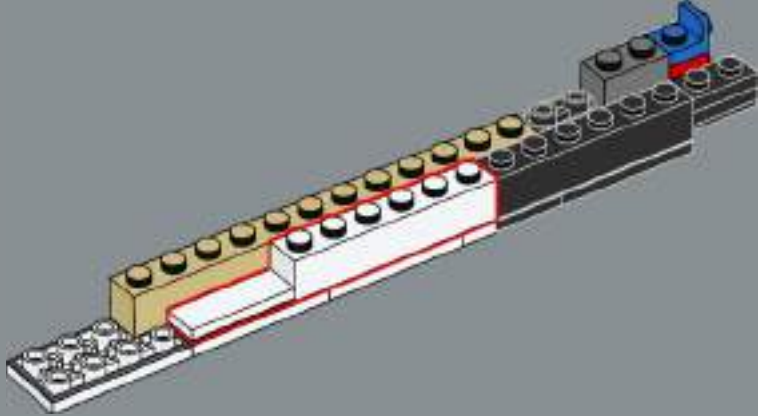
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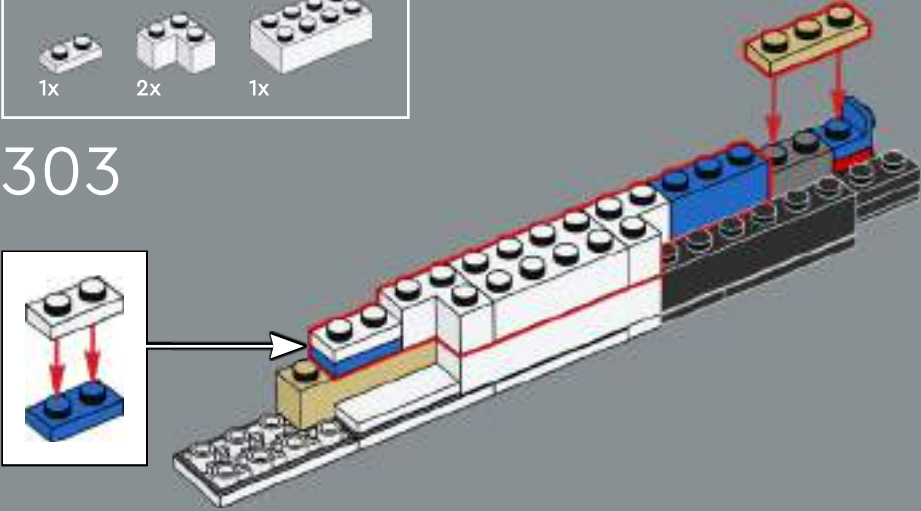
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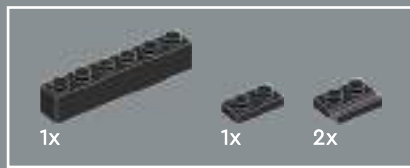


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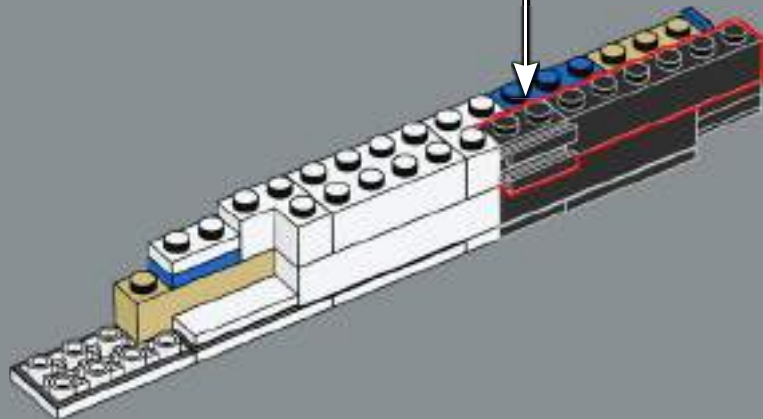
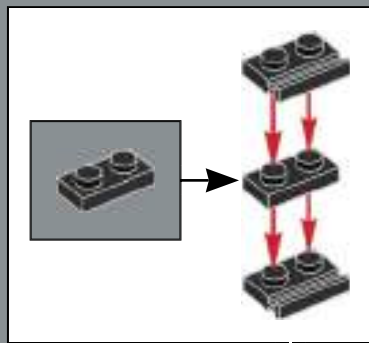


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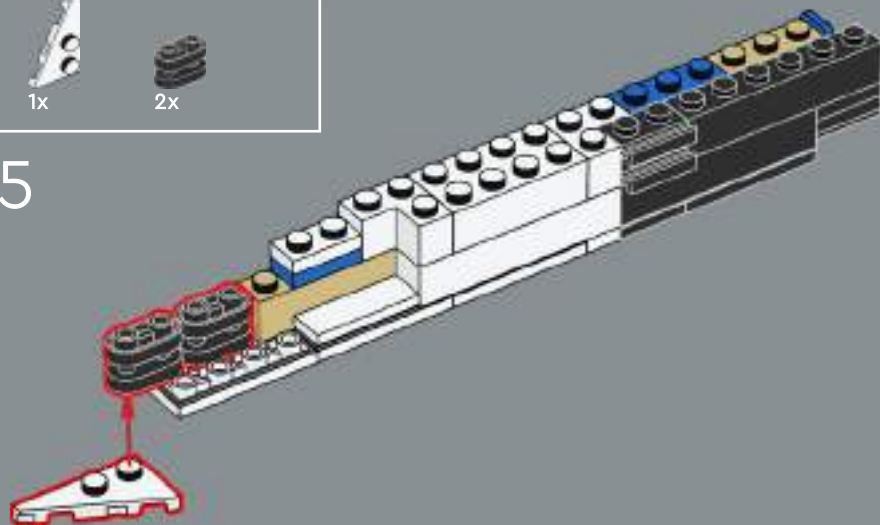




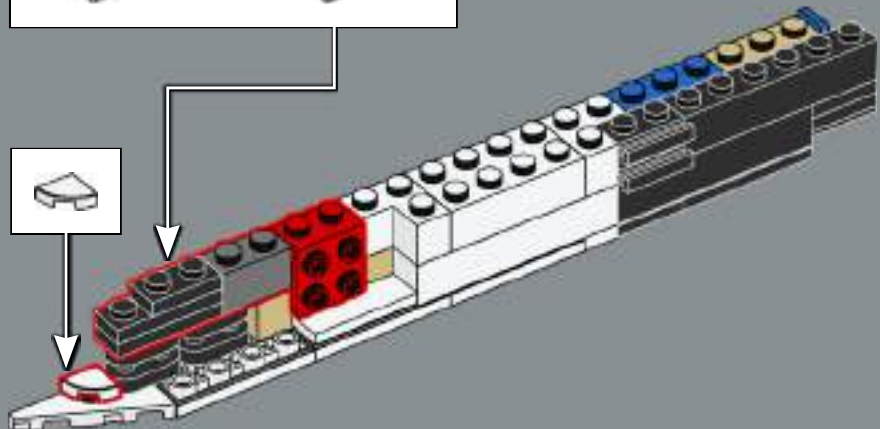
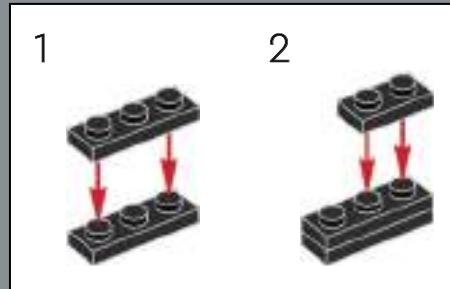
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305

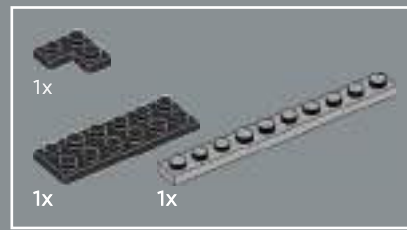
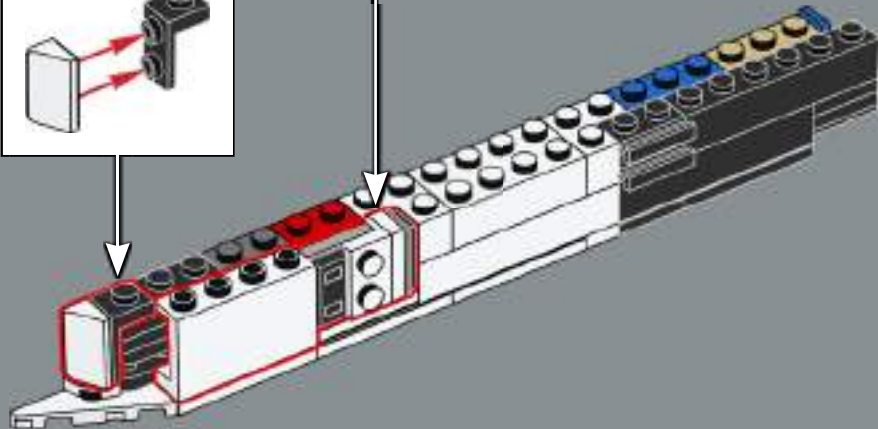
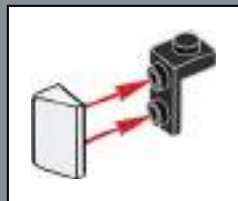
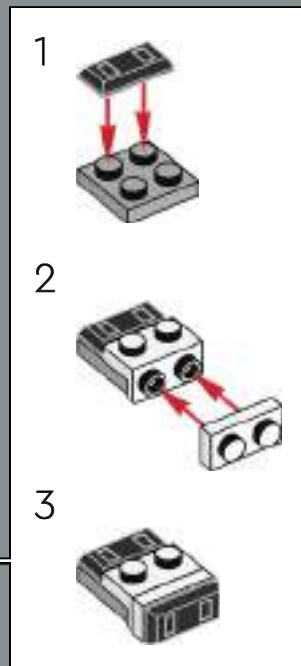


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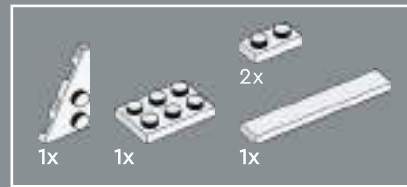
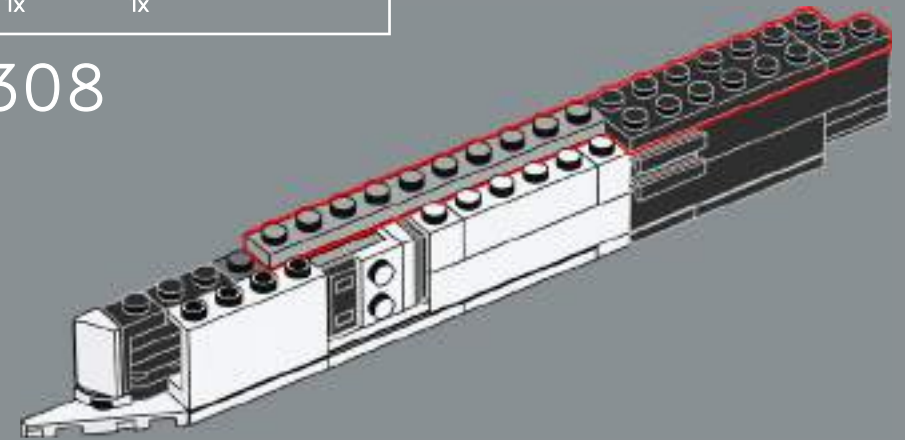




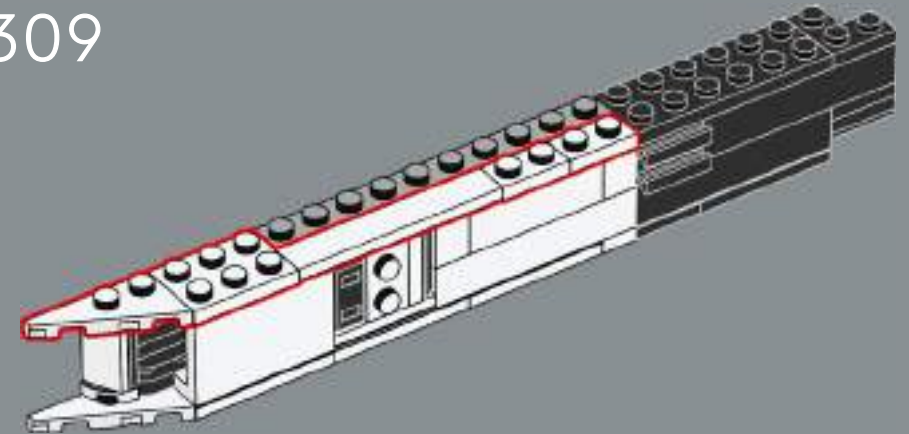
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308

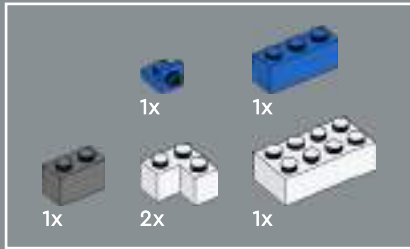
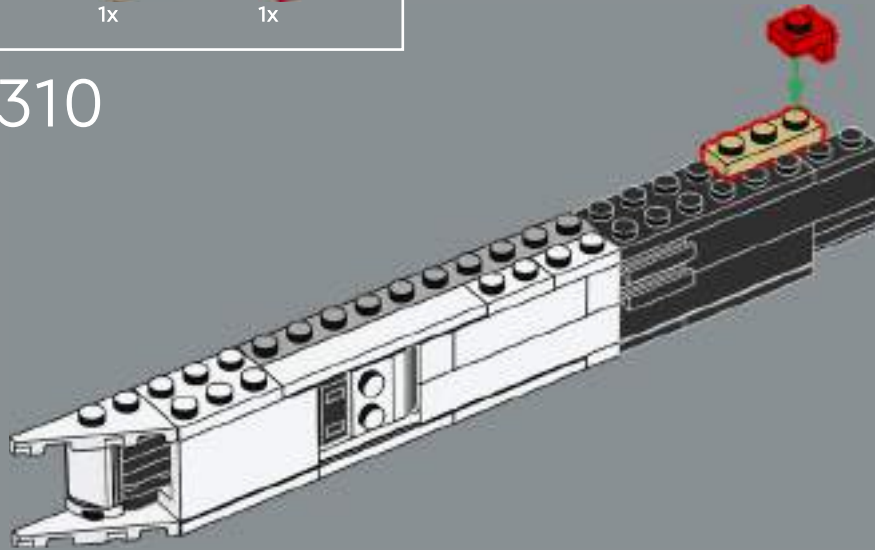


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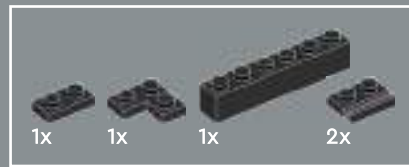
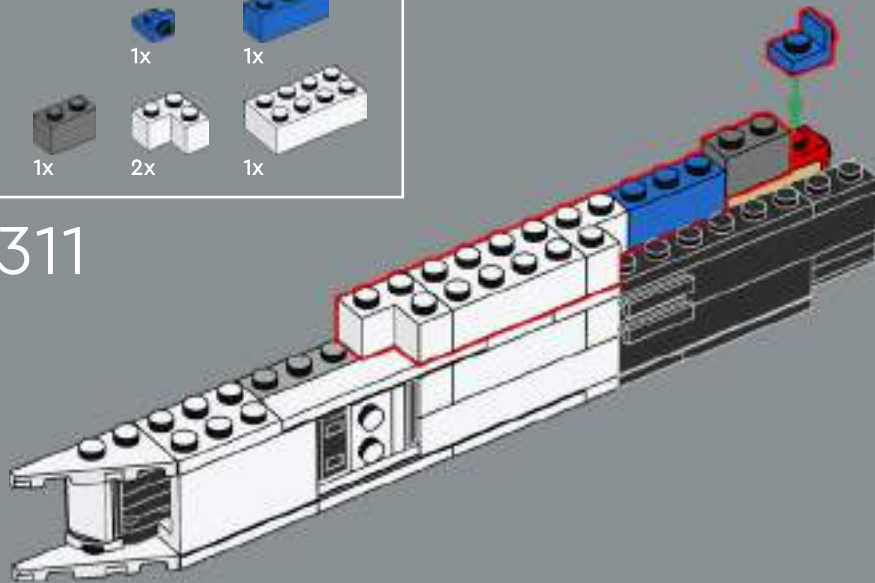




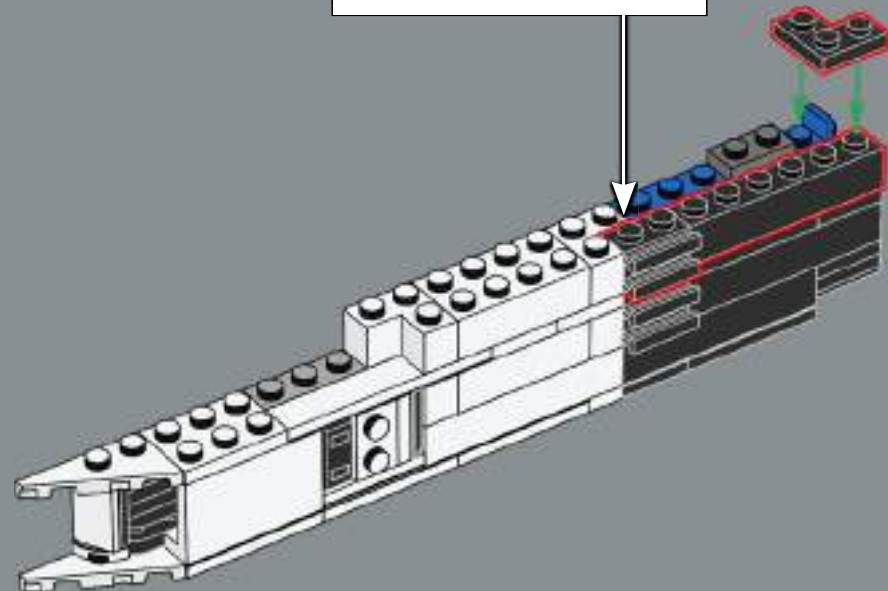
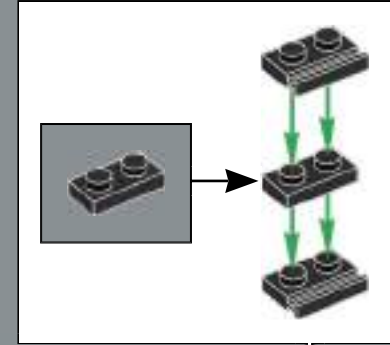
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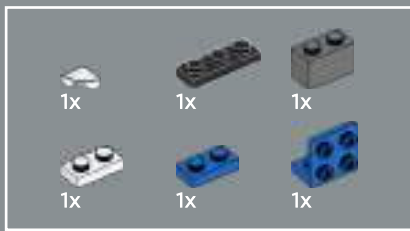


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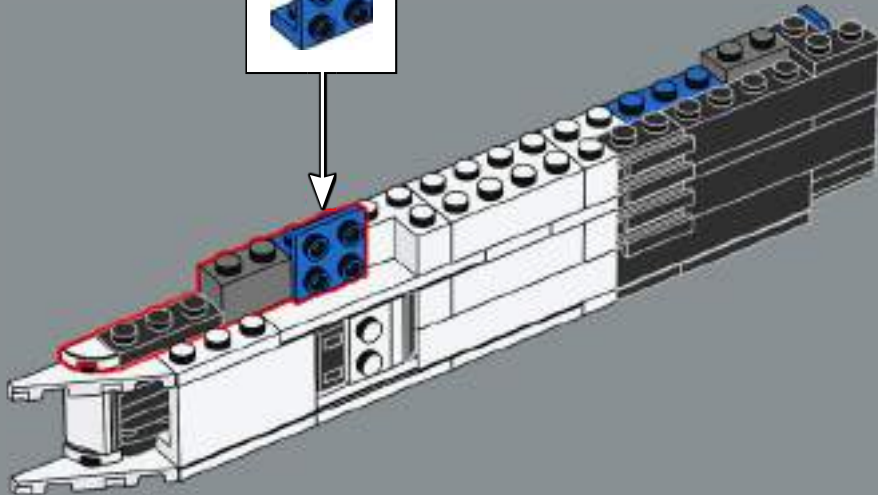
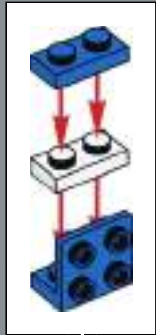


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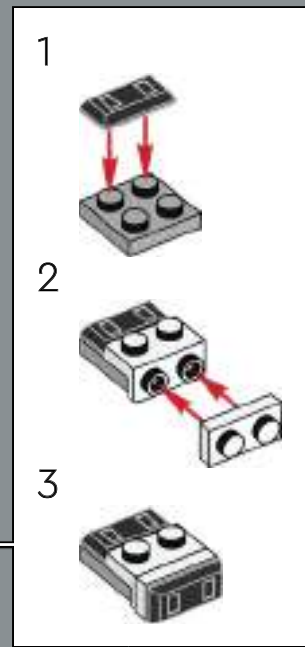
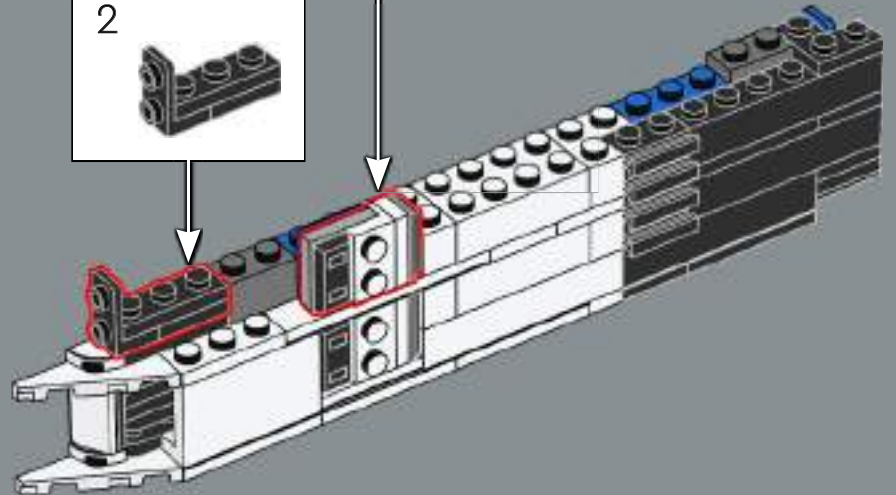
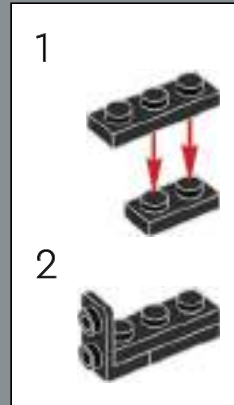


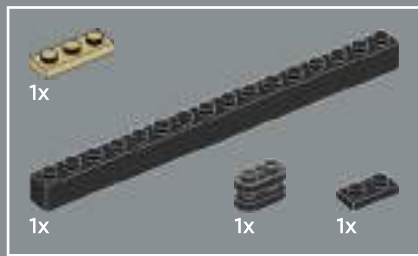


313

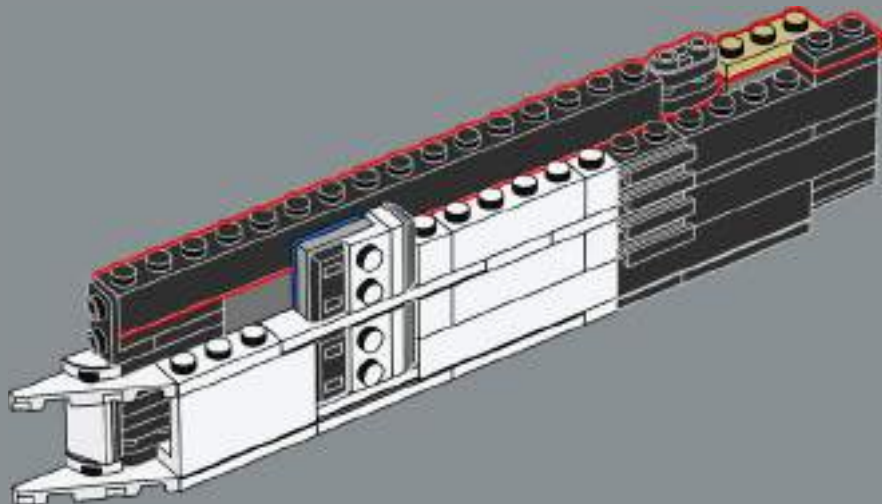


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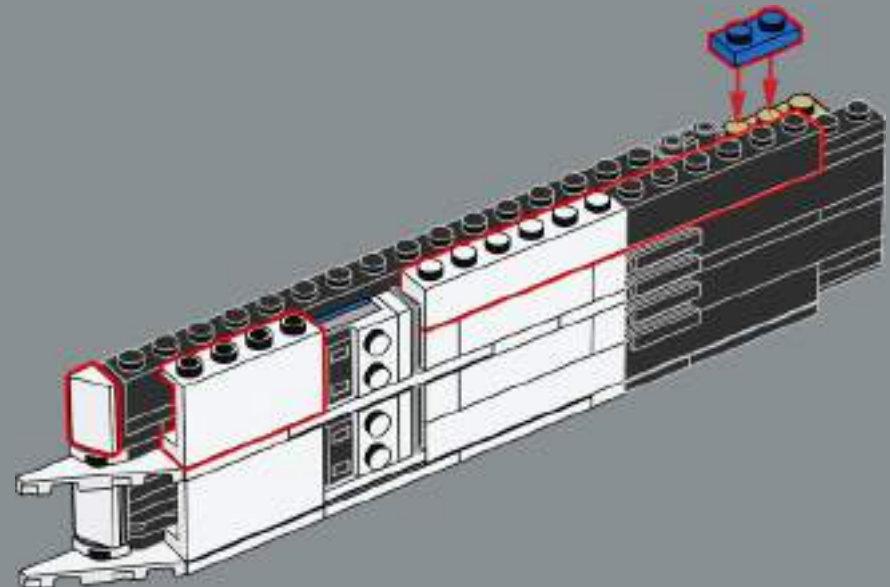


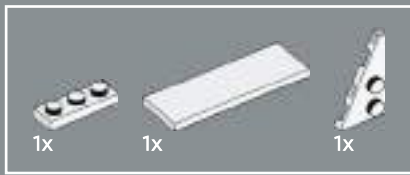


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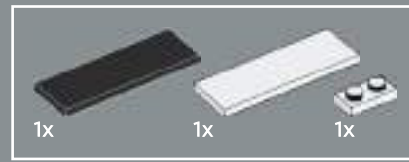
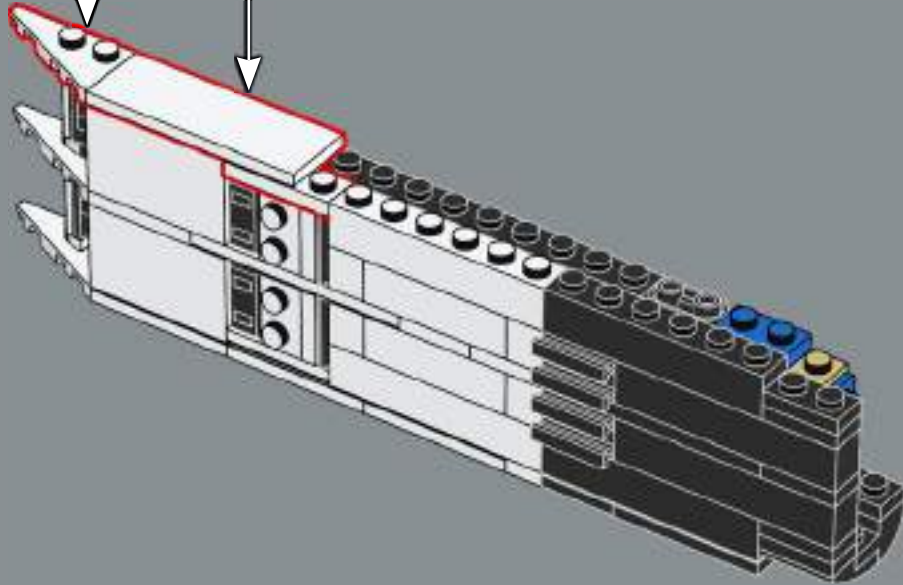
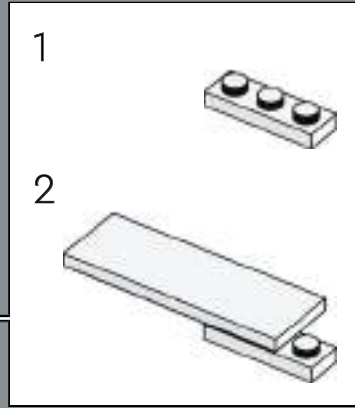
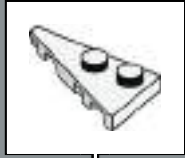


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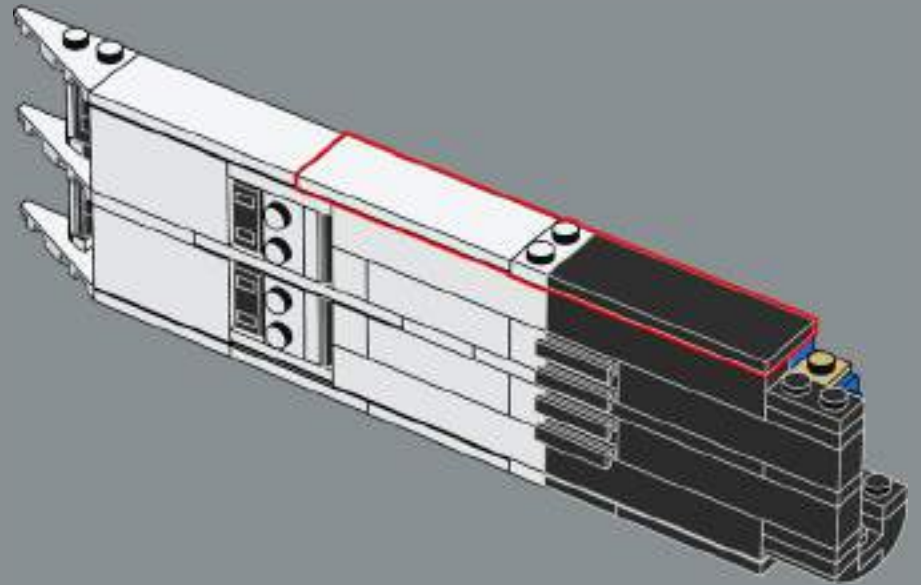




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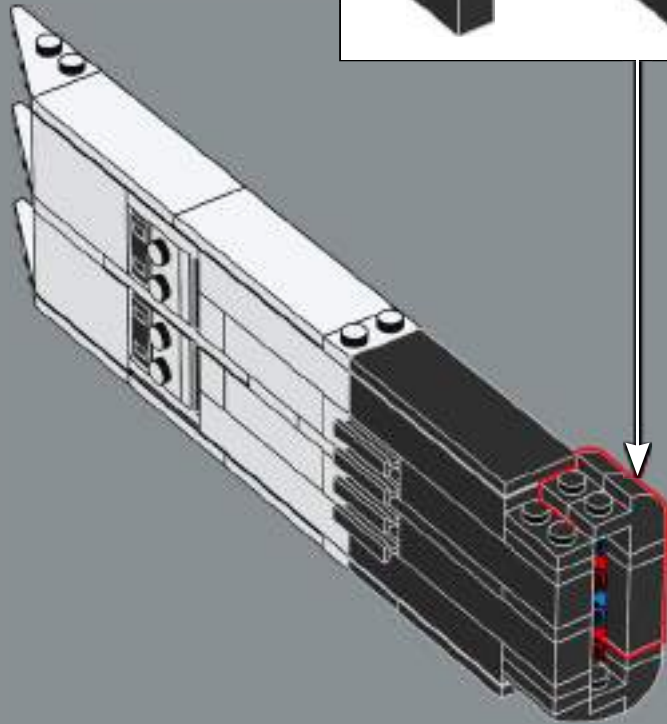
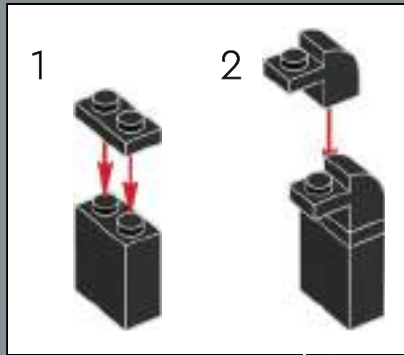


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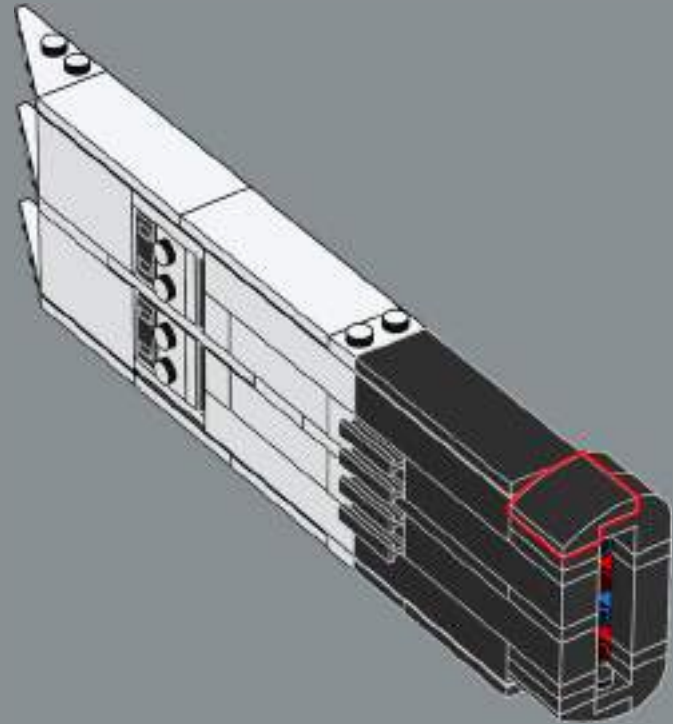




319

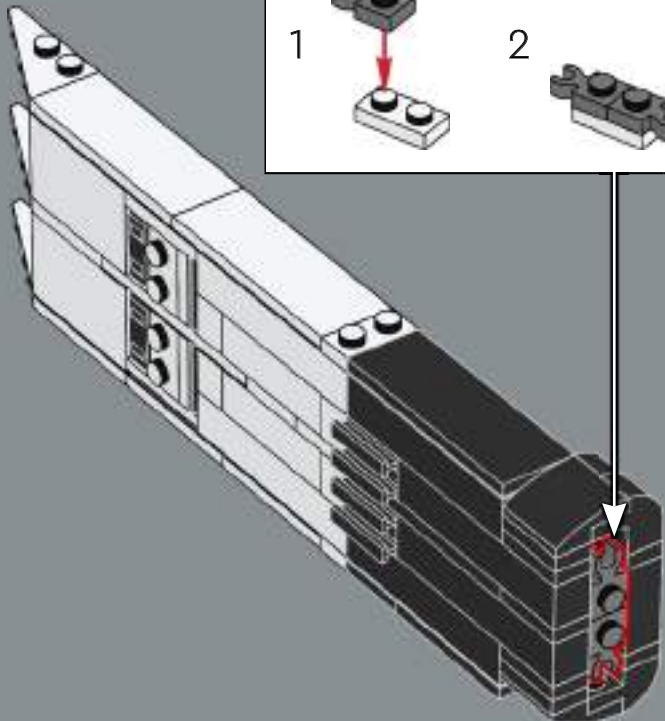
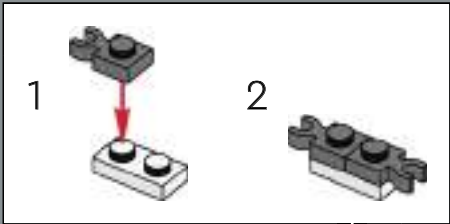


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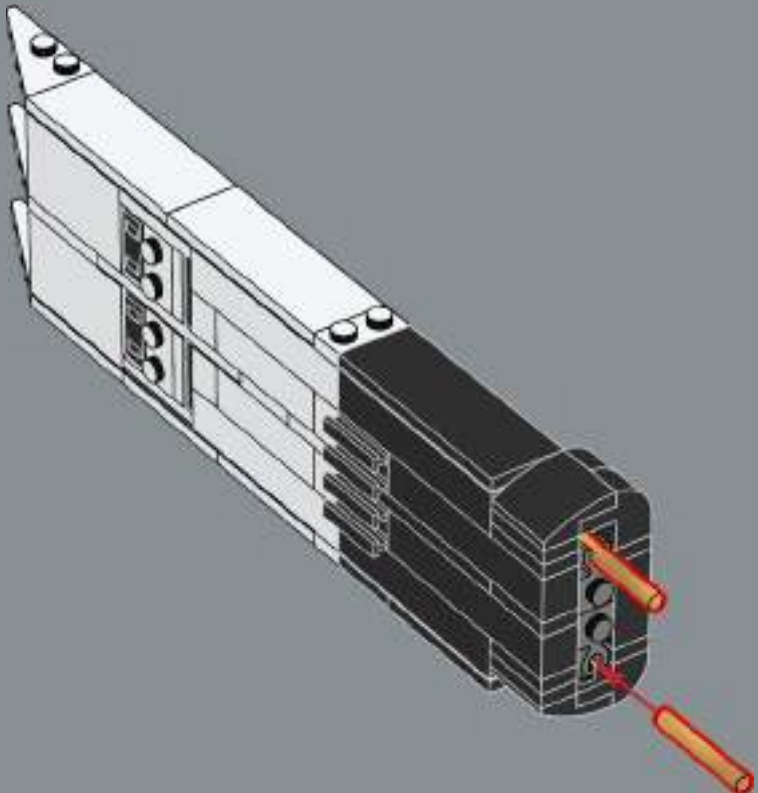




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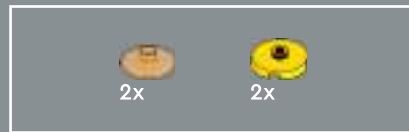
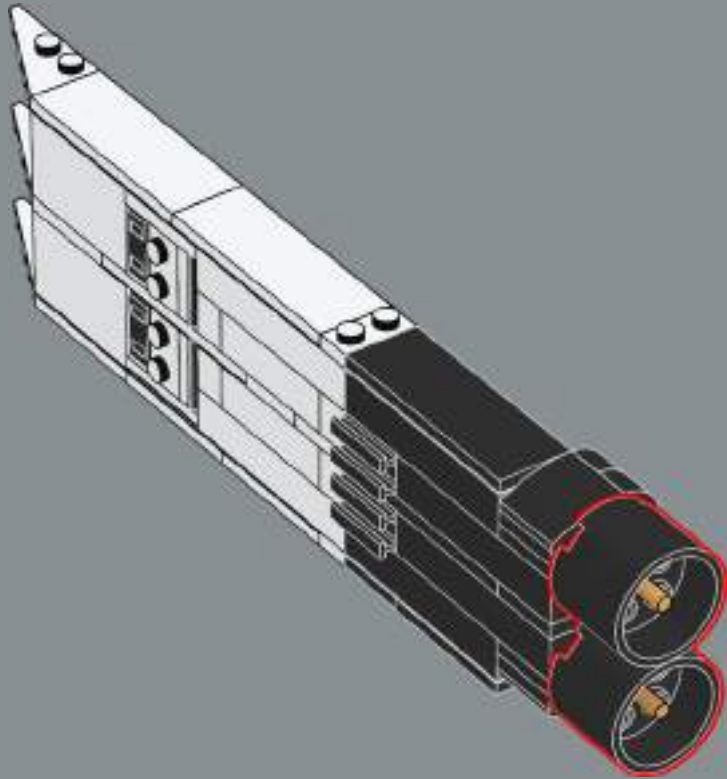


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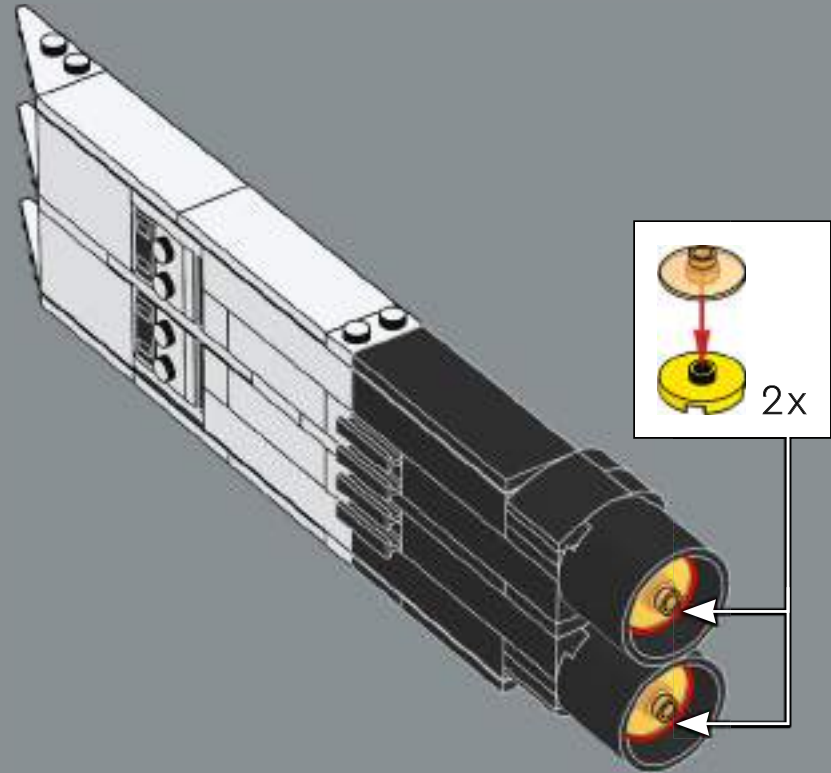




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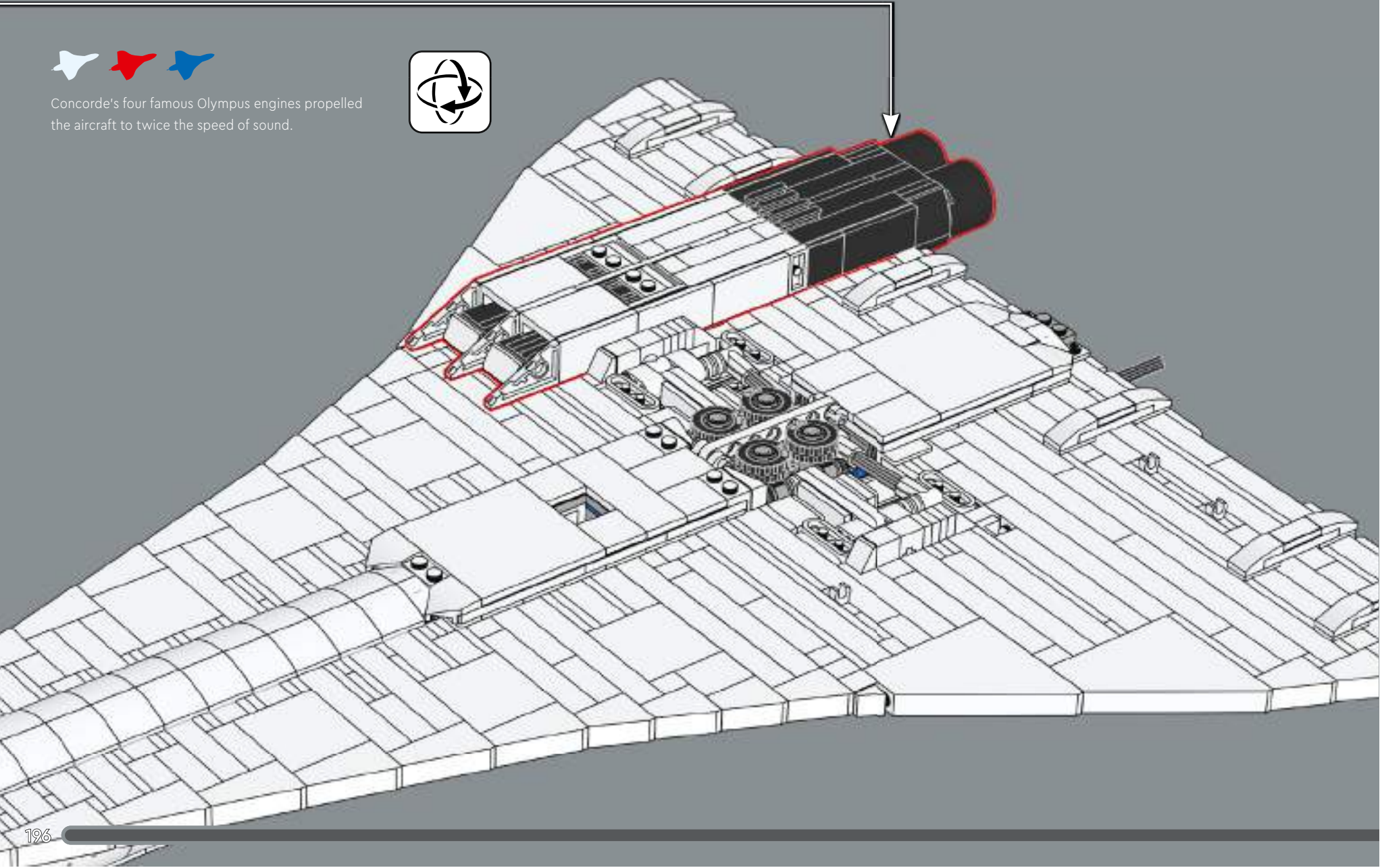


