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LEGO® Builder



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Nous passons des emballages en plastique à usage unique aux emballages à base de papier. Durant la transition, vous pourriez trouver un mélange de papier et de plastique dans nos boîtes.

QUEREMOS HACER MÁS SUSTENTABLES NUESTROS MATERIALES DE EMBALAJE

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An unprecedented move



In the 1970s and 80s, NASA and Boeing joined forces to create innovative technology for transporting NASA's Orbiters, commonly known as space shuttles. The idea for airborne means of transportation arose from a tangible challenge: ground transportation was both challenging and time-consuming.

Teams from NASA and Boeing collaborated to explore if and how the Boeing™ 747™ series, originally designed for commercial use, might be re-engineered to serve as Space Shuttle Carrier Aircraft (SCA).

Between 1974 and 1990, two Boeing 747 models were successfully repurposed to carry active space shuttles between landing sites and launch complexes. Mainly to and from NASA's Kennedy Space Center in Florida.

The first Boeing 747 SCA was acquired by NASA from a commercial airline company in 1974. Initially used for wake vortex research, it was later modified to its shuttle-carrying configuration. It played a key role in the 1977 Space Shuttle Approach and Landing Tests with the orbiter prototype, Enterprise. This aircraft conducted most of the shuttle ferry missions and delivered retired shuttles to museums. It was retired in 2012 and is now part of an exhibit at NASA's Space Center Houston.

The second Boeing 747 SCA served from 1990 until 2012, accumulating over 33,000 total flight hours since it was first built. It is now displayed at an aerospace heritage museum in California.

Un élan sans précédent

Dans les années 1970 et 1980, la NASA et Boeing unissent leurs forces pour créer une technologie innovante permettant de transporter les orbiteurs de la NASA, plus communément appelés navettes spatiales. L'idée d'un moyen de transport aérien est née d'un problème concret : le transport terrestre est à la fois difficile et fastidieux.
Des équipes de la NASA et de Boeing collaborent pour déterminer si et comment la série Boeing™ 747™, conçue à l'origine pour un usage commercial, pourrait être modifiée pour servir d'aéronef de transport de navette spatiale (SCA).

Entre 1974 et 1990, deux modèles de Boeing 747 sont reconvertis avec succès pour transporter des navettes spatiales actives entre des sites d'atterrissage et des complexes de lancement. Principalement au départ et à destination du Centre spatial Kennedy de la NASA en Floride.
Le premier Boeing 747 SCA est acheté par la NASA à une compagnie aérienne commerciale en 1974. Initialement utilisé pour la recherche sur les tourbillons de sillage, il est ensuite modifié pour être utilisé pour le transport des navettes. Il joue un rôle clé dans les essais d'approche et d'atterrissage de la navette spatiale en 1977 avec le prototype de l'orbiteur, l'Enterprise. Cet aéronef assure la plupart des missions de convoyage des navettes et livre les navettes retirées du service aux musées. Il a été retiré du service en 2012 et fait désormais partie d'une exposition au Space Center Houston de la NASA.
Le deuxième Boeing 747 SCA a servi de 1990 à 2012, accumulant plus de 33 000 heures de vol de sa construction à son retrait du service. Il est aujourd'hui exposé dans un musée du patrimoine aérospatial en Californie.

Una mudanza única en su tipo

En los años 70 y 80, la NASA y Boeing unieron fuerzas en la creación de una tecnología innovadora para transportar los orbitadores de la NASA, conocidos comúnmente como *transbordadores espaciales*. La idea de un medio de transporte por aire surgió de un desafío tangible: los traslados terrestres resultaban demasiado complicados y tardados.
Los equipos de la NASA y Boeing colaboraron para explorar si un Boeing™ 747™, diseñado originalmente para fines comerciales, podría modificarse para servir como avión de transporte de transbordadores espaciales (SCA) y cómo hacerlo.

Entre 1974 y 1990, dos aviones Boeing 747 se sometieron exitosamente a una serie de adaptaciones para transportar transbordadores espaciales activos entre los lugares de aterrizaje y los complejos de lanzamiento. En su mayoría, los vuelos tendrían como origen o destino el Centro Espacial Kennedy de la NASA, ubicado en Florida.
El primer SCA Boeing 747 fue adquirido por la NASA a una aerolínea comercial en 1974. Luego de usarse para estudiar los efectos de las estelas turbulentas, se le hicieron las modificaciones necesarias para llevar a cuestas un transbordador espacial. Desempeñó un papel clave en las pruebas de aproximación y aterrizaje del Enterprise, el prototipo del orbitador, realizadas en 1977. Este avión llevó a cabo la mayoría de las misiones de traslado de los transbordadores y, además, entregó las naves retiradas del servicio a los museos que las albergarían. Habiendo realizado su último vuelo en 2012, hoy se encuentra en exhibición en el museo Space Center Houston de la NASA.
El segundo SCA Boeing 747 prestó servicio de 1990 a 2012, acumulando un total de más de 33.000 horas de vuelo desde su construcción. Ahora se exhibe en un museo del patrimonio aeroespacial en California.

Getting ready for the first launch

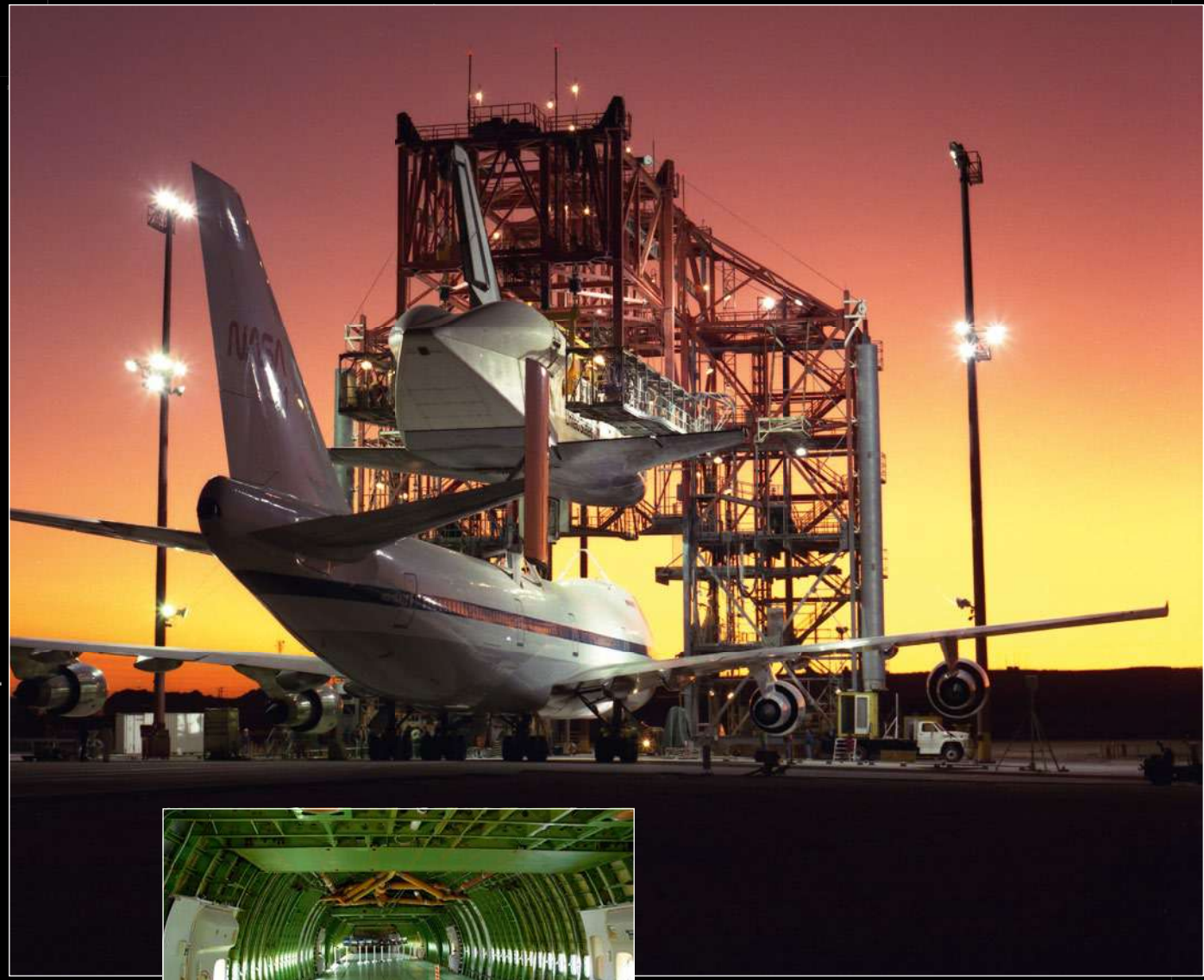
The two SCAs featured unique modifications. Most of the interior furnishings were removed to reduce weight and make room for the features that were required to carry shuttles.

Préparation du premier lancement

Les deux SCA présentent des modifications uniques. La plupart des aménagements intérieurs ont été supprimés afin de réduire le poids et de faire de la place pour les équipements nécessaires au transport des navettes.

Preparación para el primer lanzamiento

Los dos SCA presentaban modificaciones únicas. Se eliminó la mayor parte de los accesorios que llevaban dentro para reducir su peso y dar cabida al equipo necesario para llevar los transbordadores.



VERTICAL STABILIZERS:

Two additional vertical stabilizers were installed on each end of the standard horizontal stabilizer to improve stability during flight.

LES STABILISATEURS VERTICAUX :

Deux stabilisateurs verticaux supplémentaires ont été installés à chaque extrémité du stabilisateur horizontal standard pour améliorer la stabilité en vol.

ESTABILIZADORES VERTICALES:

Se colocaron dos estabilizadores verticales adicionales, uno en cada extremo del estabilizador horizontal estándar, para mejorar la estabilidad durante el vuelo.

POWER SUPPLY ADDITIONS:

Power supplies and cabling were added, primarily to power the orbiter's fluid system heaters and water coolant loop pumps during ferry operations.

LES ÉLÉMENTS D'ALIMENTATION SUPPLÉMENTAIRES:

Des blocs et des câbles d'alimentation ont été ajoutés, principalement pour alimenter les réchauffeurs du système de fluides de l'orbiteur et les pompes de la boucle de refroidissement à l'eau pendant les opérations de convoyage.

FUENTES DE ALIMENTACIÓN ADICIONALES:

Se agregaron fuentes de alimentación y cableado, principalmente para alimentar los calentadores del sistema de fluidos y las bombas del circuito de enfriamiento por agua del orbitador durante las operaciones de traslado.



ORBITER MOUNTING STRUTS:

Three mounting struts were added — one forward and two aft — to secure the Space Shuttle orbiter to the aircraft.

LES MÂTS DE L'ORBITEUR :

Trois mâts ont été ajoutés – un à l'avant et deux à l'arrière – pour permettre de fixer l'orbiteur de la navette spatiale à l'aéronef.

SOPORTES DE MONTAJE DEL ORBITADOR:

Se instalaron tres soportes de montaje (uno a proa y dos a popa) para fijar el transbordador espacial a la aeronave.



TAIL CONE:

A special tail cone engine cover was used on the space shuttle to improve aerodynamics during transportation.

LE CÔNE DE QUEUE :

Un carénage spécial recouvre les moteurs du cône de la queue de la navette spatiale afin d'améliorer l'aérodynamisme pendant le transport.

CONO DE COLA:

El motor posterior del transbordador espacial se tapaba con una cubierta especial para mejorar su desempeño aerodinámico durante el transporte.

ENGINE IMPROVEMENTS:

The Pratt & Whitney JT9D engines were altered to provide more power.

LES AMÉLIORATIONS DES TURBORÉACTEURS :

Les turboréacteurs Pratt & Whitney JT9D ont été modifiés pour fournir plus de puissance.

MEJORAS EN LA PLANTA MOTRIZ:

Se hicieron adecuaciones a los motores Pratt & Whitney JT9D a fin de aumentar su potencia.



From the LEGO® Icons design team

In 1983, the first Boeing™ 747™ SCA and the NASA Orbiter Enterprise appeared together at the Paris Air Show in France as part of their only international tour. With help from our partners at NASA and Boeing, we developed new building solutions and elements to capture specific design details and functions from this unique exhibit. We hope you enjoy building this marvel of aviation engineering as much as we enjoyed creating it.

Un mot de l'équipe de conception LEGO® Icons

En 1983, le premier Boeing™ 747™ SCA et l'Orbiter Enterprise de la NASA font leur apparition ensemble au Salon de l'aéronautique et de l'espace de Paris, en France, dans le cadre de leur unique tournée internationale. Avec l'aide de nos partenaires de la NASA et de Boeing, nous avons développé de nouvelles solutions de construction et de nouveaux éléments pour capturer les détails de conception et les fonctions spécifiques de cette exposition unique. Nous espérons que vous prendrez autant de plaisir à construire cette merveille de l'ingénierie aéronautique que nous en avons eu à la créer.

Impresiones del equipo de diseño de LEGO® Icons

En 1983, el primer SCA Boeing™ 747™ y el orbitador Enterprise de la NASA se presentaron juntos en Francia, durante la Paris Air Show, como parte de su única gira internacional. Con la ayuda de los equipos de la NASA y Boeing, desarrollamos nuevas soluciones y elementos de construcción para capturar detalles de diseño y funciones específicos en esta singular pieza de exhibición. Esperamos que disfrutes construyendo esta maravilla de la ingeniería aeronáutica tanto como nosotros disfrutamos creándola.

COCKPIT:
The curvy cockpit and characteristic nose mimic the real-life version.

L'HABITACLE :
La forme incurvée de l'habitacle et le nez caractéristique imitent la version réelle de l'aéronef.

CABINA:
Las características curvas de la cabina y la nariz de la aeronave de verdad se recrean con fidelidad en el modelo.

FUSELAGE:
The smooth 'tube' shape of the Boeing 747 is achieved through innovative building techniques and clips and bar connections.

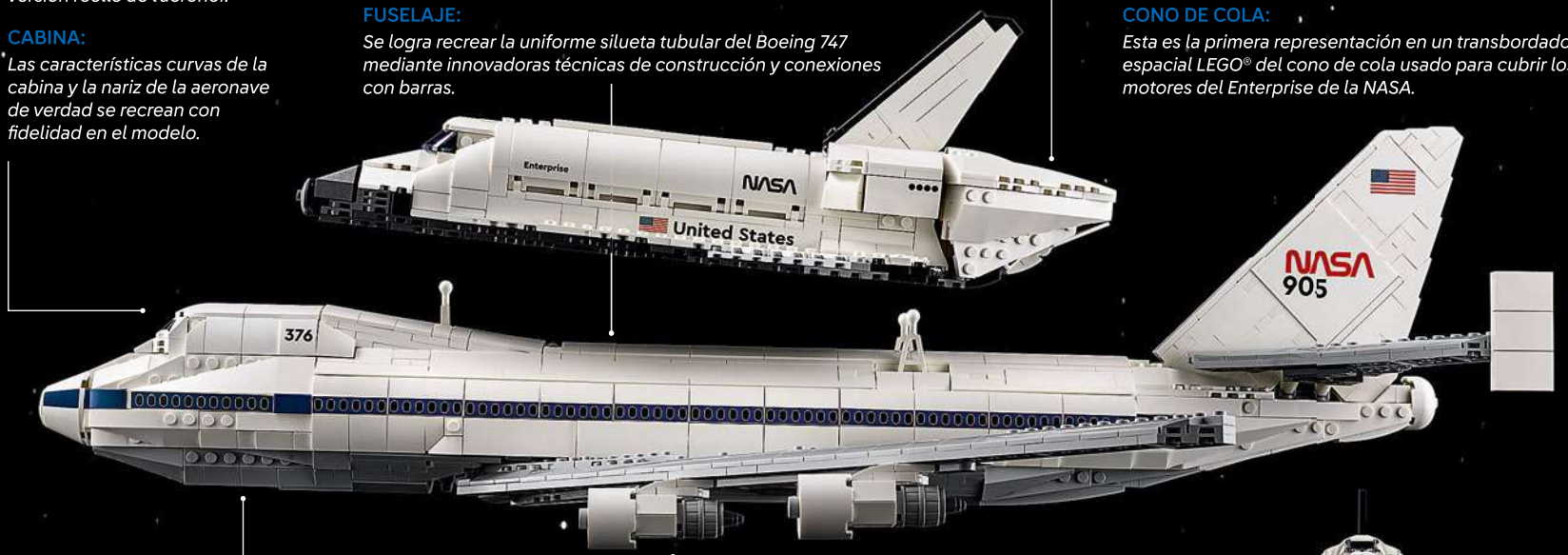
LE FUSELAGE :
La forme de « tube » lisse du Boeing 747 est obtenue grâce à des techniques de construction innovantes et à des assemblages de pinces et de barres.

FUSELAJE:
Se logra recrear la uniforme silueta tubular del Boeing 747 mediante innovadoras técnicas de construcción y conexiones con barras.

TAIL CONE:
The tail cone used to cover the NASA Enterprise's engines is new for LEGO® space shuttles.

LE CÔNE DE QUEUE :
Le cône de queue utilisé pour couvrir les moteurs de l'Enterprise de la NASA est nouveau pour les navettes spatiales LEGO®.

CONO DE COLA:
Esta es la primera representación en un transbordador espacial LEGO® del cono de cola usado para cubrir los motores del Enterprise de la NASA.



LANDING GEAR:
This is the first official LEGO® plane with five landing gears synchronized to move simultaneously. A new landing gear element holds four airplane wheels on the 'truck.'

LE TRAIN D'ATTERRISSAGE :
Il s'agit du premier avion LEGO® officiel doté de cinq trains d'atterrissage synchronisés pour se déplacer simultanément. Un nouvel élément de train d'atterrissage maintient quatre roues d'avion sur le « camion ».

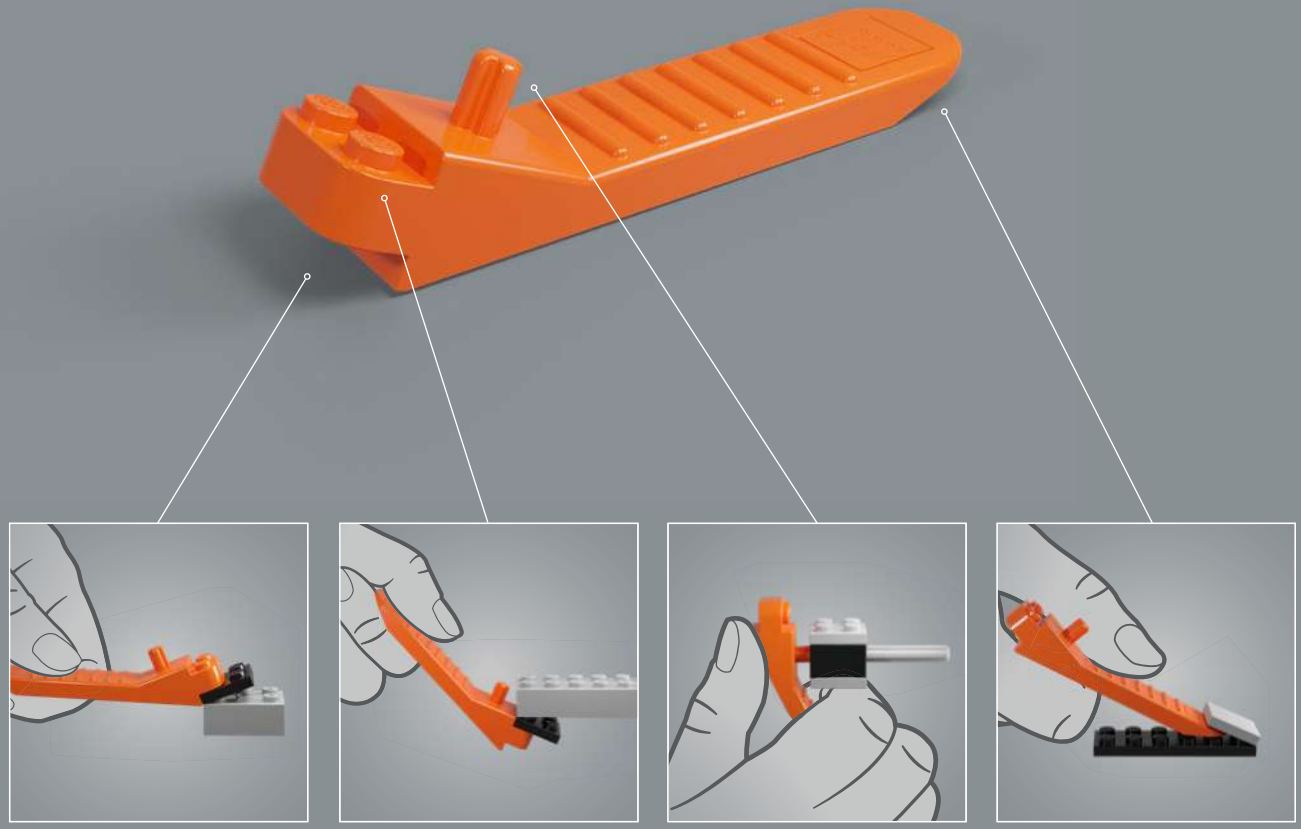
TREN DE ATERRIZAJE:
Este es oficialmente el primer avión LEGO® con cinco trenes de aterrizaje sincronizados. Un nuevo elemento de bogie *sostiene las cuatro ruedas de cada tren de aterrizaje principal.*



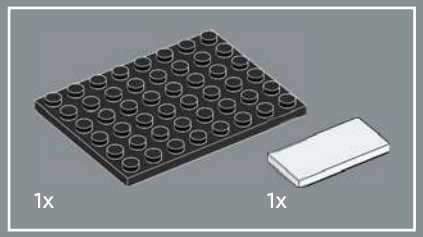
WINGS:
A set of triangular builds, one horizontal and one vertical, help form the curved leading edge of the Boeing™ 747™ wings and their slight upright angle.

LES AILES :
Un ensemble de constructions triangulaires, l'une horizontale et l'autre verticale, aide à former le bord d'attaque incurvé des ailes du Boeing™ 747™ et leur léger angle droit.

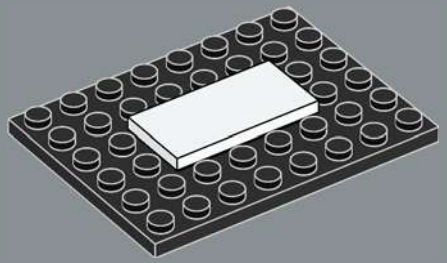
ALAS:
Un conjunto de construcciones triangulares, una horizontal y otra vertical, ayudan a dar forma al borde de ataque curvado de las alas del Boeing™ 747™ y su ángulo diedro levemente positivo.

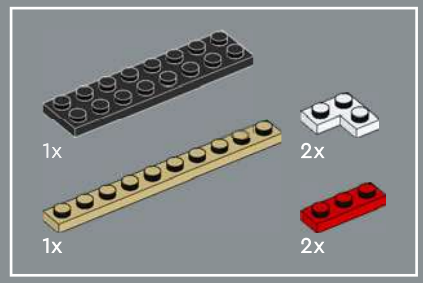




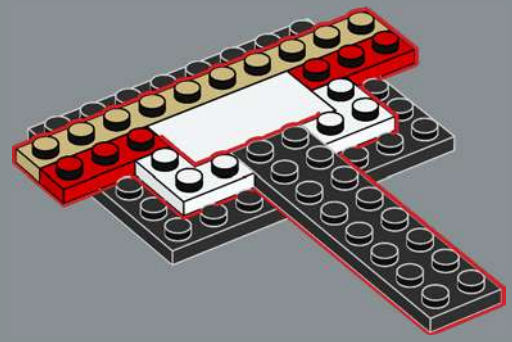


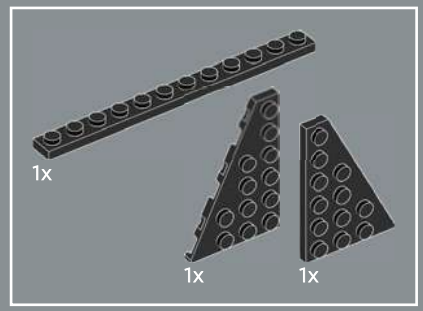
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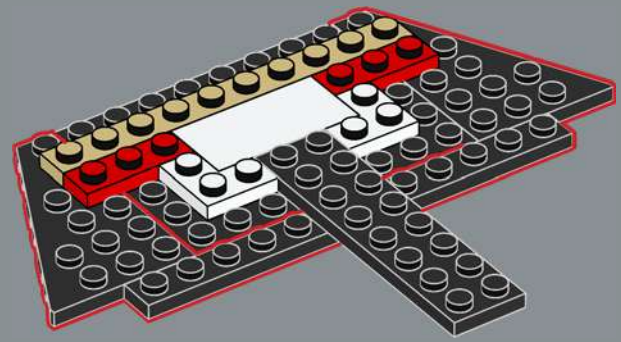


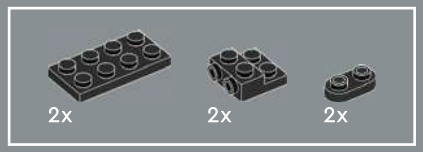
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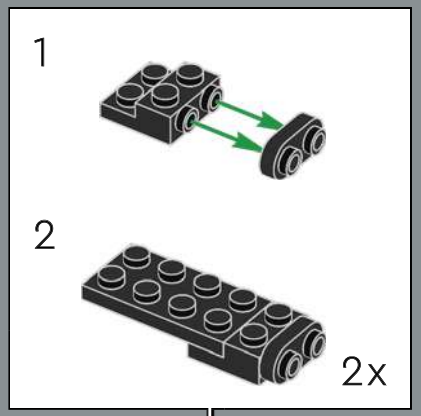


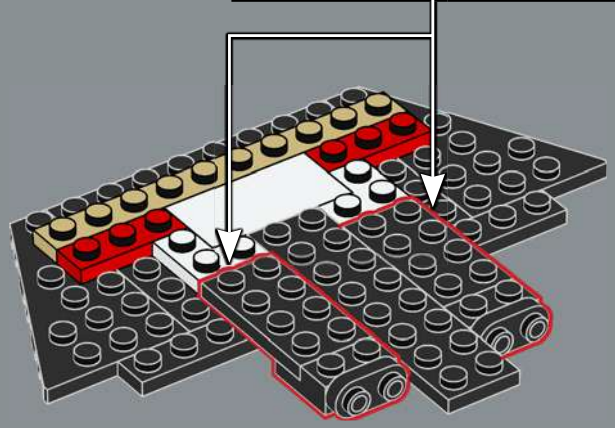
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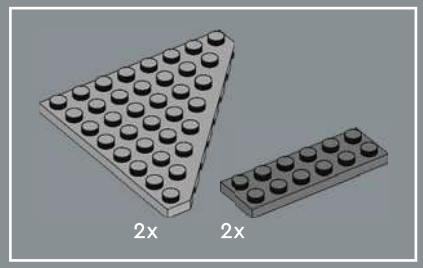




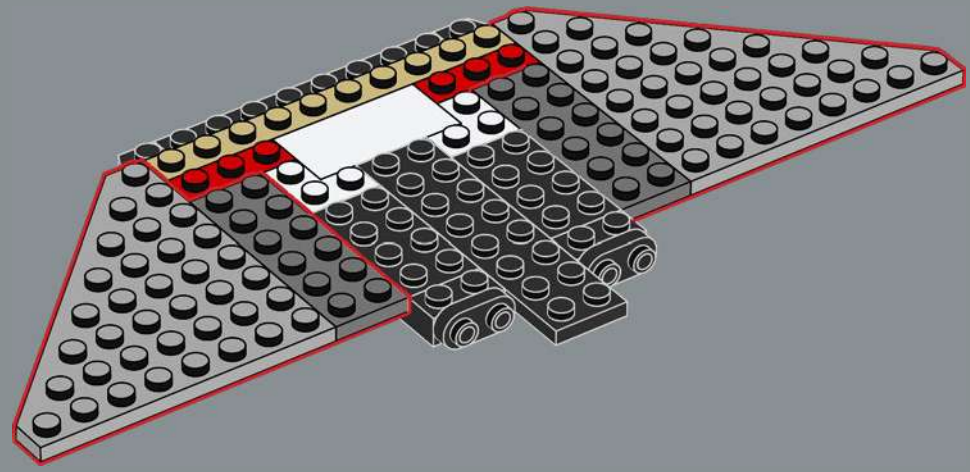
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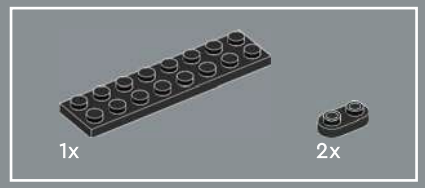
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The Enterprise was built to perform atmospheric test flights after being launched from the SCA.

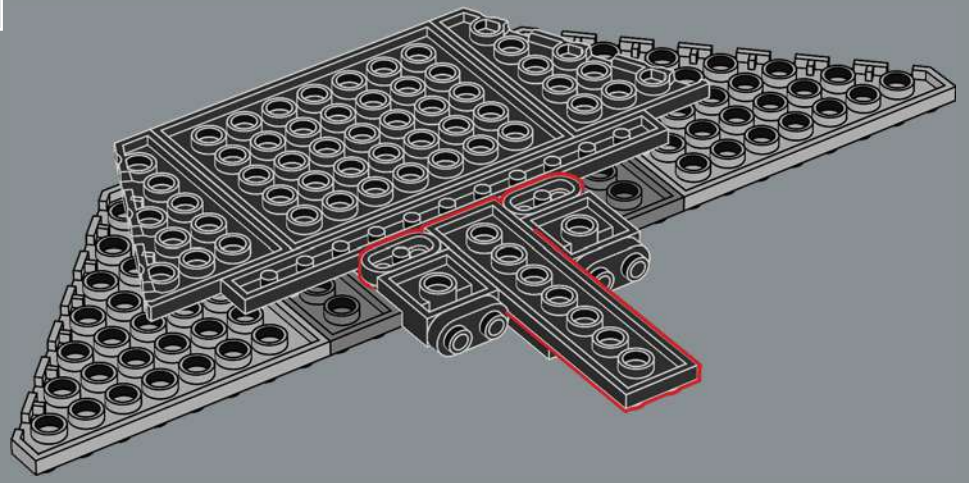
L'Enterprise a été construit pour effectuer des vols d'essai atmosphériques après avoir été lancé depuis le SCA.

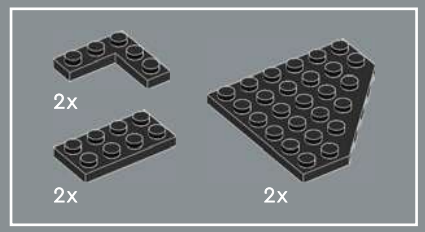
El Enterprise se construyó con la finalidad de realizar vuelos de prueba atmosféricos después de lanzarlo desde un SCA.



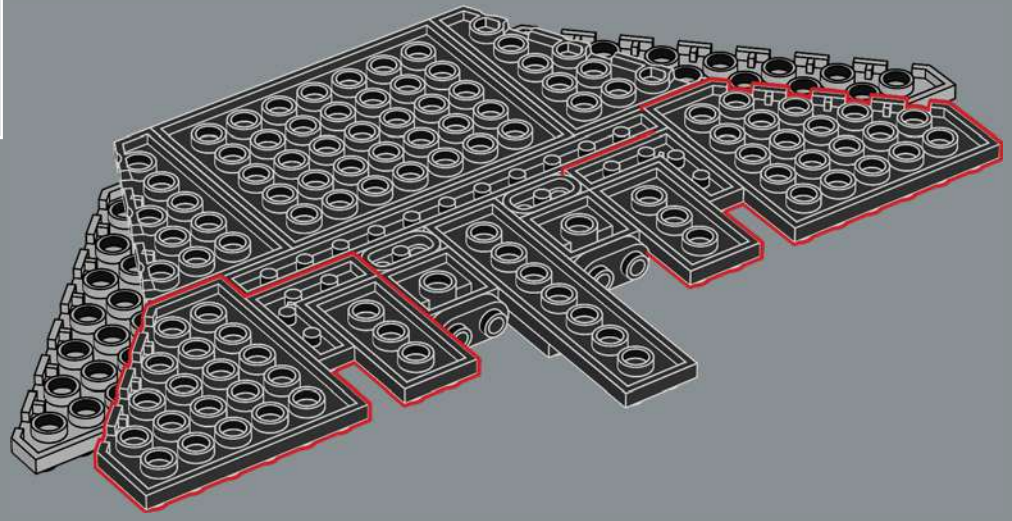
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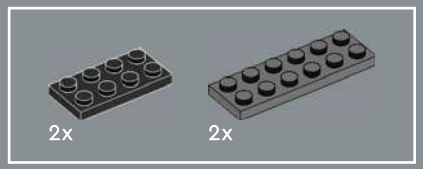






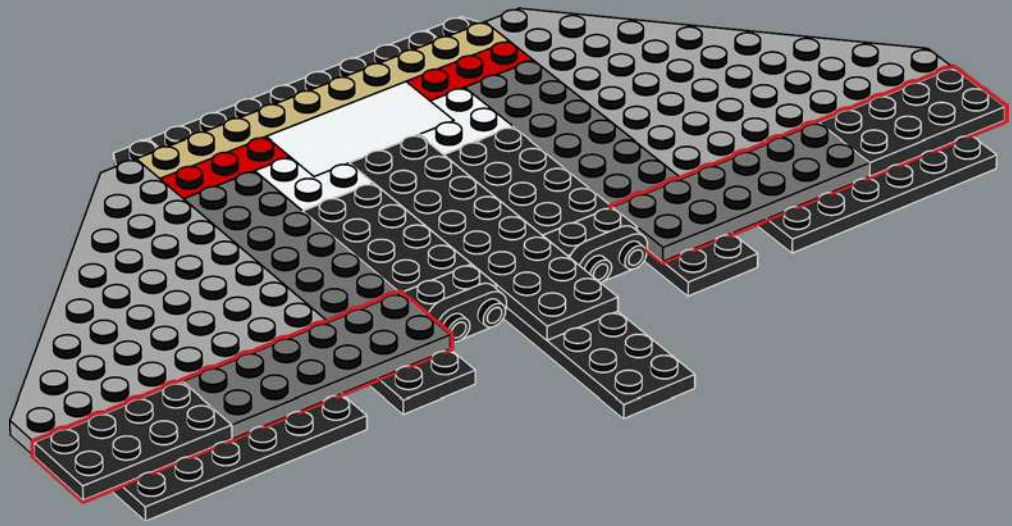
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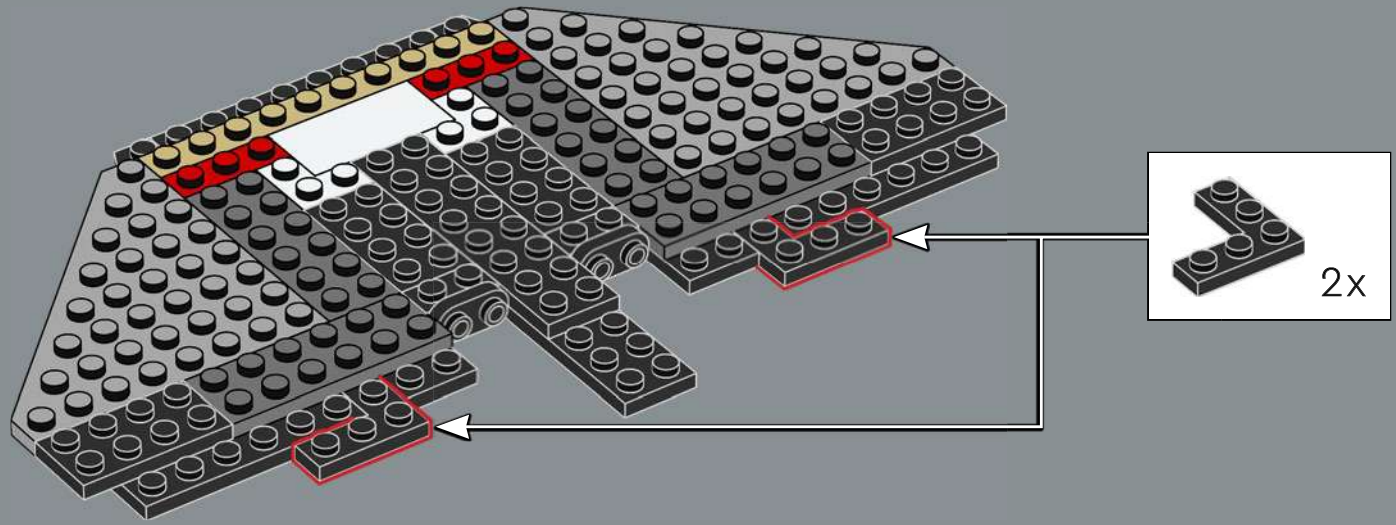
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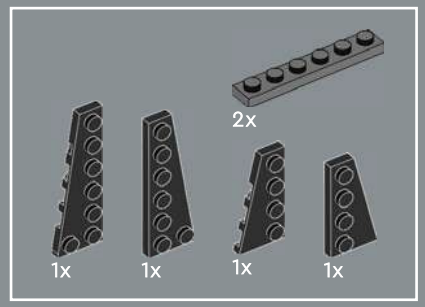




