



**AIRBUS**

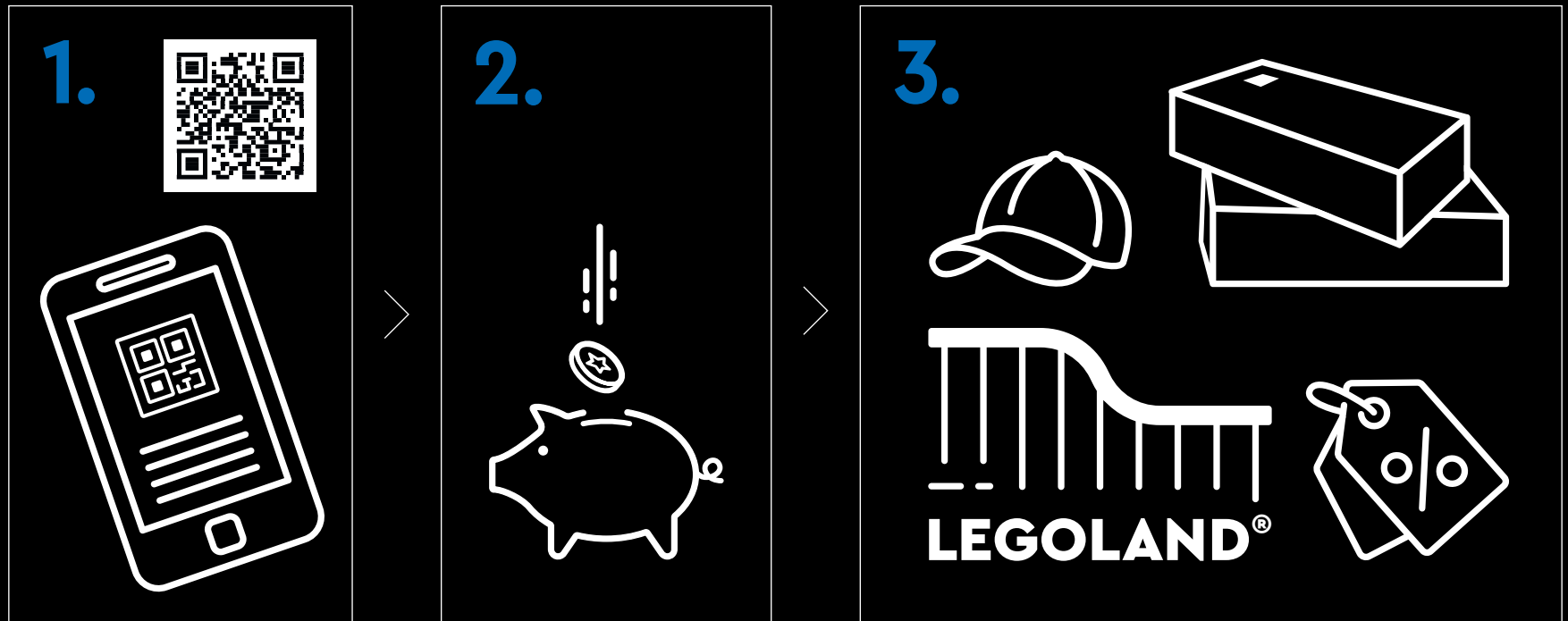




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# LEGO® VIP



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**TE DAMOS LA BIENVENIDA A  
BORDO DEL CONCORDE**



Leonardo Da Vinci dibujó su famosa máquina voladora en 1487, pero habrían de pasar otros 400 años y un poco más para el nacimiento de la era de los vuelos propulsados justo al entrar en el siglo XX. Desde entonces, la tecnología de la aviación ha alcanzado alturas insospechadas y cada nueva década trae consigo monumentales avances en este campo. Uno de los más significativos es el inigualable Concorde, el primer avión supersónico comercial del mundo.

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

En un proceso que representa la mayor hazaña en lo referente a tecnología y conocimientos aeronáuticos, un grupo de visionarios ingenieros calculó, puso a prueba y perfeccionó el diseño y las características mecánicas del Concorde antes de que la tecnología informática hiciera posible el renderizado en 3D. El 21 de enero de 1976, los dos primeros Concorde comerciales despegaron simultáneamente desde París y Londres, lo que marcó un hito en la sólida iniciativa conjunta pilotada por los Gobiernos del Reino Unido y Francia.

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



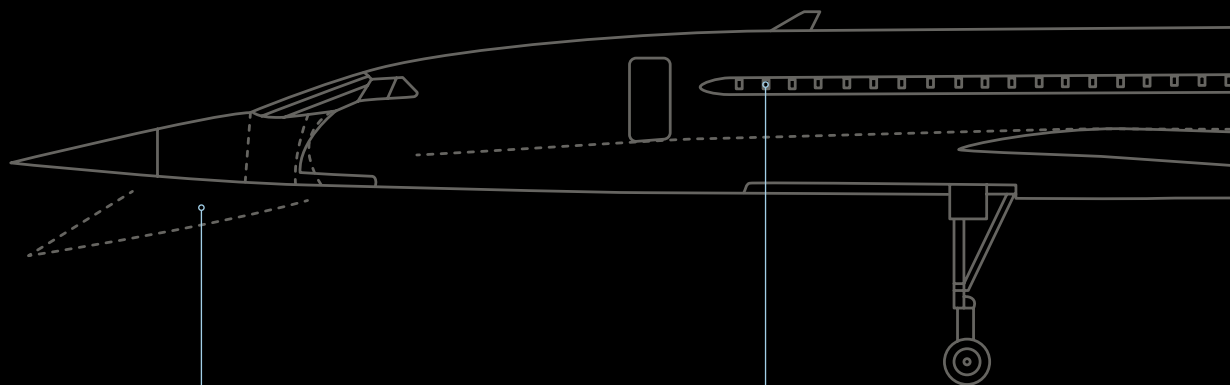
# DOS NACIONES, UNA VISIÓN

El surgimiento de tecnologías con la capacidad de recortar por la mitad los tiempos de vuelo de los aviones y una visión compartida de trasladar pasajeros a velocidades supersónicas motivaron a los Gobiernos británico y francés a firmar un convenio de colaboración a principios de la década de 1960. El diseño, la producción y la ensambladura se realizaron conjuntamente por la empresa británica British Aircraft Corporation y la francesa Sud Aviation (predecesora de Airbus). El estudio y el desarrollo de los motores se encomendaron a SNECMA y Rolls Royce.

El programa Concorde terminó de consolidar la ingeniería aeronáutica europea como la más avanzada del sector. Muchos adelantos implementados por primera vez en el Concorde se han aplicado en aeronaves comerciales como las de las familias Airbus A300 y A320, y han llegado a convertirse en normas generales de la industria.



FR  
UK

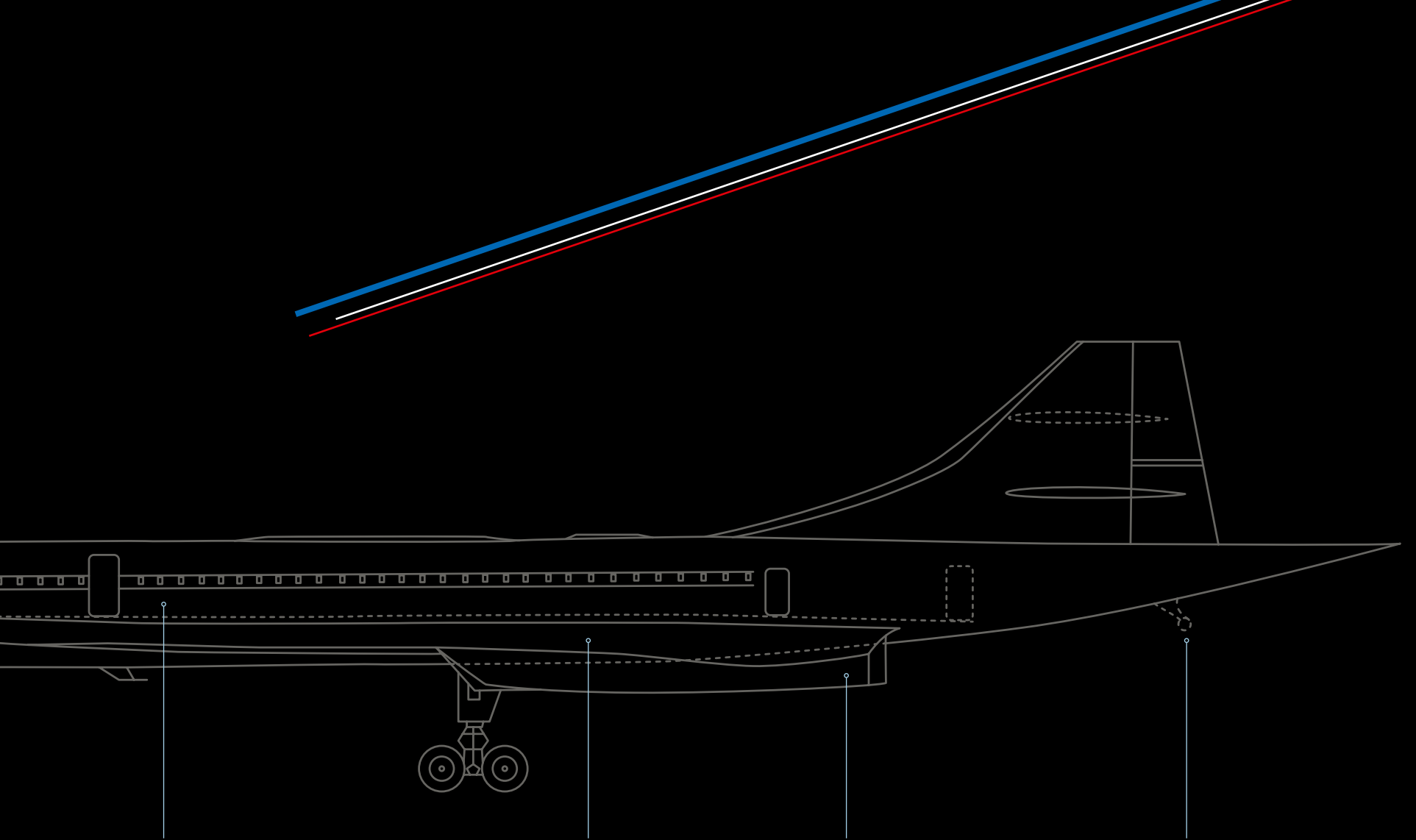


## MORRO INCLINABLE

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

## VENTANAS

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



### **CABINAS PARA PASAJEROS**

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

### **ALAS**

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

### **MOTORES**

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

### **TREN DE ATERRIZAJE DE COLA**

*Se incorporaron ruedas de aterrizaje adicionales en la cola debido a los grandes ángulos de ataque que se requerían durante el despegue y el aterrizaje.*

# IMPRESIONES DEL EQUIPO DE DISEÑO



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

*Milan Madge, diseñador sénior de LEGO®*

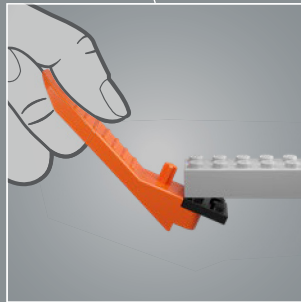
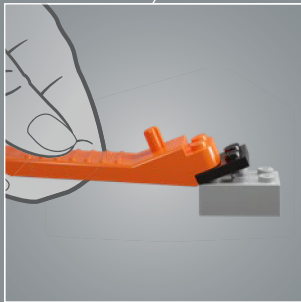
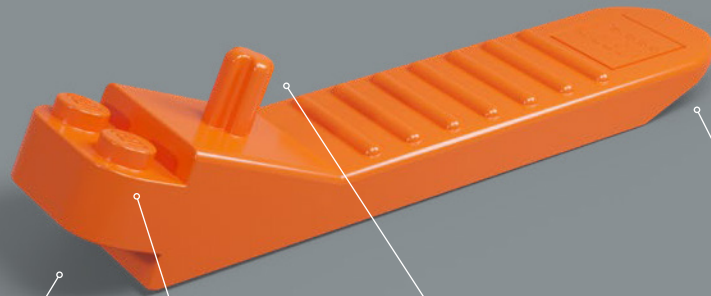
*El nombre **Concorde** representa la armonía tanto en el diseño como en la experiencia del pasajero y la colaboración entre naciones.*

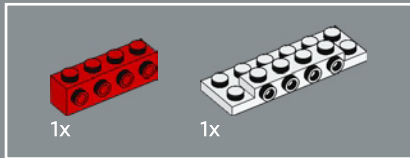




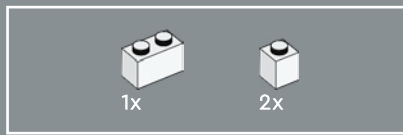
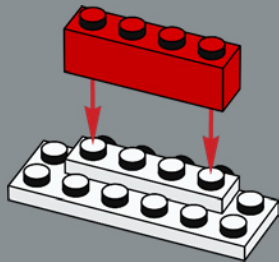
Equipo de diseño de  
LEGO® Icons



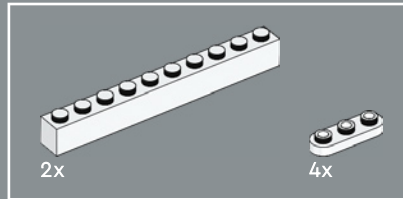
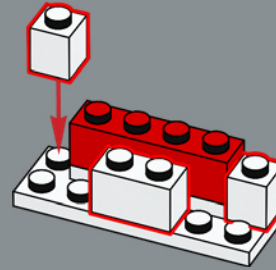




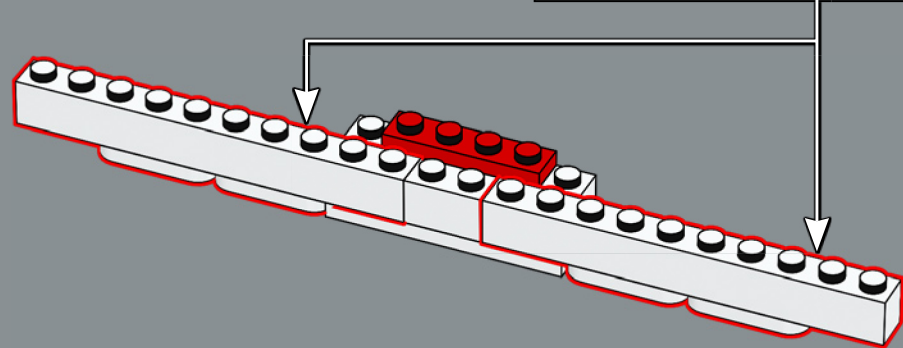
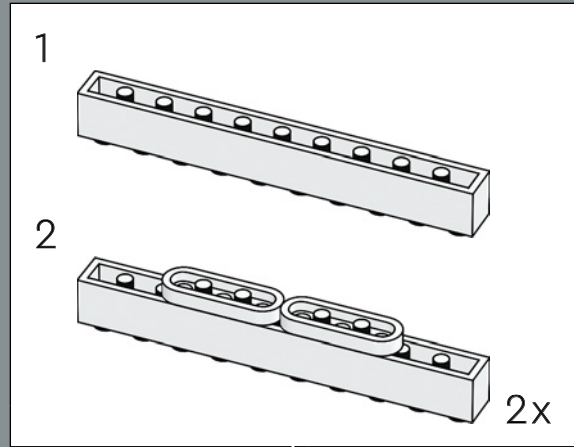
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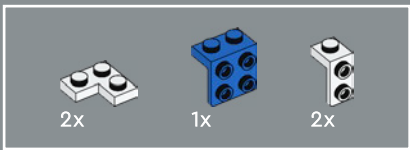
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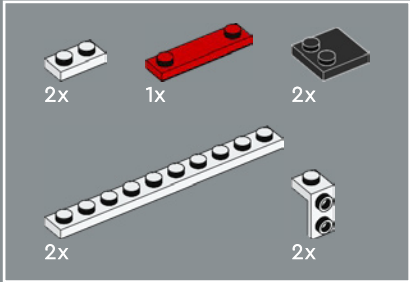
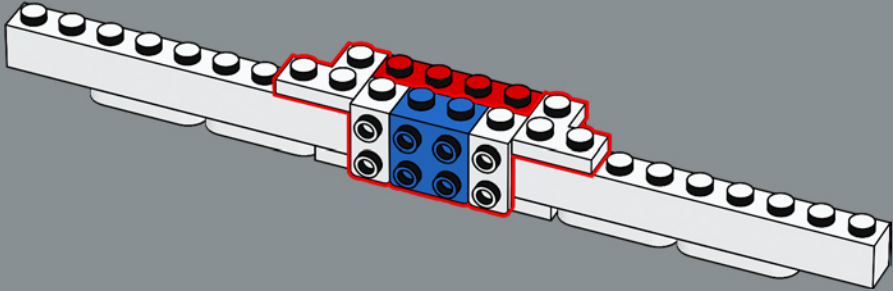
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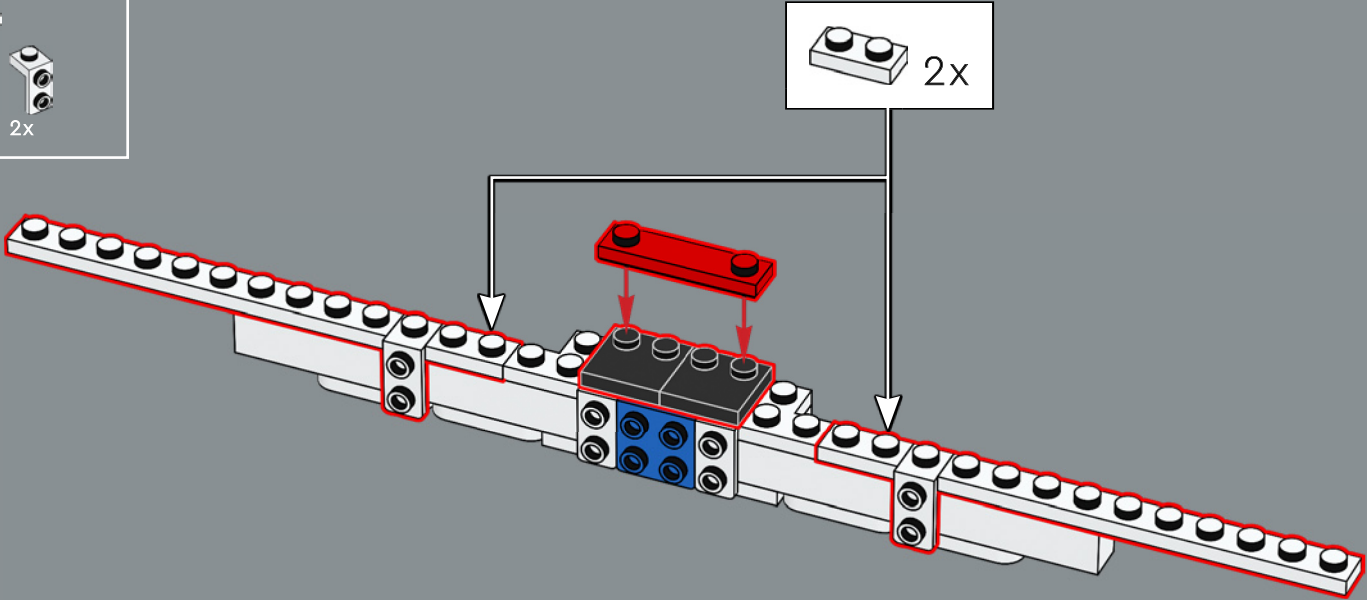


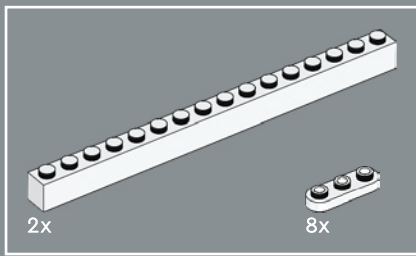


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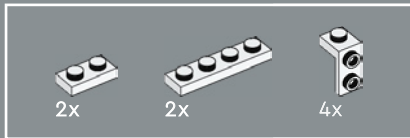
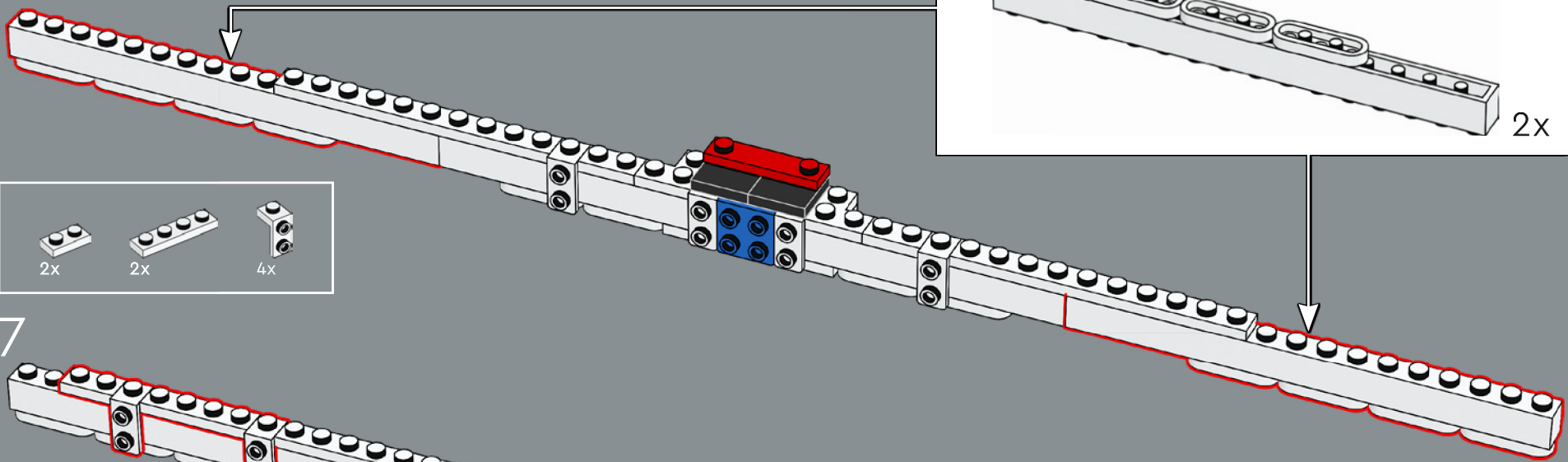


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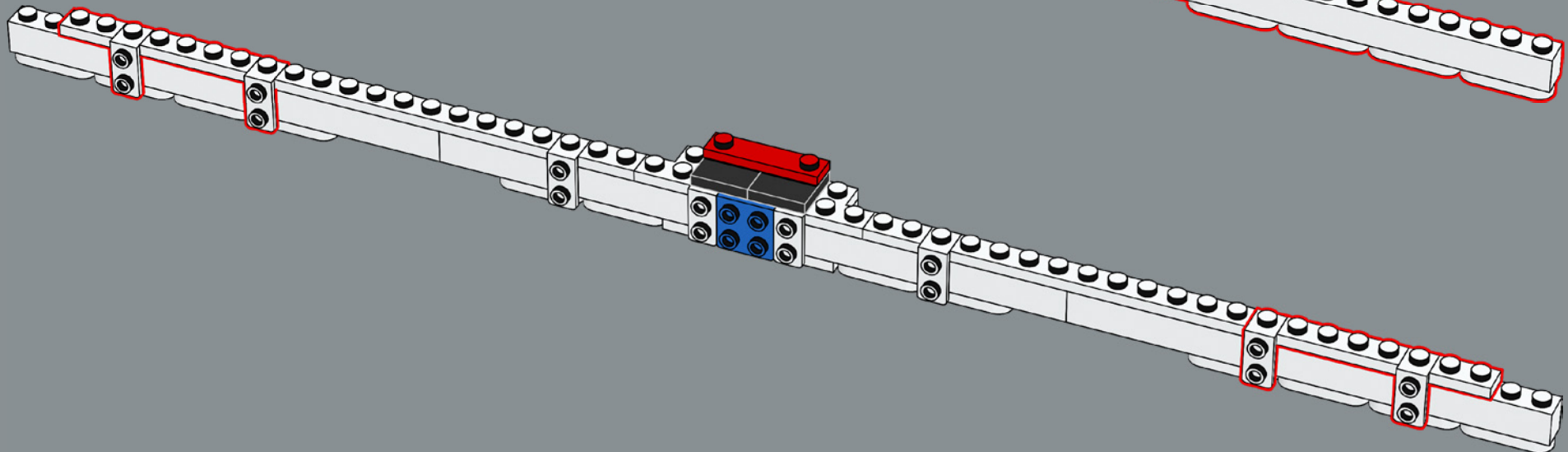




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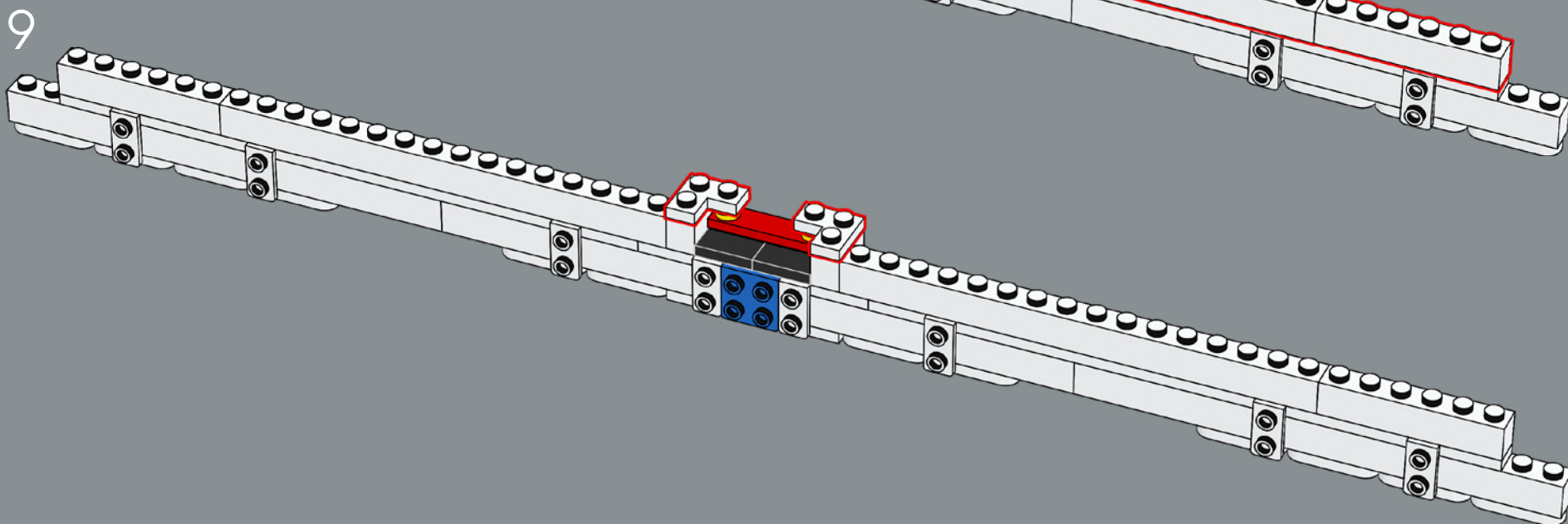
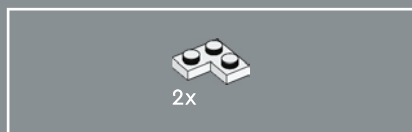
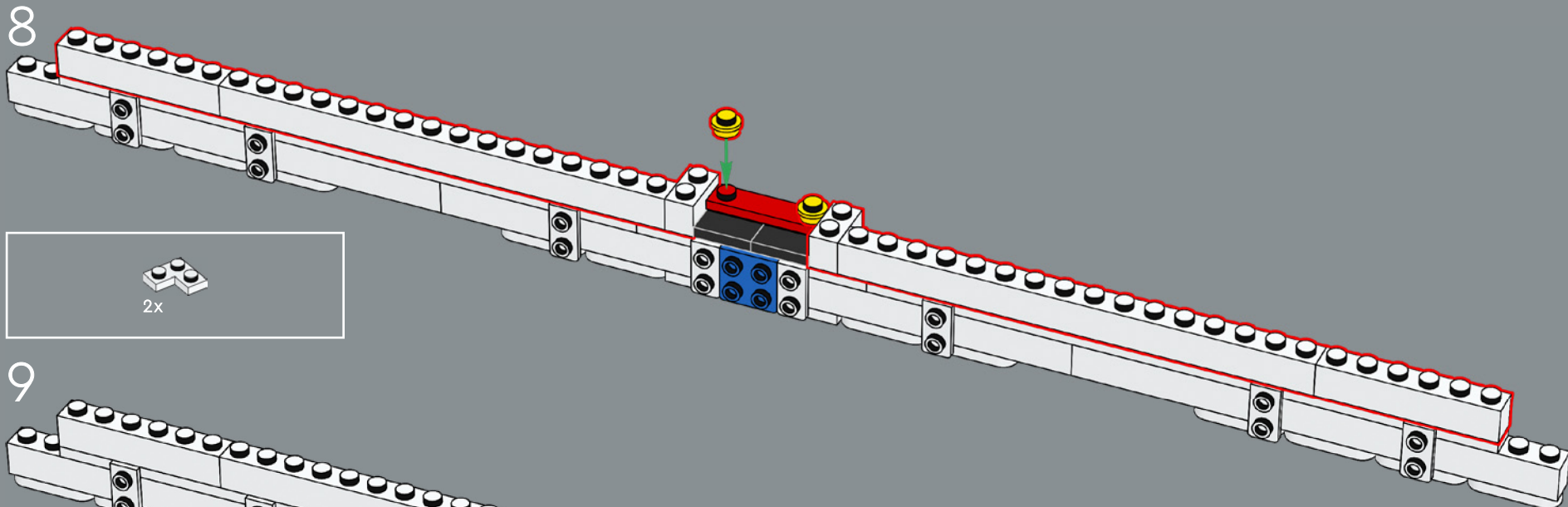
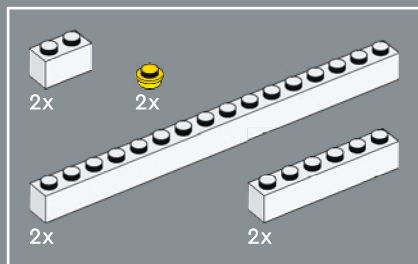


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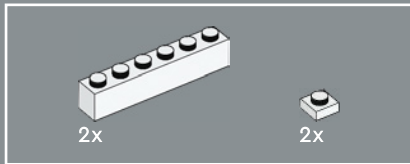
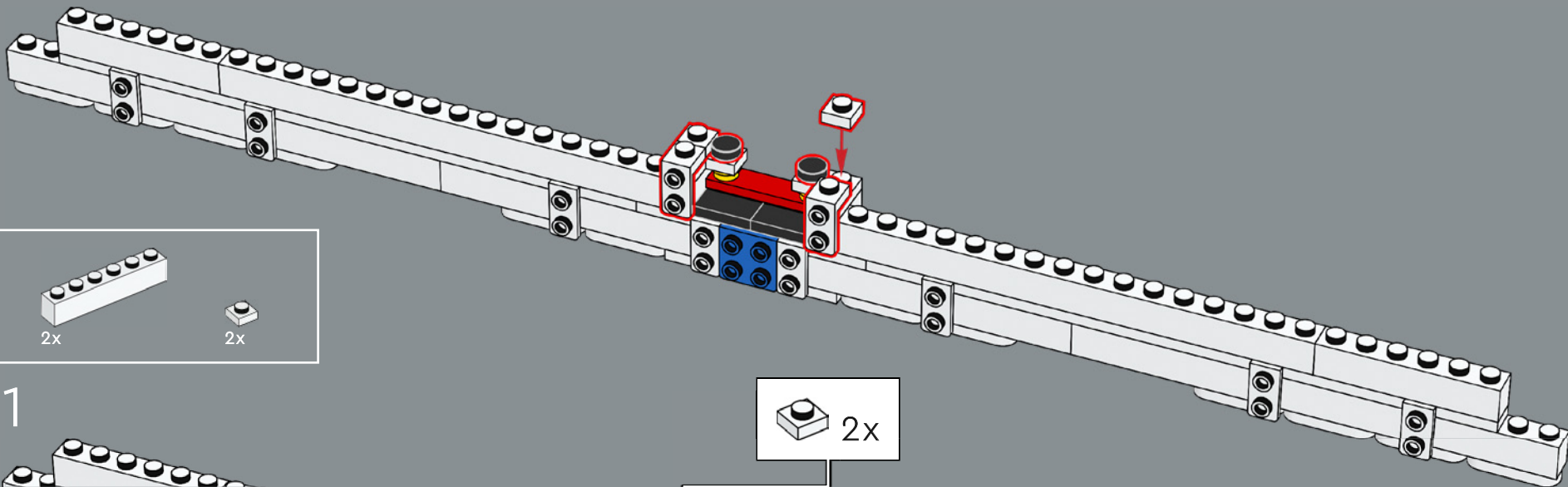
¿Hacia dónde se construye?! Construir el ala del Concorde LEGO® totalmente en dirección lateral nos permitió hacerla más delgada y ligera, y capturar con mayor fidelidad su emblemática silueta en delta.



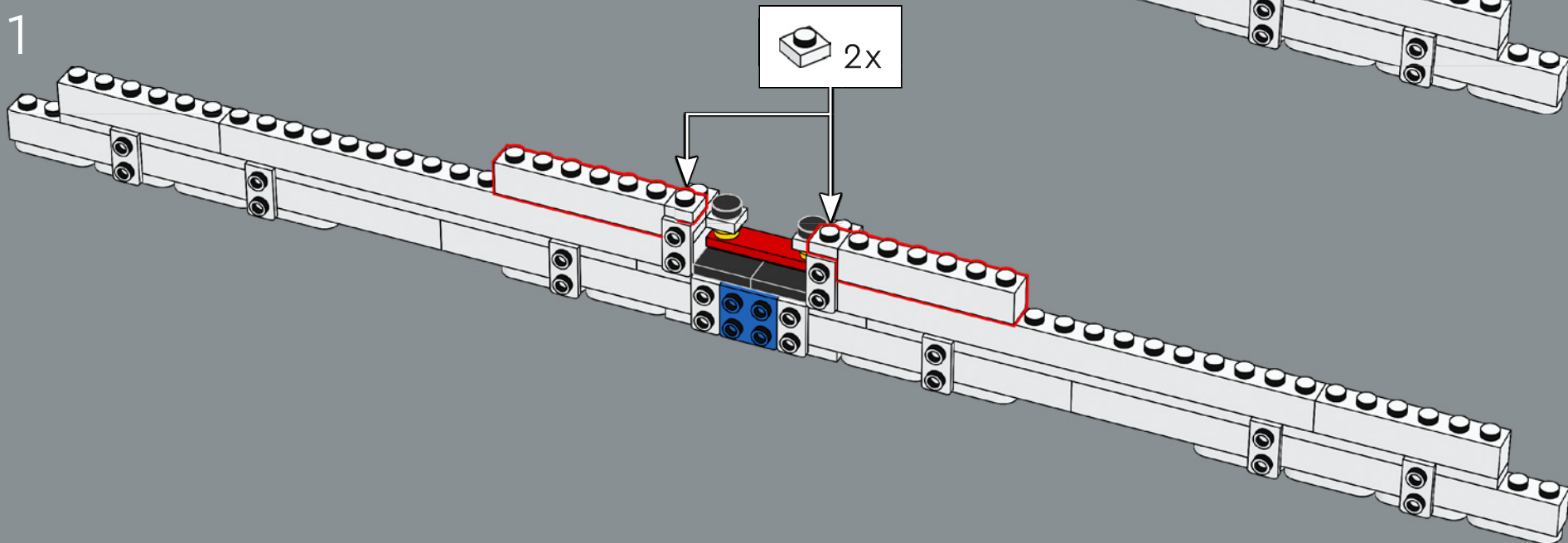


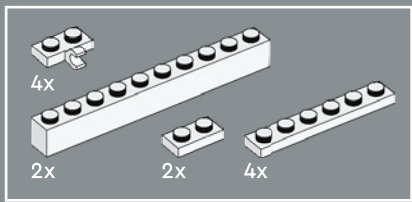


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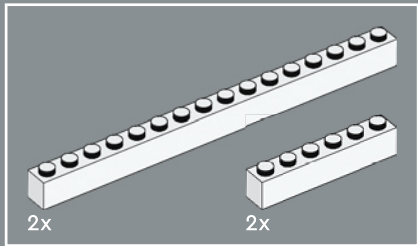
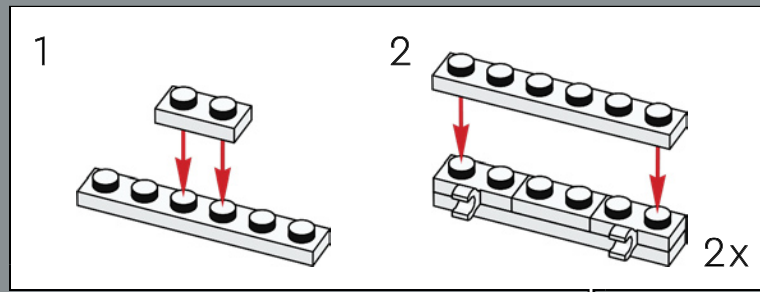


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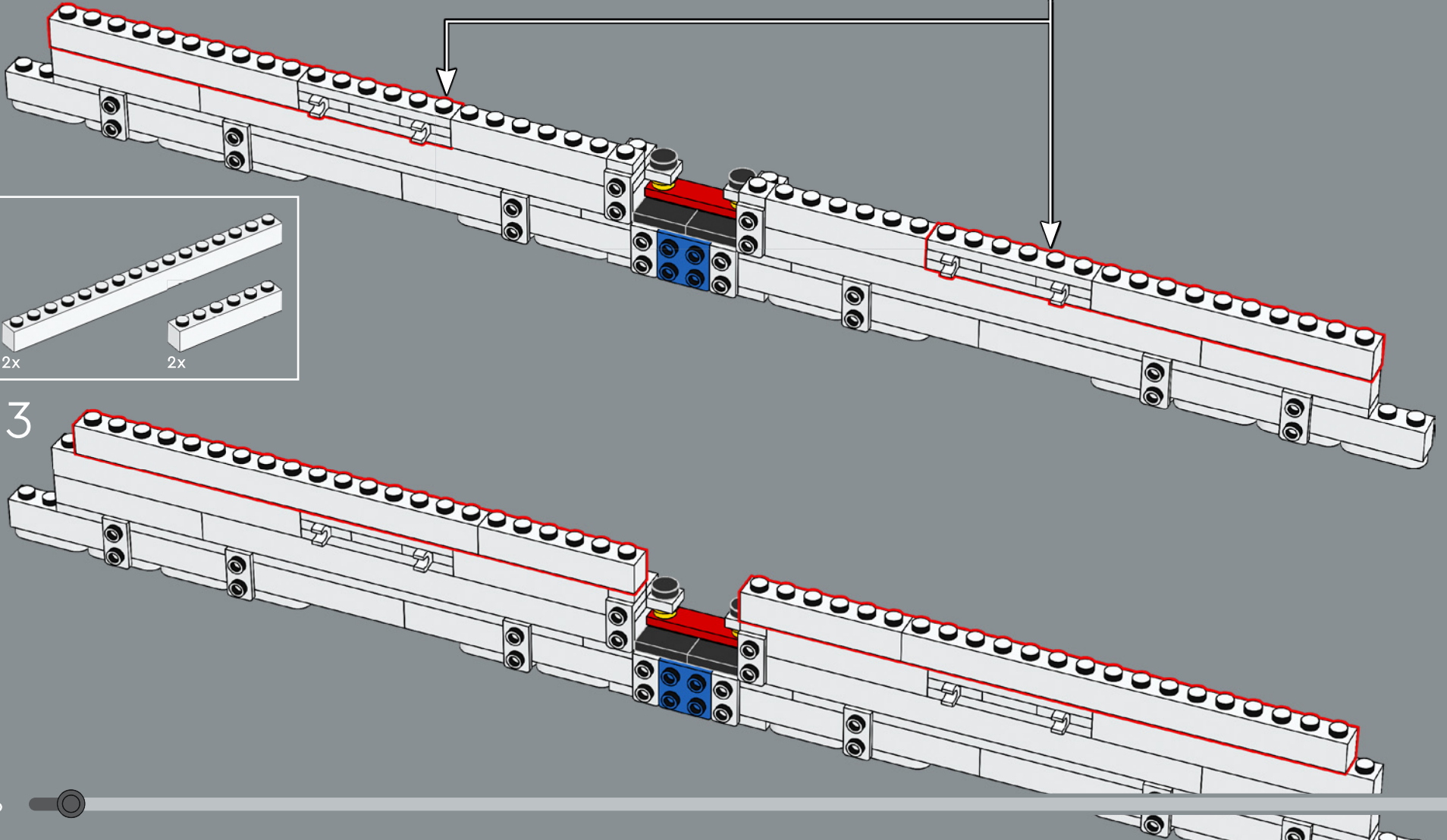


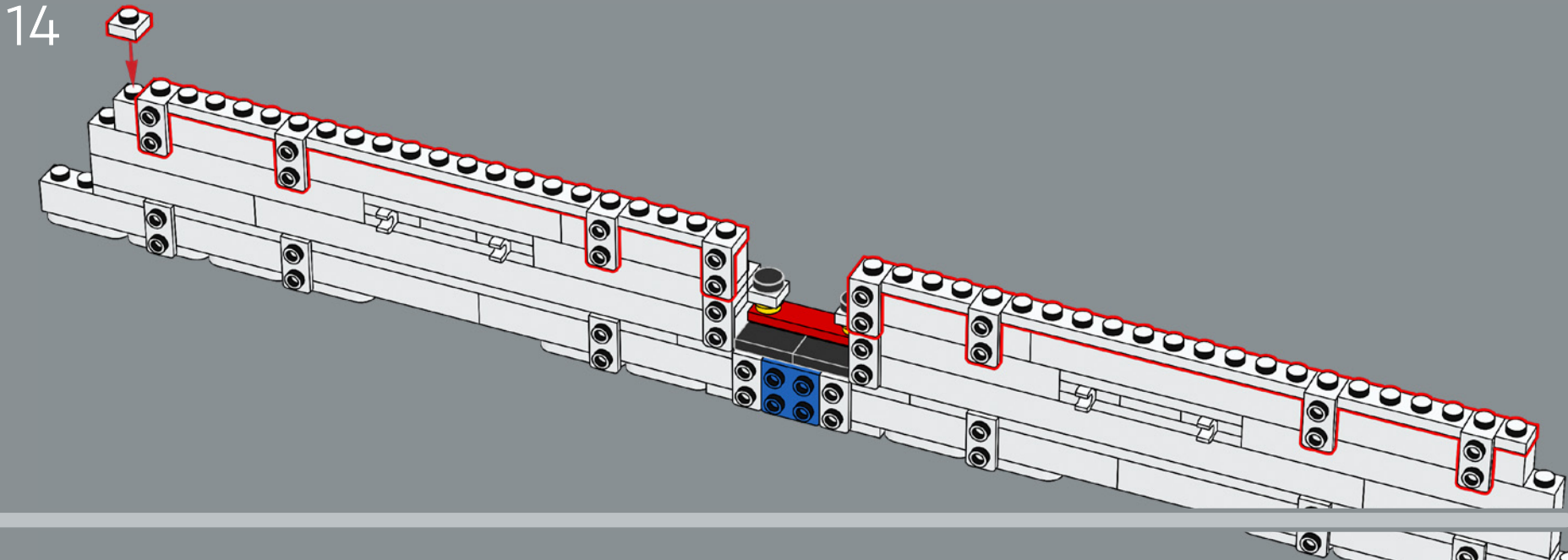
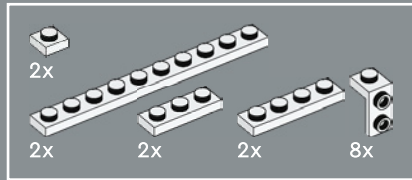


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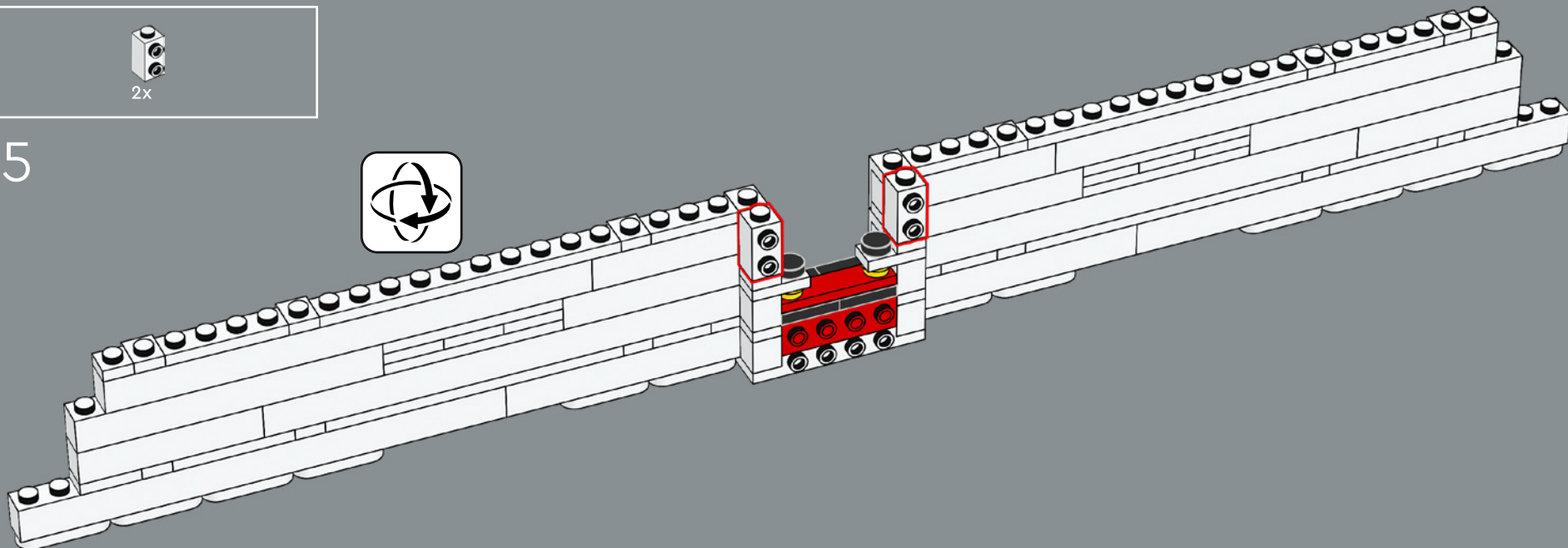






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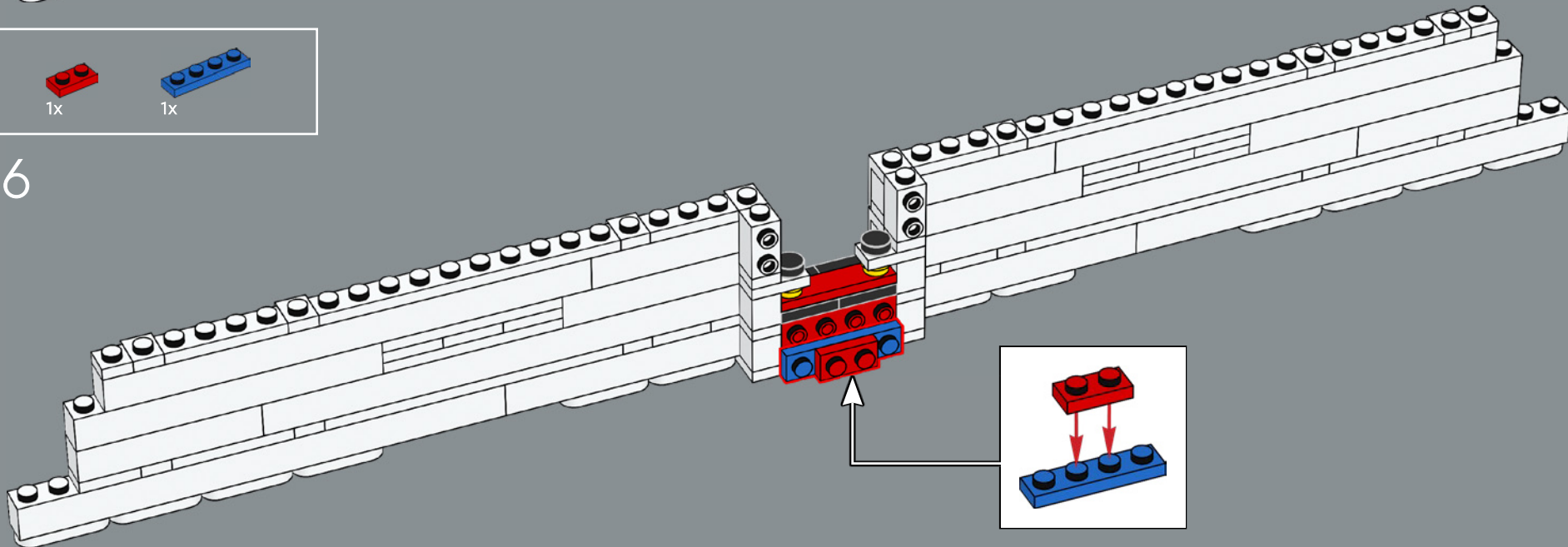


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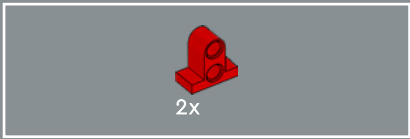


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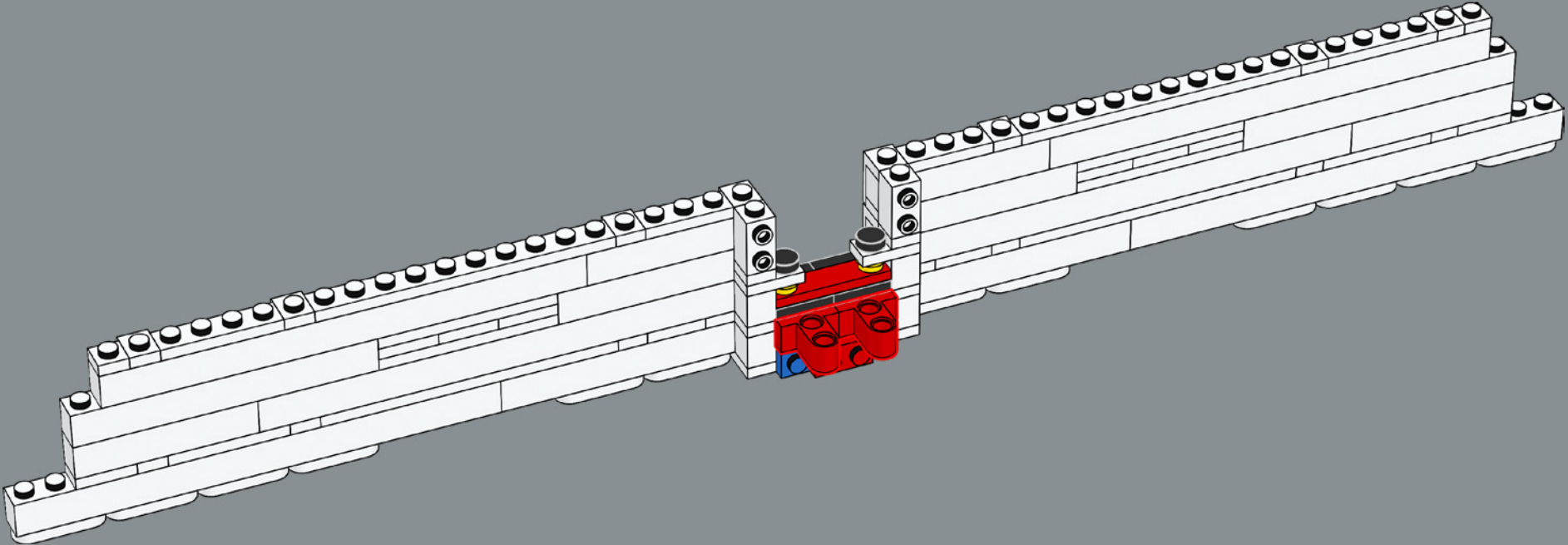
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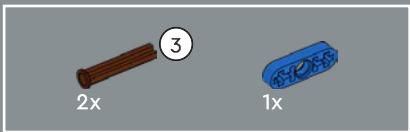
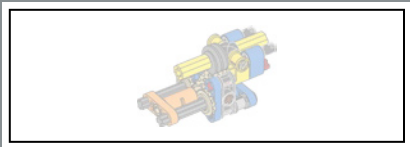




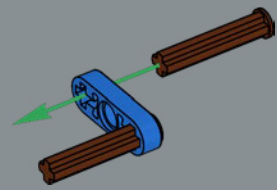


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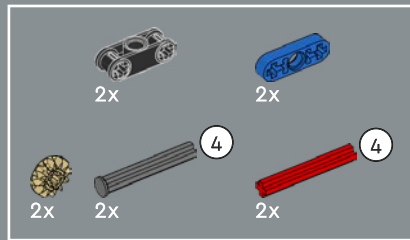
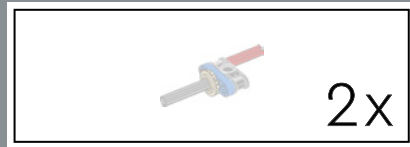
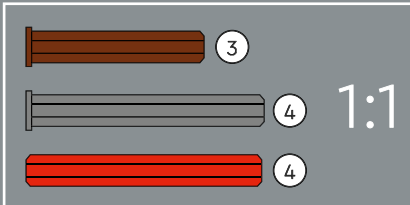
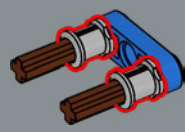




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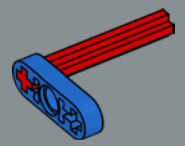


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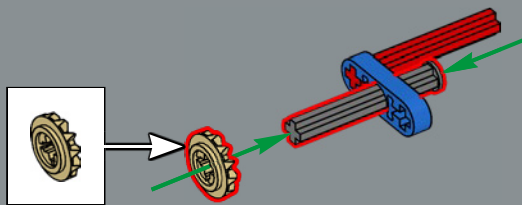


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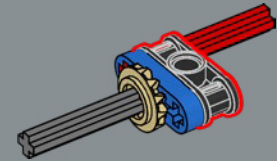
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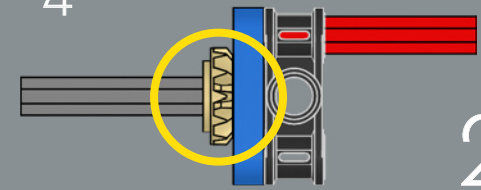
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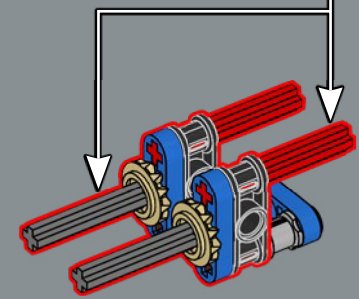
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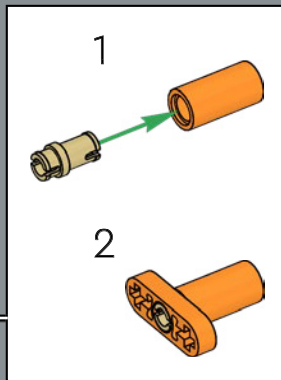
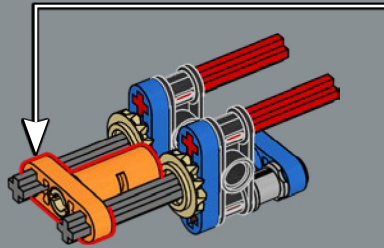
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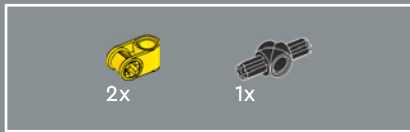
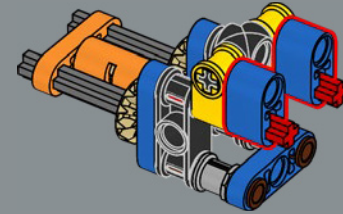




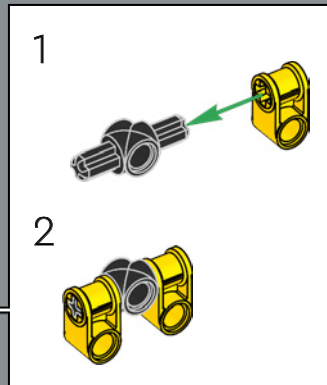
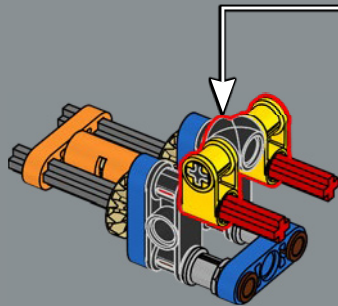
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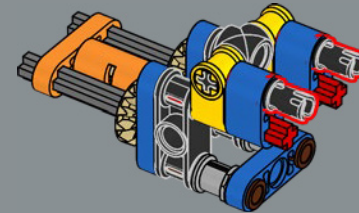
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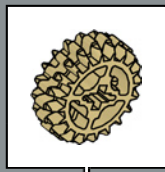
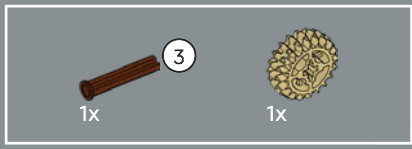


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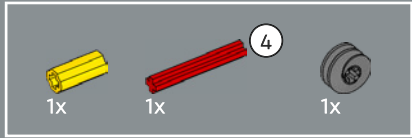
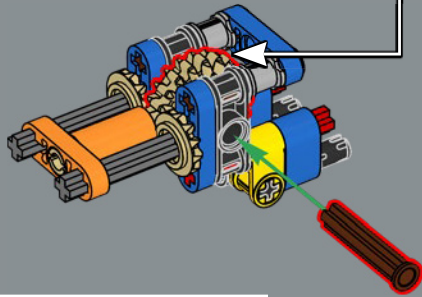


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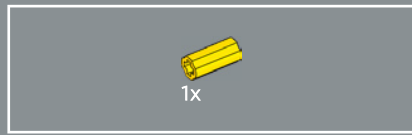
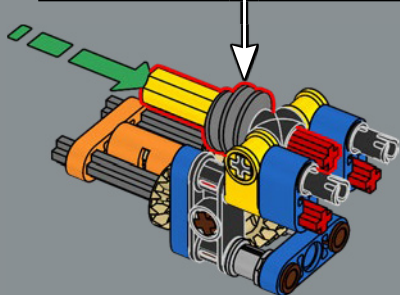
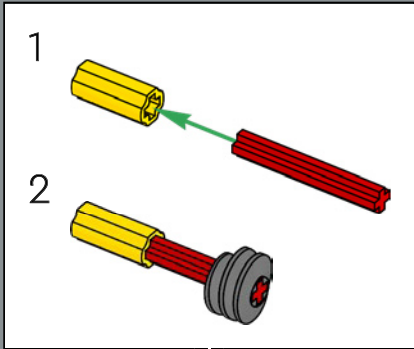




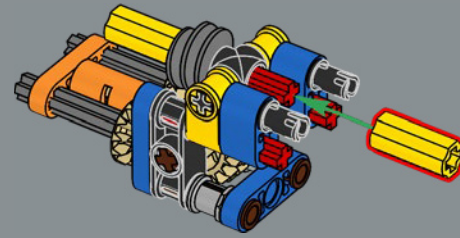
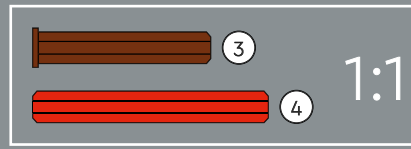
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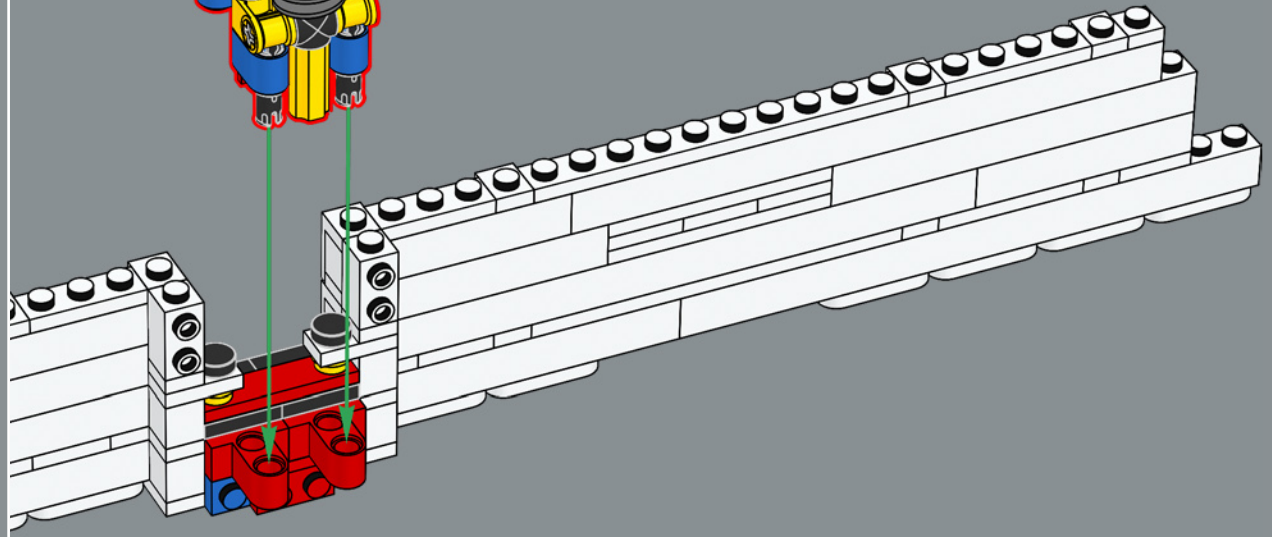
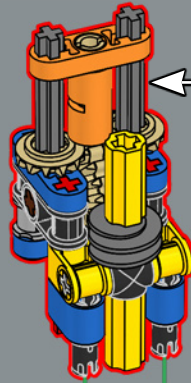
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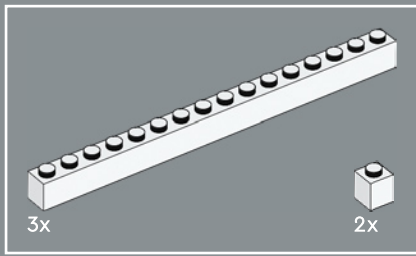


27

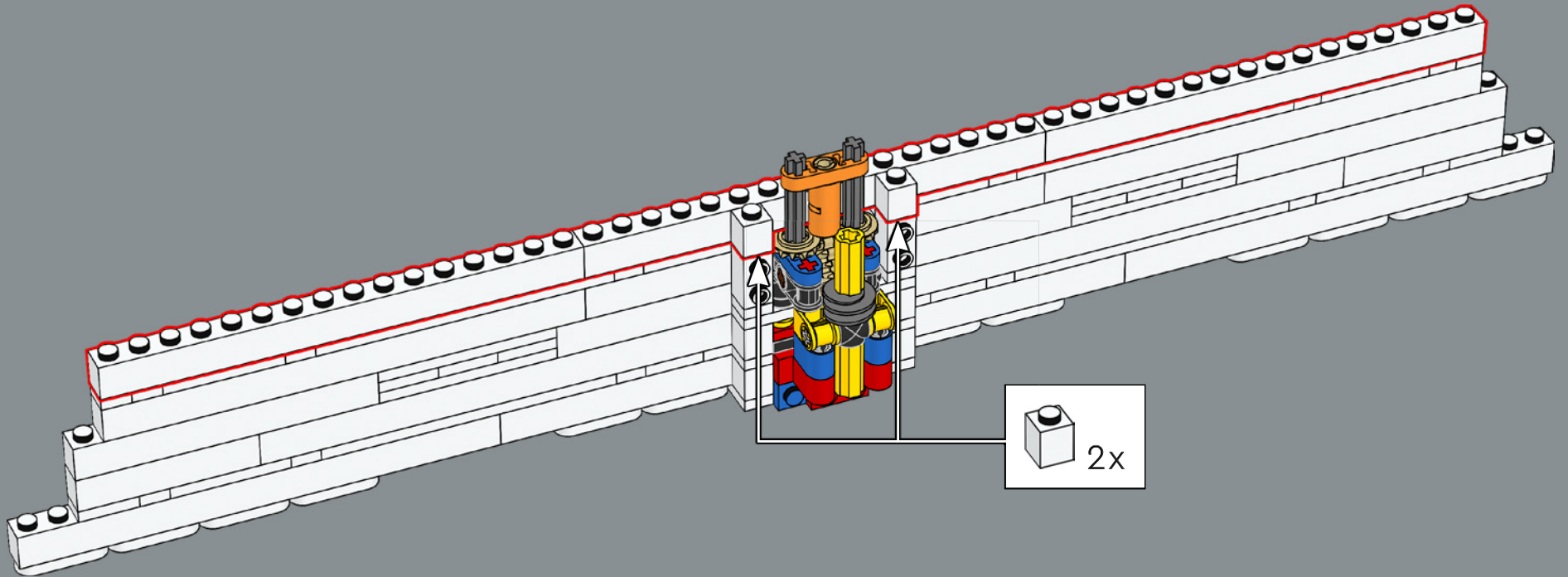


28





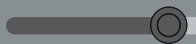
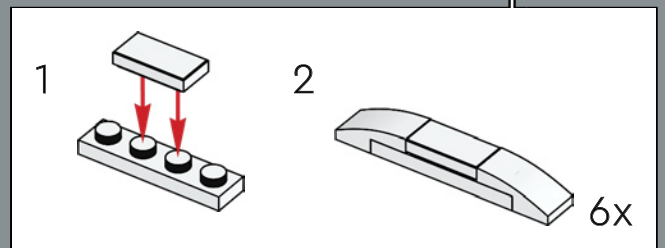
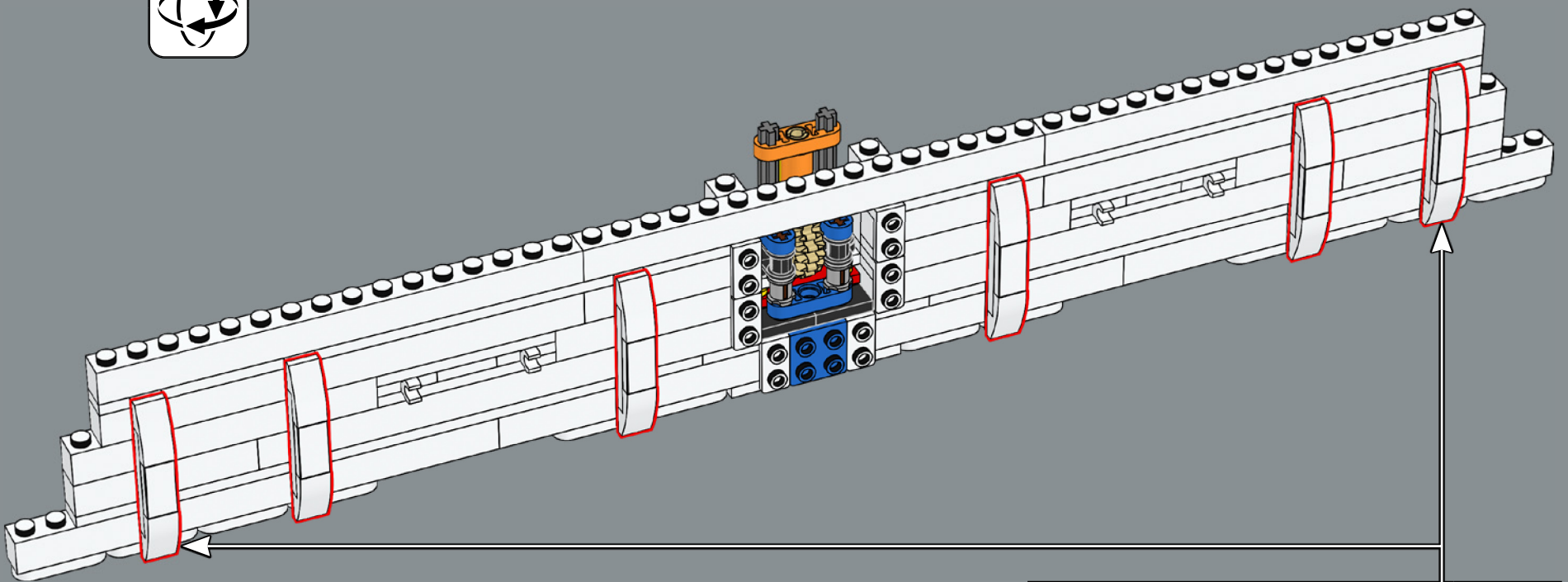
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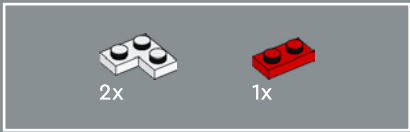
Los carenados de debajo de la icónica ala en delta del Concorde contienen los actuadores que controlan los elevones de la aeronave.

30

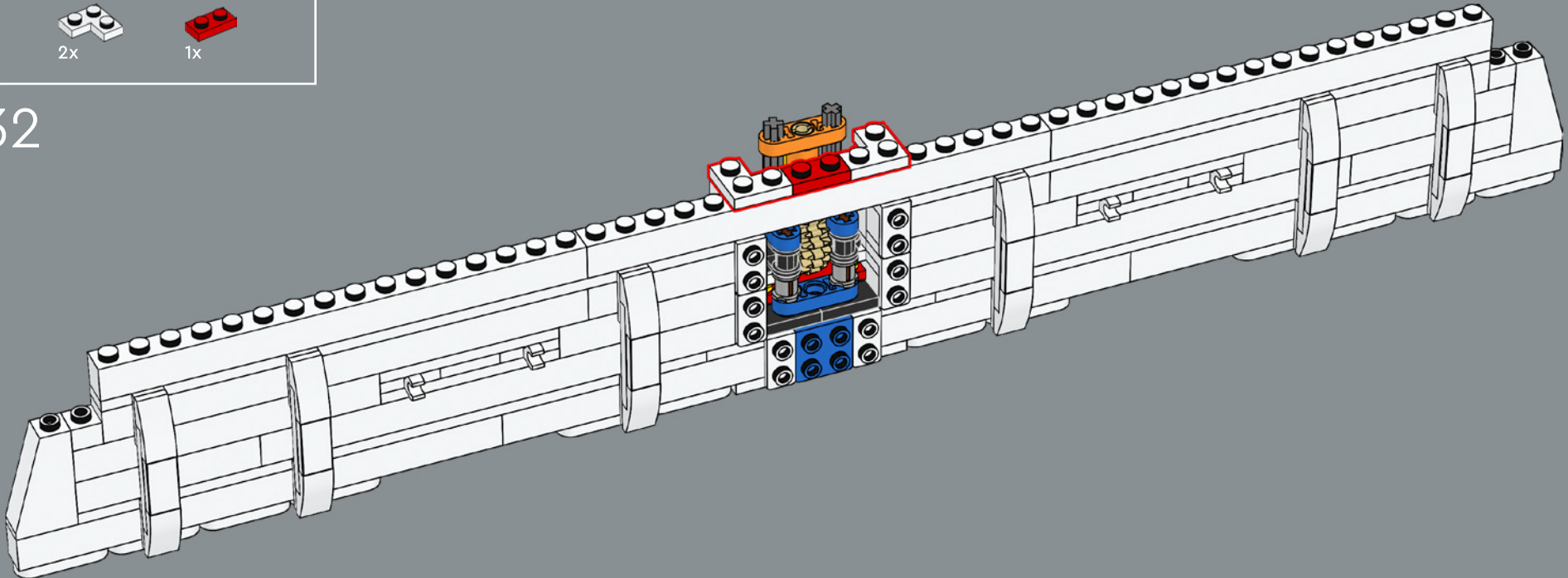




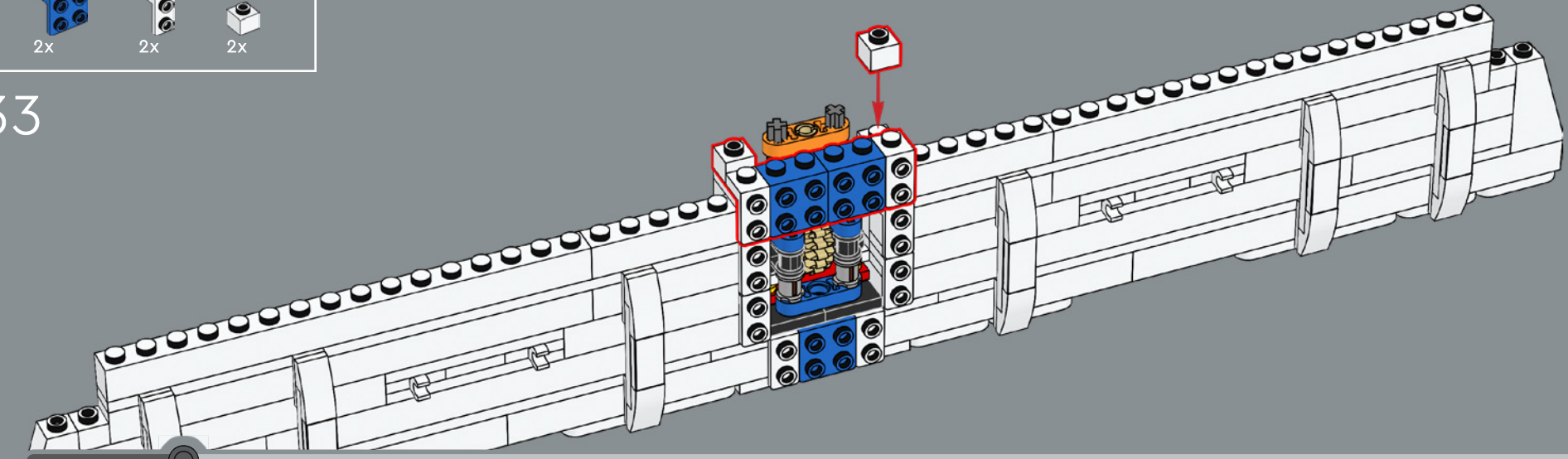


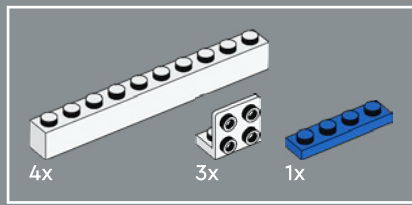


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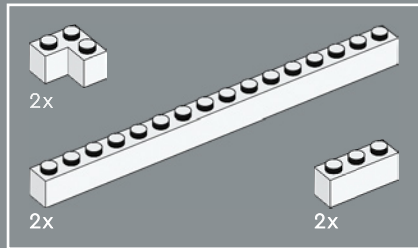
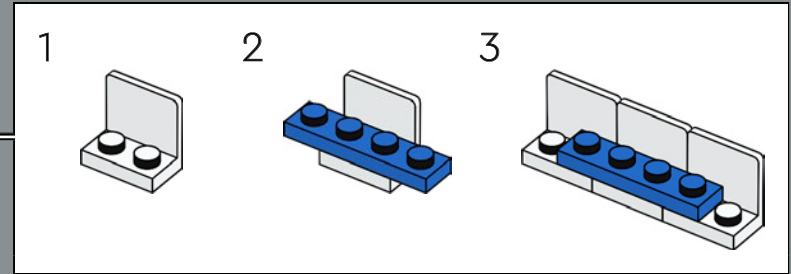
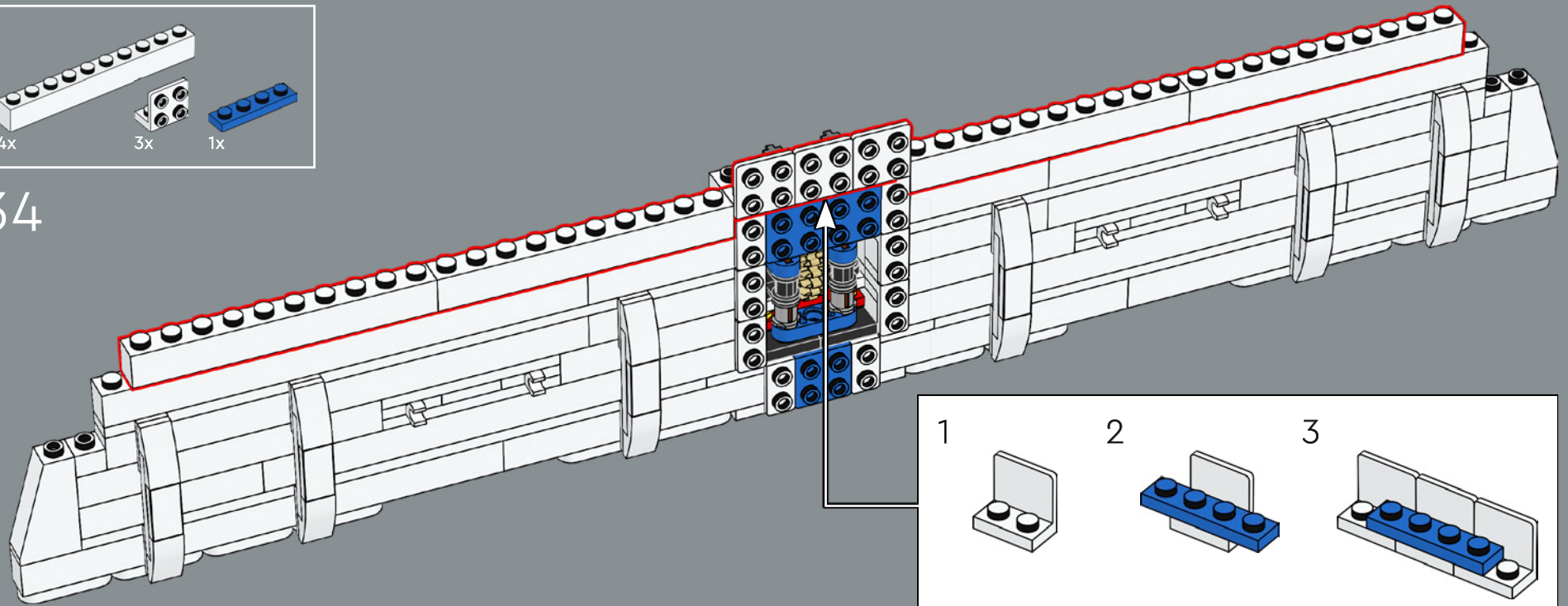


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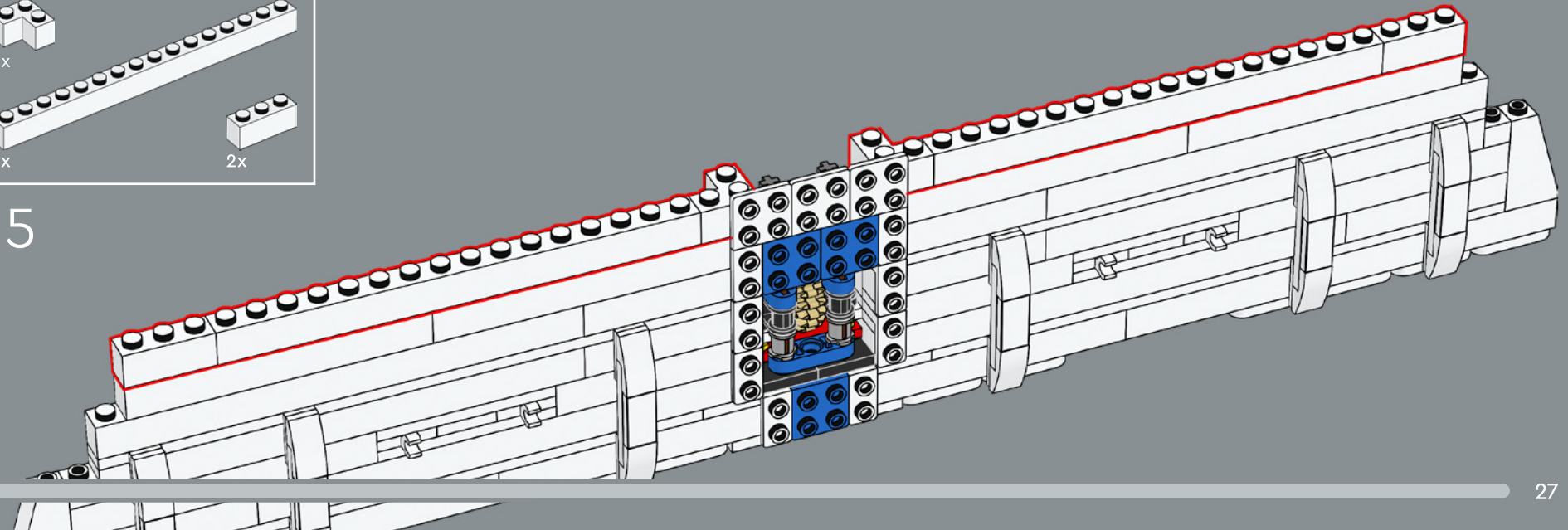




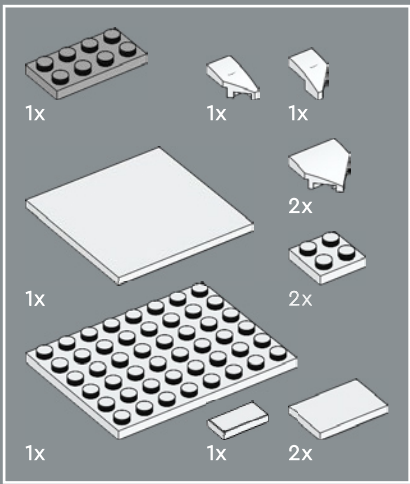
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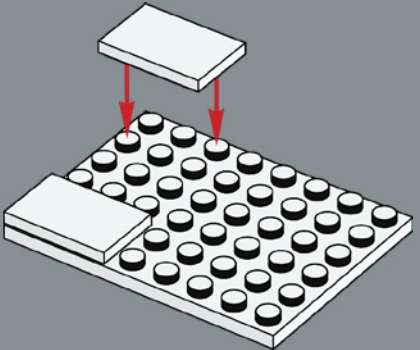




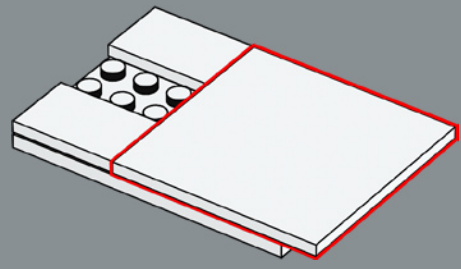


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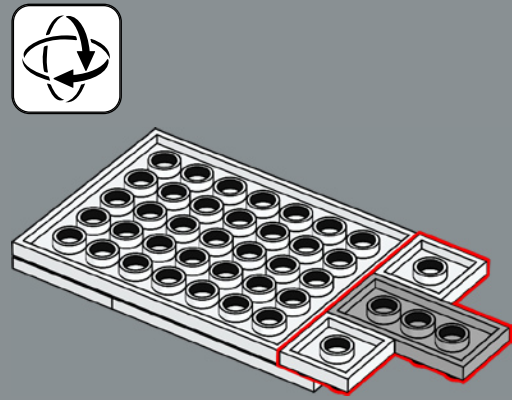
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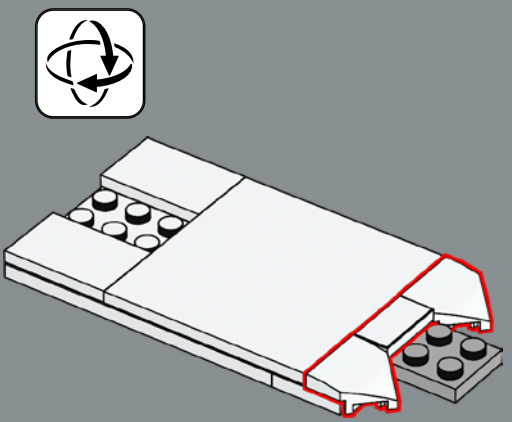
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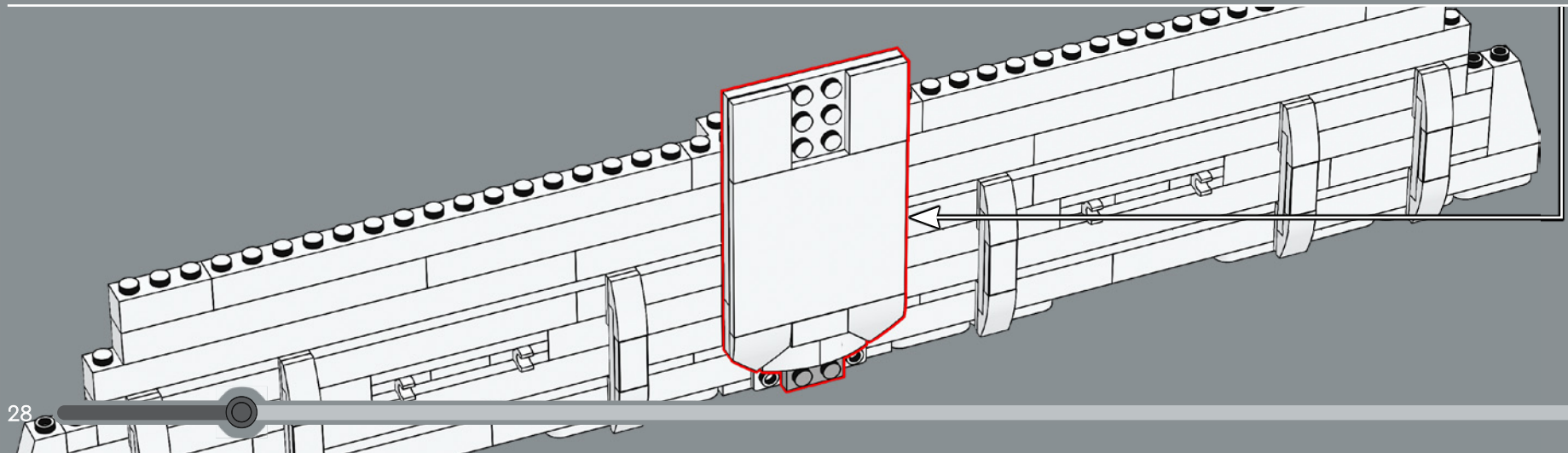
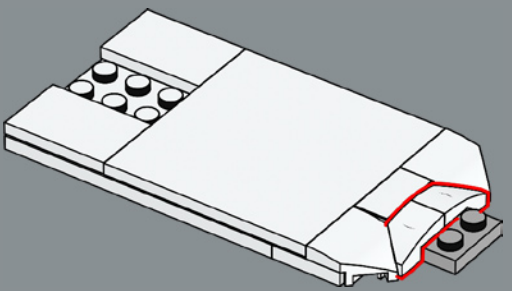
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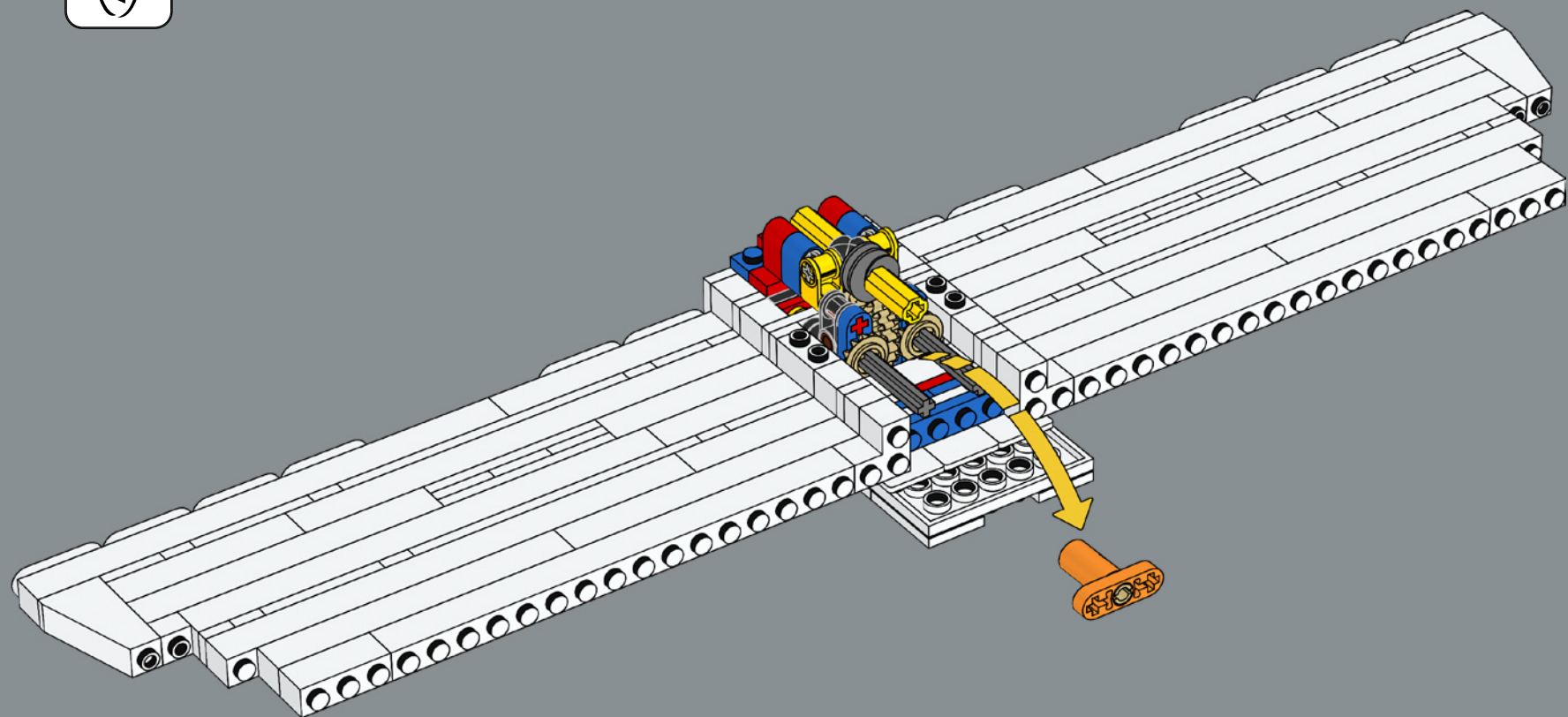


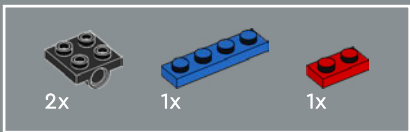
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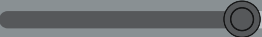
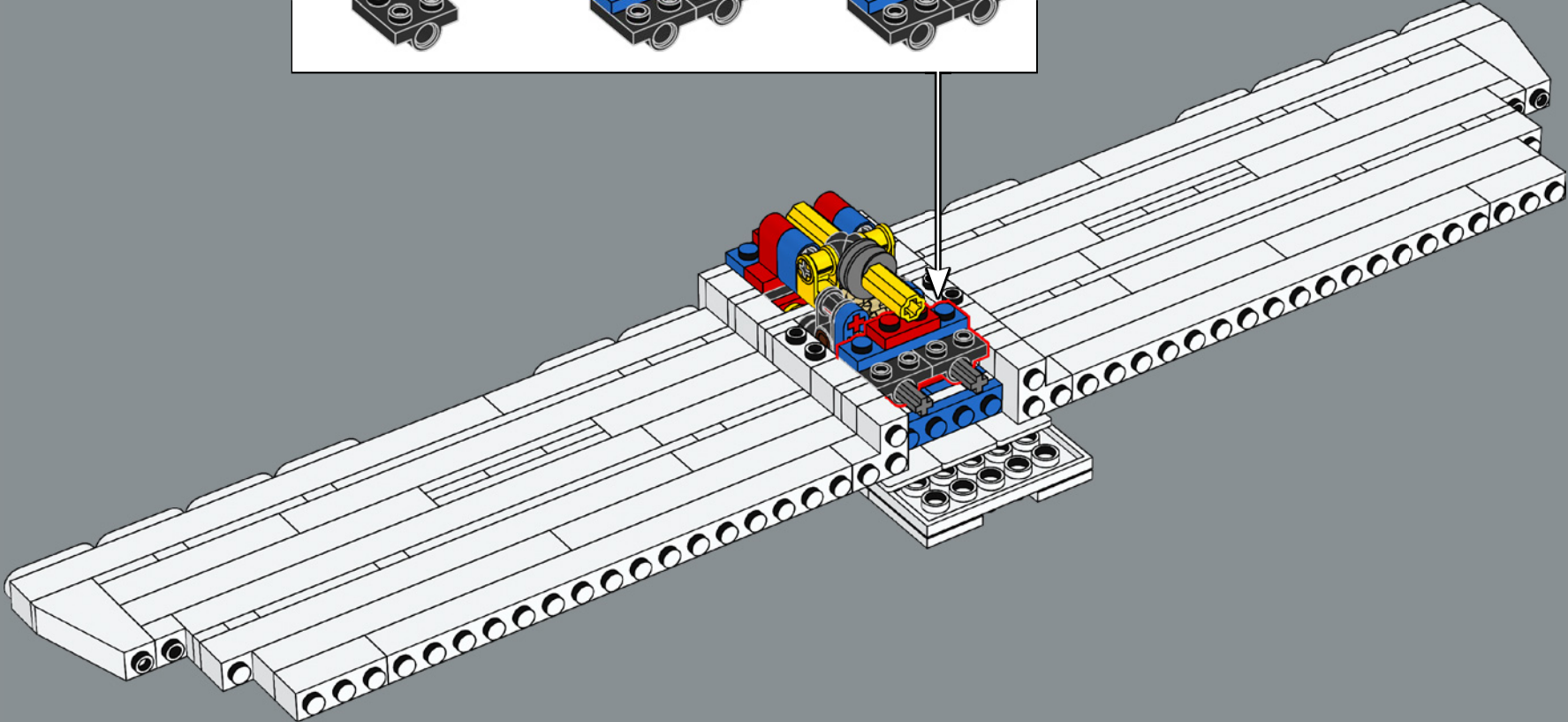
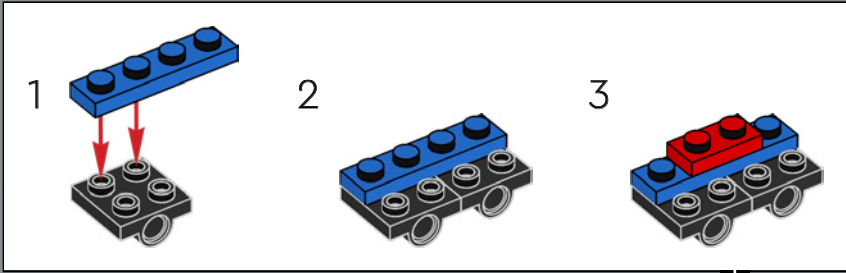


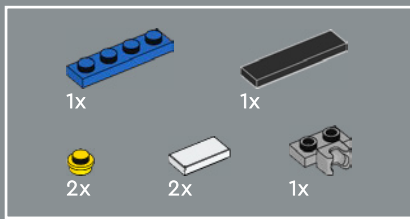
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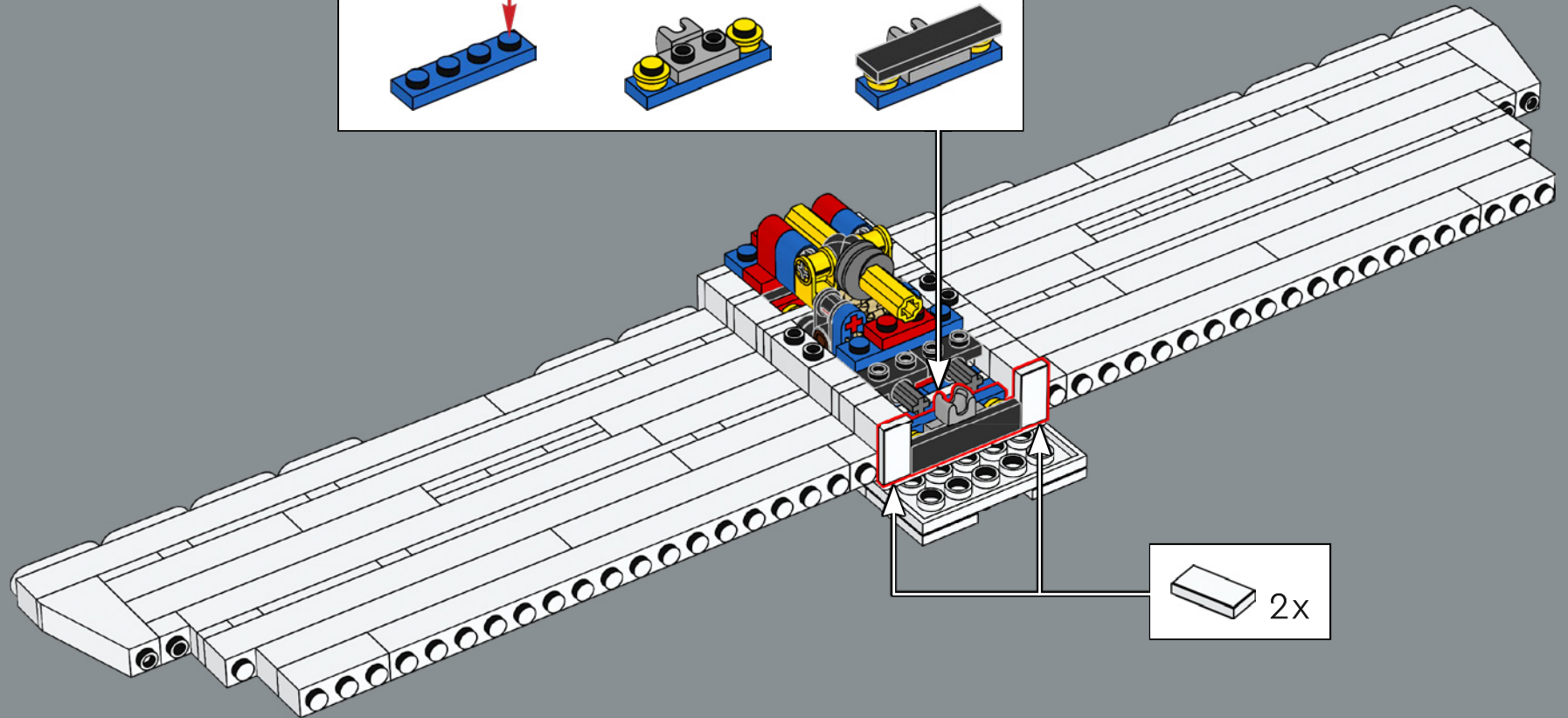
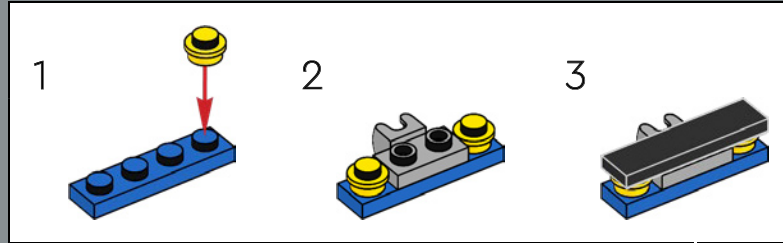


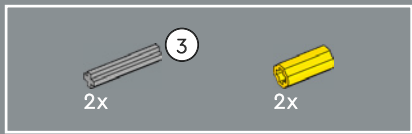
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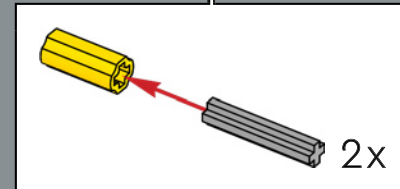
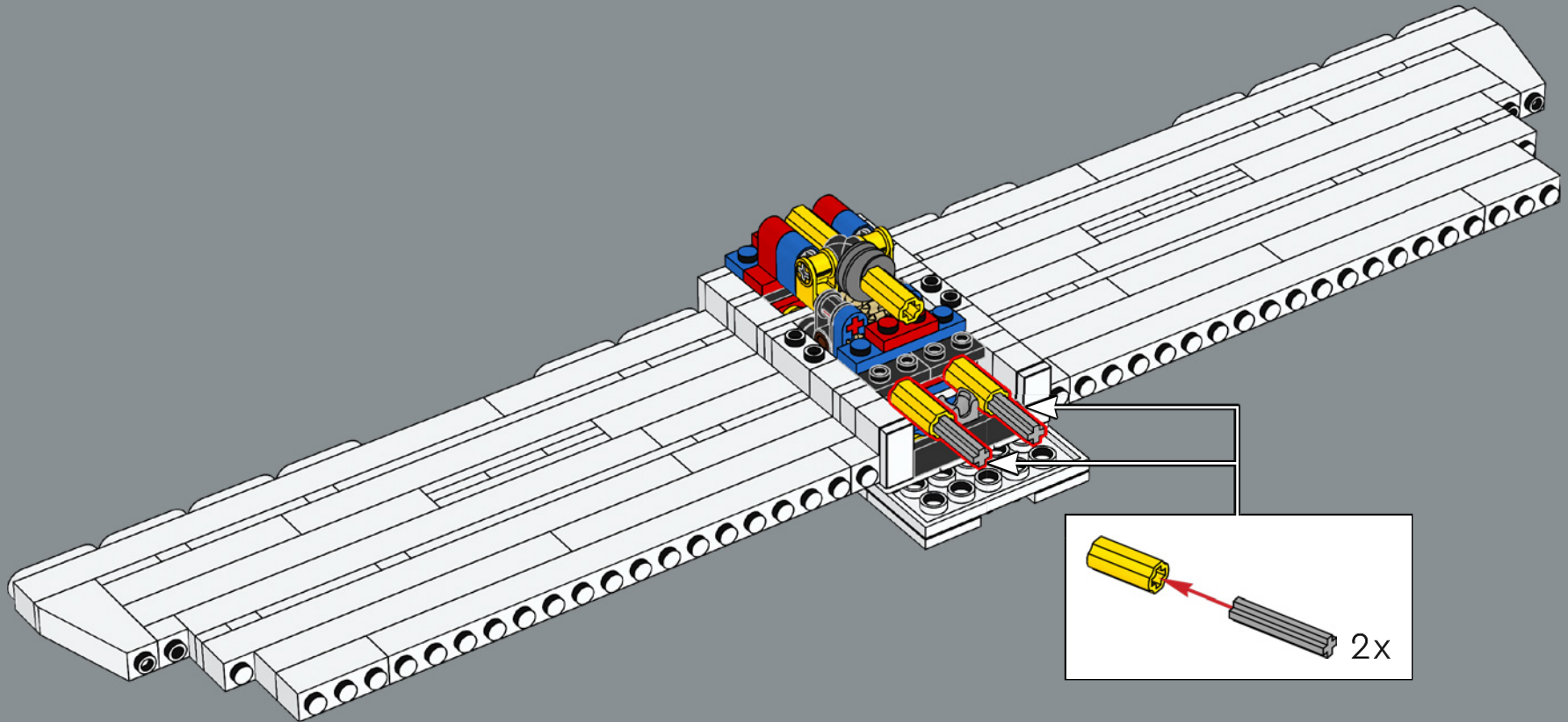
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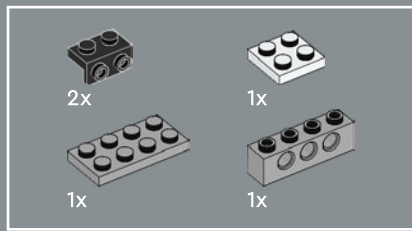


El Concorde lleva en su interior 30,6 km de cableado. Si colocáramos en fila todos los ladrillos LEGO® que componen el modelo, alcanzarían una longitud de varios metros.

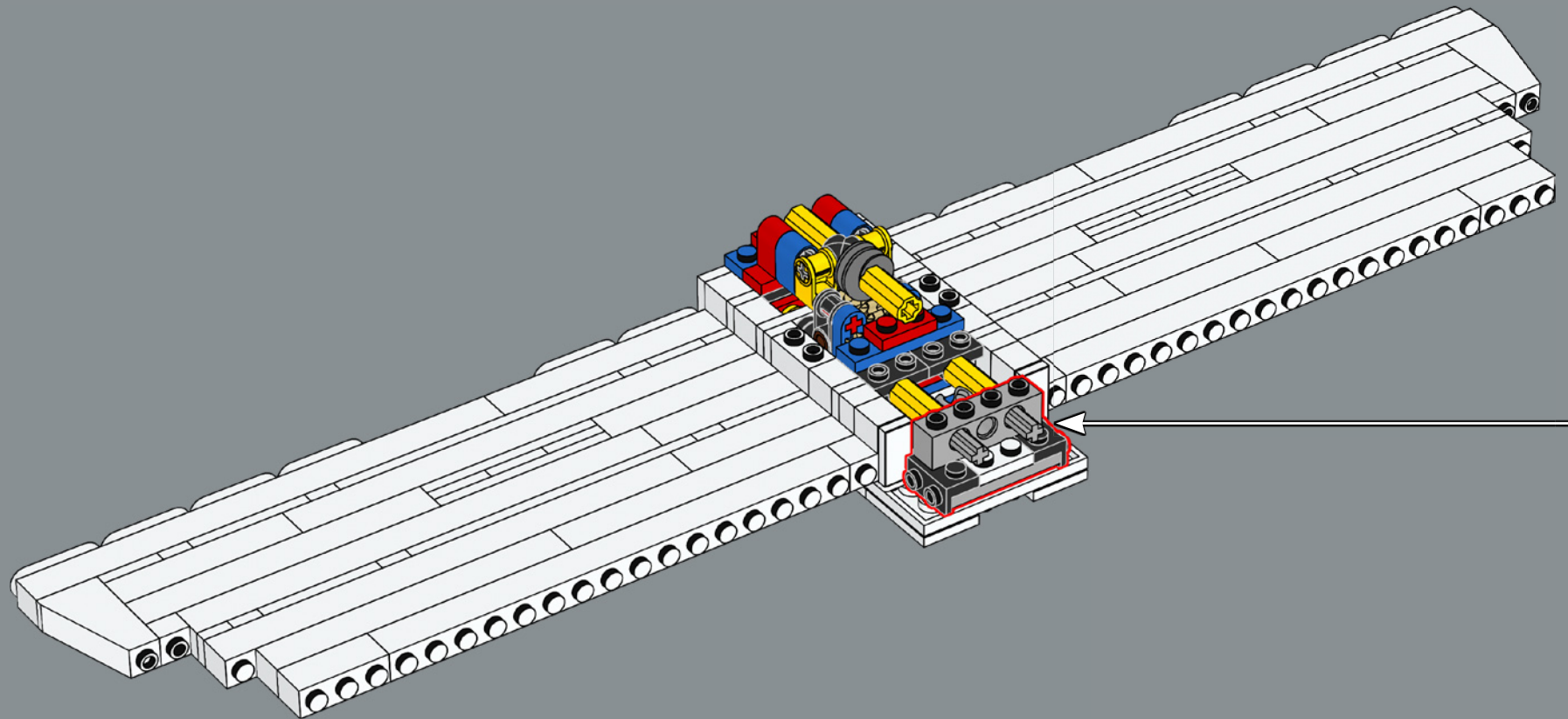
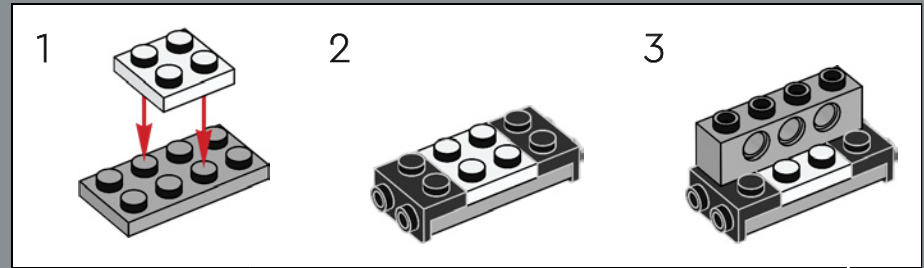
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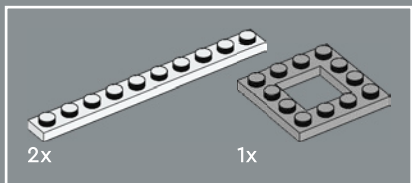




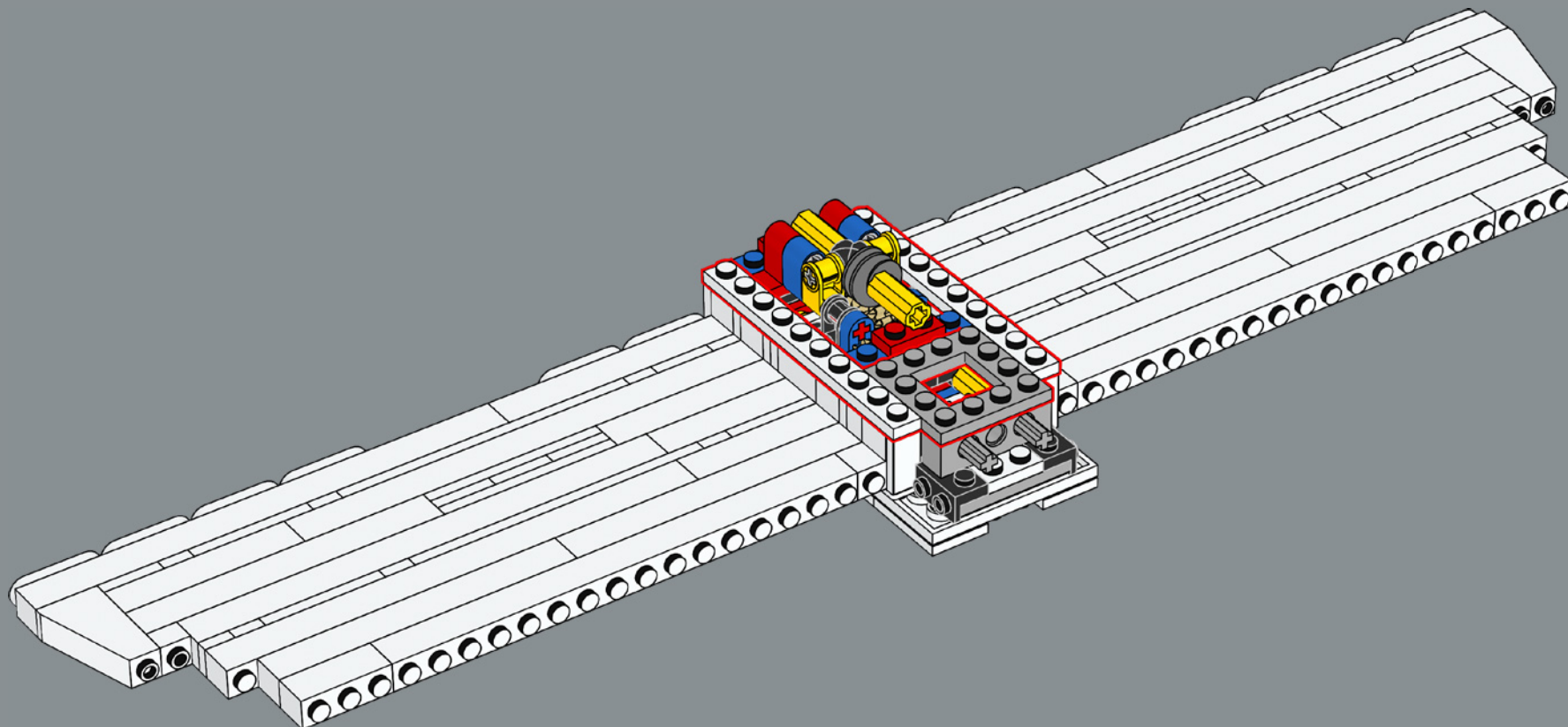


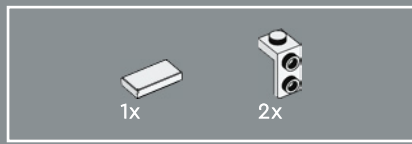
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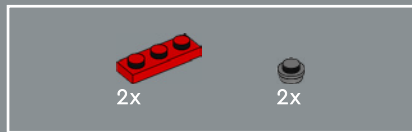
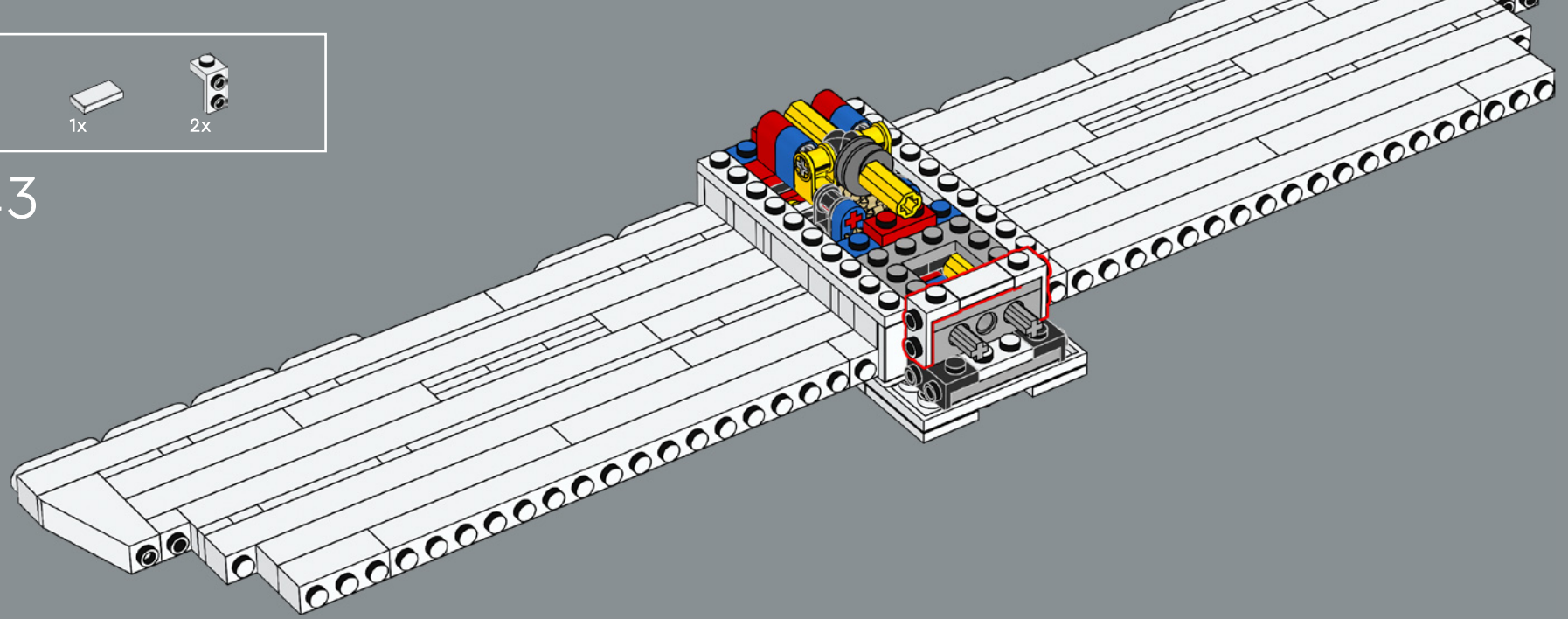


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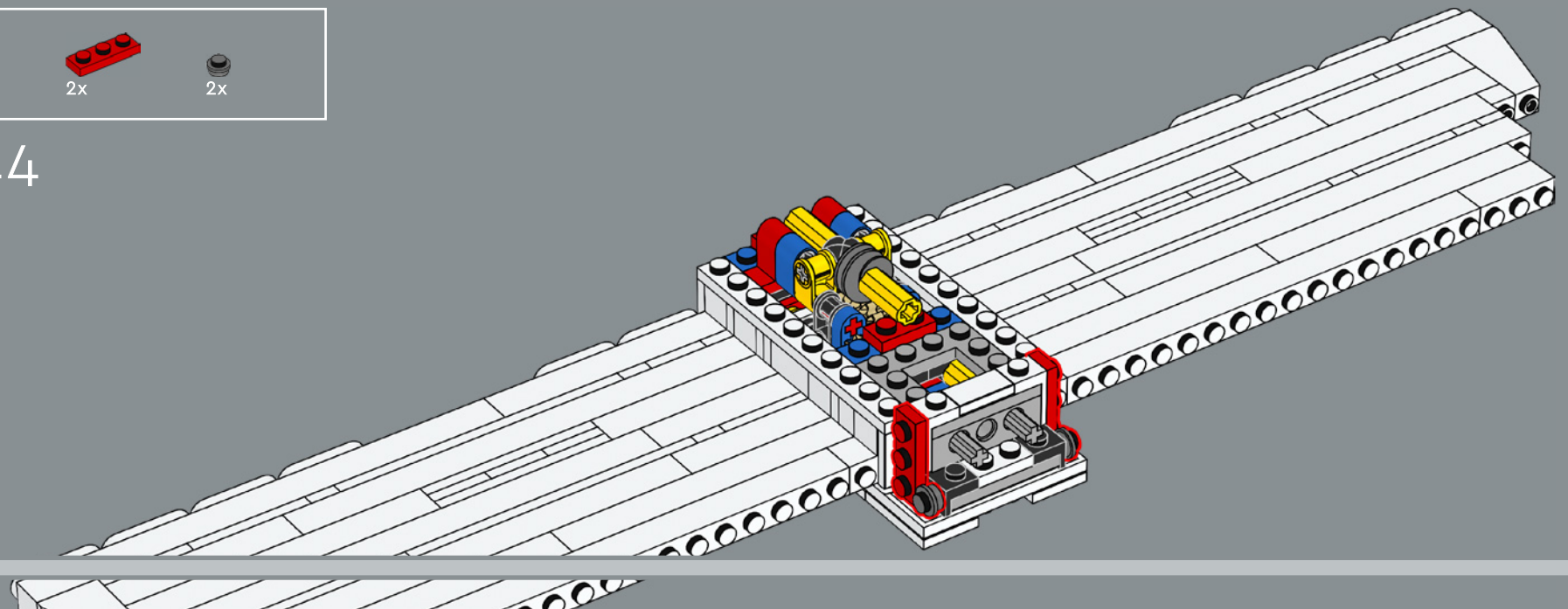


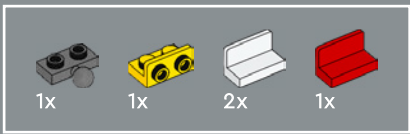


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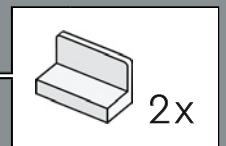
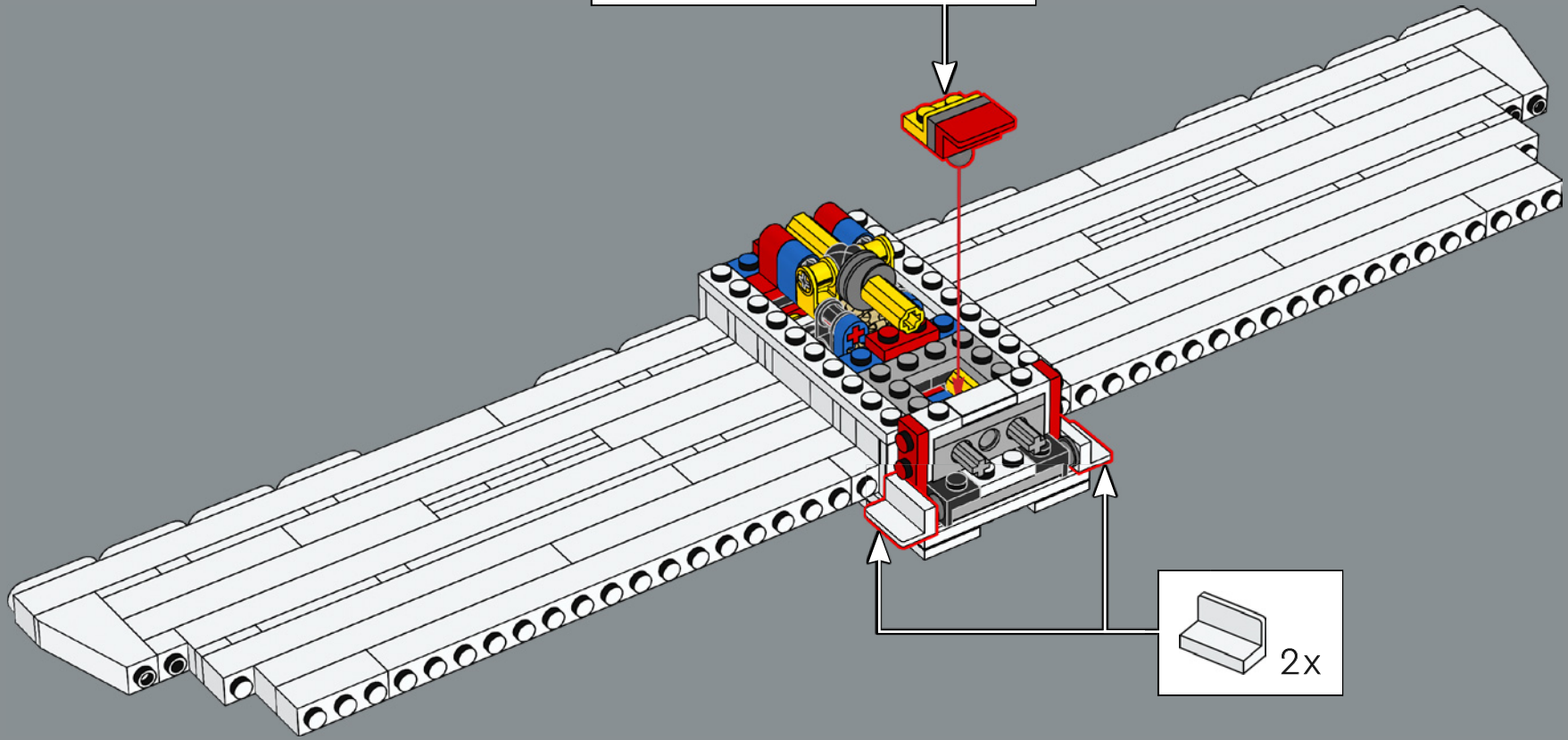
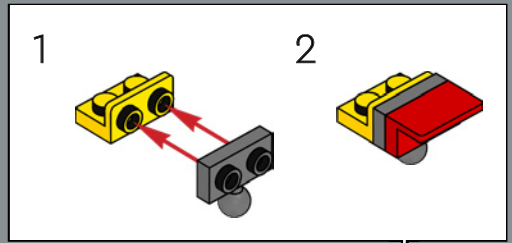


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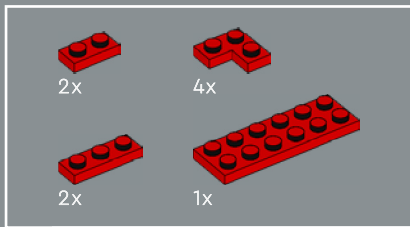
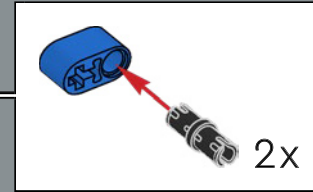
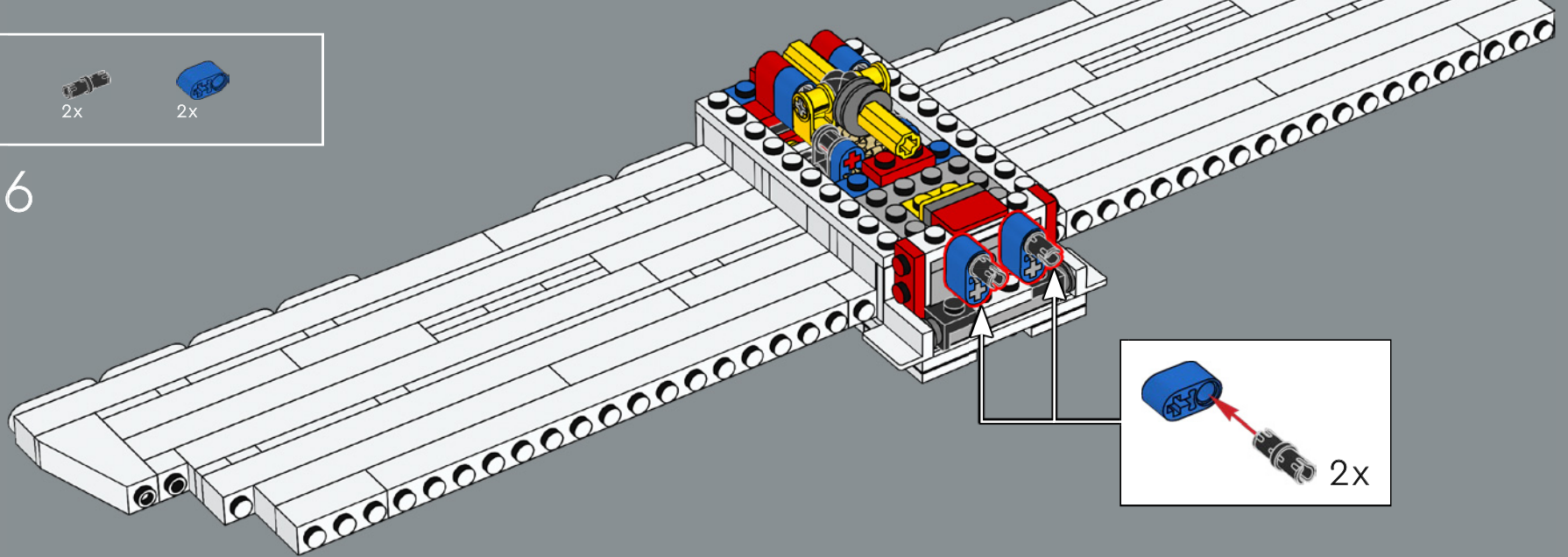
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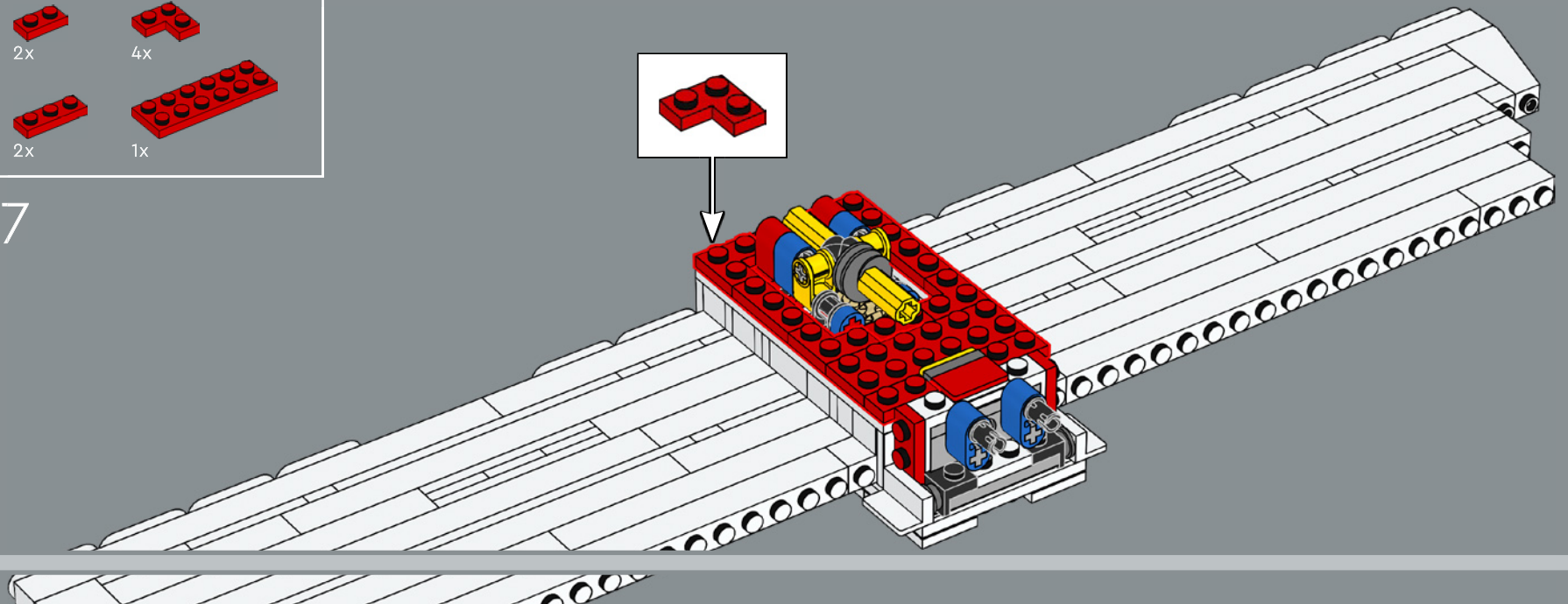


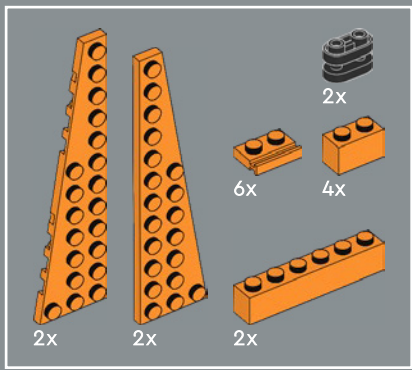


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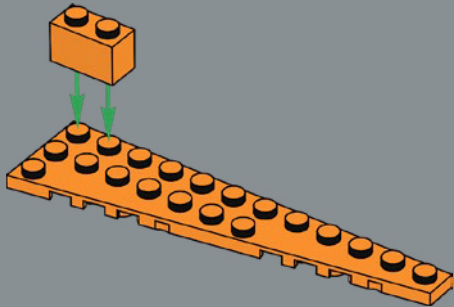
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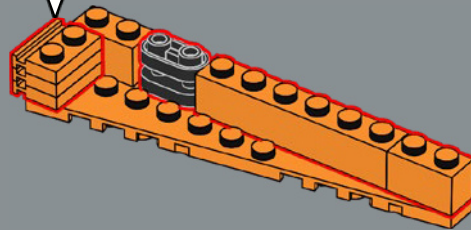
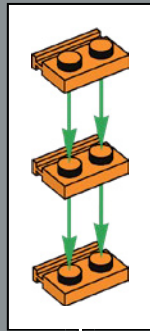


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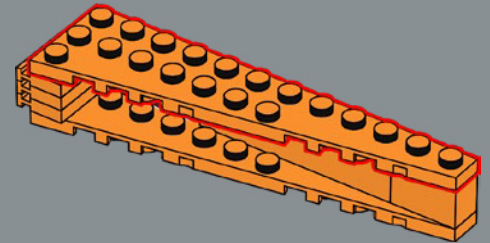
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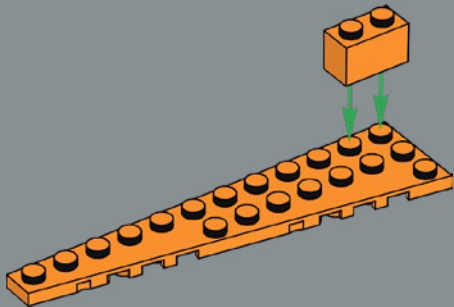
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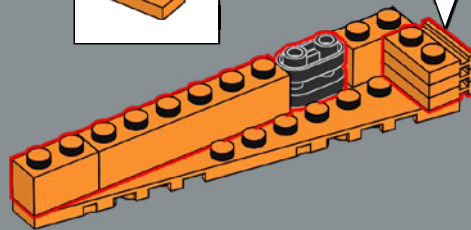
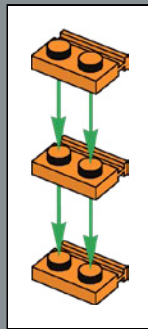
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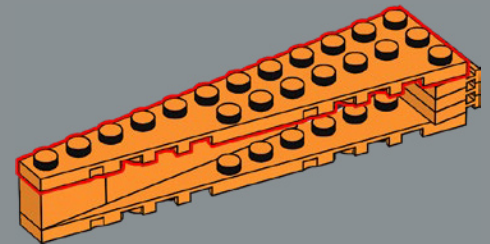
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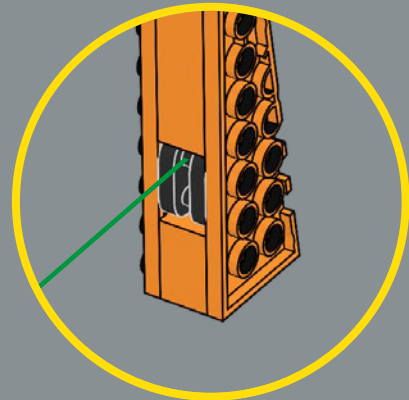
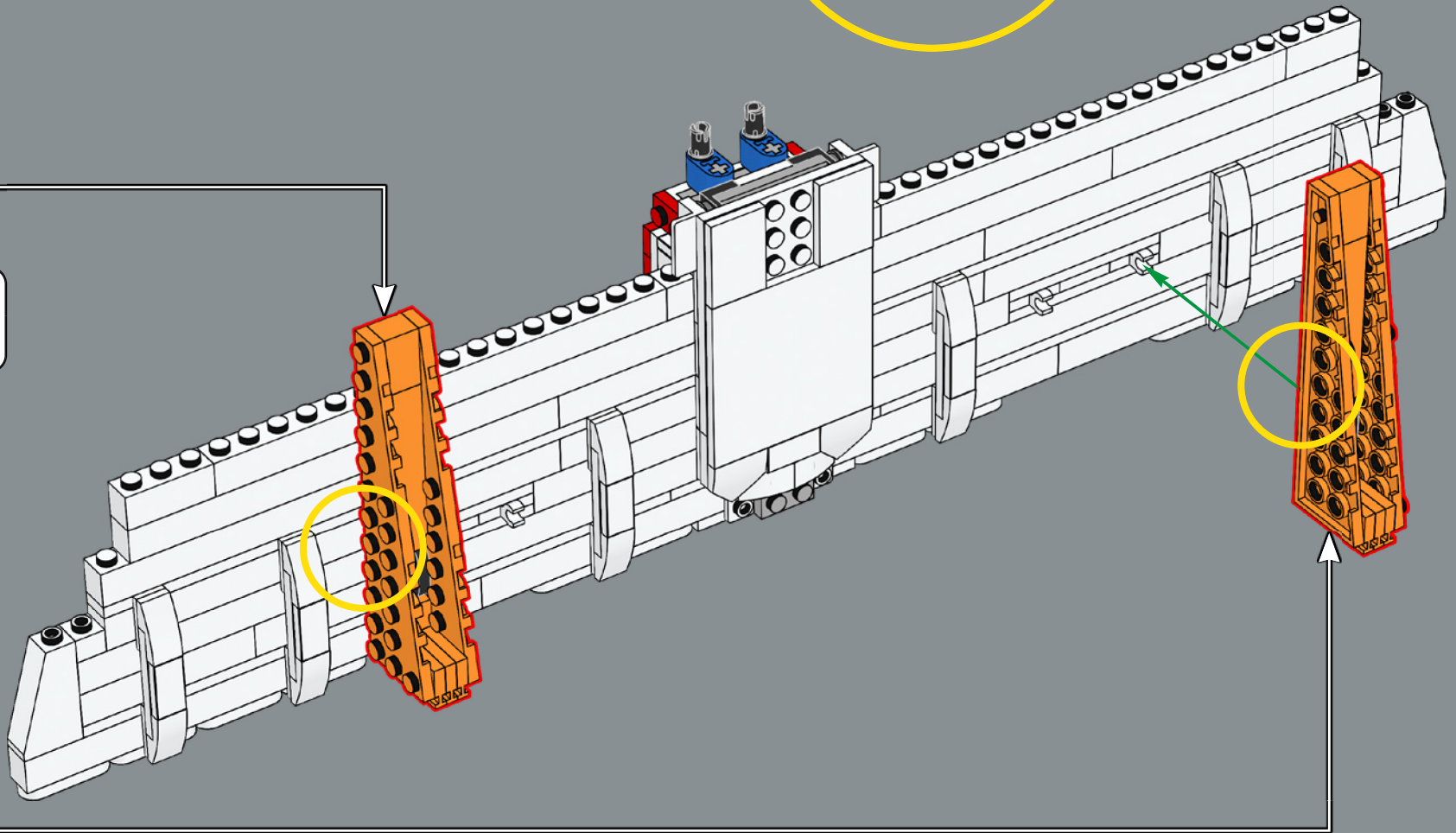


