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FLYING MANUAL
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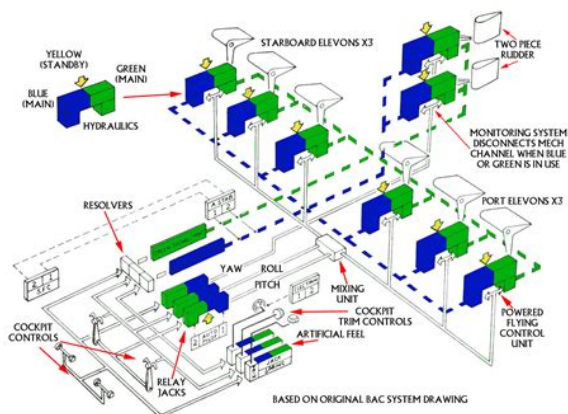
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CONCORDE
FLYING MANUAL
Aircraft Operating Manual



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AIRCRAFT OPERATING MANUAL

For Use with Microsoft Flight Simulator 2002/2004 Only

Page 1

Please try again later. Fernando h. 5.0 out of 5 stars Wish all my other books had this hard cover. A lot of good pictures and tons of information. It tells you some general history and then of course some diagrams of the aircraft. I highly recommend it to anyone who is interested in learning about such an incredible craft and why it isn't around today. Leney and Macdonald in publishing this excellent book on Concorde. As Concorde Captain and Flight Engineer respectively, David Leney and David Macdonald are authorities on this subject. The next three sections describe the operation of Concorde from the points of view of the pilots, the flight engineer and the ground support crew. Having flown Concorde on flight simulators at various levels of sophistication for years and been collecting technical papers and books on Concorde of course, not forgetting the much heralded ITVV Concorde videos by Captain David Rowland et al., I find the contents predictable. Yet it is refreshing, in that Messrs. Leney and Macdonald put the various bits of information into one coherent whole, not to forget their witty remarks. The various demonstration pictures for instance, on starting procedures, were probably taken very recently, as the flags are over the gauges implying that the aircraft is unpowered. However, these should not diminish the quality of the work in that they are amply supplemented by liberal amounts of fine pictures of the aircraft flying and in operation. In addition, not many books describe the maintenance of Concorde in such a fine fashion as this book barring, of course, the technical papers and the literally real manual. This book should find its position among all the Concorde fans though it means different things to different people. For the uninitiated, it provides a very good introduction on the historical, technical and operational aspects of the aircraft.

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For the serious enthusiasts, the book is an anchor of the Concorde collection just as multiplication table is to mathematics students. For those who had worked on Concorde, the nice memories this book bring should give them a smile day after day. The author was a previous Concorde crew member, and his love and affection for this former majestic aircraft is evident throughout. Technology such as the drop nose and revolutionary air intakes is explained in a simple, but effective manner, and the wealth of photos mainly from the authors career with Concorde is a welcome addition. Highly recommended reference book for this unique aircraft. Sorry, we failed to record your vote. Please try again Just like the car manuals, laid out with cross sectional drawings and lots of facts and figures about the iconic aircraft. I believe this book will become a collectable. Sorry, we failed to record your vote. Please try again Plus the wonderful photos. Sorry, we failed to record your vote. Please try again Sorry, we failed to record your vote. Please try again I feared that he was intending to build a life sized model of Concorde in the garden. However having looked at the book I have found it very interesting as there are lots of interesting facts and figured in this interesting hard backed book. Thankfully our garden is a little small for the full sized aircraft! Sorry, we failed to record your vote. Please try again He lent it to me. Fascinating. Sorry, we failed to record your vote. Please try again It does tend to see most things from the British perspective though, as Air France were a major operator and their experiences could have added ice to the cake. Sorry, we failed to record your vote. Please try again Bought this for one of my nephew and he loved it too. The illustrations are great and as a present for a ten year old it really fitted the bill. Sorry, we failed to record your vote. Please try again. Our payment security system encrypts your information during transmission.

We don't share your credit card details with thirdparty sellers, and we don't sell your information to others. Used Very Good Binding is tight. Used items are not guaranteed to include supplementary materials such as CDs or access codes. Please try again. Please try again. Please try your request again later. 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 coauthors, 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, GBOAF, 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 AngloFrench 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.