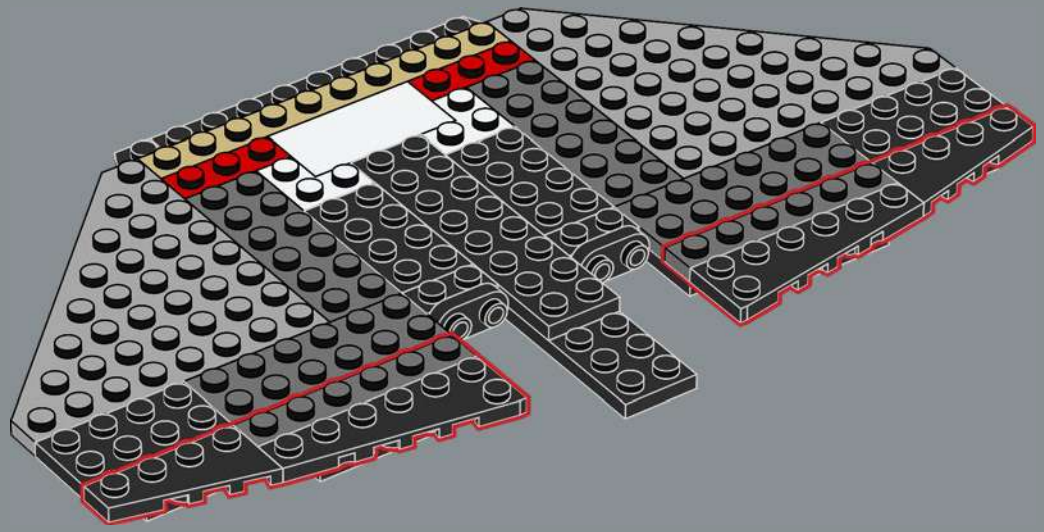


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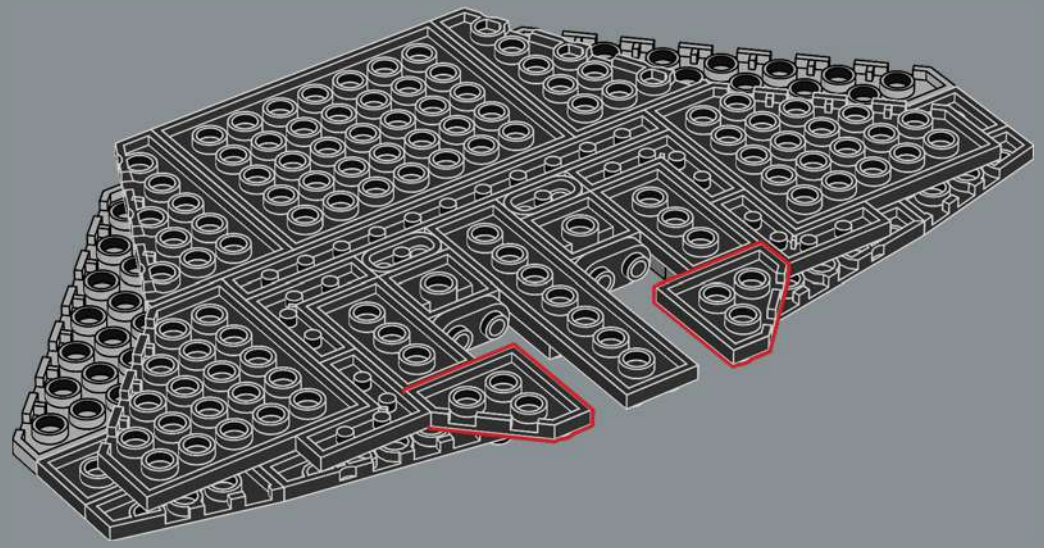
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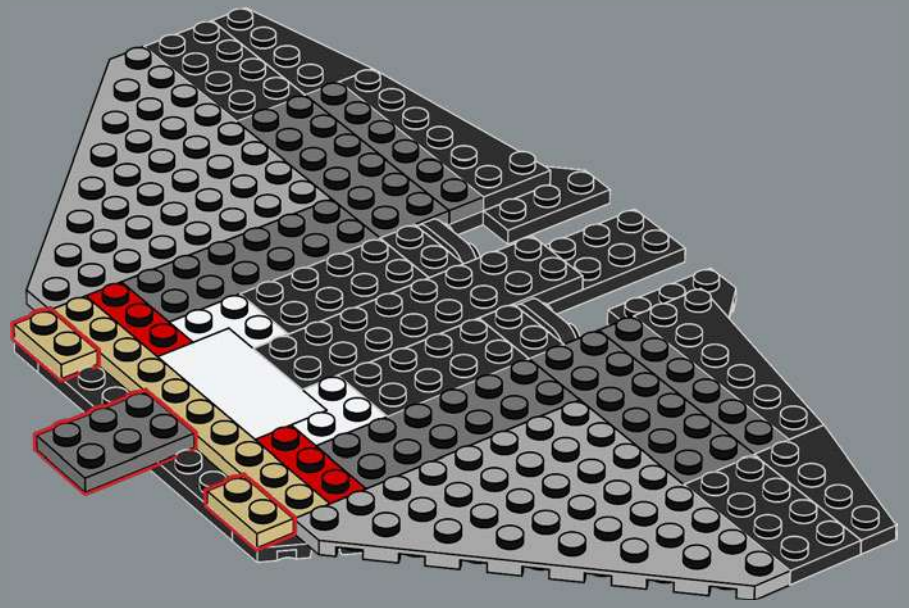


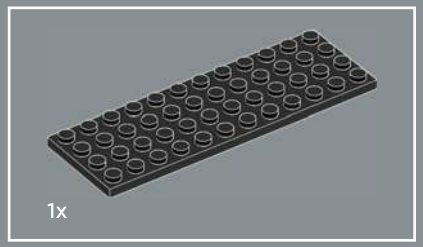




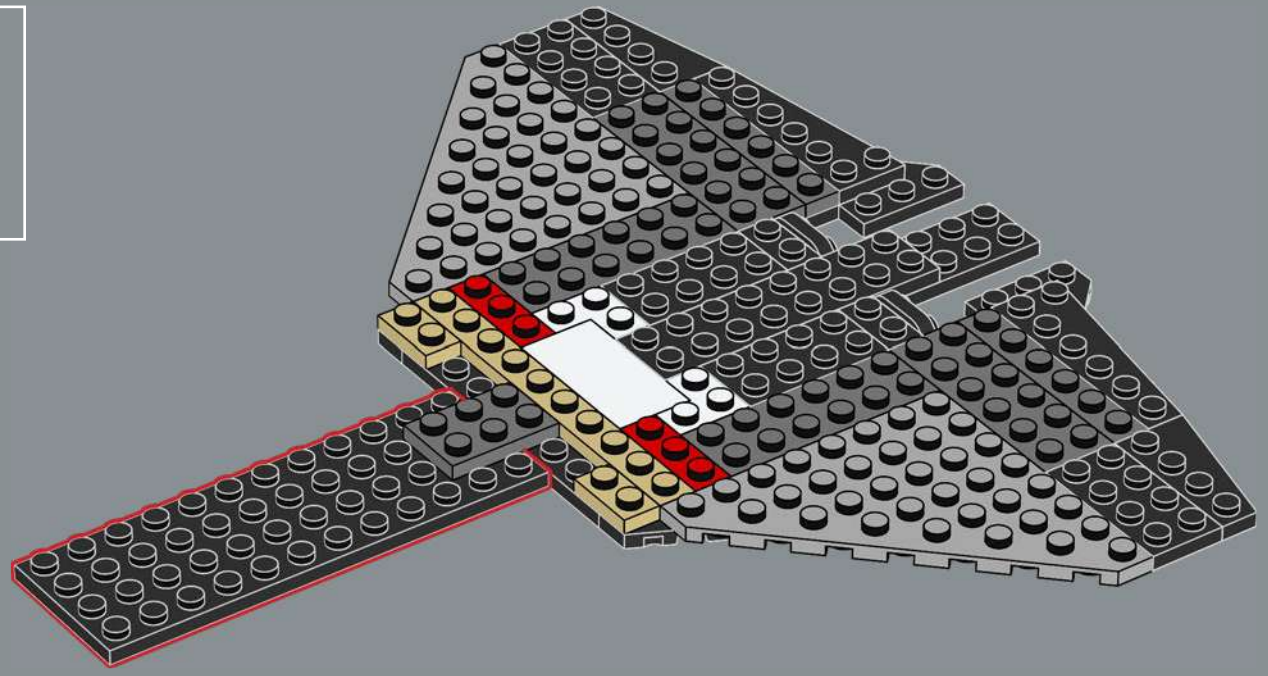
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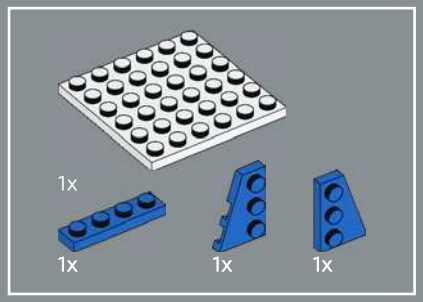




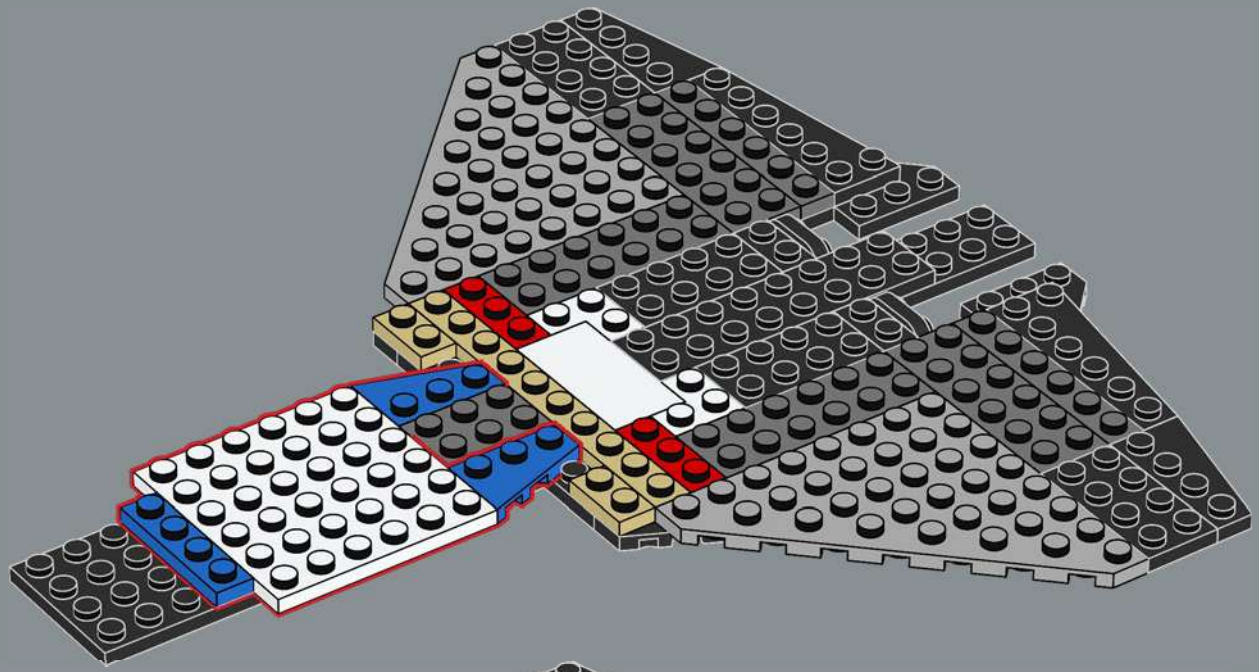


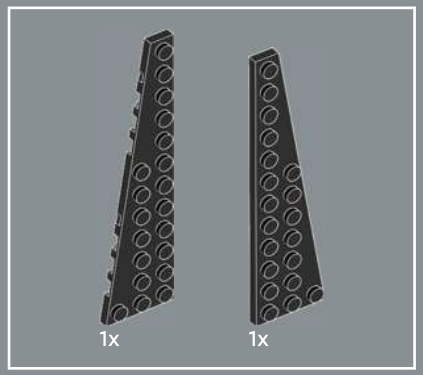
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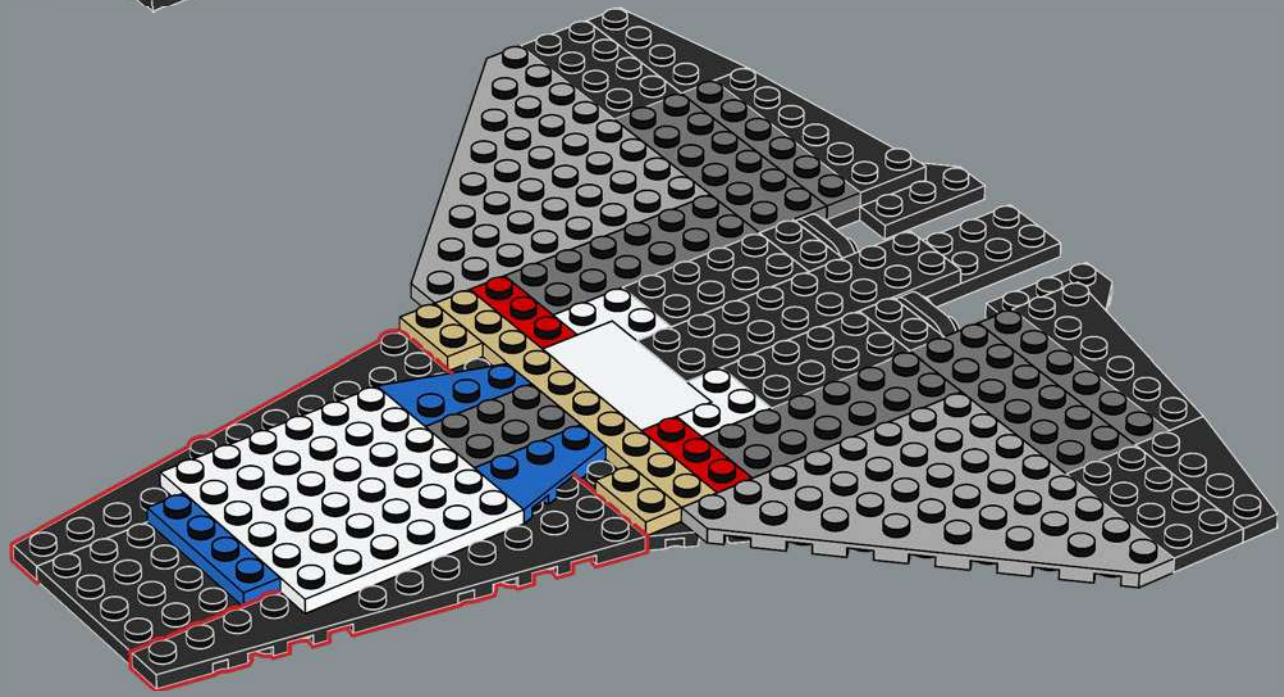


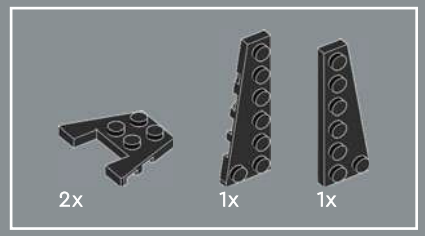
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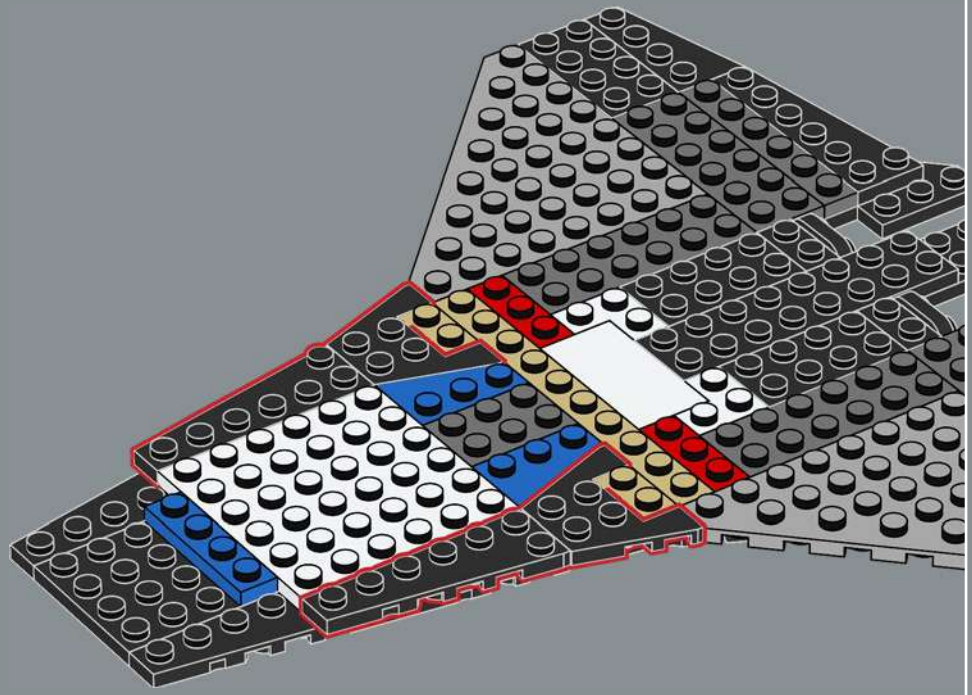


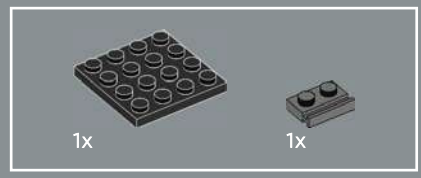
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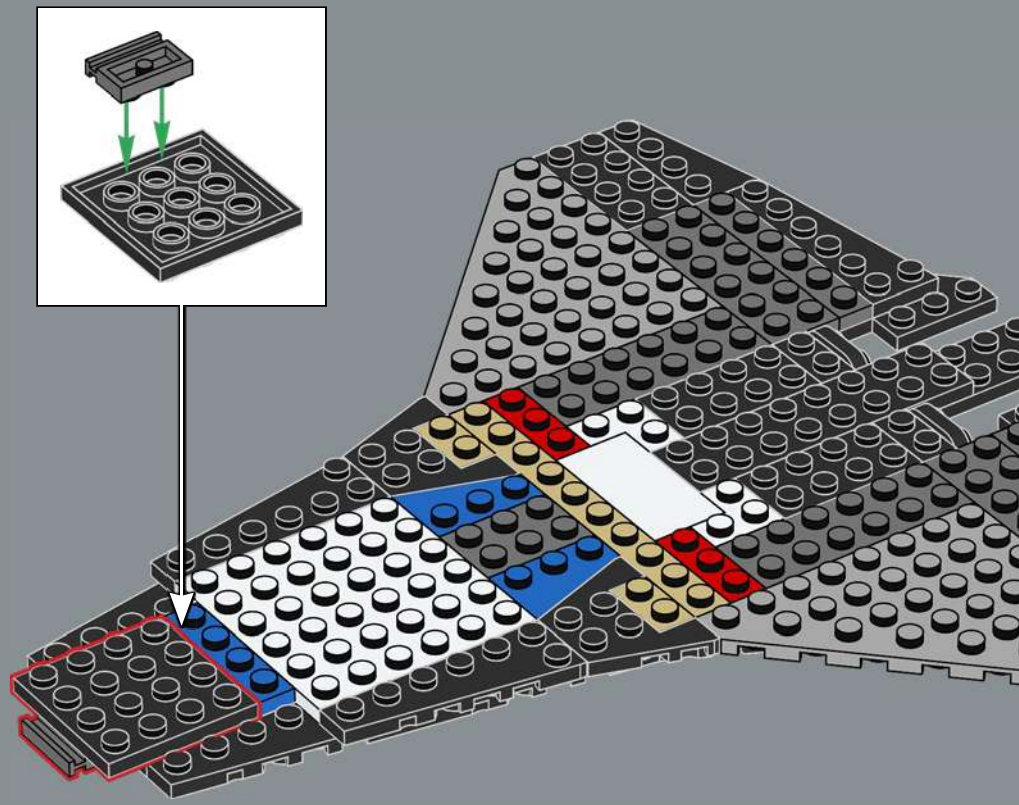


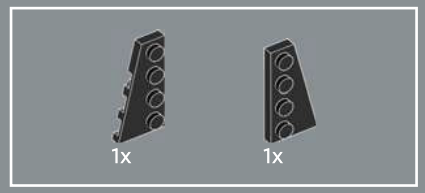
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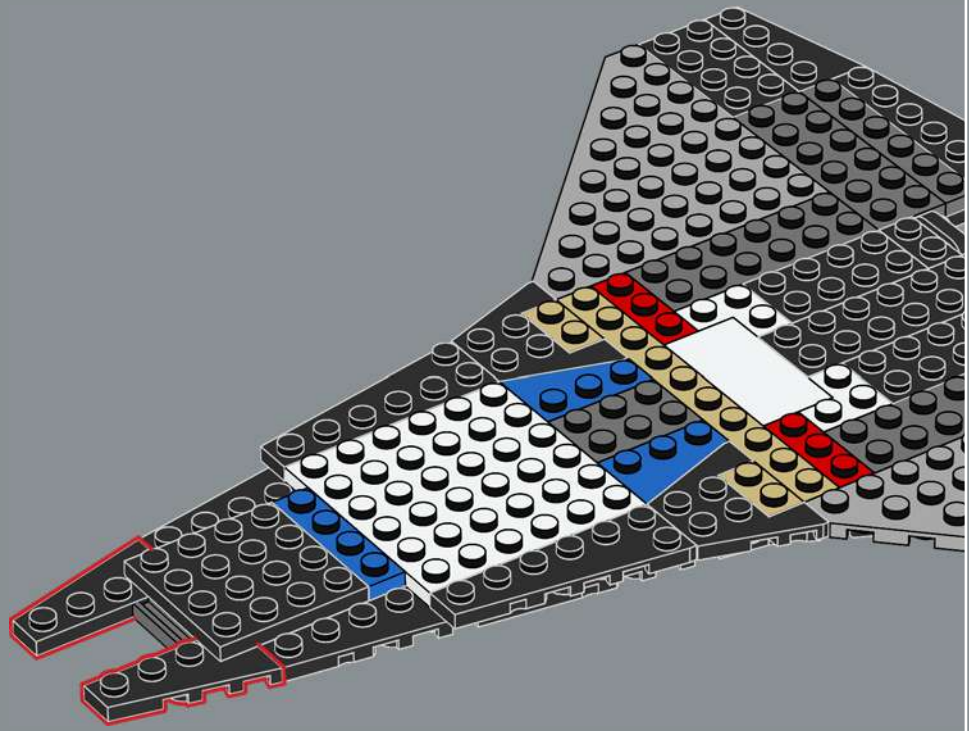


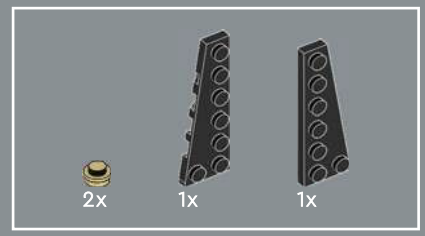
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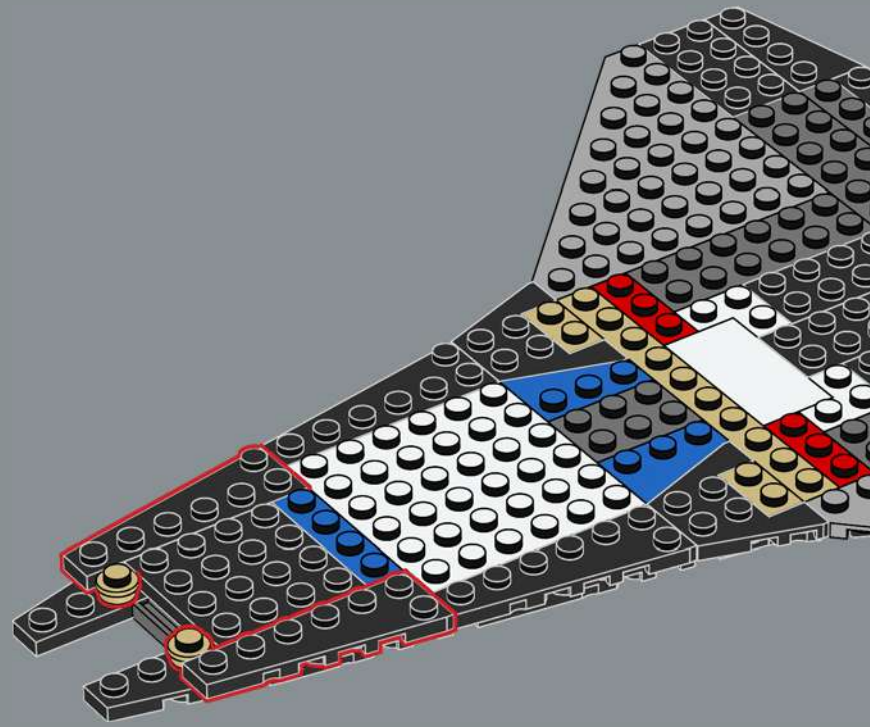


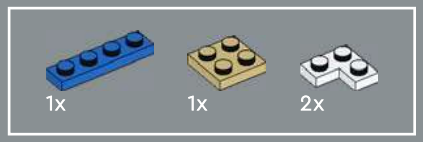
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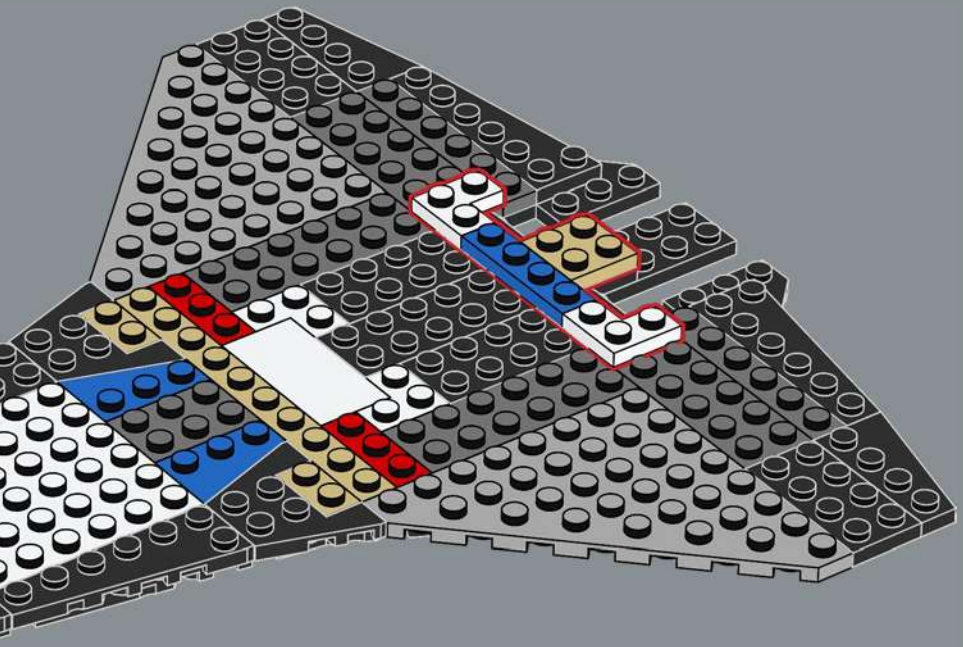


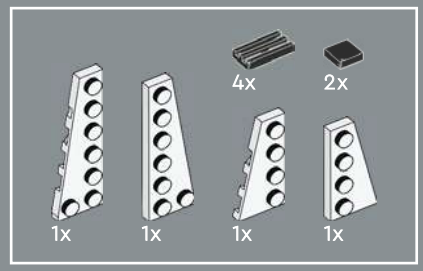
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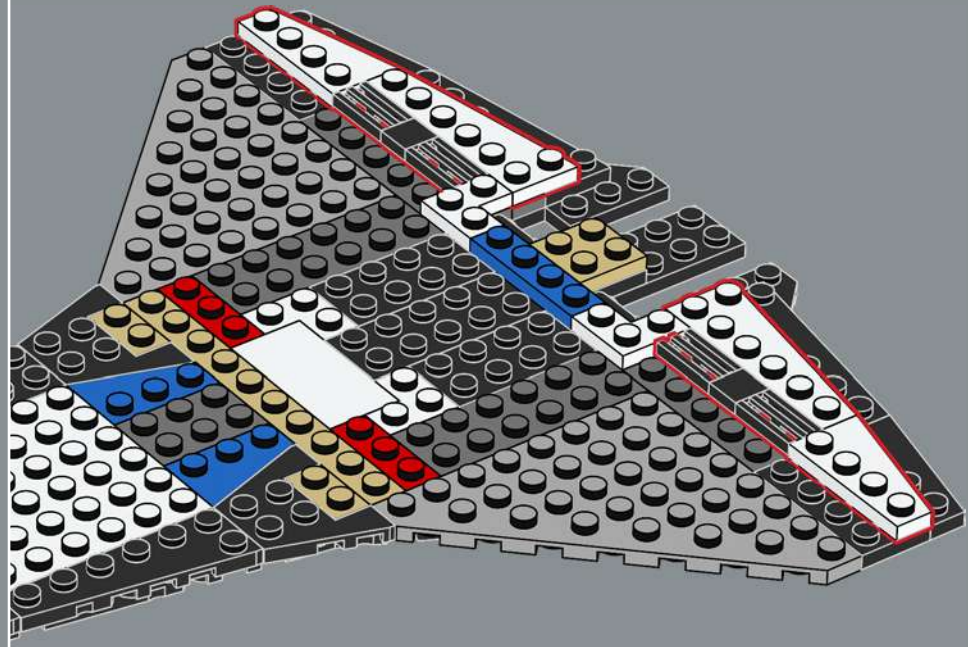


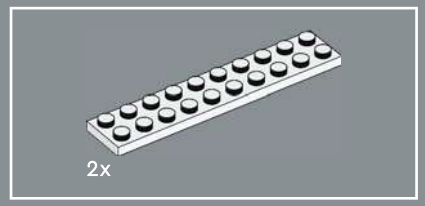
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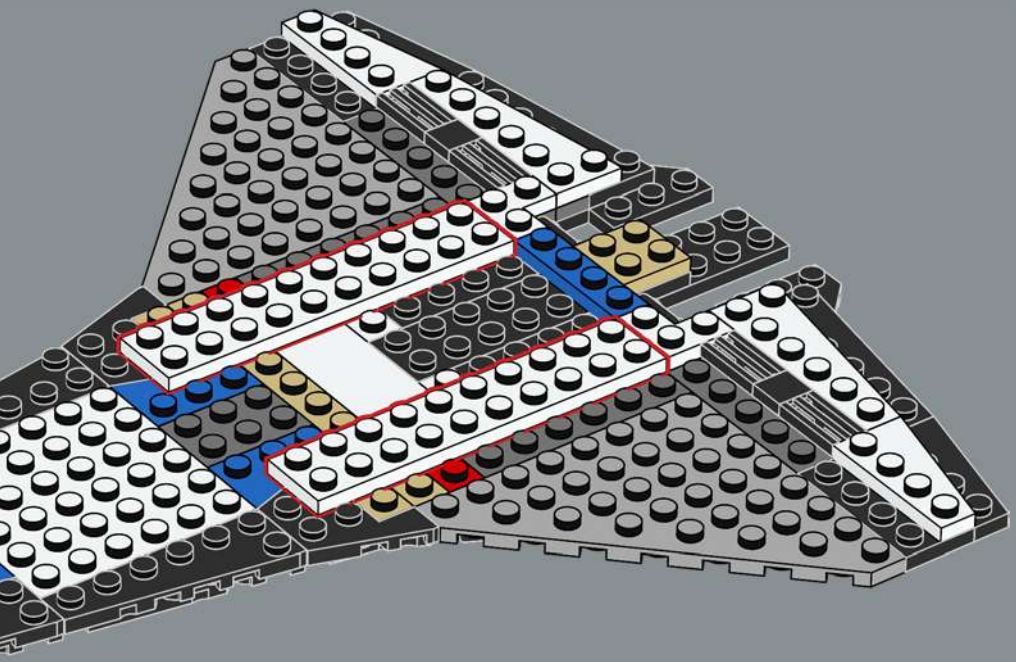


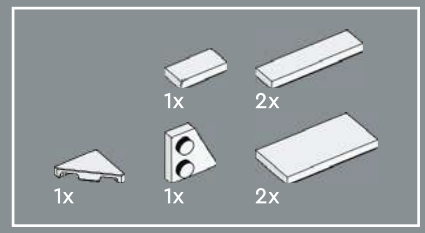
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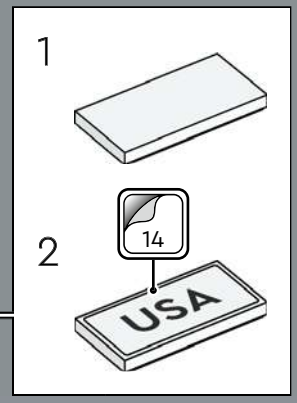


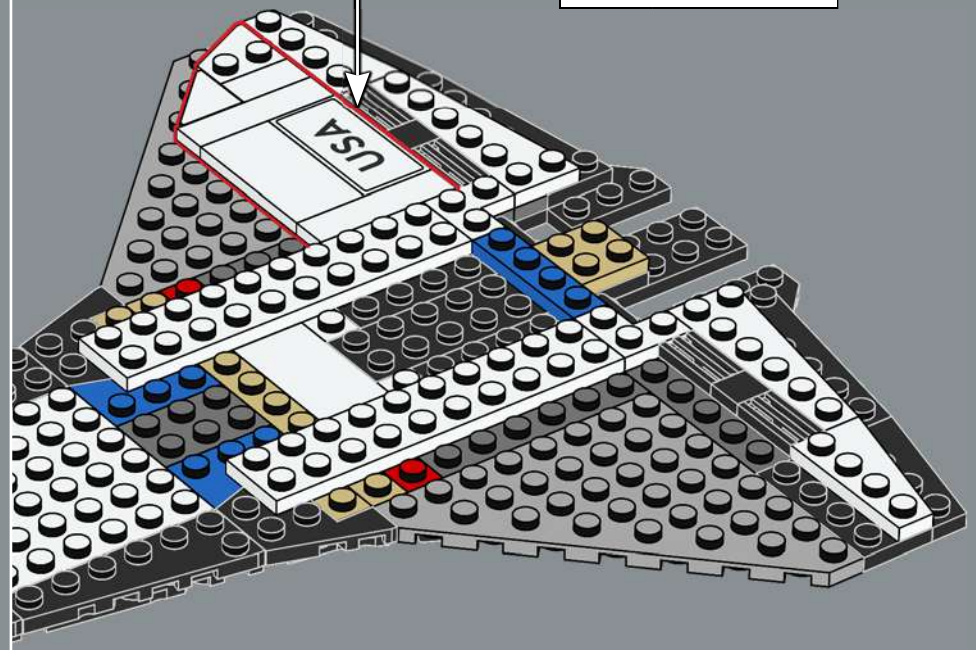
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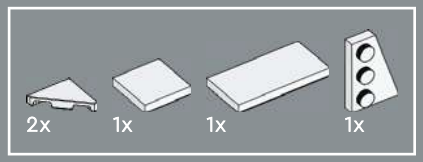




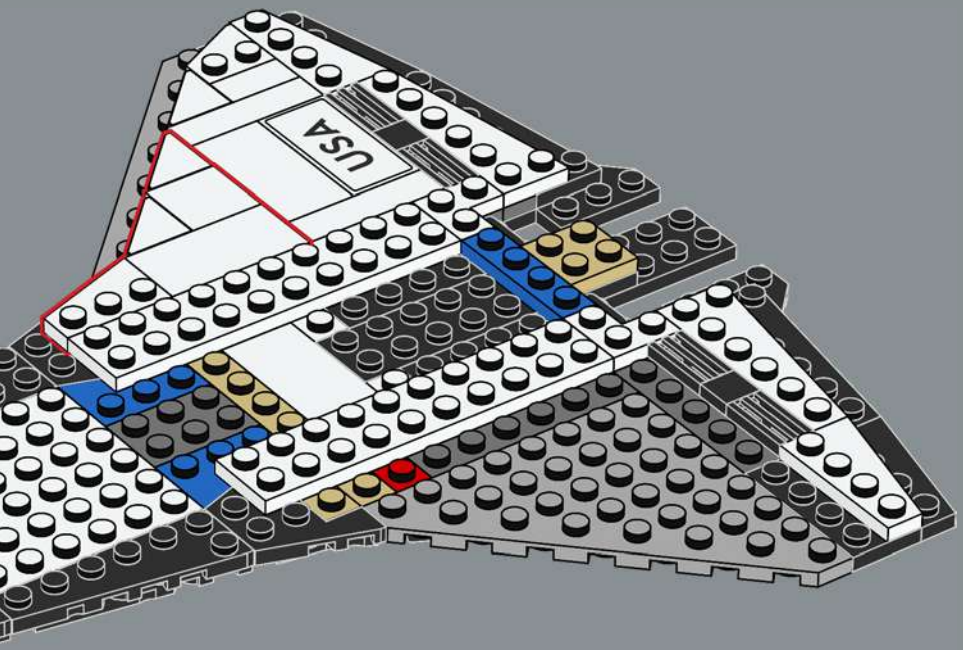
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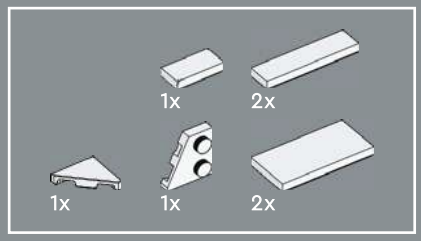