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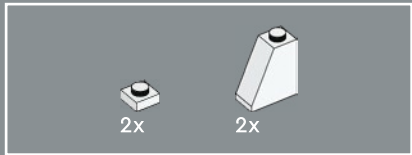


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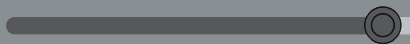
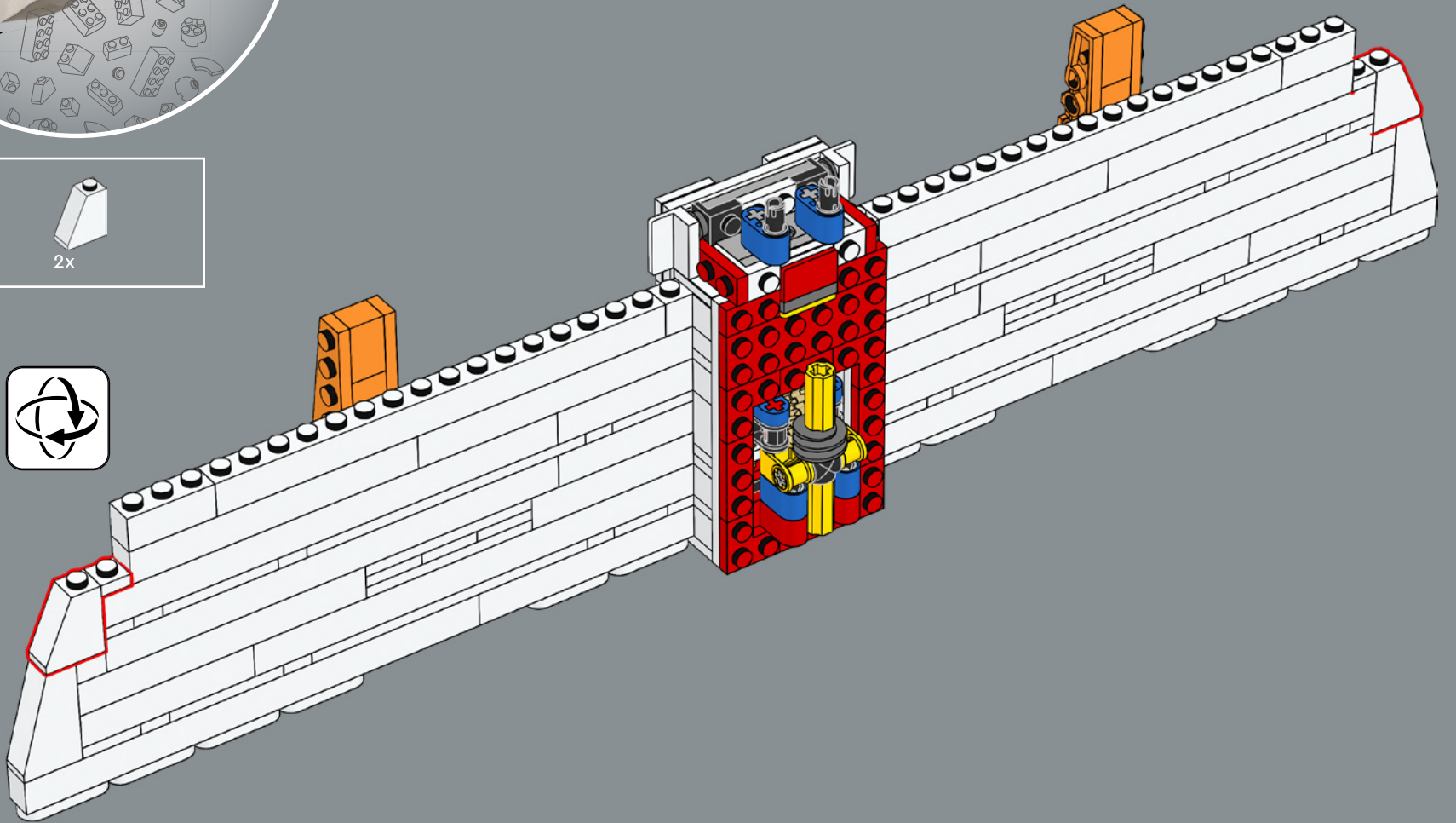




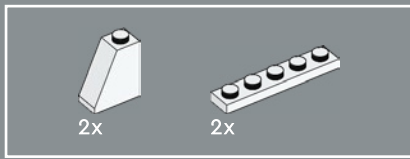




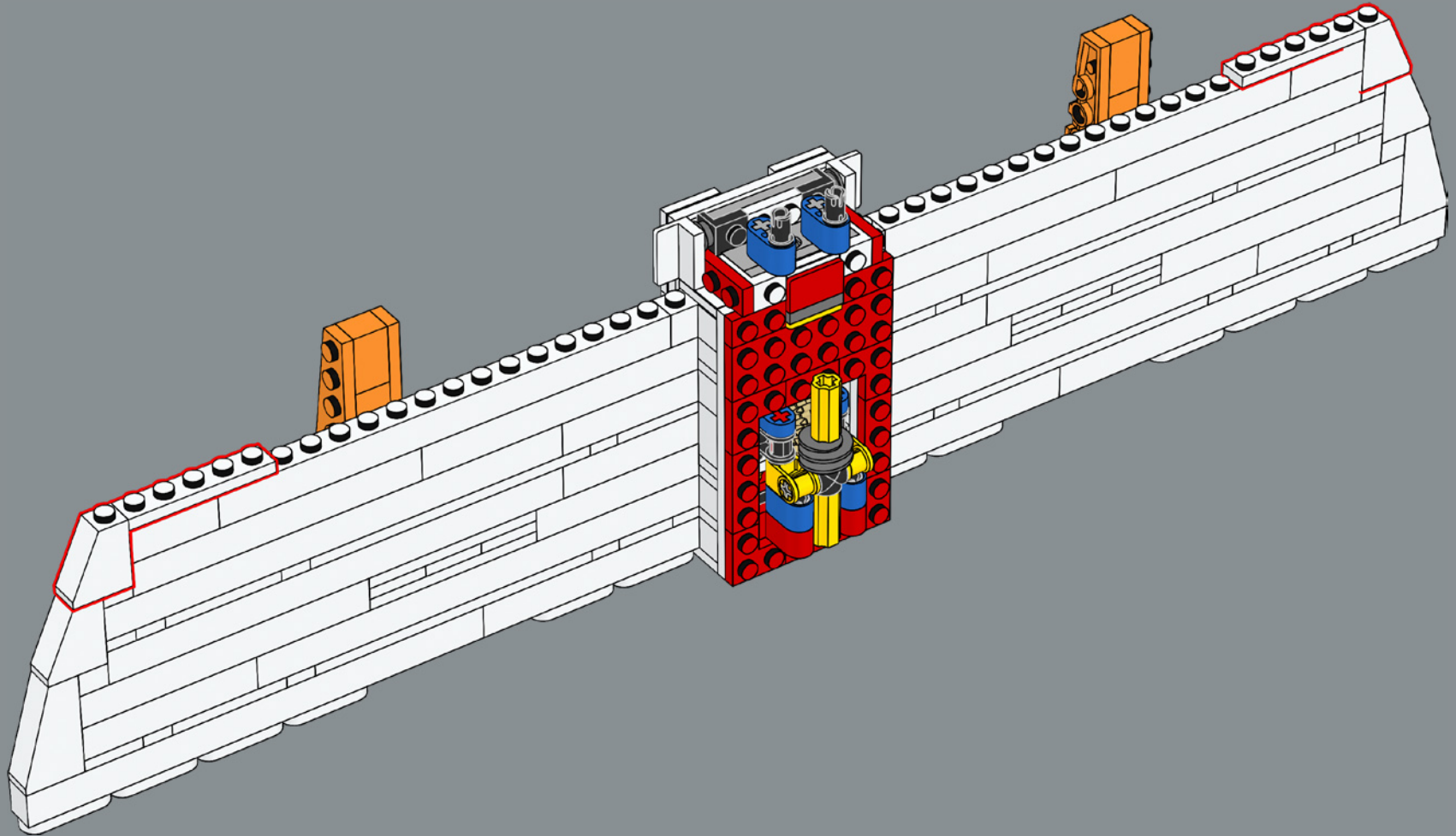
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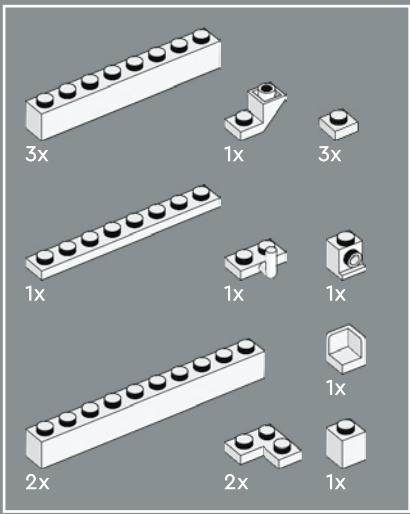




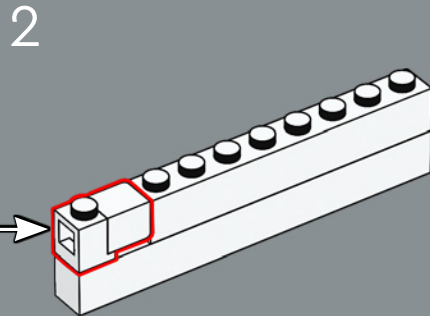
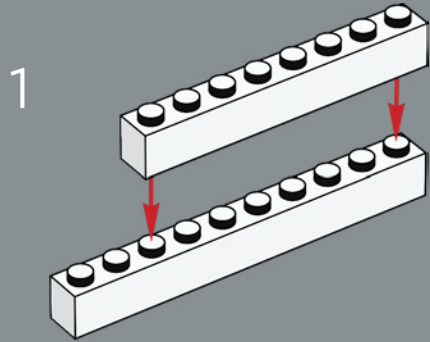


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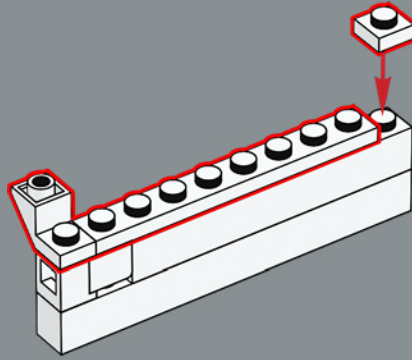




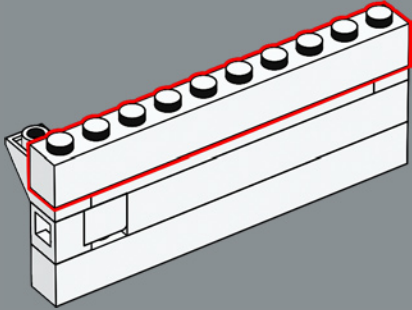
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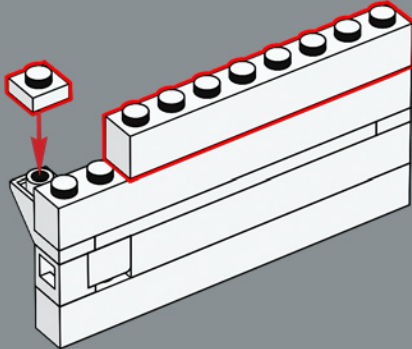
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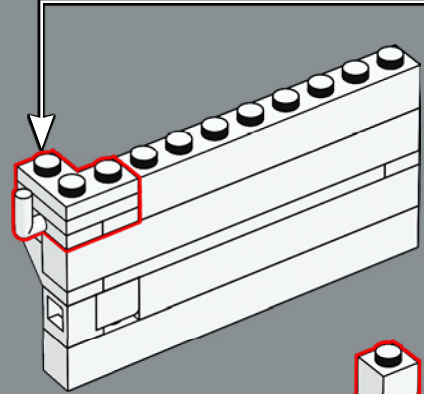
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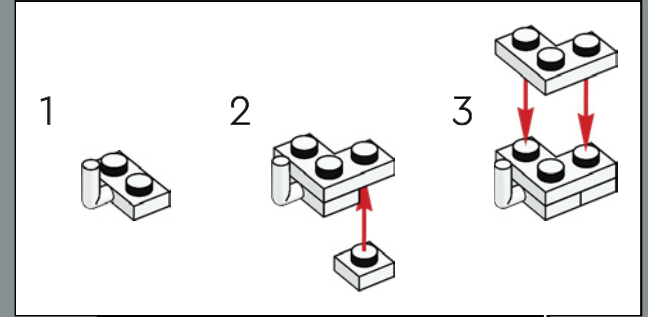
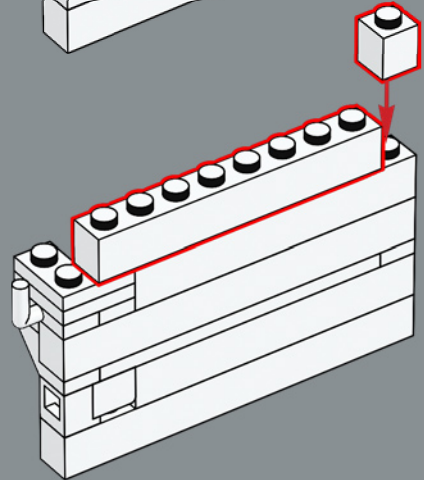
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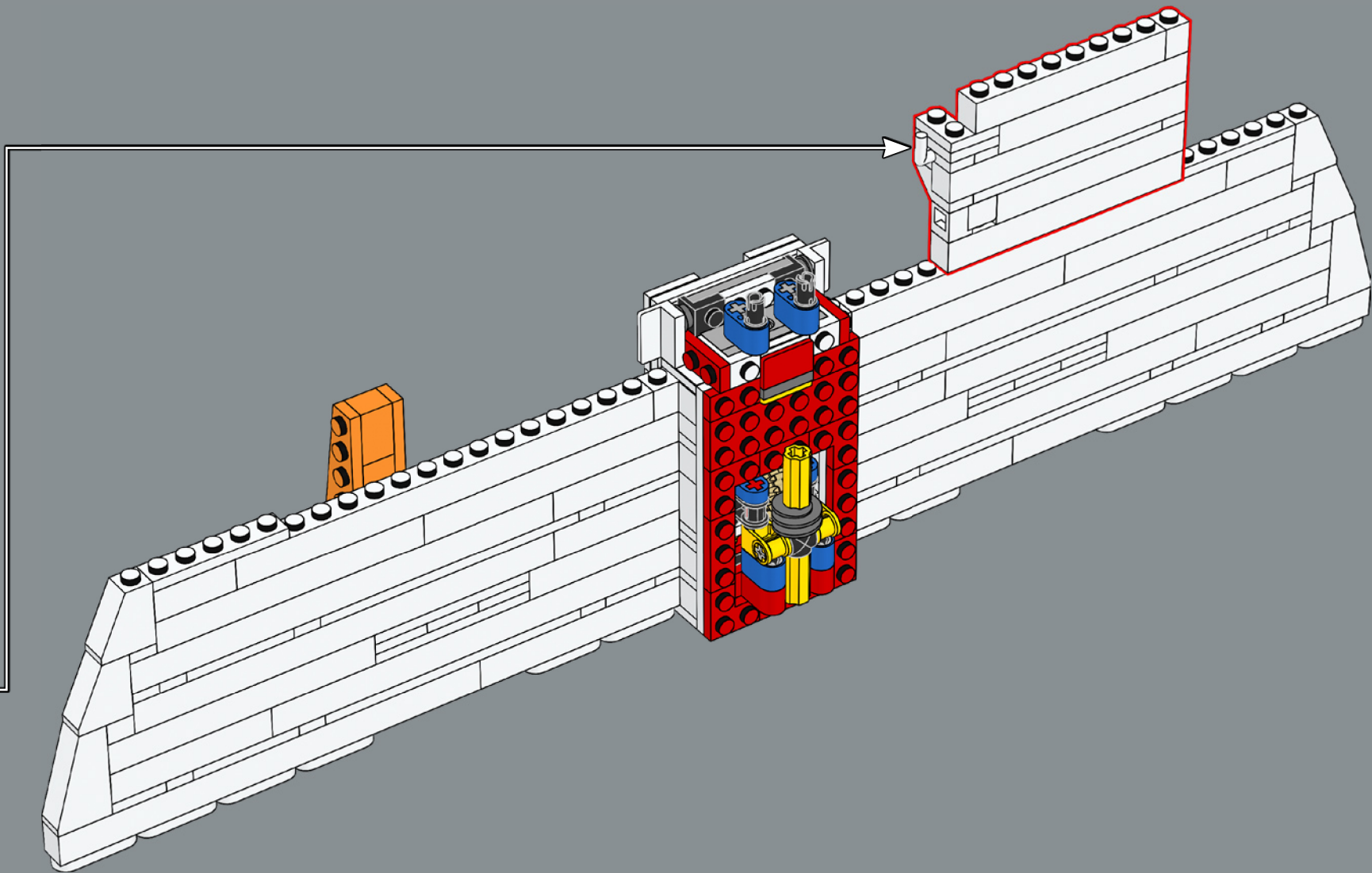


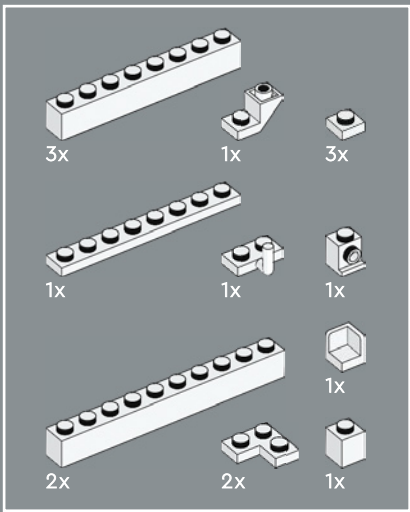
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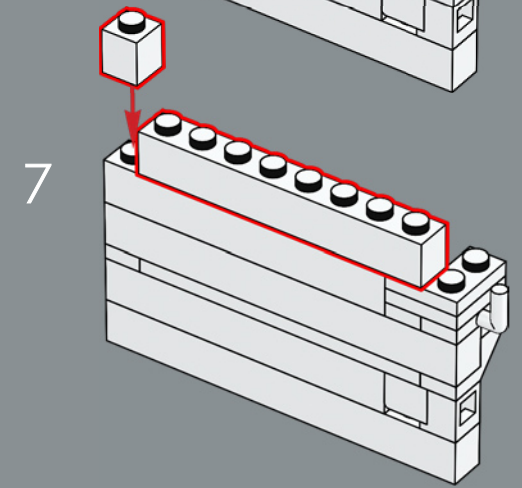
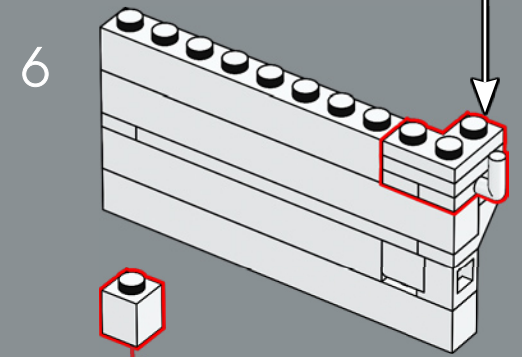
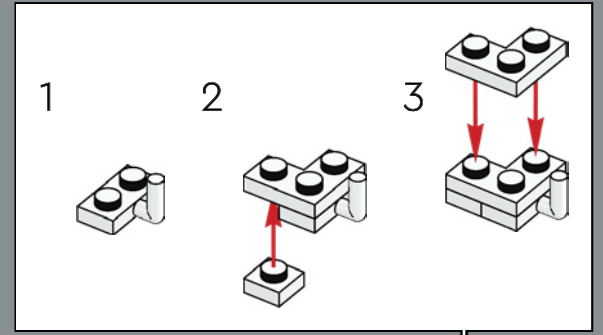
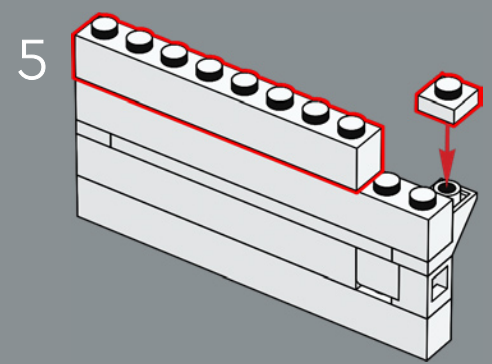
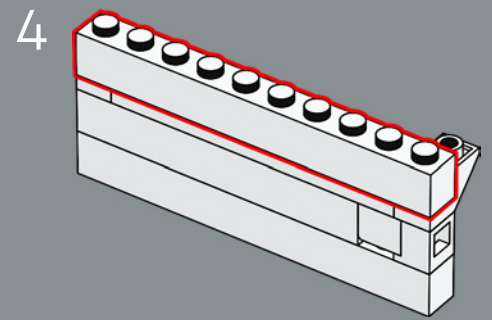
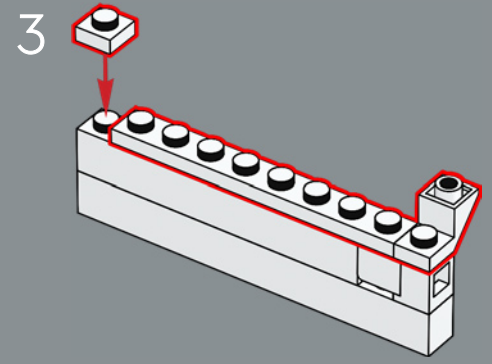
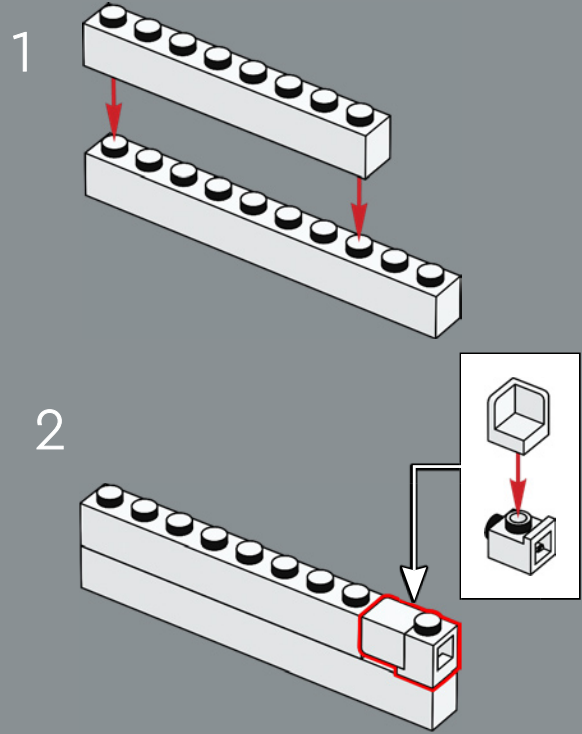
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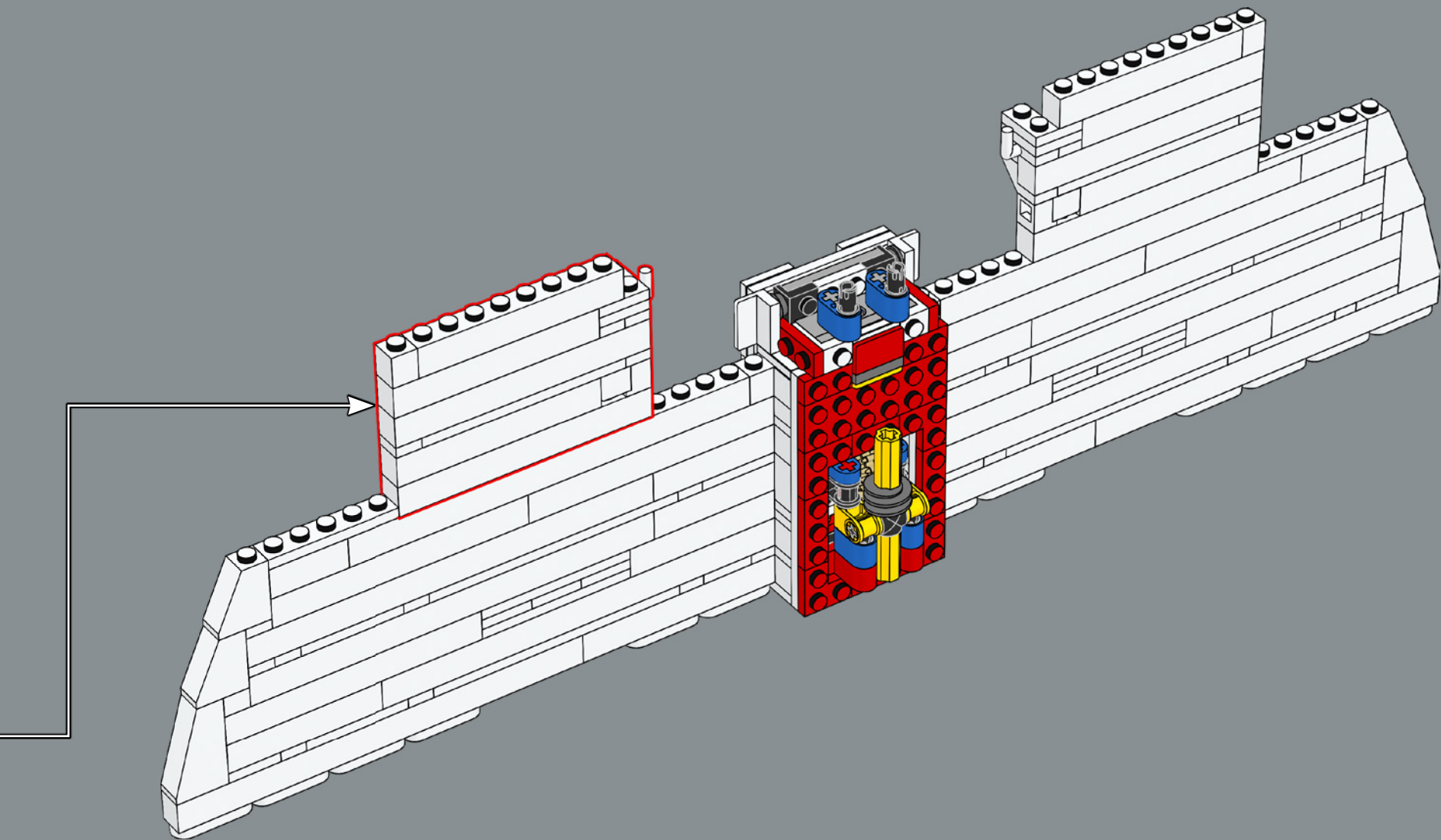


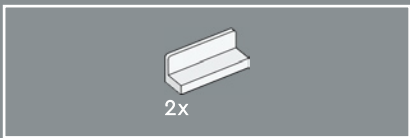


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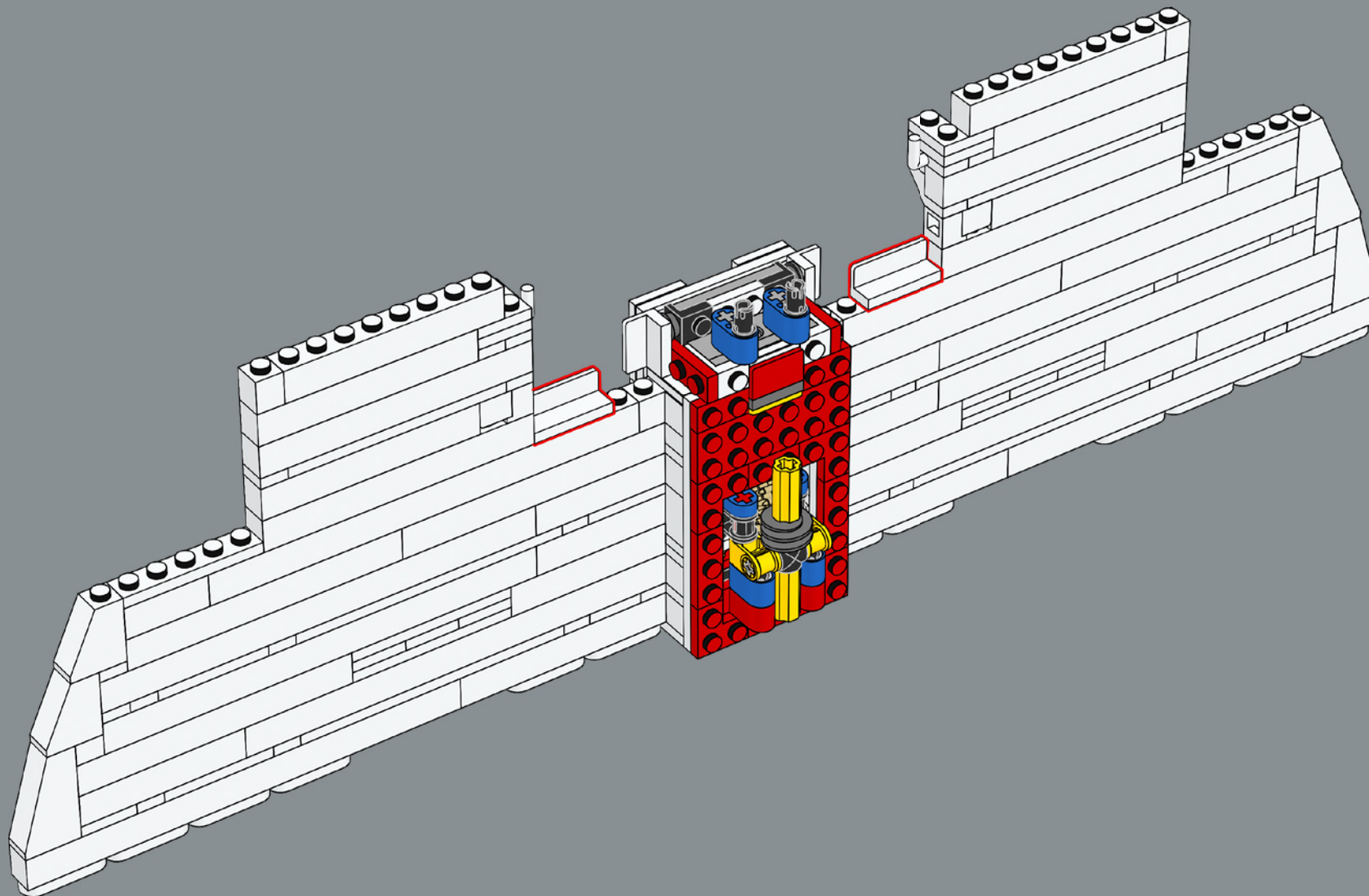


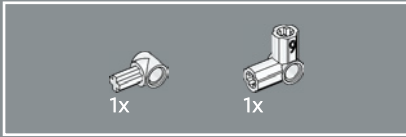
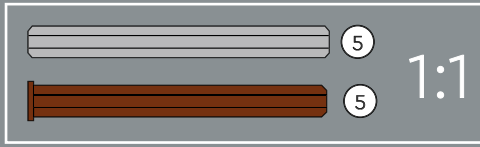
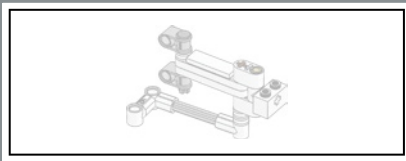




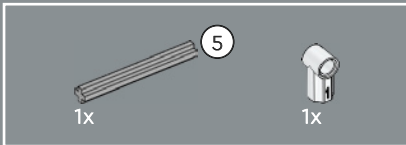
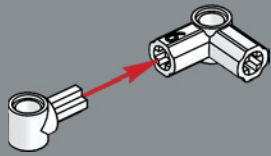
El Concorde tenía una configuración de tren de aterrizaje triciclo. El mecanismo que estás construyendo ahora activará el tren de aterrizaje principal, situado justo en el centro del ala en delta.

53

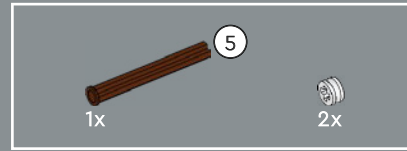
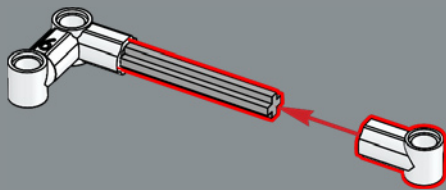




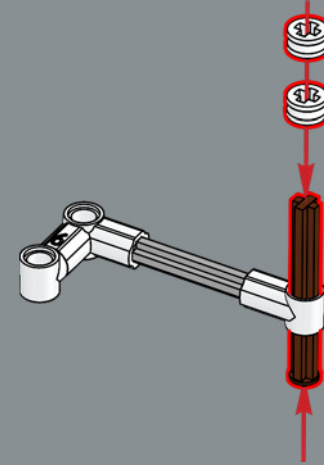
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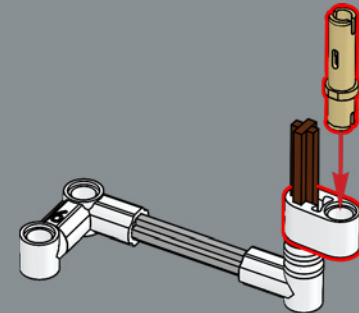
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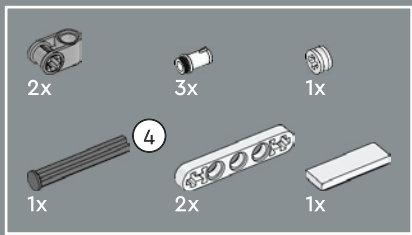


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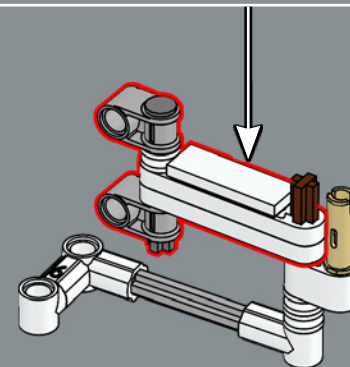
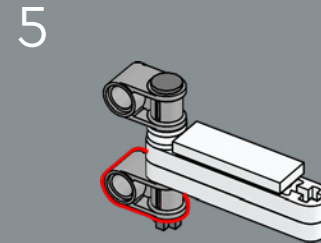
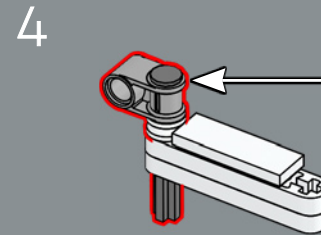
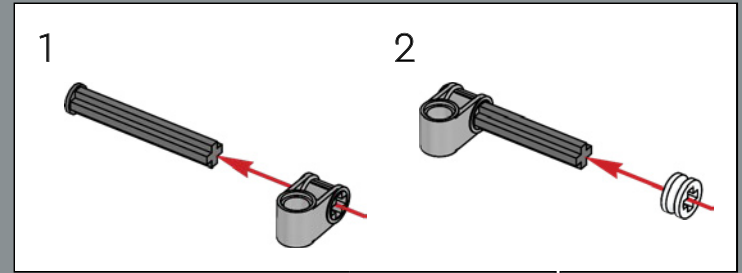
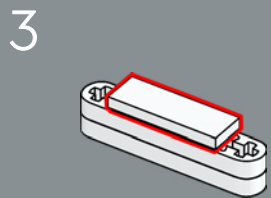
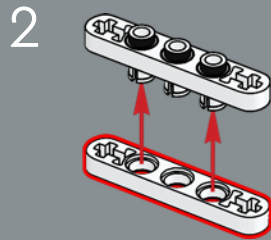
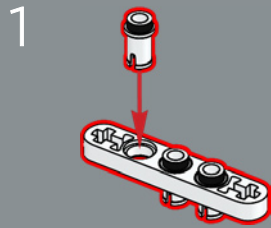


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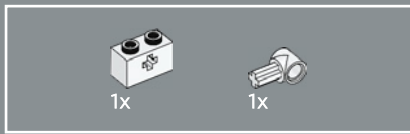




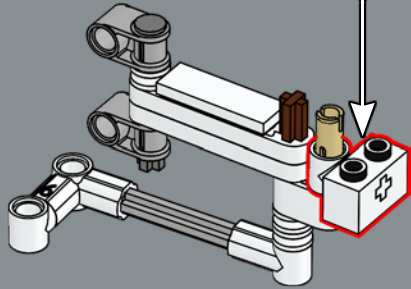
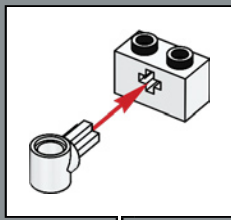
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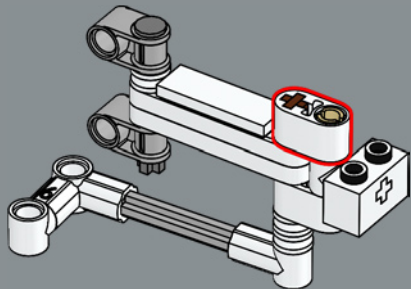




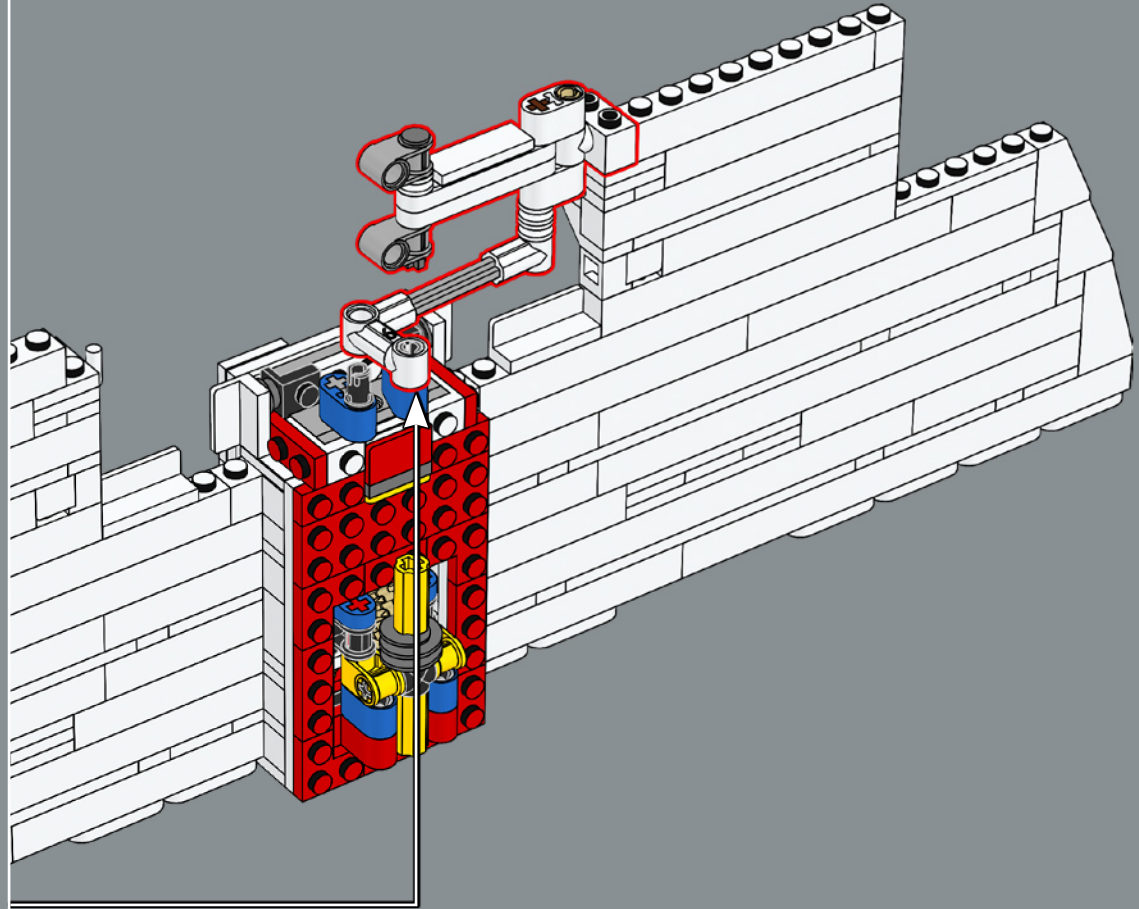
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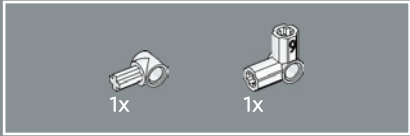
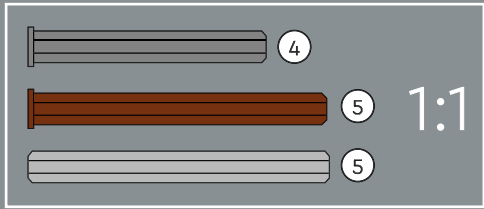
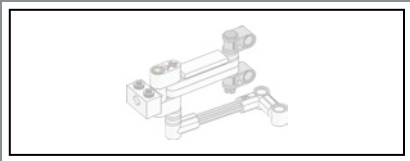


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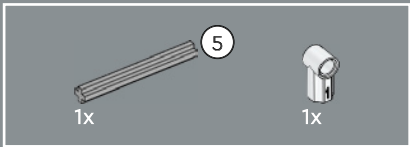
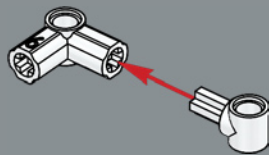


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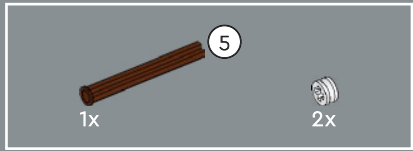
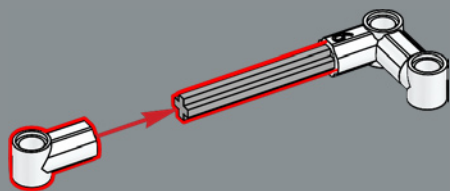




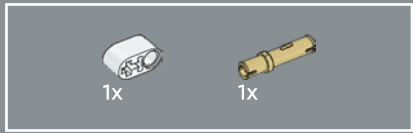
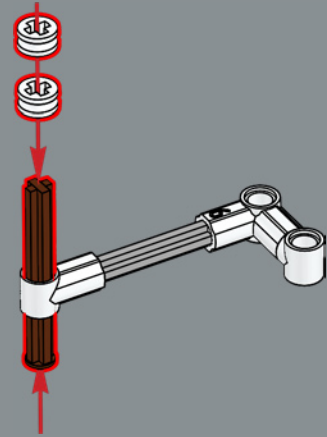
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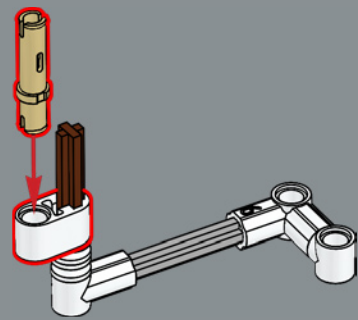
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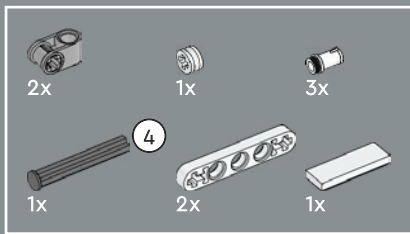


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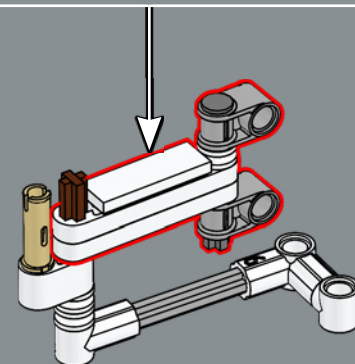
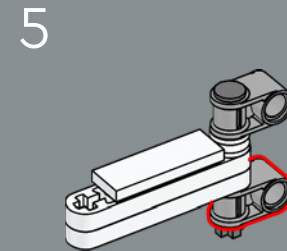
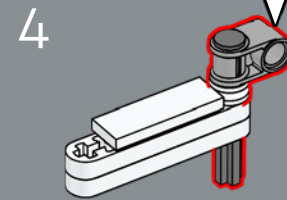
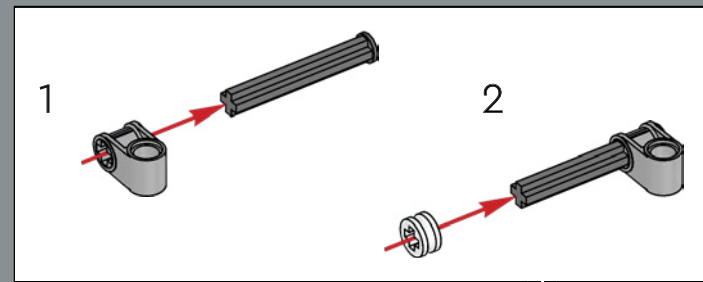
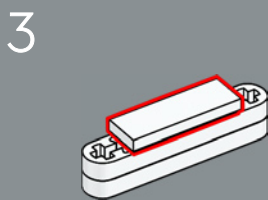
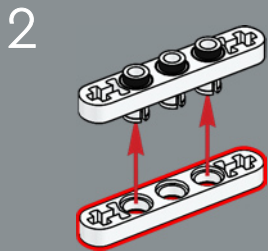
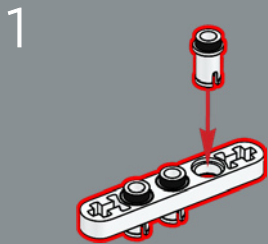


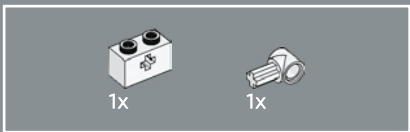
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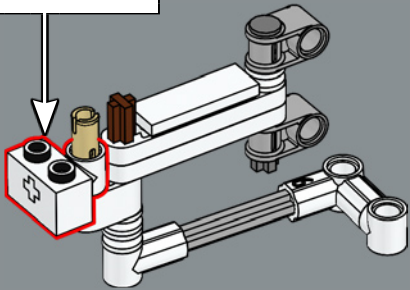
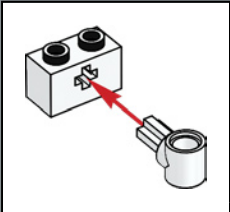


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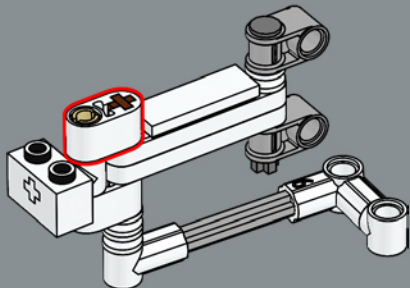




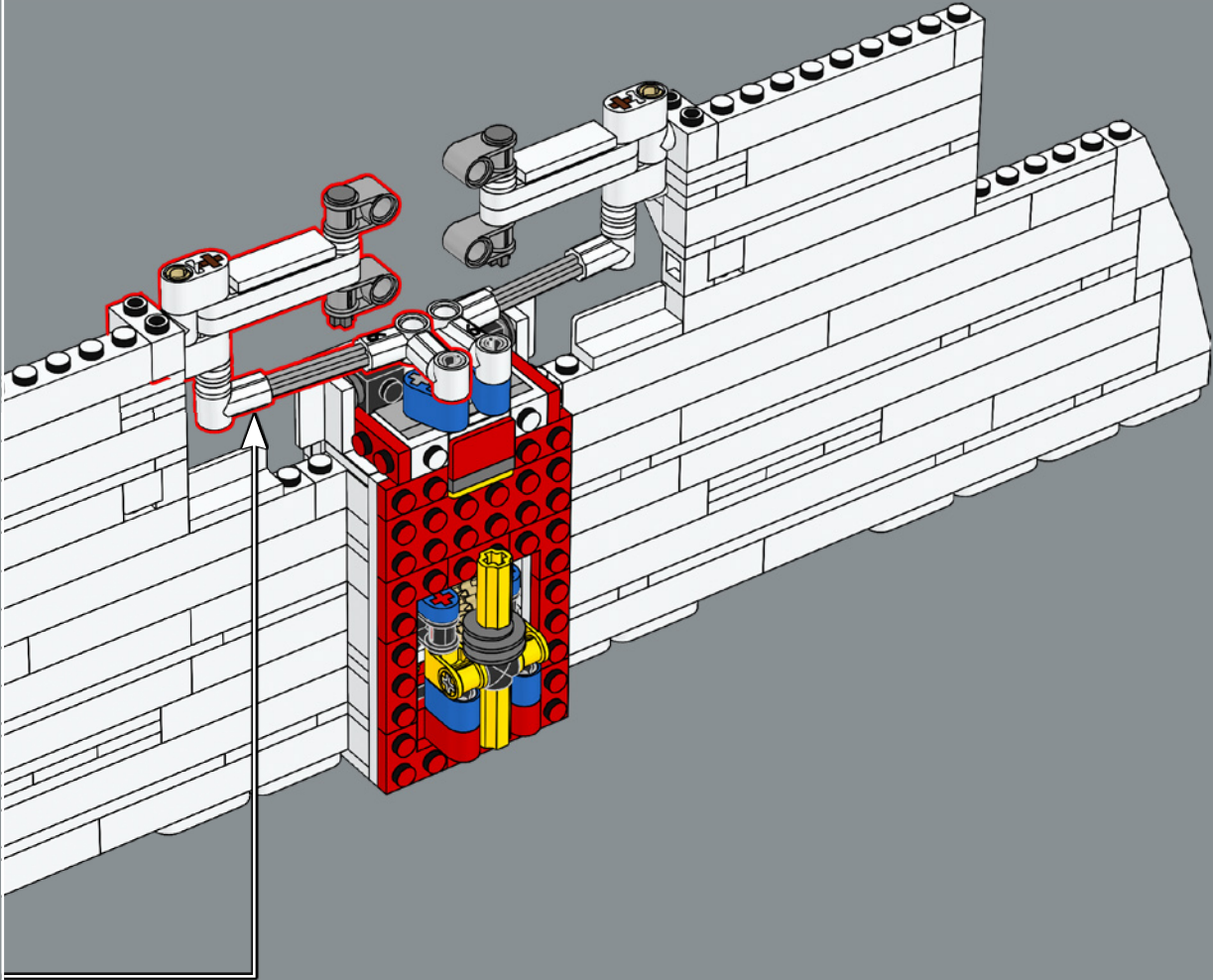
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68

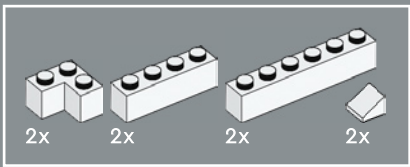


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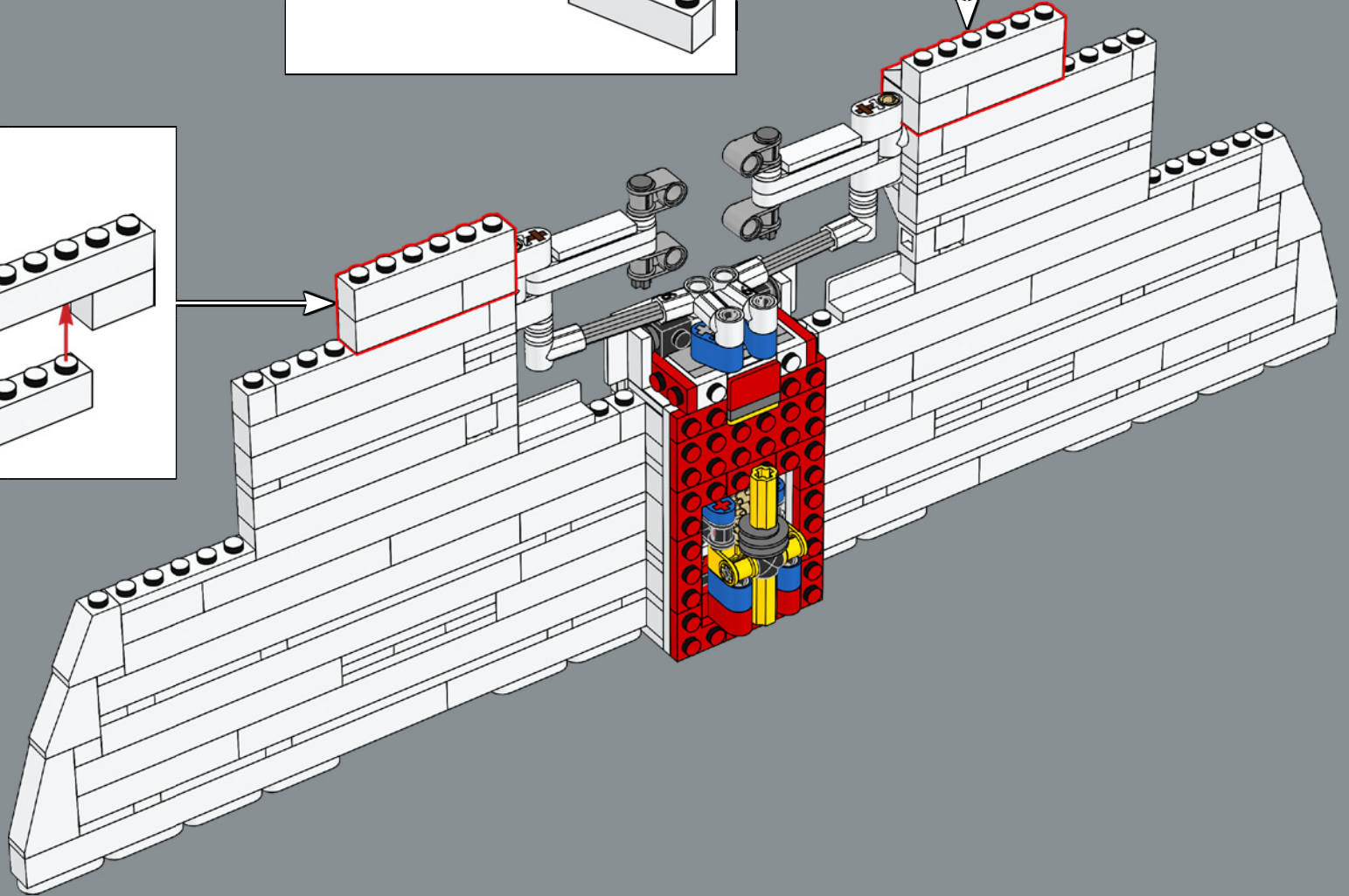
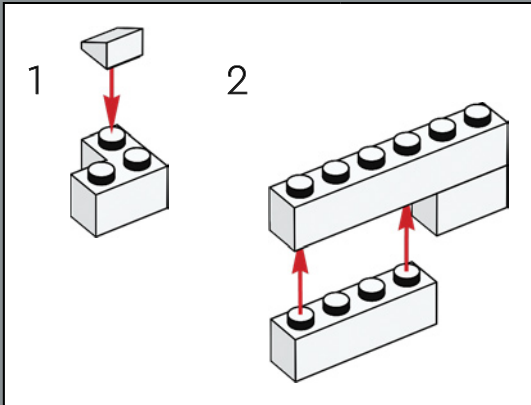
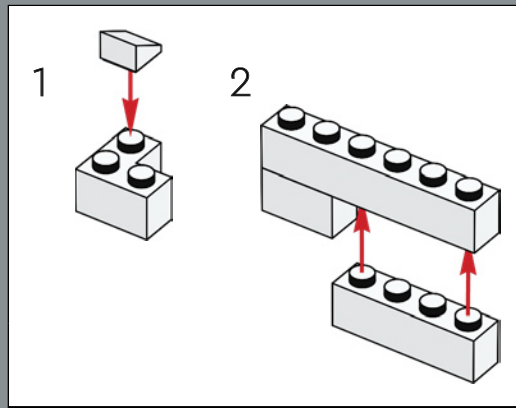


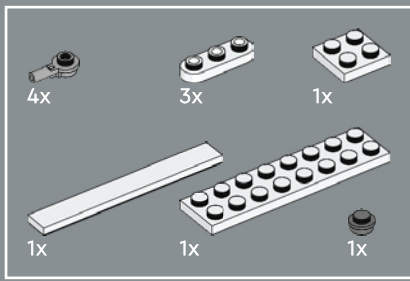




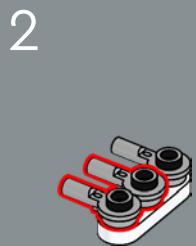
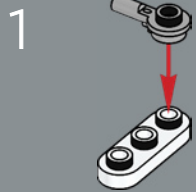


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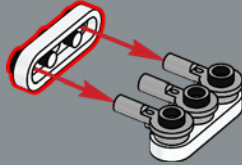




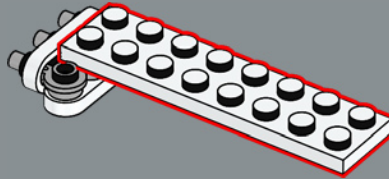
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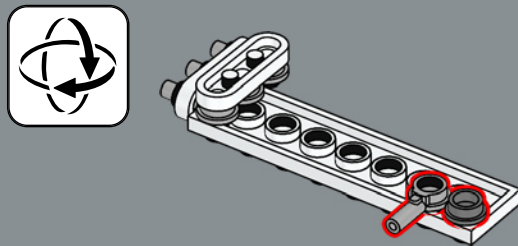
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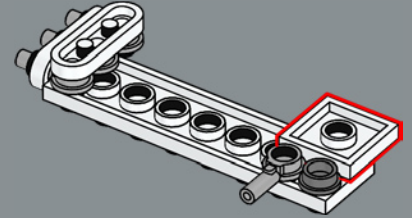
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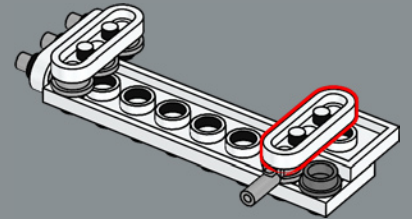
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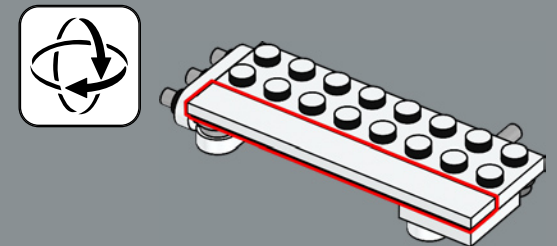
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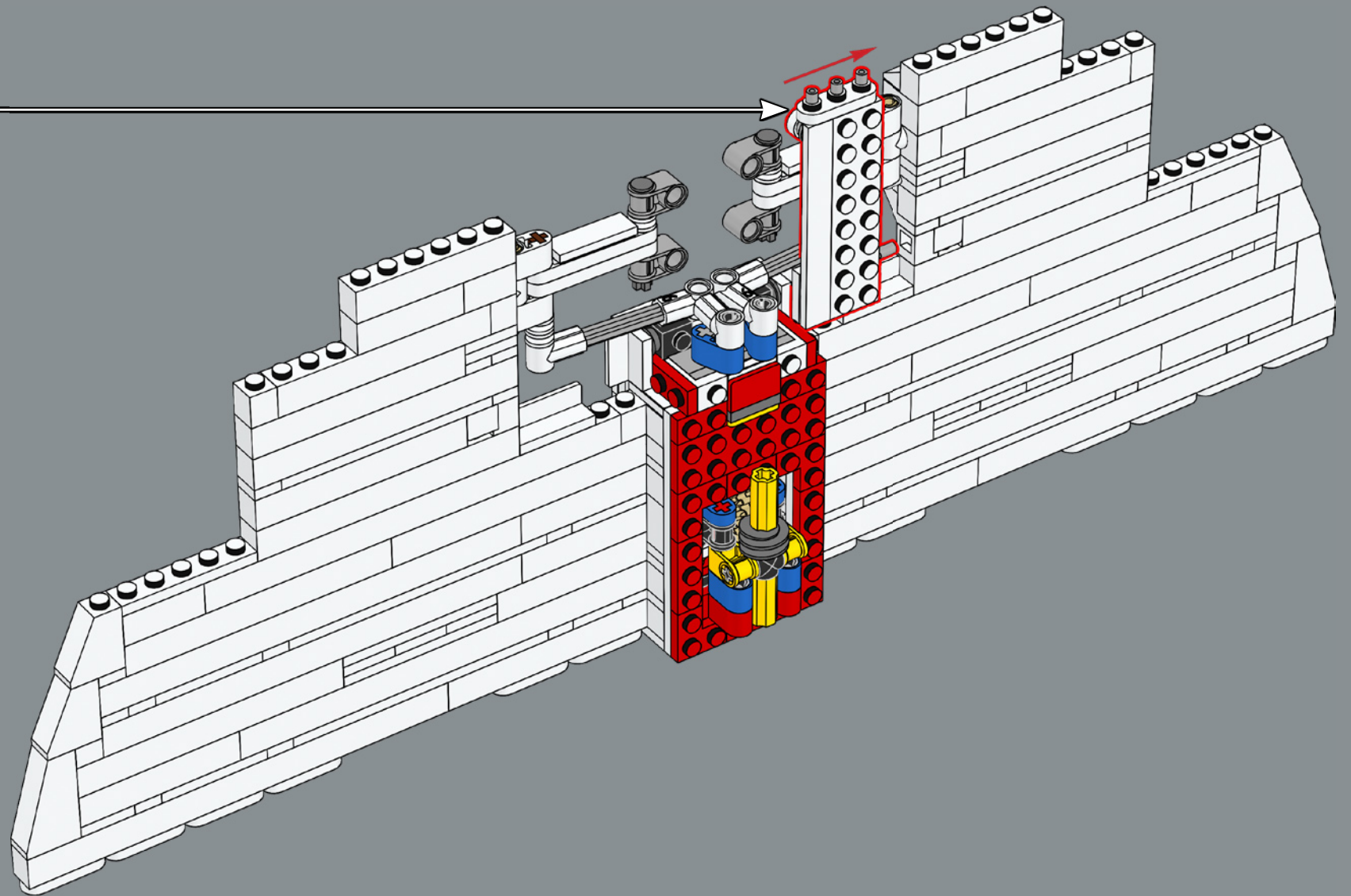


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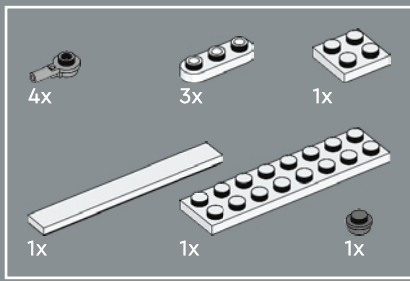


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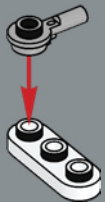






72

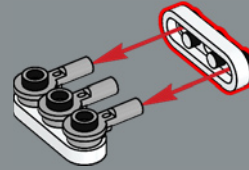
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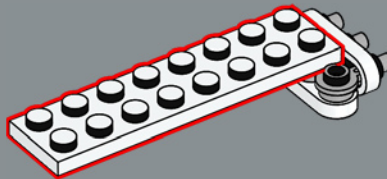
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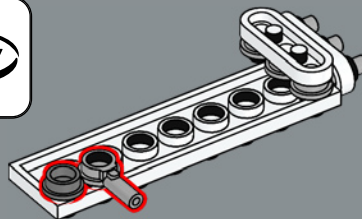
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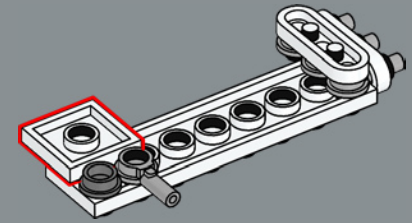
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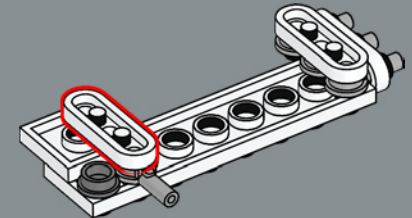
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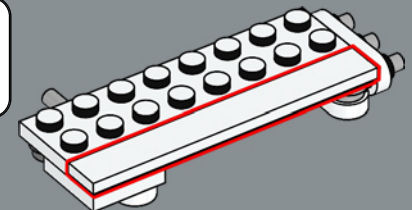
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7

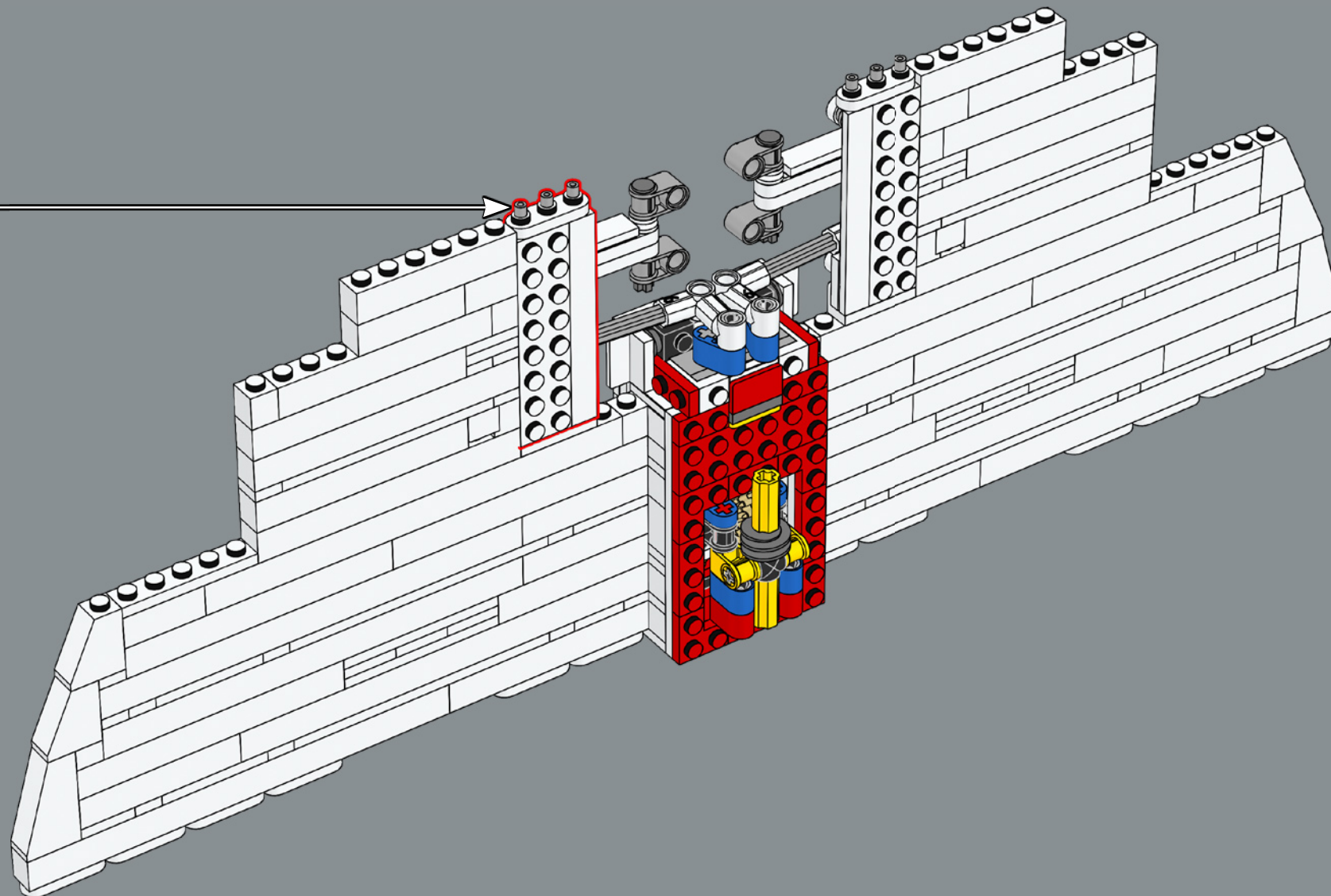


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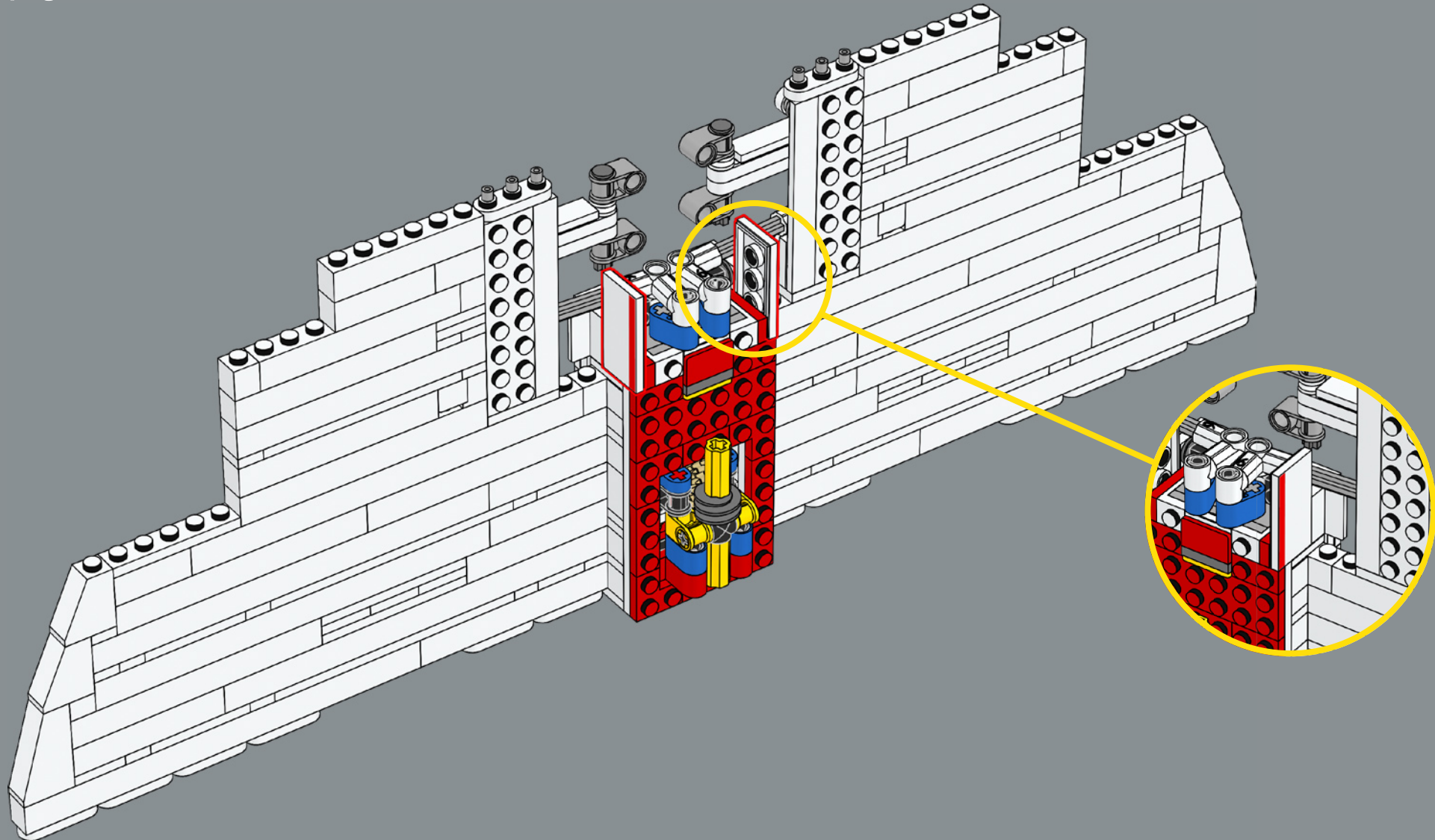


Fue necesario pintar la aeronave con una pintura blanca especialmente diseñada para disipar el calor generado por el vuelo supersónico.

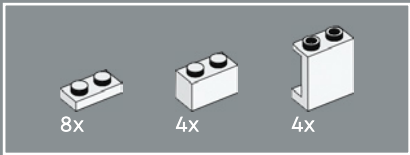




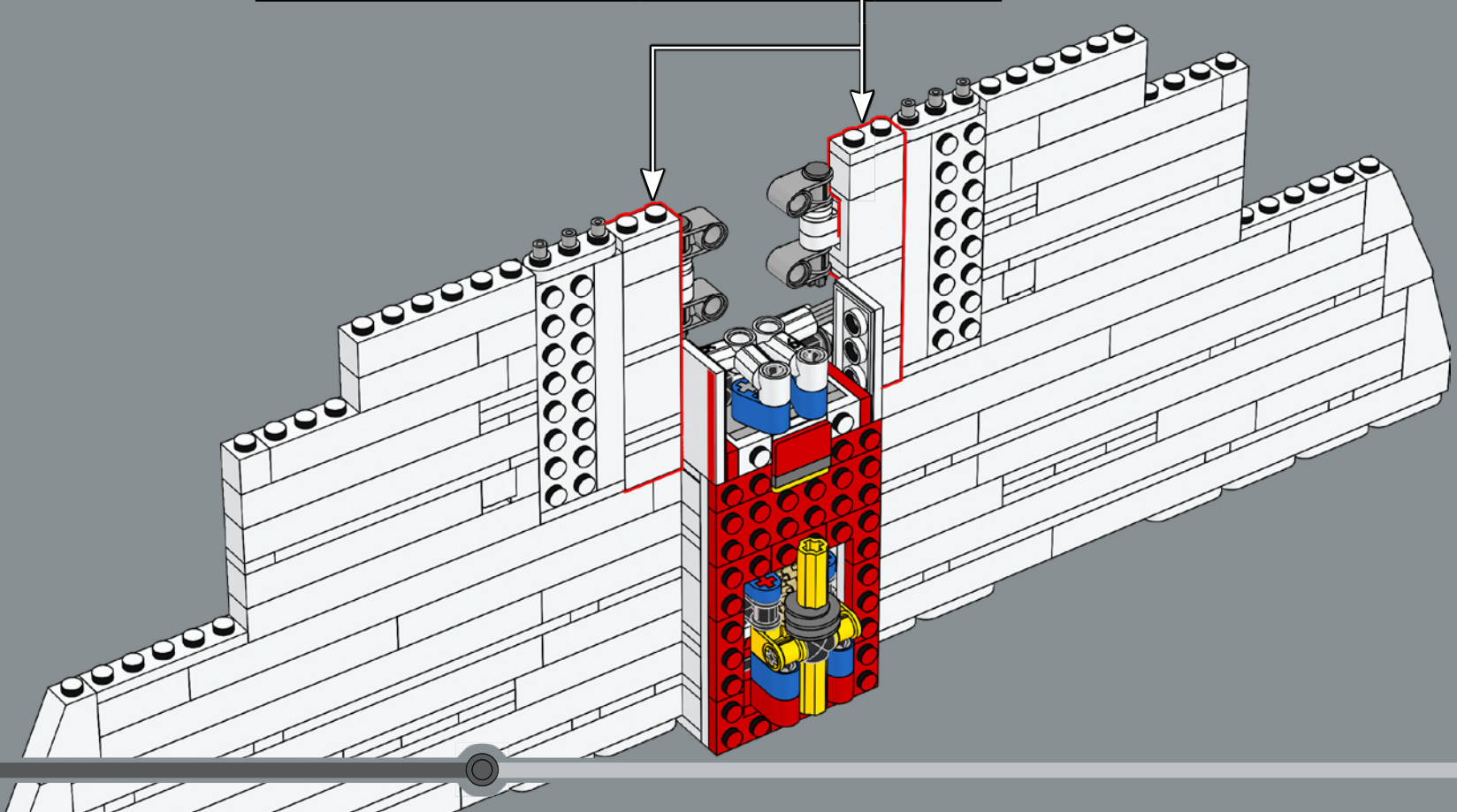
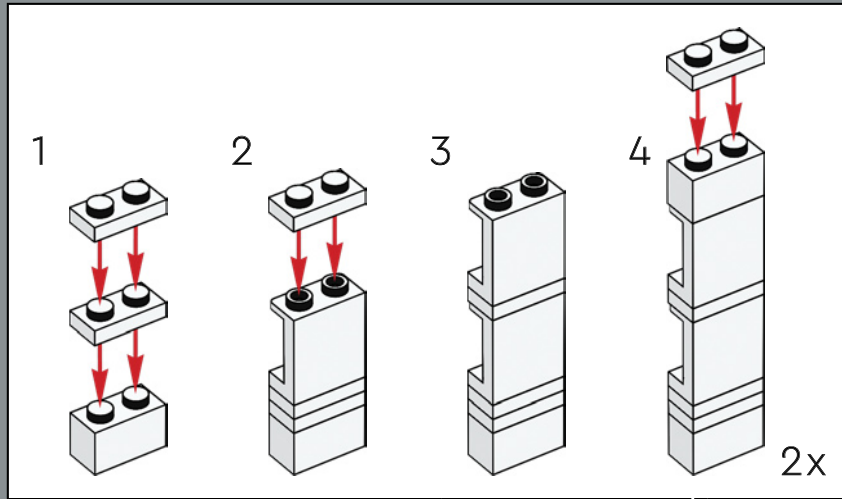
73



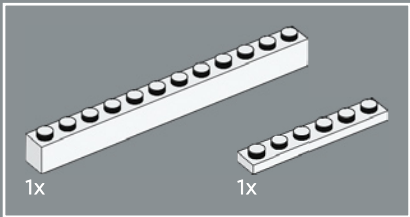
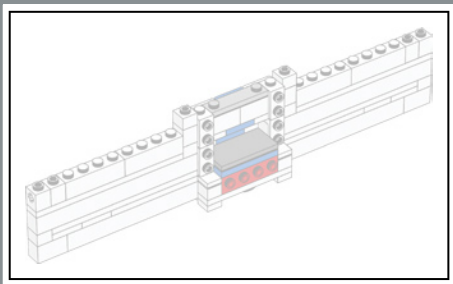




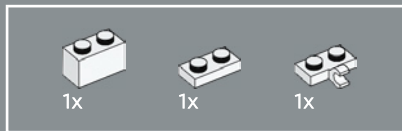
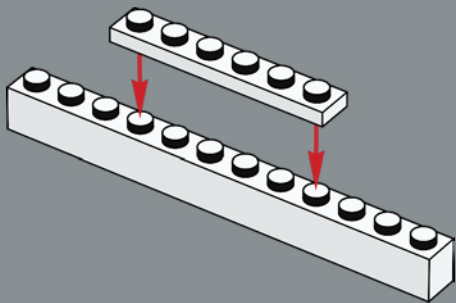
74



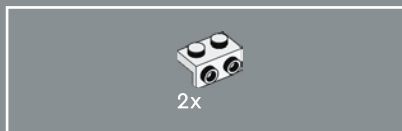
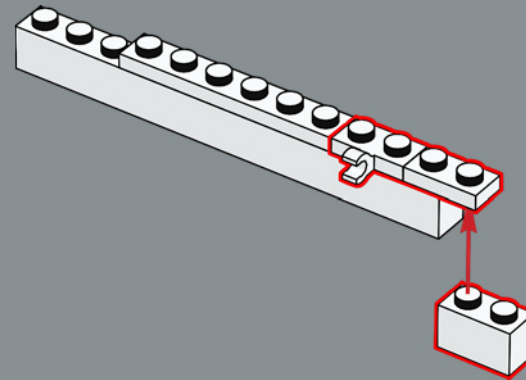




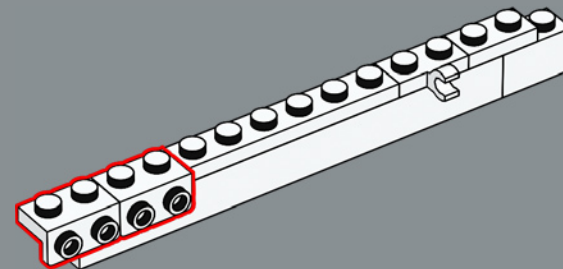
75

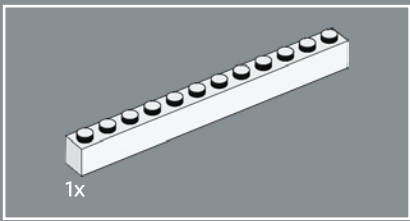


76

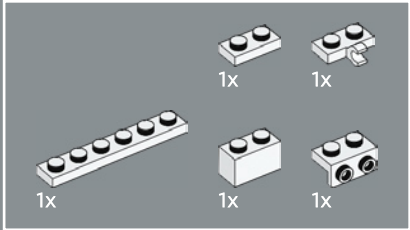
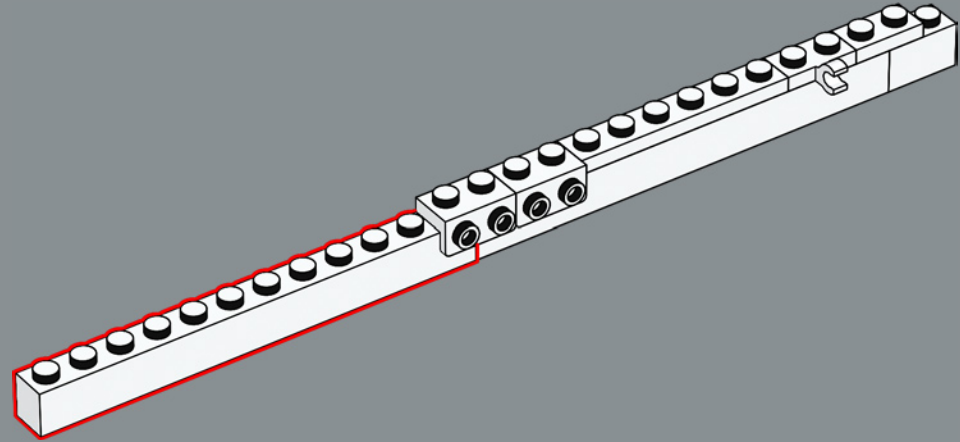


77

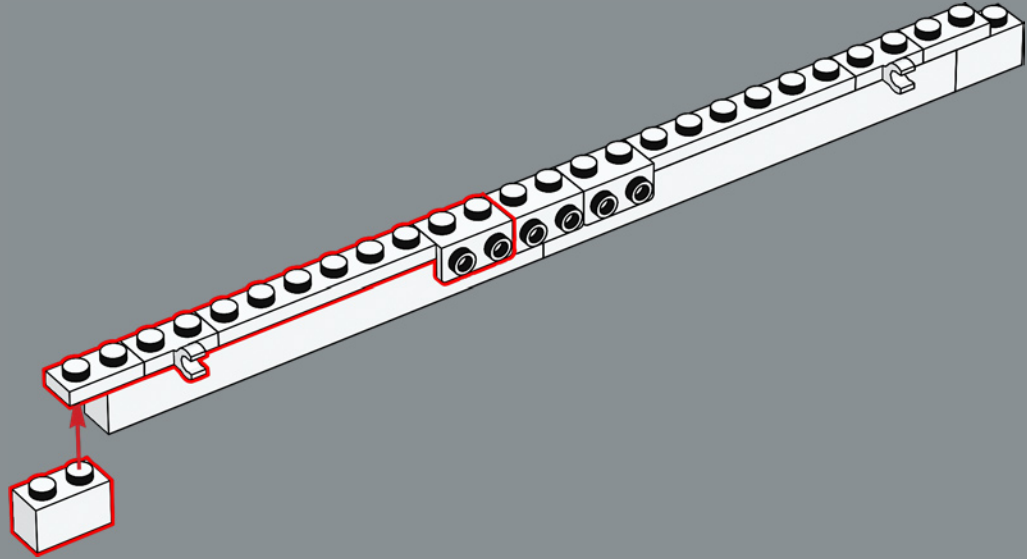


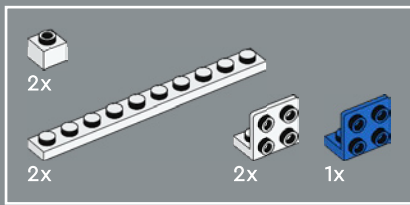


78

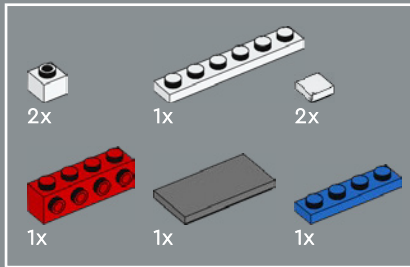
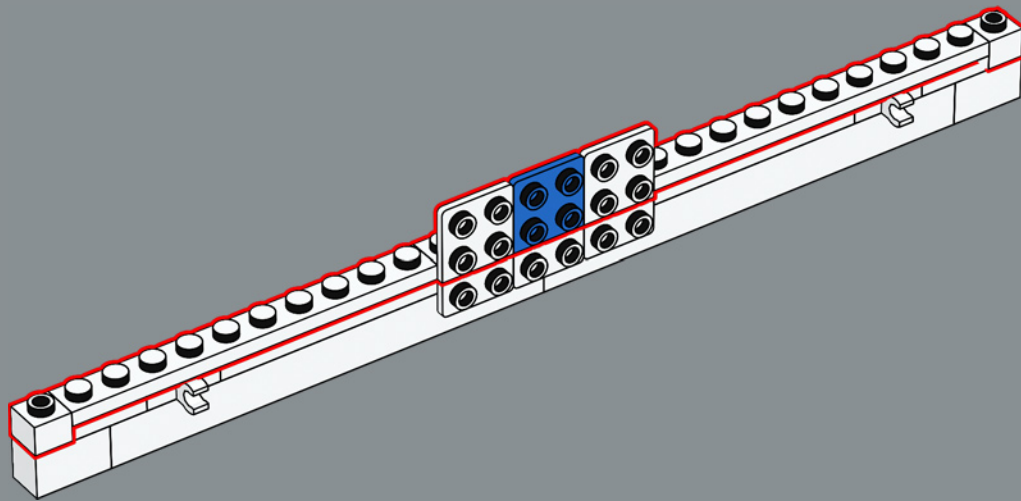


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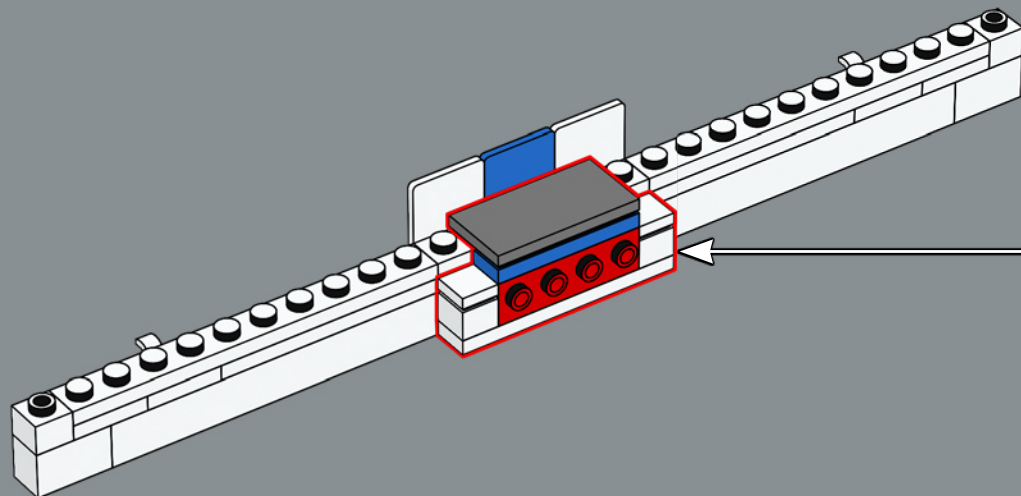
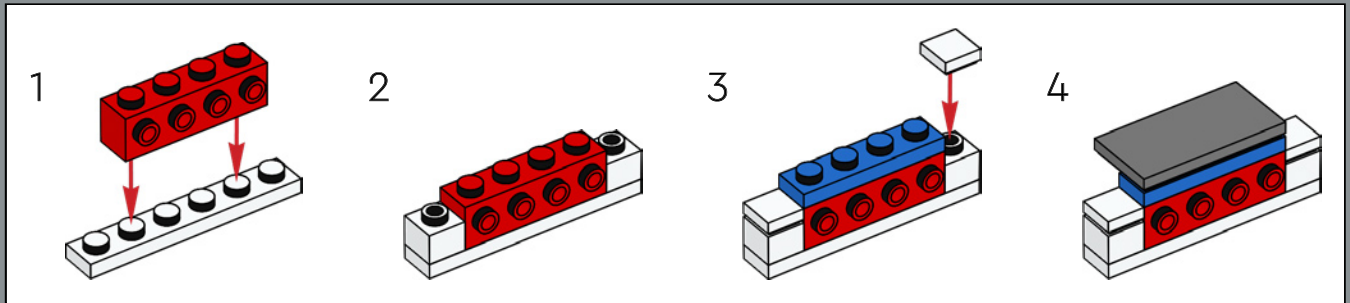


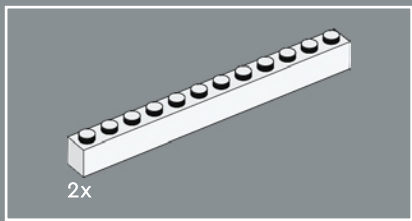


80

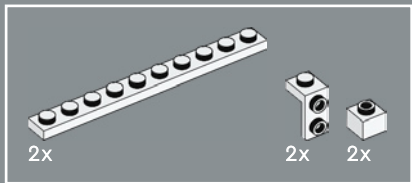
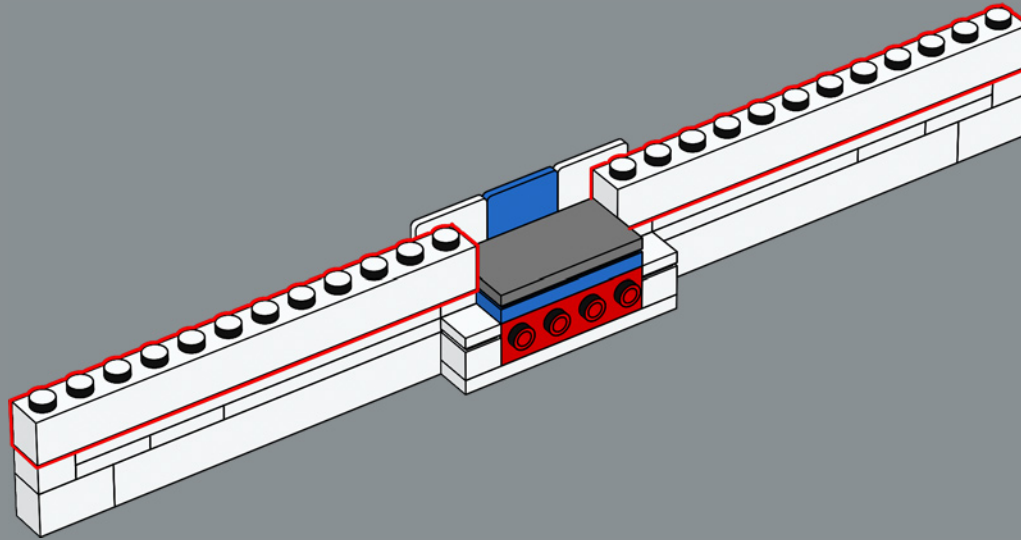


81

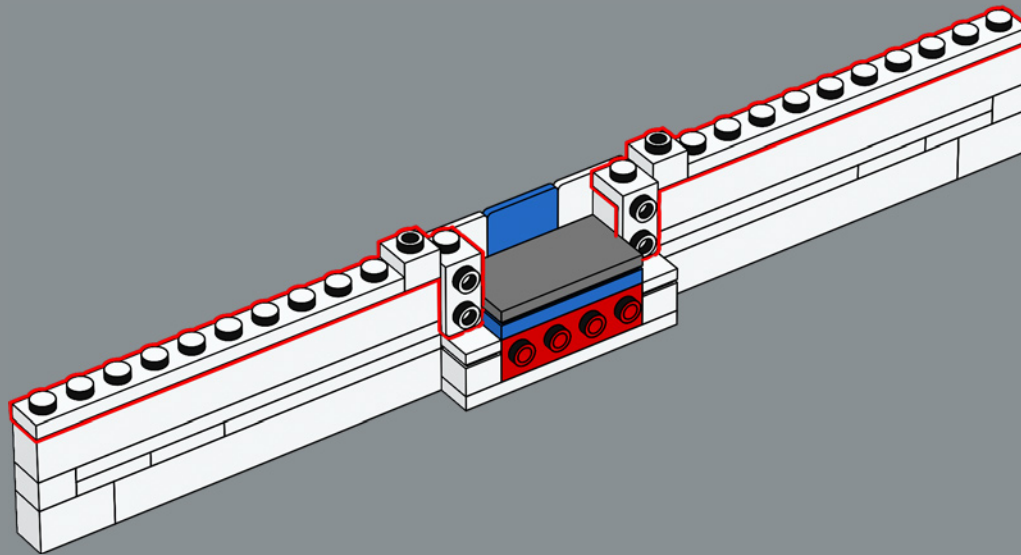




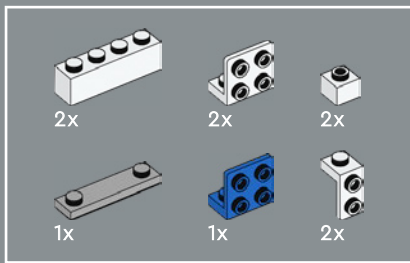
82



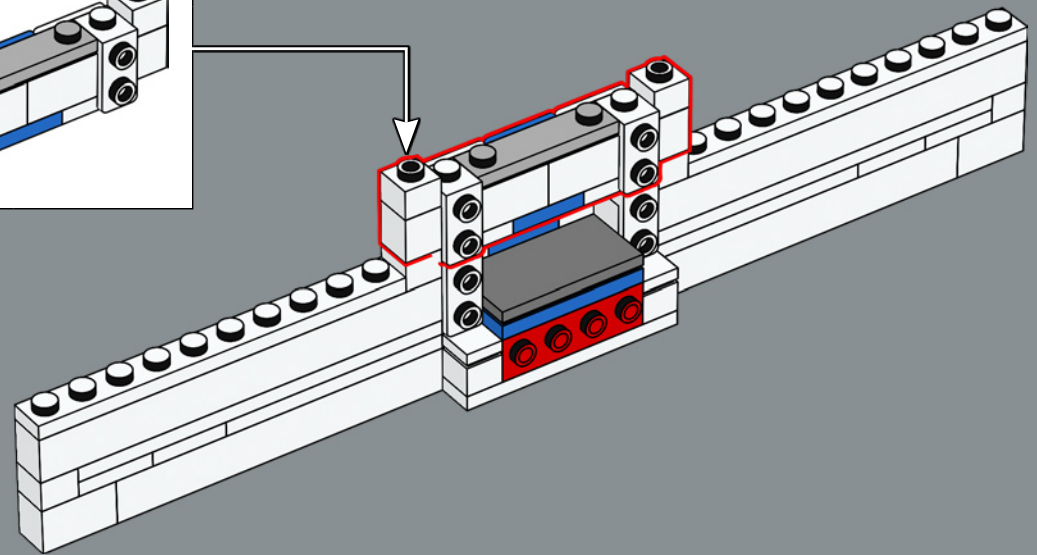
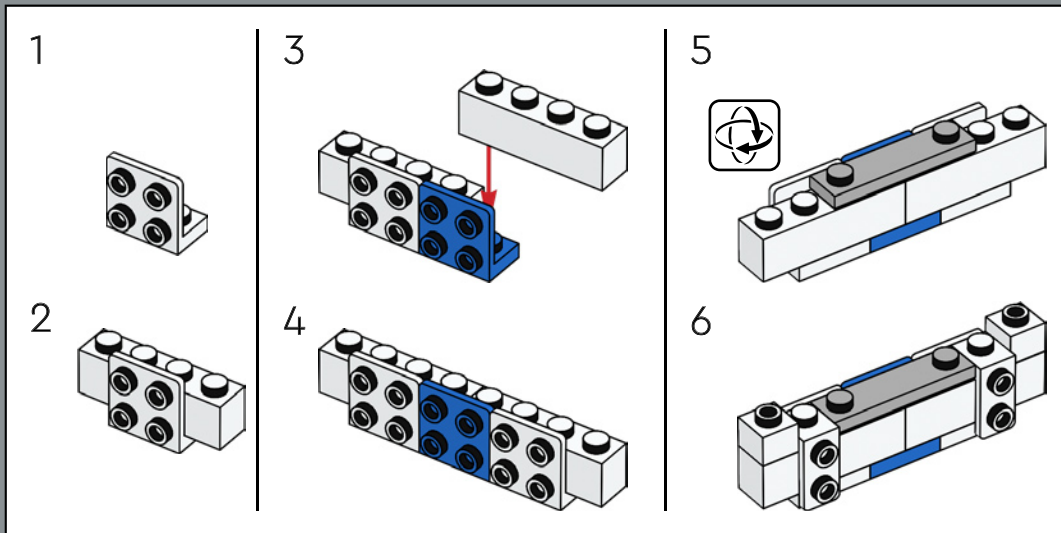
83

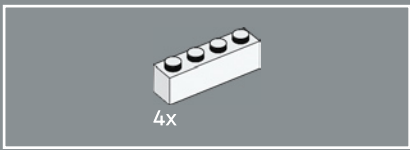




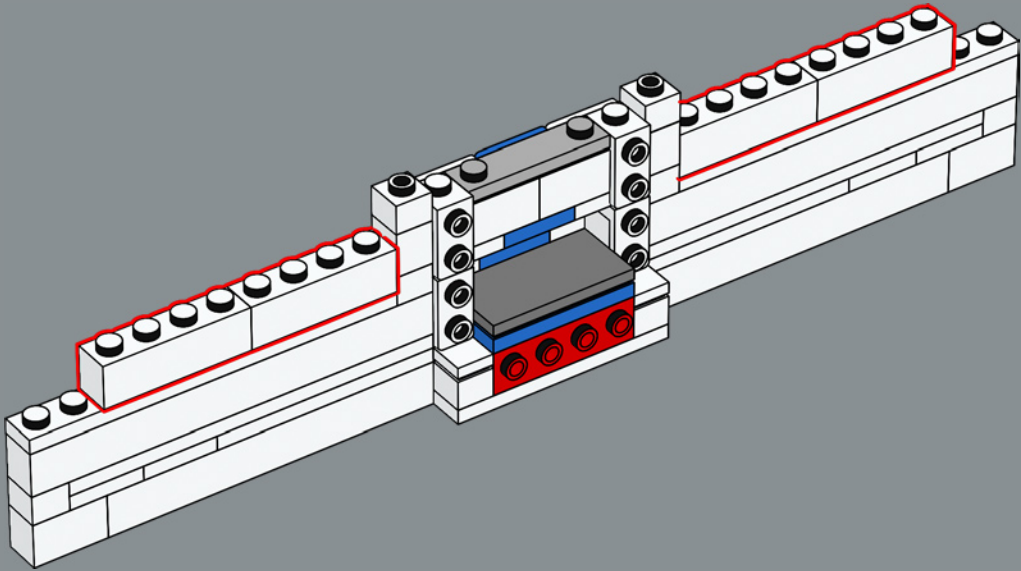


84

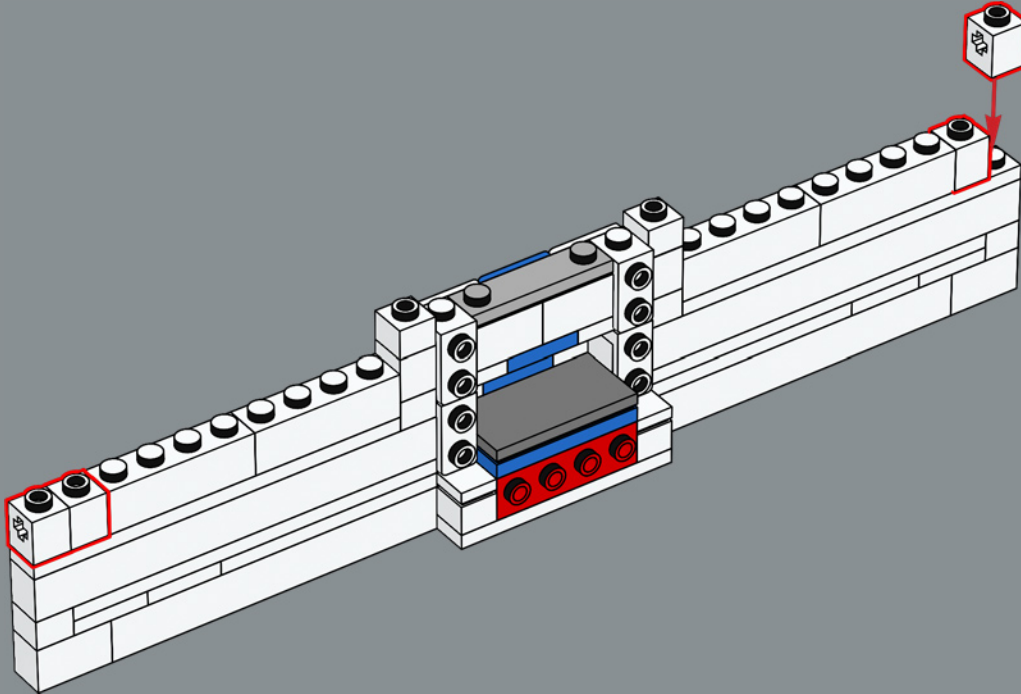


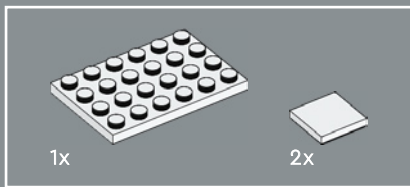


85

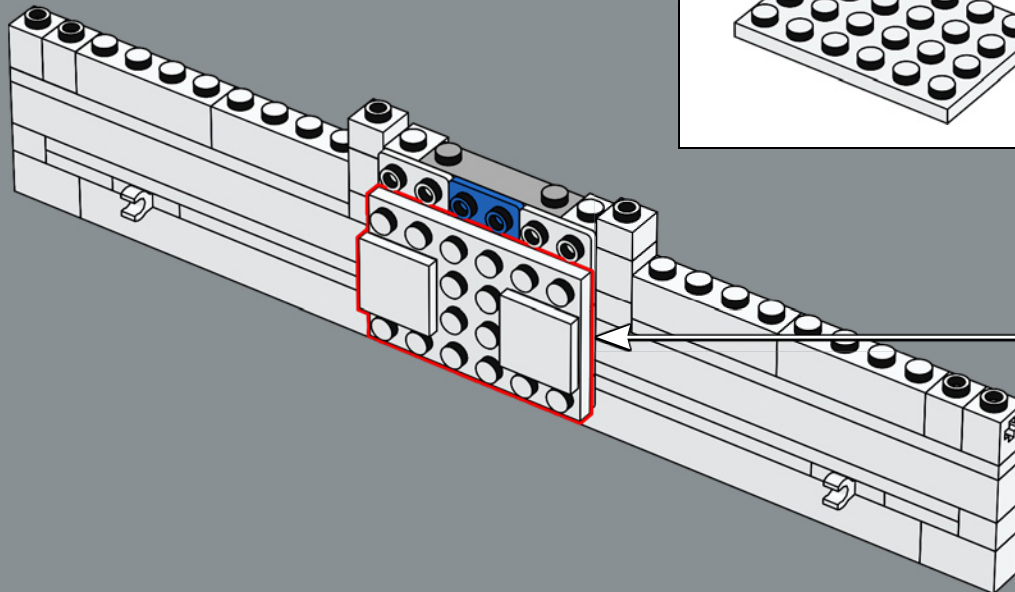


86

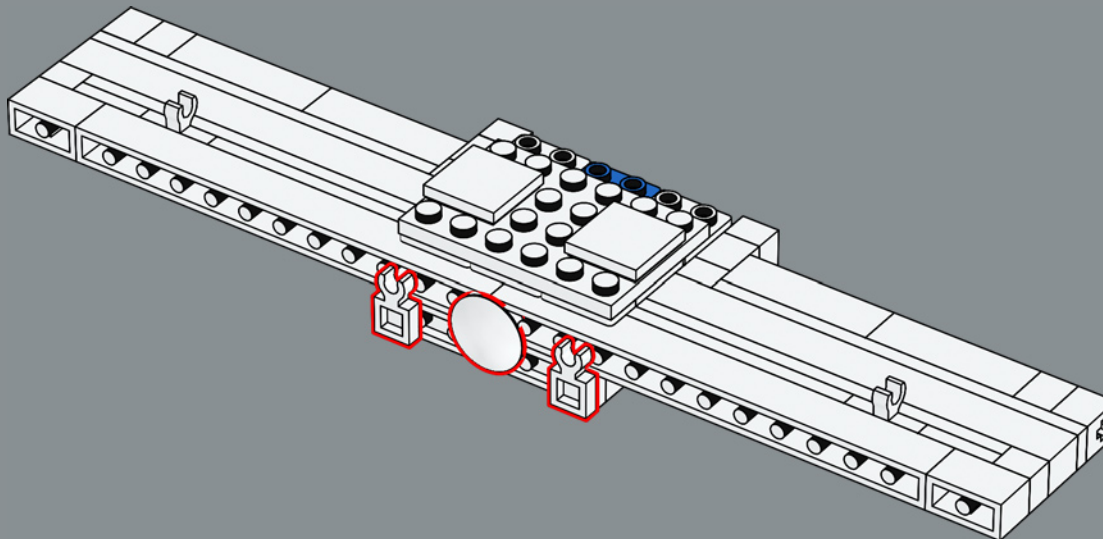




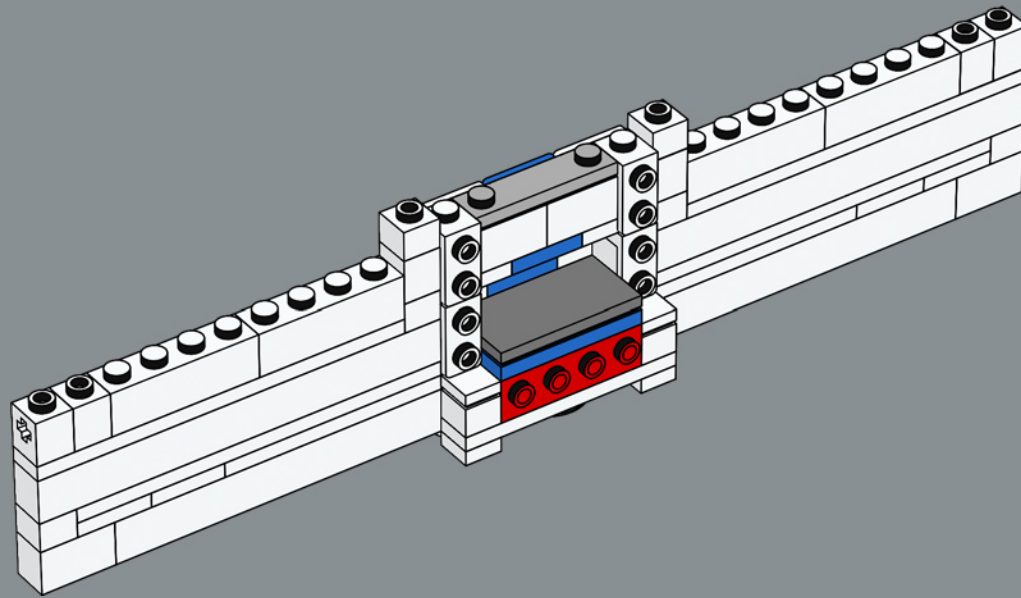
87



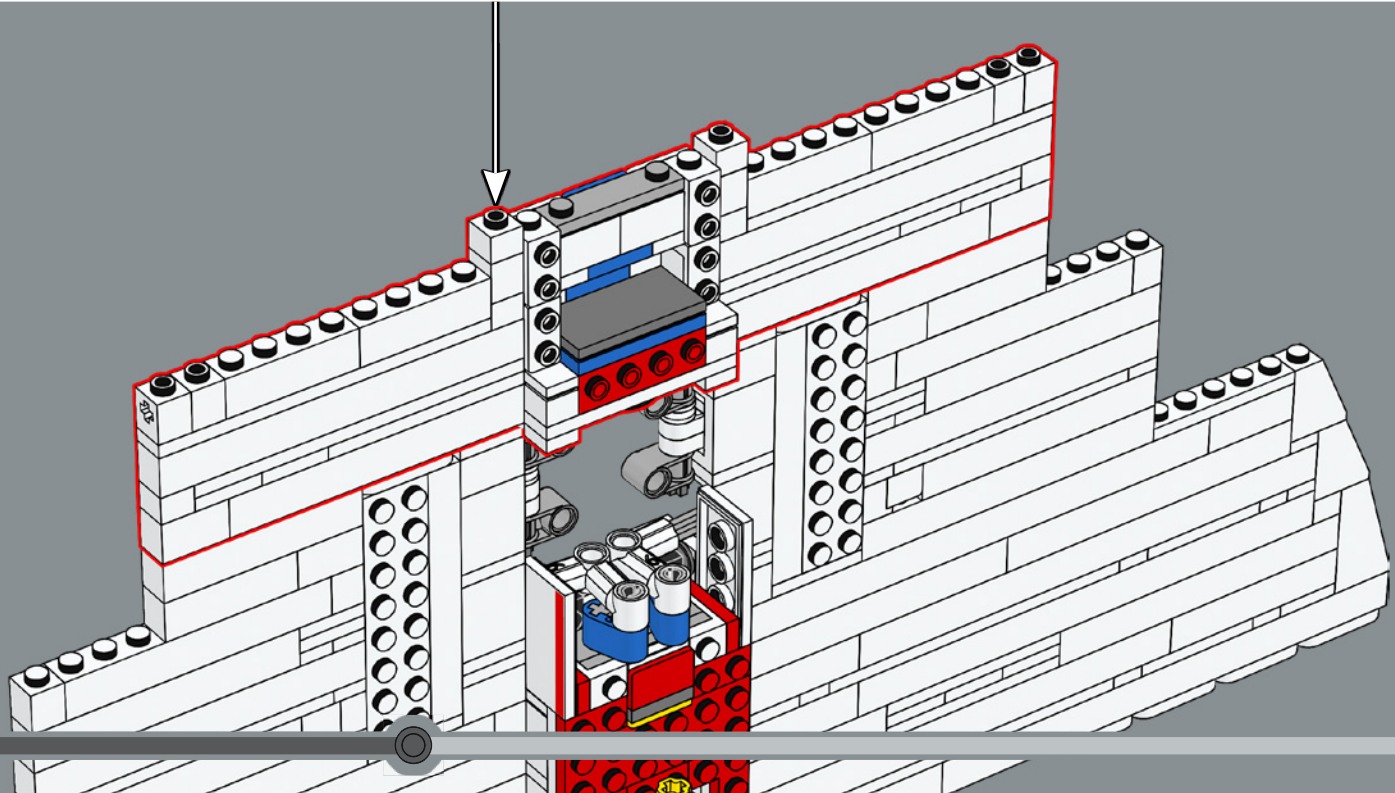
88



89



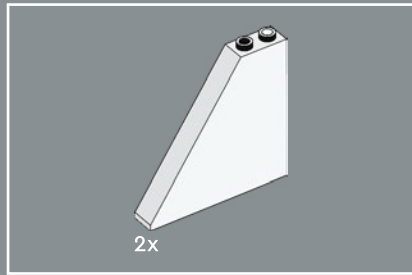
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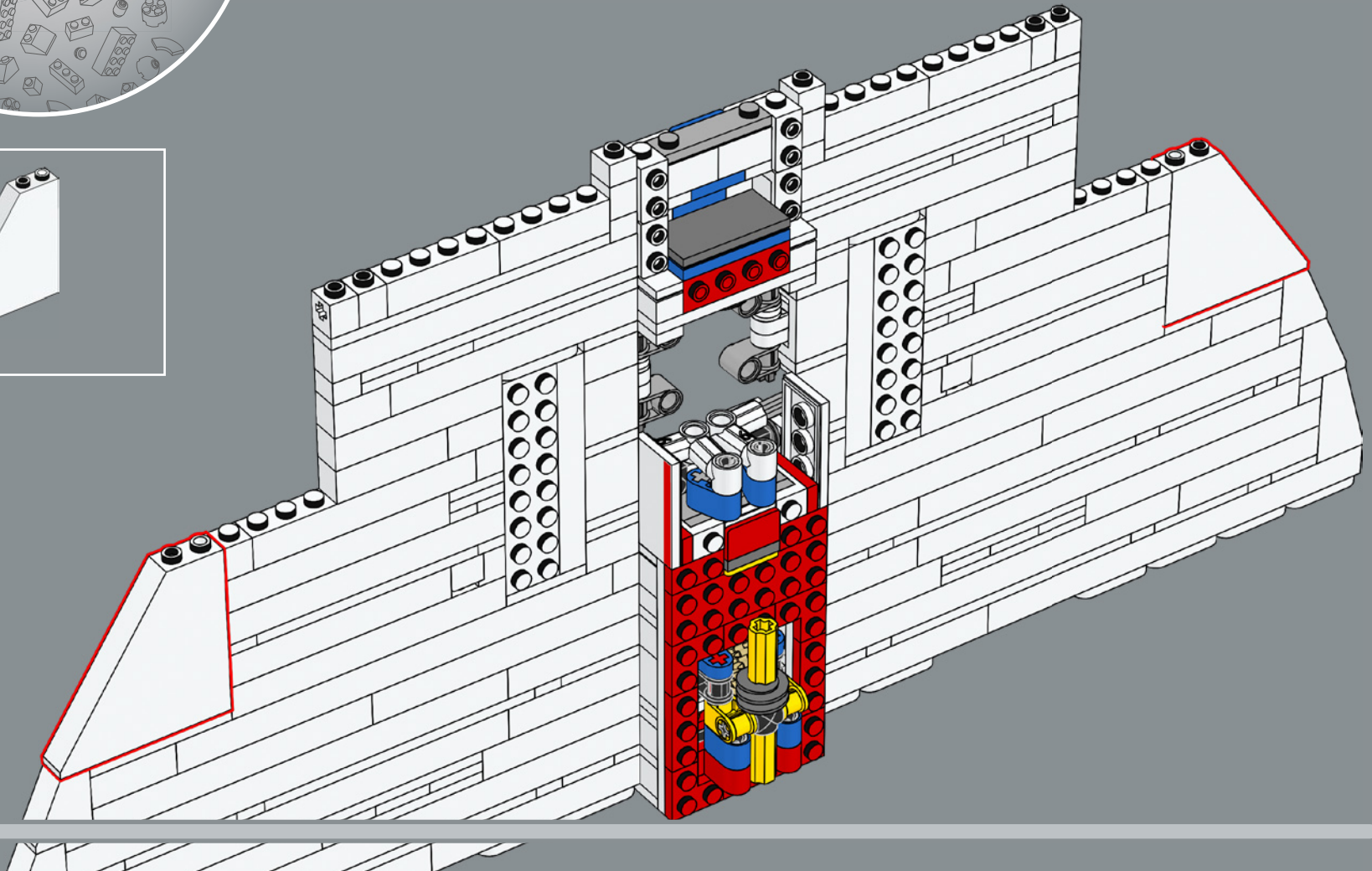


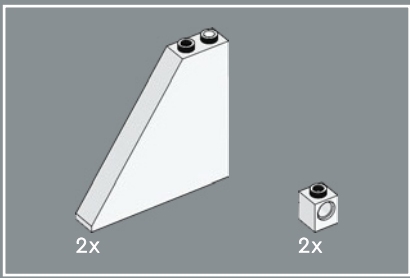


La clásica silueta del Concorde proviene de un problema técnico bastante real: encontrar el equilibrio entre la minimización de la resistencia y la generación de sustentación en un ala supersónica. Para solucionarlo, se modificó el diseño de un ala en delta con objeto de aumentar su eficiencia a menor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

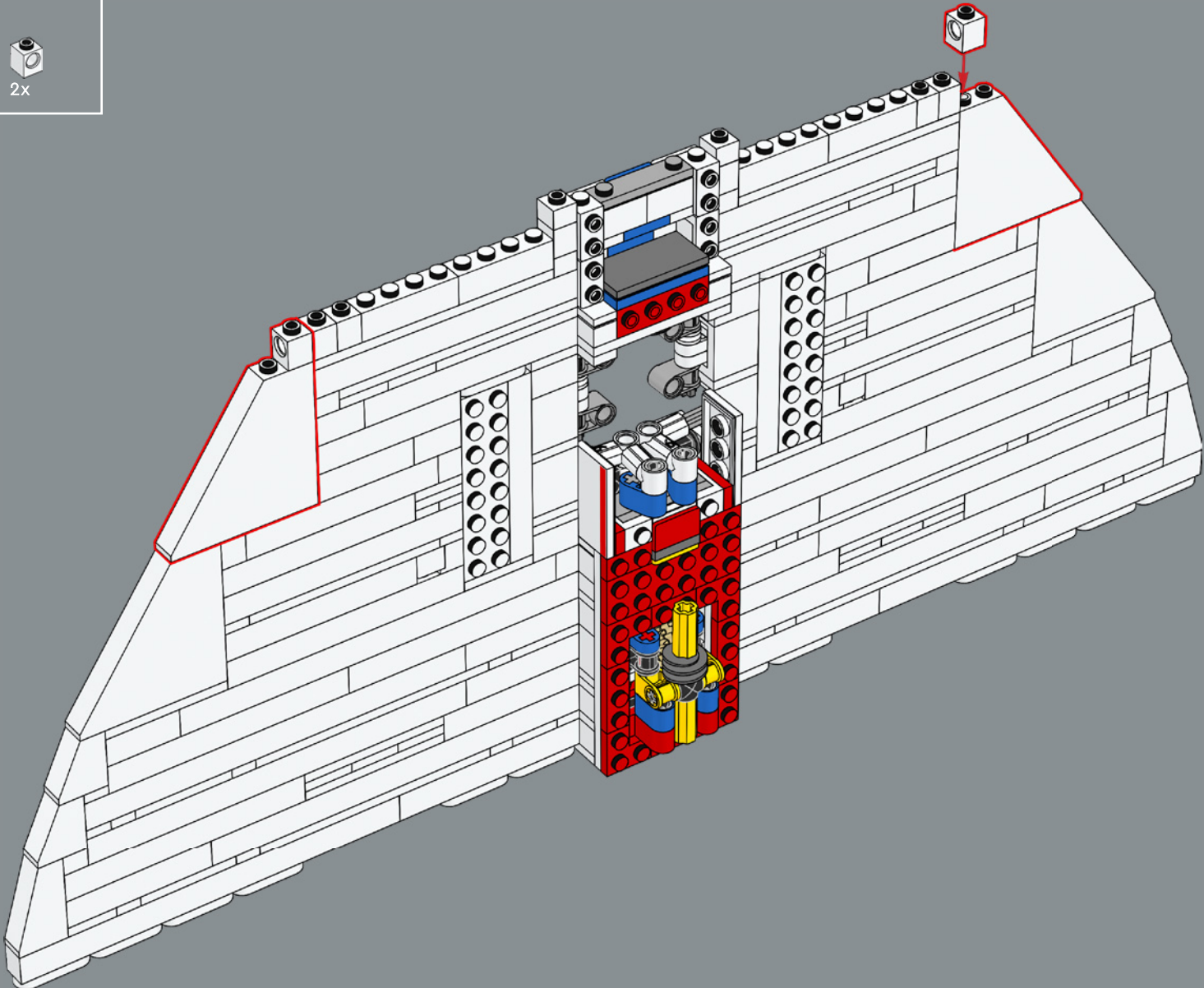


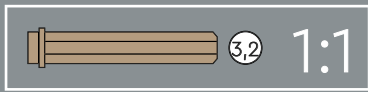
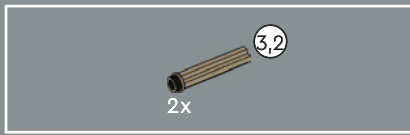
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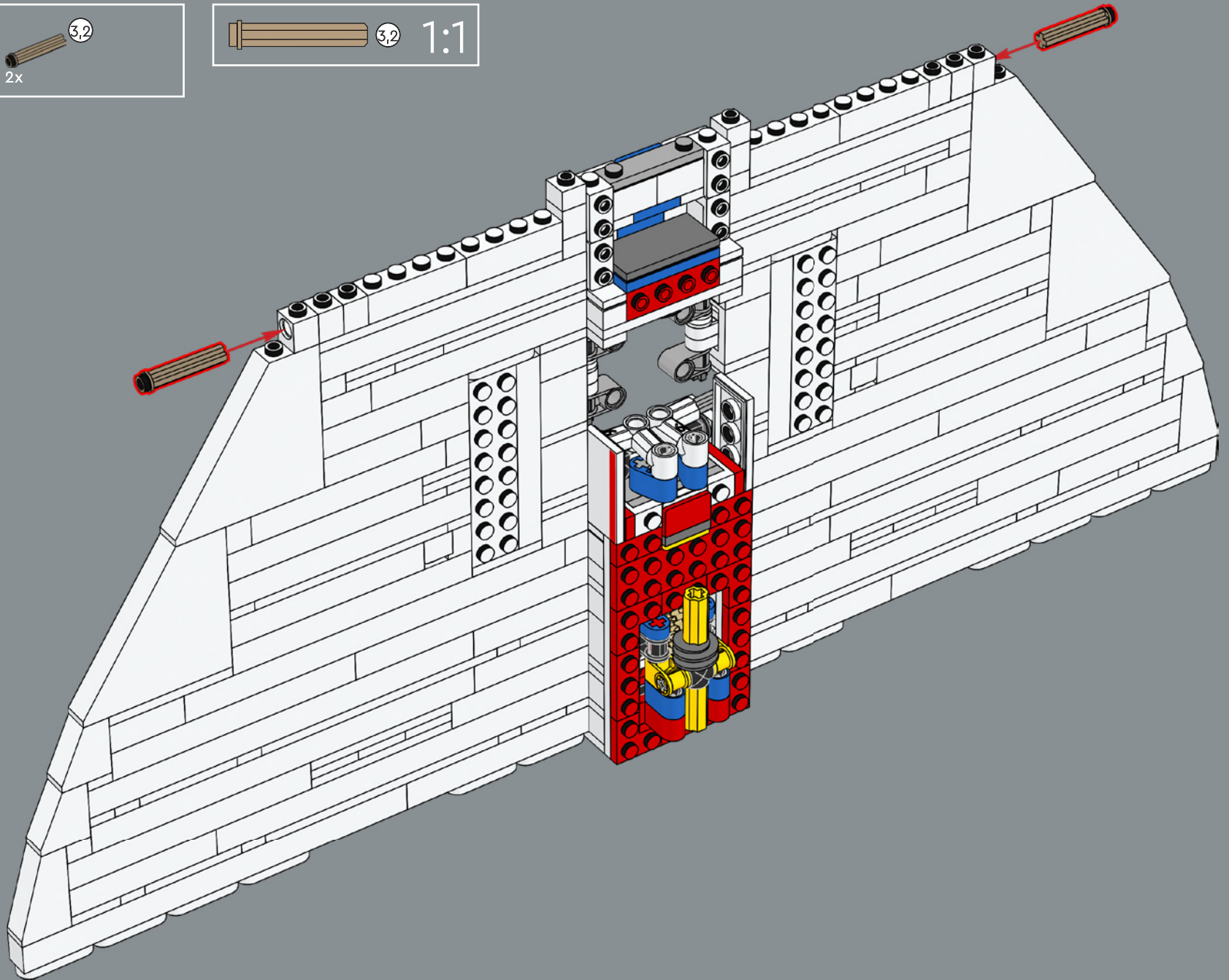


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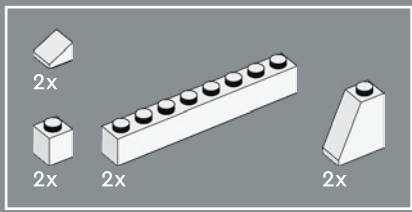




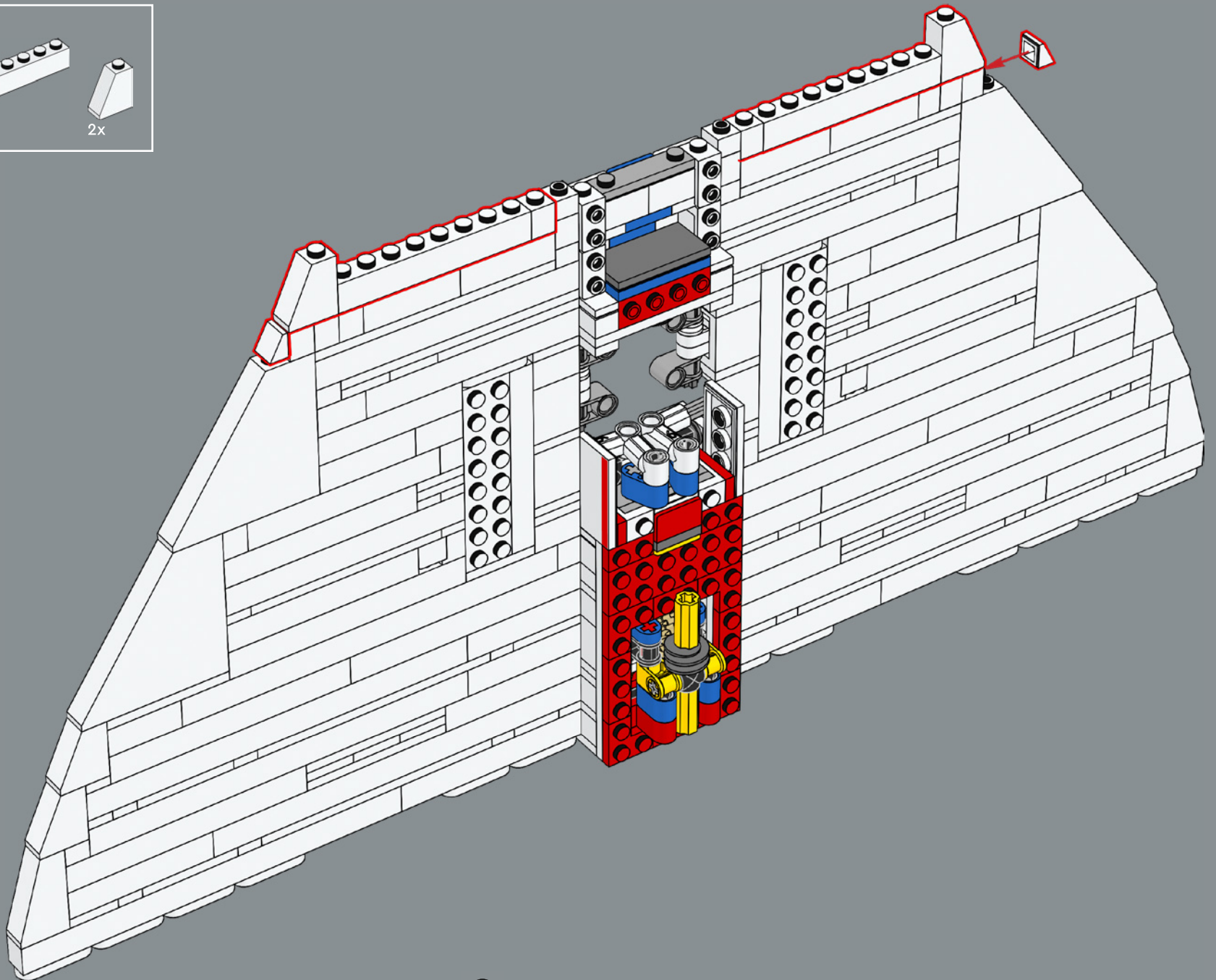
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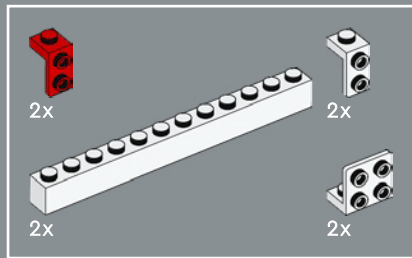




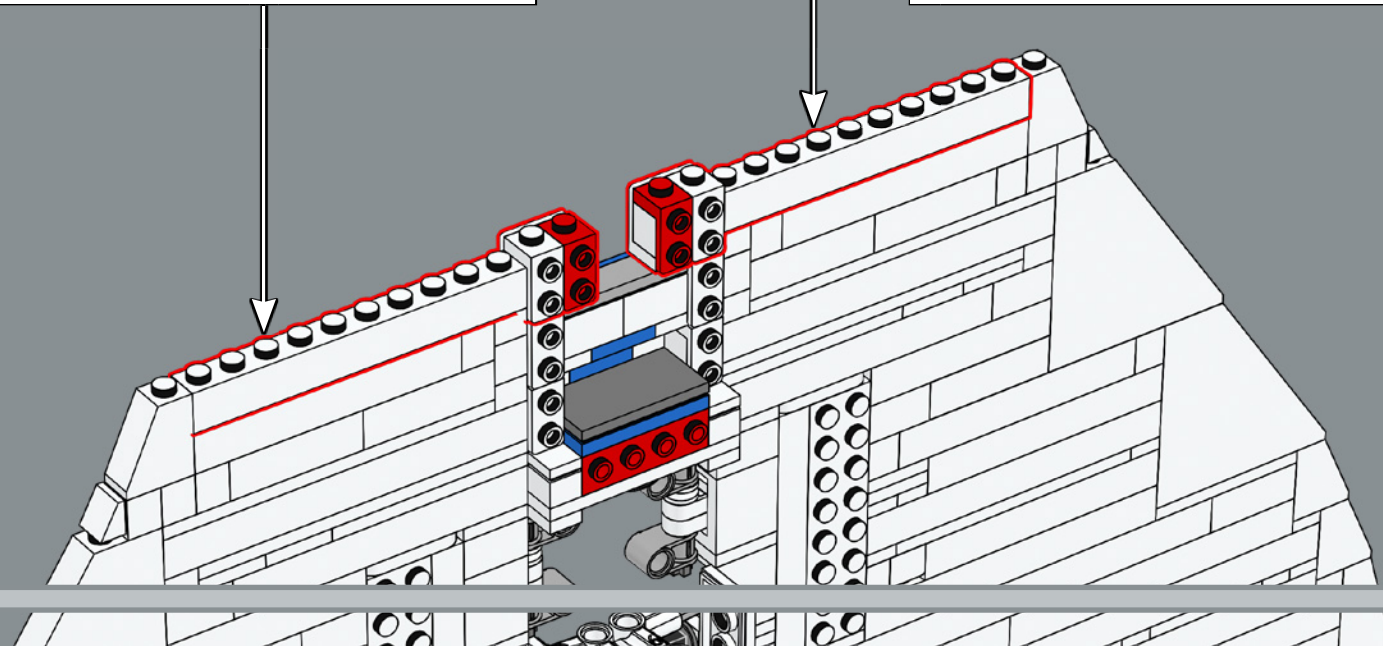
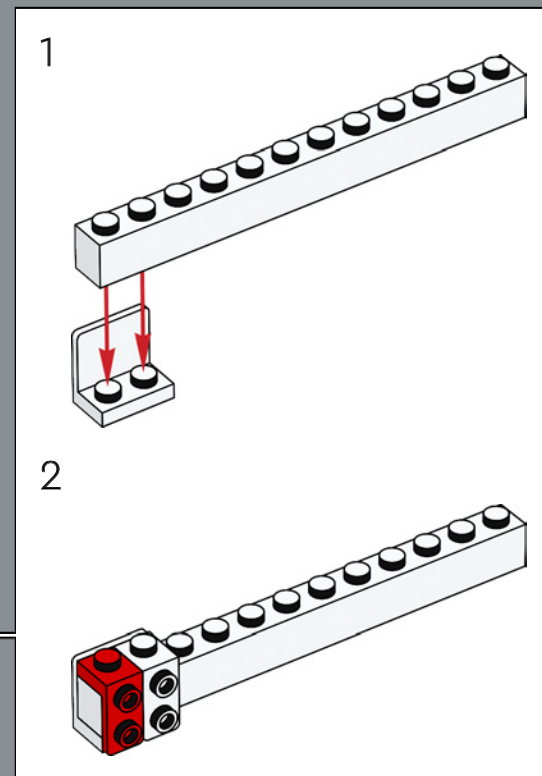
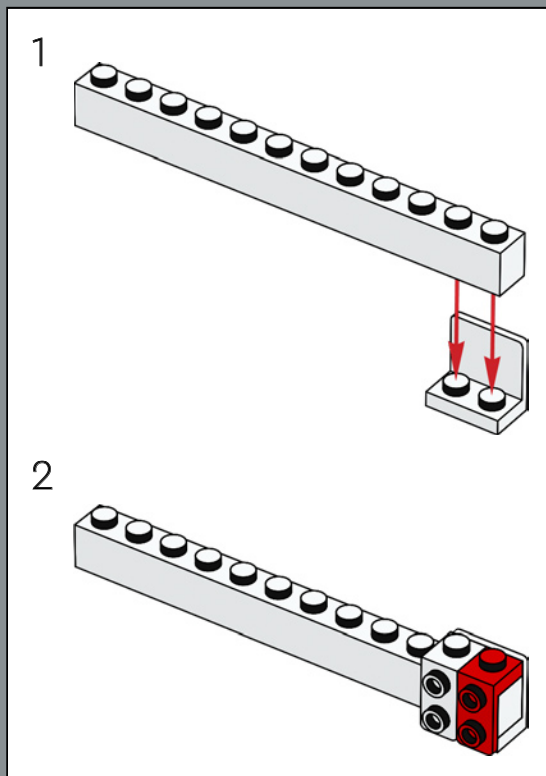
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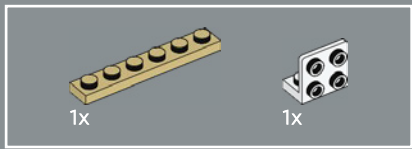




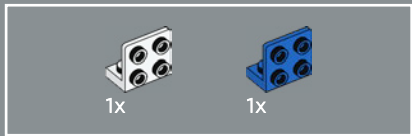
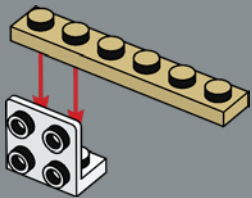


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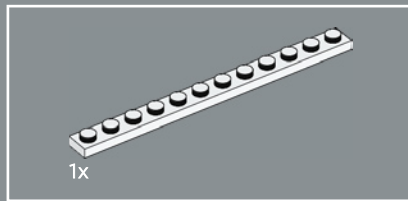
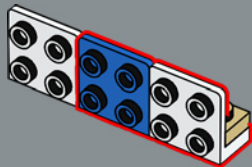




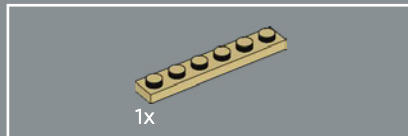
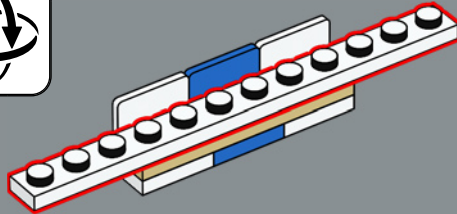
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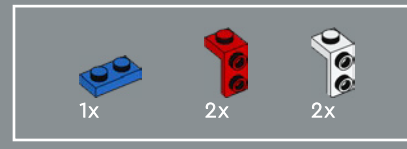
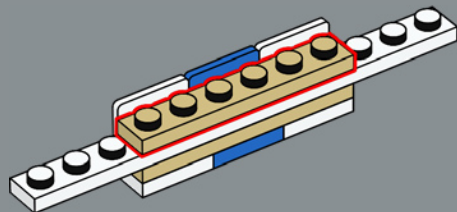
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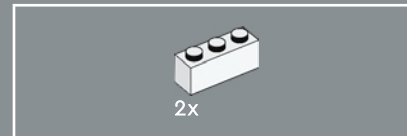
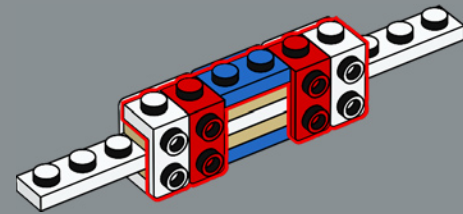
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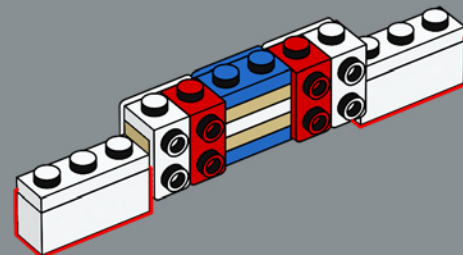
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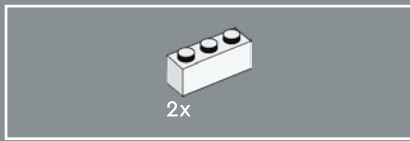