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The smaller 100 passenger shortrange version would cost perhaps 50 to 80 million, and be ready for service in 1968. Armstrong Whitworth also responded with an internal design, the MWing, for the lowerspeed shorterrange category. Even at this early time, both the STAC group and the government were looking for partners to develop the designs. As the aircraft layout changes during the design phase, it is common for the CG to move fore or aft. In 1965 the NASA test aircraft successfully tested the wing, and found that it reduced landing speeds noticeably over the standard delta wing. NASA Ames test center also ran simulations which showed that the aircraft would suffer a sudden change in pitch when entering ground effect. Bristol was surprised to find that the Sud team had designed a very similar aircraft after considering the SST problem and coming to the very same conclusions as the Bristol and STAC teams in terms of economics. This lower speed would also speed development and allow their design to fly before the Americans. The UK team was still focused on a 150passenger design serving transatlantic routes, while the French were deliberately avoiding these. A single design emerged that differed mainly in fuel load. The economic considerations were considered highly questionable, especially as these were based on development costs, now estimated to be 150 million, which were repeatedly overrun in the industry. The Committee ultimately rejected the economic arguments, including considerations of supporting the industry made by Thornycroft. Their report in October stated that it was unlikely there would be any direct positive economic outcome, but that the project should still be considered for the simple reason that everyone else was

going supersonic, and they were concerned they would be locked out of future markets.

At the time, the UK was pressing for admission to the European Common Market, which was being controlled by Charles de Gaulle who felt the UK's Special Relationship with the US made them unacceptable in a pan-European group. The name was officially changed to Concorde by Harold Macmillan in response to a perceived slight by Charles de Gaulle. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. The Paris Le Bourget air show crash of the competing Soviet Tupolev Tu144 had shocked potential buyers, and public concern over the environmental issues presented by a supersonic aircraft—the sonic boom, takeoff noise and pollution—had produced a shift in public opinion of SSTs. It is one of the few commercial aircraft to employ a tailless design the Tupolev Tu144 being another. The nozzle consists of tilting cups. Concorde intake ramp system schematics Concorde intake ramp system. Another concern highlighted the case with two or more engines situated behind a single intake. An intake failure could lead to a double or triple engine failure. It was the Olympus 320 turbojet, a development of the Bristol engine first used for the Avro Vulcan bomber. Turbofan engines were rejected due to their larger cross-section producing excessive drag. They had to provide adequate subsonic performance for diversion cruise and low engine face distortion at takeoff. If this had happened to Concorde at supersonic speeds, it theoretically could have caused a catastrophic failure of the airframe. So, on Concorde, engine failure was countered by the opening of the auxiliary spill door and the full extension of the ramps, which deflected the air downwards past the engine, gaining lift and minimising drag. It was the world's first use of a digital processor to be given full authority control of an essential system in a passenger aircraft. The engineers used Inconel R.R.

58, an aluminium alloy, throughout the aircraft because of its familiarity, cost and ease of construction. The reverse happened when descending and slowing down. This had to be factored into the metallurgical and fatigue modelling. The most obvious manifestation of this was a gap that opened up on the flight deck between the flight engineer's console and the bulkhead. In addition there were concerns over maintaining precise control at supersonic speeds. Both of these issues were resolved by active ratio changes between the inboard and outboard elevons, varying at differing speeds including supersonic. This causes a pitch down moment on the aircraft if the centre of gravity remains where it was. The engineers designed the wings in a specific manner to reduce this shift, but there was still a shift of about 2 metres 6 ft 7 in. This could have been countered by the use of trim controls, but at such high speeds this would have dramatically increased drag. The narrow fuselage permitted only a 4 abreast seating with limited headroom. The aeroplane was an absolute delight to fly, it handled beautifully. At rotation, Concorde would rise to a high angle of attack, about 18 degrees. Prior to rotation the wing generated almost no lift, unlike typical aircraft wings. The twin-wheel nose undercarriage retracts forwards and its tyres are inflated to a pressure of 191 psi 1,320 kPa, and the wheel assembly carries a spray deflector to prevent standing water being thrown up into the engine intakes. The port nose wheel carries speed generators for the antiskid braking system which prevents brake activation until nose and main wheels rotate at the same rate. Wheel sensors include brake overload, brake temperature, and tyre deflation. Due to the high angle of attack, the long pointed nose obstructed the view and necessitated the capability to droop. The droop nose was accompanied by a moving visor that retracted into the nose prior to being lowered.