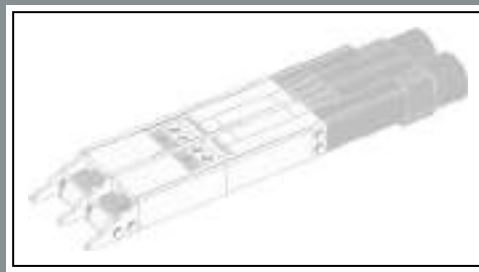
324





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

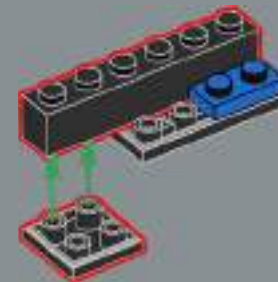


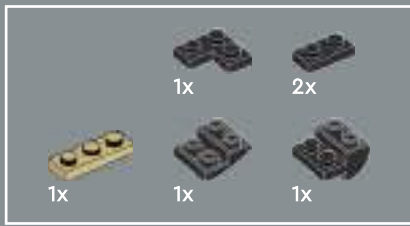


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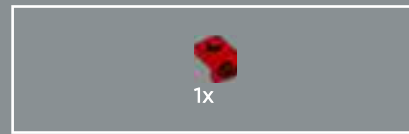
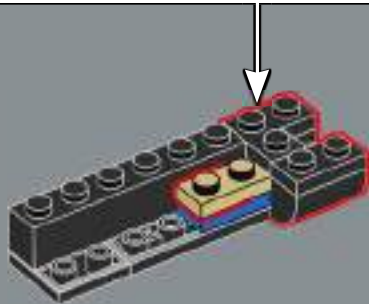
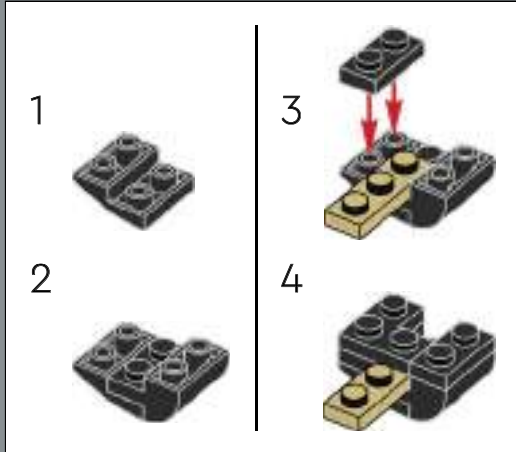


327

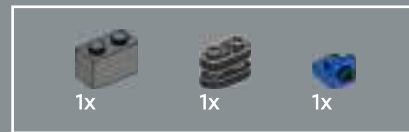
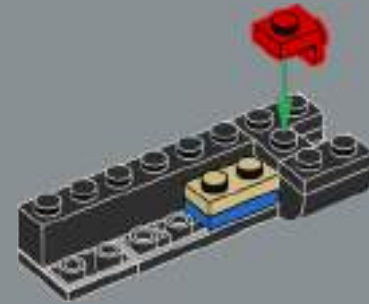




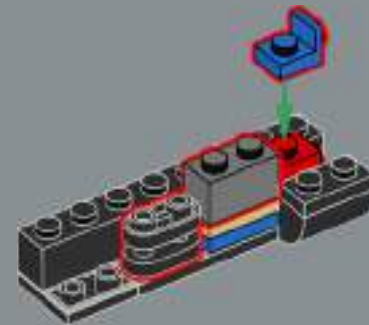
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329

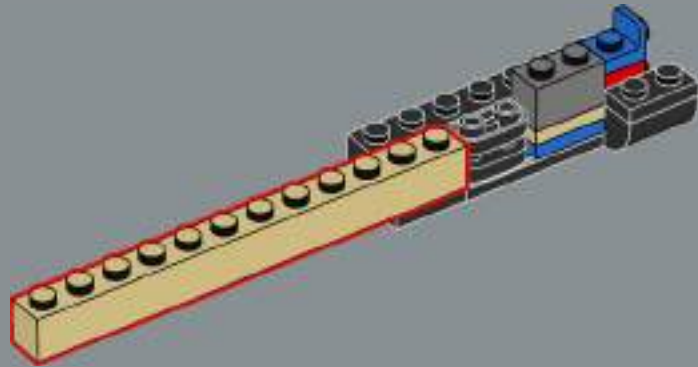


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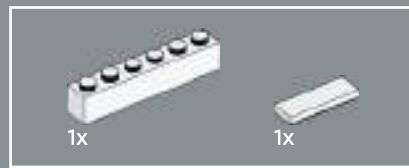
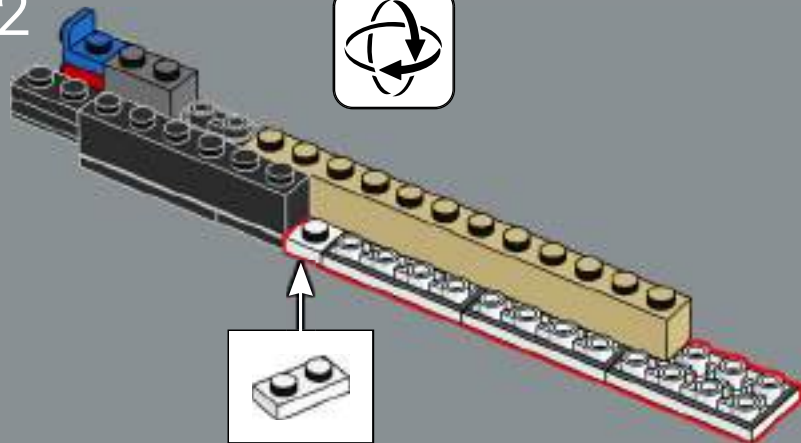




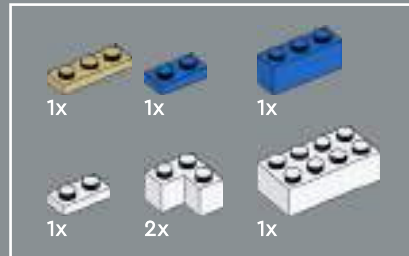
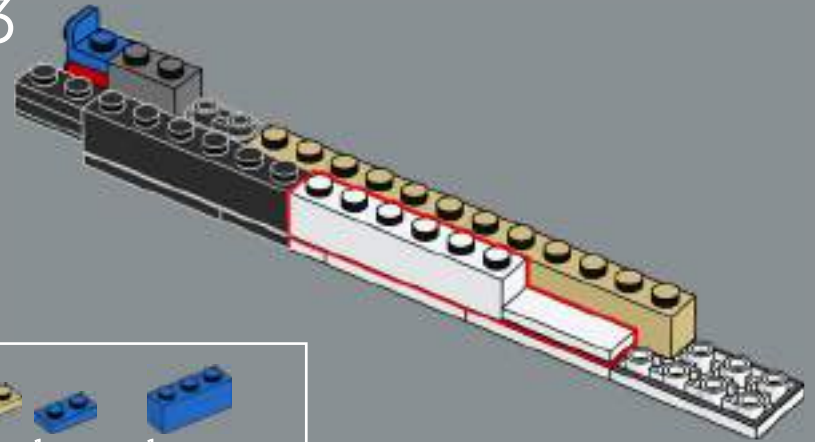
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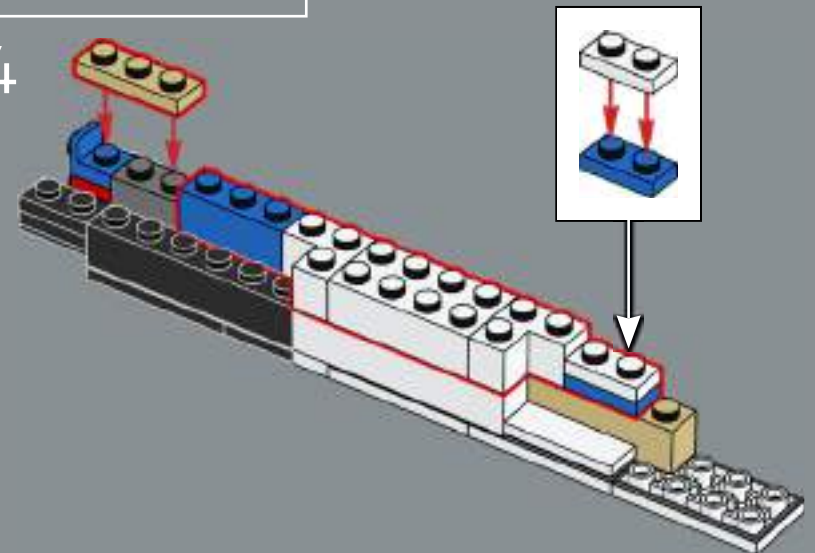
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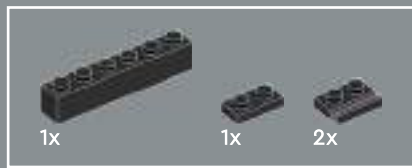


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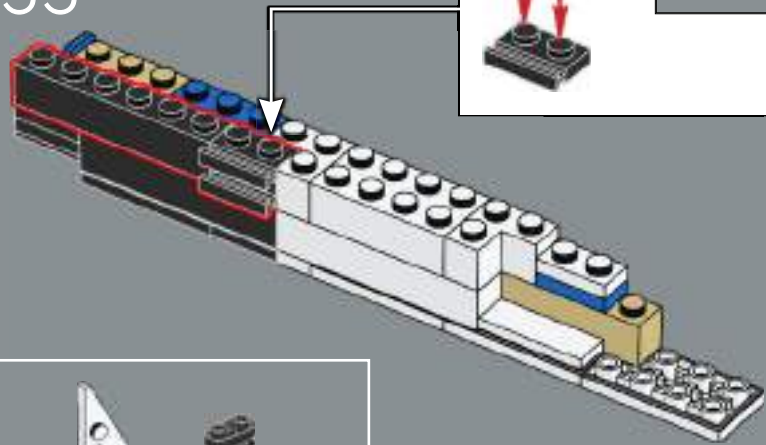
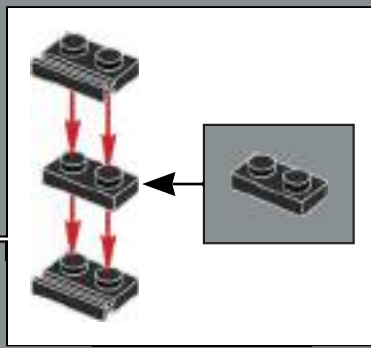


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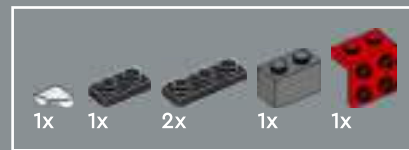
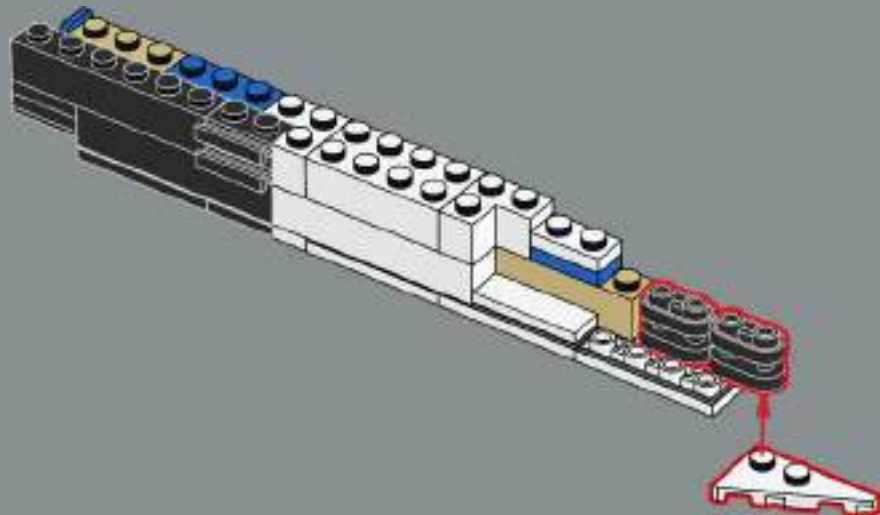




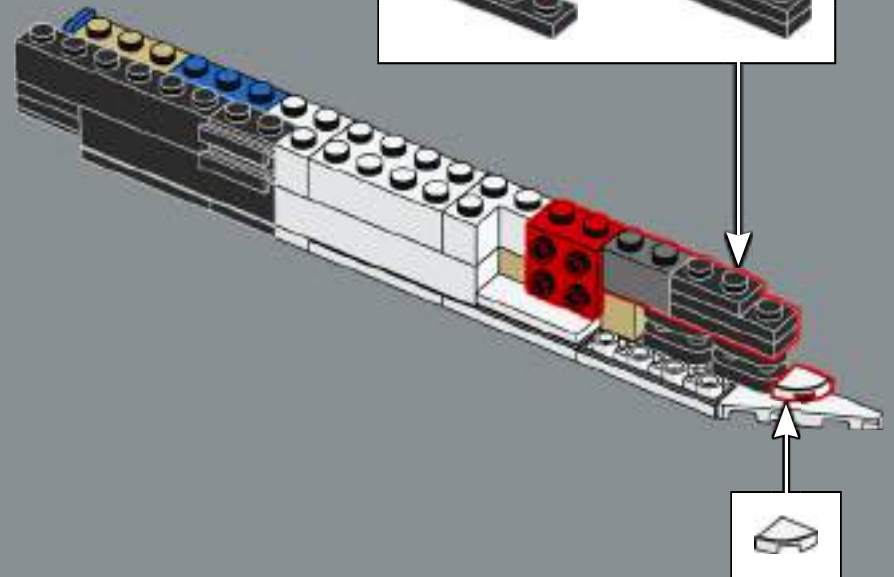
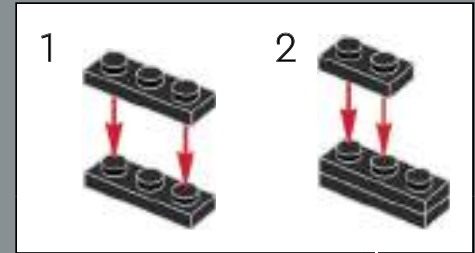
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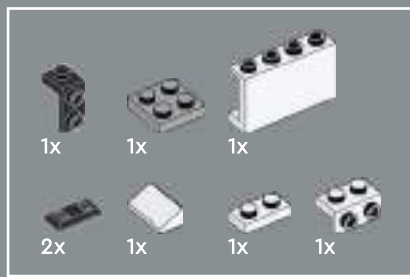


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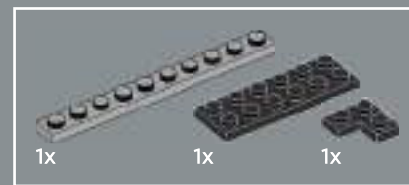
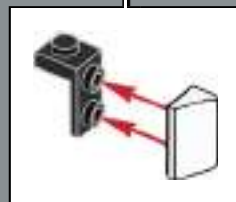
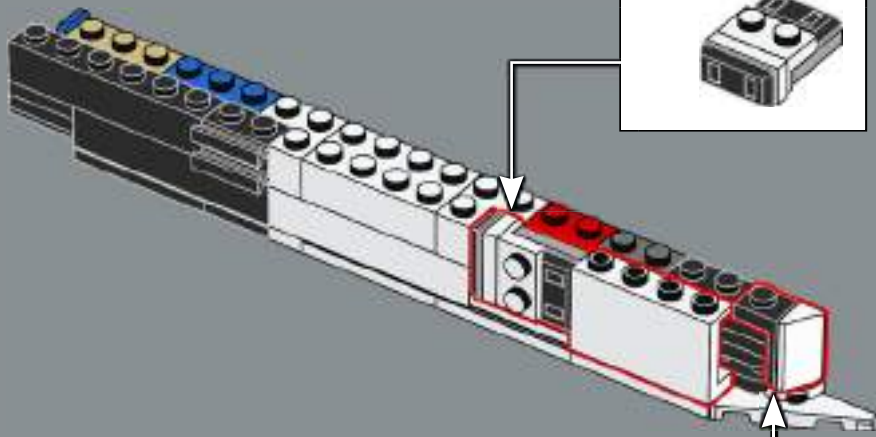
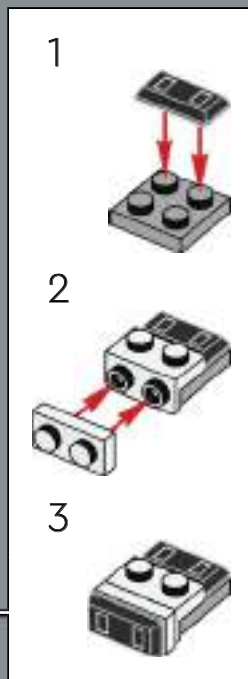


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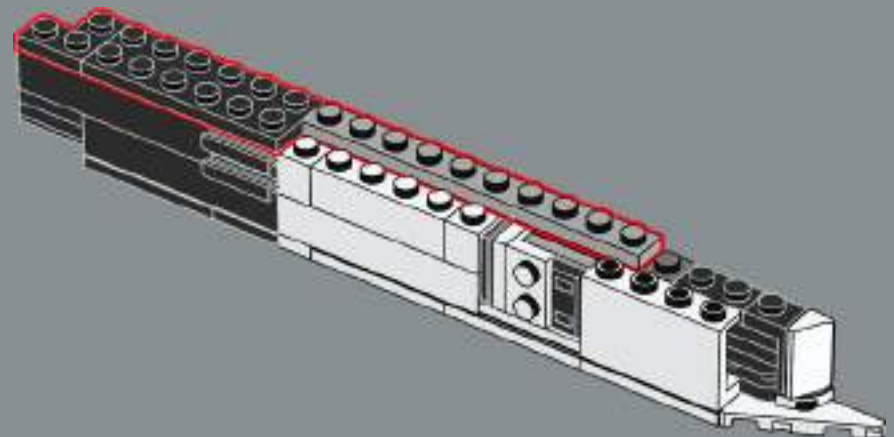


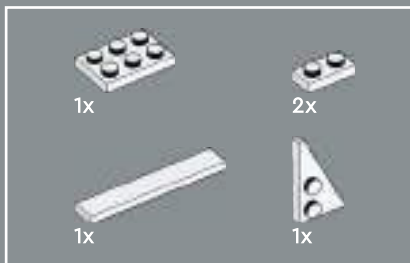


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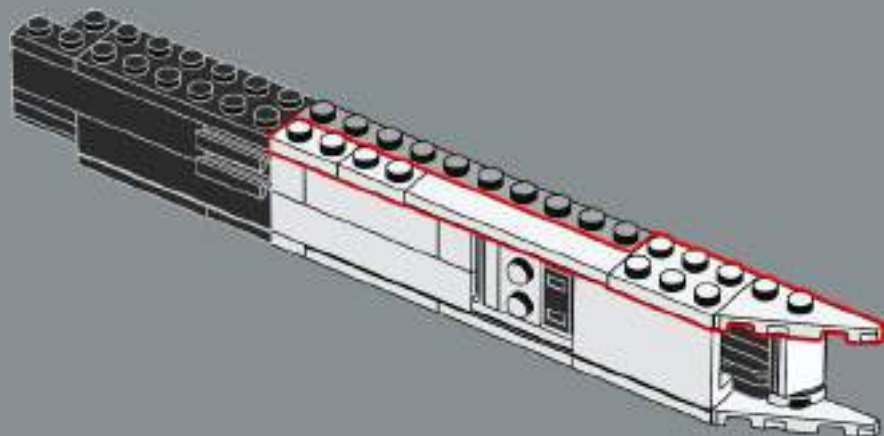


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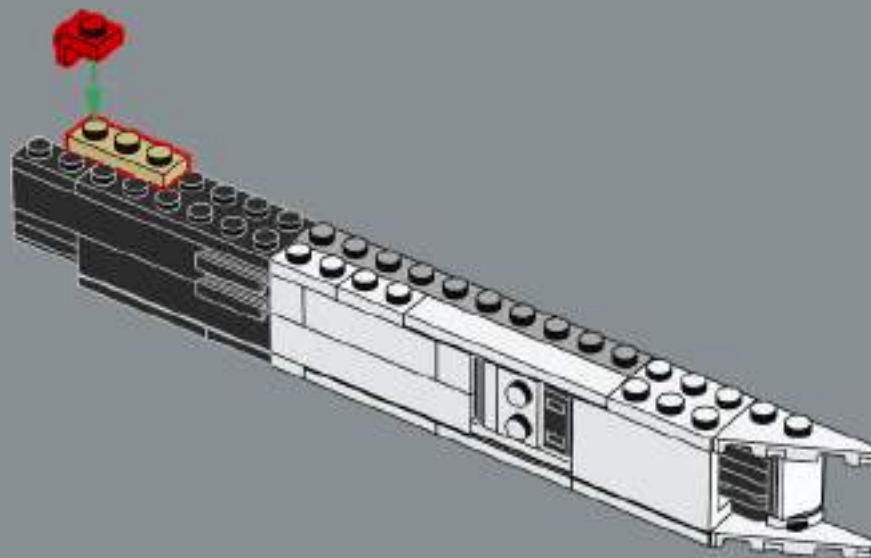


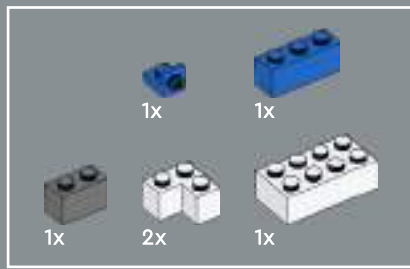


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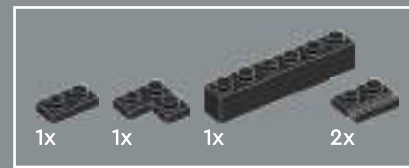
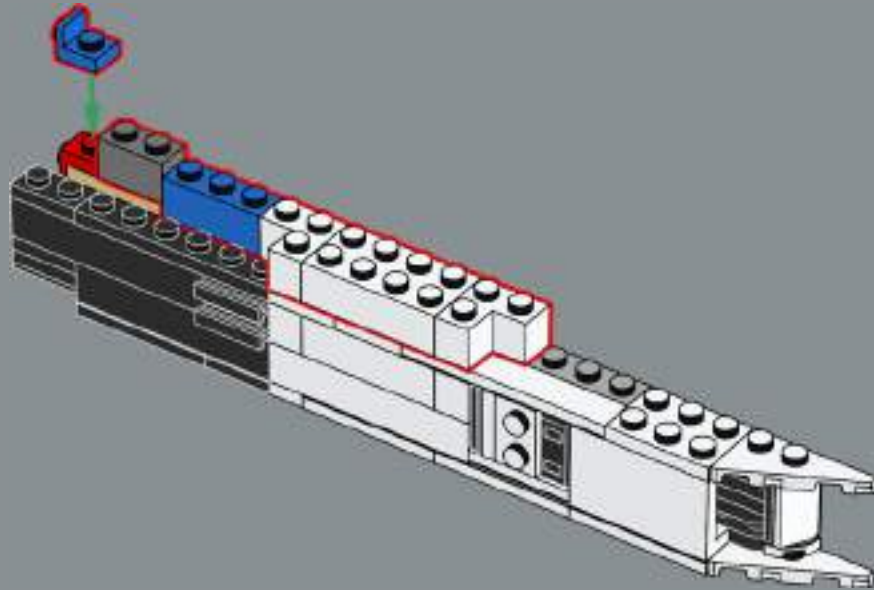


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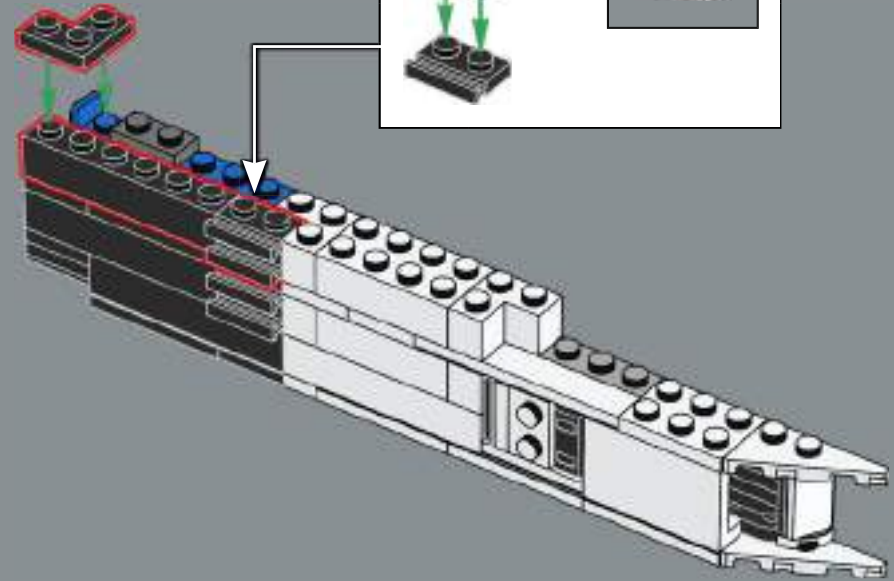
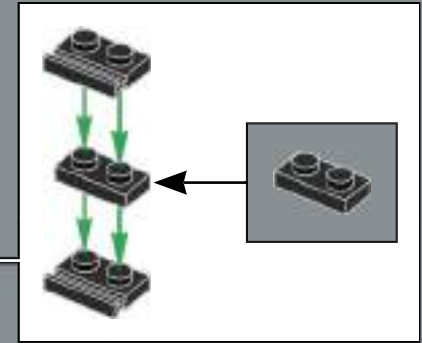




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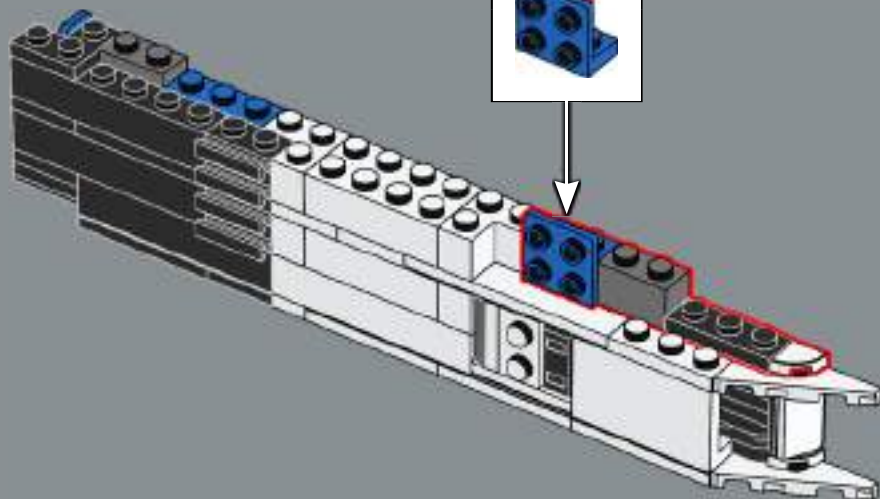
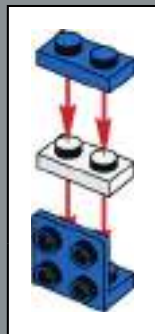


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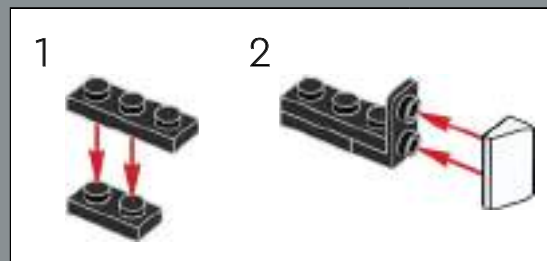
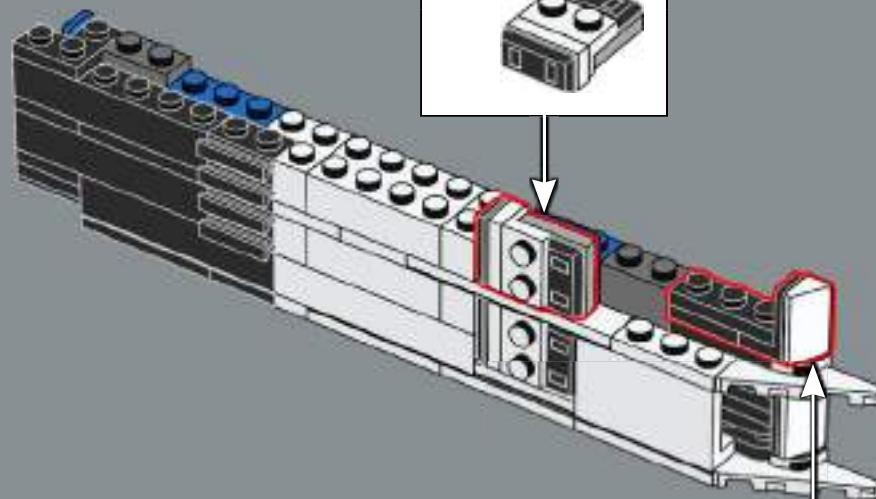
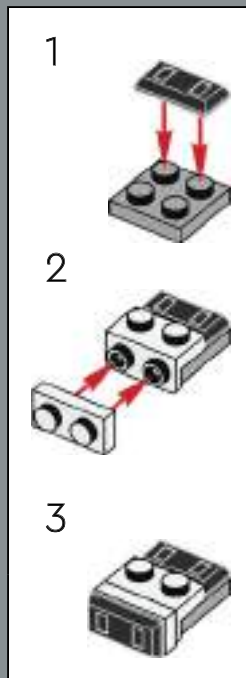


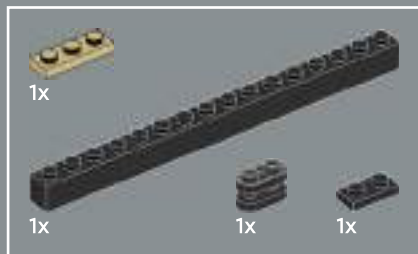


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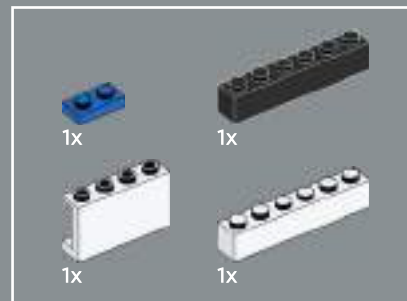
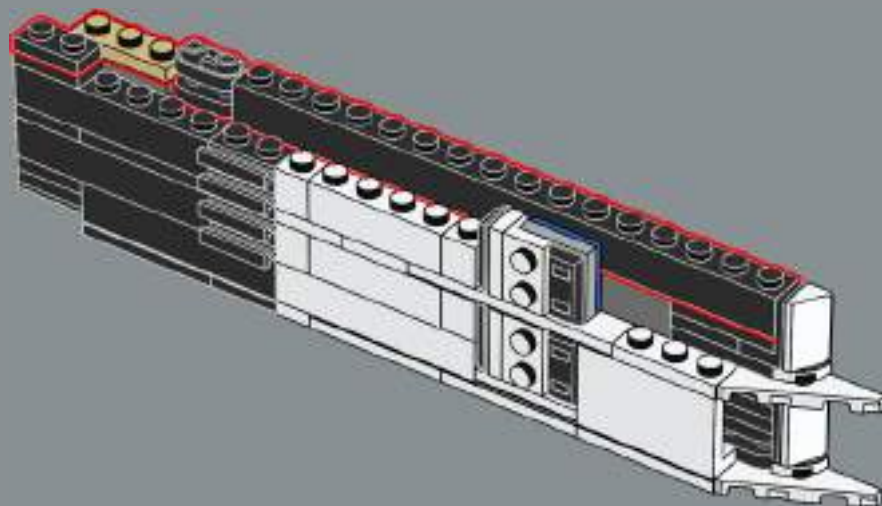


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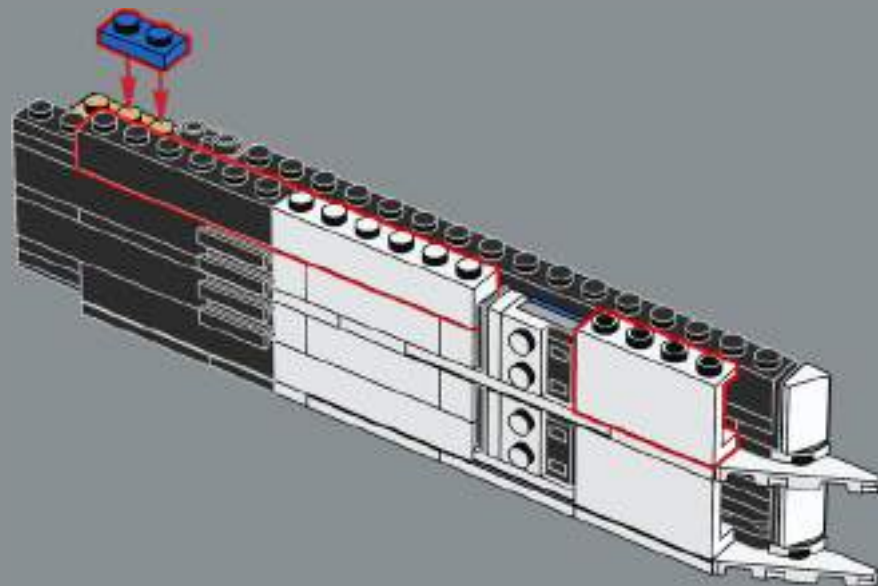


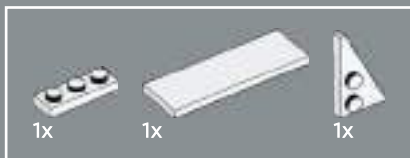


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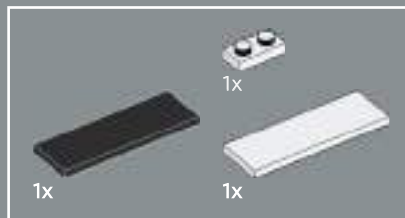
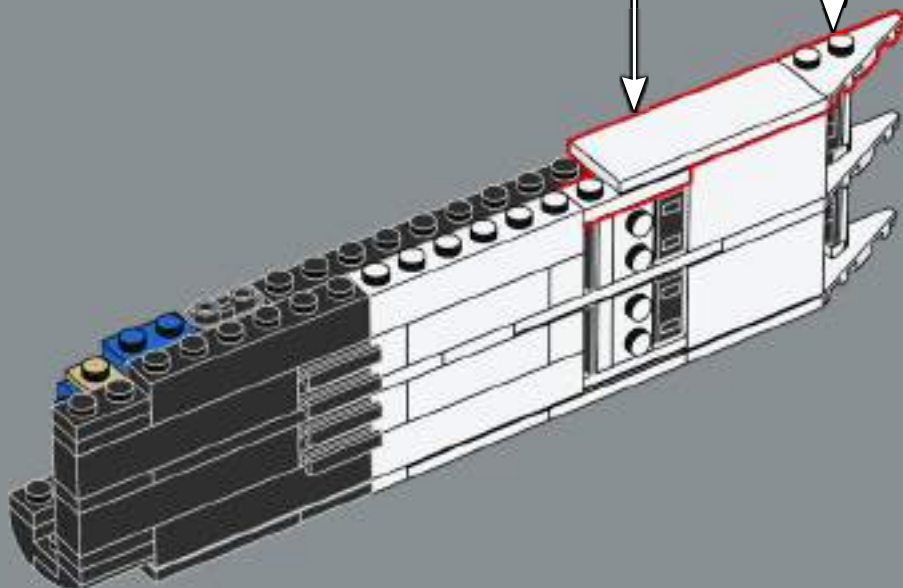
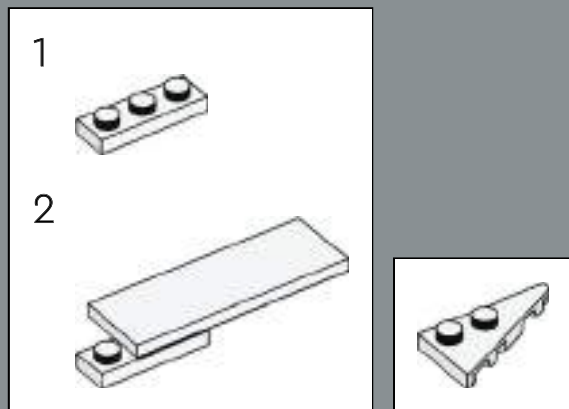


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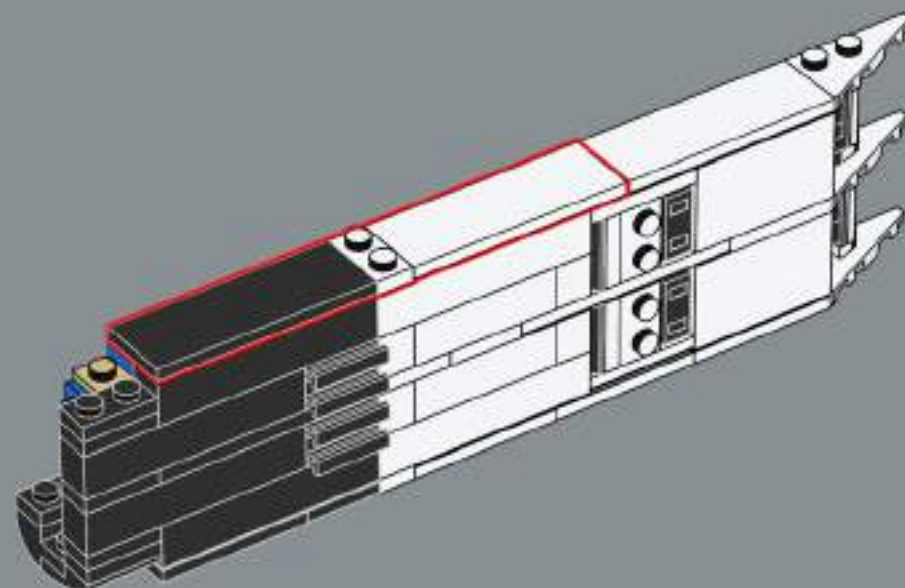




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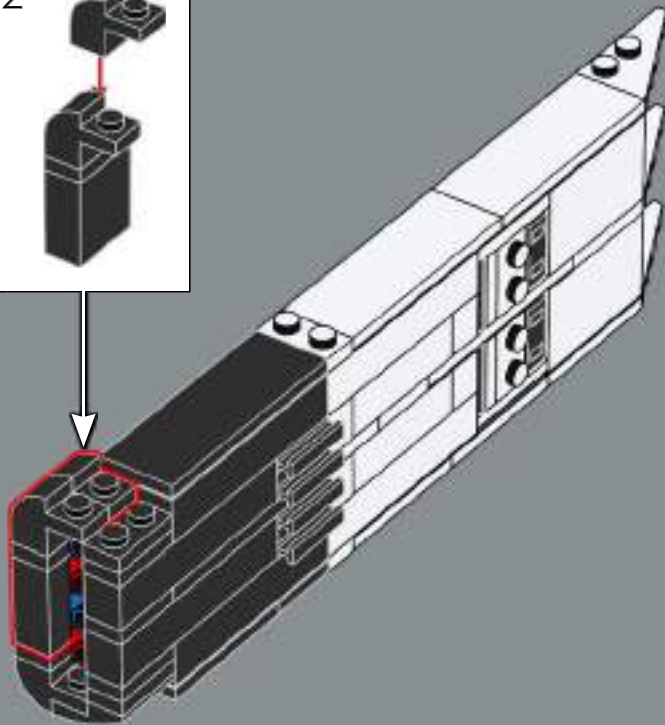
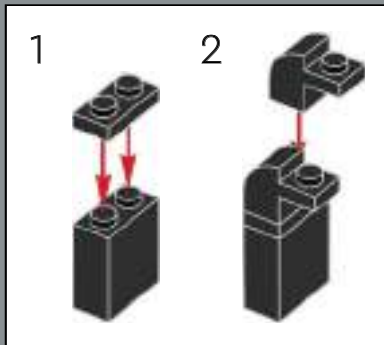


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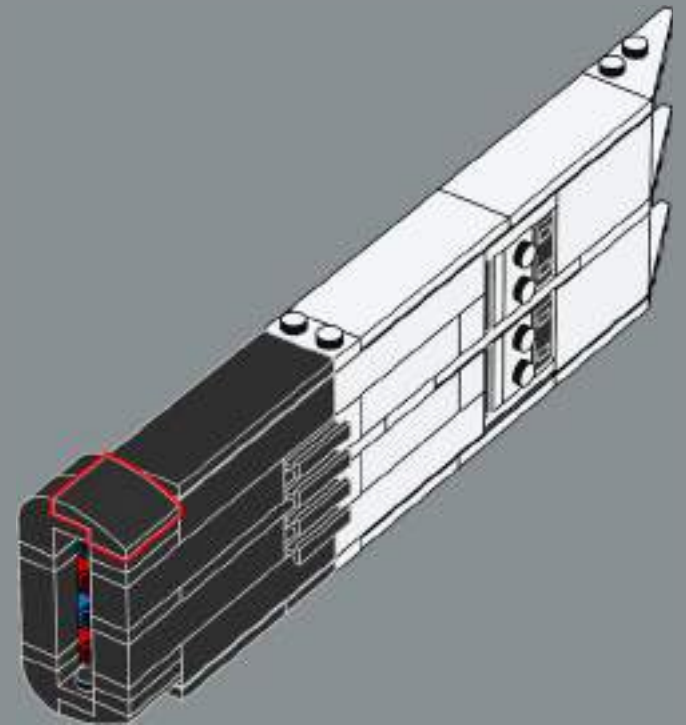




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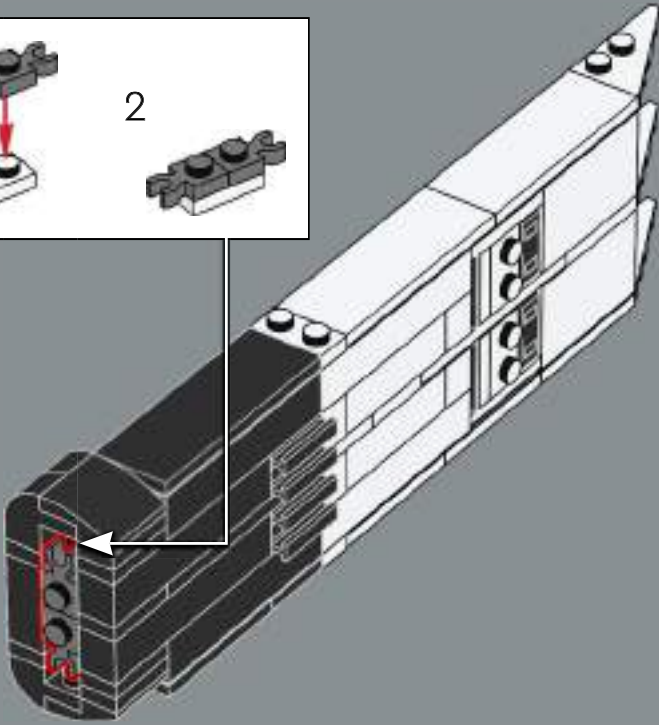
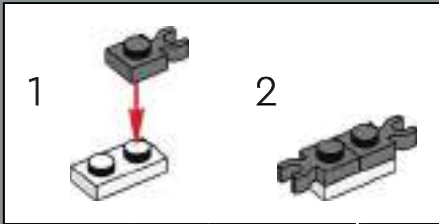


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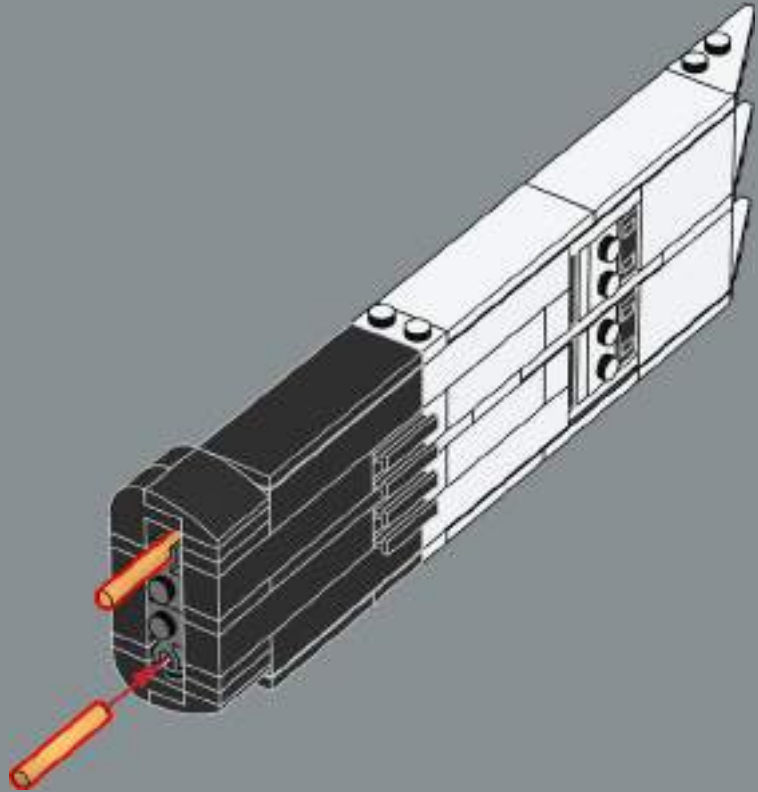