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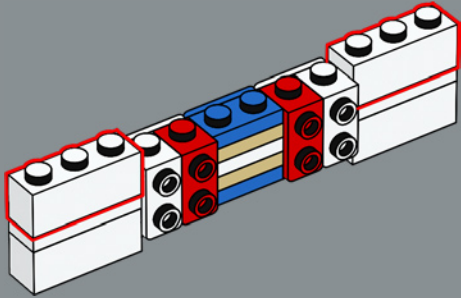


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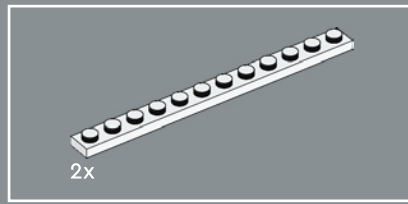
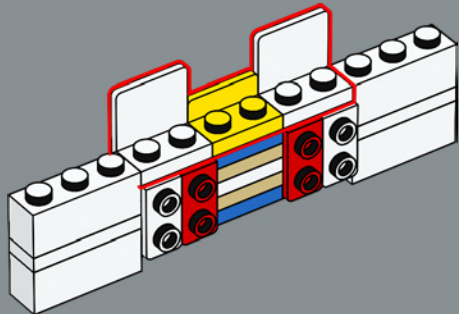




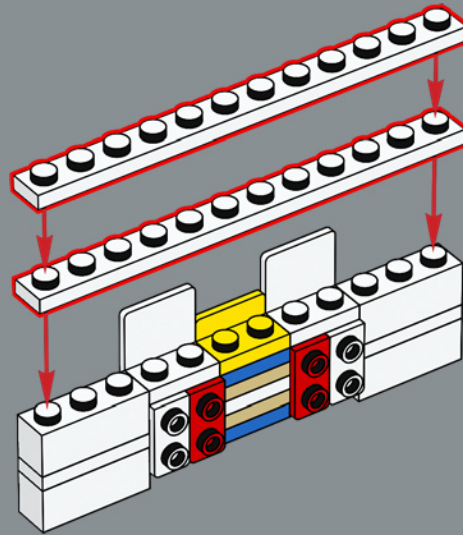
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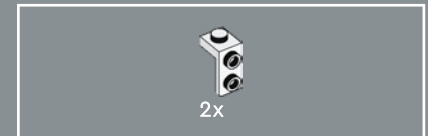
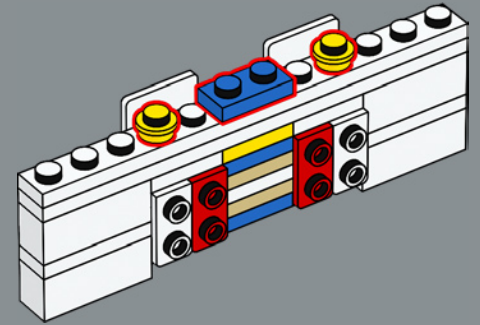
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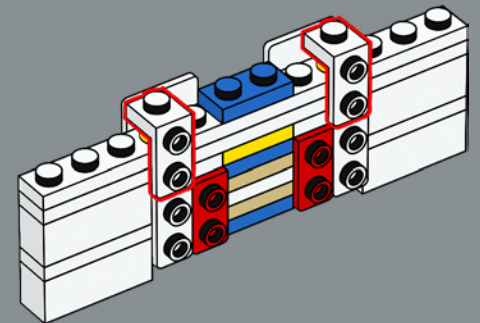
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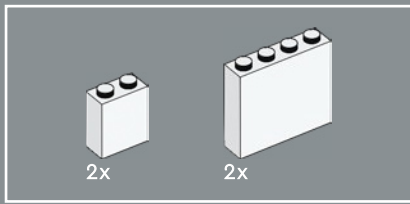


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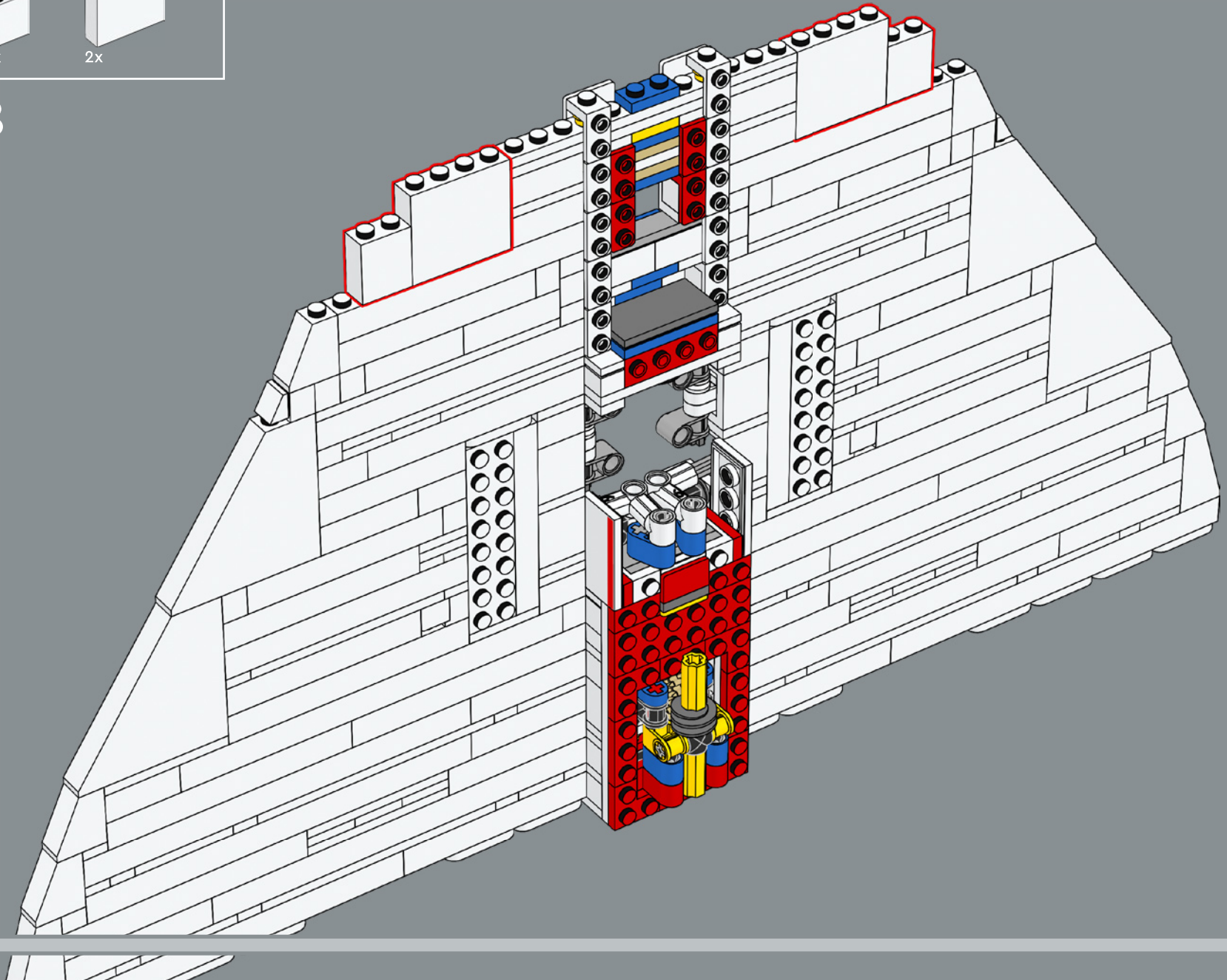


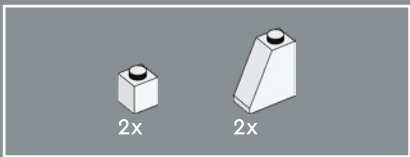




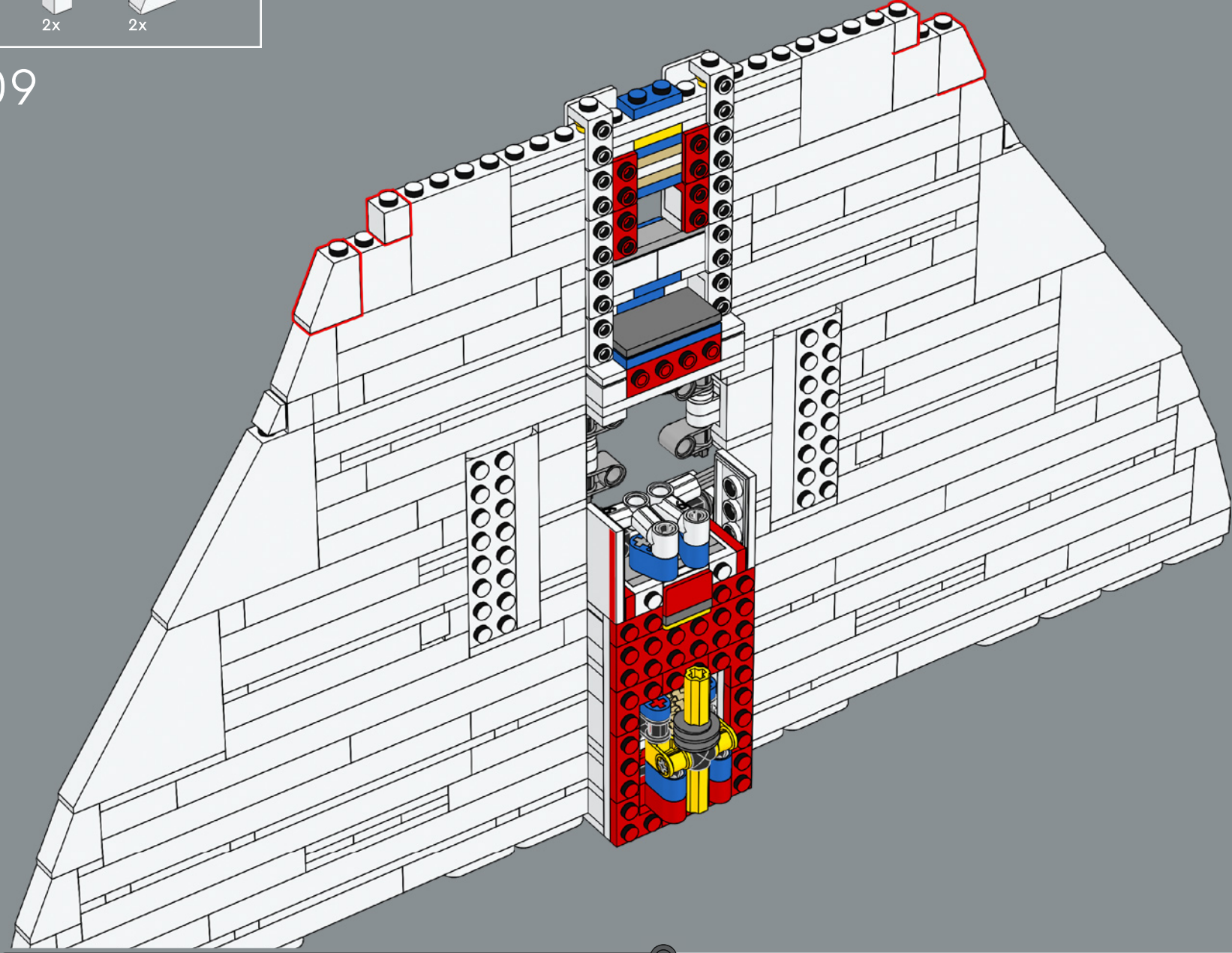


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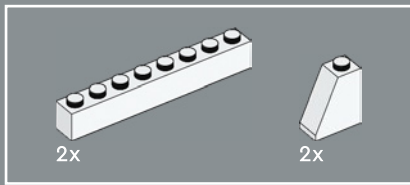




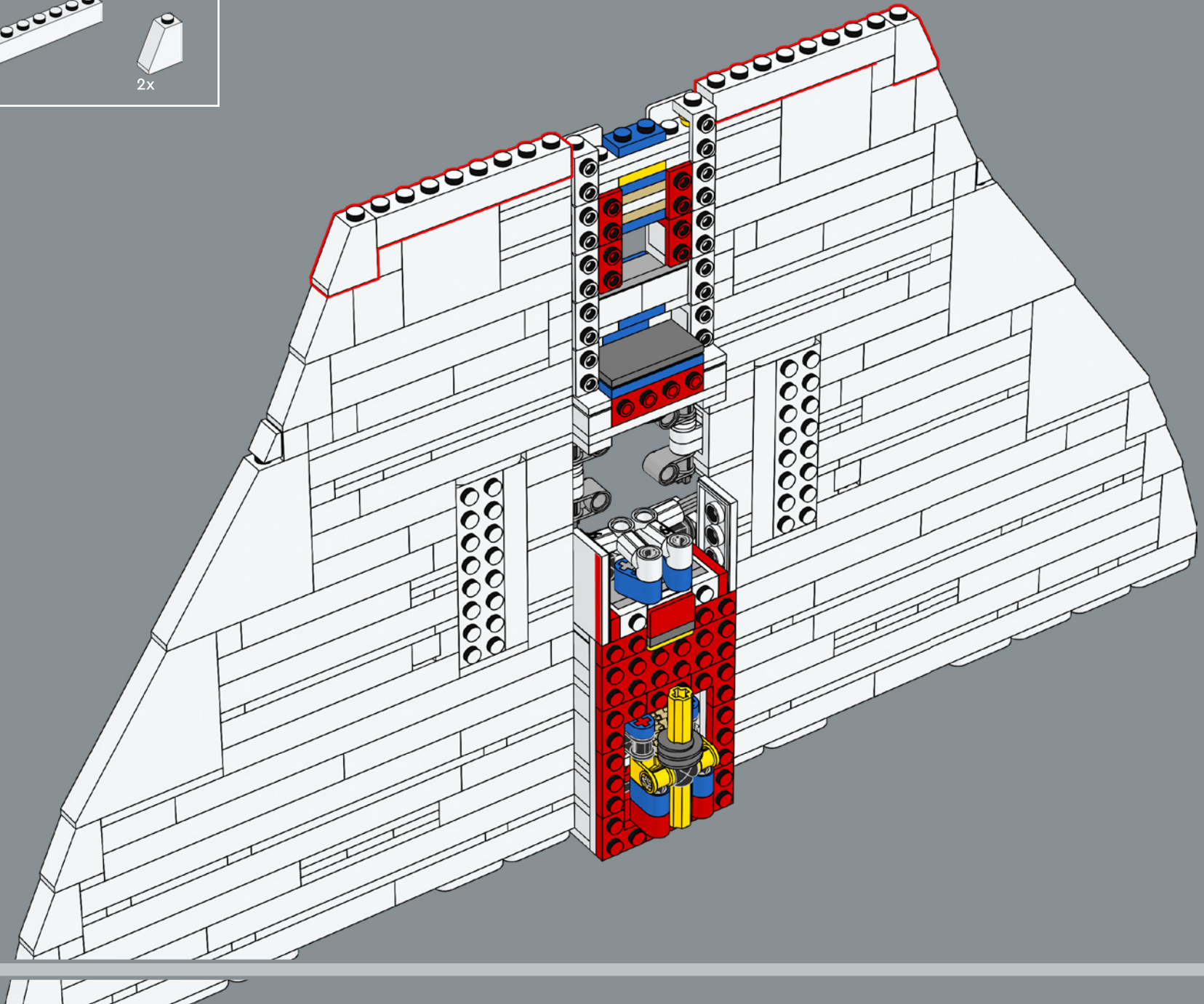
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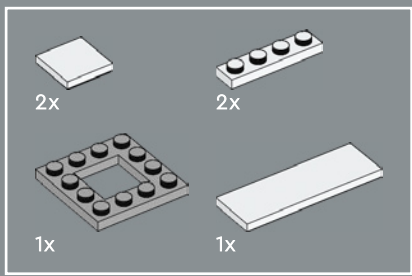




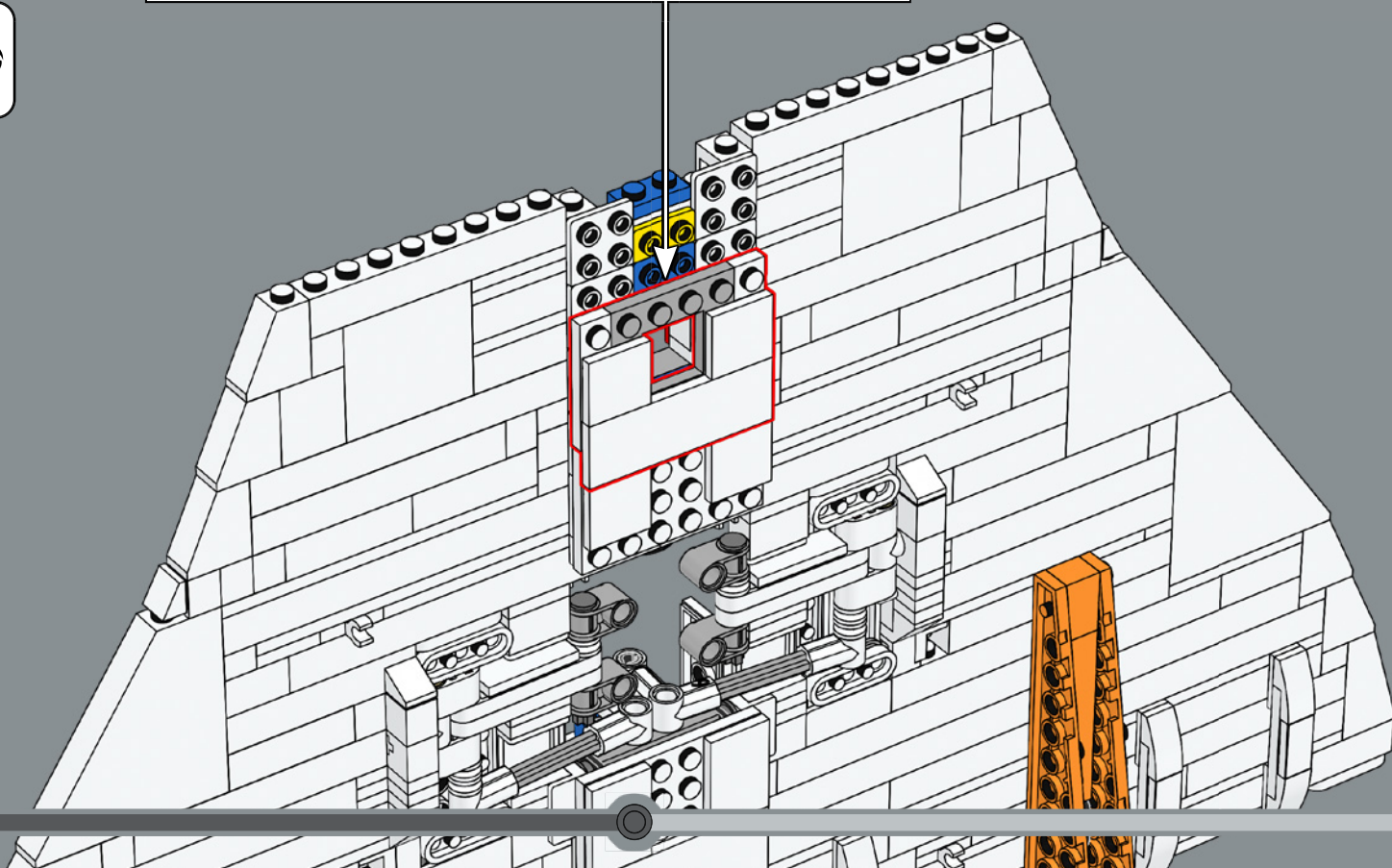
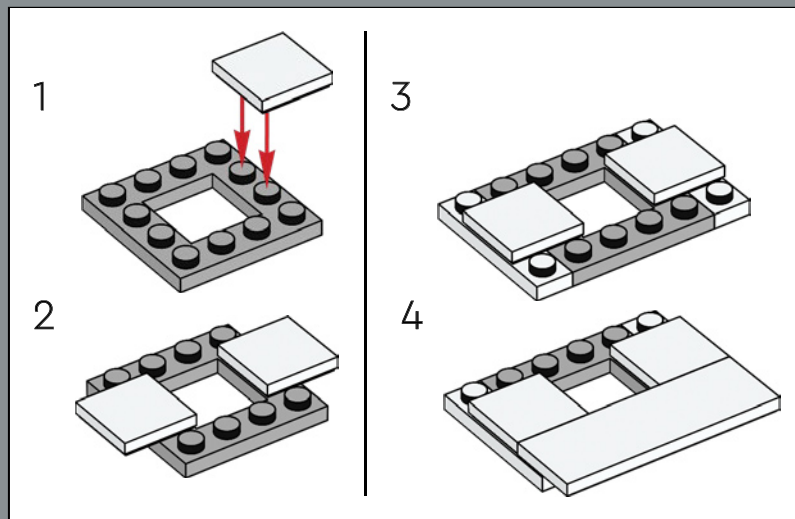


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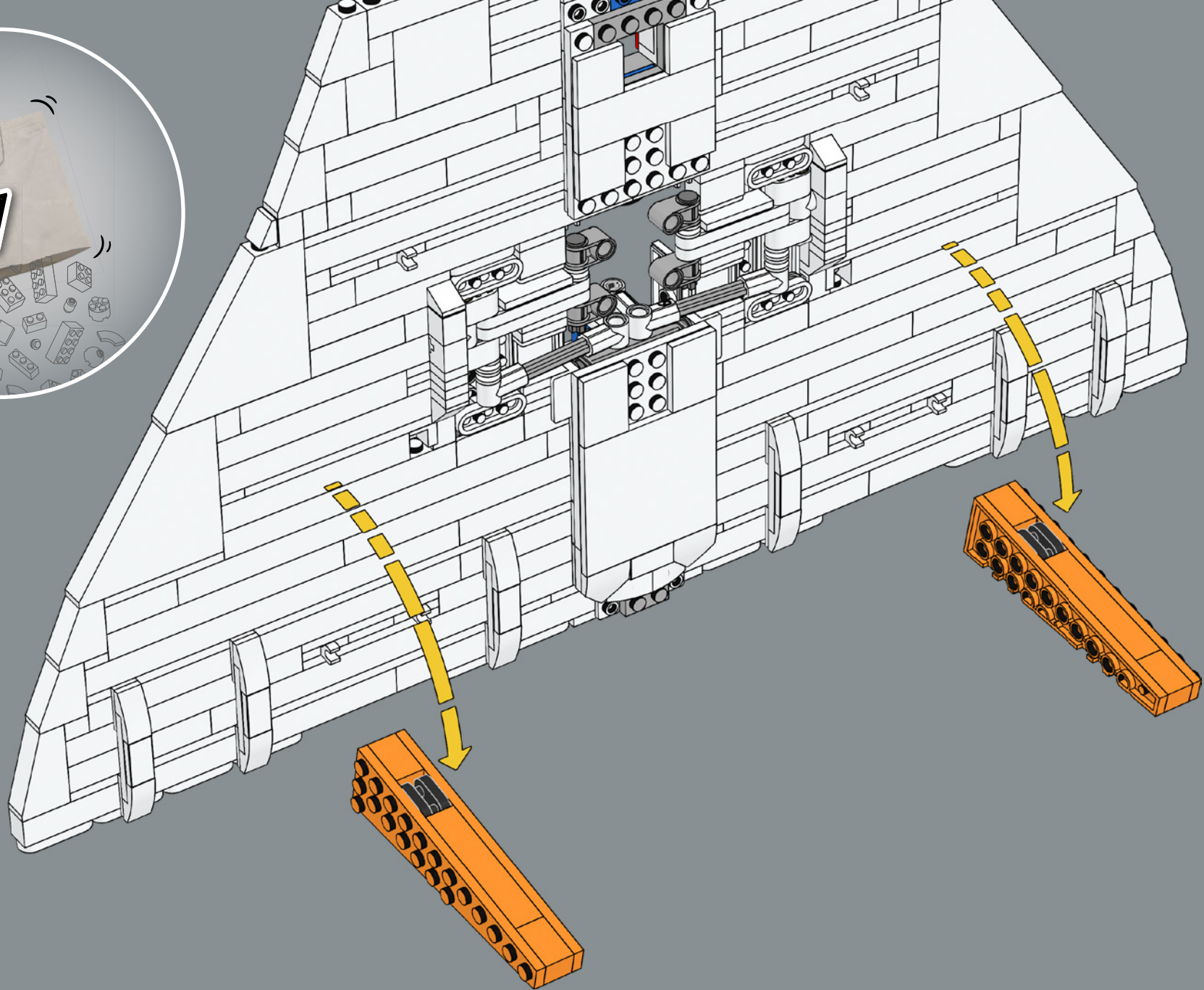
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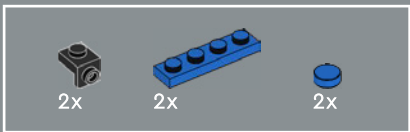




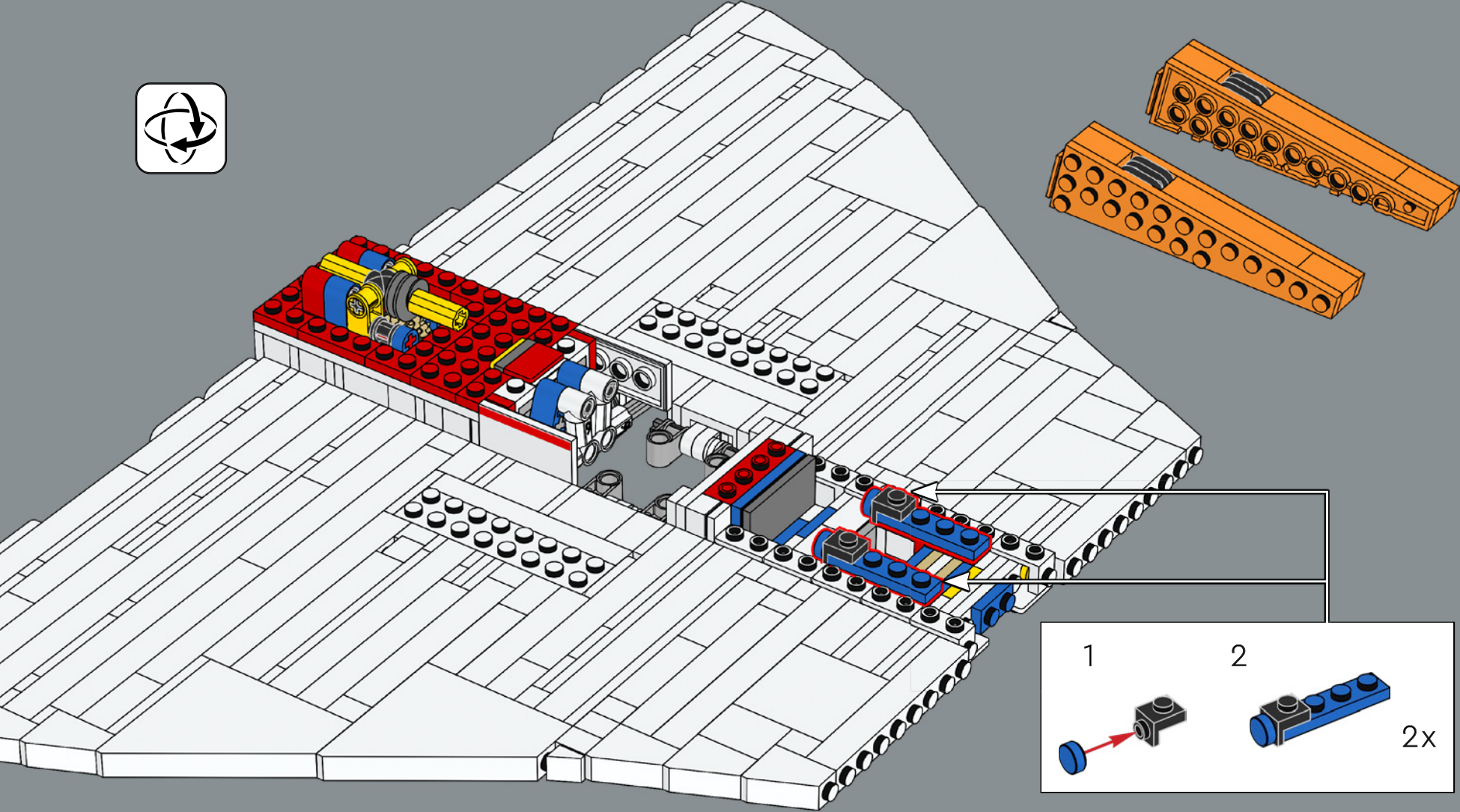


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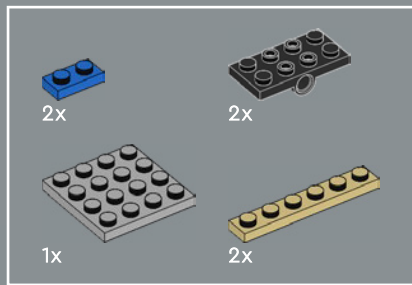




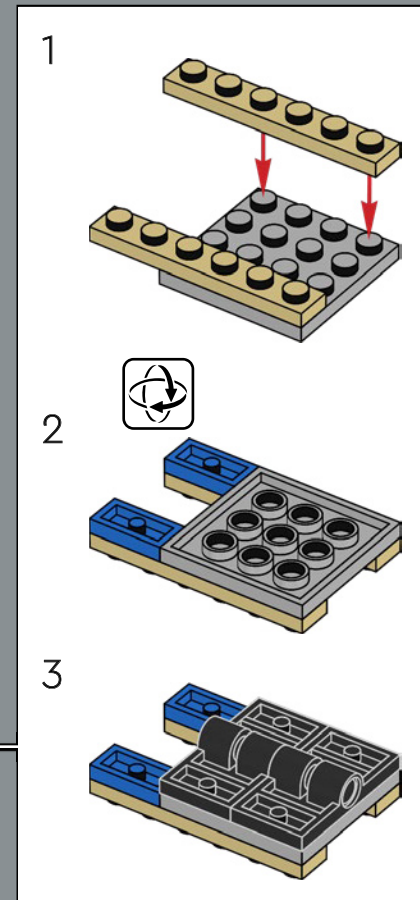
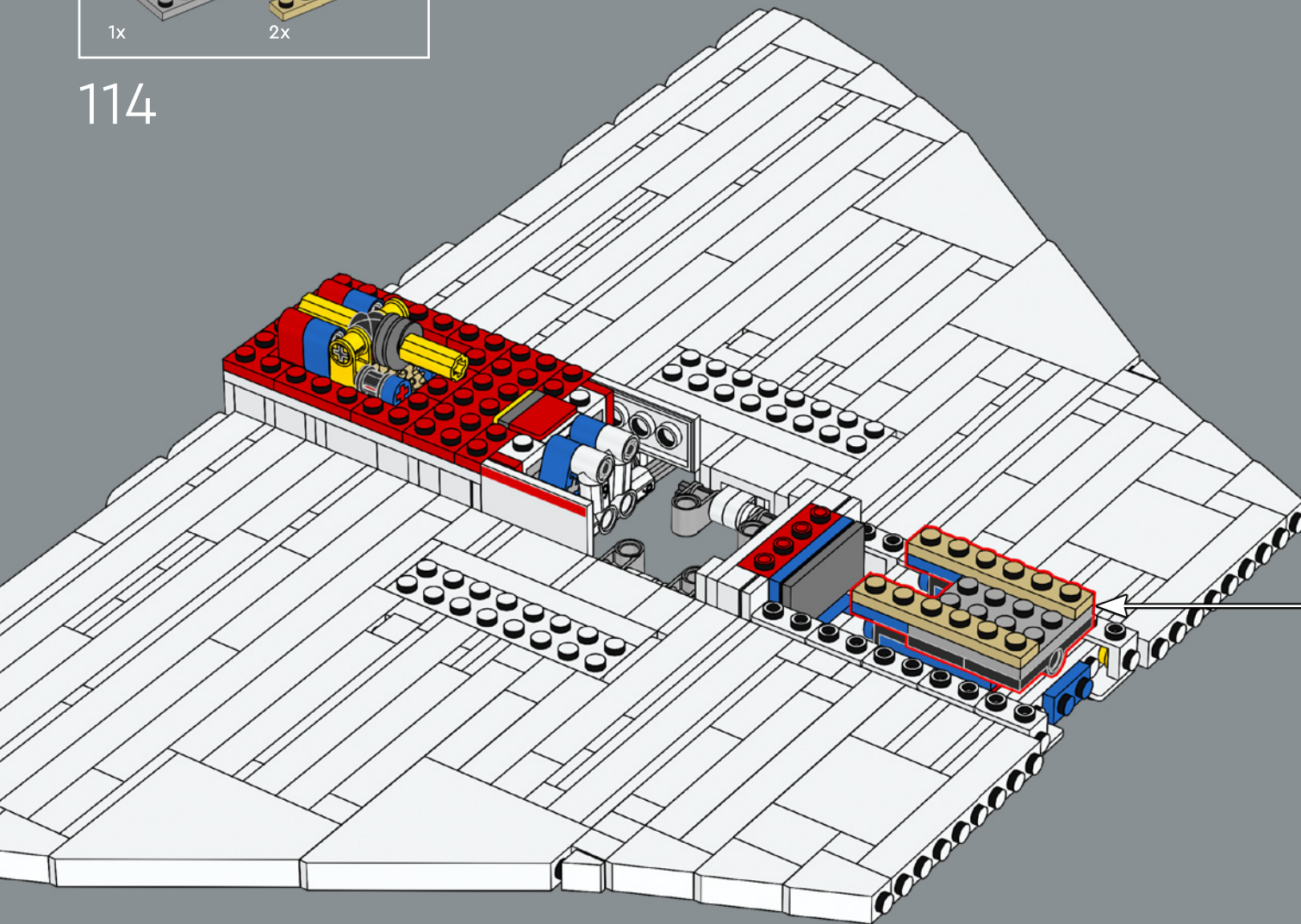
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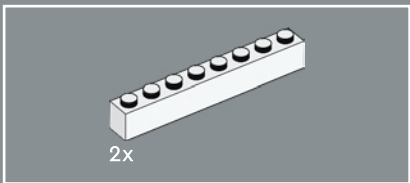




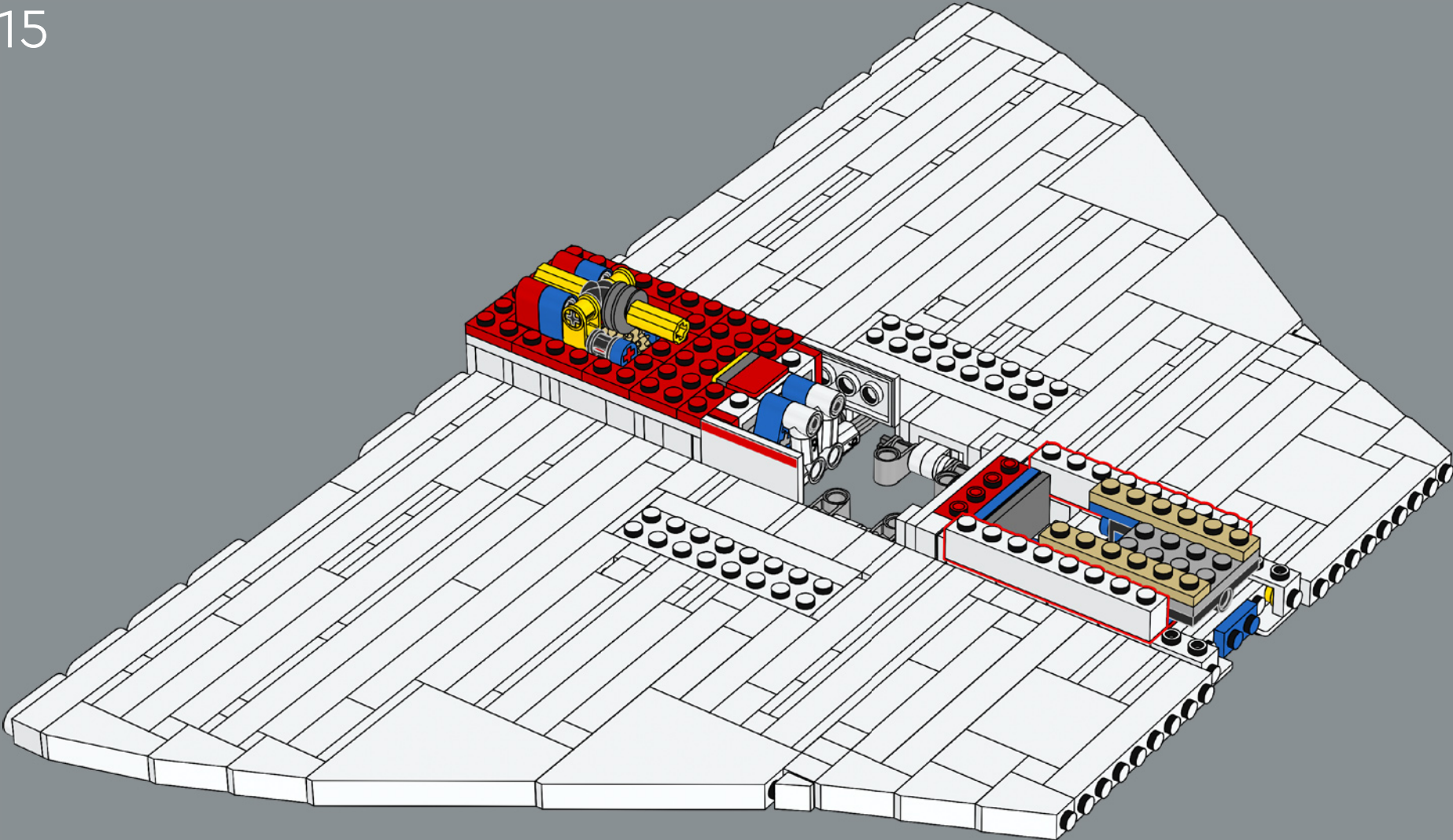


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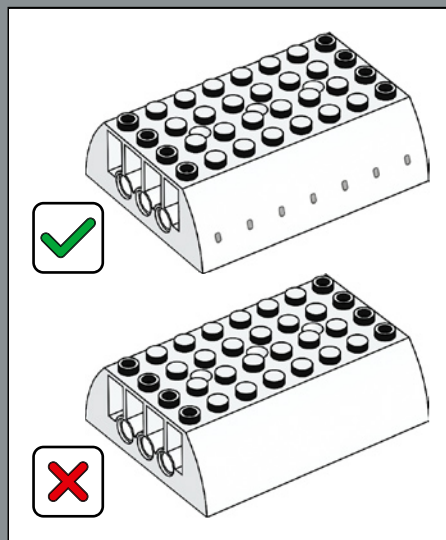
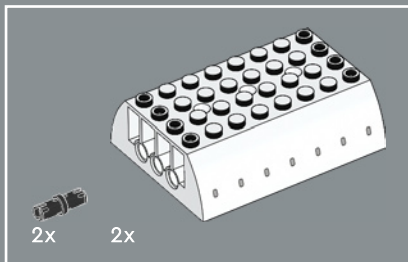
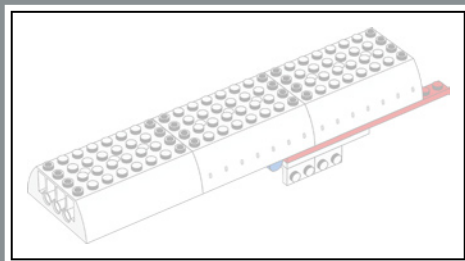
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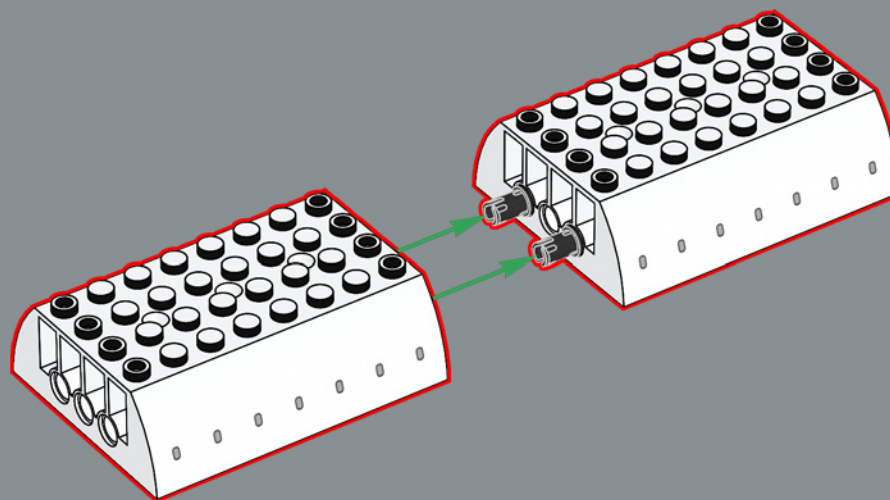


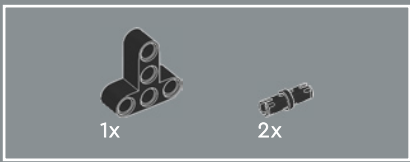


Si bien los pasajeros del Concorde podían aspirar a vivir una exclusiva experiencia de gran lujo, las ventanas de la aeronave eran bastante pequeñas (más o menos del tamaño de una mano extendida).

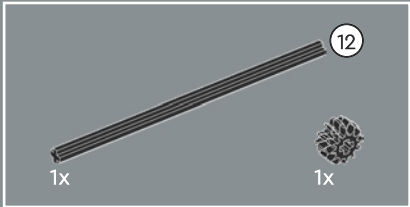
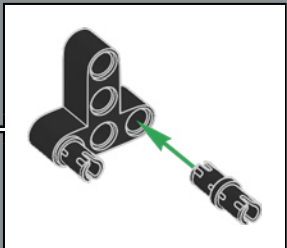
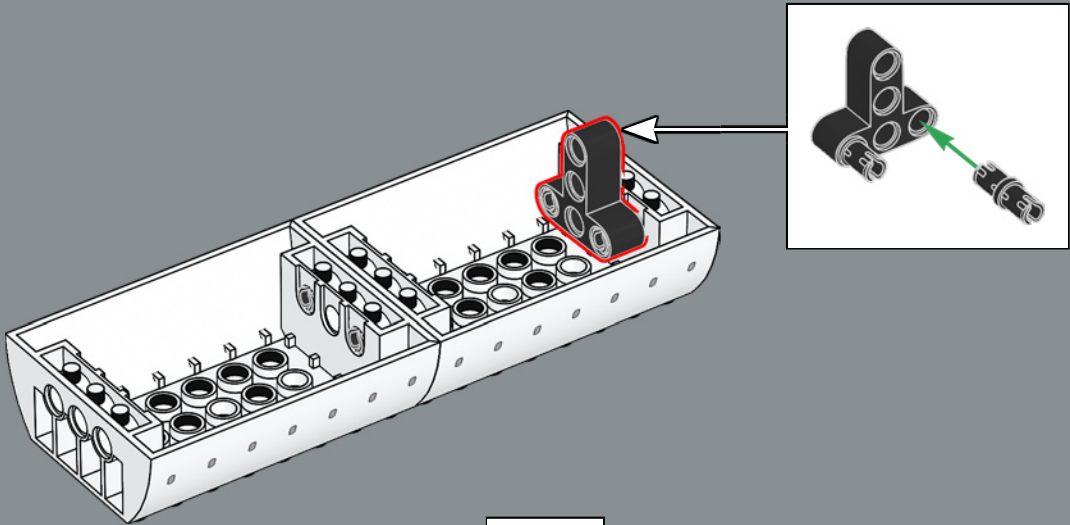


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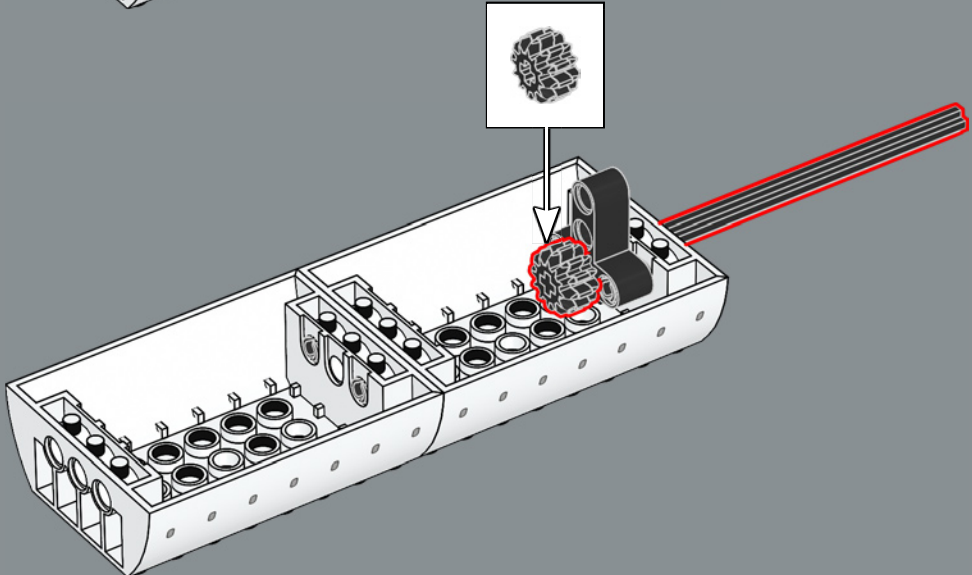


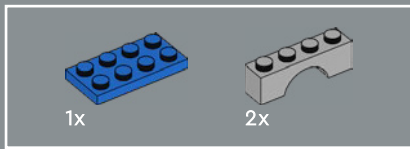


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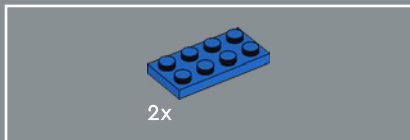
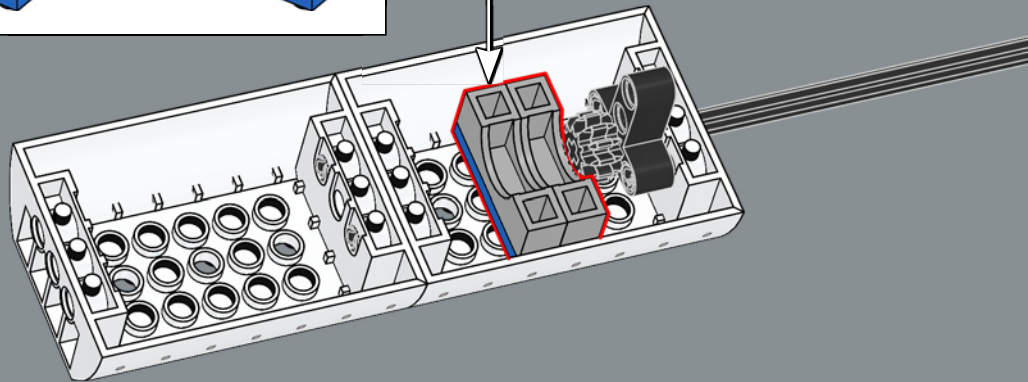
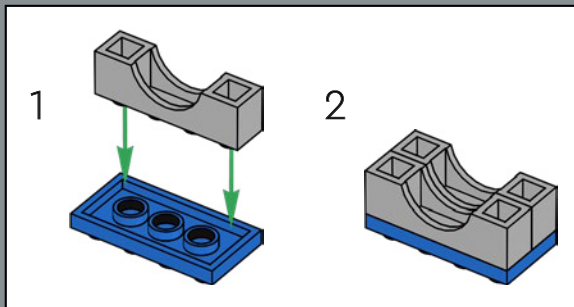


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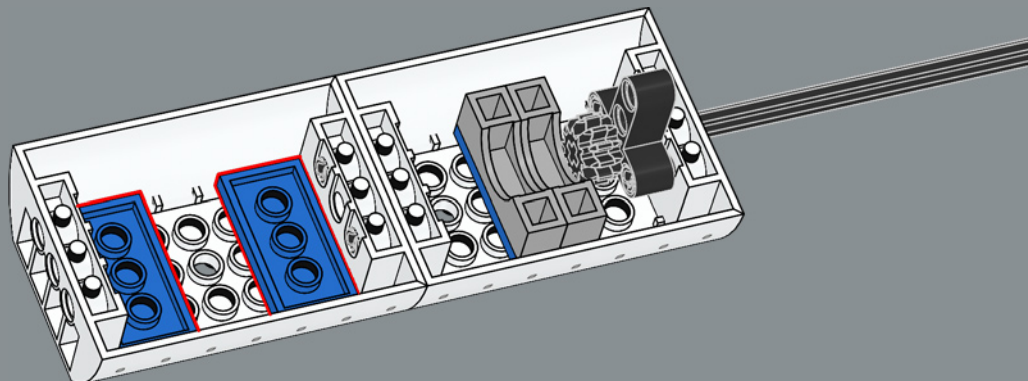


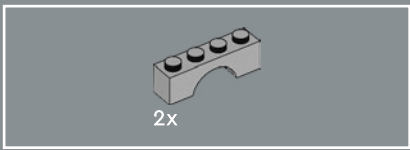


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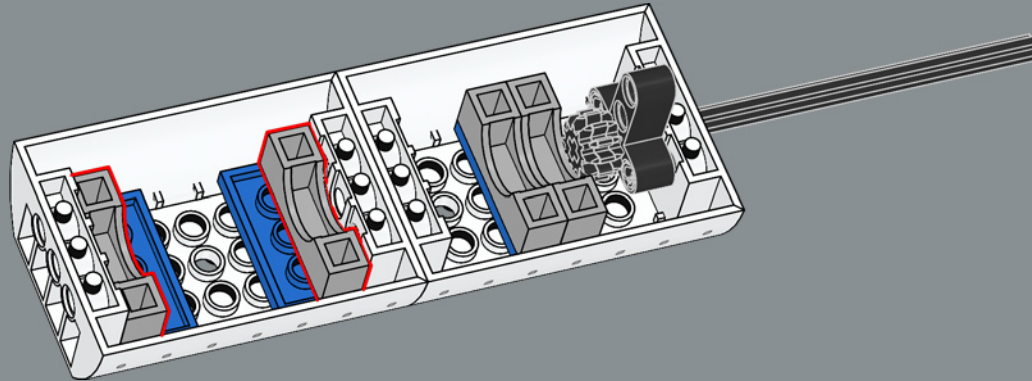


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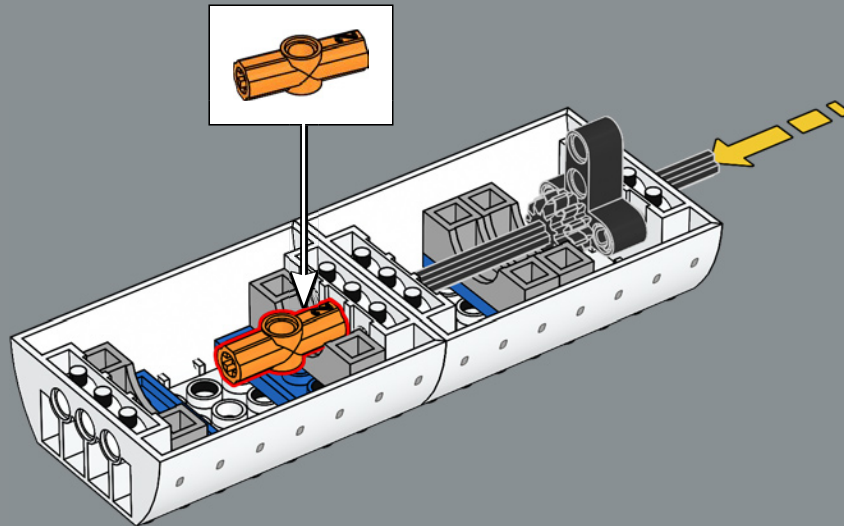




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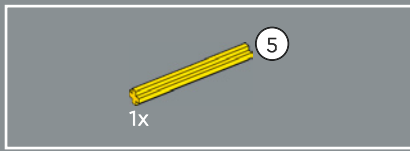


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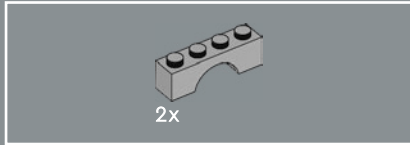
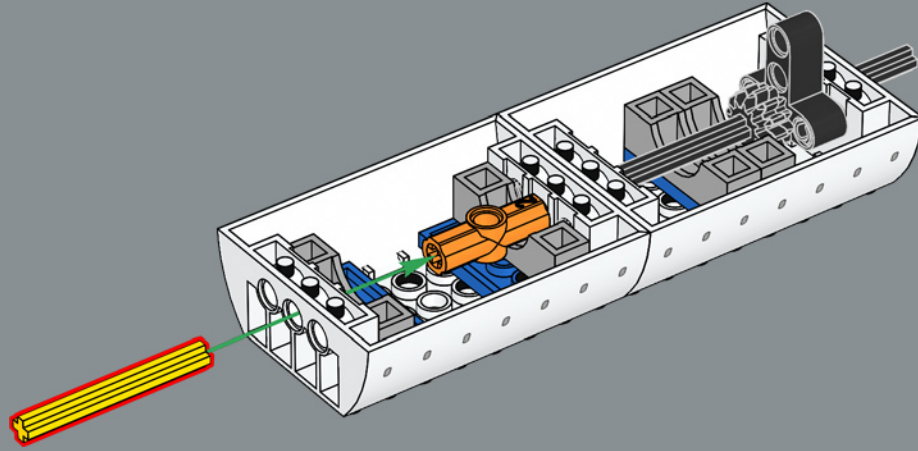


Además de conectar el eje de transmisión del tren de aterrizaje principal, ¡este pequeño elemento naranja puede ser útil para desarmar el modelo LEGO® cuando estés listo para construir otra cosa!

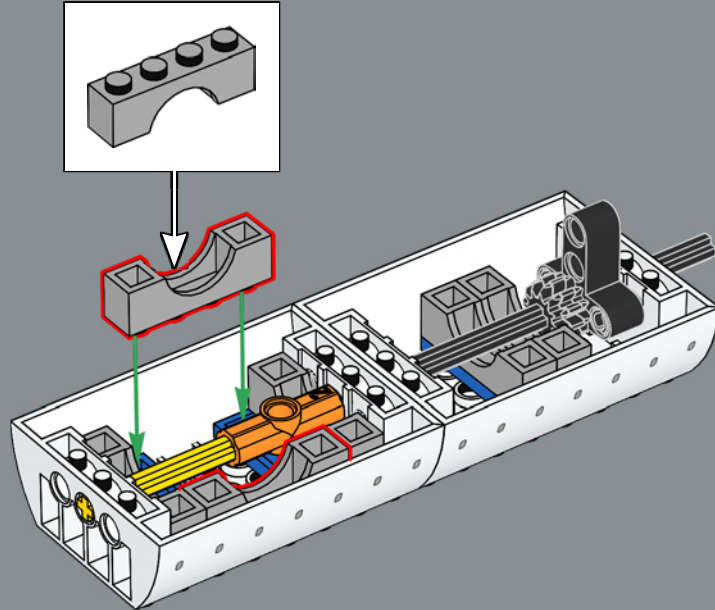




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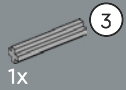
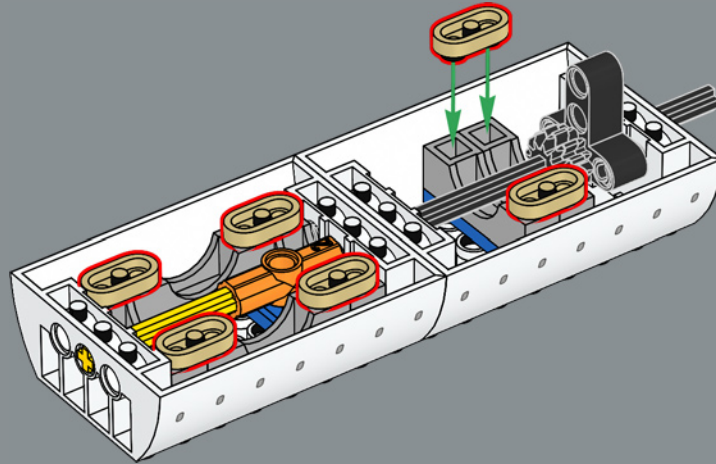
124





6x

125



1x



1x



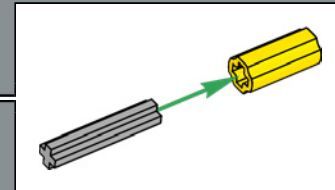
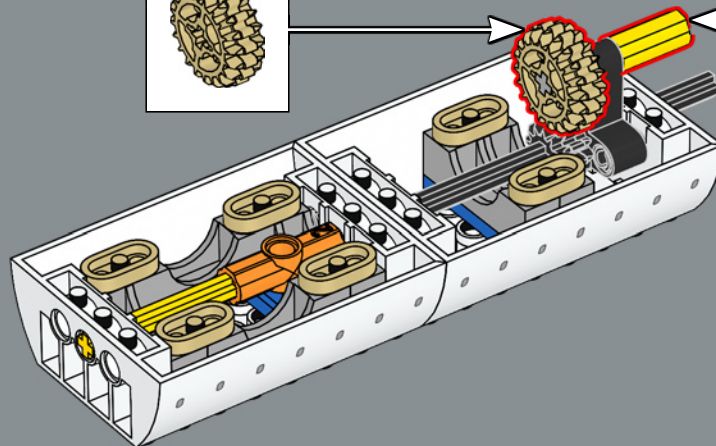
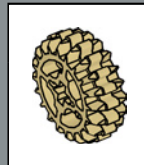
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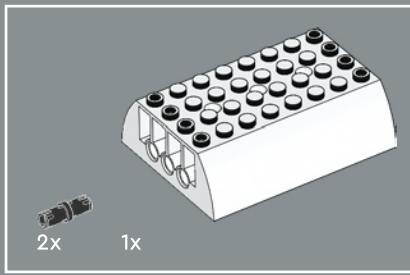


3

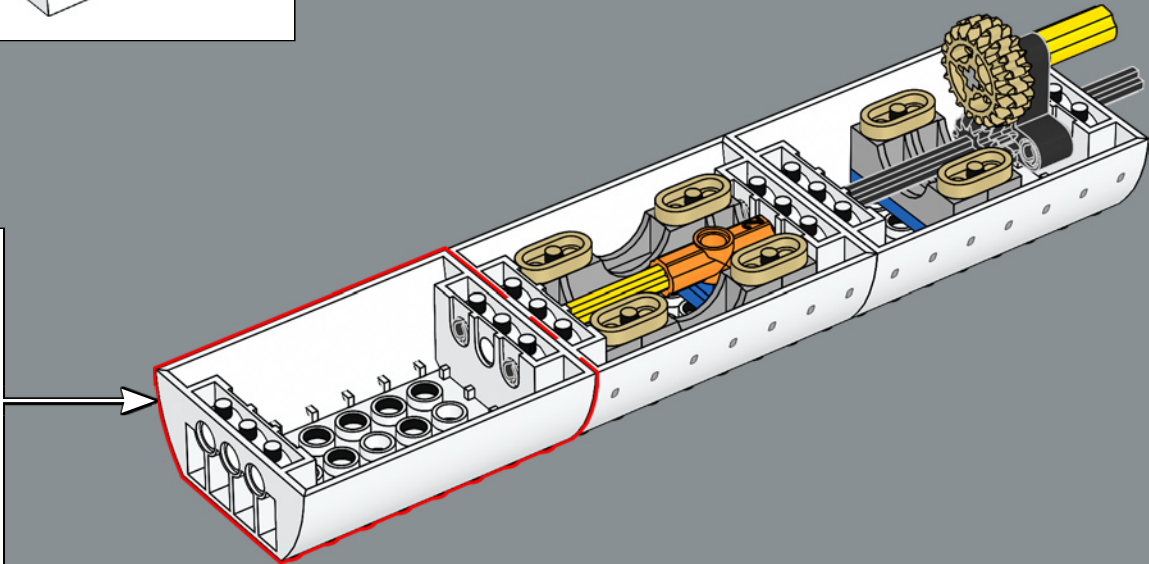
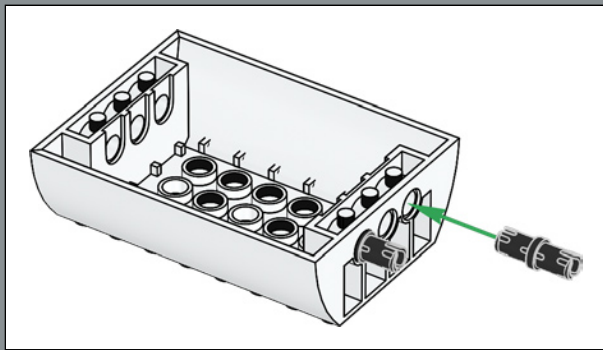
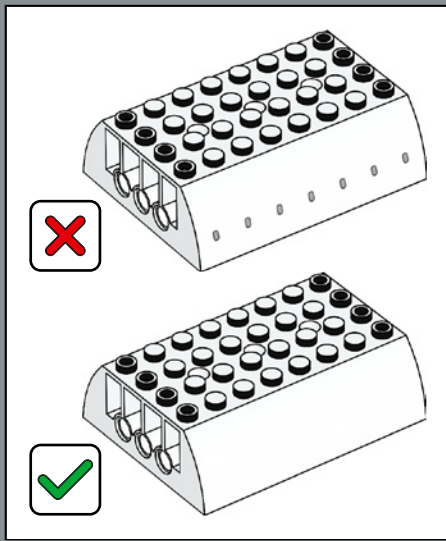
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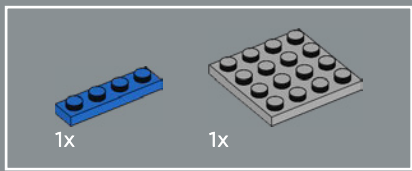
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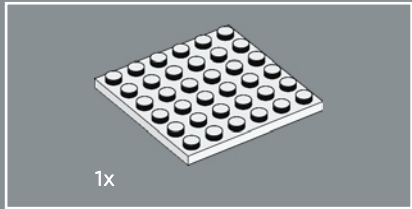
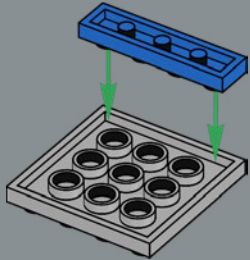


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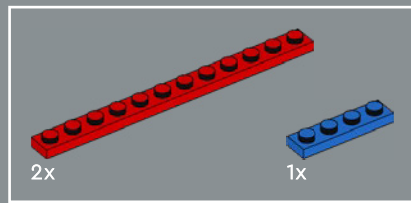
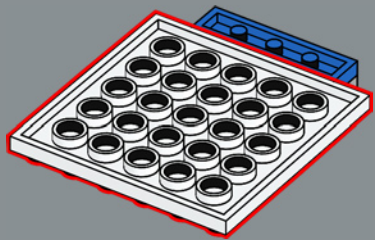




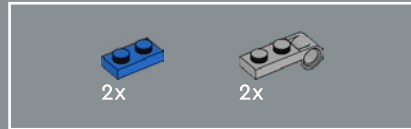
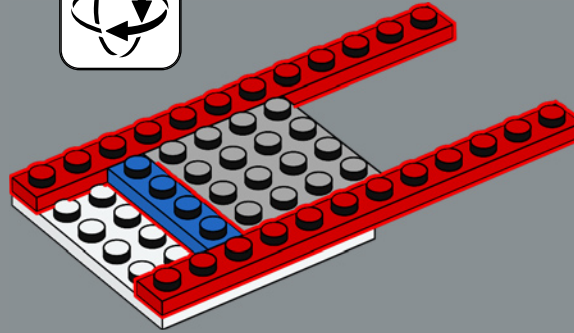
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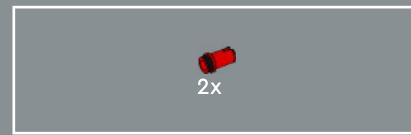
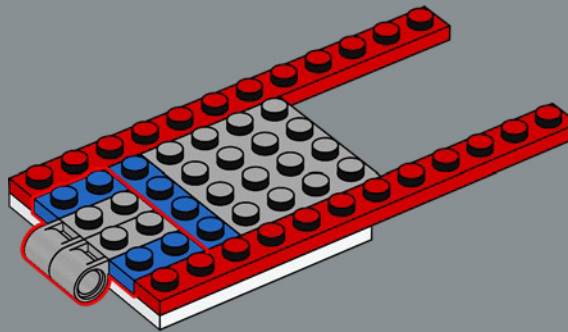
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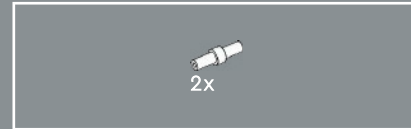
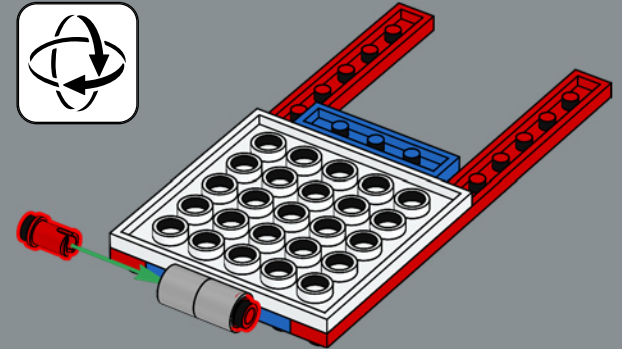
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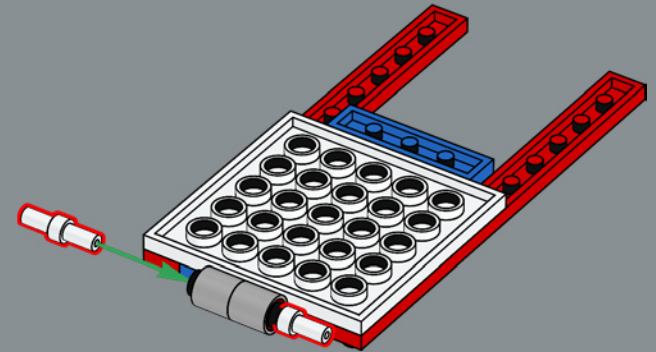
131



132



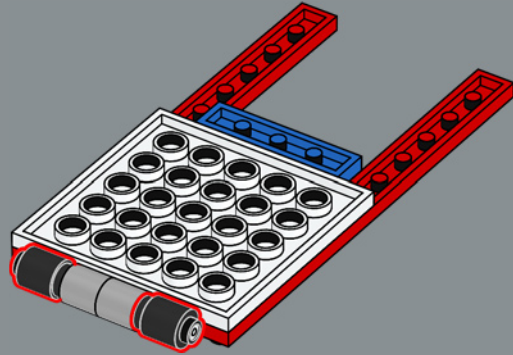
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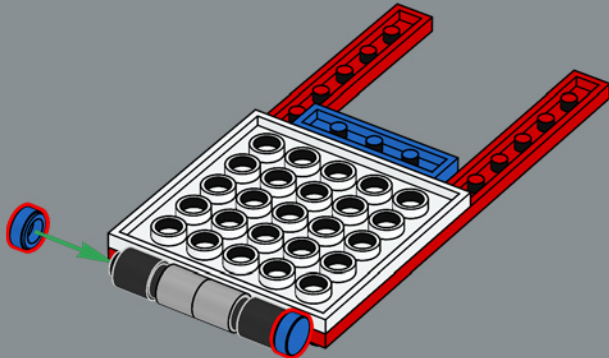




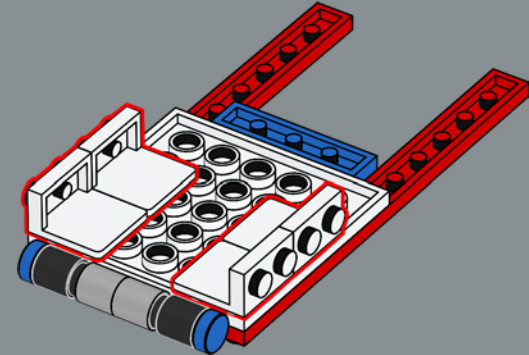
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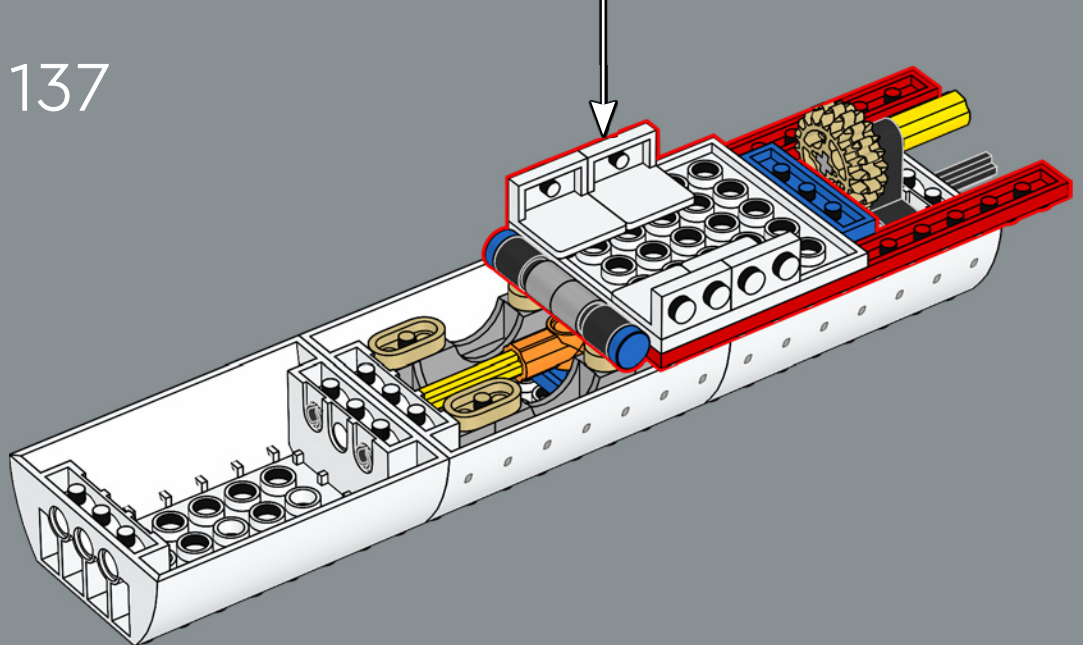
135

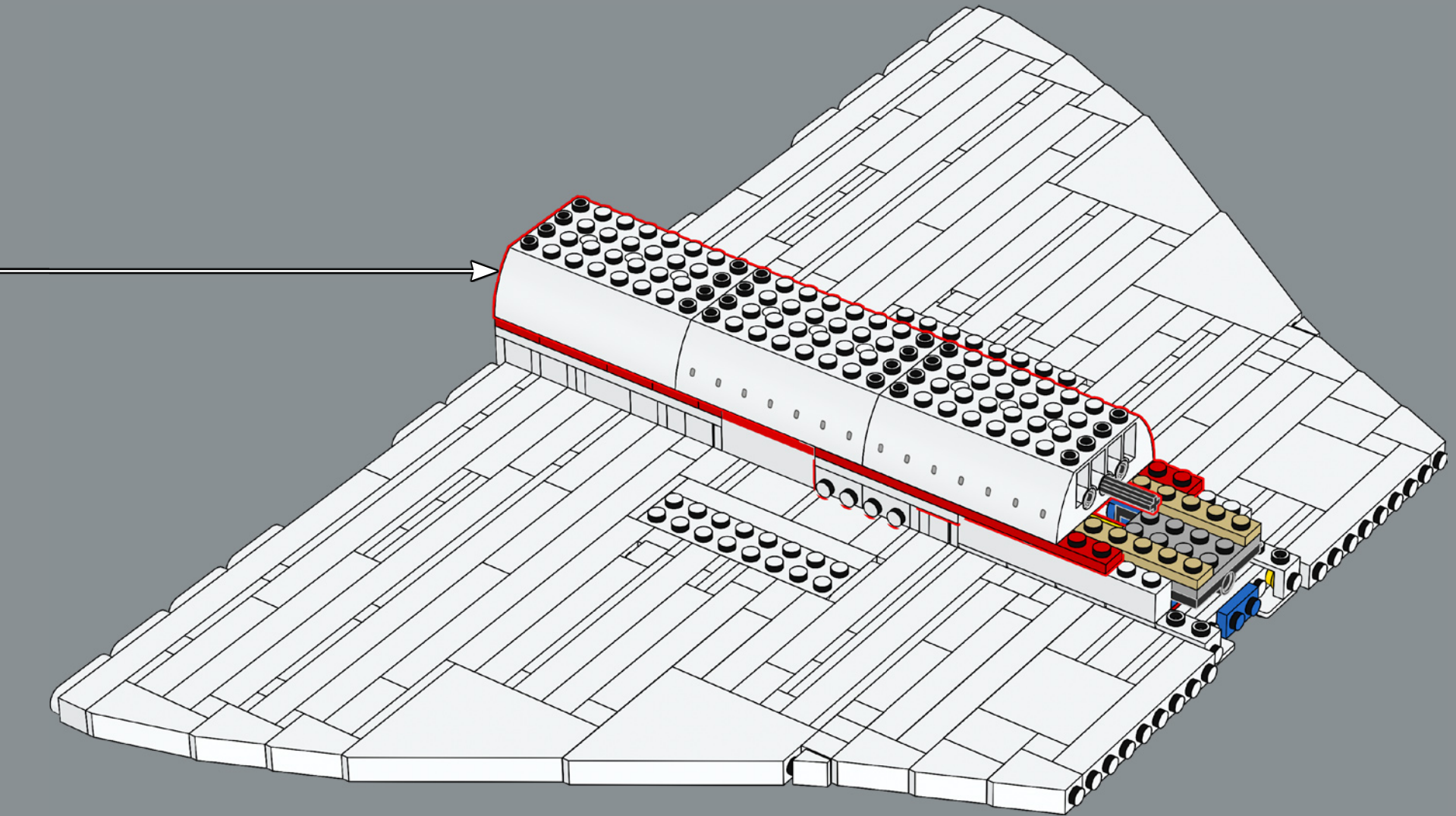


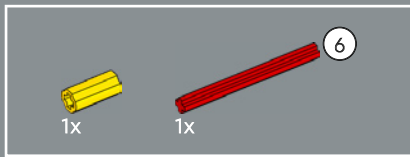
136



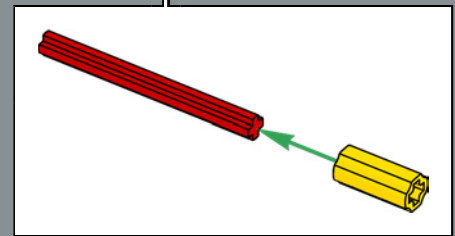
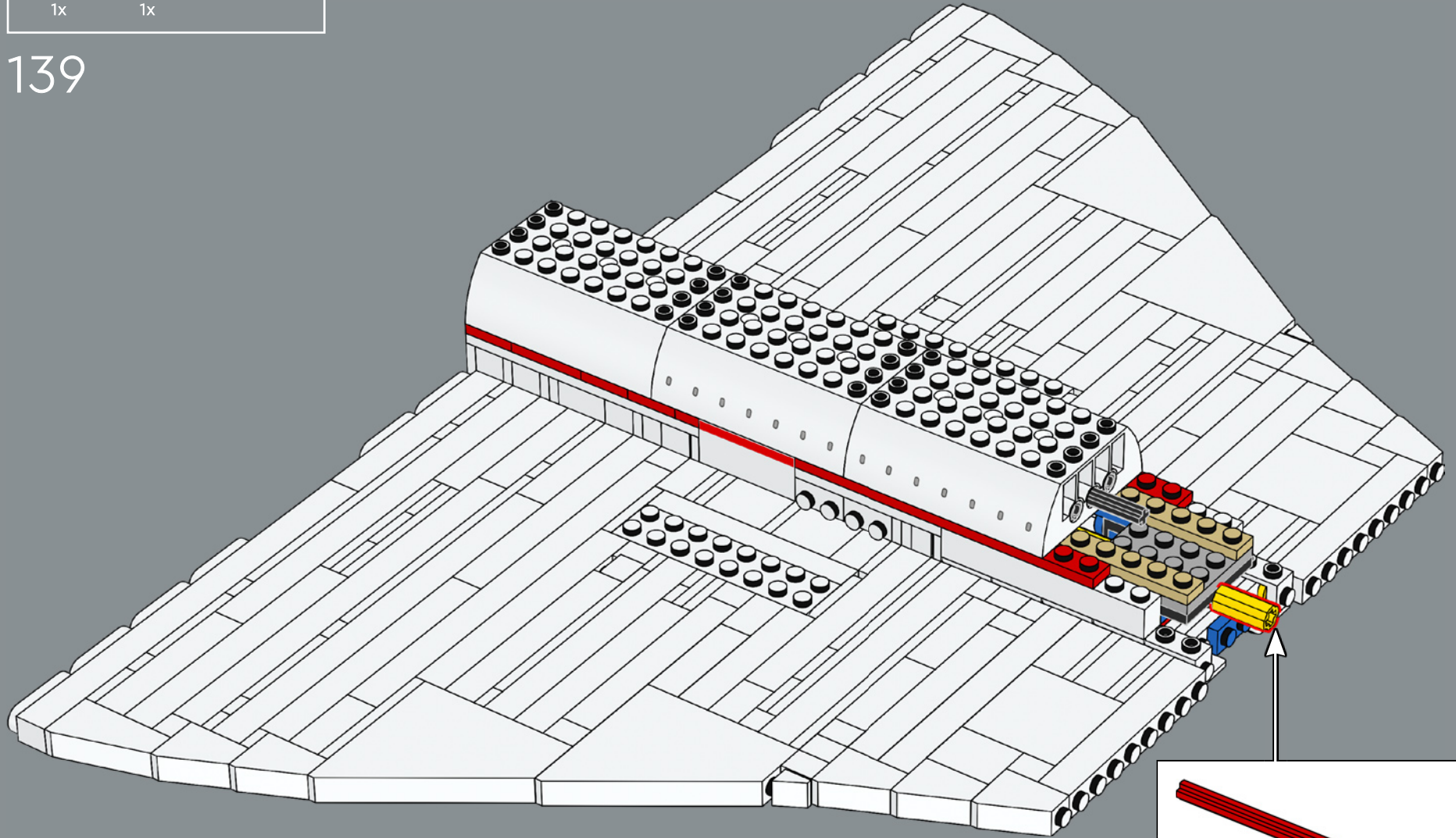
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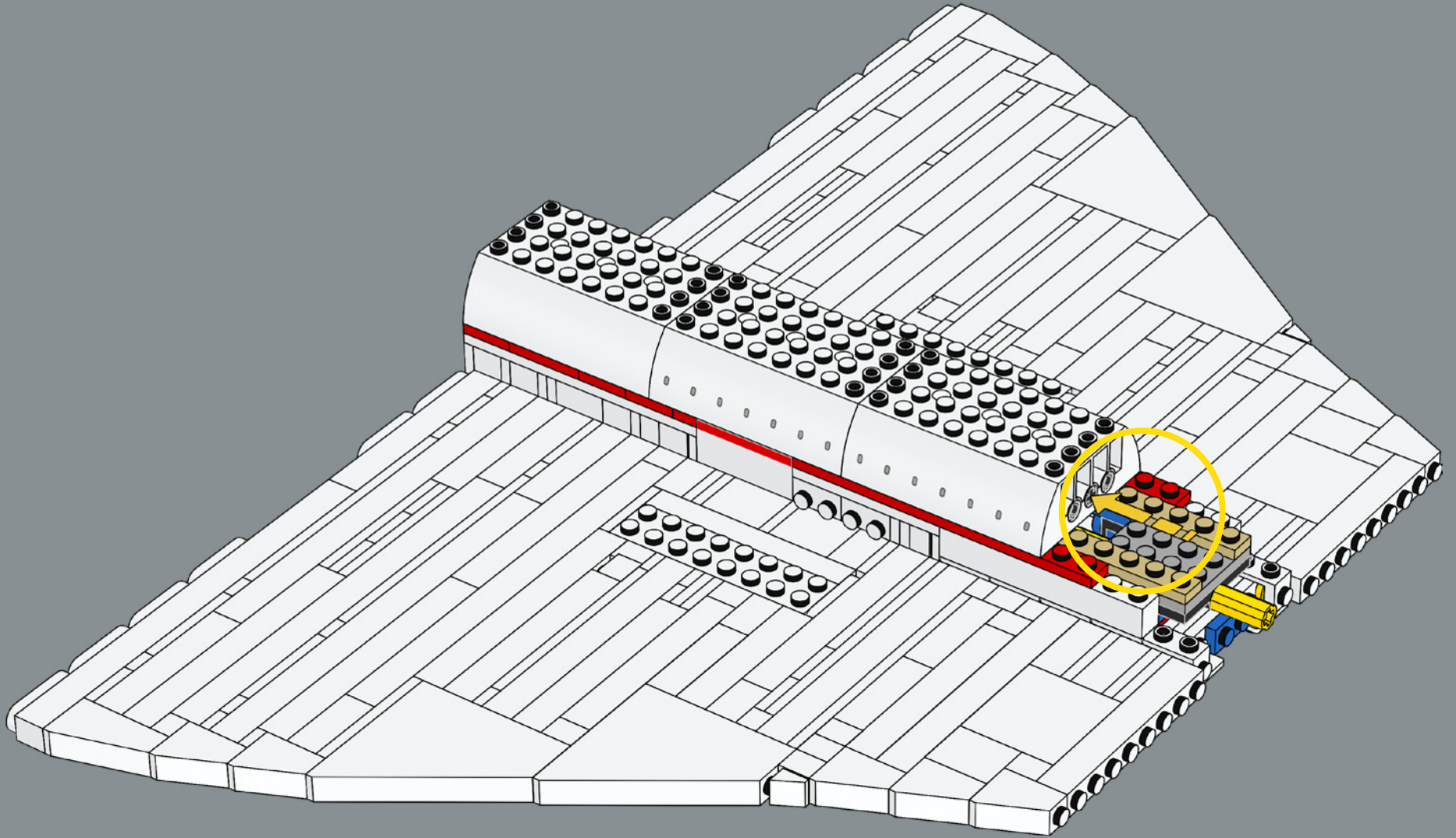




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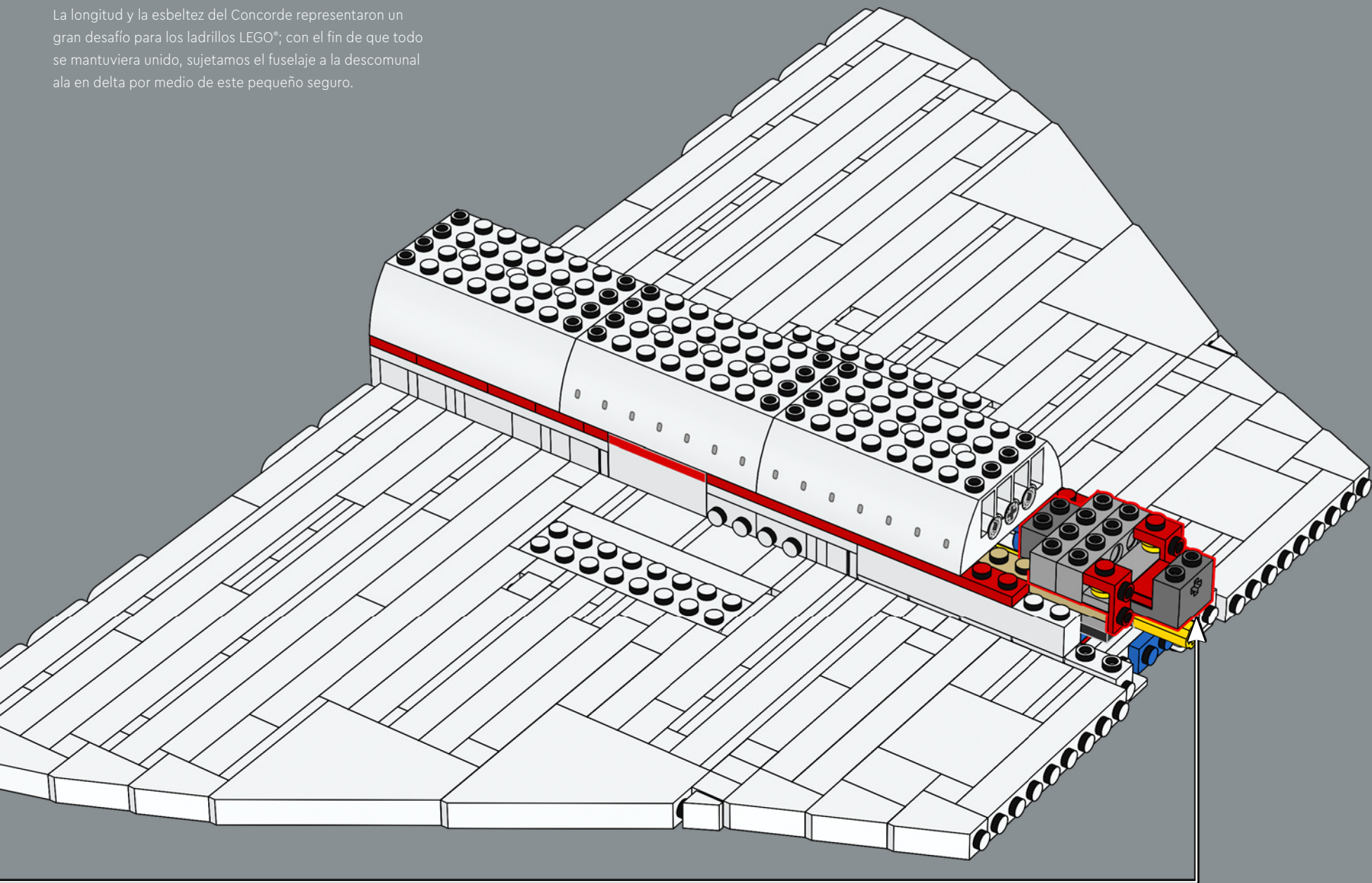


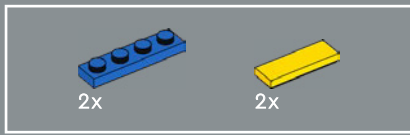




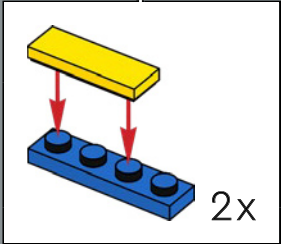
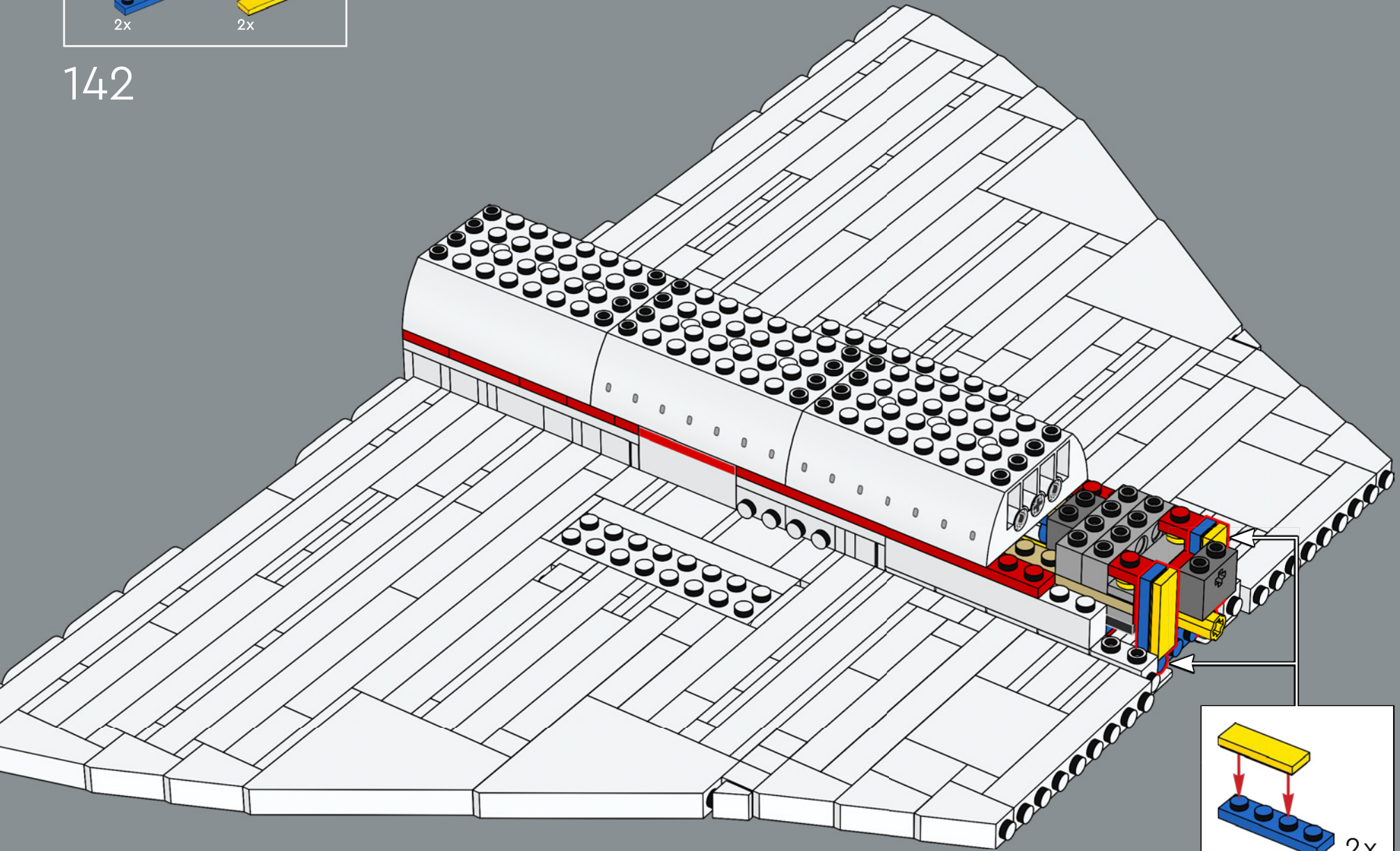


La longitud y la esbeltez del Concorde representaron un gran desafío para los ladrillos LEGO®; con el fin de que todo se mantuviera unido, sujetamos el fuselaje a la descomunal ala en delta por medio de este pequeño seguro.

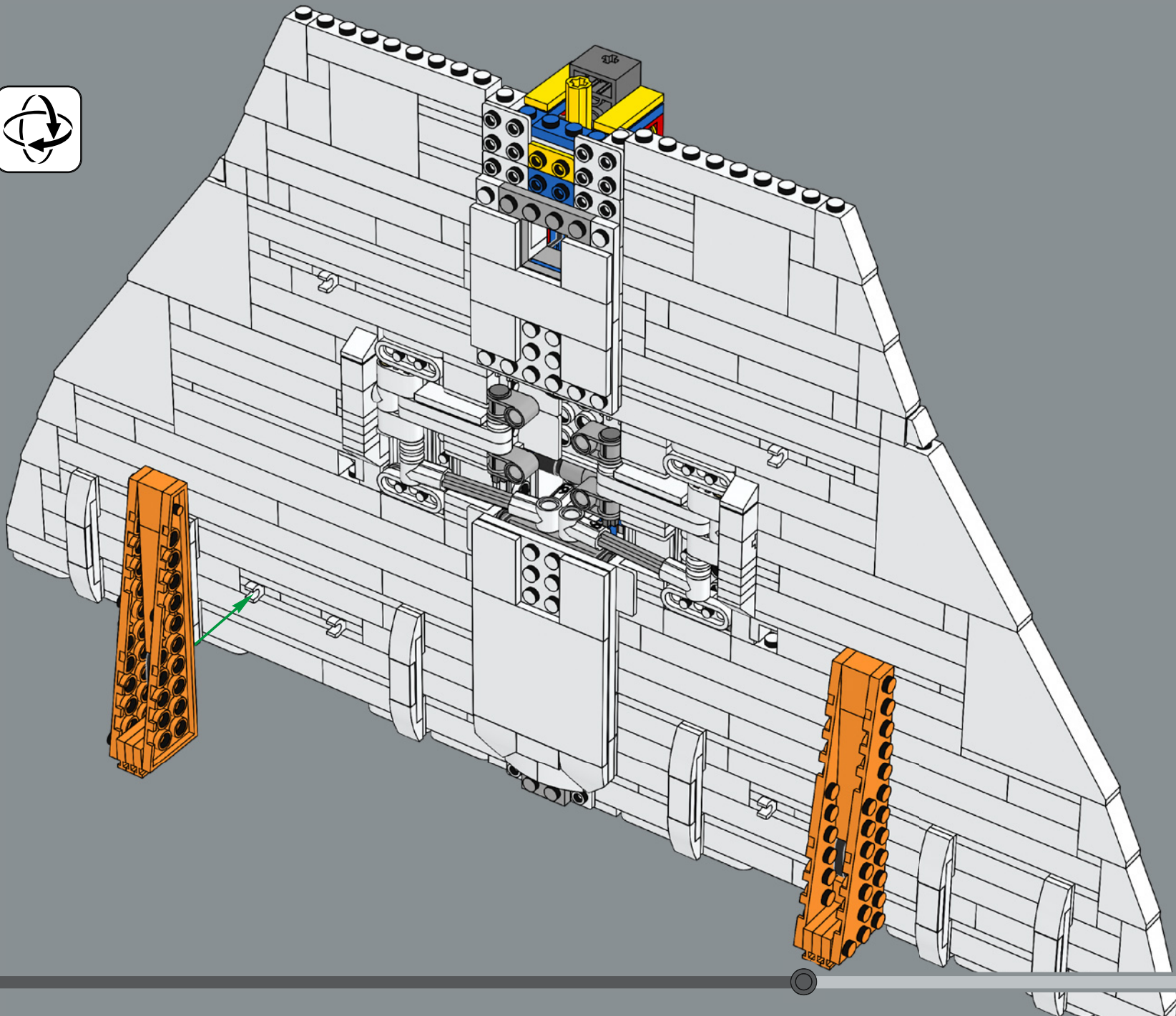




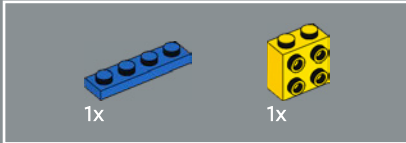
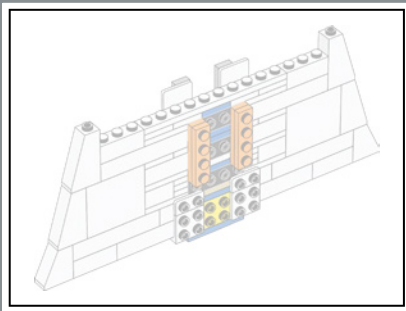
142



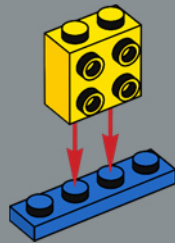




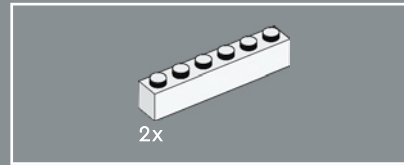
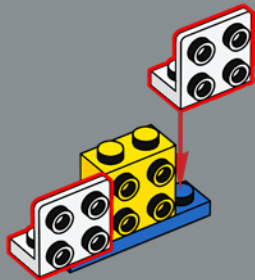




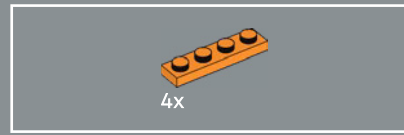
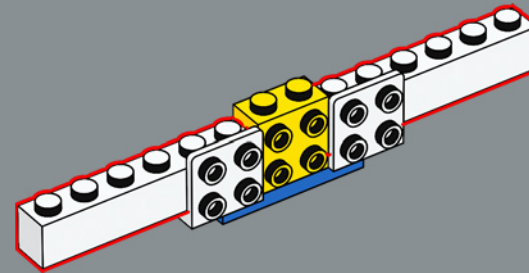
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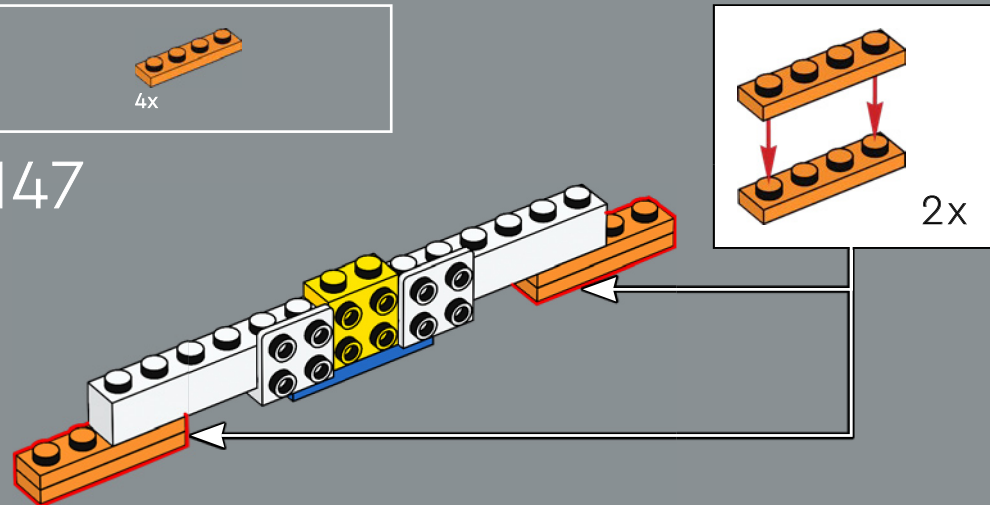
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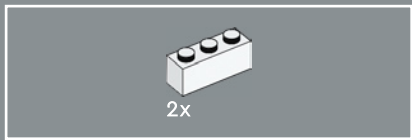


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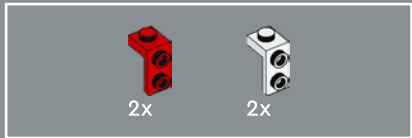
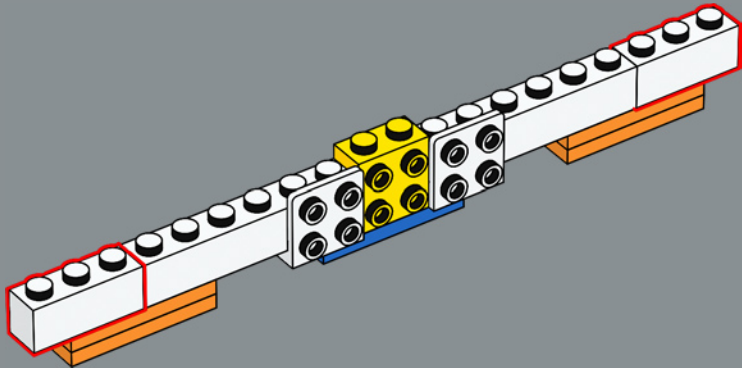


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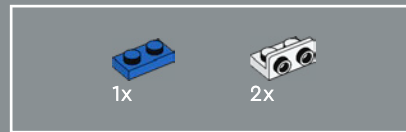
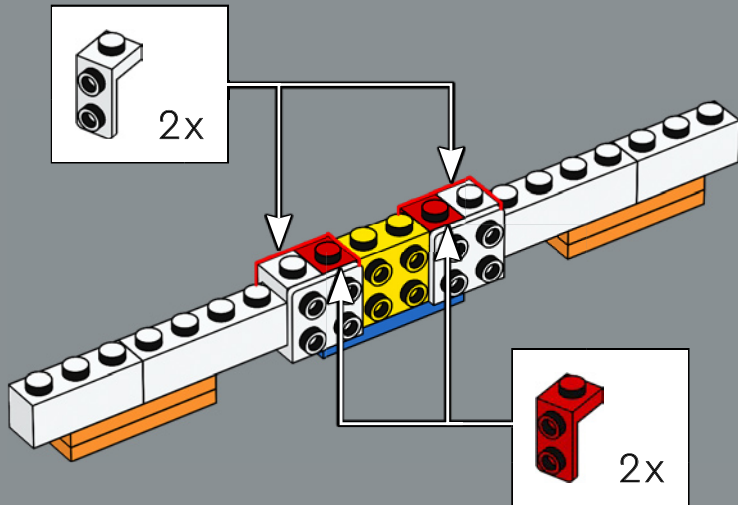




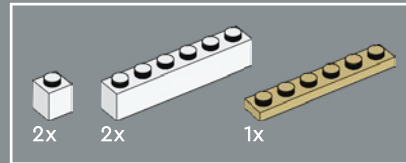
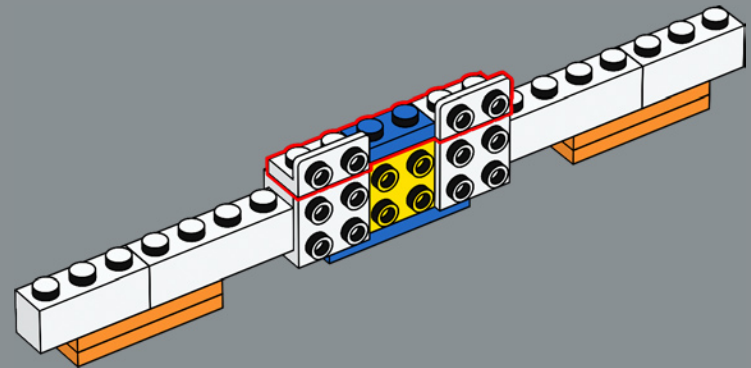
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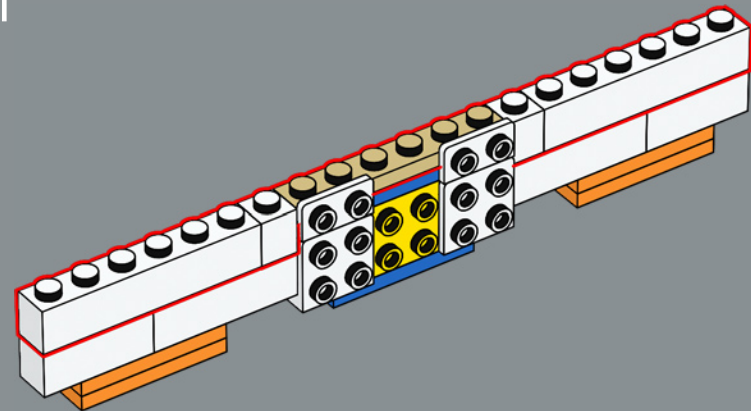
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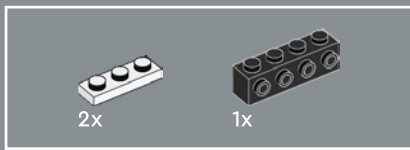


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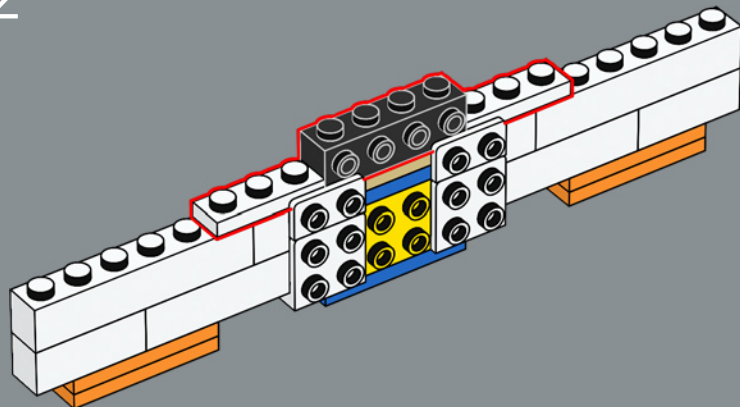


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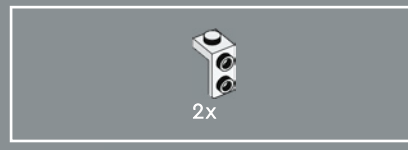
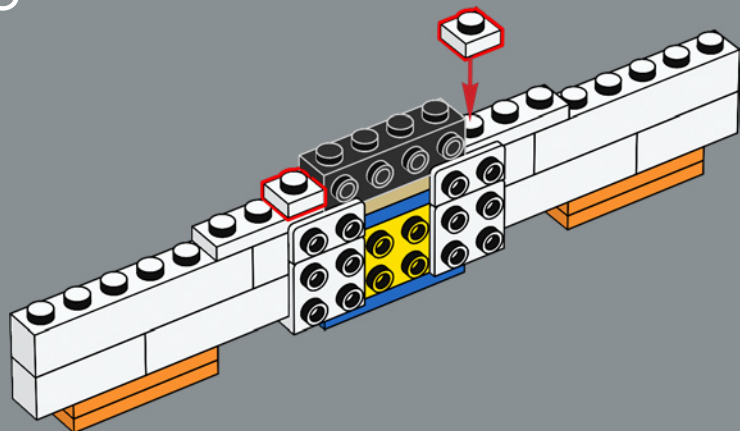




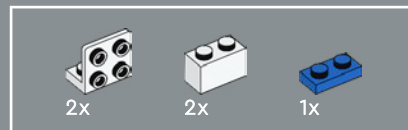
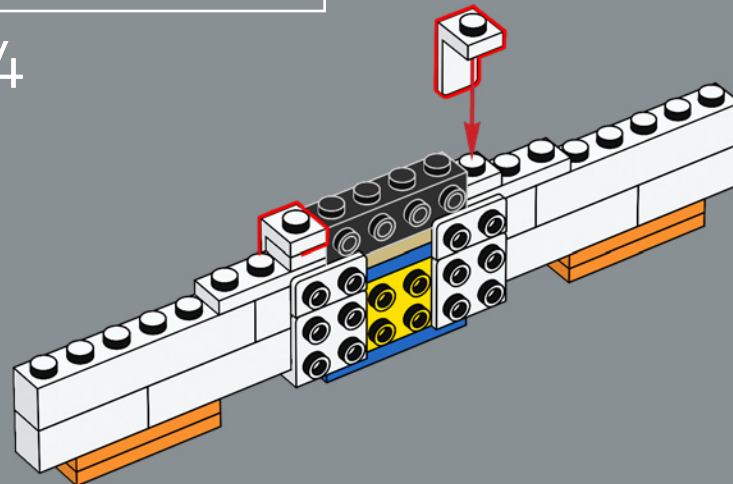
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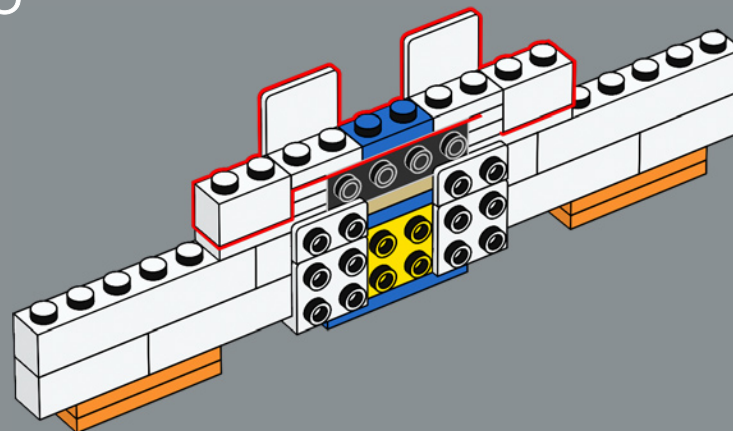
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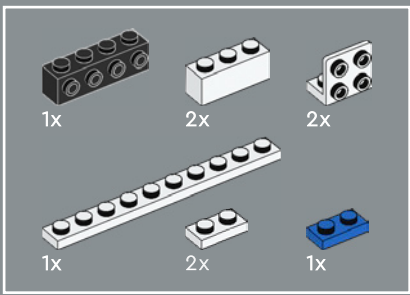


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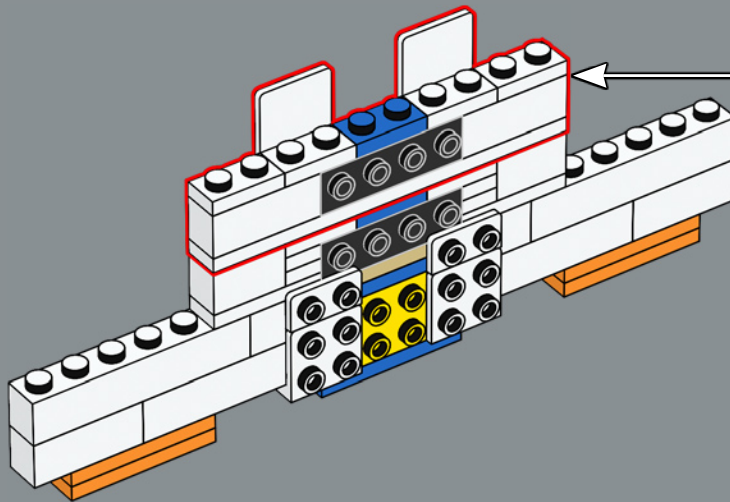
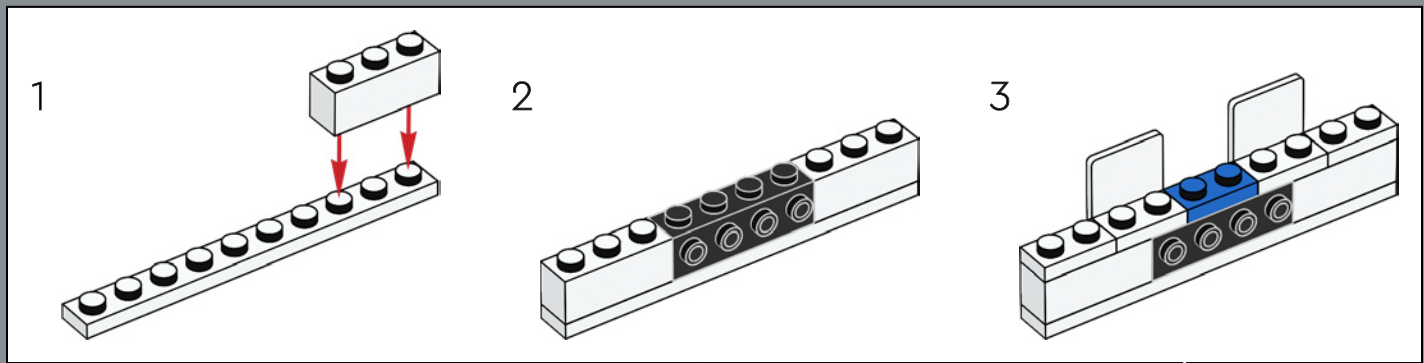


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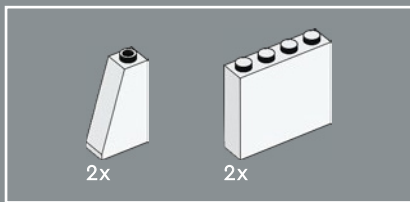




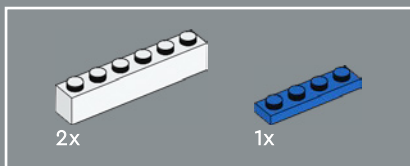
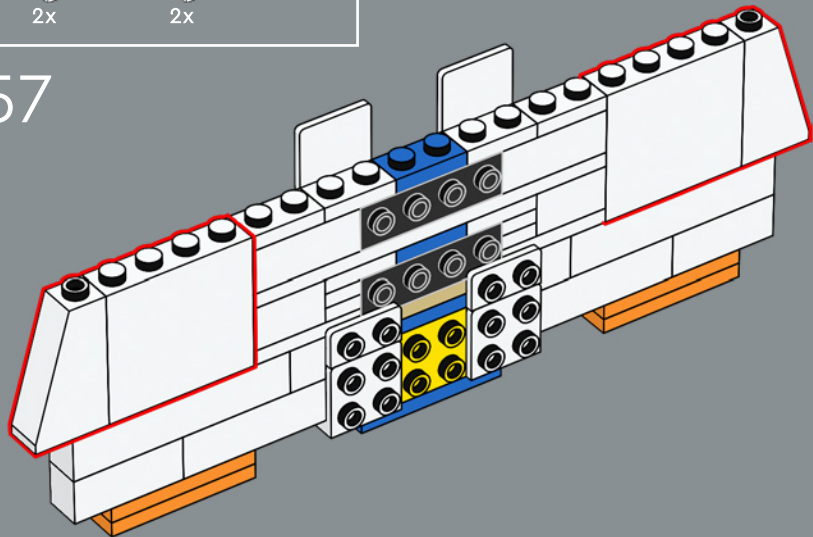
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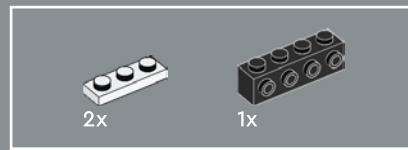
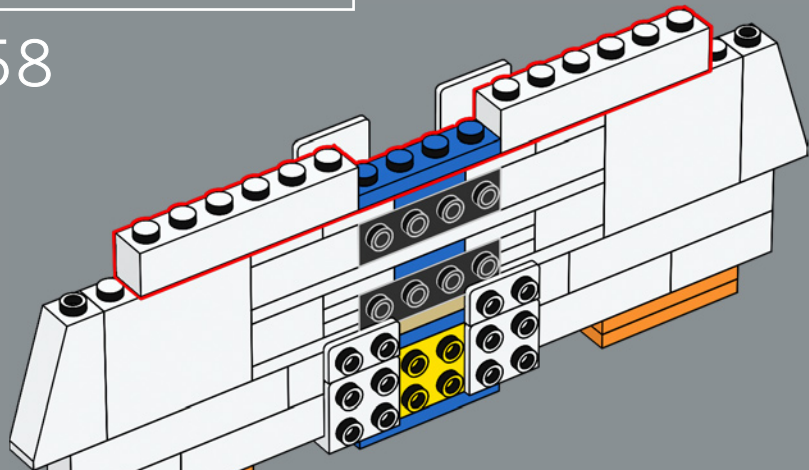




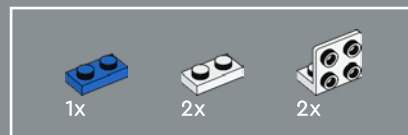
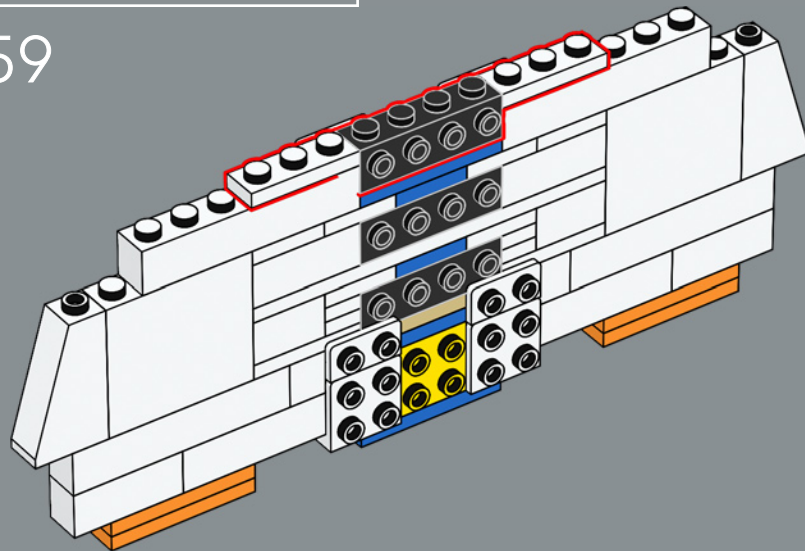
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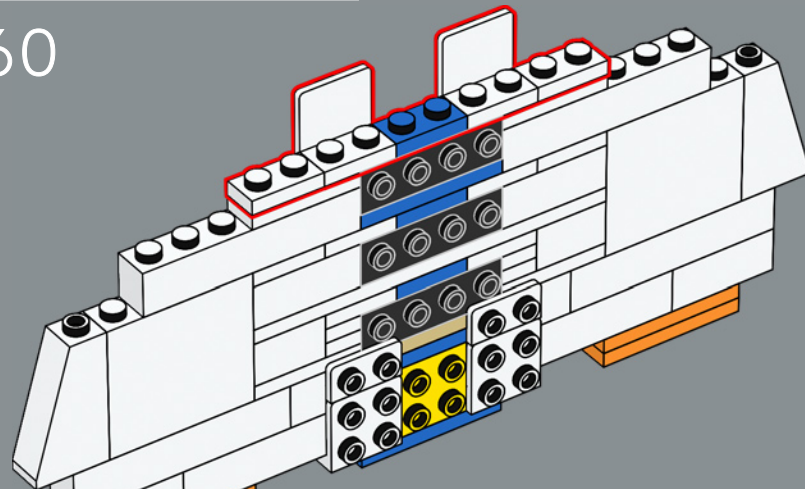
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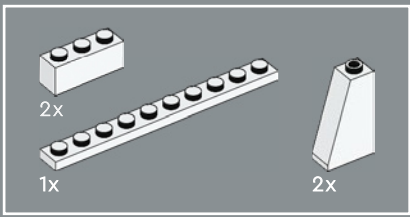


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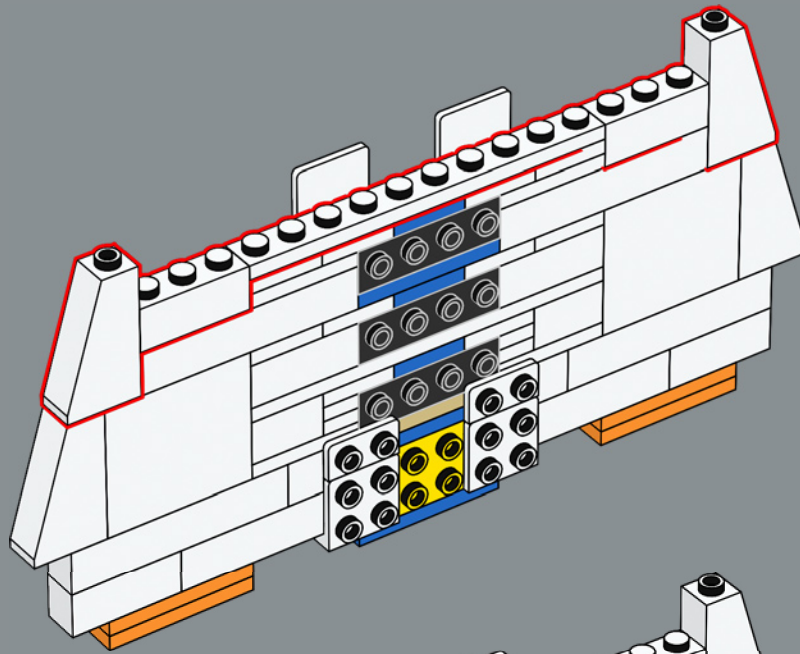


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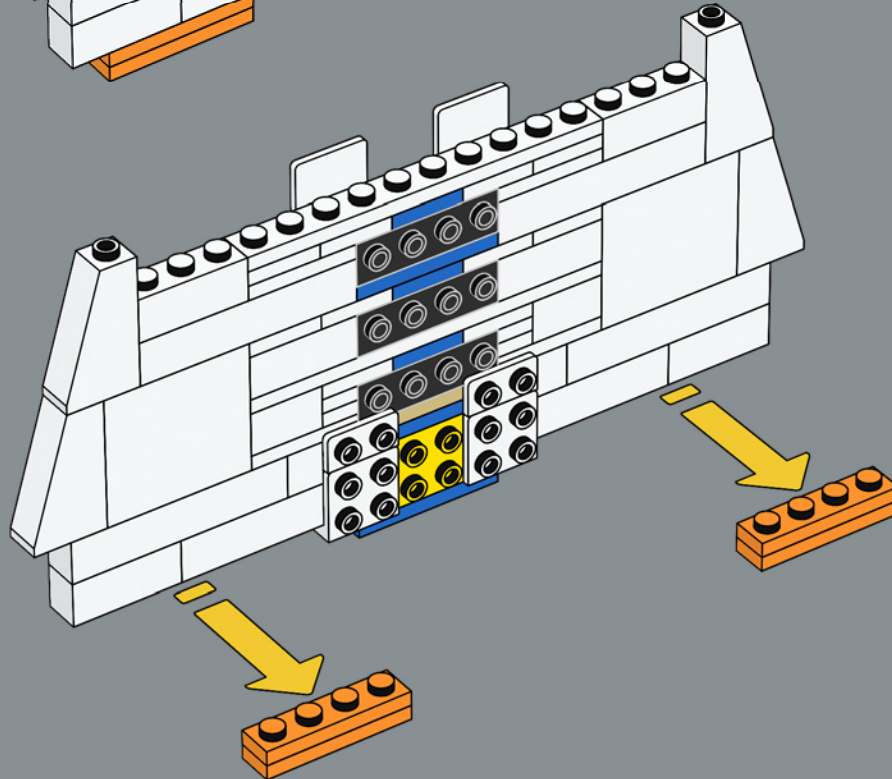


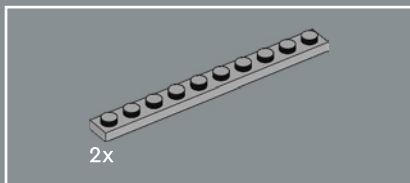


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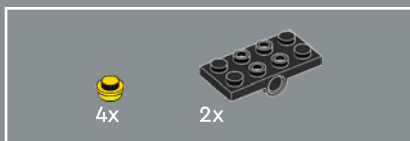
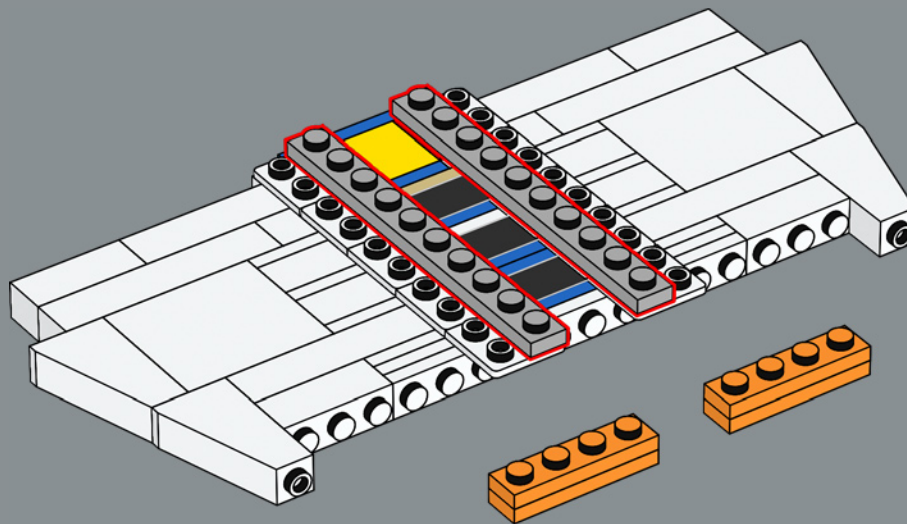


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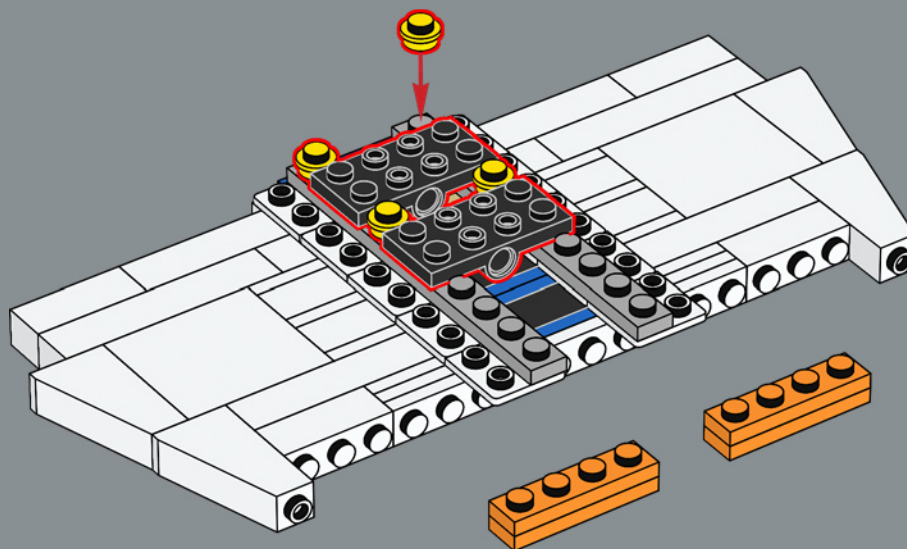


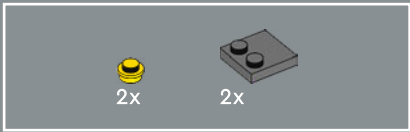


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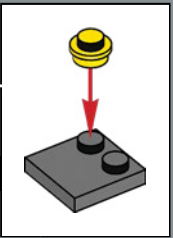
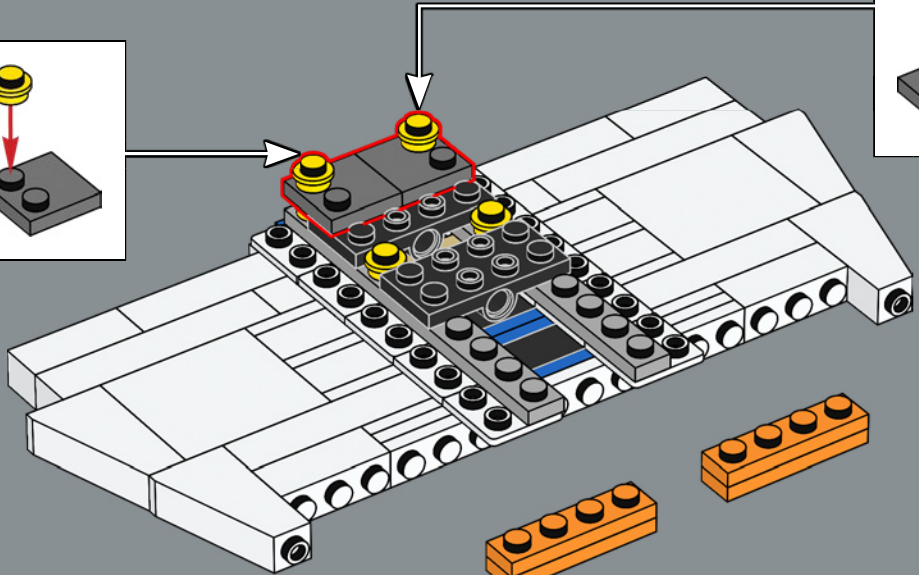
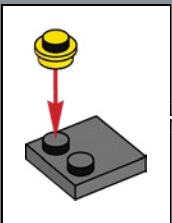


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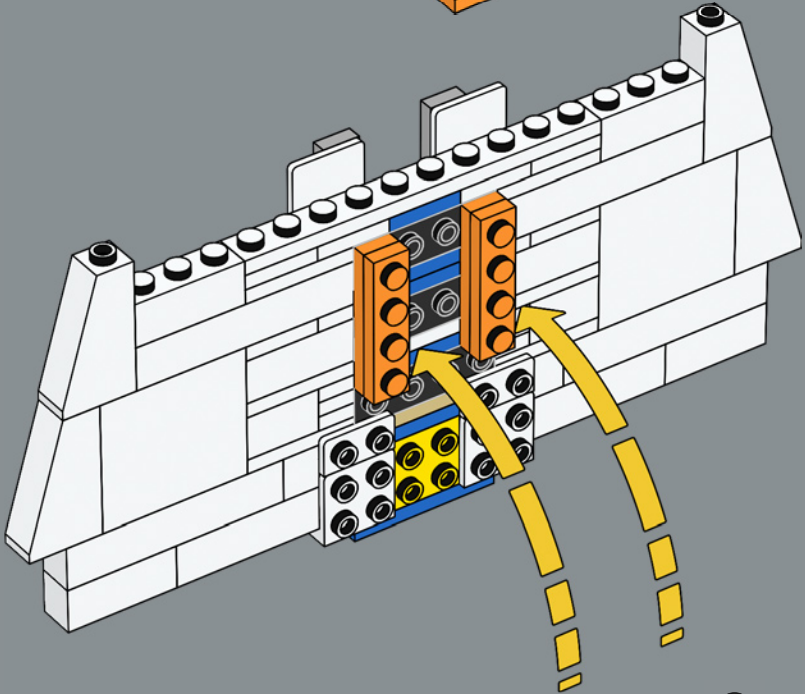




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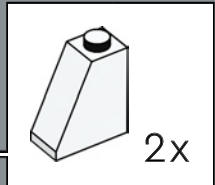
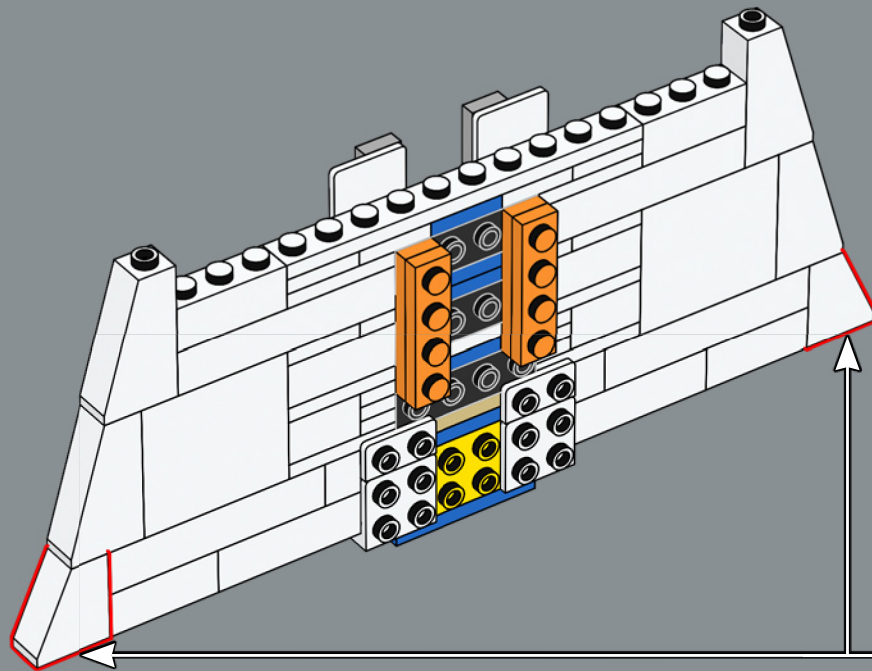
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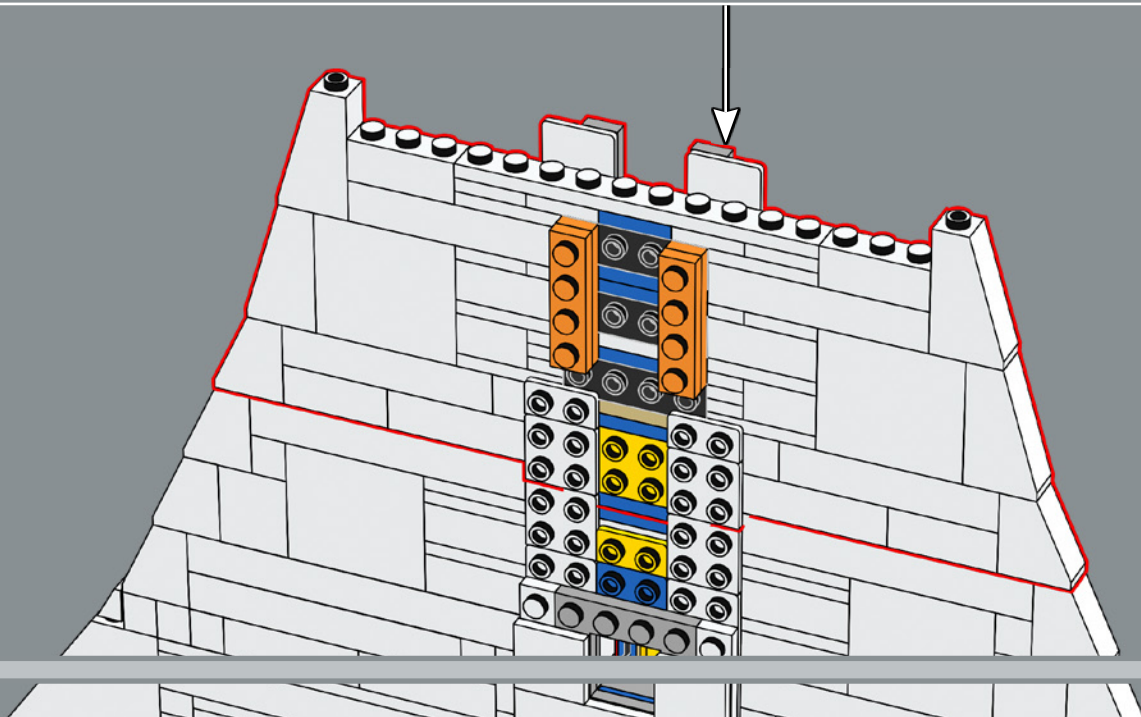


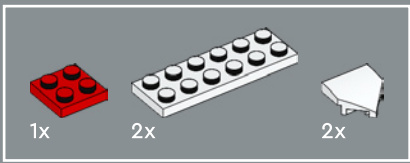


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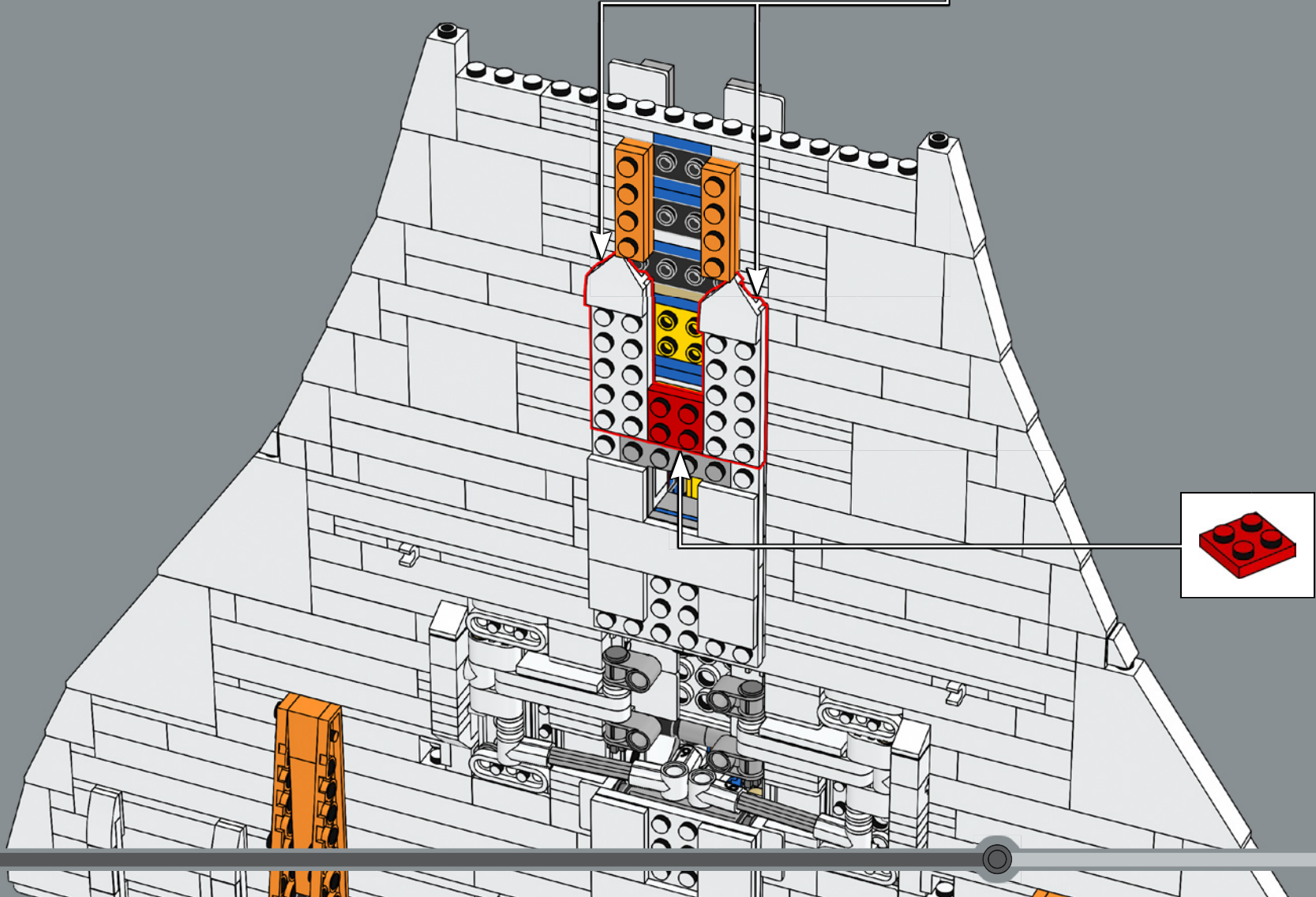
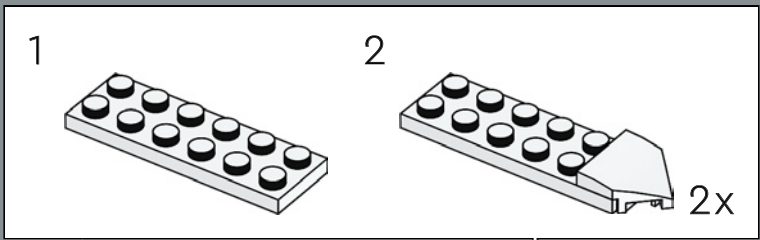


