

# **Concord Supersonic Passenger Jet Airliner Airplane Paper Model.jpg**

**Bernard Bale**

**Concorde** John Costello, Terry Hughes, 1976 Beretter om udviklingen af det britisk/franske supersoniske passagerfly, Concorde, og beskriver de politiske, økonomiske, tekniske og miljømæssige problemer, projektet gav anledning til.

**Aerospatiale/BAC Concorde** David Leney, David Macdonald, 2015-09-15 Written by two of British Airways' most experienced Concorde flight crew, the Concorde Manual is the latest aircraft manual from Haynes, following on from the acclaim received by the Spitfire Manual. Concentrating on the technical and engineering aspects of Concorde, this manual gives rare insights into owning, operating, servicing and flying the supersonic airliner. Although the British and French Concorde fleets were prematurely retired in 2003, interest in this marvel of design and technology remains undiminished and all who admire Concorde will relish the unique information provided in this innovative title. Between them the co-authors, Dave Leney (pilot) and David Macdonald (flight engineer) have more than 35 years of flying experience on Concorde. For the Haynes Concorde Manual the authors were given special access to the Concorde flight simulator at Brooklands, Surrey, and to the preserved Concorde, G-BOAF, at Filton in Bristol, to recreate and photograph aspects of Concorde engineering and flight deck operations. The pictorial coverage of flight deck procedures is particularly comprehensive, providing an impressive level of detail hitherto unseen in print. The Anglo-French Concorde supersonic passenger transport is probably the most famous airliner in history. Its glamour was exceeded only by its speed of more than Mach 2 - twice the speed of sound. Concorde was able to cross the Atlantic from London to New York in little more than three hours, cutting the journey time of conventional subsonic airliners by more than half. In 2003, when the British and French Concorde fleets were prematurely retired from service, so ended a unique era in passenger travel and supersonic passenger aircraft design. Although the futuristic shape of Concorde no longer graces the skies, popular interest in this marvel of aeronautical design is undiminished.

*Last Days of the Concorde* Samme Chittum, 2018-09-25 The gripping true tale of a devastating plane crash, the investigation into its causes, and the race to prevent similar disasters in the future. On July 25, 2000, a Concorde, the world's fastest passenger plane, was taking off from Charles de Gaulle Airport in Paris when it suddenly burst into flames. An airliner capable of flying at more than twice the speed of sound, the Concorde had completed 25 years of successful flights, whisking wealthy passengers--from diplomats to rock stars to corporate titans--between continents on brief and glamorous flights. Yet on this fateful day, the chartered Concorde jet, en route to America, crashed and killed all 109 passengers and crew onboard and four people on the ground. Urgent questions immediately arose as investigators scrambled to discover what had gone wrong. What caused the fire? Could it have been prevented? And, most urgently, was the Concorde safe to fly? *Last Days of the Concorde* addresses these issues and many more, offering a fascinating insider's look at the dramatic disaster, the hunt for clues, and the systemic overhauls that followed the crash.

**Concorde** Kenneth Owen, 2001 This book is an attempt to explain the technology of the world's most beautiful aeroplane, both for those with a professional interest and for the general reader. So began the introduction to the classic *Concorde: New Shape in the Sky*, the original edition of this book, published in 1982. The story is here brought up to date for the new millennium, covering some 20 years continued airline service, a decade of research effort to explore the prospects for a second-generation supersonic transport (SST), and the crucial implications of the tragic accident at Gonesse, France, on 25 July 2000. The story of the world's only successful supersonic transport is told largely in the words of the participants -- the scientists, designers and engineers, pilots, civil servants and managers. Their words bring the project to life; their achievement is unique. Neither of the rival contenders matched this success. The planned American SST had been aborted by the US Congress in 1971, and the Russian rival, the Tupolev Tu-144, failed in service -- though, ironically, it re-emerged in 1996-99 as a supersonic flying laboratory for the American High Speed Research programme. In a new, final chapter, the book traces the sequence of events leading to the July 2000 accident at Gonesse and describes the

outcome of the meticulous investigation that followed. The author concludes by drawing together the main lessons to be learned from the truly heroic endeavour that is the Concorde project.

*The Concorde Story DVD and Book Pack* Peter R. March, 2010-04-22 The Concorde Story relates the entire history of this iconic aircraft, including the latter days of Concorde with the tragic event in Paris and its eventual retirement from service. Featuring a comprehensive listing of the airframes and their final resting places, in full colour fascinating did you know facts, this book is a celebration of the world's first and only supersonic passenger transport. The DVD has footage of this elegant and graceful craft illustrating the Concorde Experience, which for thousands of travellers remains the ultimate in air travel.