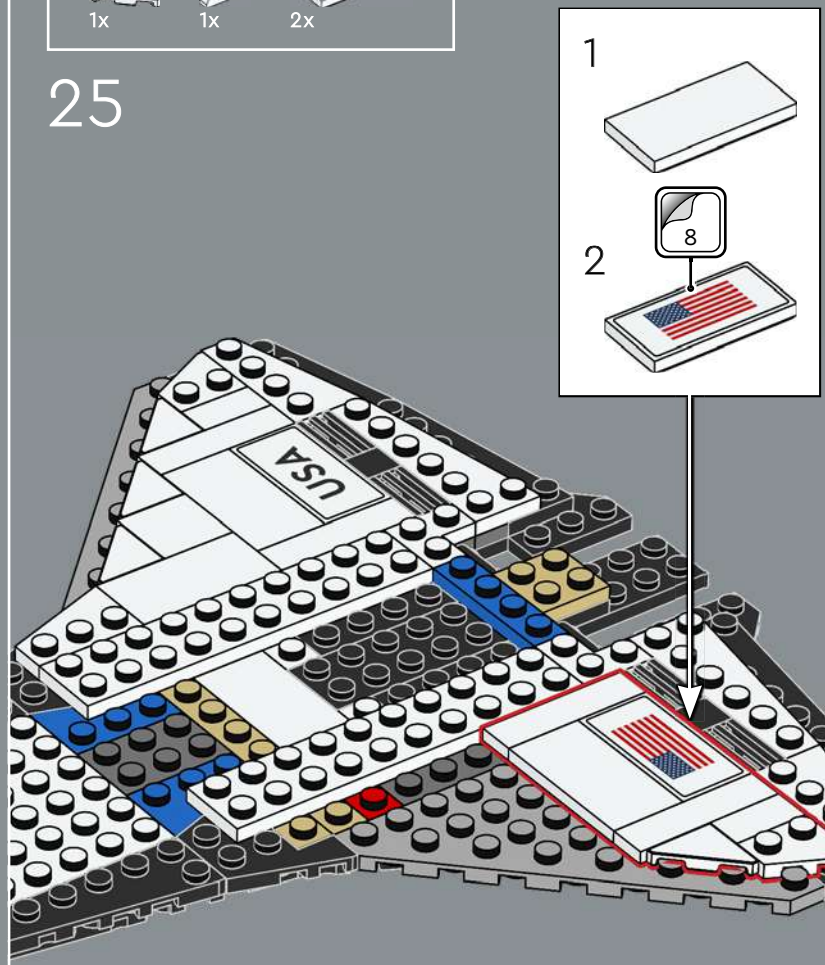


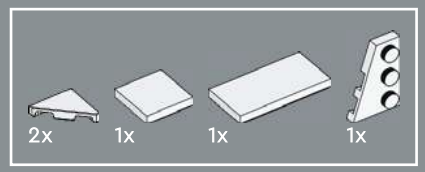
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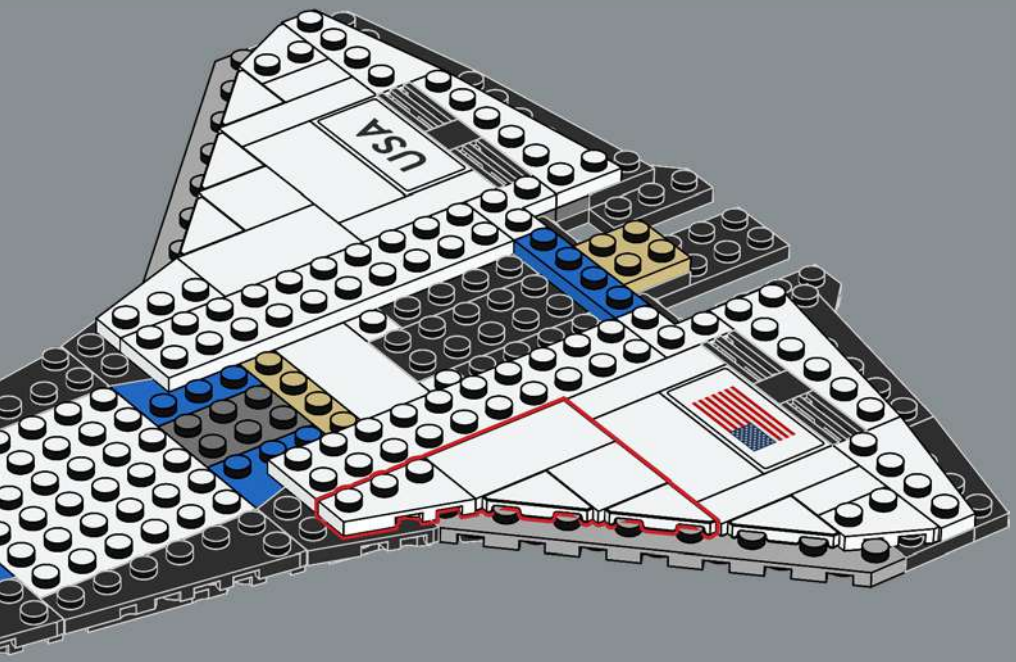


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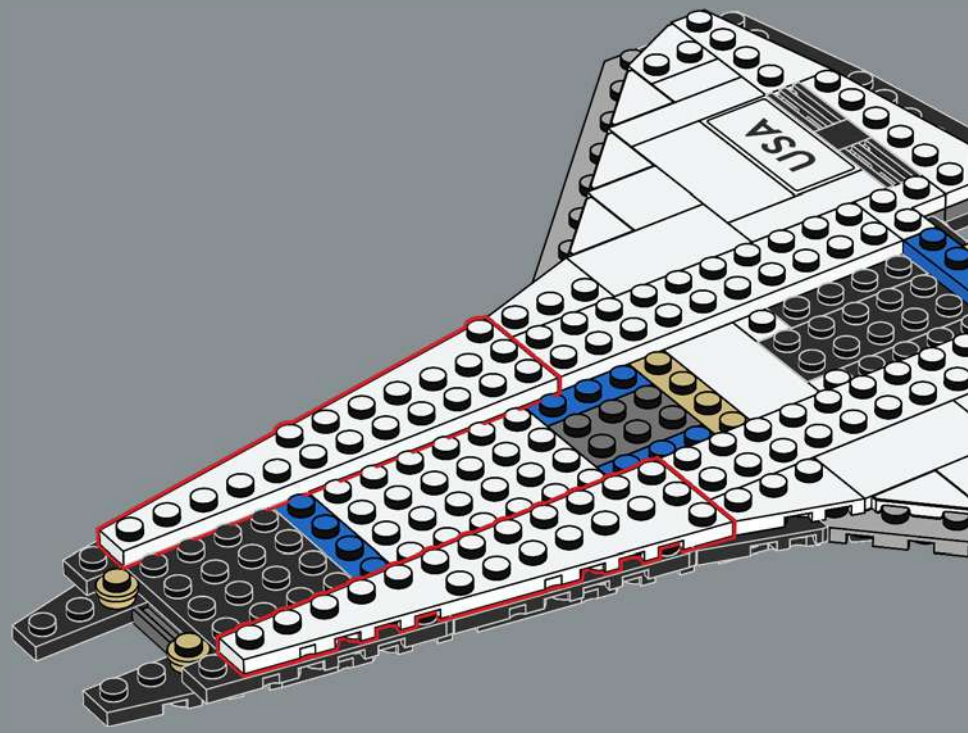


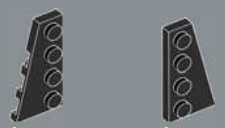
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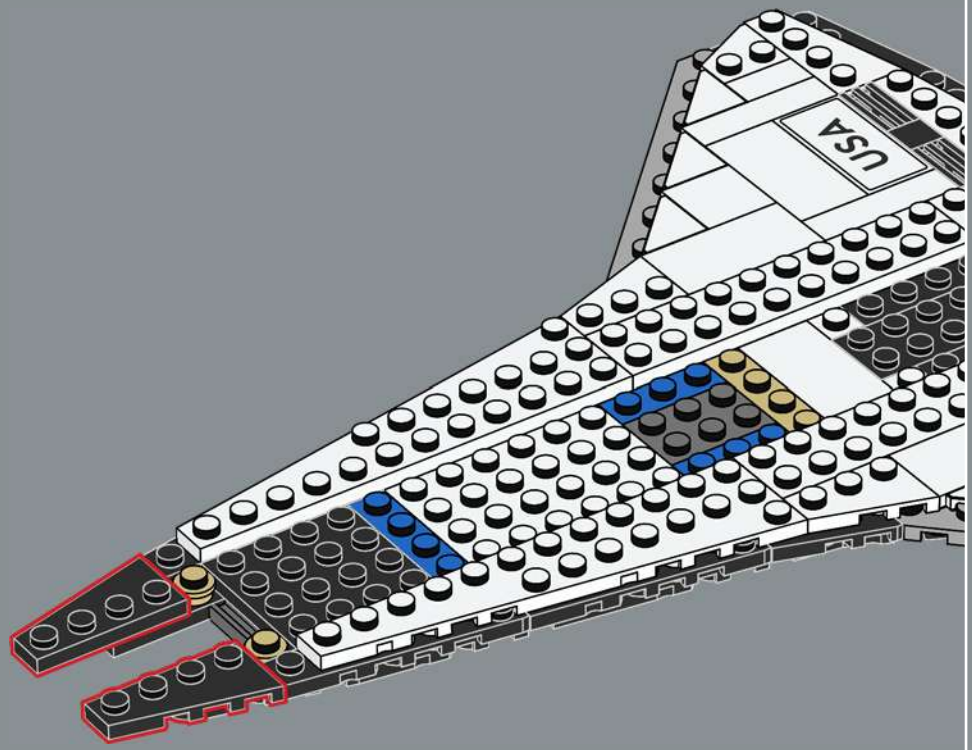


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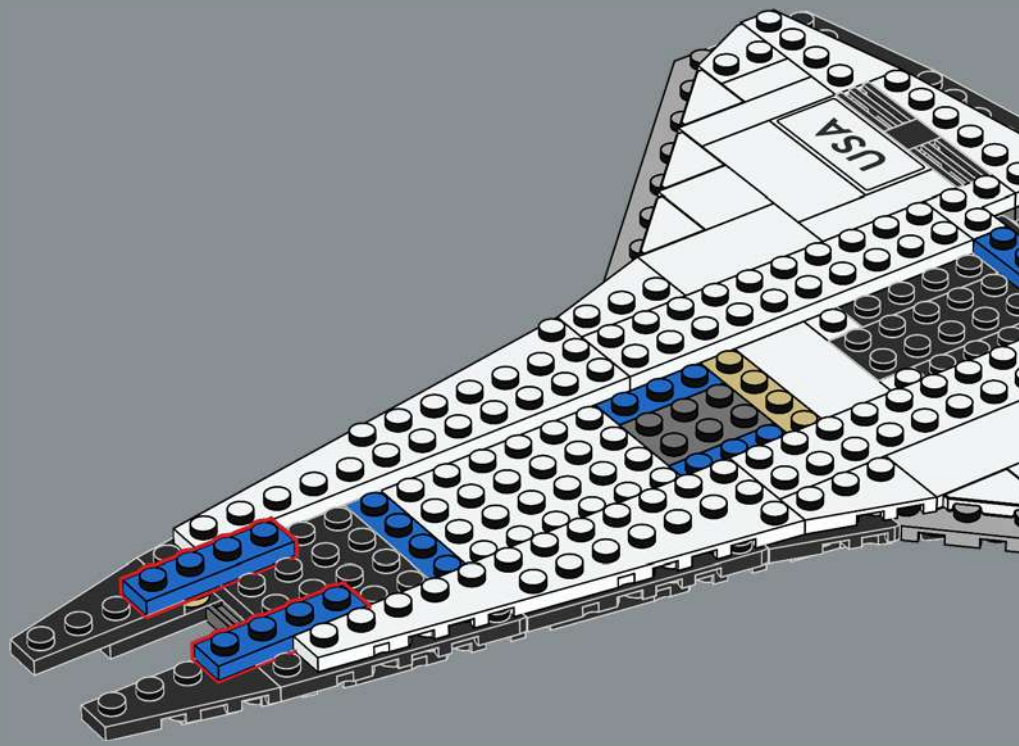


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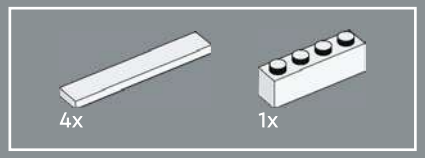


The Enterprise can still be seen and visited today at an aviation museum in New York.

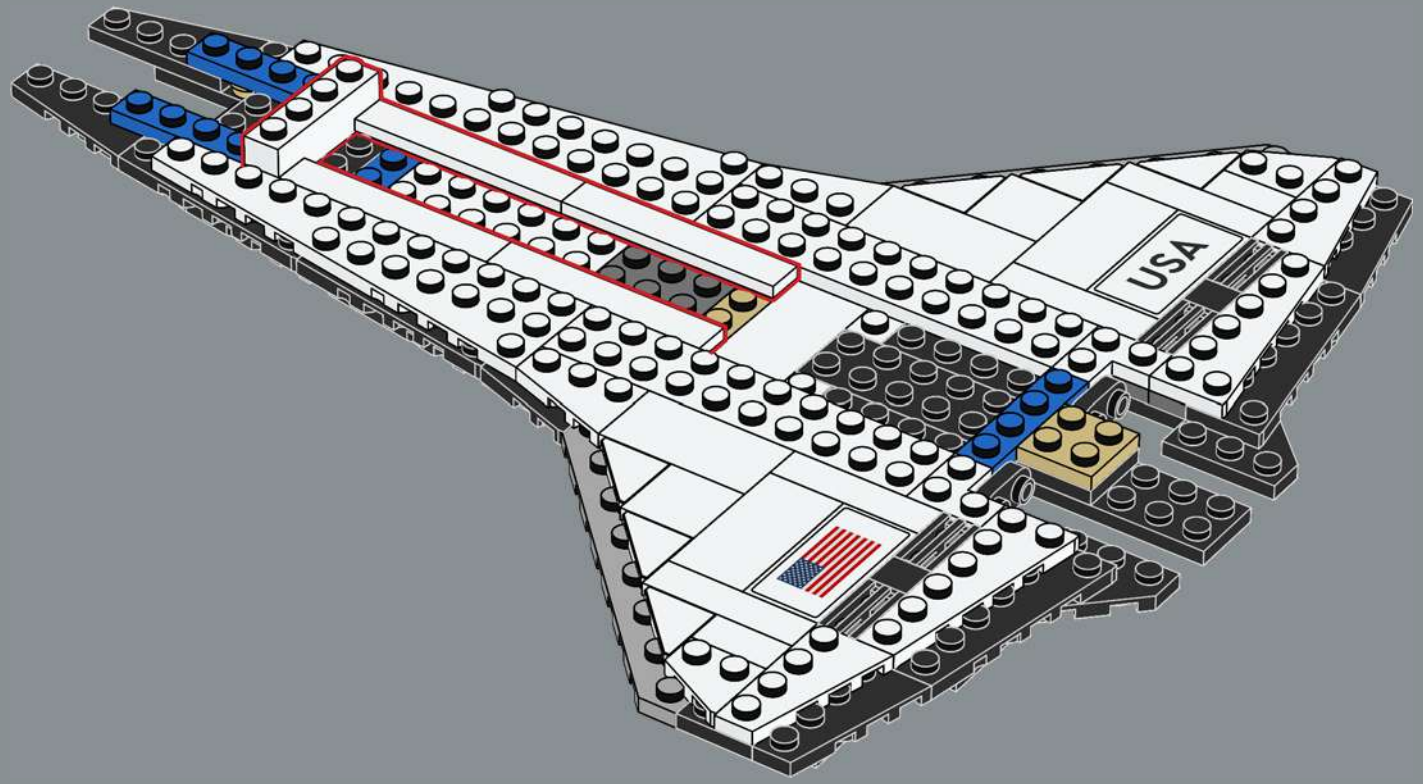
L'Enterprise peut encore être vu et visité aujourd'hui dans un musée de l'aviation à New York.

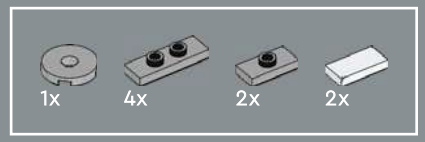
Hoy en día, aún es posible ver y visitar el Enterprise en un museo de aviación de Nueva York.



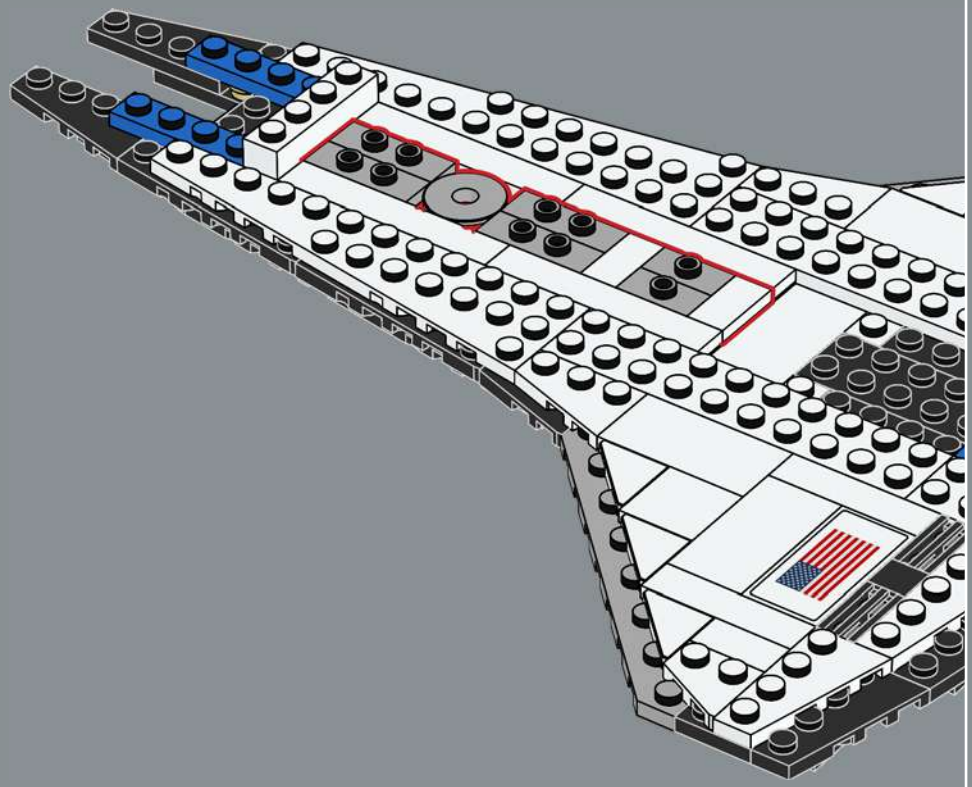


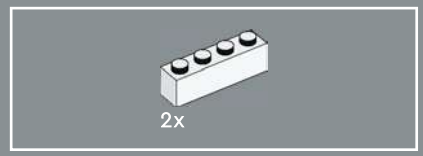
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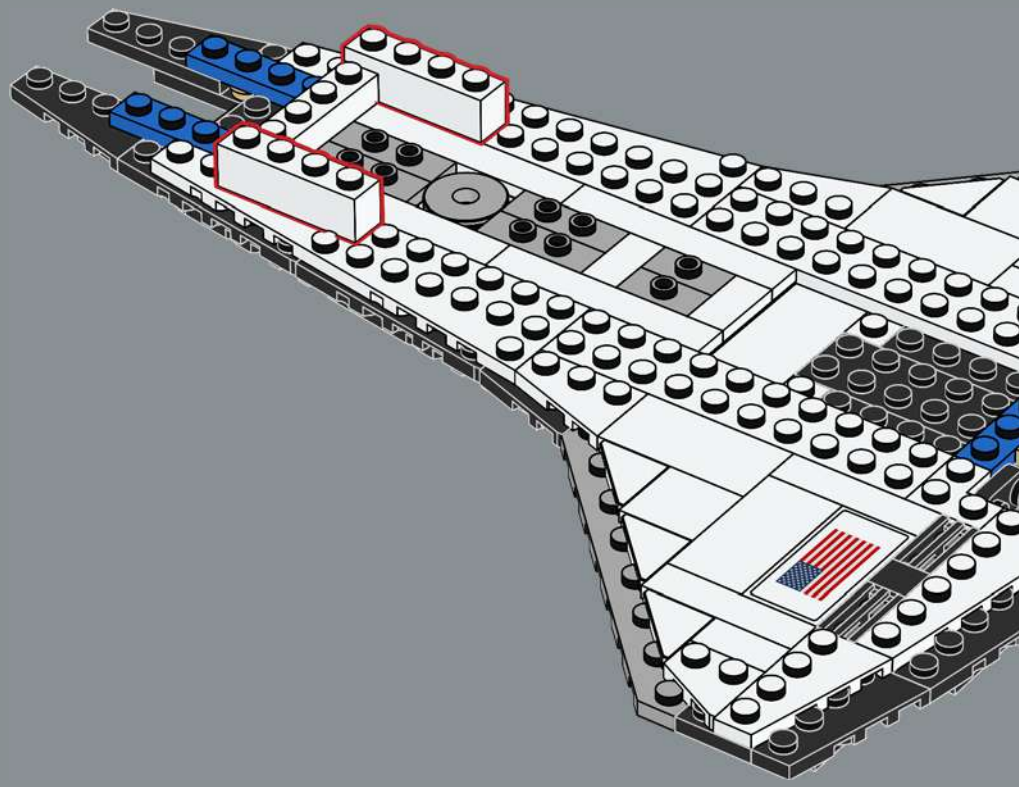


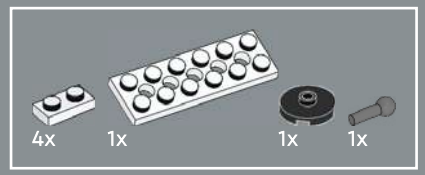
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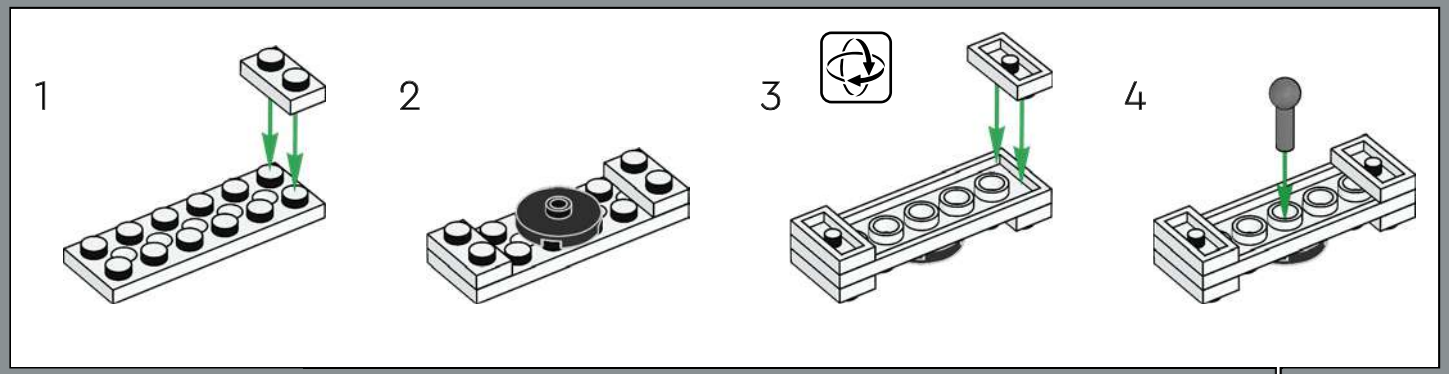


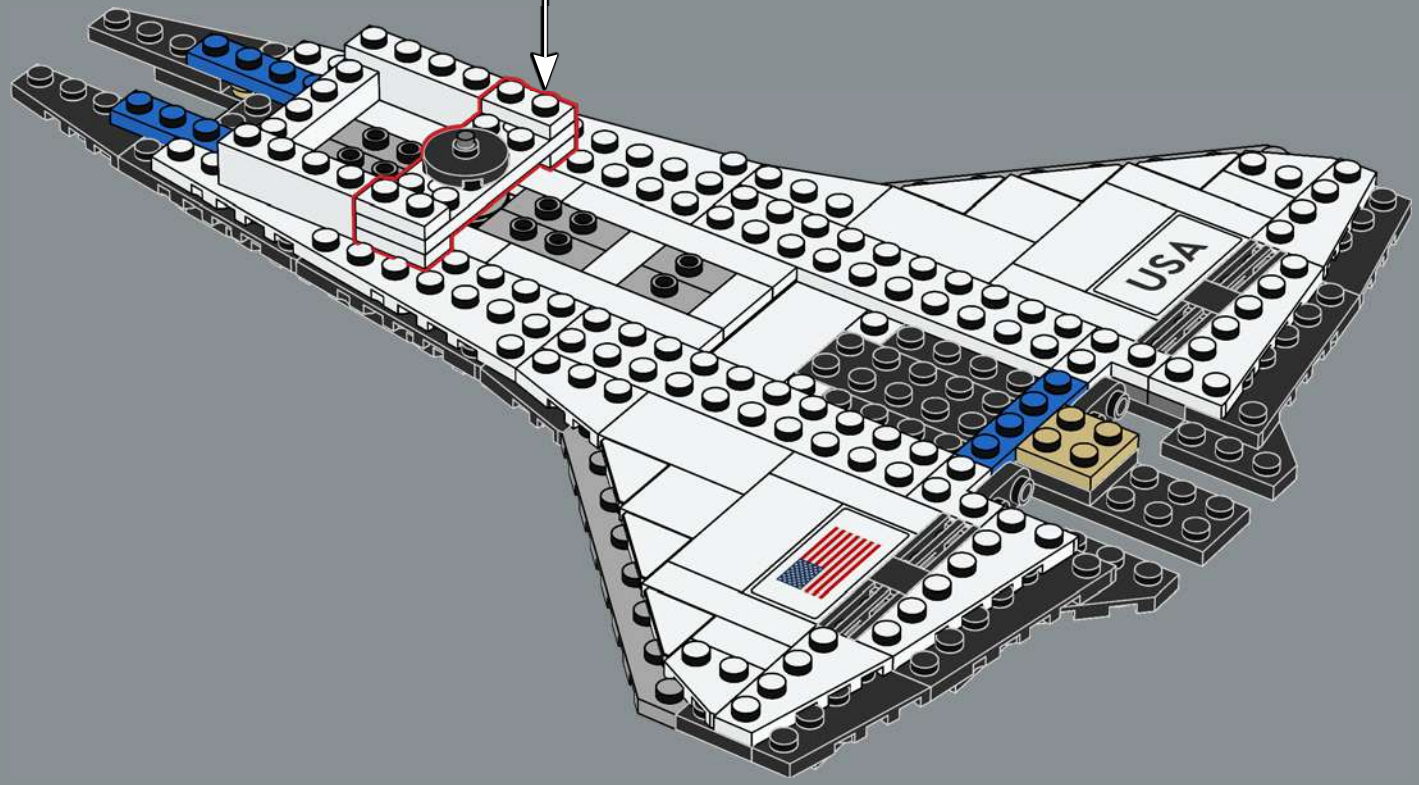
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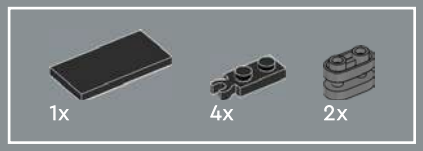




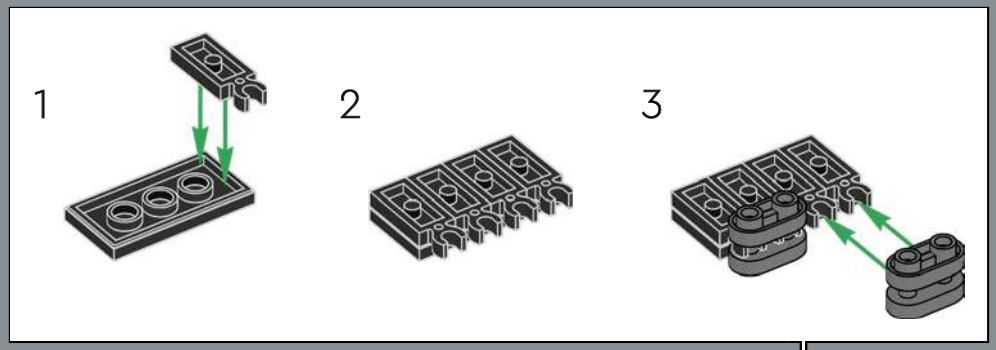
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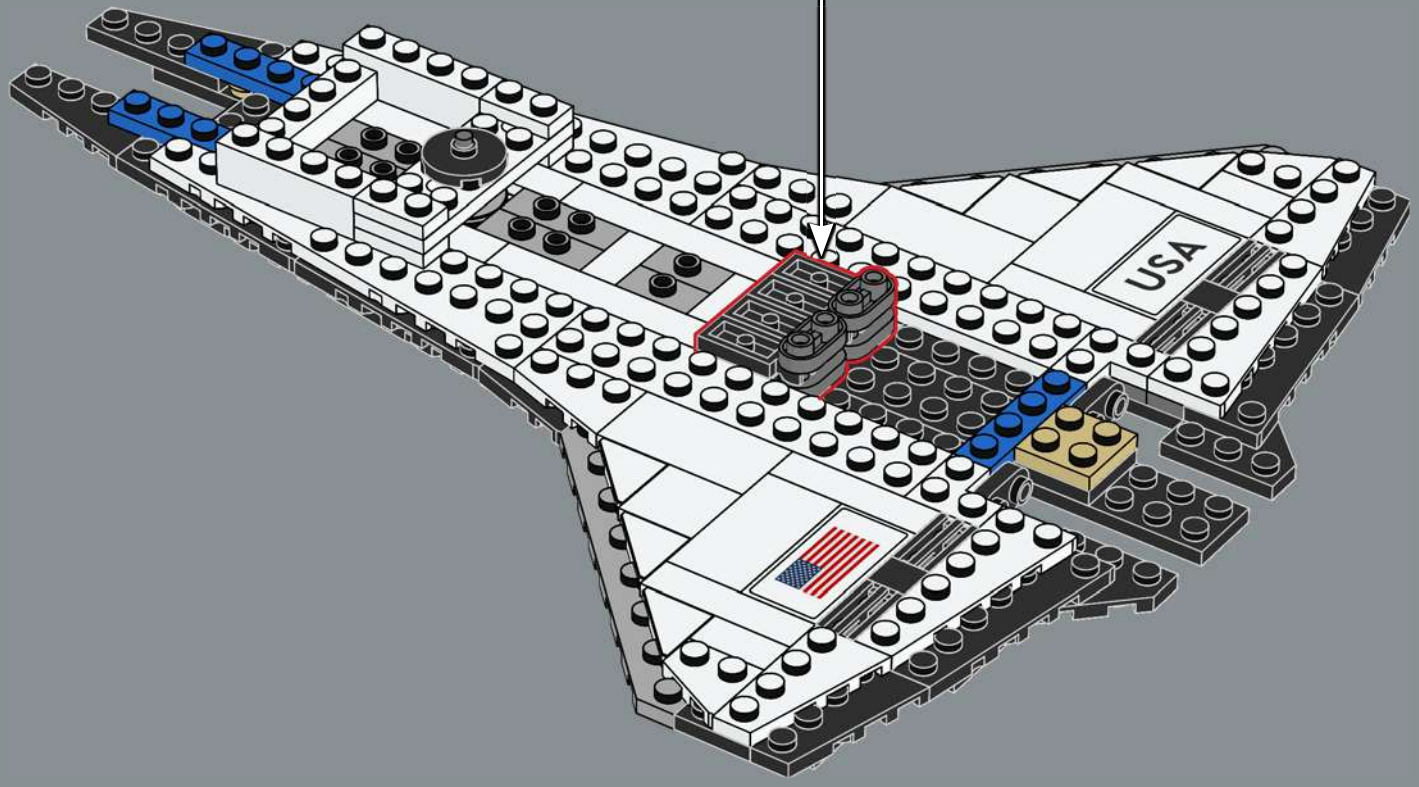


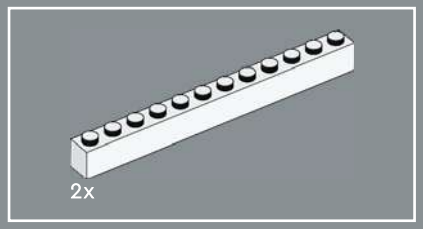




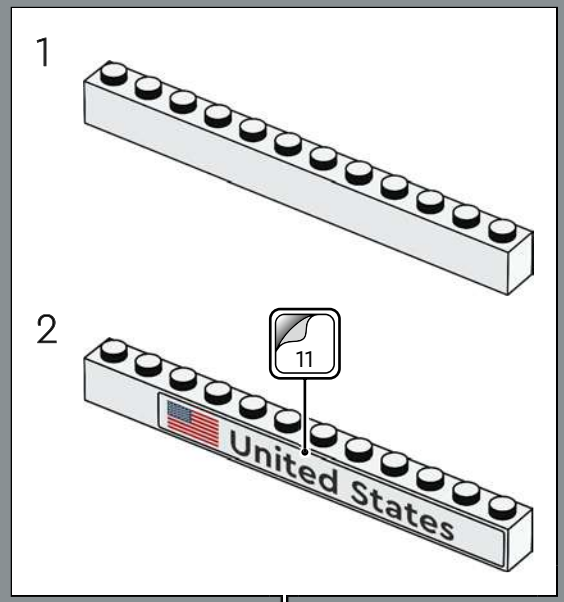
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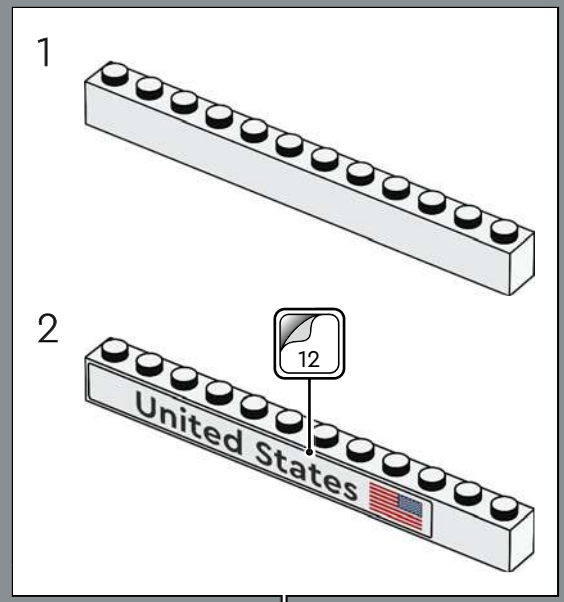


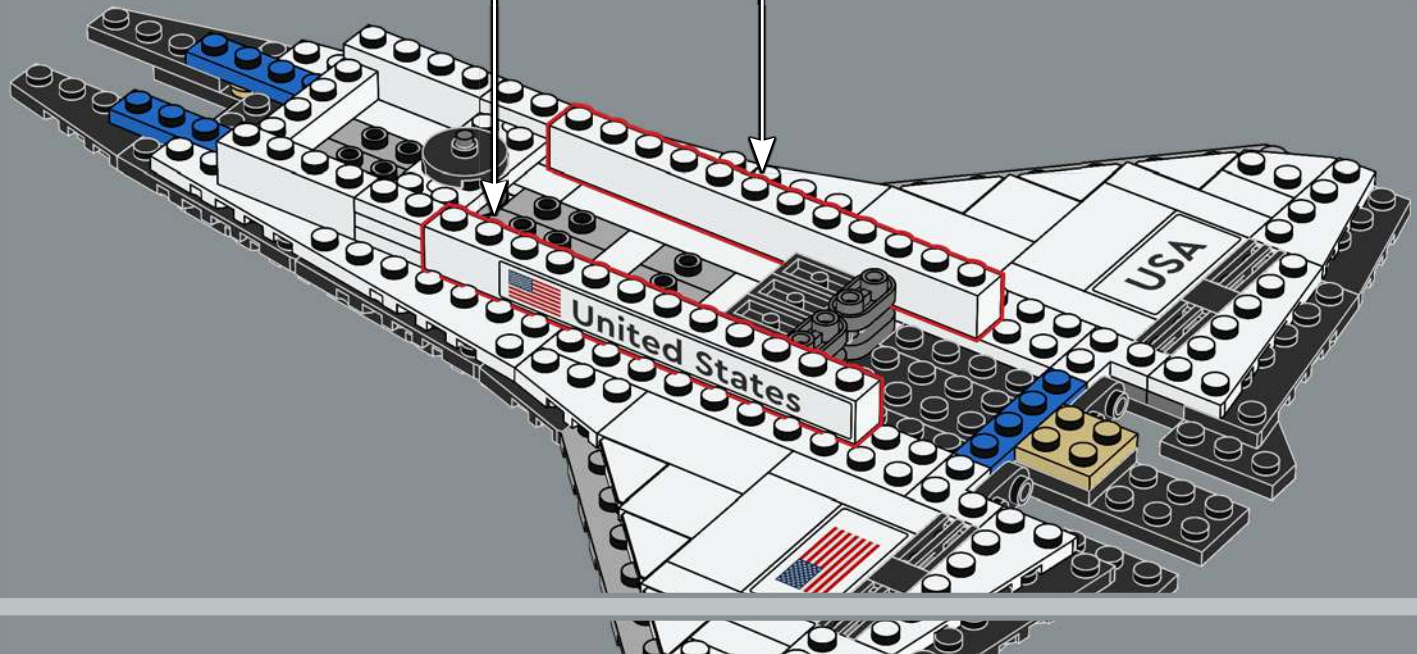


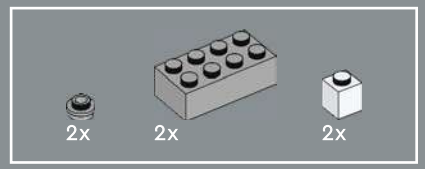


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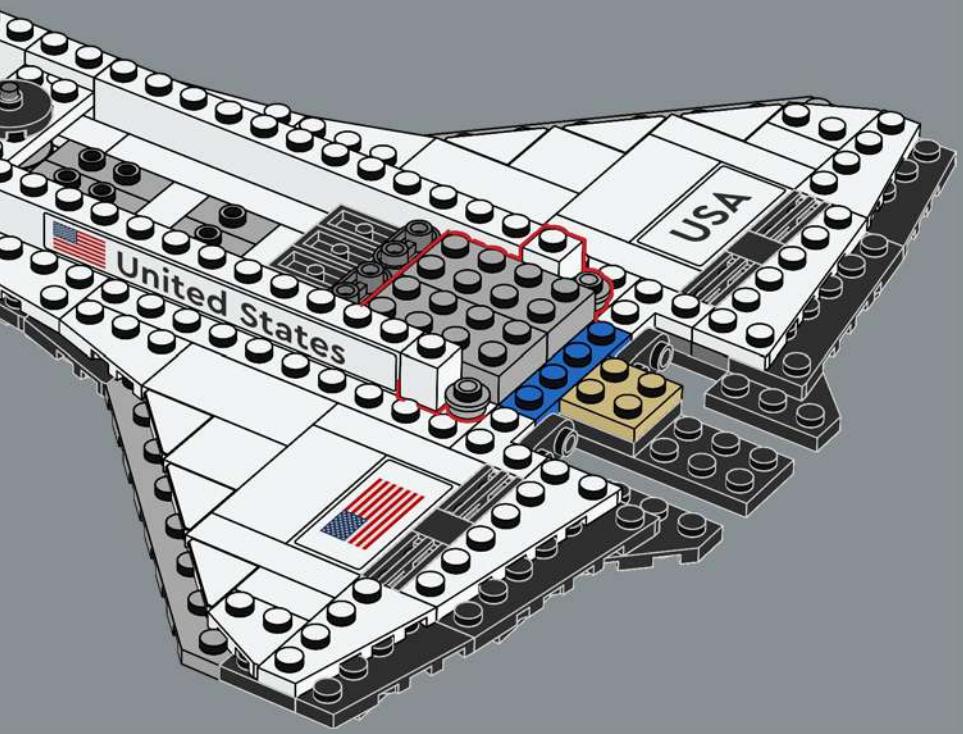