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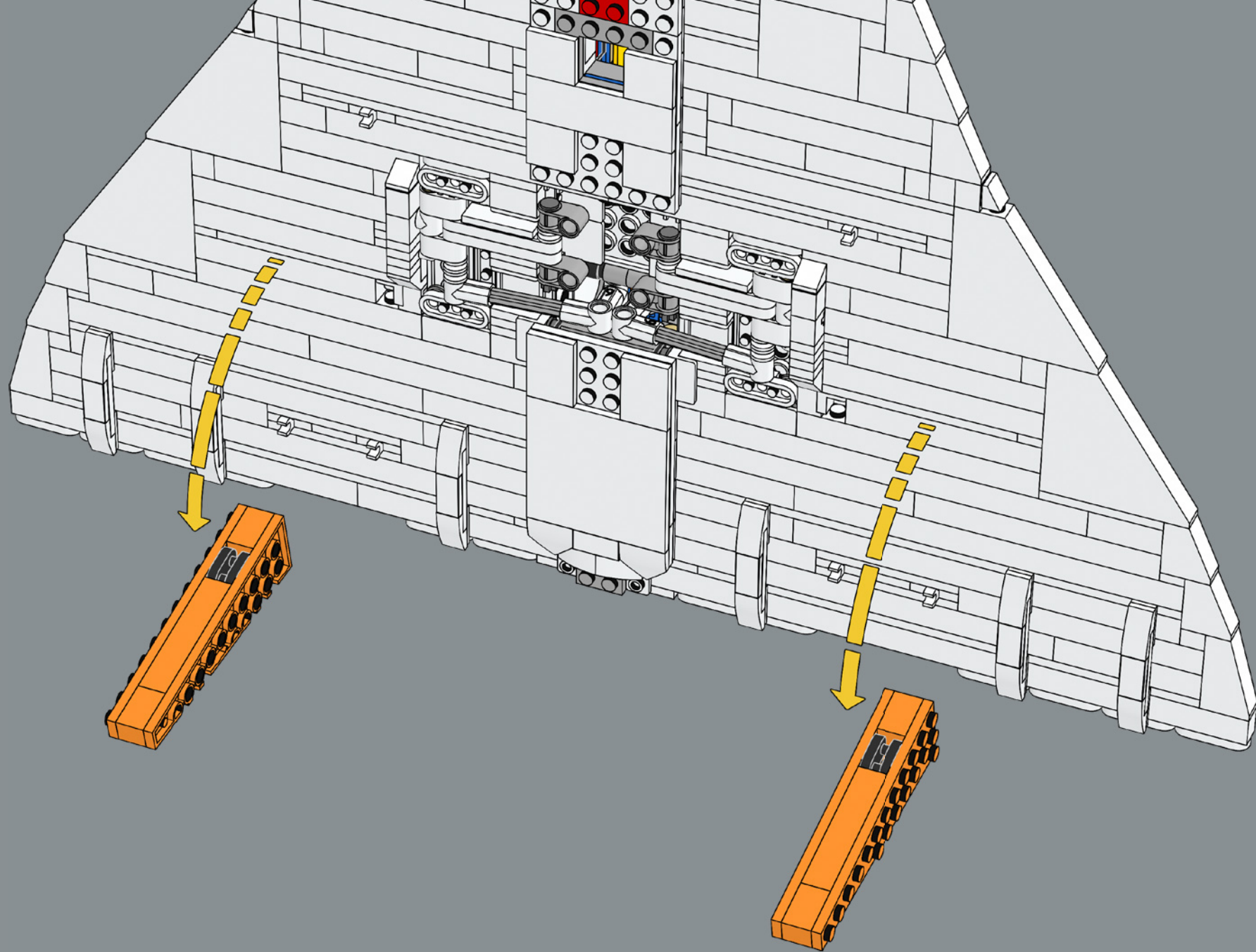




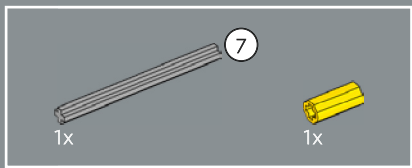
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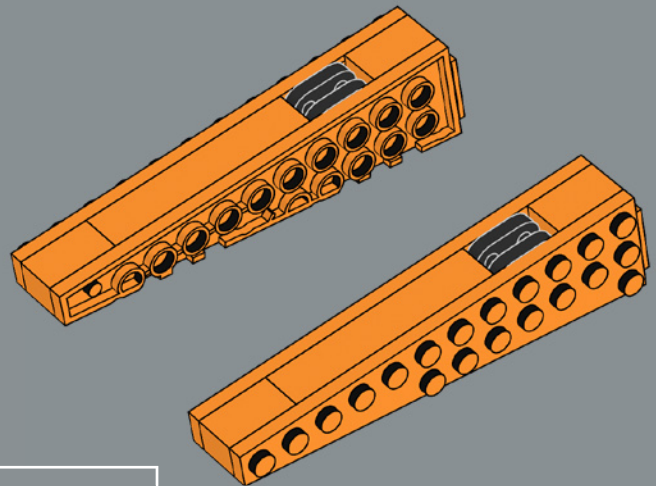
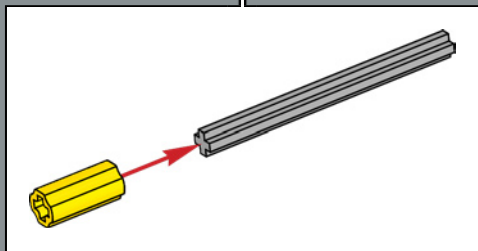
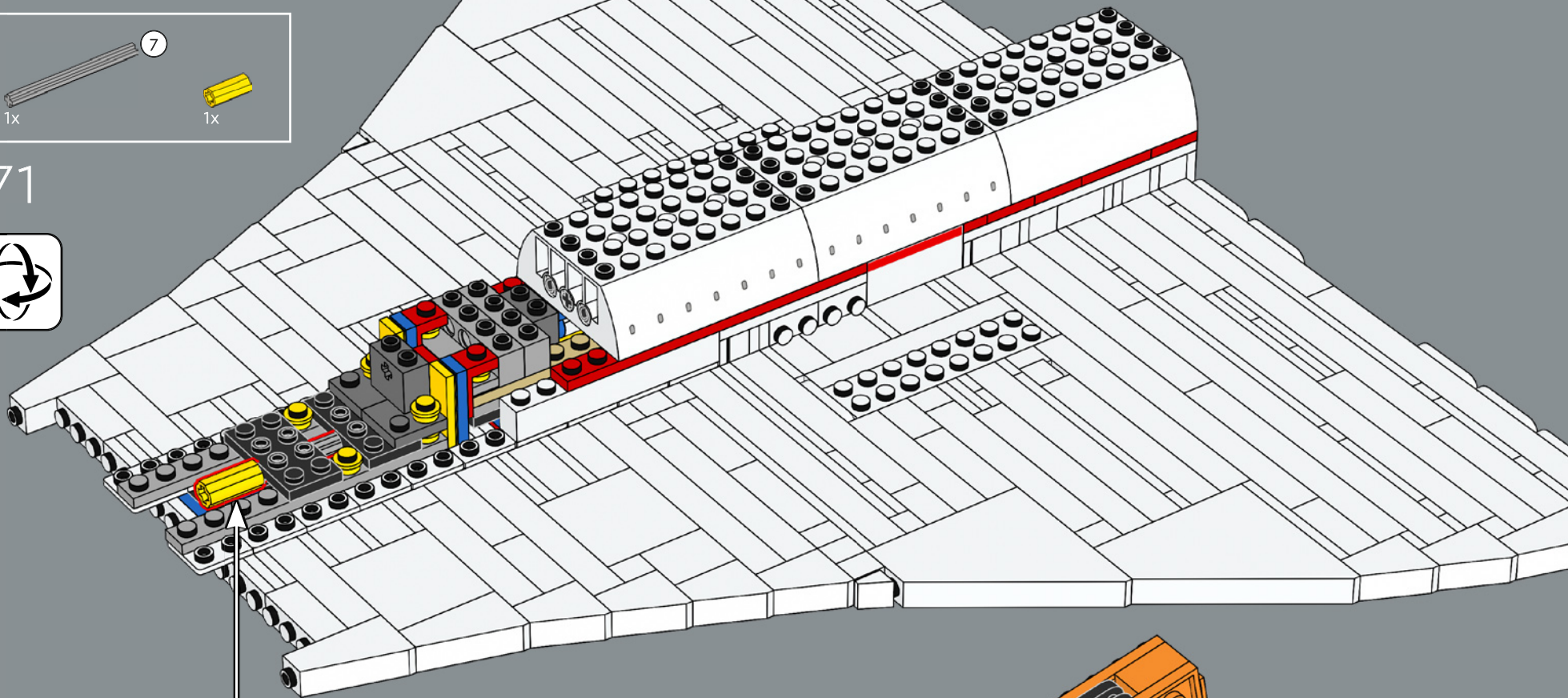
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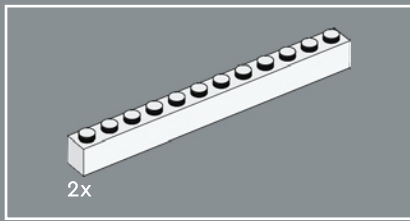




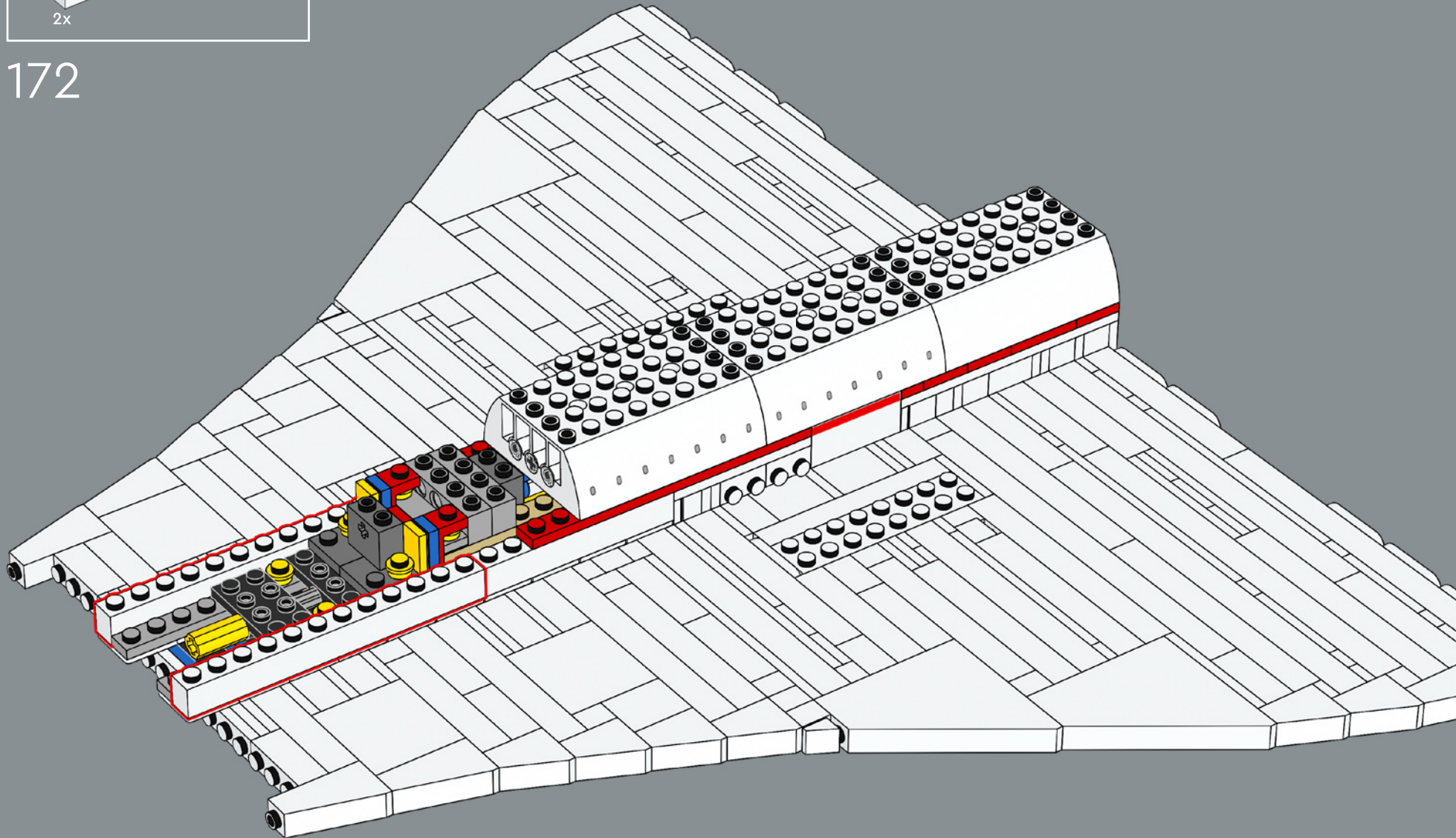
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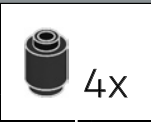
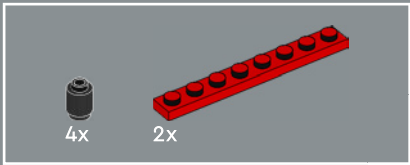




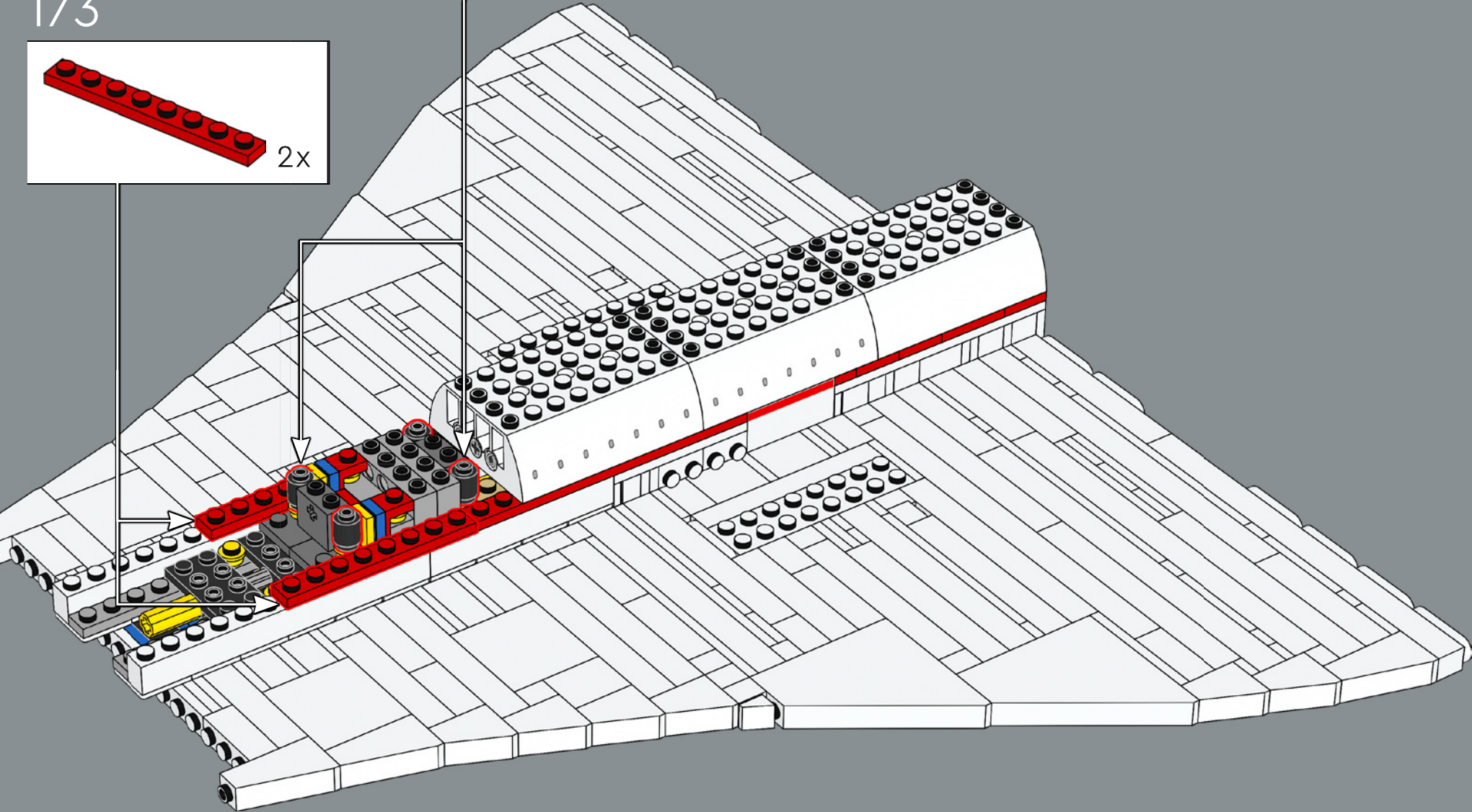
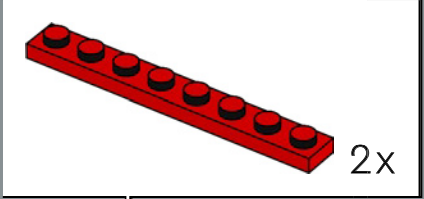


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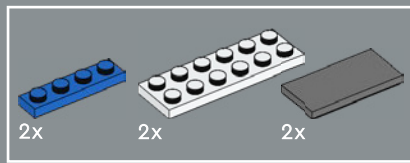




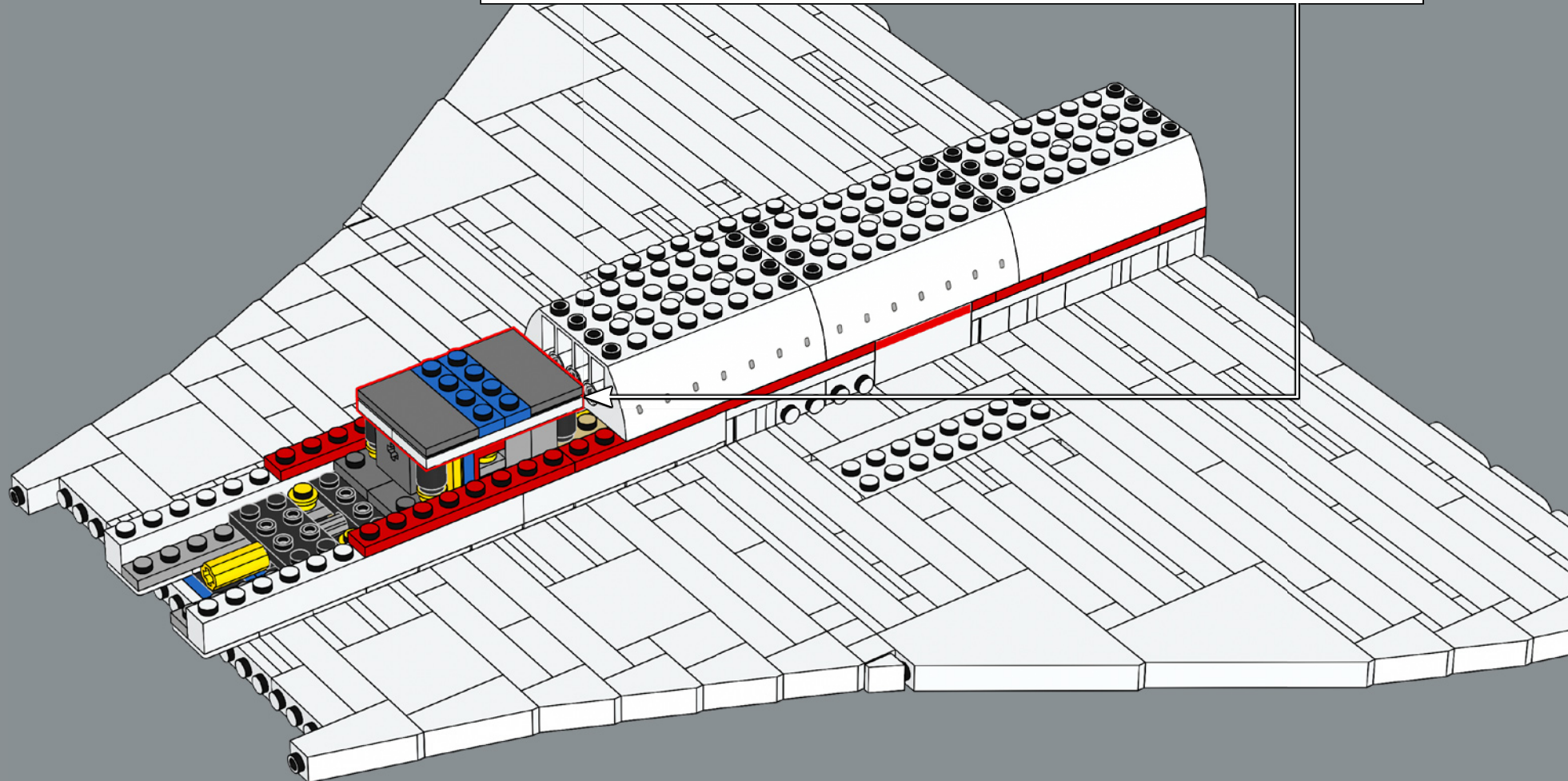
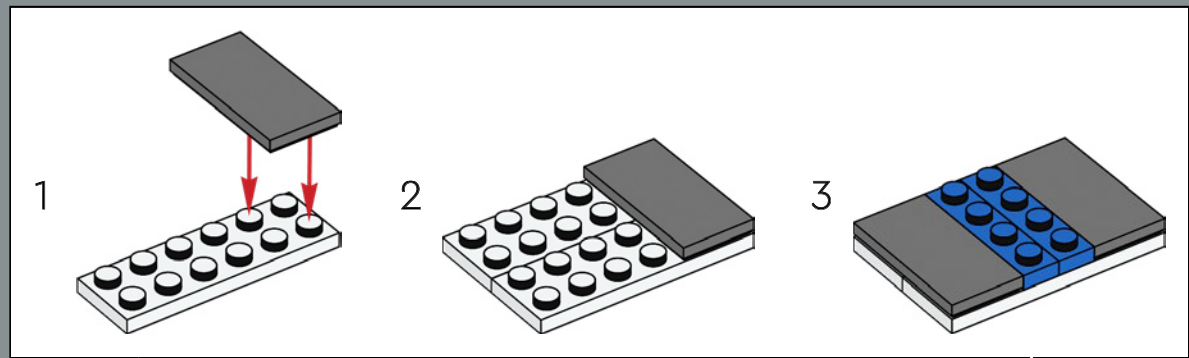
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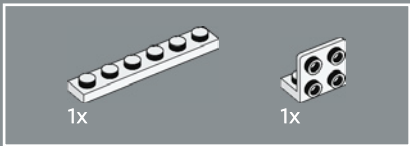
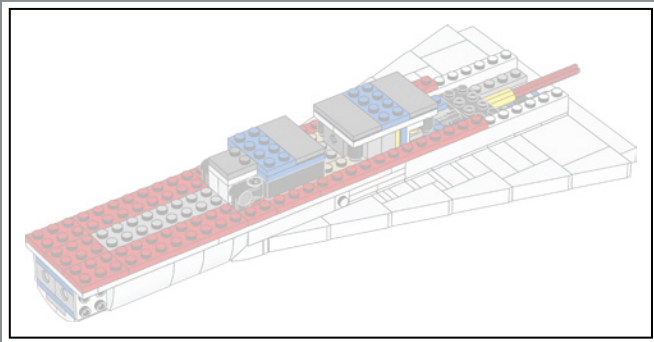




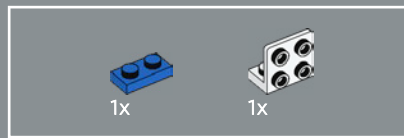
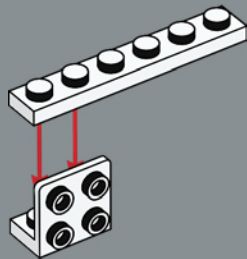


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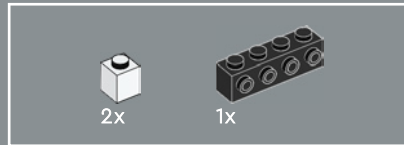
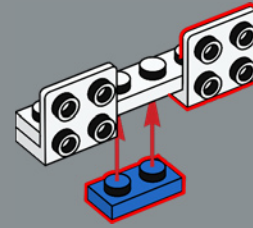




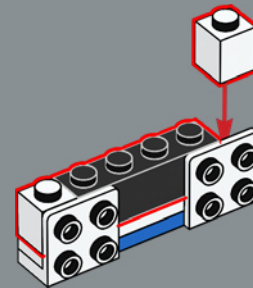
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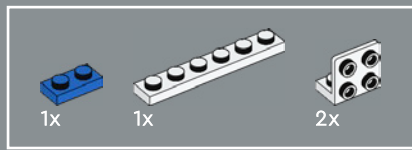
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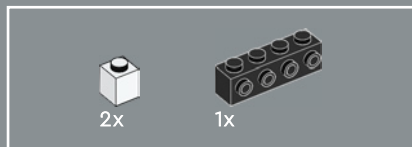
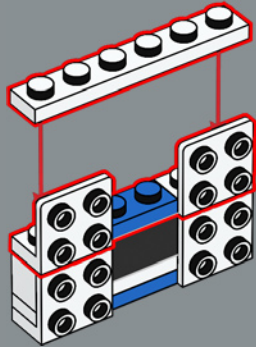
177



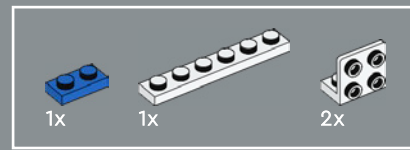
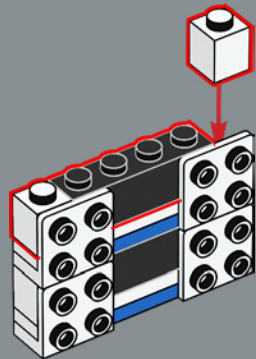




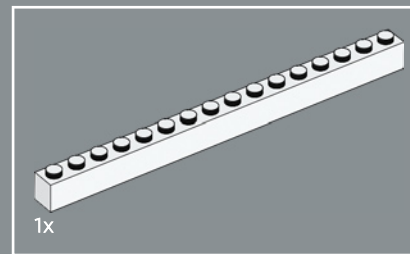
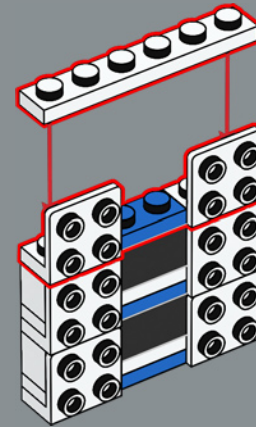
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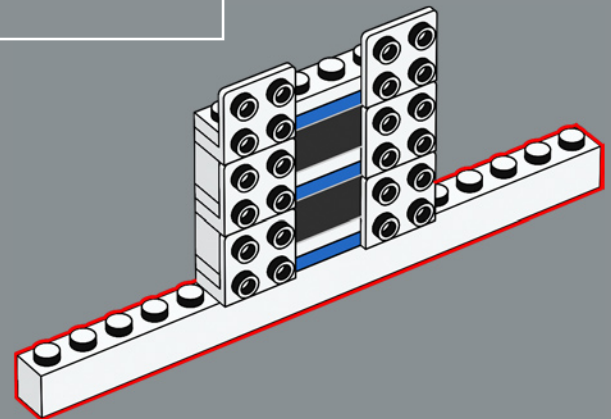
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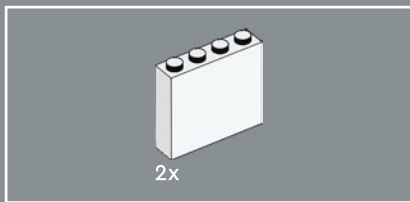


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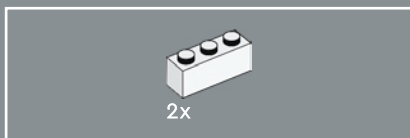
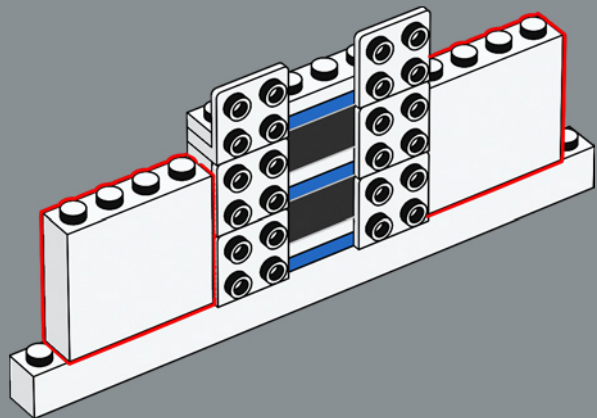


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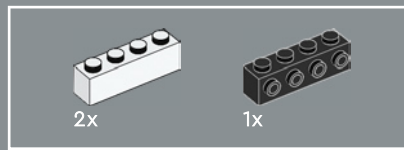
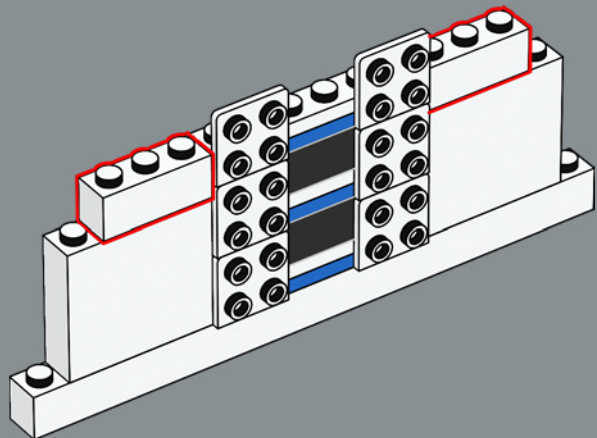




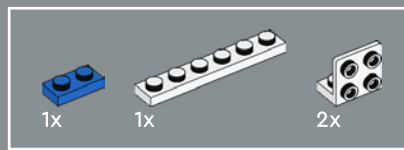
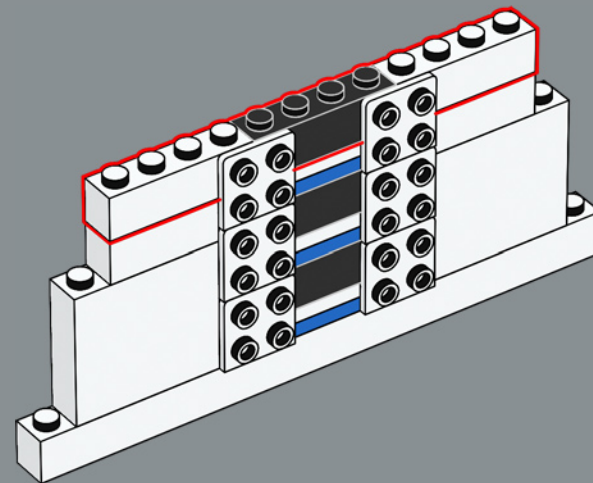
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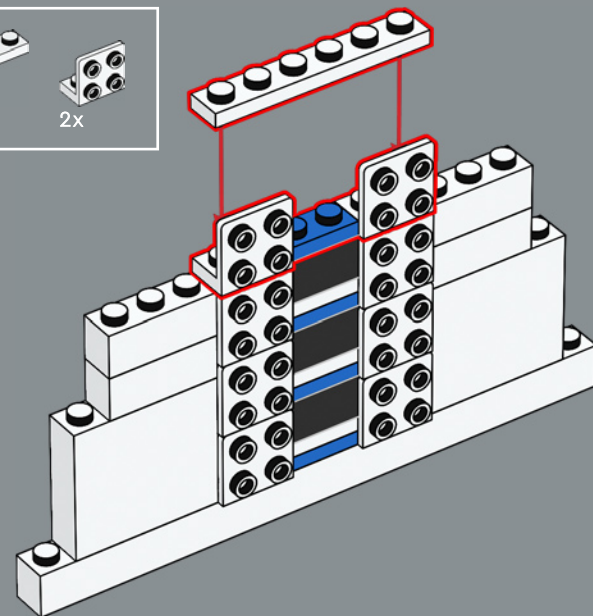
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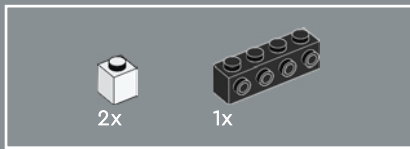


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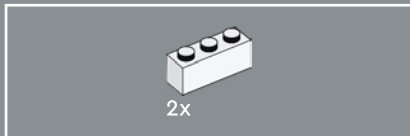
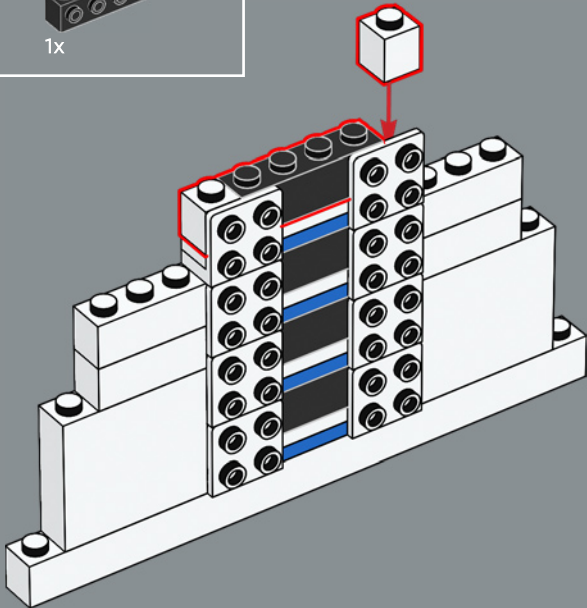


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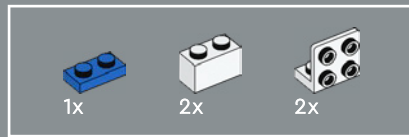
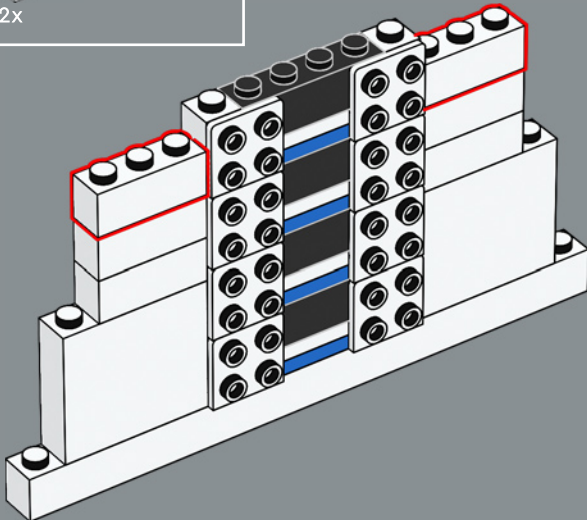




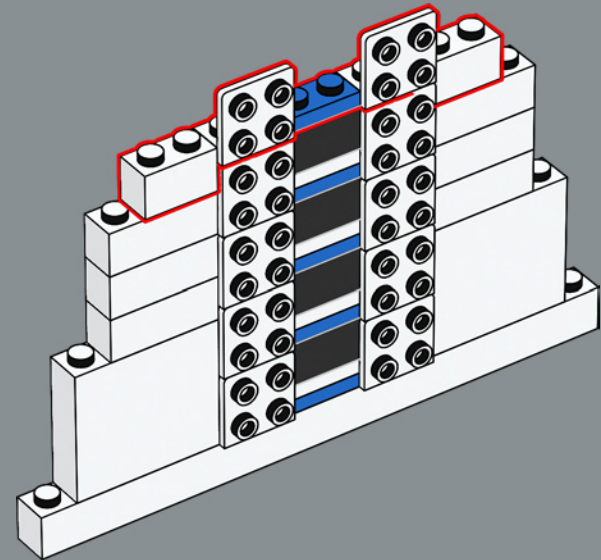
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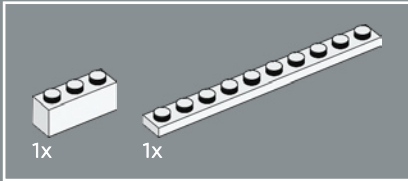
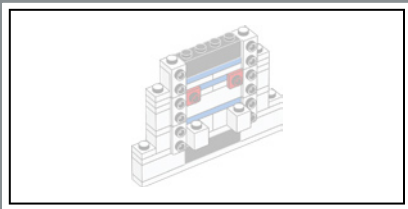


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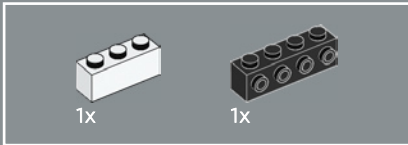
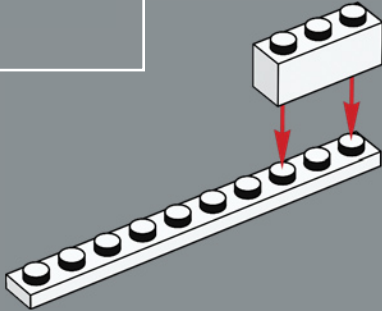


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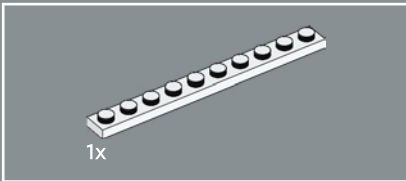
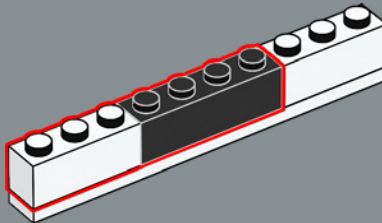




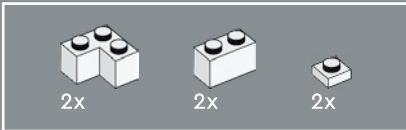
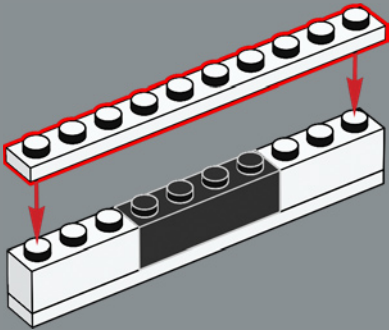
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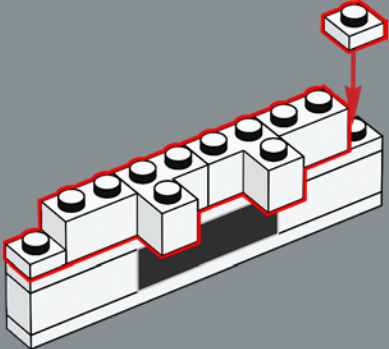
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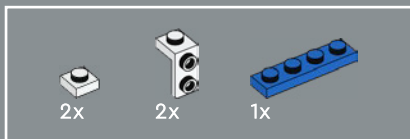
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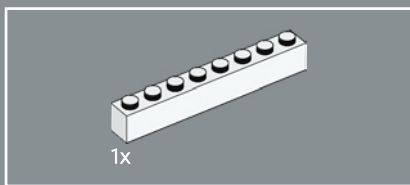
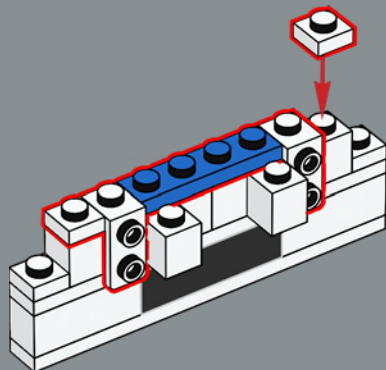
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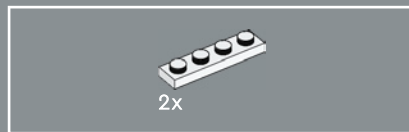
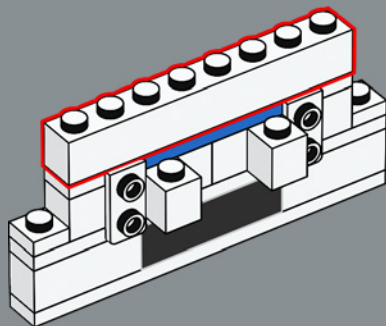




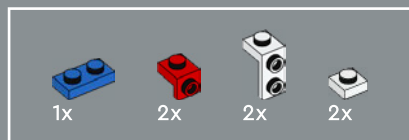
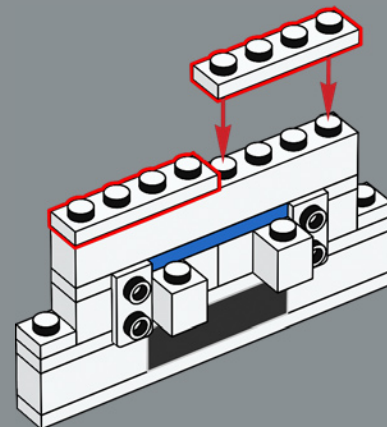
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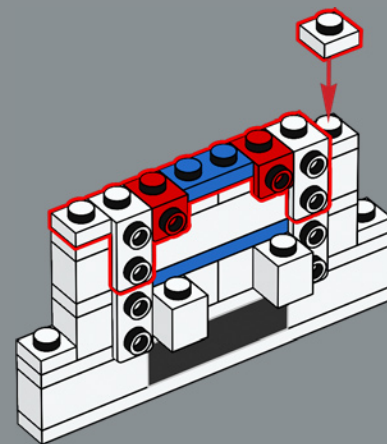
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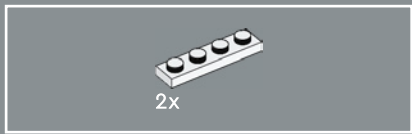


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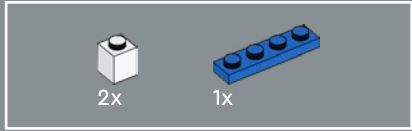
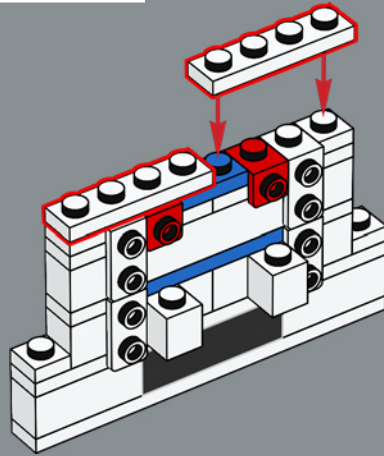


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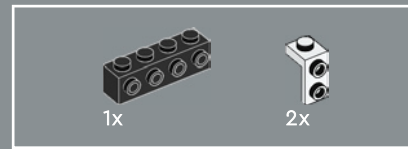
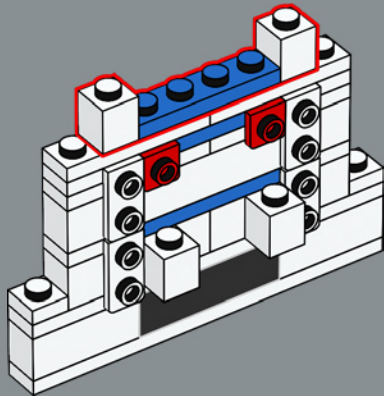




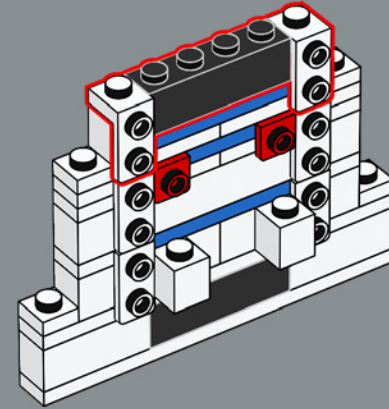
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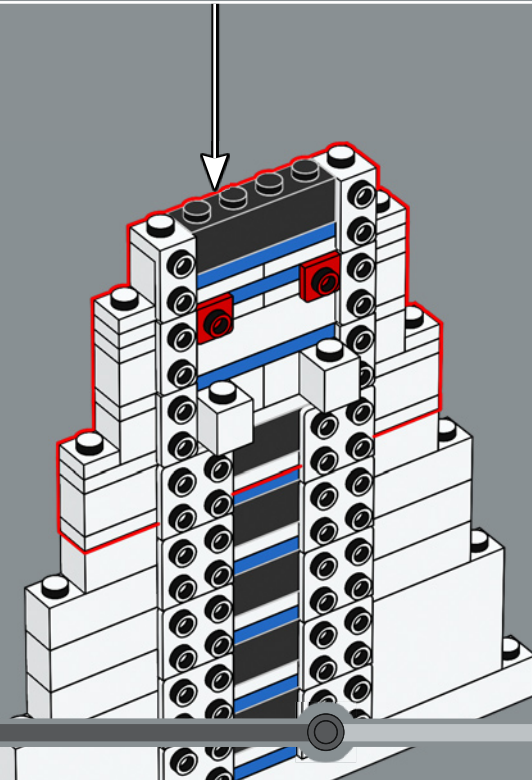
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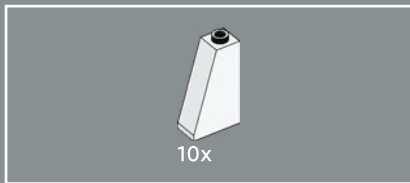


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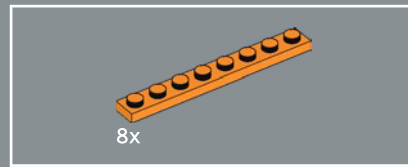
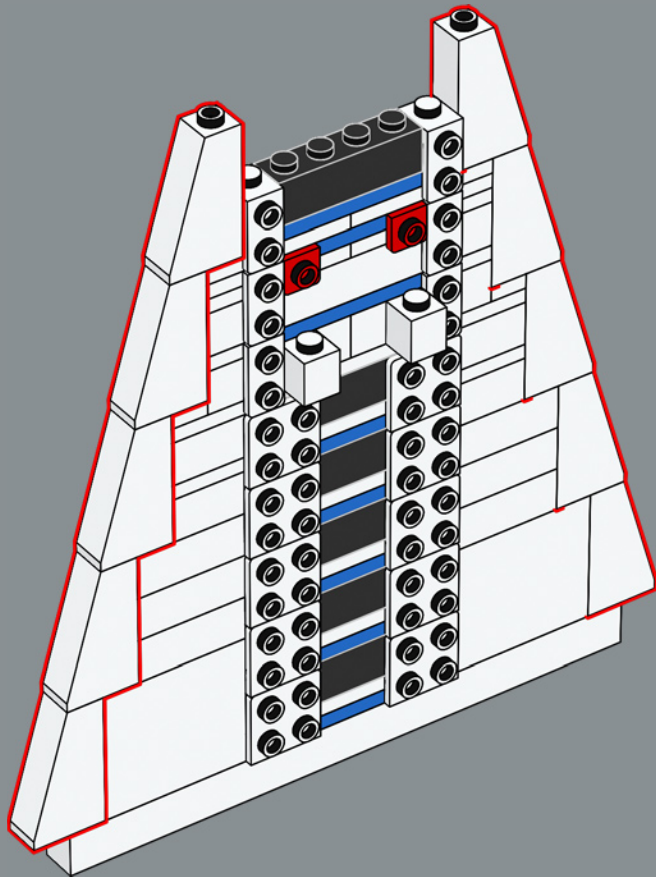


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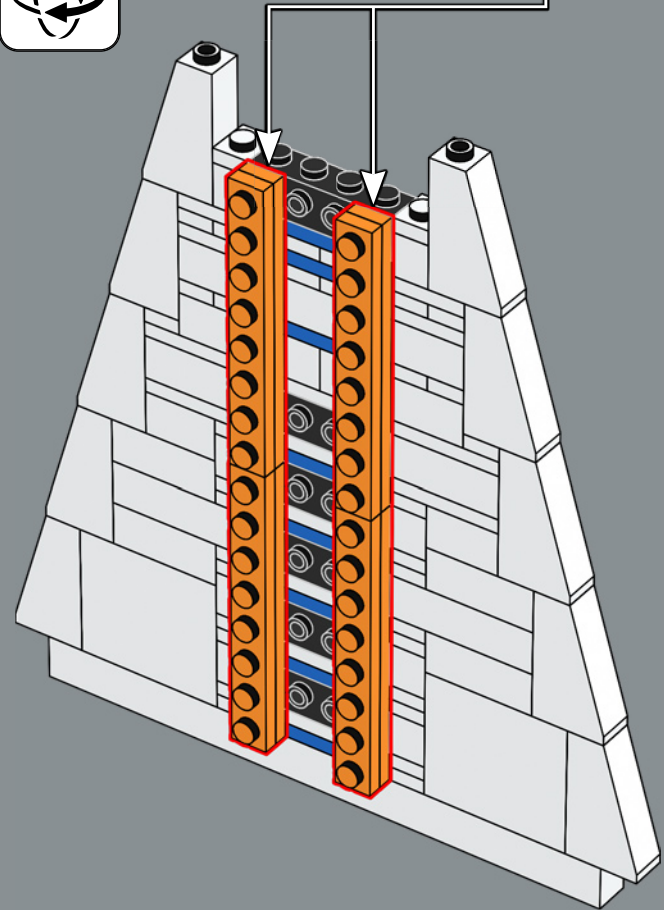
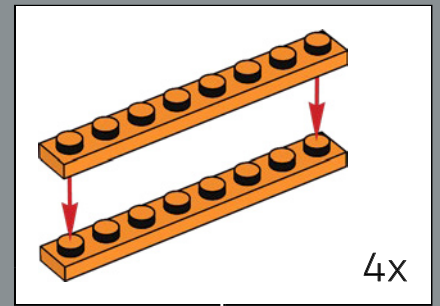


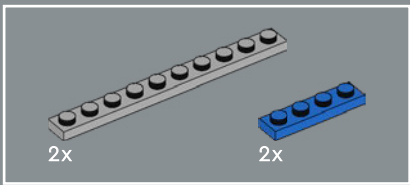


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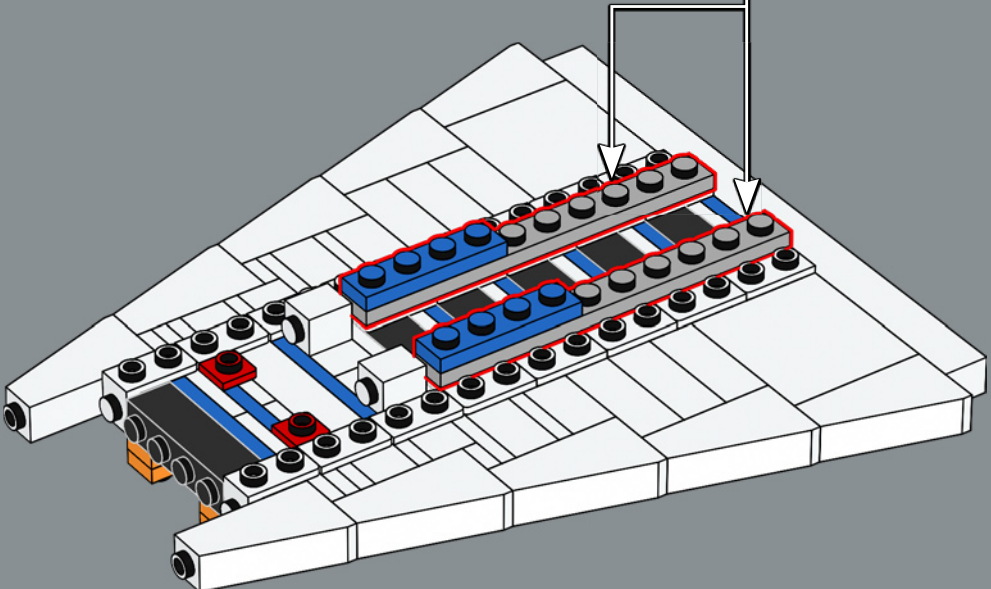
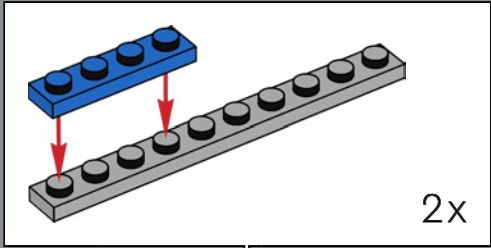


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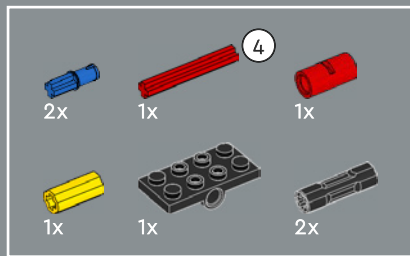




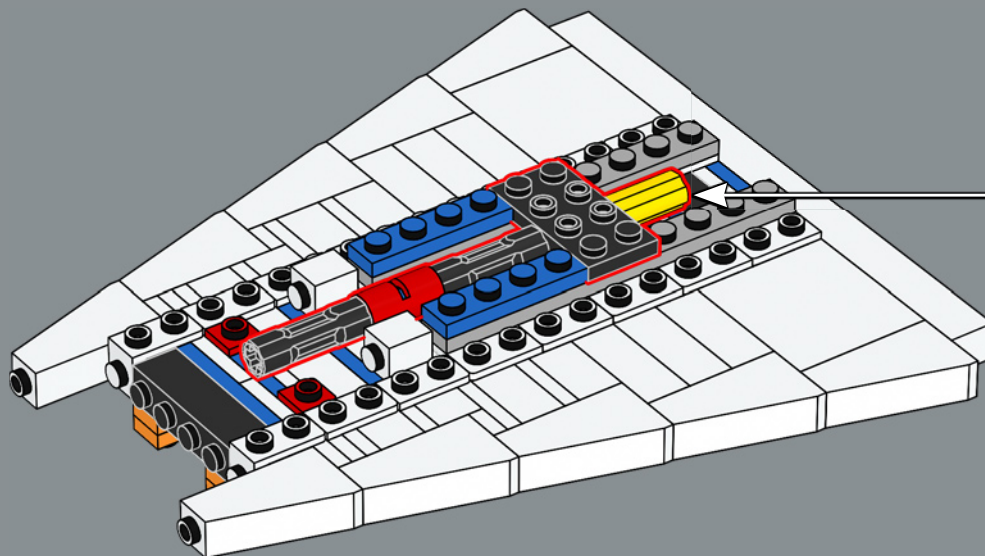
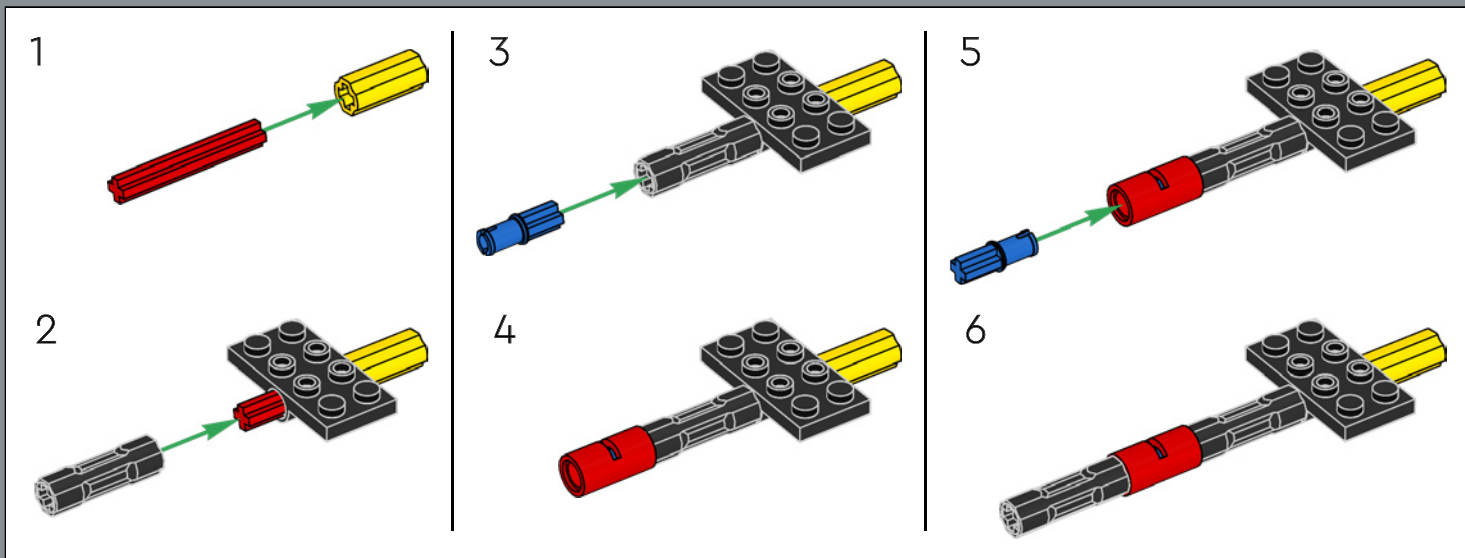
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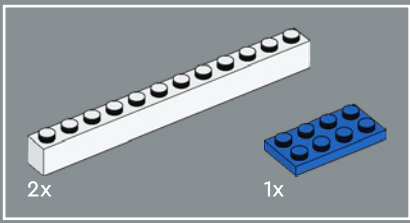






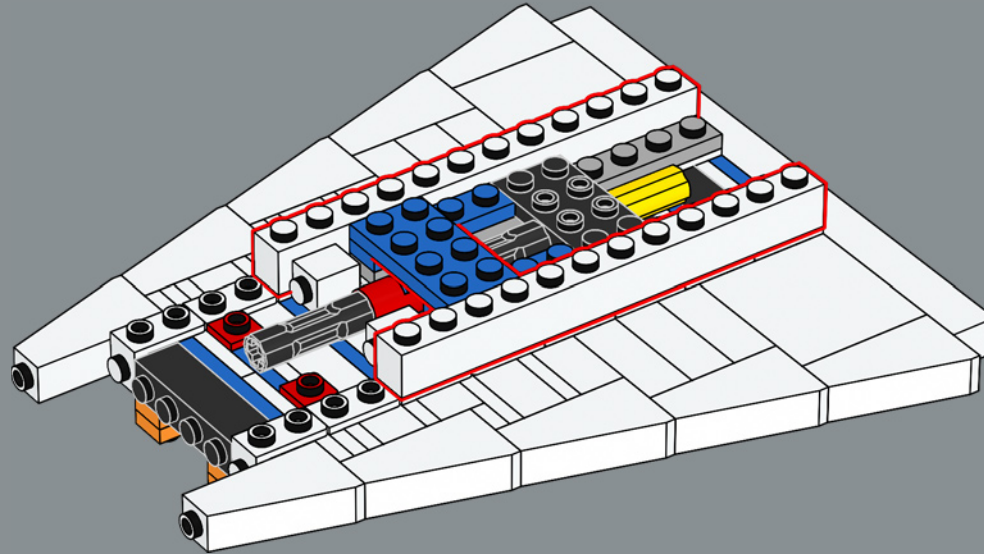
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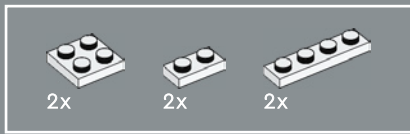




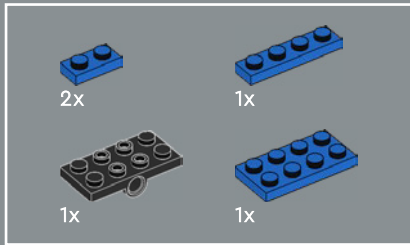
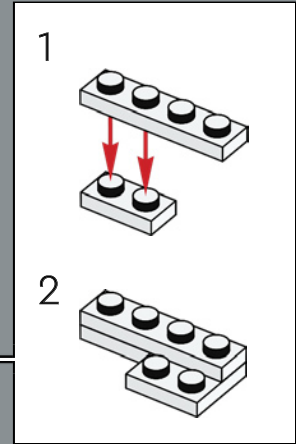
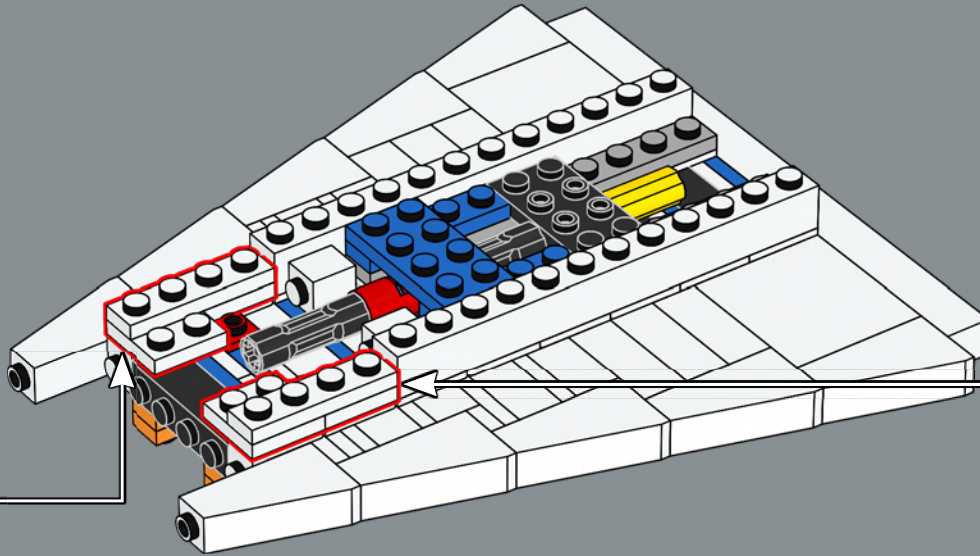
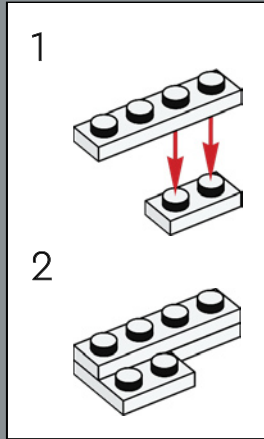
¡Este embrague resolvió elegantemente el problema de mantener sincronizados los trenes de aterrizaje principal y de morro cuando el modelo viene en descenso y está próximo a hacer contacto con la pista!

205

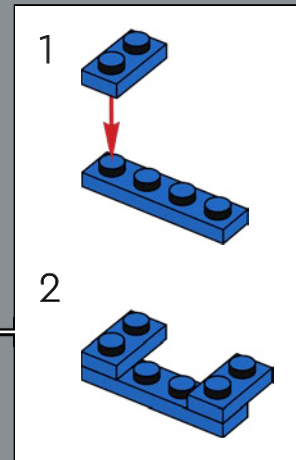
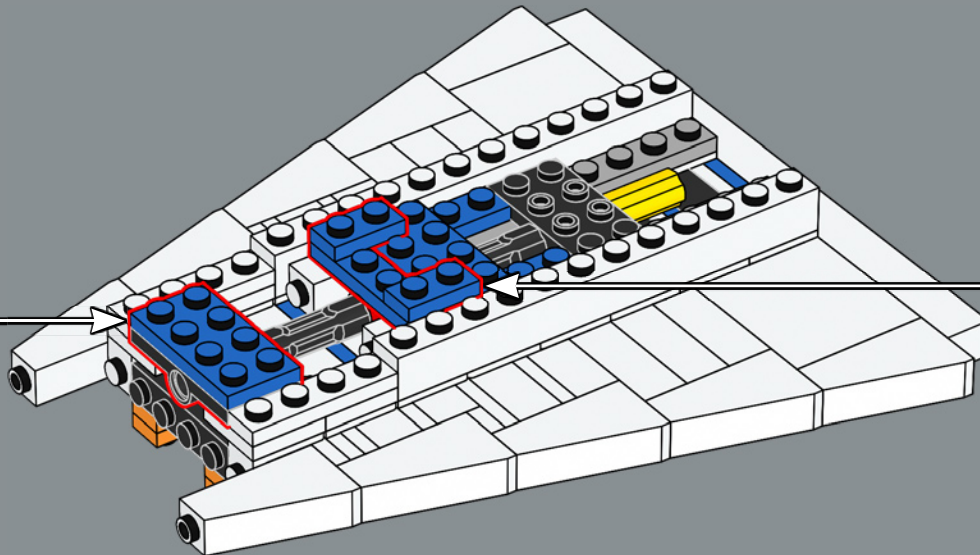
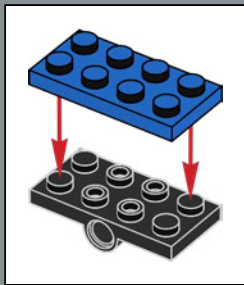


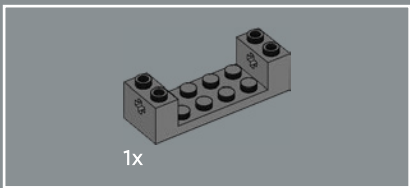


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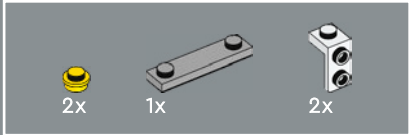
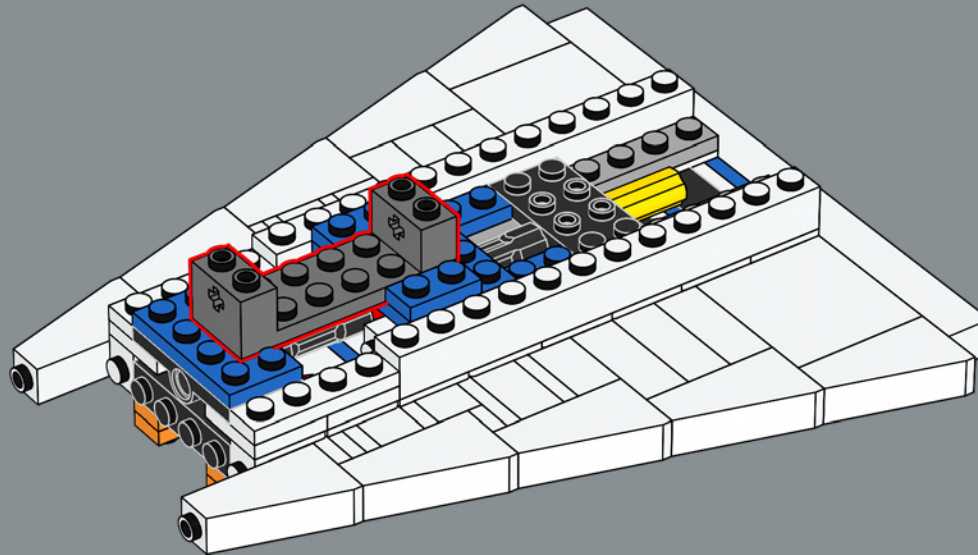


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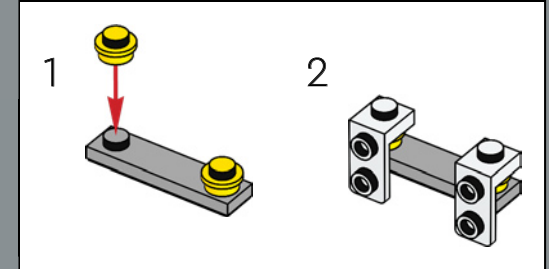
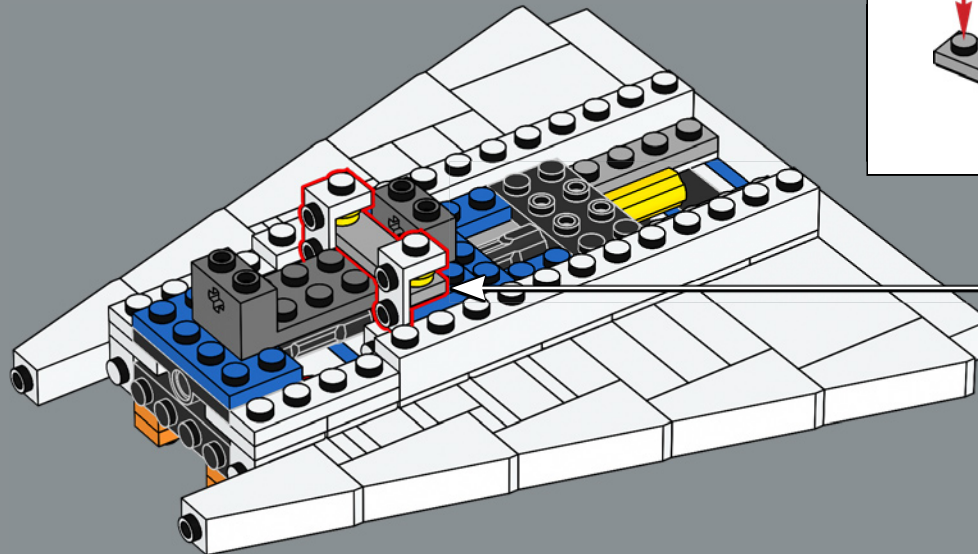




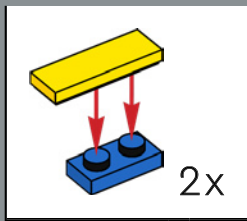
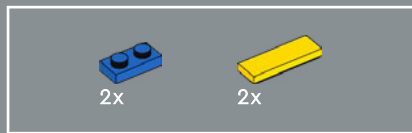
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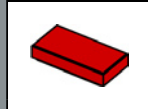
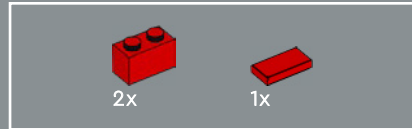
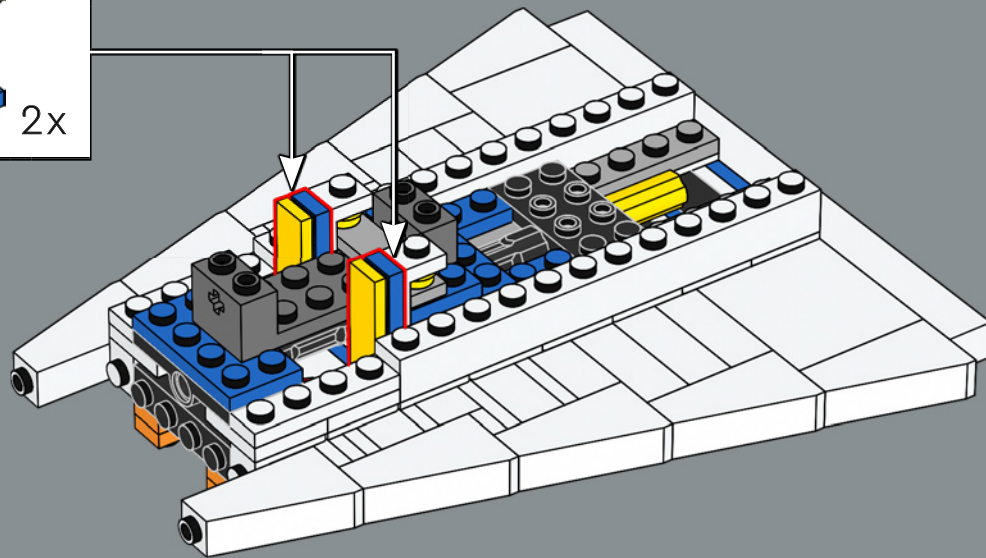
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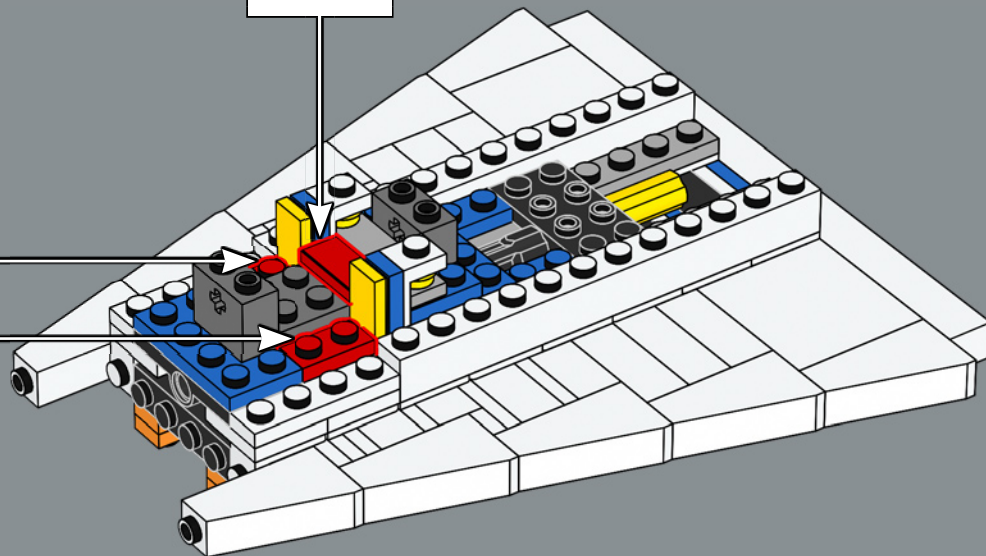
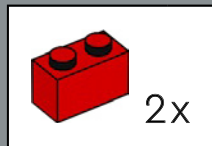


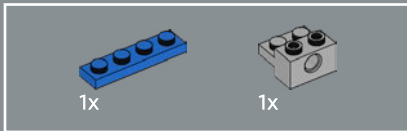
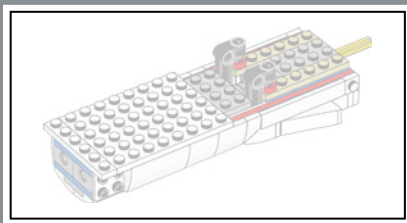


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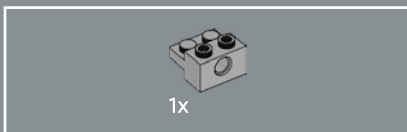
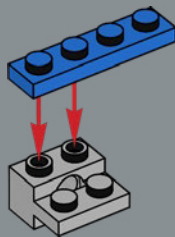


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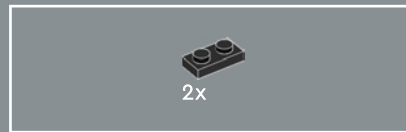
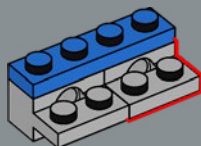




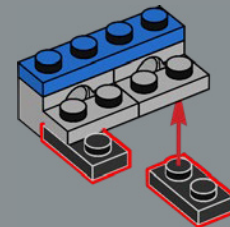
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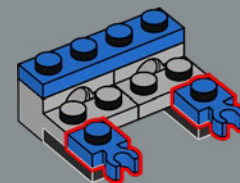
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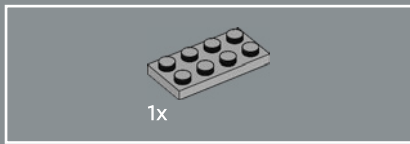


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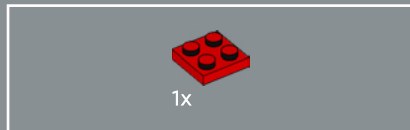
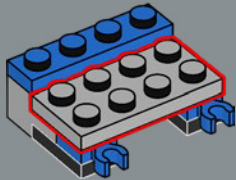


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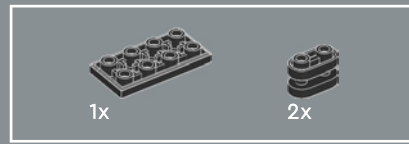
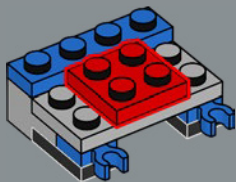




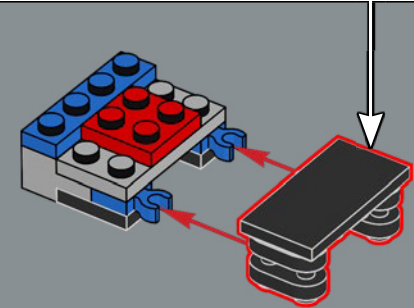
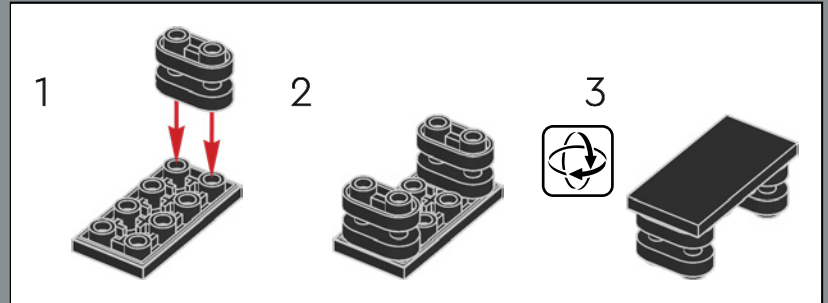
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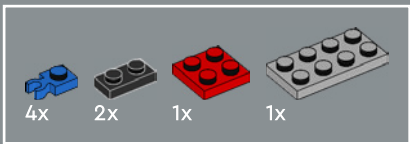


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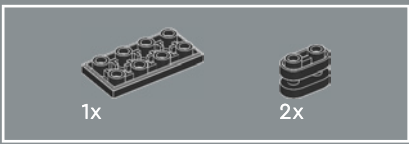
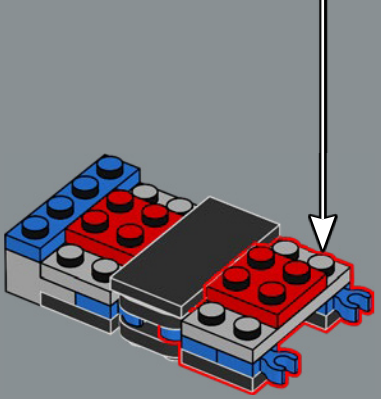
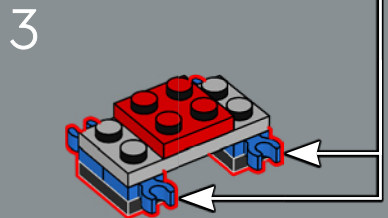
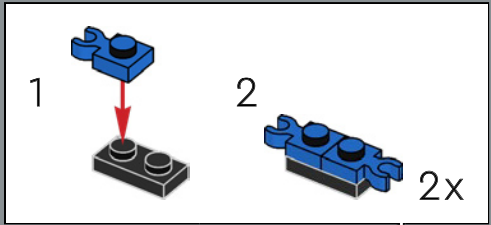
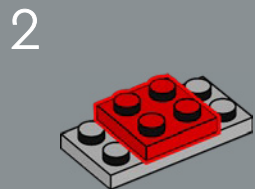
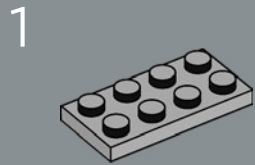


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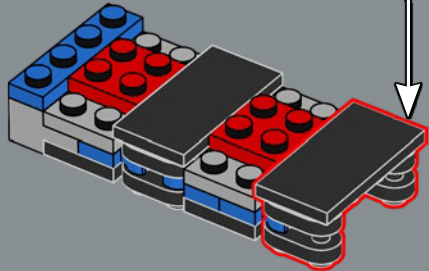
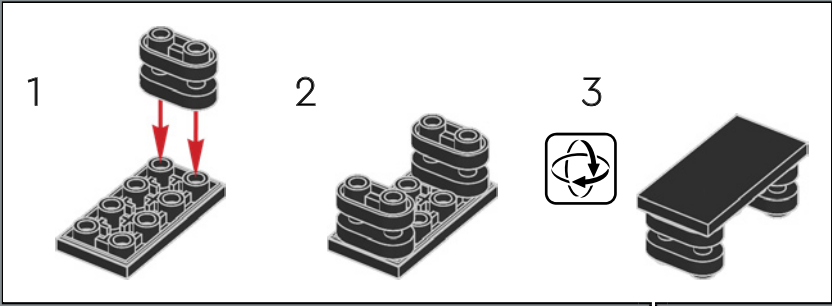




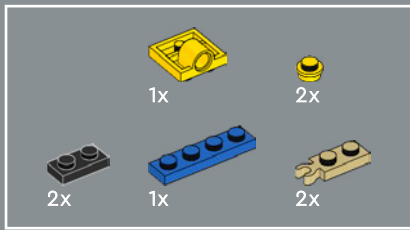
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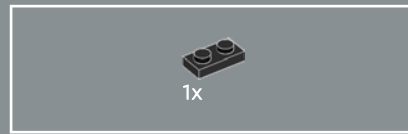
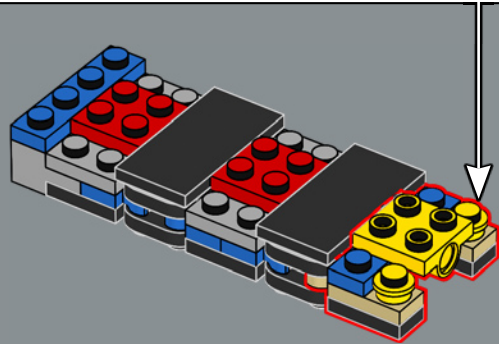
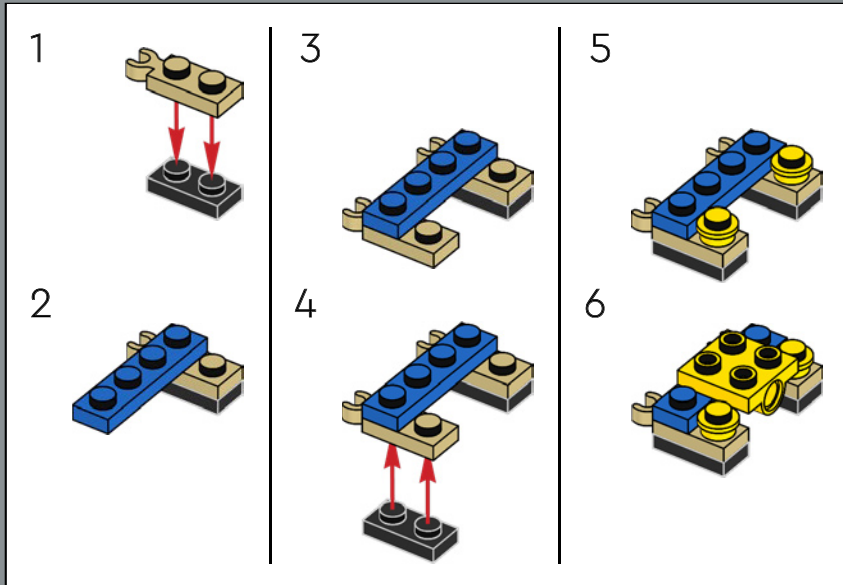
# 220



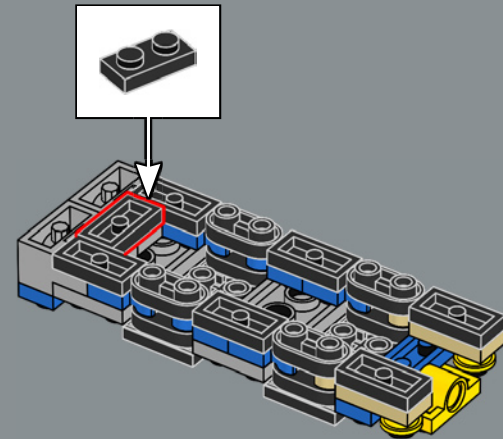


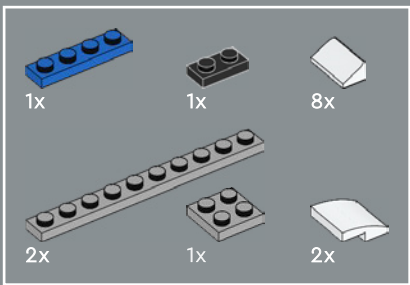


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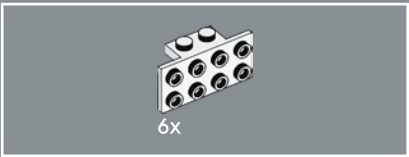
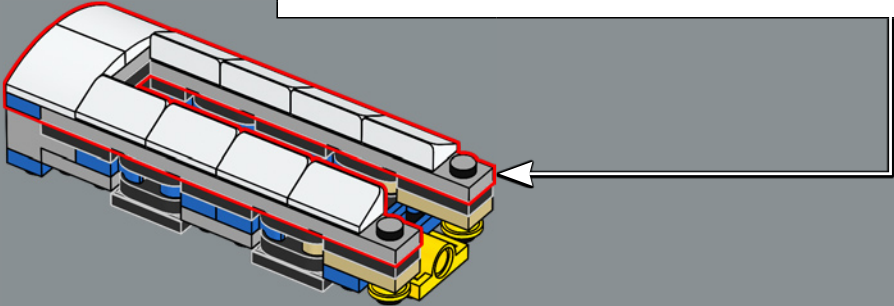
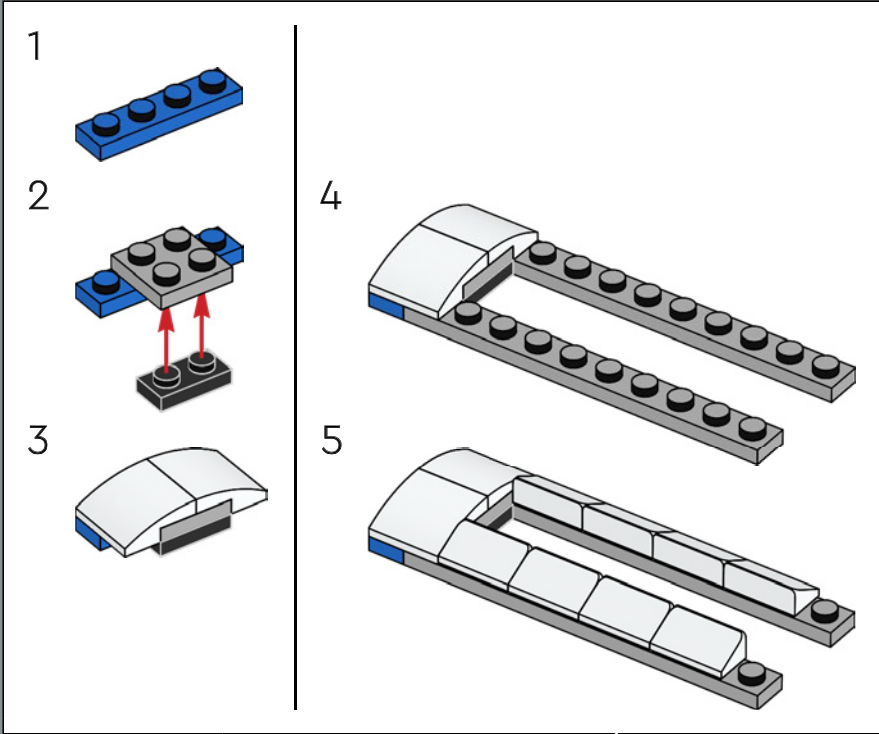


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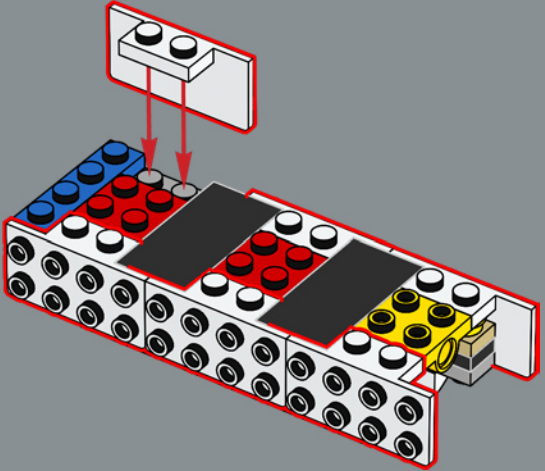


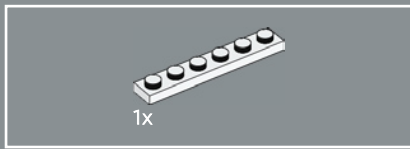


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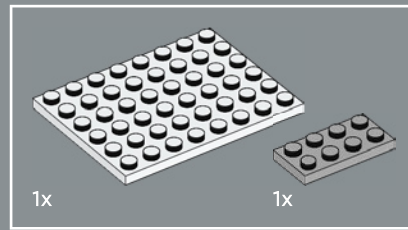
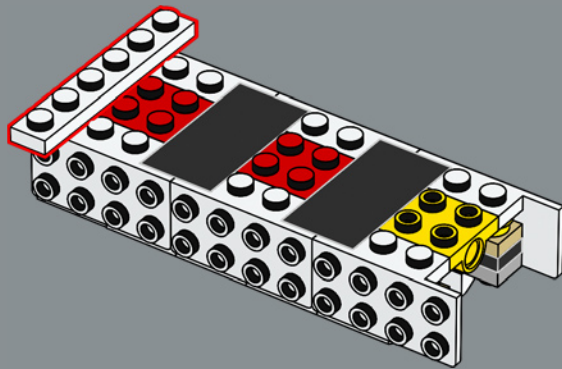


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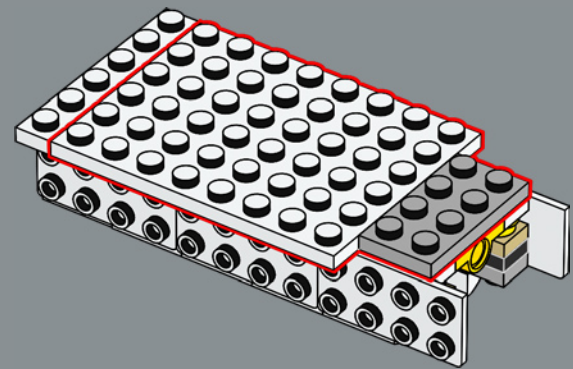


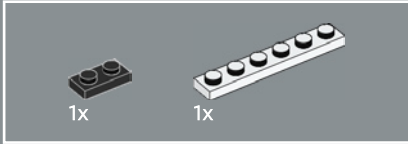
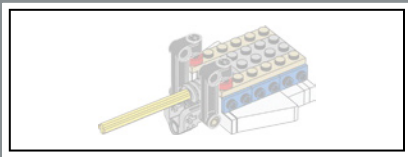


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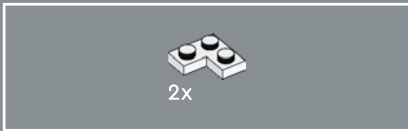
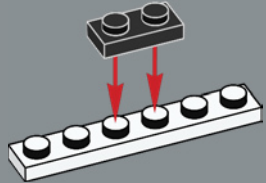


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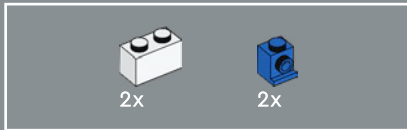
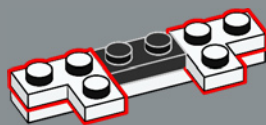




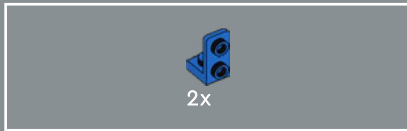
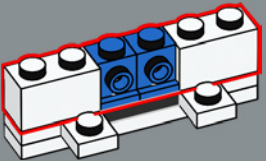
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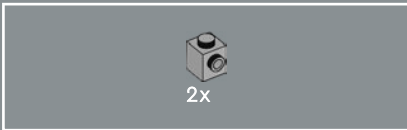
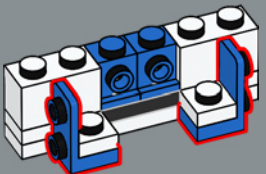
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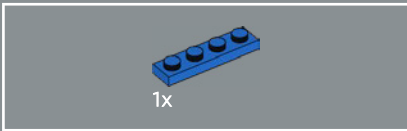
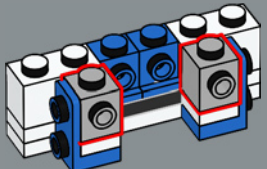
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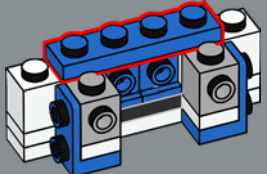
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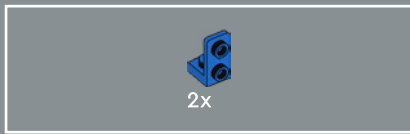
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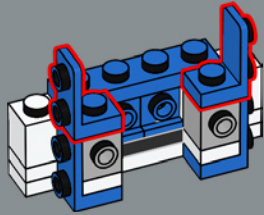
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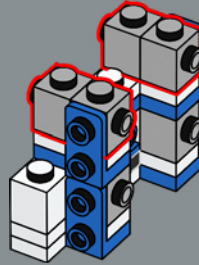




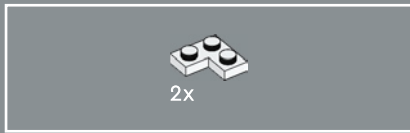
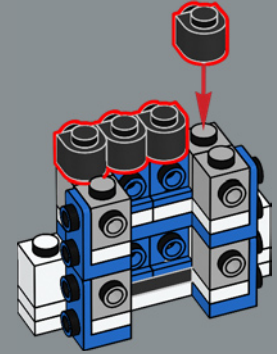
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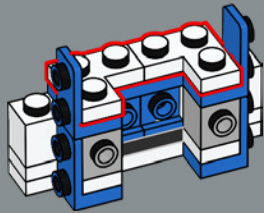
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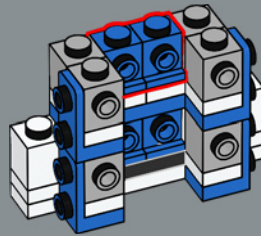
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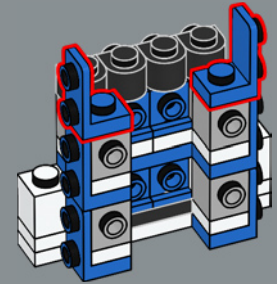
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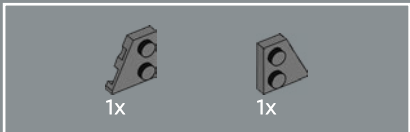
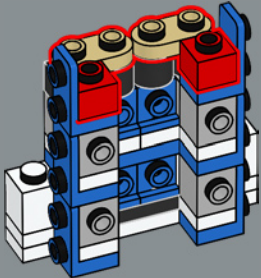


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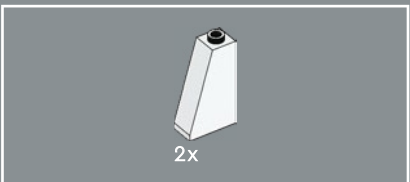
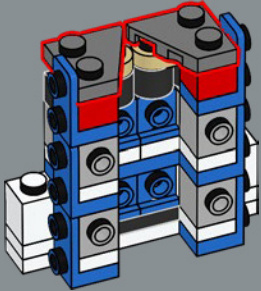




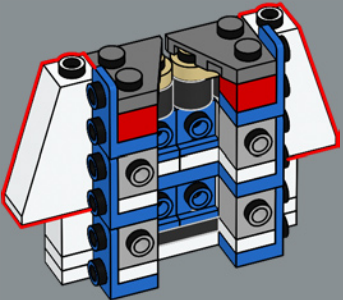
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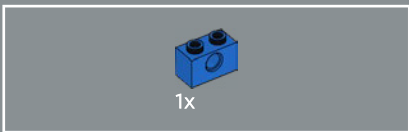
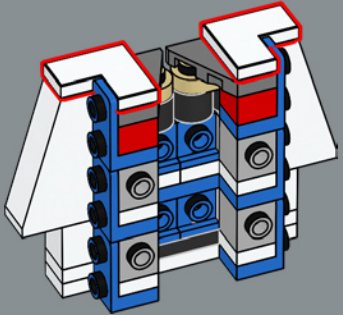
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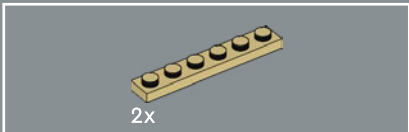
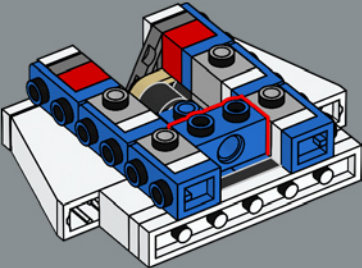
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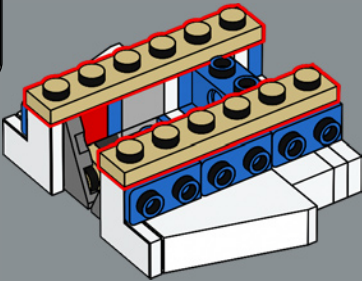
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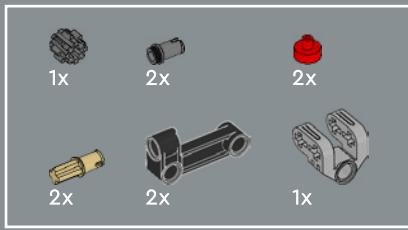


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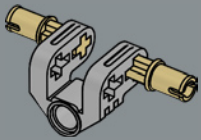
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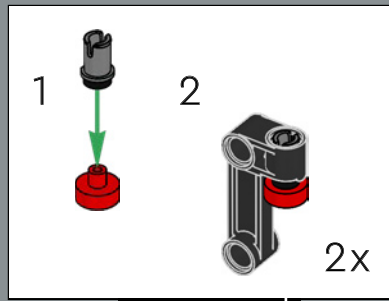
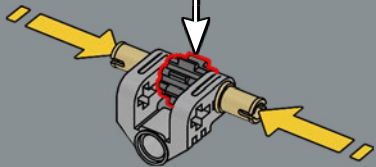
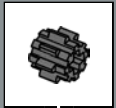


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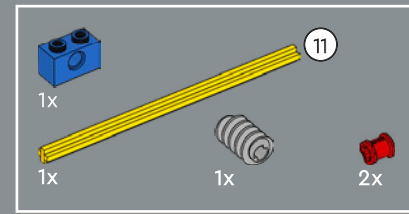
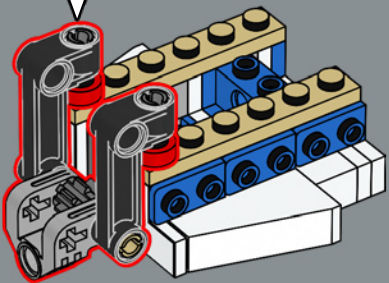
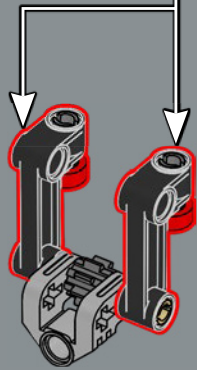
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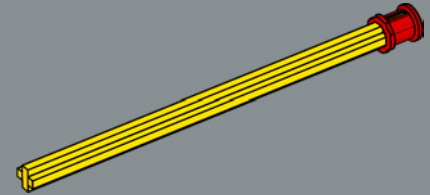


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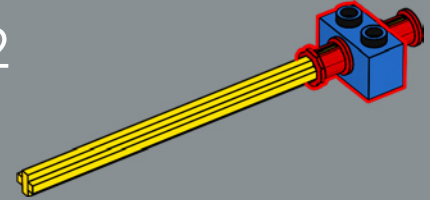


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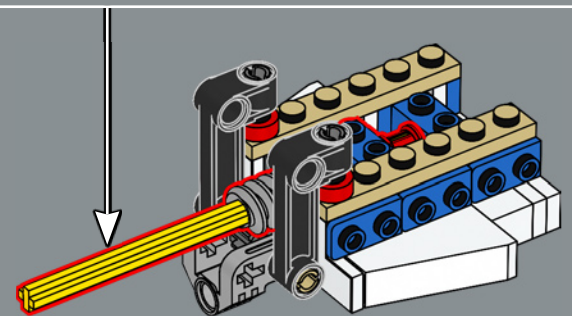
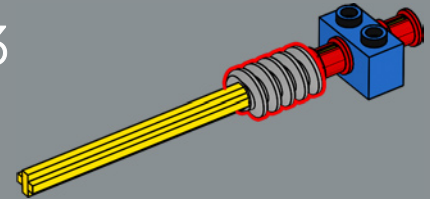
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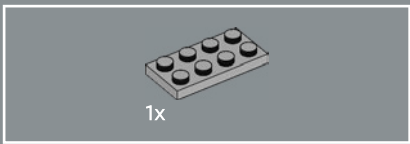


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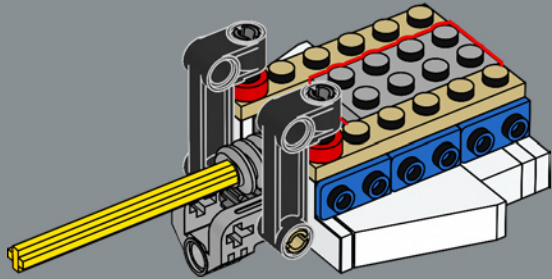


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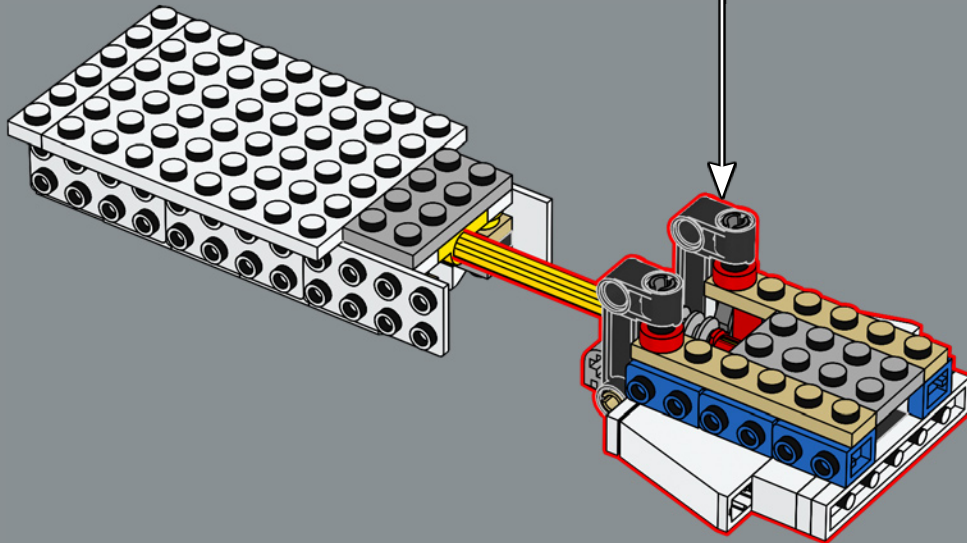




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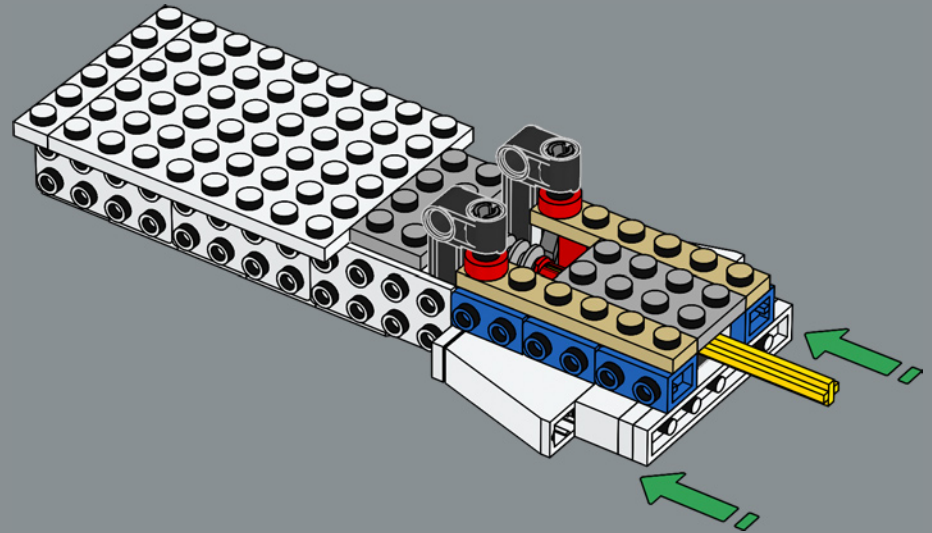


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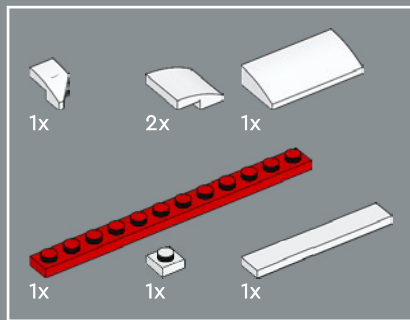


Las ruedas delanteras tienen capacidad de sobra para sostener el peso del tren de aterrizaje de morro. El tren de aterrizaje del Concorde era más largo que la mayoría para evitar que los motores, colocados en el extremo posterior del ala en delta, tuvieran contacto con la pista durante el despegue y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

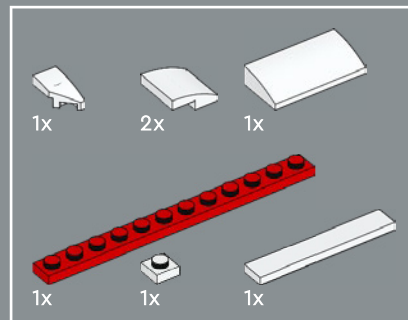
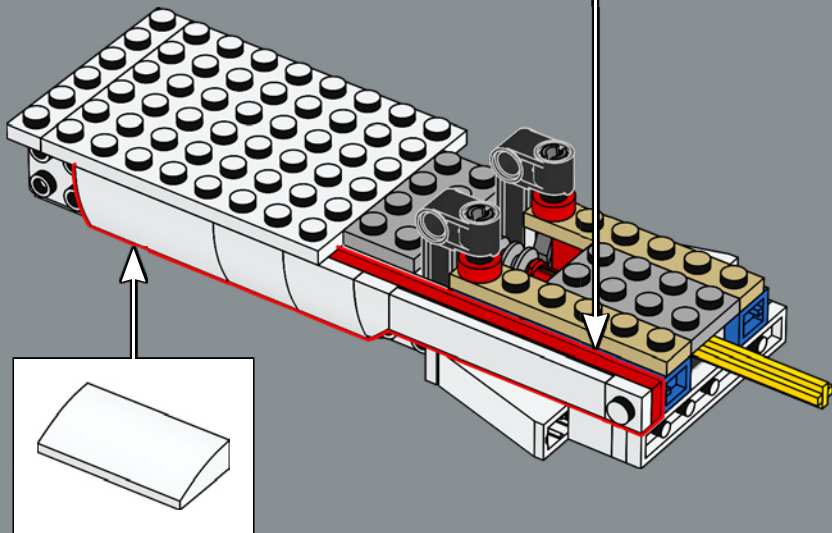
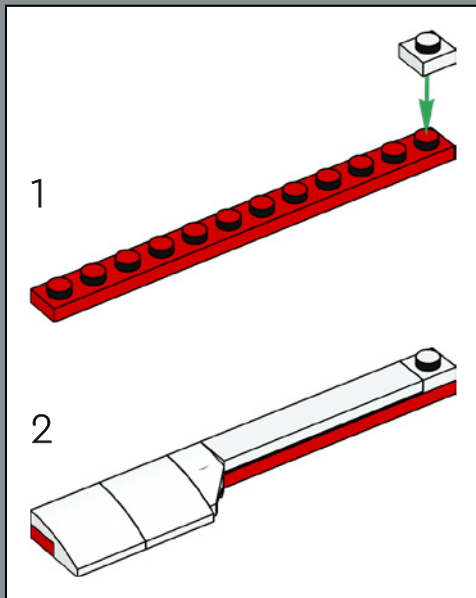
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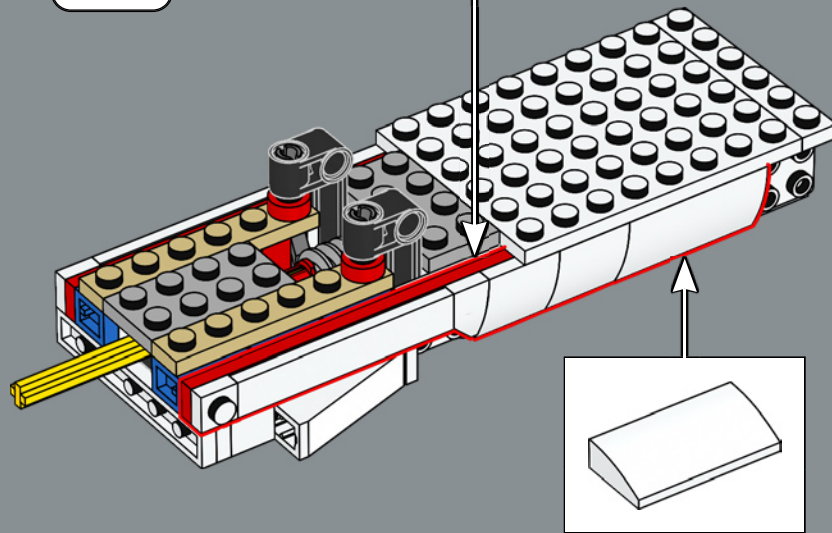
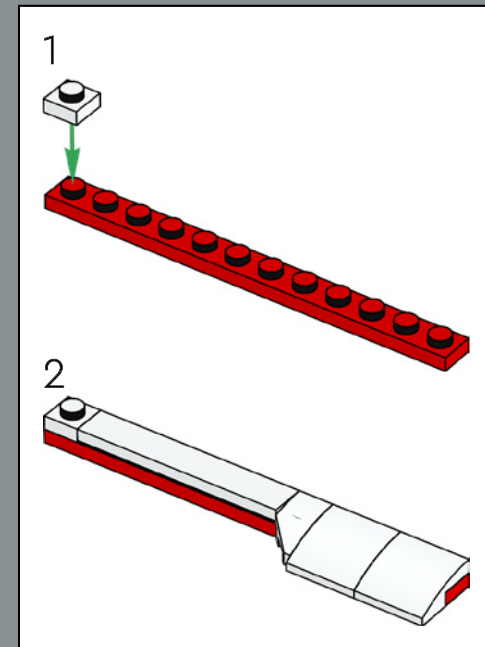




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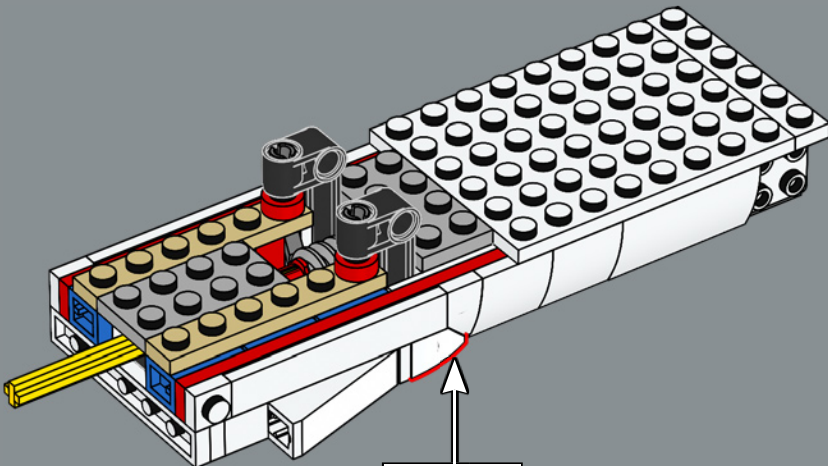


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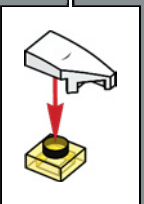
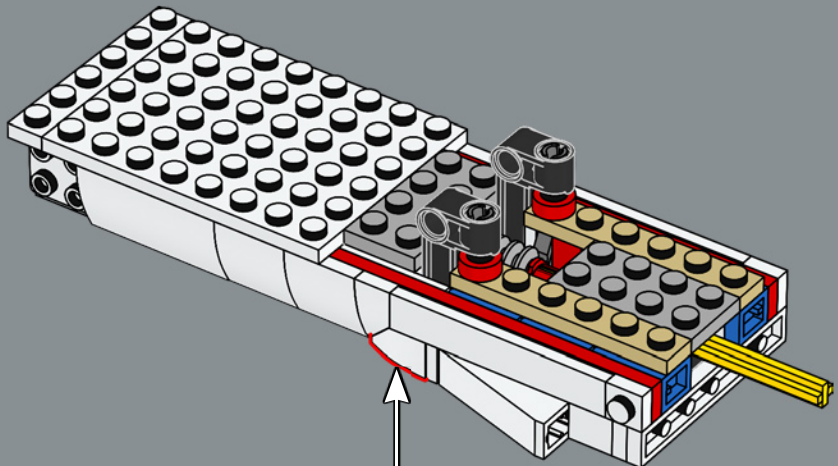




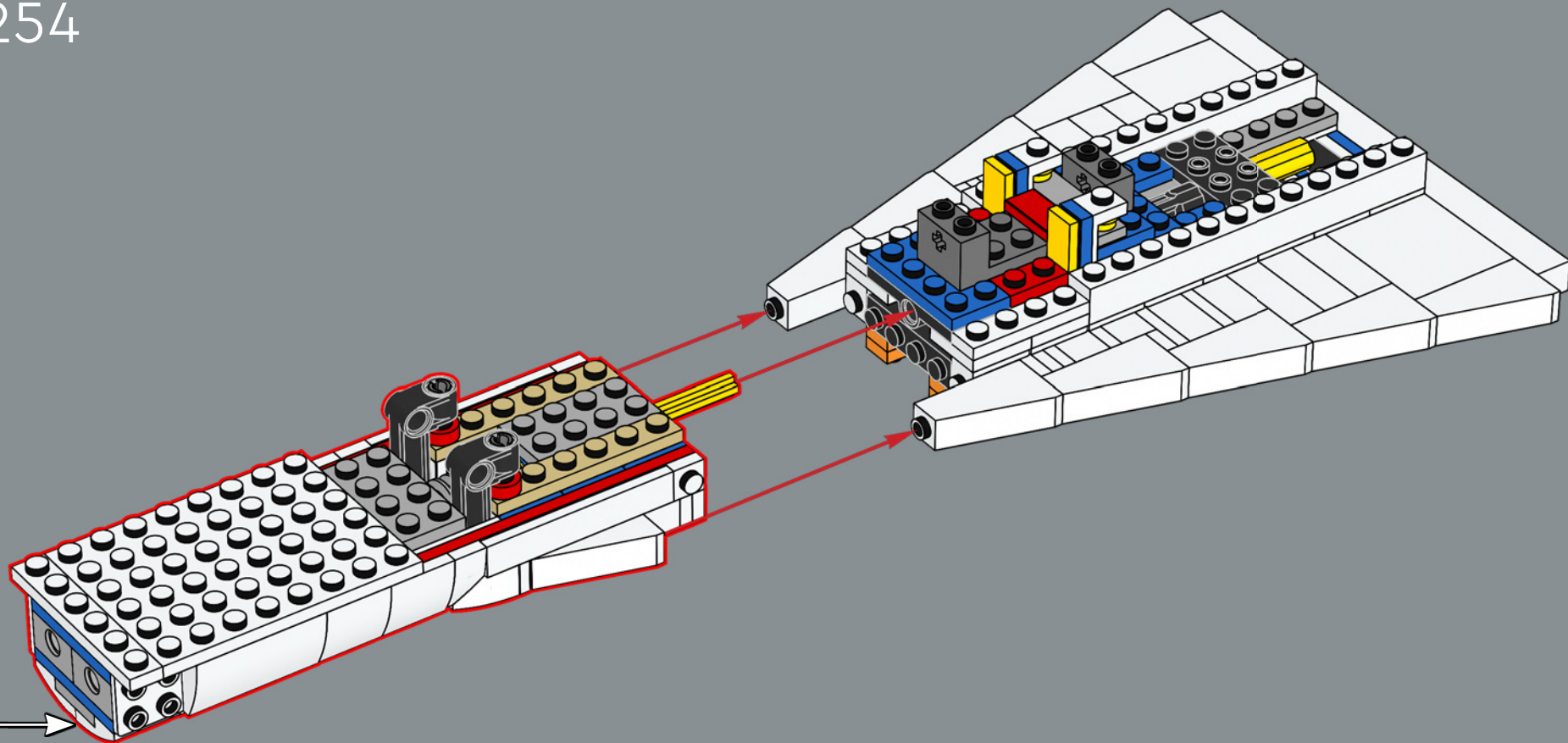
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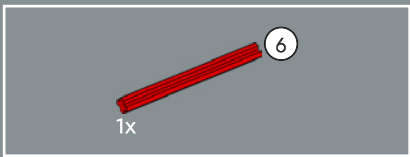


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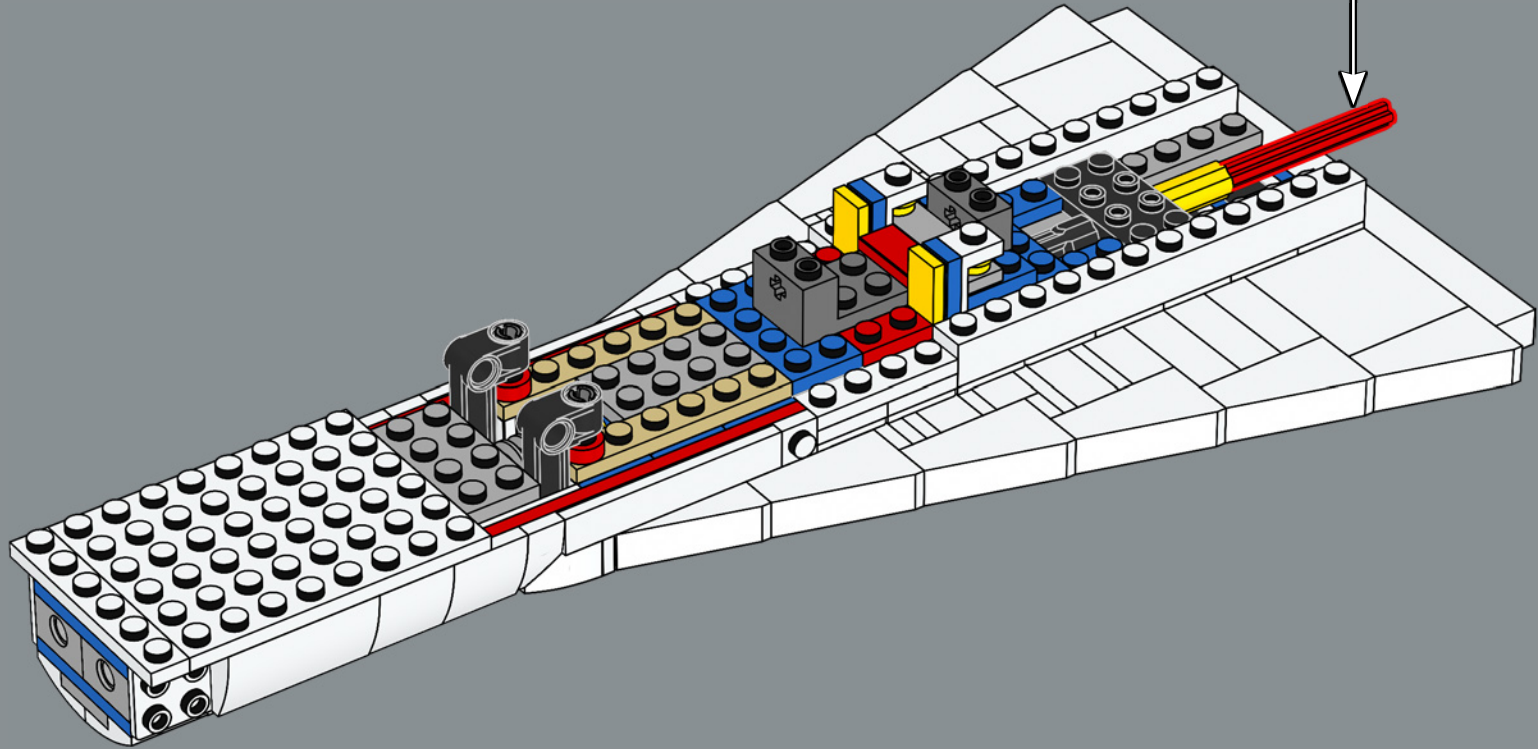
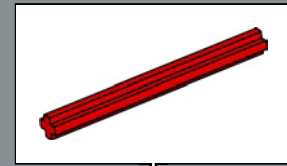


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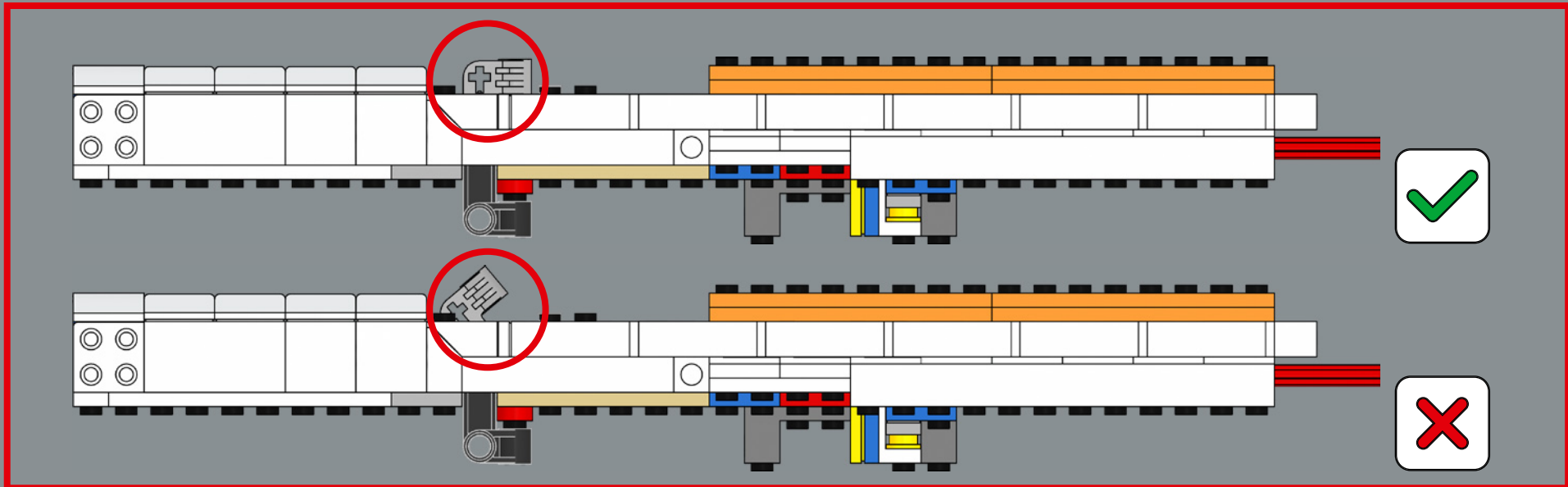
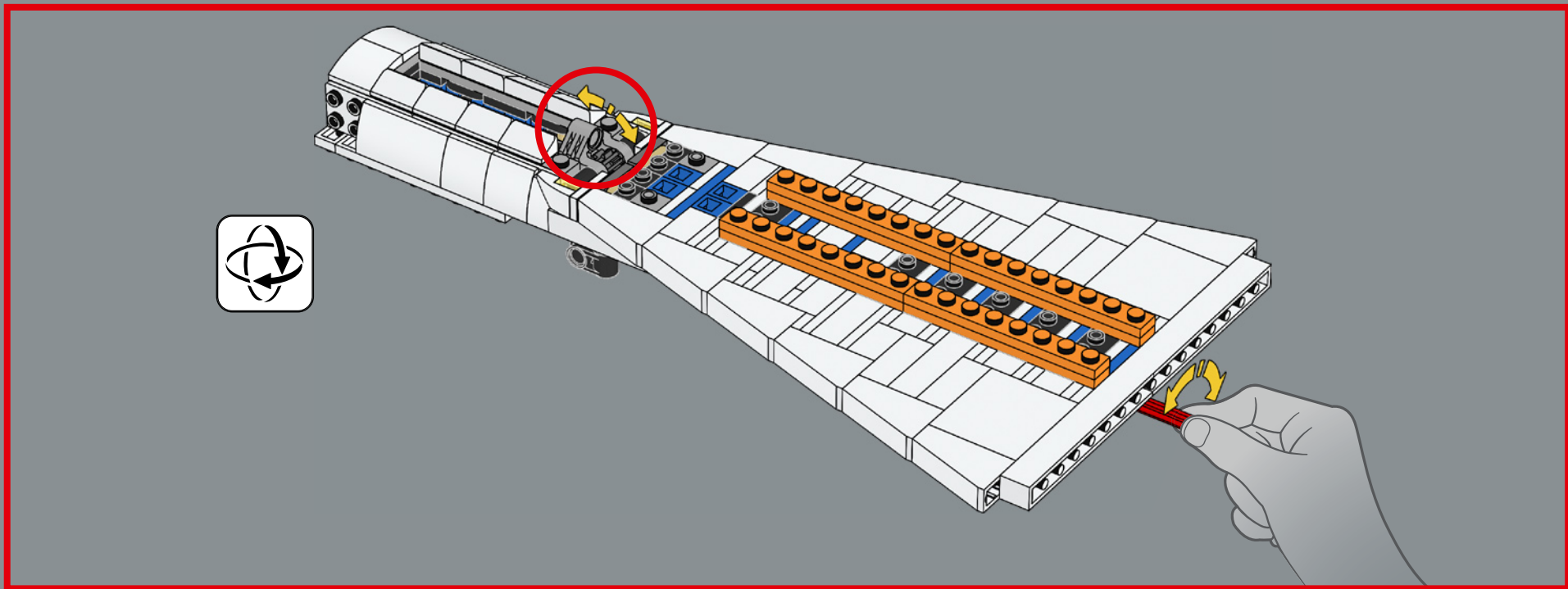


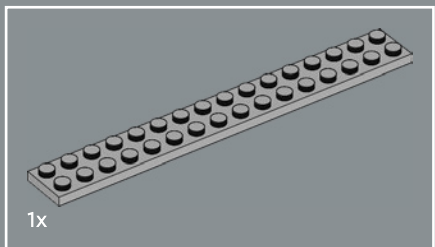


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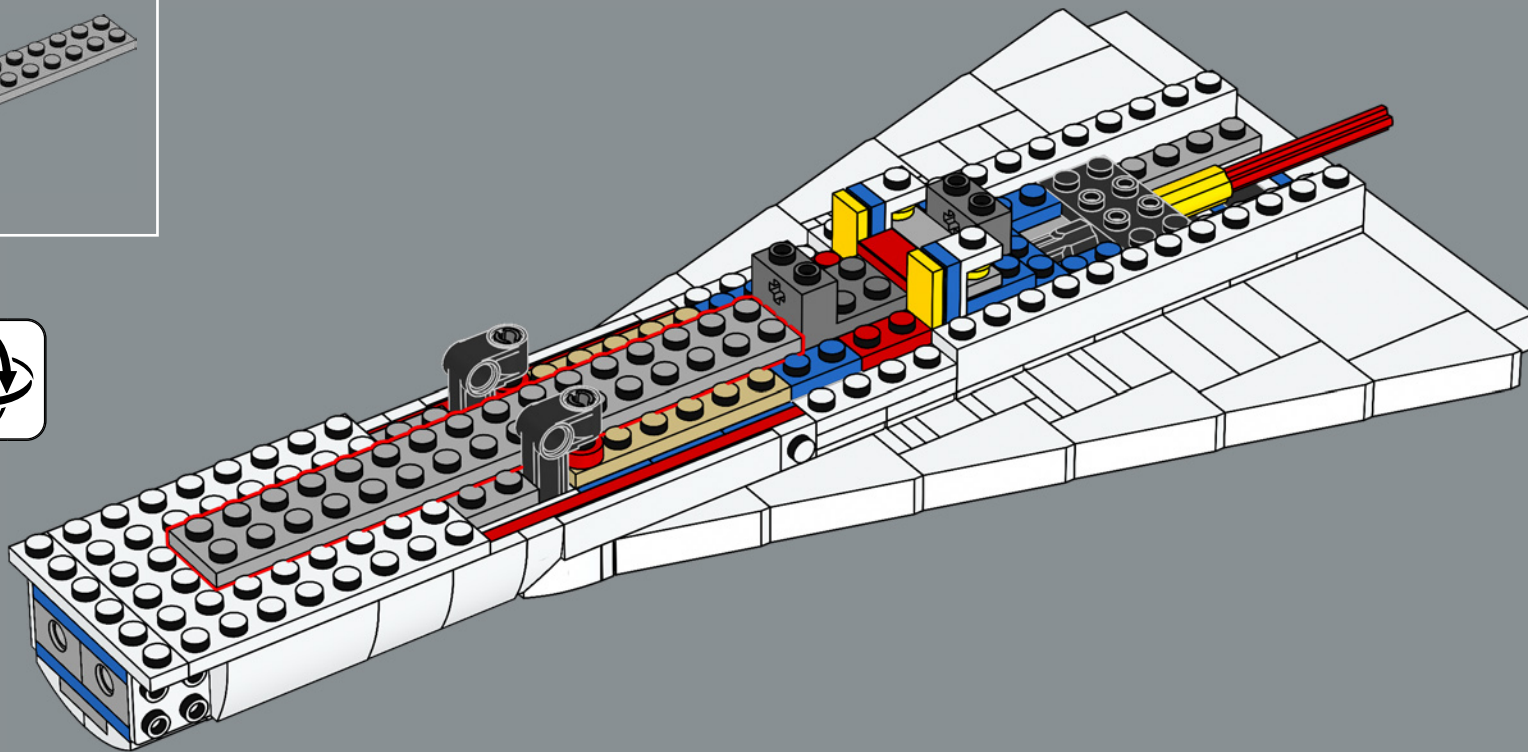


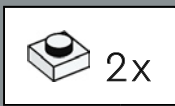
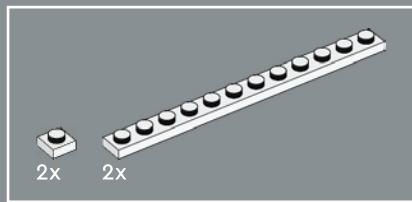




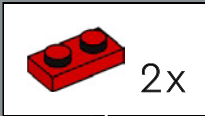
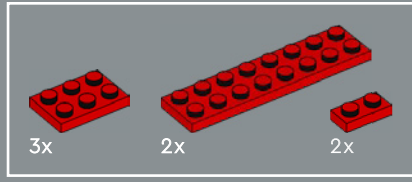
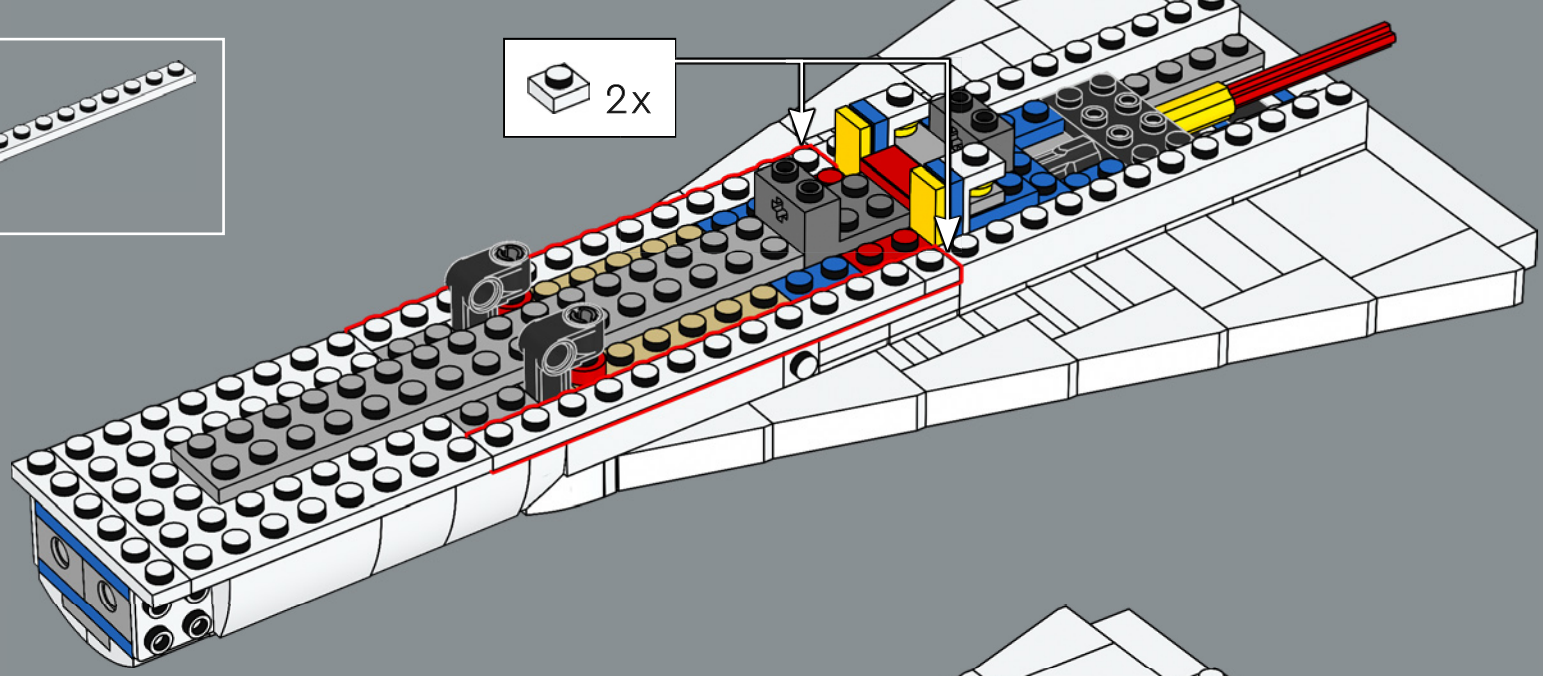
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256