**The Concorde Story** Christopher Orlebar, 1986 Beskriver Concorde-flyets udviklingshistorie og anvendelse i luftfartens overlydsflyvning.

**Concorde** Jonathan Glancey, 2015-10-01 In Concorde, Jonathan Glancey tells the story of this magnificent and hugely popular aircraft anew, taking the reader from the moment Captain Chuck Yeager first broke the sound barrier in 1947 through to the last commercial flight of the supersonic airliner in 2003. It is a tale of national rivalries, technological leaps, daring prototypes, tightrope politics, and a dream of a Dan Dare future never quite realized. Jonathan Glancey traces the development of Concorde not just through existing material and archives, but through interviews with those who lived with the supersonic project from its inception. The result is a compelling mix of overt technological optimism, a belief that Britain and France were major players in the world of civil as well as military aviation, and faith in an ever faster, ever more sophisticated future. This is a celebration, as well as a thoroughly researched history, of a truly brilliant machine that became a sky god of its era.

Airliner Models Anthony J Lawler, 2019-10-08 For most of the past century, beautiful models of airliners have been made to promote their airlines' services in travel agents and their own shops. The models also illustrate the evolution of airliner design over these decades: the wood and fabric biplanes of the 1920s, the broad adoption of all-metal airliners in the 1930s, the first jet airliners of the 1950s, the first wide-body airliners of the 1970s and the pioneering small steps in supersonic air travel are all covered. The increasingly colourful exterior schemes adopted by the airlines, to ensure recognition by aspiring passengers, provide an interesting subtext. For model collectors, the airliner type, maker's name, scale, approximate age and the materials used are detailed for each model illustrated. A short history of significant model-making companies is covered. With the onset of online bookings and the closure of airline offices and travel agents, the use of models is fast vanishing forever. The focus of this book is to preserve this fascinating era when models were a significant marketing tool, and to ensure that these models, at least in photographic form, survive as a record for future generations.

**Concorde Pocket Manual** Richard Johnstone-Bryden, 2018-02-22 First flown in 1969, Concorde was the first supersonic aircraft to go into commercial service in 1976 and made her final flight in 2003. She was operated primarily by British Airways and Air France. British Airways' Concorde made just under 50,000 flights and flew more than 2.5m passengers supersonically. A typical London to New York crossing would take a little less than three and a half hours compared to around eight hours for a 'subsonic flight'. In November 1986 a Concorde flew around the world, covering 28,238 miles in 29 hours, 59 minutes. Today, Concorde can be viewed at museums across the UK and in France, including at IWM Duxford, Brooklands and Fleet Air Arm Museum, as well as at Heathrow, Manchester and Paris-Orly airports. However, there have been recent reports suggesting that Concorde may start operating commercially again. Through a series of key documents the book tells the story of how the aircraft was designed and developed as well as ground-breaking moments in her commercial history.

*Celebrating Concorde* Reginald Turnill, 1994 Account of Concorde's history in celebration of the 25th anniversary of the first flight

**The Secretary's Decision on Concorde Supersonic Transport** United States. Dept. of Transportation, 1976

*Concorde* Brian Trubshaw,2000 As chief test pilot for BAC in the 1960s, Brian Trubshaw was closely involved with the Anglo-French Concorde program and flew the supersonic aircraft on its maiden flight in 1969, remaining a key member of the test program after the aircraft entered airline service in 1967. This close association with Concorde affords him his unique position in offering the inside story of the aircraft, from the early days of its planning in the 1950s, through design and pre-flight testing, maiden flight and demonstrations, to certification and airline service. He also covers many other aspects of the program, from the crippling high development and construction costs to sales and post-delivery modification. The book reviews Concorde's 43-year service record with British Airways and Air France, along with the prospects for its continuation in airline service into the 21st century. The author also offers his views on the next generation of supersonic passenger transport aircraft.

*Concorde* Bernard Bale,2013 A wonder of innovation and a 20th century icon -- Concorde pushed the boundaries of speed, technology and luxury. The magnificent white bird, travelling at twice the speed of sound between London, Paris and New York represented the pinnacle of commercial air travel. When it first took to the skies in 1969 its systems were the most refined and complex ever seen, its pointed nose, slender fuselage and delta wing gave it the appearance of an arrow pointed at the horizon and it went faster than a rifle bullet. Concorde's passengers were heads of state, royalty, pop stars, millionaires and those so caught up in the dream of supersonic flight that they were willing to part with the enormous cost of a ticket for the greatest airliner ever made. *Concorde: Supersonic Speedbird -- The Full Story* gives a complete account of this incredible aircraft.-- Cover.