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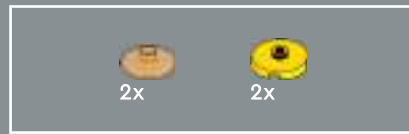
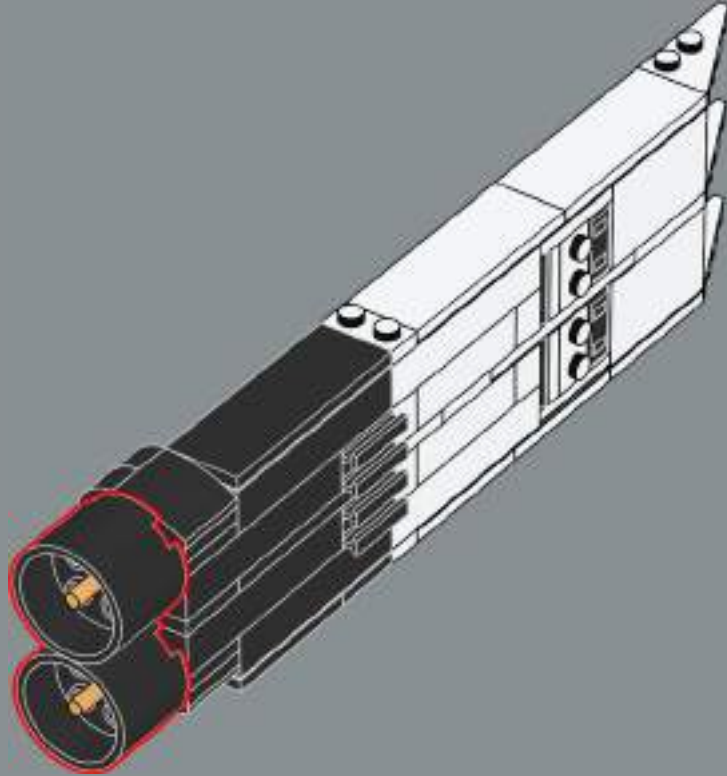


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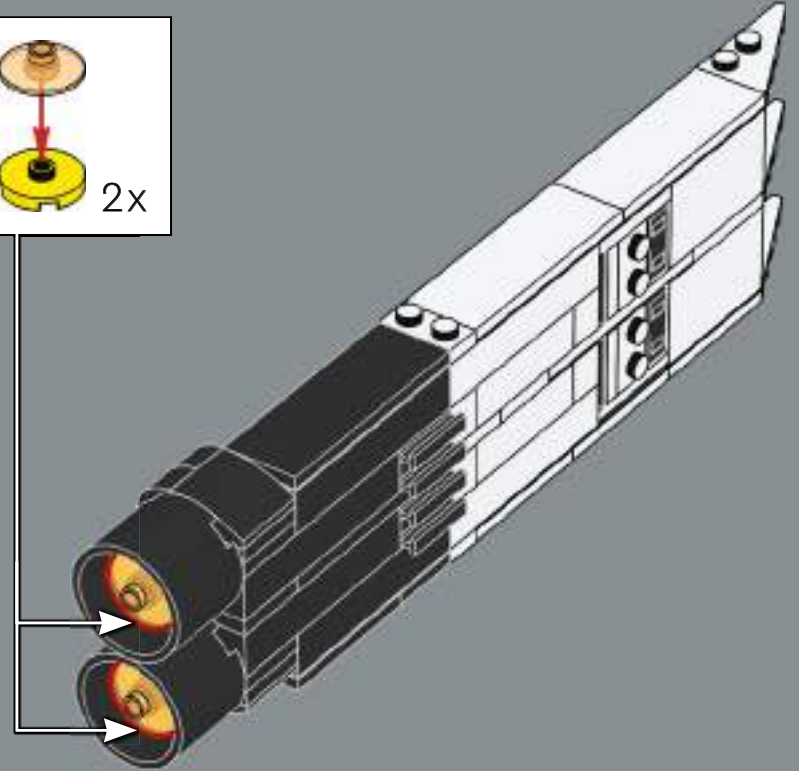




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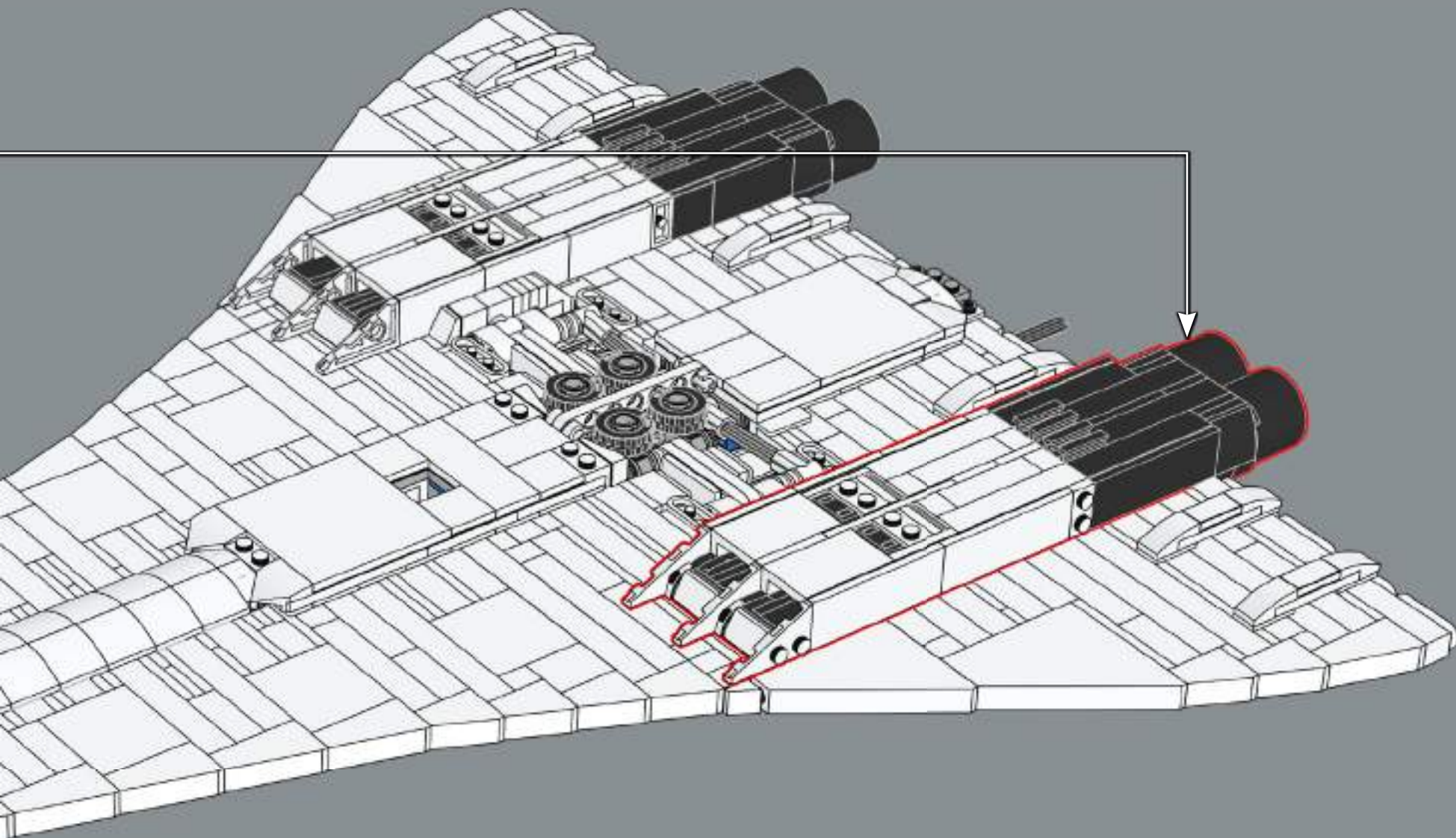
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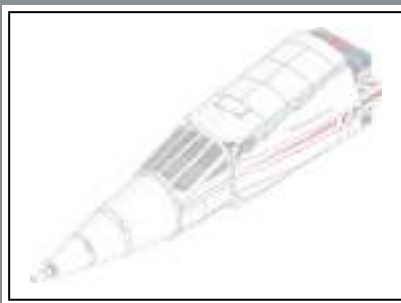




With the Earth spinning at 1,673 km/h (1,040 mph) and Concorde cruising at 2,146 km/h (1,334 mph), those flying aboard the aircraft could see the same sunset twice.

356

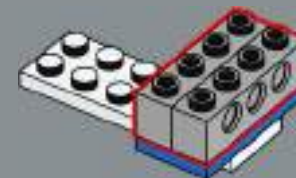




357



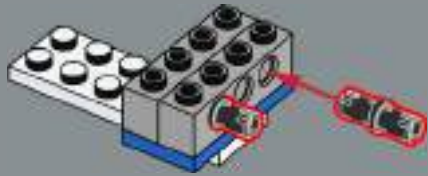
358



2x



359



1x



361

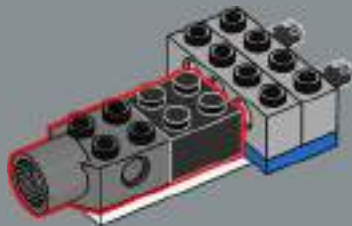


1x

1x



360



1x

1x



362

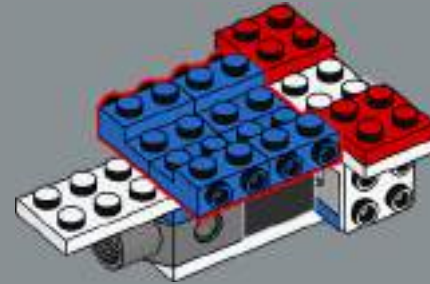




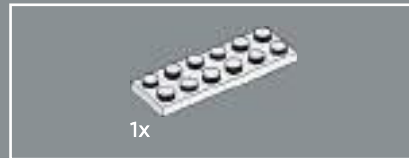
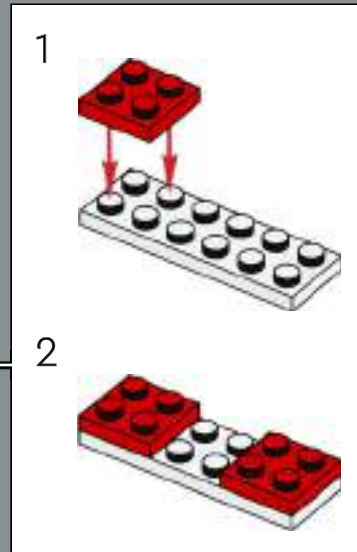
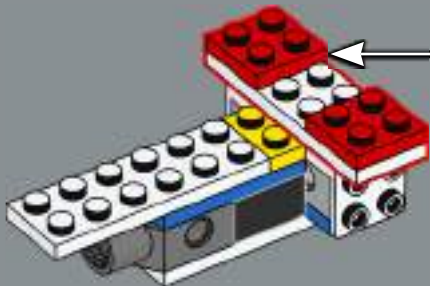
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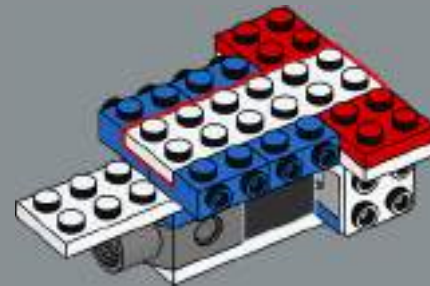
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364



366

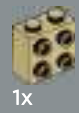
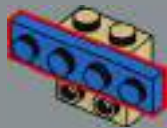




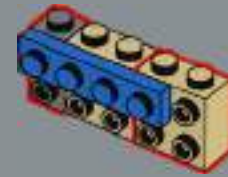
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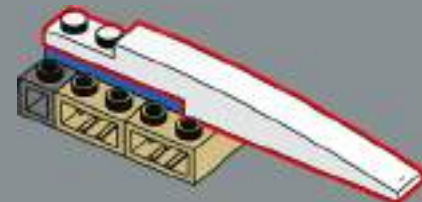
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369

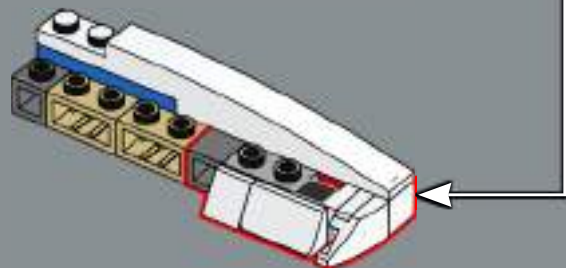
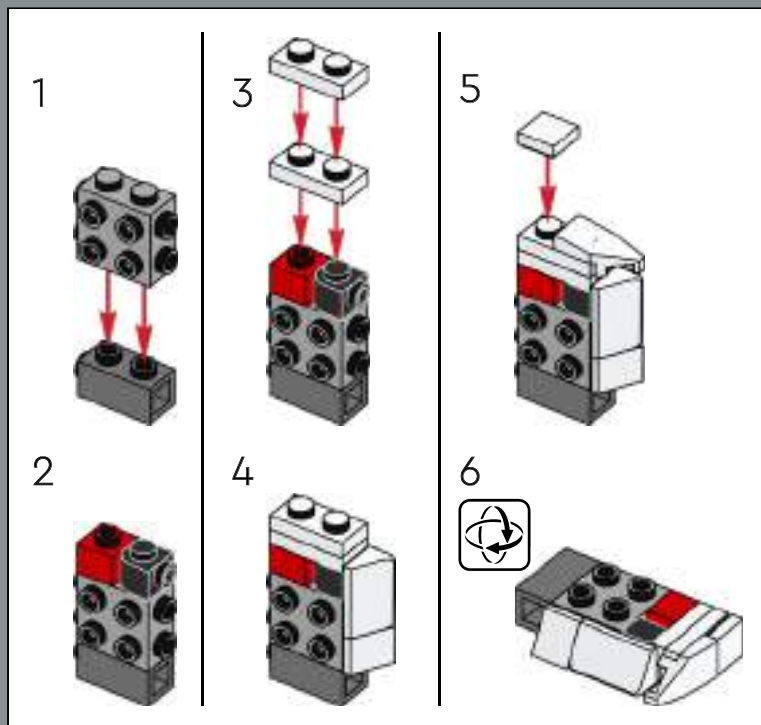


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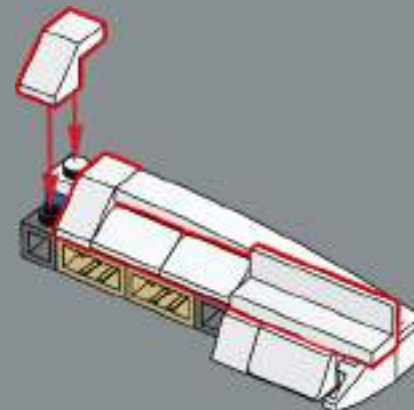




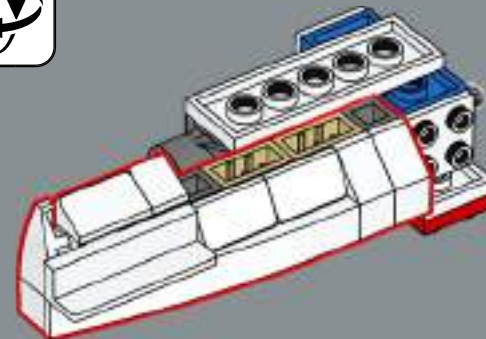
371



372



373





1x

374



1x

375



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

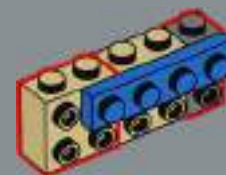


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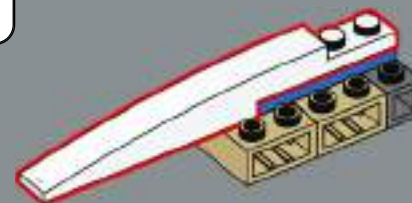
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376



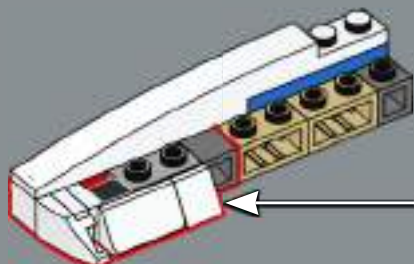
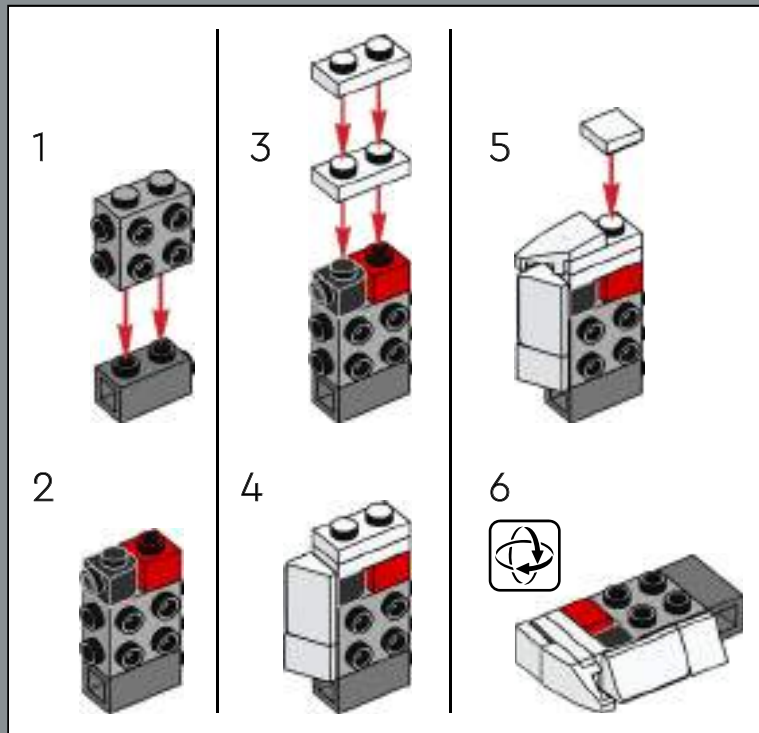
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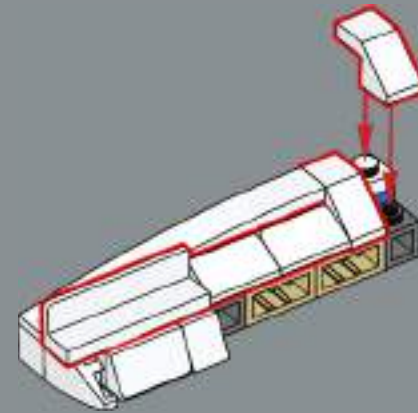




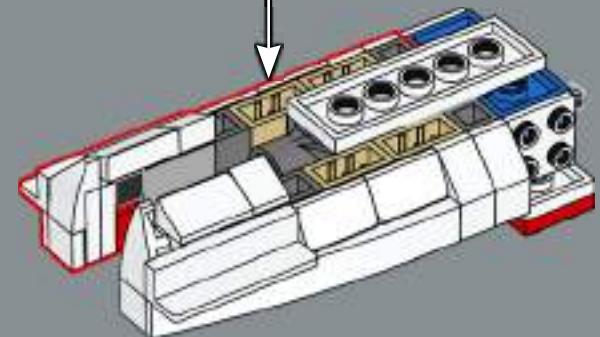
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379

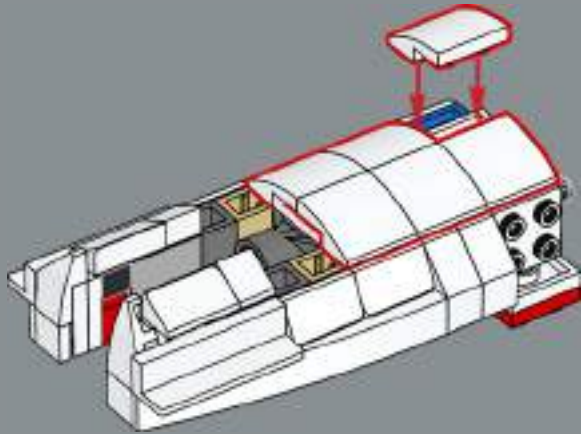


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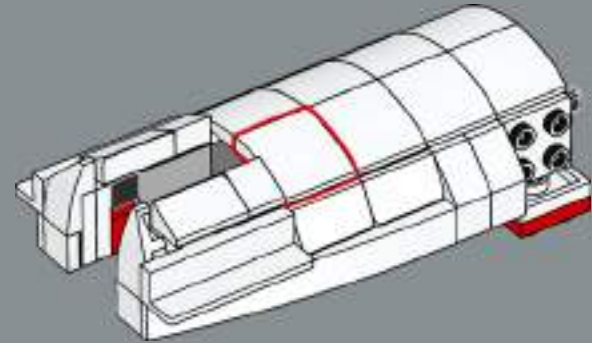




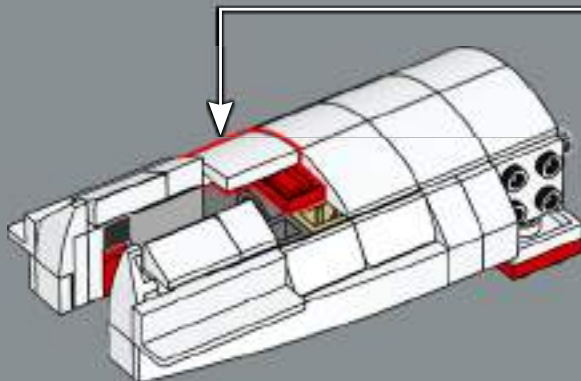
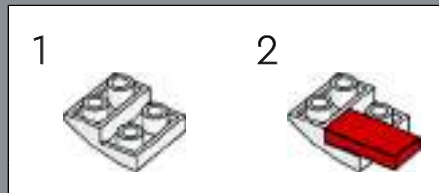
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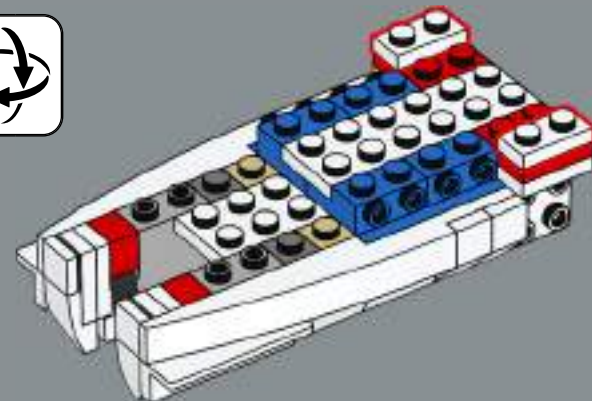
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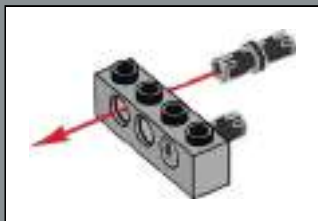


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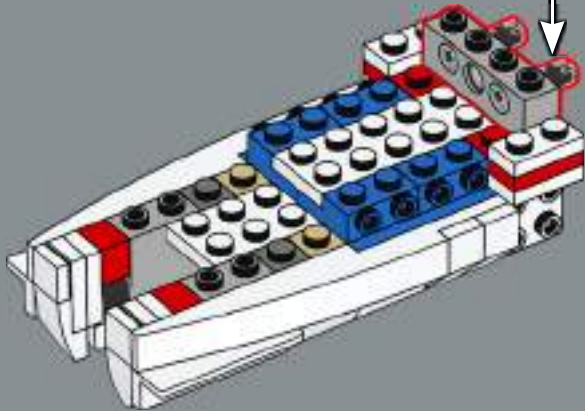


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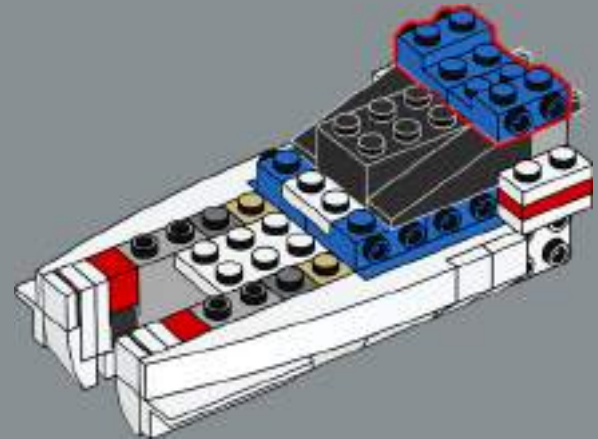




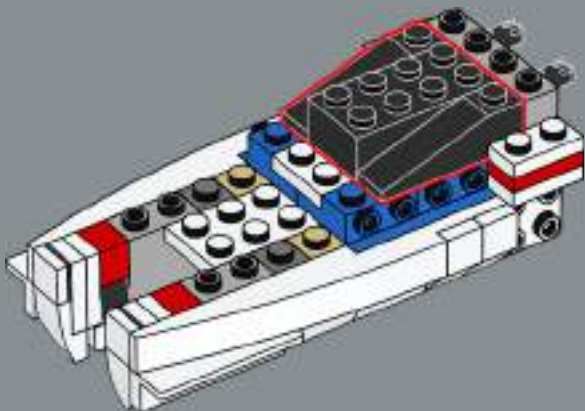
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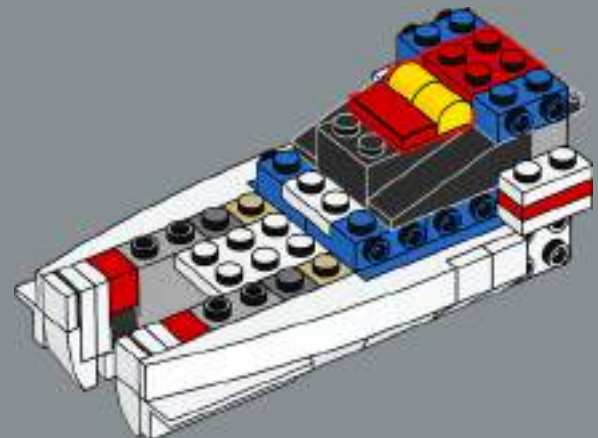
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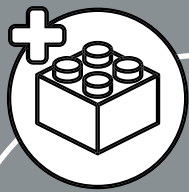


386



388





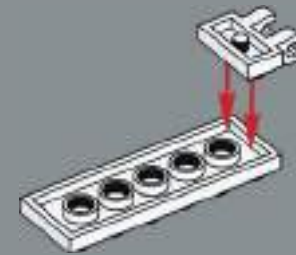
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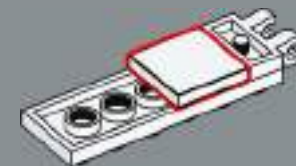
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389



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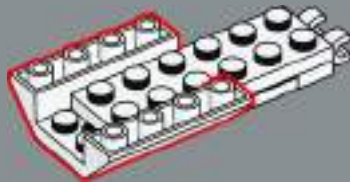
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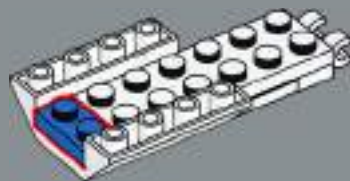
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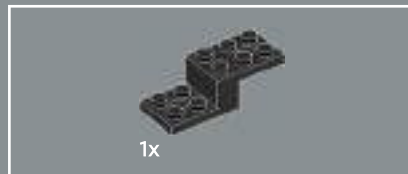
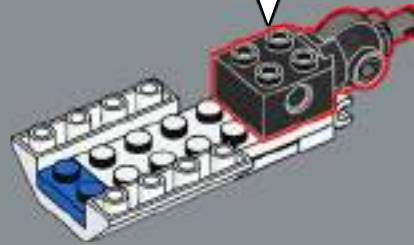
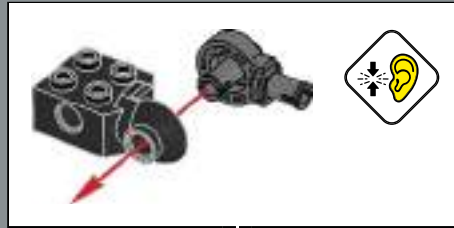
392



1x

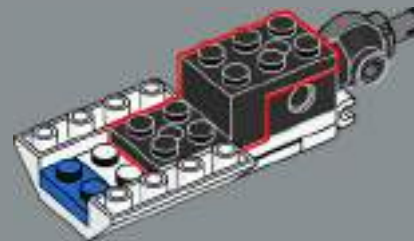
1x

393



1x

394



1x

2x

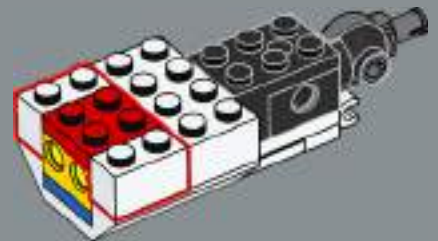
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2x

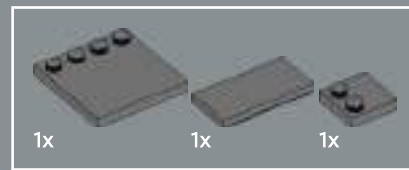
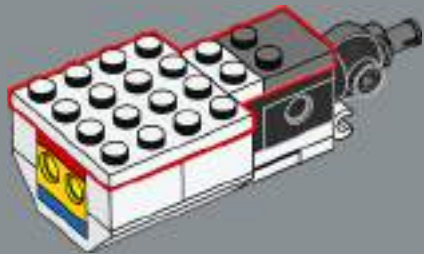
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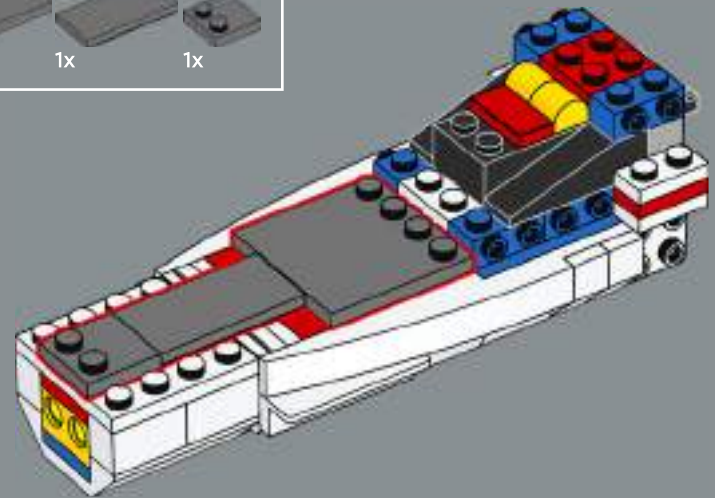




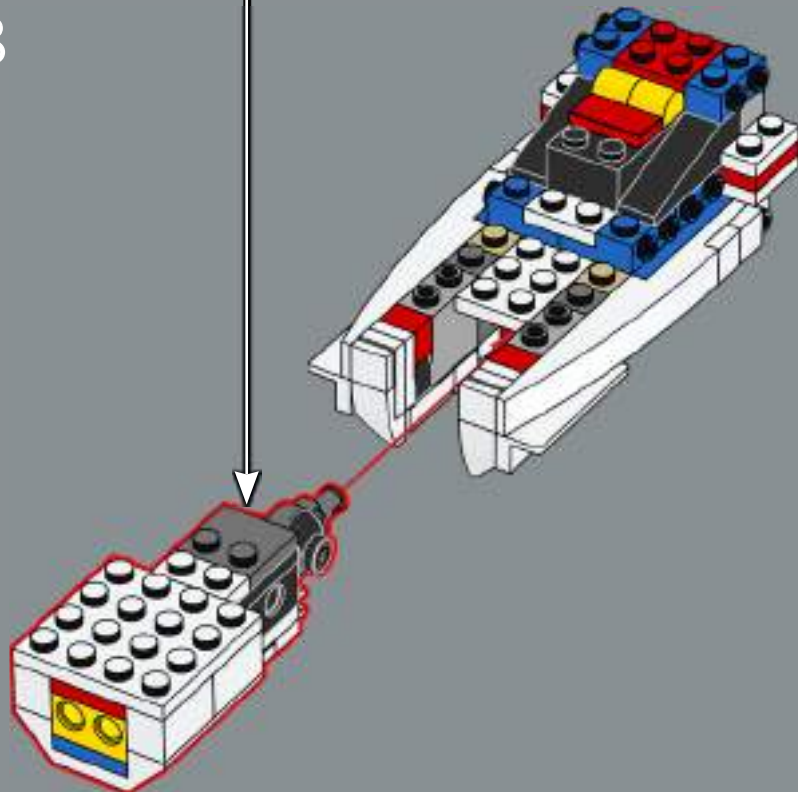
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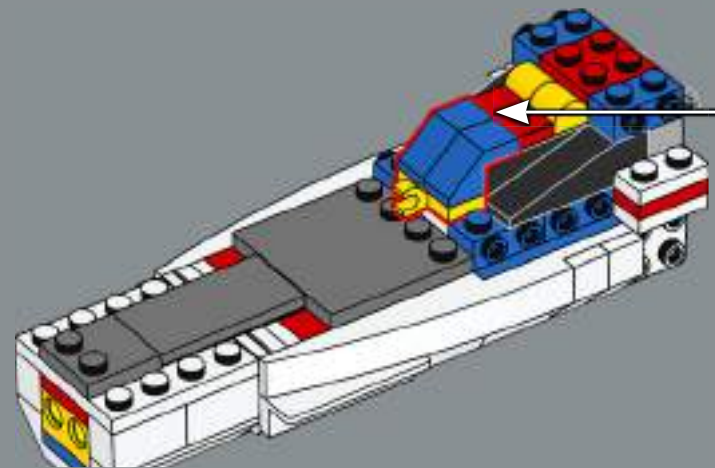
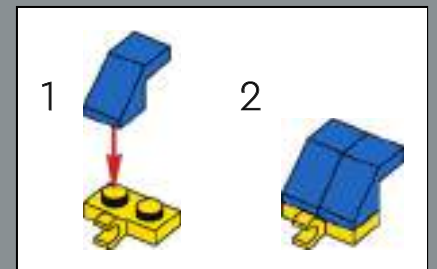
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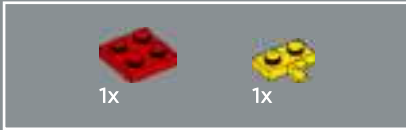


398



400





401



402



403



404

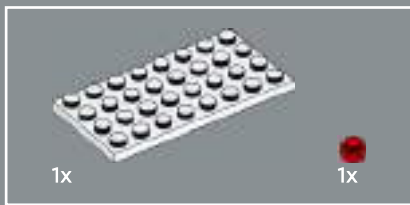


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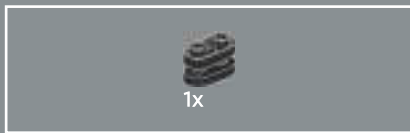
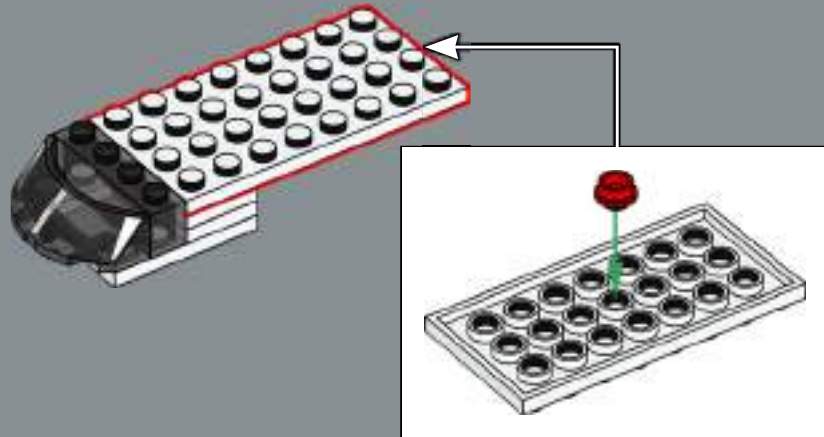


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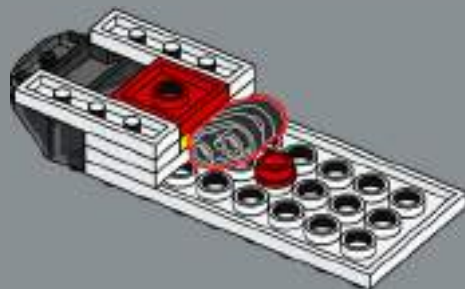




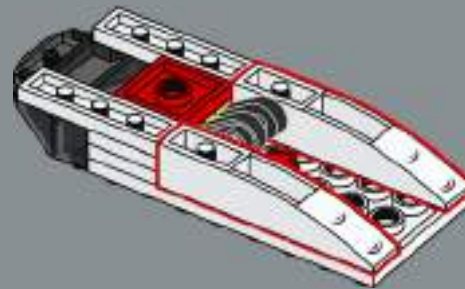
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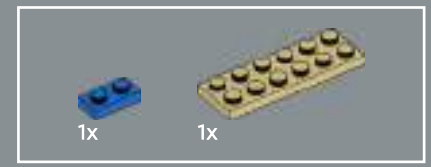
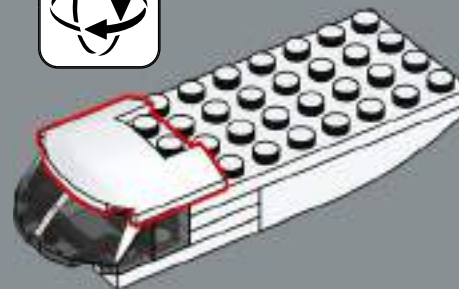
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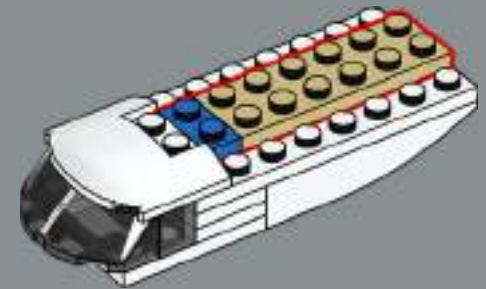
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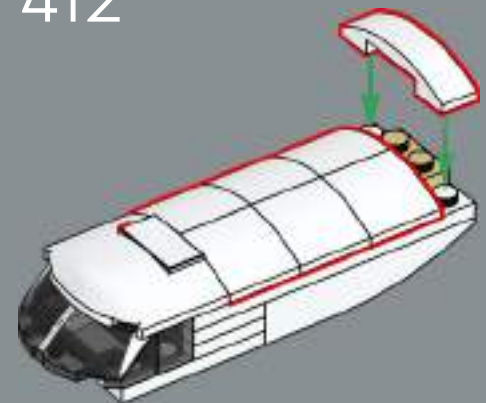
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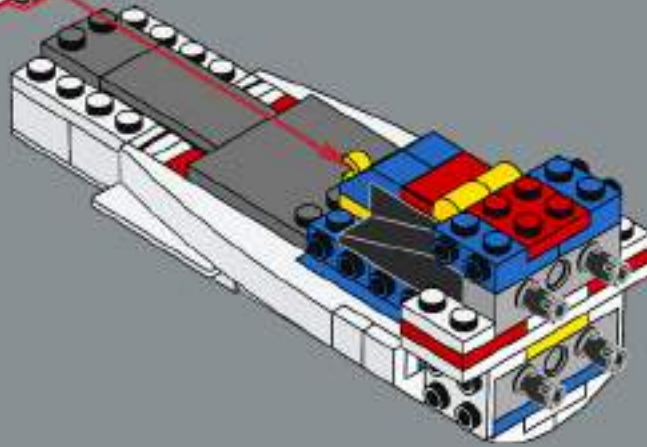
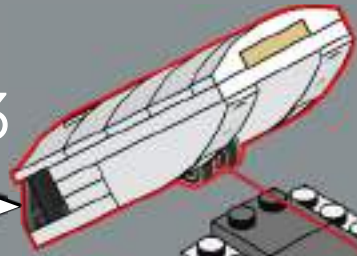
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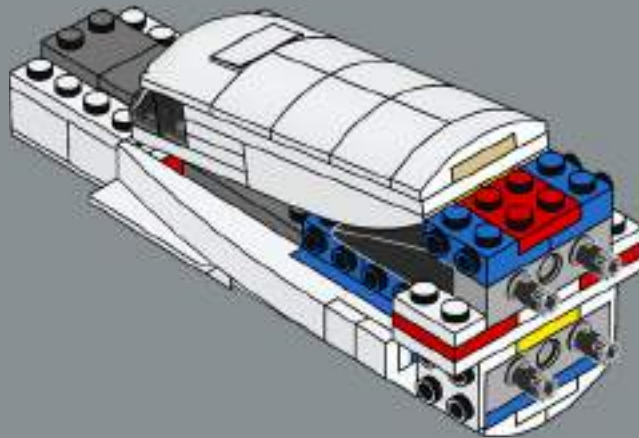
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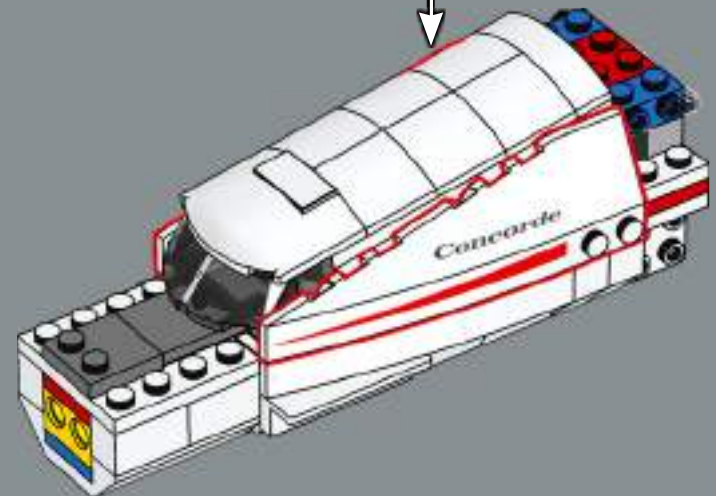
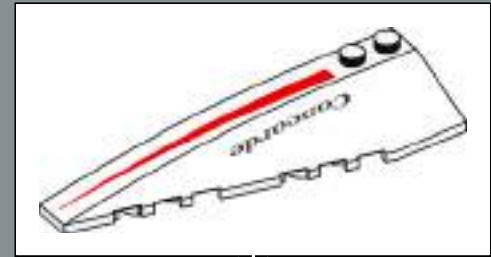
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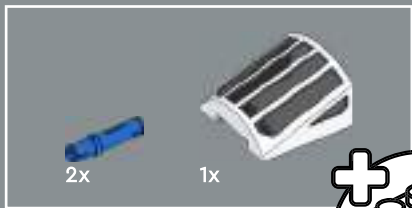


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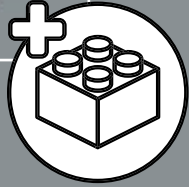


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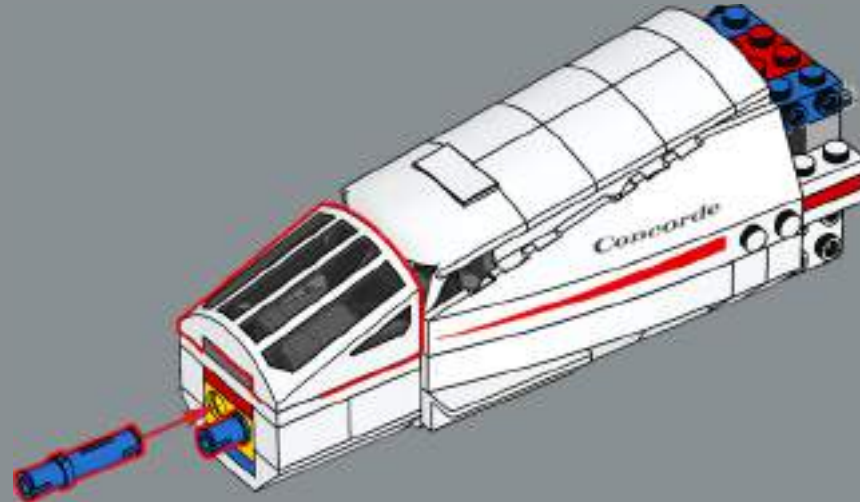


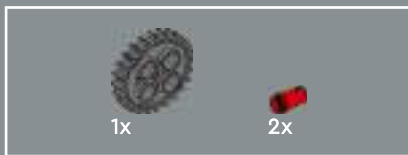


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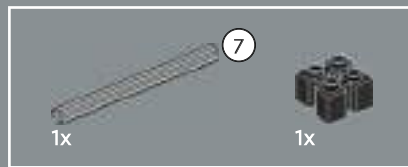
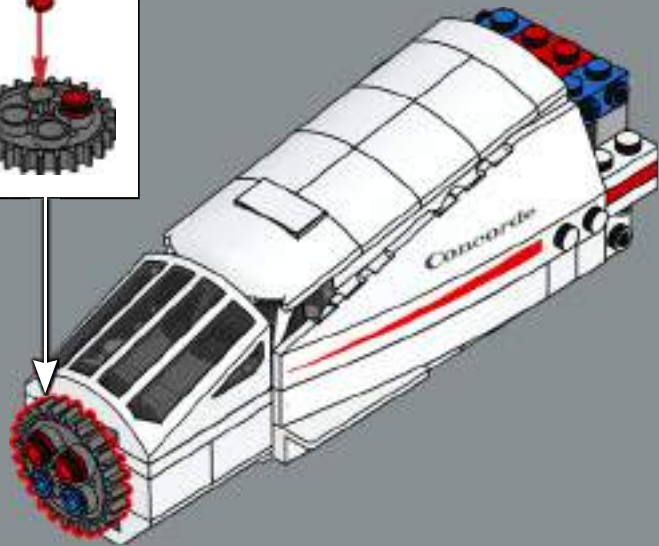


Two brand new LEGO® elements were developed exclusively for this model: the nose cone and the visor. Concorde's retractable visor folds down with the nose to reveal the cockpit windscreen hidden behind.