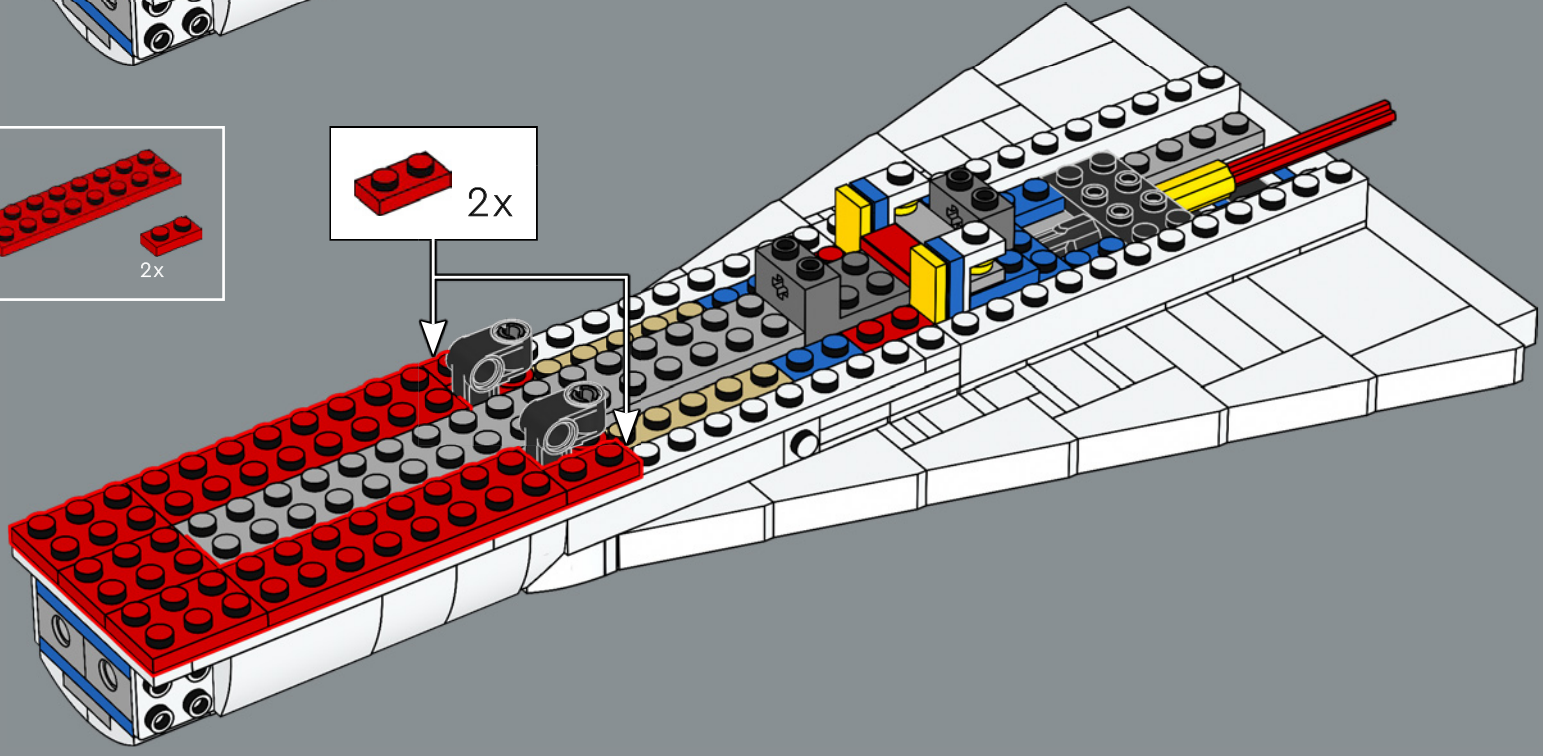




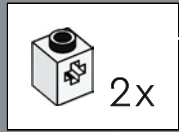
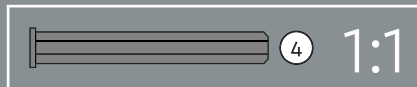
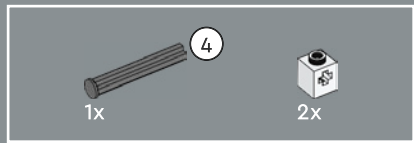
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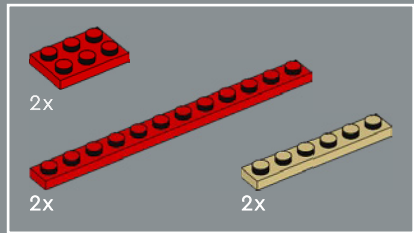
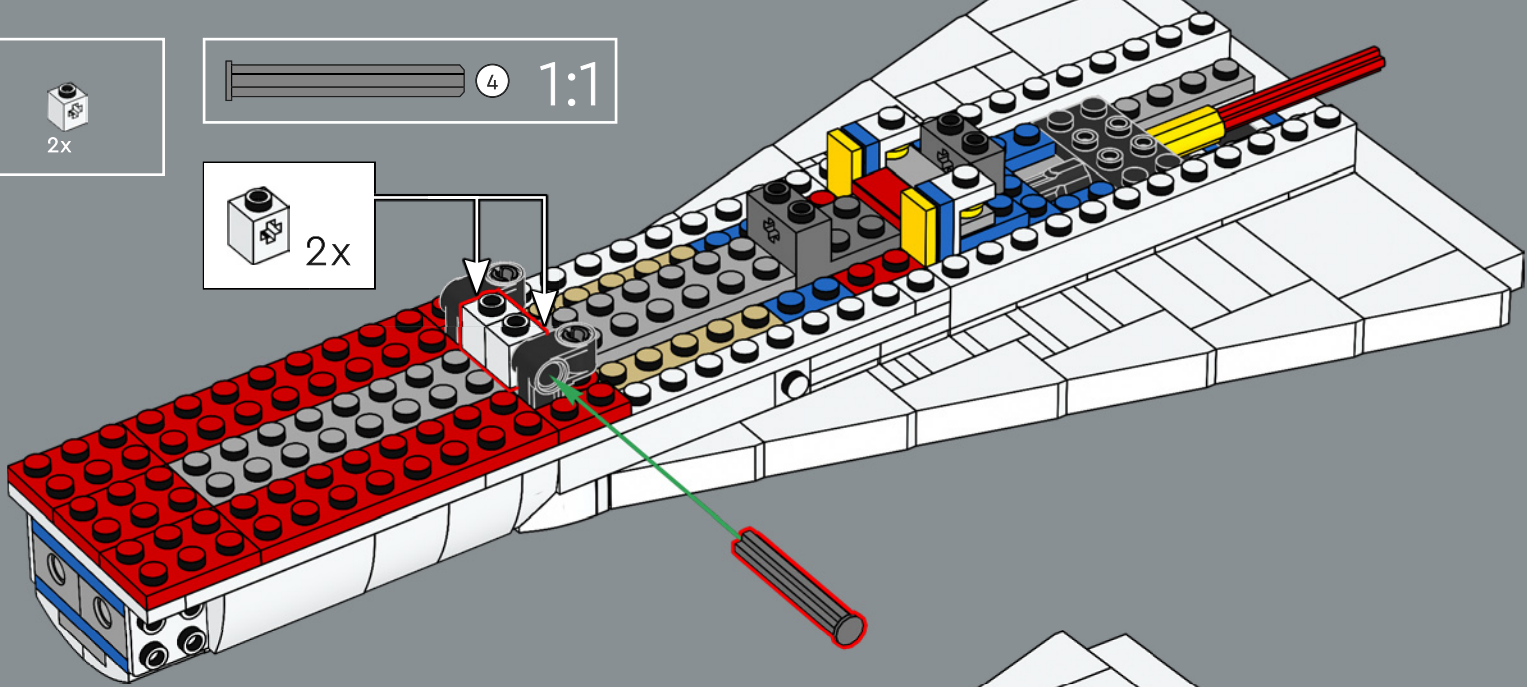
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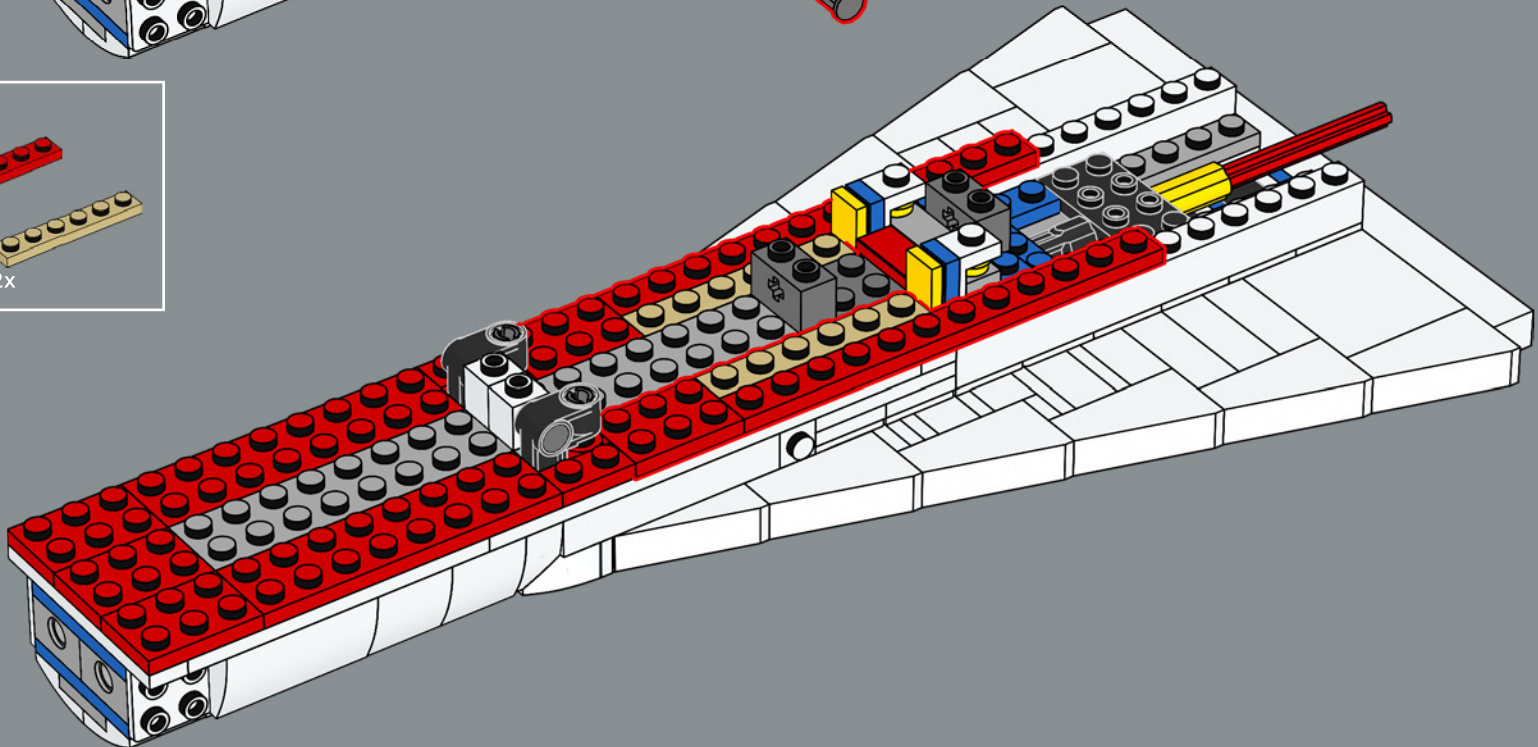




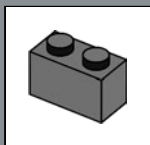
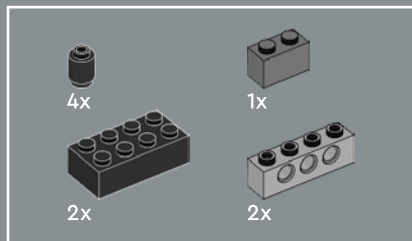
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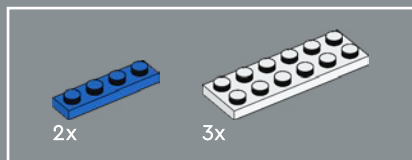
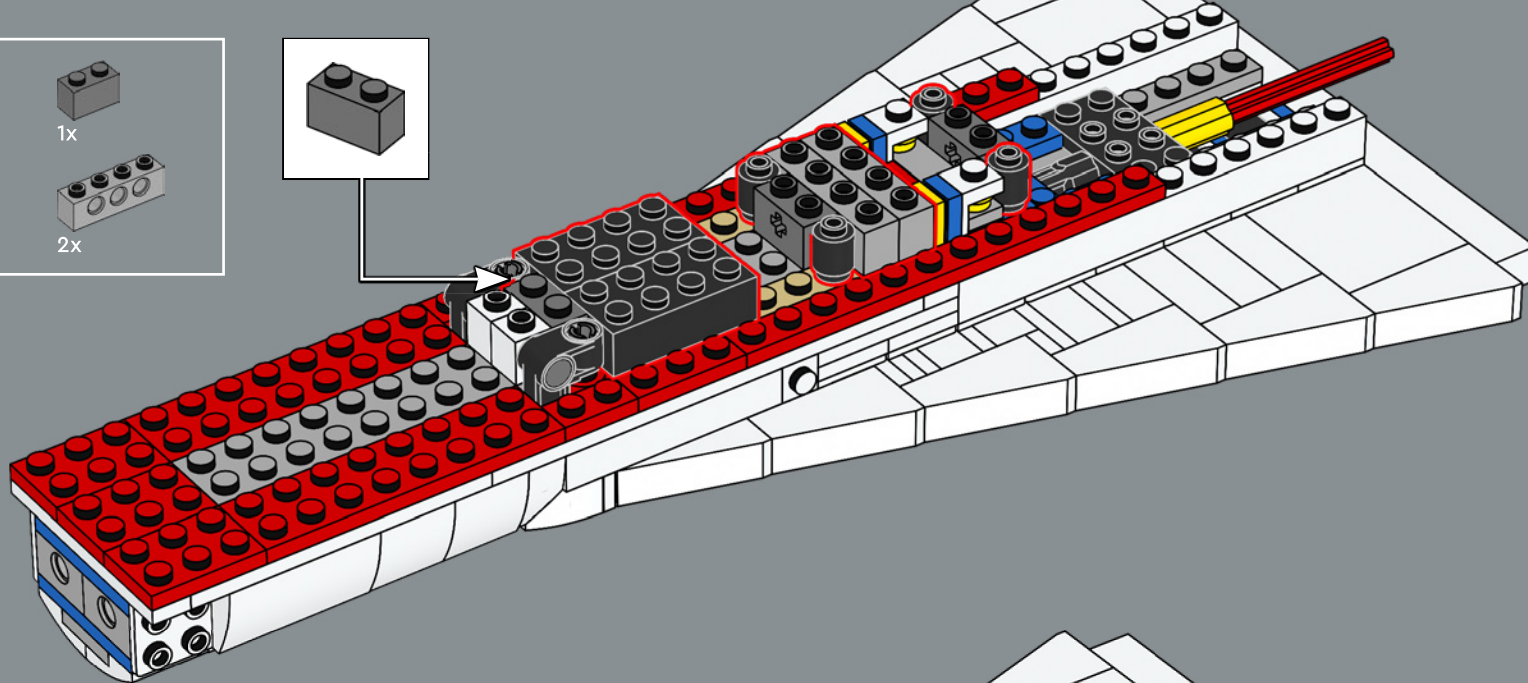
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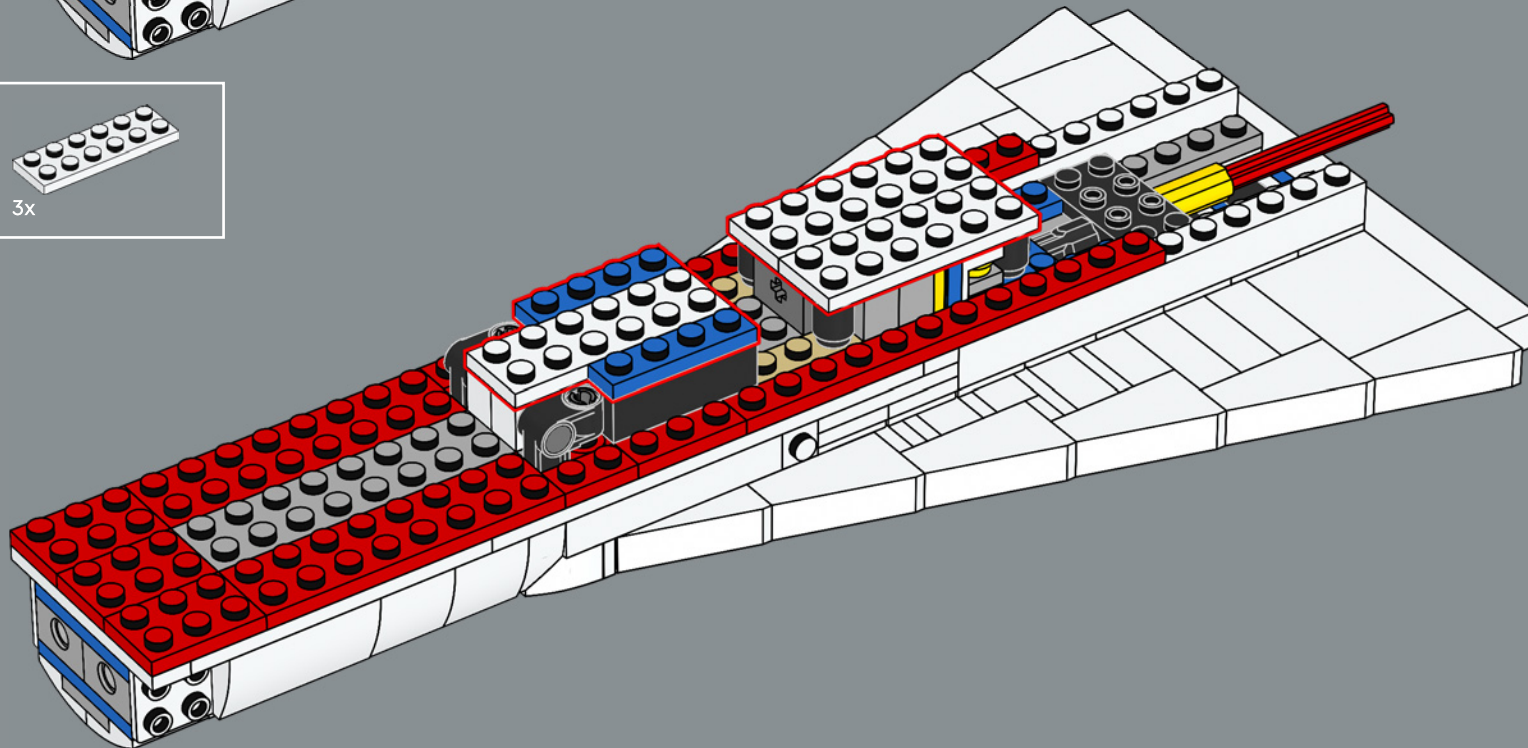


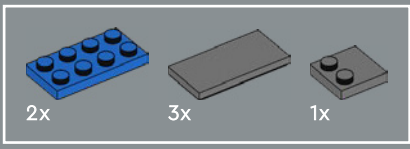


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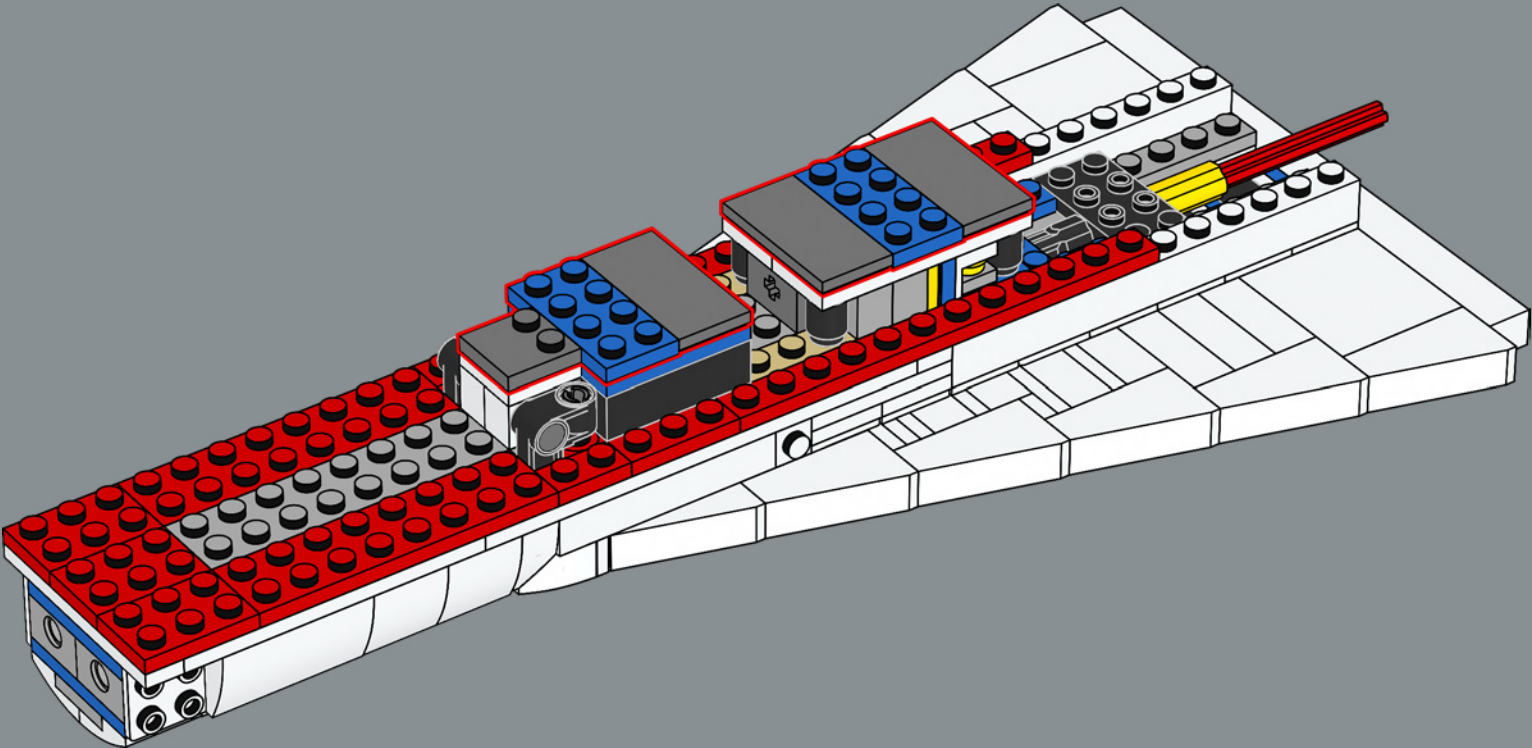


262





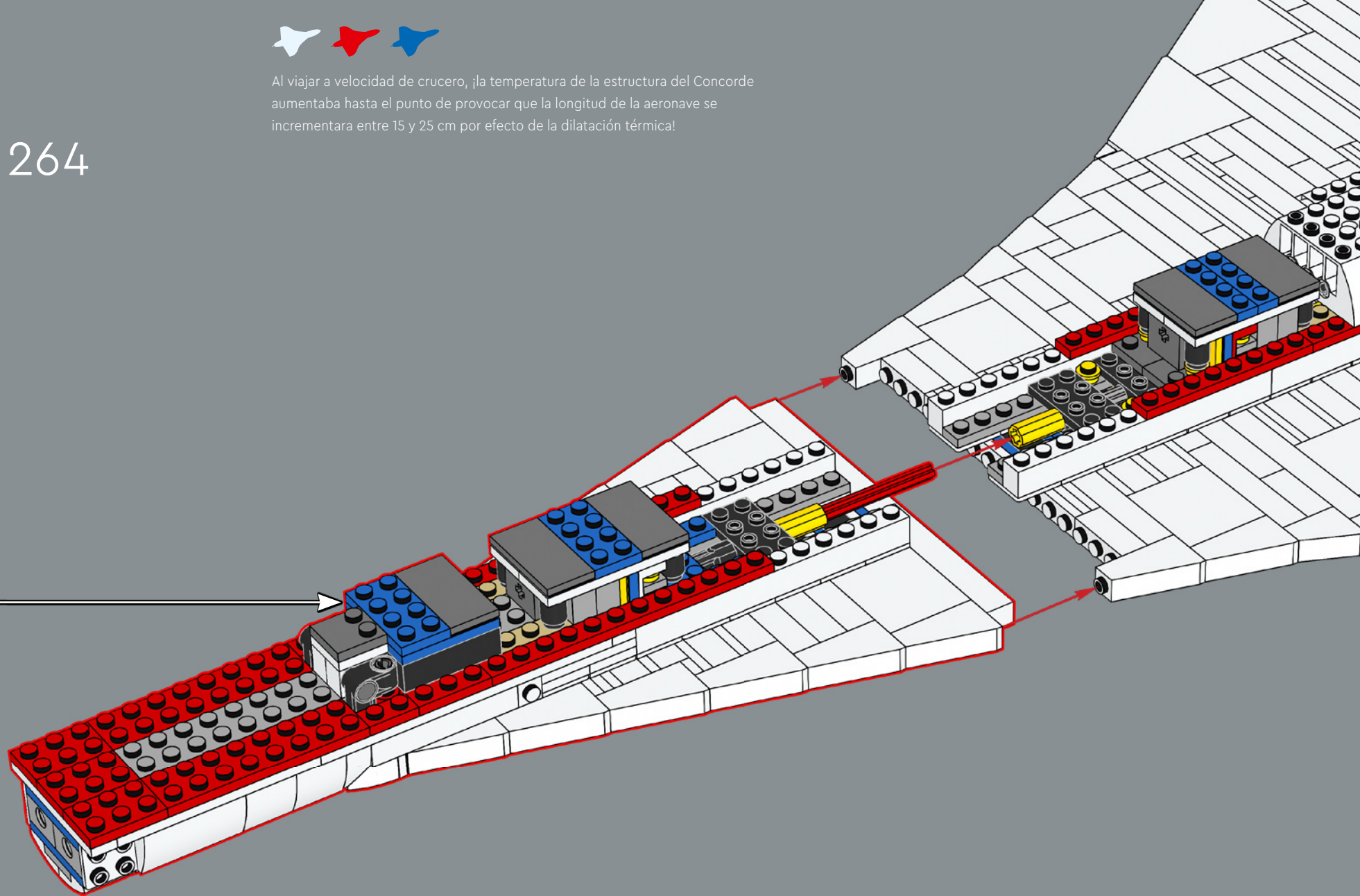
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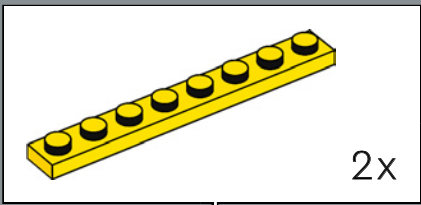
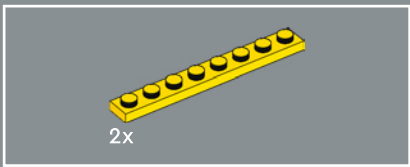


Al viajar a velocidad de crucero, ¡la temperatura de la estructura del Concorde aumentaba hasta el punto de provocar que la longitud de la aeronave se incrementara entre 15 y 25 cm por efecto de la dilatación térmica!

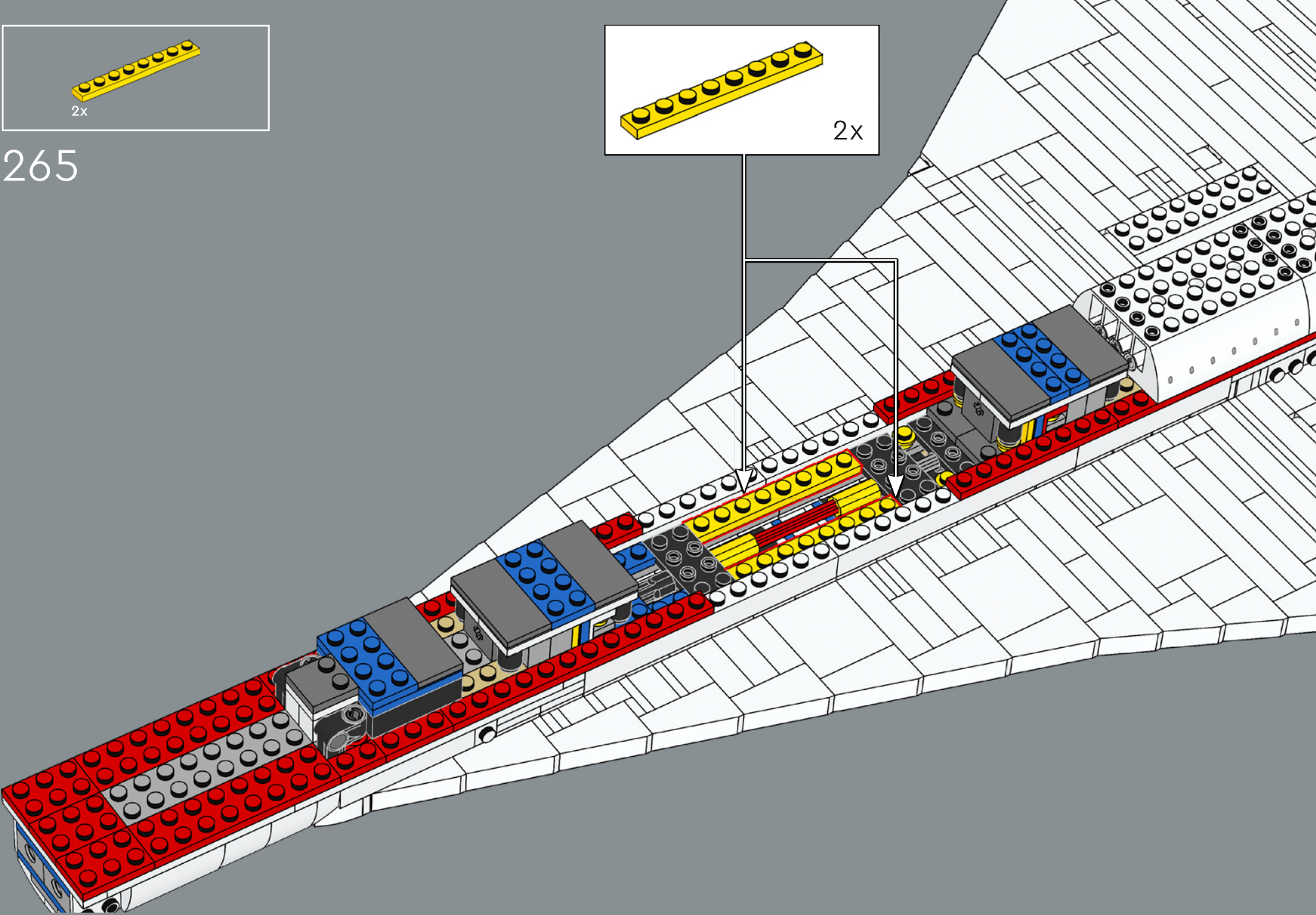
264



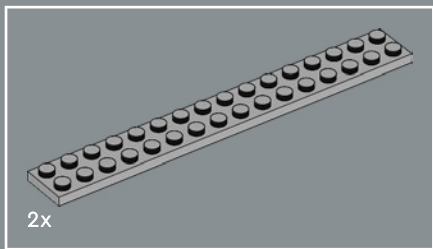




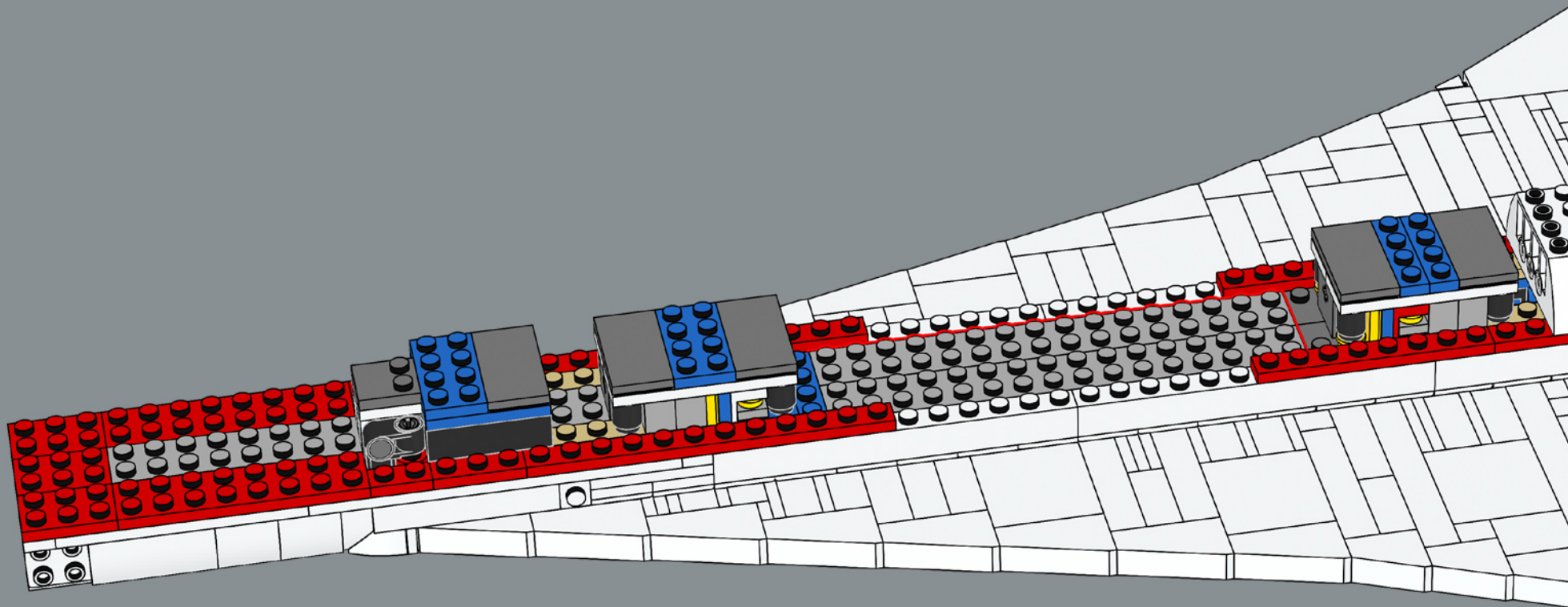
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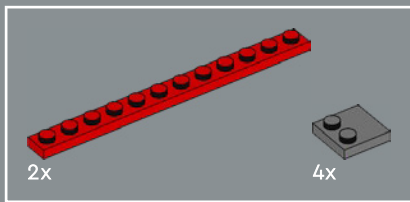




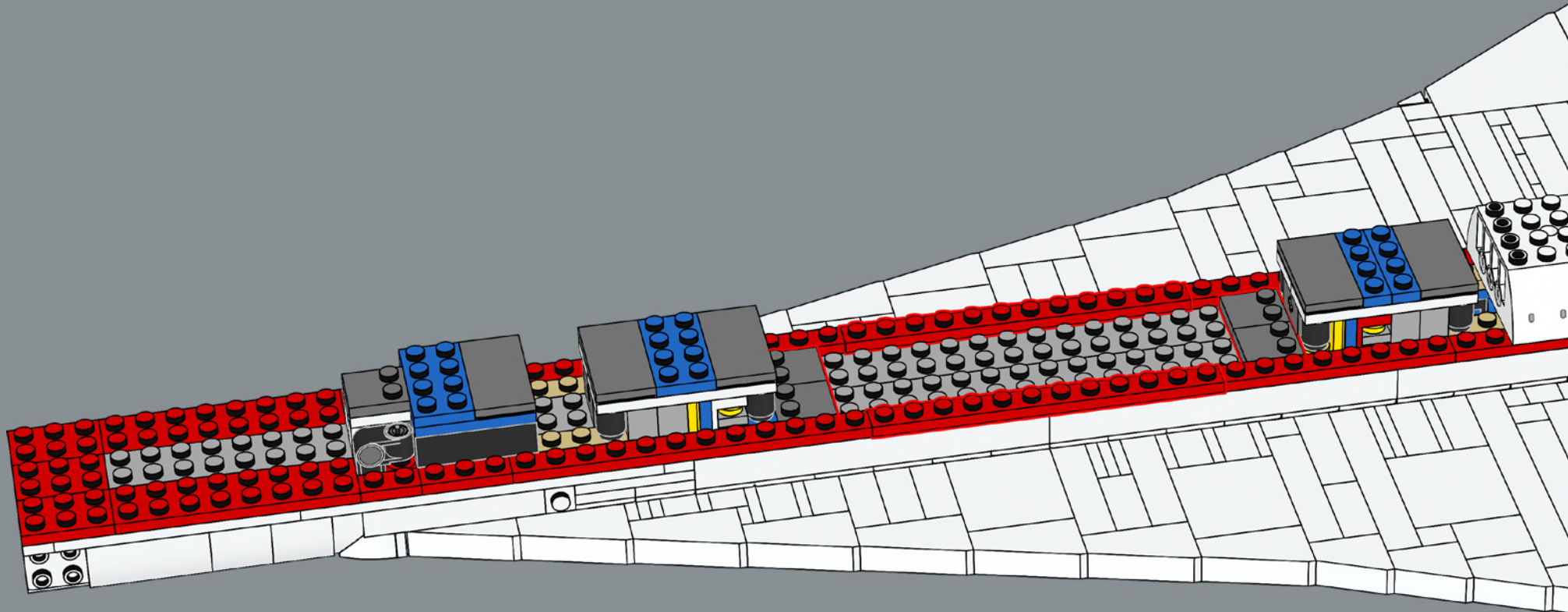


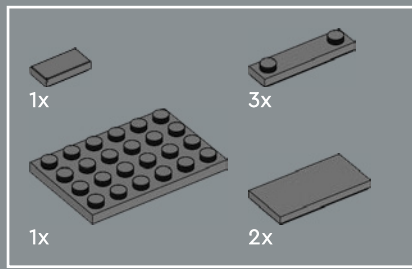
266



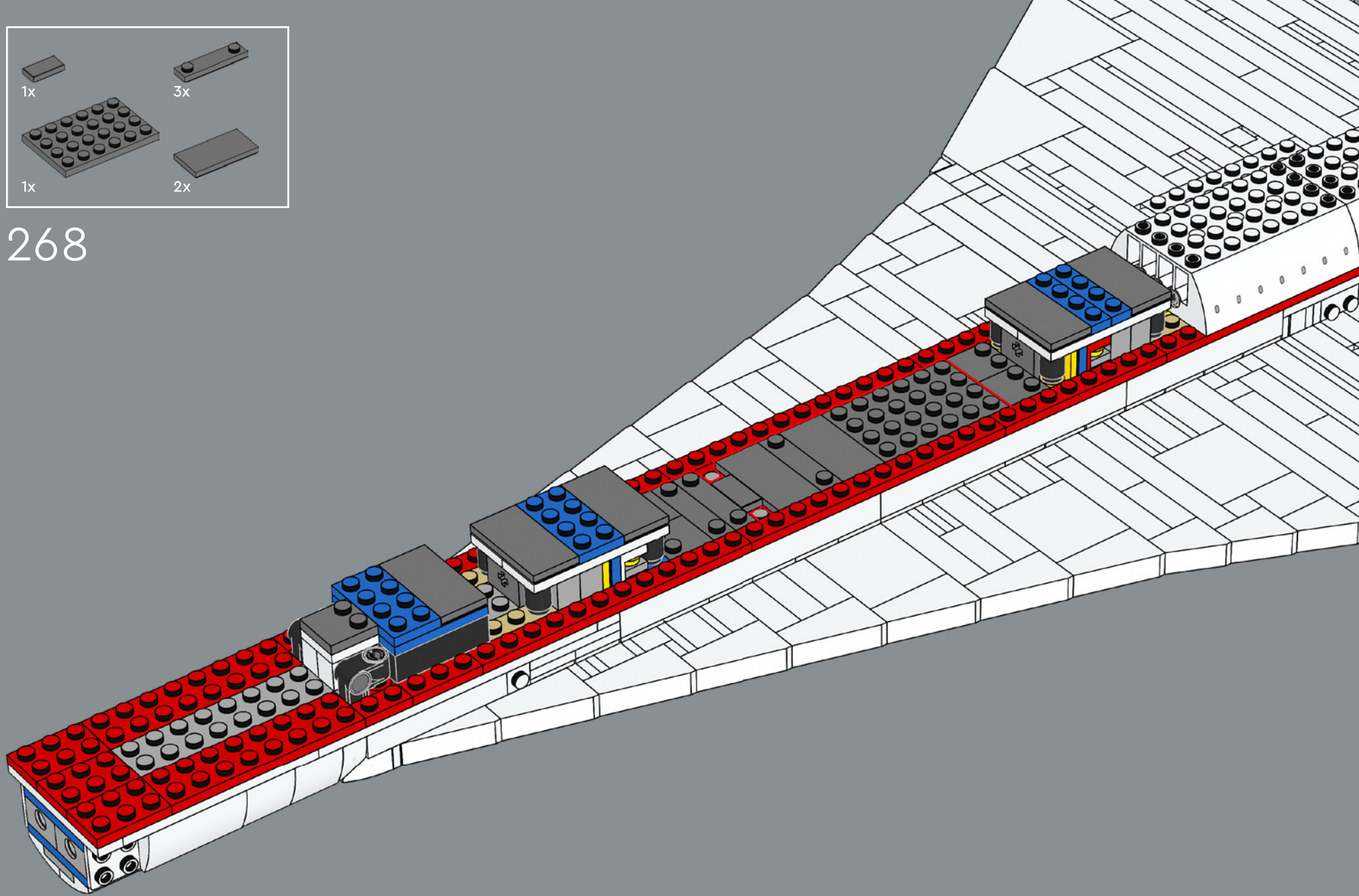


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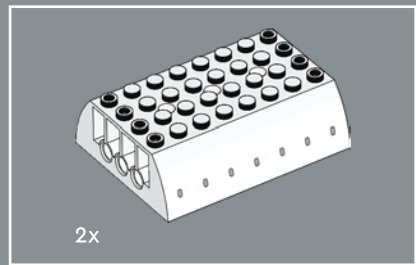




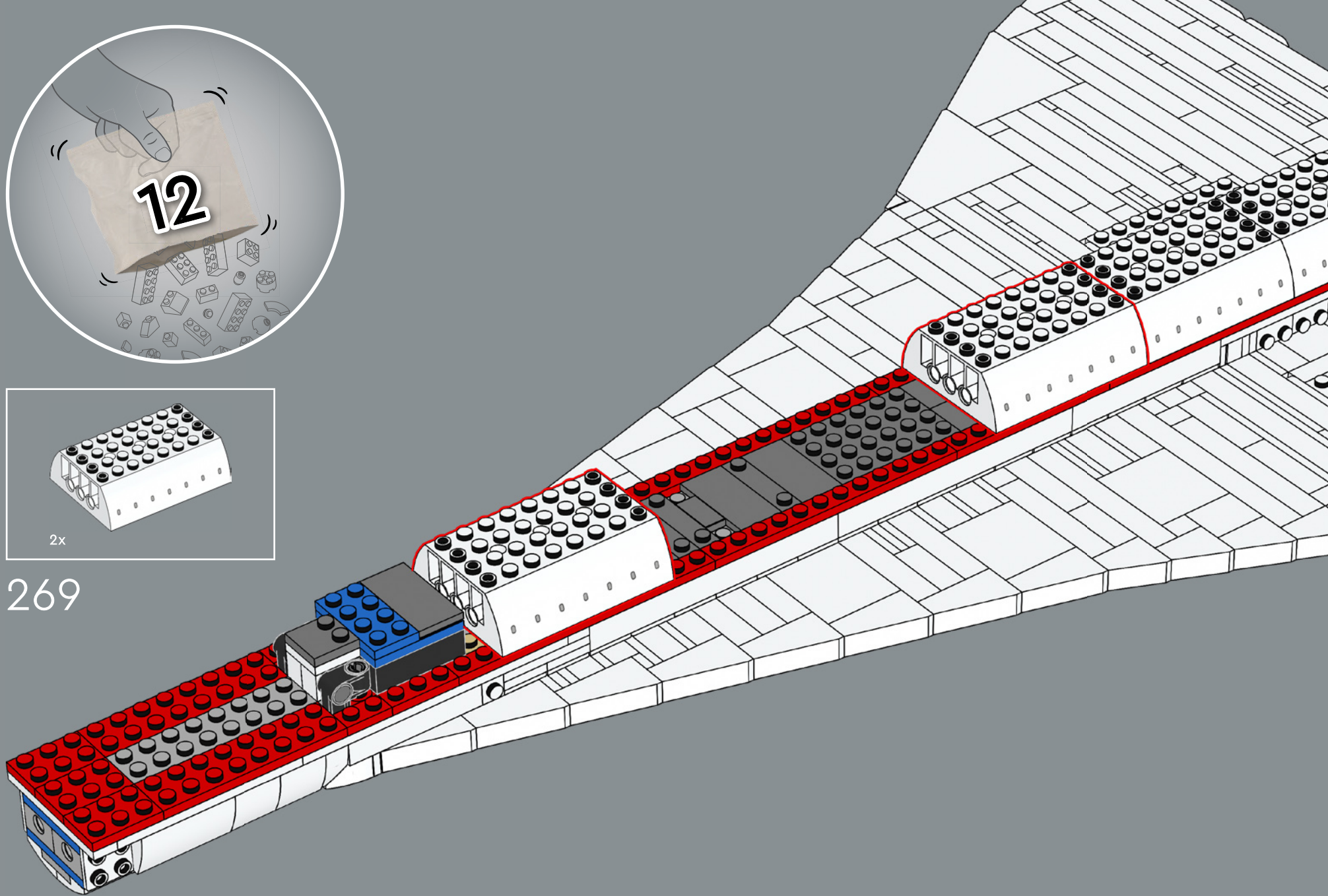
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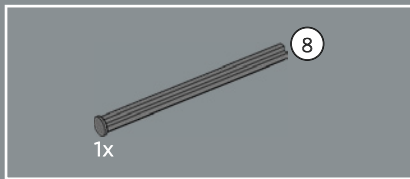




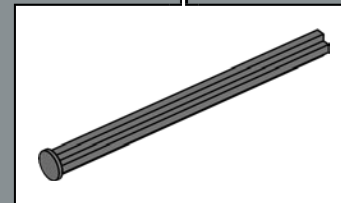
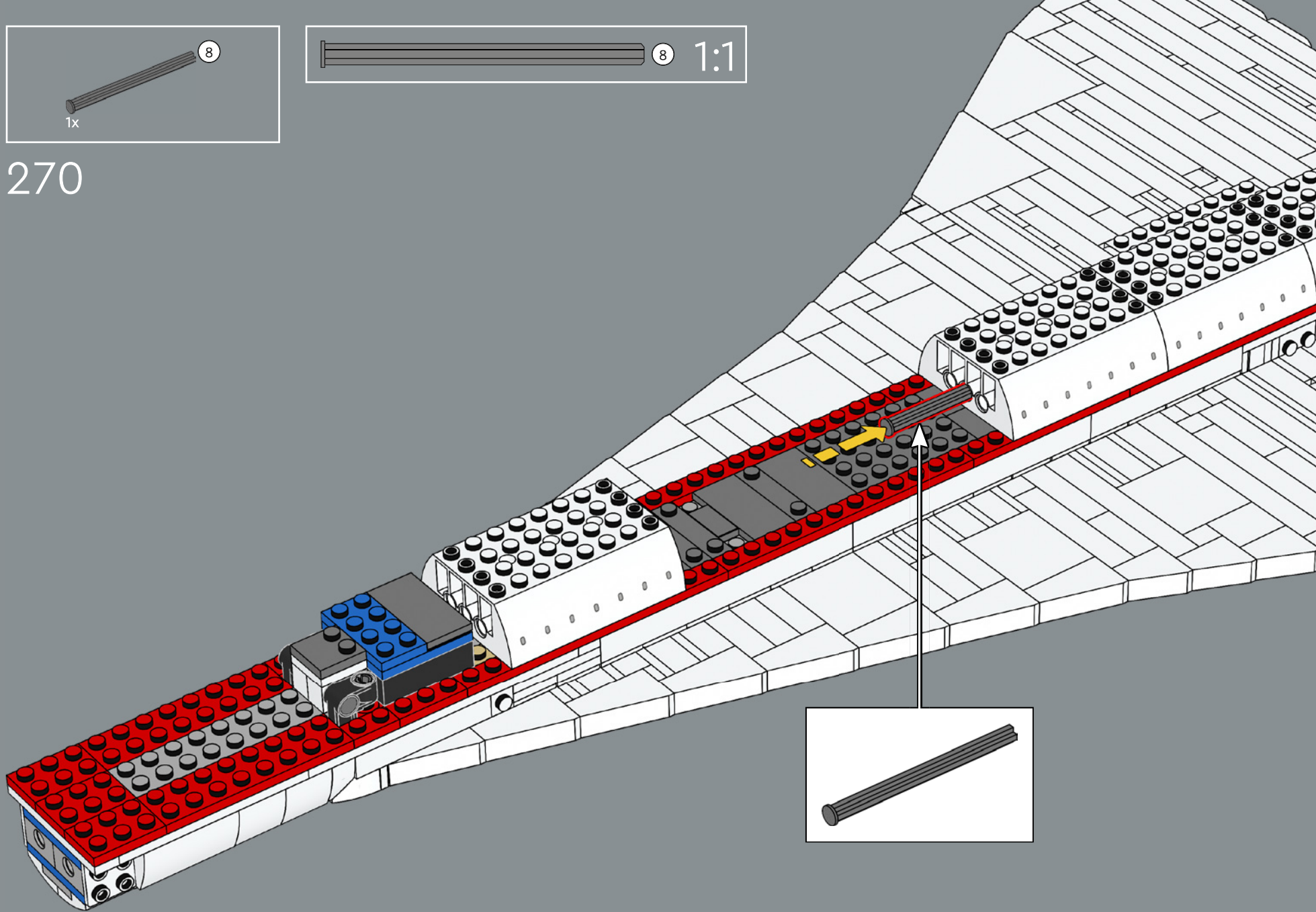
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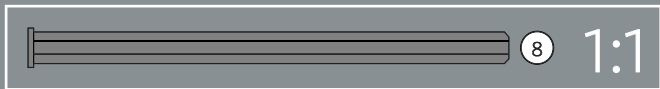
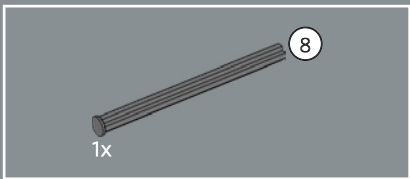




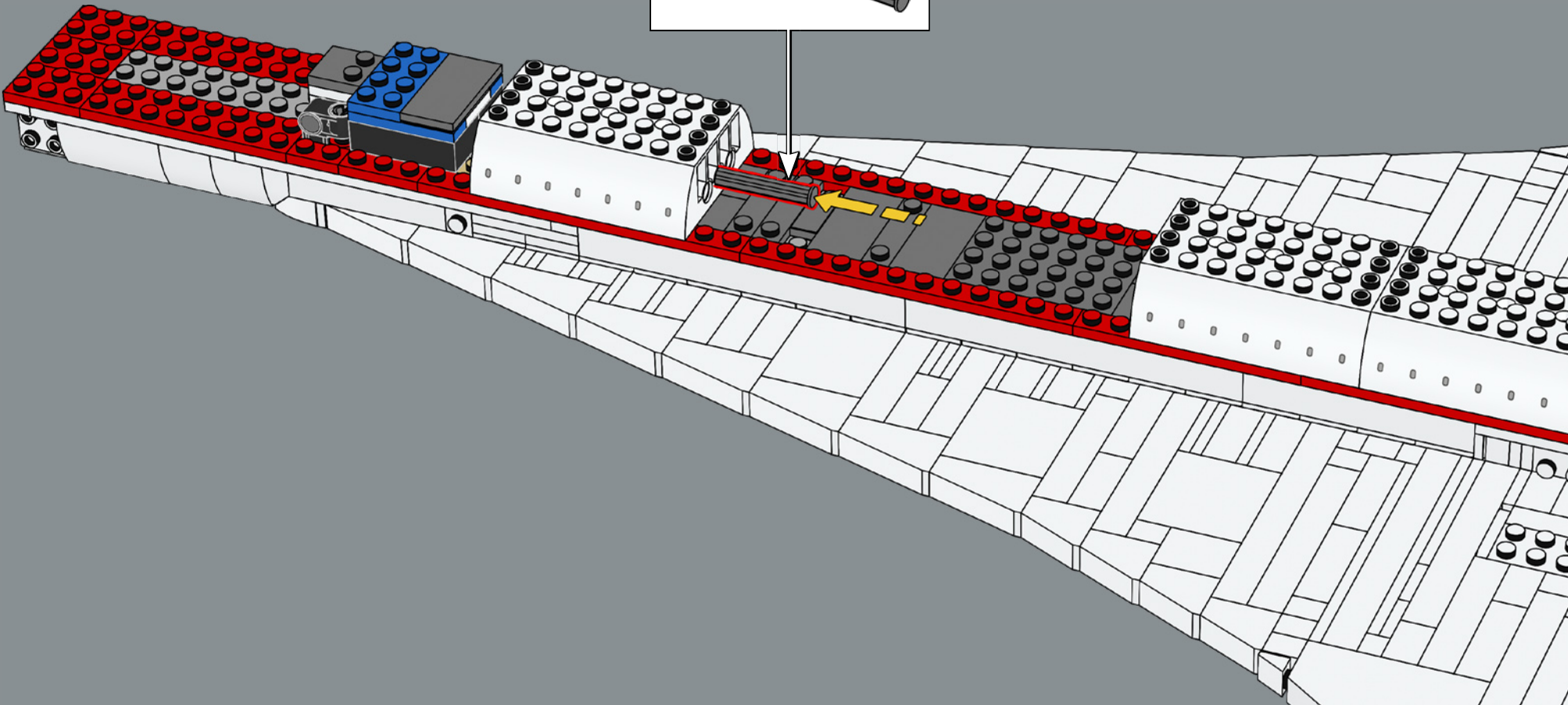
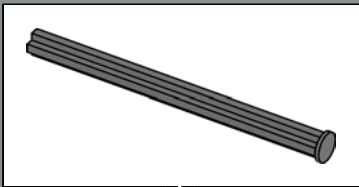


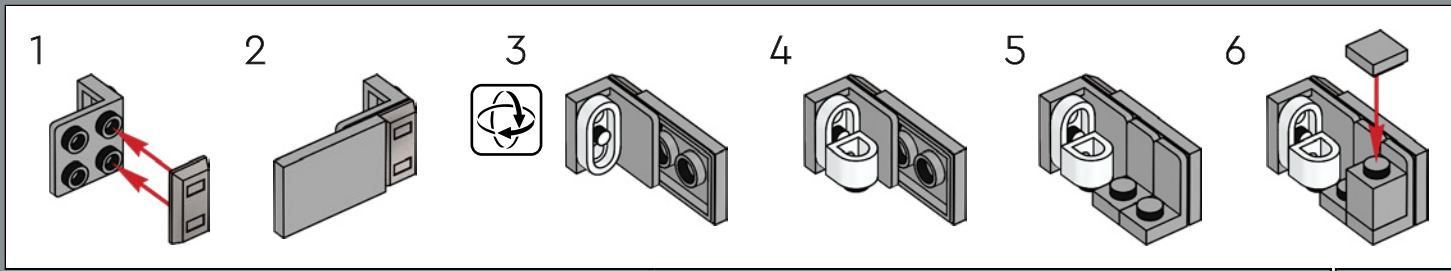
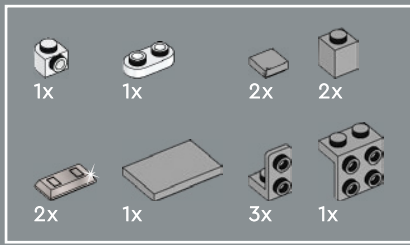
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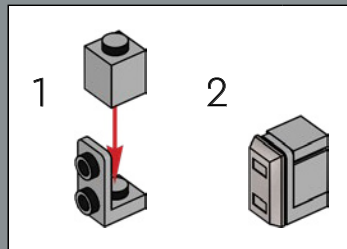
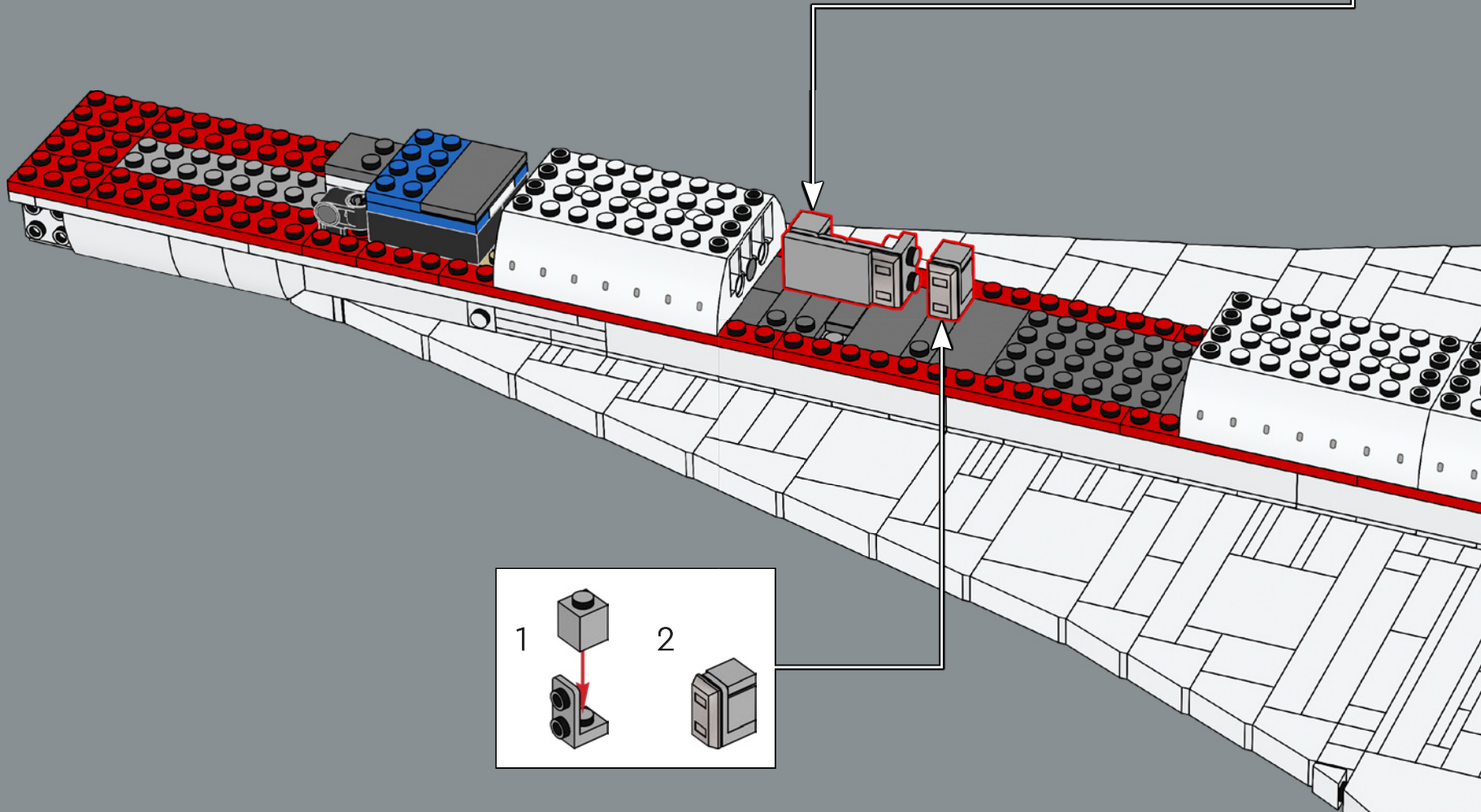


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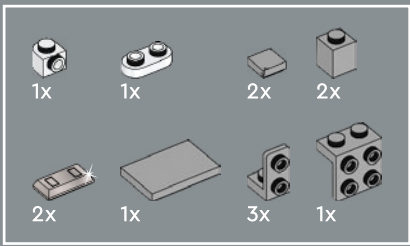




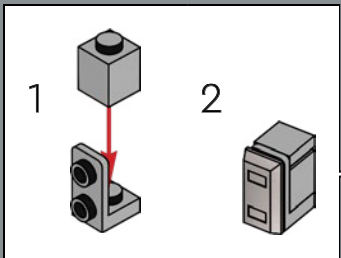
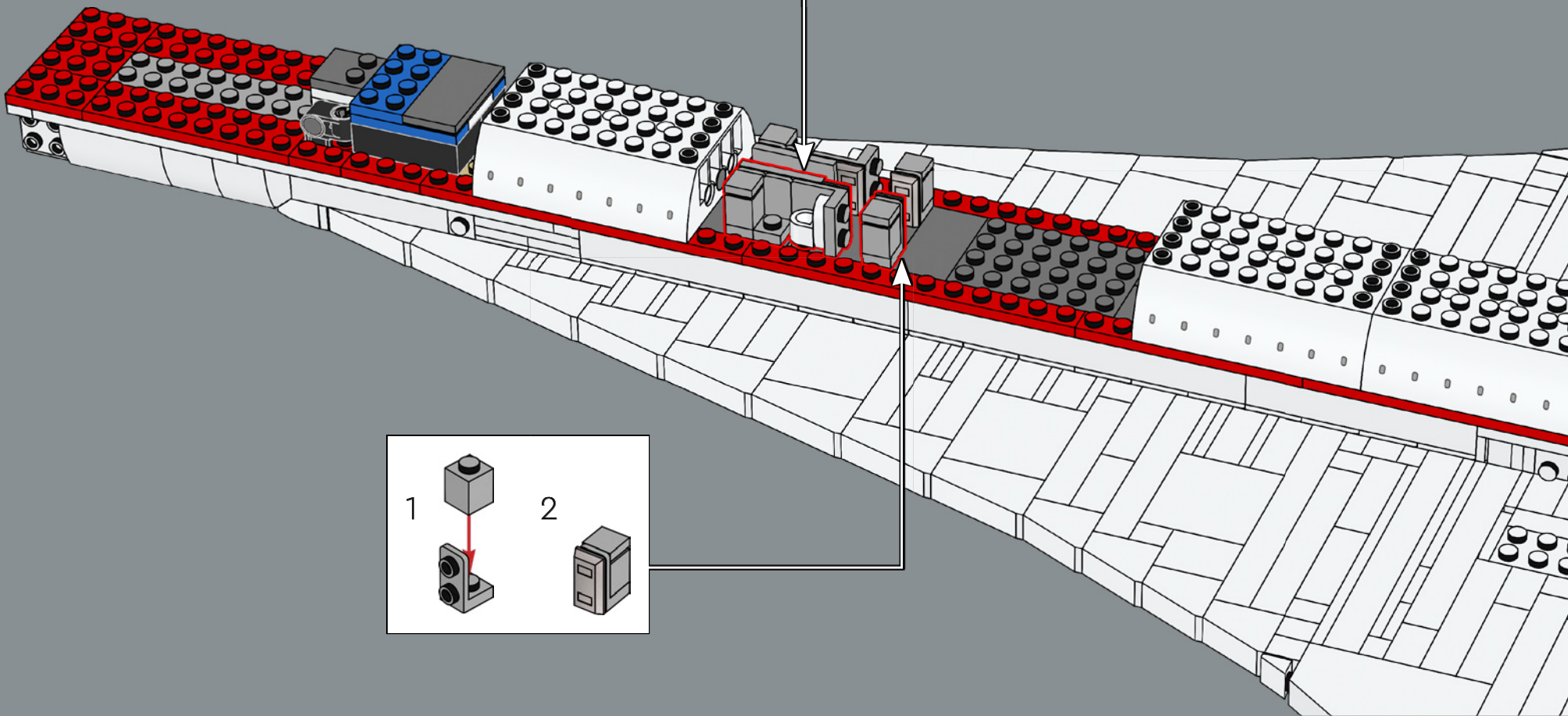
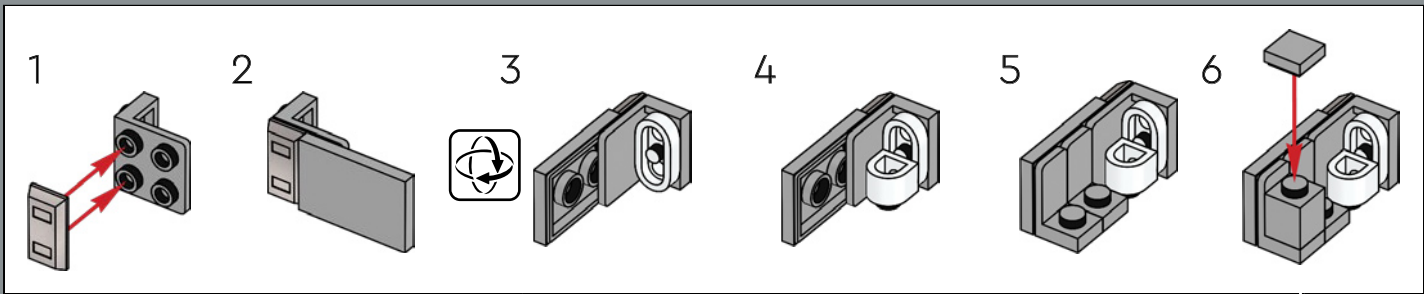
272







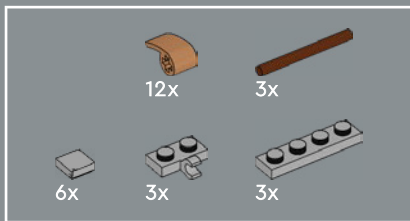
273



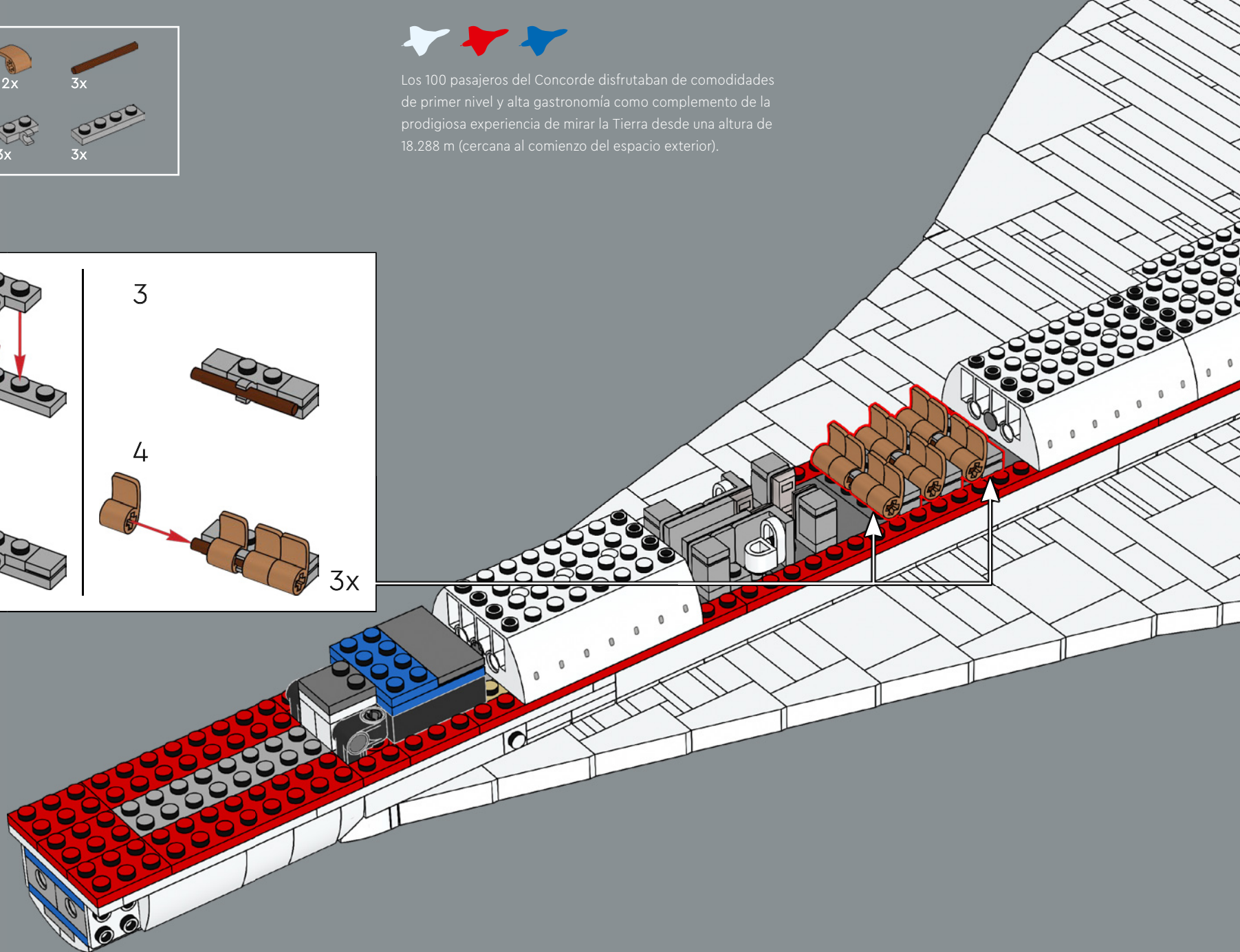
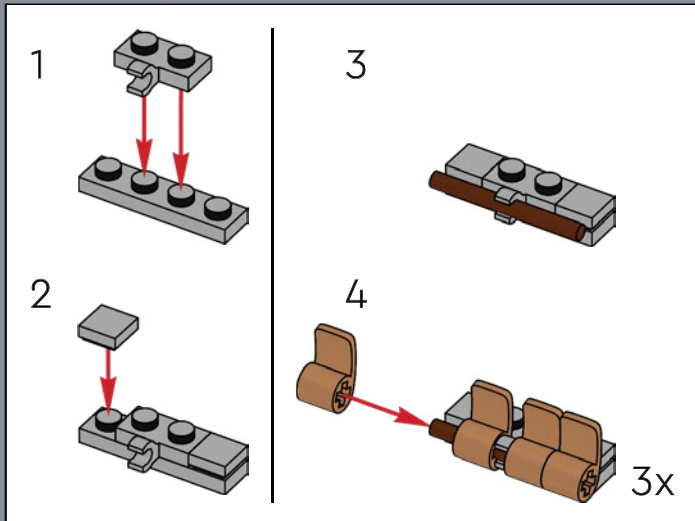


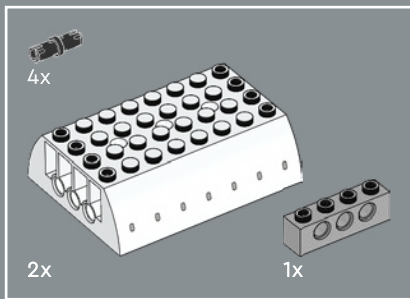


Los 100 pasajeros del Concorde disfrutaban de comodidades de primer nivel y alta gastronomía como complemento de la prodigiosa experiencia de mirar la Tierra desde una altura de 18.288 m (cercana al comienzo del espacio exterior).



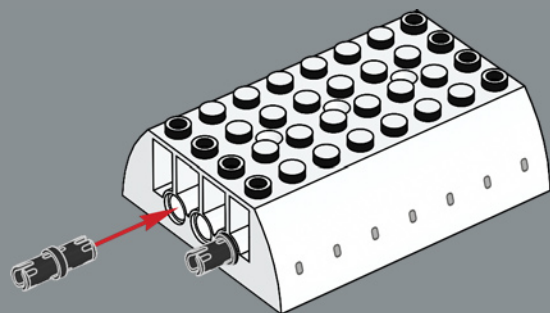
274



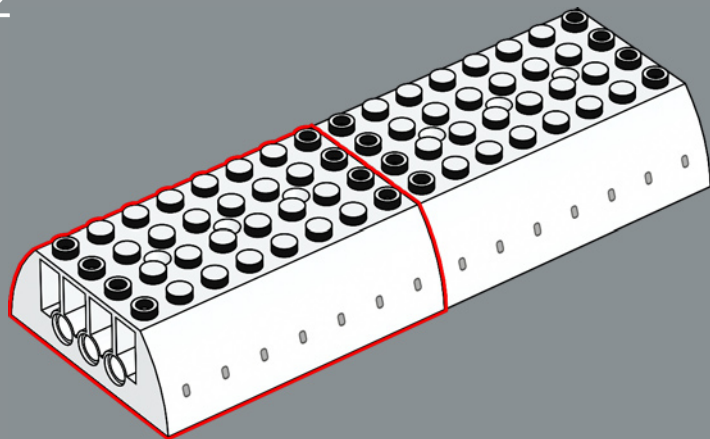


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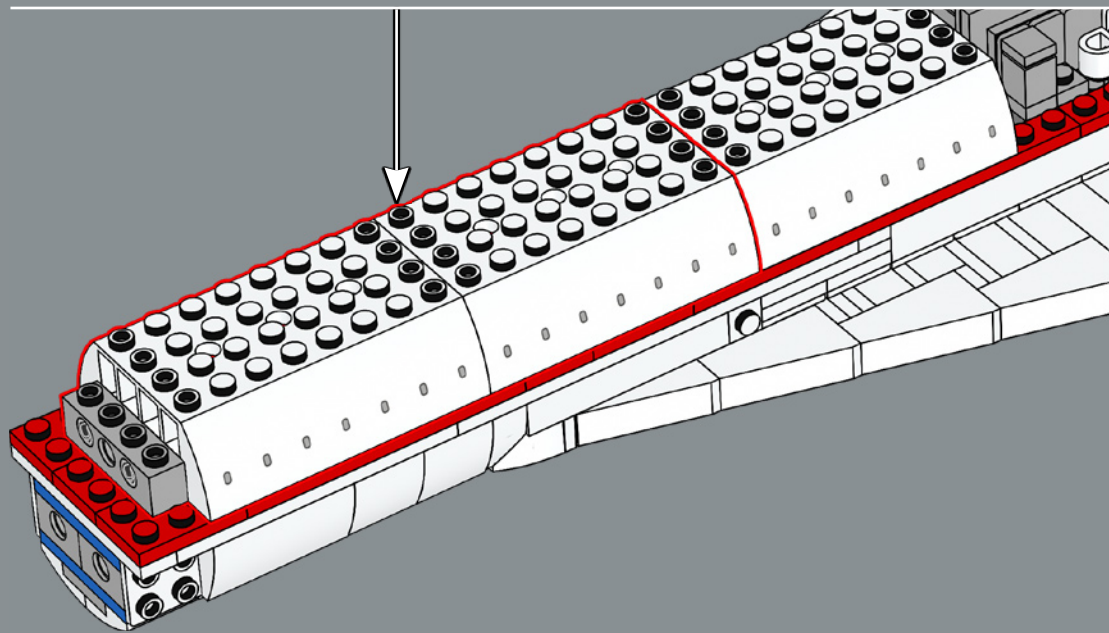
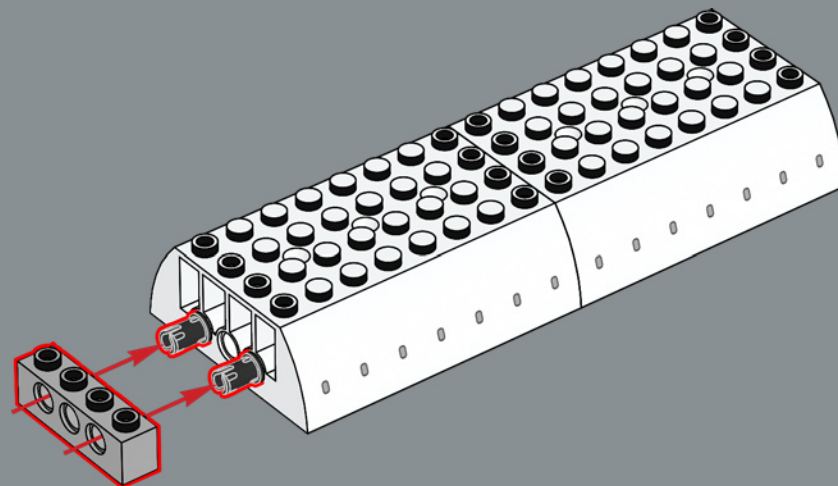
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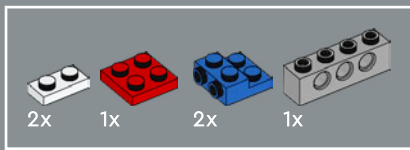
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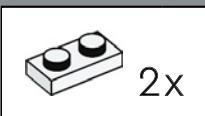
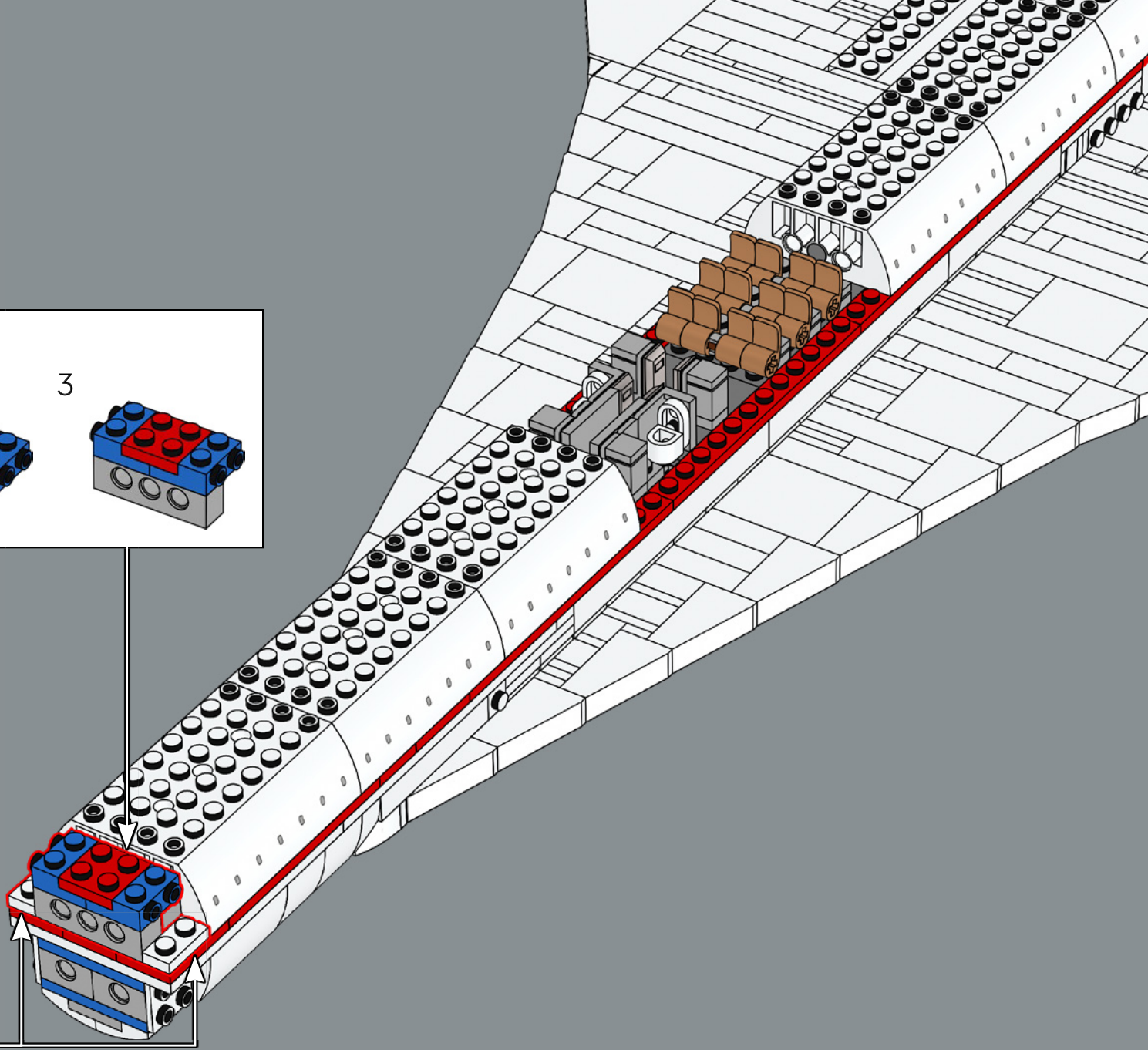
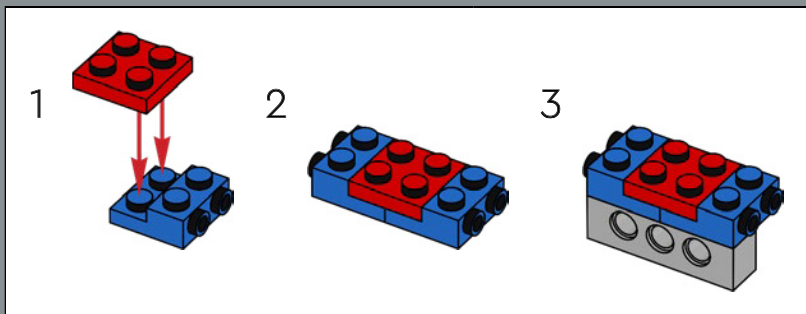
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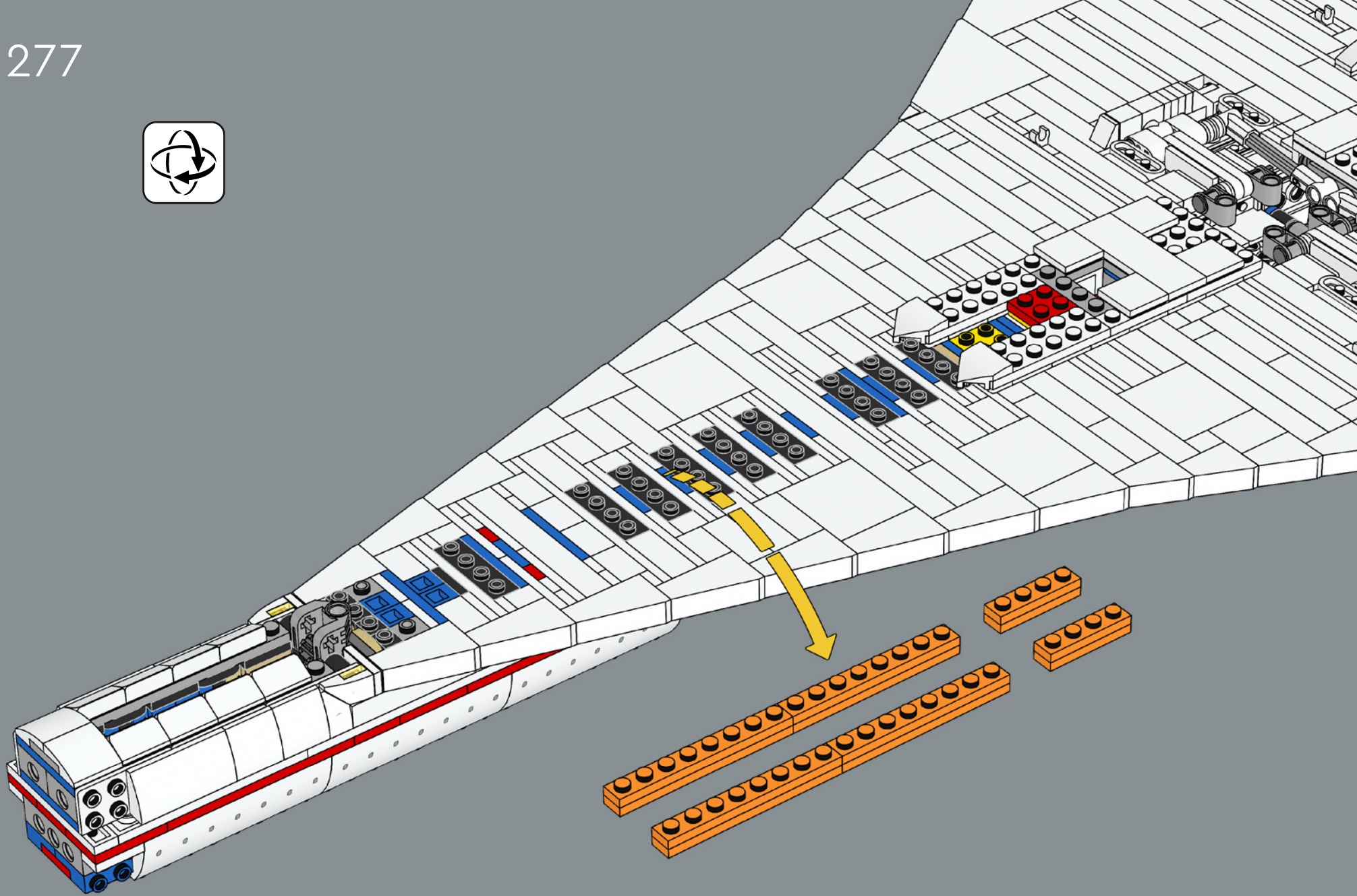




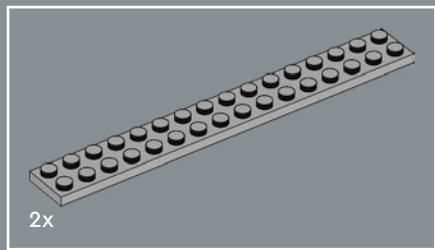


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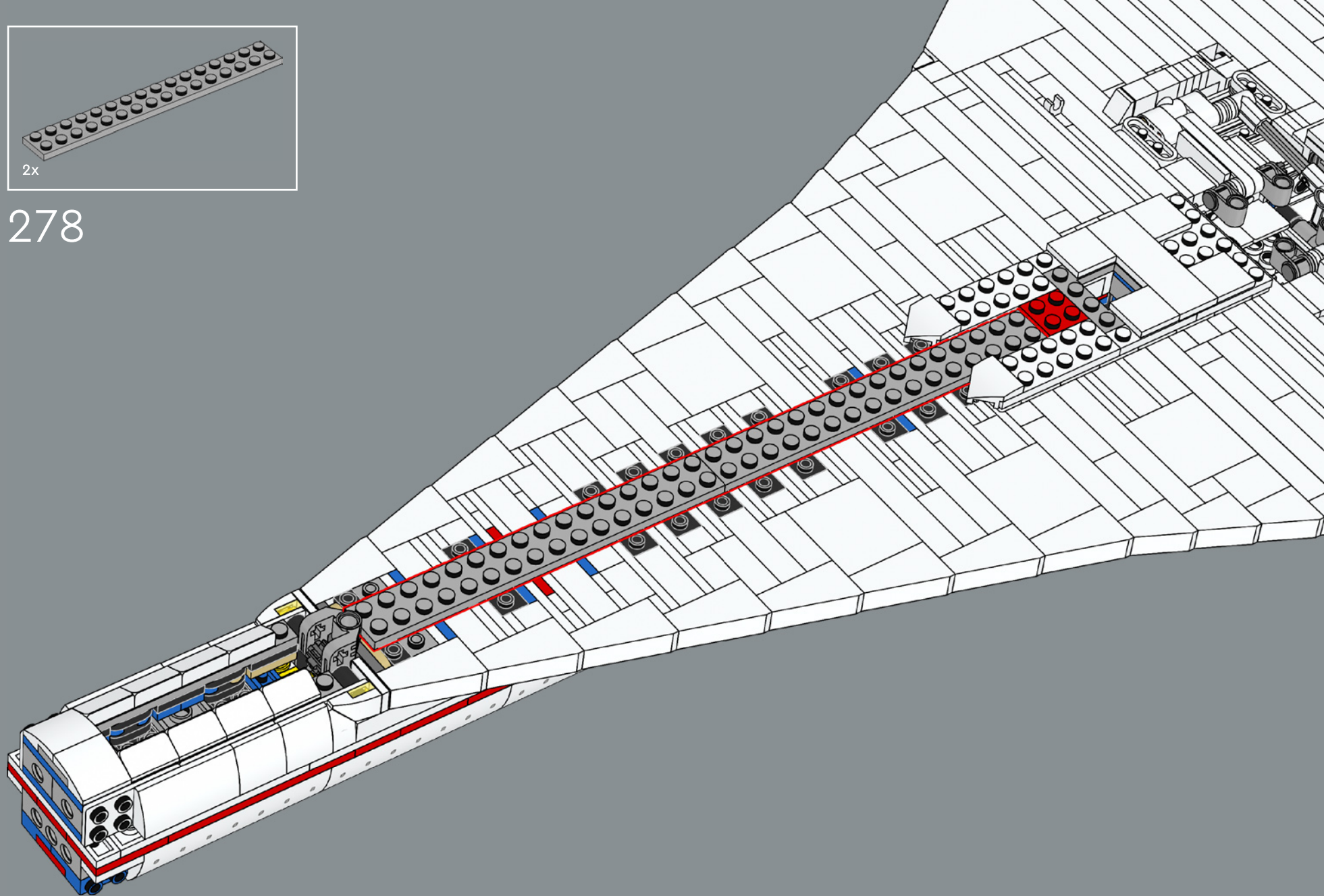






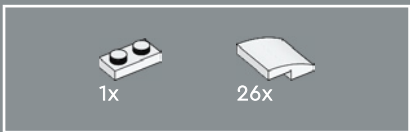


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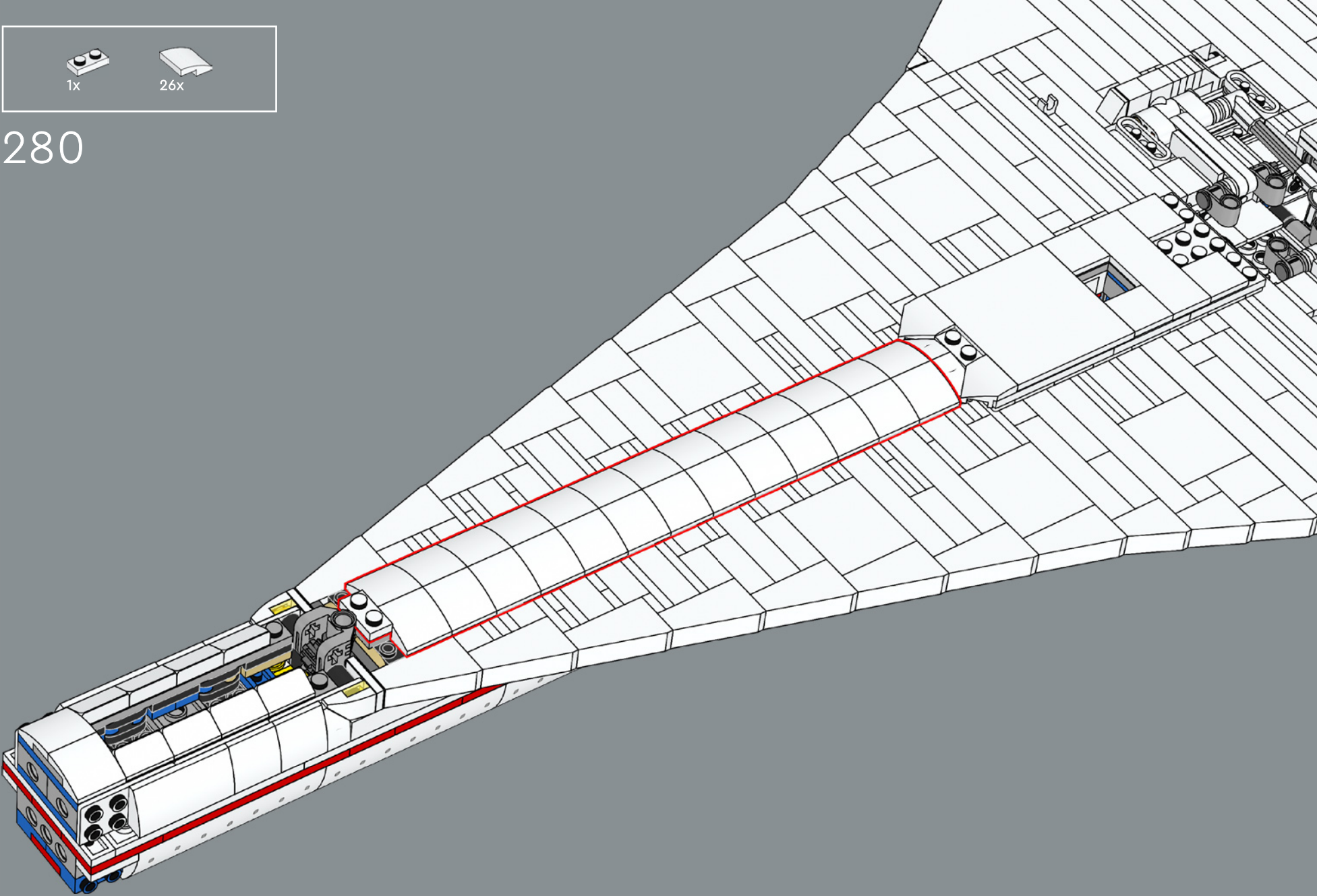






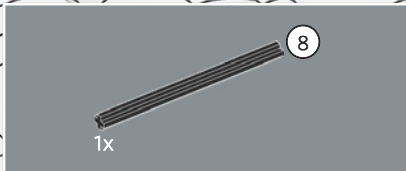


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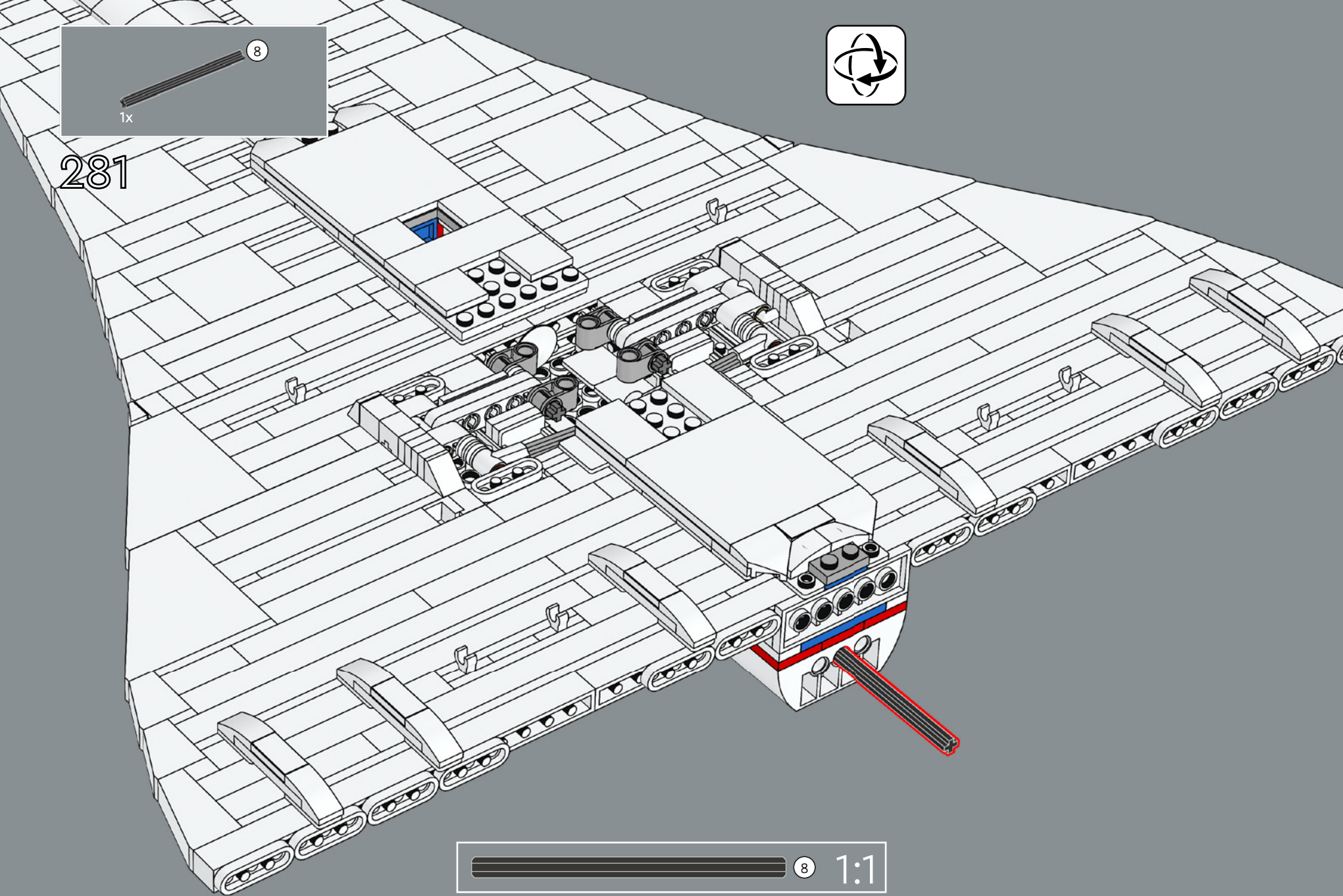




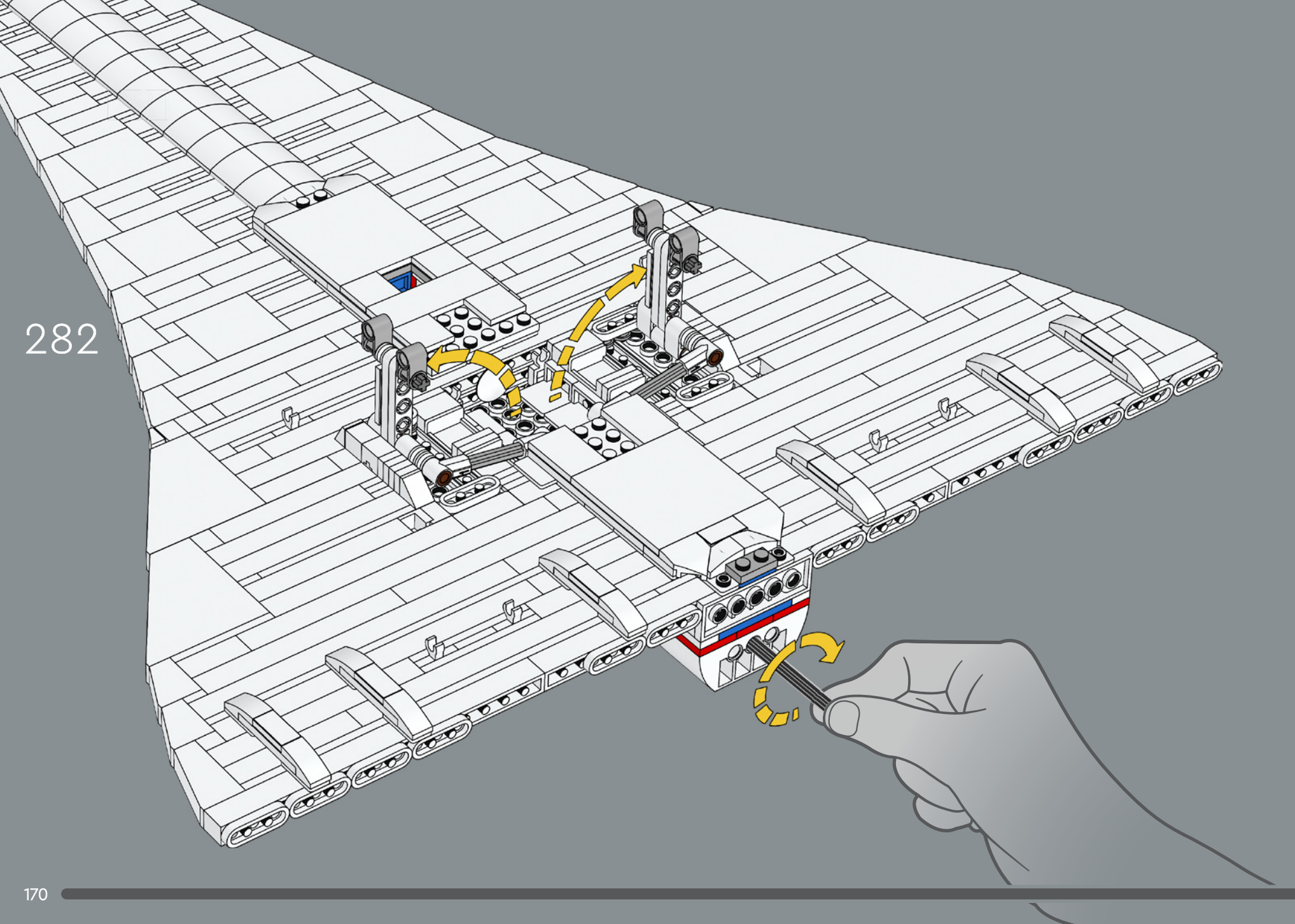




281



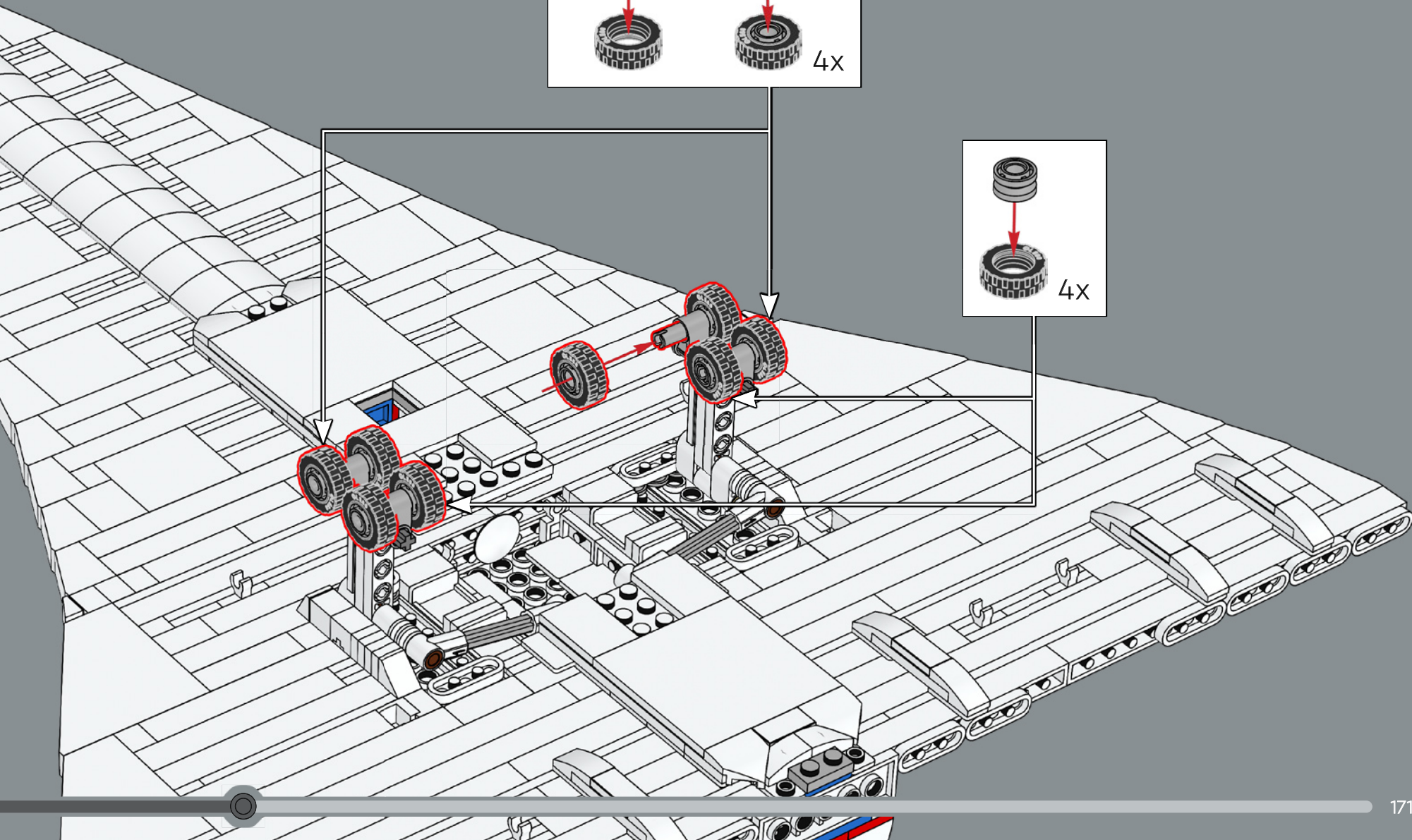
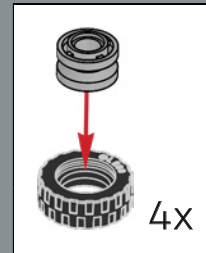
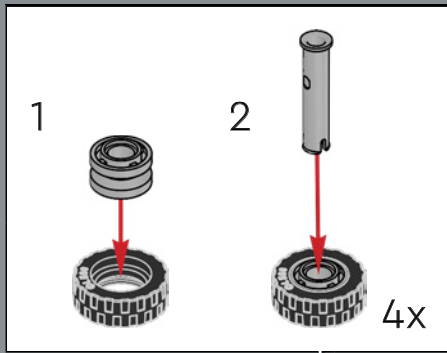
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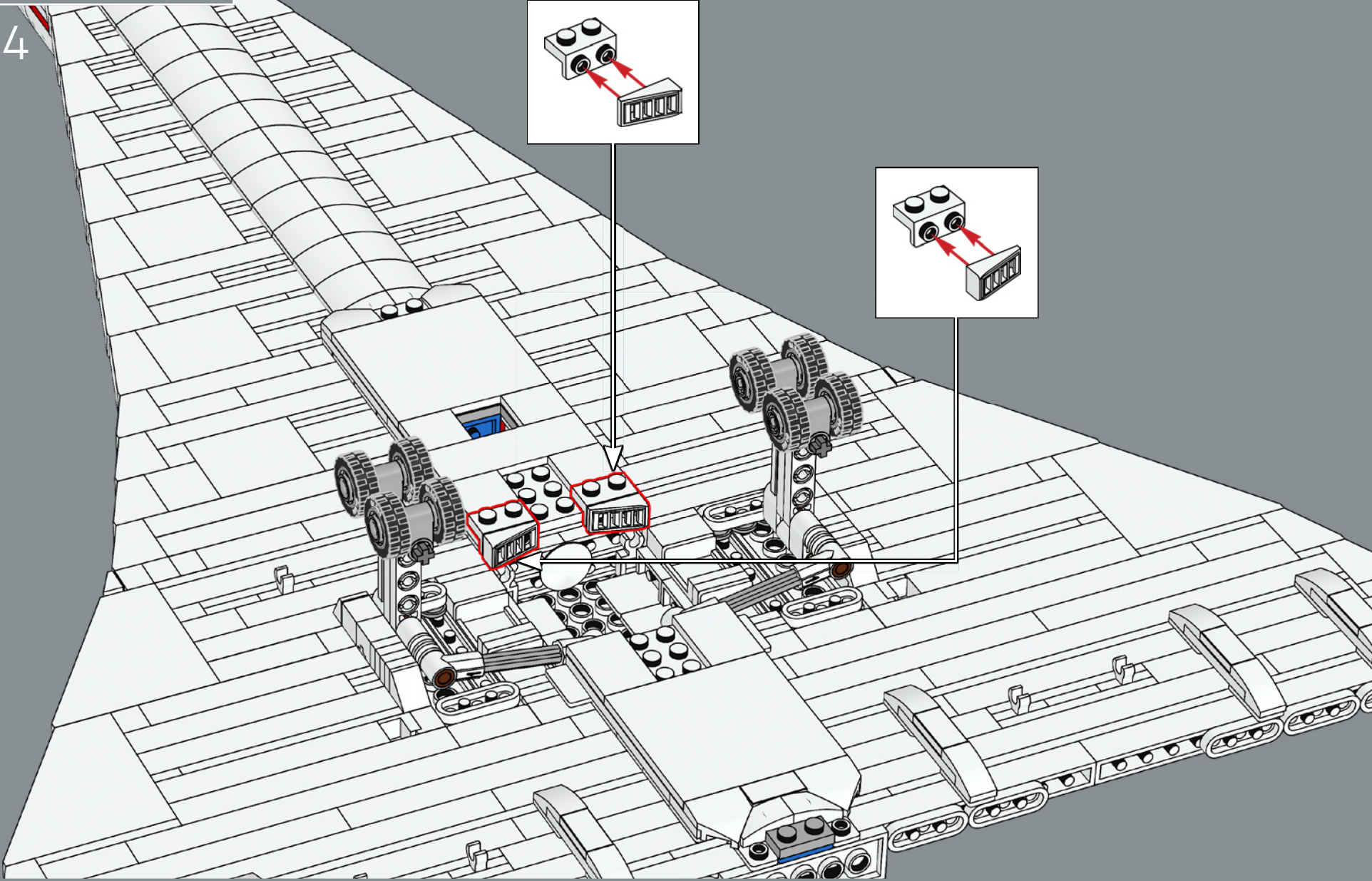
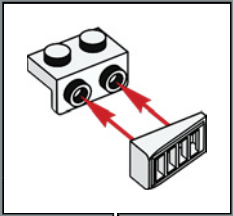
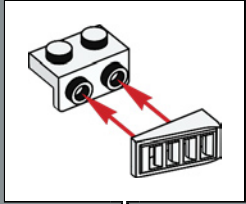


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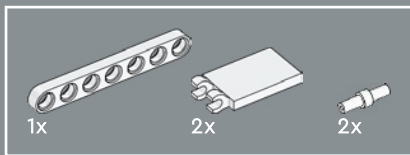




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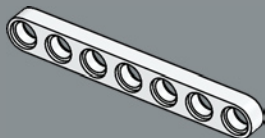




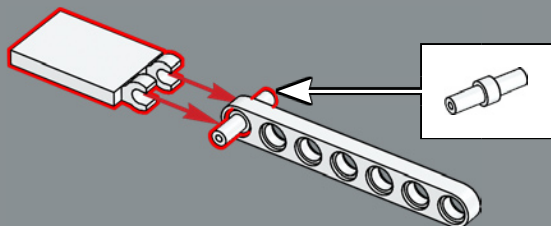


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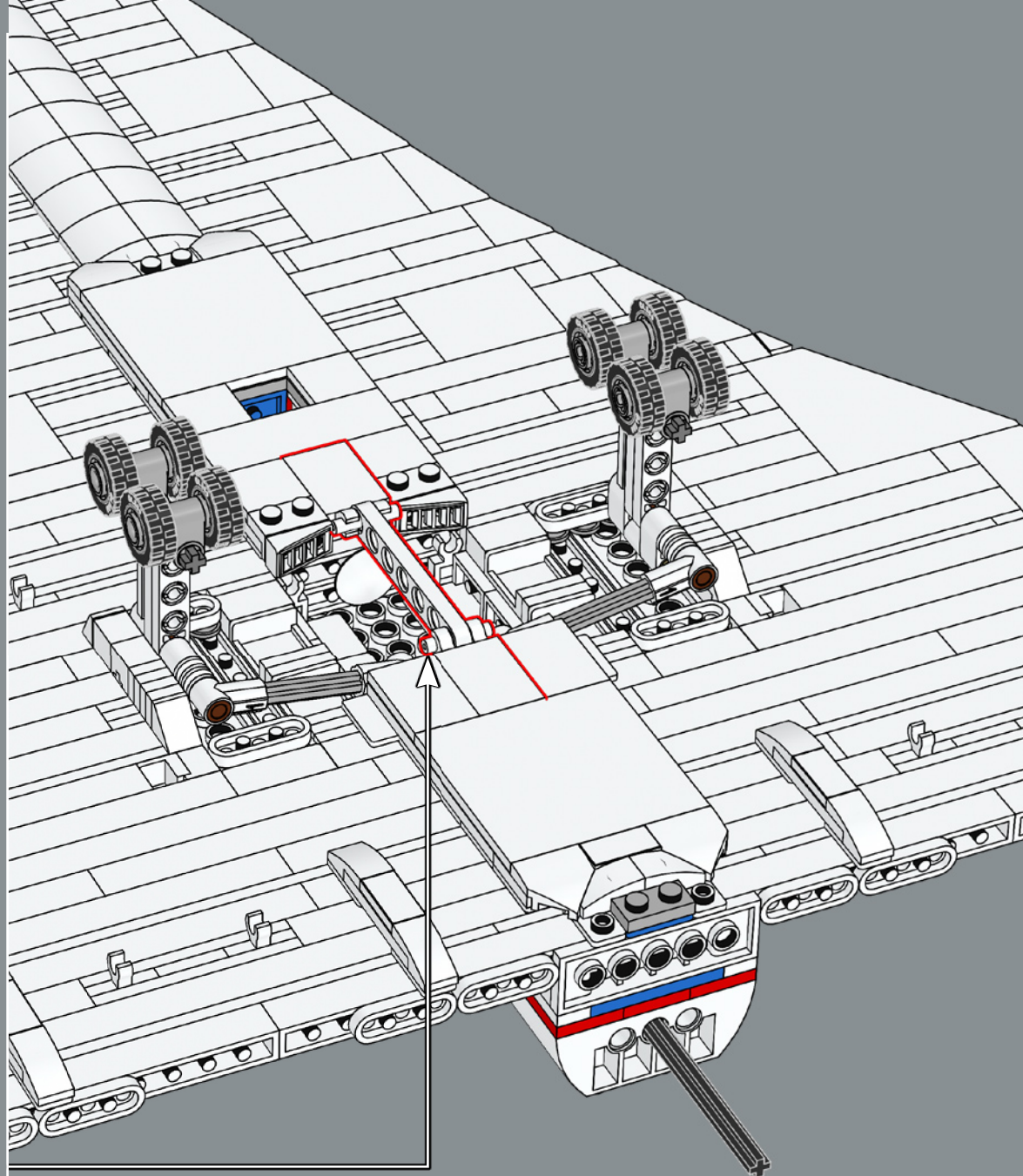
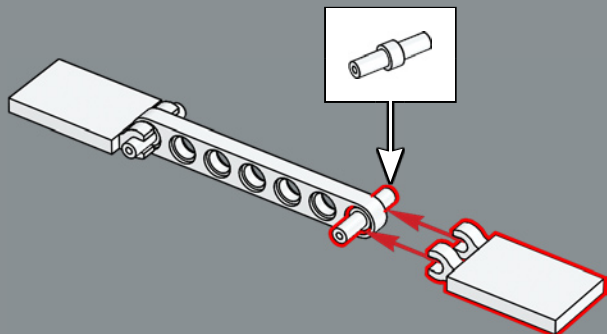
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2

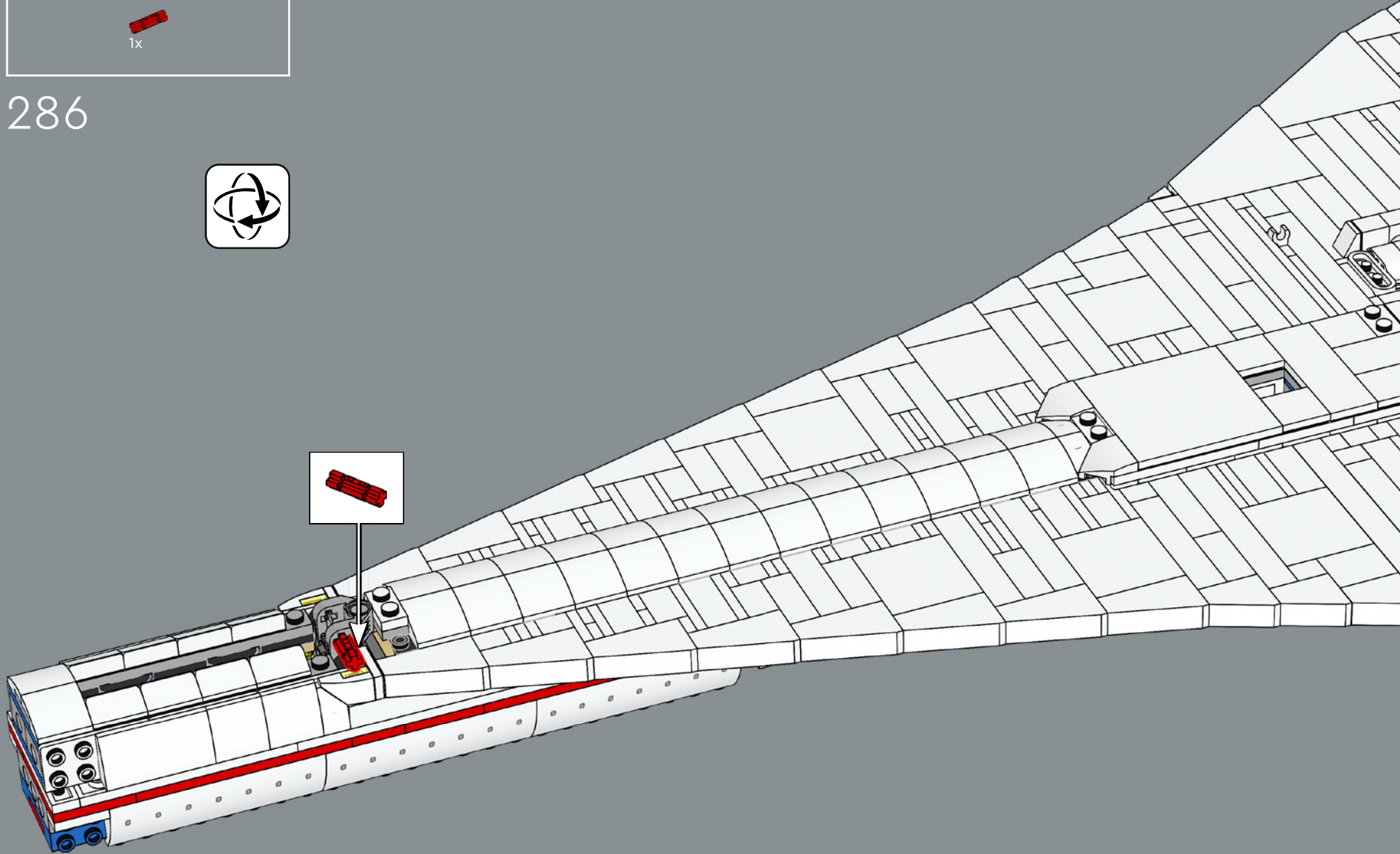


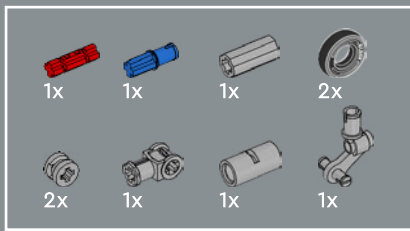
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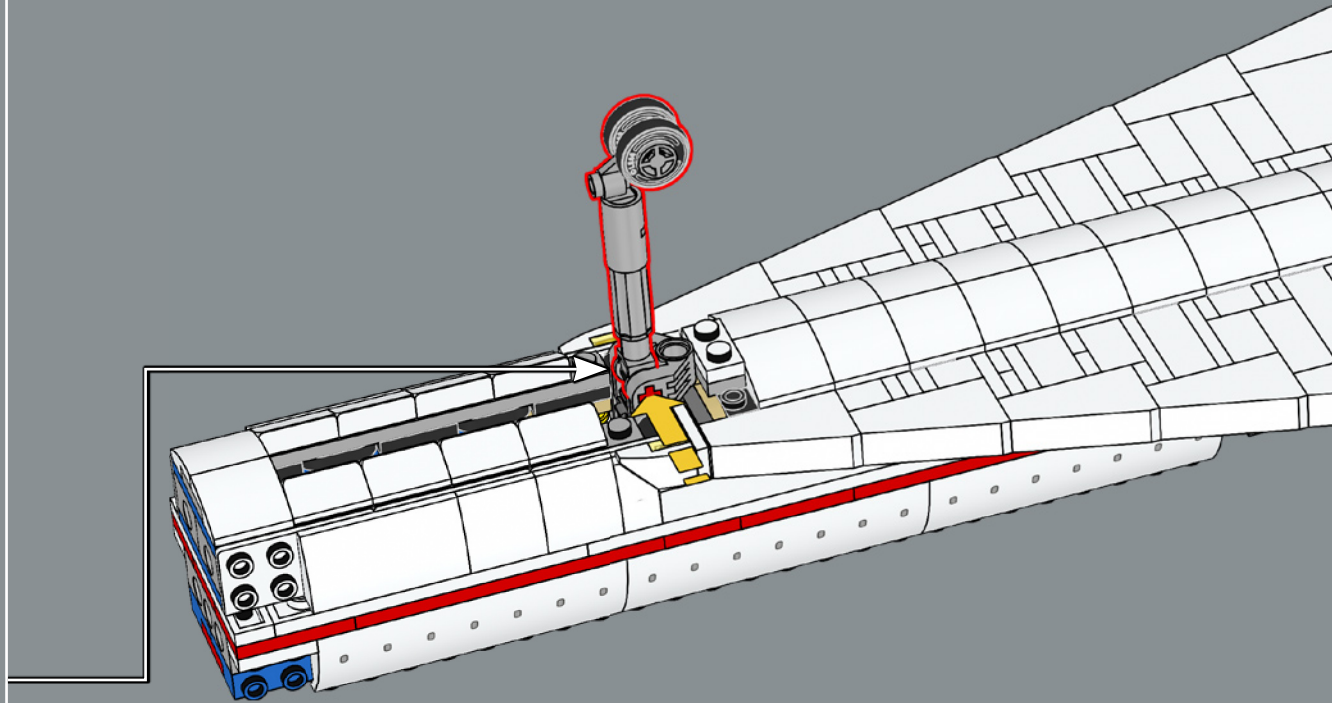
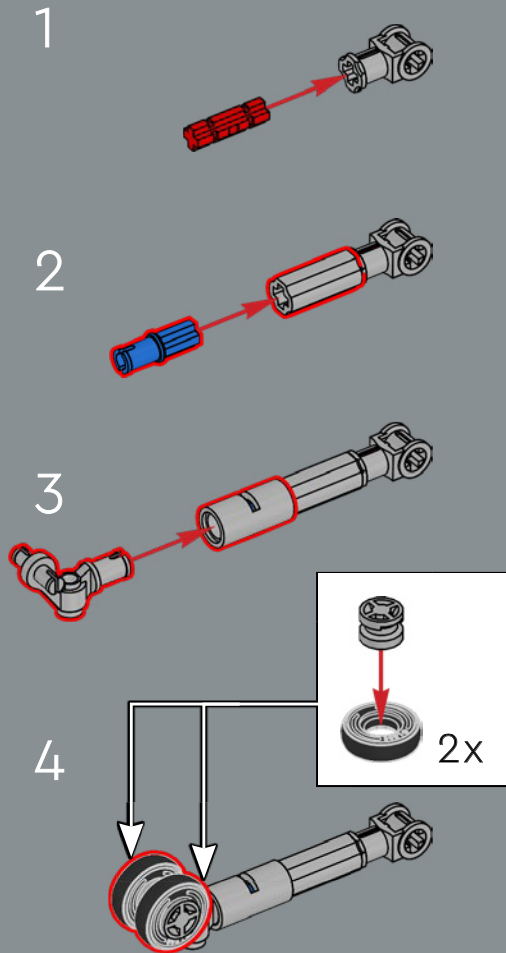
1x

286





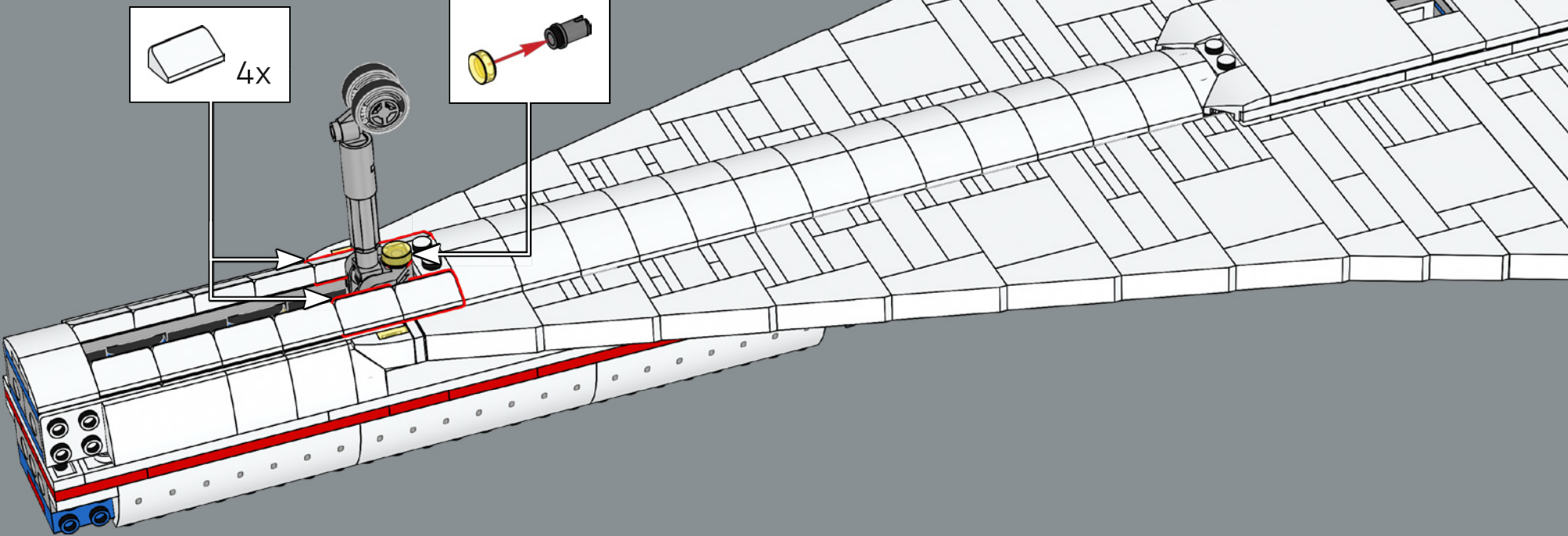
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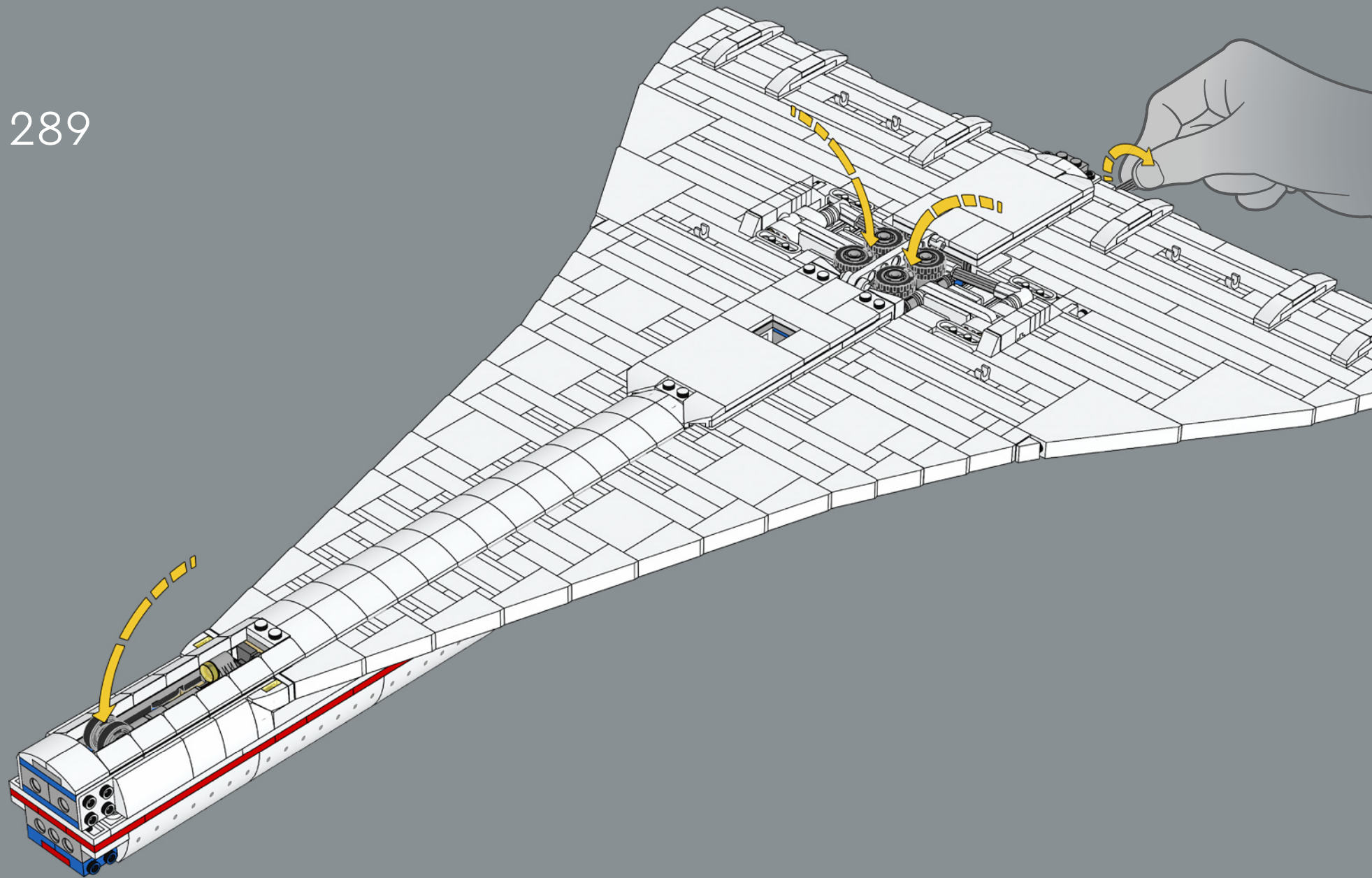


288





289



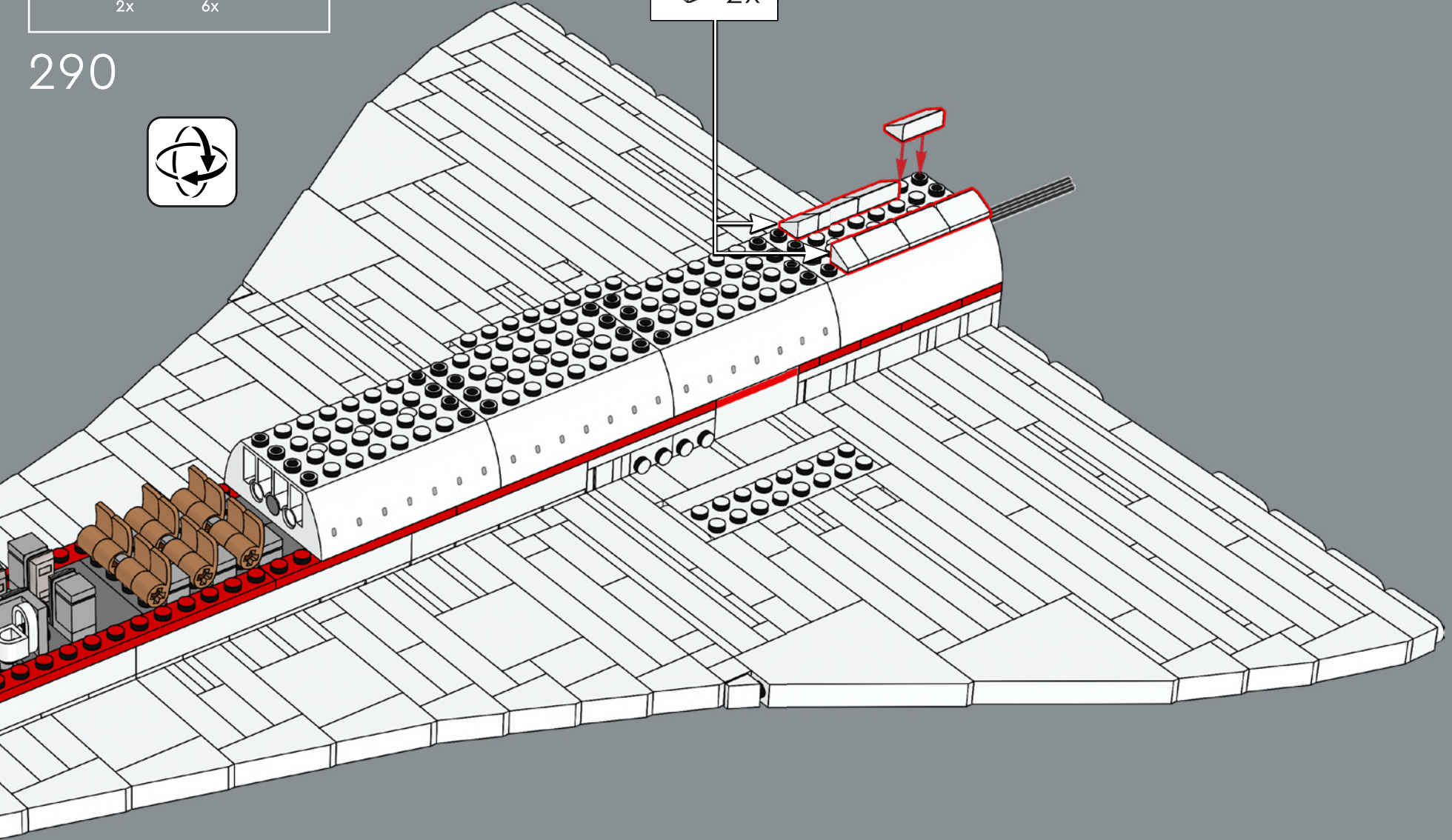
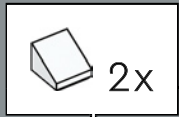
2x      6x



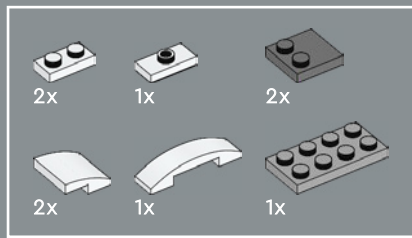
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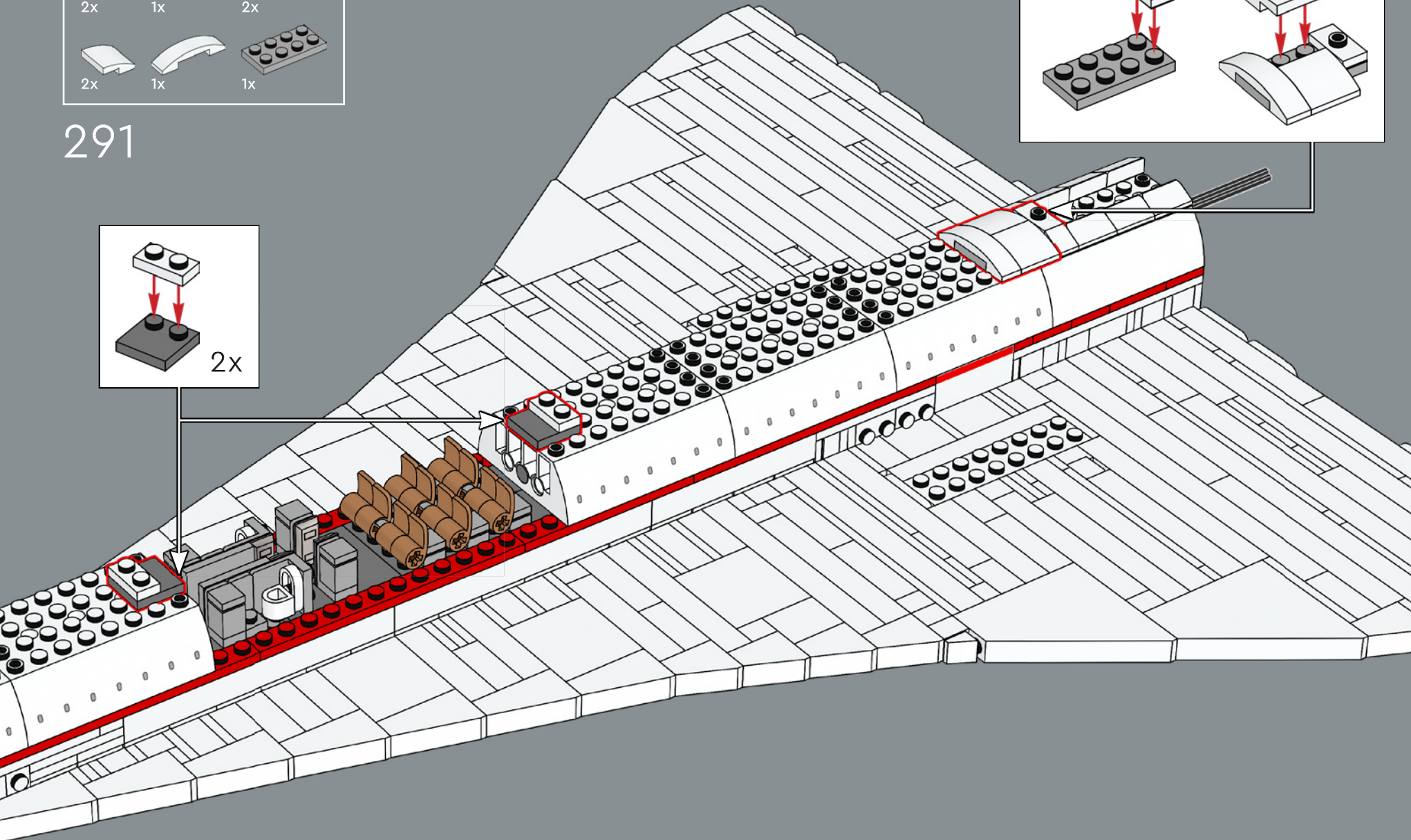
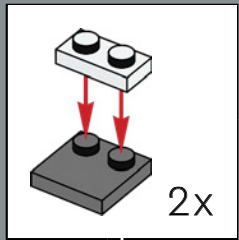
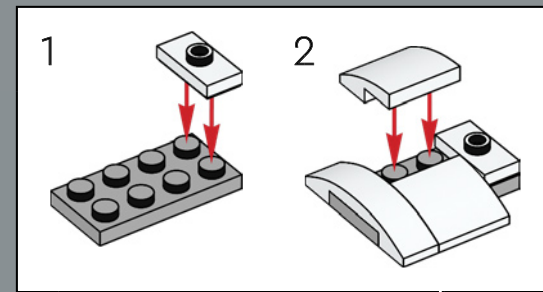
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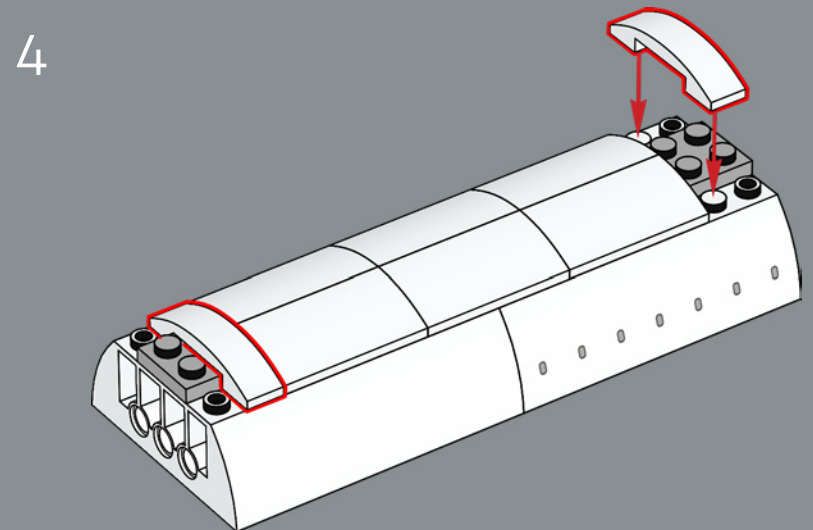
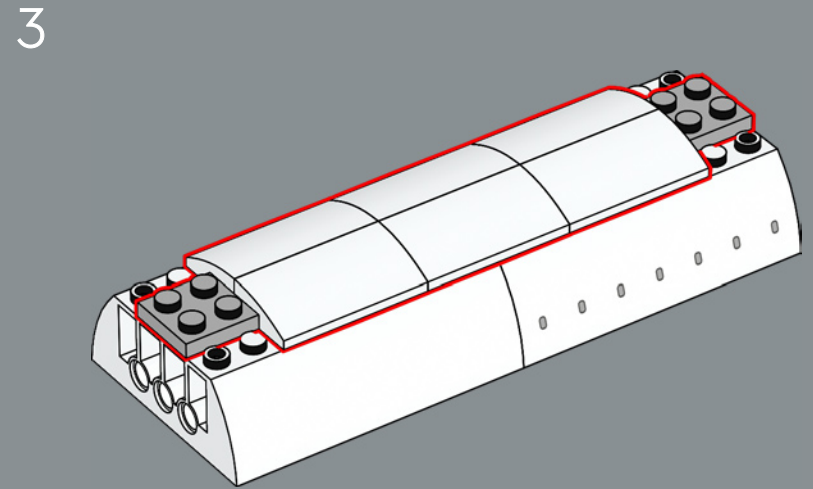
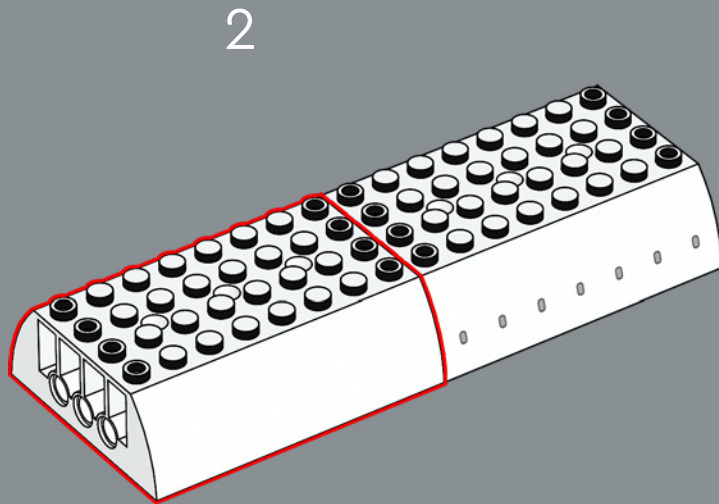
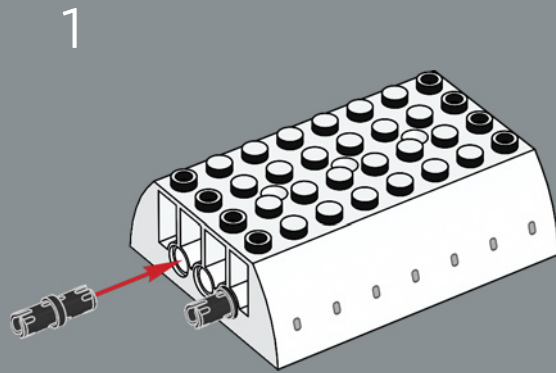
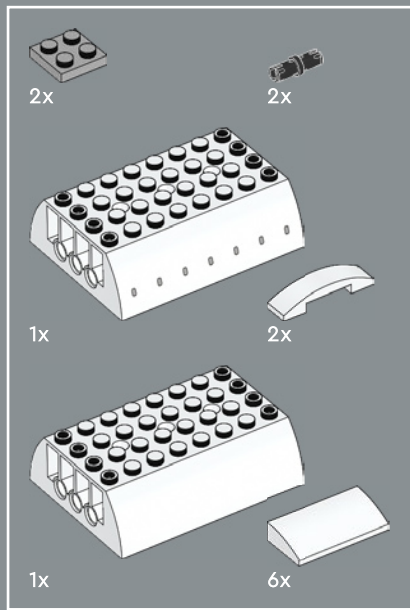


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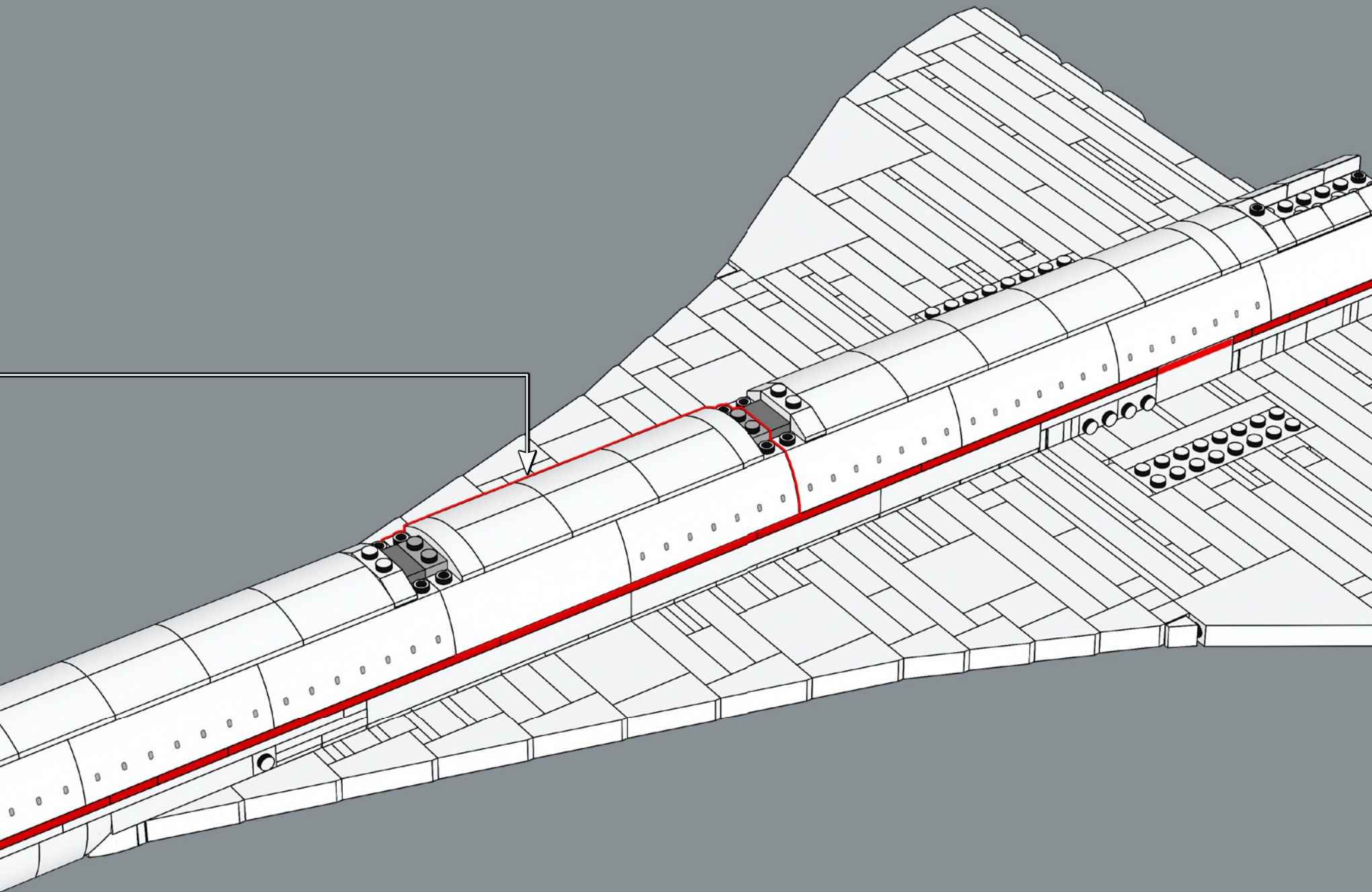








293



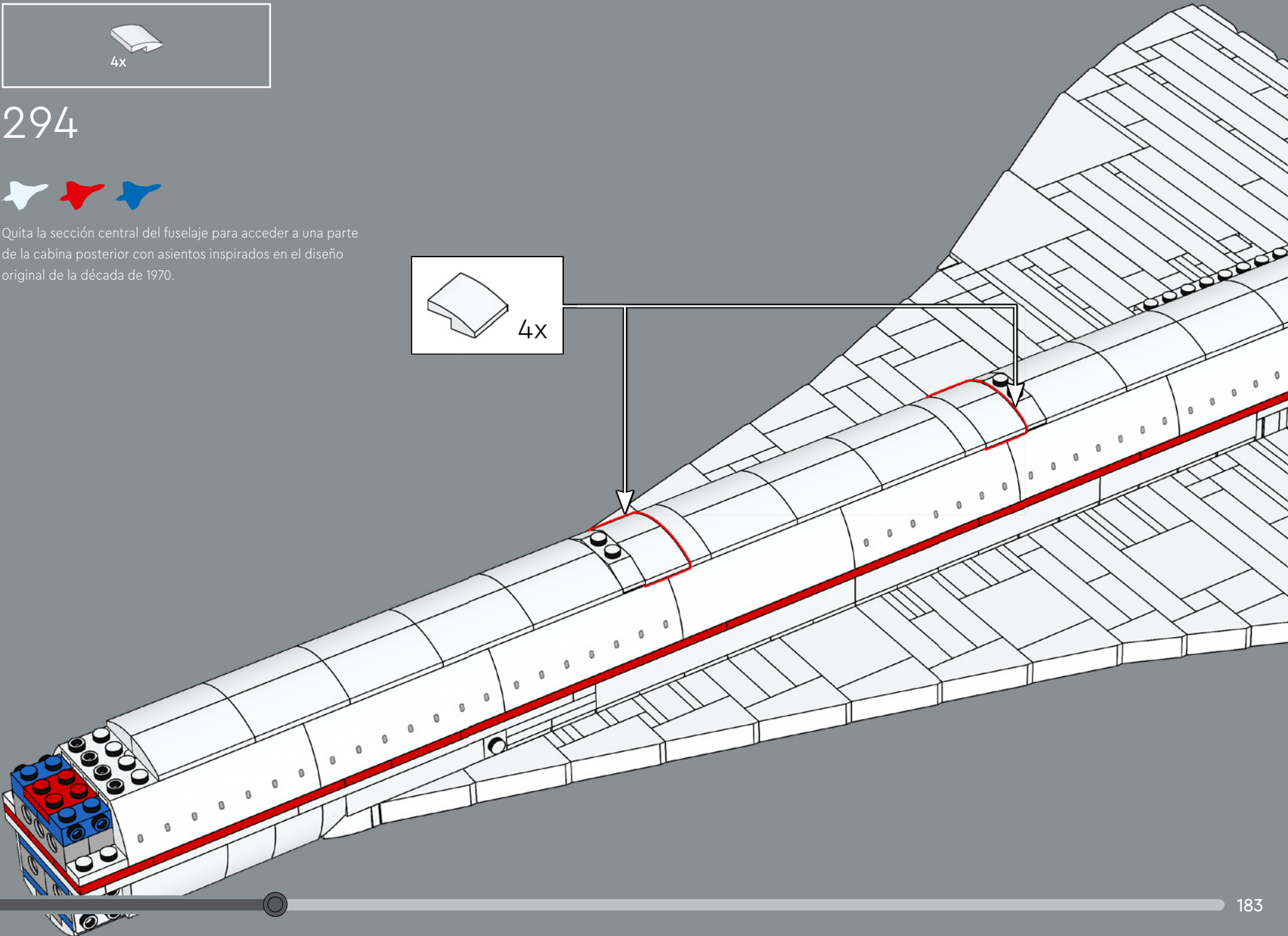
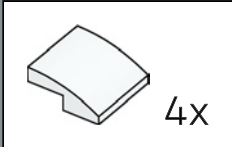


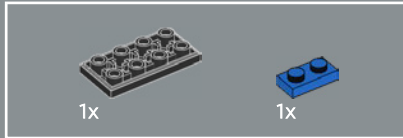
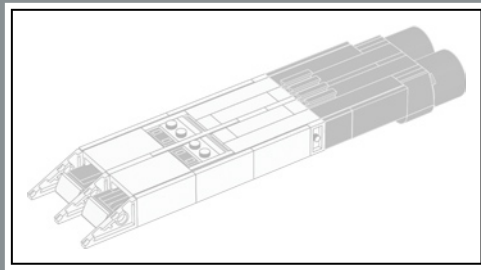


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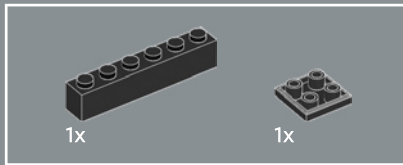
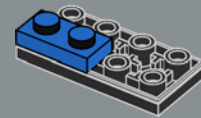


Quita la sección central del fuselaje para acceder a una parte de la cabina posterior con asientos inspirados en el diseño original de la década de 1970.