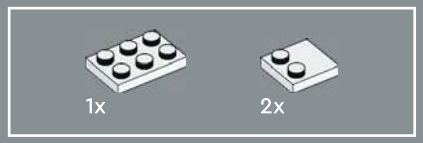




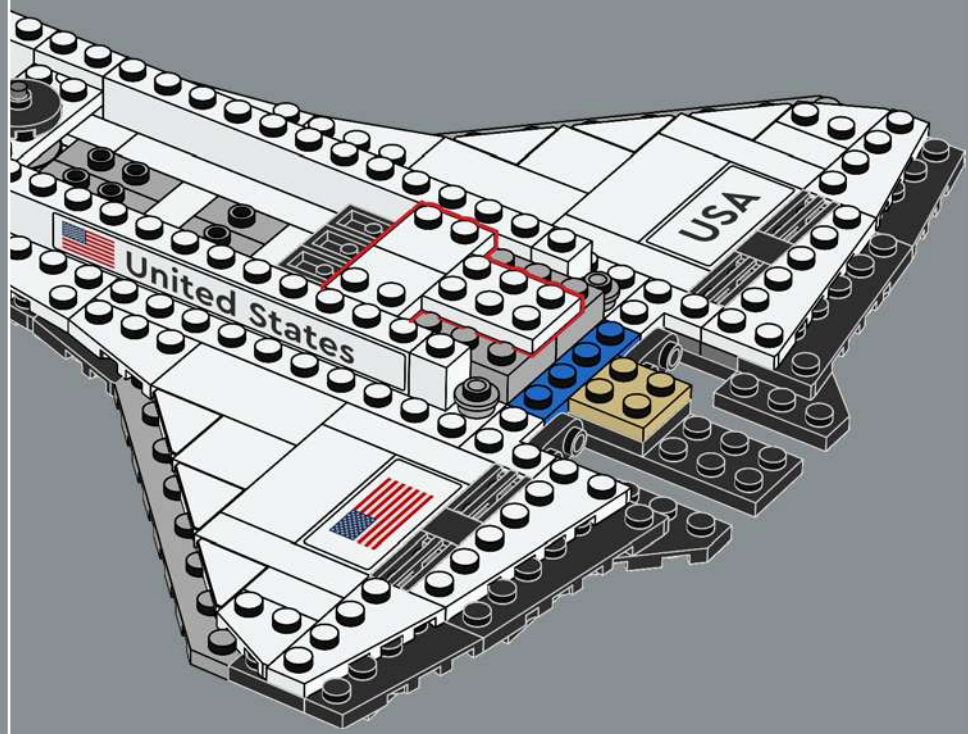


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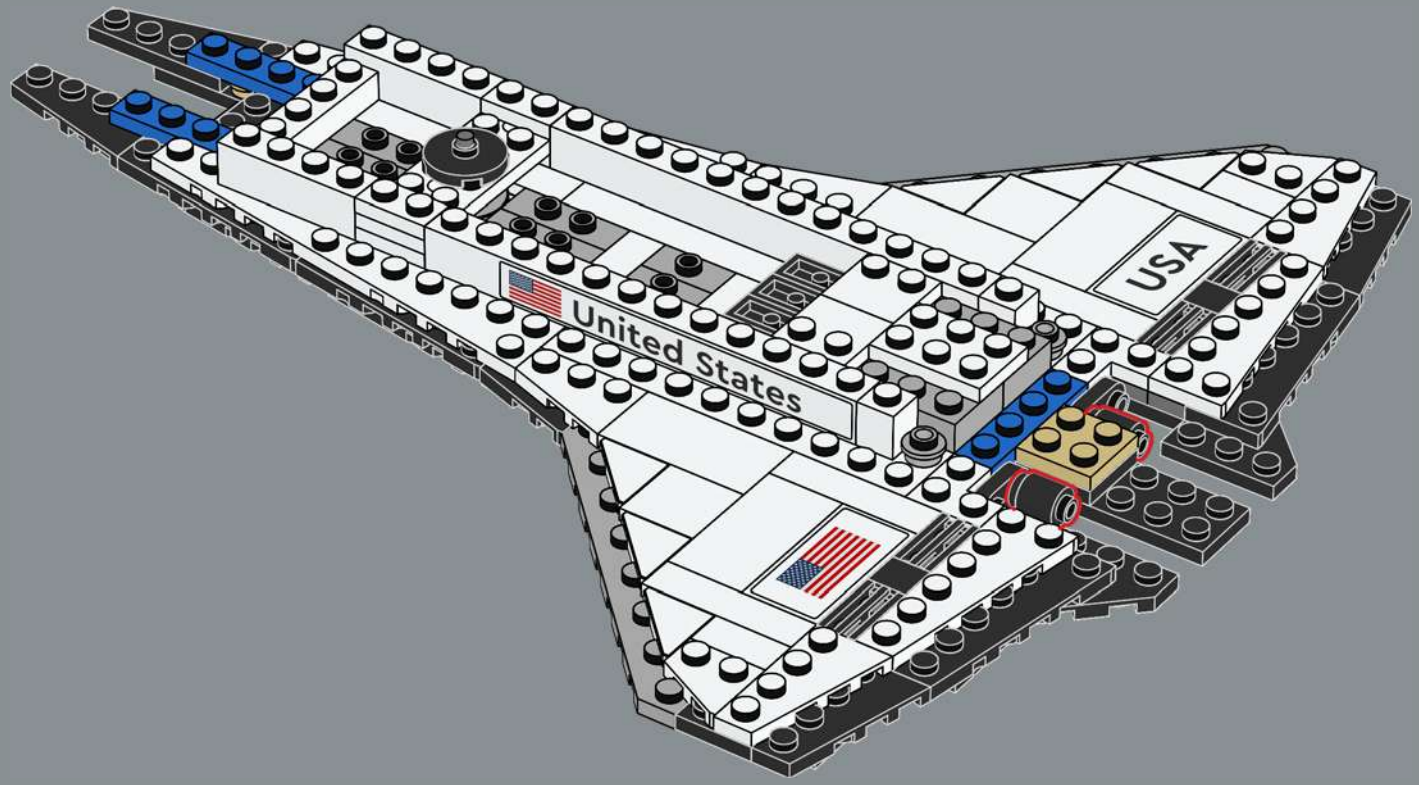


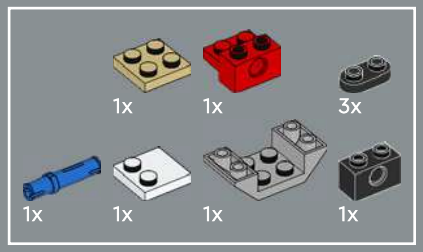
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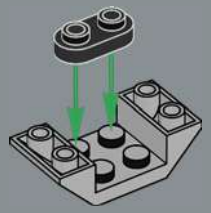
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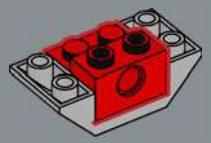


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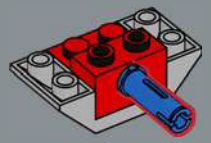
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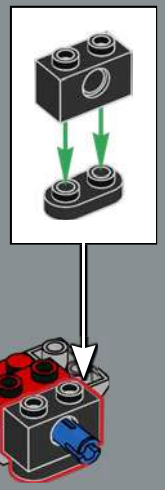
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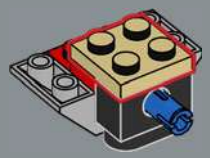
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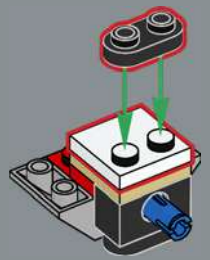
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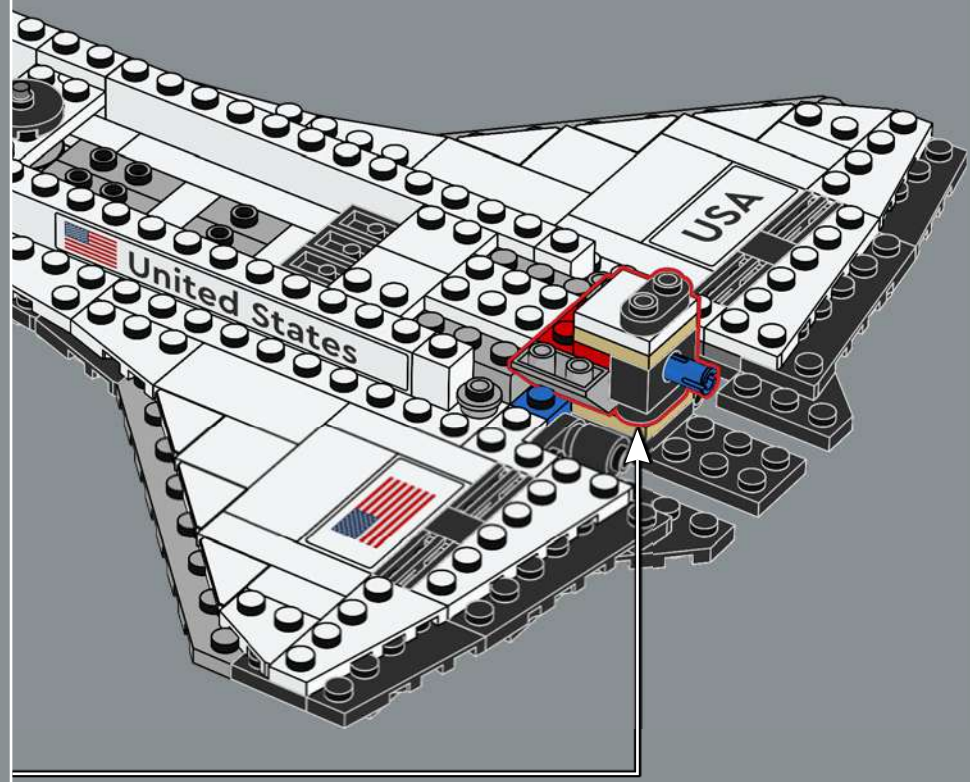


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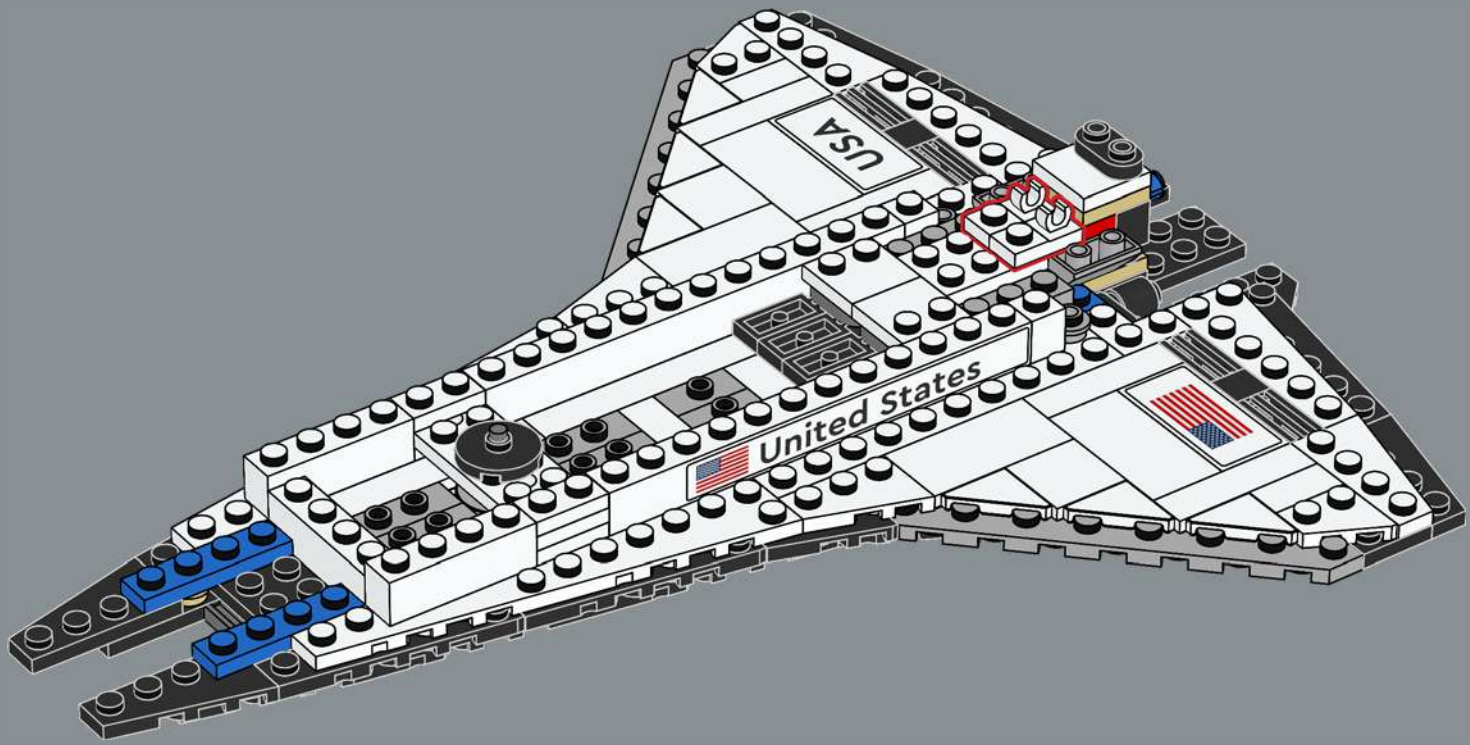
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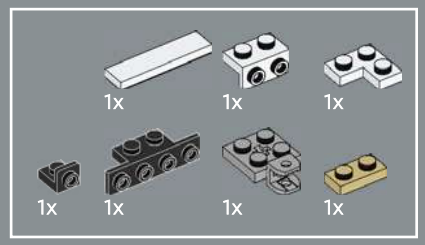




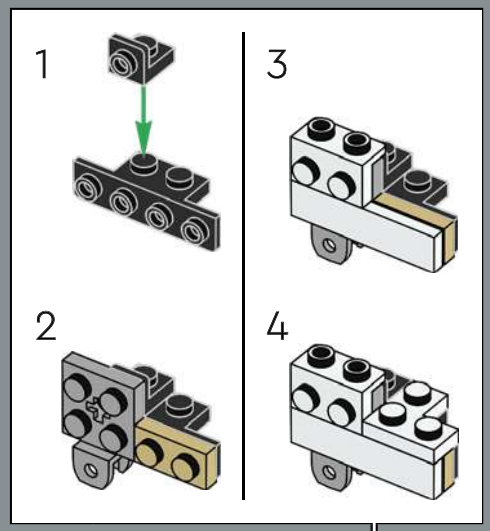


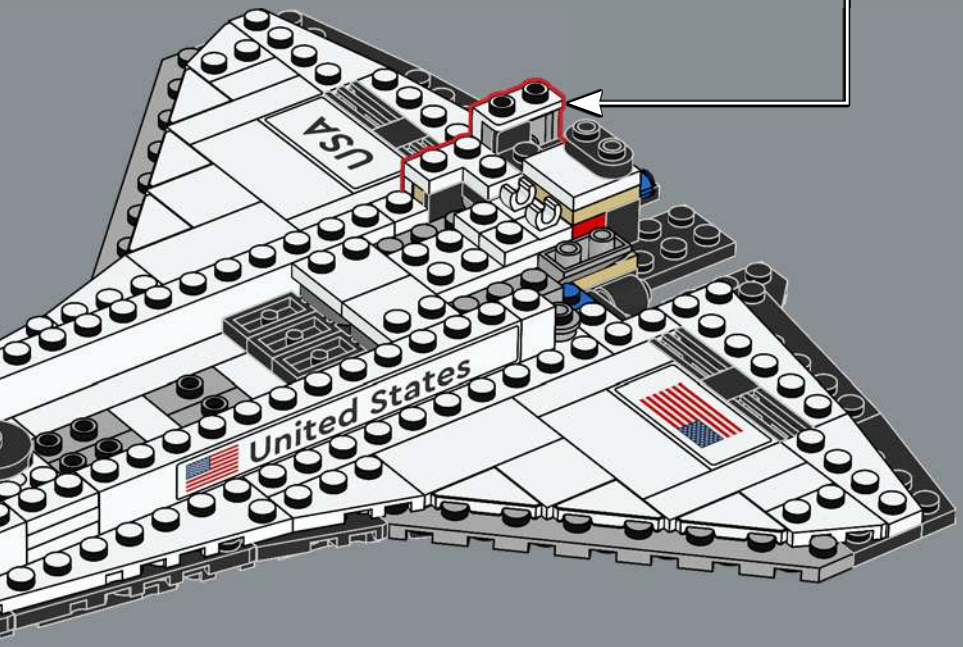
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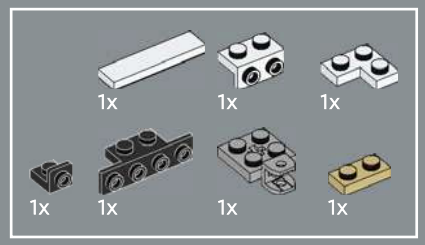



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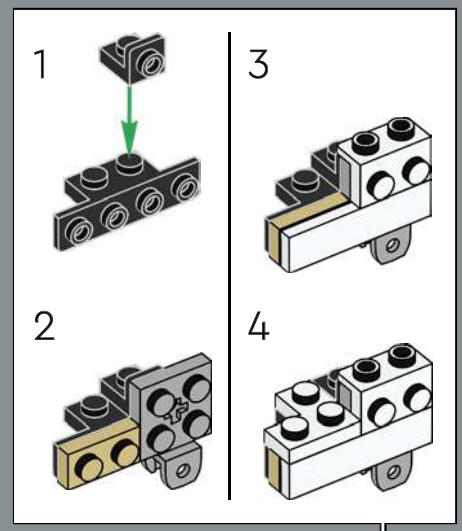
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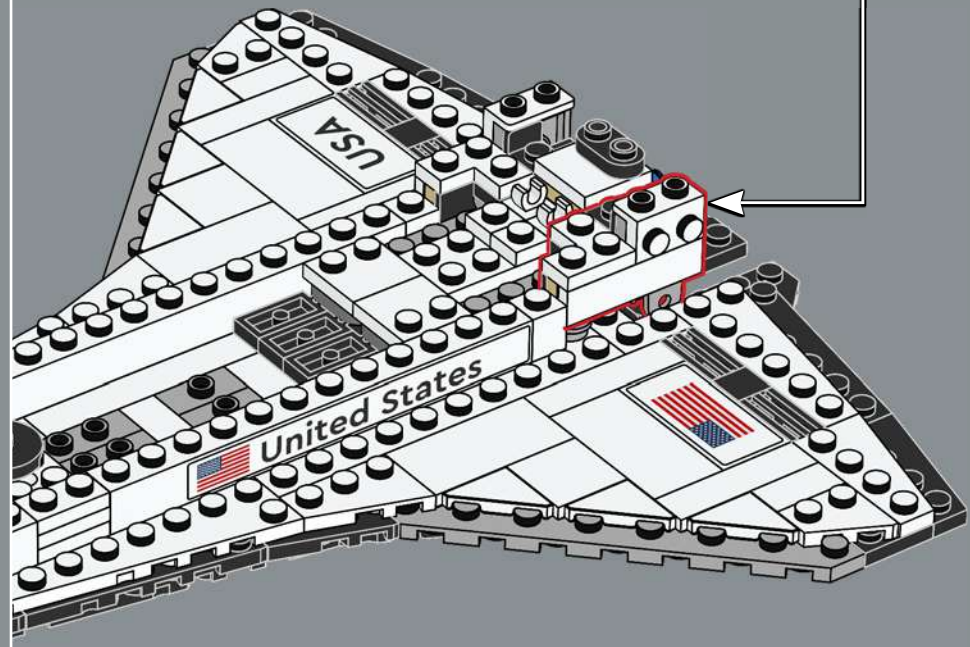

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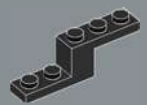

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United States


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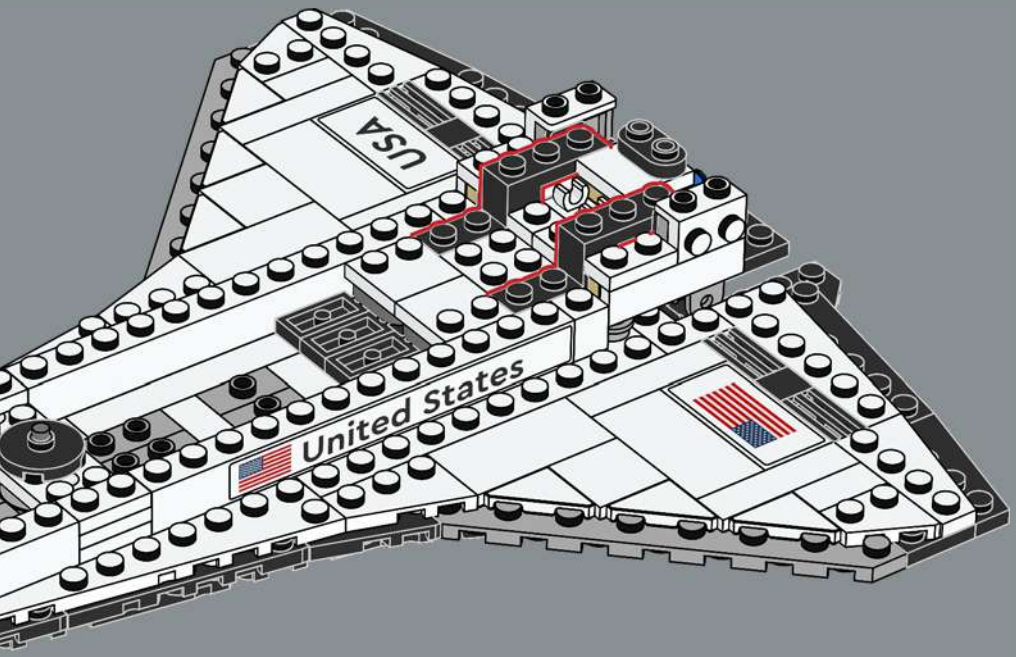
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USA
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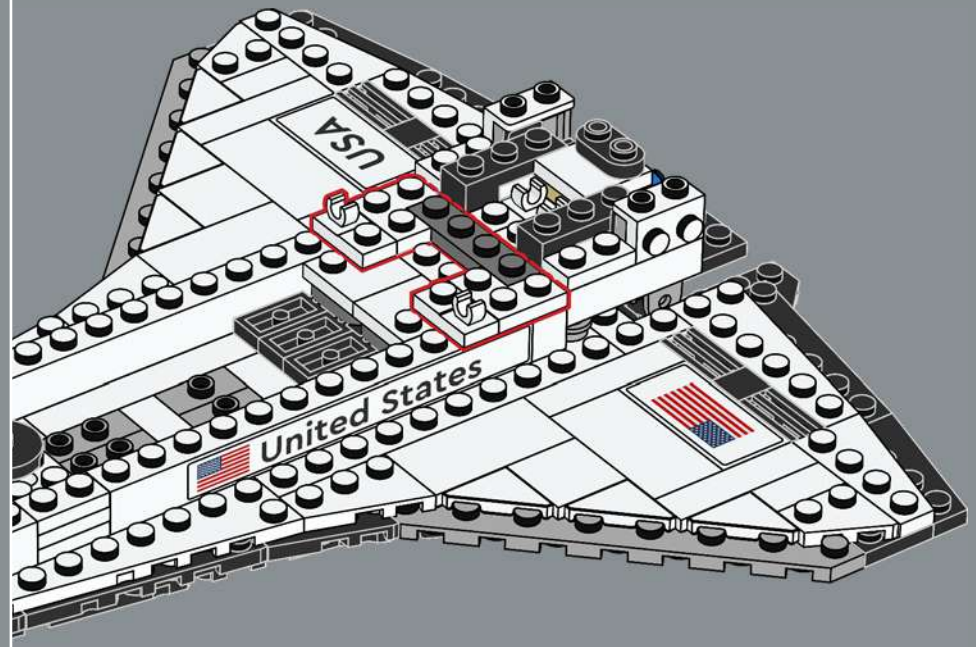


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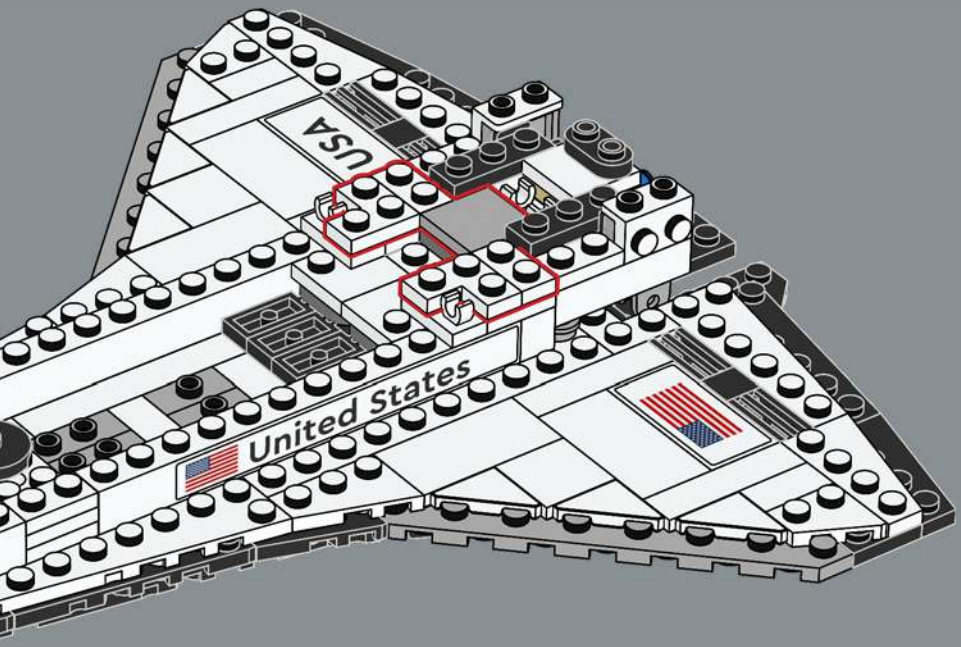


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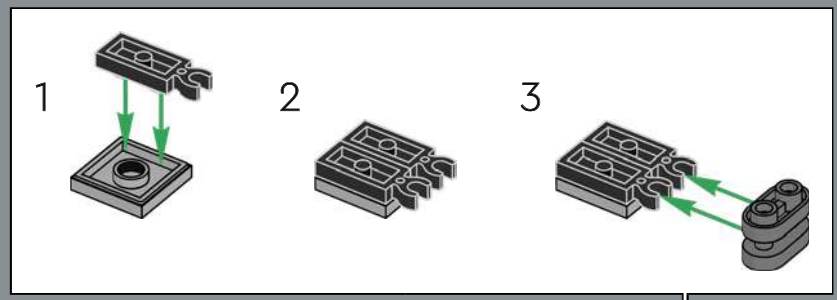


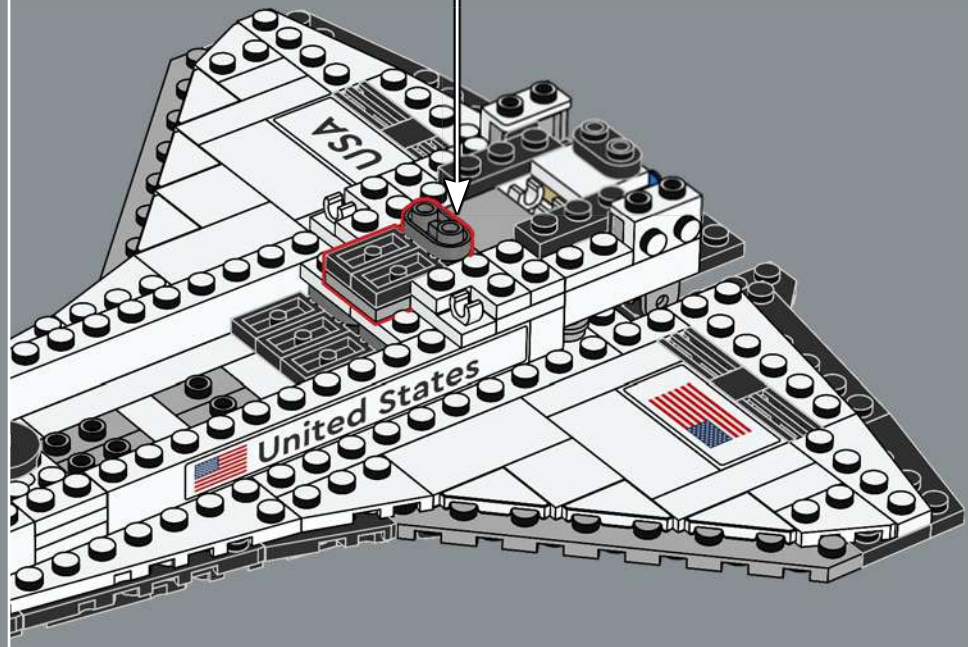
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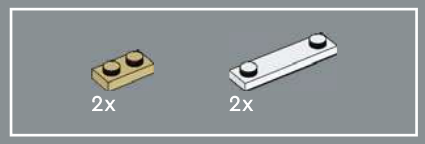




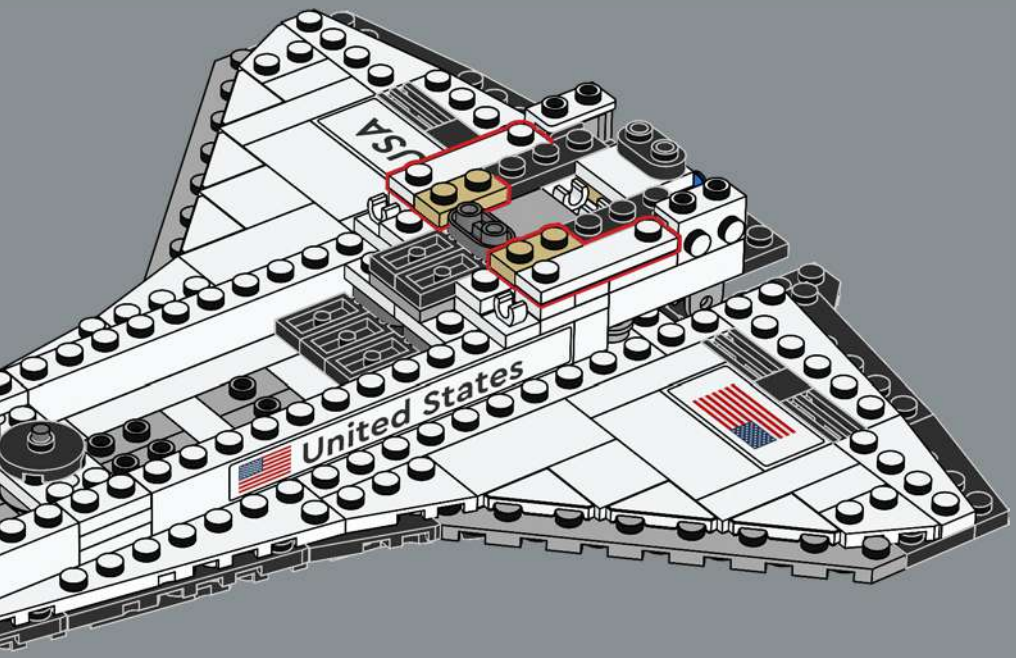
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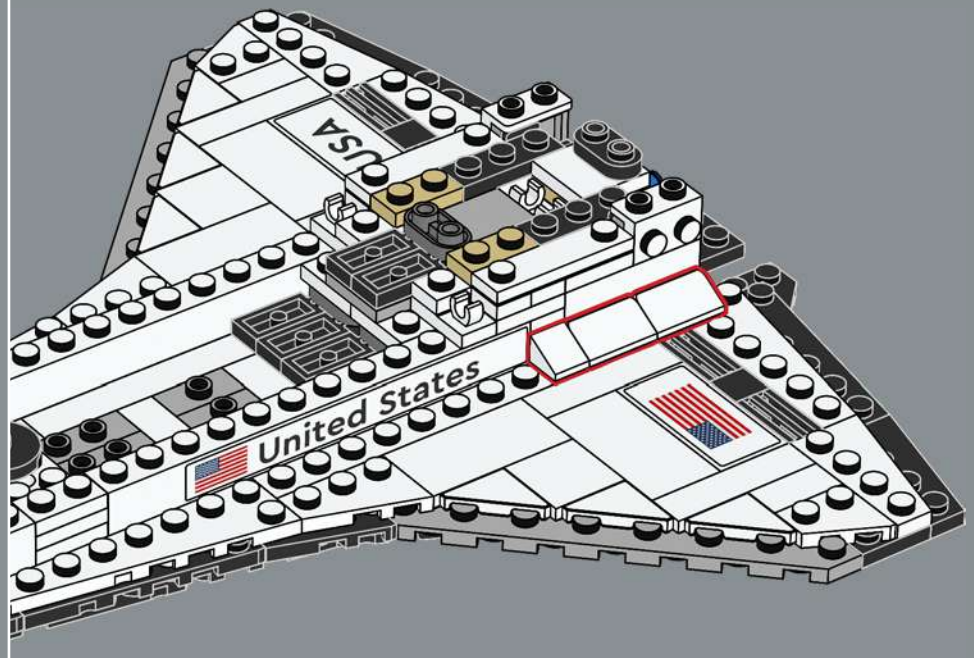


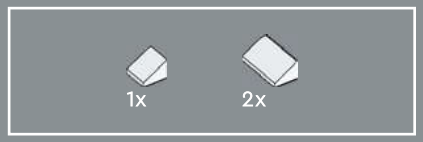
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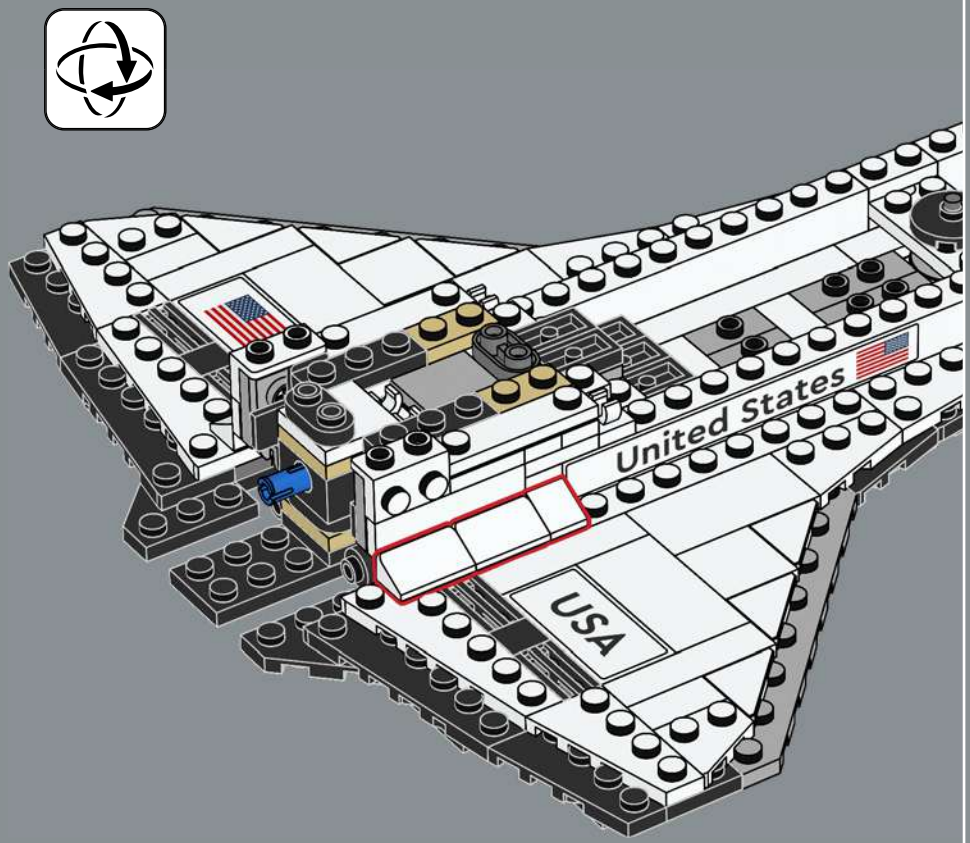