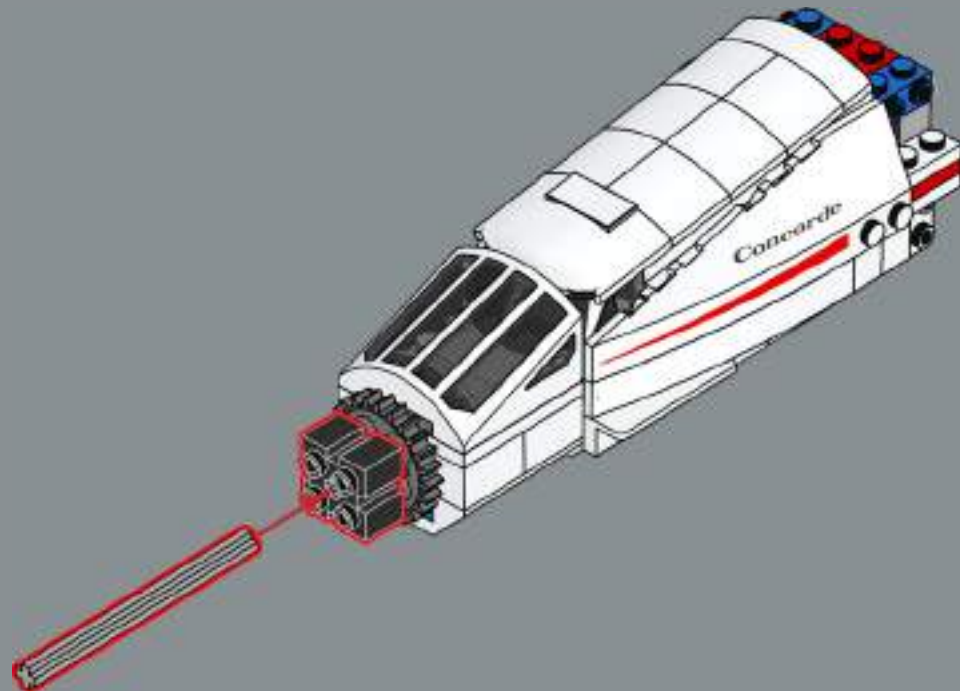
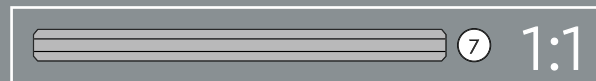




417



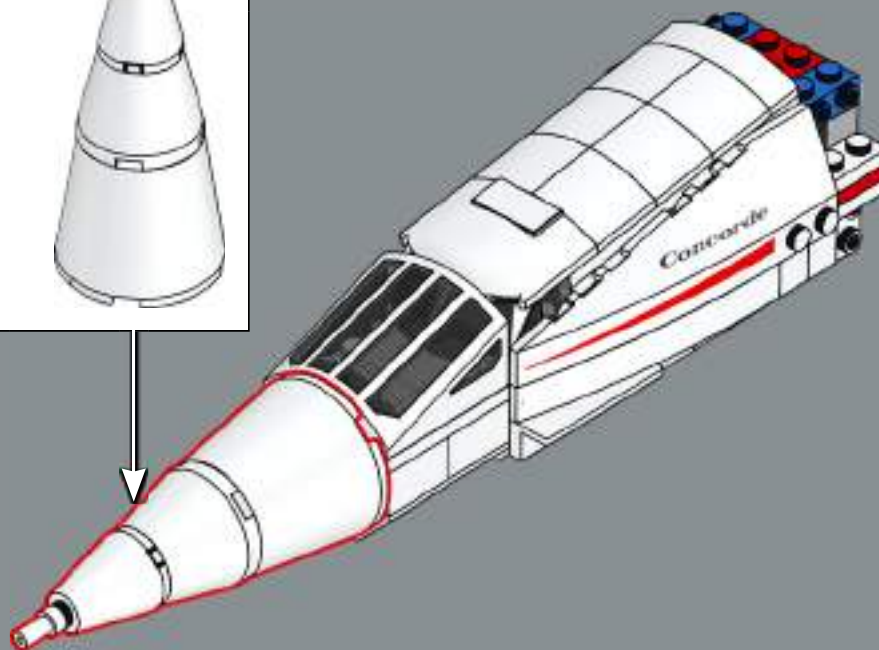
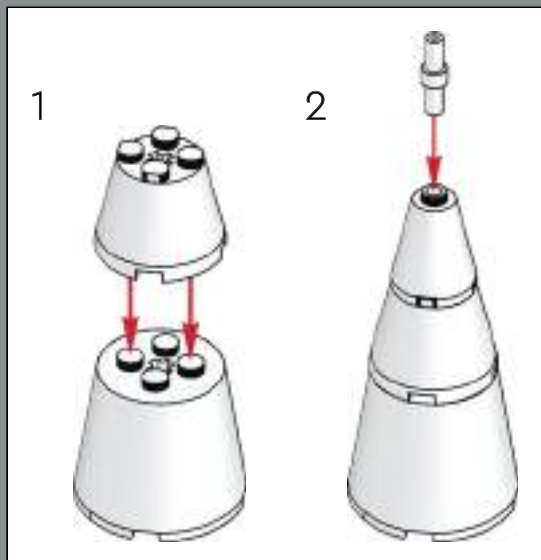
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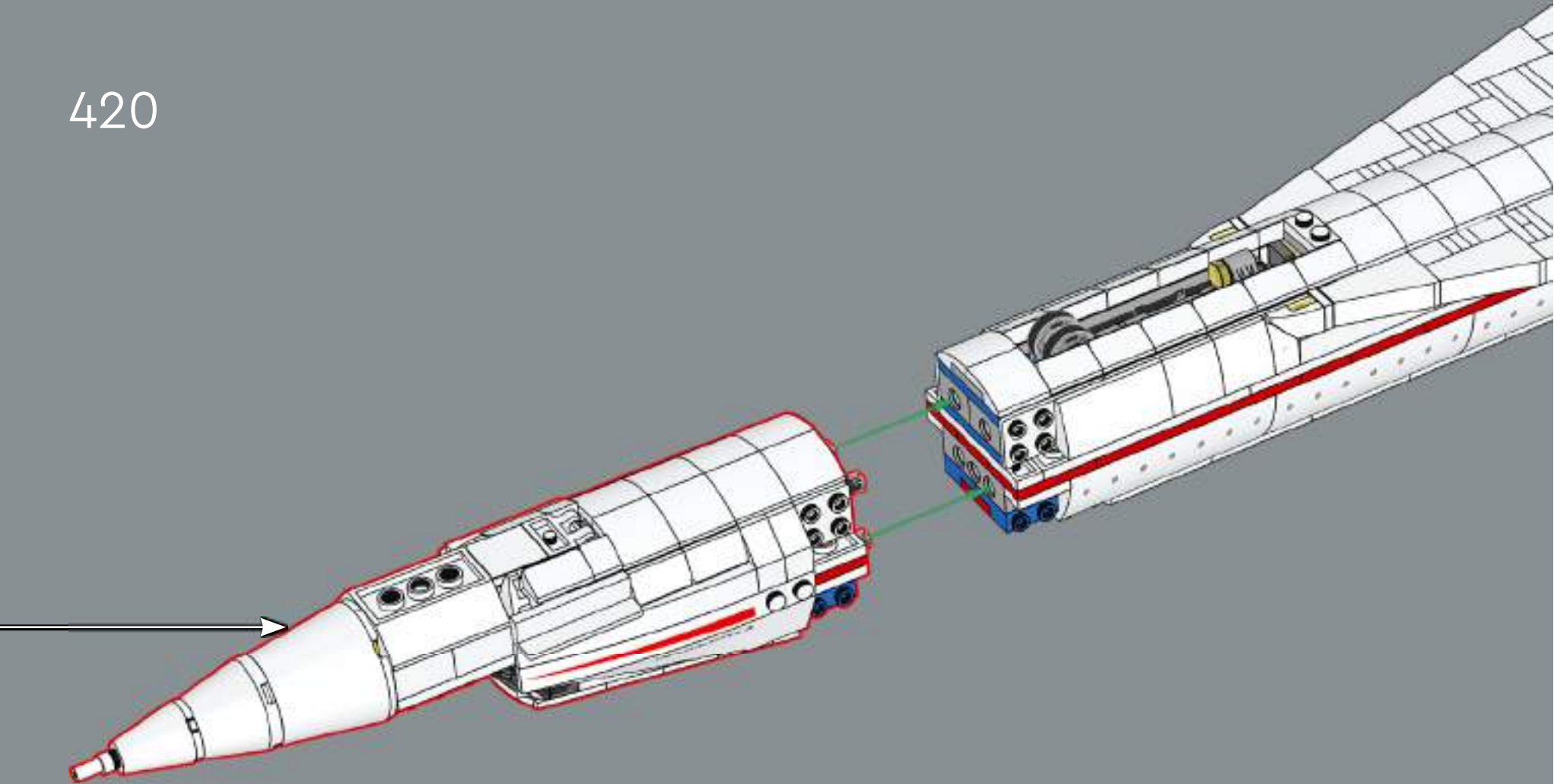


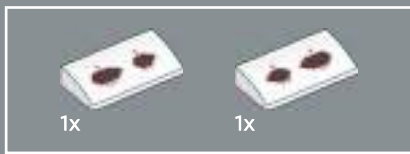
Concorde's long nose and delta wing were crucial to achieving supersonic speed, but the high angle of attack on take-off and landing and the length of the nose cone made it difficult for pilots to see the runway. The solution - the iconic Droop Snoot!

419



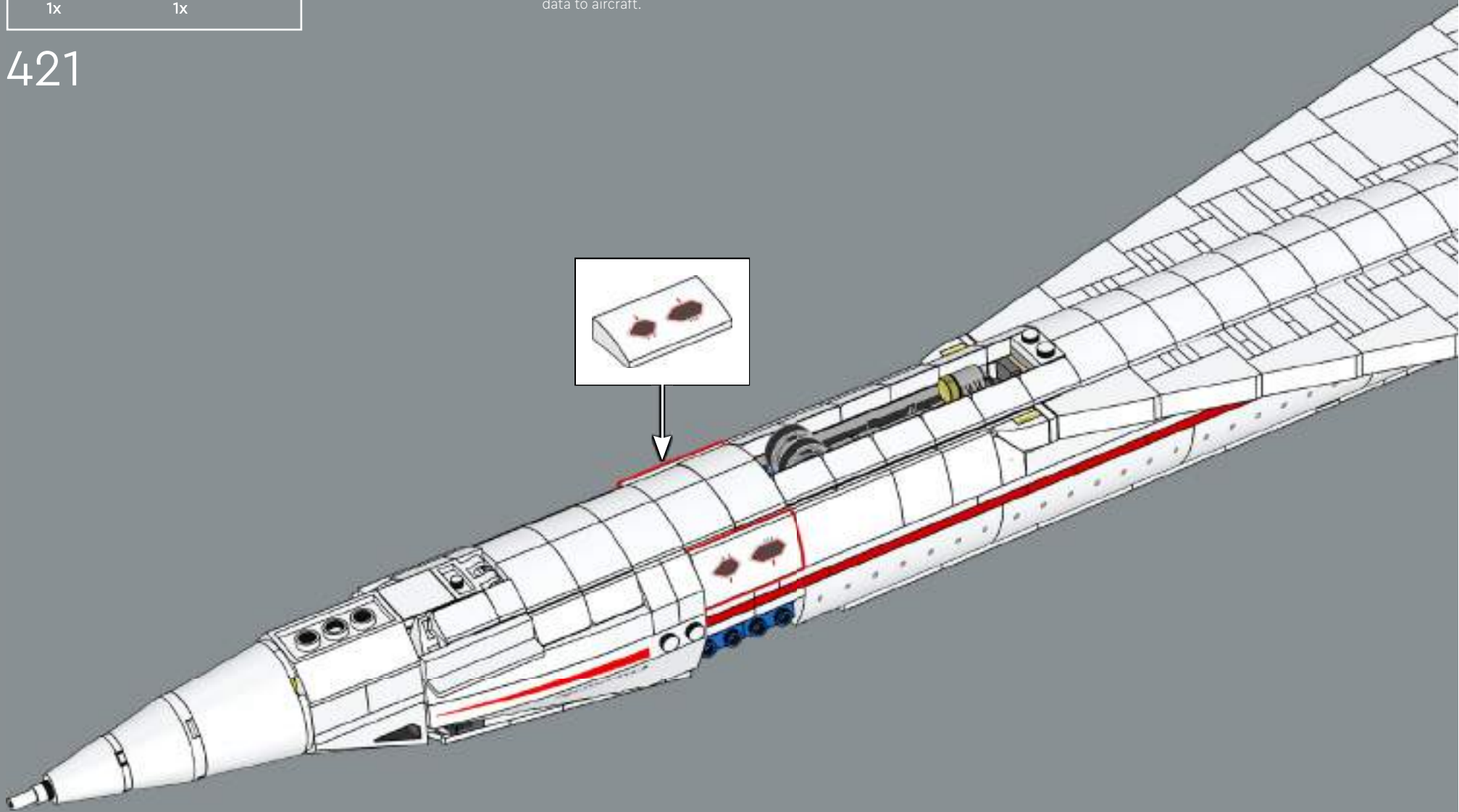
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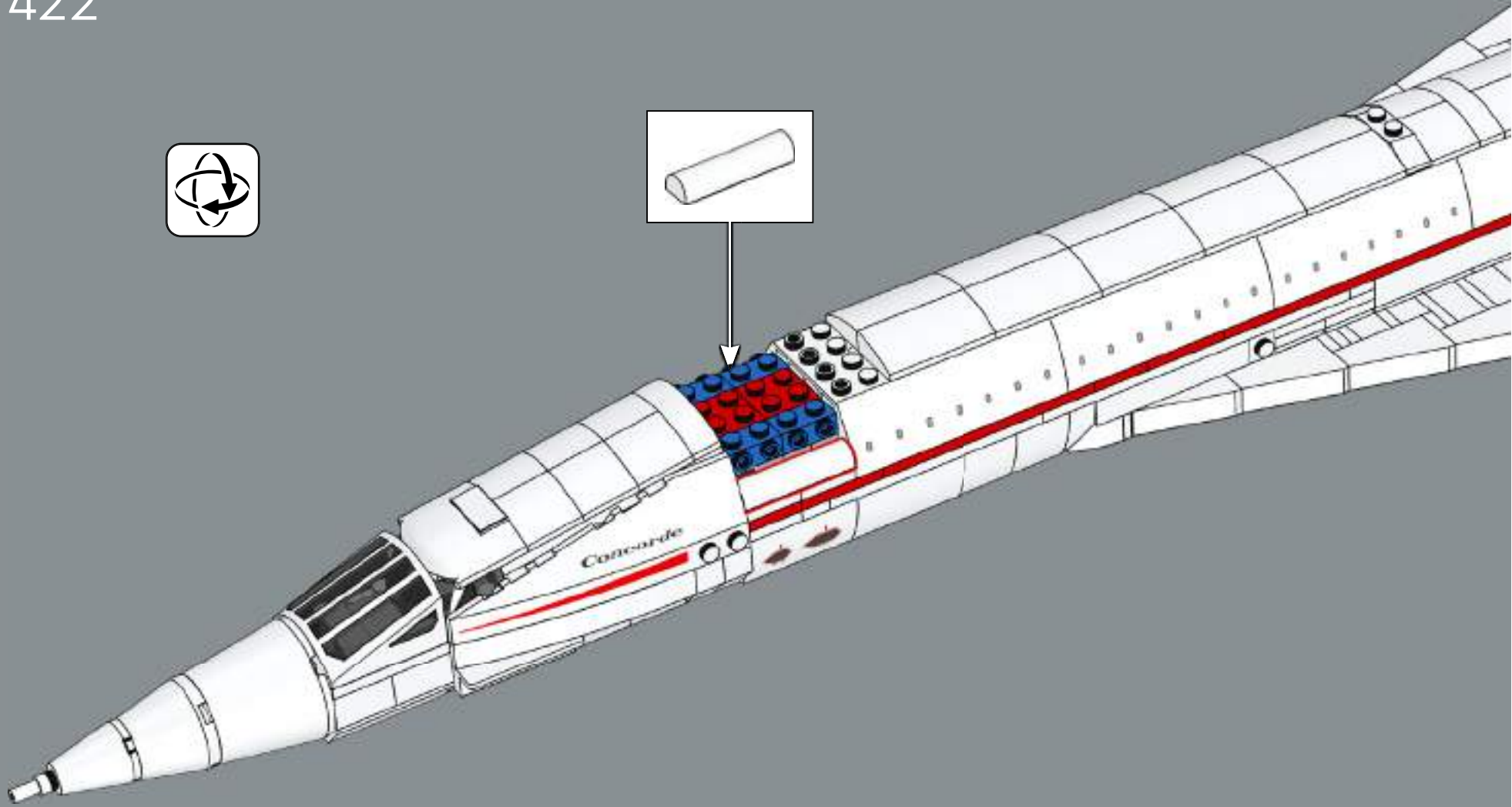
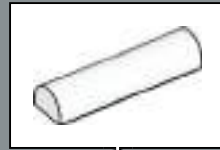
These panels are static ports, providing static air pressure data to aircraft.

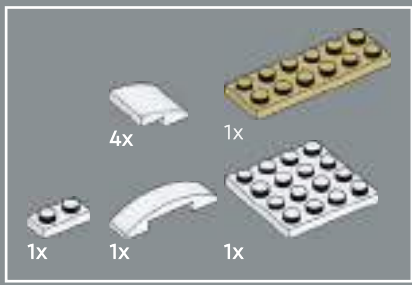
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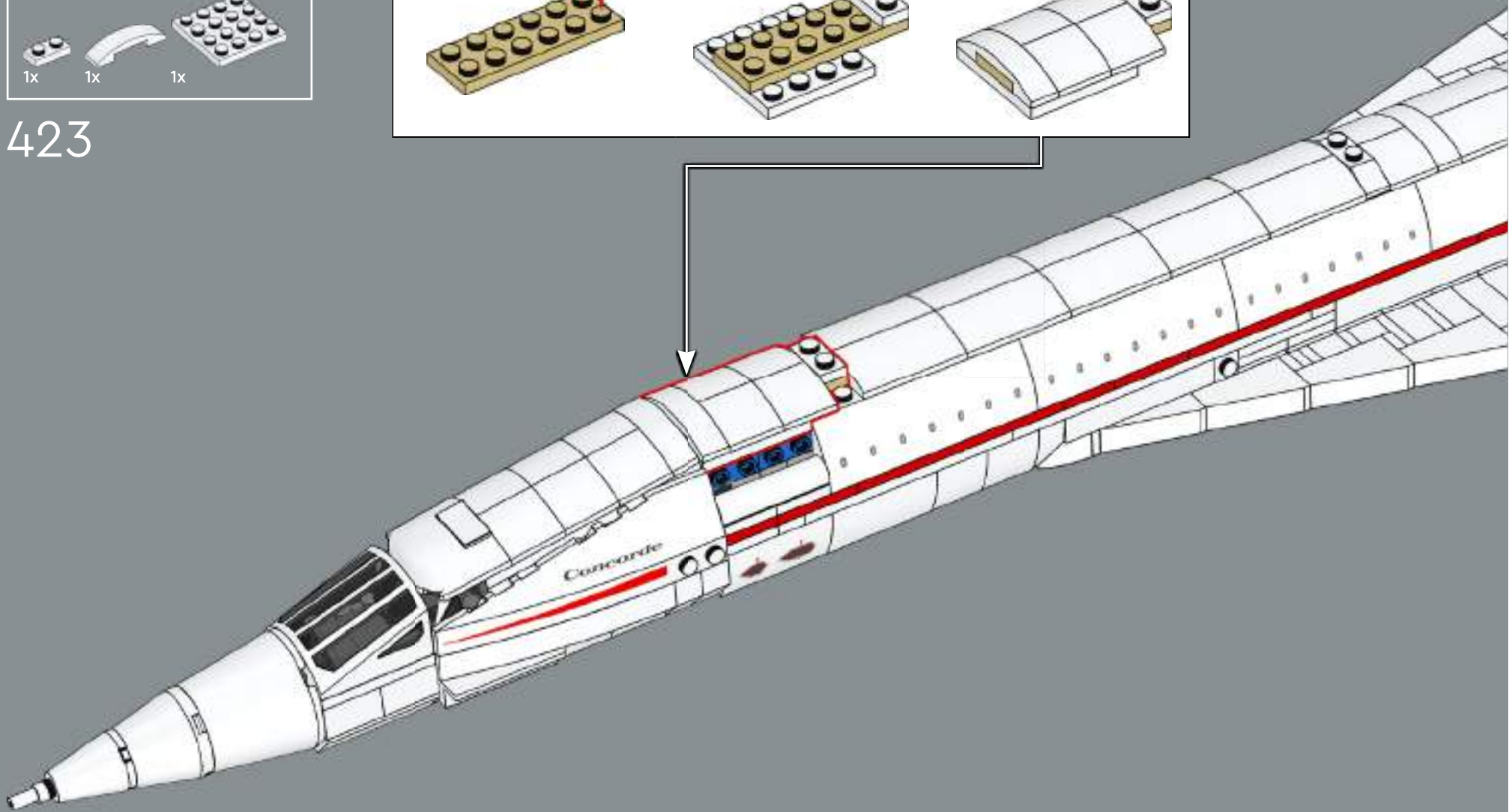
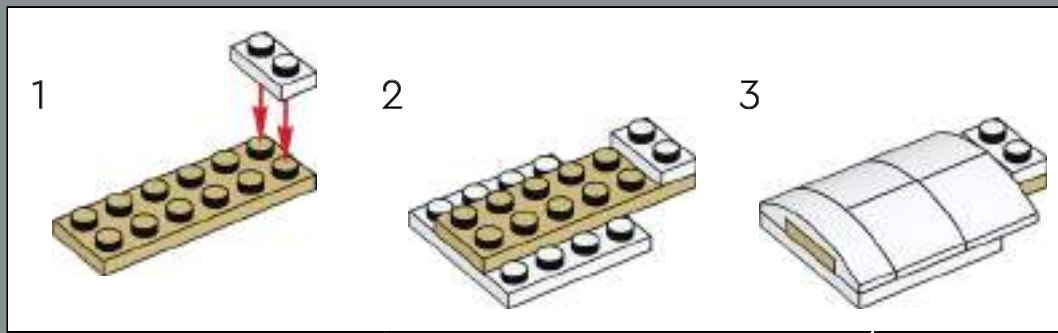


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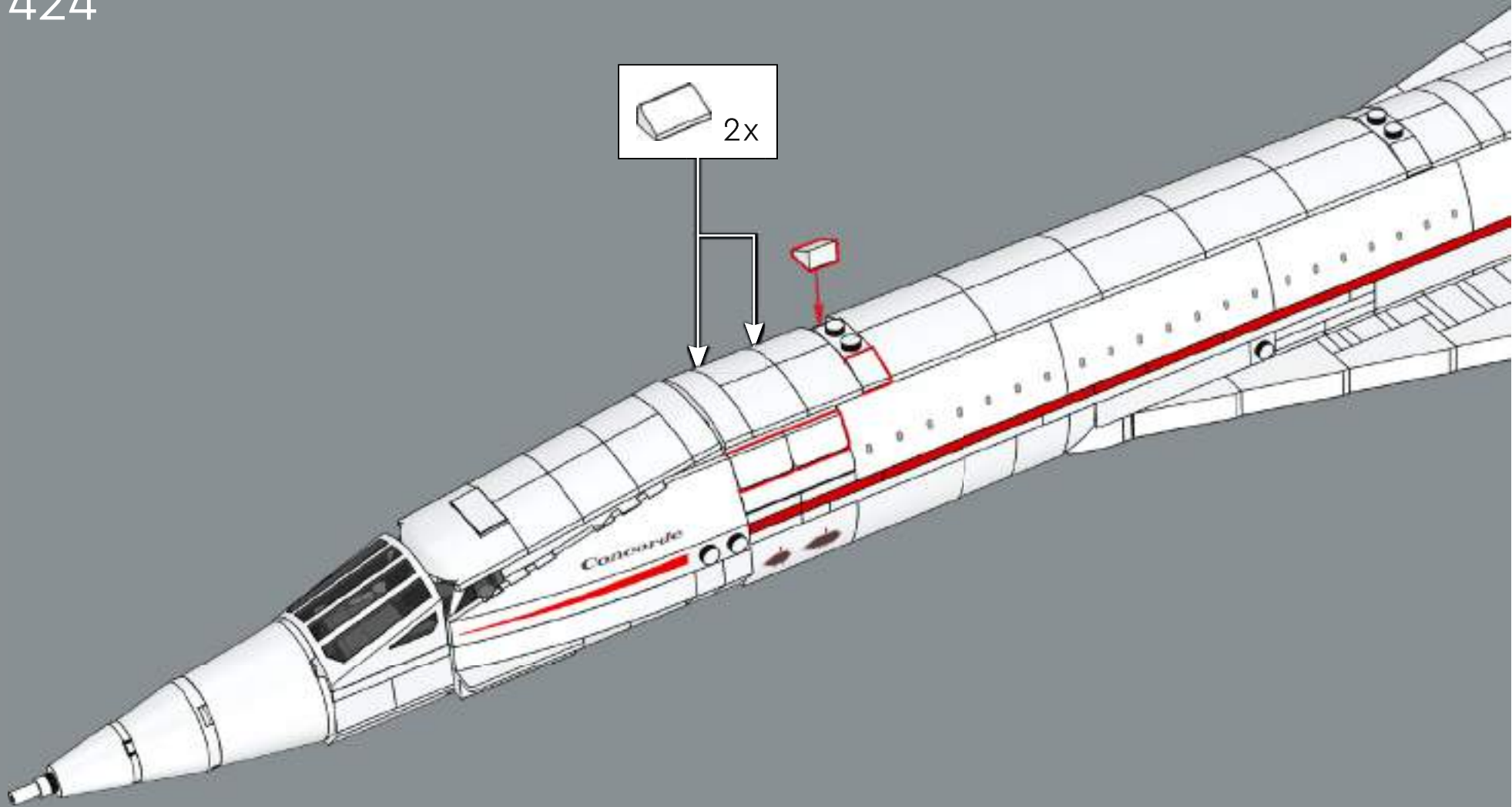


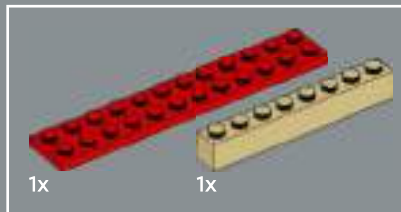
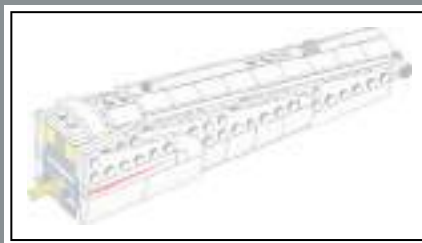
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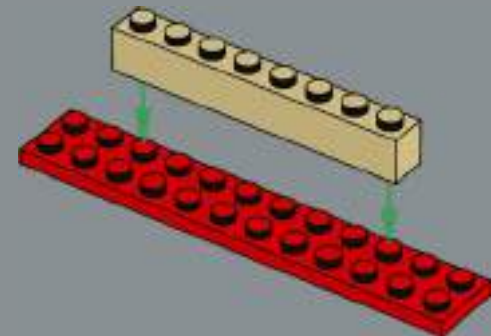


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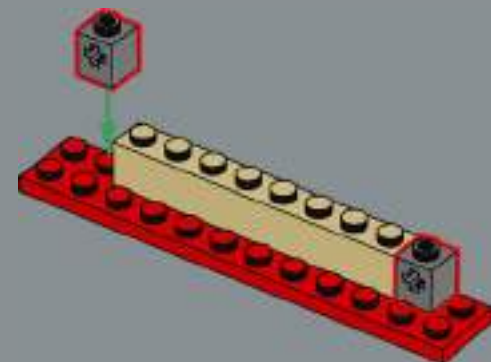


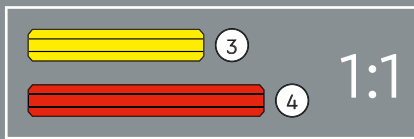
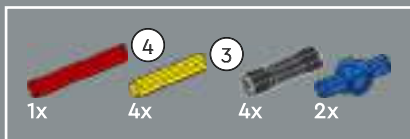


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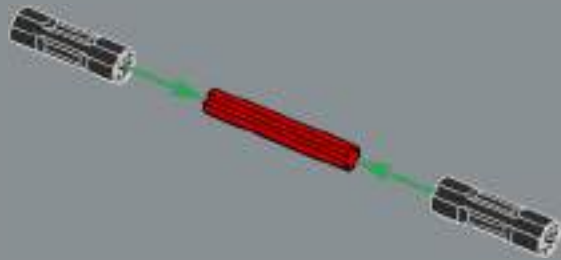
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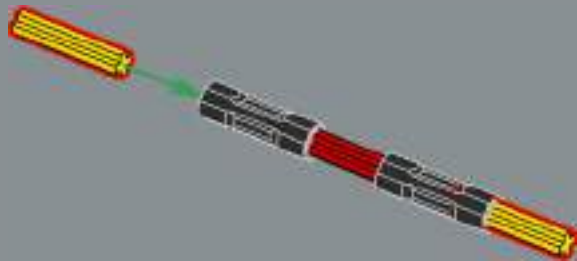


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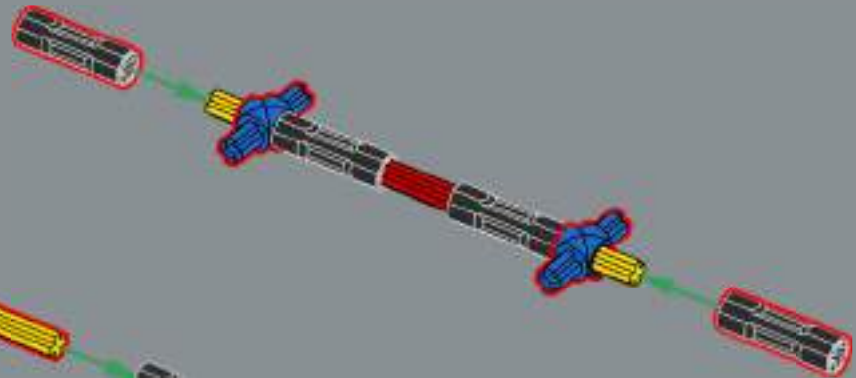
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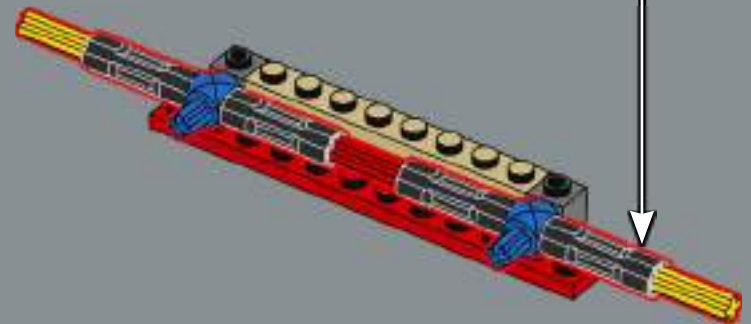
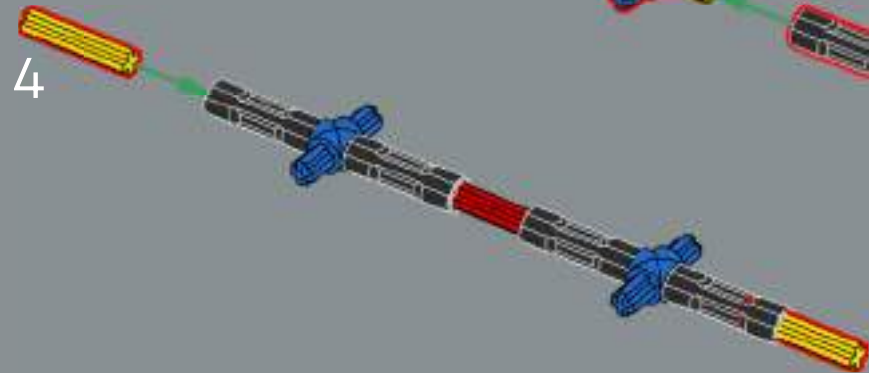
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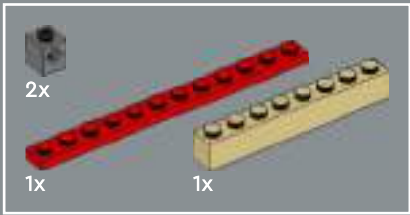


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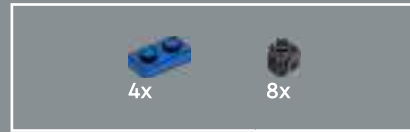
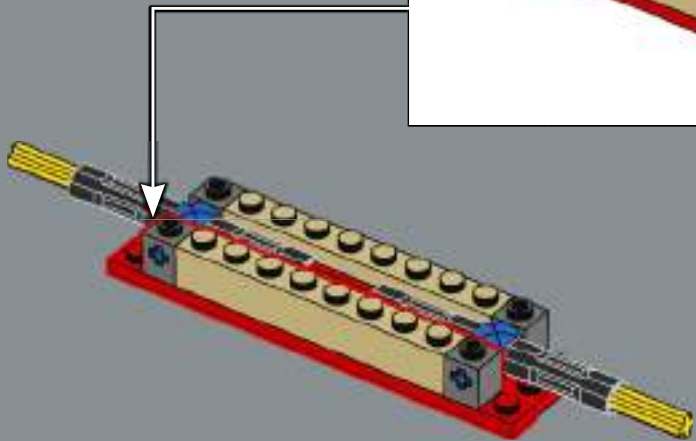
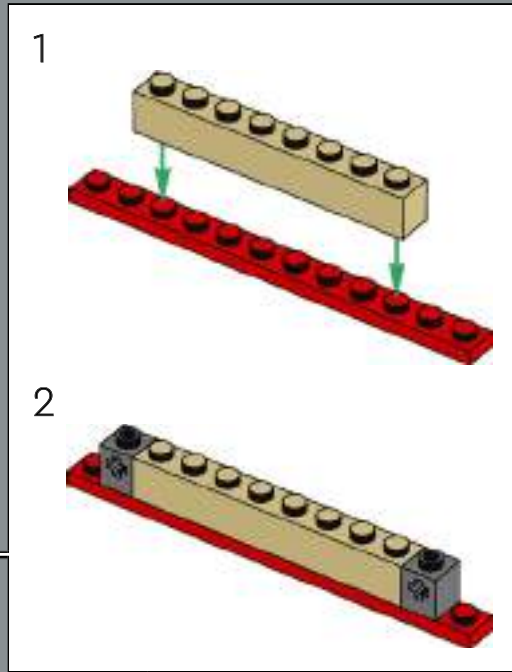


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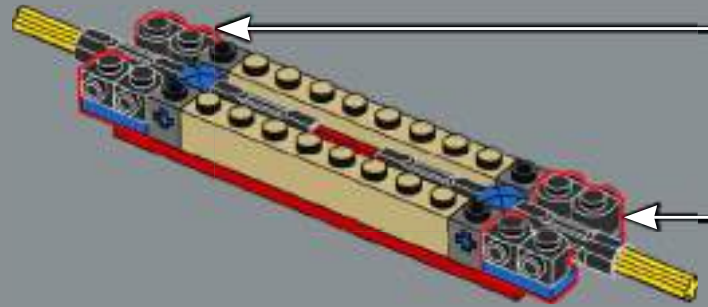
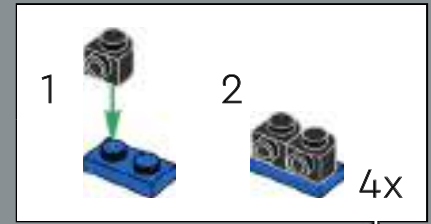




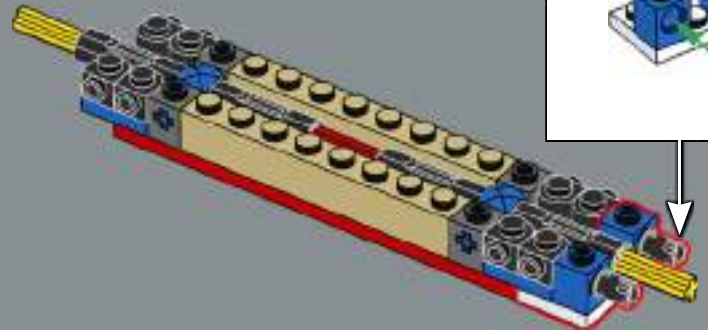
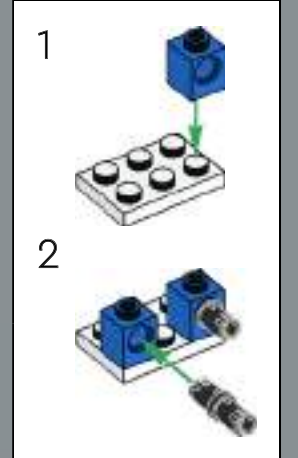
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429

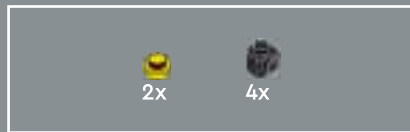
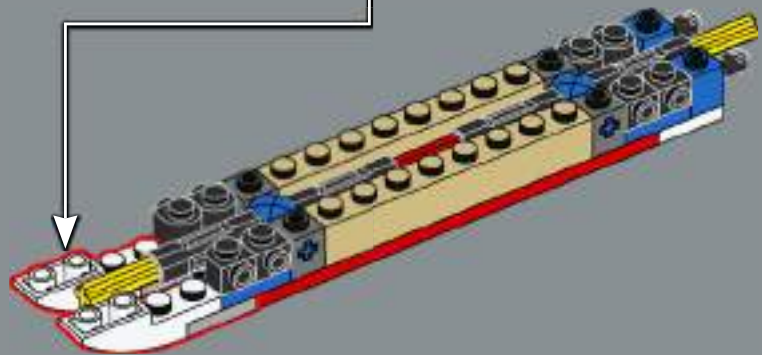
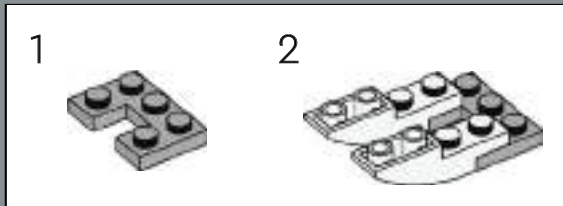


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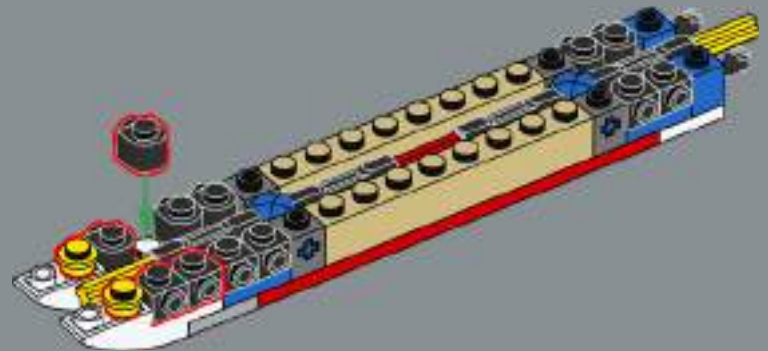




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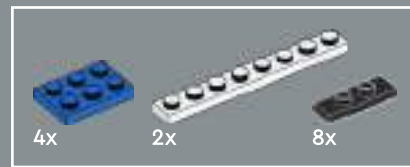
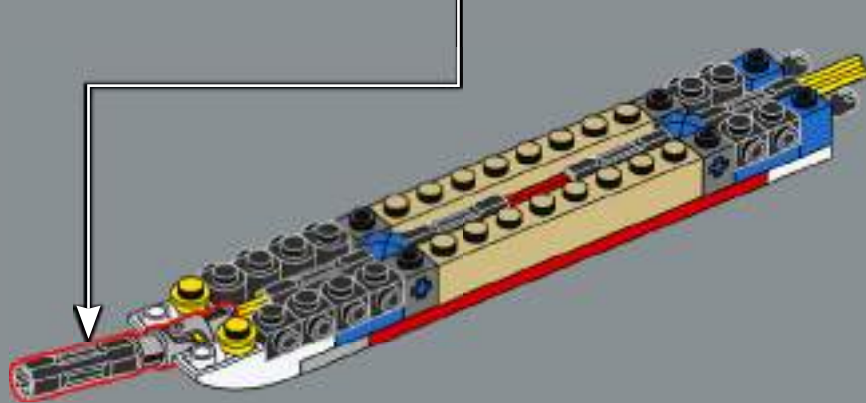
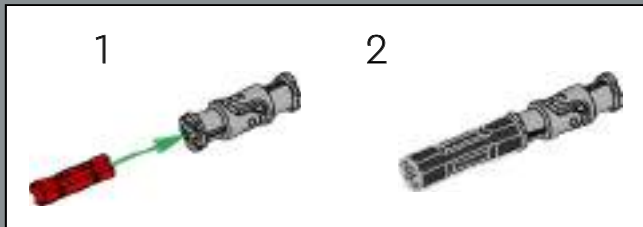


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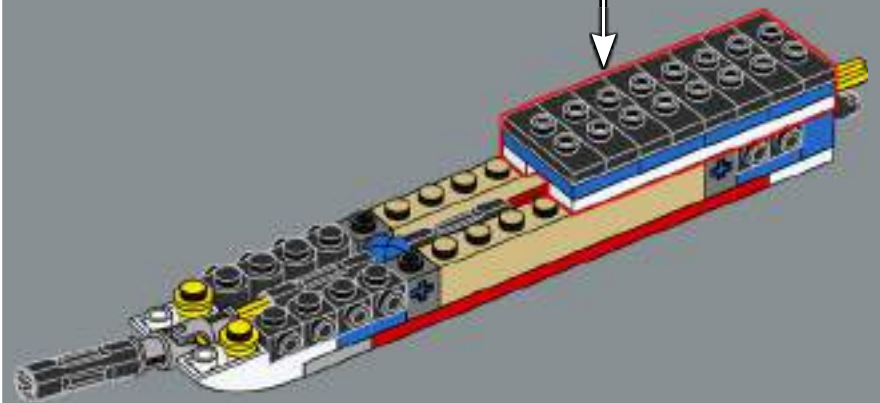
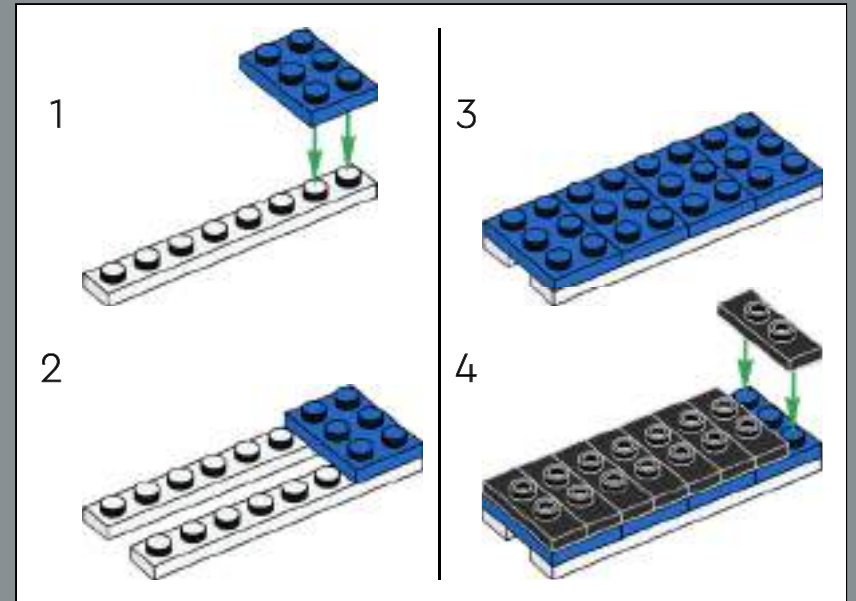


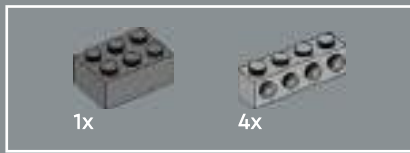


433



434

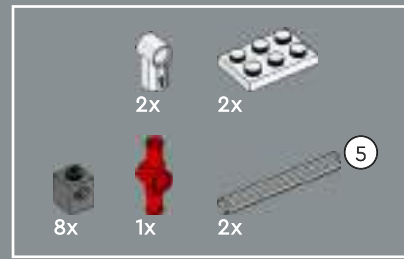
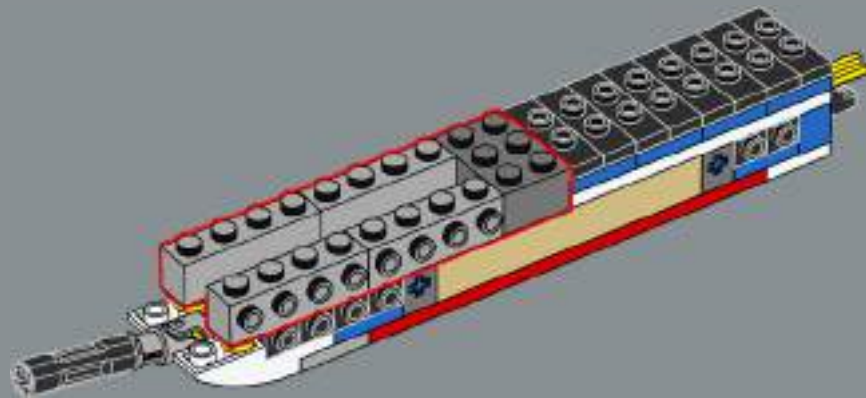