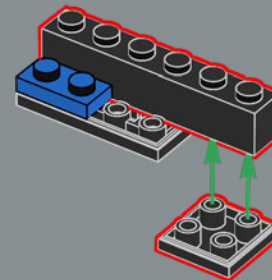


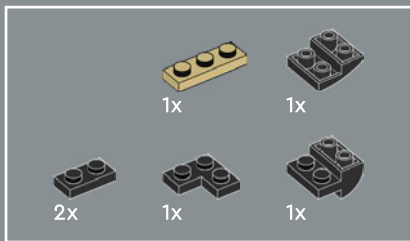


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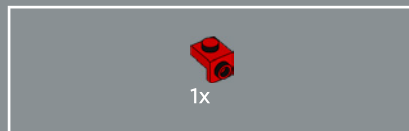
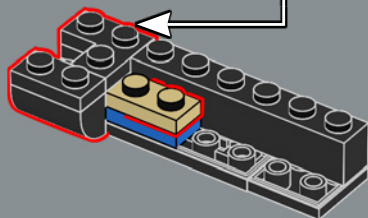
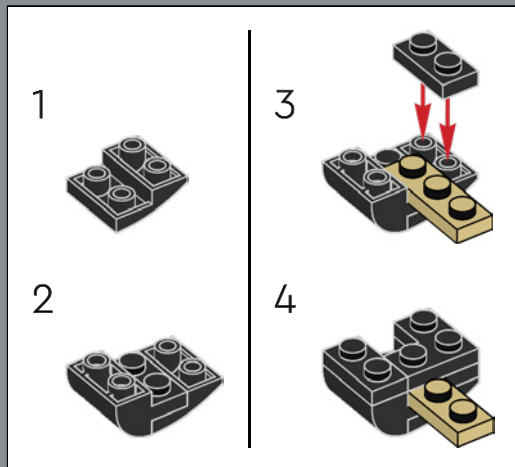


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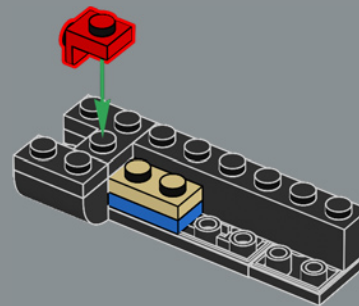




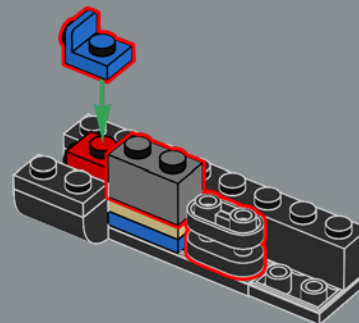
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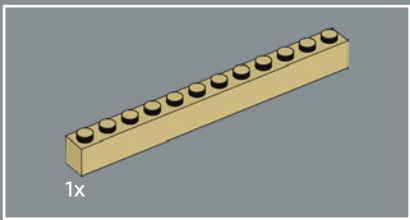
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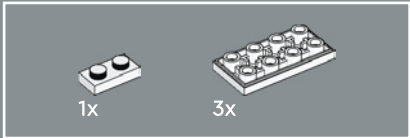
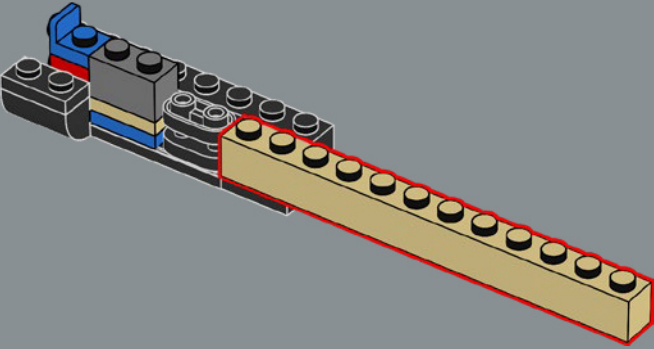
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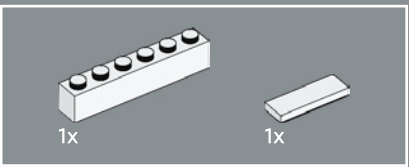
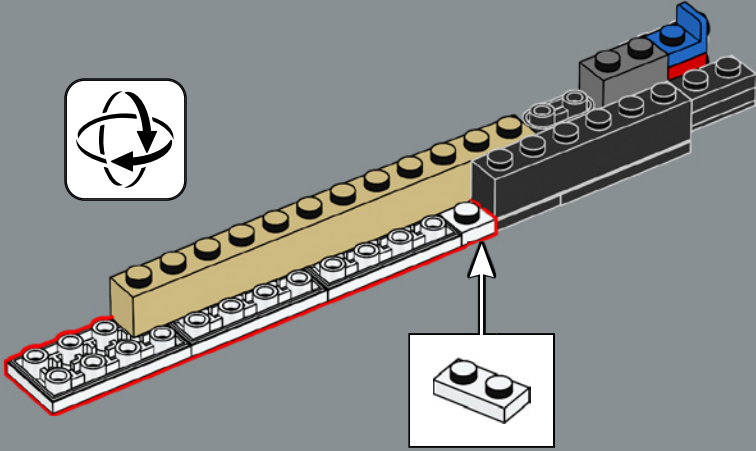




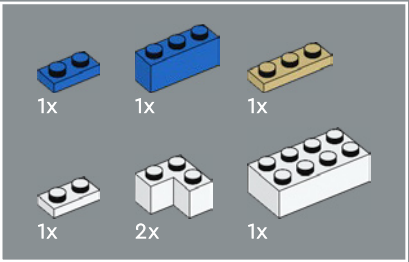
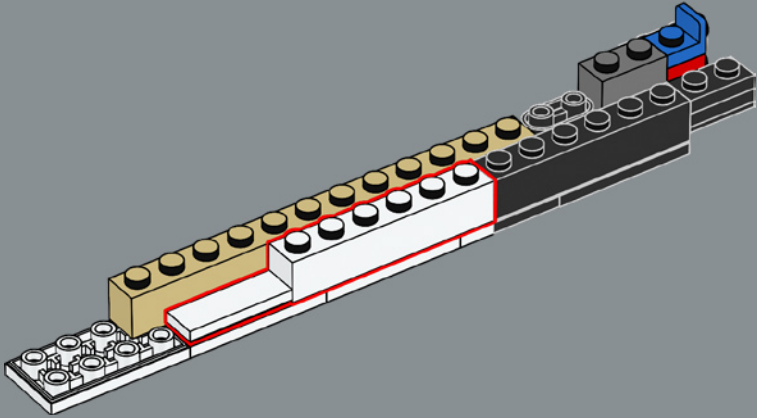
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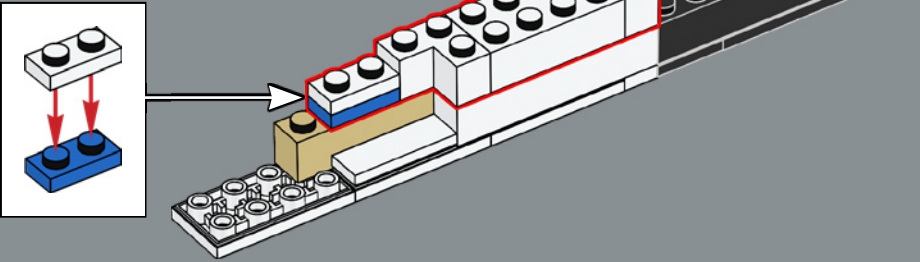
301

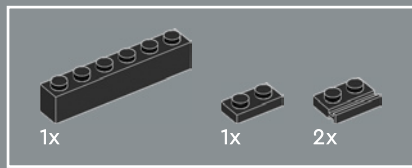


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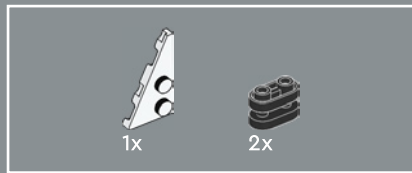
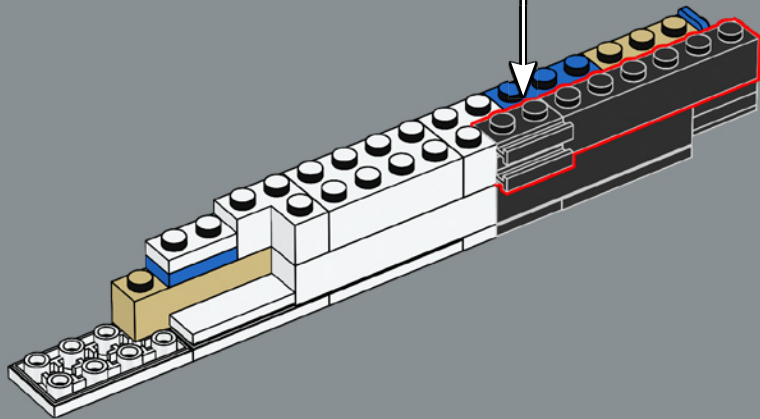
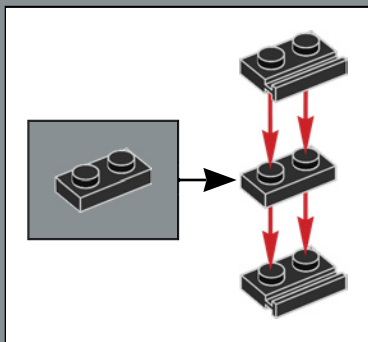


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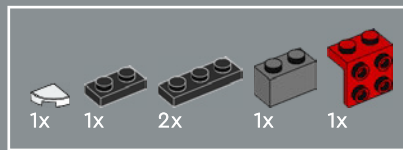
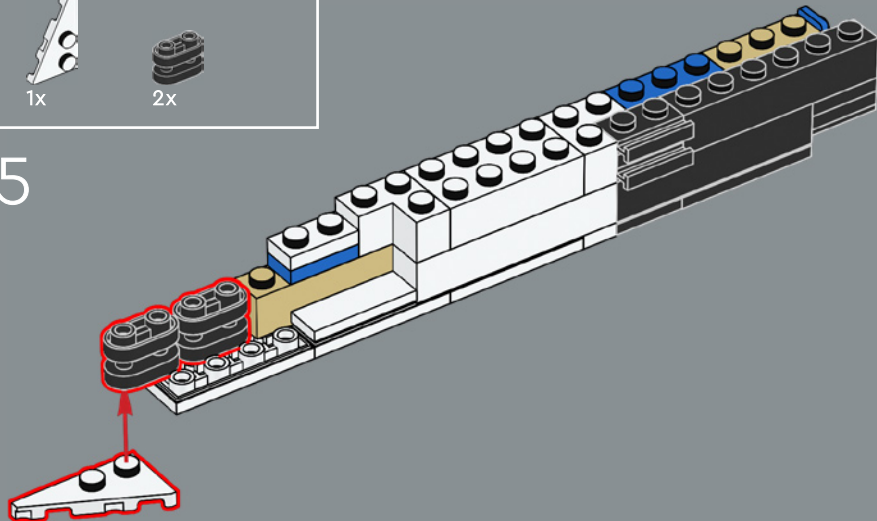




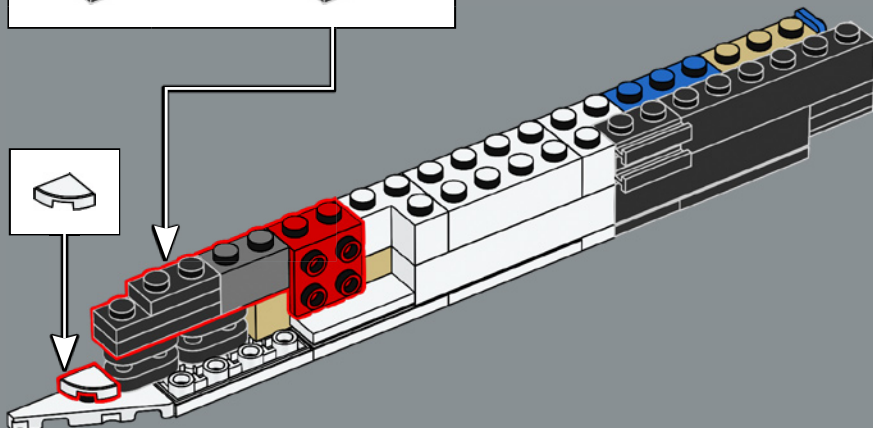
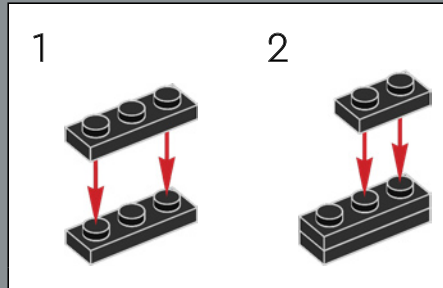
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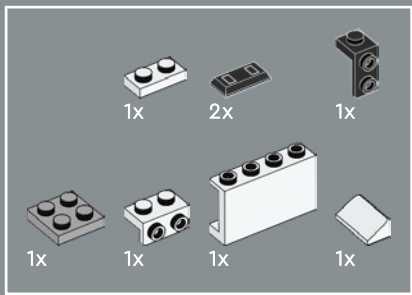


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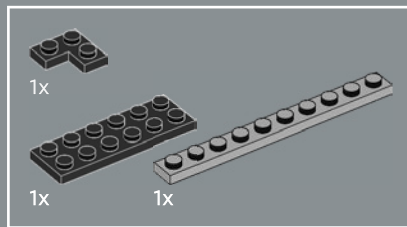
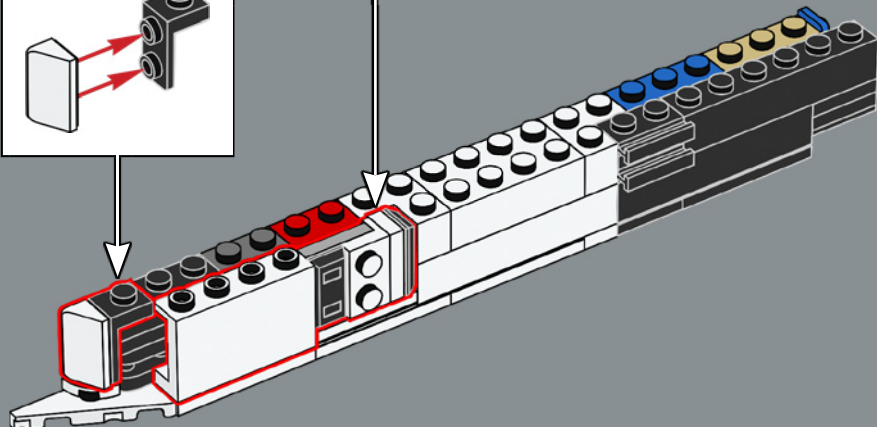
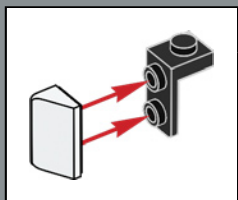
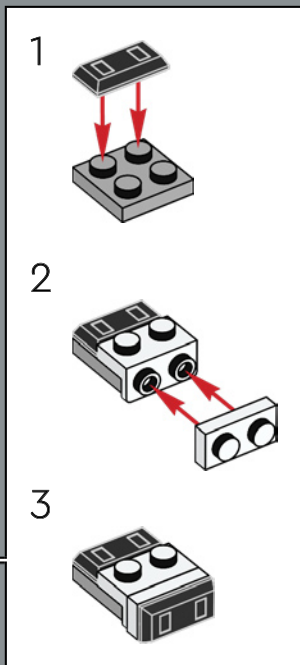


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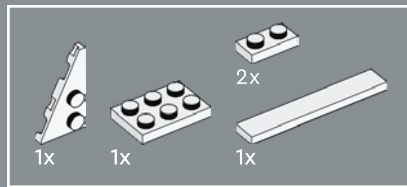
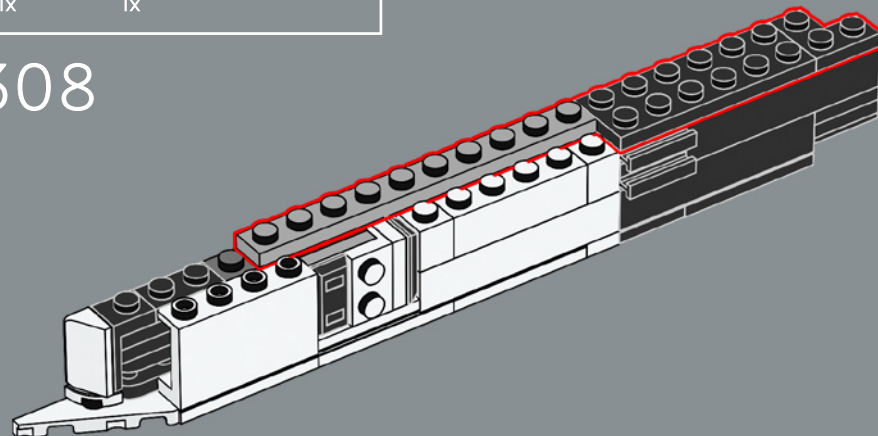




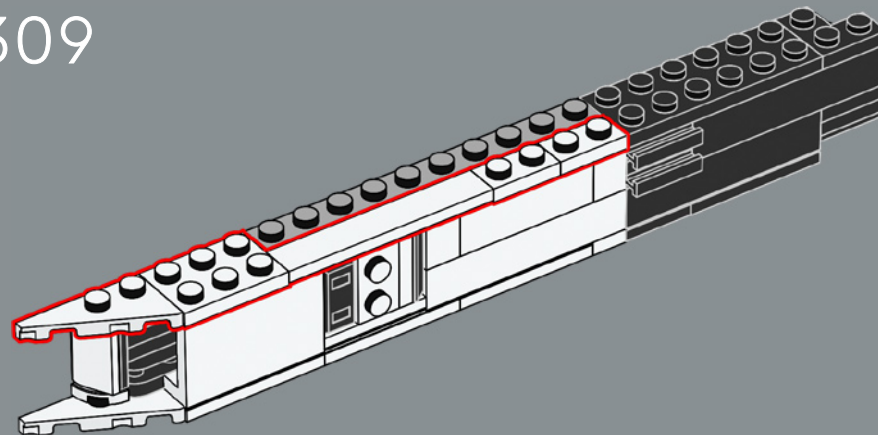
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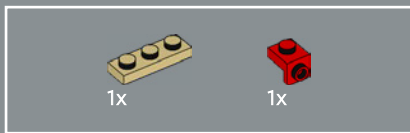
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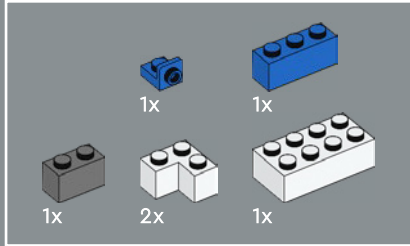
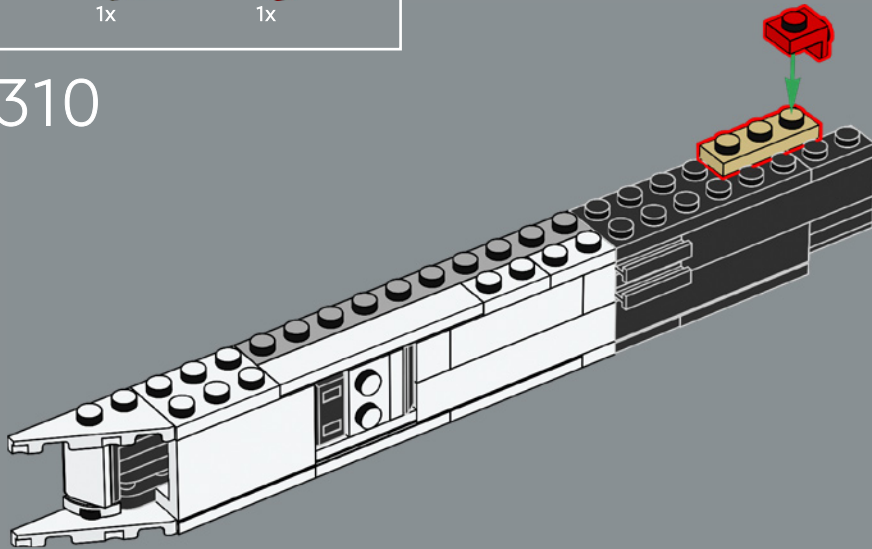
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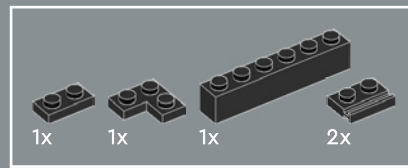
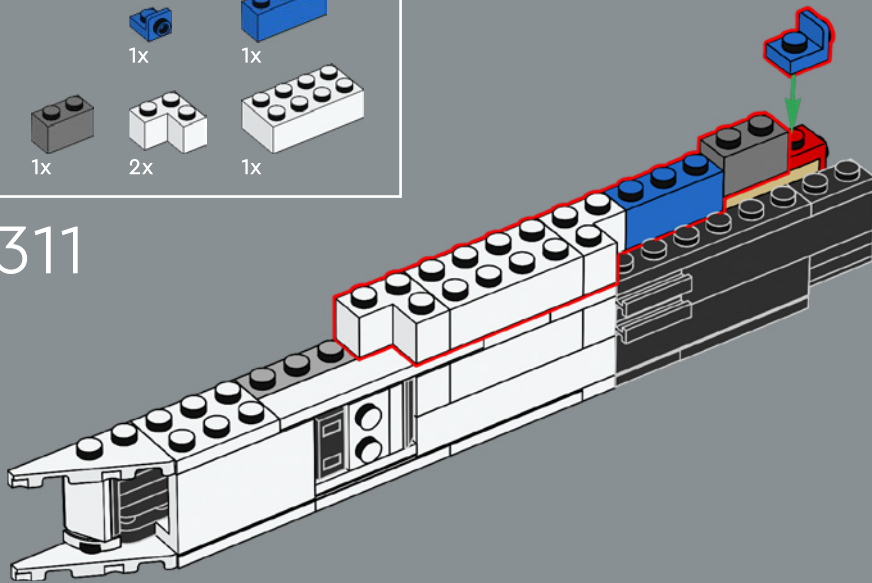




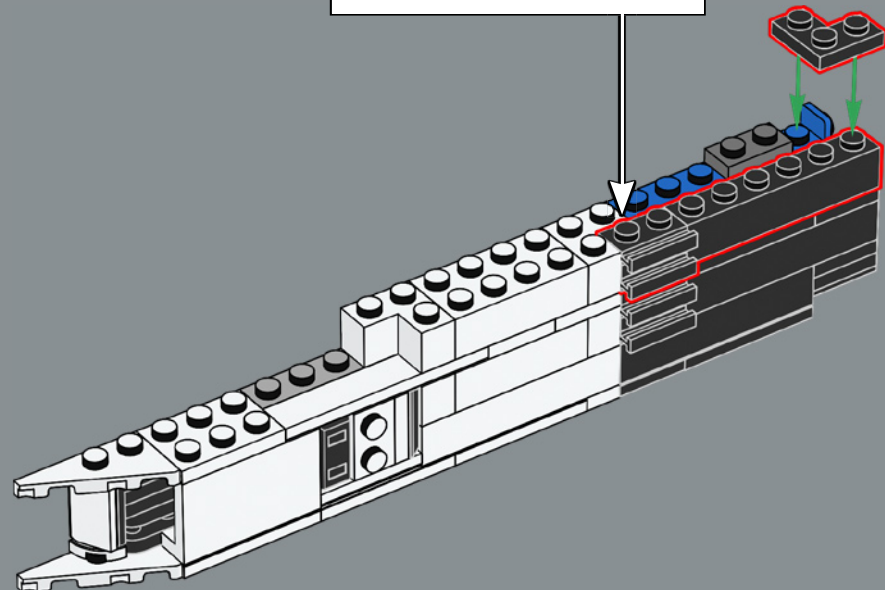
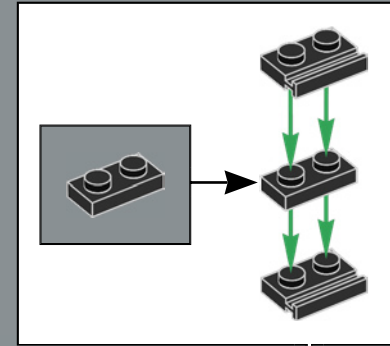
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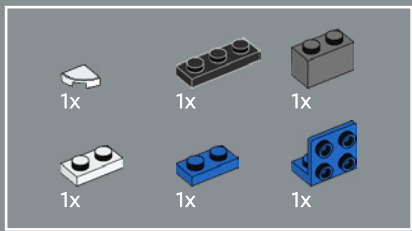


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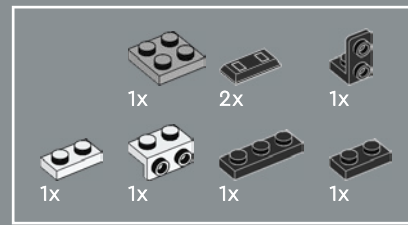
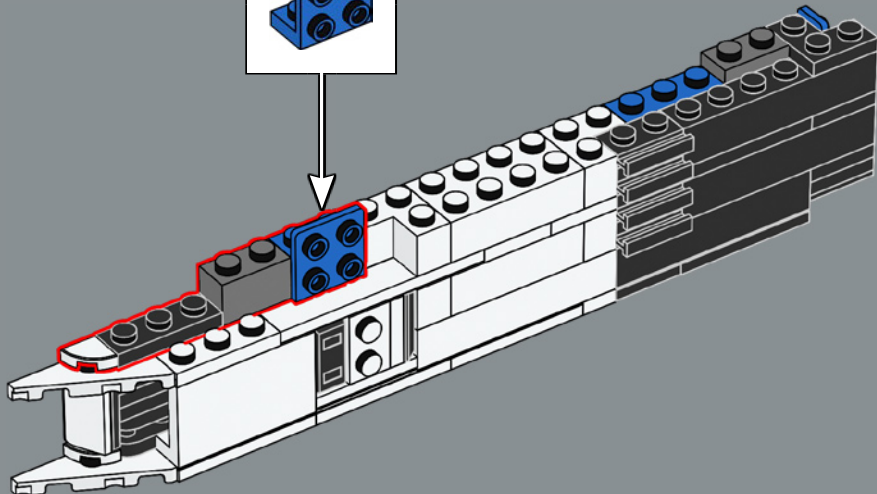
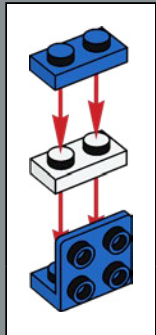


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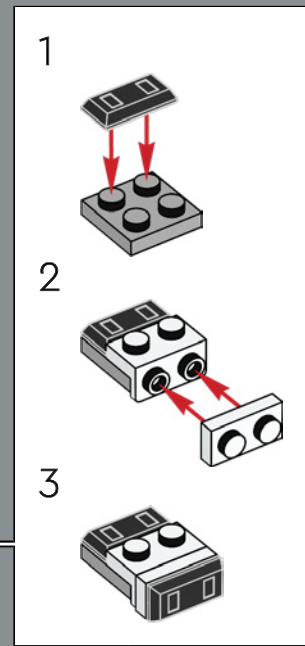
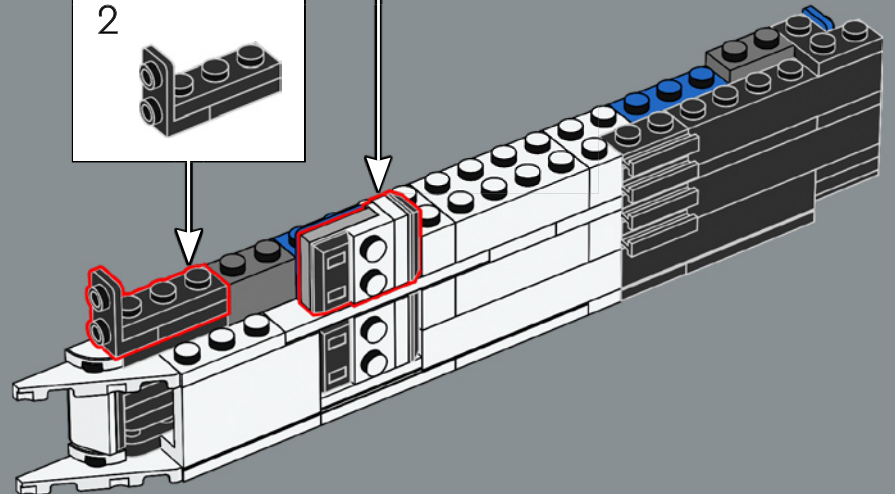
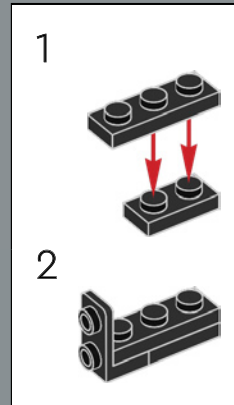


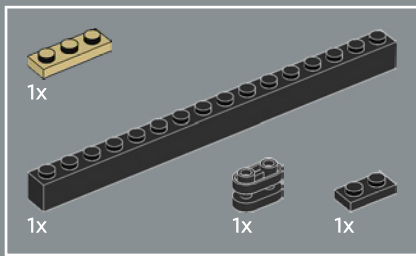


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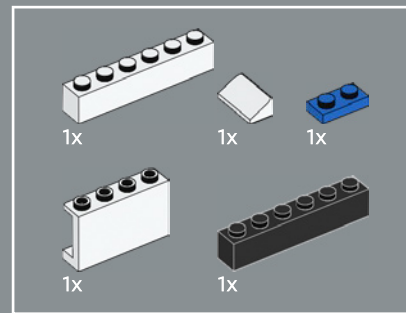
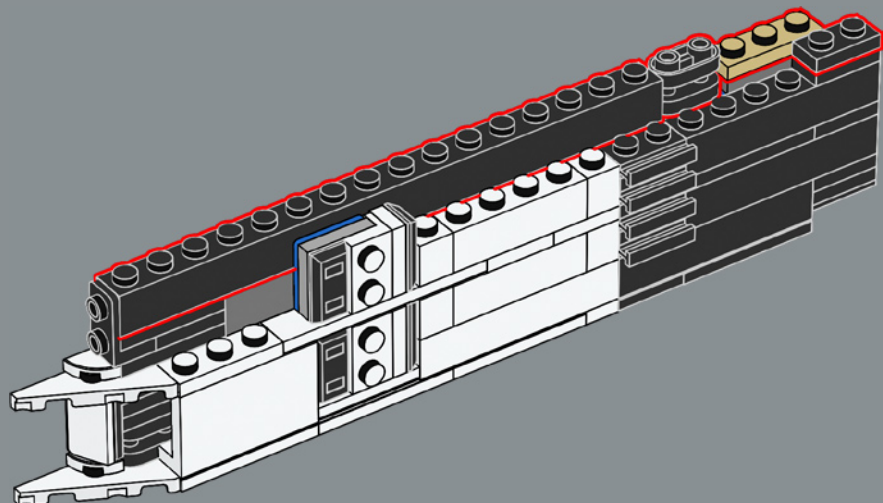


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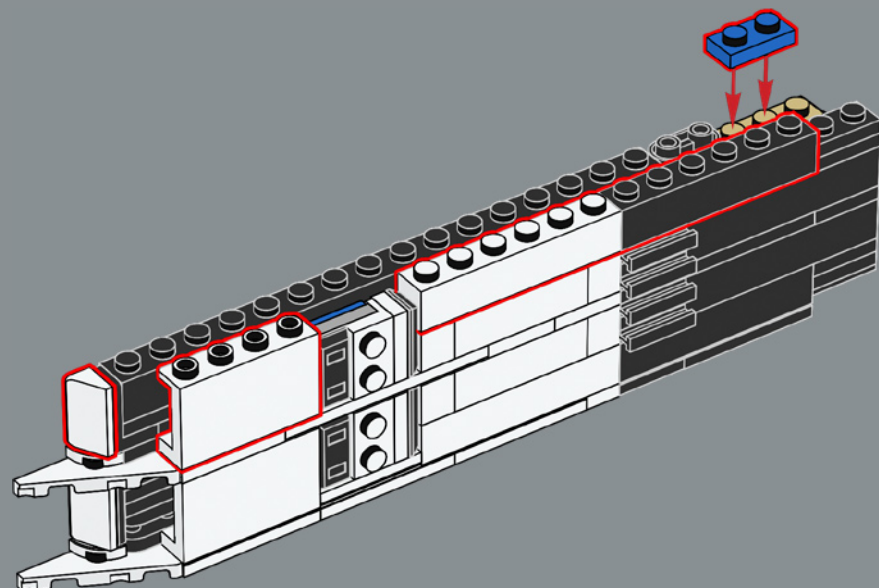




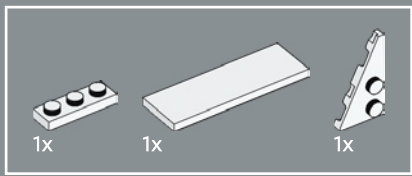
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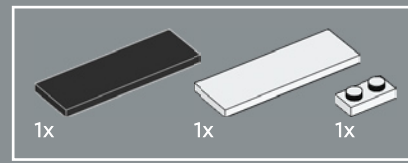
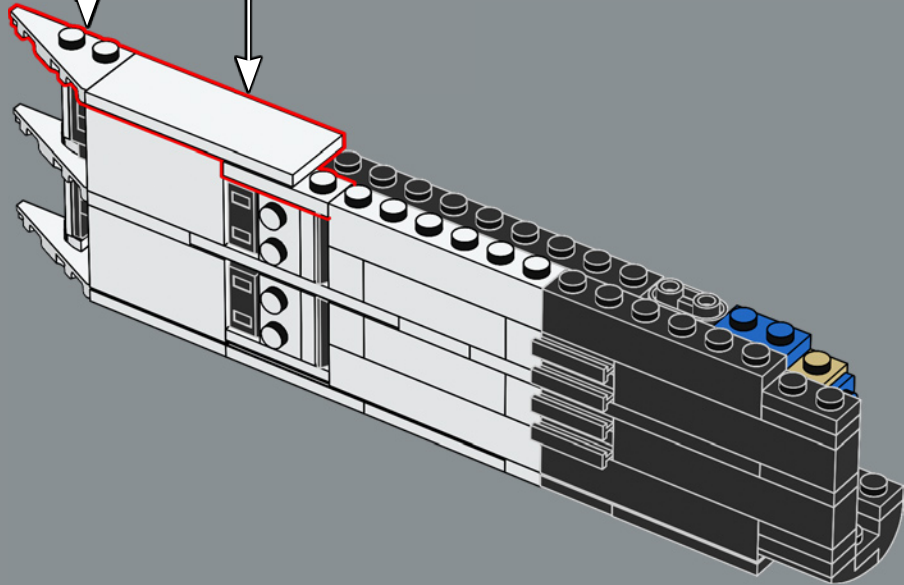
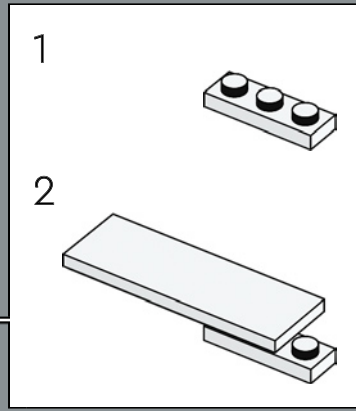
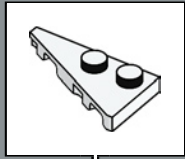
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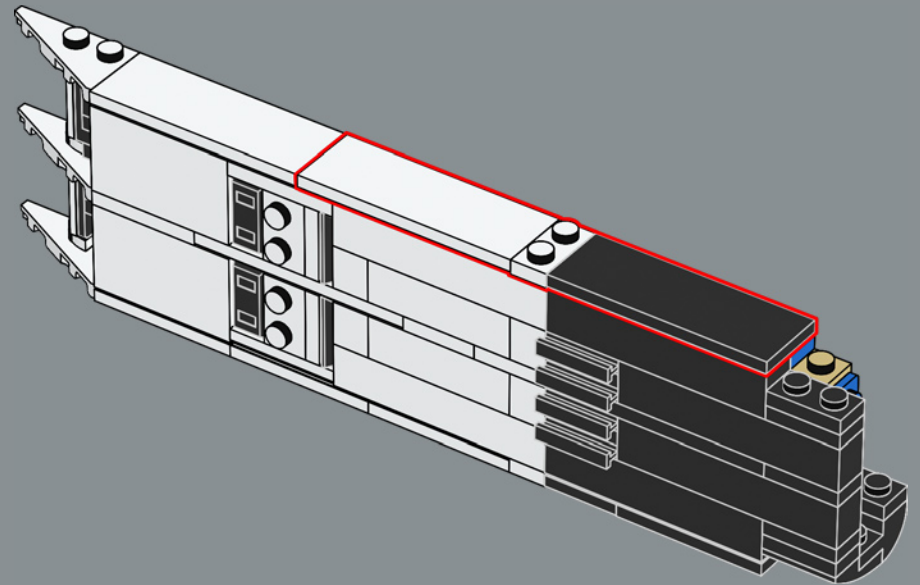




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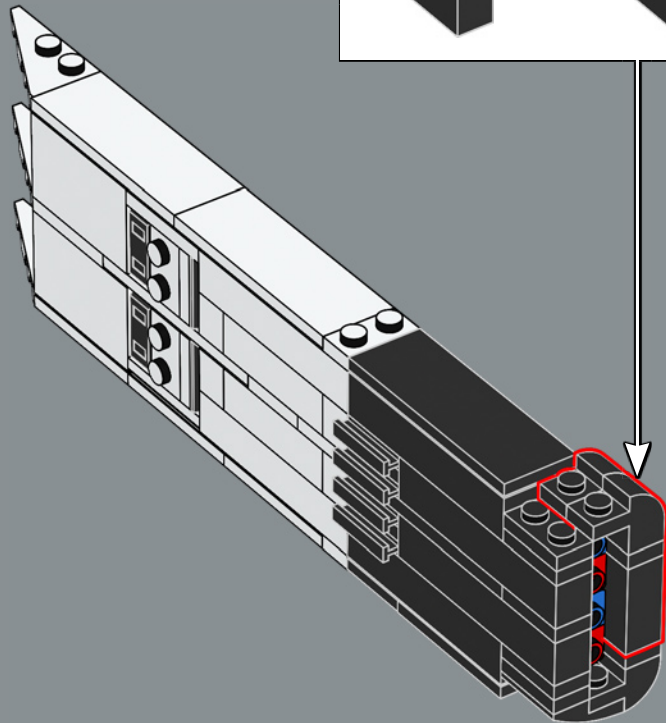
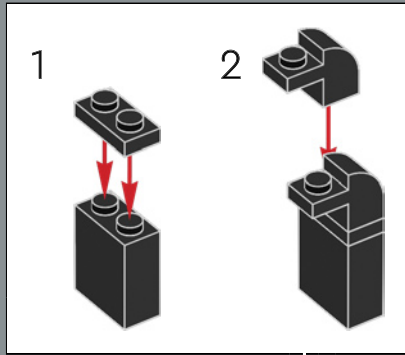


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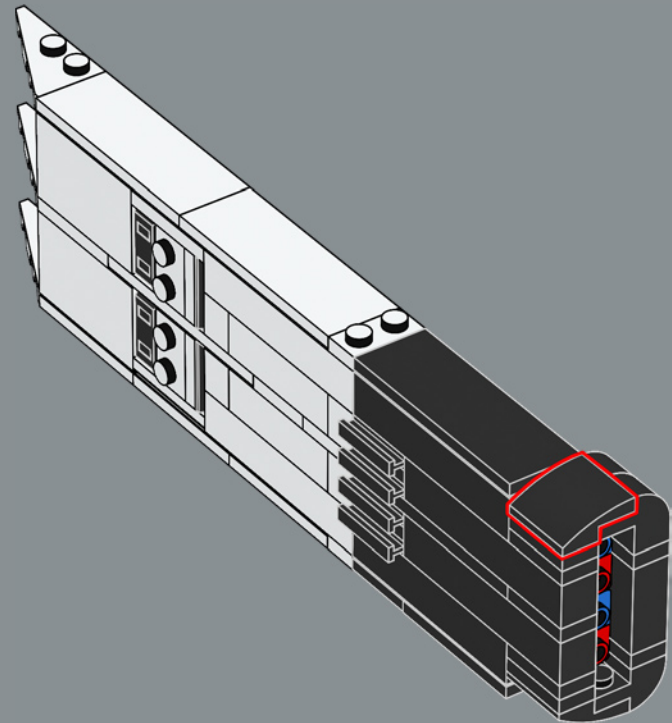




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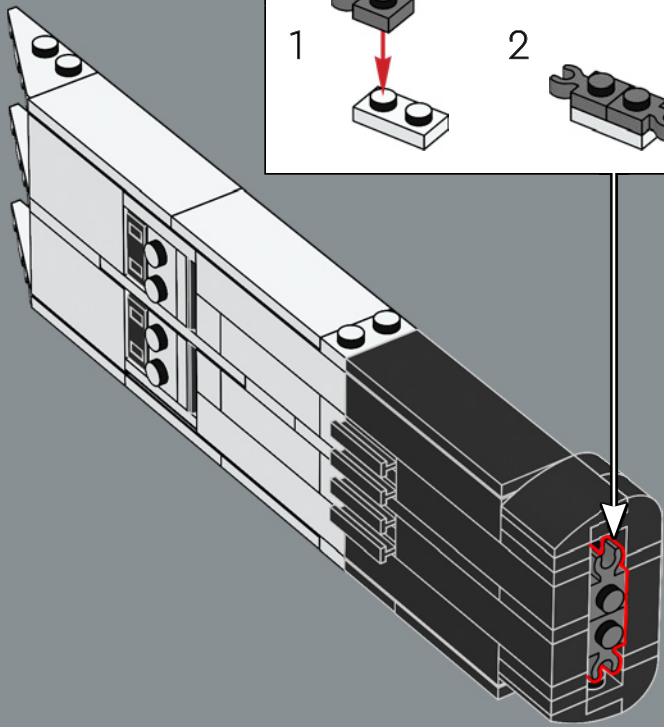
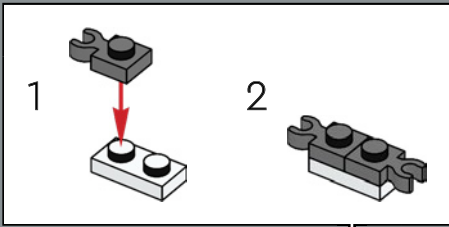


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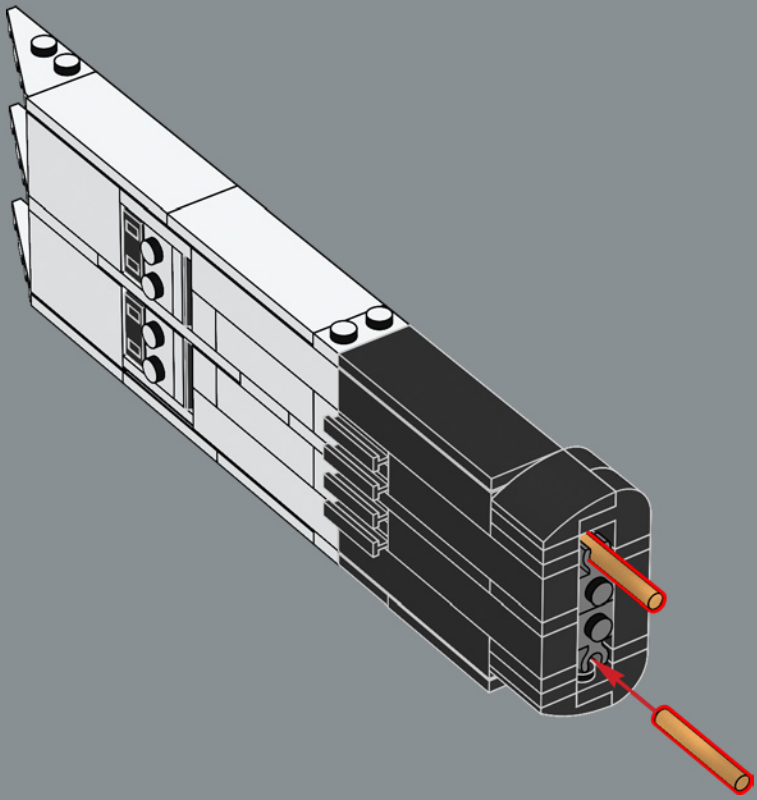




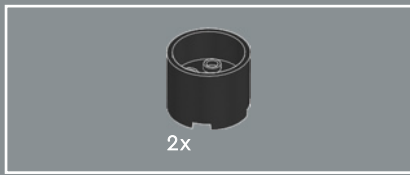
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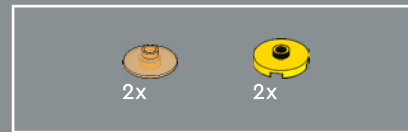
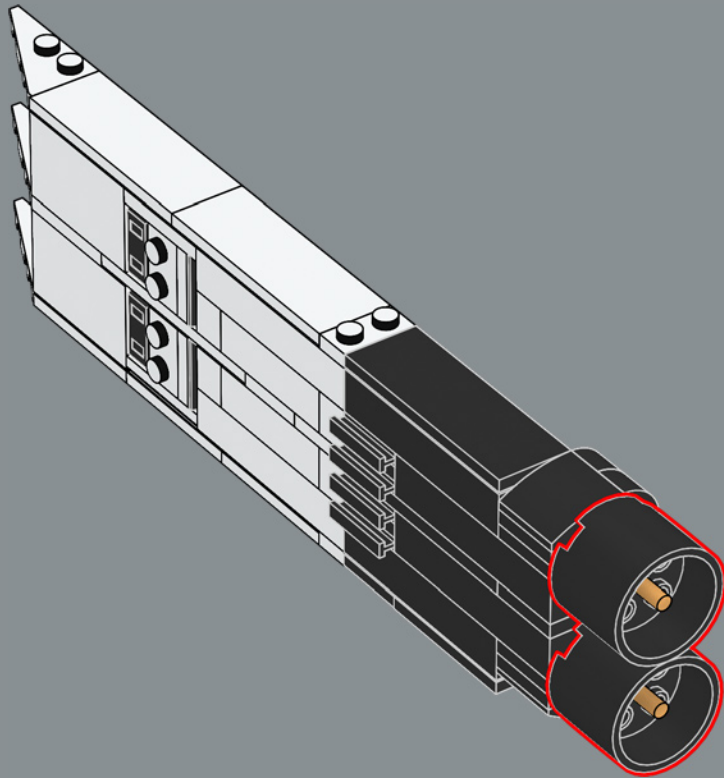
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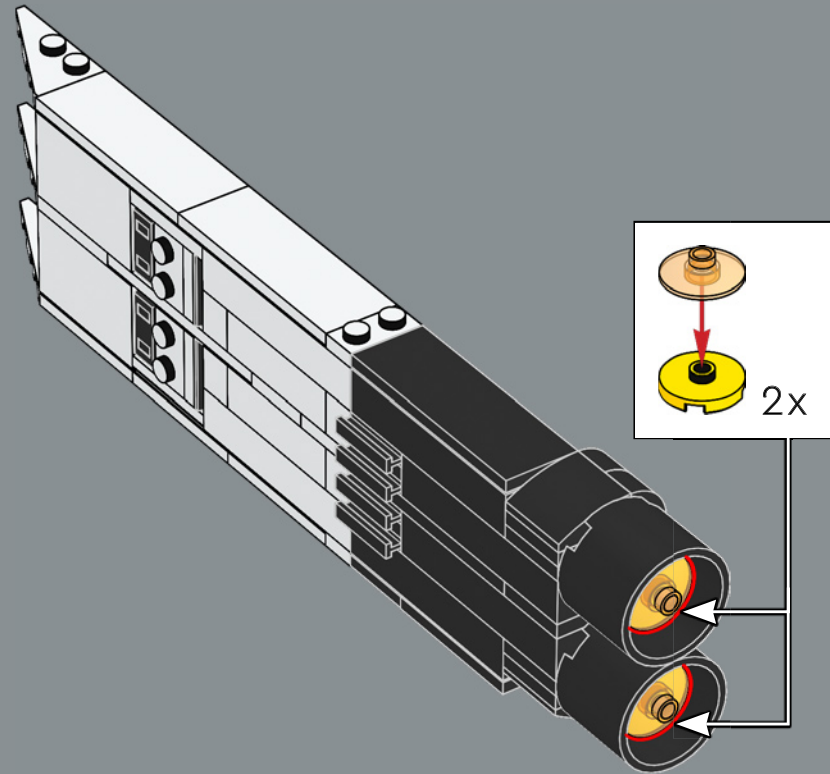




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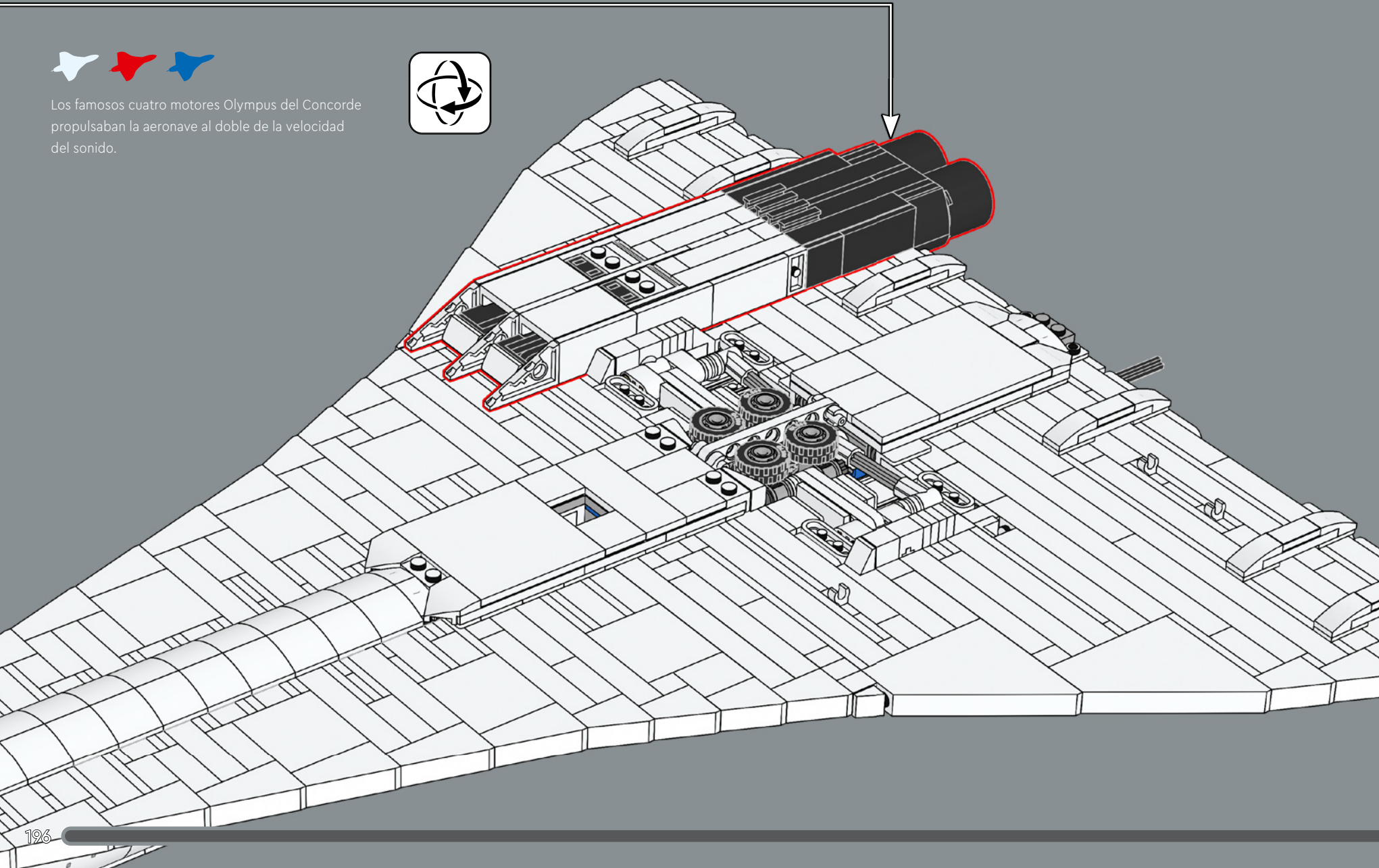


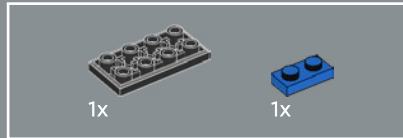
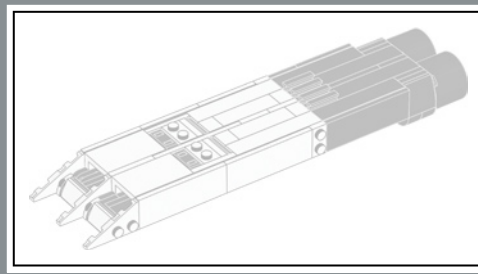
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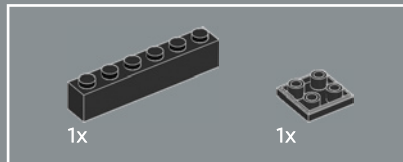
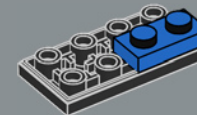


Los famosos cuatro motores Olympus del Concorde propulsaban la aeronave al doble de la velocidad del sonido.

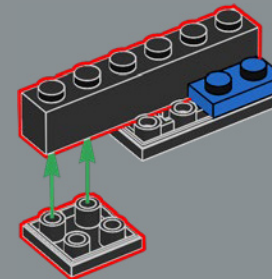


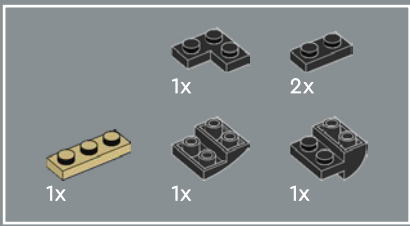


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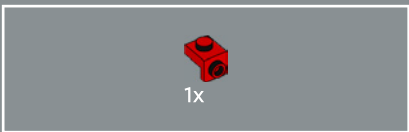
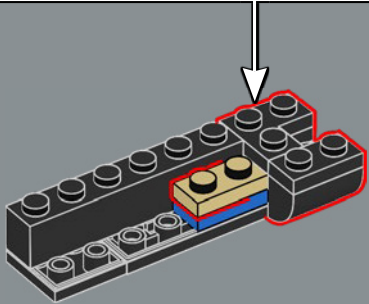
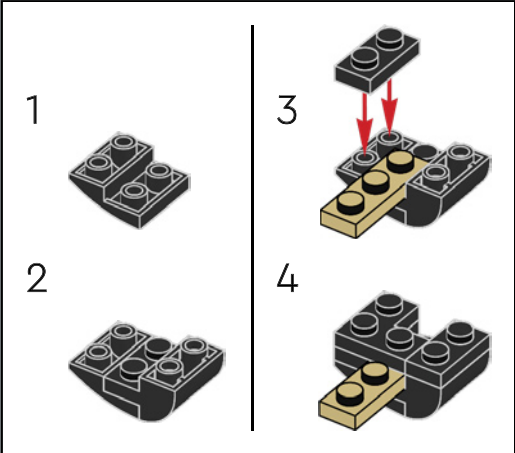


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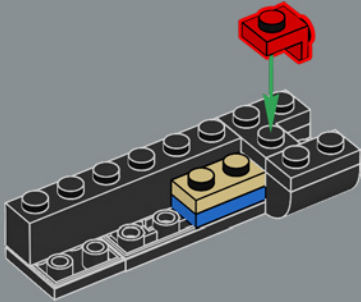




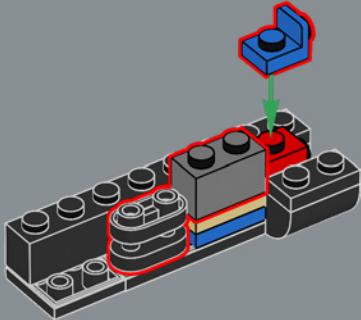
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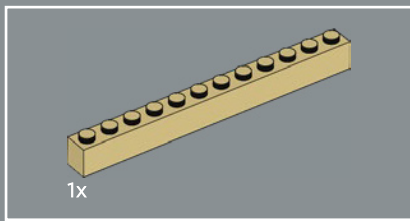
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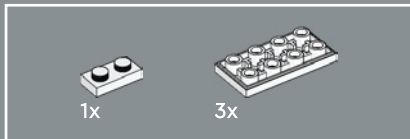
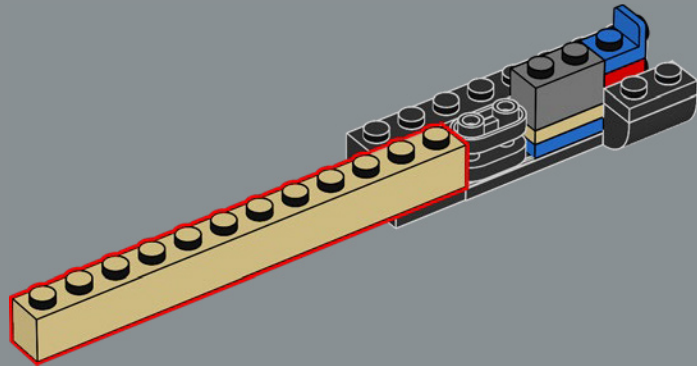
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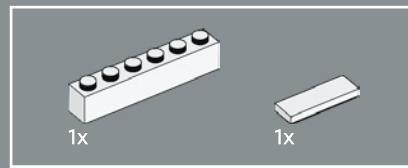
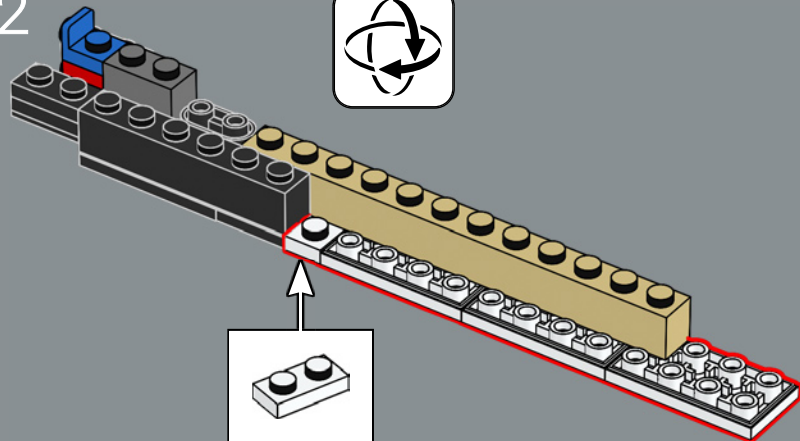




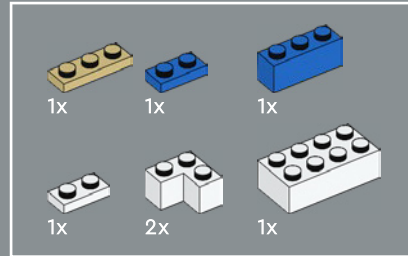
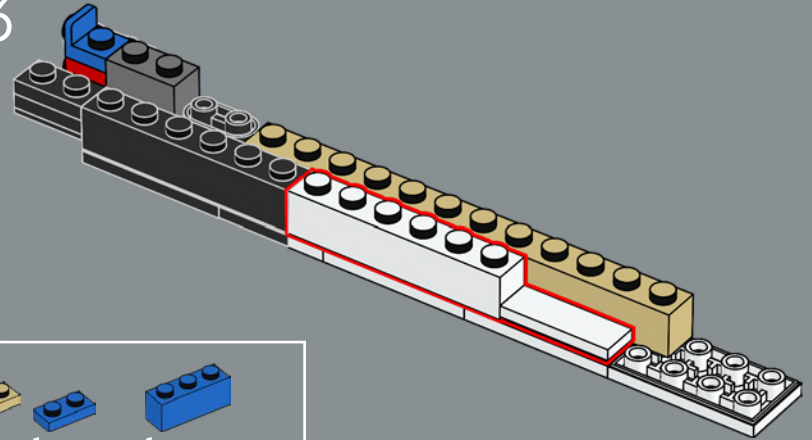
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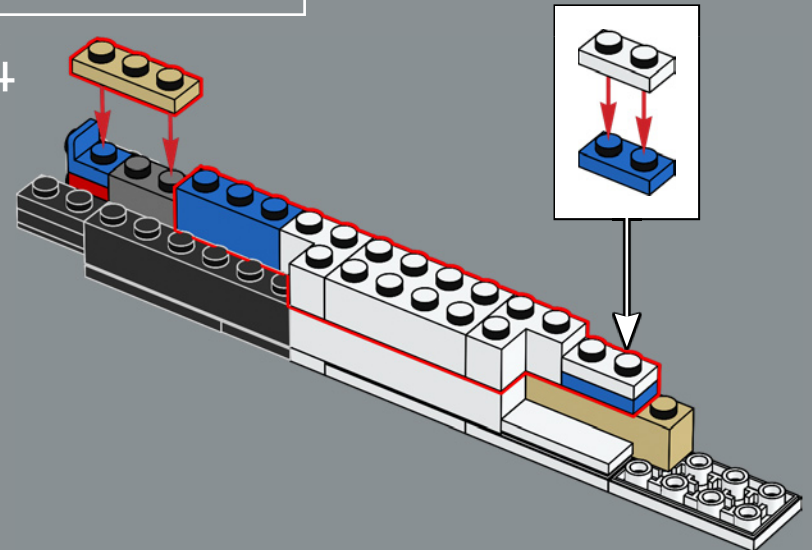
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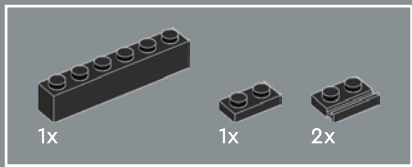


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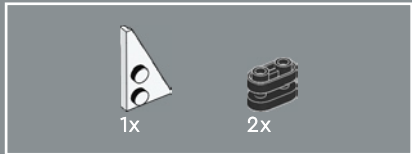
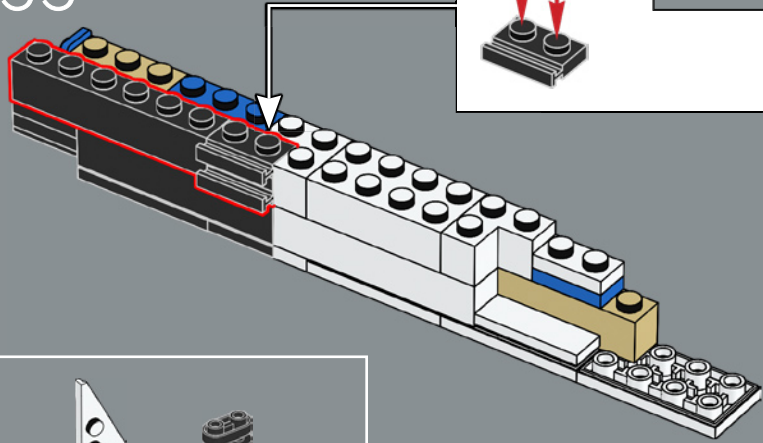
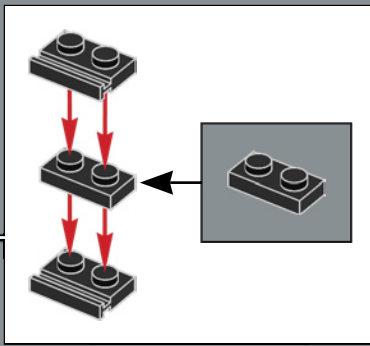


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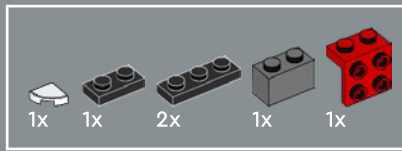
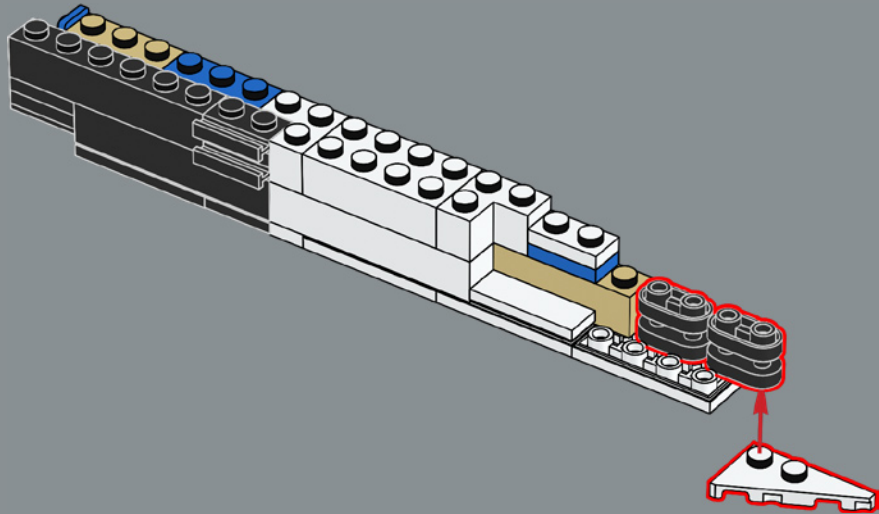




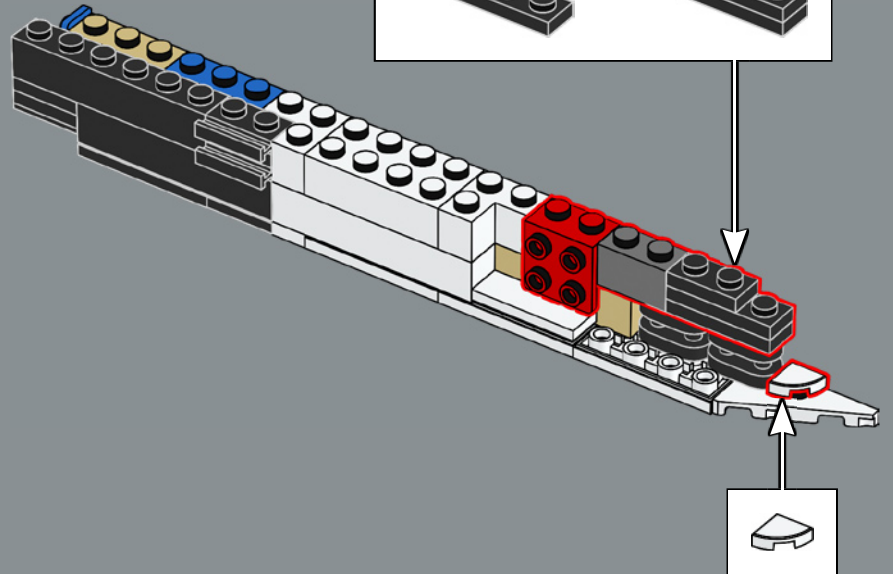
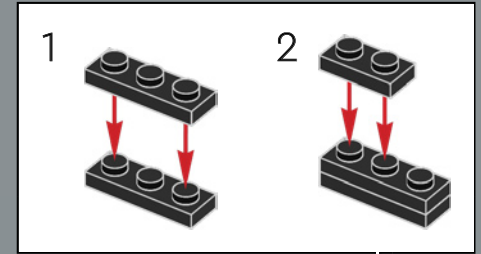
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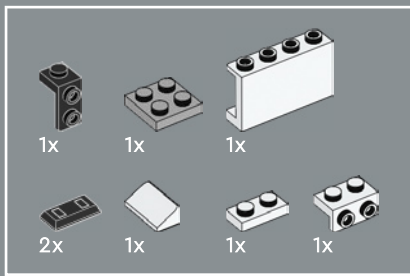


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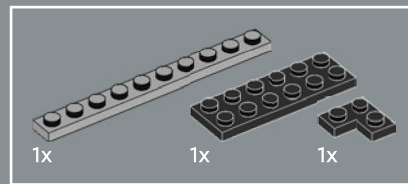
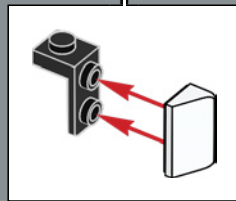
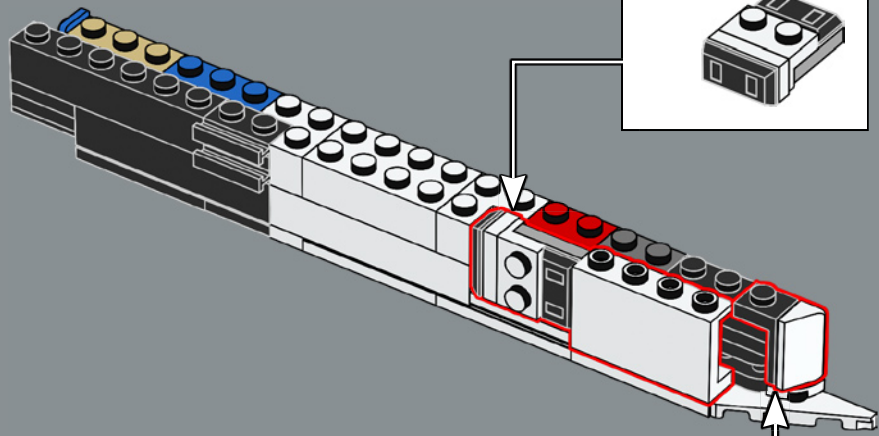
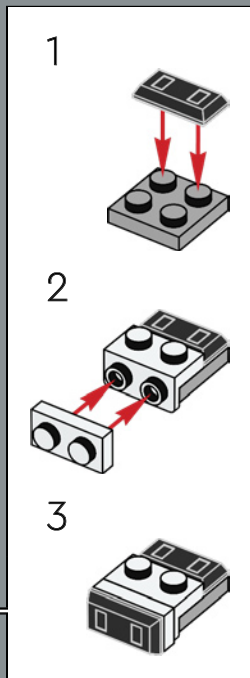


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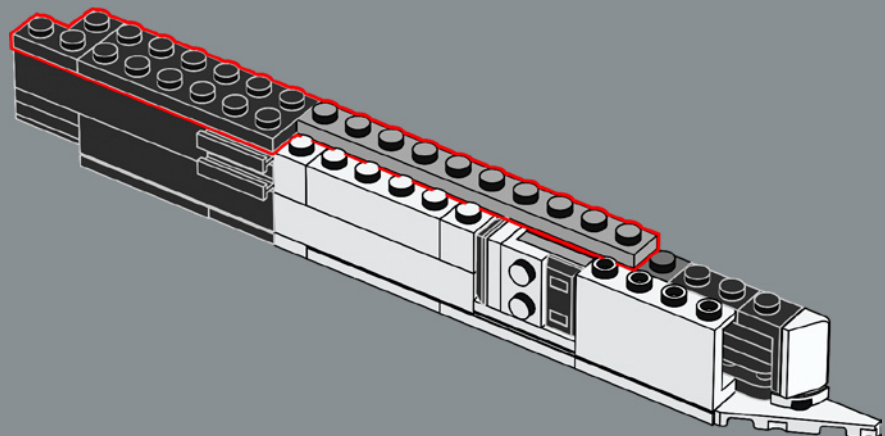


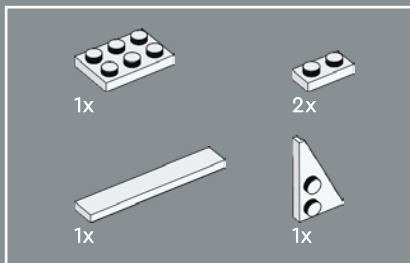


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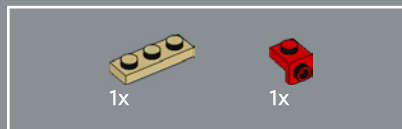
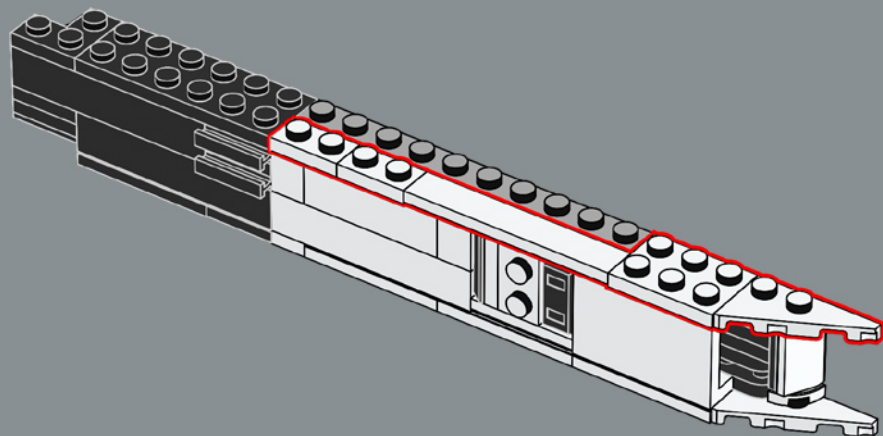


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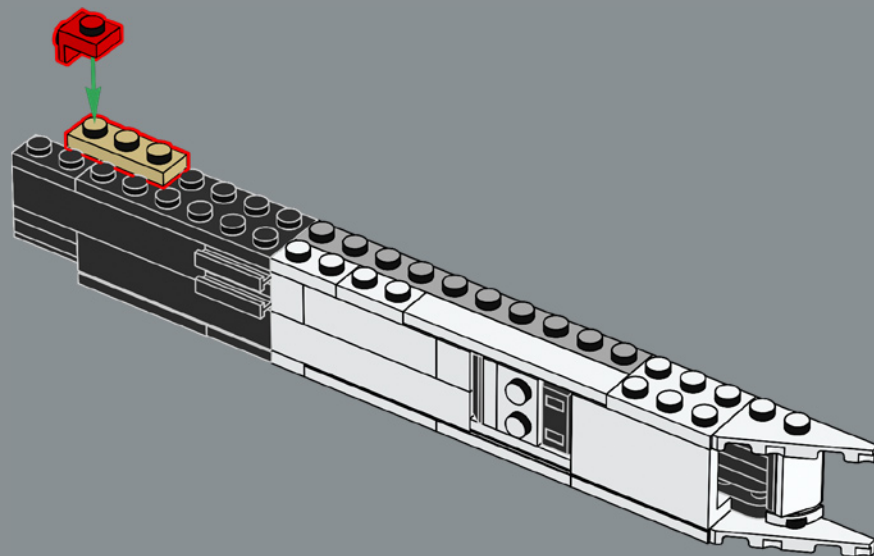




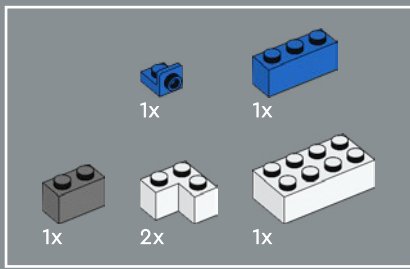
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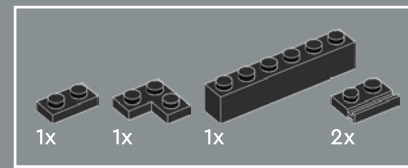
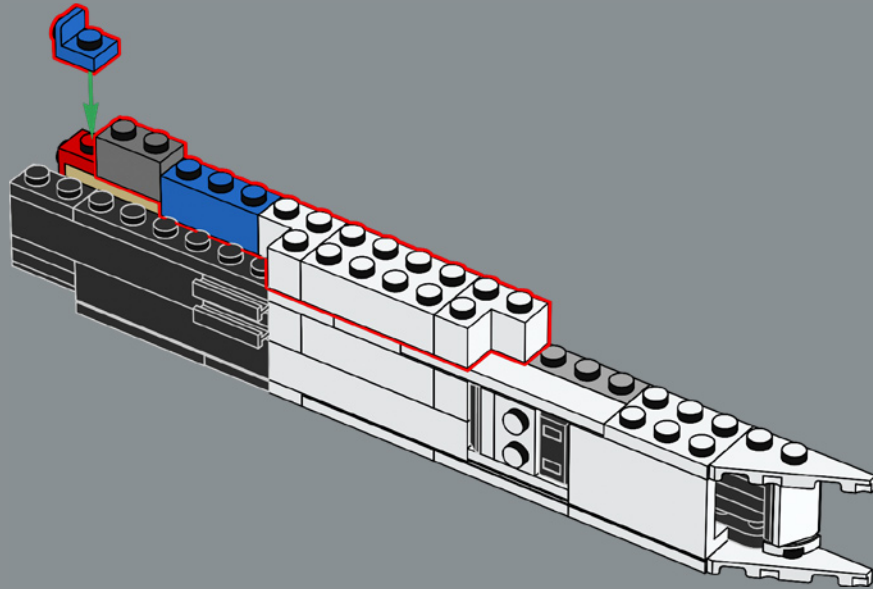
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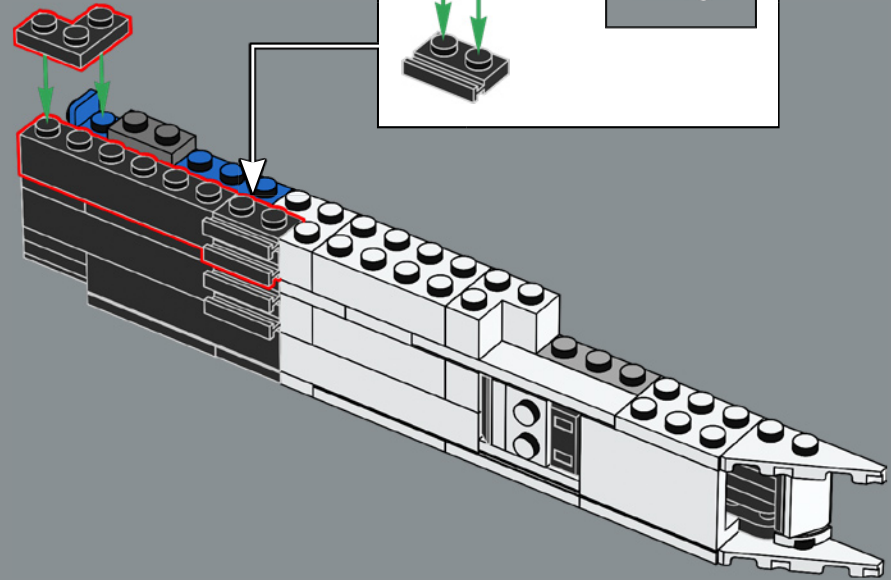
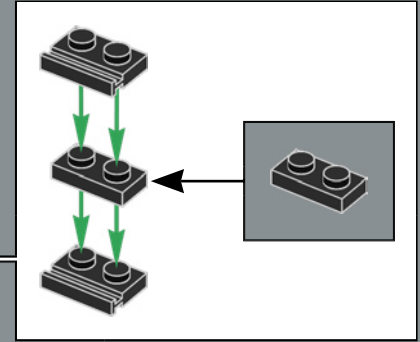


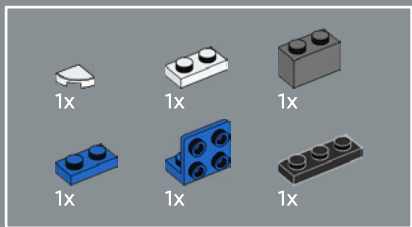


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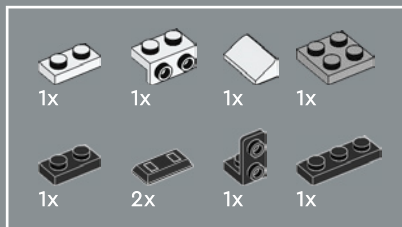
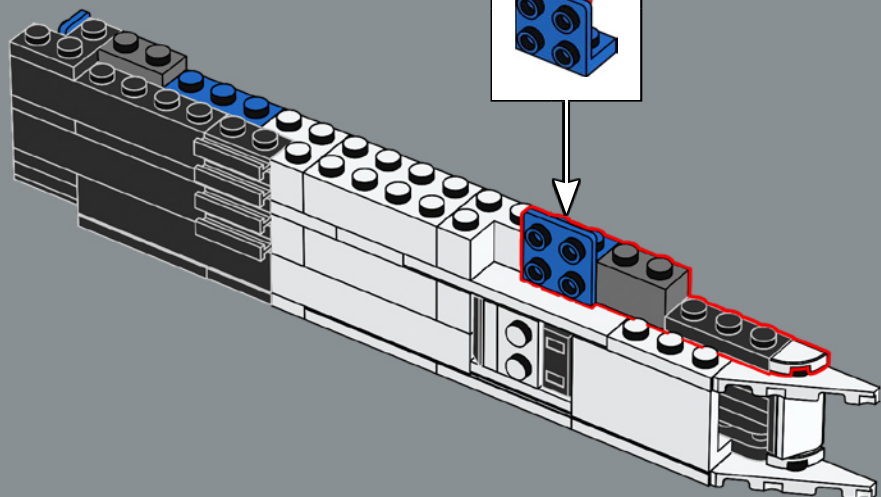
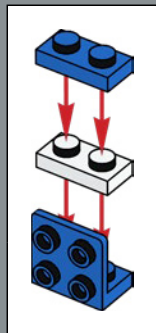


343

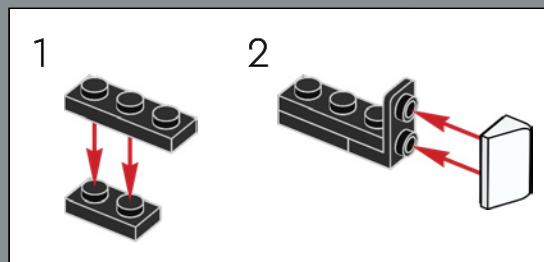
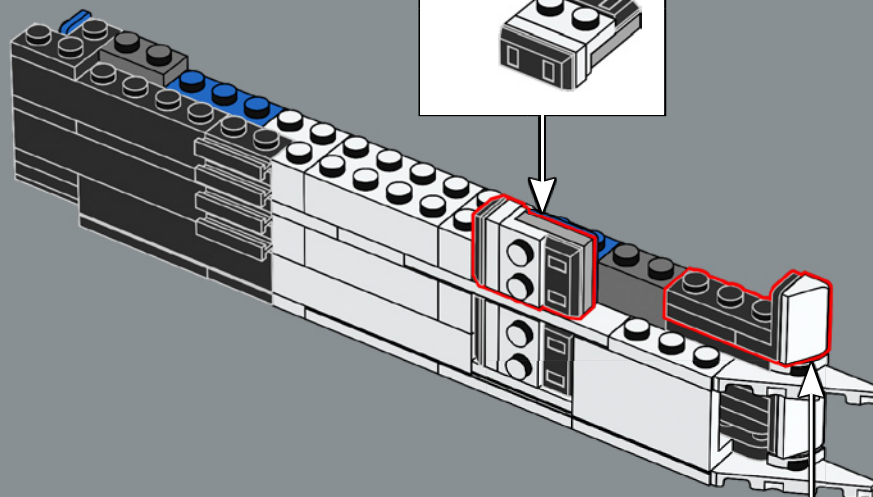
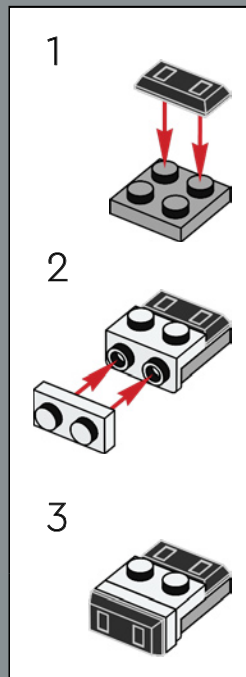


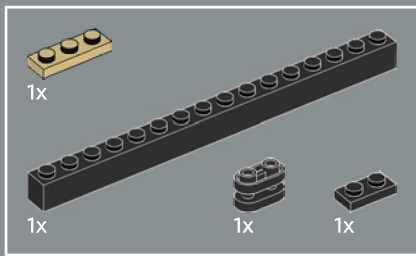


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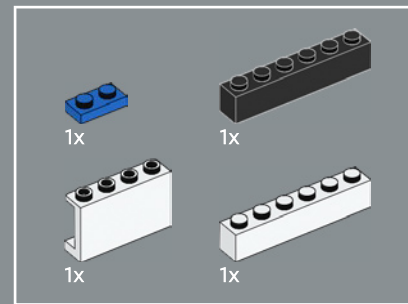
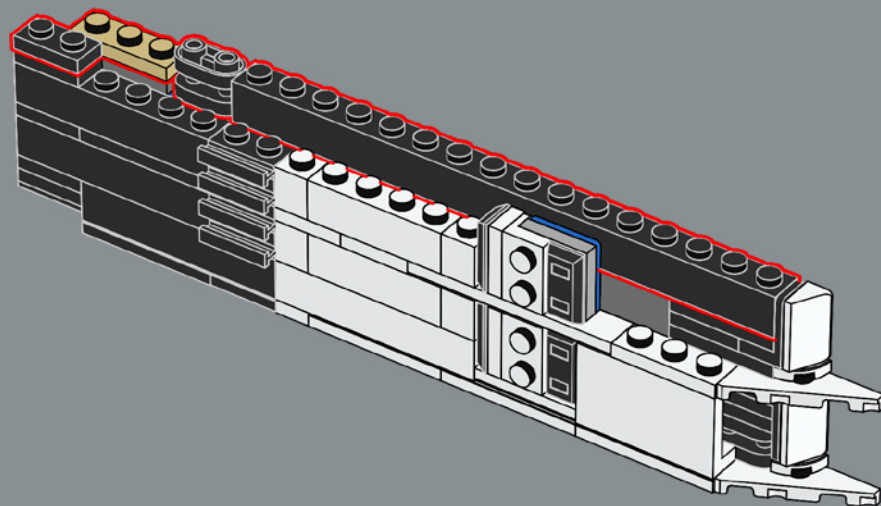


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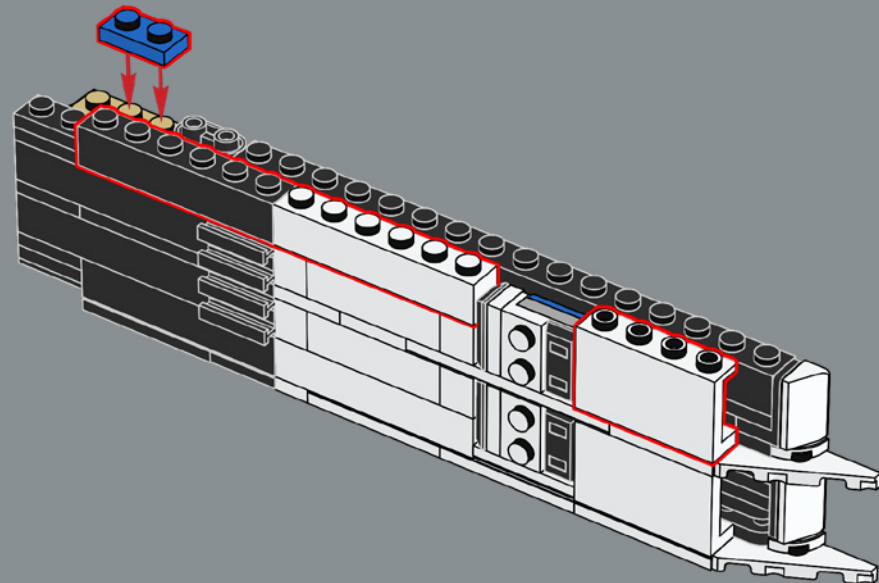


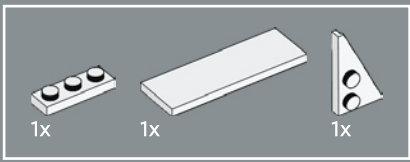


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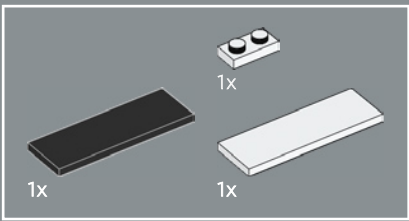
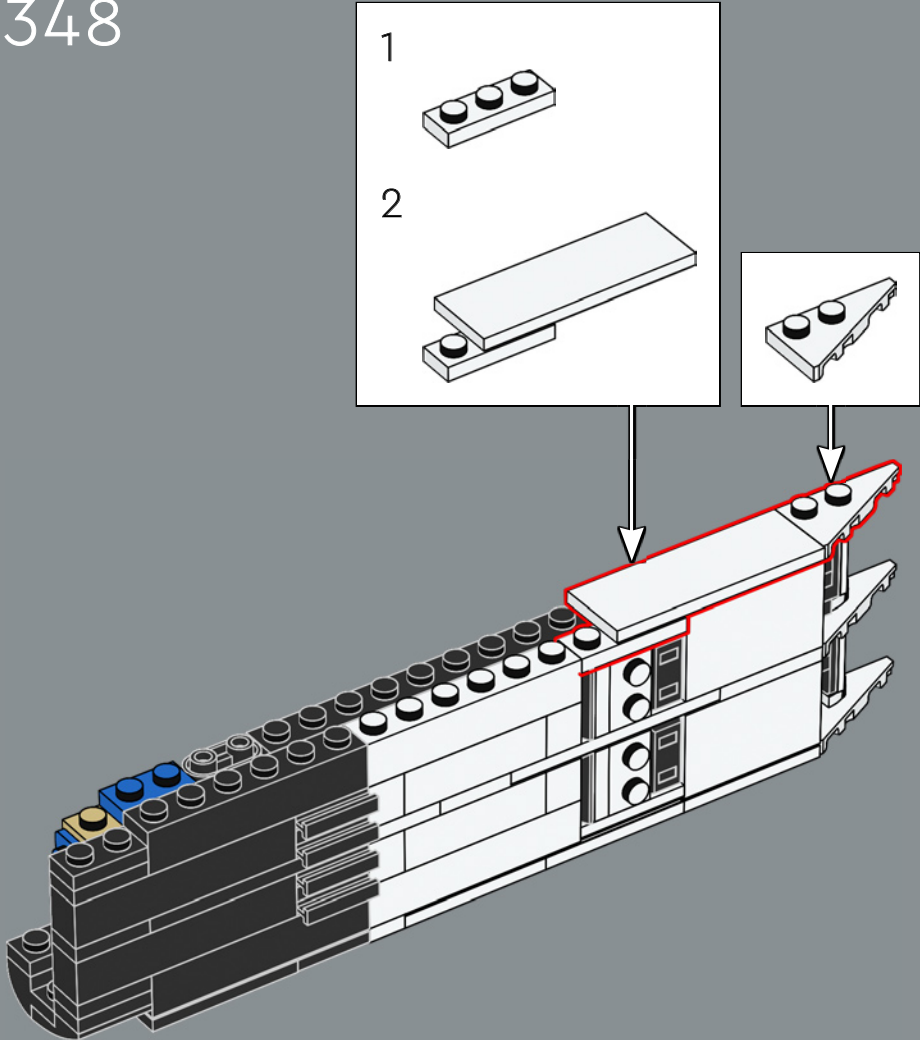


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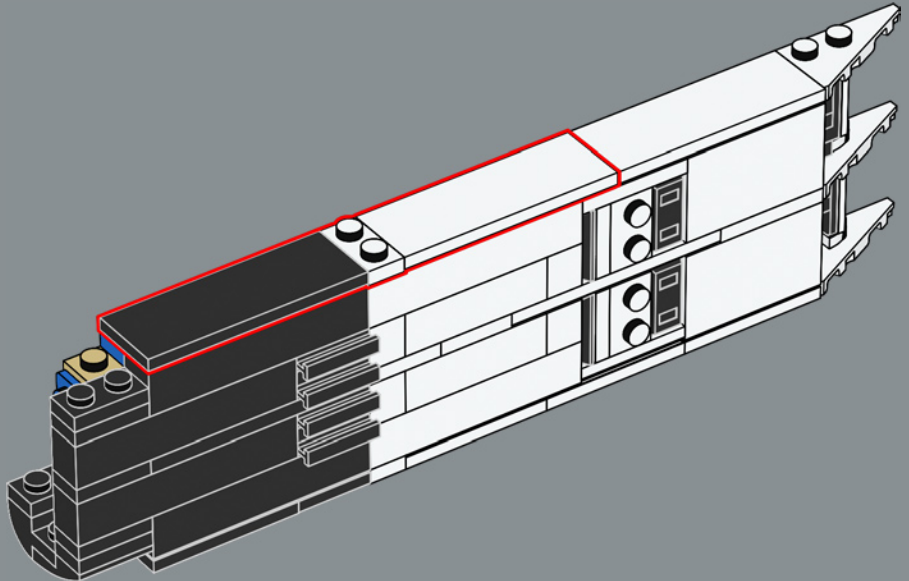




348



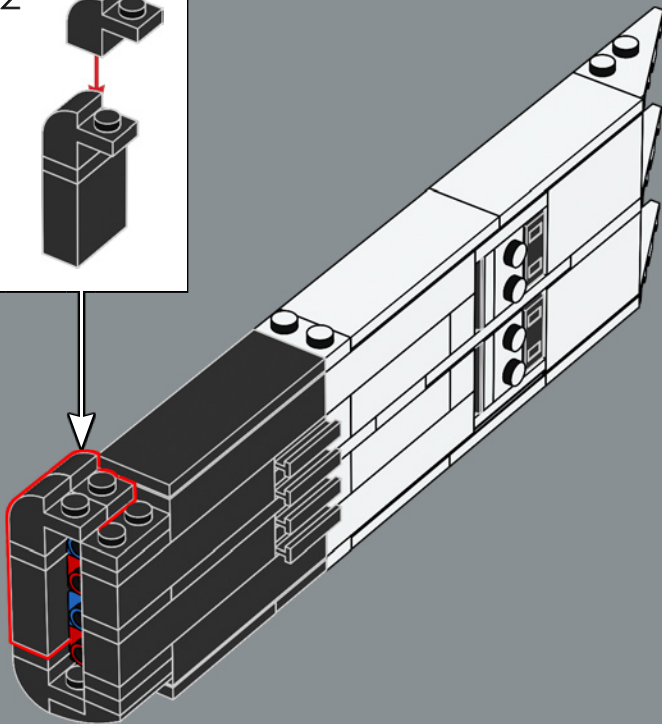
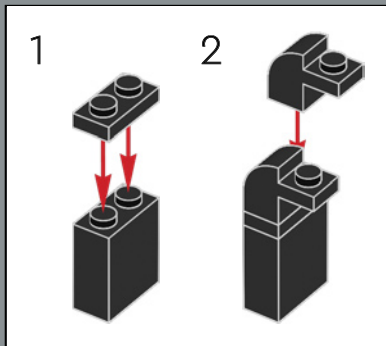
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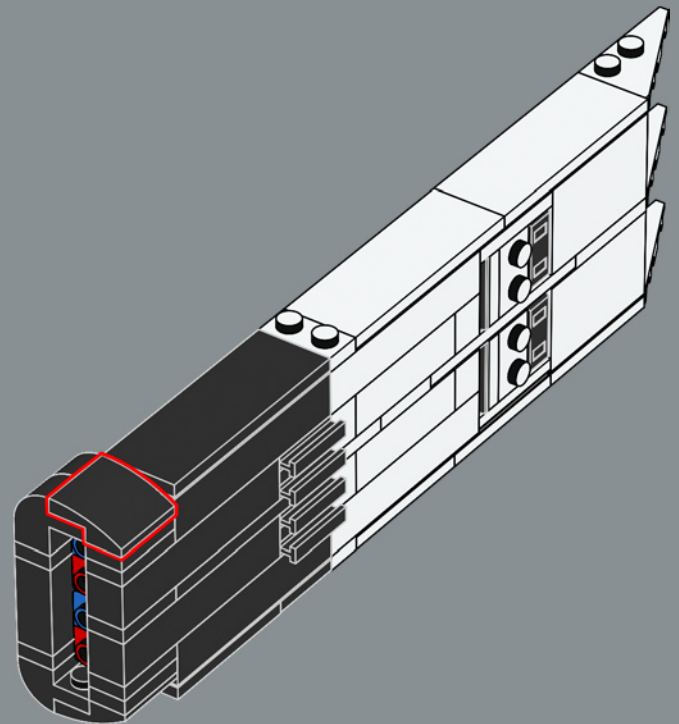




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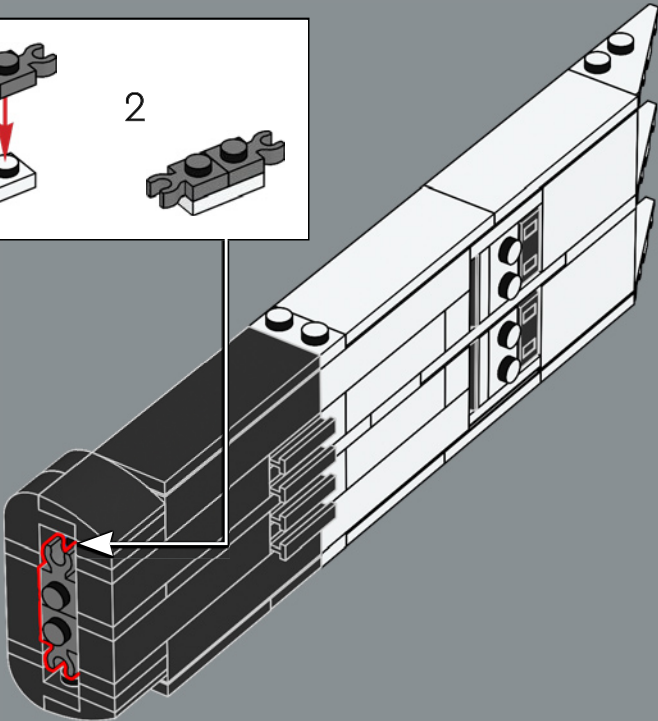
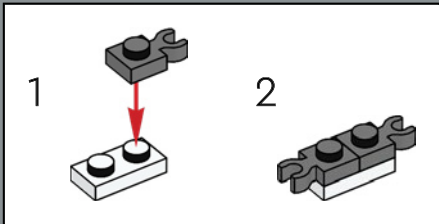


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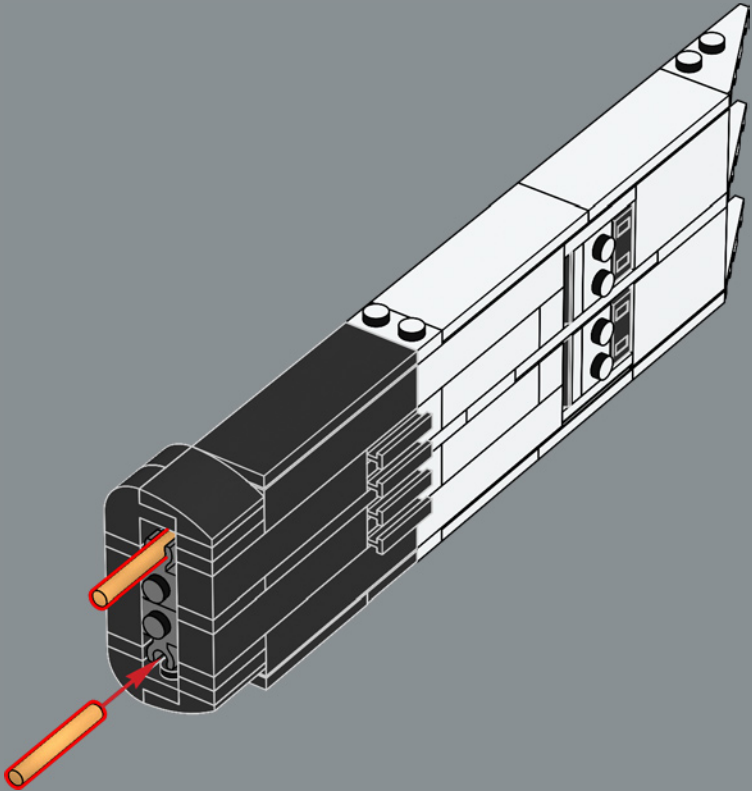


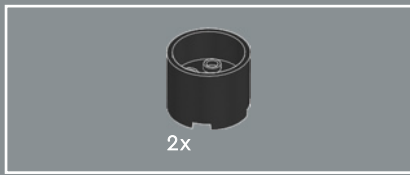


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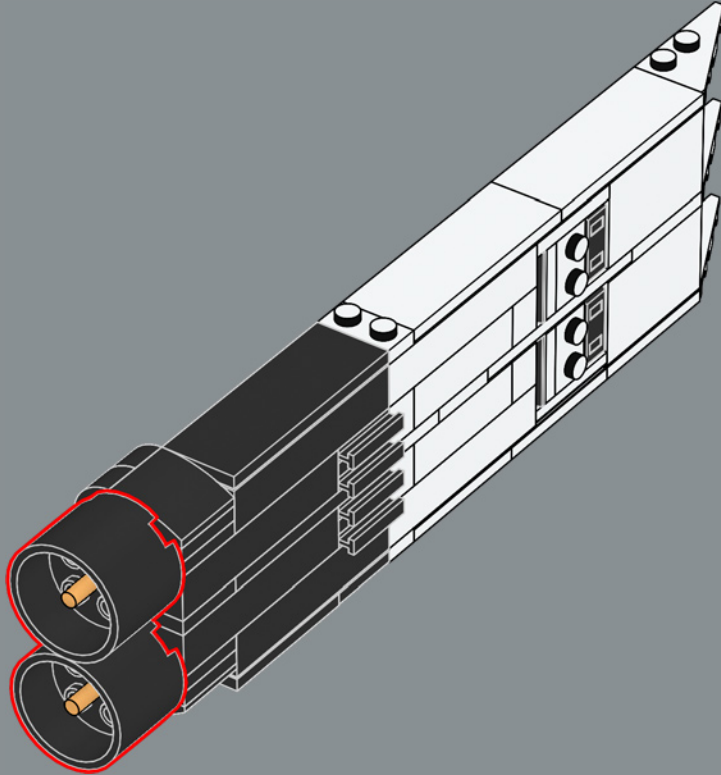


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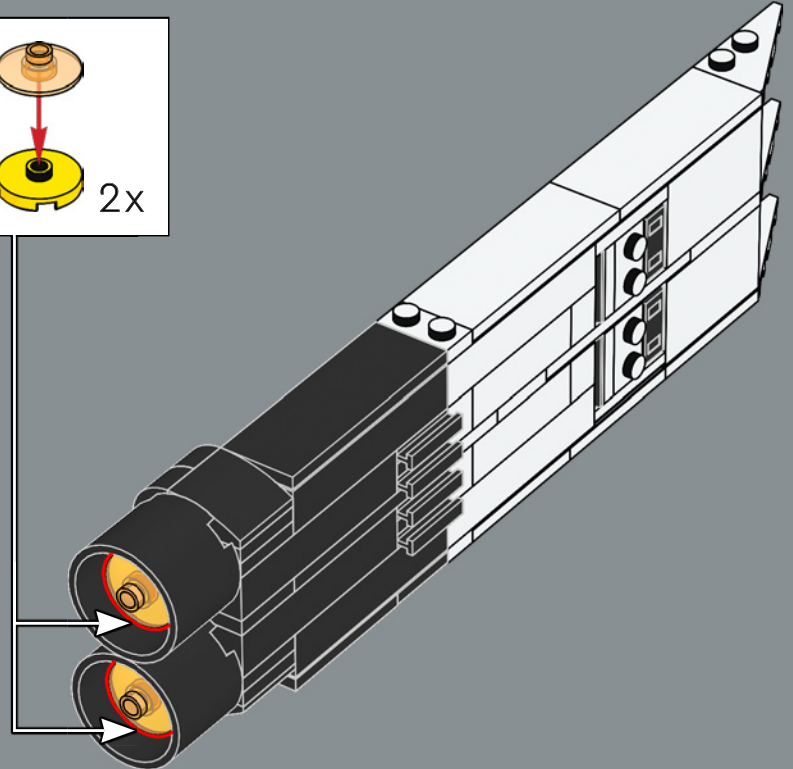
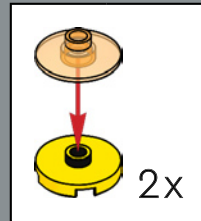




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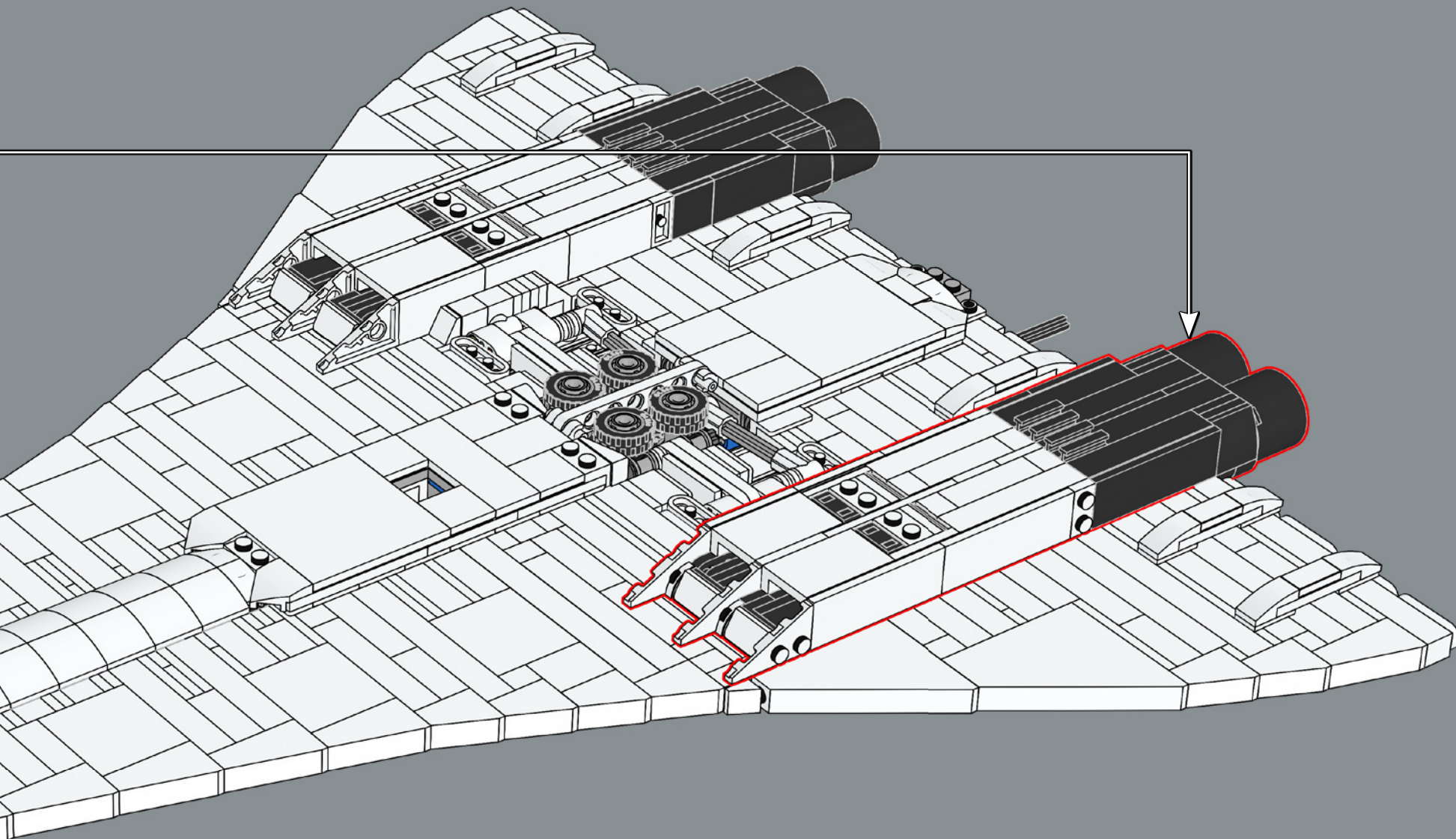
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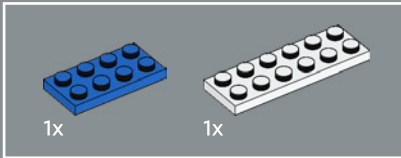
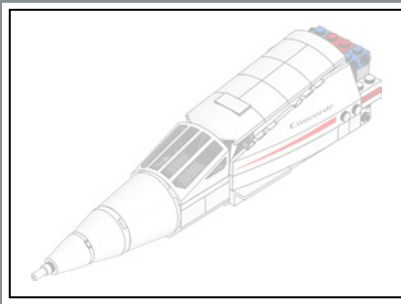


Como la Tierra gira a 1673 km/h y el Concorde tenía una velocidad de crucero de 2146 km/h, quienes volaban a bordo del avión podían contemplar dos veces la misma puesta de sol.

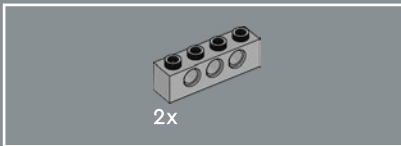
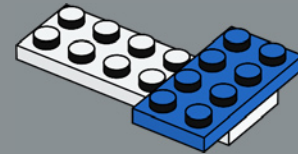
356



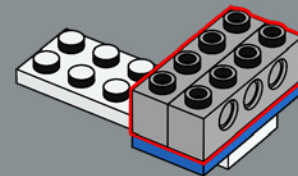




357

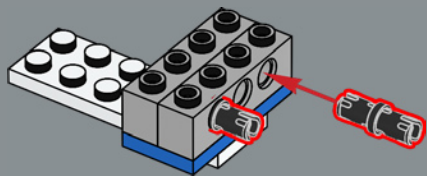


358



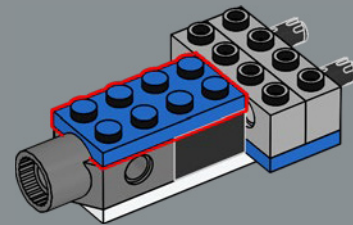
2x

359



1x

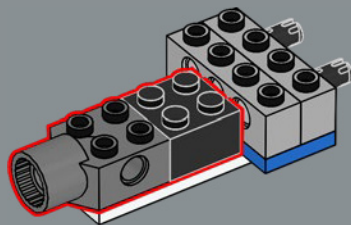
361



1x

1x

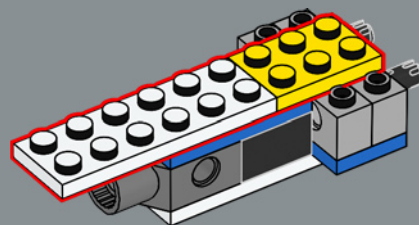
360



1x

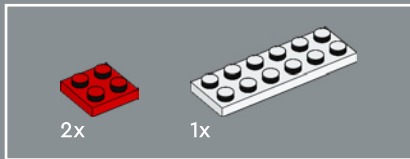
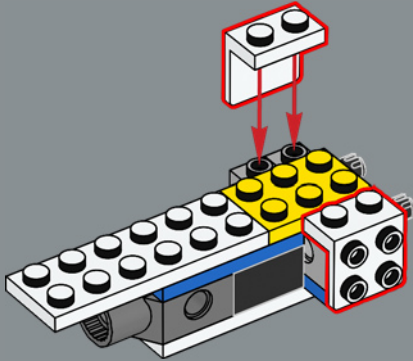
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362

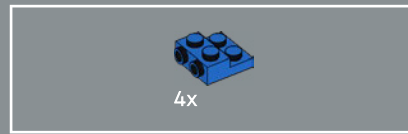
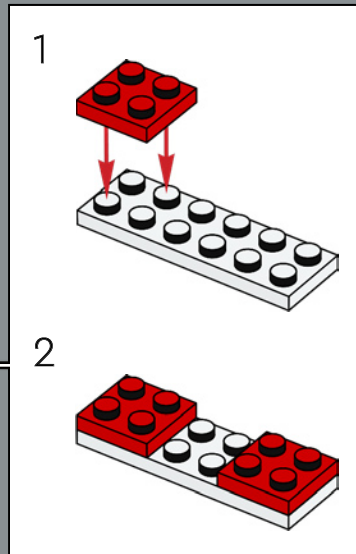
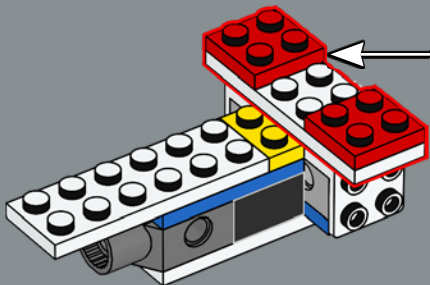




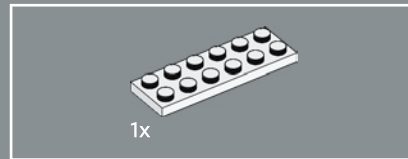
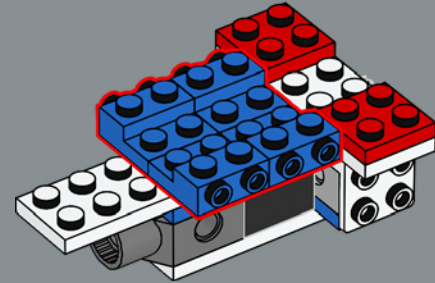
363



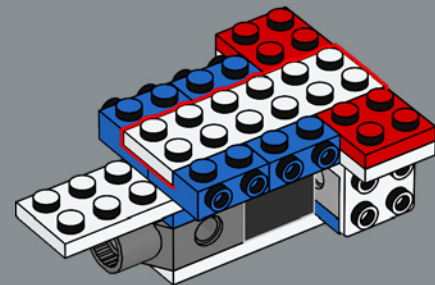
364



365



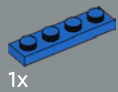
366





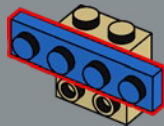
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367



1x

368

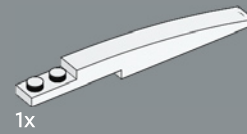
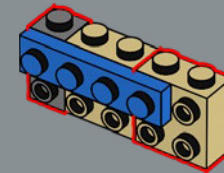


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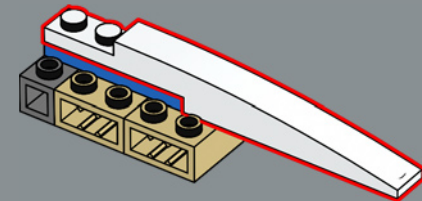
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369

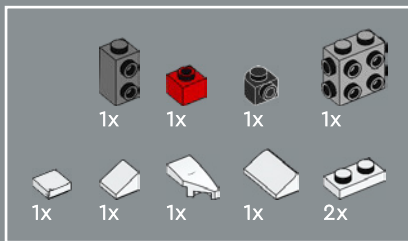


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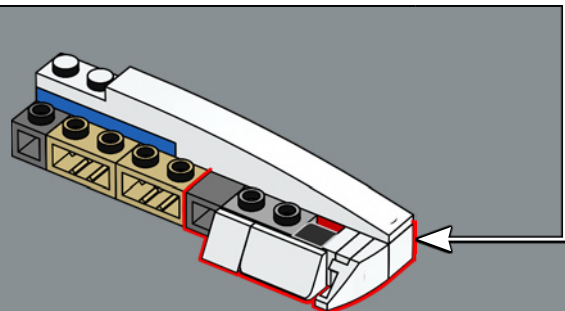
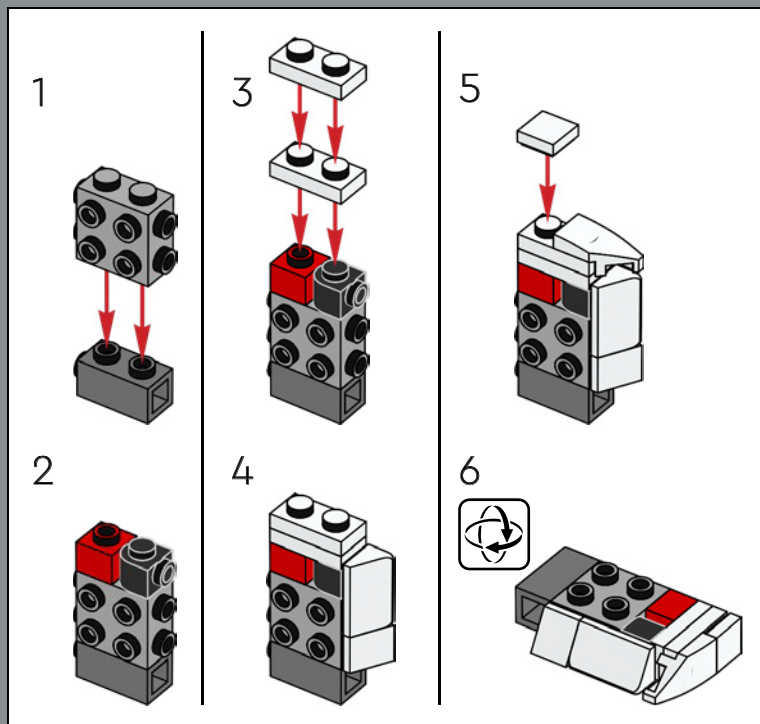
370



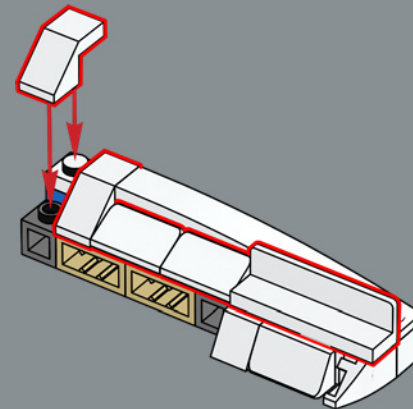




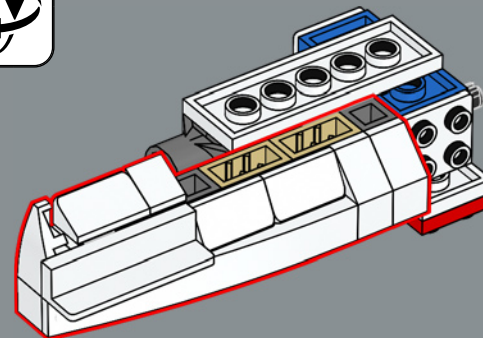
371



372



373





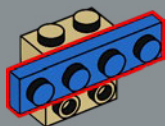
1x

374



1x

375



Se entrenó a un total de 134 pilotos y 57 ingenieros de vuelo en el operativo de este avión totalmente único.