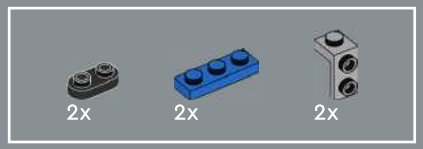
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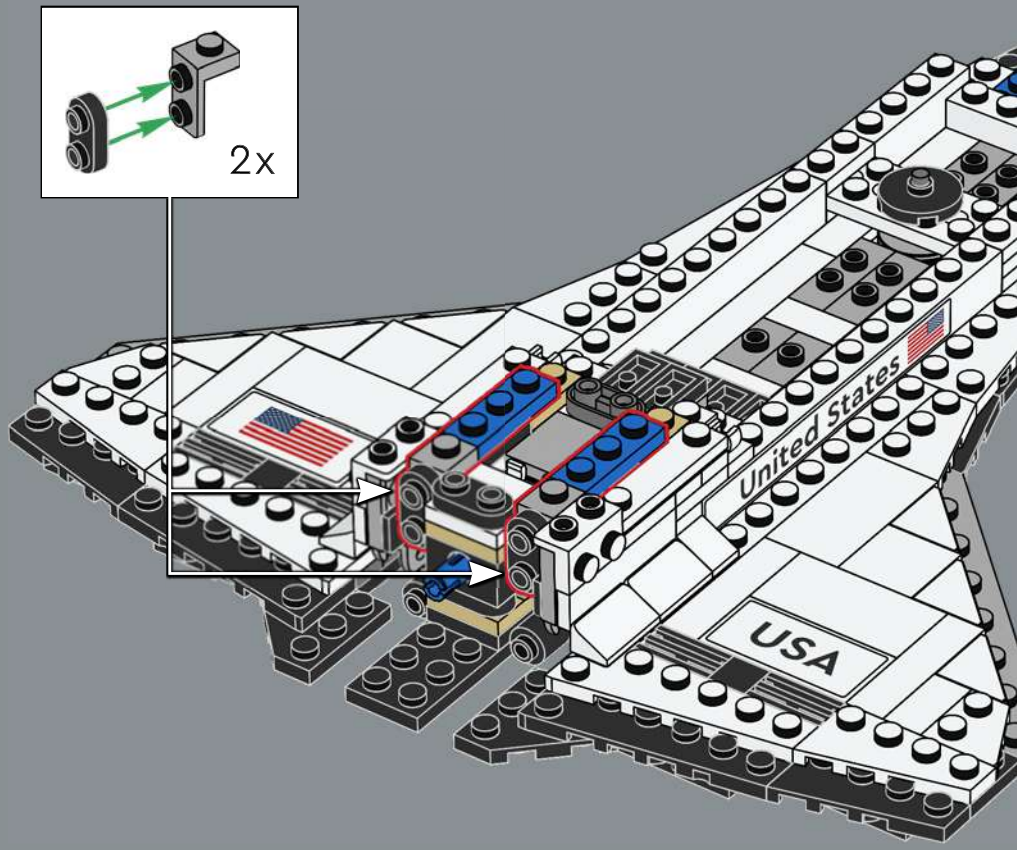


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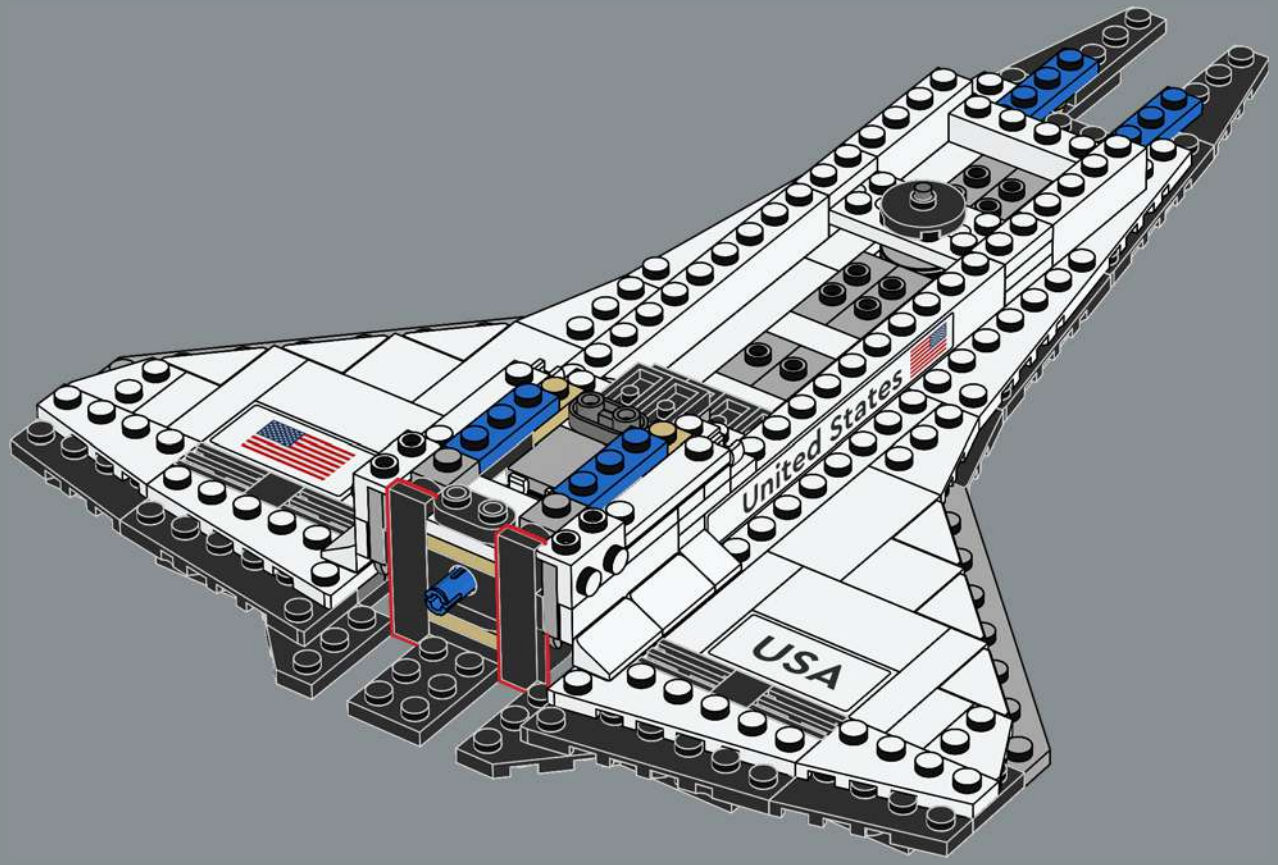


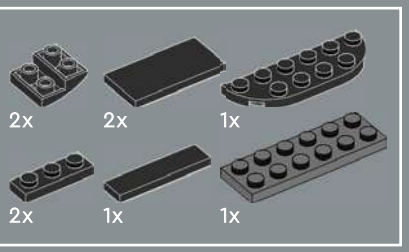
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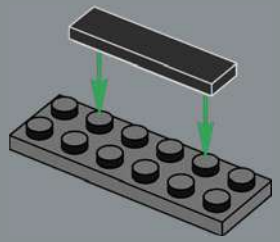
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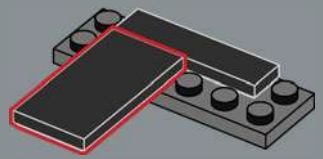


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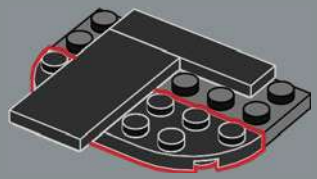
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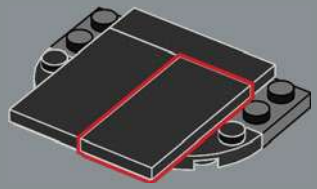
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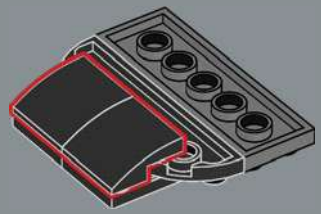
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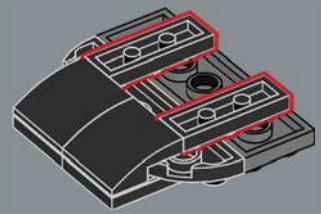
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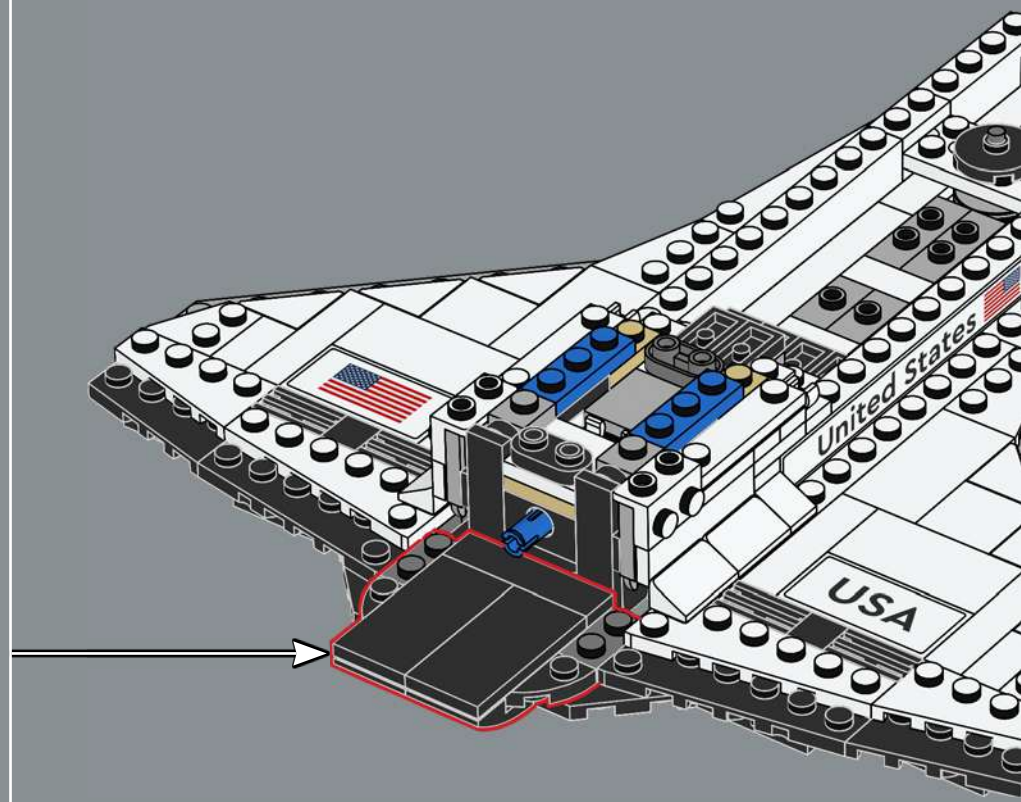


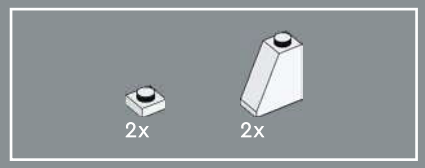
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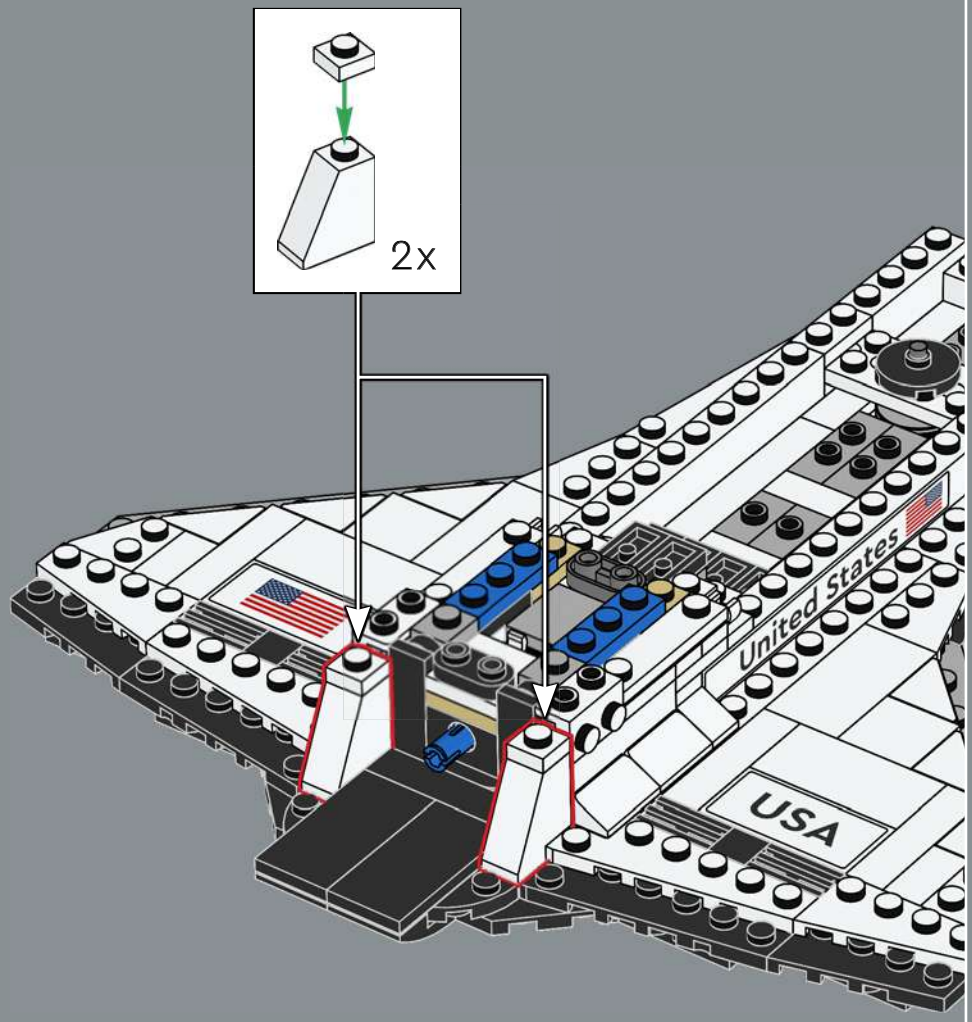
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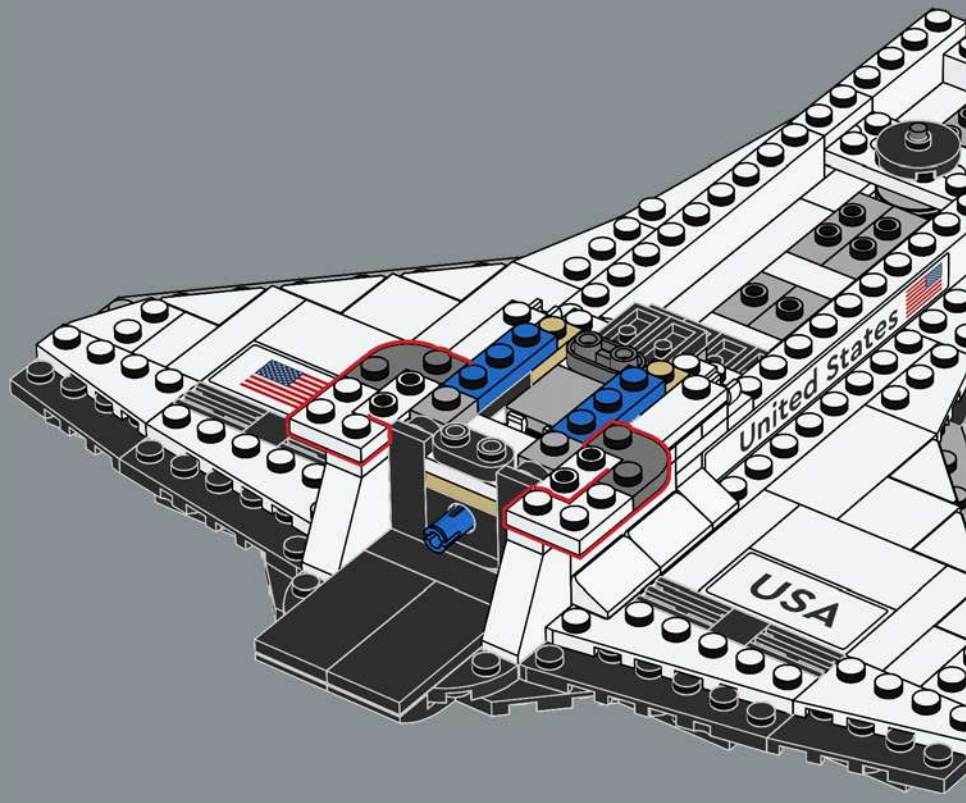


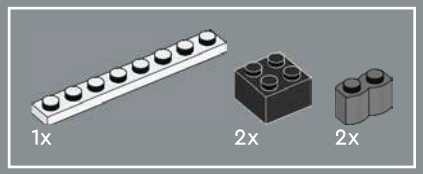
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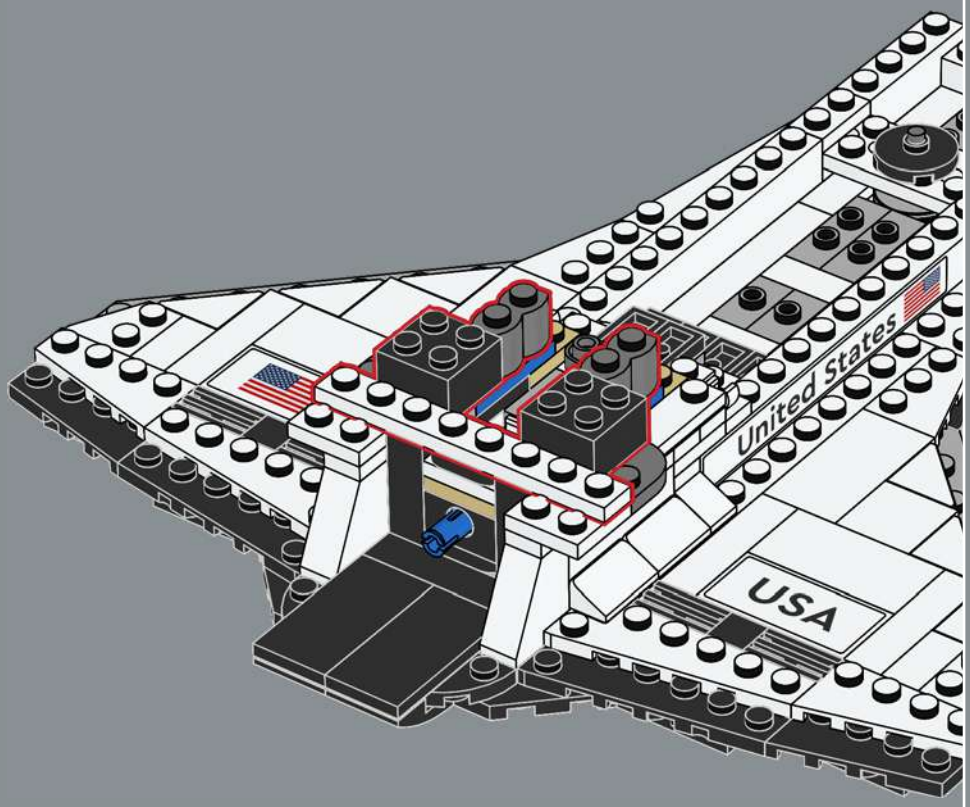


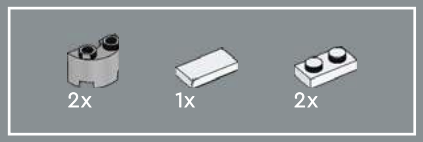
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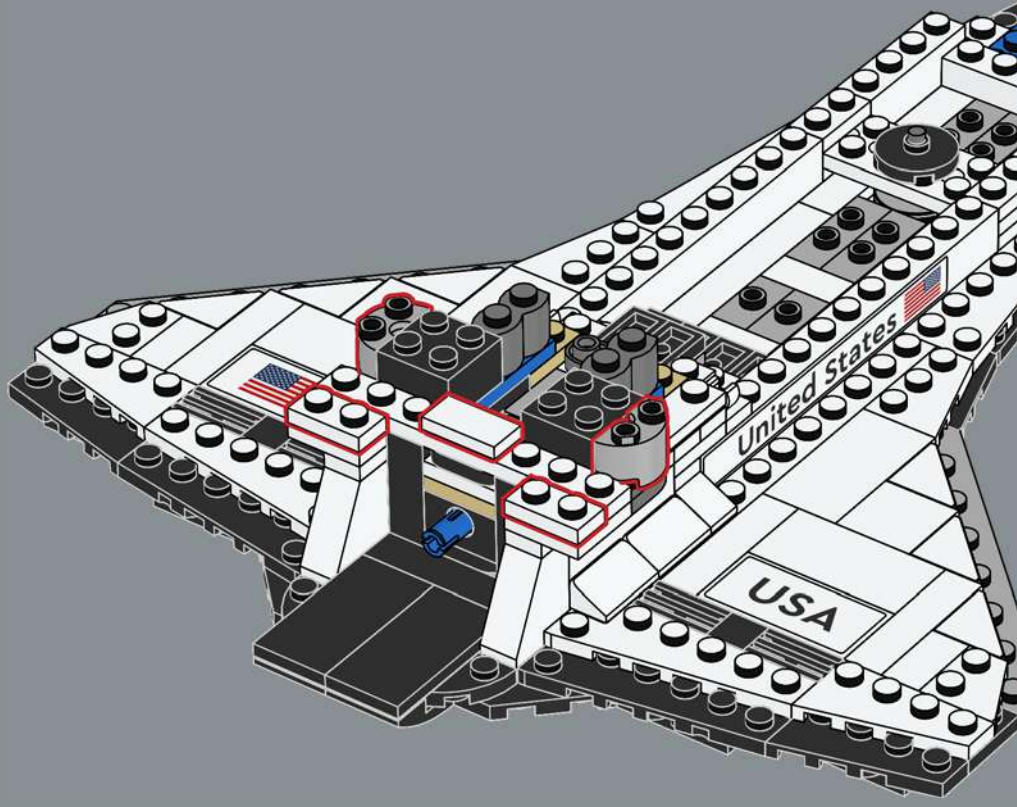


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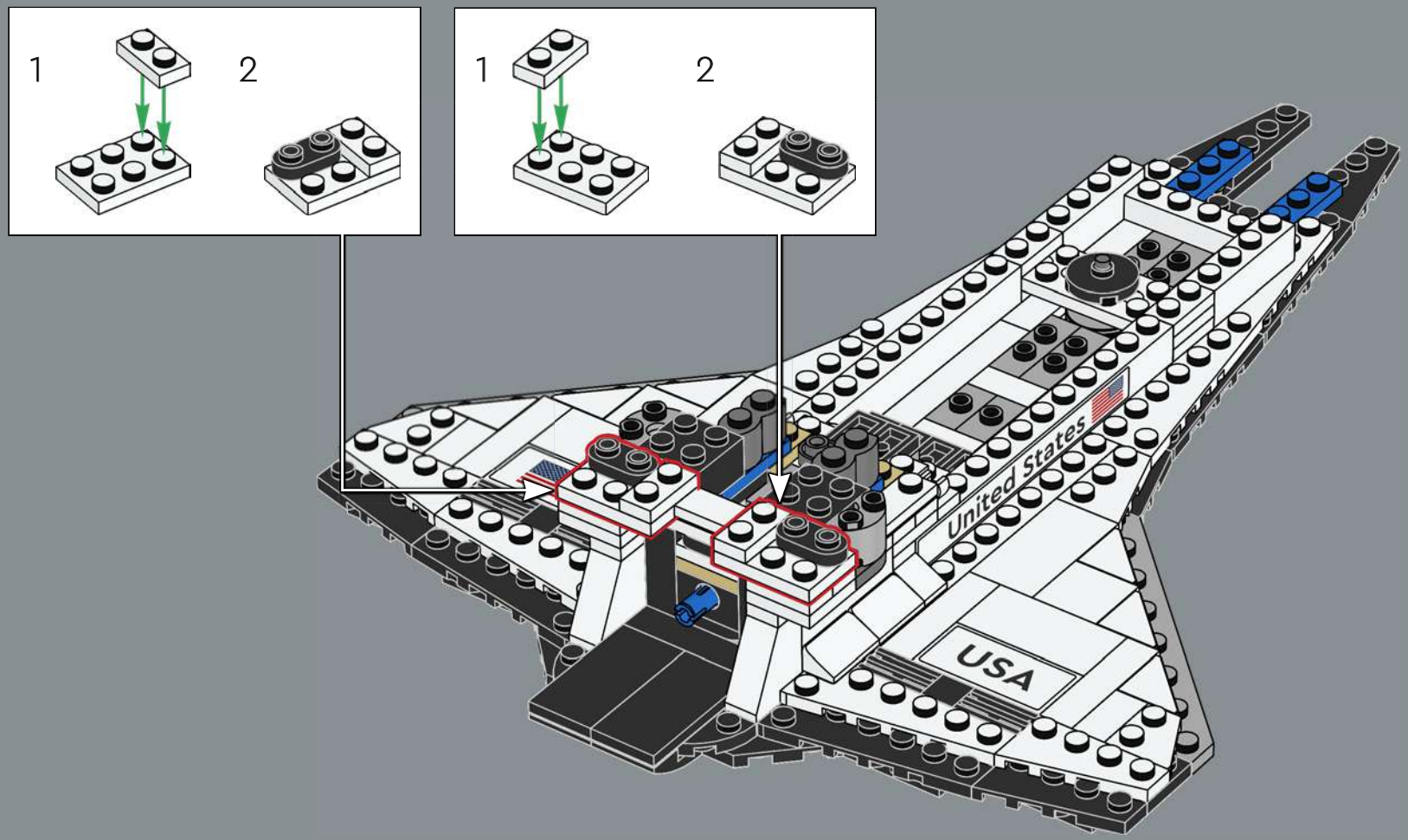


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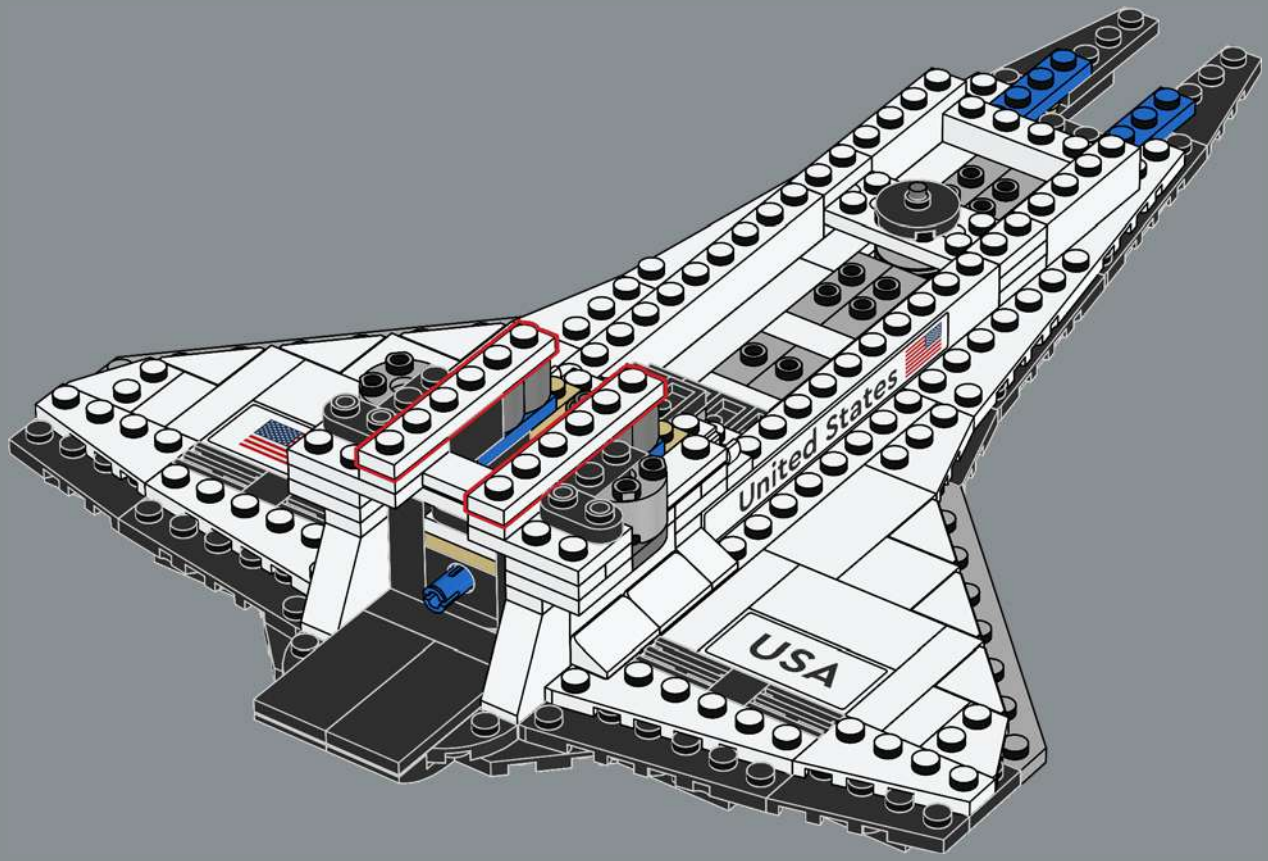
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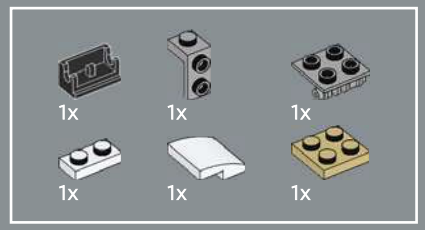




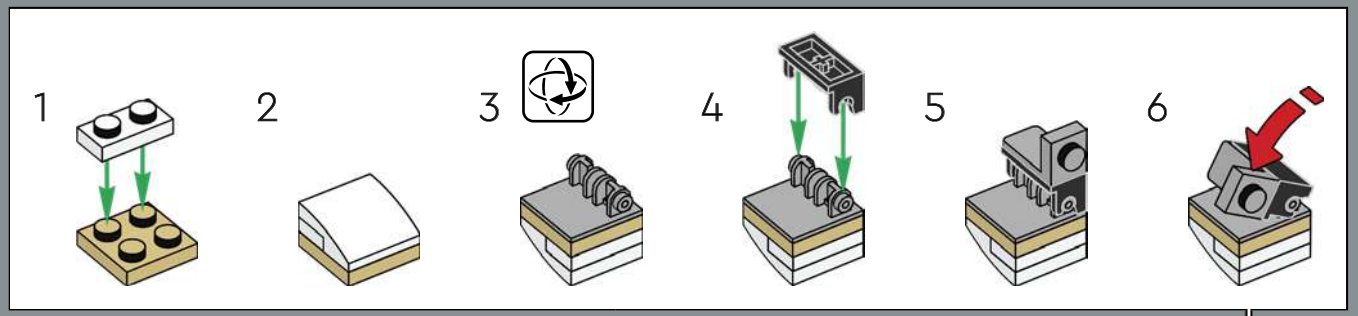
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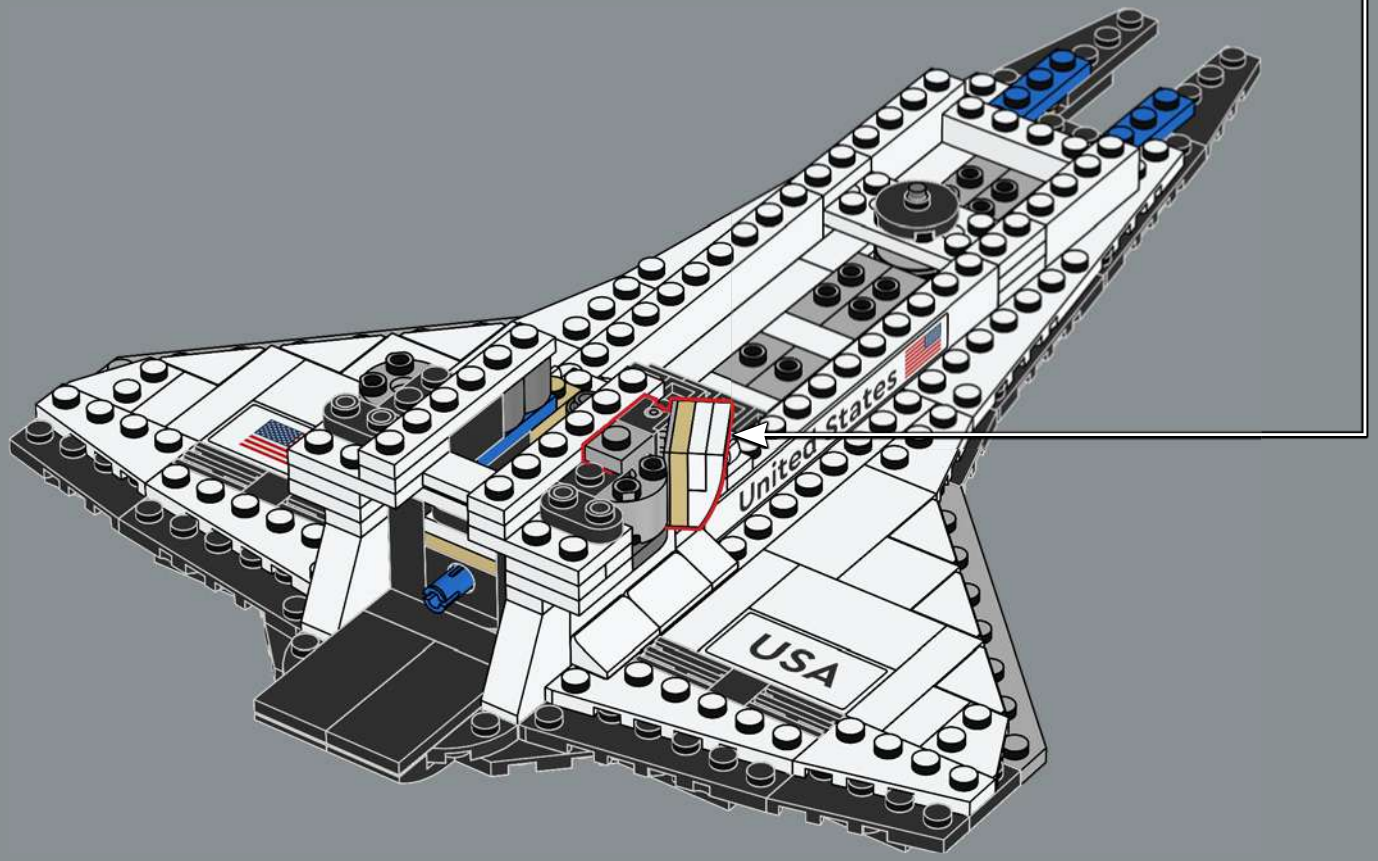
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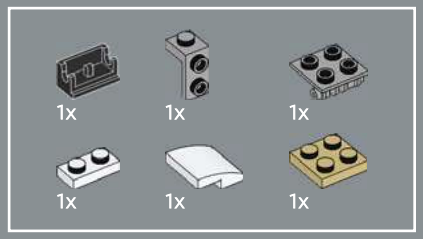




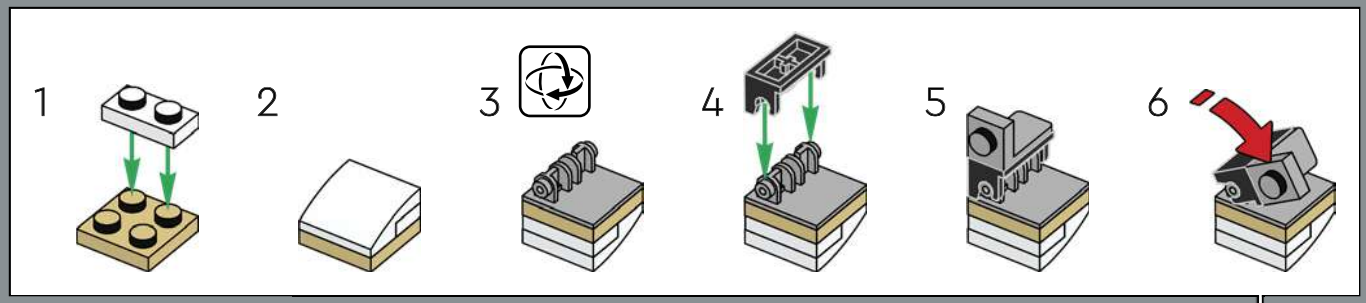
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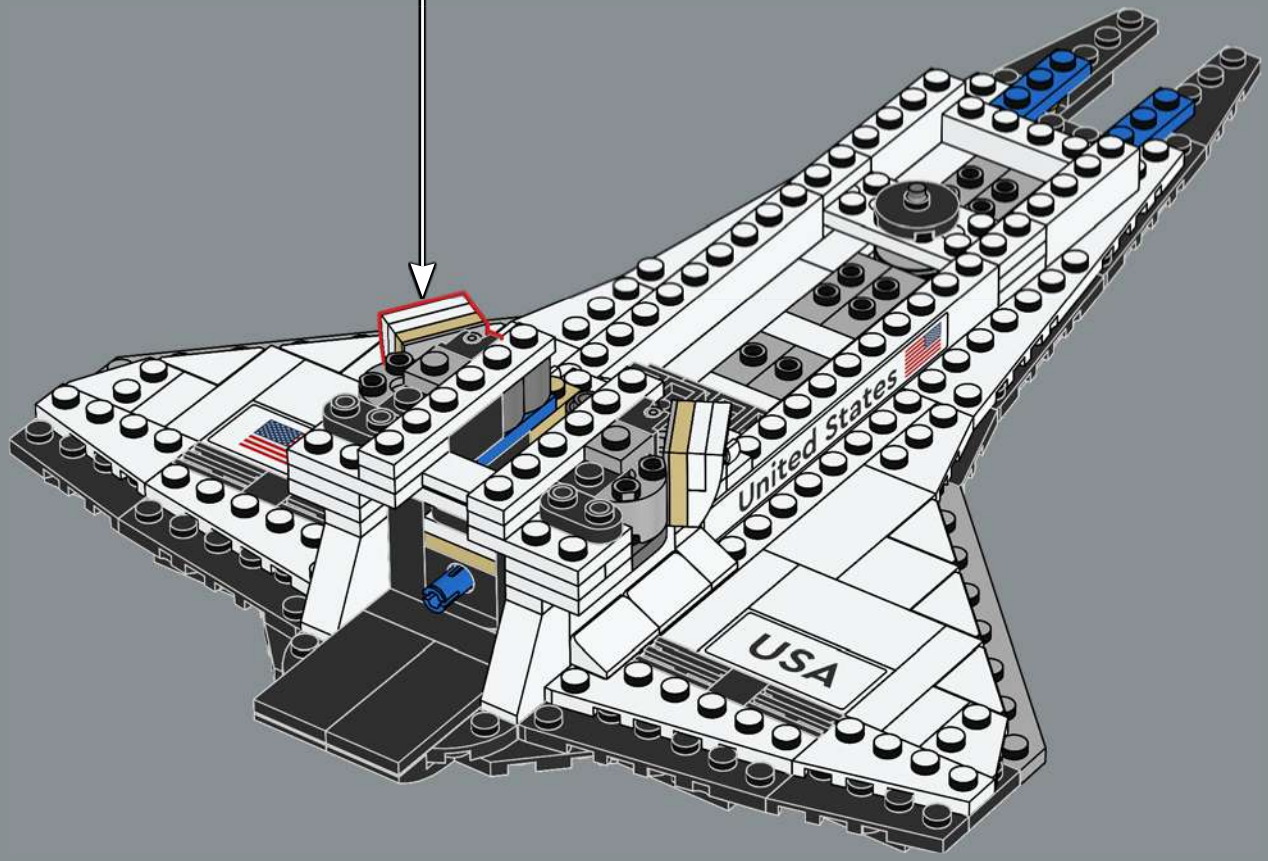