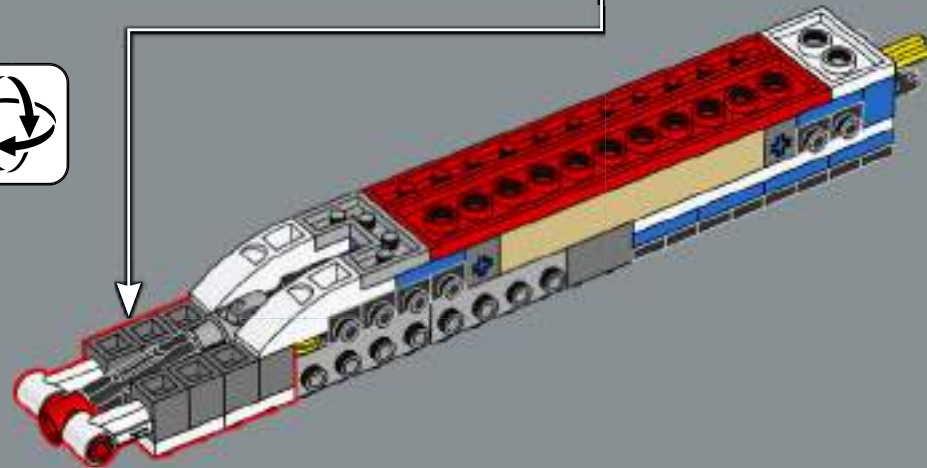
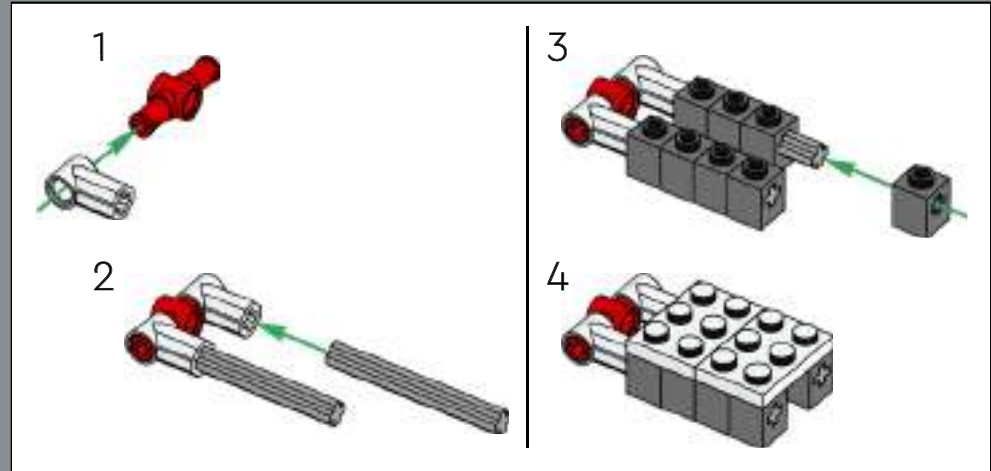
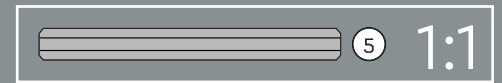
435



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

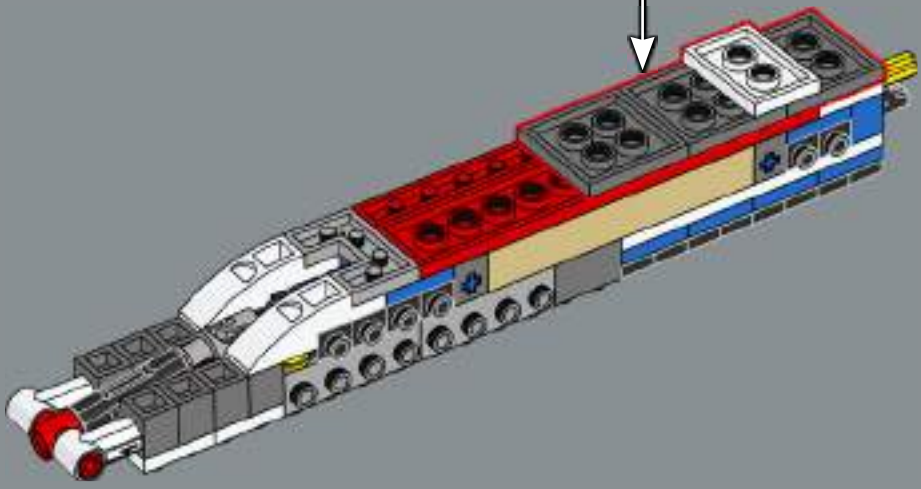
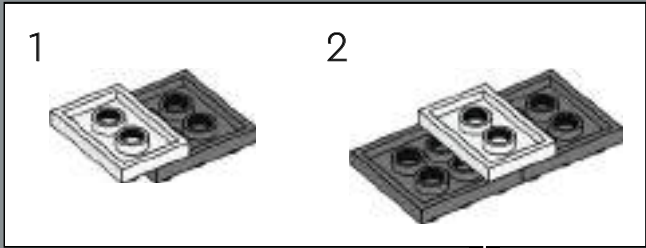


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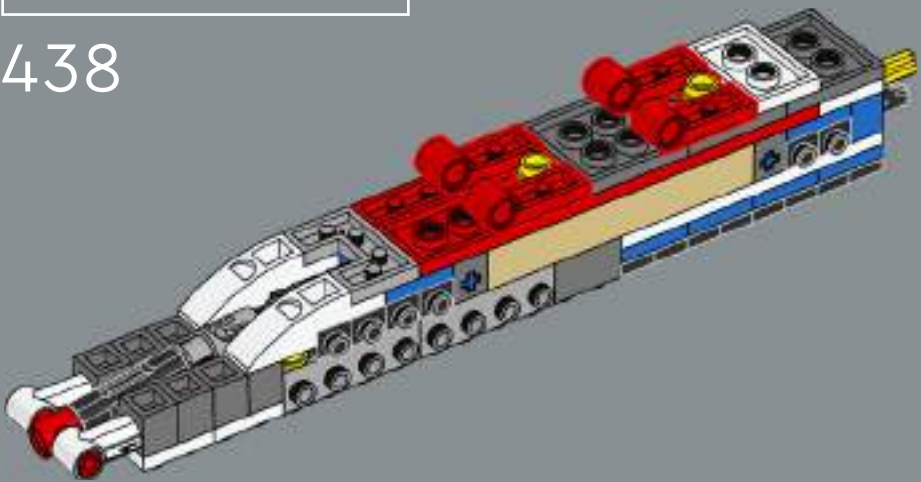




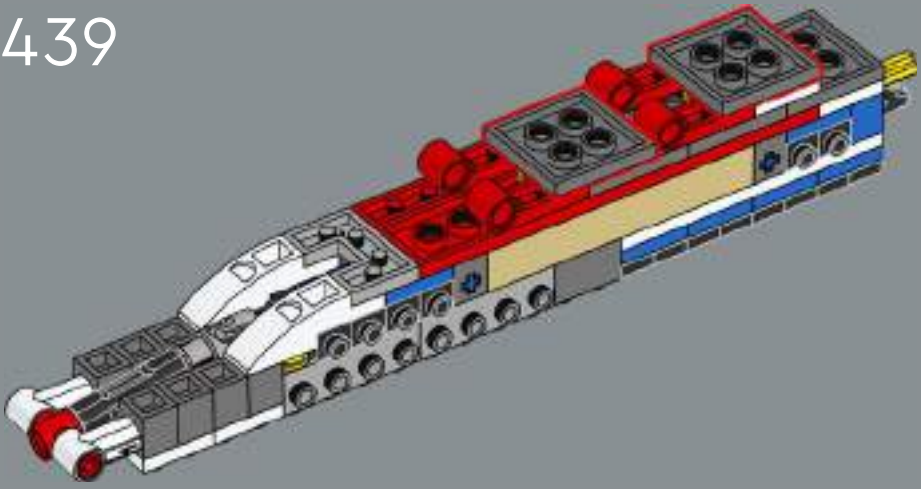
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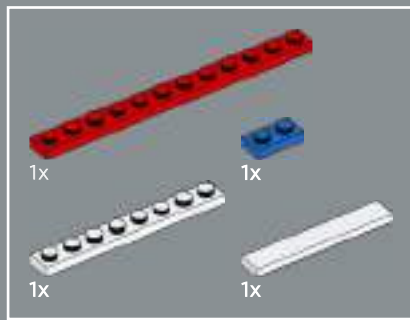


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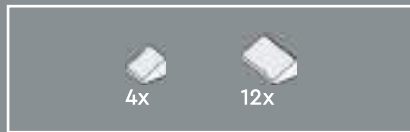
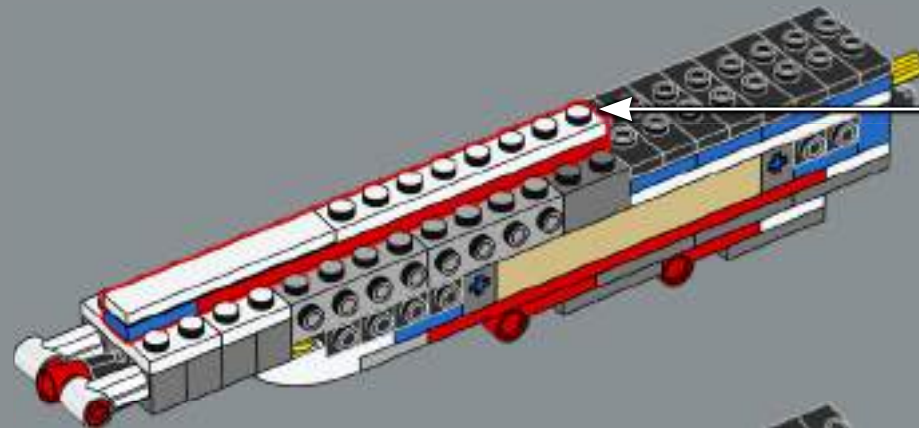
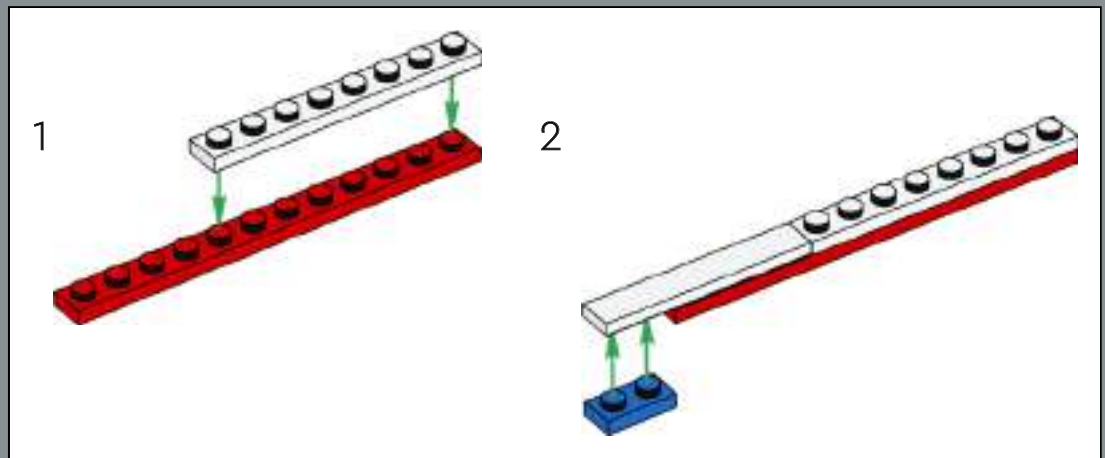


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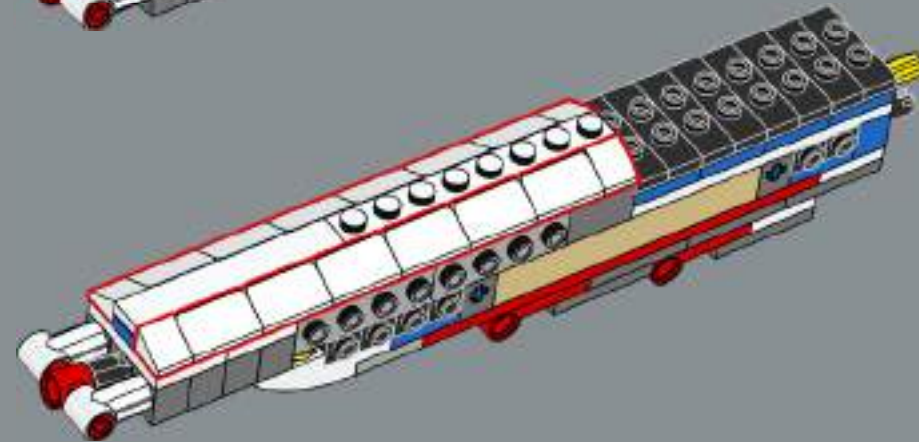




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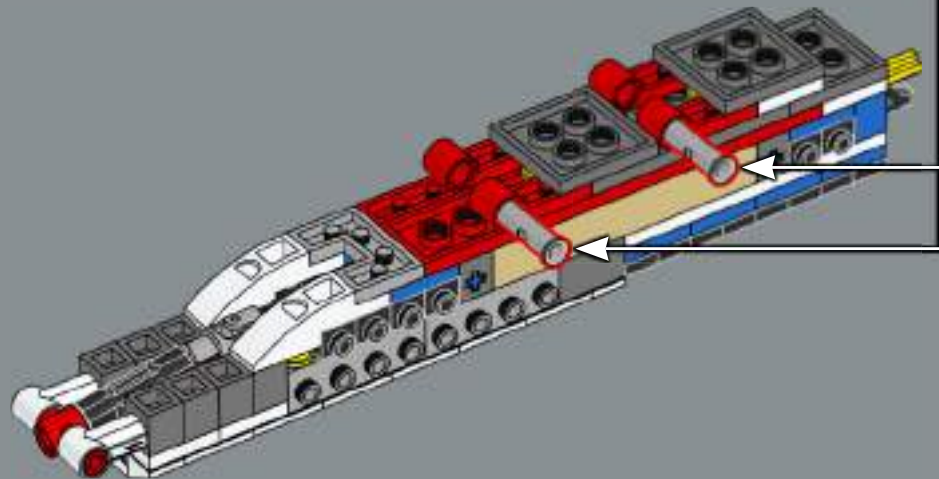


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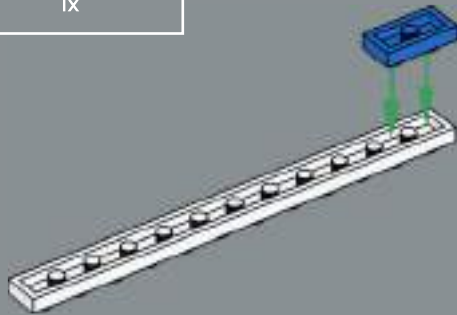


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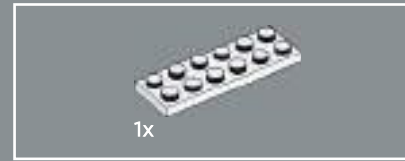
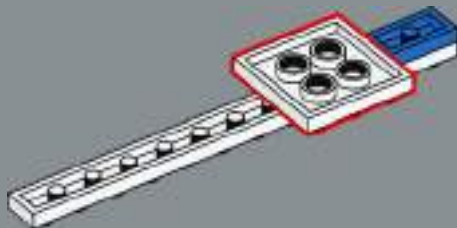




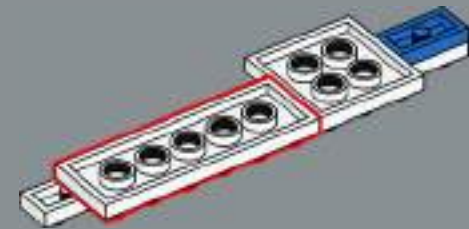
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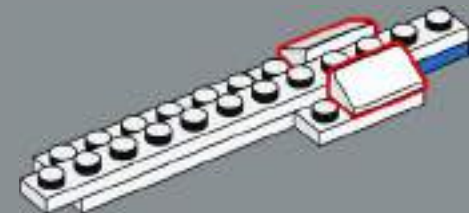
444



445



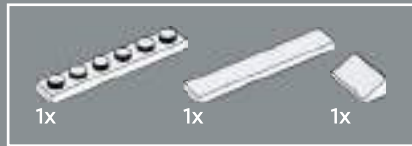
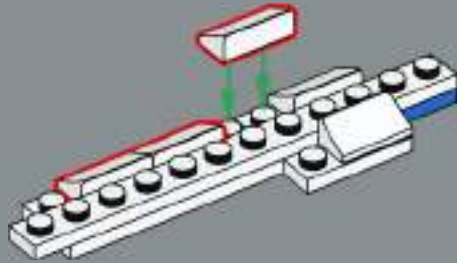
446





3x

447

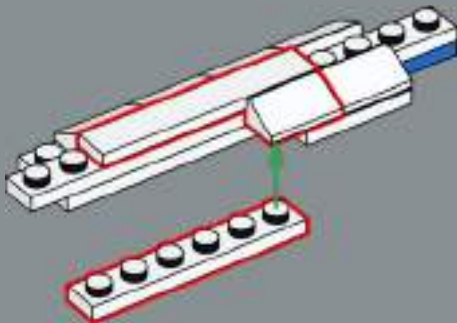


1x

1x

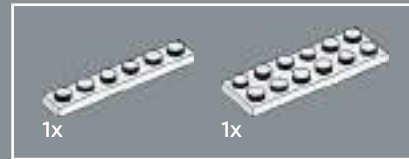
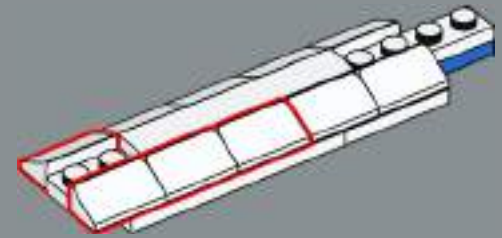
1x

448



4x

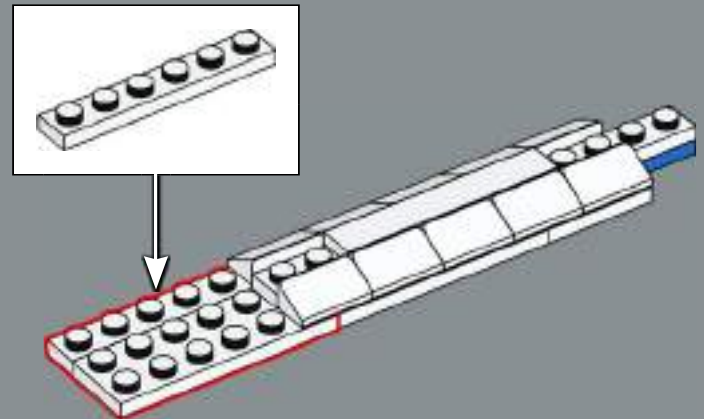
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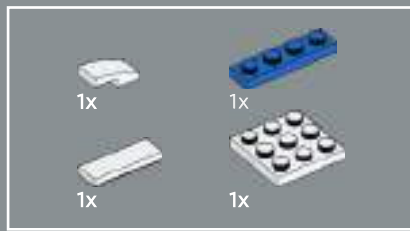


1x

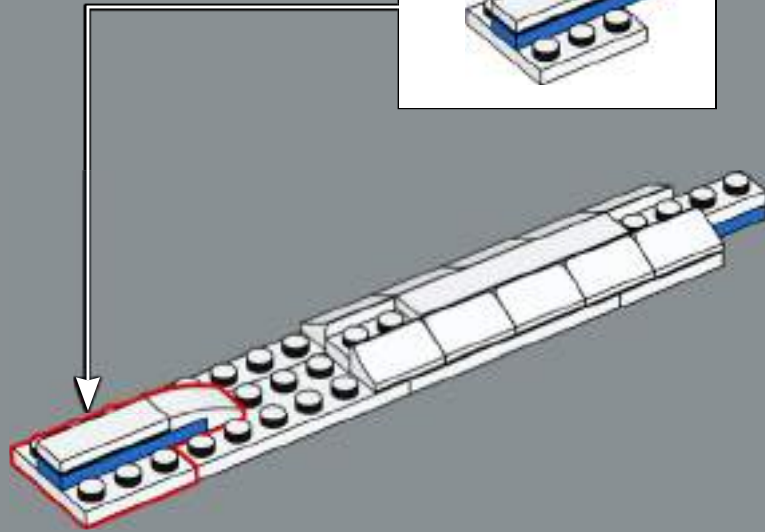
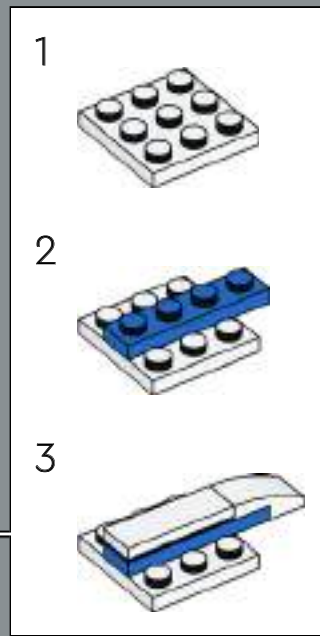
1x

450

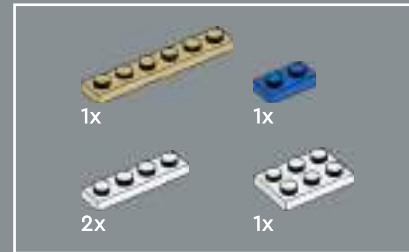
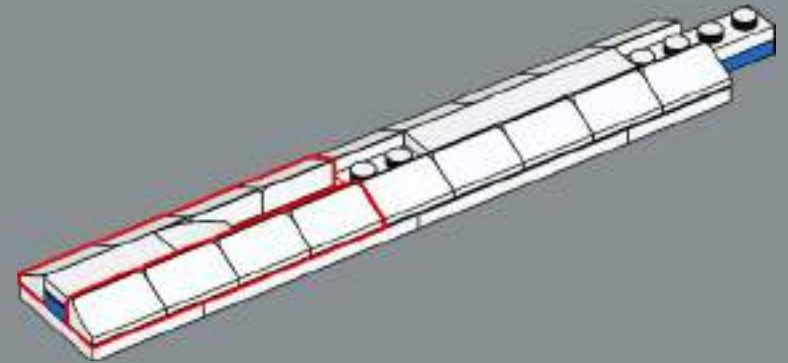




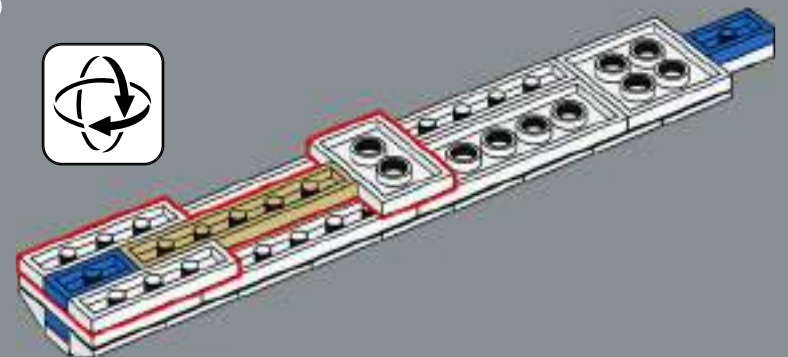
451



452

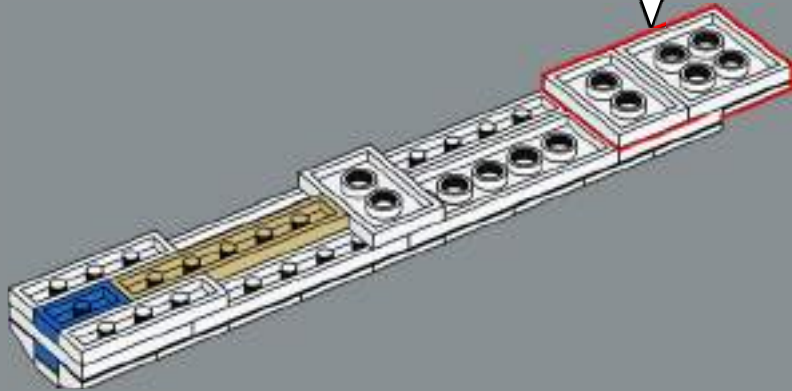
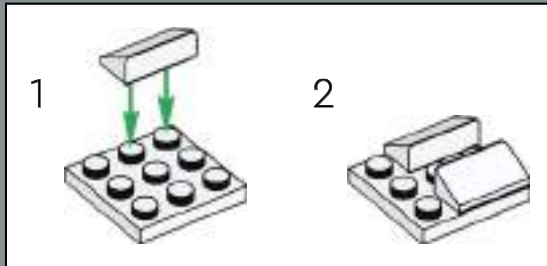


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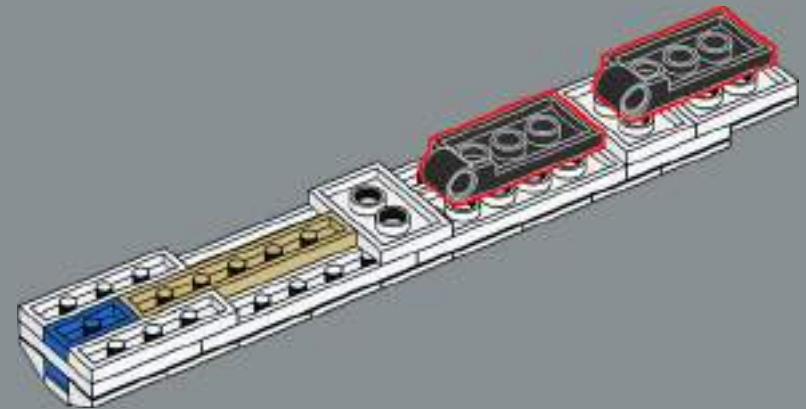




454



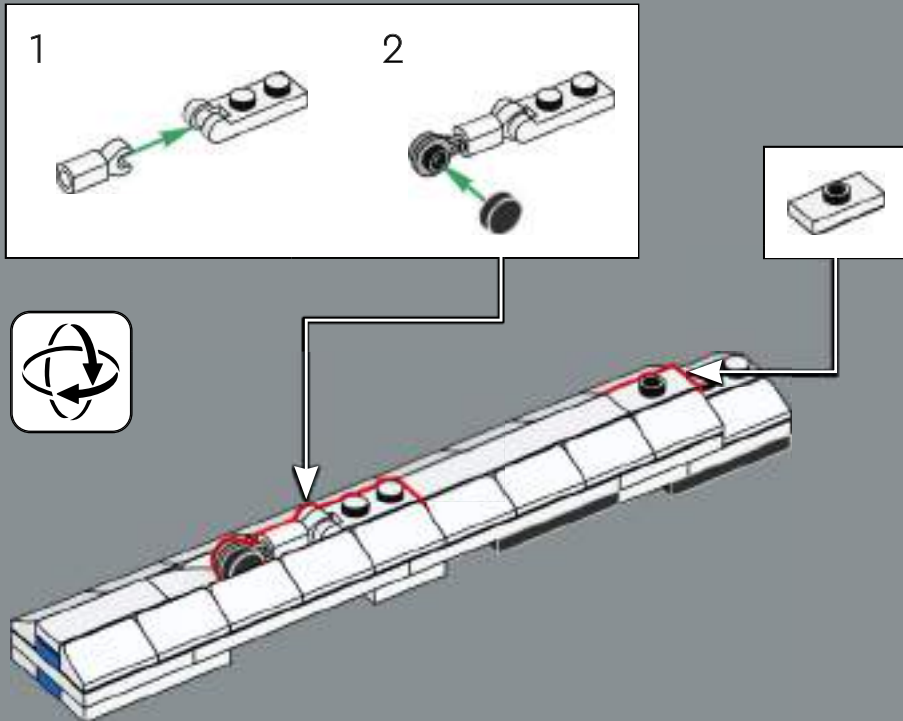
455





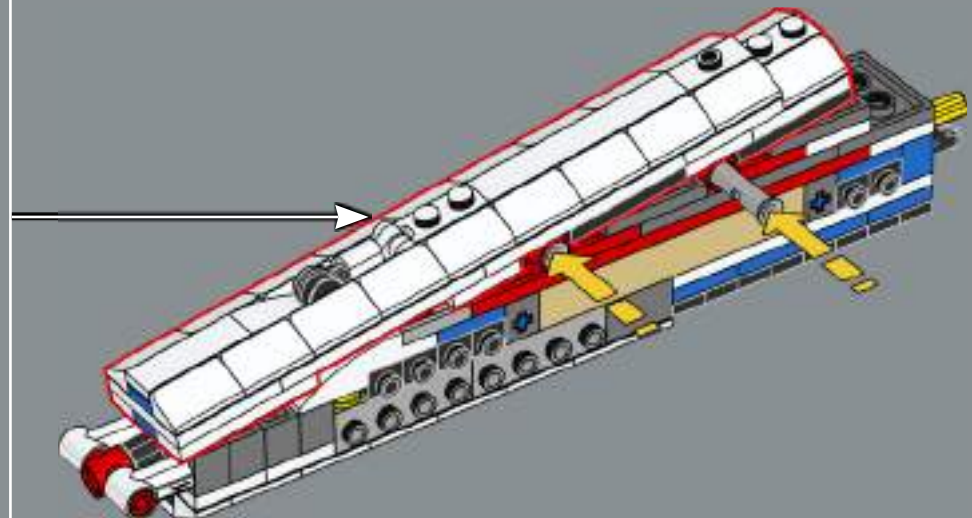
As Concorde required a high angle of attack to optimise the delta wing's lift on take-off and landing, the aircraft featured a small tail bumper wheel to ensure the rear of the plane didn't hit the ground.

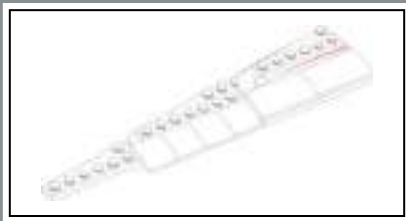
456



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

457





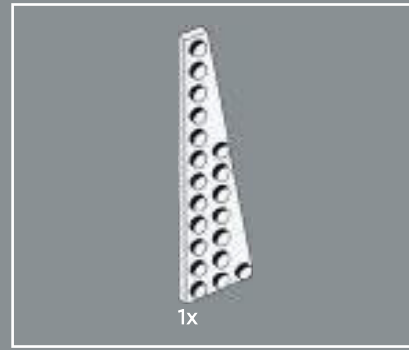
1x

458



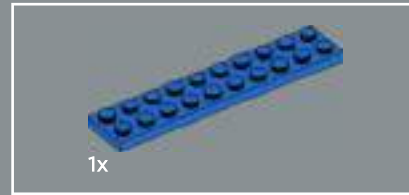
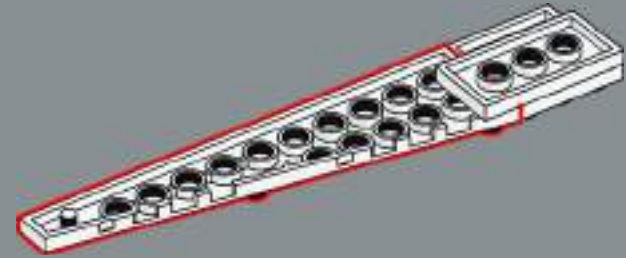
1x

459



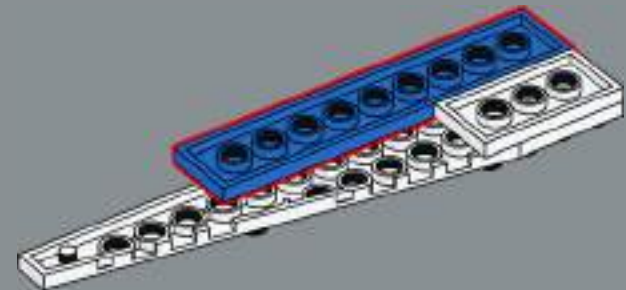
1x

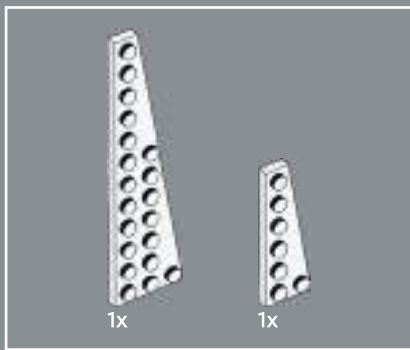
460



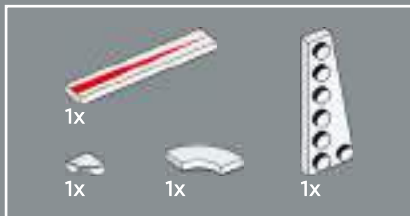
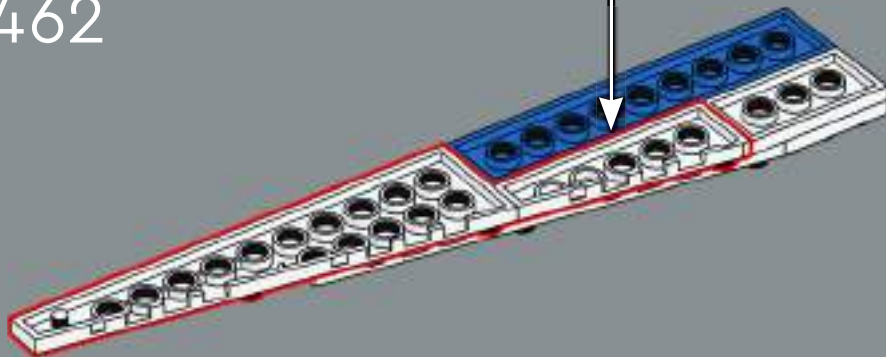
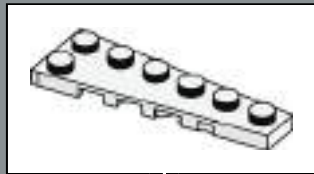
1x

461

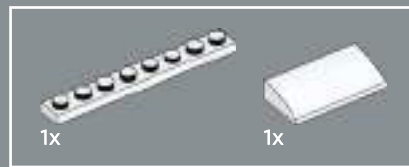
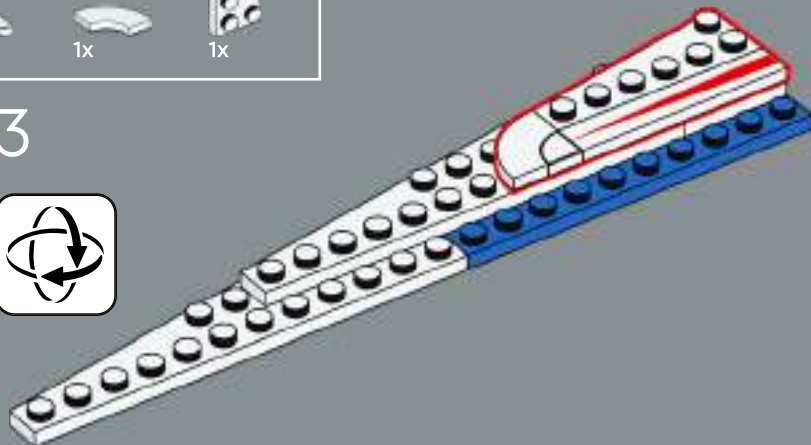




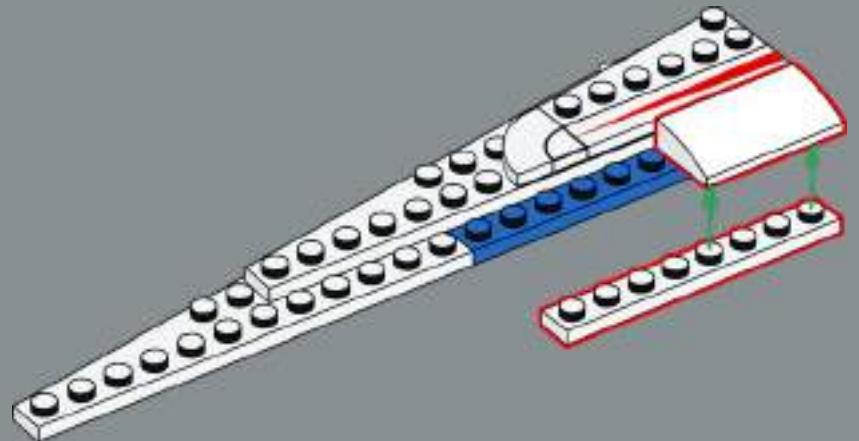
462



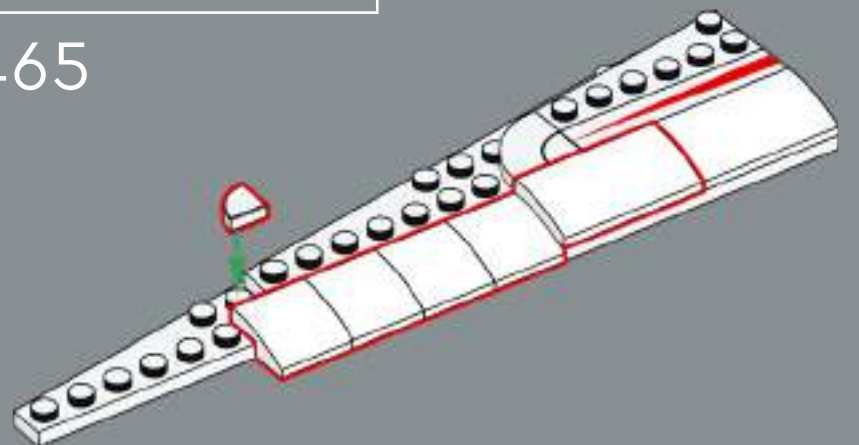
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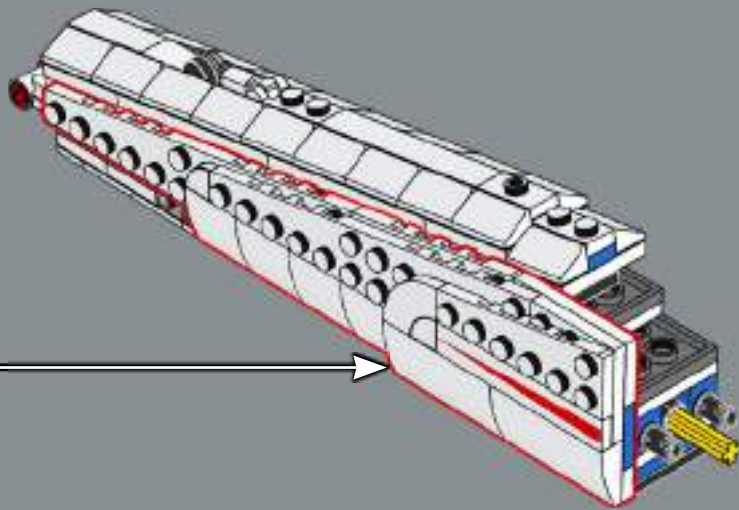
464



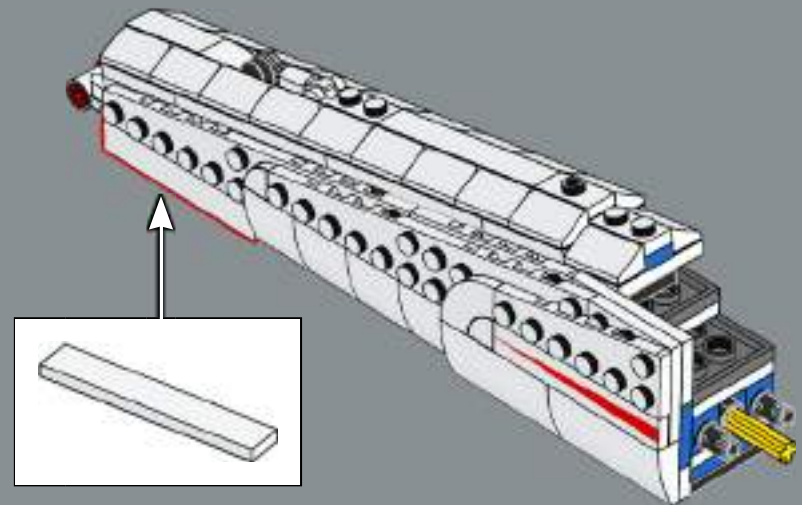
465



466

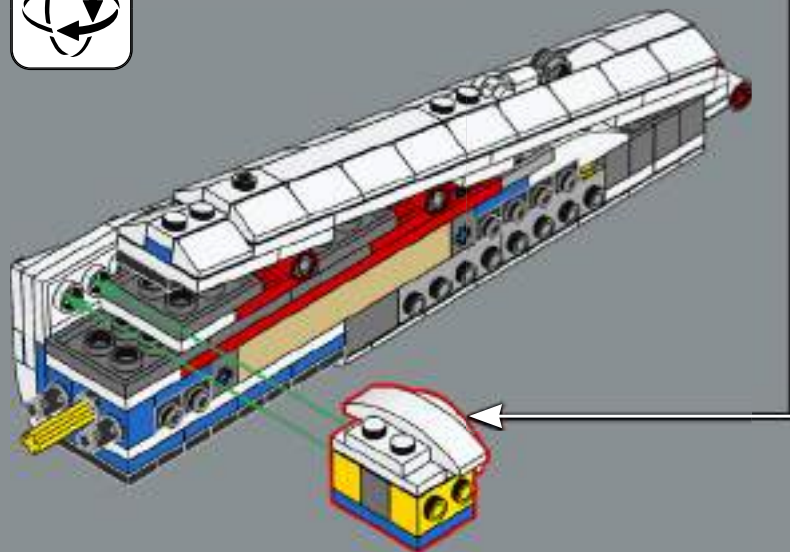
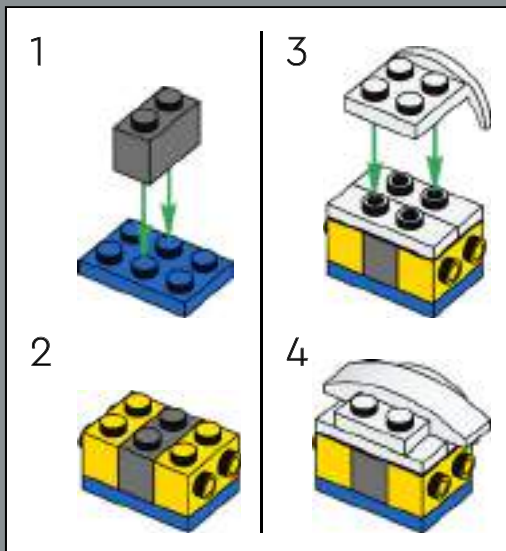


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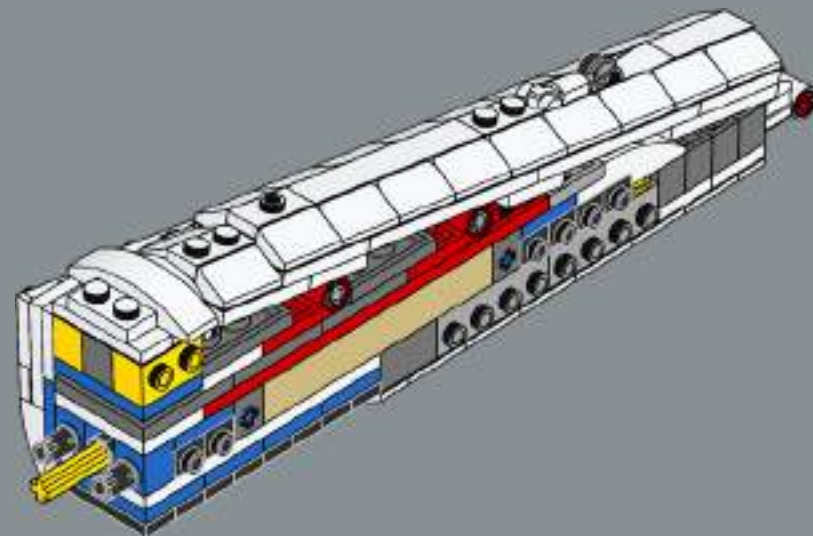


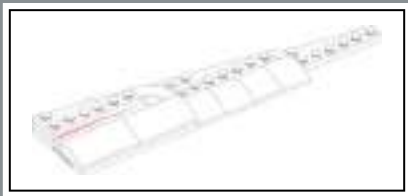


468



469

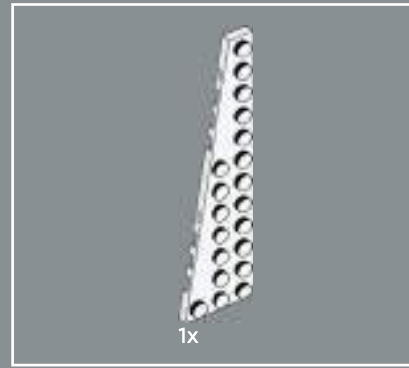




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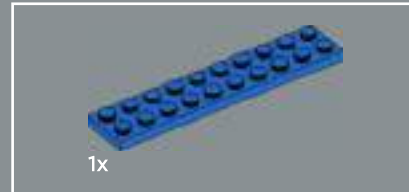
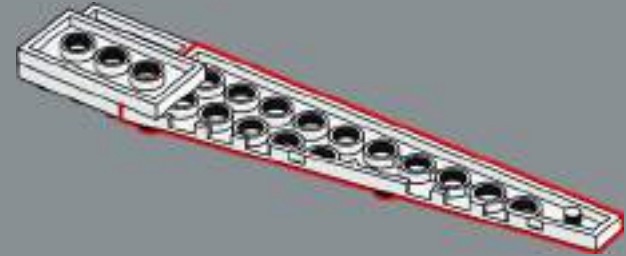


