

Concorde: Still in front after 20 years

Every line, curve and twist of *Concorde's* 26 metre delta wingspan remains a truly futuristic vision of civil aviation. Since its first commercial flight to New York 20 years ago, *Concorde* is still *the* way to fly for those who can afford it

Facts and figures



London – New York. Two flights daily, duration 3hrs 25mins, allows you to 'arrive before you leave' and return in time for dinner

A U.S. study once revealed that many birds think *Concorde* is a large goose



Nose cone: Droops by as much as 12° to allow pilot to see runway during take-off and landing

Temperature: Fuselage can reach 92°C, increasing length of aircraft by several centimetres

Power trip: Four Rolls Royce Olympus jet engines propel *Concorde* to a cruising speed of Mach 2, using seven litres of fuel per second

Flight log

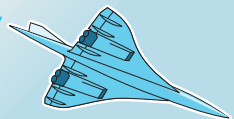


0:00 Take-off: *Concorde* lifts off from Heathrow at 400km/h

0:15 Subsonic flight: Climbing 900m per minute, the aircraft flies over land at 1,050km/h, or Mach .95



0:50 Supersonic cruising: Beyond Mach 1, pressure waves fold back around the aircraft in the shape of a cone. At Mach 2, *Concorde* covers 1km in under two seconds



2:58 Slowing down: Back over land, *Concorde* slows to Mach .95 to avoid a sonic boom

3:25 Touch down: Arrival at JFK