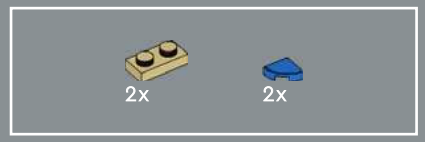




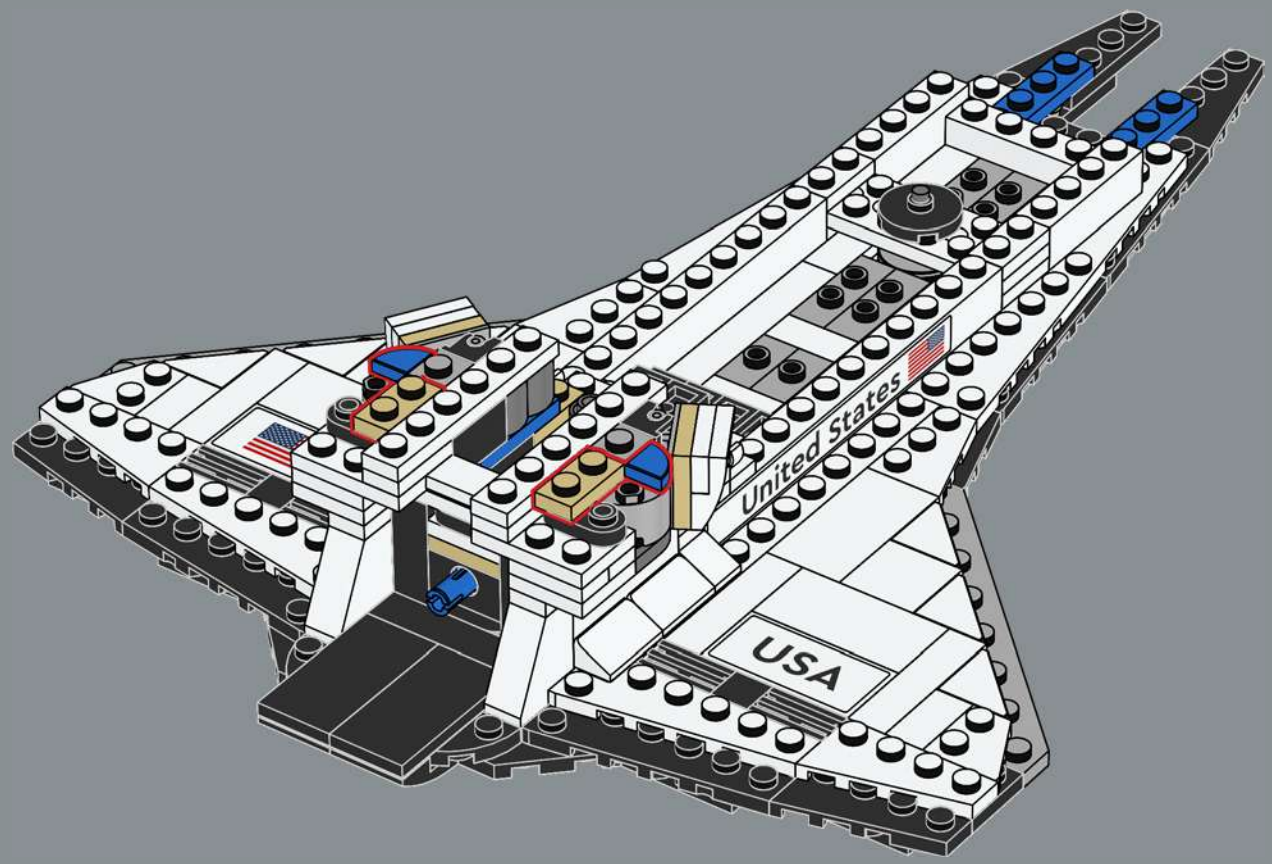
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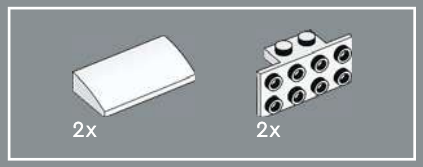




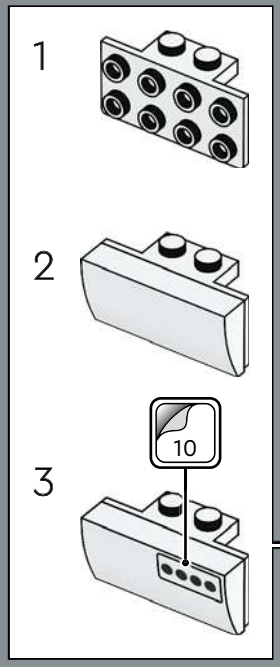


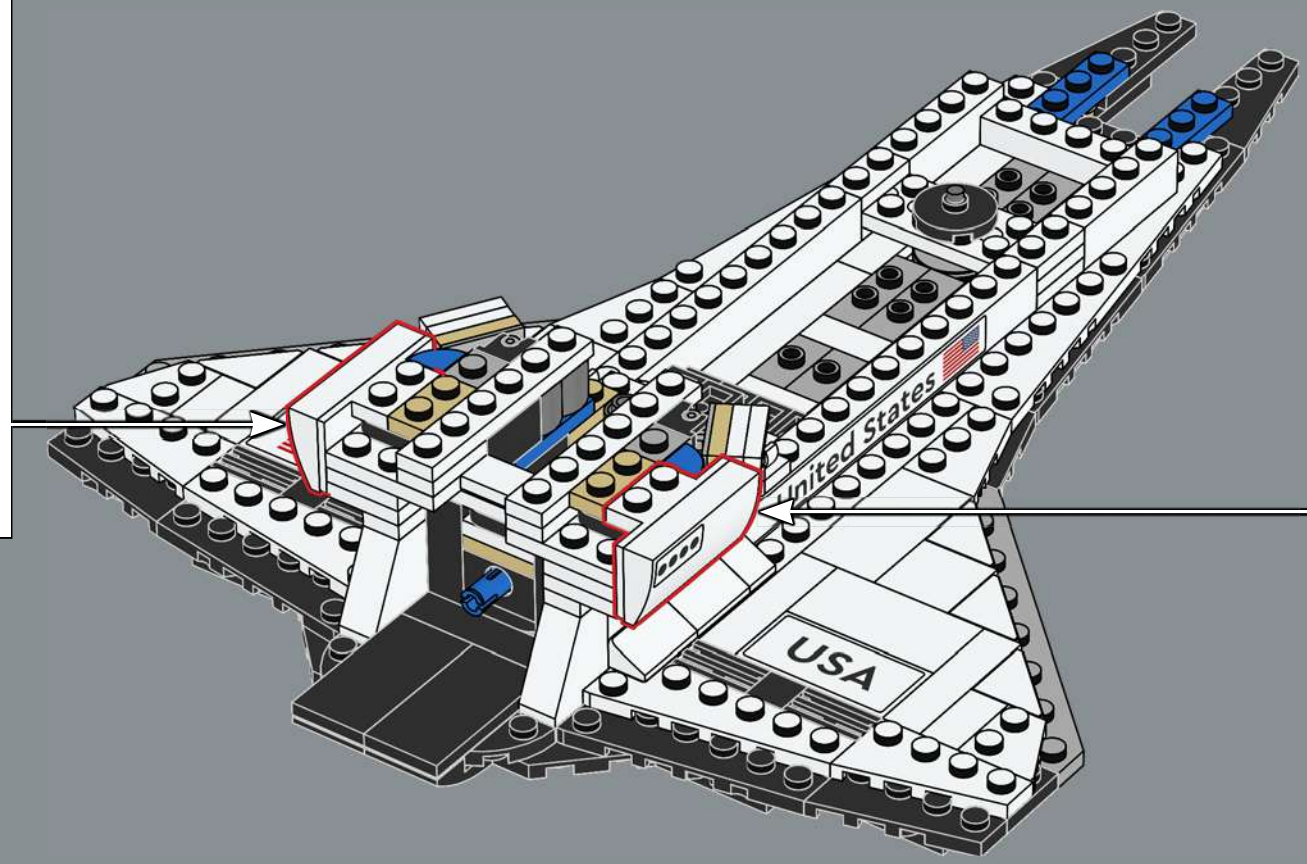
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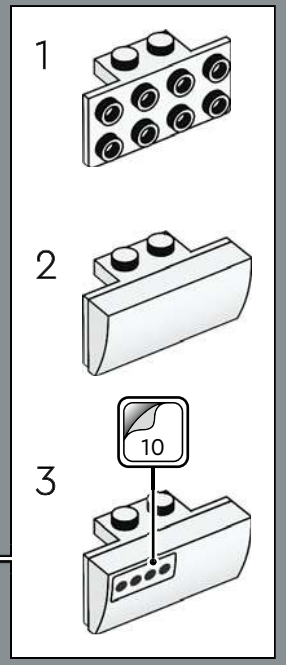


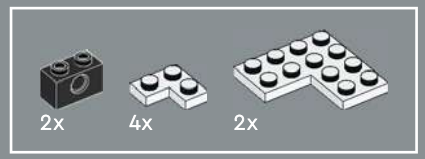


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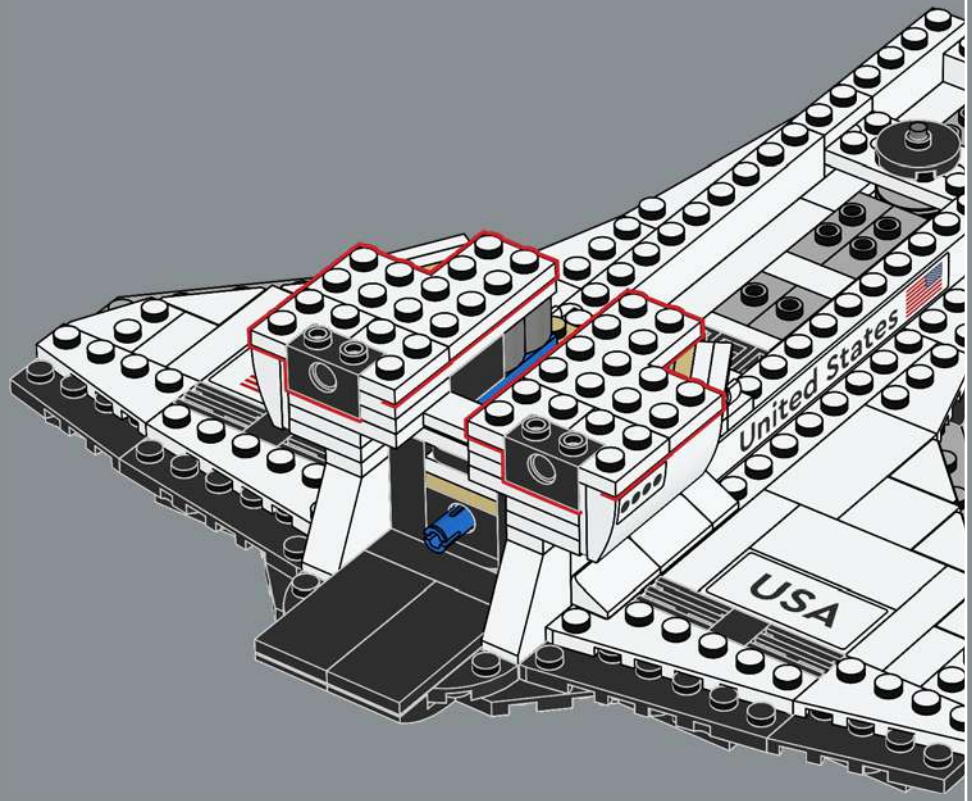


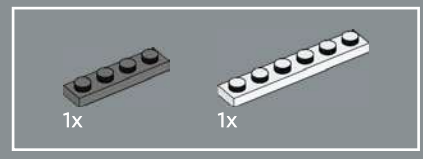




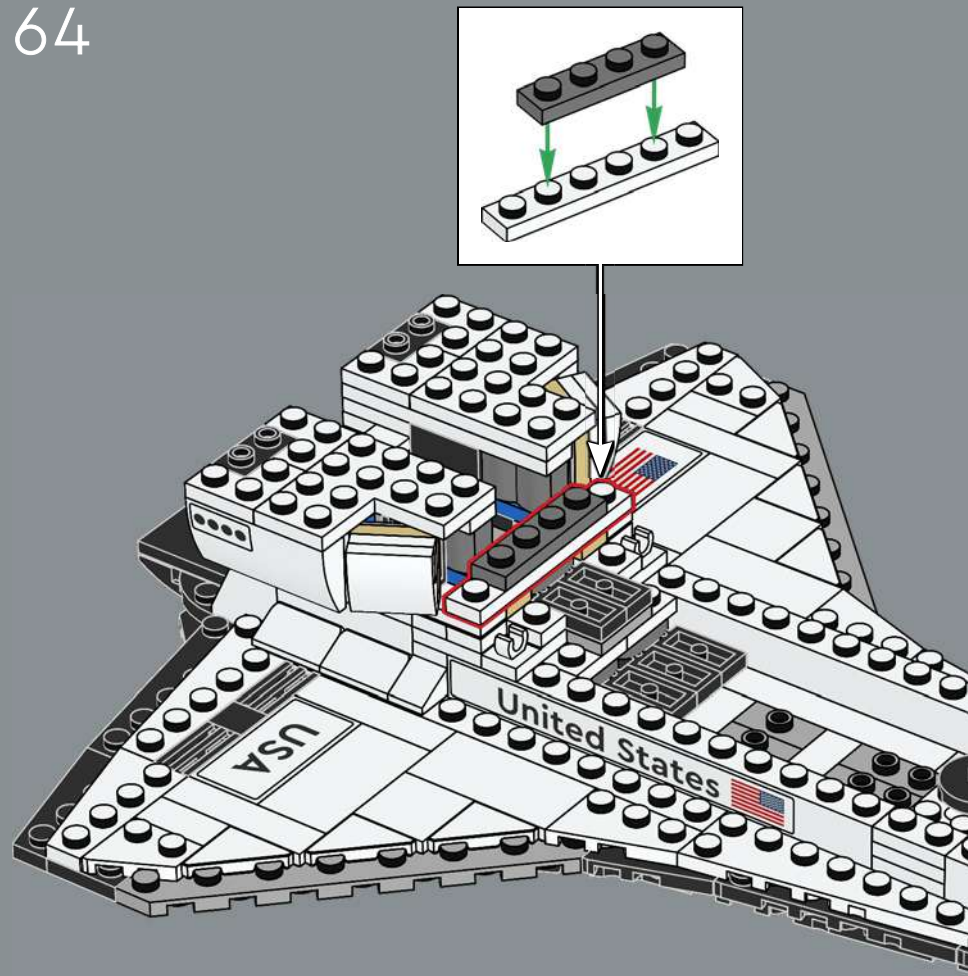


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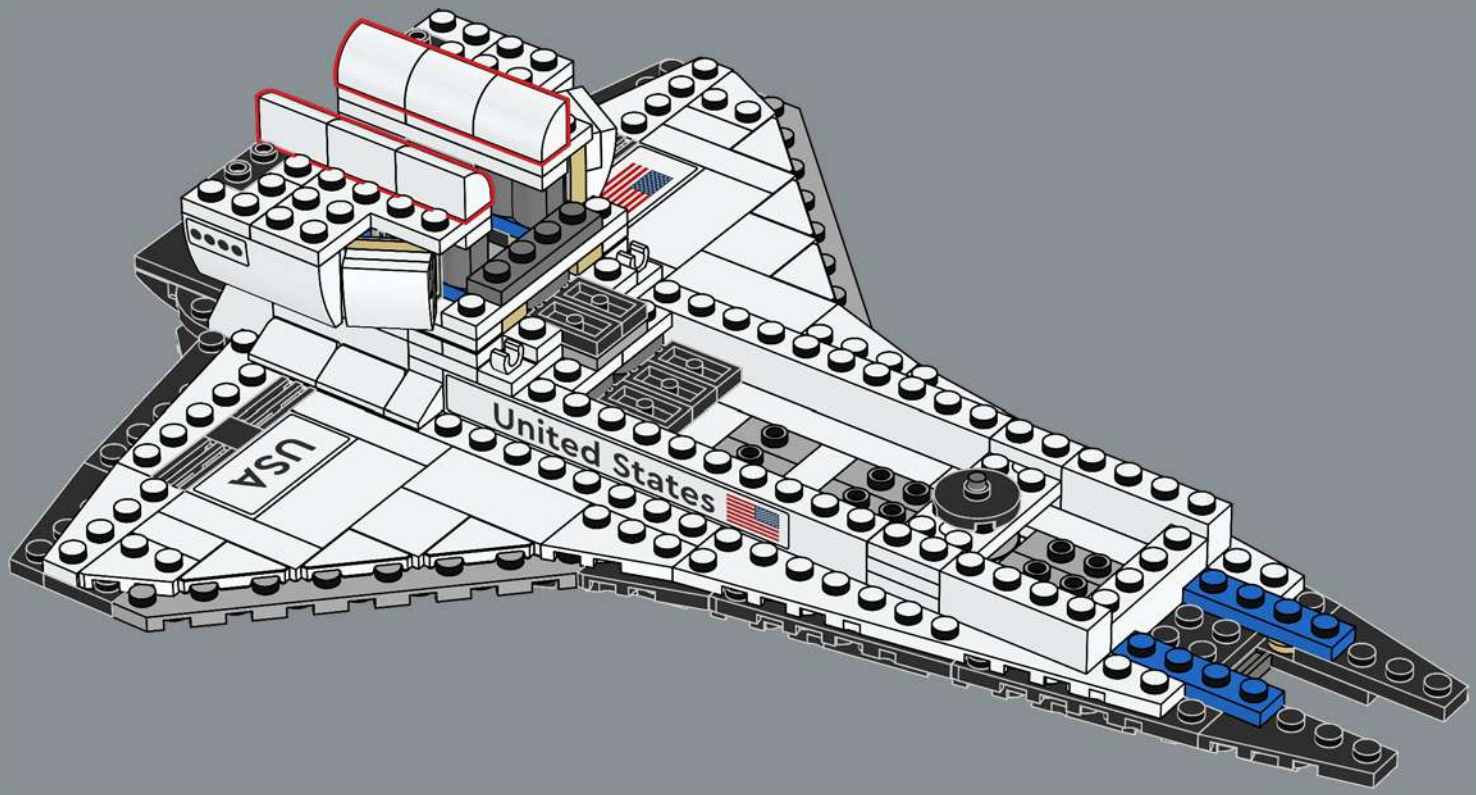


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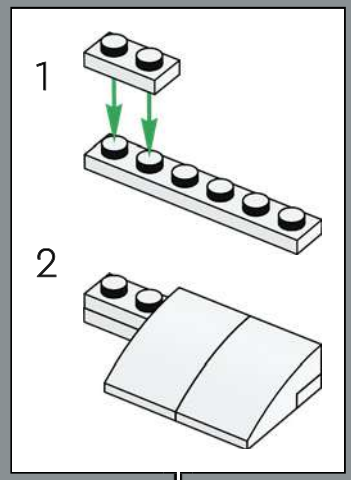


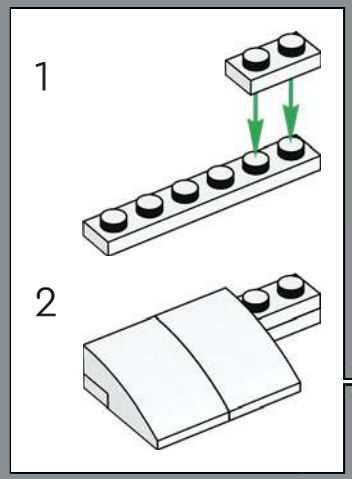
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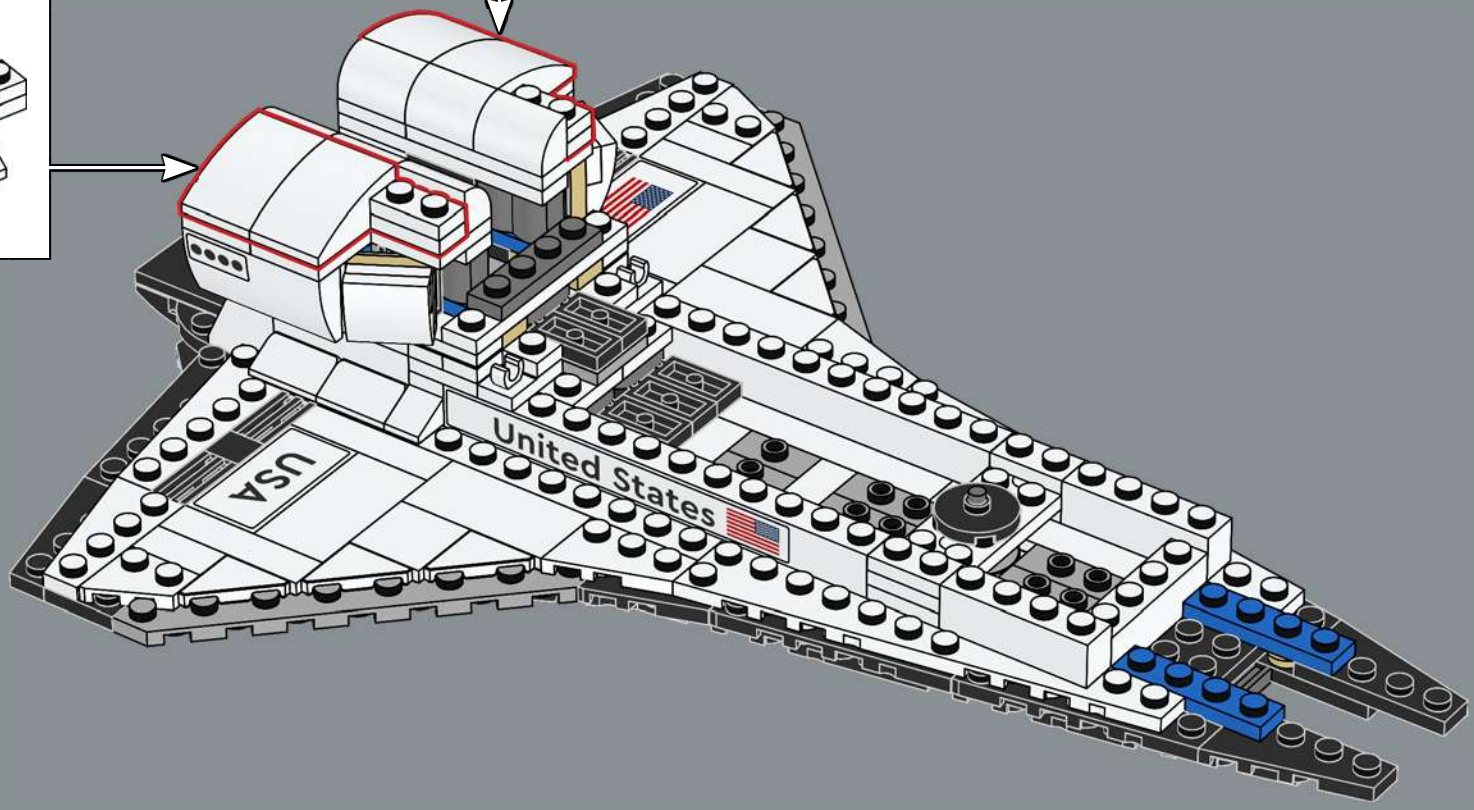


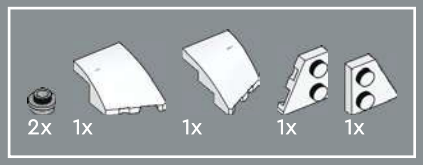


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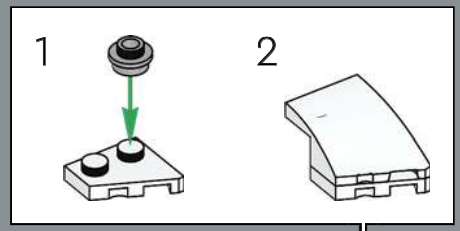


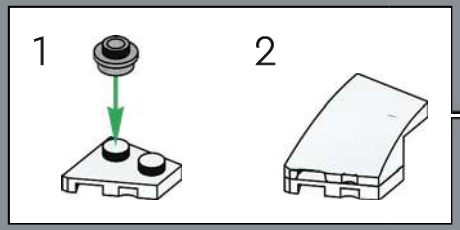


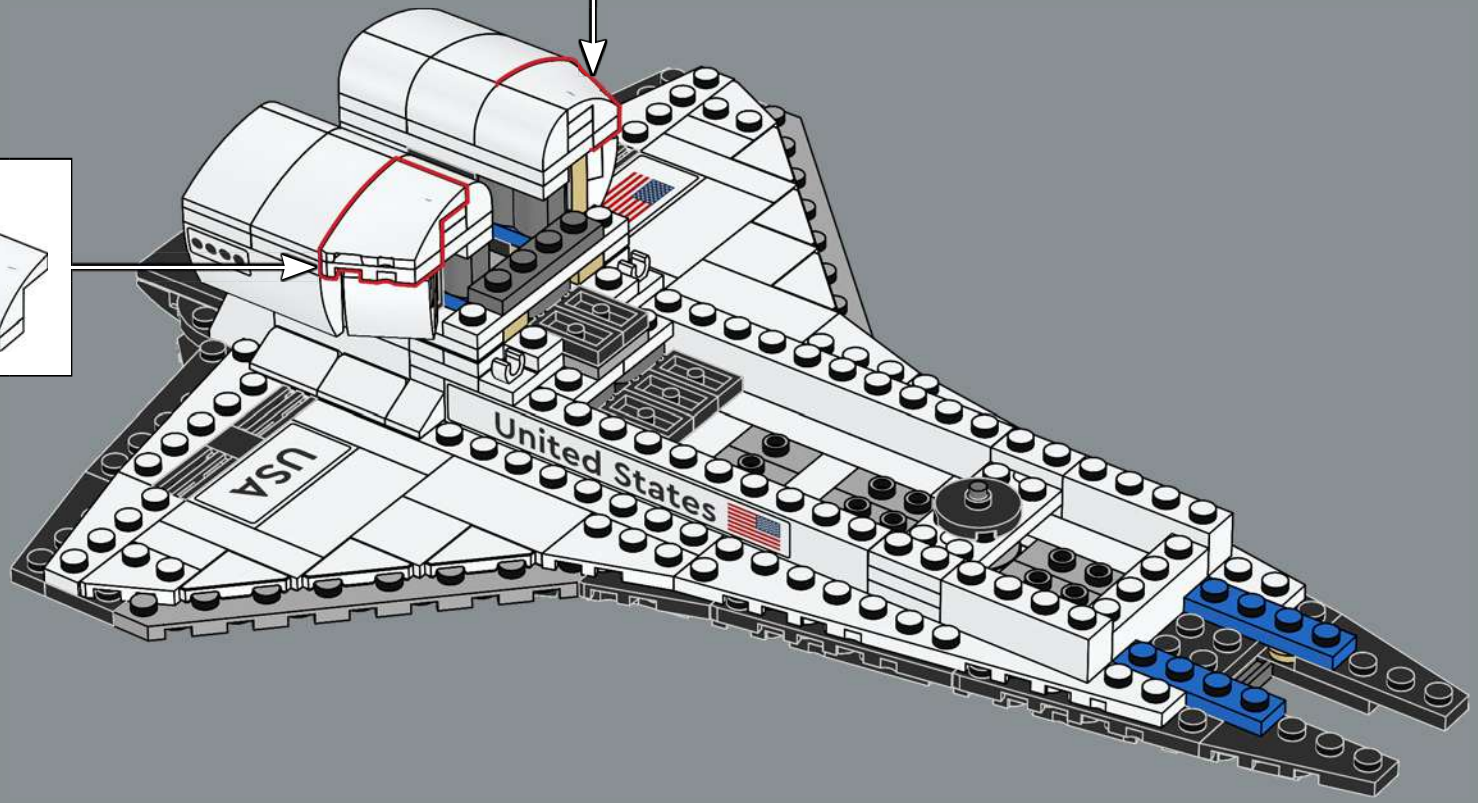




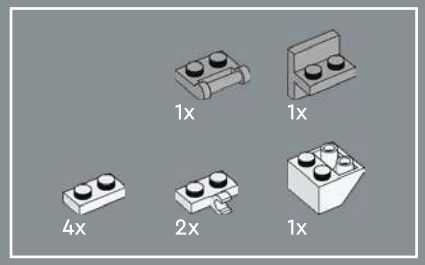
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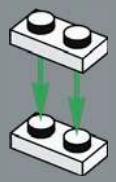






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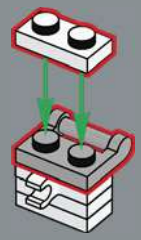
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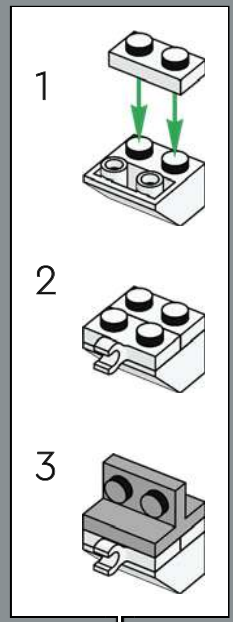


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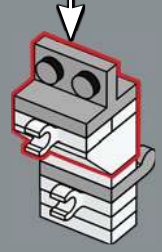


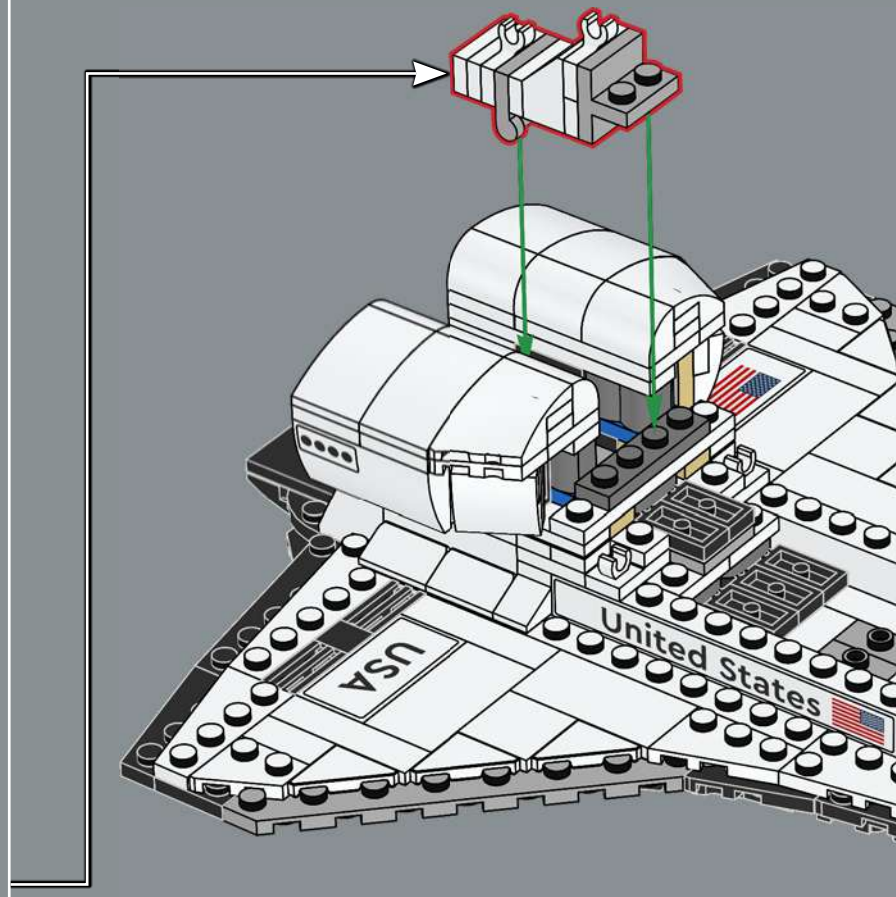
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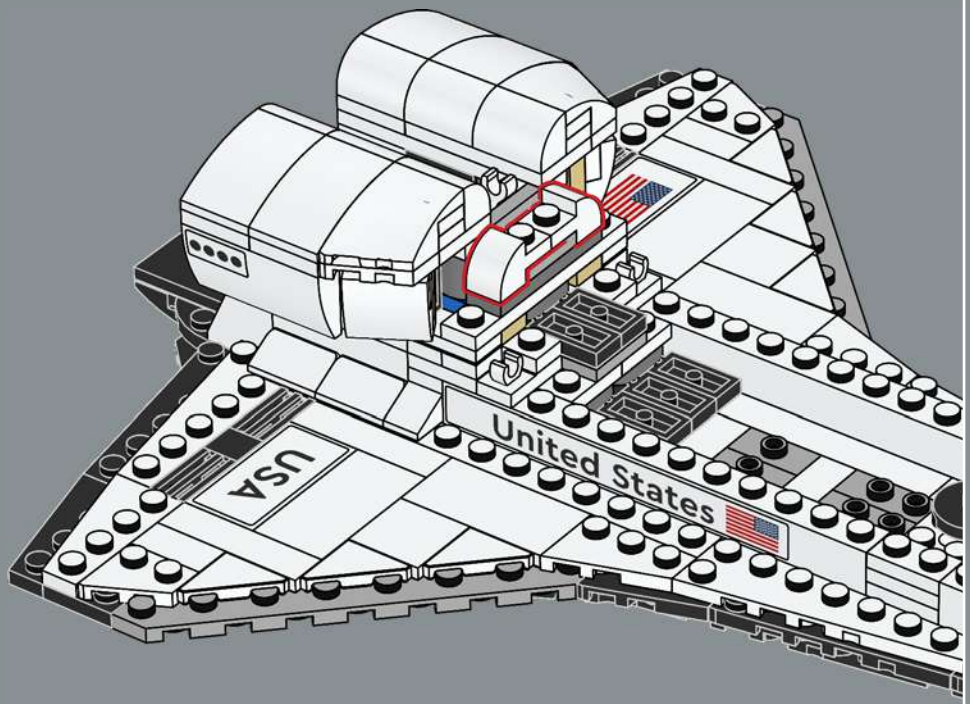
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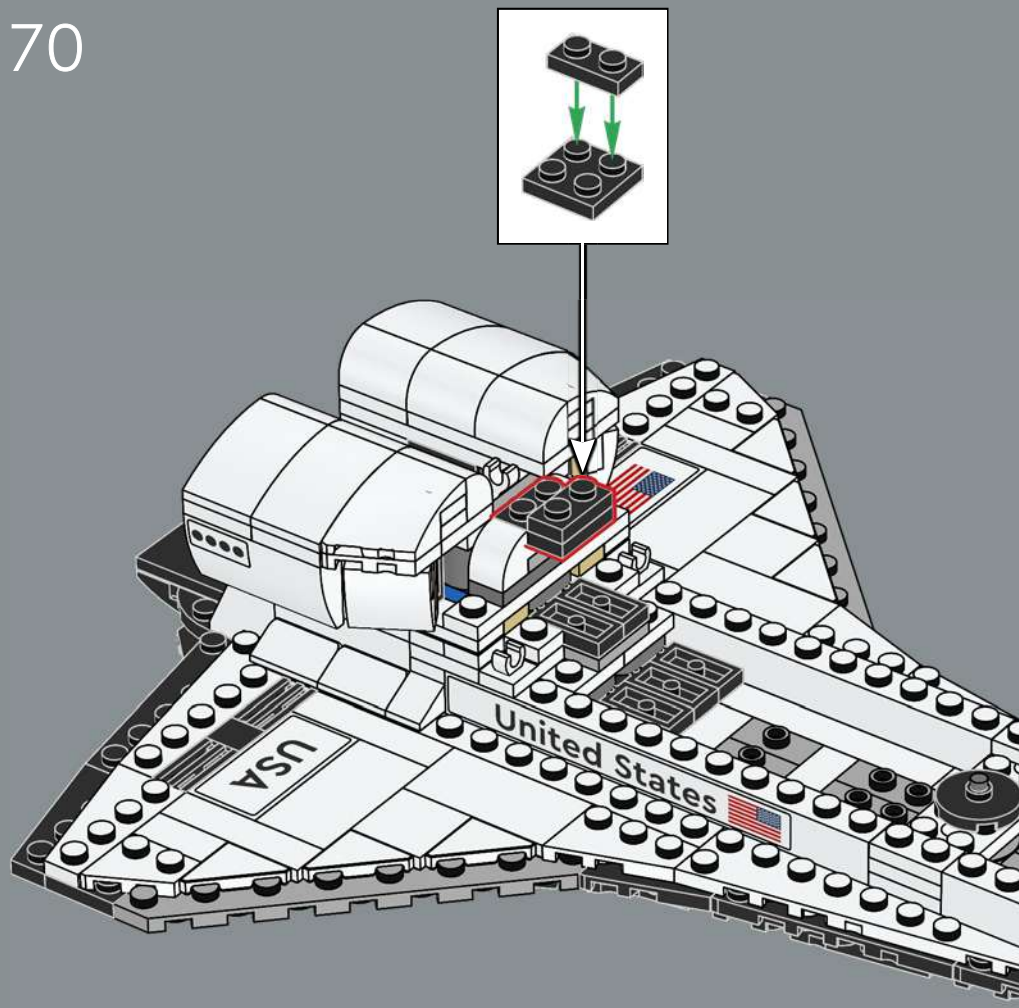
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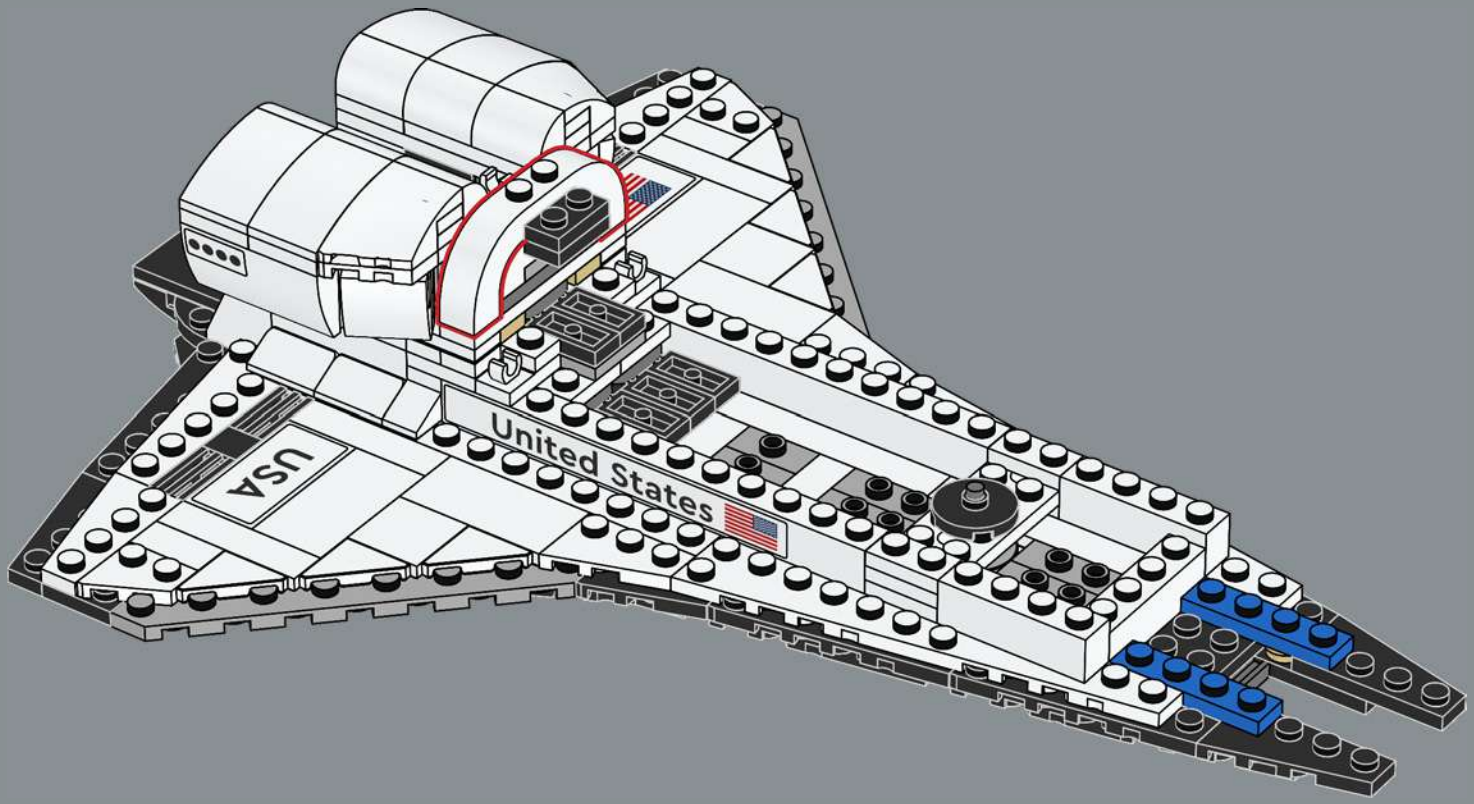
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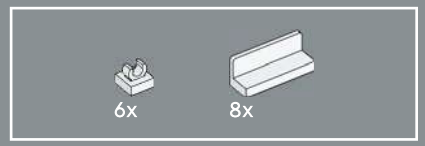
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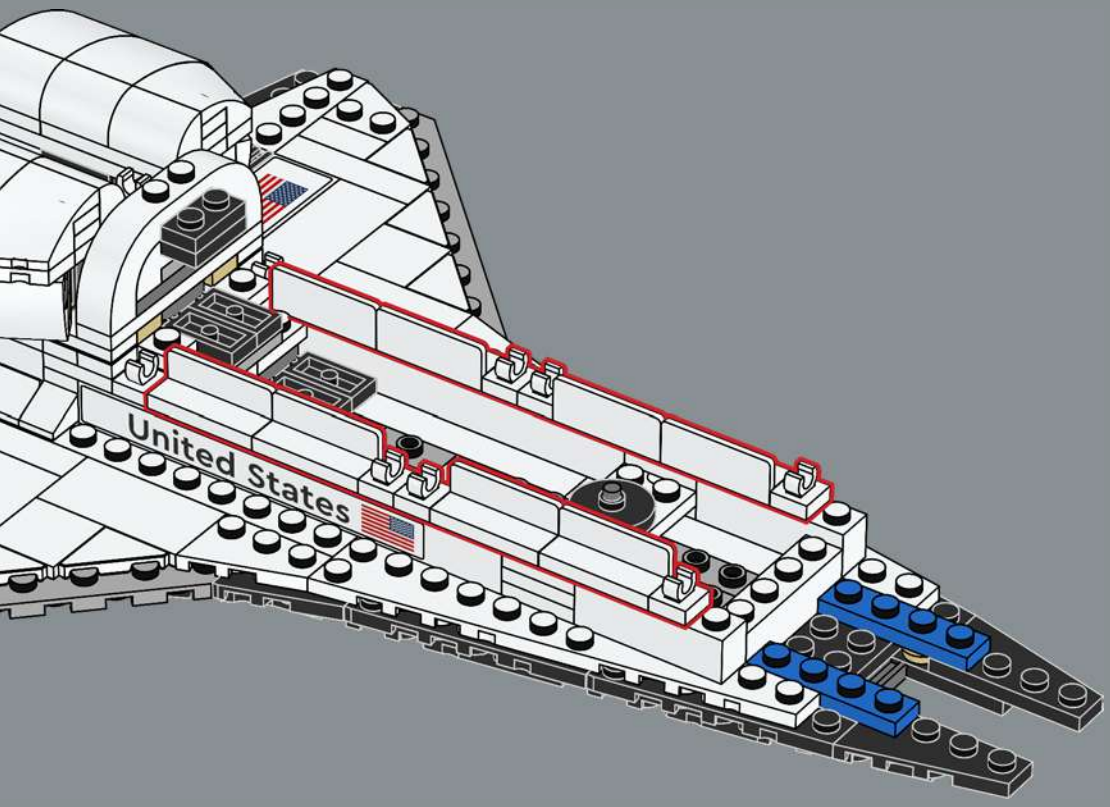


