



The Most Inspiring Adventure In America

Facts About Concorde

The fastest Atlantic crossing by any Concorde took only 2 hours, 52 minutes and 59 seconds. This record-breaking plane, Concorde Alpha-Delta, is the very same plane housed at the Intrepid Museum.

Her cruising altitude is 60,000 feet, her top speed Mach 2.04, and due to friction heating, Concorde expands approximately eight inches during flight.

Even today, more than 32 years after the start of Concorde's commercial service, she remains the fastest and highest-flying airliner in existence. The development of Concorde began in the early 1960s and officially concluded with her entry into service in 1976. Concorde is one of the finest examples of aviation engineering capable of flying at extreme altitudes and speed.

Concorde is powered by four Rolls-Royce/SNECMA Olympus Mk. 610-14-28 engines. Each engine produces 38,050 pounds of thrust; this would propel the aircraft to her maximum operating speed of Mach 2.04. In order to keep the aircraft light, and keep the cost of production down, Concorde's fuselage and wings are constructed of aluminum.

At full speed and cruising altitude, despite outside temperatures of -67° Fahrenheit (-55° Celsius), Concorde's skin would heat up to 260.6°F (127°C) at the nose, 196°F-208°F (91°C-98°C) on the fuselage and wings. Concorde carries between 90 and 100 passengers, and has a range of 3,900 nautical miles.

The specific aircraft located at the Intrepid, Sea, Air & Space Museum is registered under designation G-BOAD, and is commonly referred to as "Alpha Delta." The aircraft itself has a very interesting history.

Manufactured under the serial number 100-010, she is the production variant 102. She flew for the first time on August 25, 1976 from Filton, England, and was delivered to British Airways (BA) on December 6, 1976.

In 1977, a deal was worked out to operate a route from London to Bahrain to Singapore in partnership with Singapore Airlines; however this deal ran into serious difficulties and did not last for long. During some of the time the route was in operation, G-BOAD was the only BA Concorde to operate under two airlines. She was painted BA colors on one side, and Singapore Airlines colors on the other.

During 1979, “Alpha-Delta” was to see service with Braniff Airline under a lease agreement with BA. Under this agreement, BA operated the aircraft on the London to Washington route while Braniff Airline operated the aircraft on the Washington to Dallas route. When the arrangement ceased, the aircraft was re-registered G-BOAD on June 19, 1980.

On February 7, 1996, “Alpha Delta” made the fastest Atlantic crossing of a Concorde, taking just 2 hours, 52 minutes and 59 seconds. During her career, G-BOAD flew 23,397 hours, made 8,406 landings and underwent 7,010 supersonic cycles. The final flight of “Alpha Delta” took place on November 10, 2003. The aircraft was de-registered on May 4, 2004.

Statistics

Max. Cruise Speed: 2.04)	1,350 mph (Mach
Cruising Altitude:	60,000'
Max. Takeoff Weight:	408,000 lbs
Range:	4,143 miles
Length:	203'-9"
Wingspan:	83'-8"
Height:	37'-1"
Engines:	Four Rolls
Royce/SNECMA Olympus 593's	
Flight Crew:	Two pilots, one flight
engineer	
Cabin Crew:	Six
Passengers:	100
Aircraft Cost:	\$152,000,000 (1976
dollars)	
Transatlantic Fare:	\$6,000
First Prototype Flight:	March 2, 1969
Entered Service:	January 21, 1976
Passengers Flown:	More than 2.5 million
Built In:	Toulouse, France and
Filton, England	