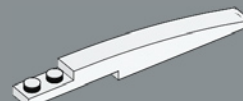
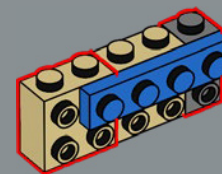


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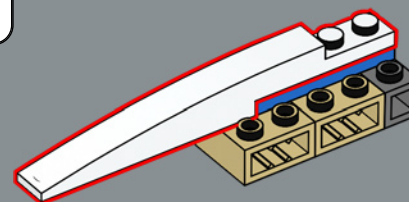
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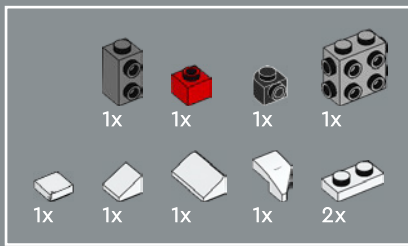
376



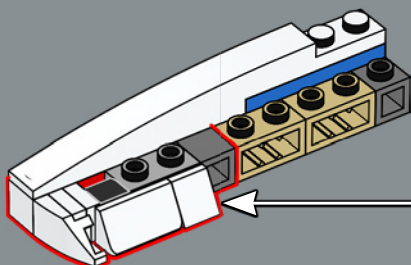
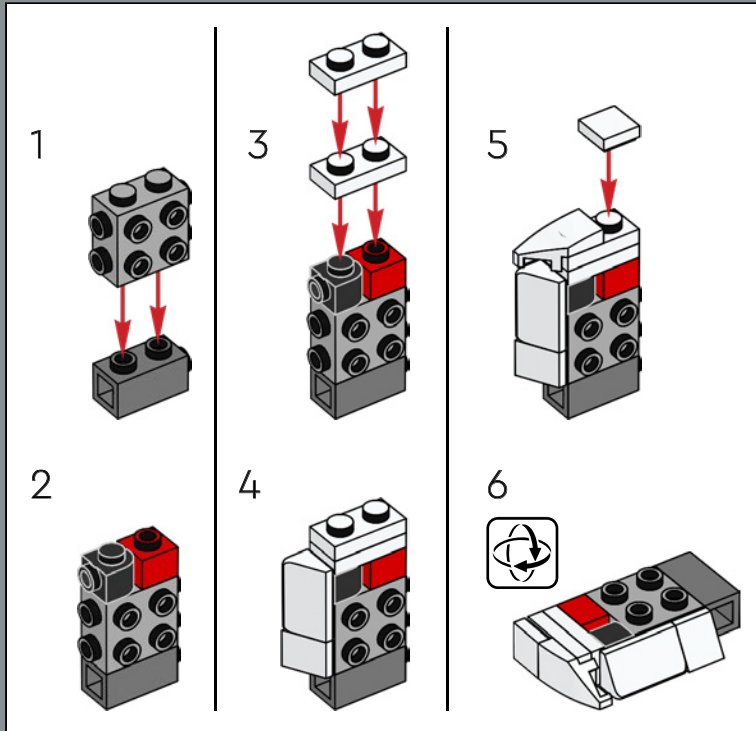
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377

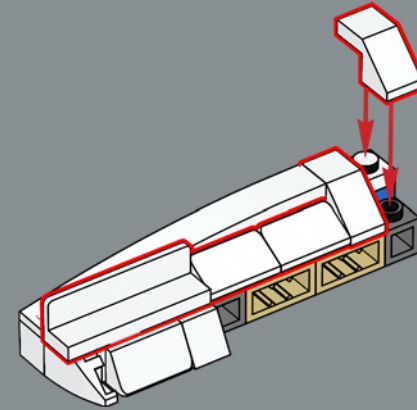




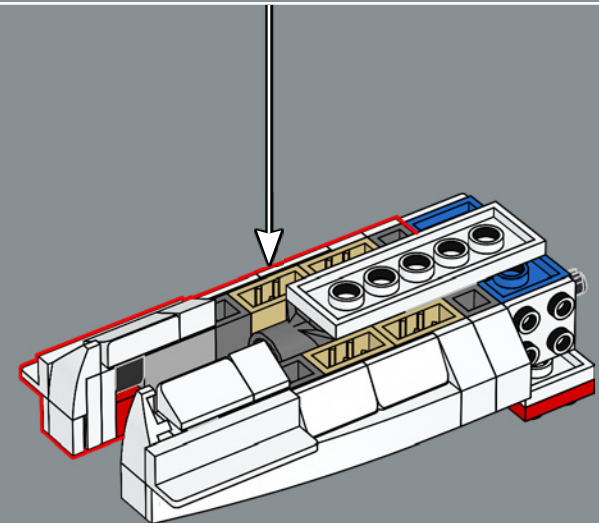
378

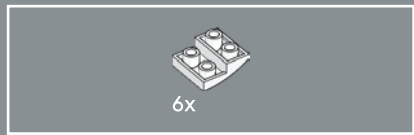


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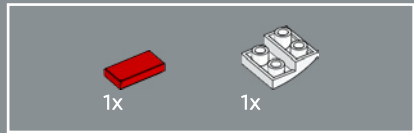
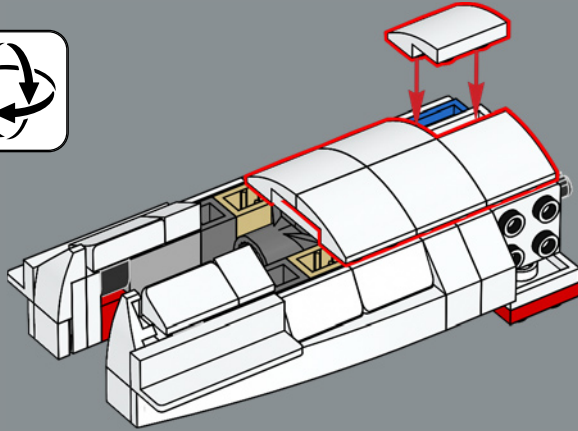


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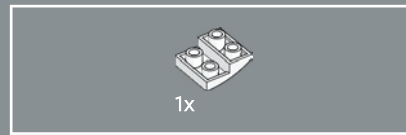
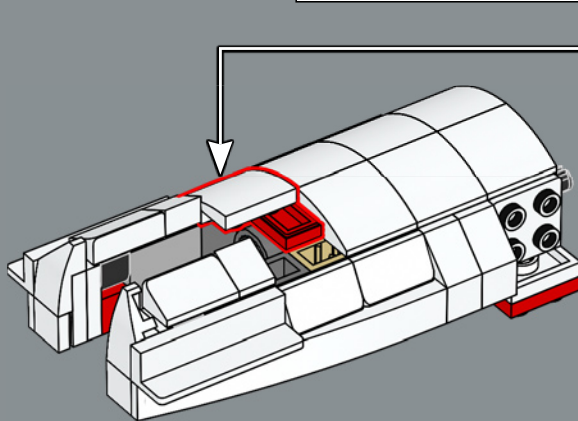
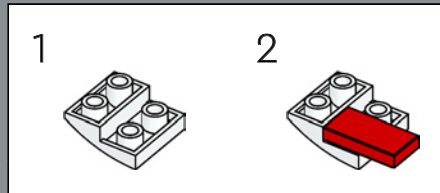




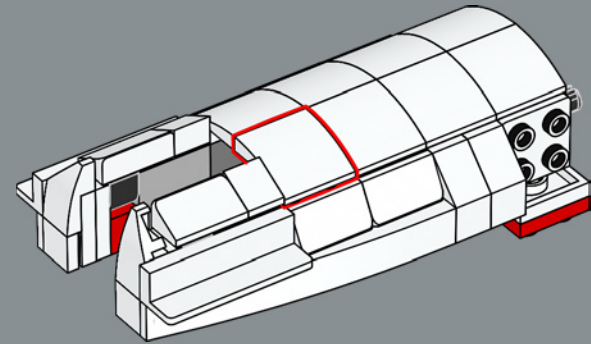
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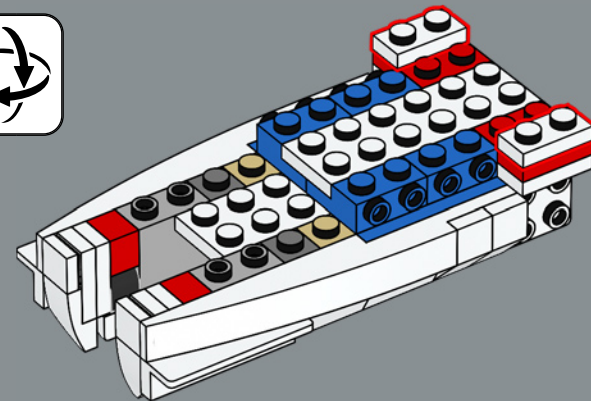
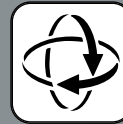
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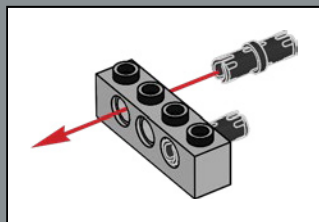
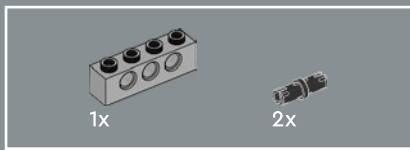
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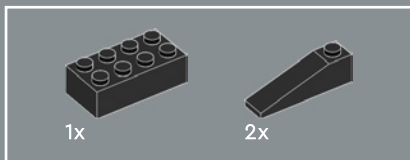
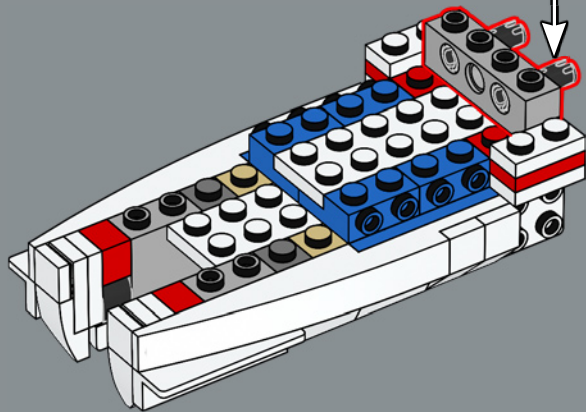
384



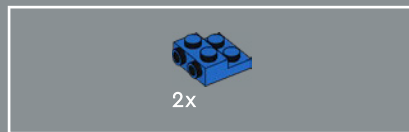
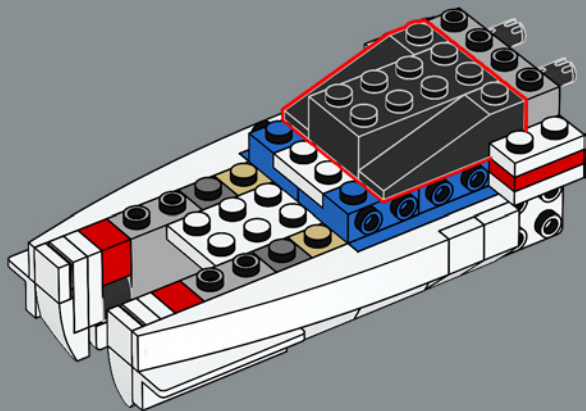




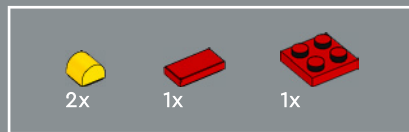
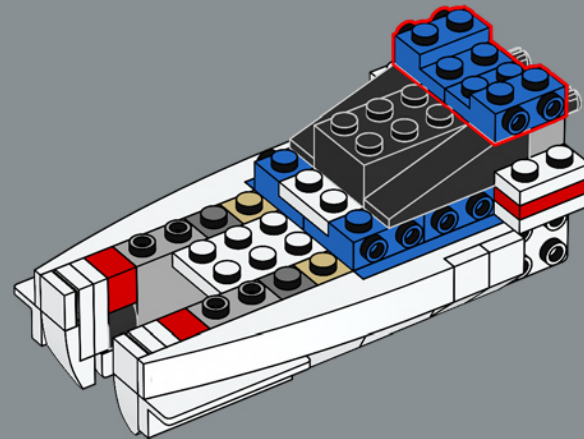
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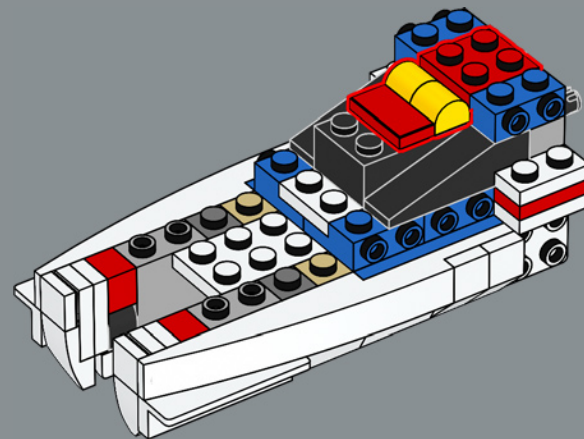
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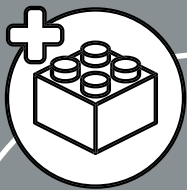


387



388

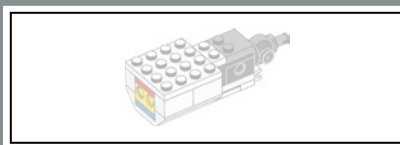




1x



17

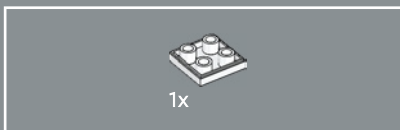
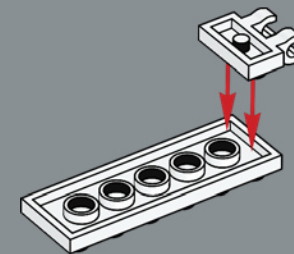


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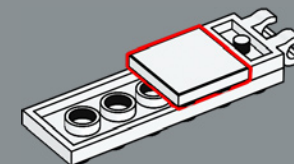
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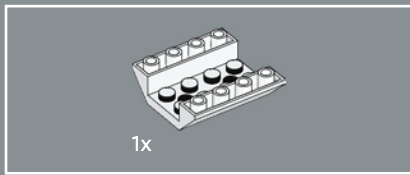
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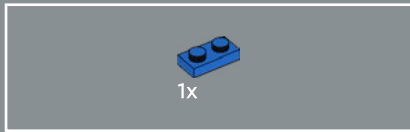
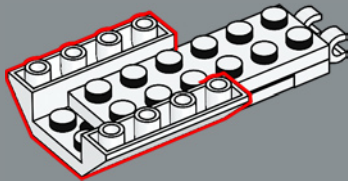
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390

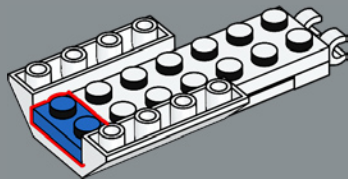




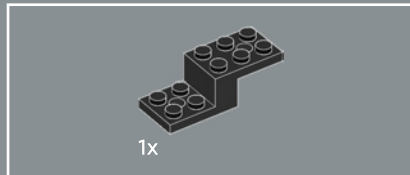
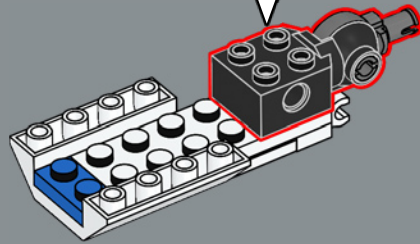
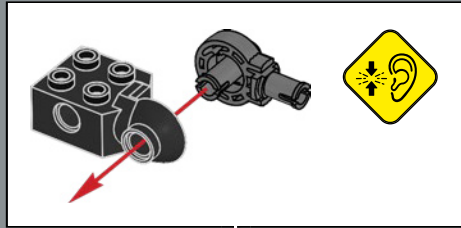
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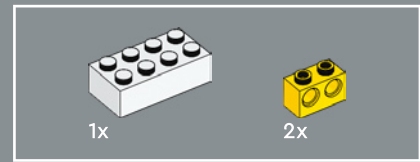
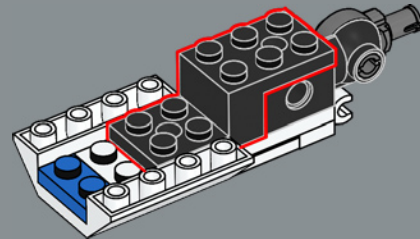
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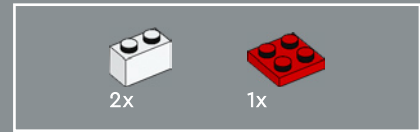
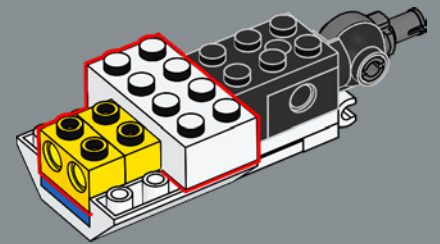
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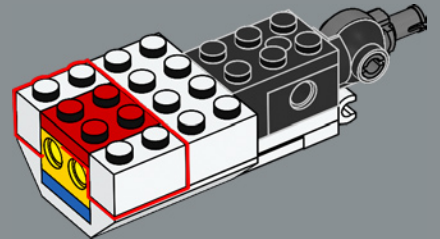
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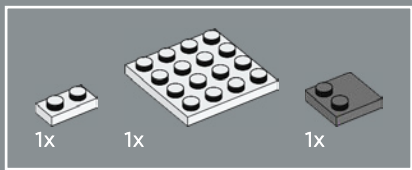


395

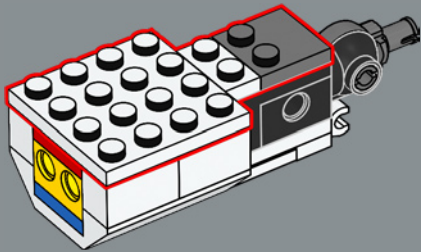


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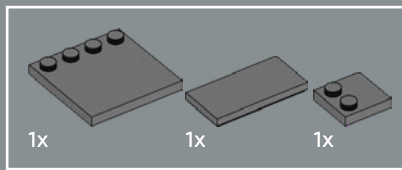
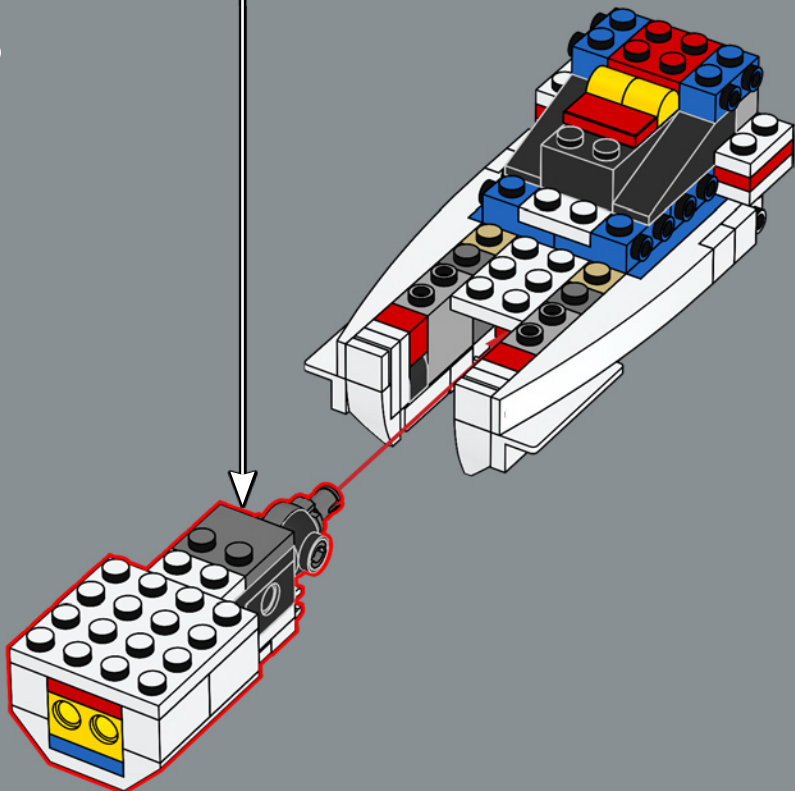




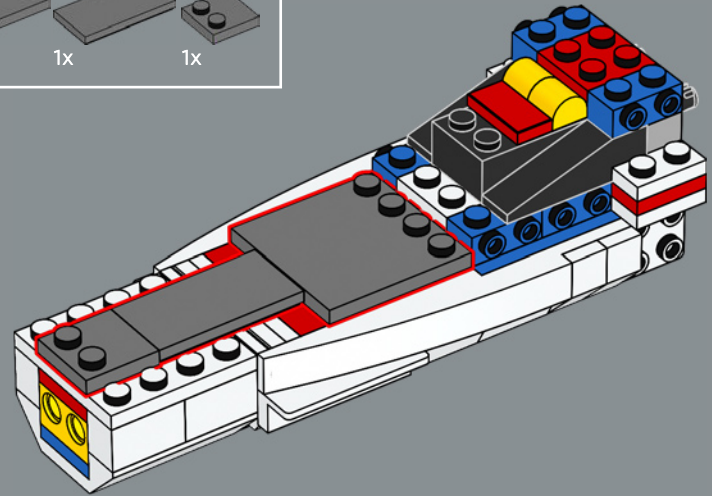
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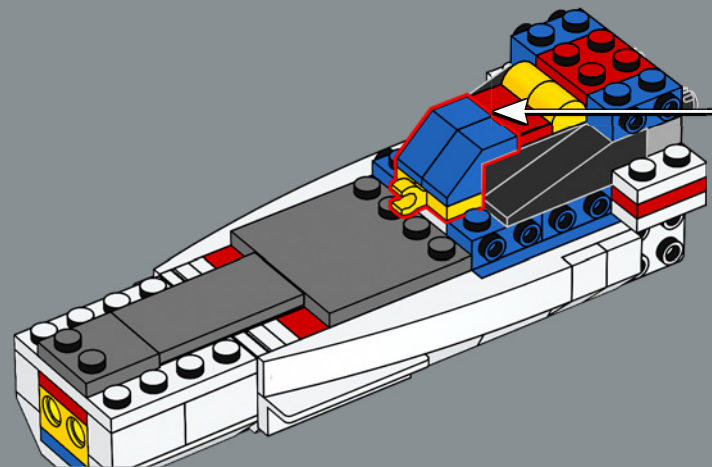
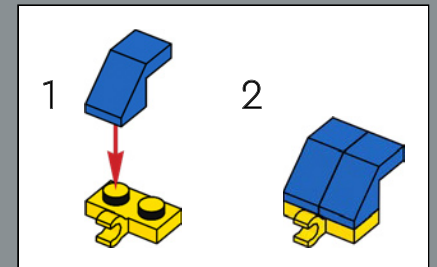
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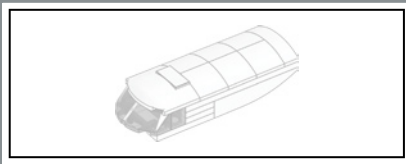
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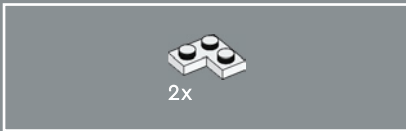
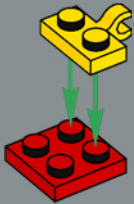
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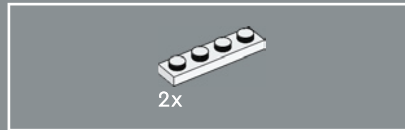




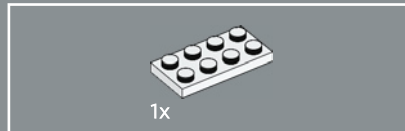
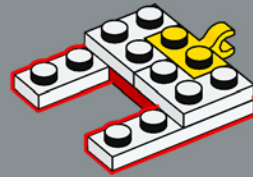
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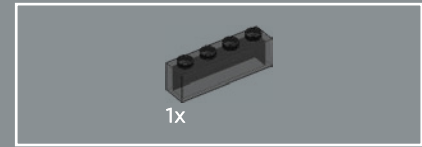
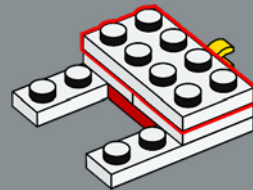
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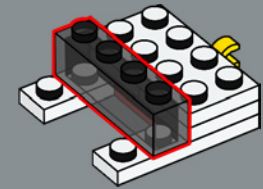
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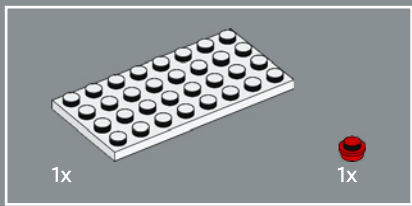


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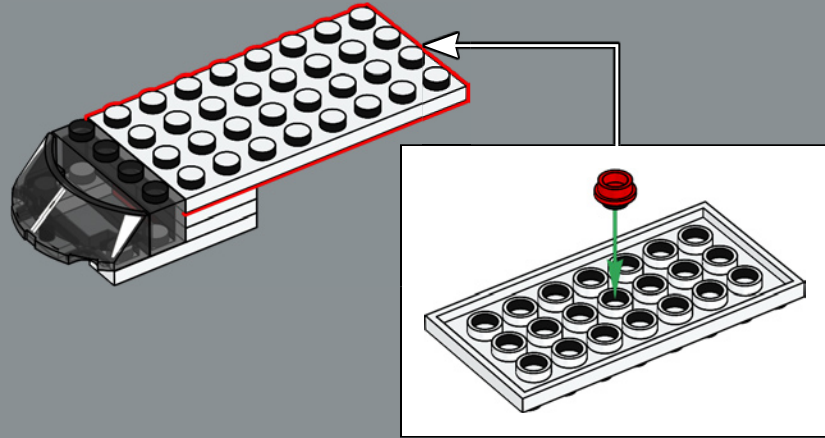


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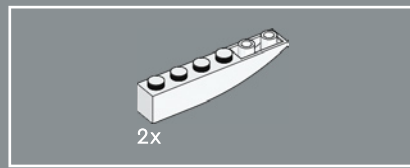
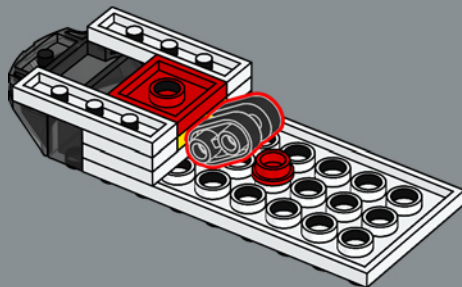




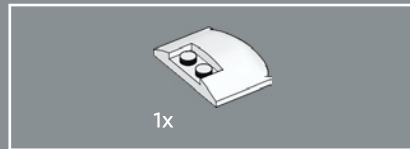
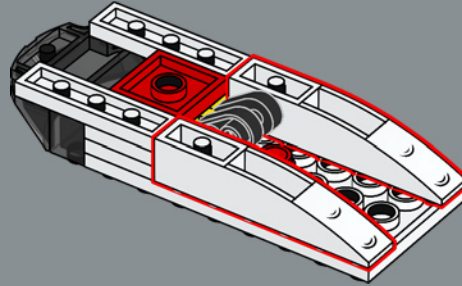
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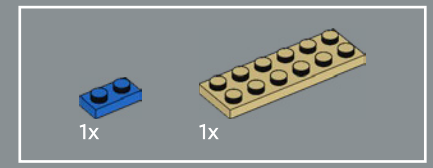
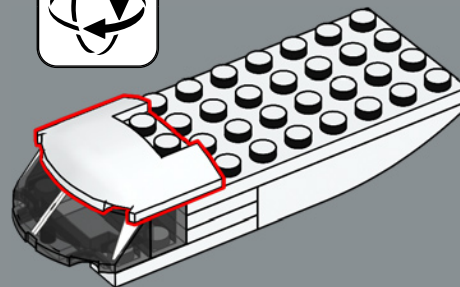
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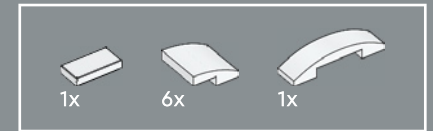
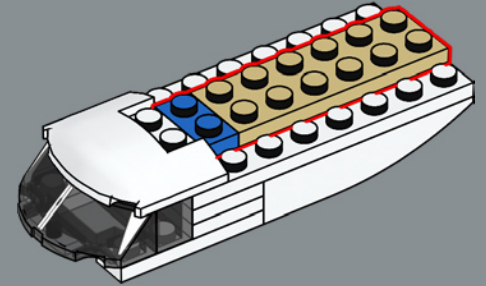
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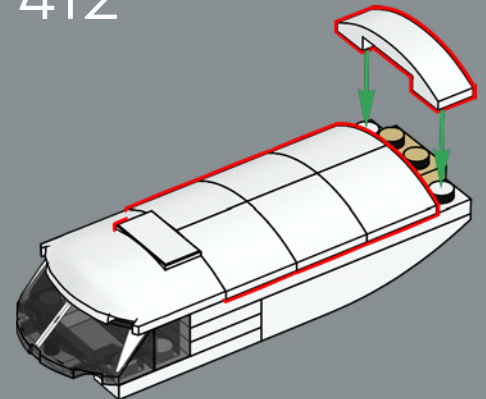
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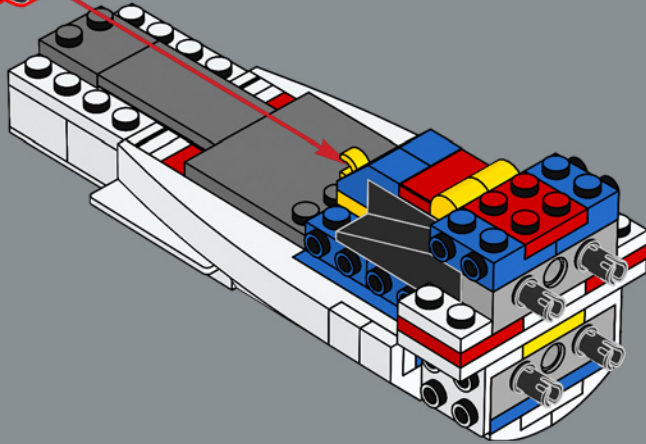
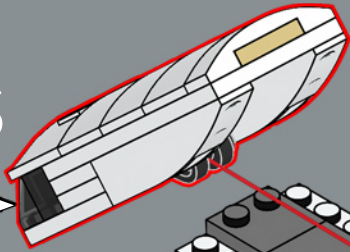
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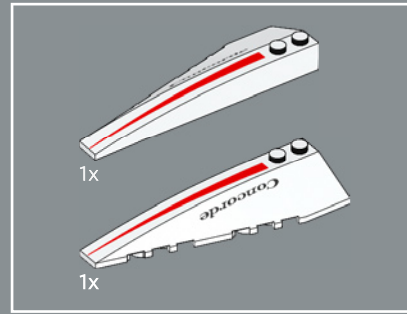
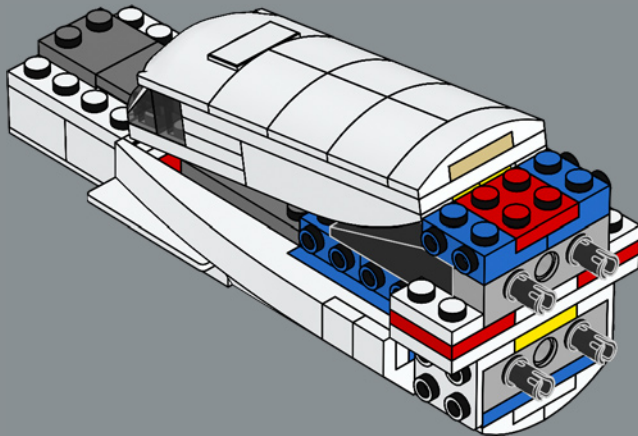
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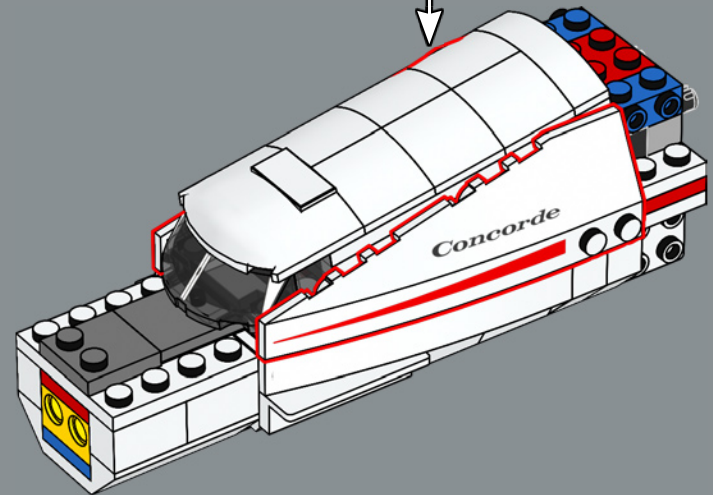
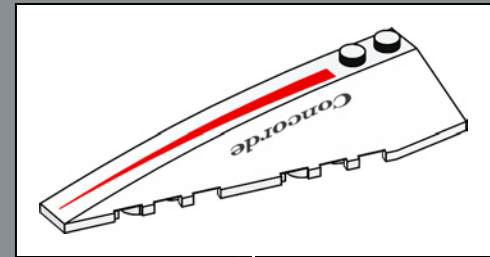
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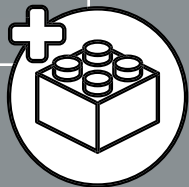
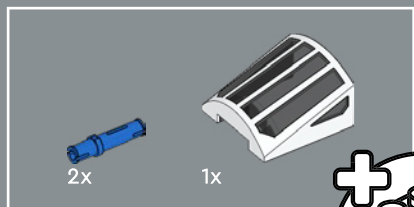


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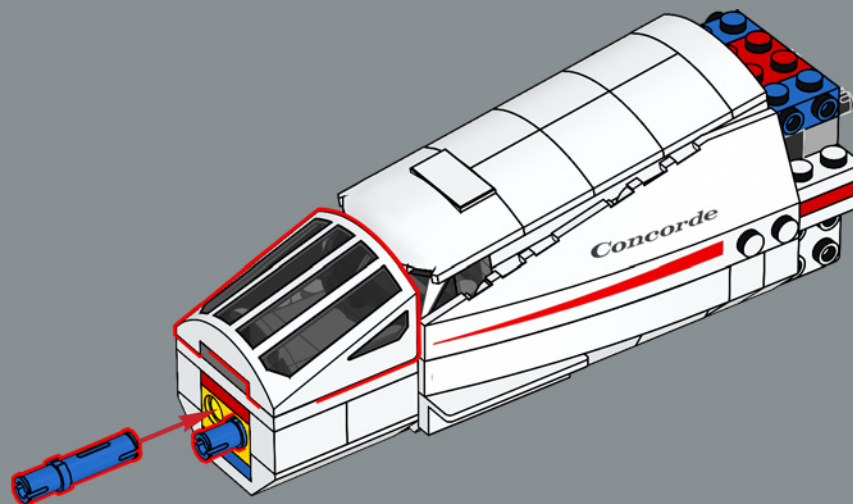




Se diseñaron dos elementos LEGO® nuevos exclusivamente para este modelo: el cono de morro y el visor. El visor retráctil del Concorde se pliega por dentro del morro para revelar el parabrisas de la cabina oculto detrás.



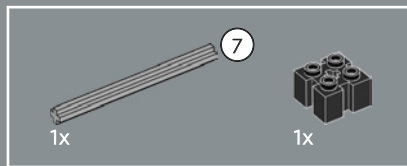
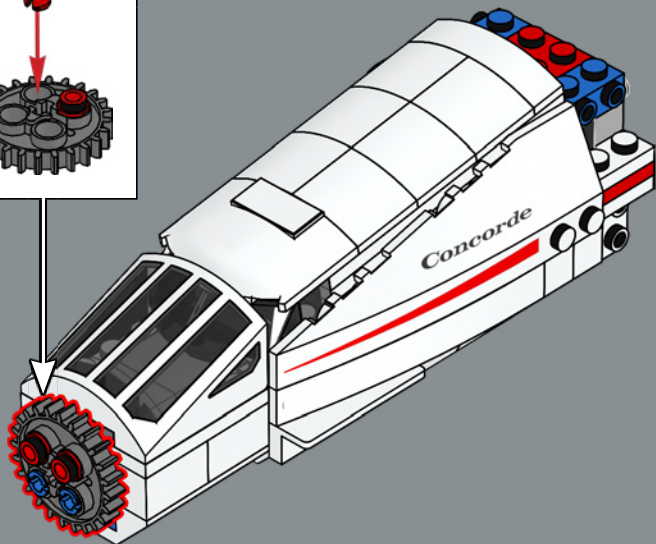
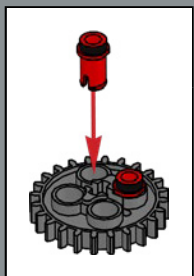
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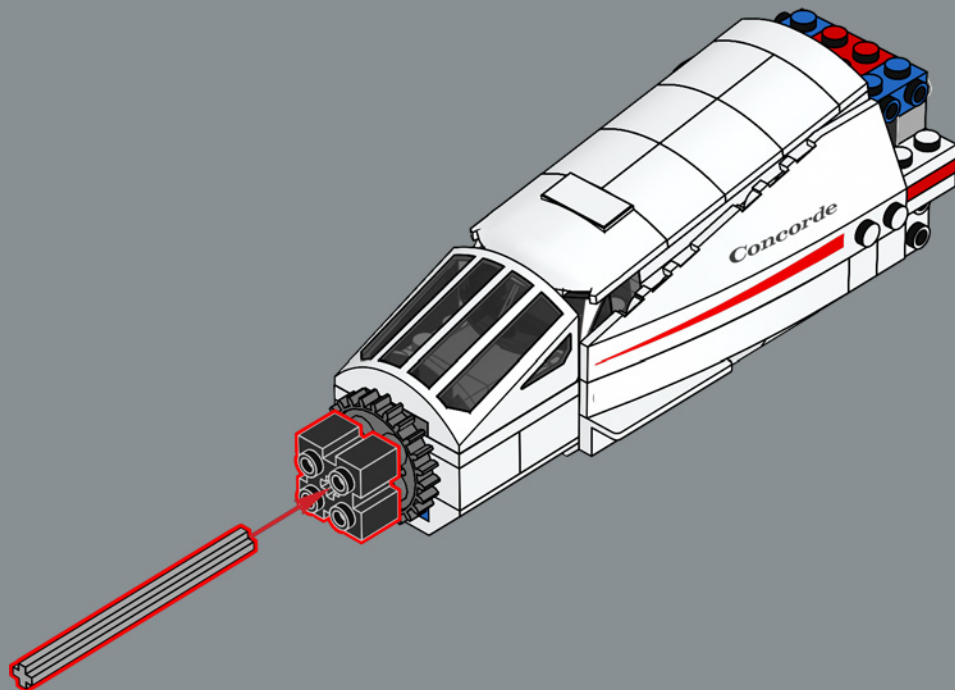
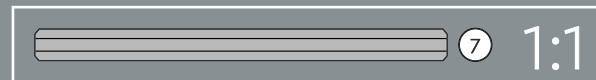


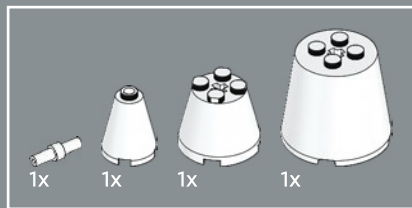


417



418

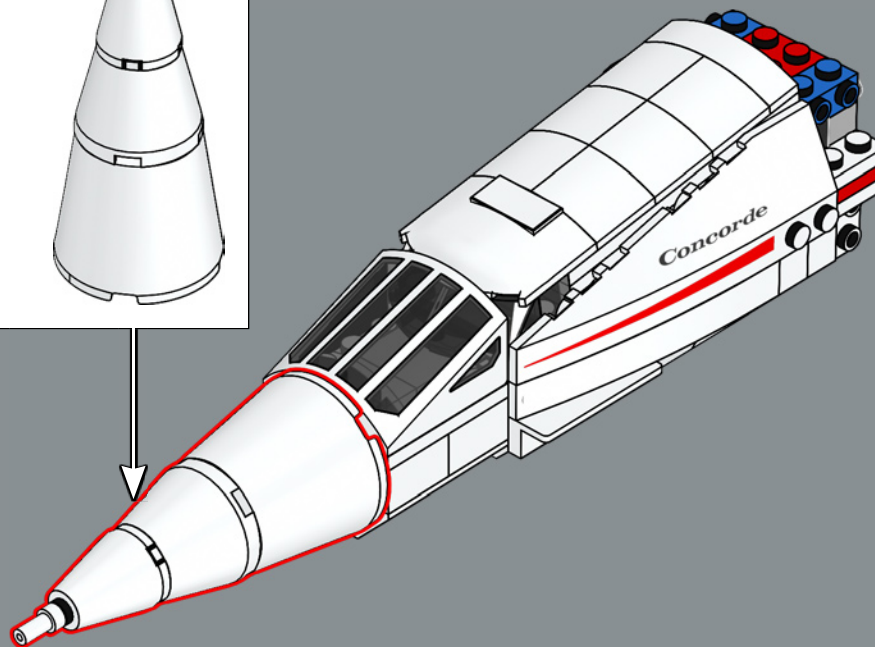
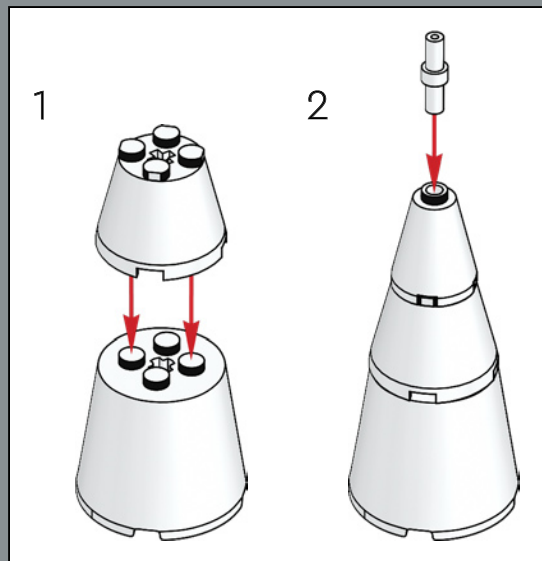




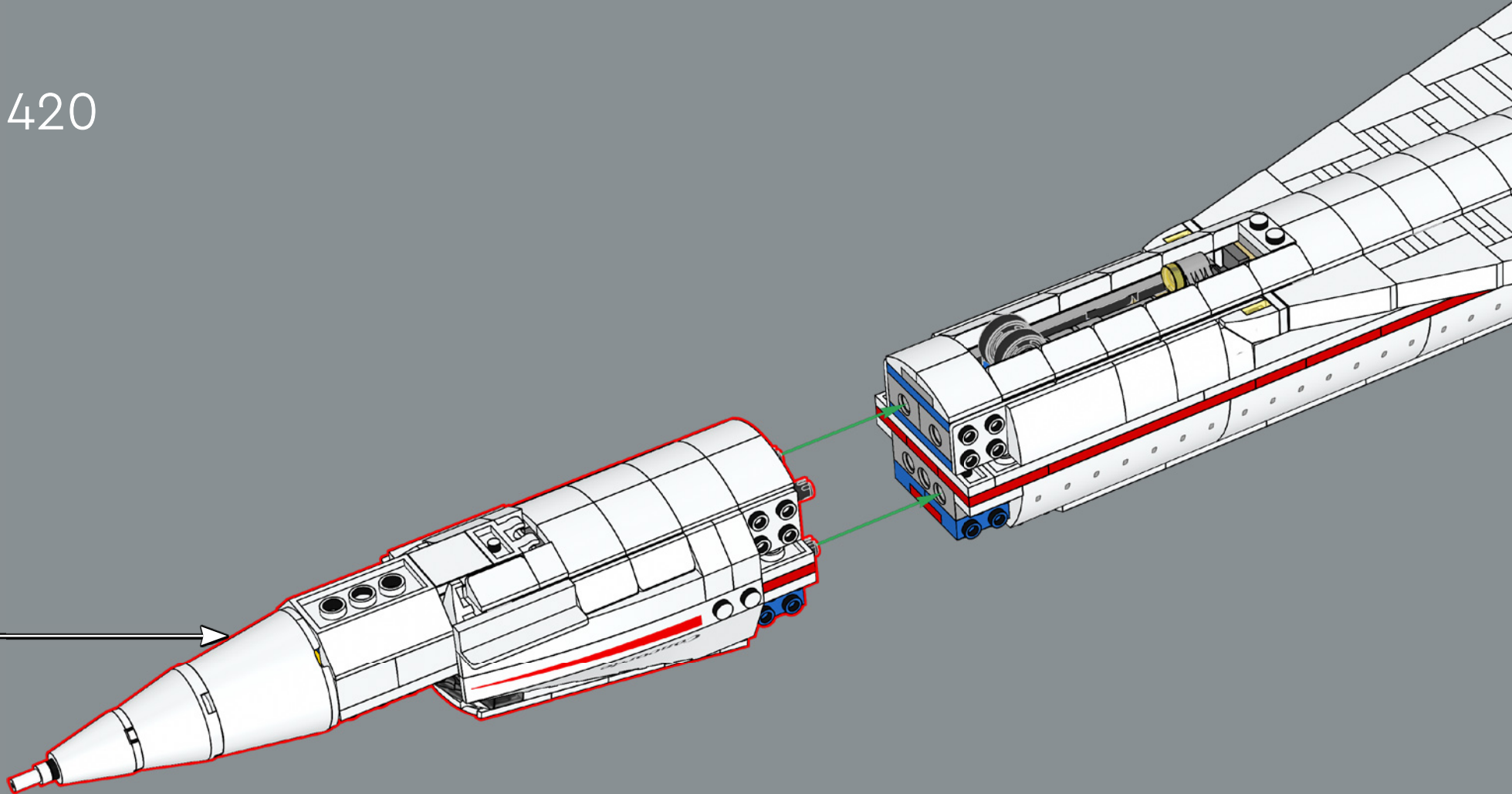
El largo morro y el ala en delta del Concorde eran fundamentales para alcanzar la velocidad supersónica, pero el gran ángulo de ataque que este experimentaba durante el despegue y el aterrizaje y la longitud del cono de morro dificultaban que los pilotos vieran la pista.

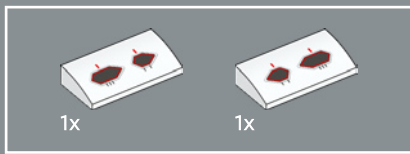
La solución: ¡el icónico morro inclinable!

419



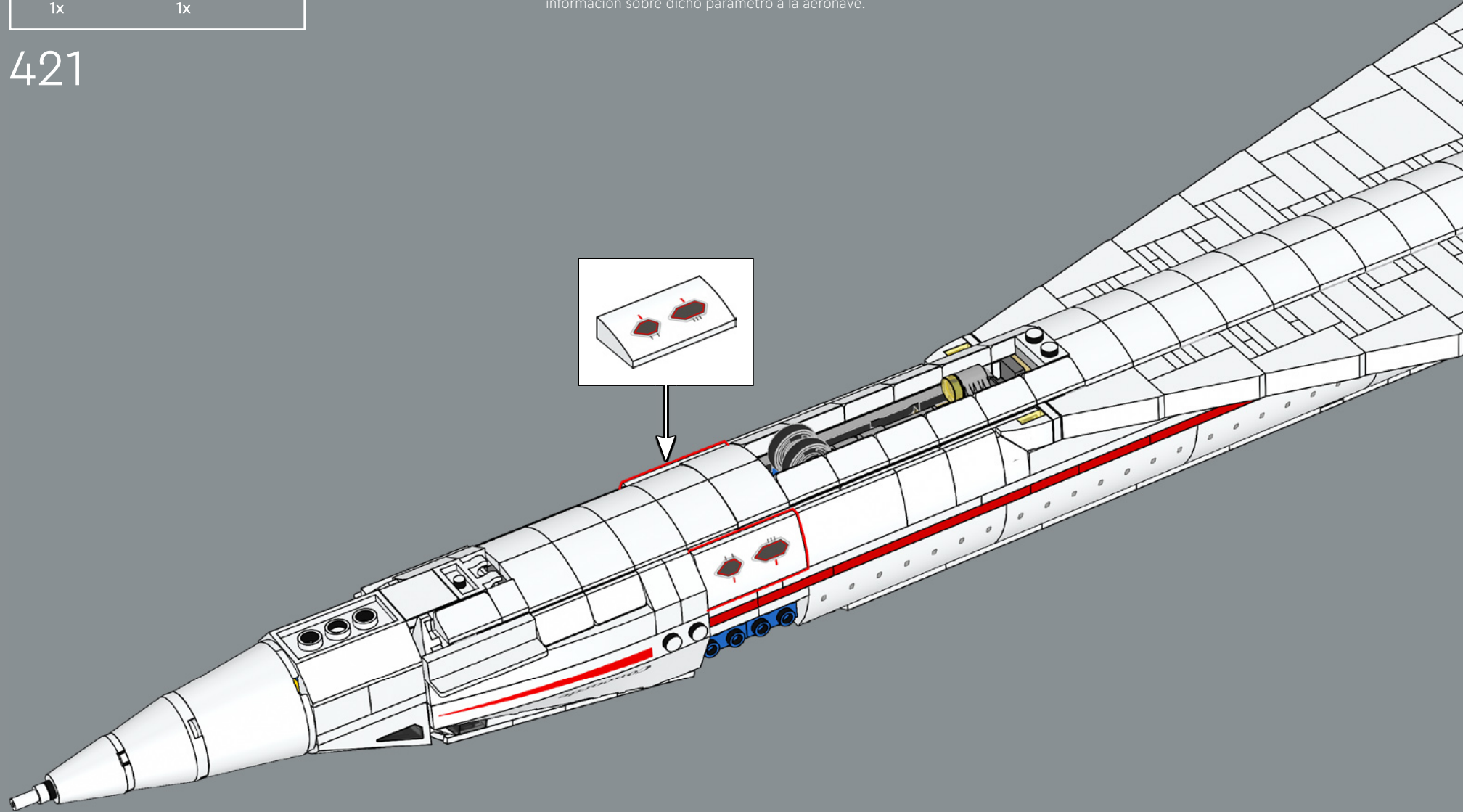
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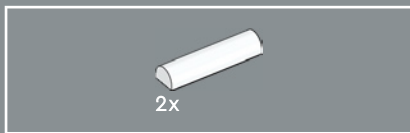


Estos paneles son tomas de presión estática que proporcionan información sobre dicho parámetro a la aeronave.

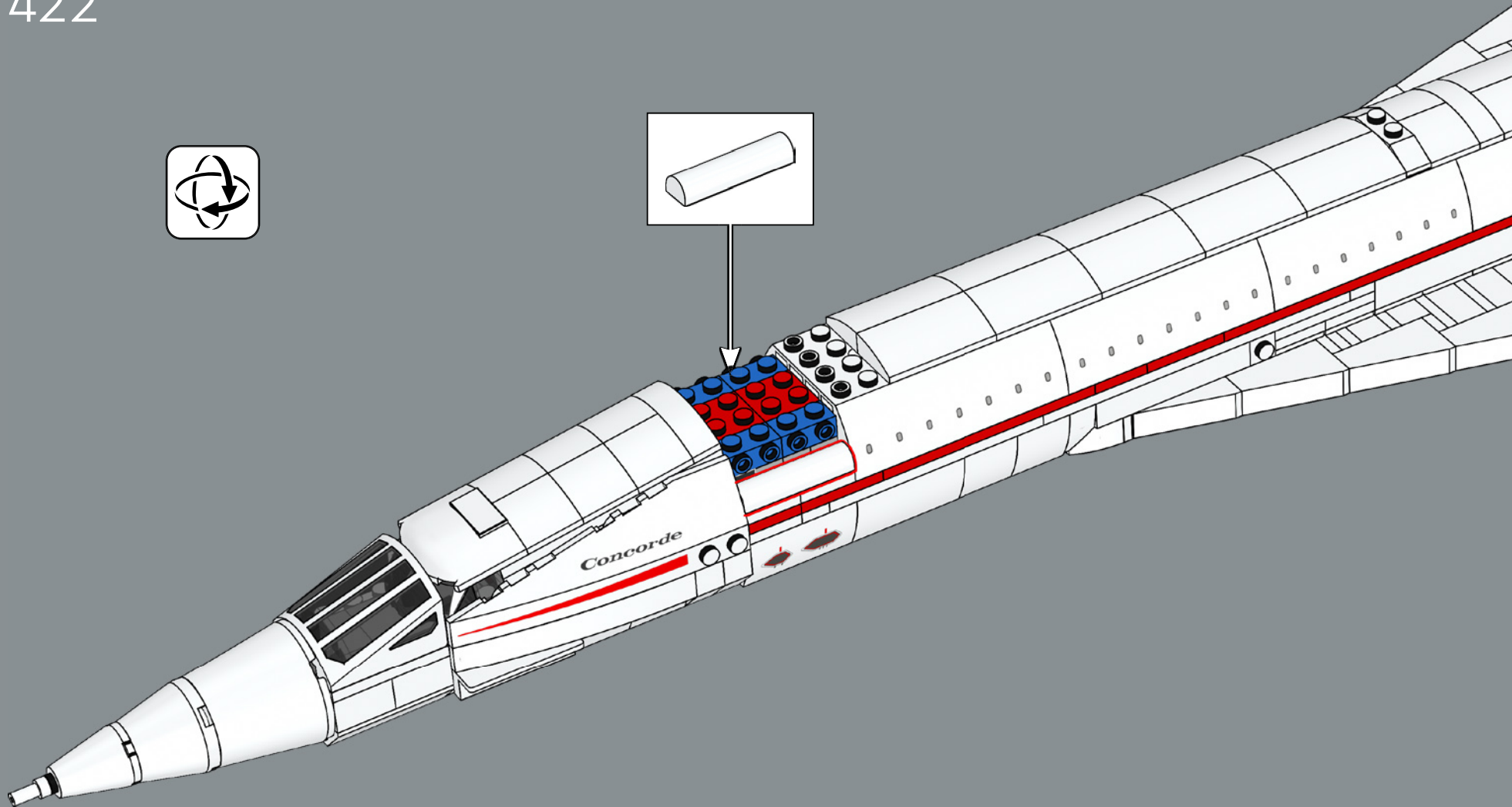
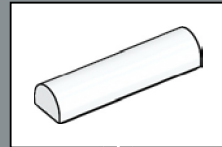
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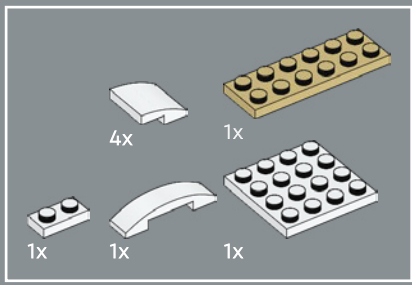




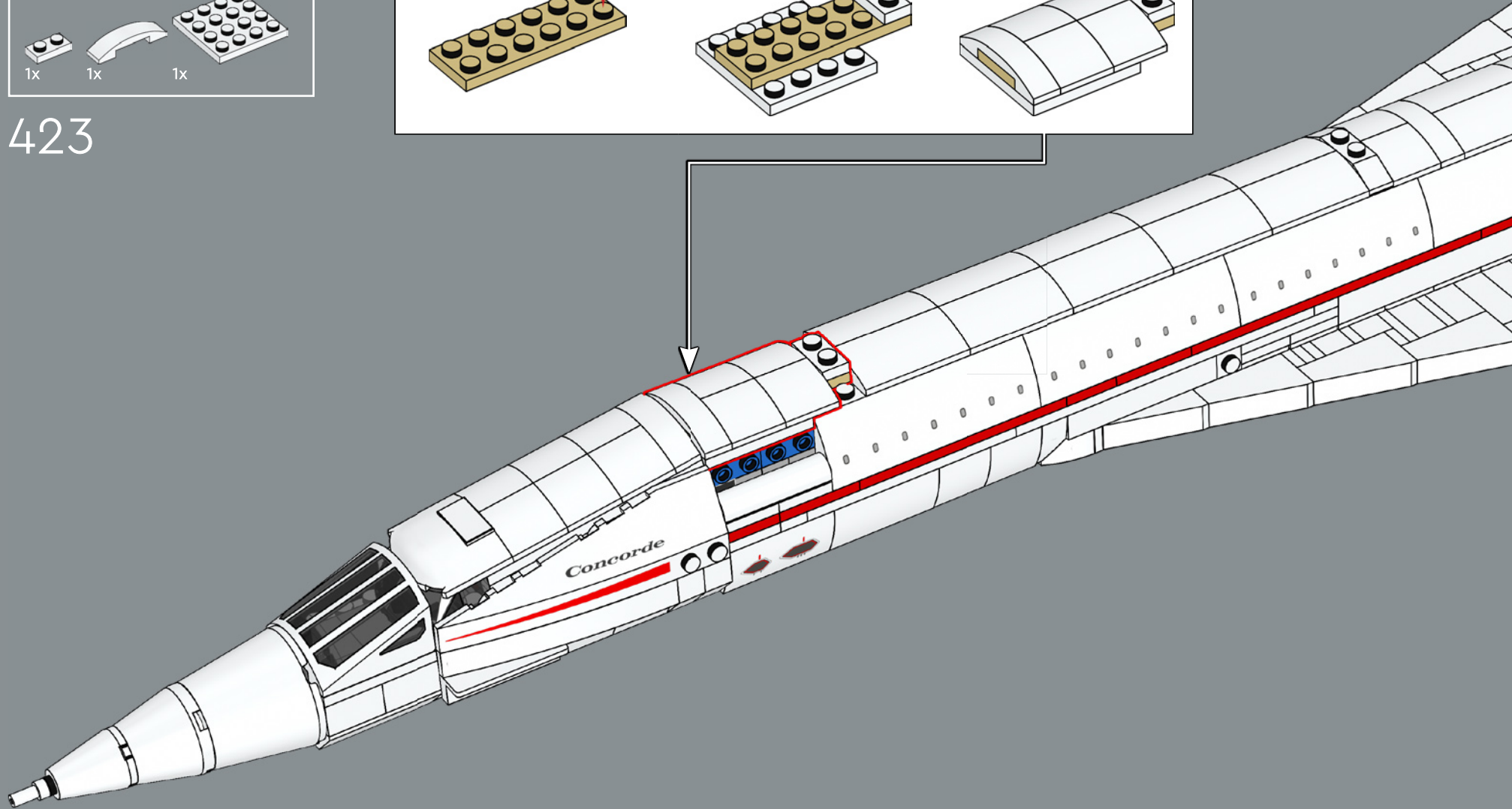
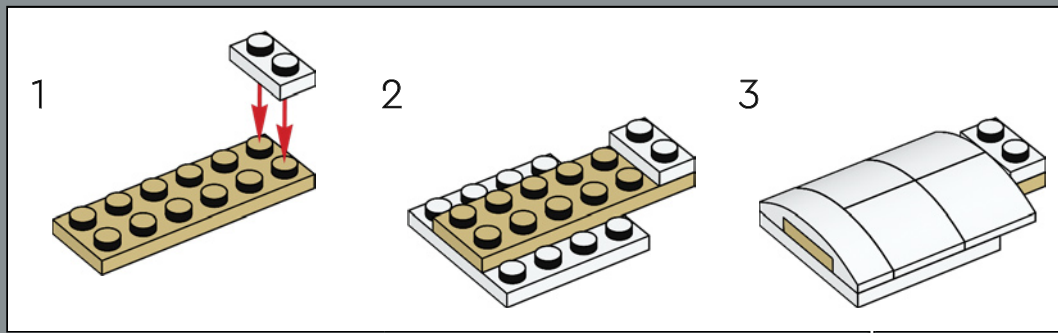


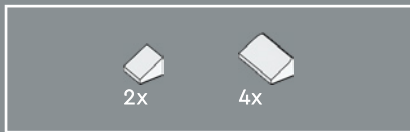
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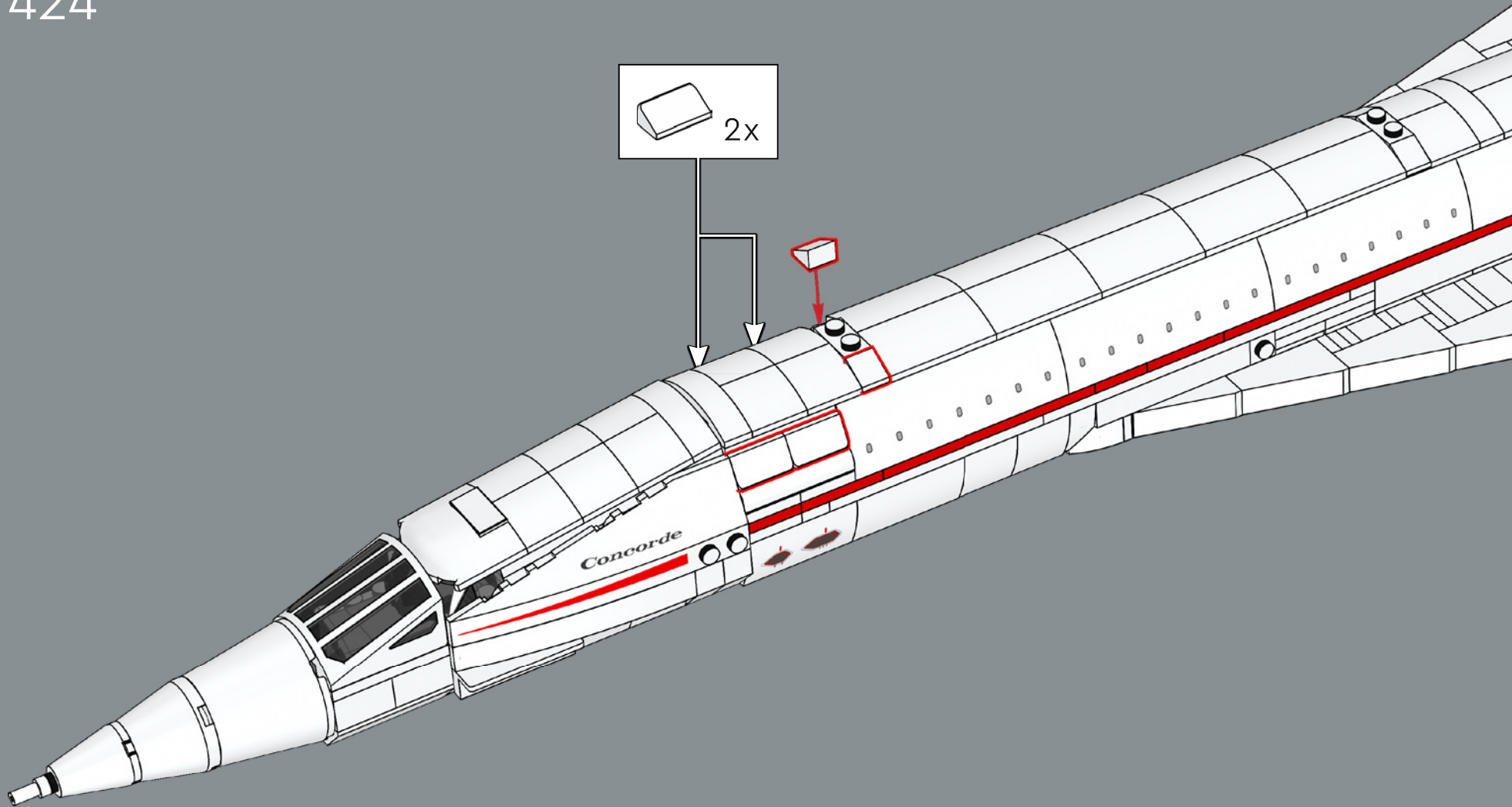
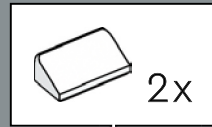


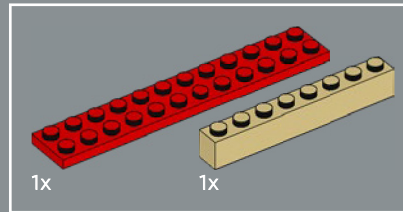
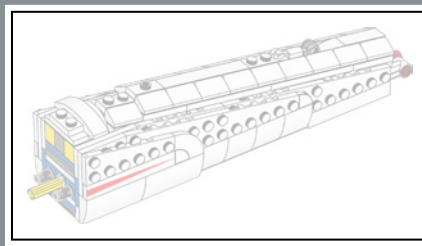
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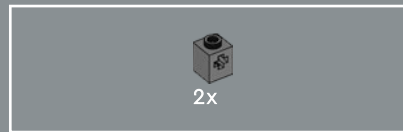
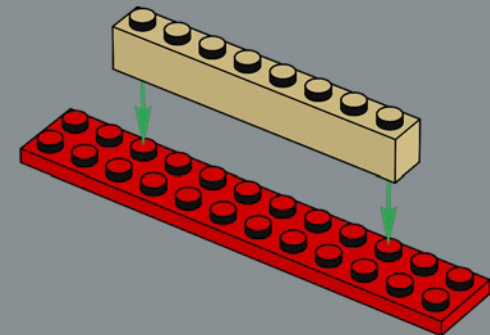


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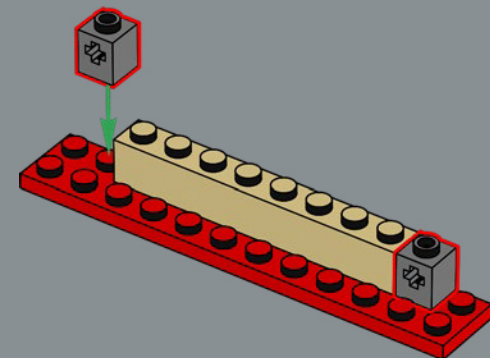




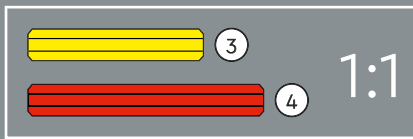
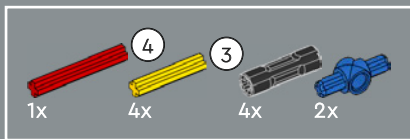
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426

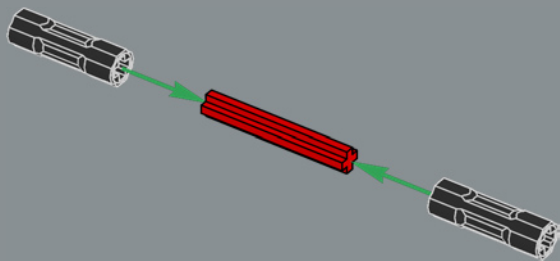




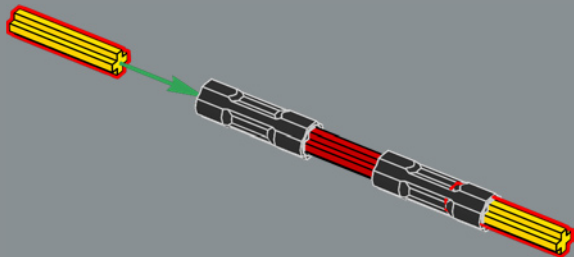


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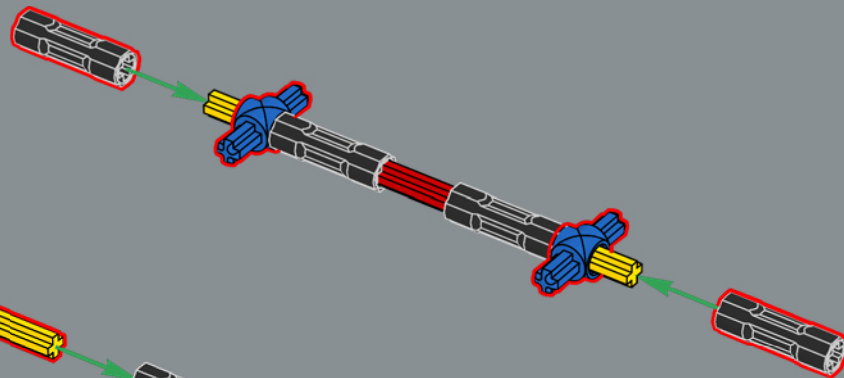
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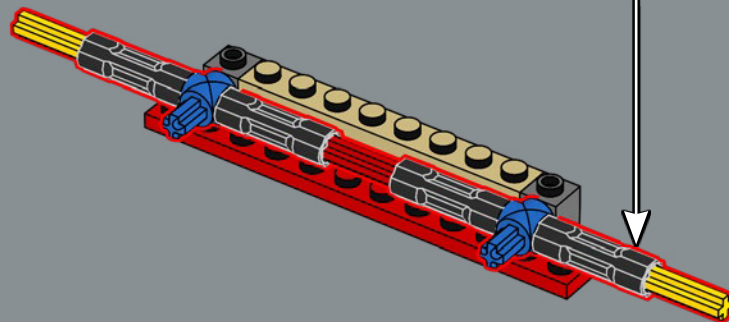
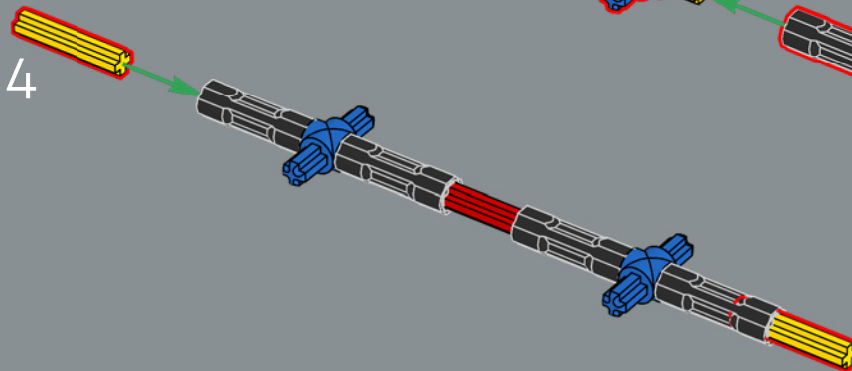
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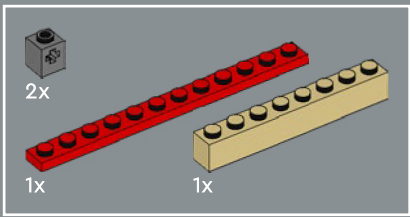


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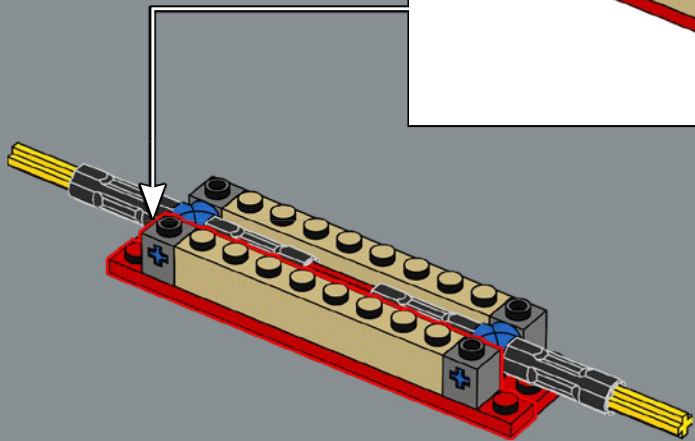
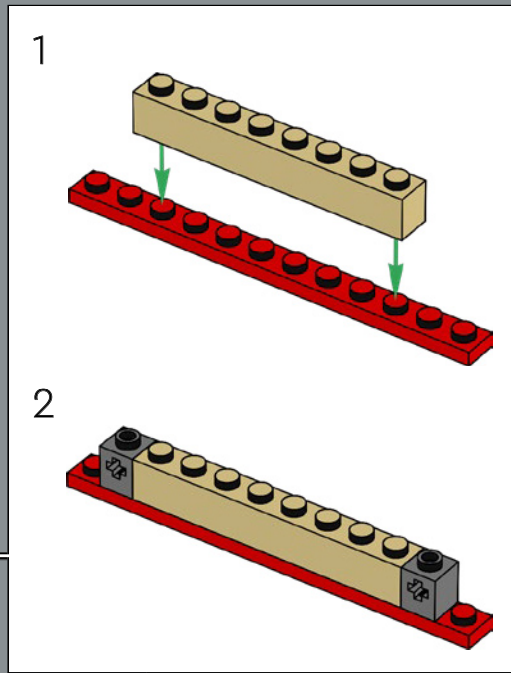


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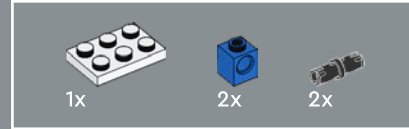
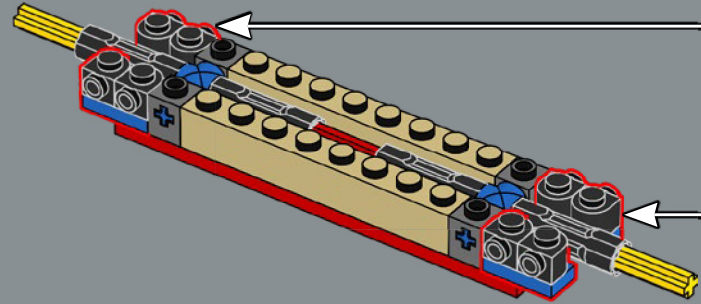
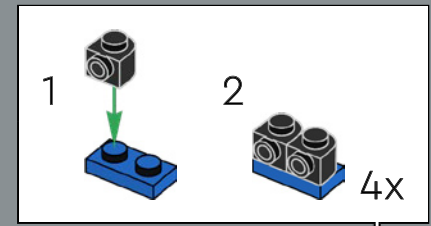




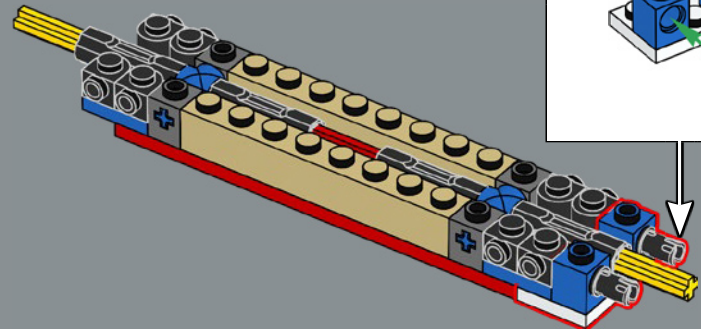
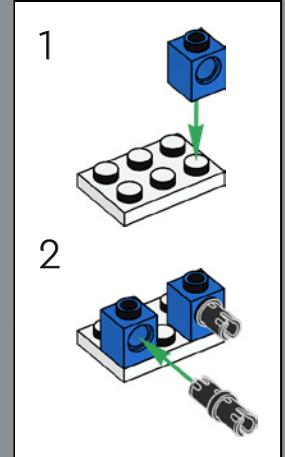
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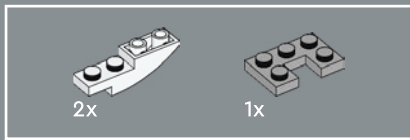


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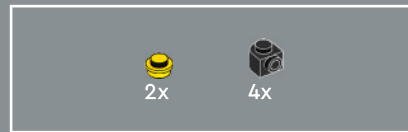
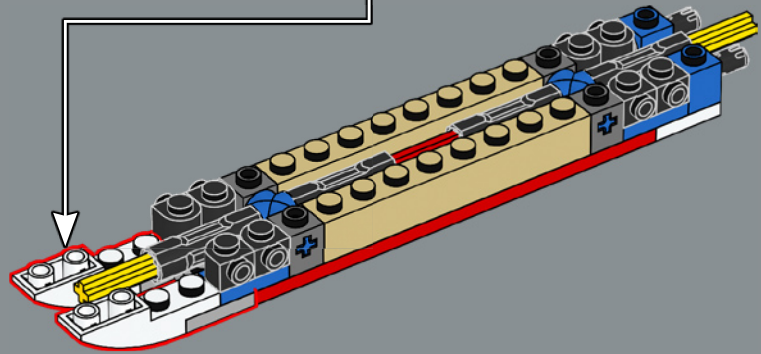
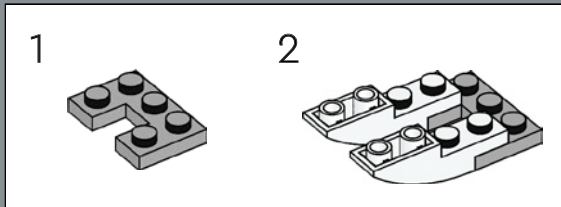


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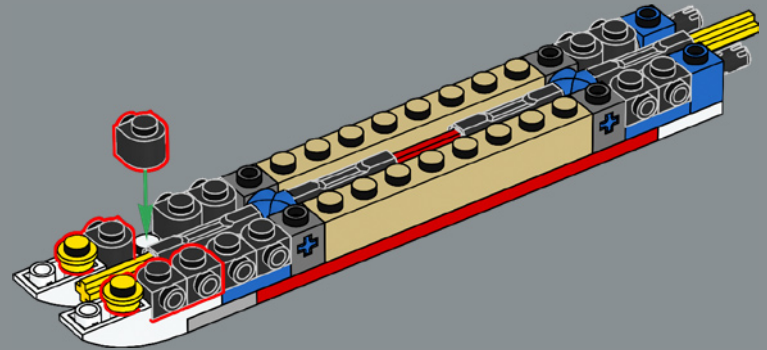




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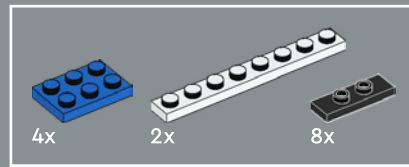
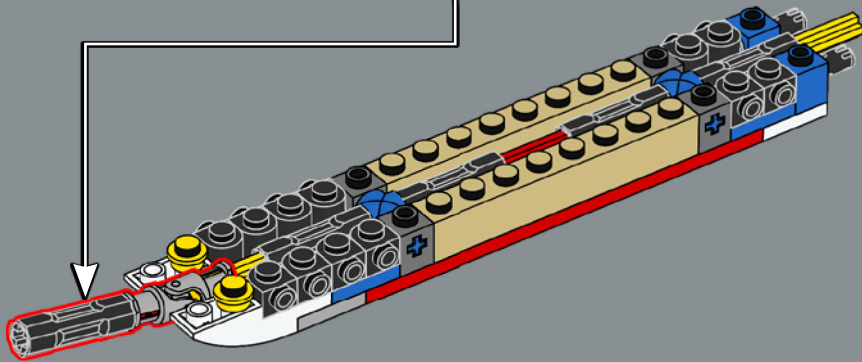
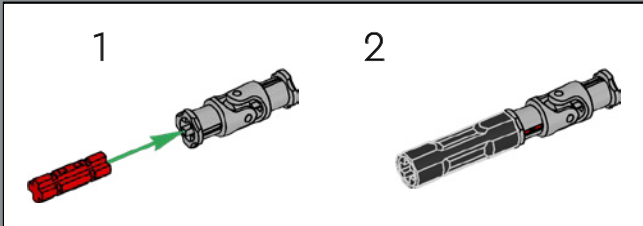


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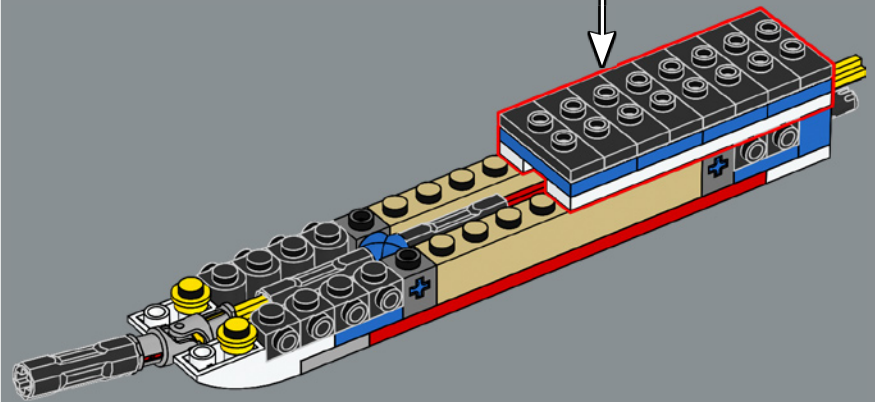
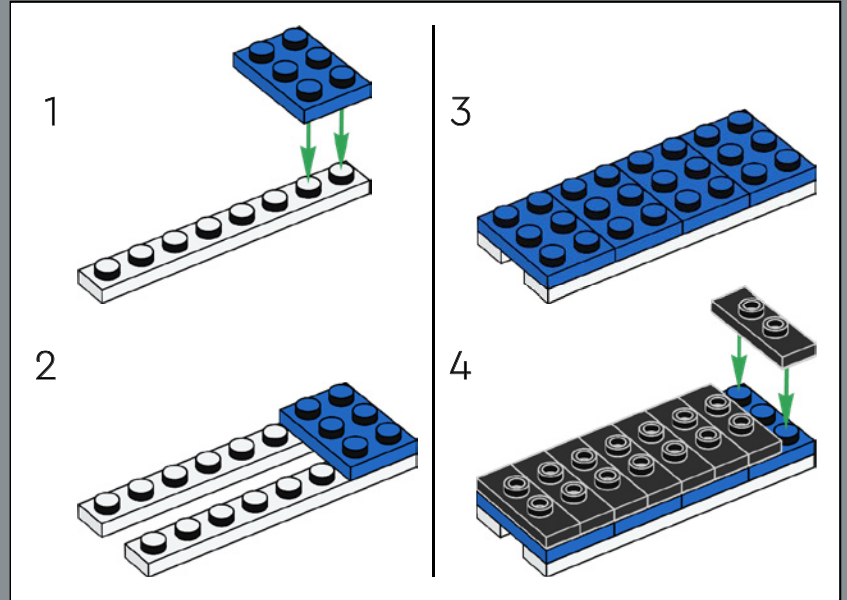




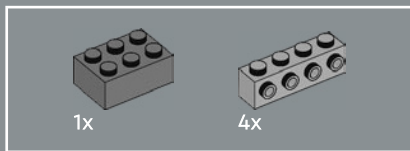
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434



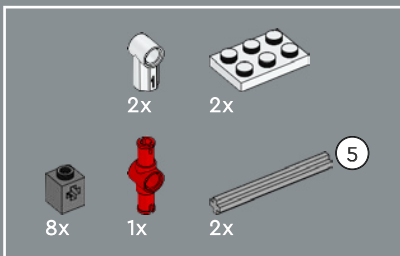
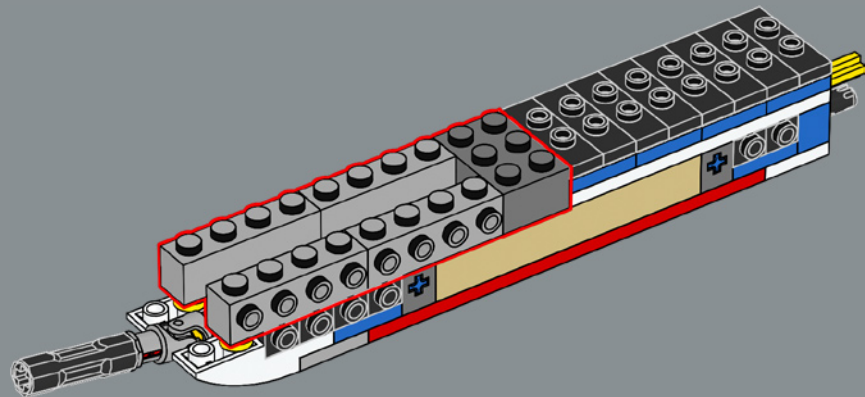




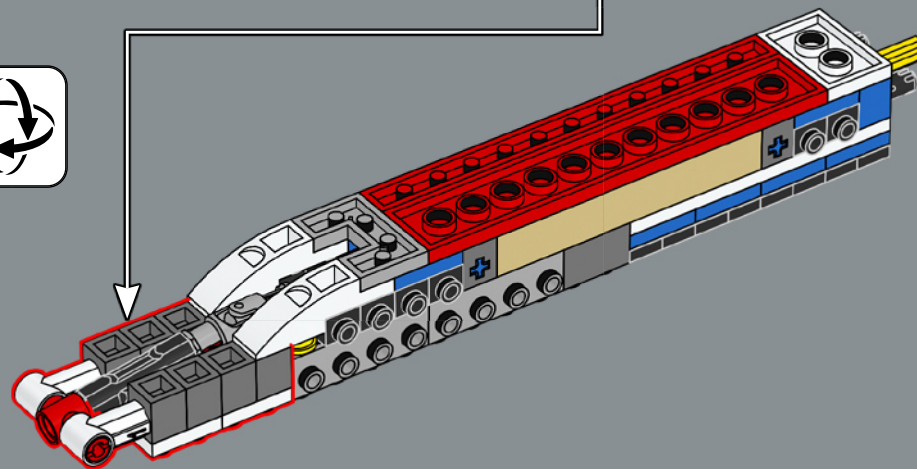
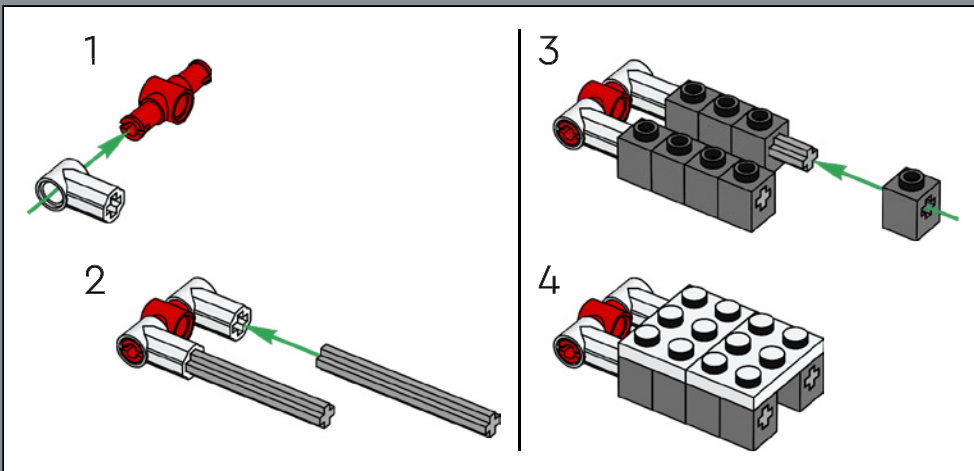
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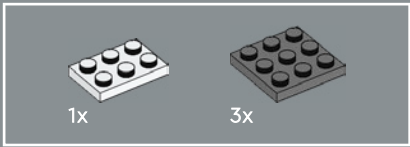


Por dentro de la parte posterior del avión, justo donde se estrecha el fuselaje, había un depósito de combustible. Para ajustar la posición del centro de gravedad del Concorde según las necesidades del vuelo (debía estar en una posición para el despegue y en otra para el vuelo supersónico), el ingeniero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

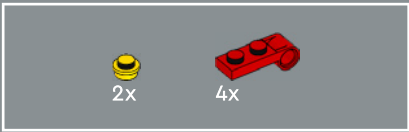
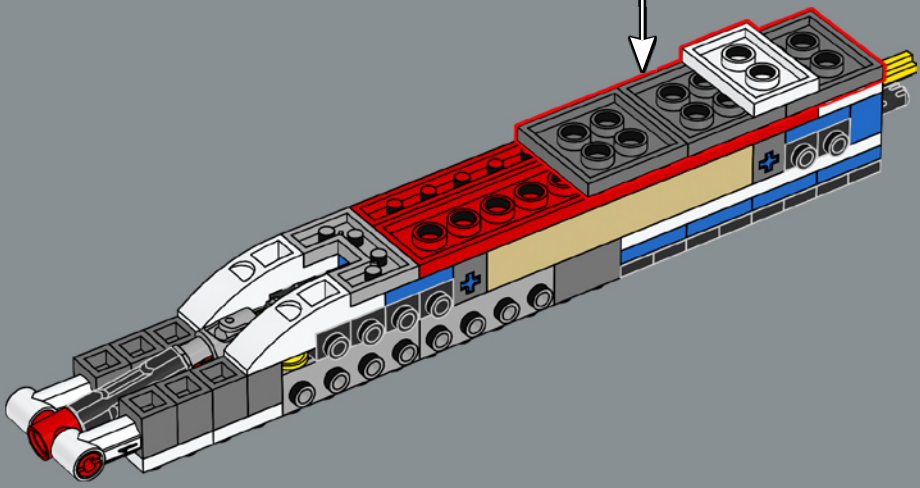
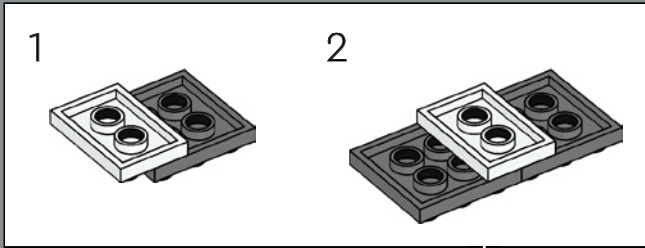


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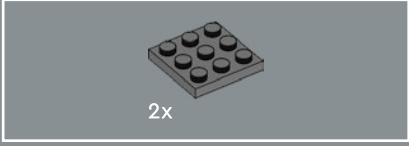
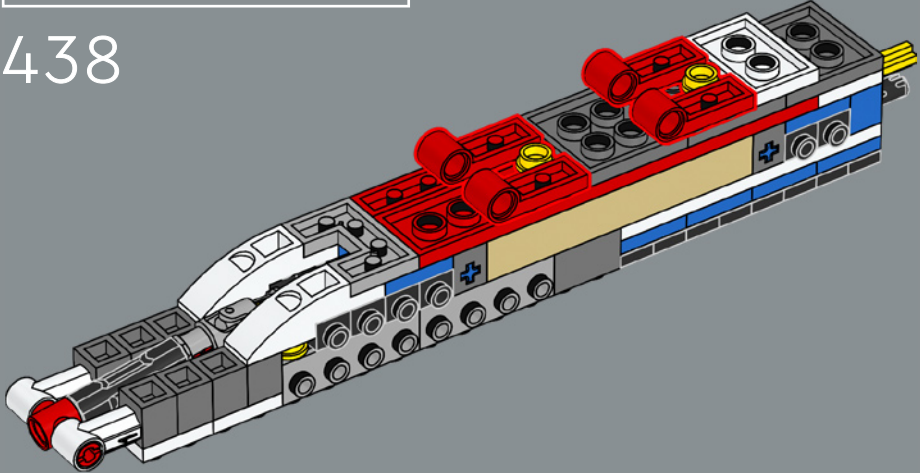




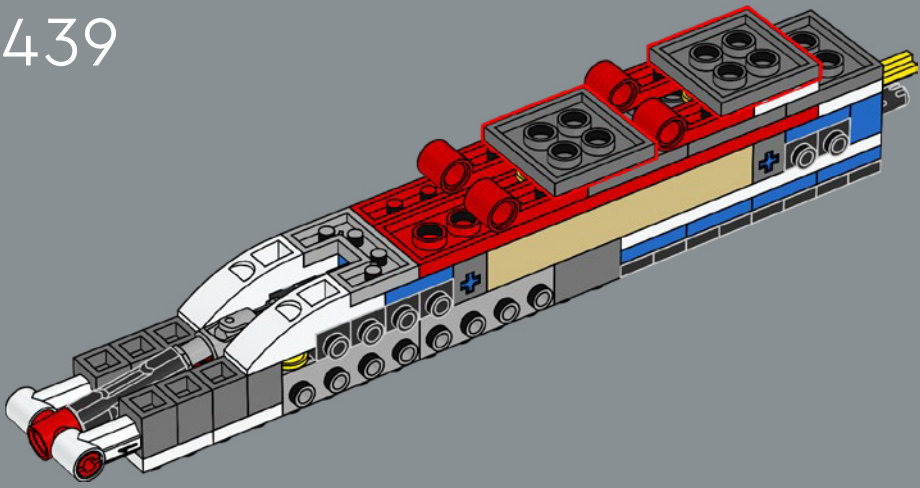
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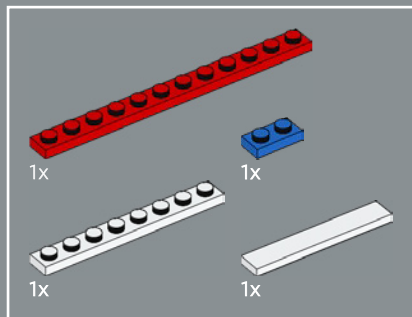


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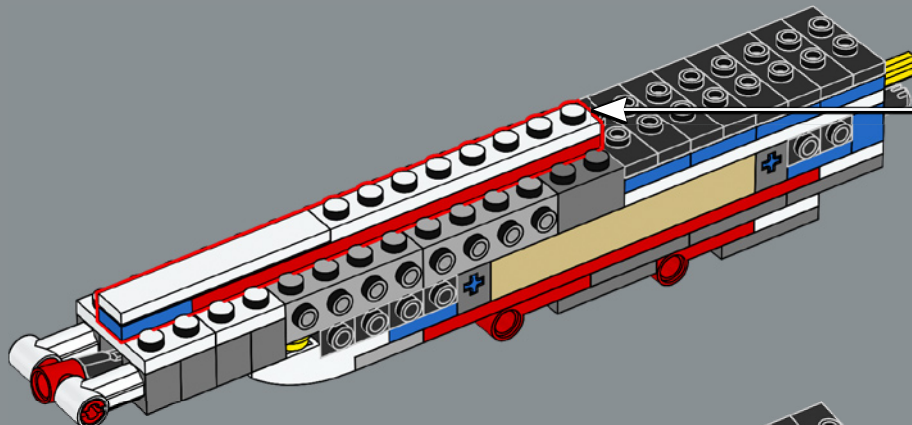
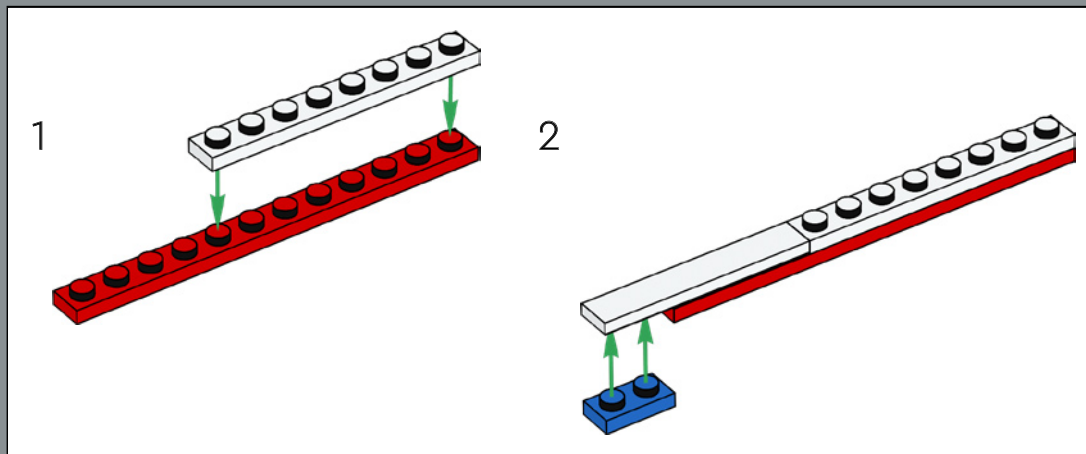


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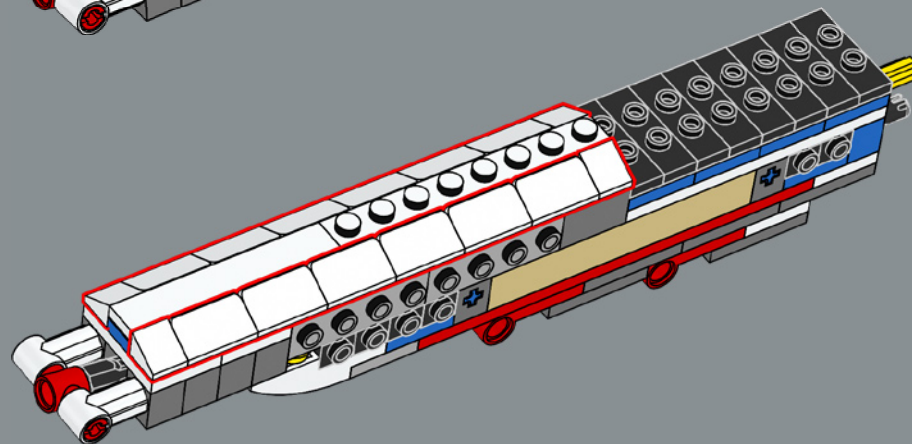




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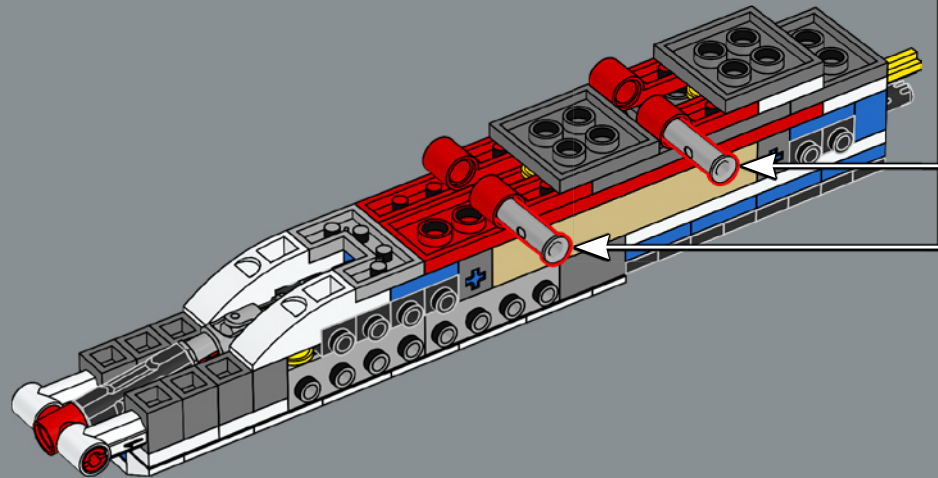


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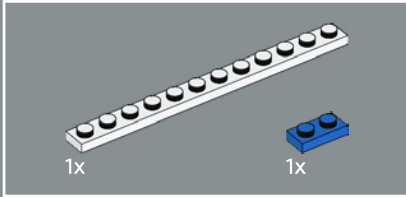
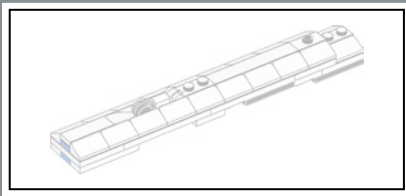




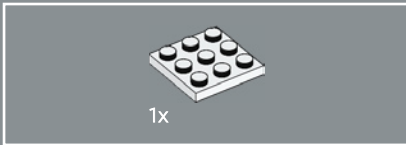
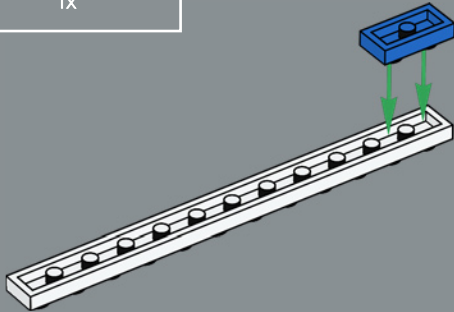
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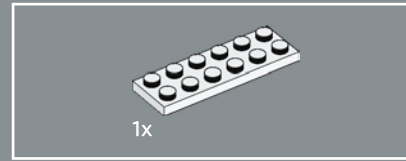
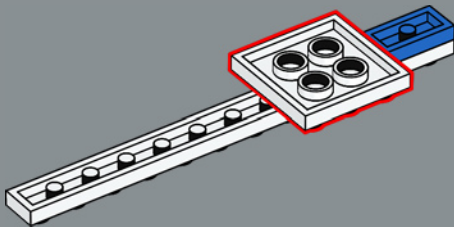




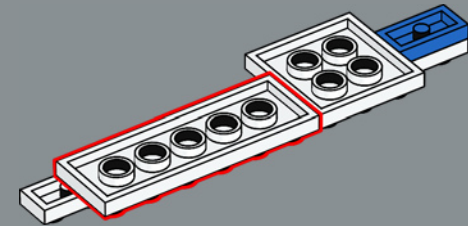
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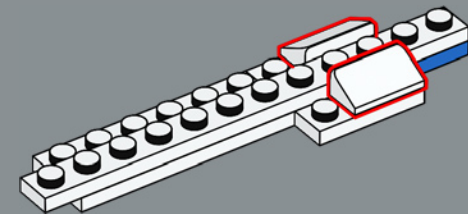
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445

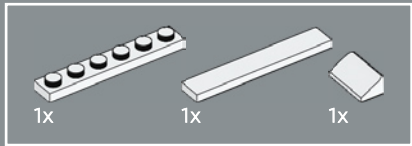
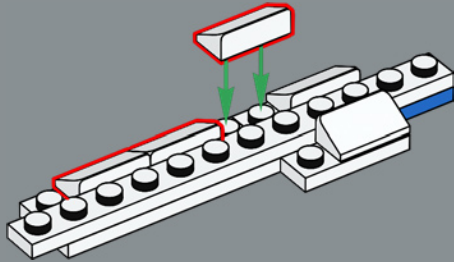


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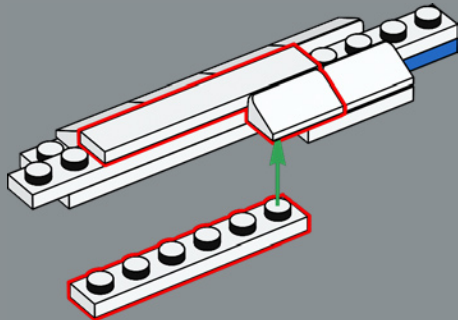




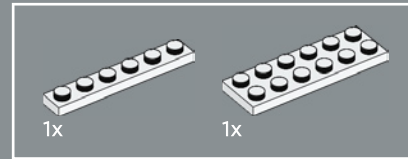
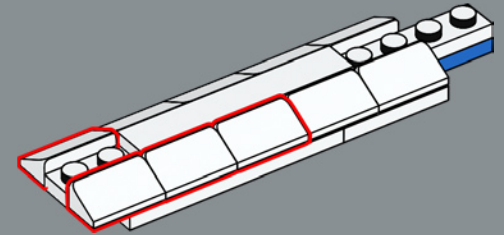
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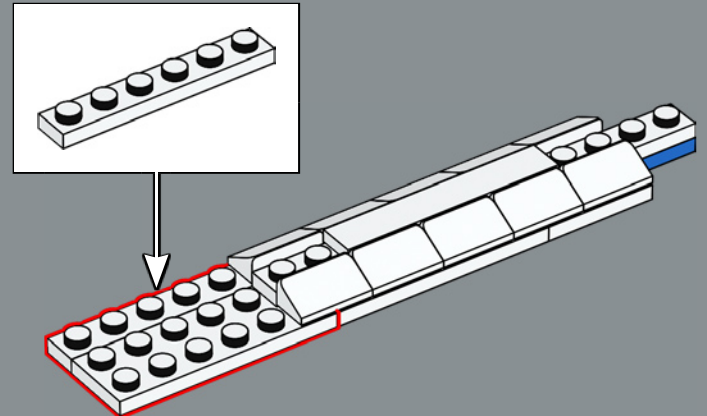
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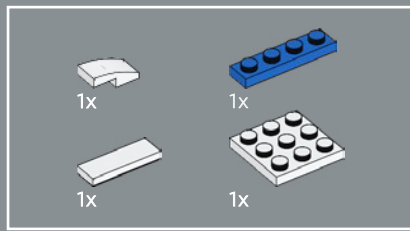


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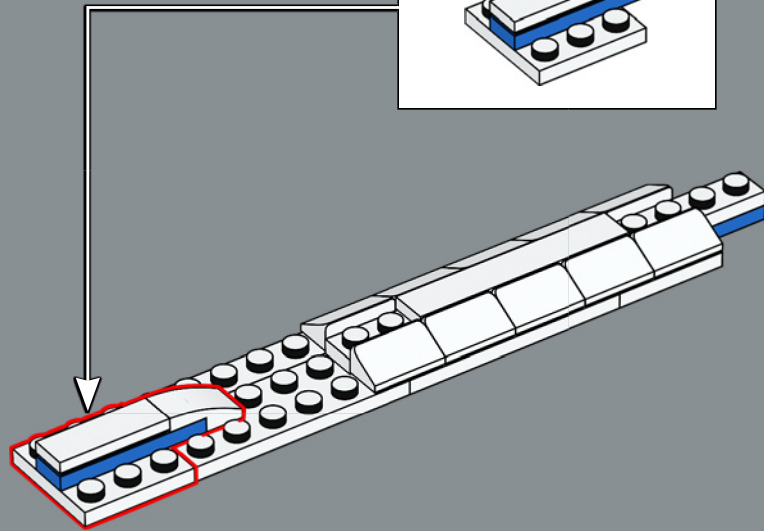
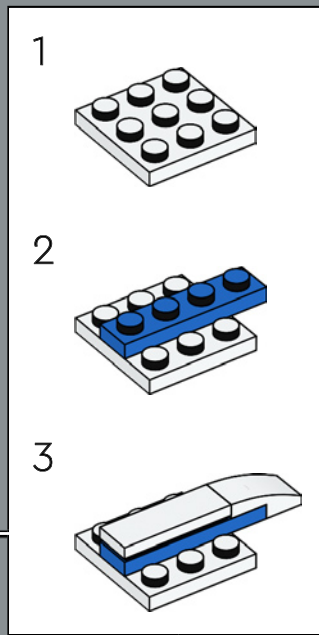


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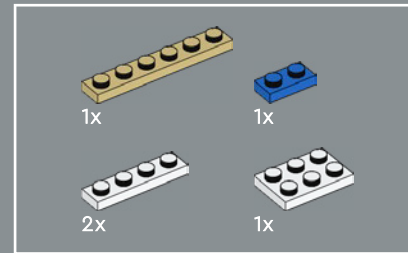
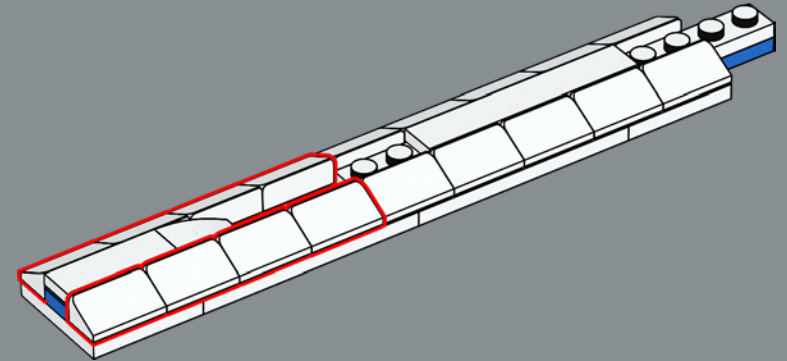




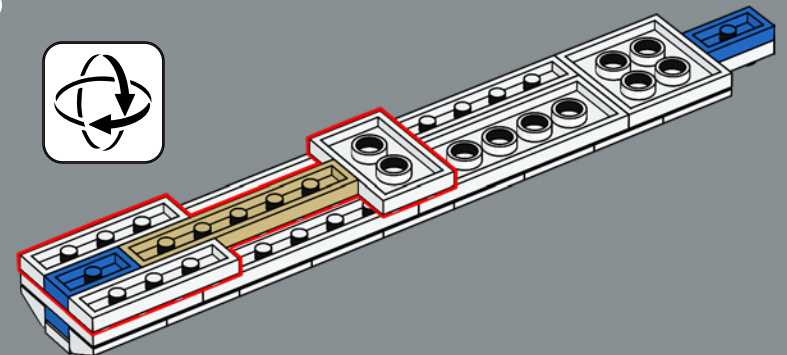
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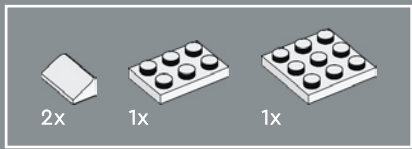


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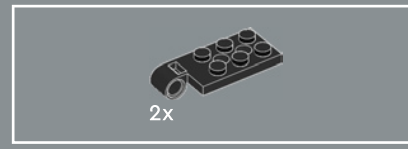
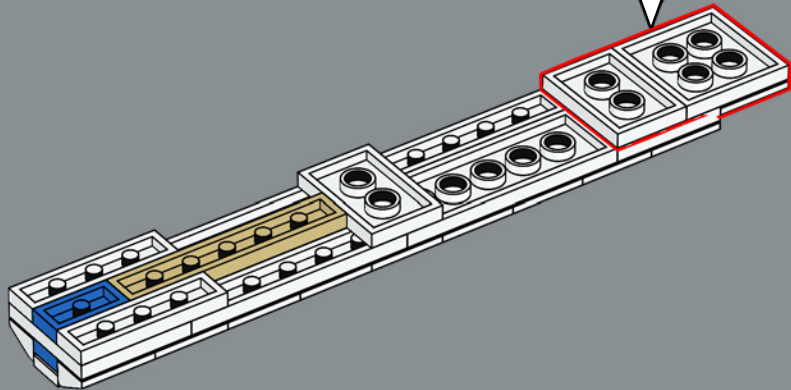
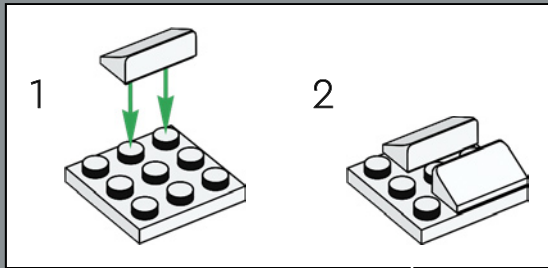


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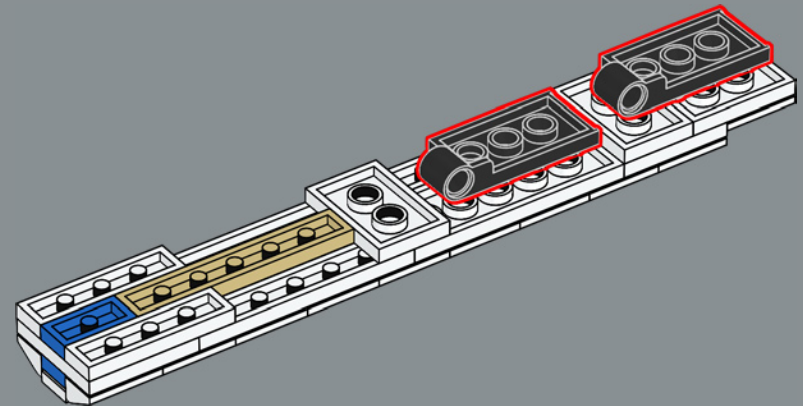




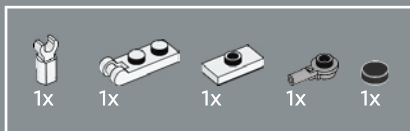
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455

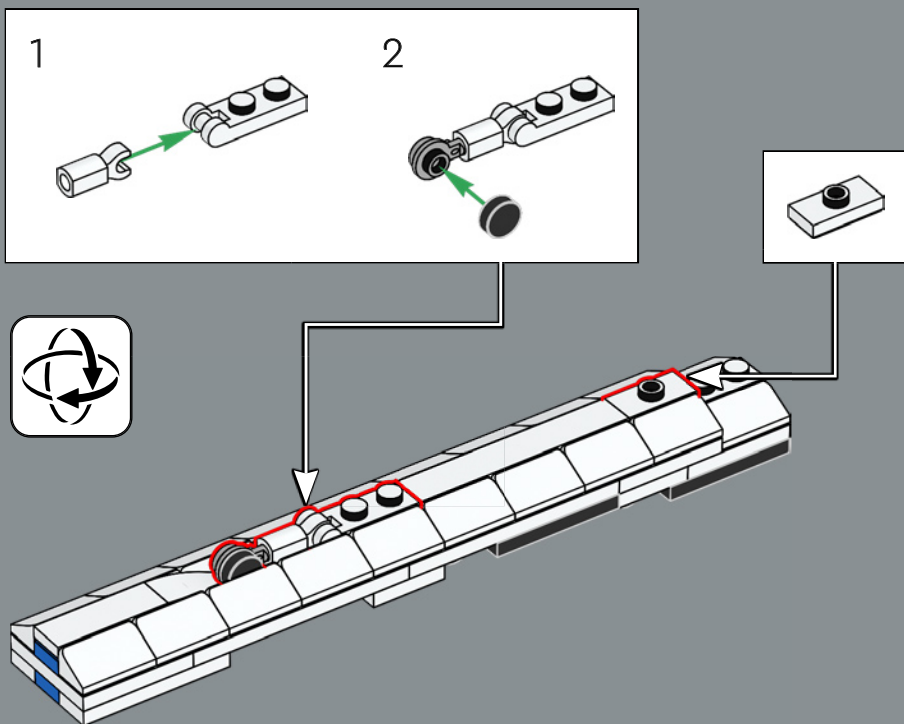






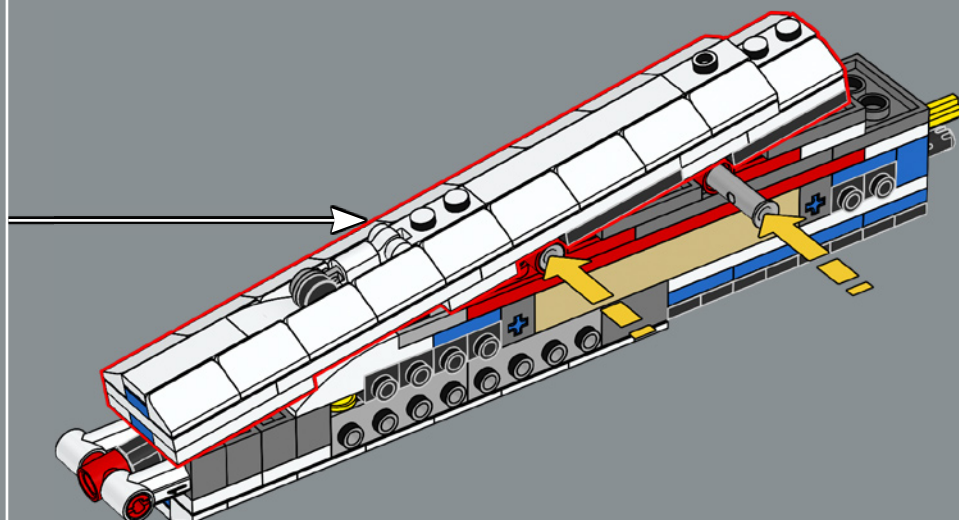
Ya que el Concorde necesitaba un gran ángulo de ataque para optimizar la sustentación del ala en delta durante el despegue y el aterrizaje, la aeronave contaba con una pequeña rueda de cola para garantizar que la parte posterior del avión no golpeará el suelo.

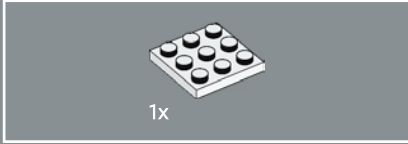
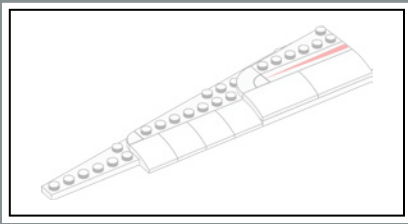
456



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

457





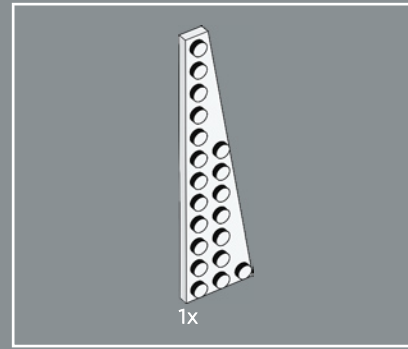
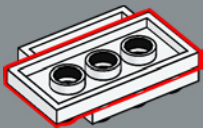
1x

458



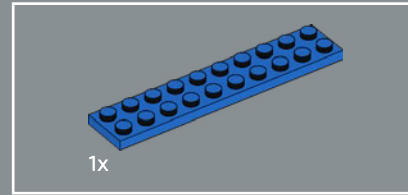
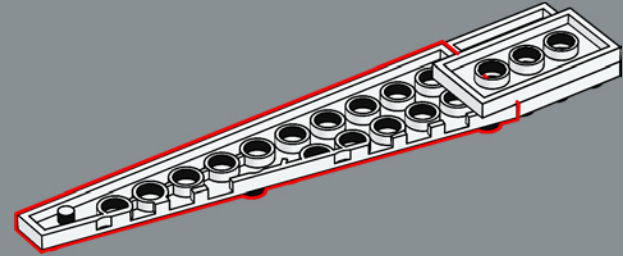
1x

459



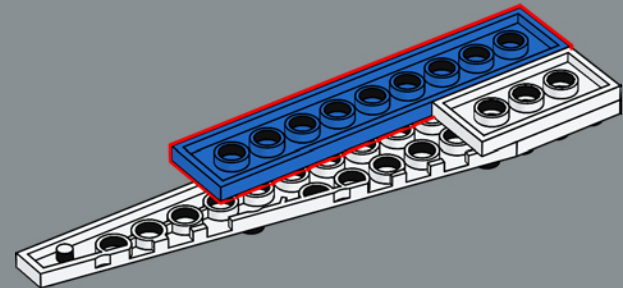
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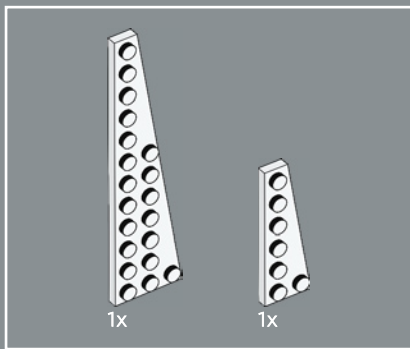
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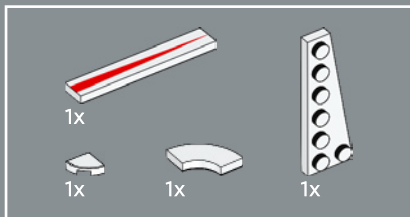
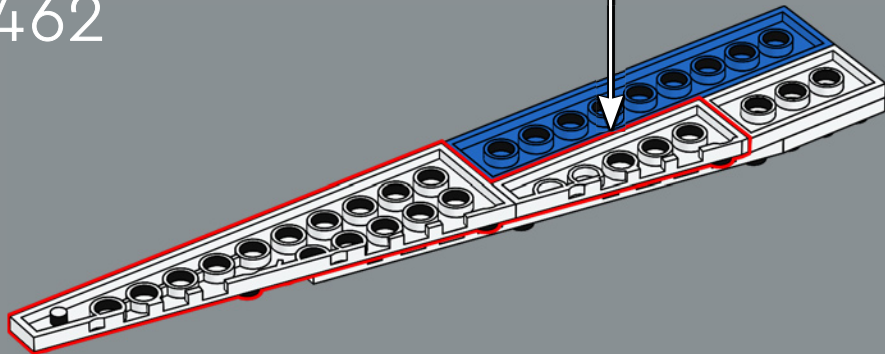
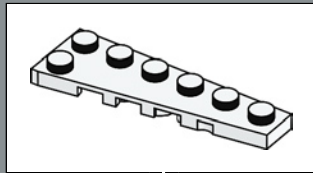
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461

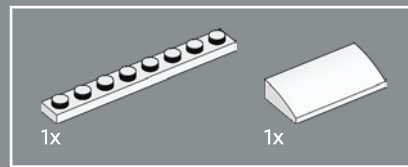
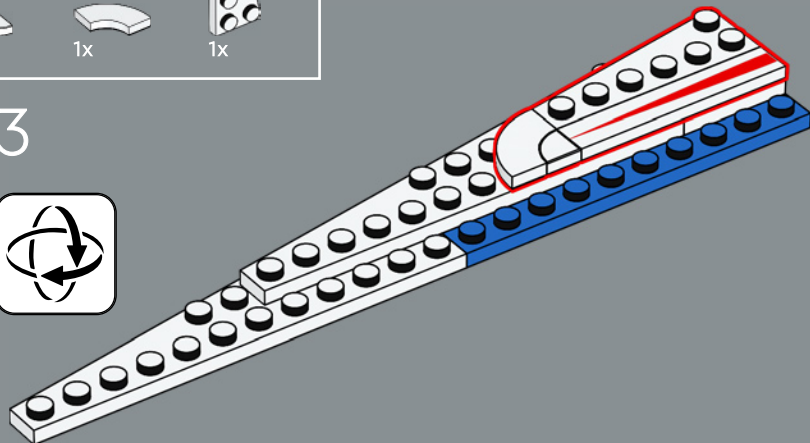




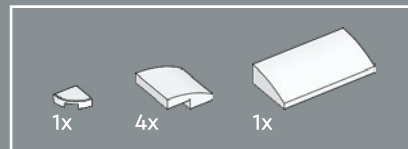
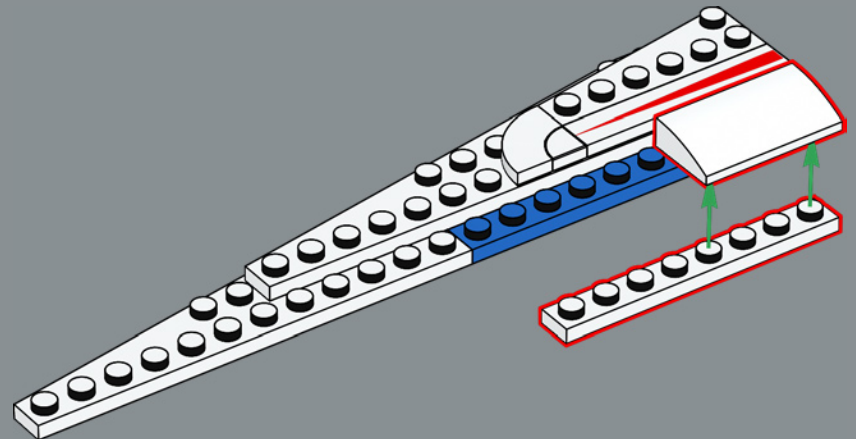
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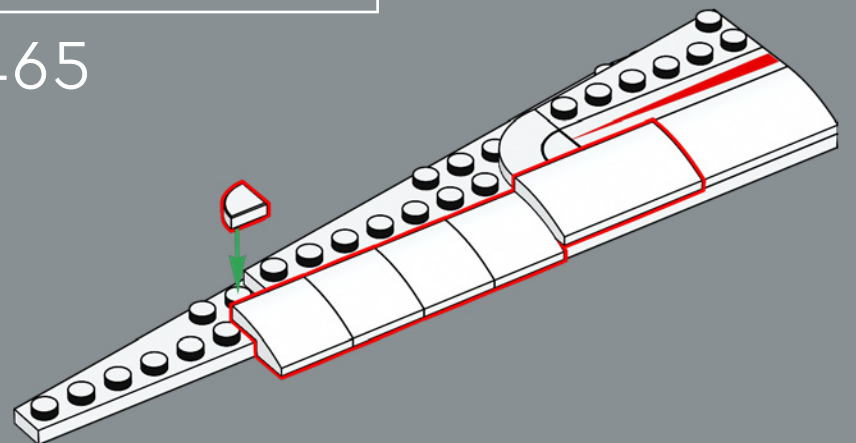
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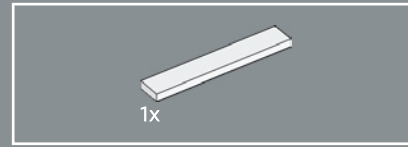
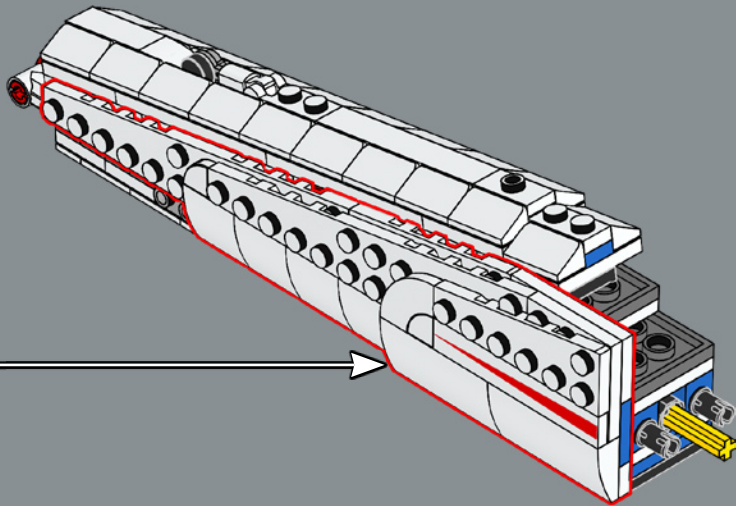
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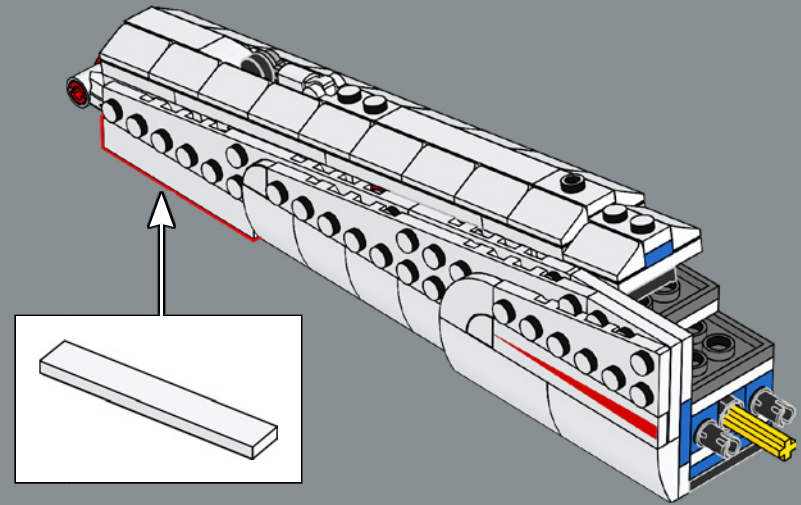
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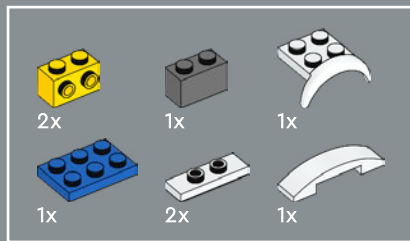
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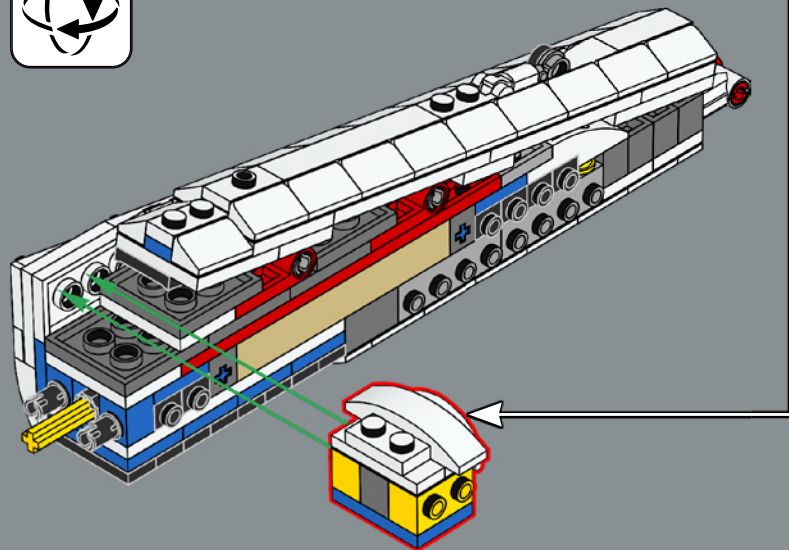
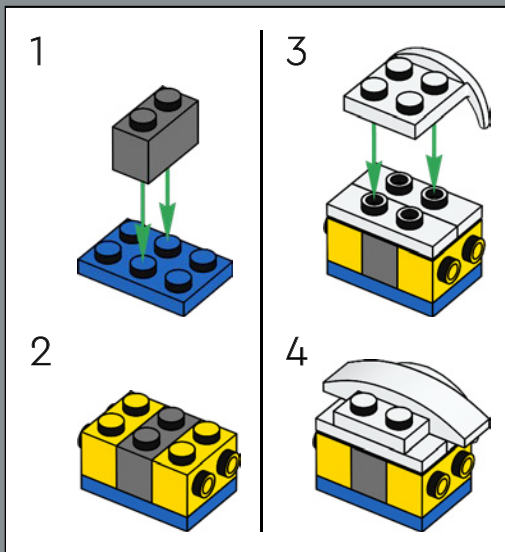
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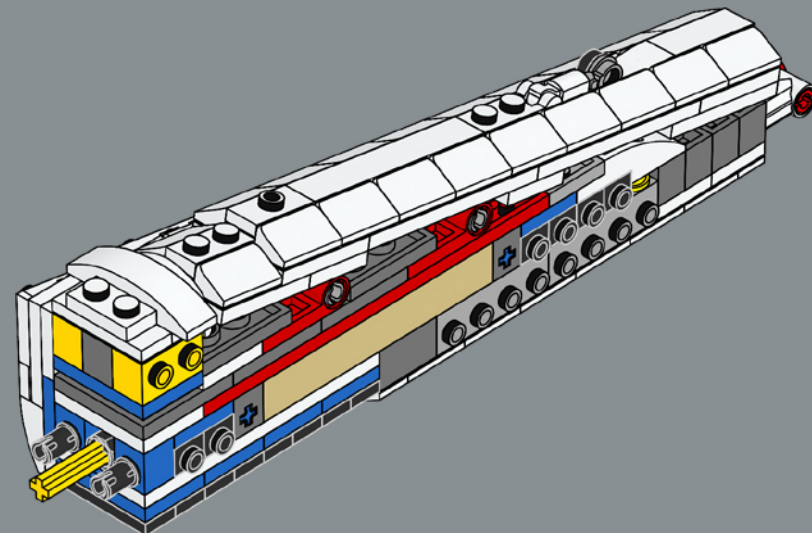


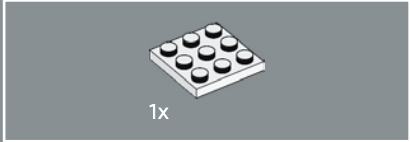
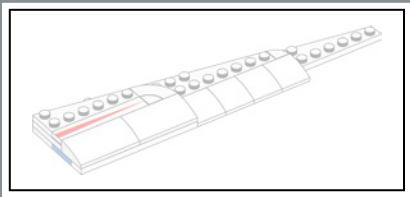


468



469

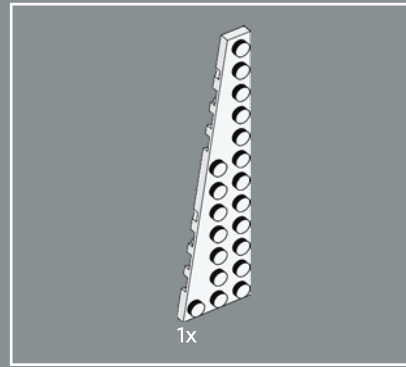




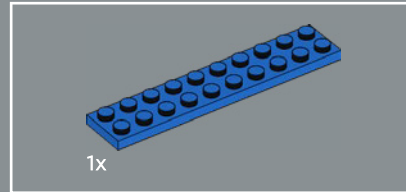
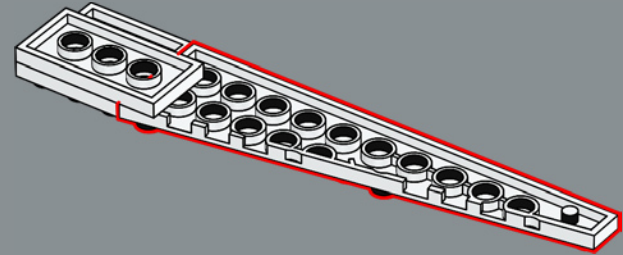
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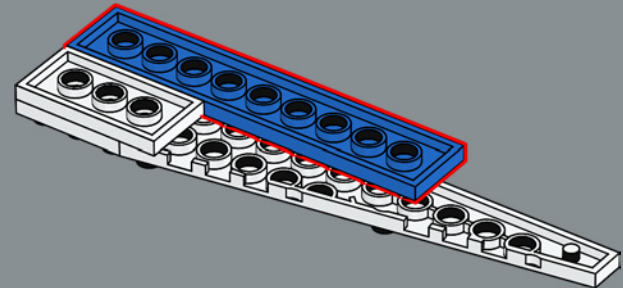
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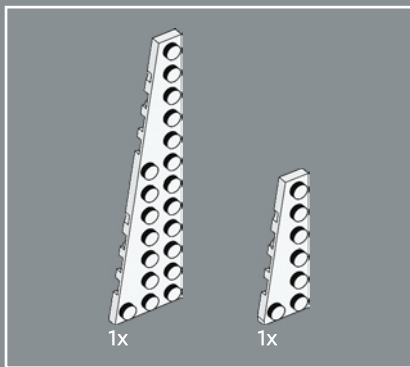


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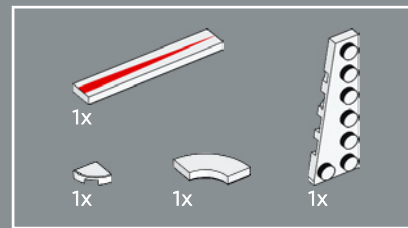
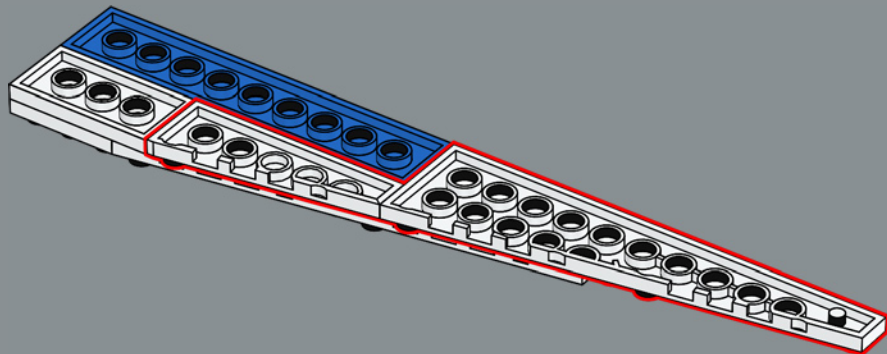


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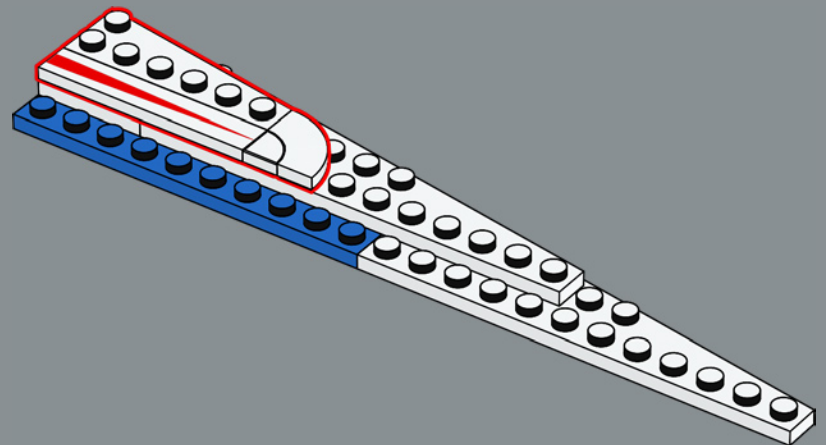




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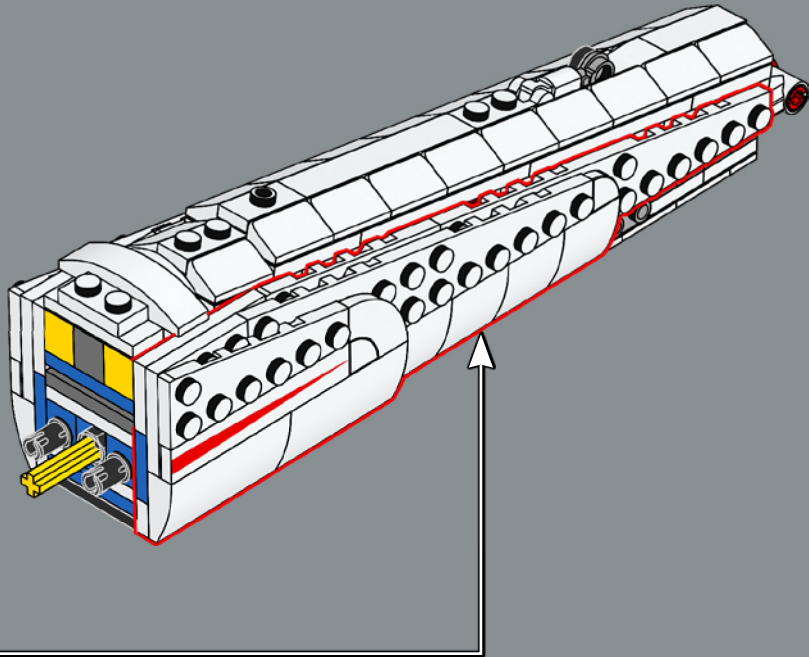
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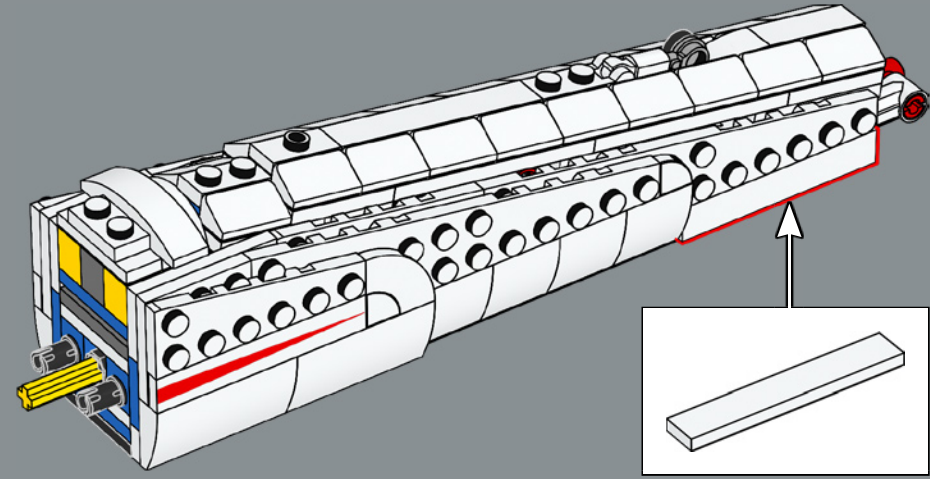
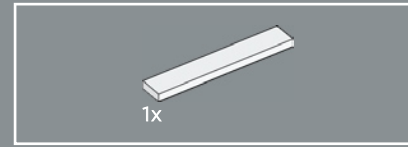