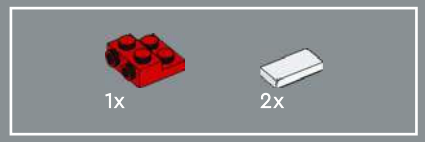
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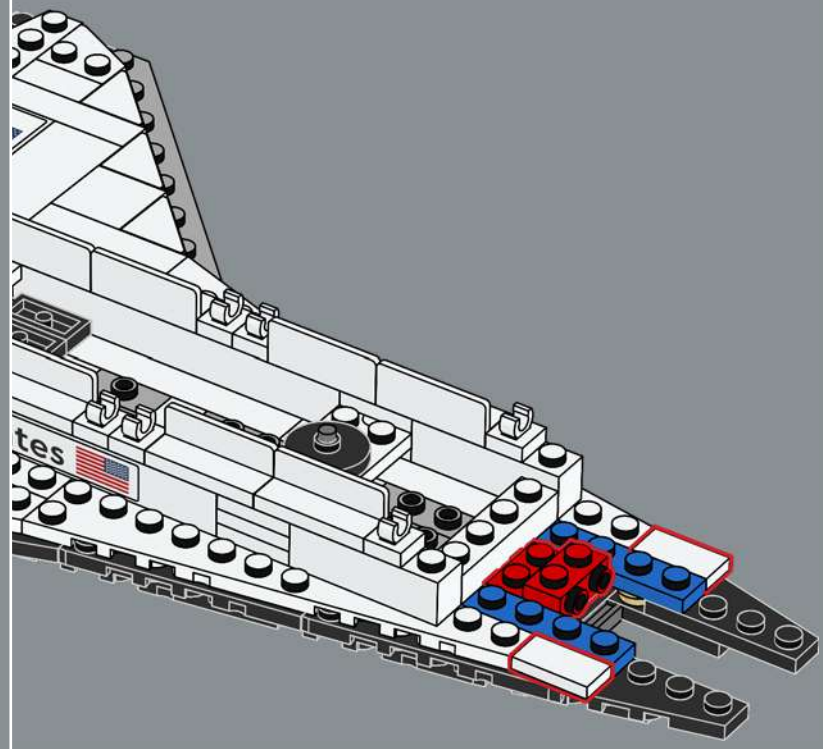


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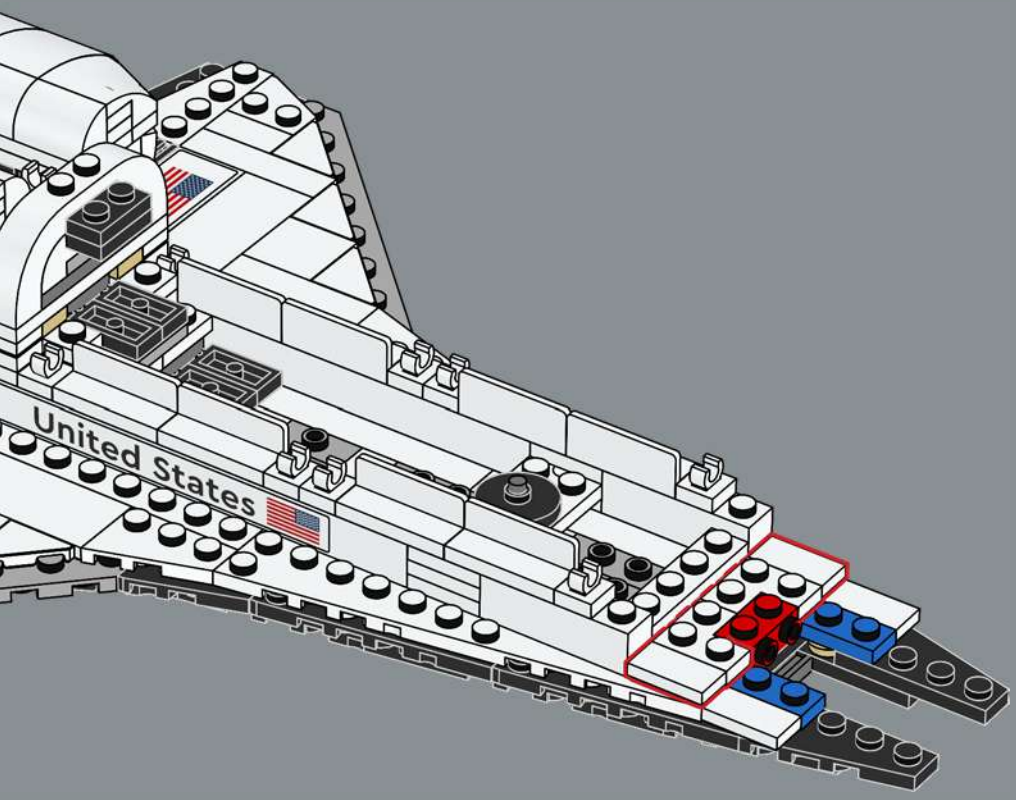


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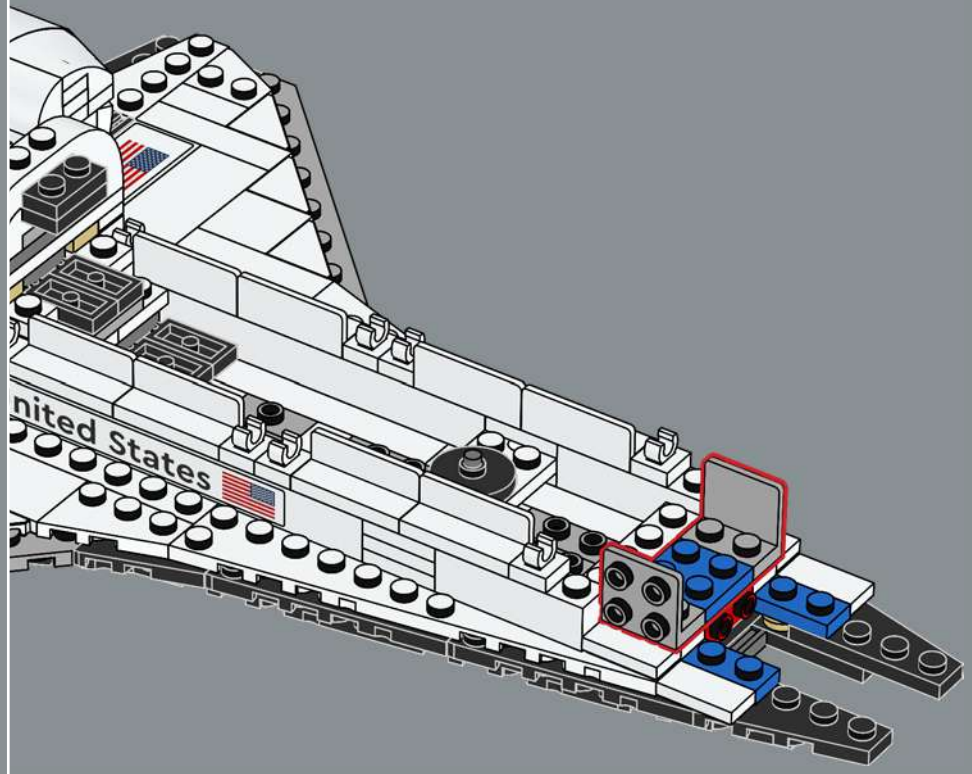


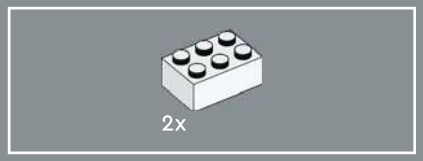
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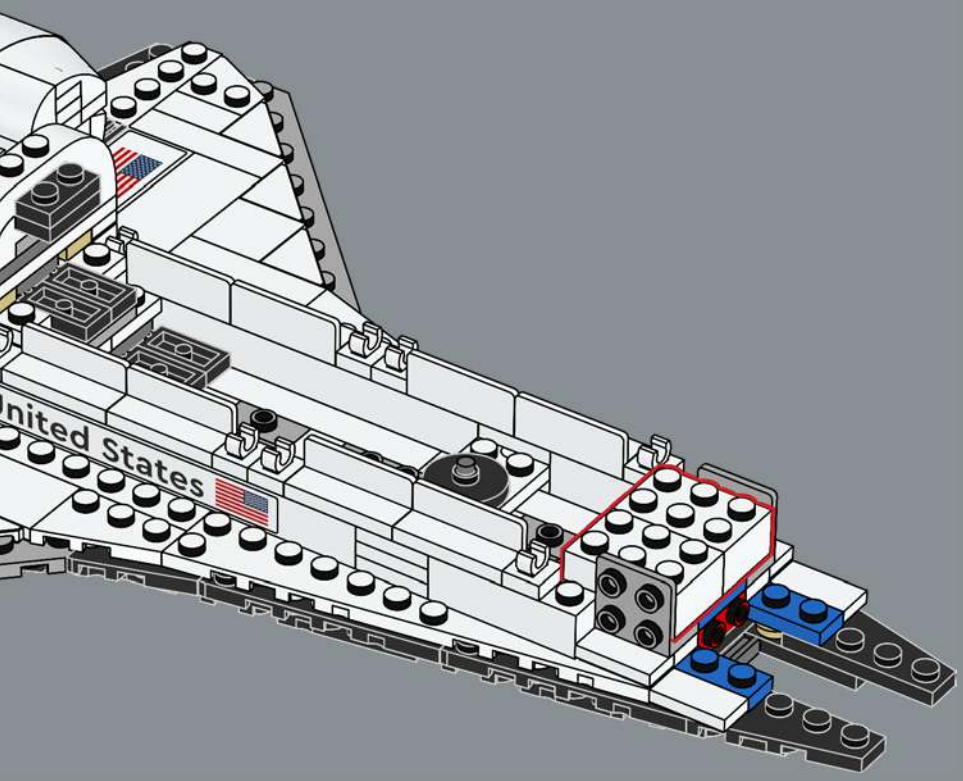


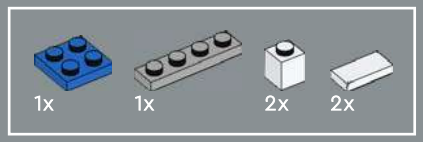
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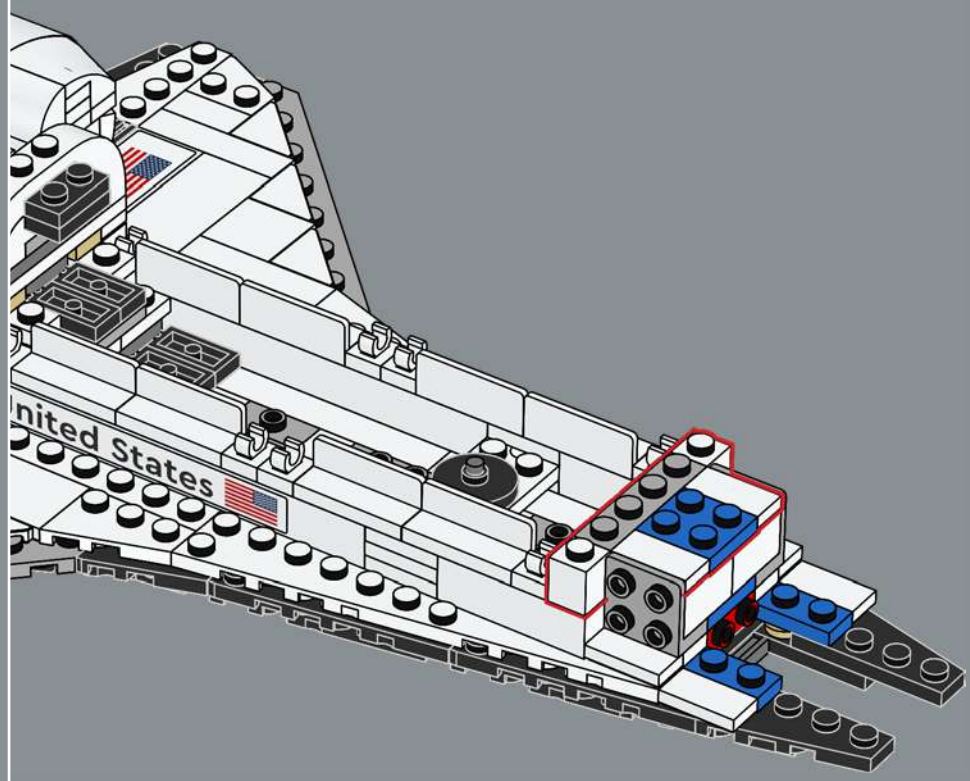


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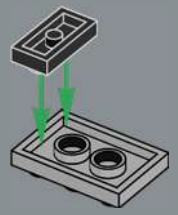
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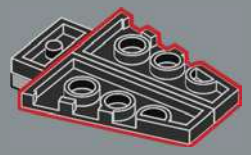


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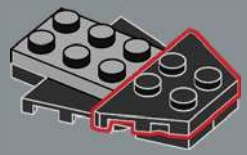
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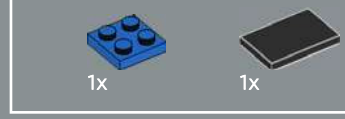




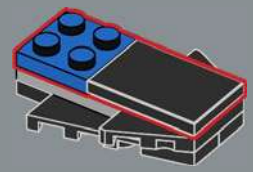
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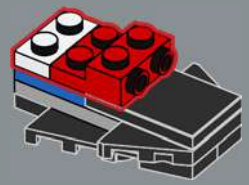


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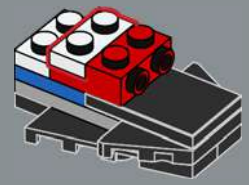


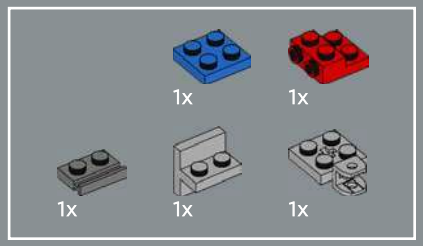
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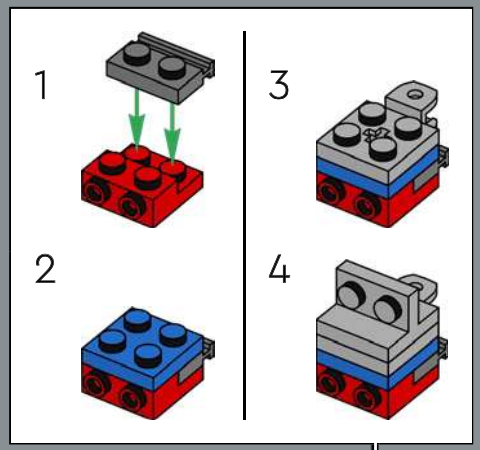


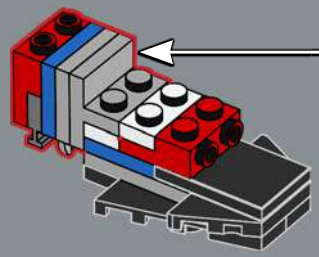
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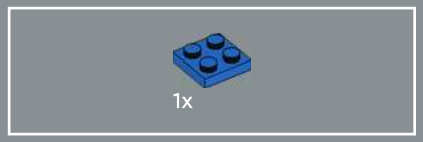




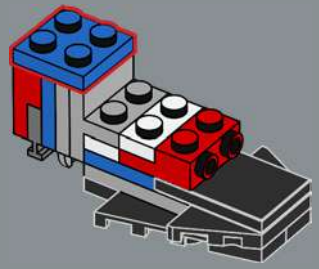
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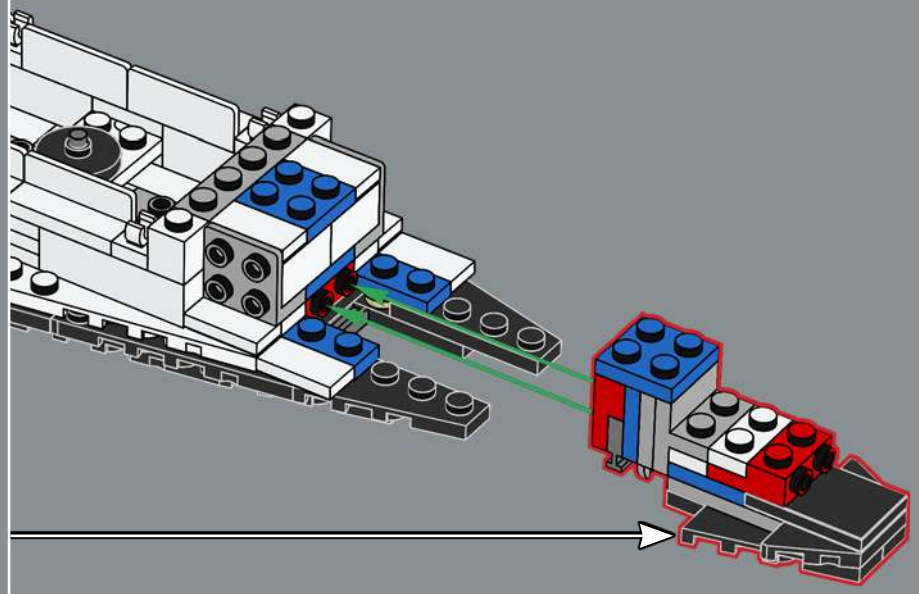


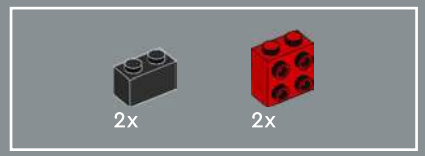


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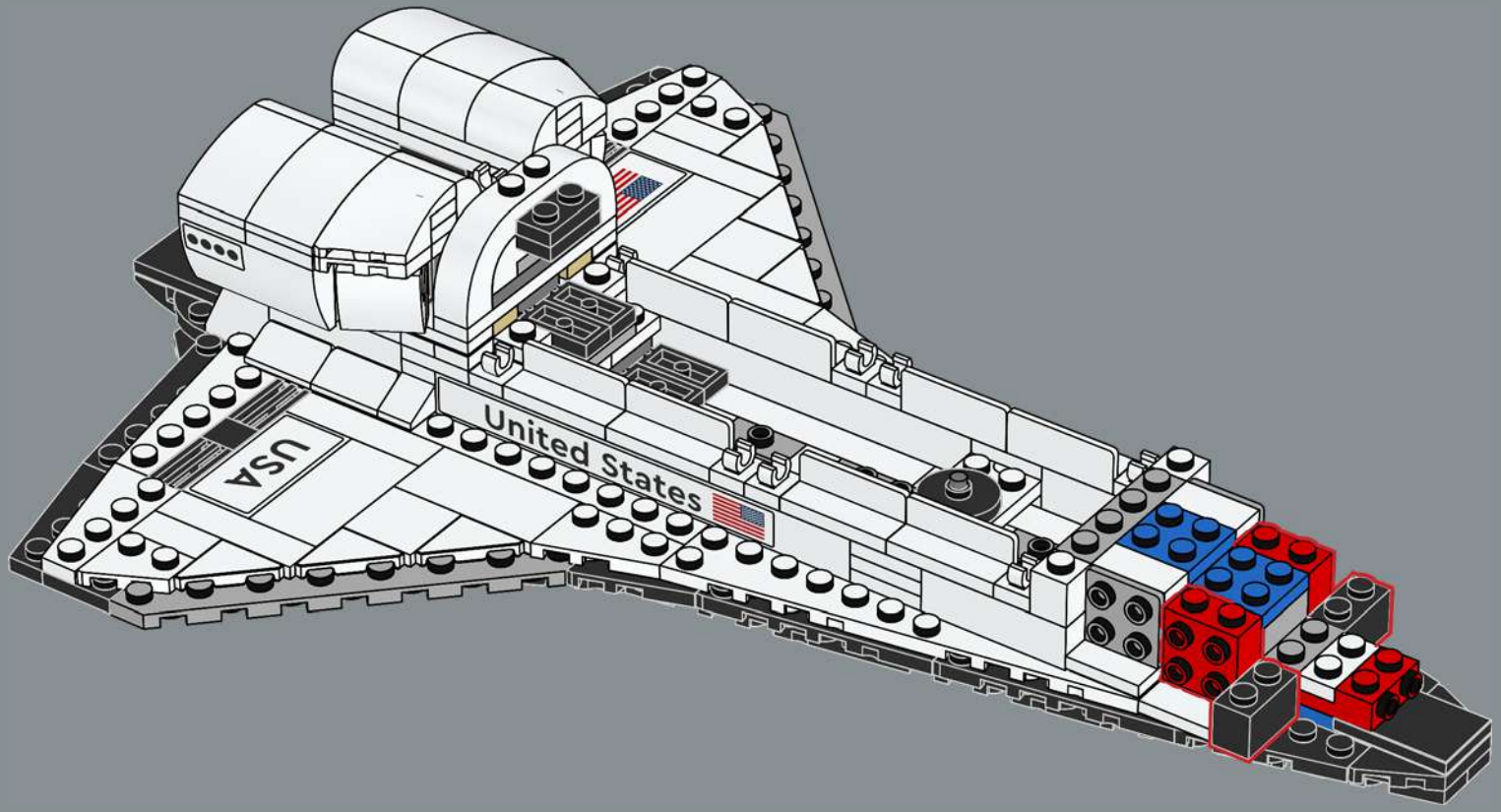


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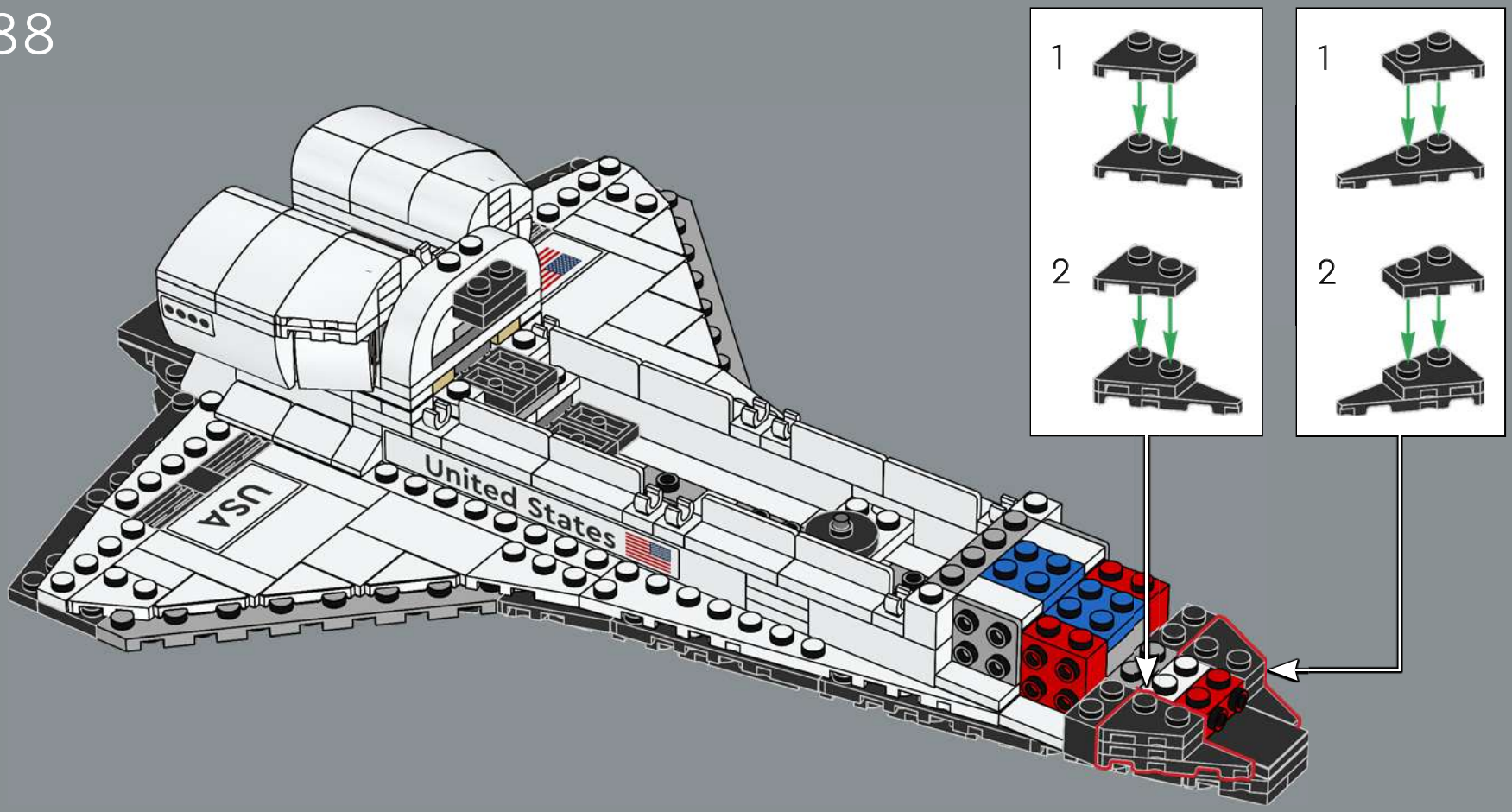


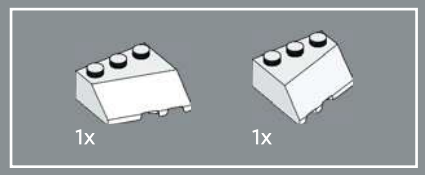
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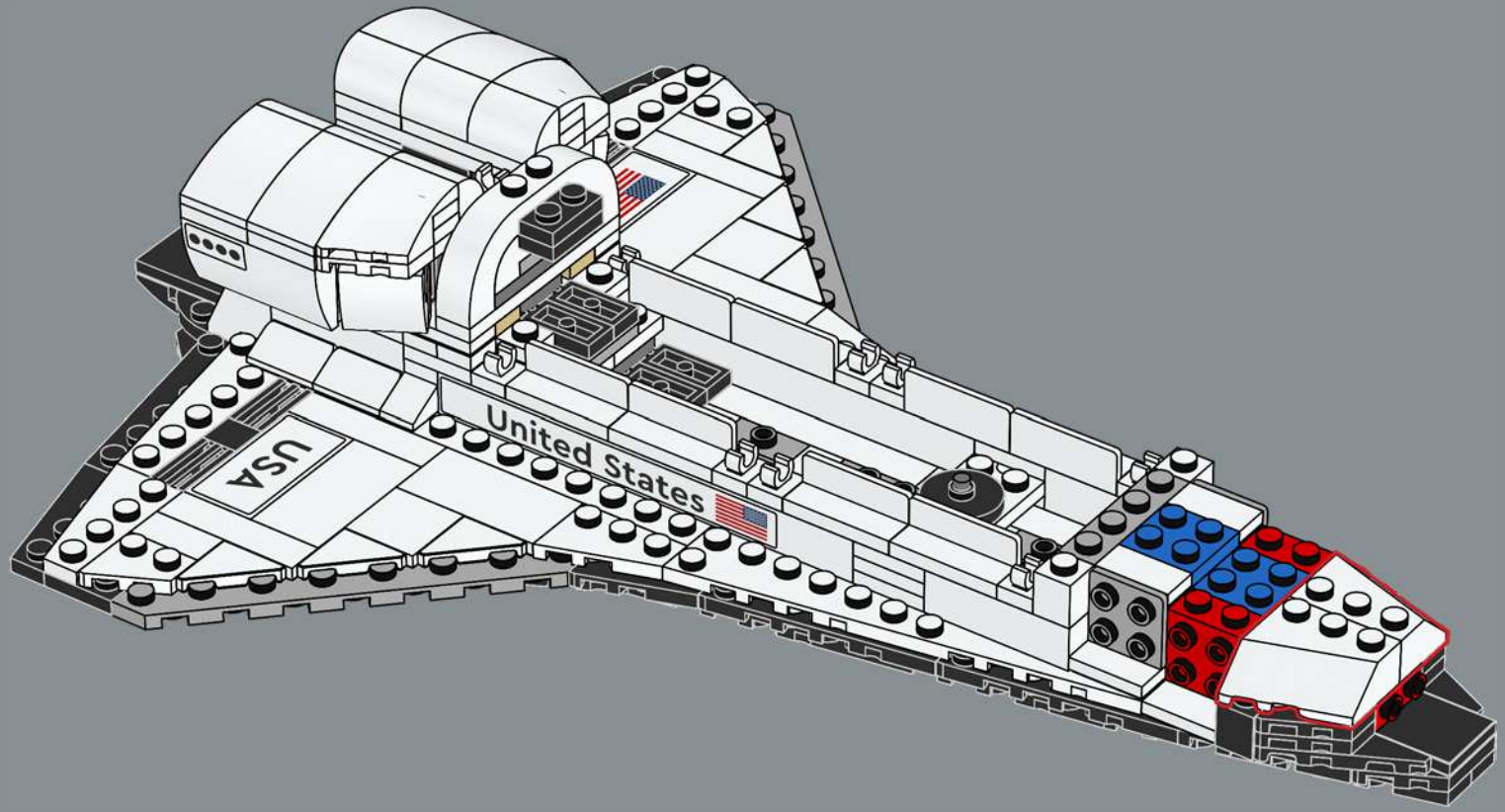


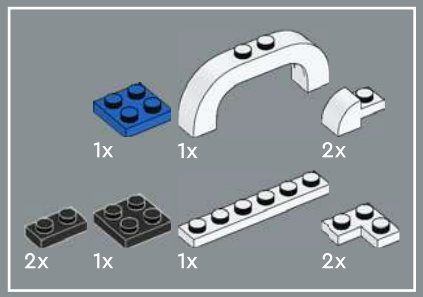
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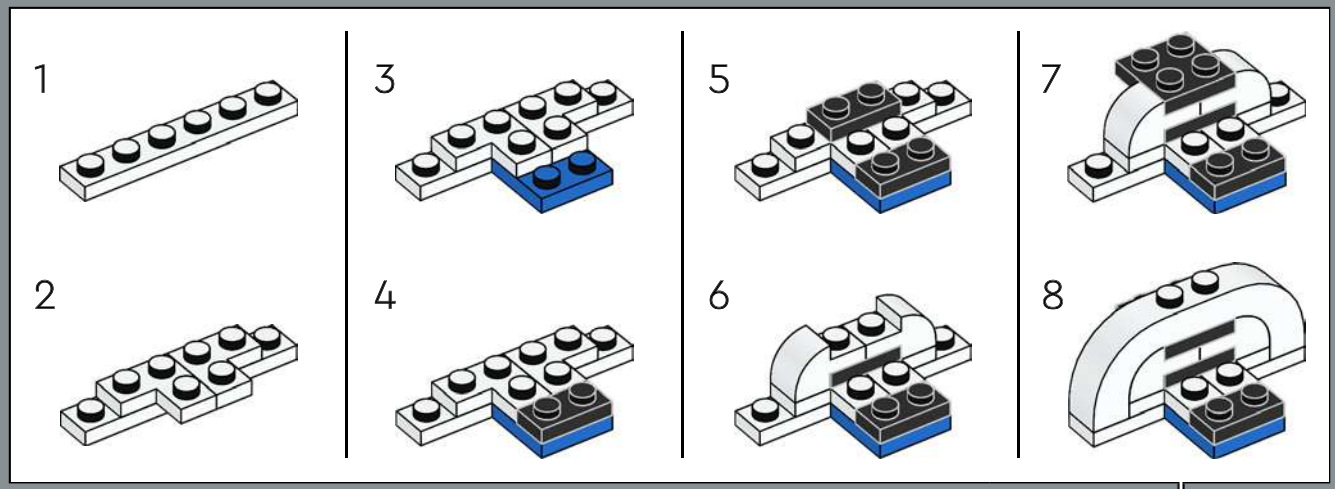