Following takeoff and after clearing the airport, the nose and visor were raised. The US Congress had just banned Concorde landings in the US, mainly due to citizen protest over sonic booms, preventing launch on the coveted North Atlantic routes. The routing between Washington or New York and Mexico City included a deceleration, from Mach 2.02 to Mach 0.95, to cross Florida subsonically and avoid creating a sonic boom over the state; Concorde then reaccelerated back to high speed while crossing the Gulf of Mexico. On 1 April 1989, on an around-the-world luxury tour charter, British Airways implemented changes to this routing that allowed GBOAF to maintain Mach

2.02 by passing around Florida to the east and south. The British government had lost money operating Concorde every year, and moves were afoot to cancel the service entirely. A cost projection came back with greatly reduced metallurgical testing costs because the test rig for the wings had built up enough data to last for 30 years and could be shut down. Despite this, the government was not keen to continue. But if you have your hands tied behind your back and no cards and a very skillful negotiator on the other side of the table. The extremely high fineness ratio of the fuselage is evident. Although Concorde was technologically advanced when introduced in the 1970s, 30 years later, its analogue cockpit was outdated. On 12 June 2003, Air France honoured that agreement, donating Concorde FBVFA serial 205 to the Museum upon the completion of its last flight. This aircraft was the first Air France Concorde to open service to Rio de Janeiro, Washington, D.C., and New York and had flown 17,824 hours. This aircraft flew for 22,296 hours between its first flight in 1976 and its final flight in 2000, and has remained there ever since. The three aircraft then circled over London, having received special permission to fly at low altitude, before landing in sequence at Heathrow.

It was retired in 1981 and then only used for spares. It was the only fatal accident involving Concorde. This fragment punctured a tyre on Concorde's left main wheel bogie during takeoff. The tyre exploded, and a piece of rubber hit the fuel tank, which caused a fuel leak and led to a fire. The crew shut down engine number 2 in response to a fire warning, and with engine number 1 surging and producing little power, the aircraft was unable to gain altitude or speed. They came to the conclusion that the Concorde veered off course on the runway, which reduced takeoff speed below the crucial minimum. During the 3-hour 20-minute flight over the mid-Atlantic towards Iceland, Bannister attained Mach 2.02 and 60,000 ft (18,000 m) before returning to RAF Brize Norton. The crew did not notice any handling problems, and they assumed the thud they heard was a minor engine surge. No further difficulty was encountered until descent through 40,000 feet at Mach 1.3, when a vibration was felt throughout the aircraft, lasting two to three minutes. Most of the upper rudder had become separated from the aircraft at this point. Aircraft handling was unaffected, and the aircraft made a safe landing at Sydney. The UK's Air Accidents Investigation Branch (AAIB) concluded that the skin of the rudder had been separating from the rudder structure over a period of time before the accident due to moisture seepage past the rivets in the rudder. No difficulties in handling were noticed, and no instruments gave any irregular indications. This crew also suspected there had been a minor engine surge. The crew shut down the No 2 engine and made a successful landing in New York, noting only that increased rudder control was needed to keep the aircraft on its intended approach course. Again, the skin had become separated from the structure of the rudder, which led to most of the upper rudder becoming separated in flight.

The AAIB concluded that repair materials had leaked into the structure of the rudder during a recent repair, weakening the bond between the skin and the structure of the rudder, leading to it breaking up in flight. Many are on display at museums in the United Kingdom, France, the United States, Germany, and Barbados. The Tu144 S had a significantly shorter range than Concorde. Each 1 percent drop in ozone is estimated to increase the incidence of non-melanoma skin cancer worldwide by 2 percent. History Office, Ames Research Center. P.38 Associated Press. 12 December 1967. p. 3, part 1. Reed Business Information. Retrieved 30 June 2011. Retrieved 30 June 2011. Archived from the original PDF on 9 March 2003. Retrieved 19 January 2016. Retrieved 26 February 2017. Retrieved 26 February 2017. Retrieved 26 February 2017. Retrieved 30 June 2011. NASA SP309. 309 631. Bibcode 1972NASSP.309.631N. Retrieved 30 June 2011. Retrieved 11 January 2010. Retrieved 8 January 2018. Retrieved 30 June 2011. Retrieved 2 June 2013. Archived from the original on 2 February 2010. Retrieved 13 January 2010. Retrieved 30 June 2011. Retrieved 26 June 2010. Retrieved 19 January 2016. Archived from the original on 20 January 2012. Archived from the original on 15 June 2011. Retrieved 30 June 2011. Retrieved 30 June 2011. Retrieved 19 January 2016. Retrieved 9 June 2013. Retrieved 30 June 2011. Retrieved 1 July 2011.

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