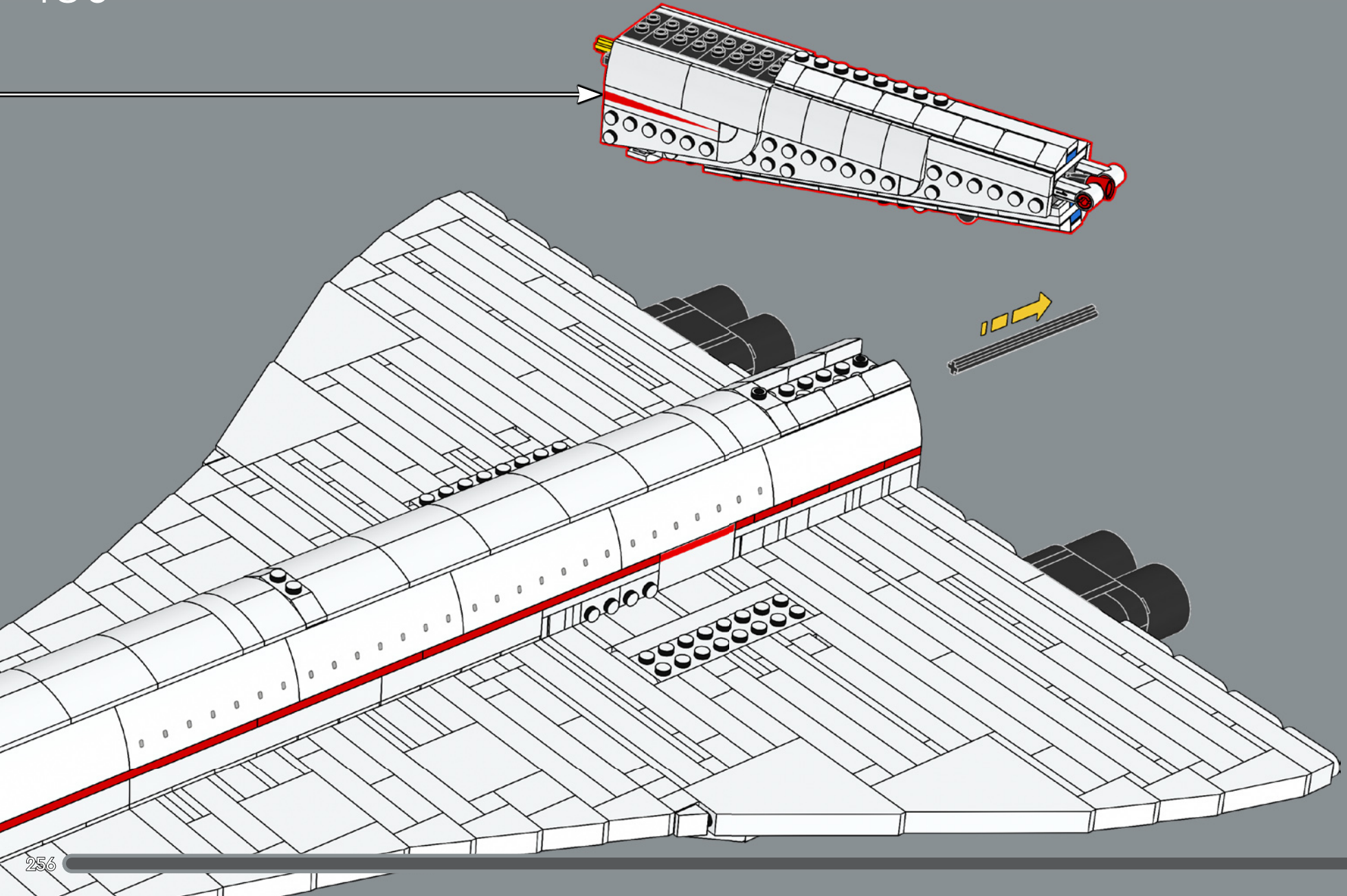


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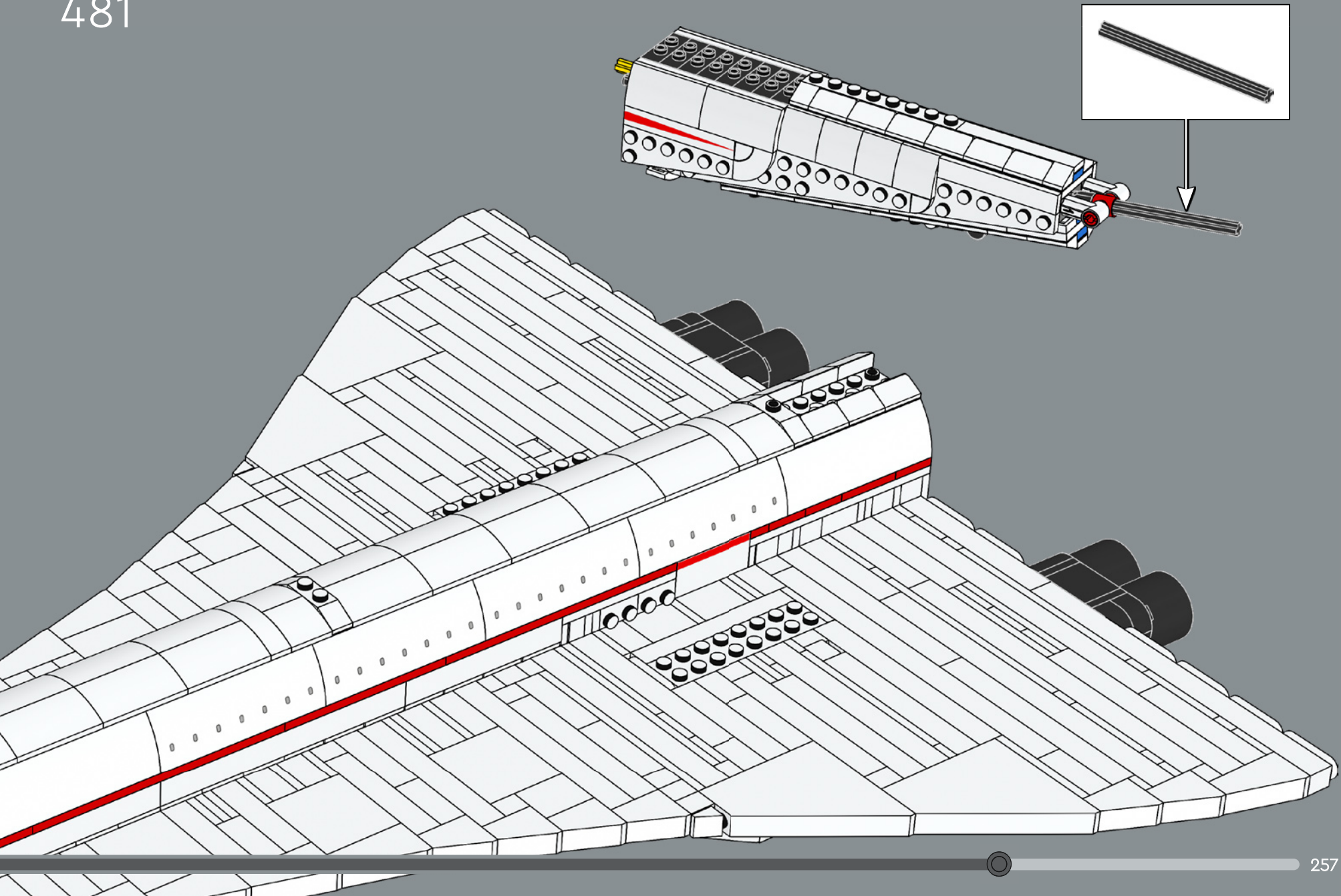
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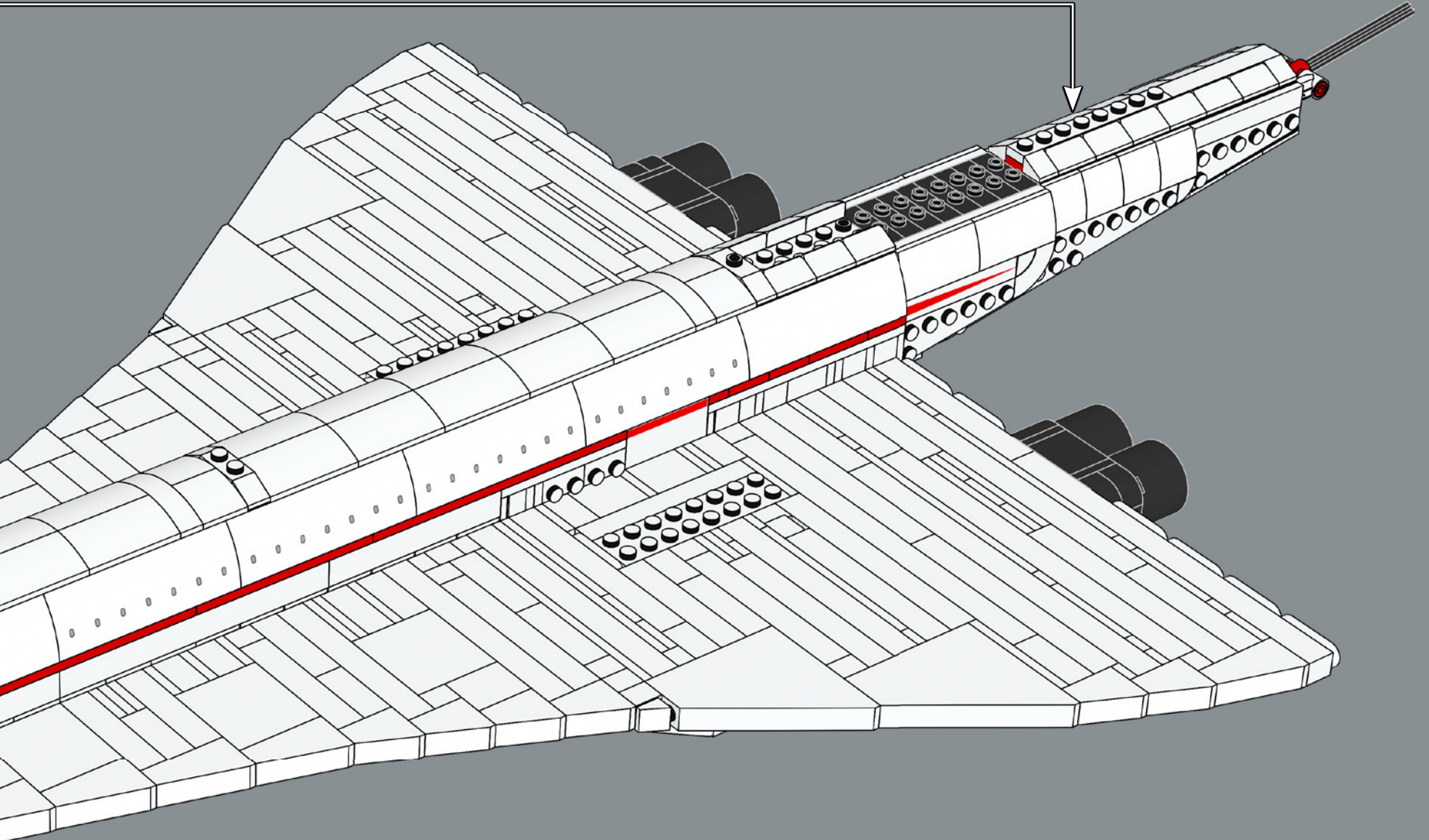




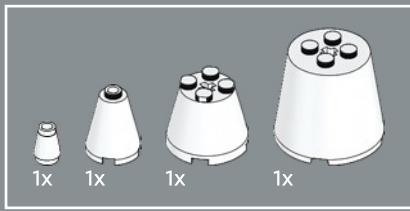


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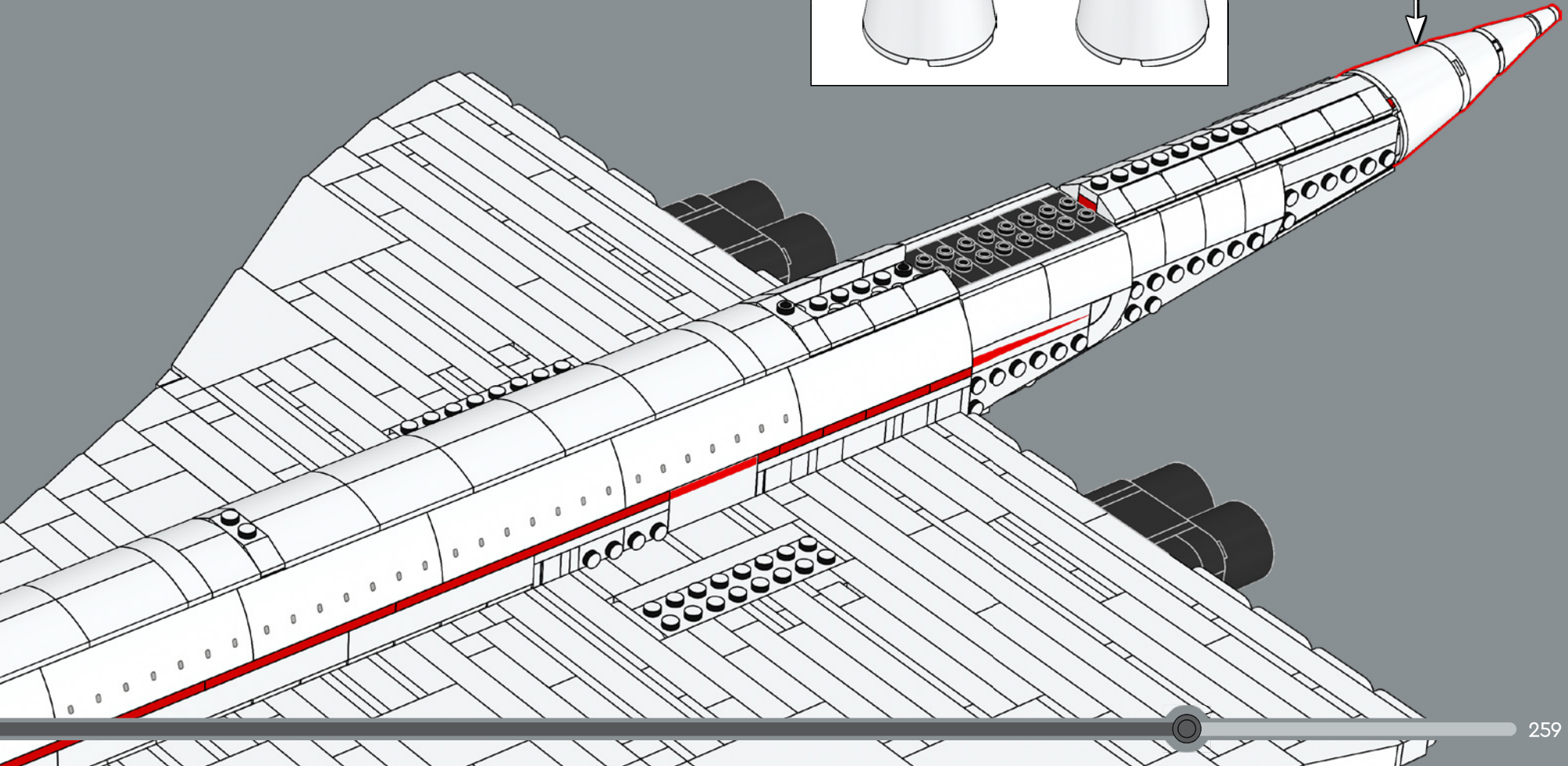
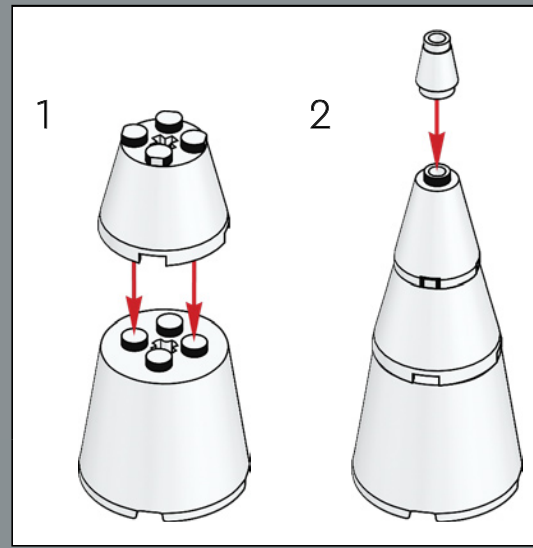


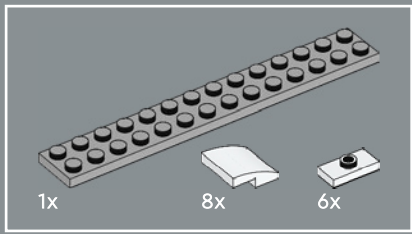




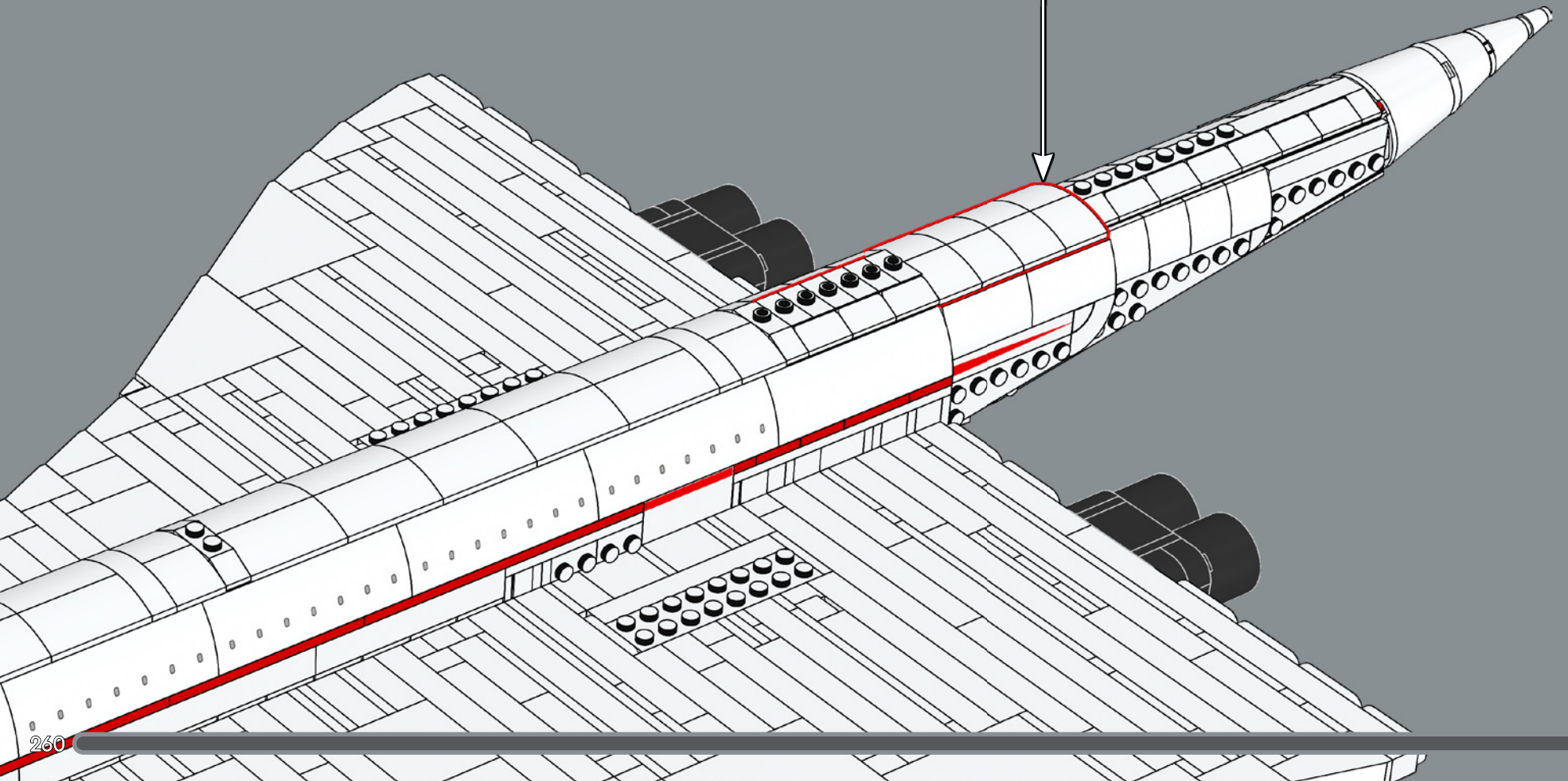
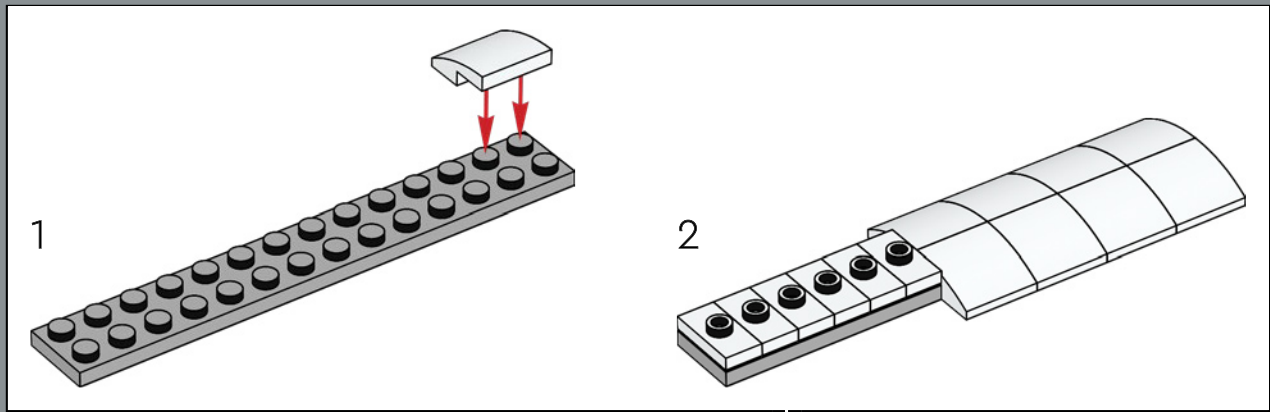


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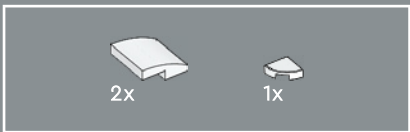




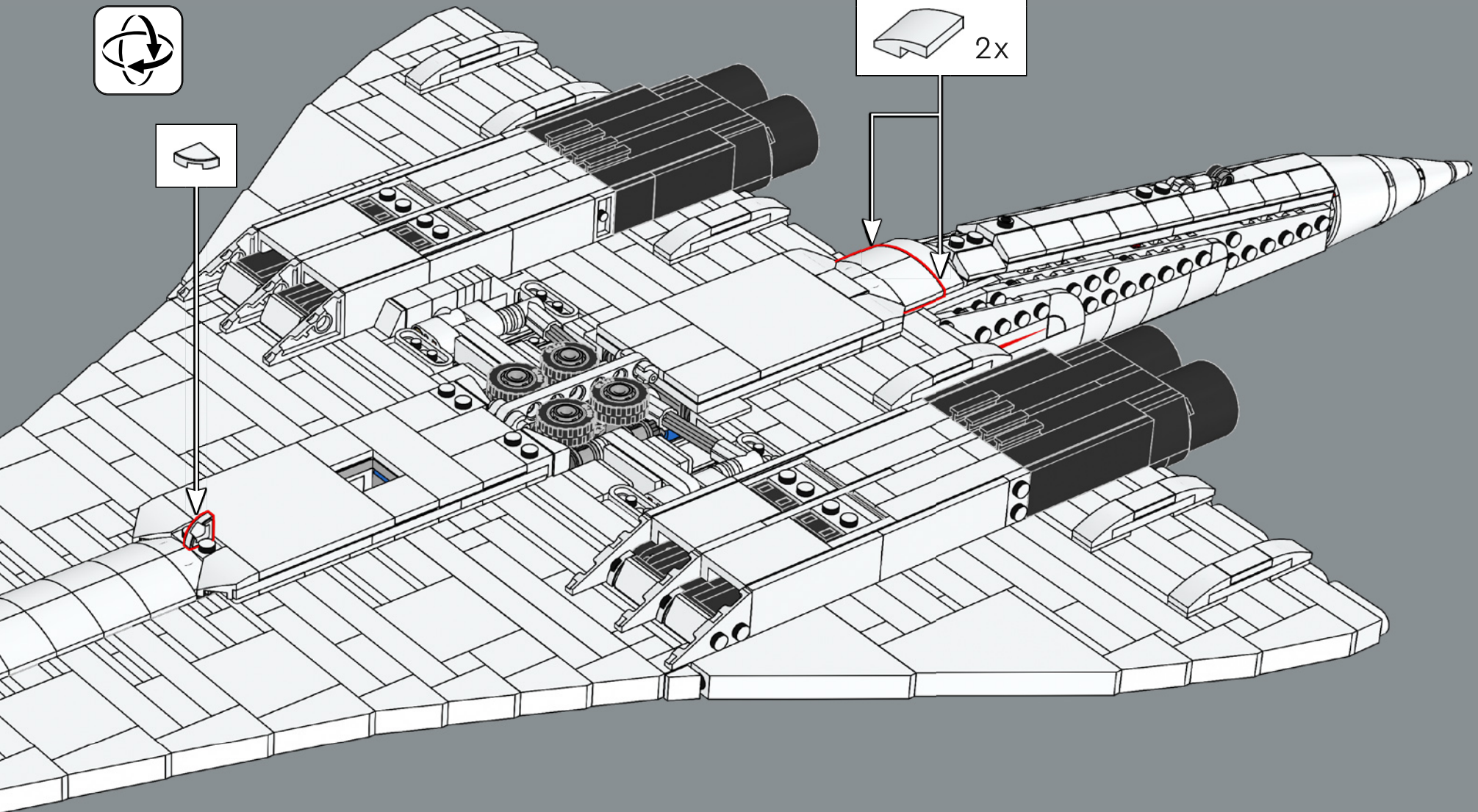
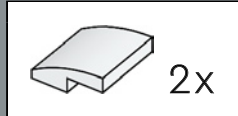
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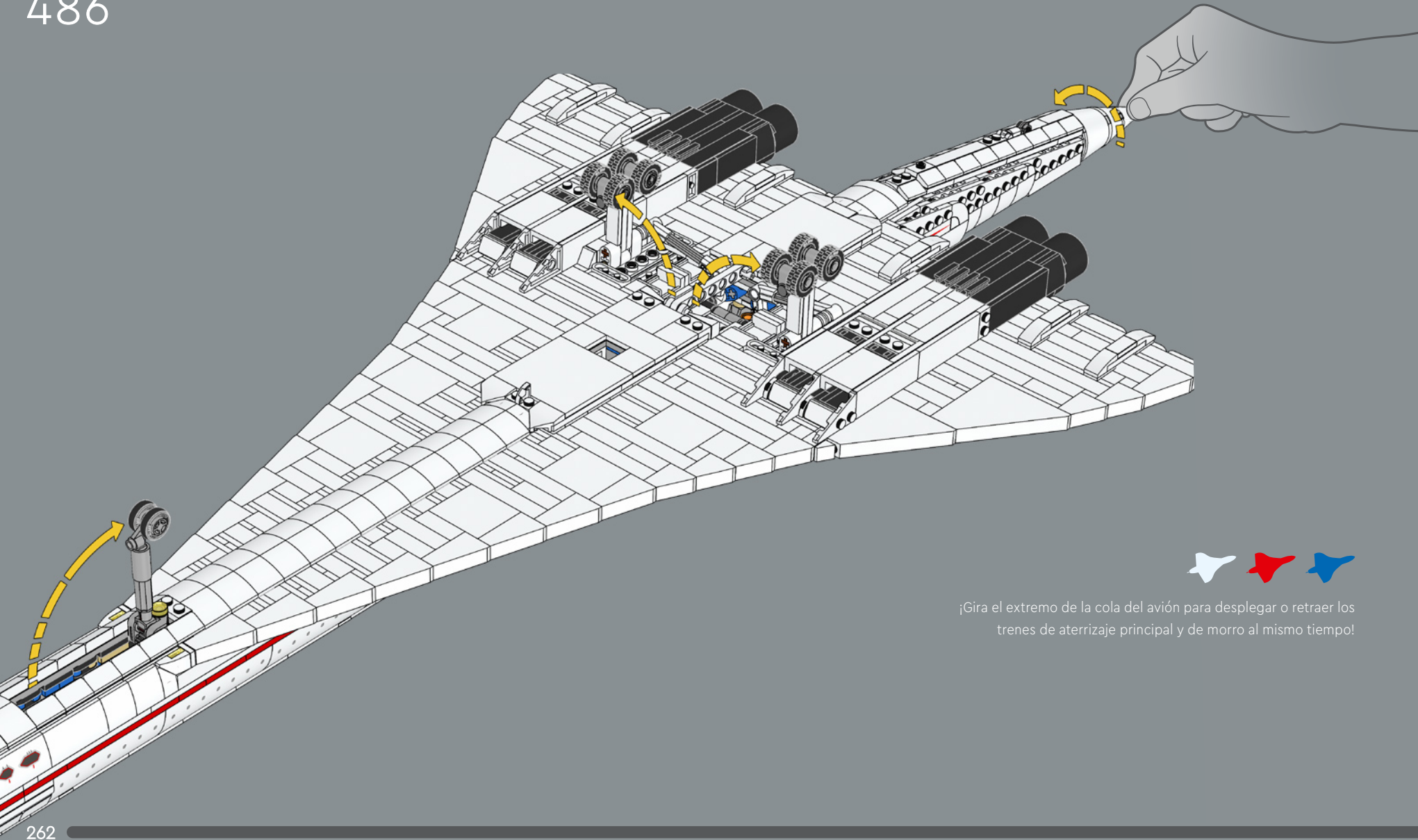




485



486

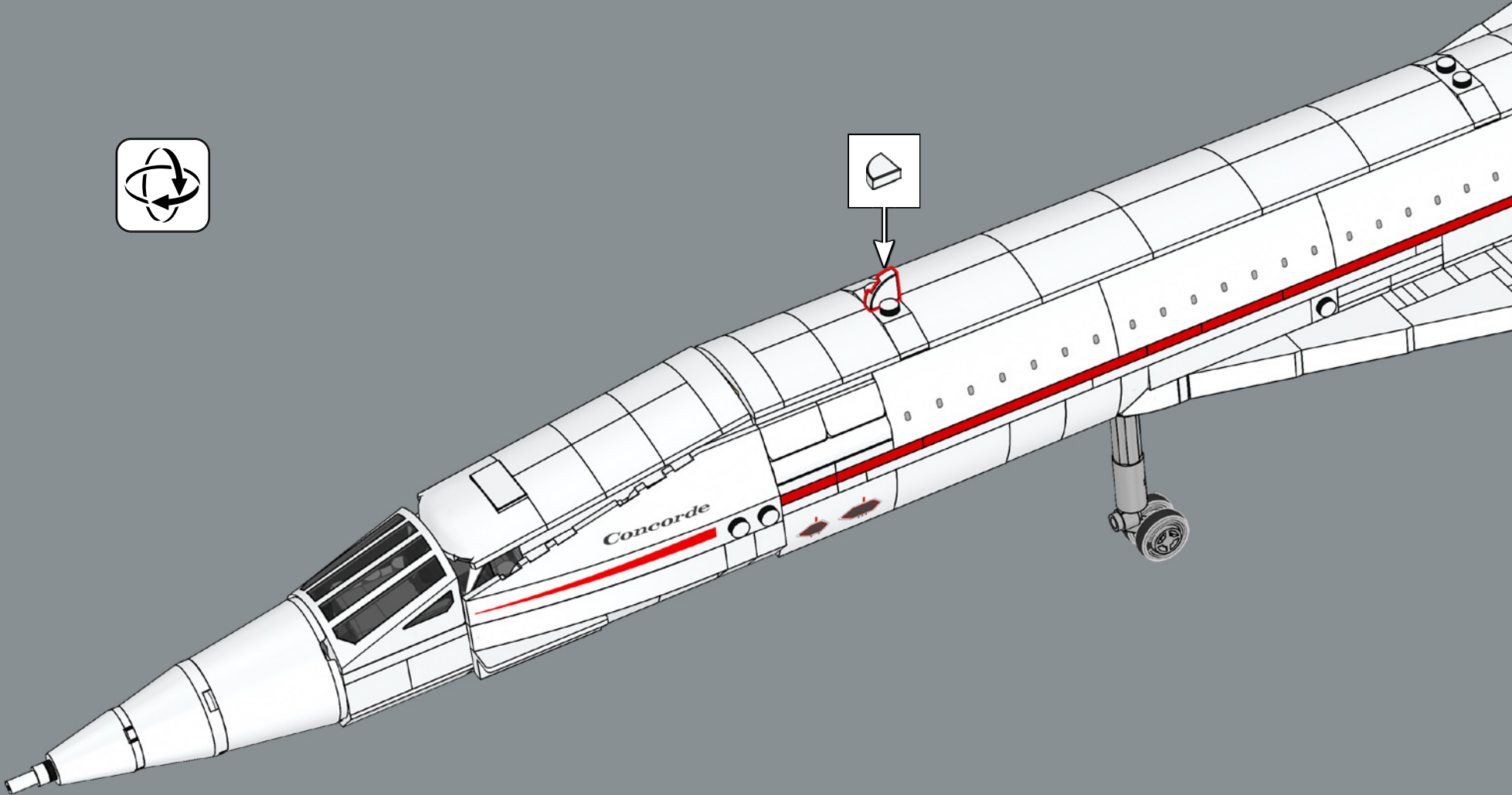


¡Gira el extremo de la cola del avión para desplegar o retraer los trenes de aterrizaje principal y de morro al mismo tiempo!



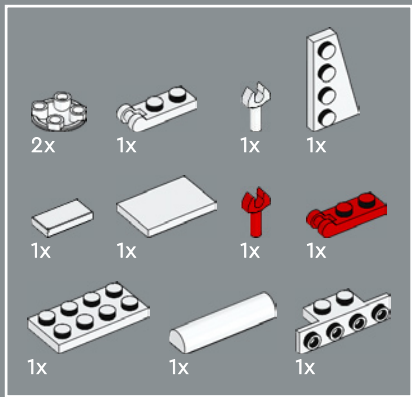


487



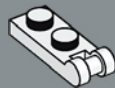


Se construyeron un total de veinte aviones Concorde, seis de ellos experimentales y catorce para uso comercial. La mayoría se mantuvieron en servicio durante 27 años.



488

1



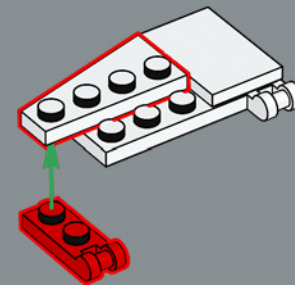
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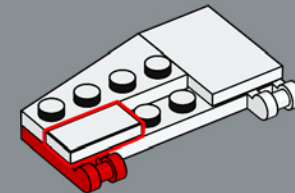
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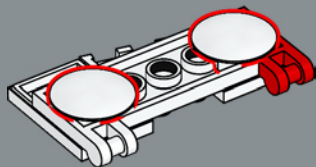
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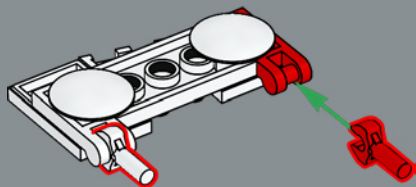
5



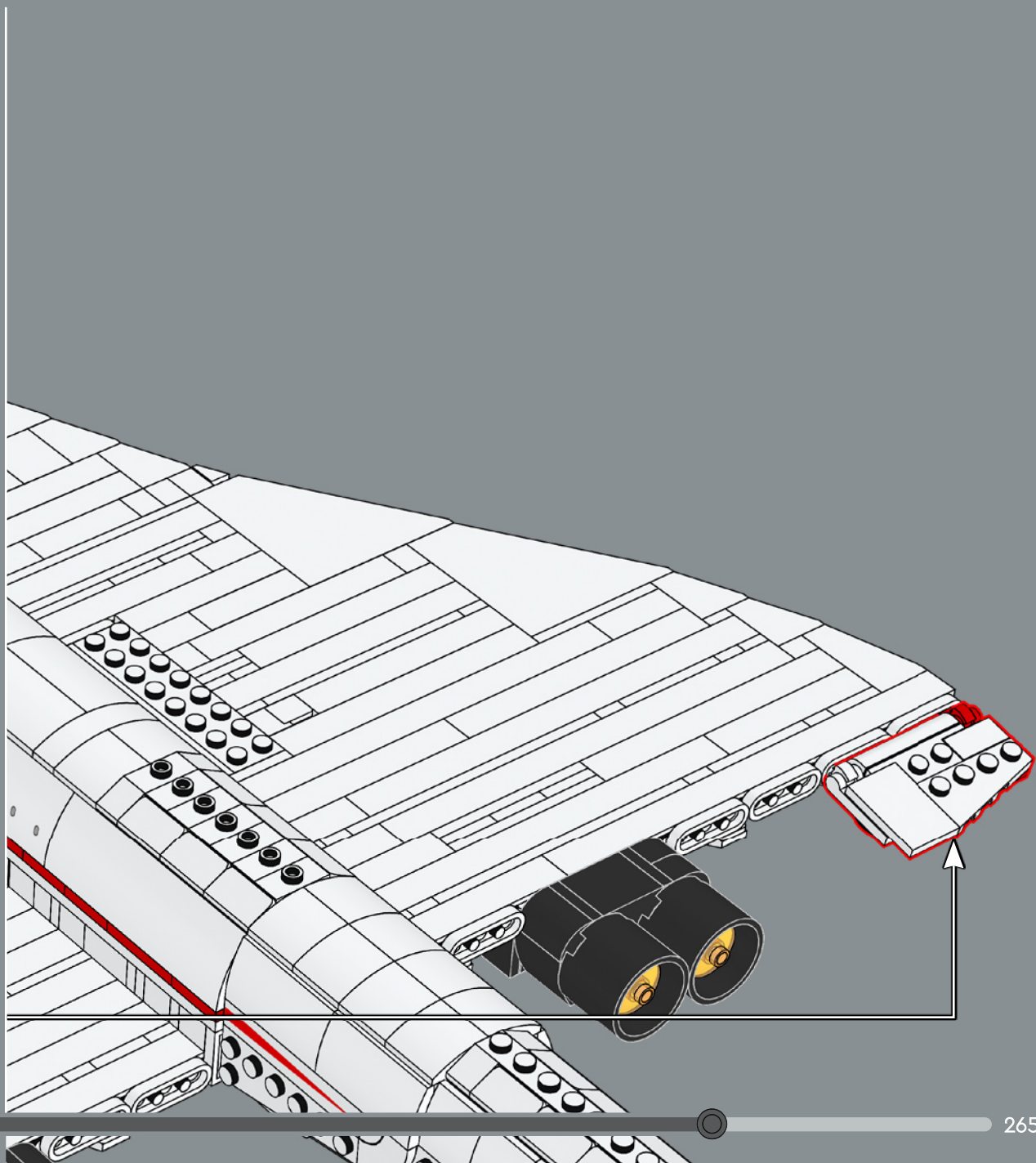
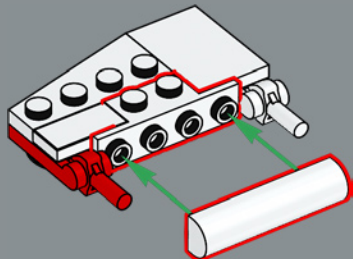
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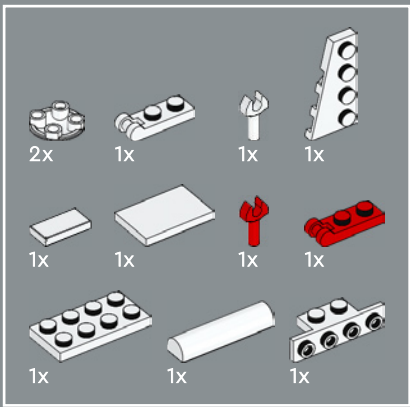


7



8



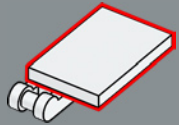


489

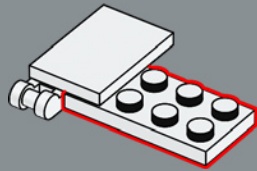
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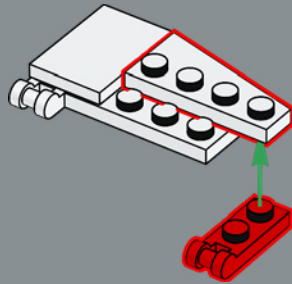
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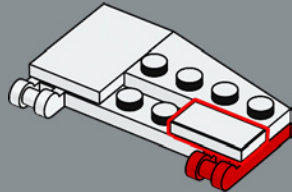
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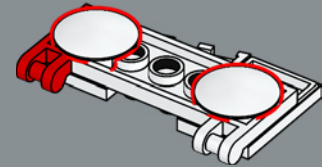
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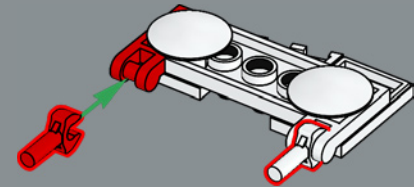
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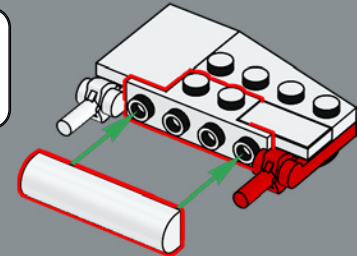
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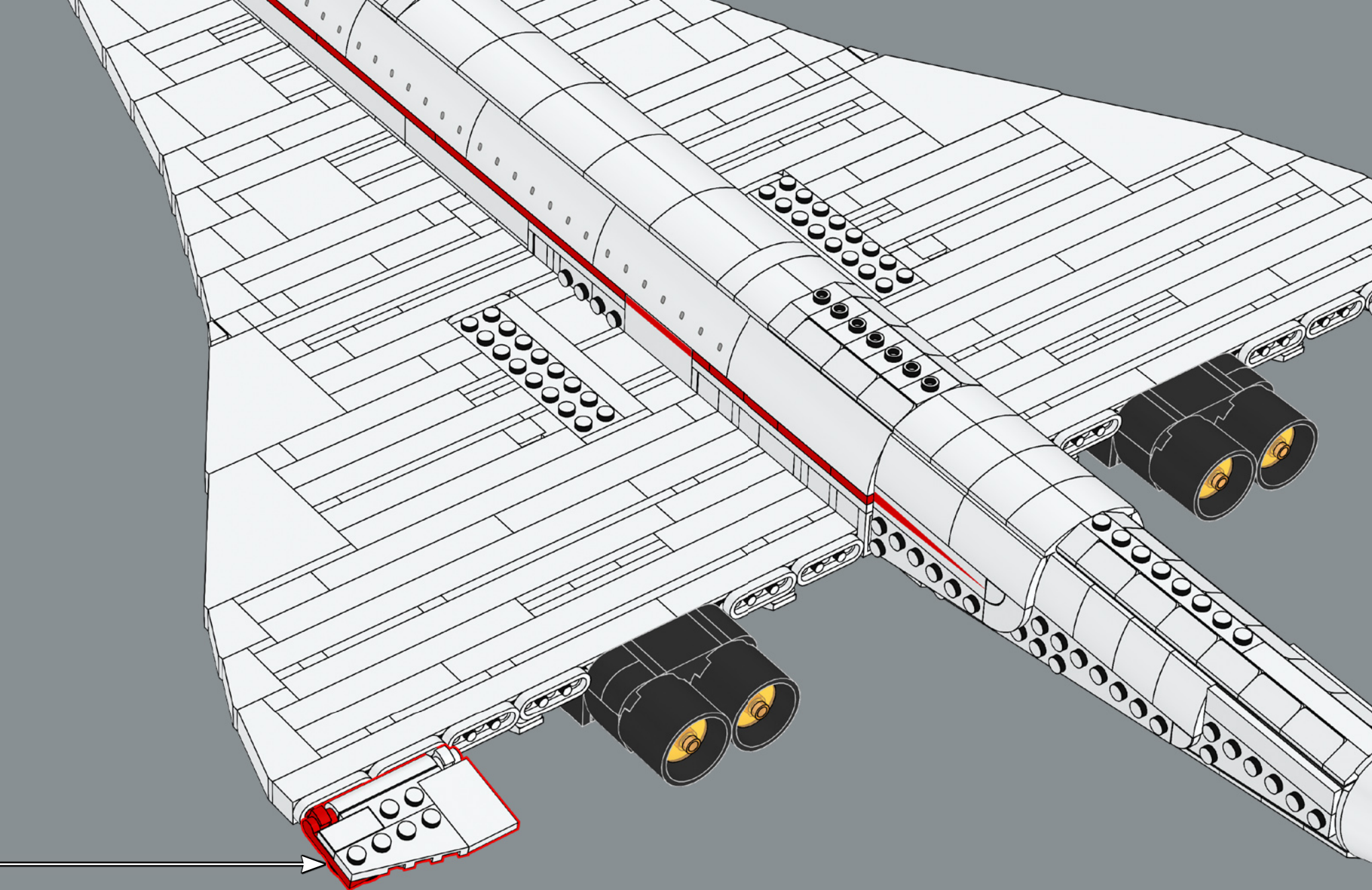
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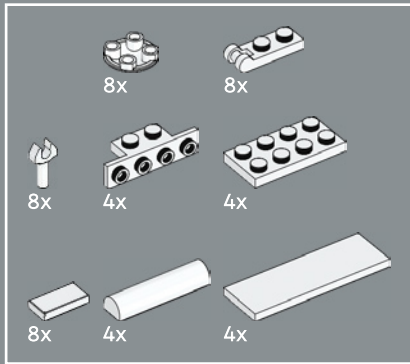
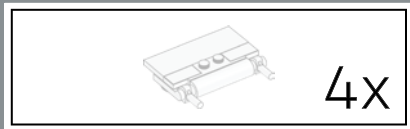


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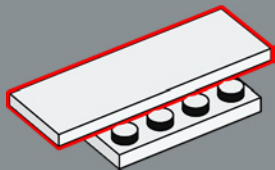


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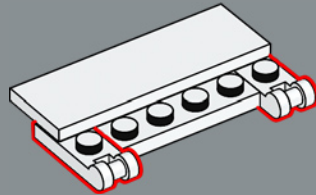
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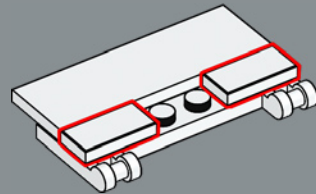
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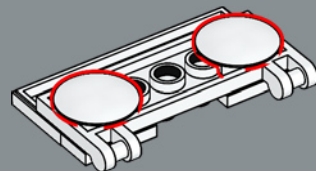
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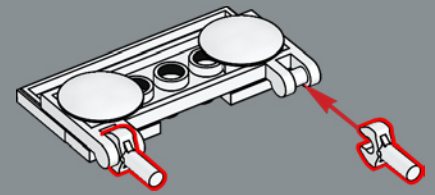
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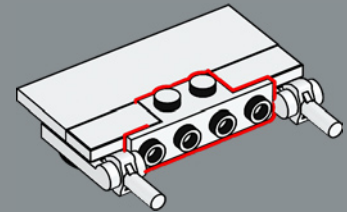
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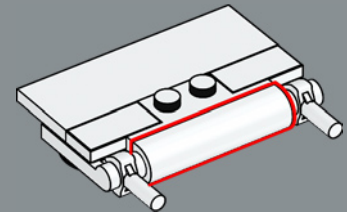
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7

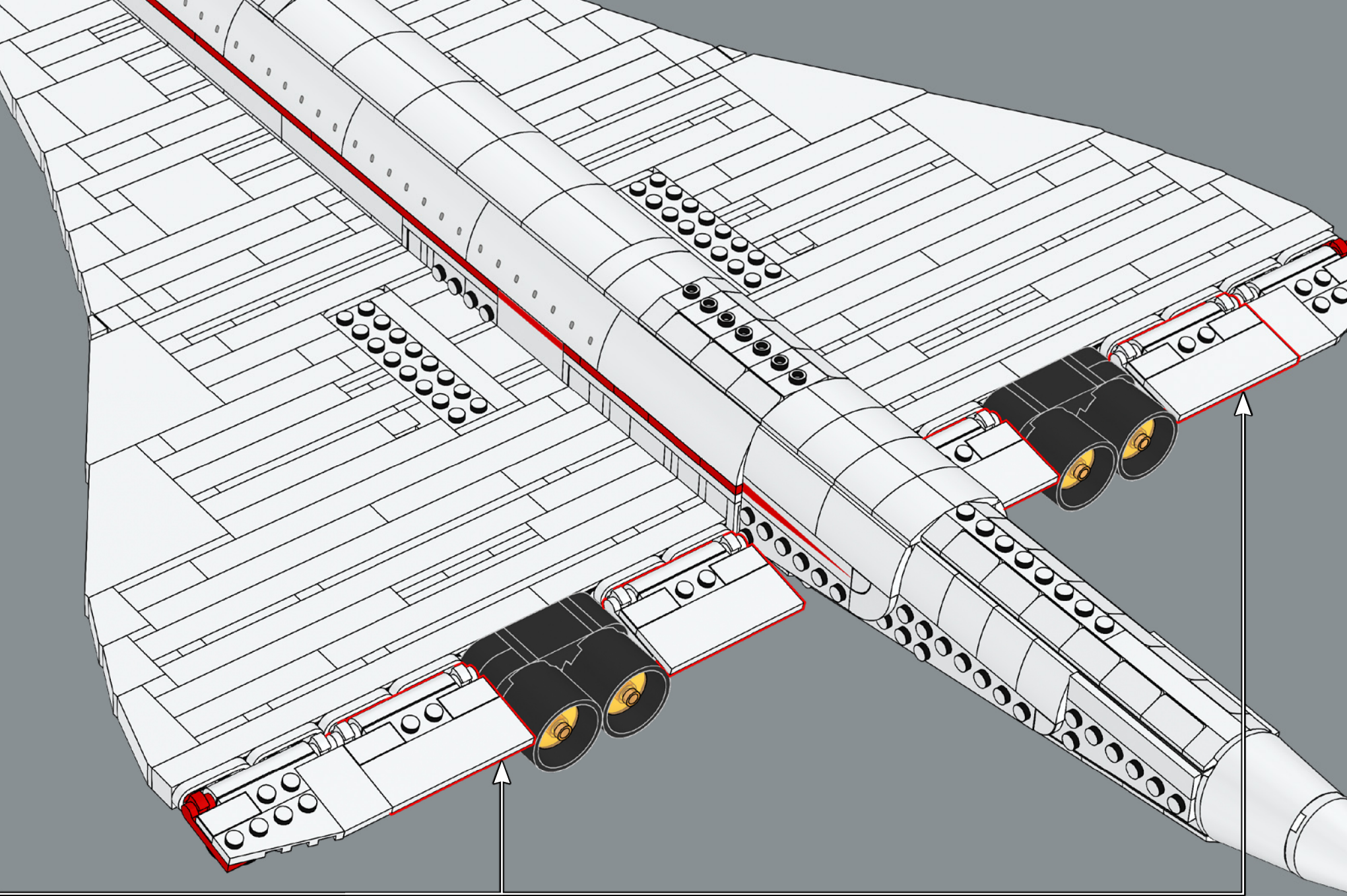


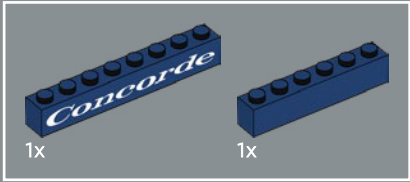
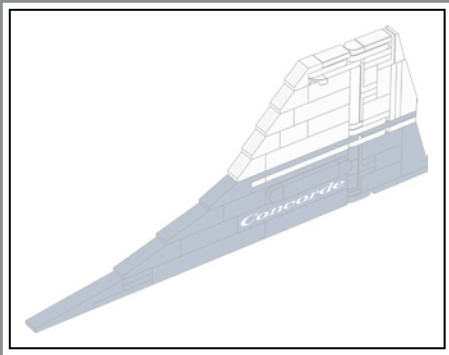
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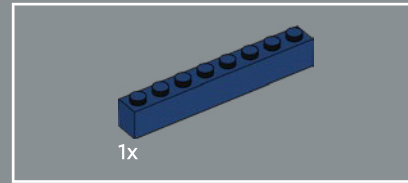
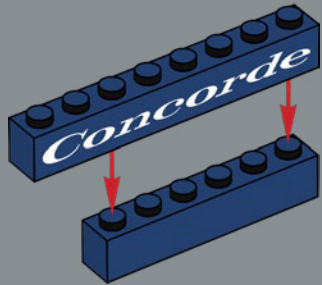
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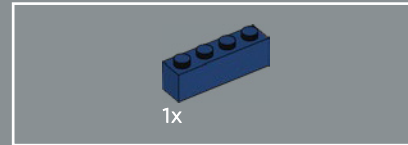
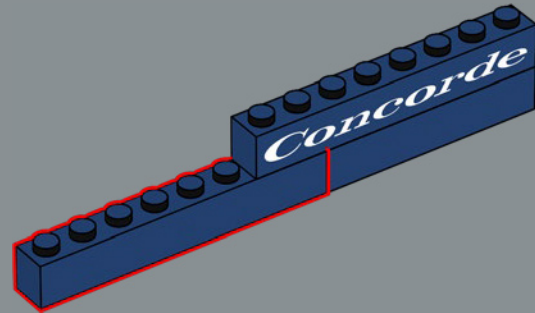




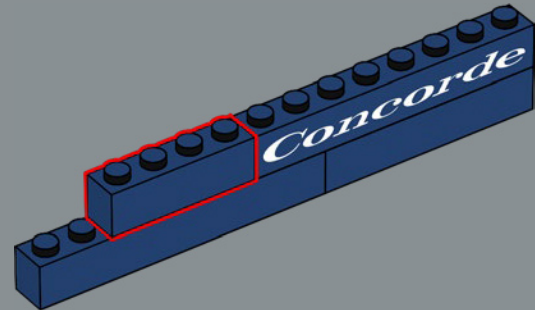
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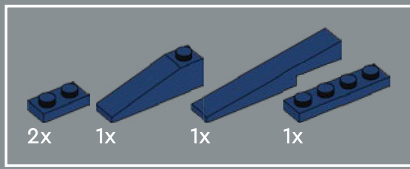
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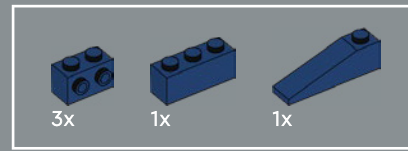
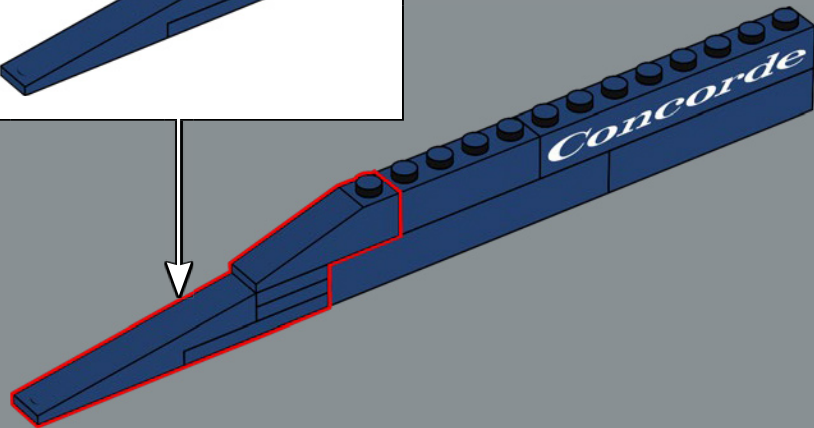
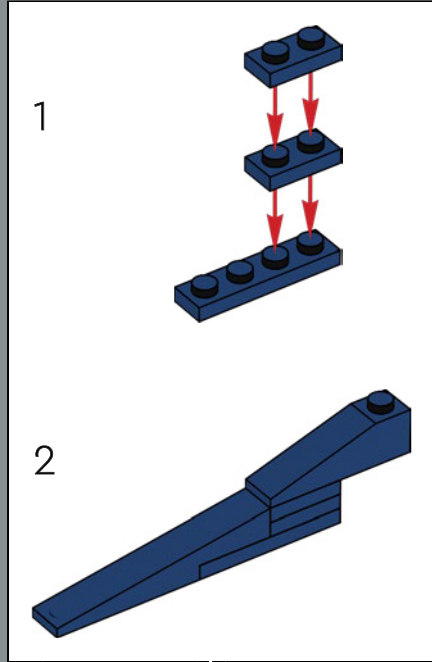
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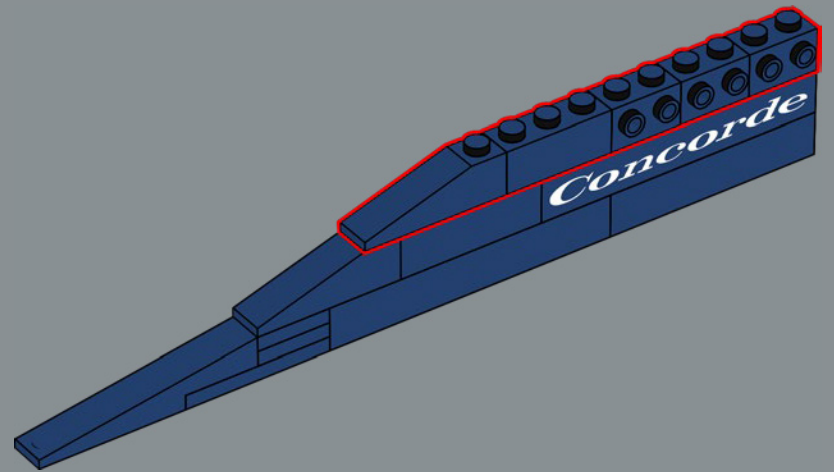


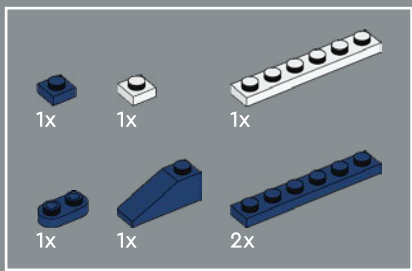


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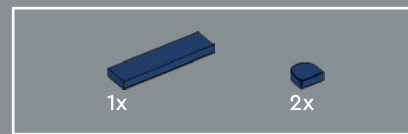
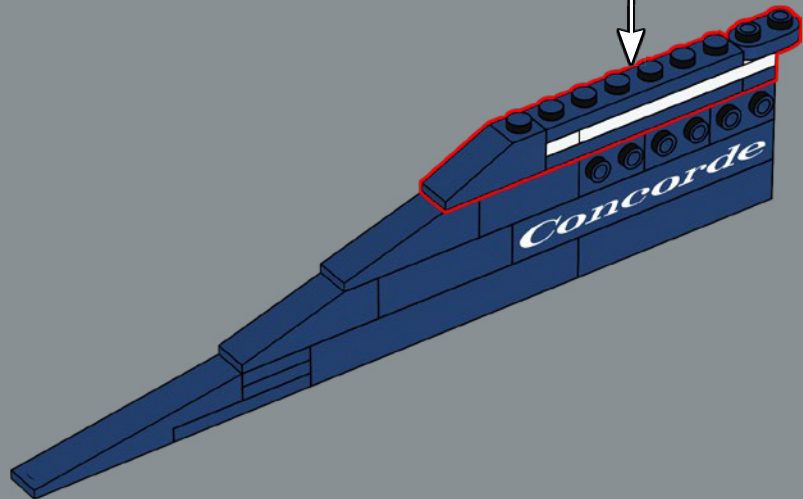
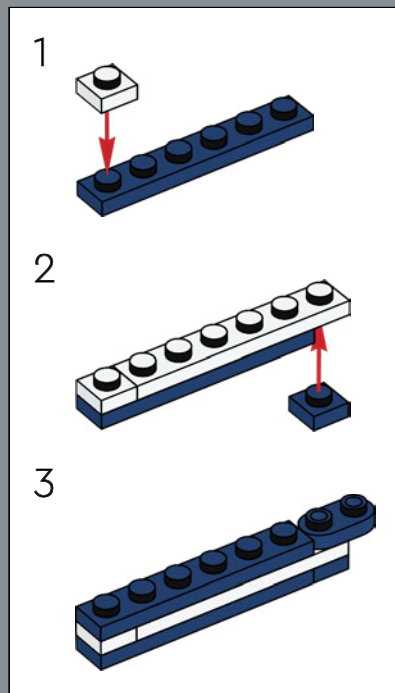


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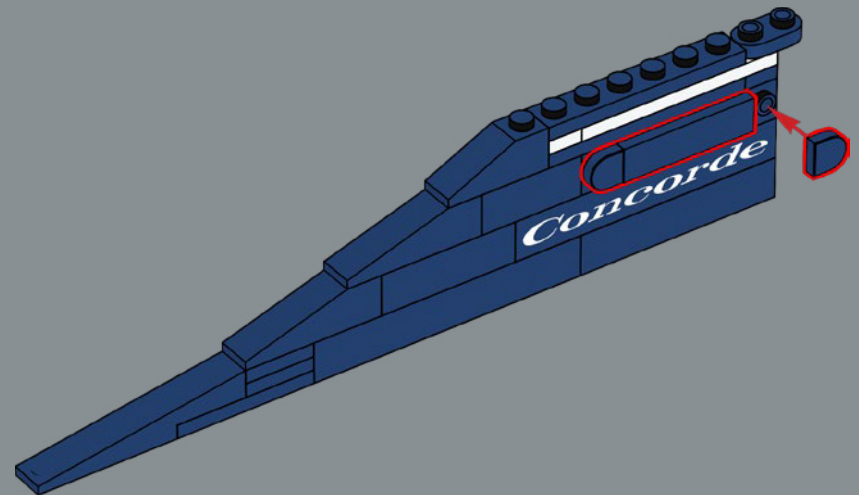


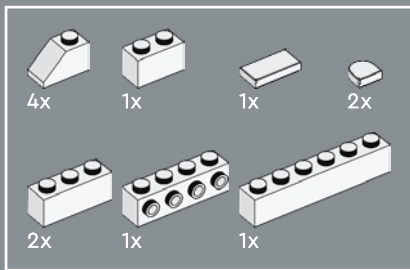


496



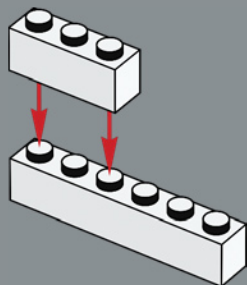
497



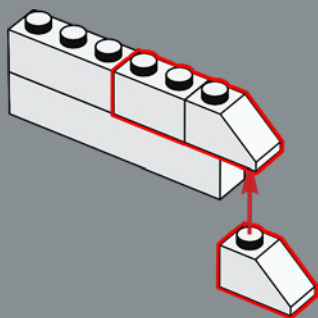


498

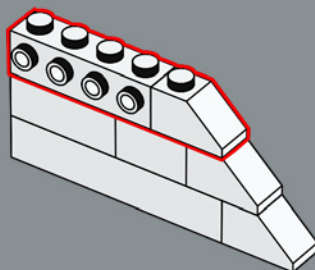
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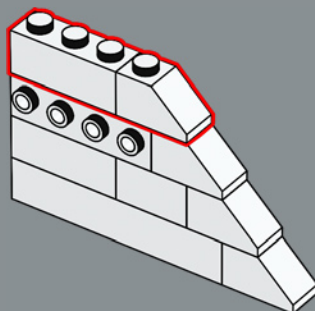
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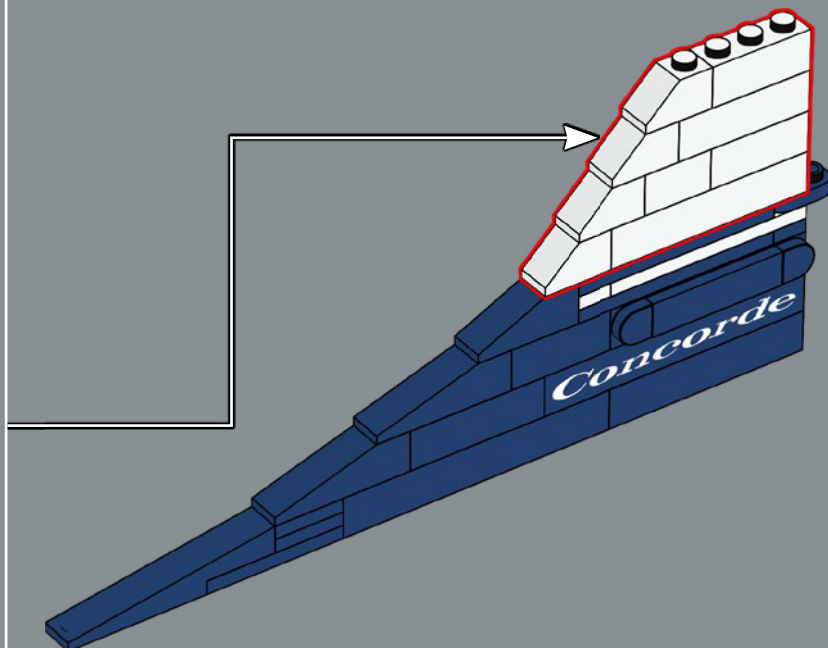
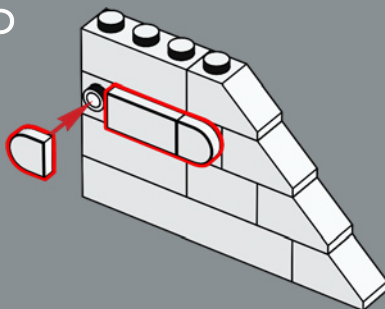
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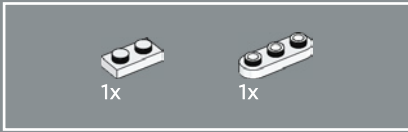
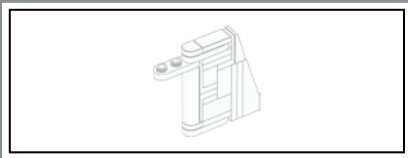


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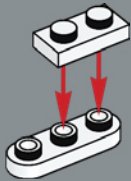


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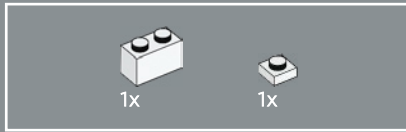




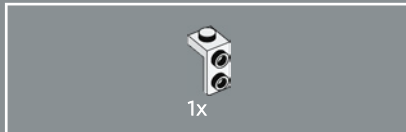
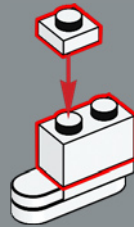
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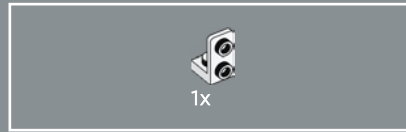
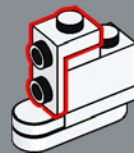
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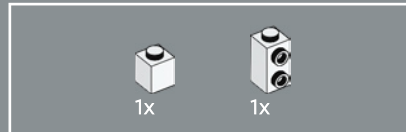
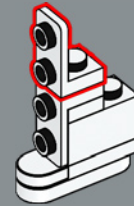
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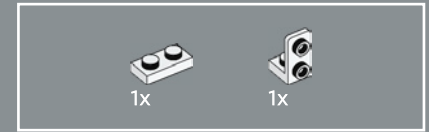
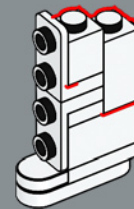
502



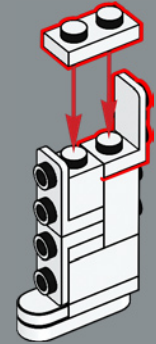
503



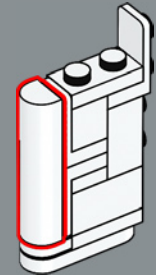
504



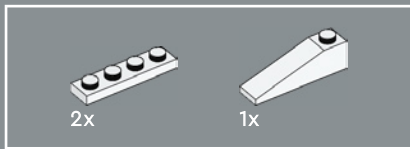
505



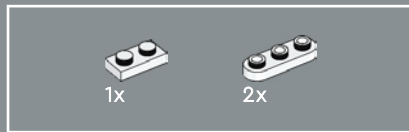
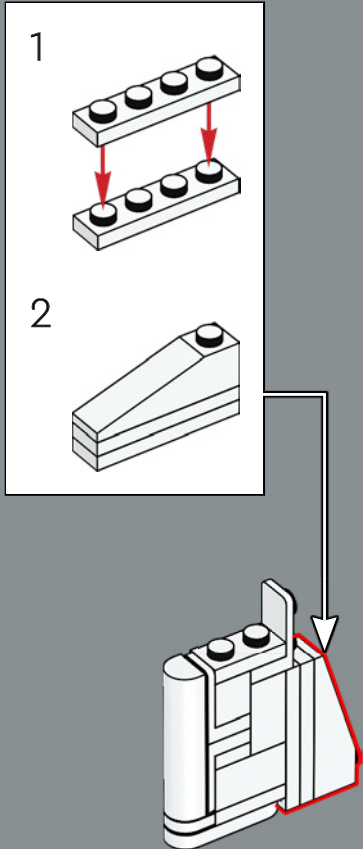
506



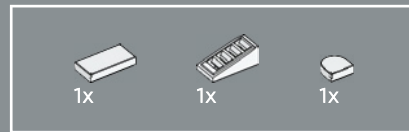
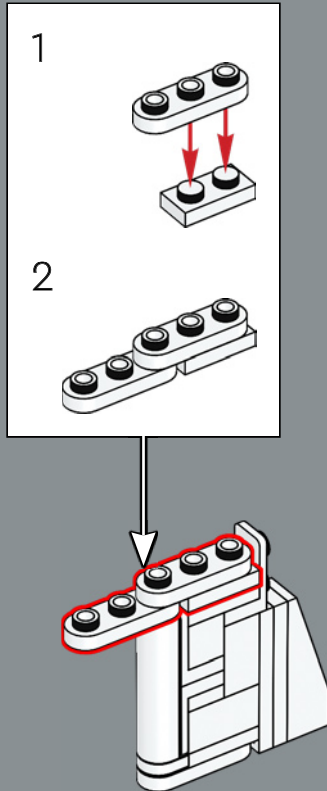




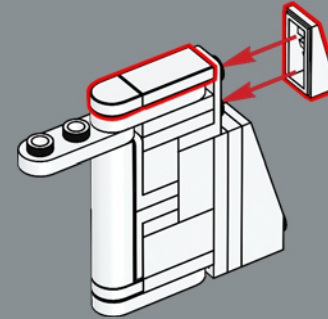
507



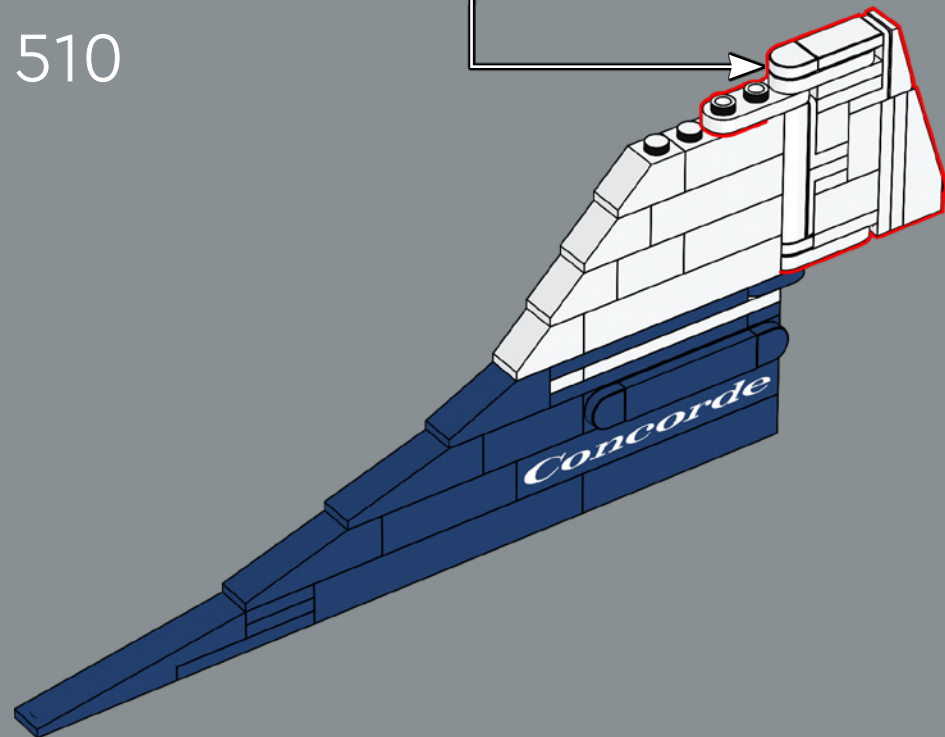
508

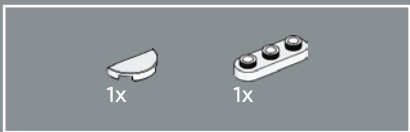


509

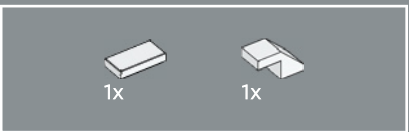
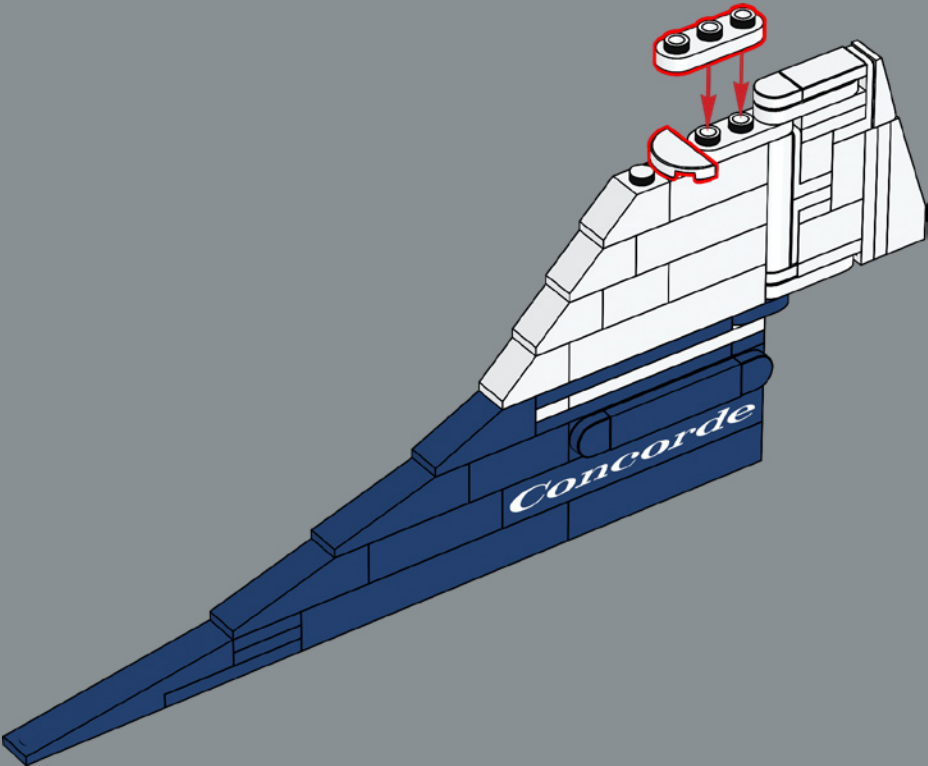


510





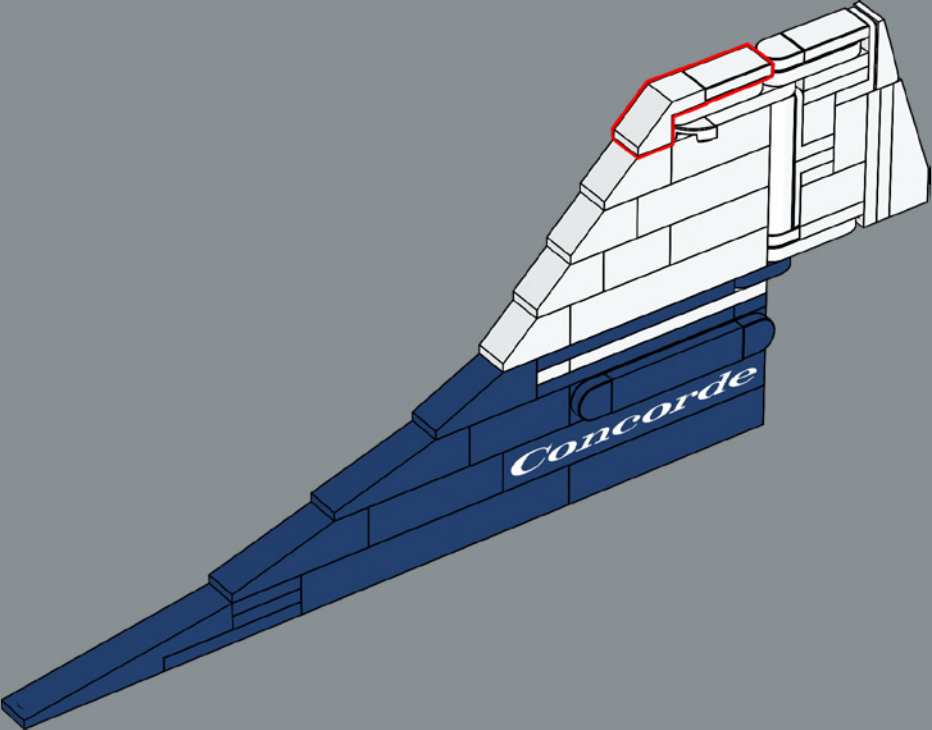
511

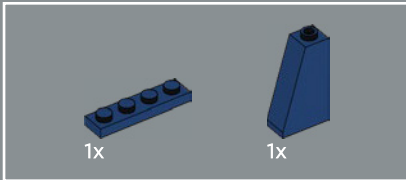
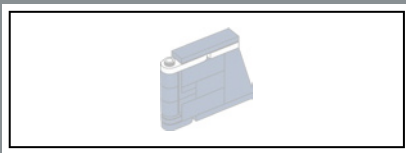


512

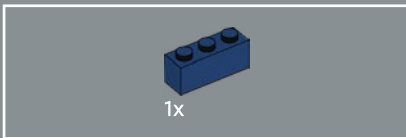
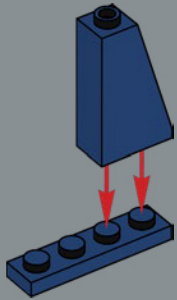


El timón del Concorde estaba dividido en dos partes; con el fin de reducir las fuerzas de torsión sobre el estabilizador vertical, a altas velocidades solo se usaba la sección inferior para hacer ajustes finos.

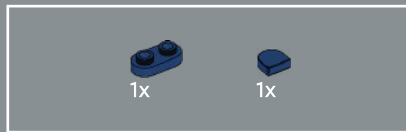
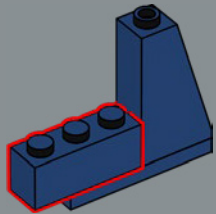




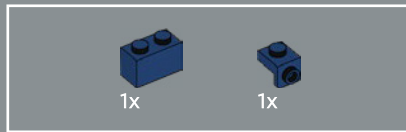
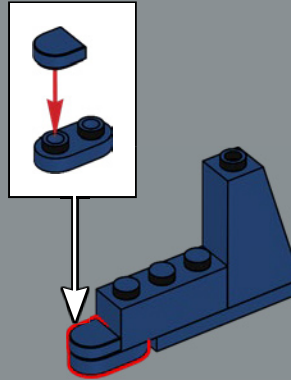
513



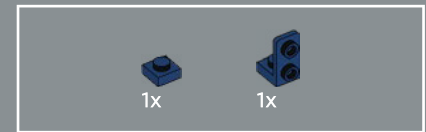
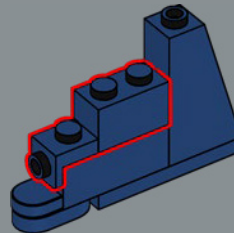
514



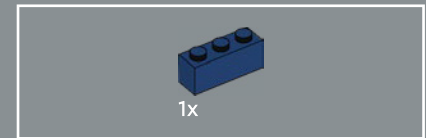
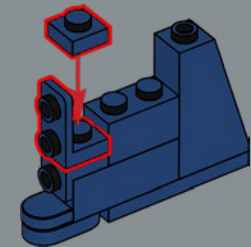
515



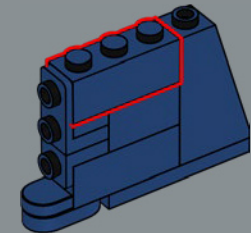
516



517

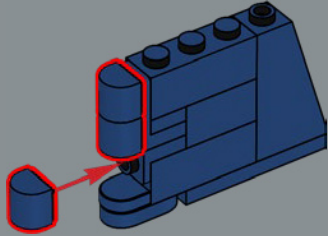


518



3x

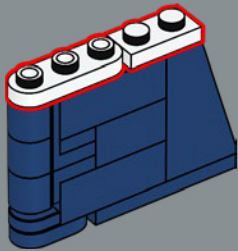
519



1x

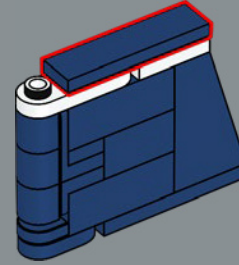
1x

520

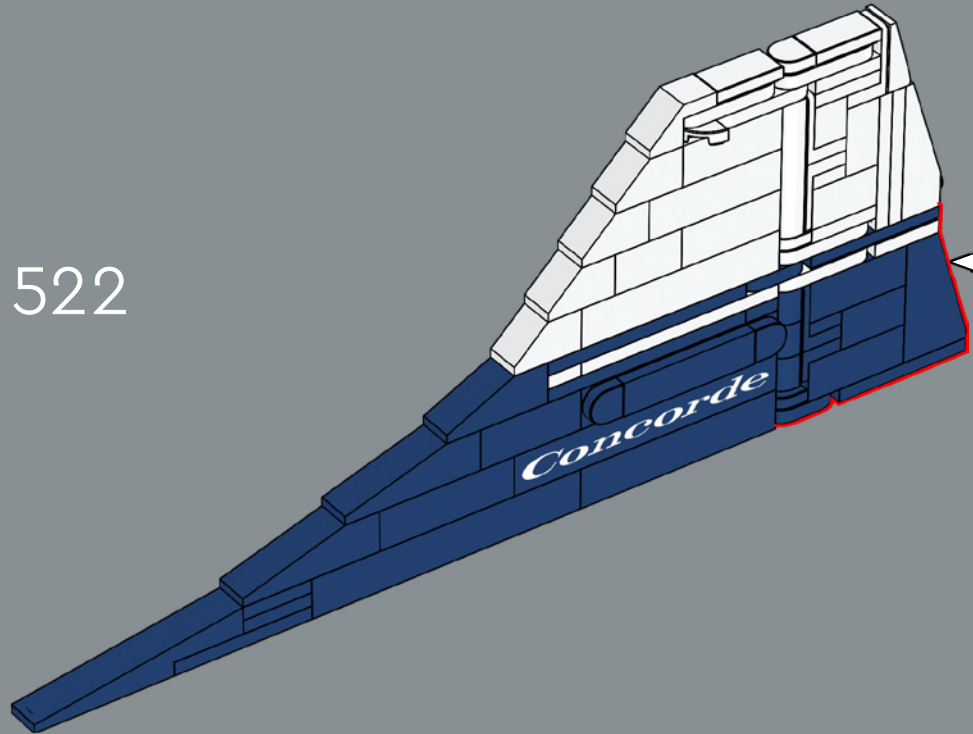


1x

521

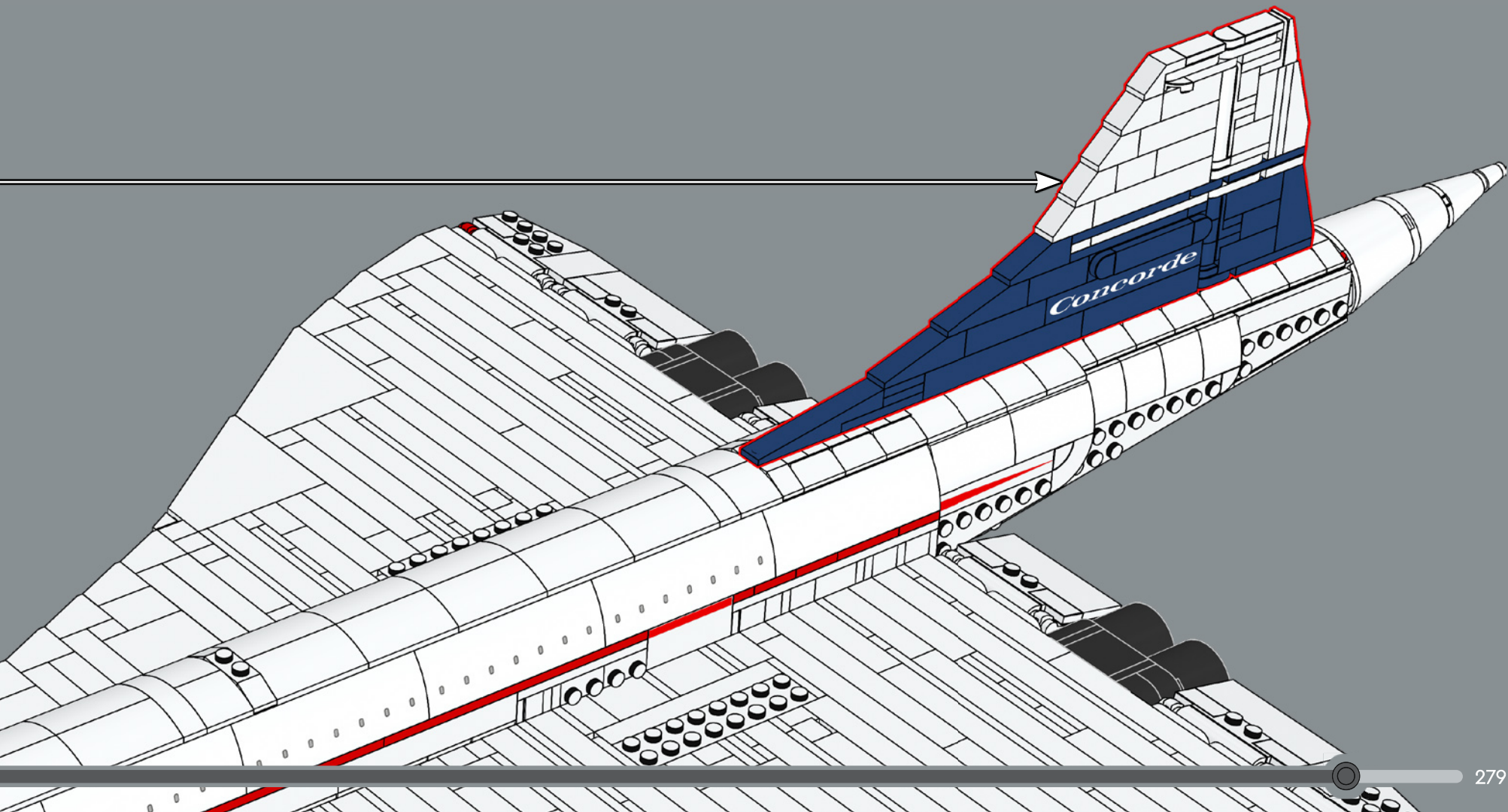


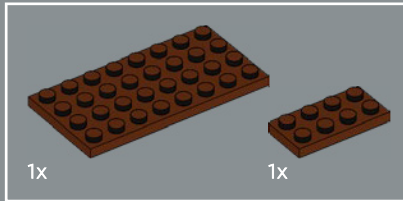
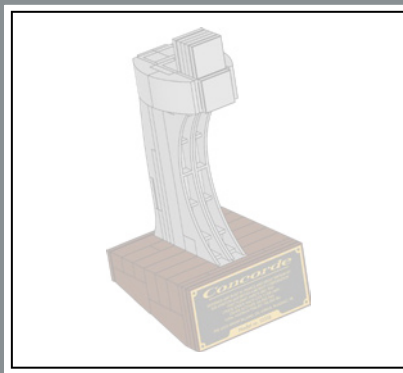
522



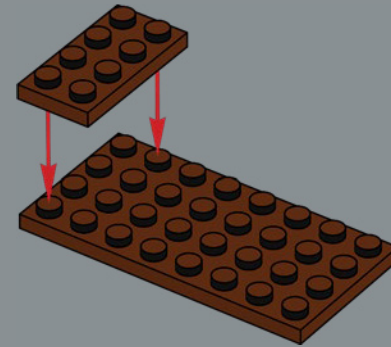


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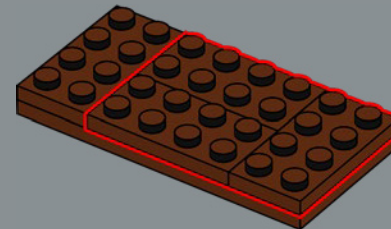


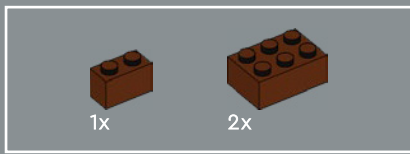


524

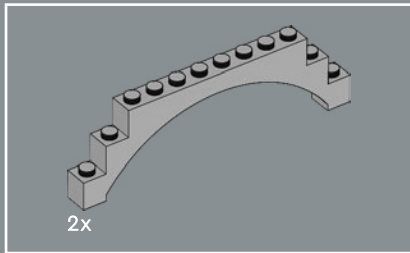
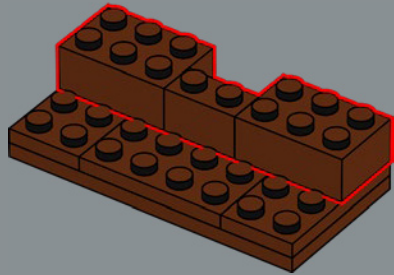


525

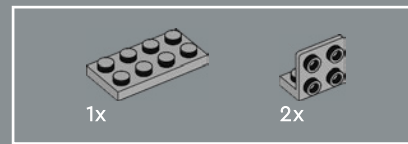
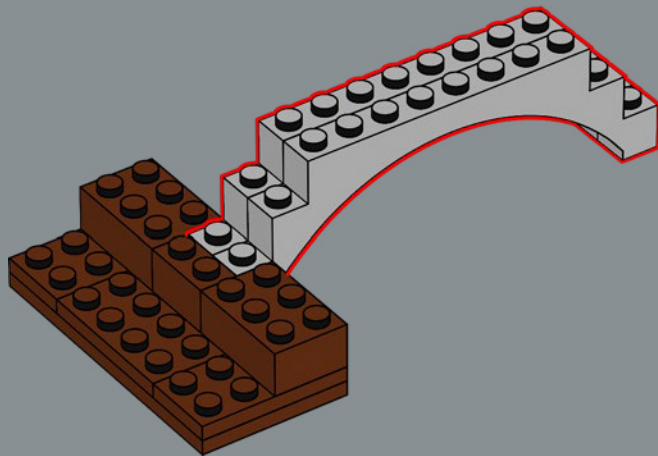




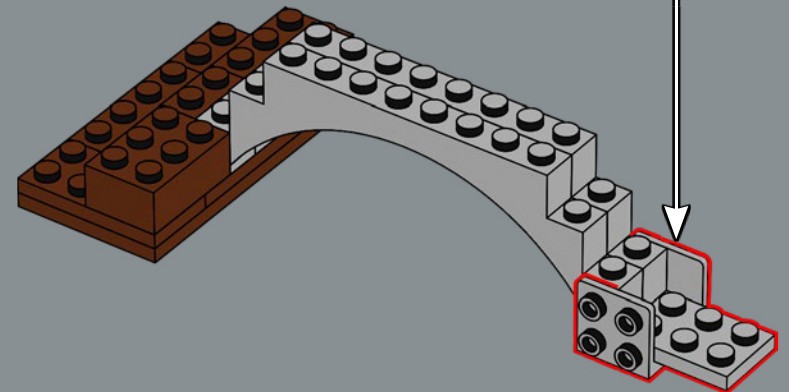
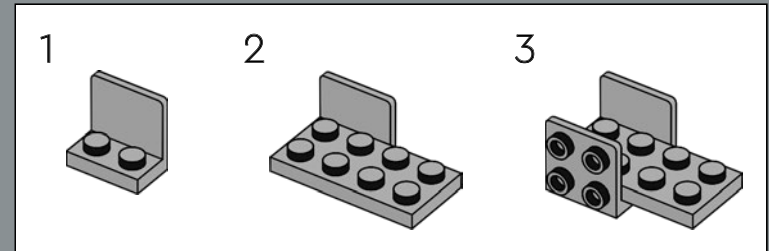
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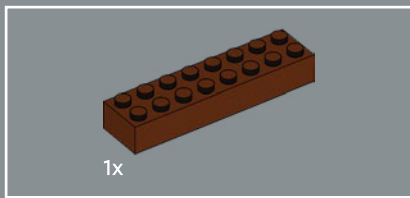


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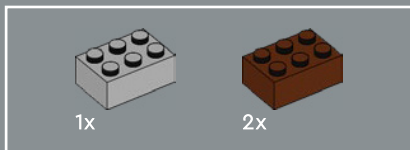
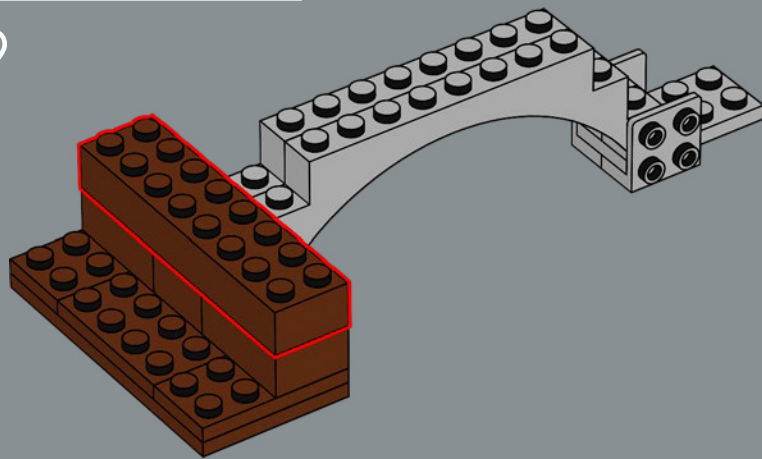


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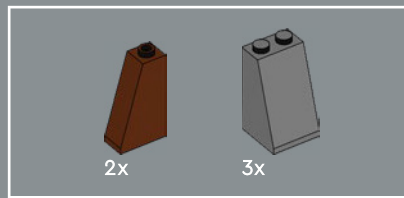
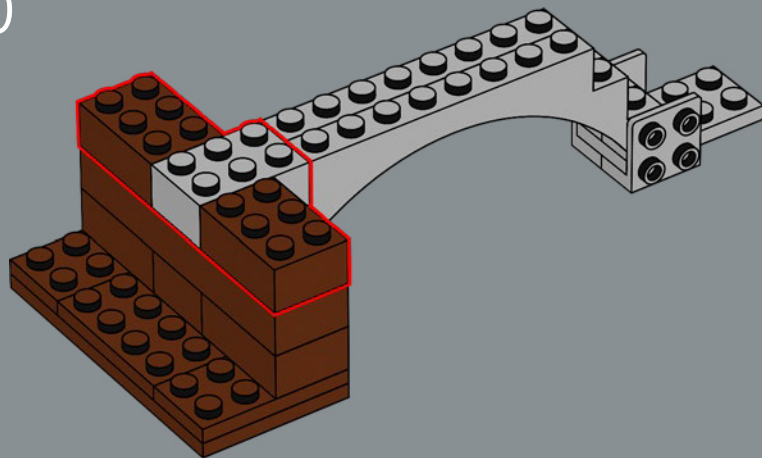




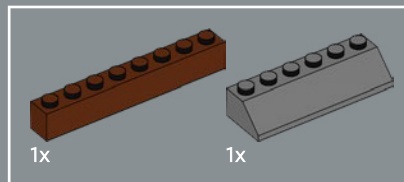
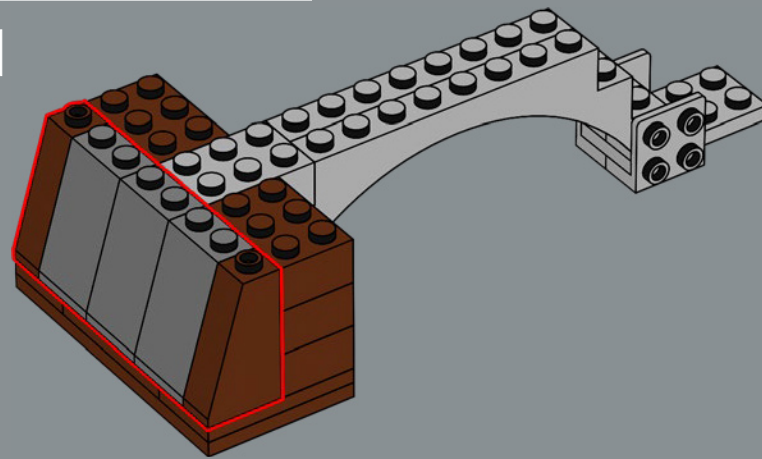
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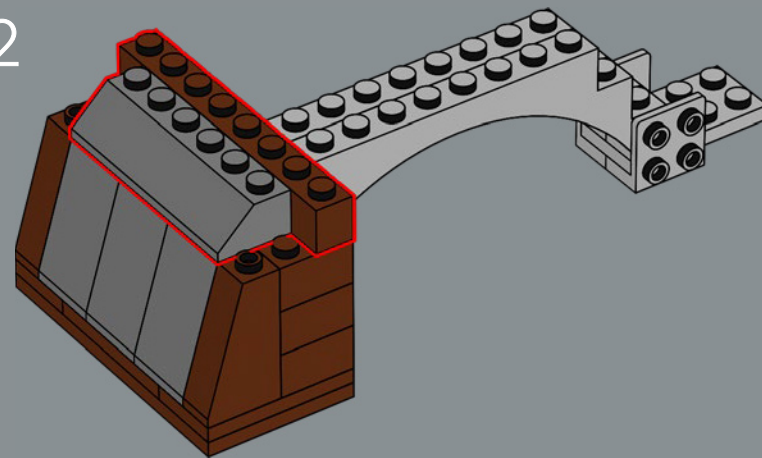
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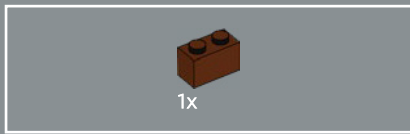
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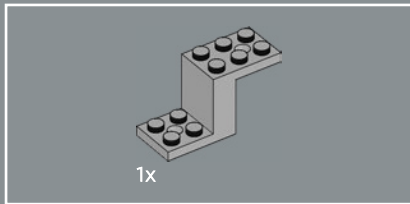
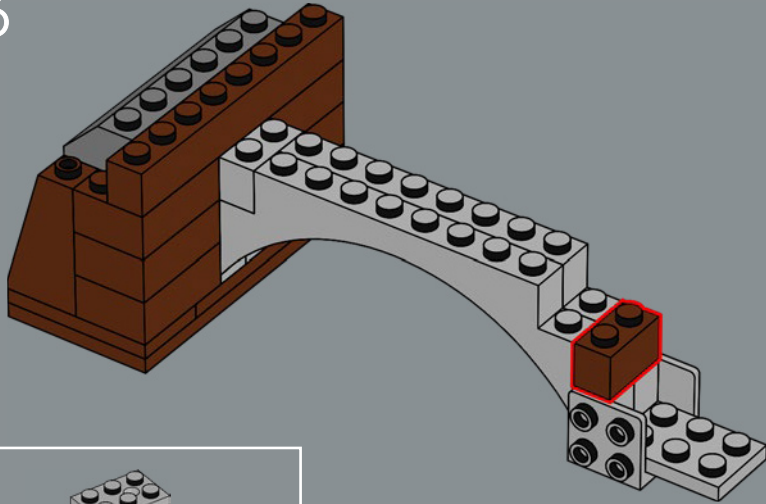
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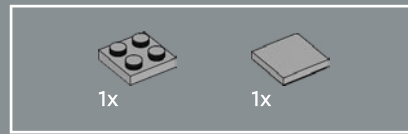
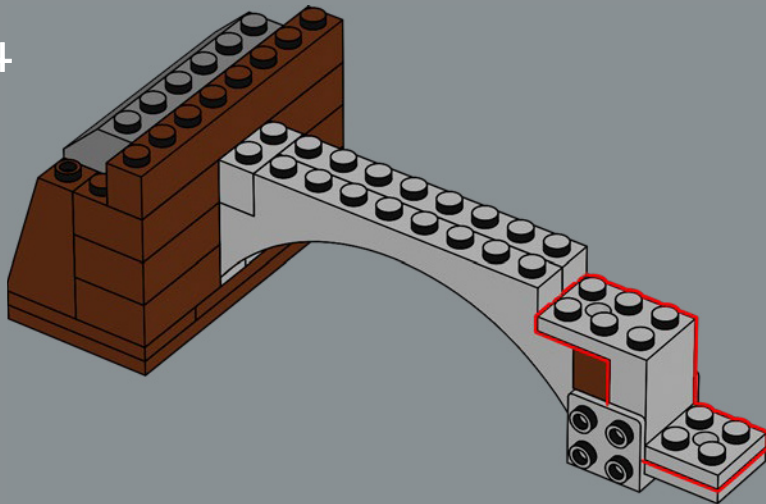




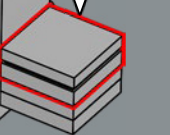
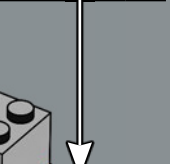
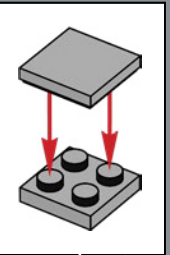
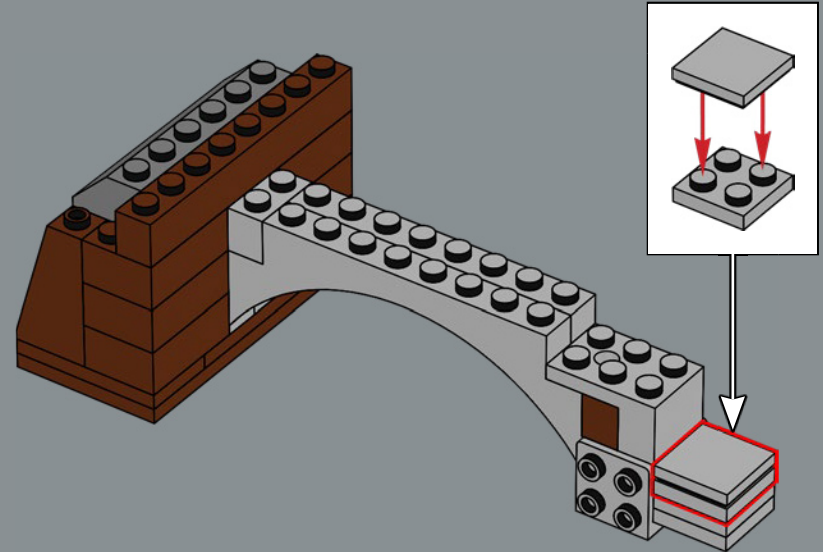
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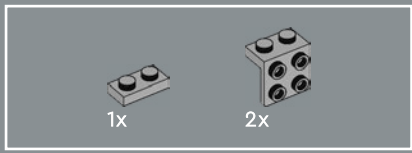


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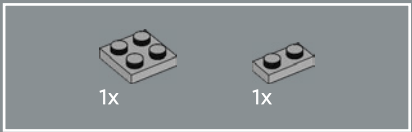
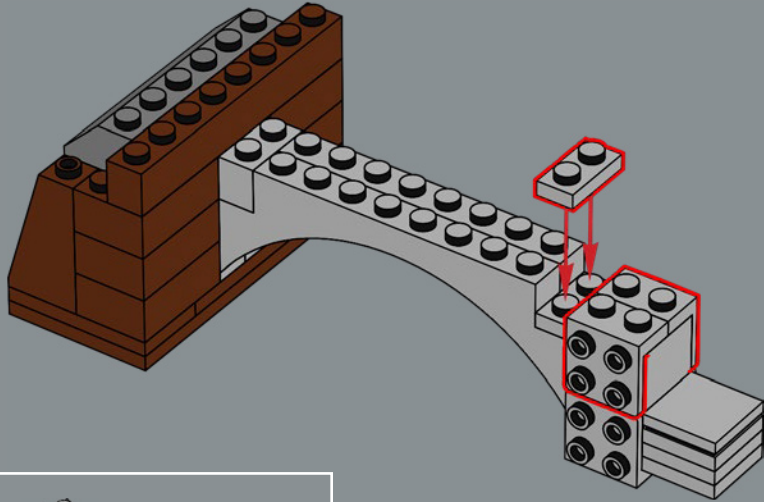


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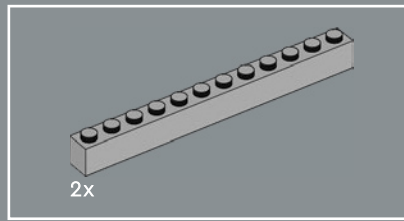
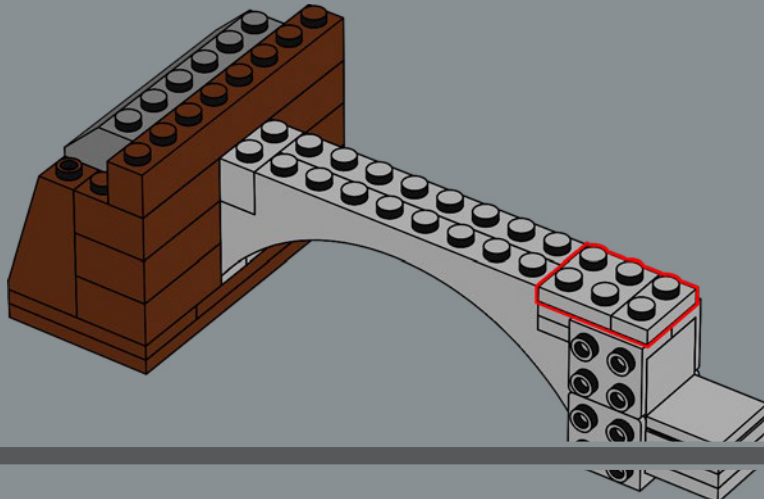




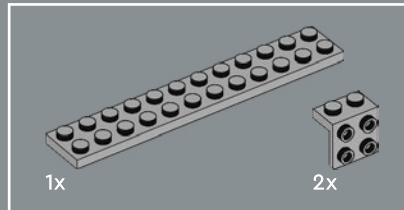
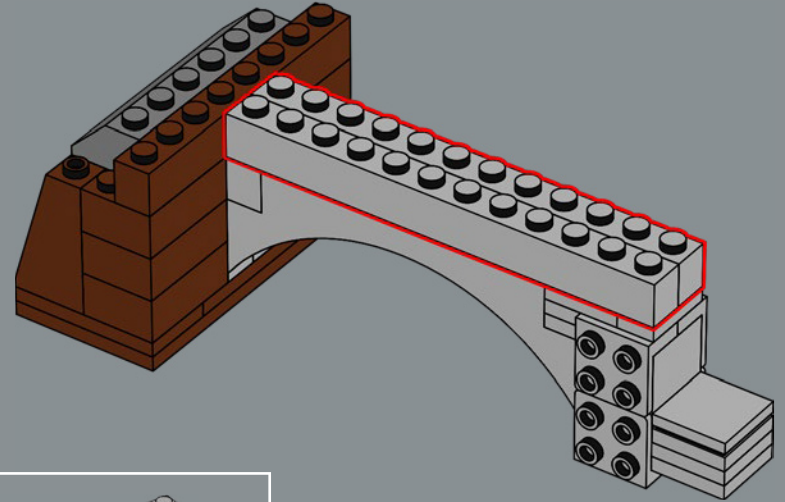
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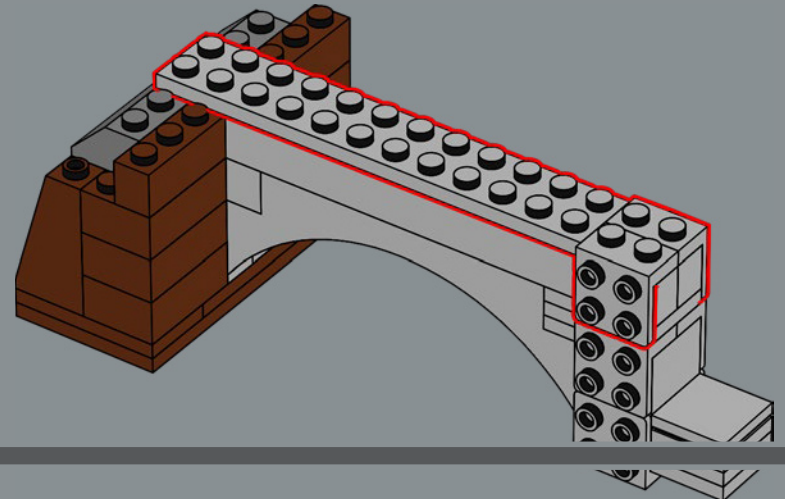
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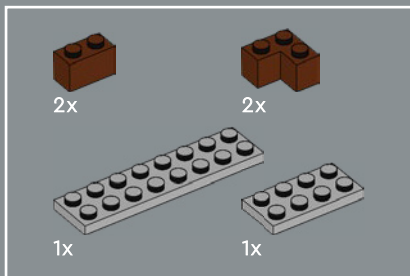


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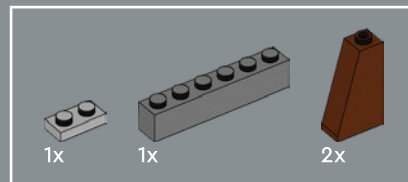
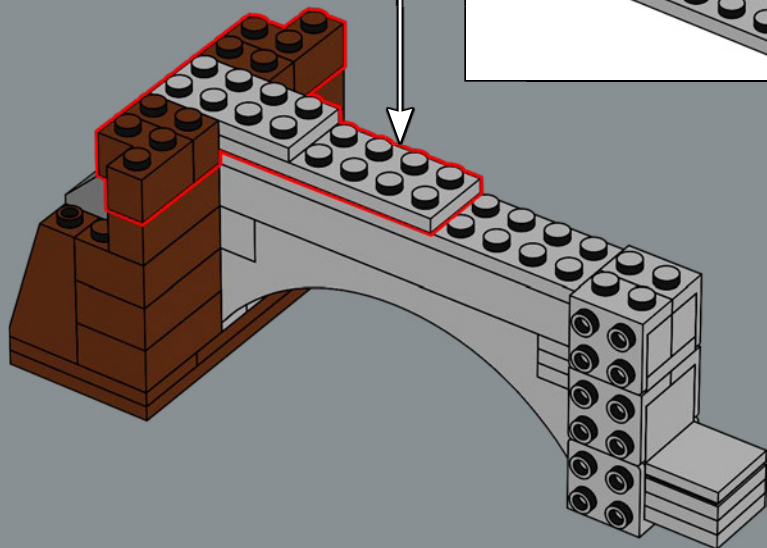
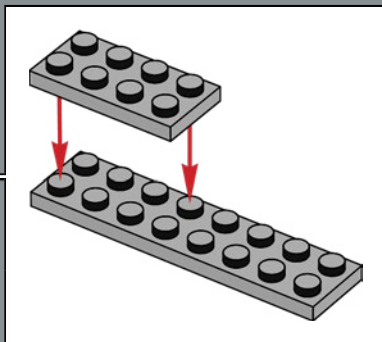


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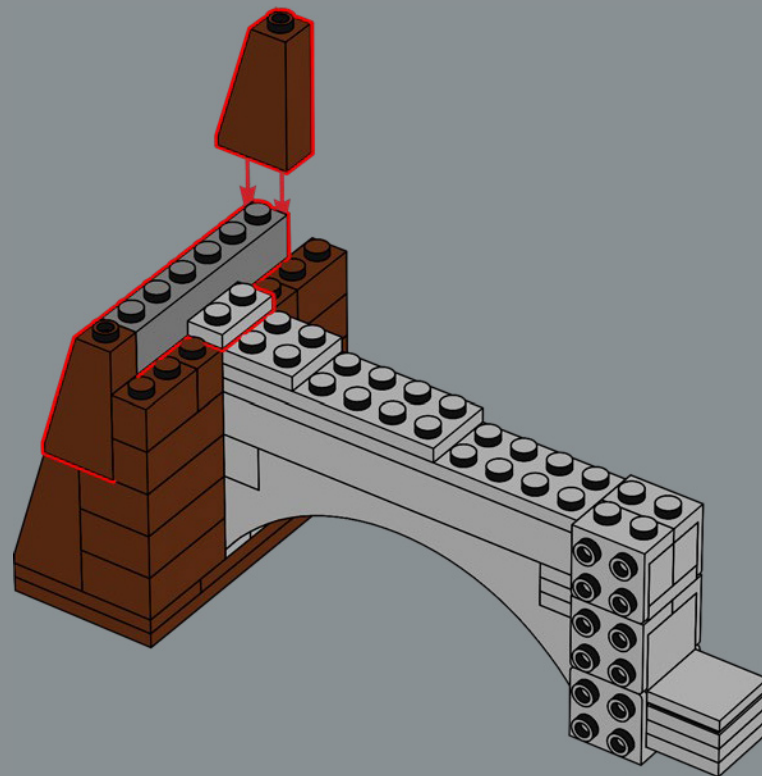


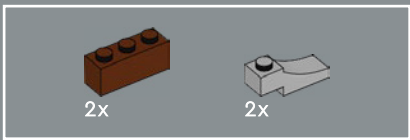


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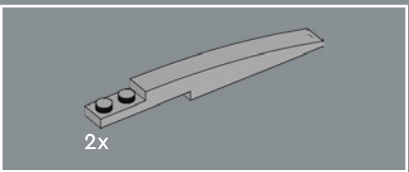
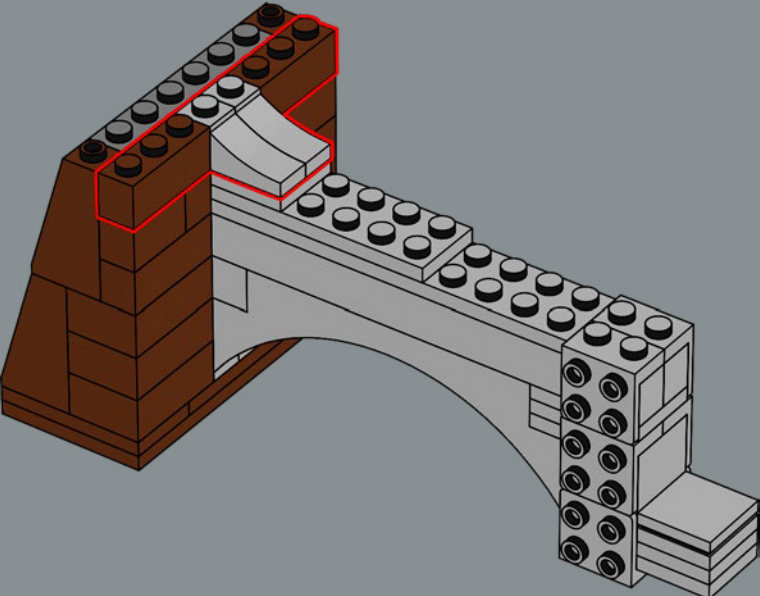


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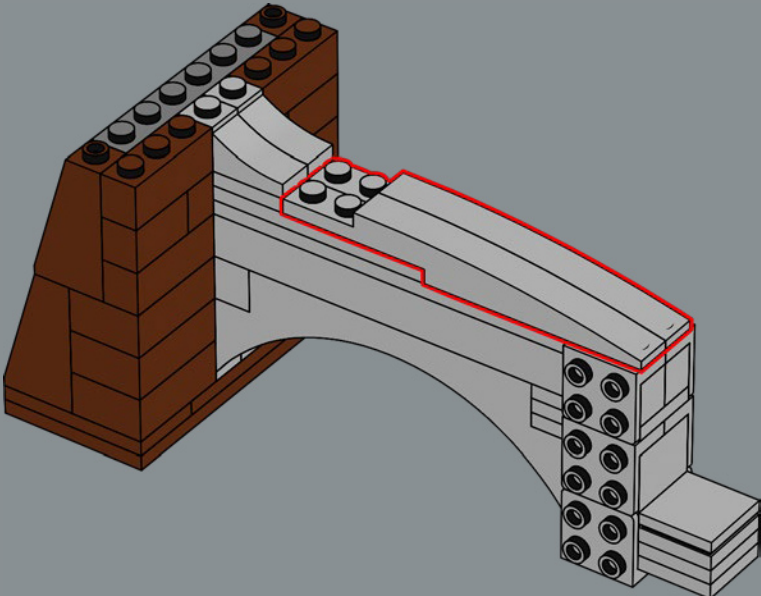




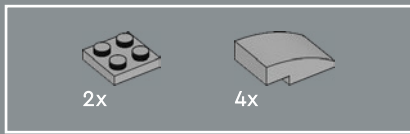
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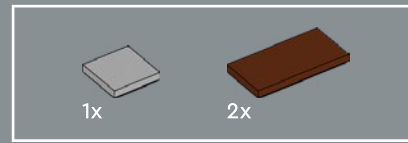
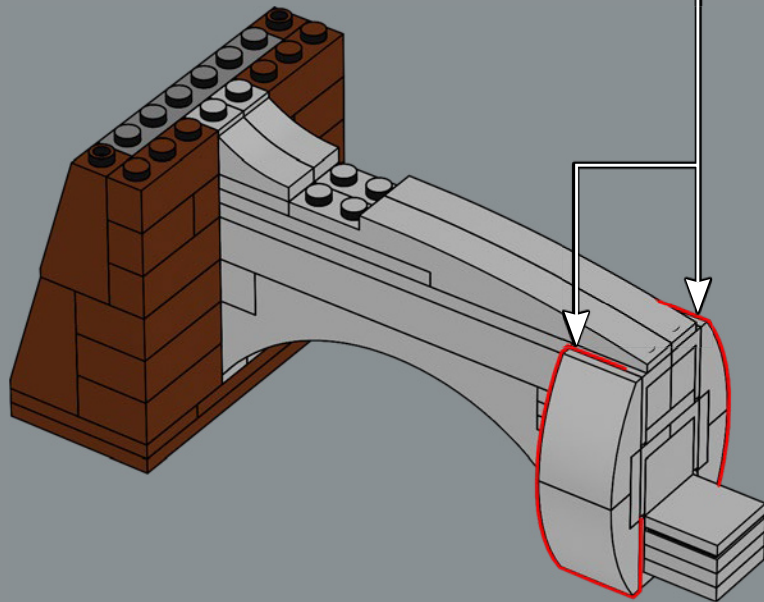
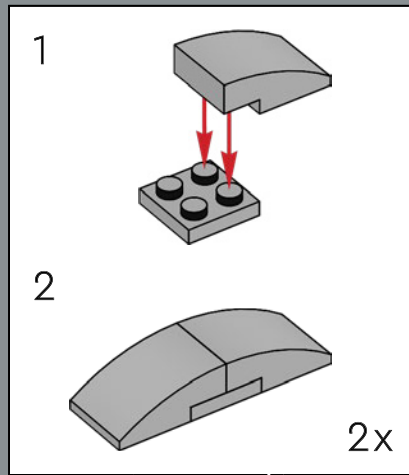
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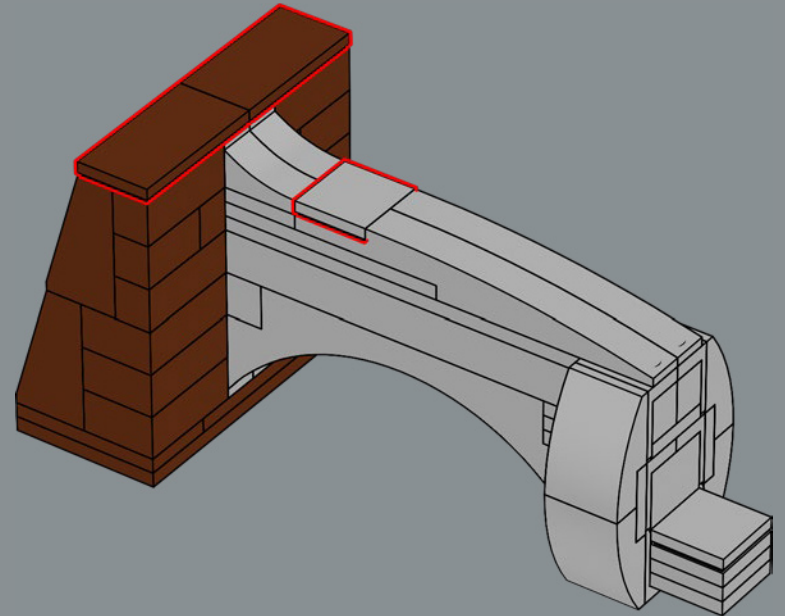


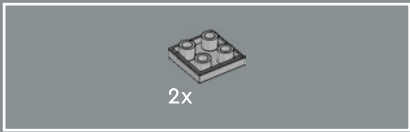


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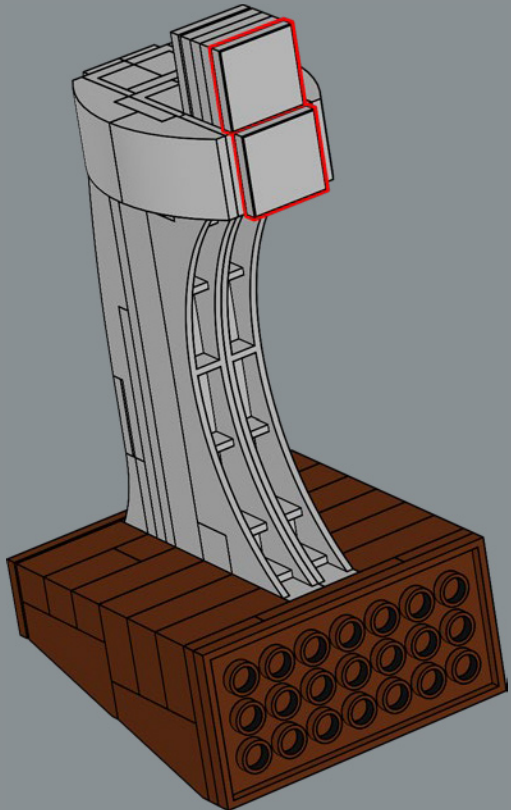


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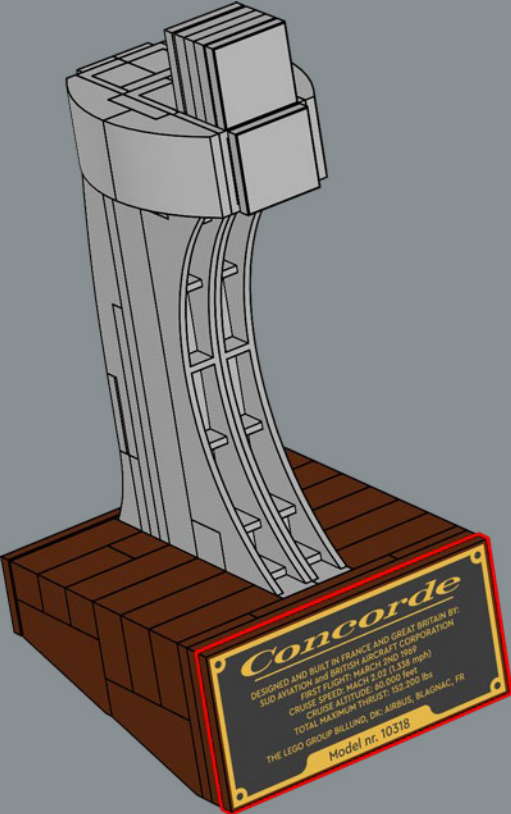


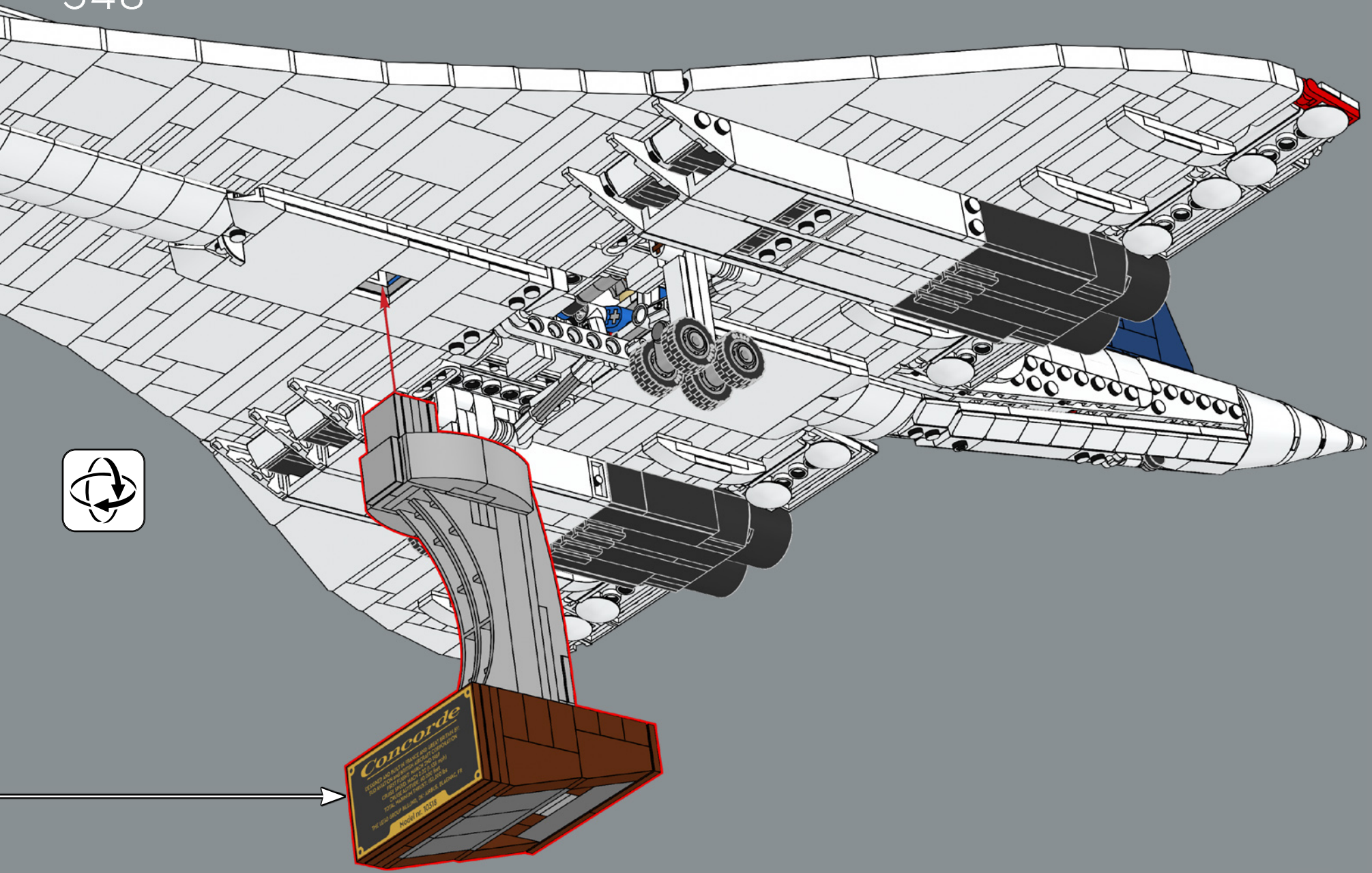


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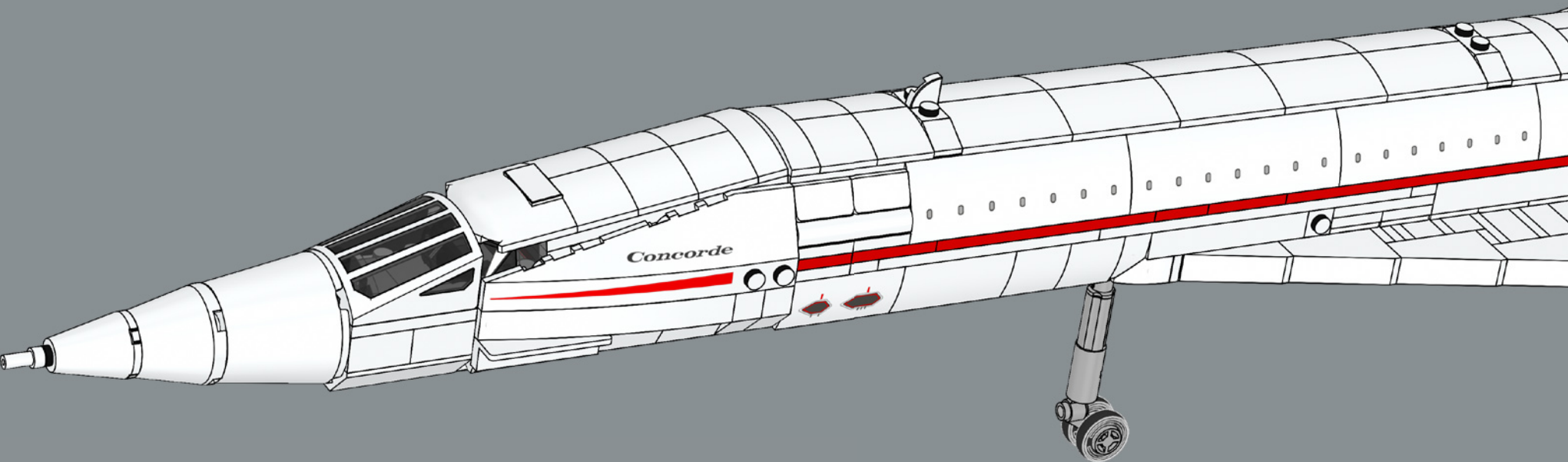
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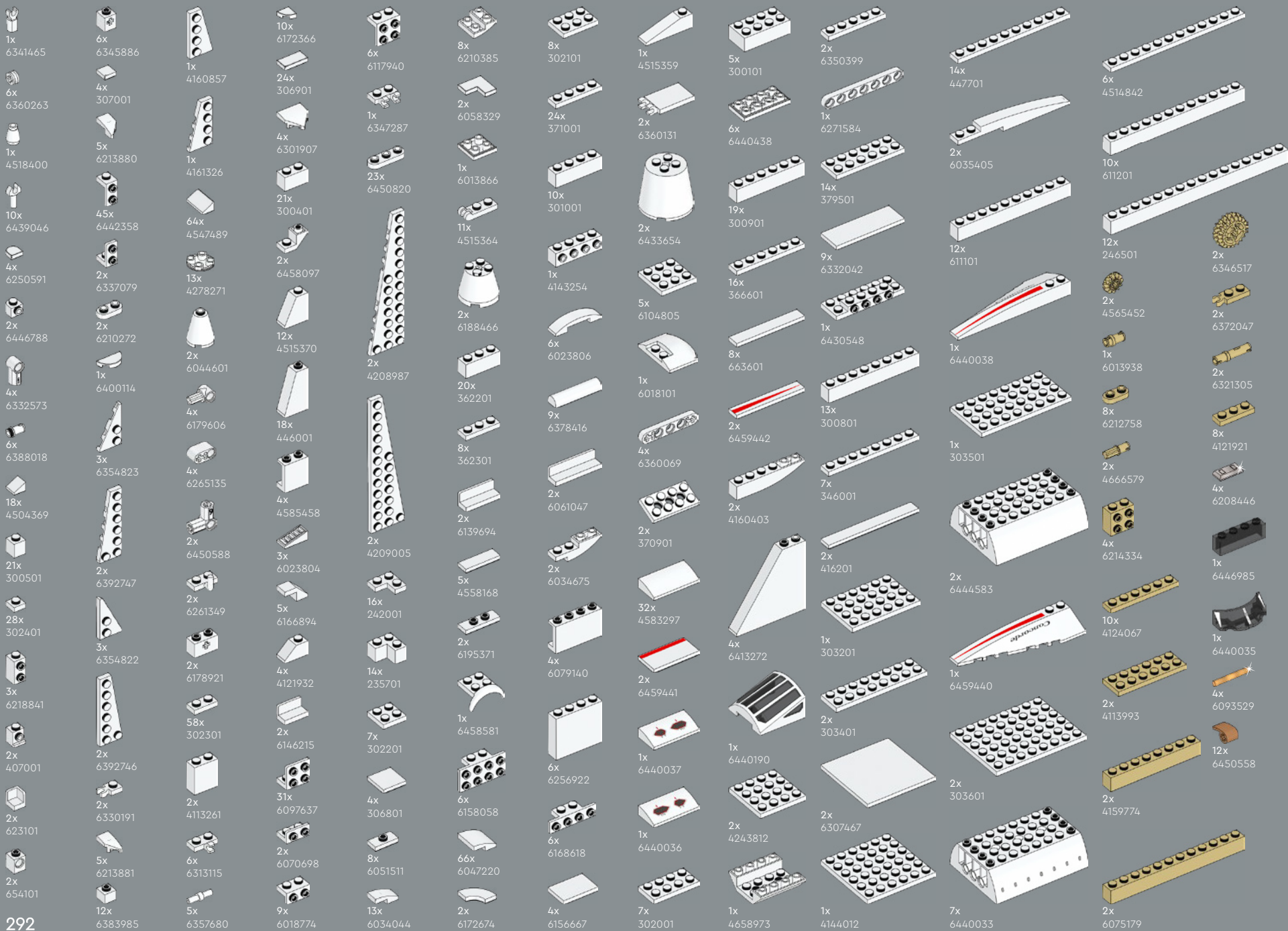


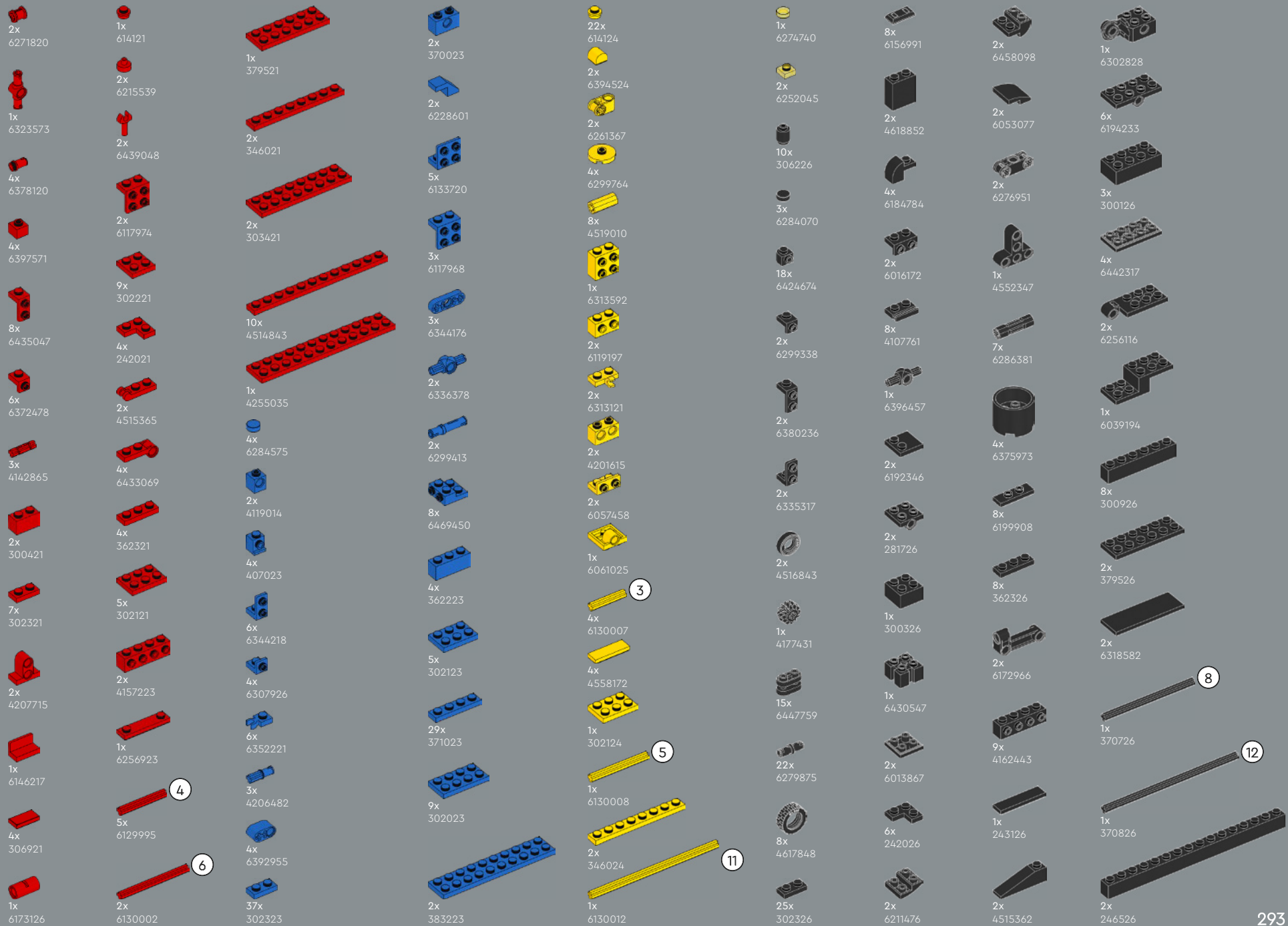
*Concorde* significa 'acuerdo o armonía entre las personas' tanto en inglés como en francés, y es el nombre de la colaboración entre el Reino Unido y Francia que produjo una de las aeronaves más destacadas de la historia de la aviación.



















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