471



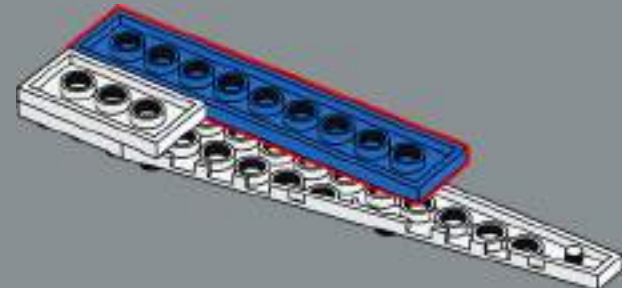
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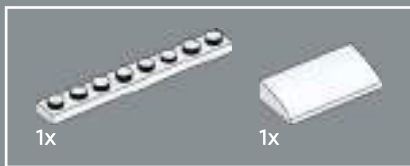
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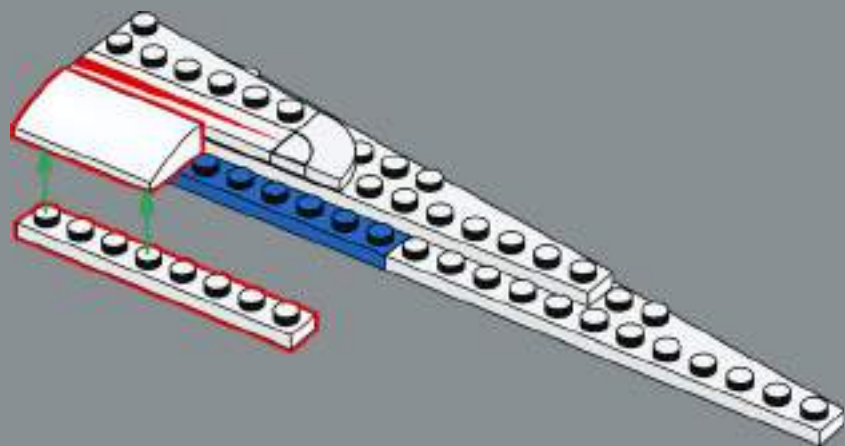
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473

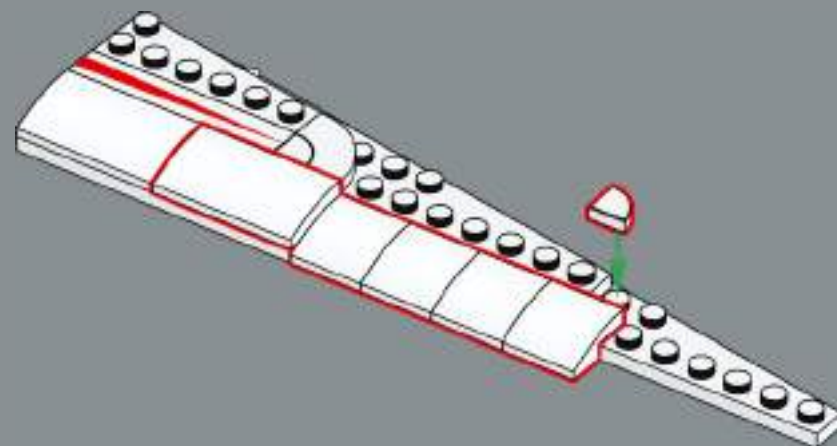




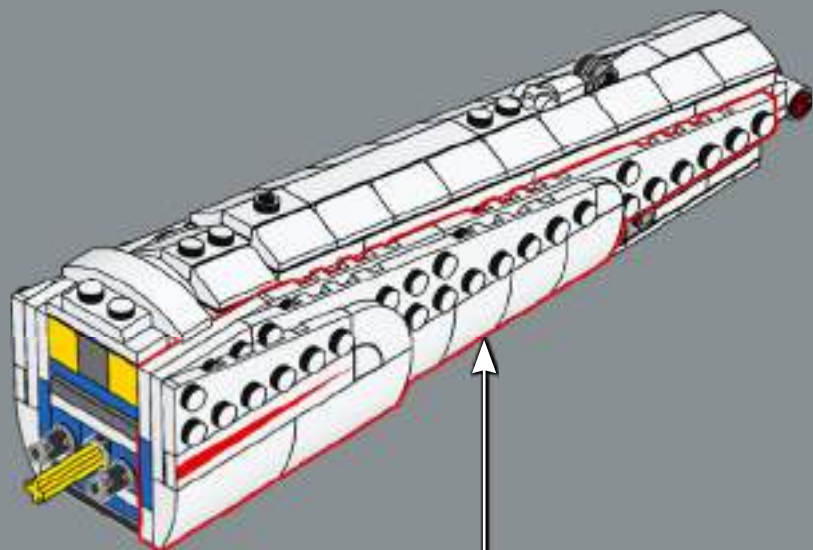
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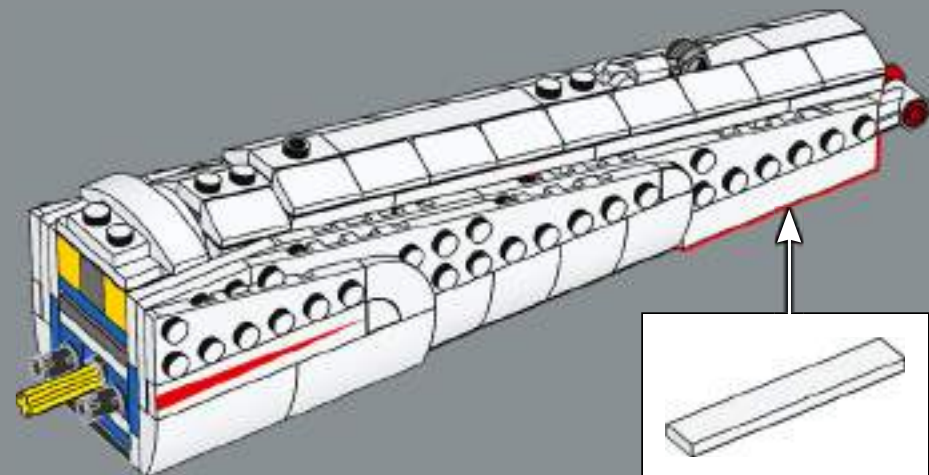
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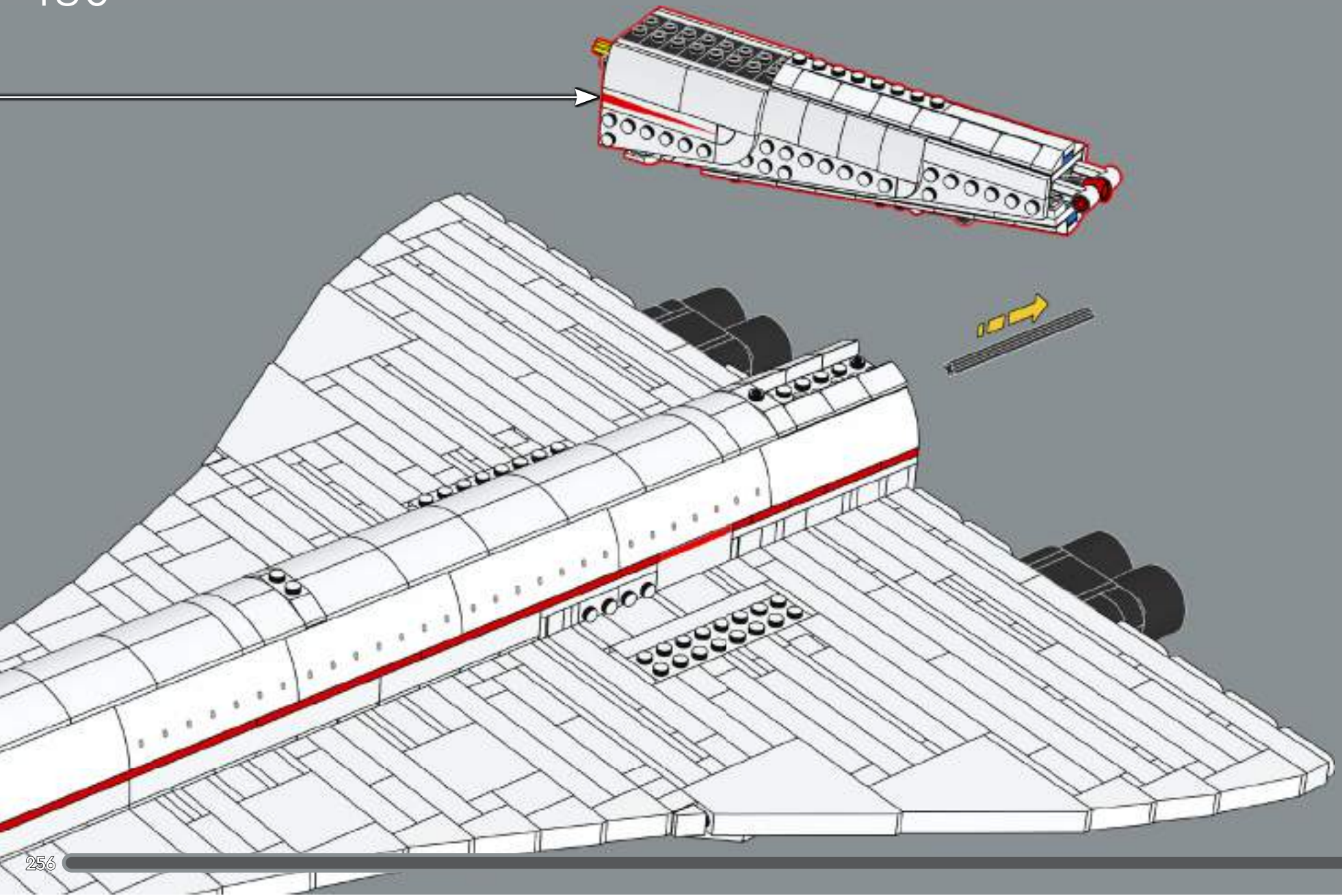
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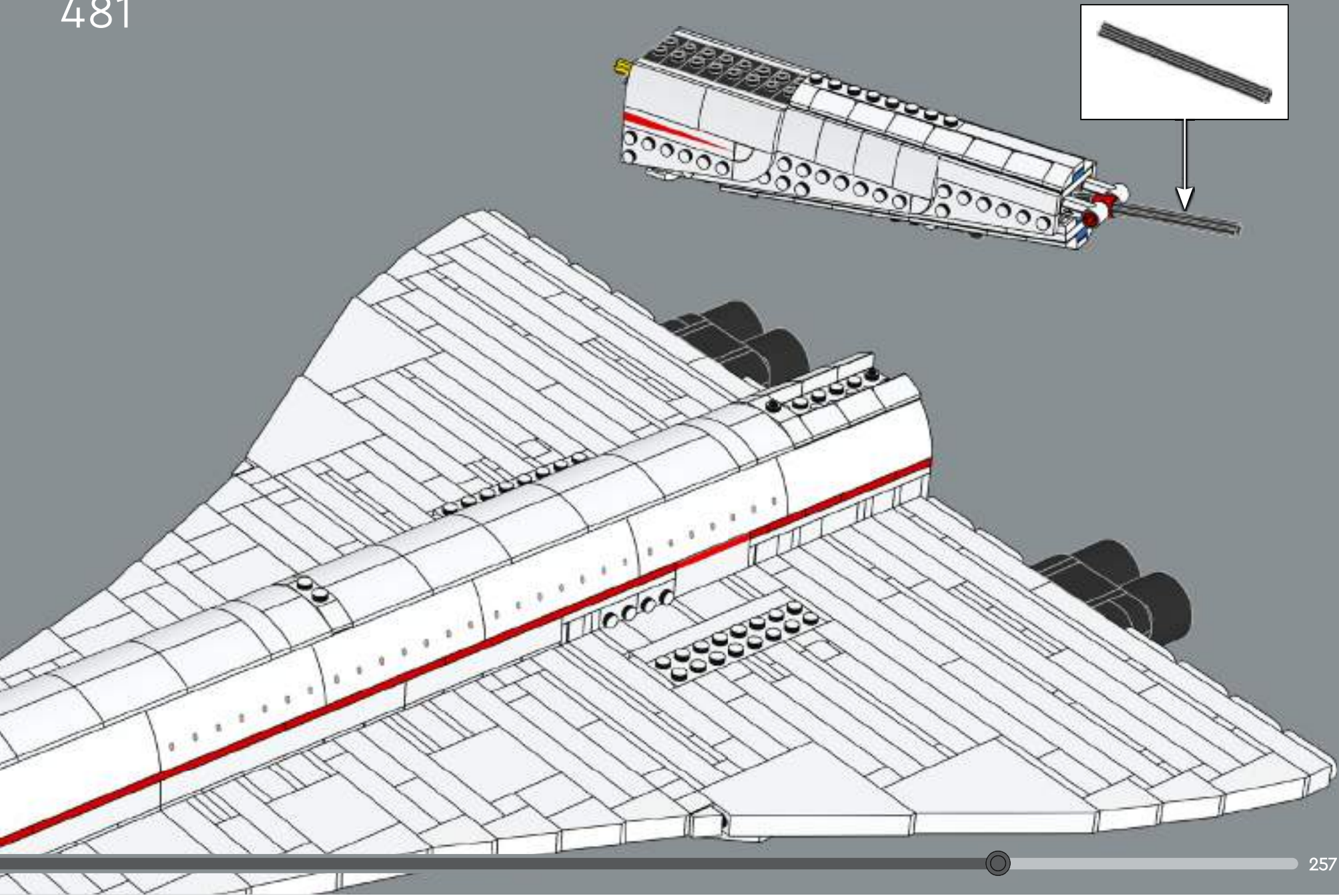
479

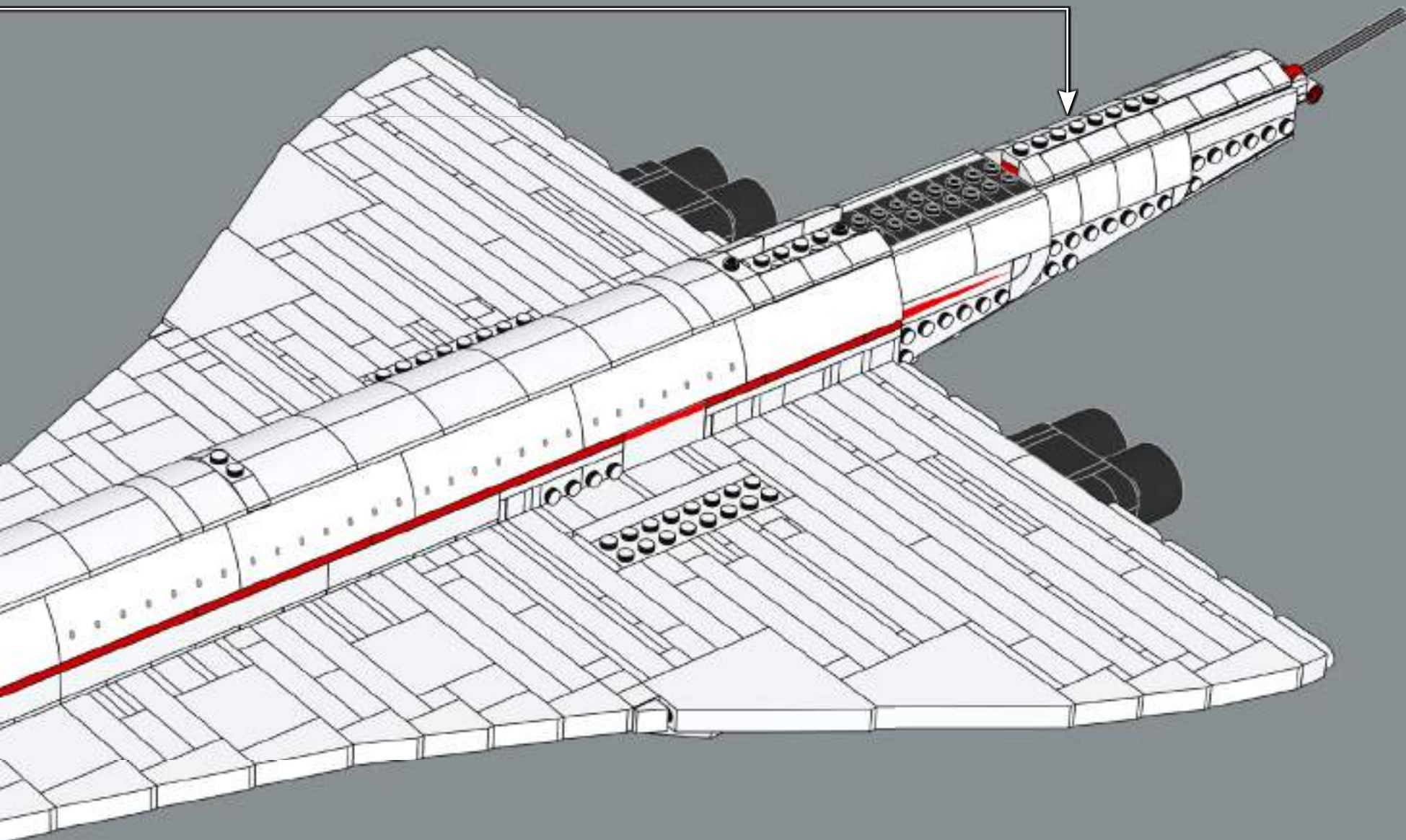


480



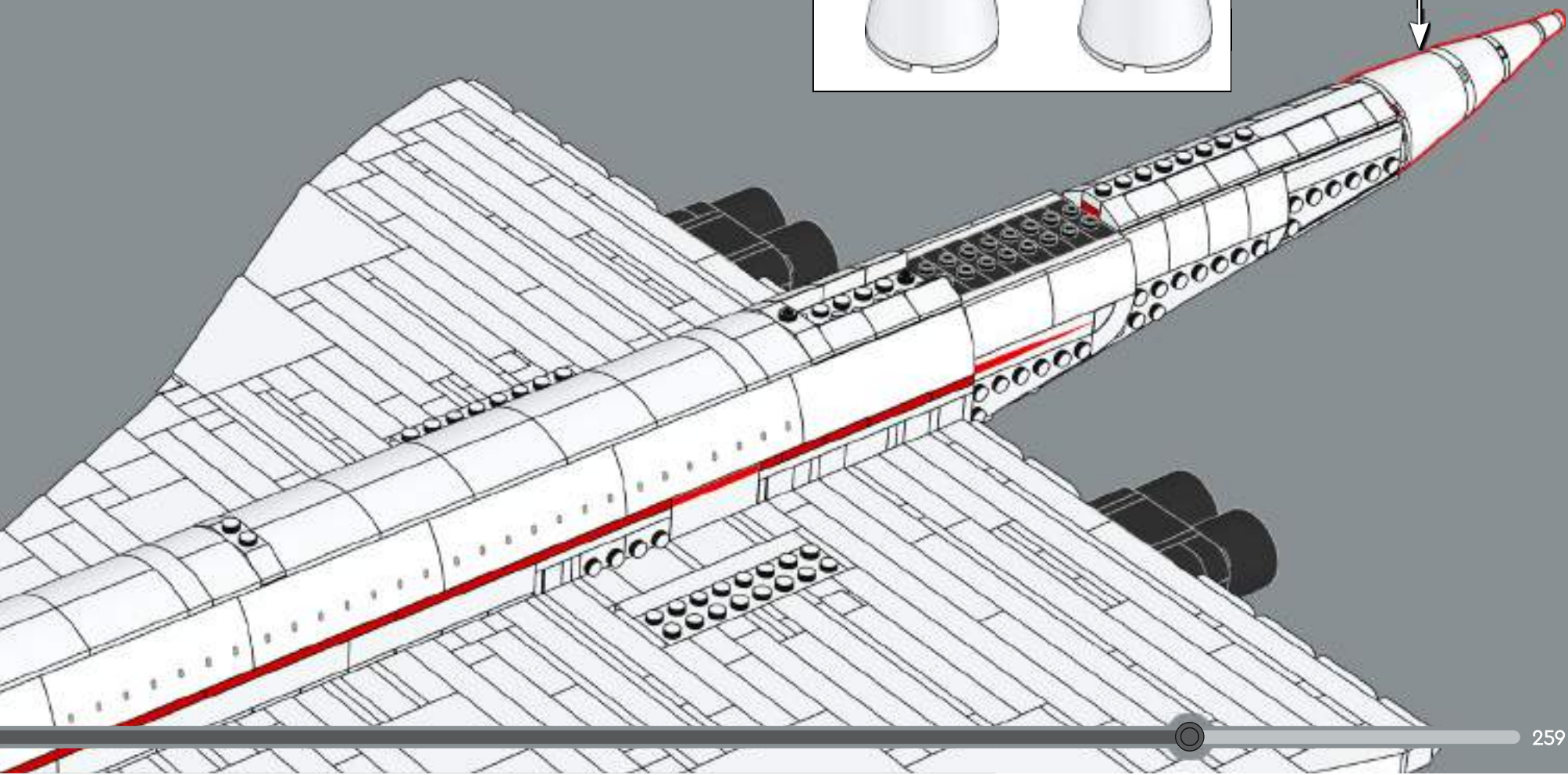
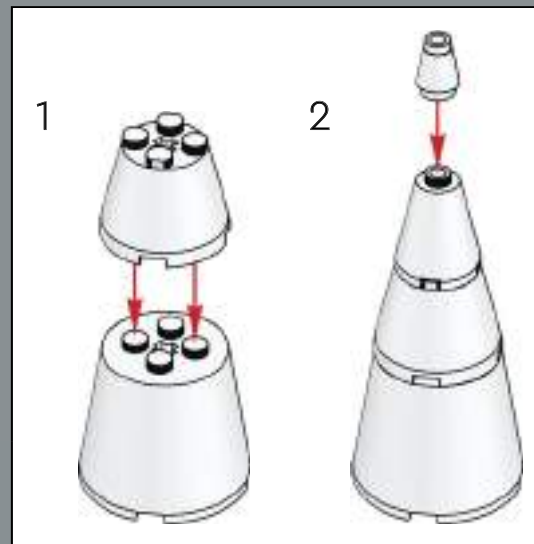
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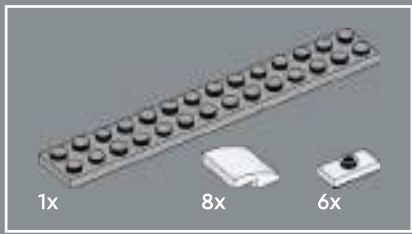




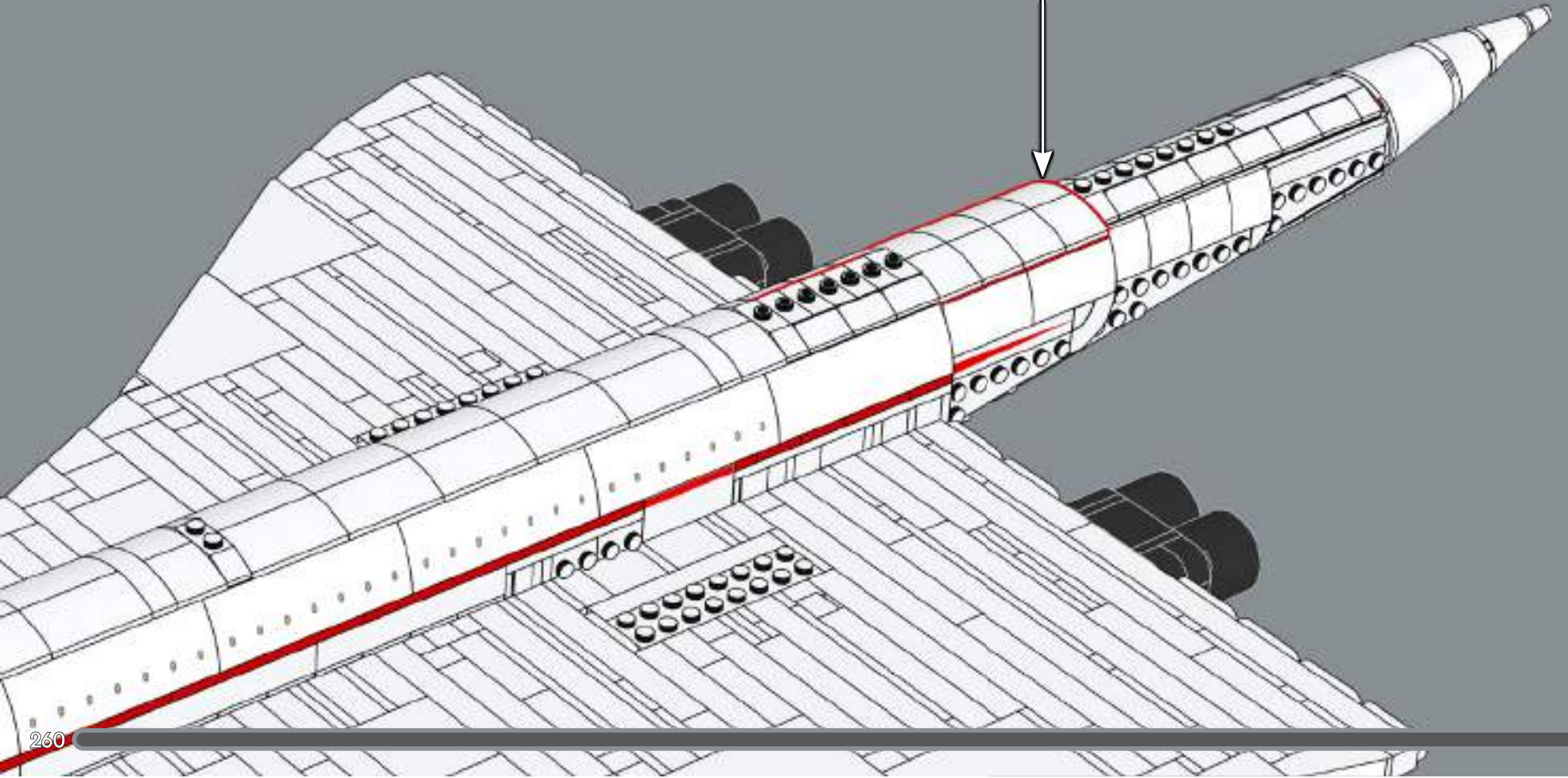
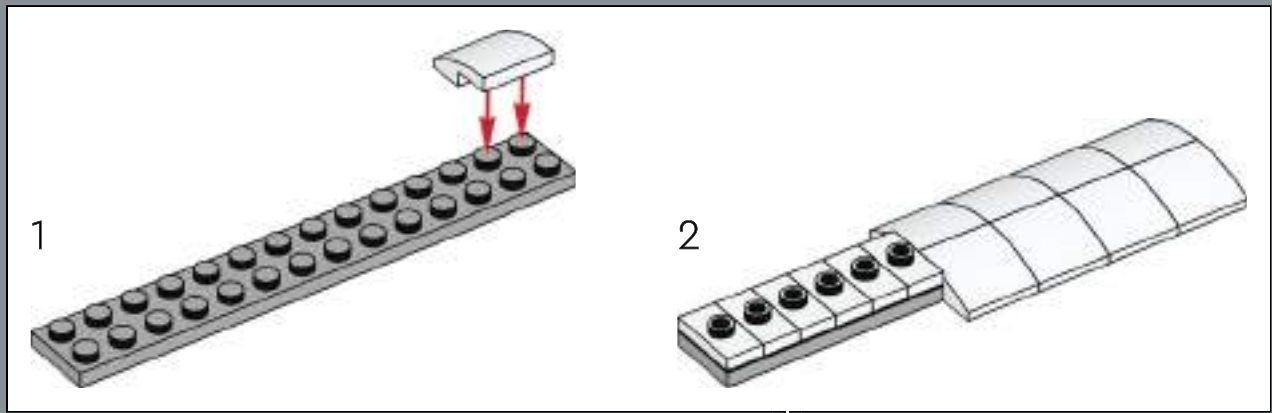


483



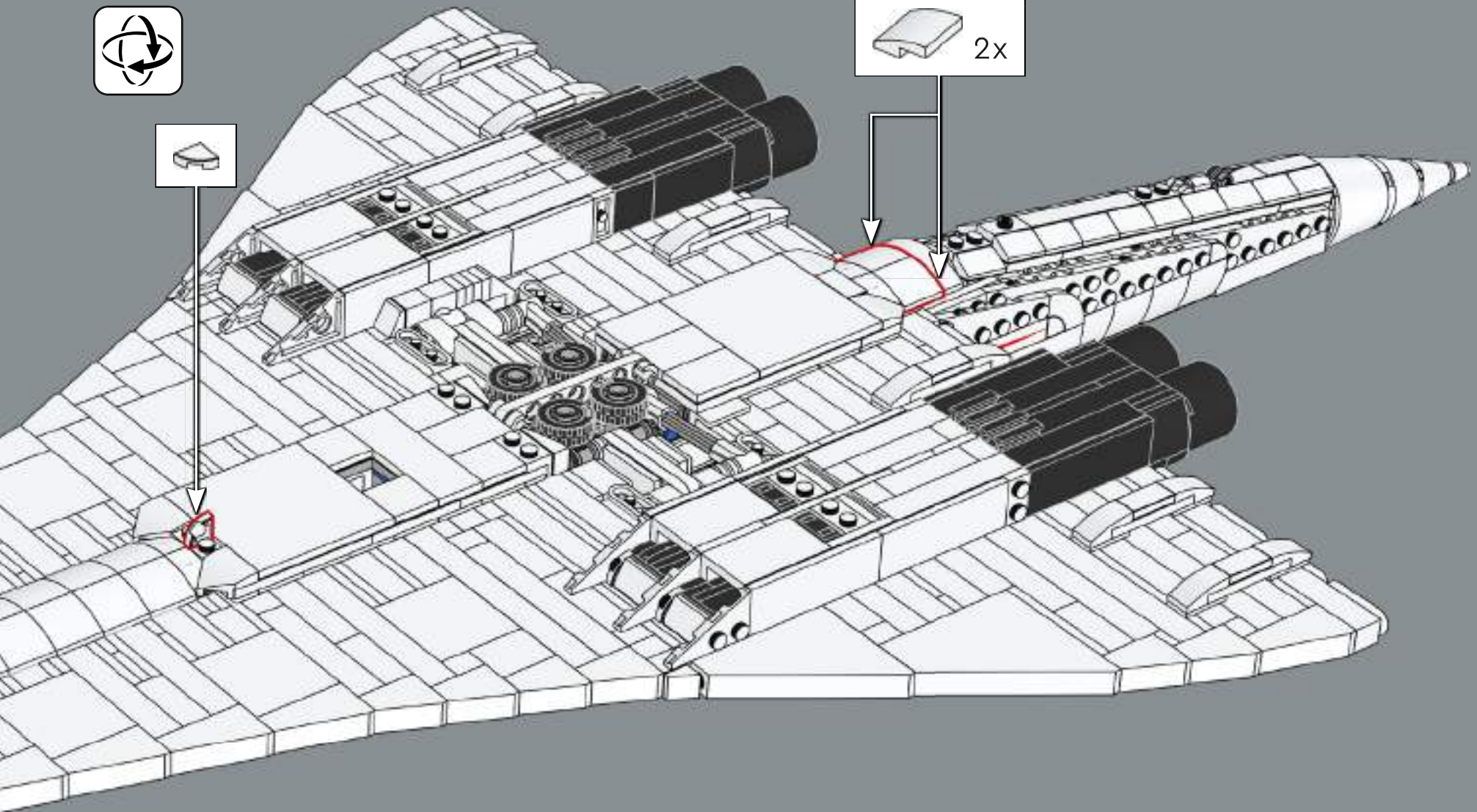


484

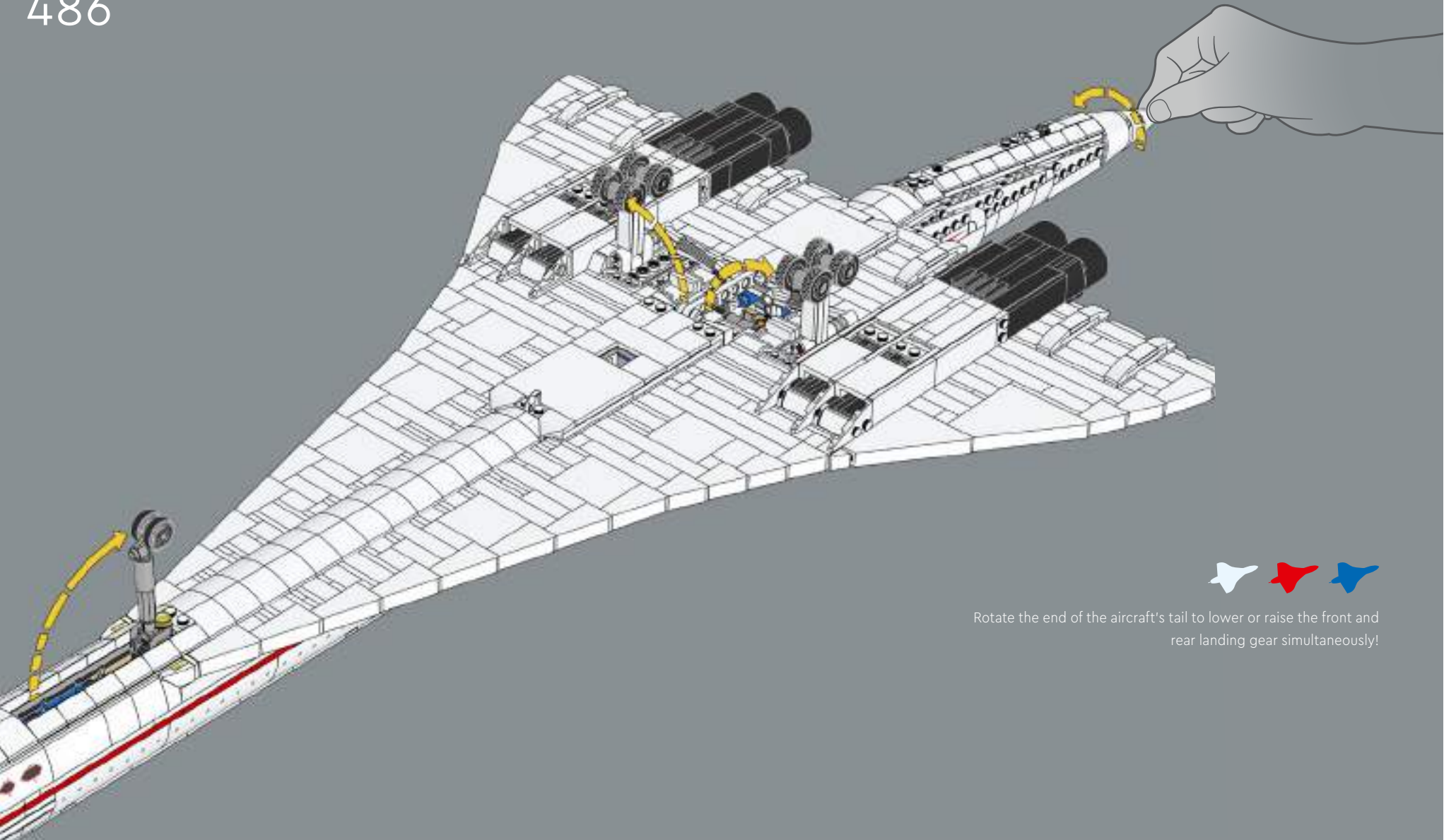




485



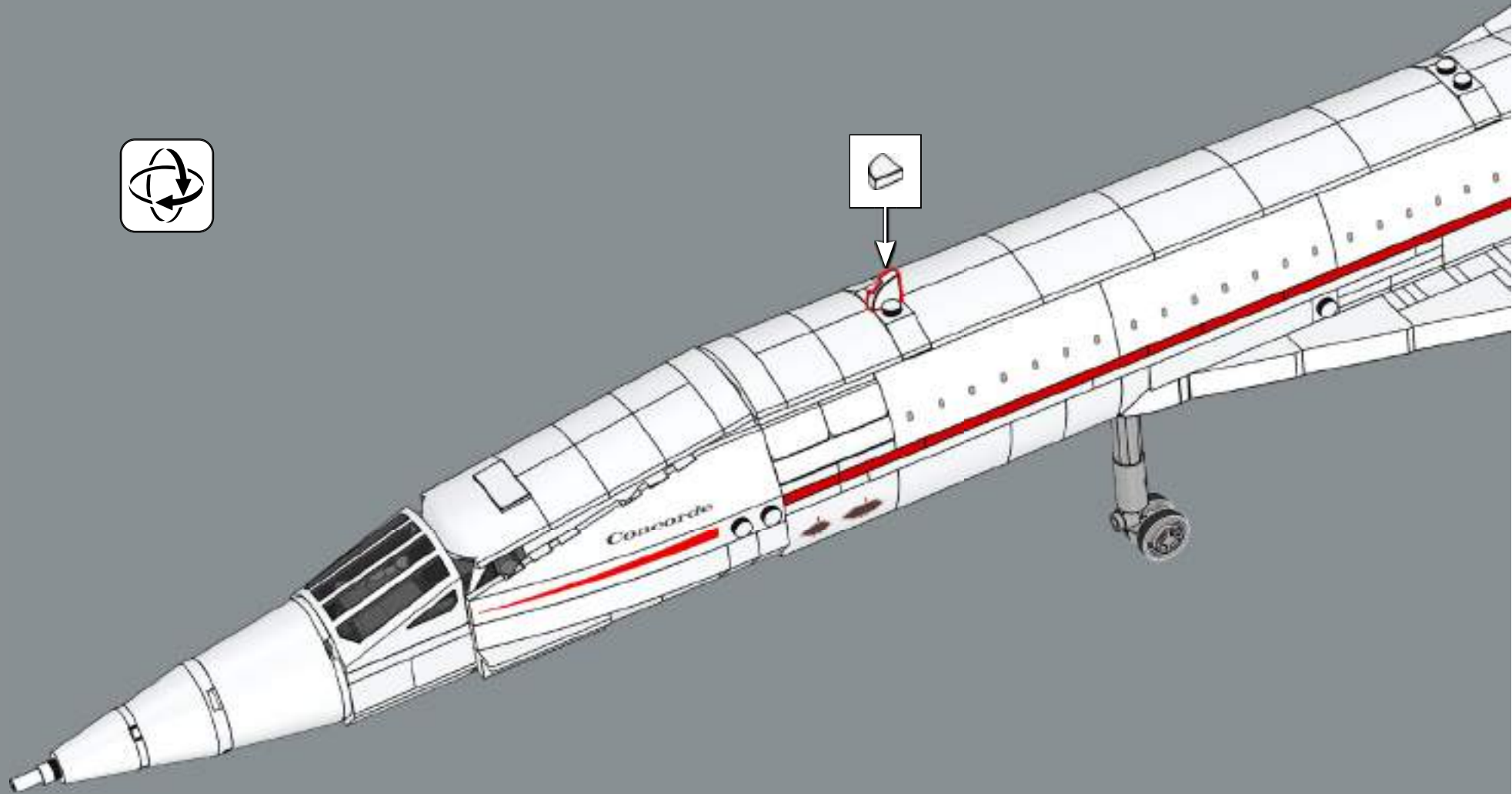
486



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

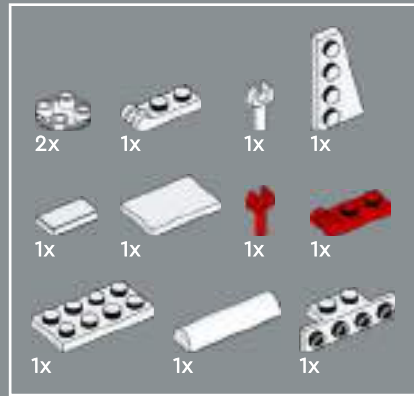


487





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



488

1



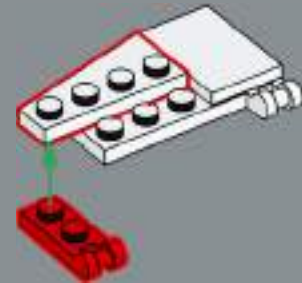
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3



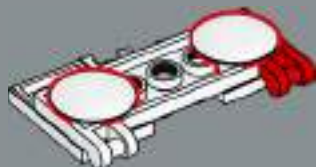
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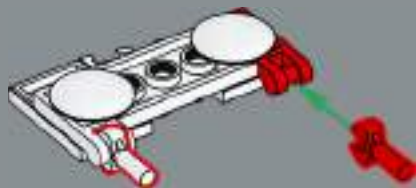
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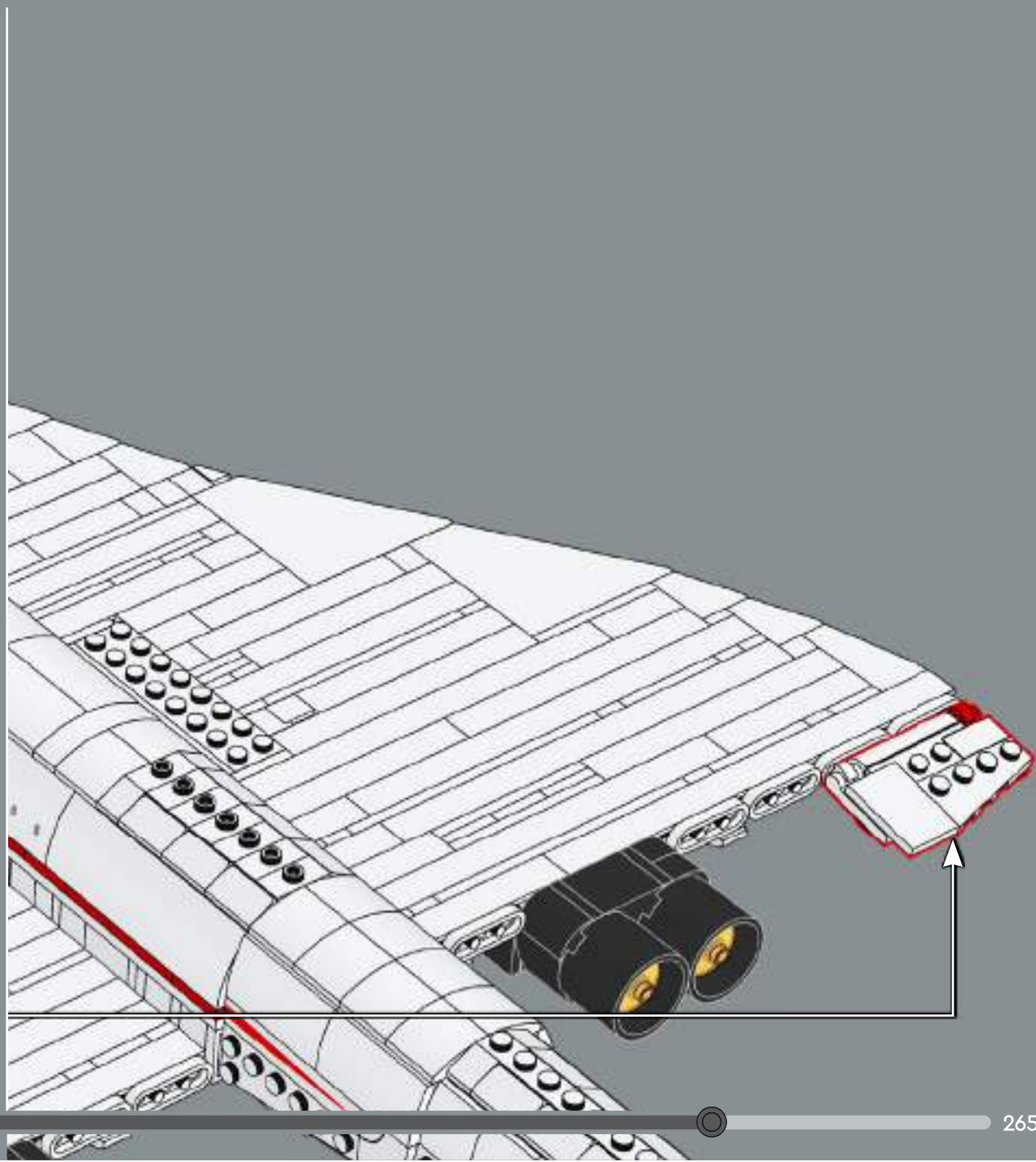
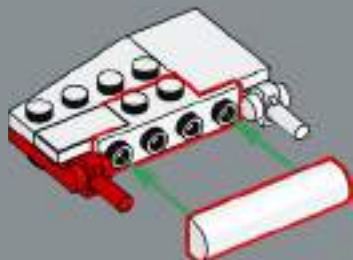
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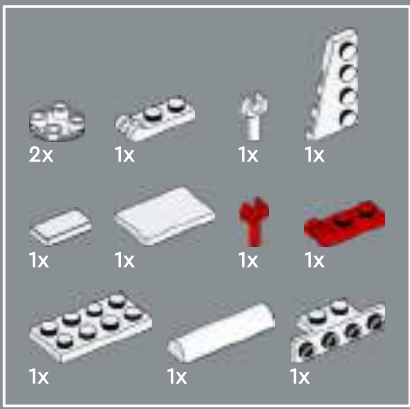