**Concorde** Stephen Skinner,2009 The legendary Concorde was jointly developed in the United Kingdom and France in the 1960s in order to make the dream of a commercial supersonic flight a reality. The first scheduled flights took place in 1976, and from the beginning, the grace and elegance of this awesome aircraft belied its tremendous power. Aviation enthusiasts around the world fell in love with its sleek lines and elegant flight, and many will remember its striking silhouette in the skies above. Concorde flew regular transatlantic flights from London Heathrow and Paris Charles de Gaulle to New York JFK and Washington Dulles, flying these routes at record speeds, in under half the time of other airliners. It also set many other records, including the official FAI Westbound around the World and Eastbound around the World world air speed records. Despite its extraordinary capabilities, the desire for ever greater speed gradually came to be seen as outmoded and not cost effective. It finally bowed out three decades later in 2003 after the tragic crash in Paris; however, its performance still exceeded any other commercial aircraft. Stephen Skinner provides an authoritative study of this most famous aircraft, thoroughly researched and beautifully presented in an attractive large format which honors this fantastic achievement.

*Concorde, New Shape in the Sky* Kenneth Owen,1982

**Flying Concorde** Brian Calvert,2002-08-11 This study of the famed supersonic commercial transport examines the history, design production and service of the Concorde, from the initial planning stages to the aircraft's first flight in 1975 and the tragic accident in France in July 2000. The story begins with a brief background of supersonic flight and a look at plans dating as far back as the 1950s for a commercial SST. The story of how the eventual Anglo-French collaborative adventure took root despite political differences is accompanied by a complete design and testing history, complete technical specifications and more than 150 photographs and illustrations. *Flying Concorde* has become one of the major references to the world's first and only supersonic airliner, has an added section that covers the cause of the Paris tragedy and the remedies and improvements that were made in the light of the accident report. During Concorde's entry into service with British Airways, Brian Calvert was flight manager (technical) and responsible for deciding the methods by which Concorde would be flown, the flying qualities of the aircraft and its suitability for potential routes. He carried out acceptance trials and flew several of its inaugural flights. *Flying Concorde* is written in a manner which gives anyone who knows the

author as well as I do a feeling of talking to him in person. He knows the airplane, and he writes about it in such a way that even the most technical aspects can be readily understood. It is a delight to read. The story of Concorde is a large subject, concerning as it does both the technical history of the aircraft and its struggle to be accepted as an airliner. I am sure that those who read this book will enjoy it as much as I have. -Brian Trubshaw, Chief Test Pilot

**Concorde** Gunter Endres, 2001 This study of the famed supersonic commercial transport examines the history, design production and service of the Concorde, from the initial planning stages to the aircraft's first flight in 1975 and the tragic accident in France in July 2000. The story begins with a brief background of supersonic flight and a look at plans dating as far back as the 1950s for a commercial SST. The story of how the eventual Anglo-French collaborative adventure took root despite political differences is accompanied by a complete design and testing history, complete technical specifications and more than 150 photographs and illustrations. Also included is information on the only other supersonic commercial carrier to see service: the Russian Tupolev Tu-144 Charger.

*Concorde* Richard K. Schrader, 1989

**Concorde** Brian Trubshaw, 2019 The inside story of this world-famous supersonic passenger jet by the former British chief test pilot

*Building Concorde* Tony Buttler, 2018 Concorde remains one of the most iconic and most beautiful aircraft ever to take to the skies and as a result many aspects of its development and its operational career have been covered frequently both in books and magazine articles. However, this book provides genuinely new perspectives on the Concorde program as it explores how this great aircraft came into being, concentrating both on the design and development aspects of the airliner and on the political background to this exercise in Anglo-French collaboration. Early chapters look at the various supersonic transport proposals mooted both in Britain and France before Concorde. The following sections examine areas relating to the practical difficulties of supersonic flight such as supersonic booms. The narrative then moves on to how the British and French work was merged into a single program. Later portions of the book describe the flight test program leading up to service entry in 1976 and the text is complimented by an extensive range of photographs and drawings, a great many of which are previously unpublished.

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