7



8





489

1



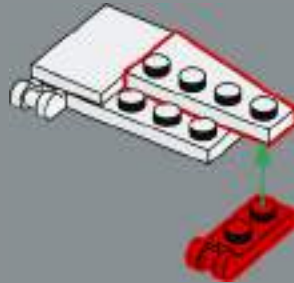
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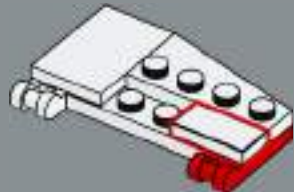
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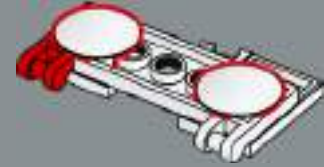
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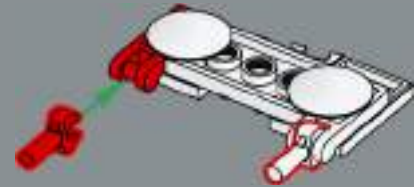
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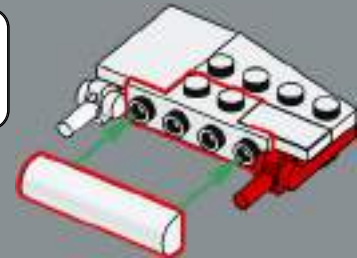
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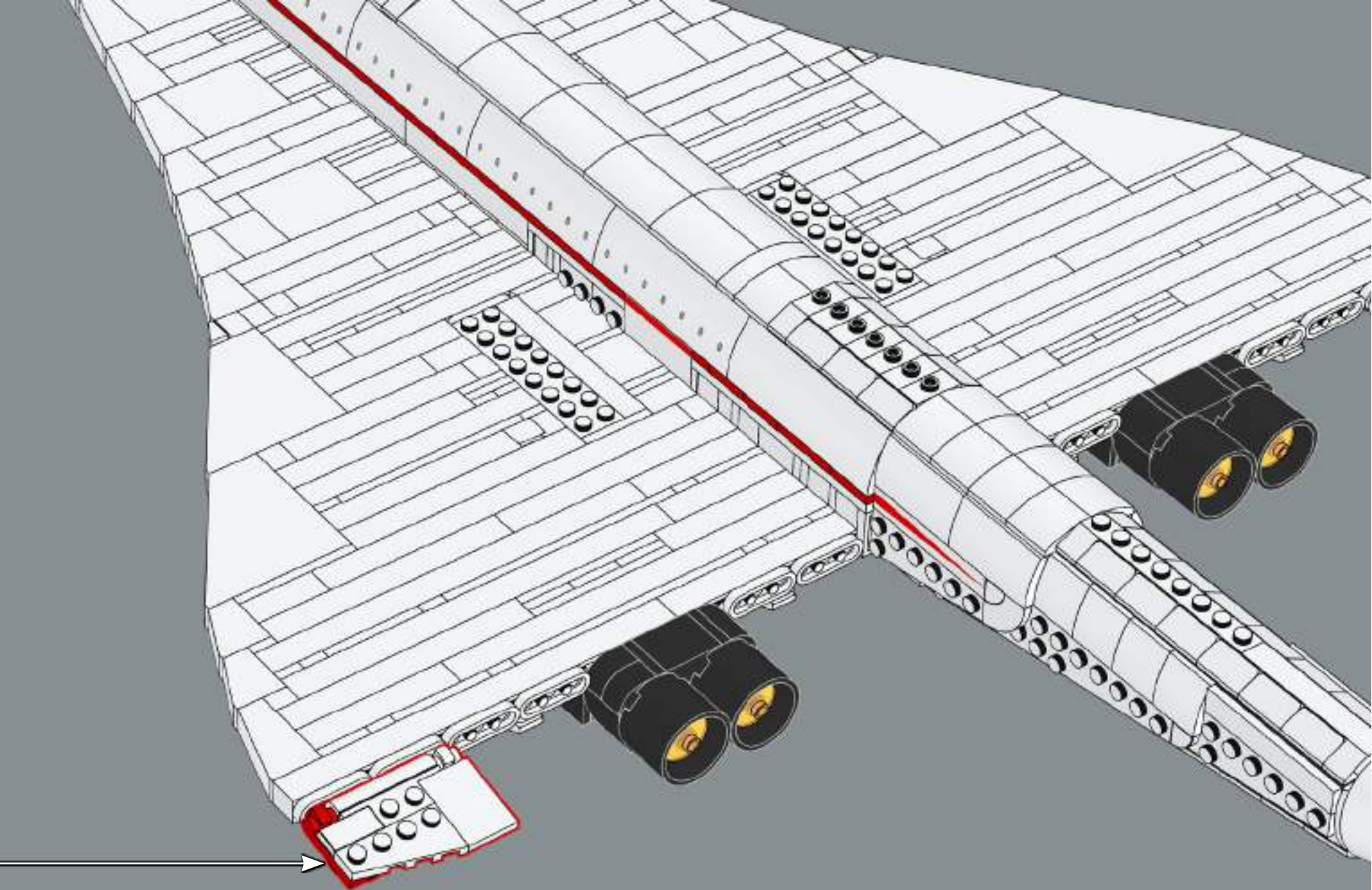


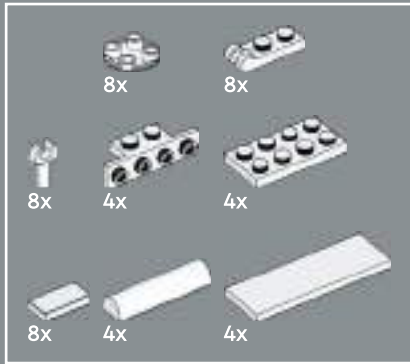
7



8





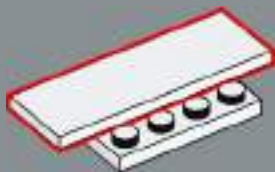


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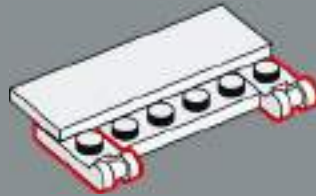
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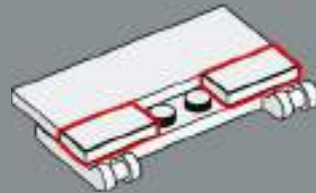
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3



4



5



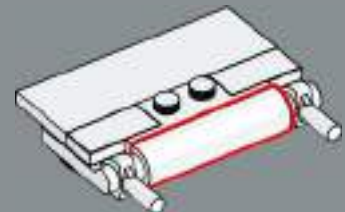
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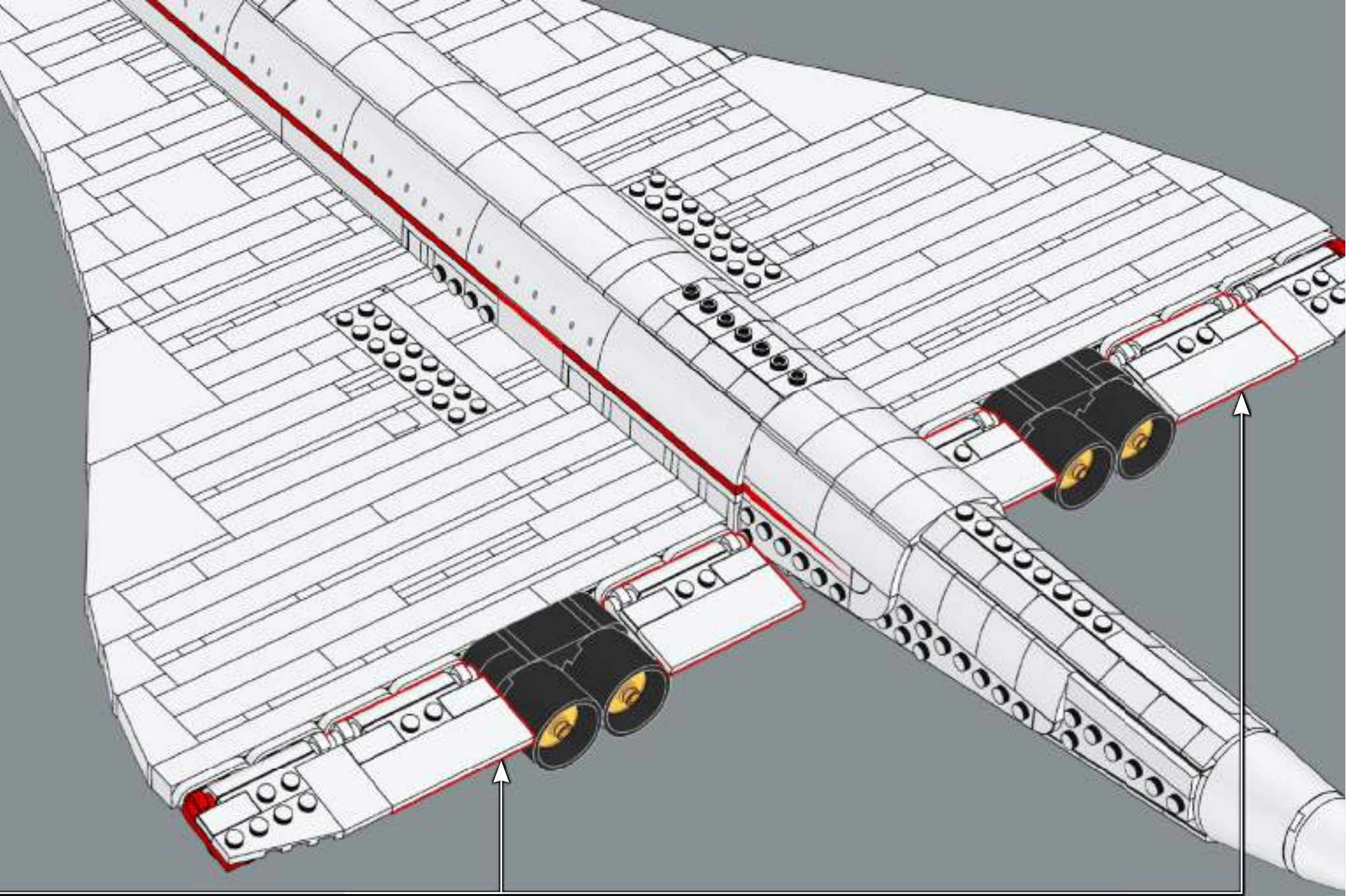
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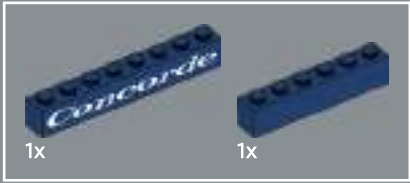
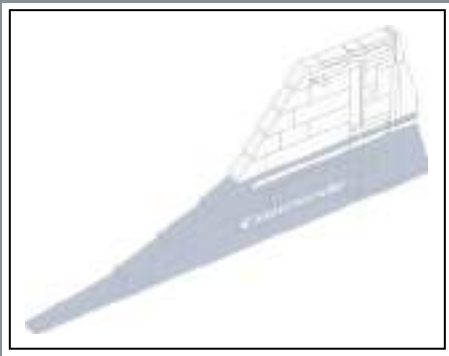


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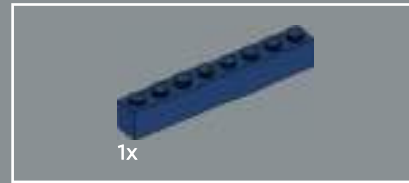
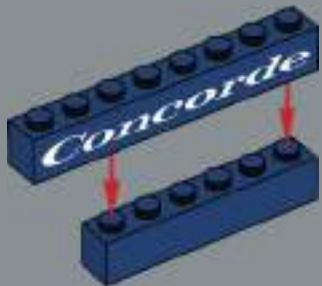


4x

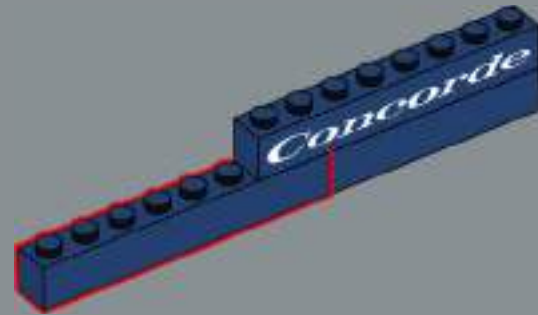




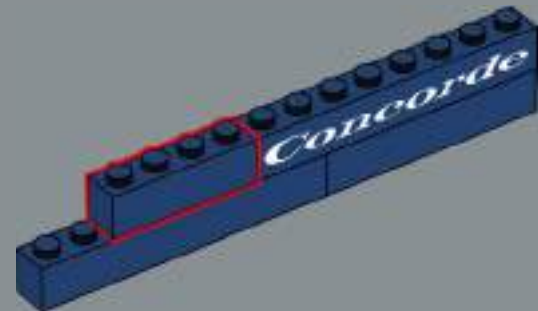
491

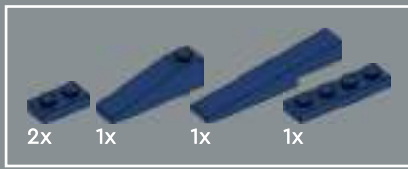


492

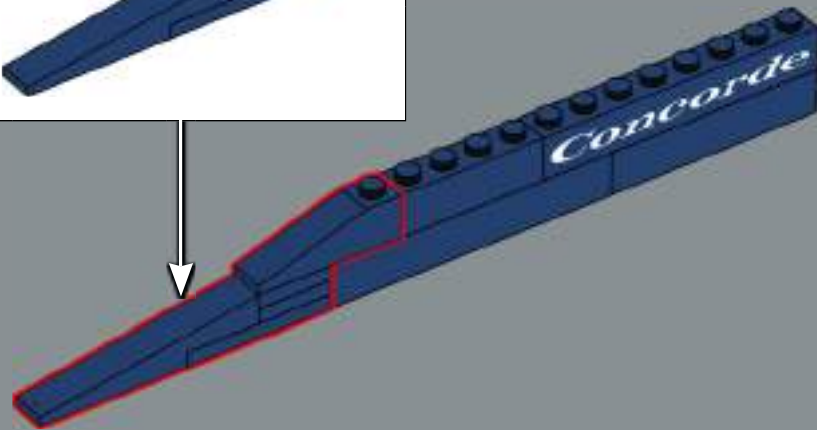
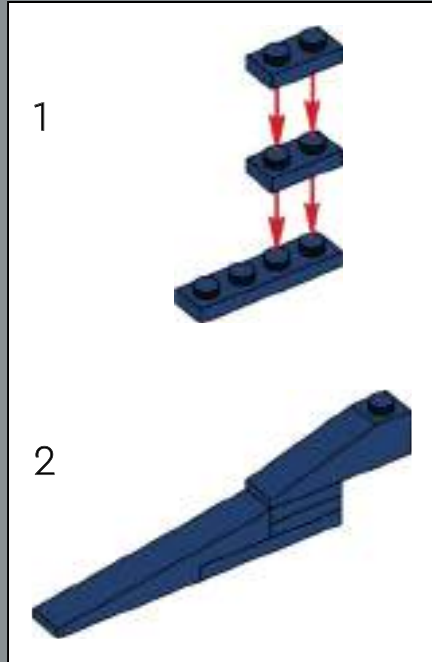


493

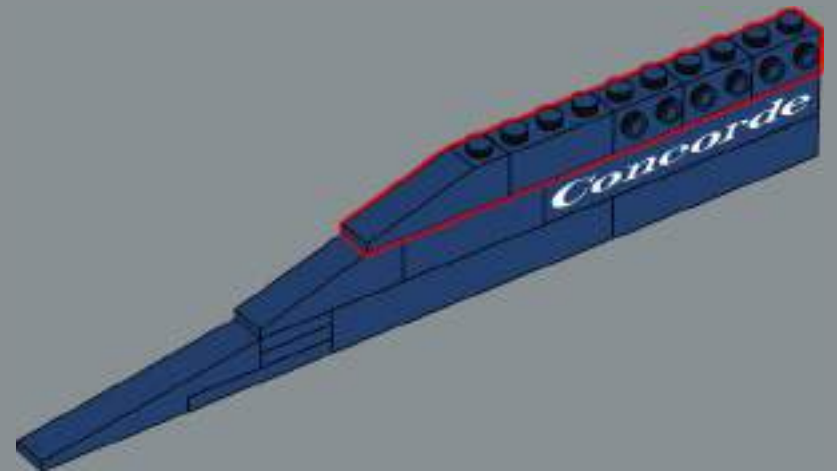


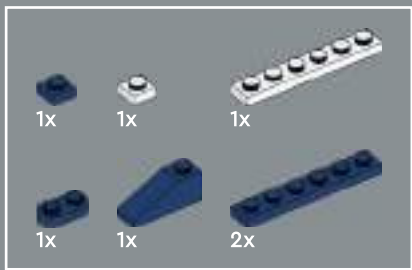


494

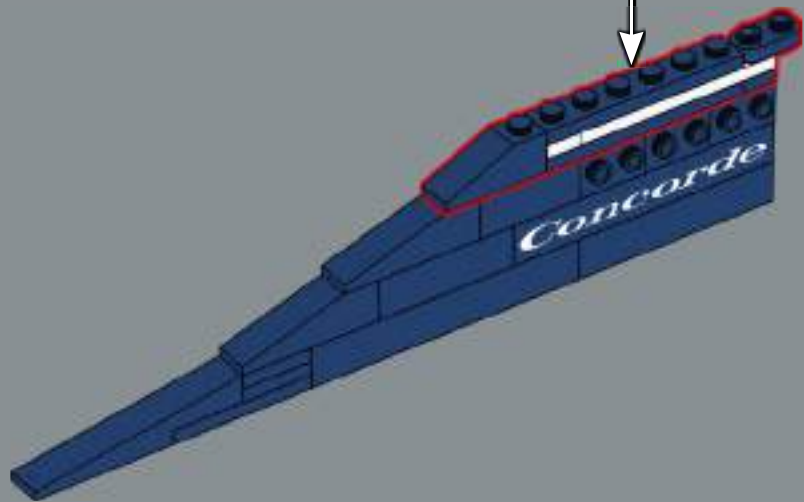
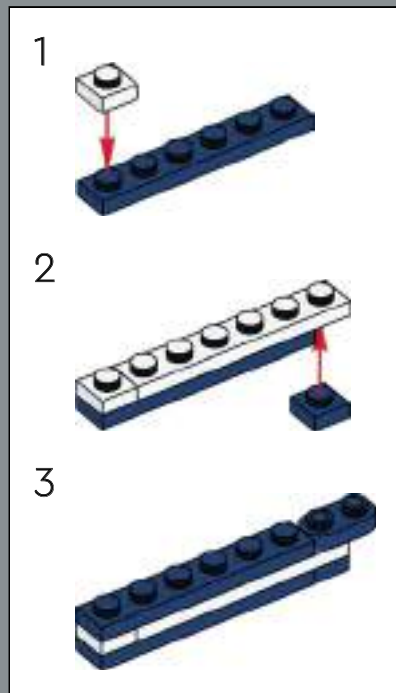


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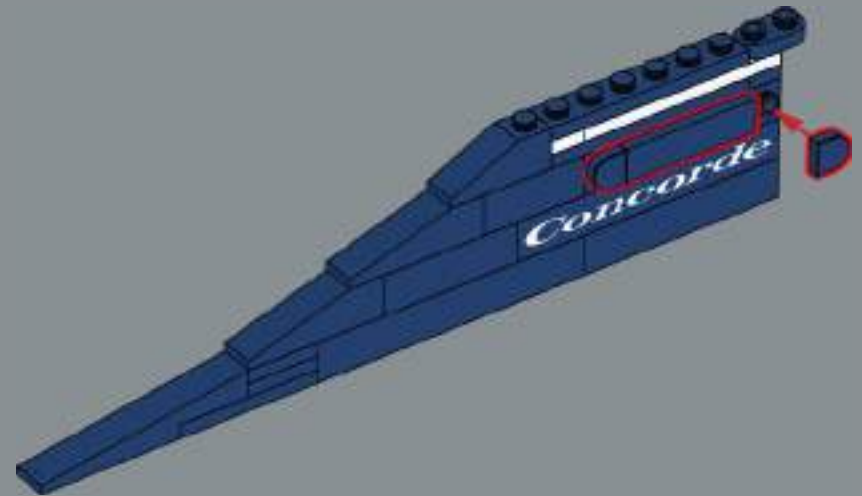


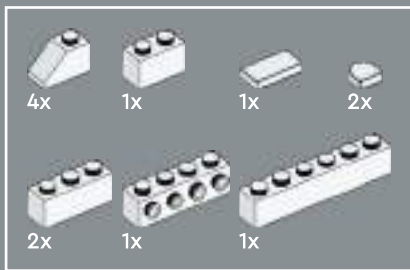


496



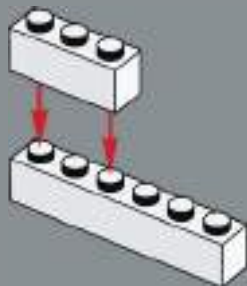
497



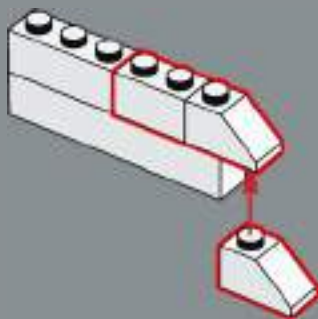


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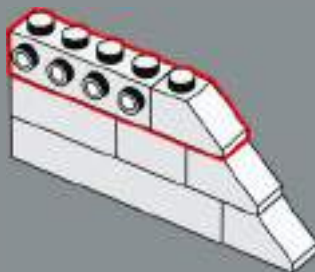
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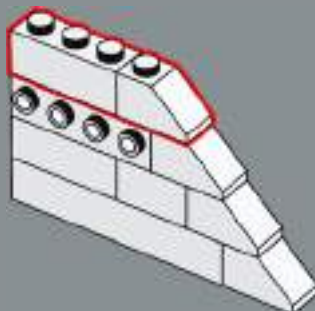
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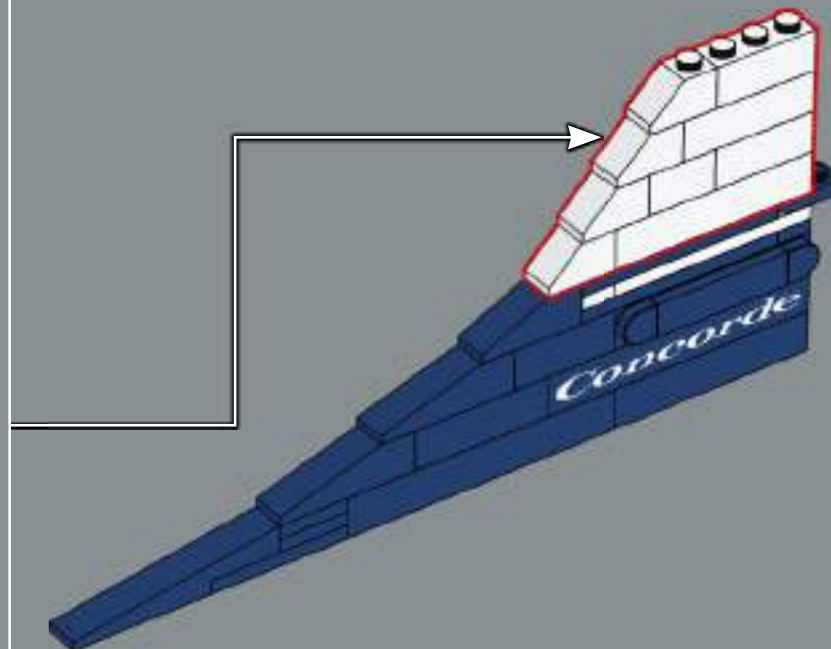
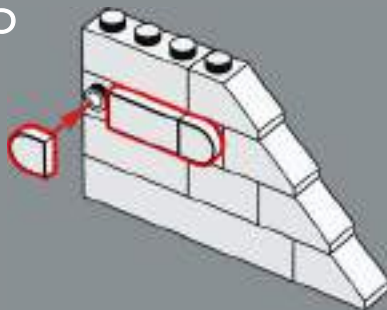
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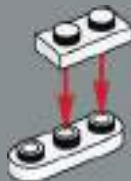


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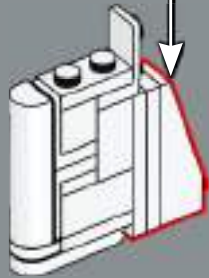
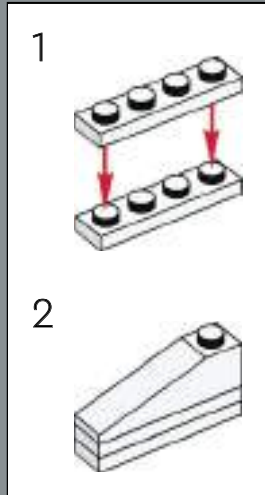


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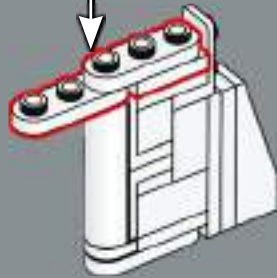
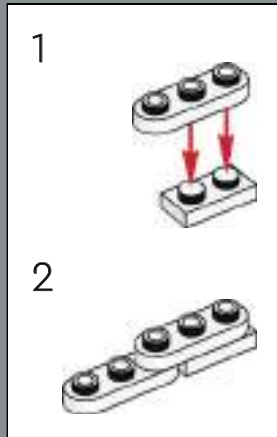




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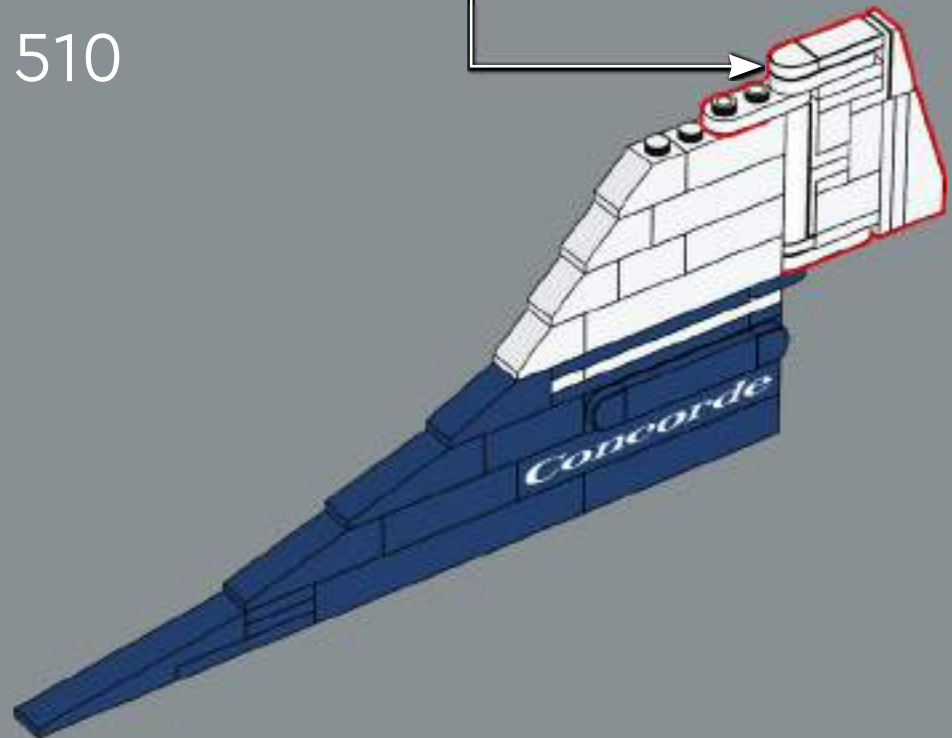
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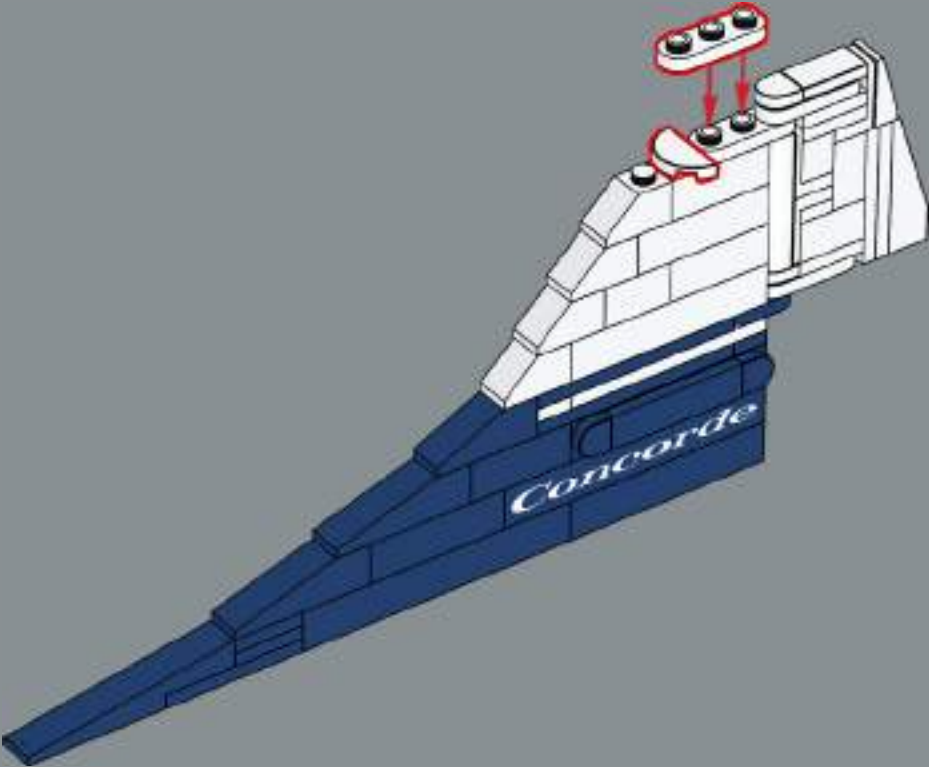


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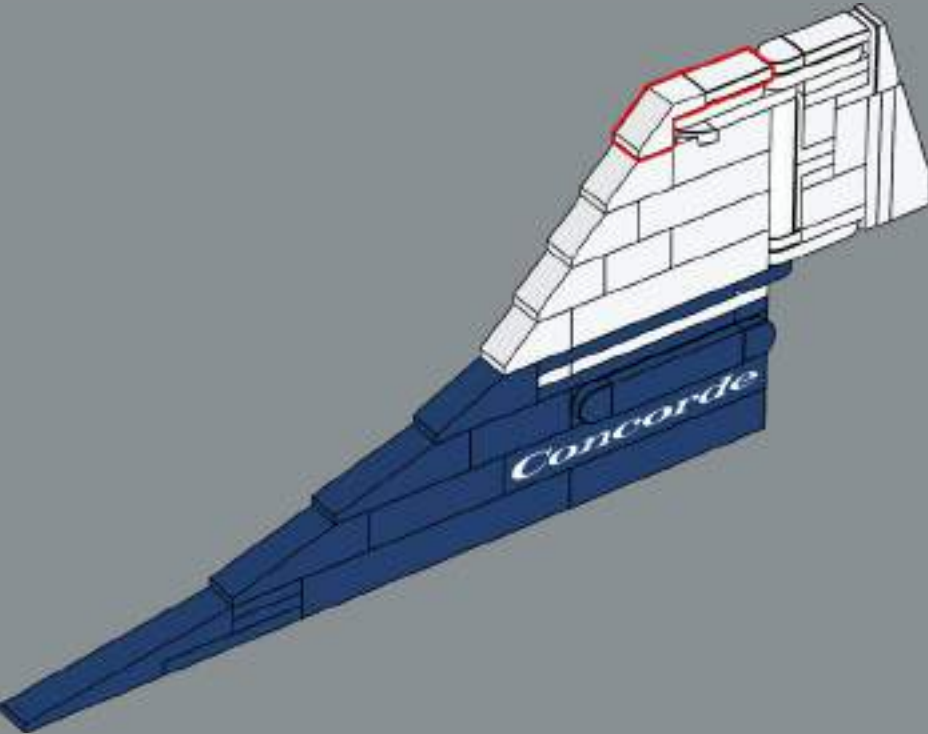
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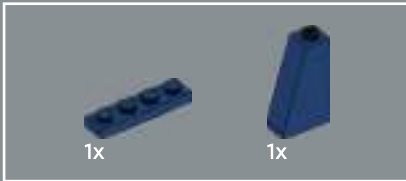


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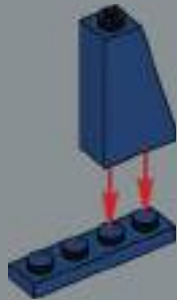


Concorde featured a split rudder, with only the lower portion being used at high speeds to allow for finer adjustment and reduced torsion on the vertical stabiliser.

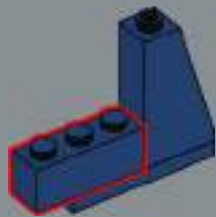




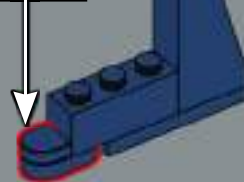
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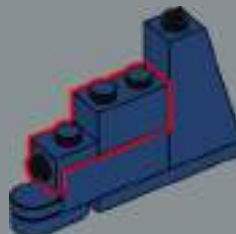
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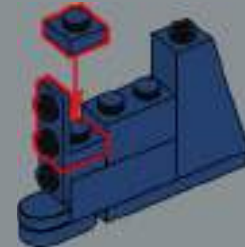
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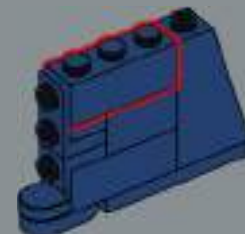
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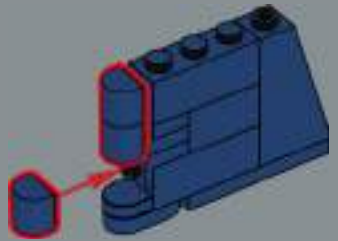


518



3x

519



1x

1x

520

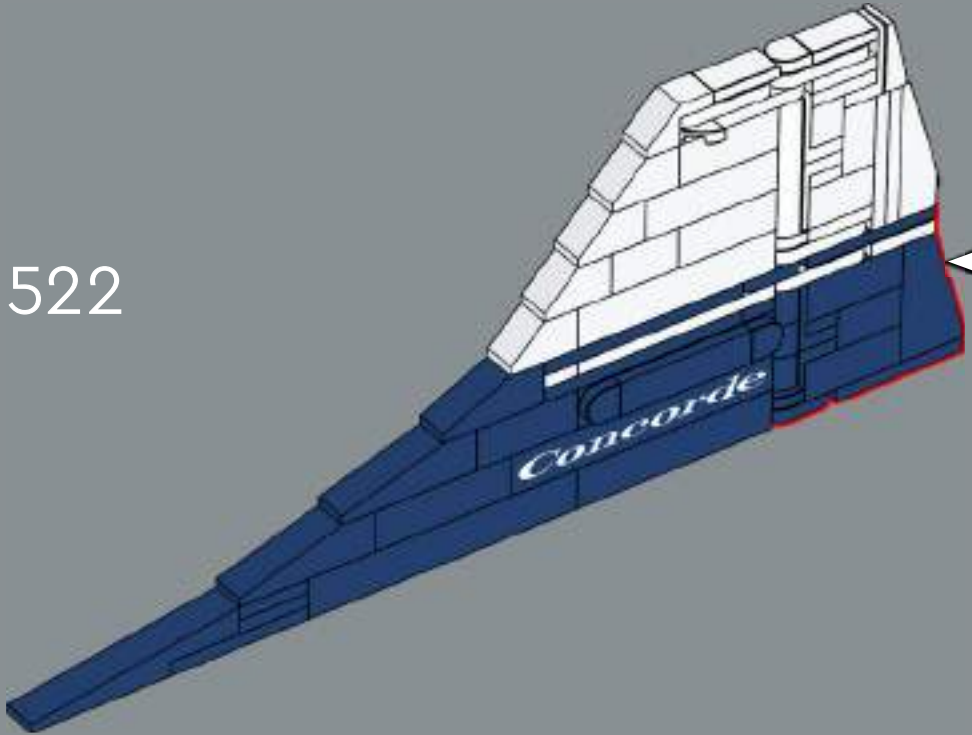


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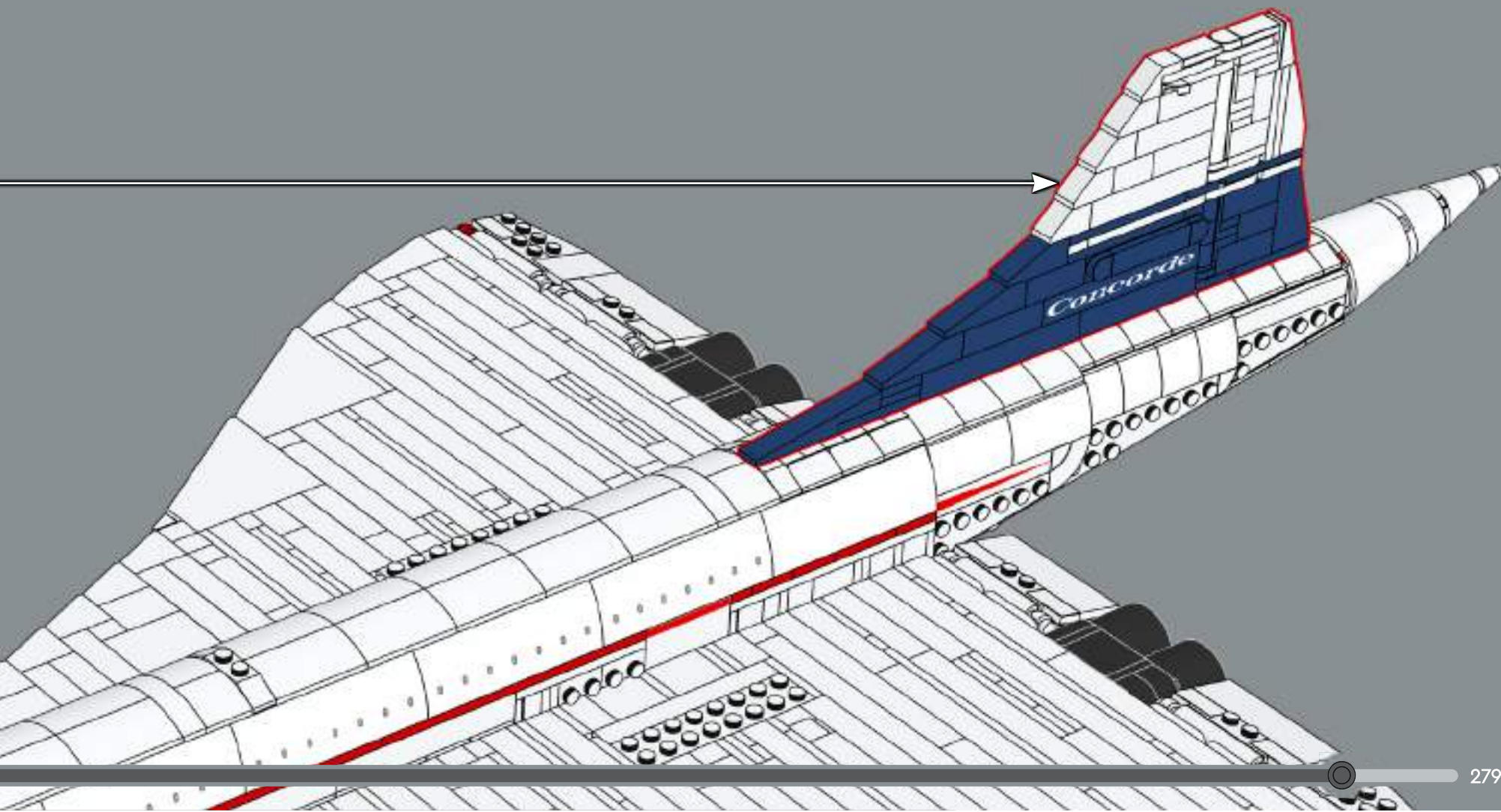
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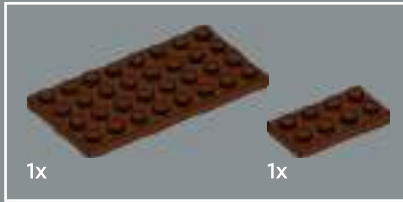


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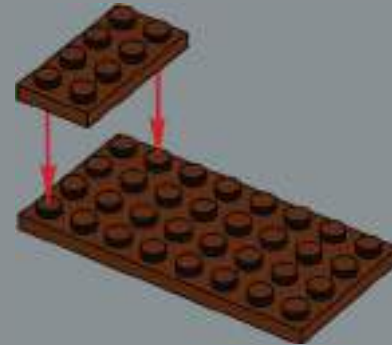


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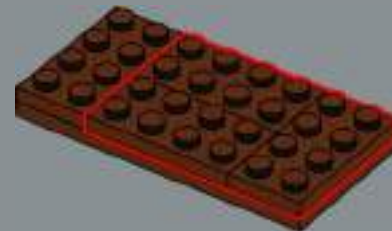




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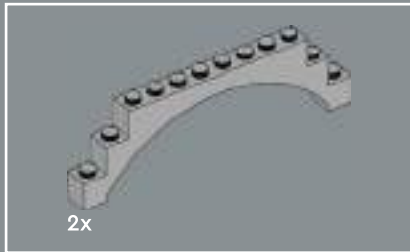
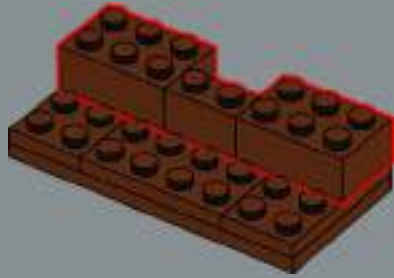


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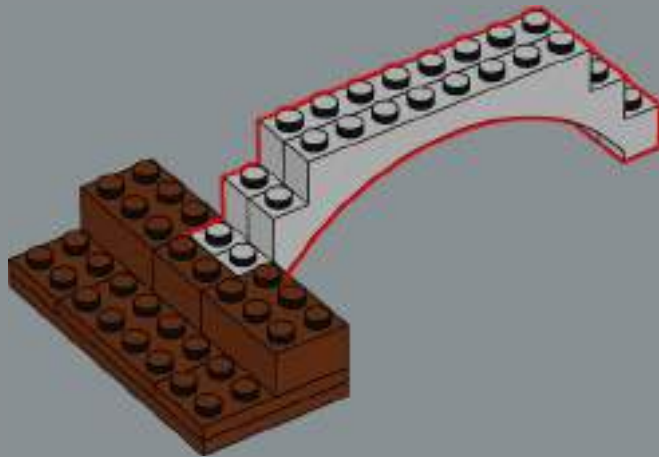




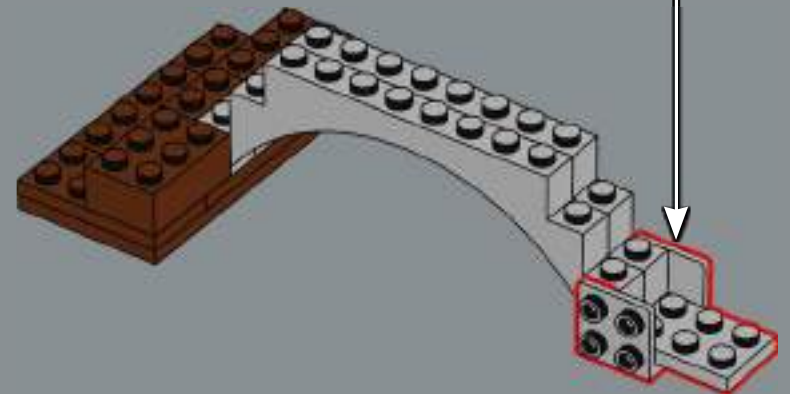
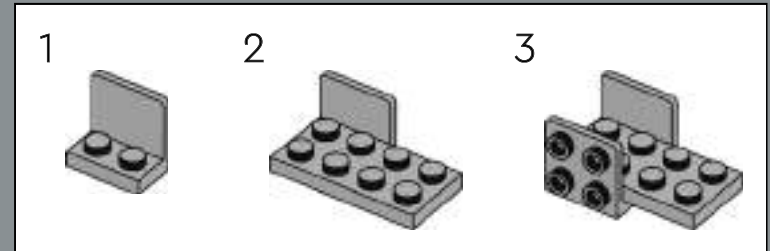
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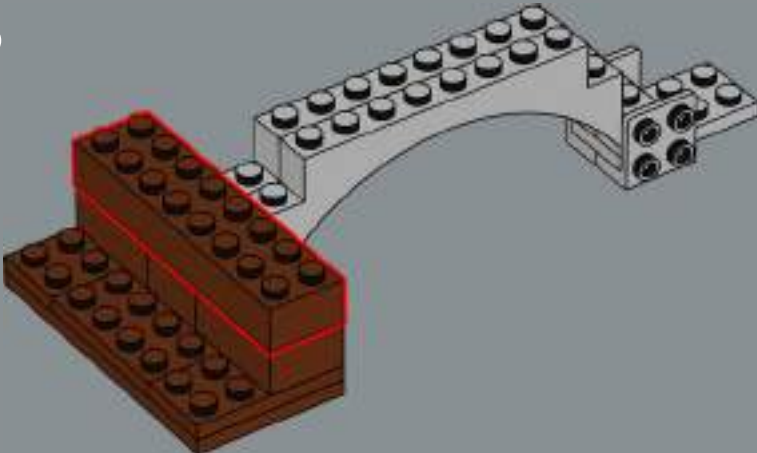


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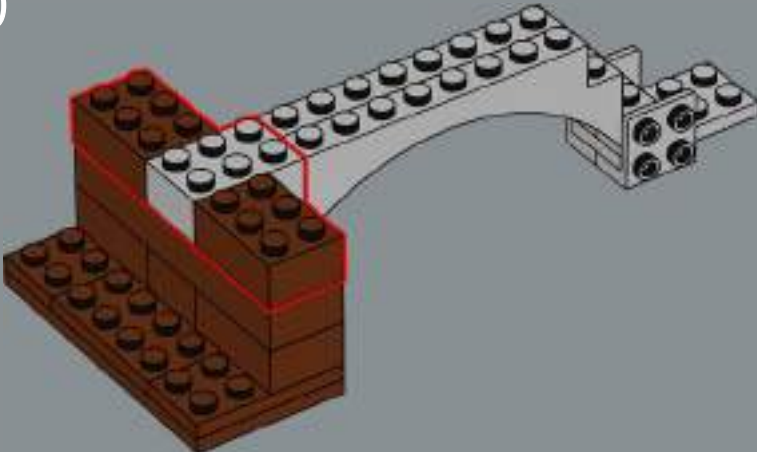




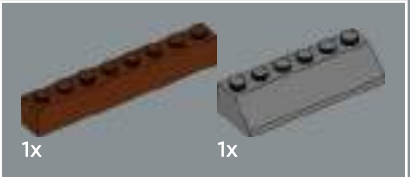
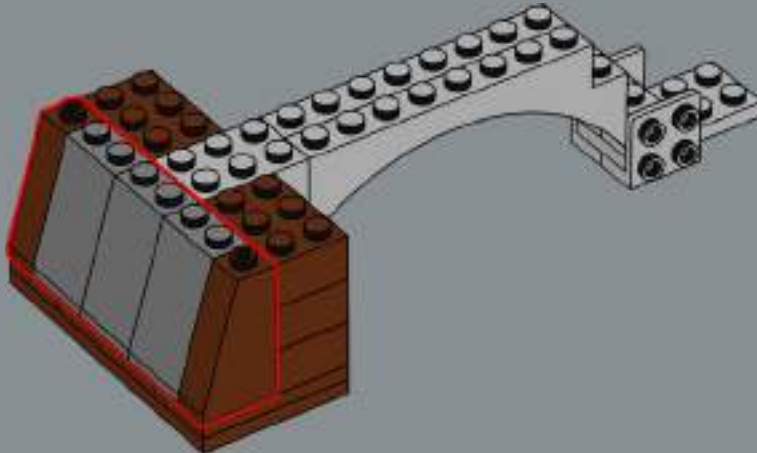
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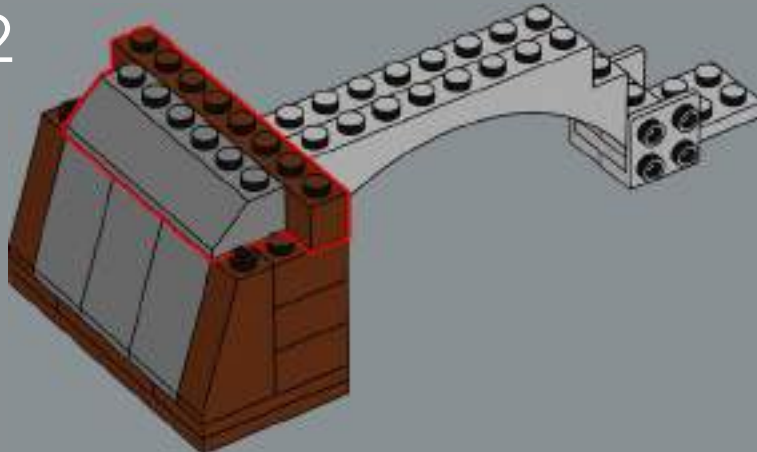
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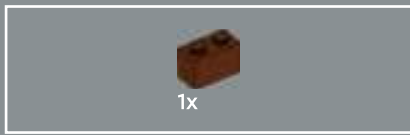


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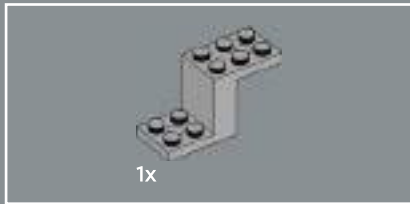
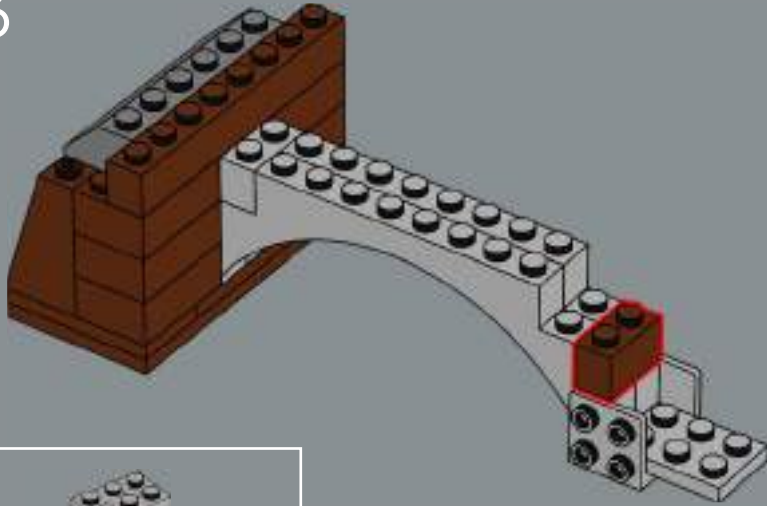


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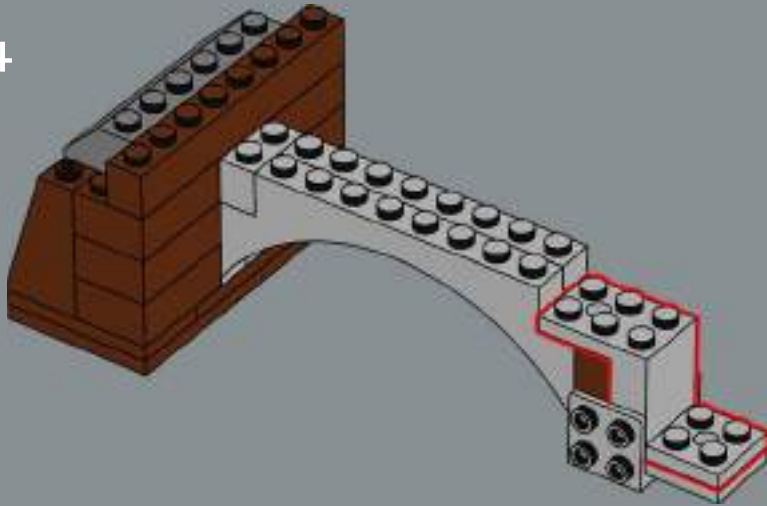




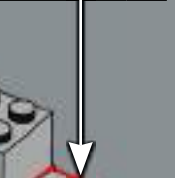
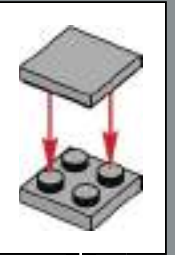
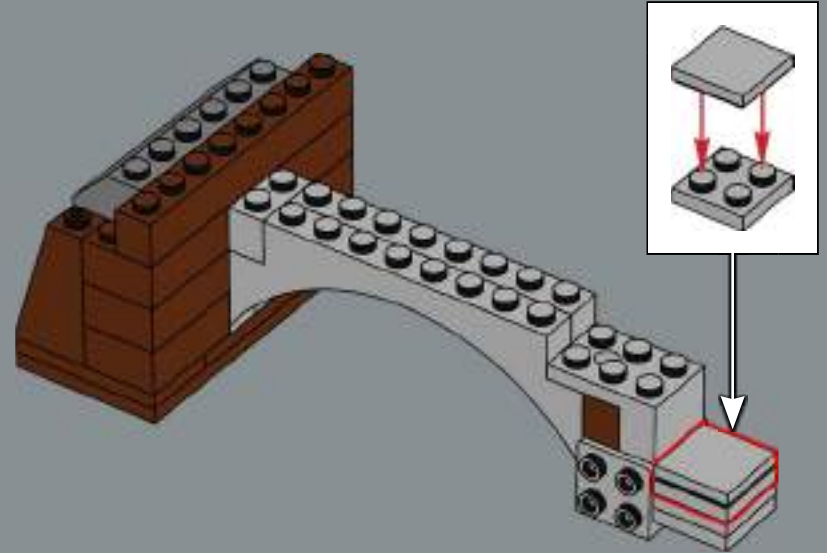
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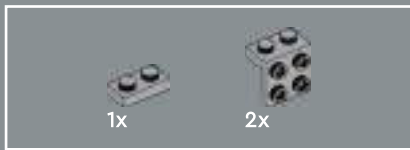


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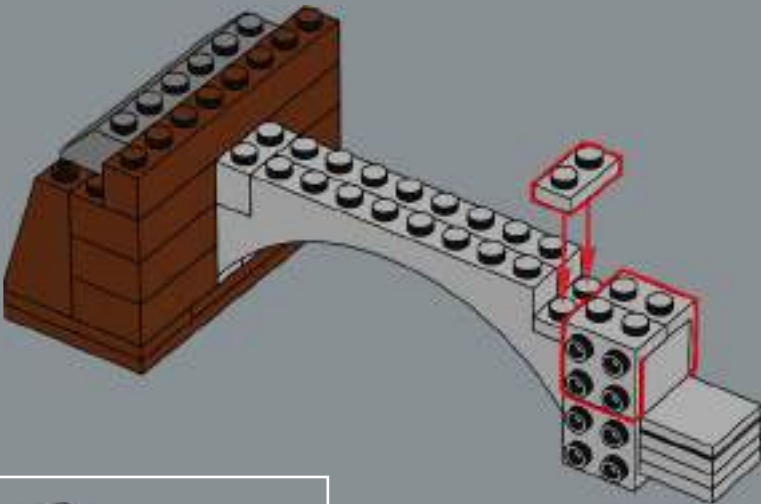


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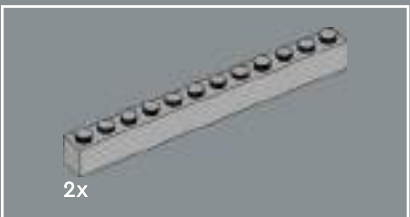
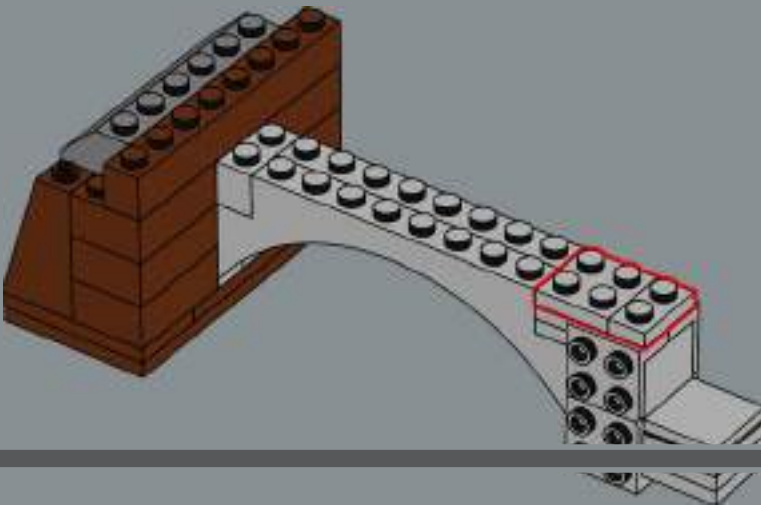




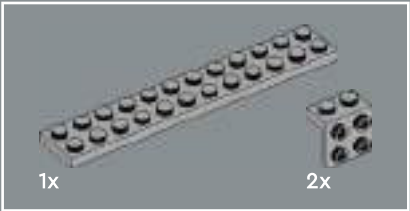
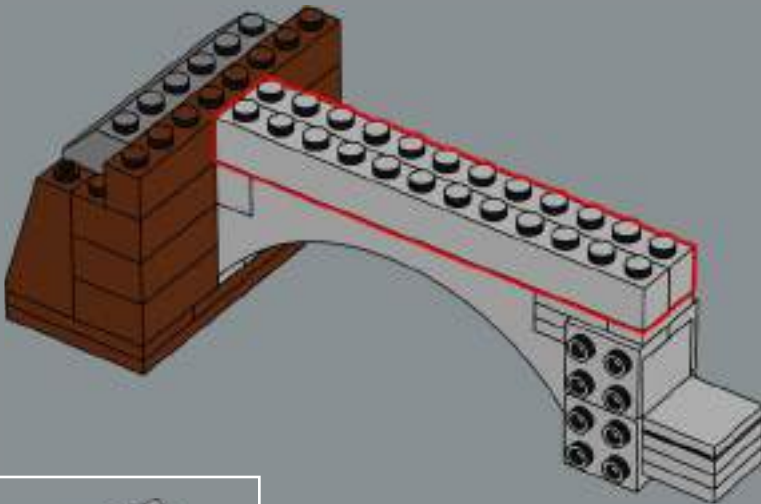
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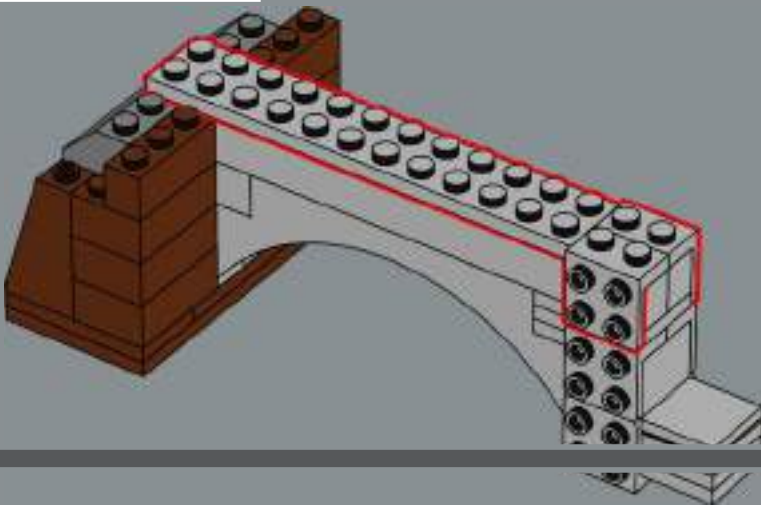
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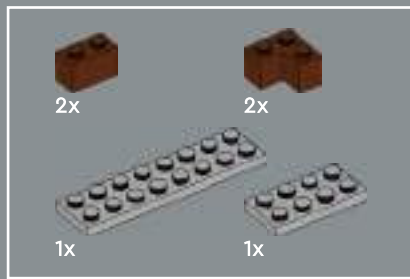


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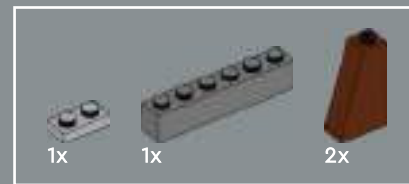
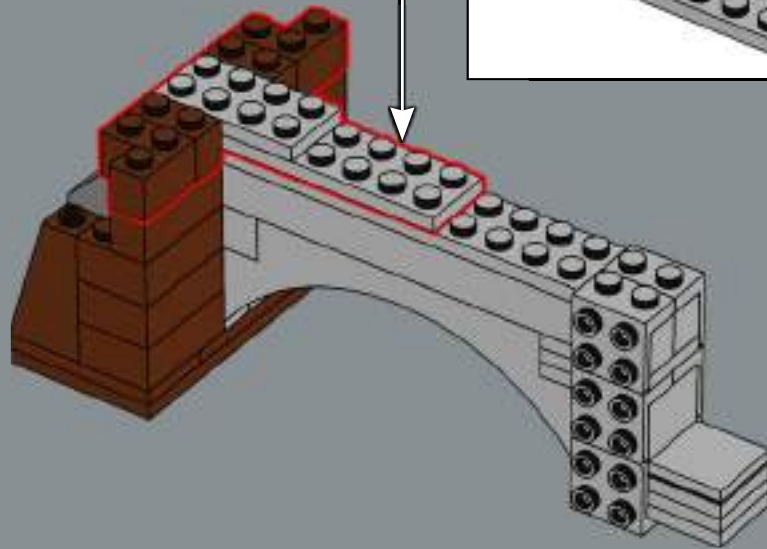
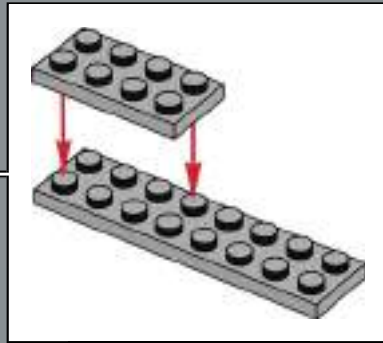


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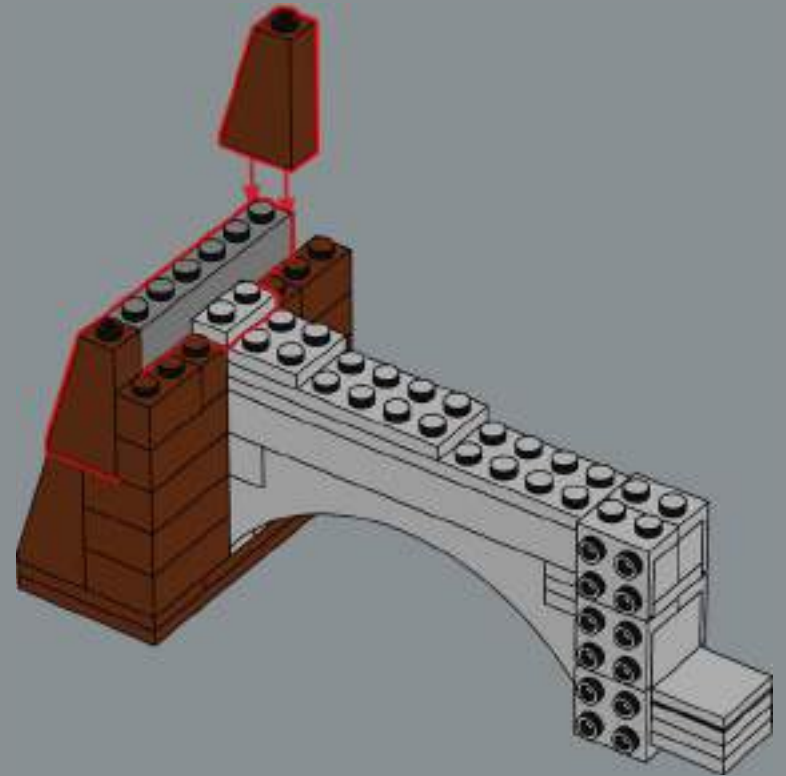


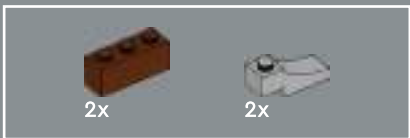


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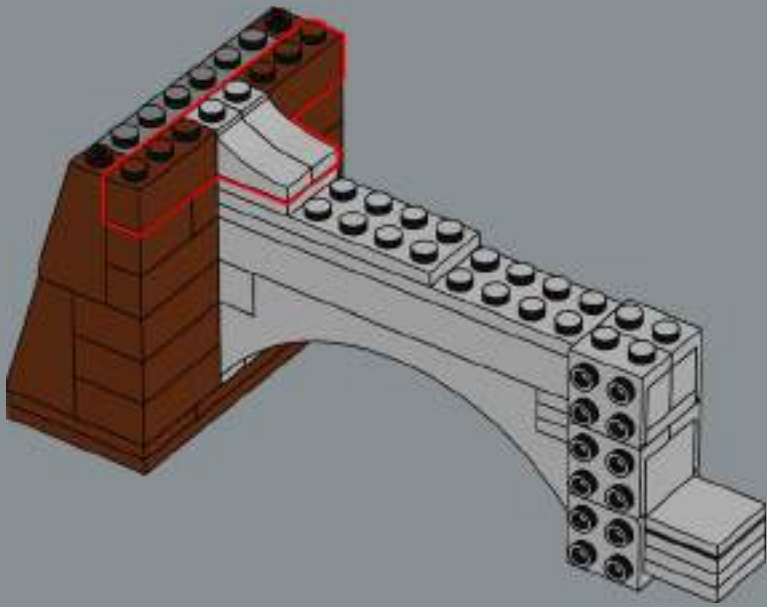


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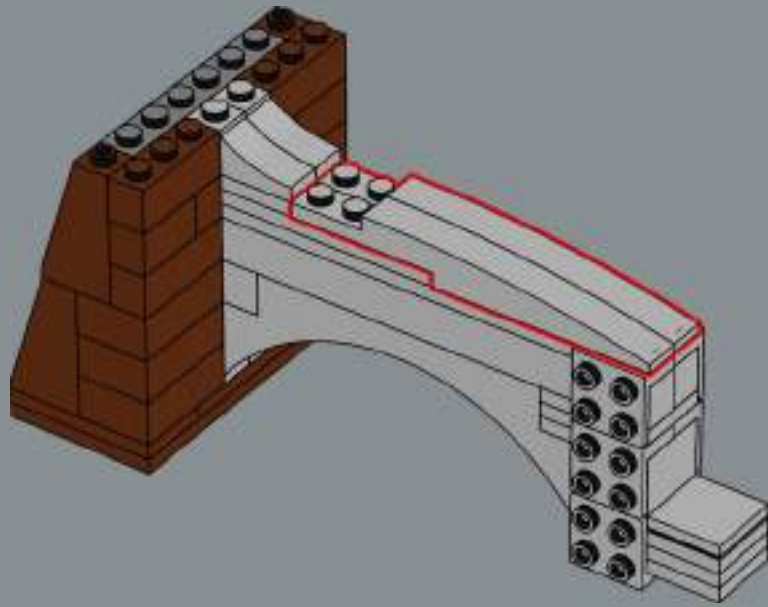


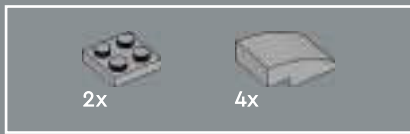


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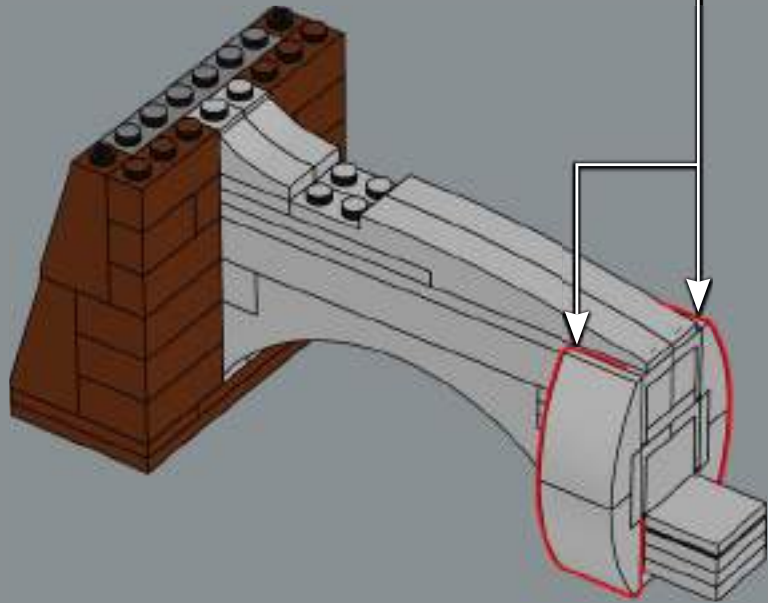
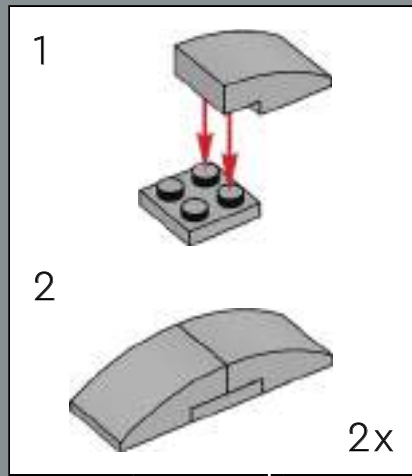


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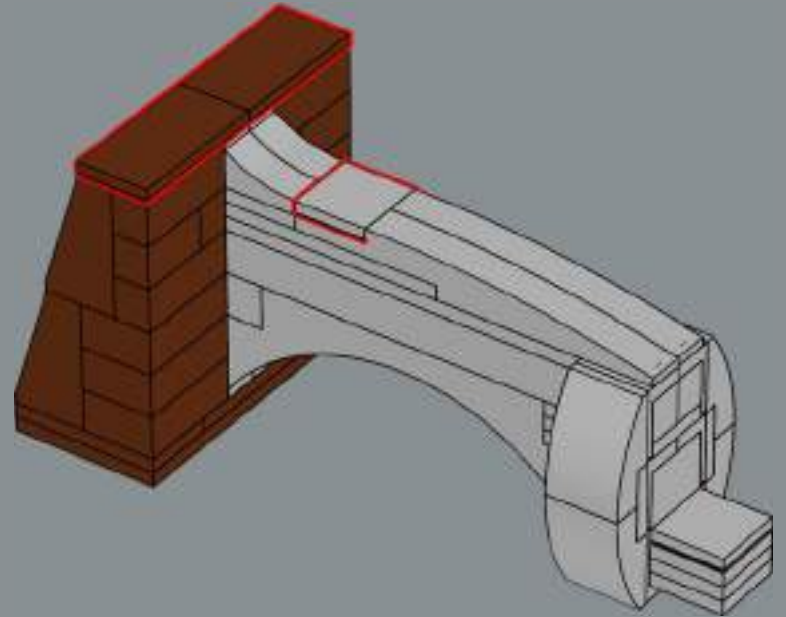




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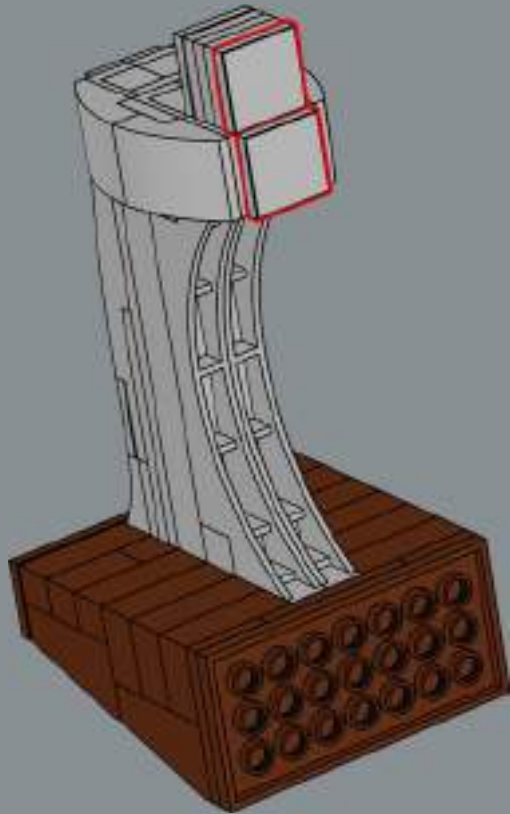


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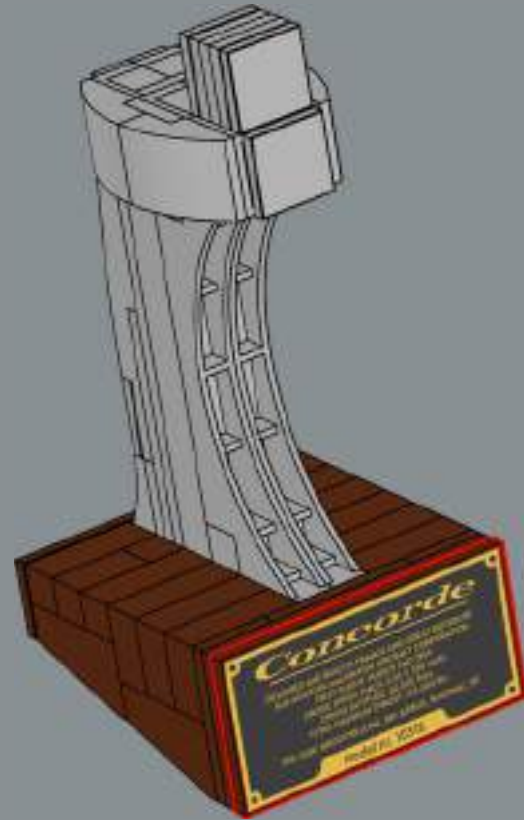


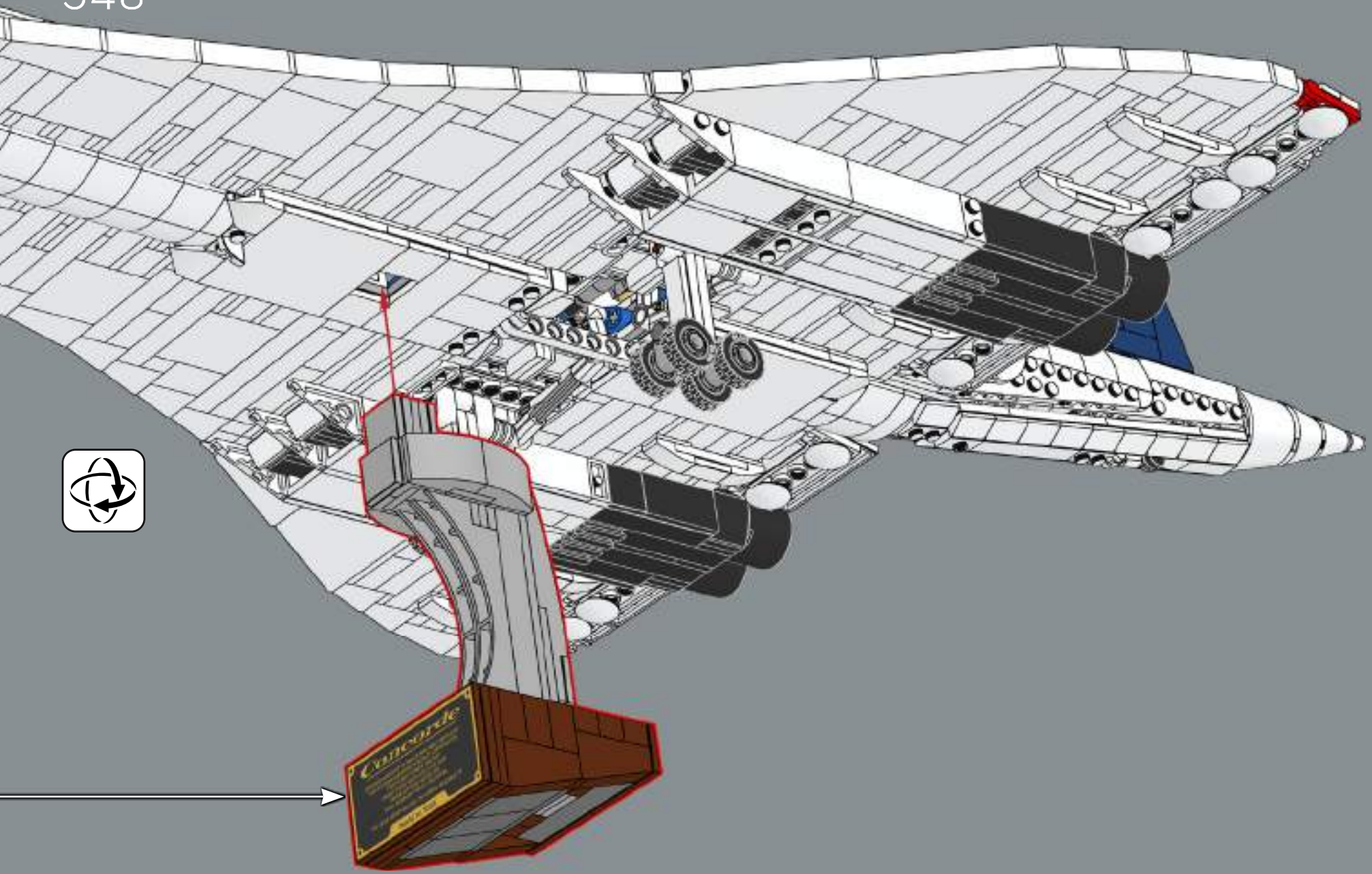


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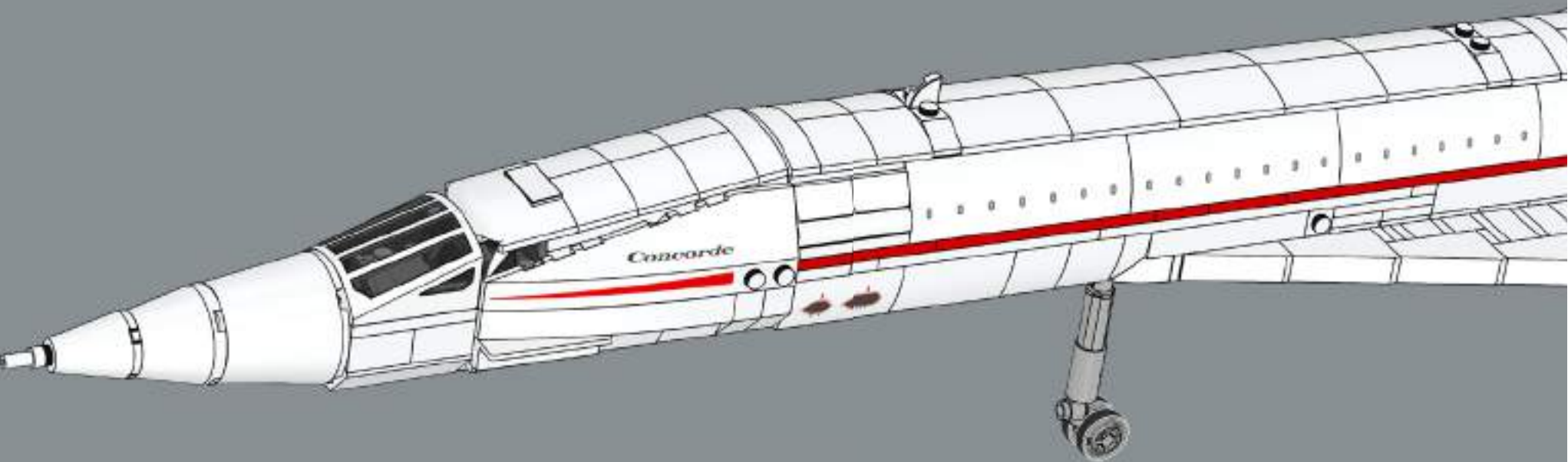
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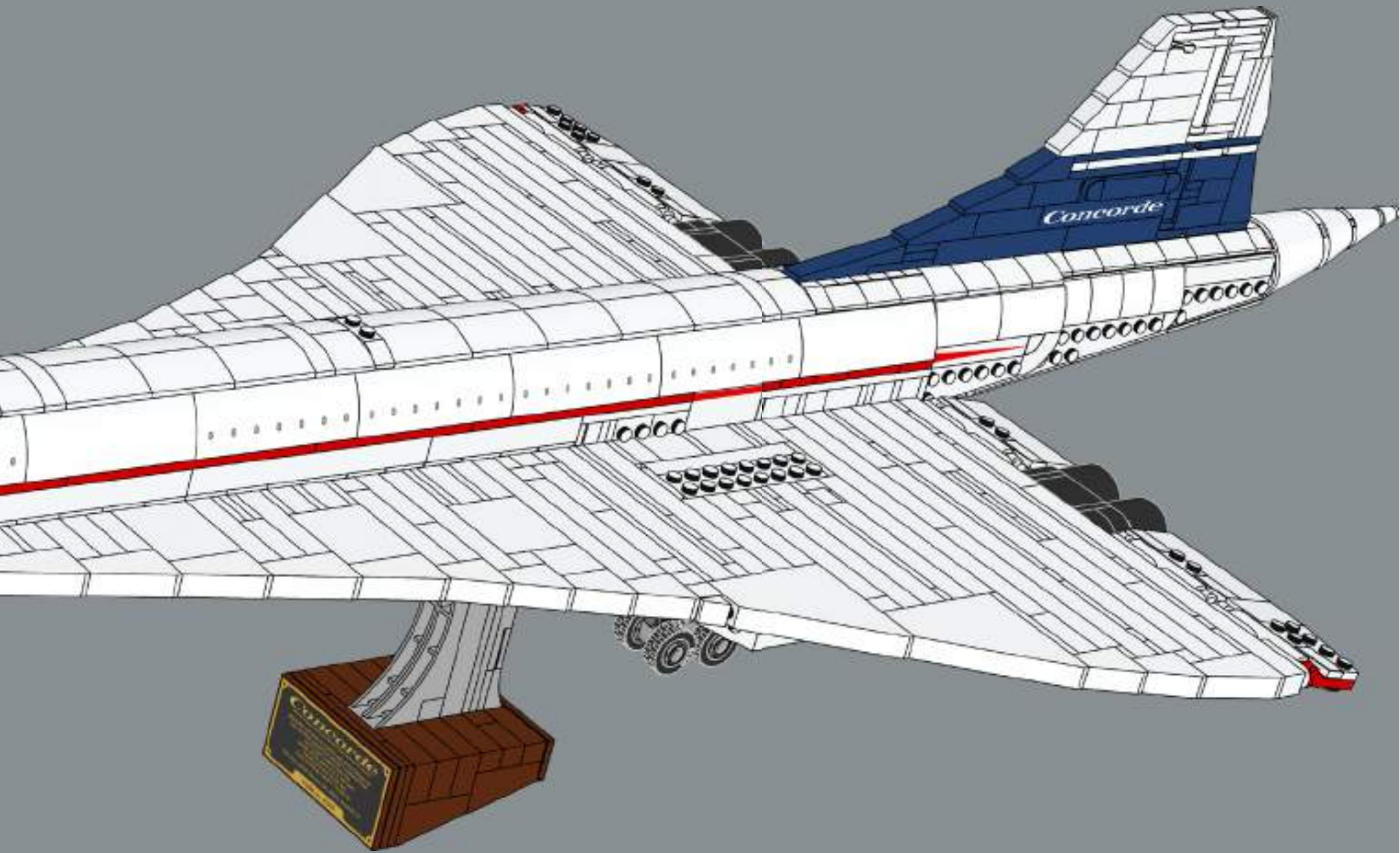


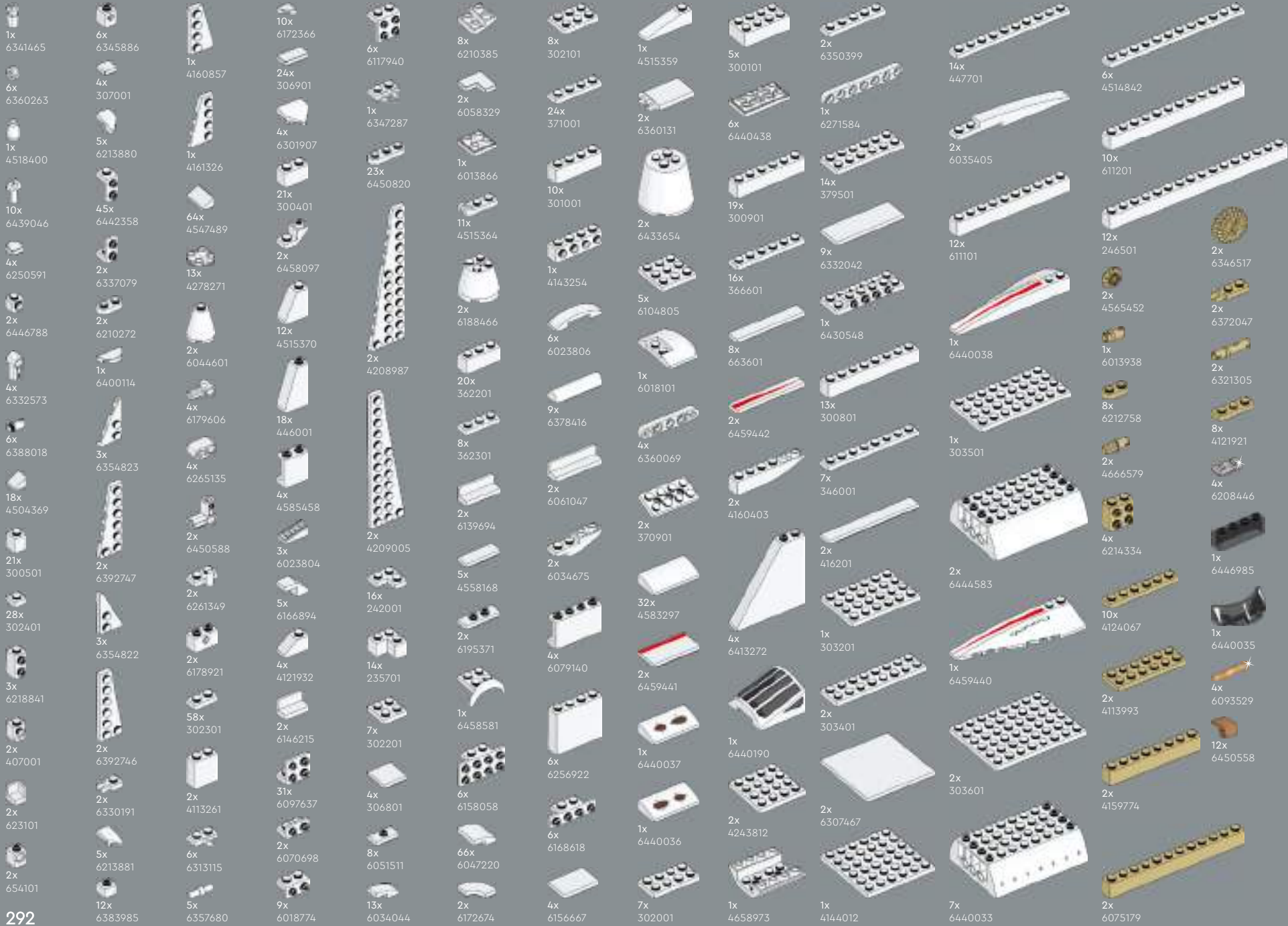


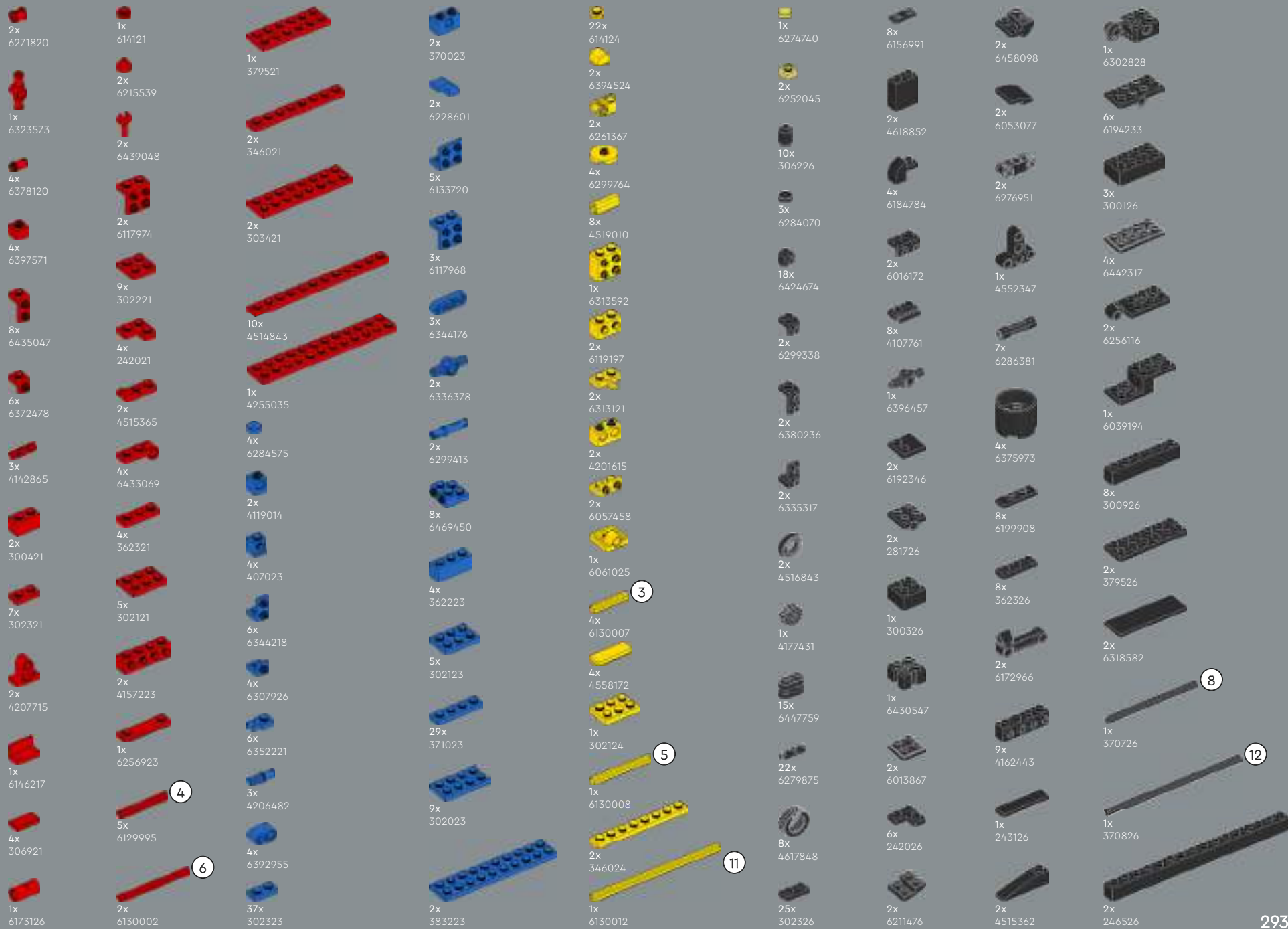


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