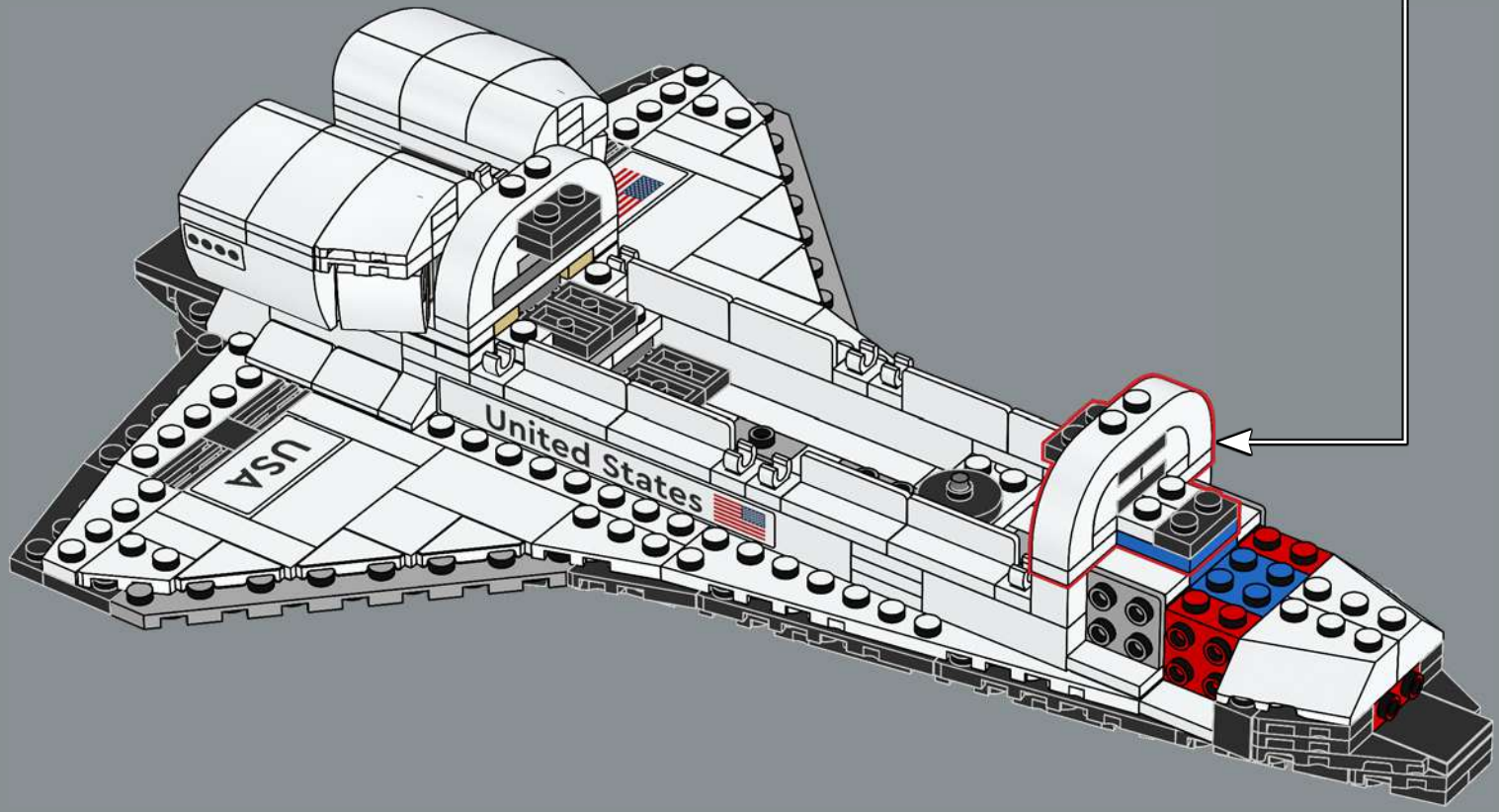
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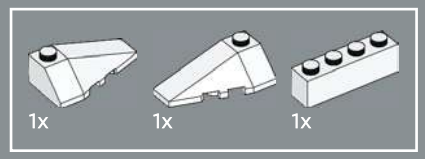




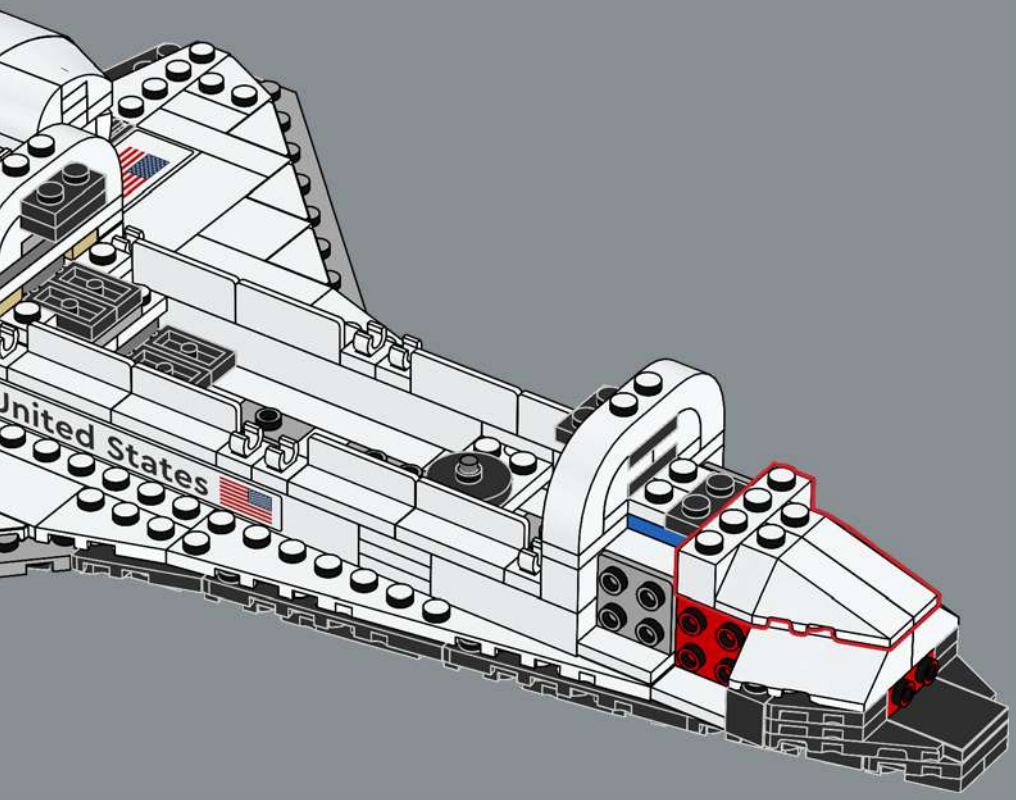
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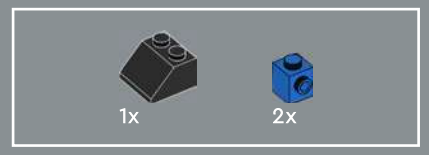




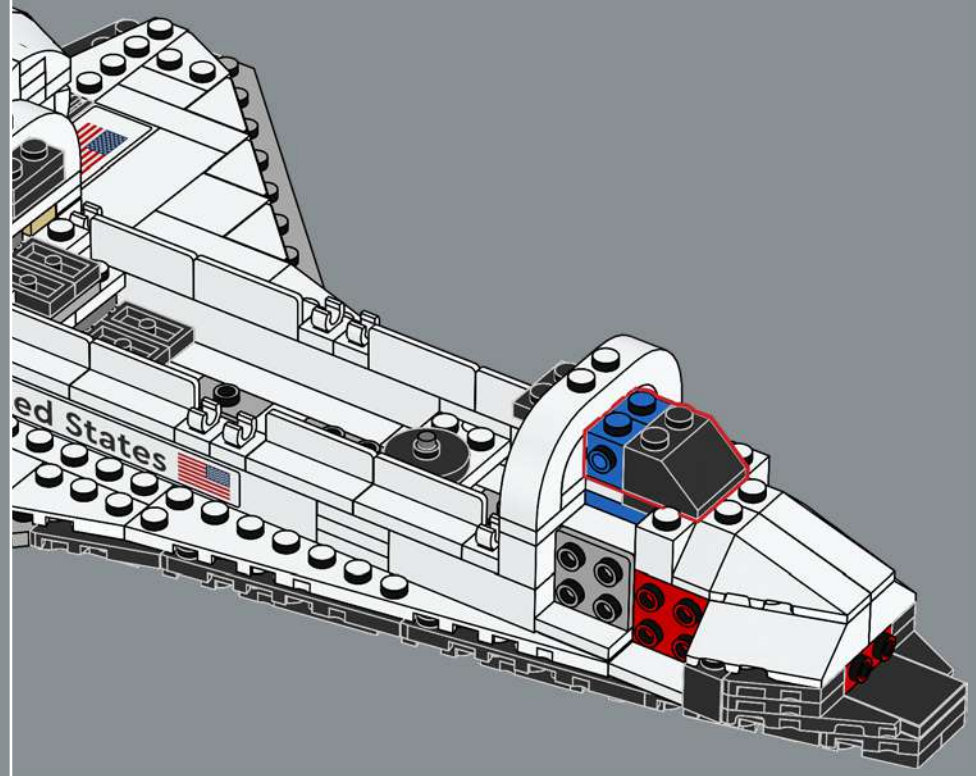


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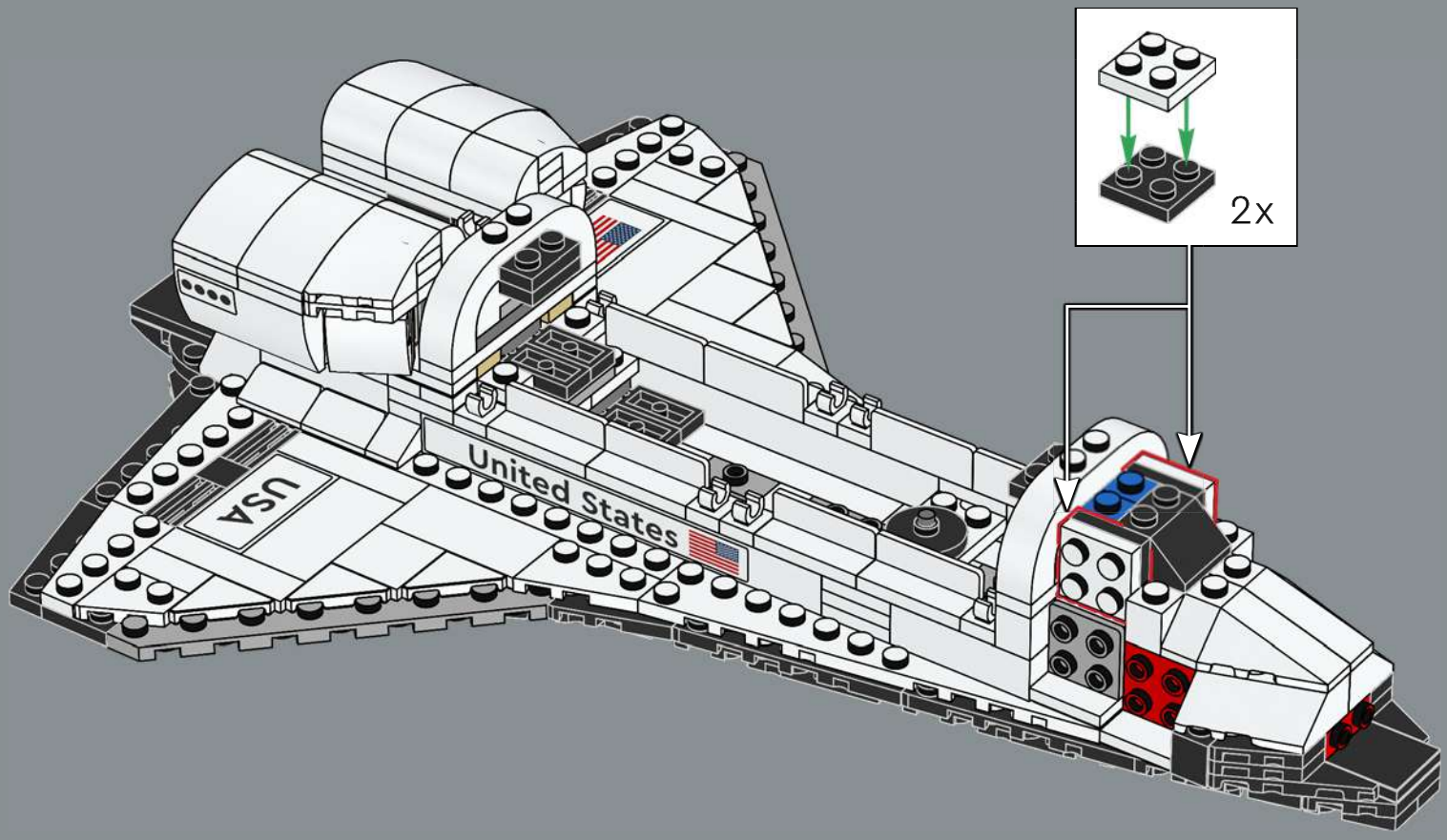


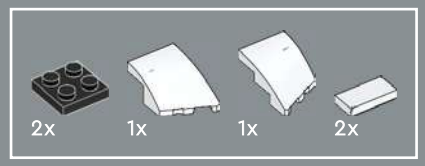
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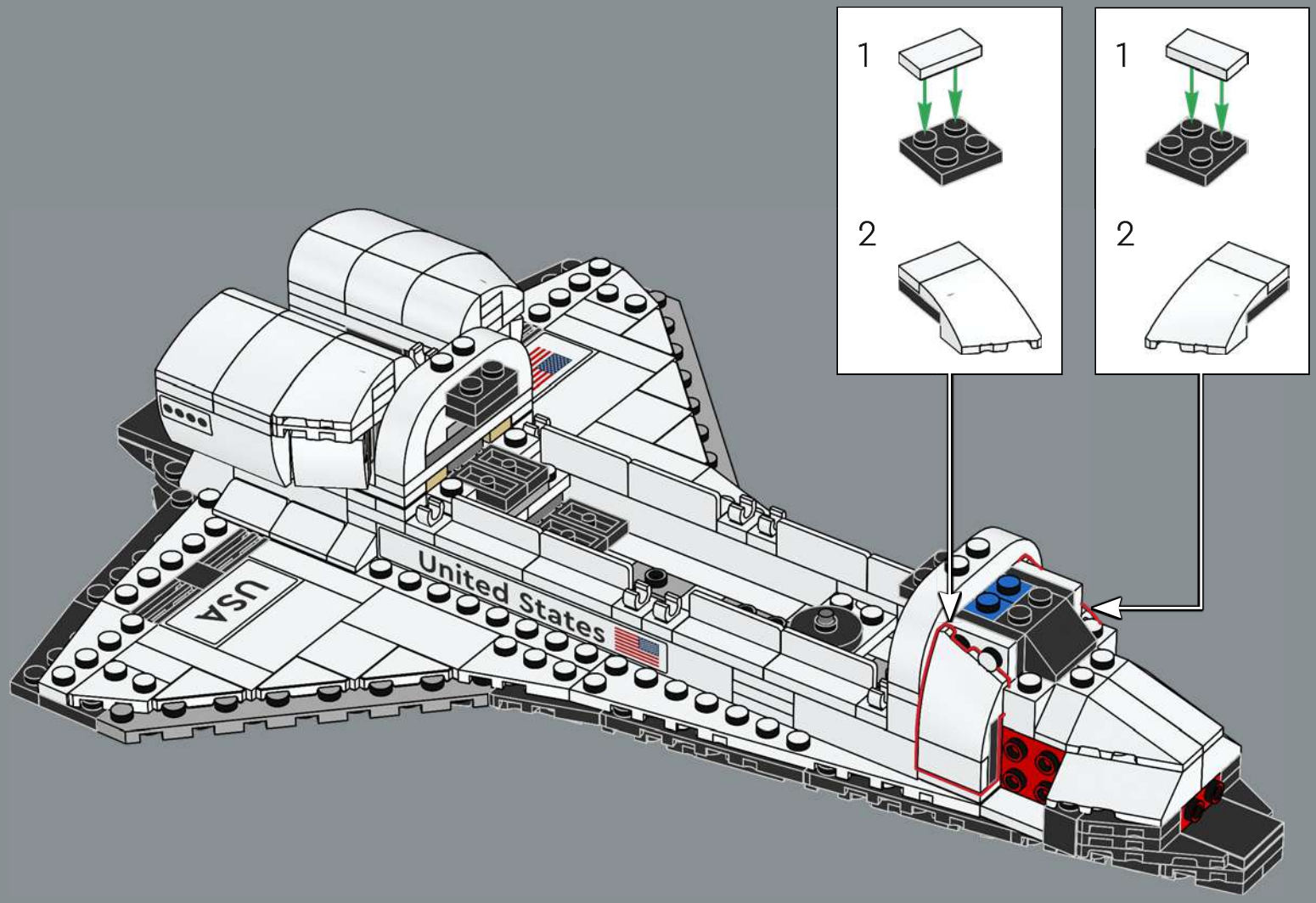


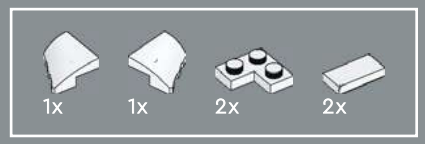
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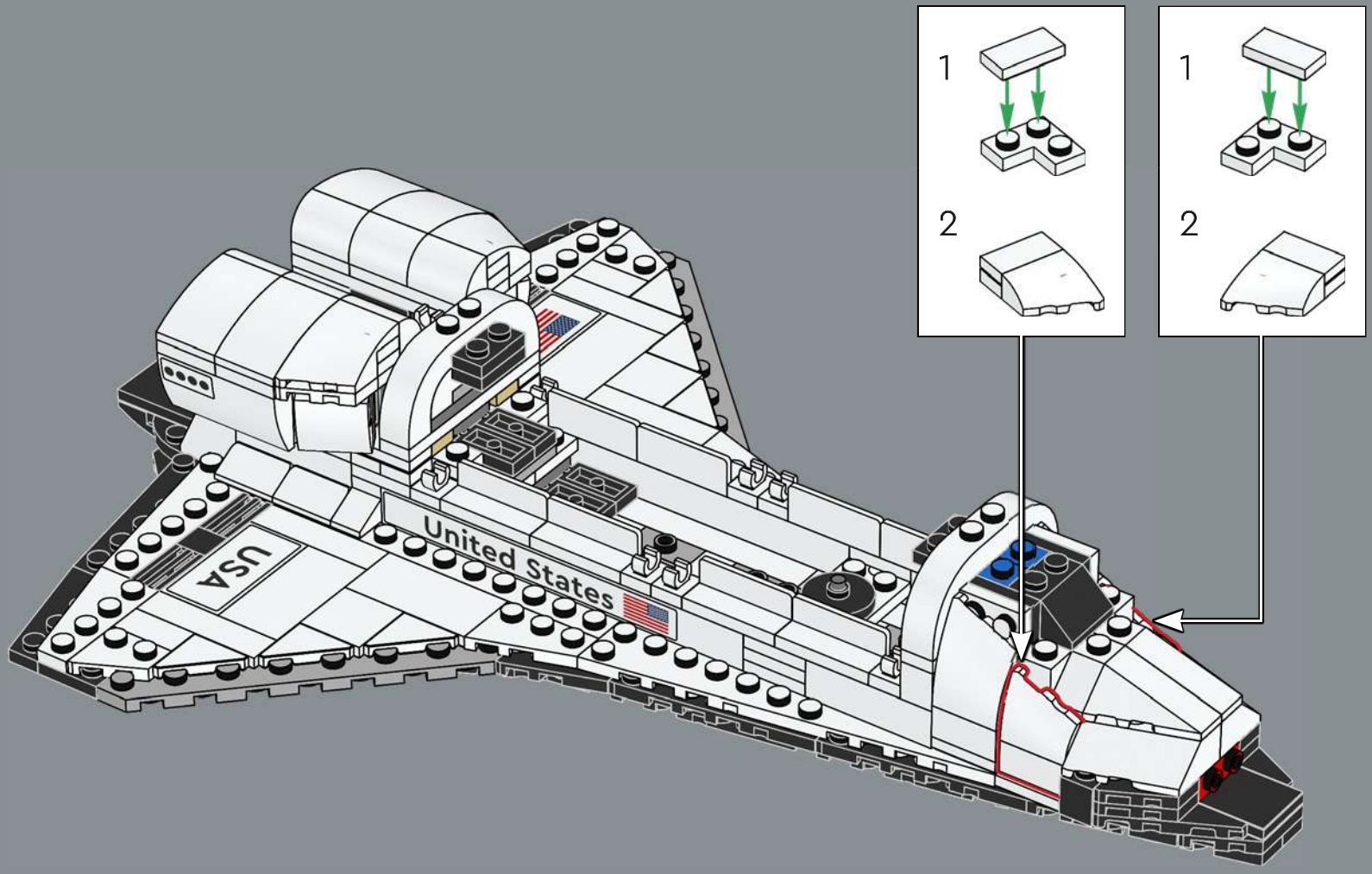


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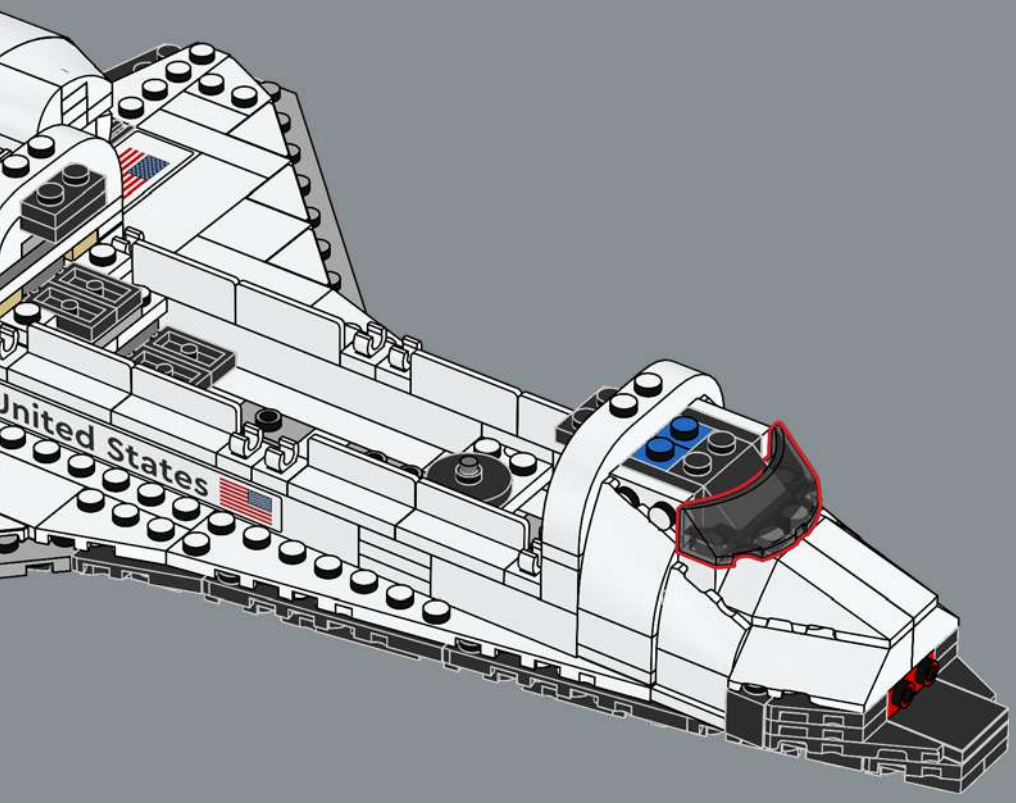


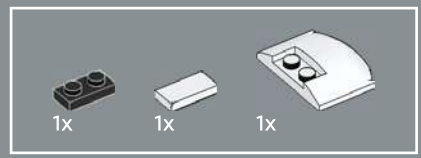
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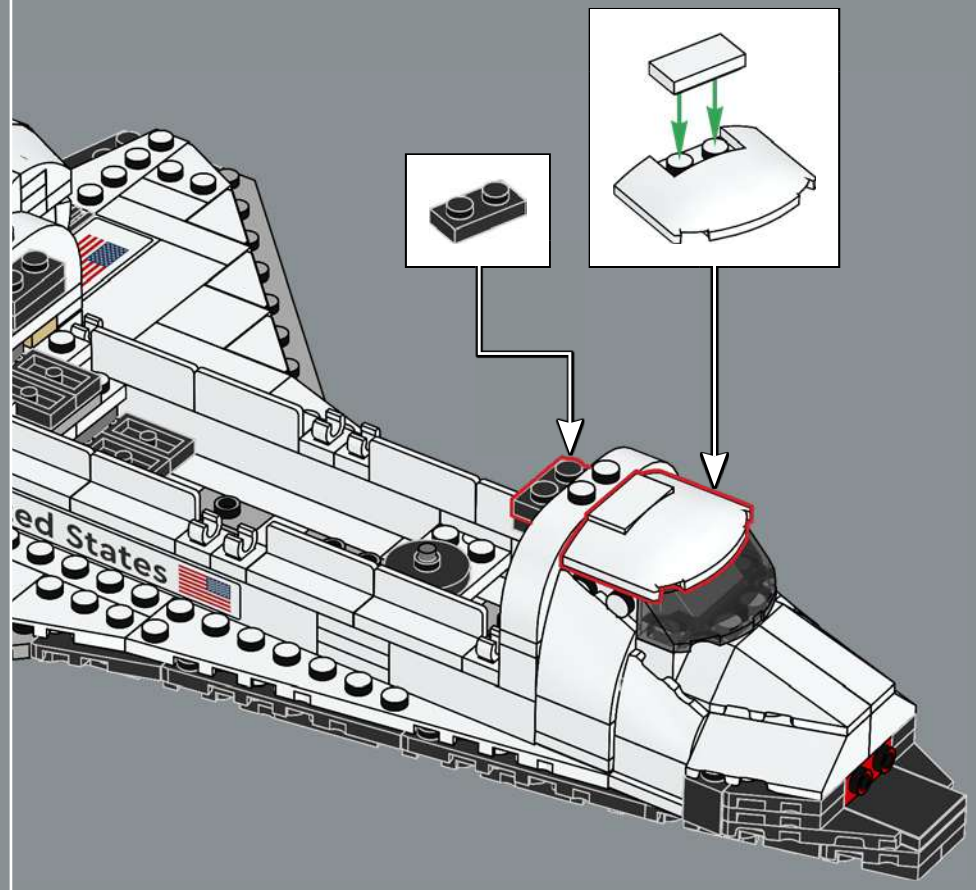


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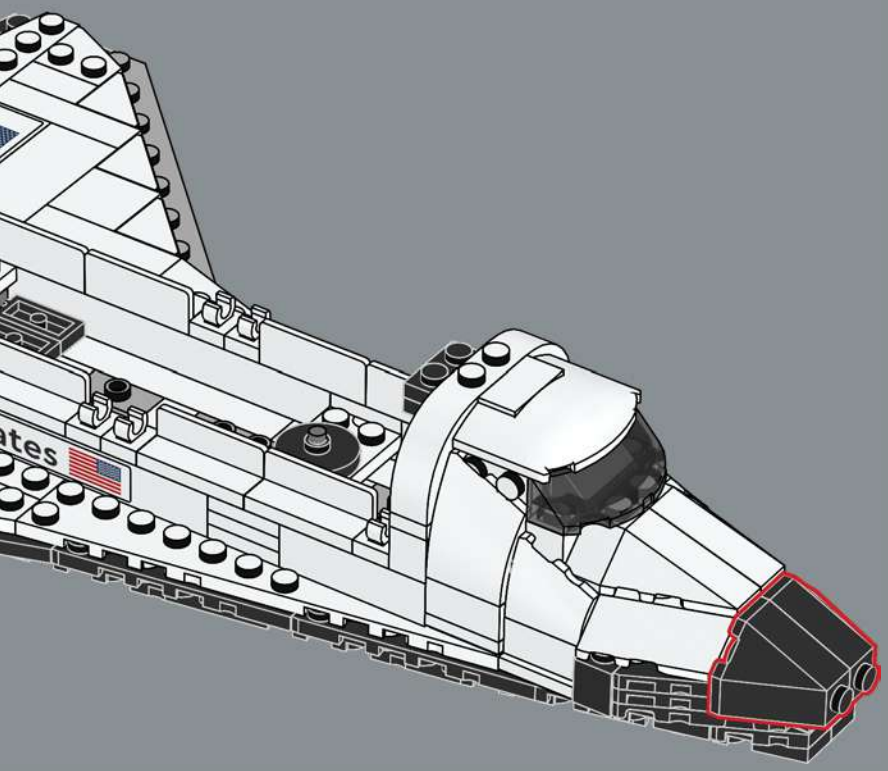


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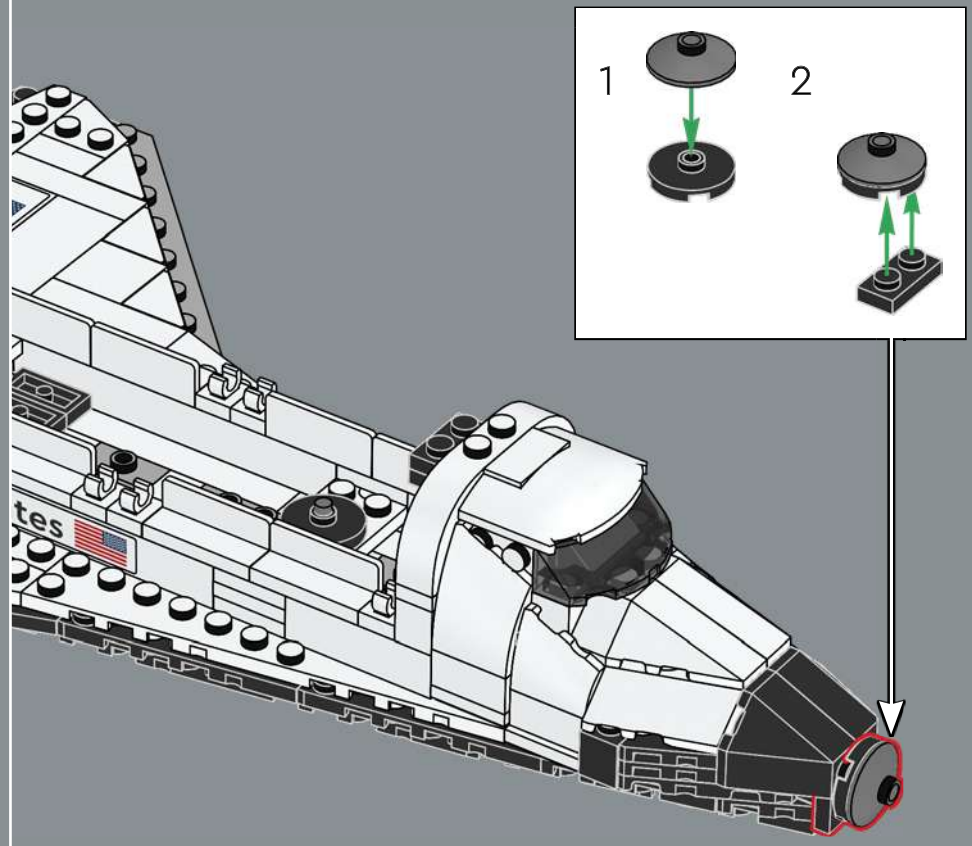


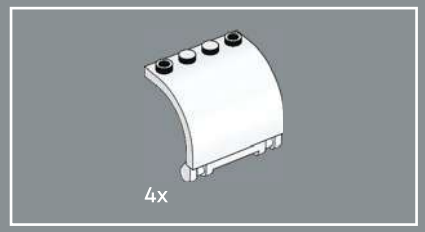
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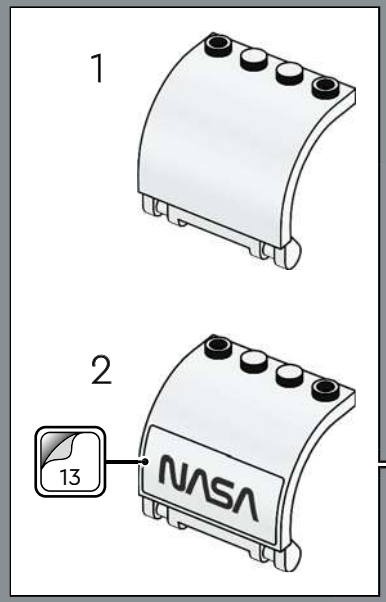


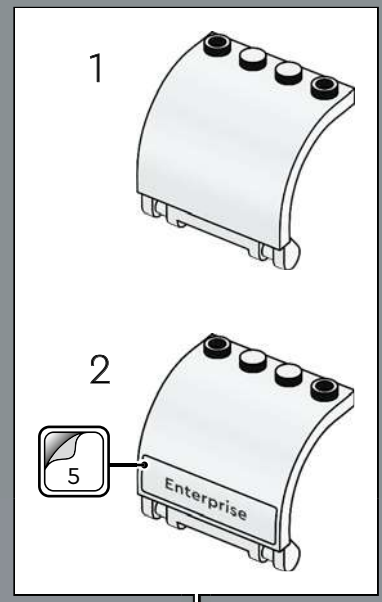
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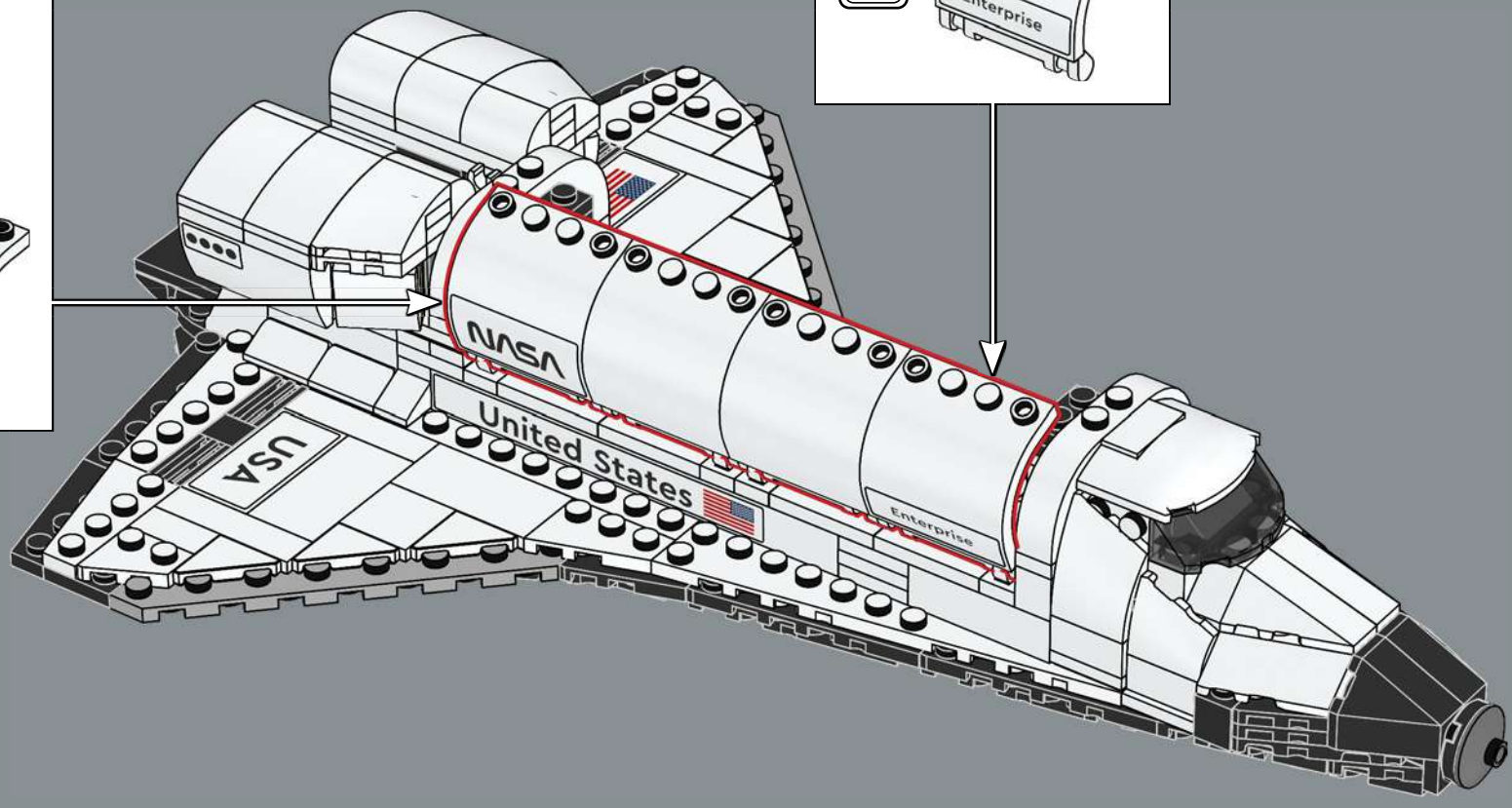


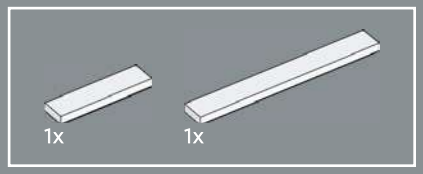

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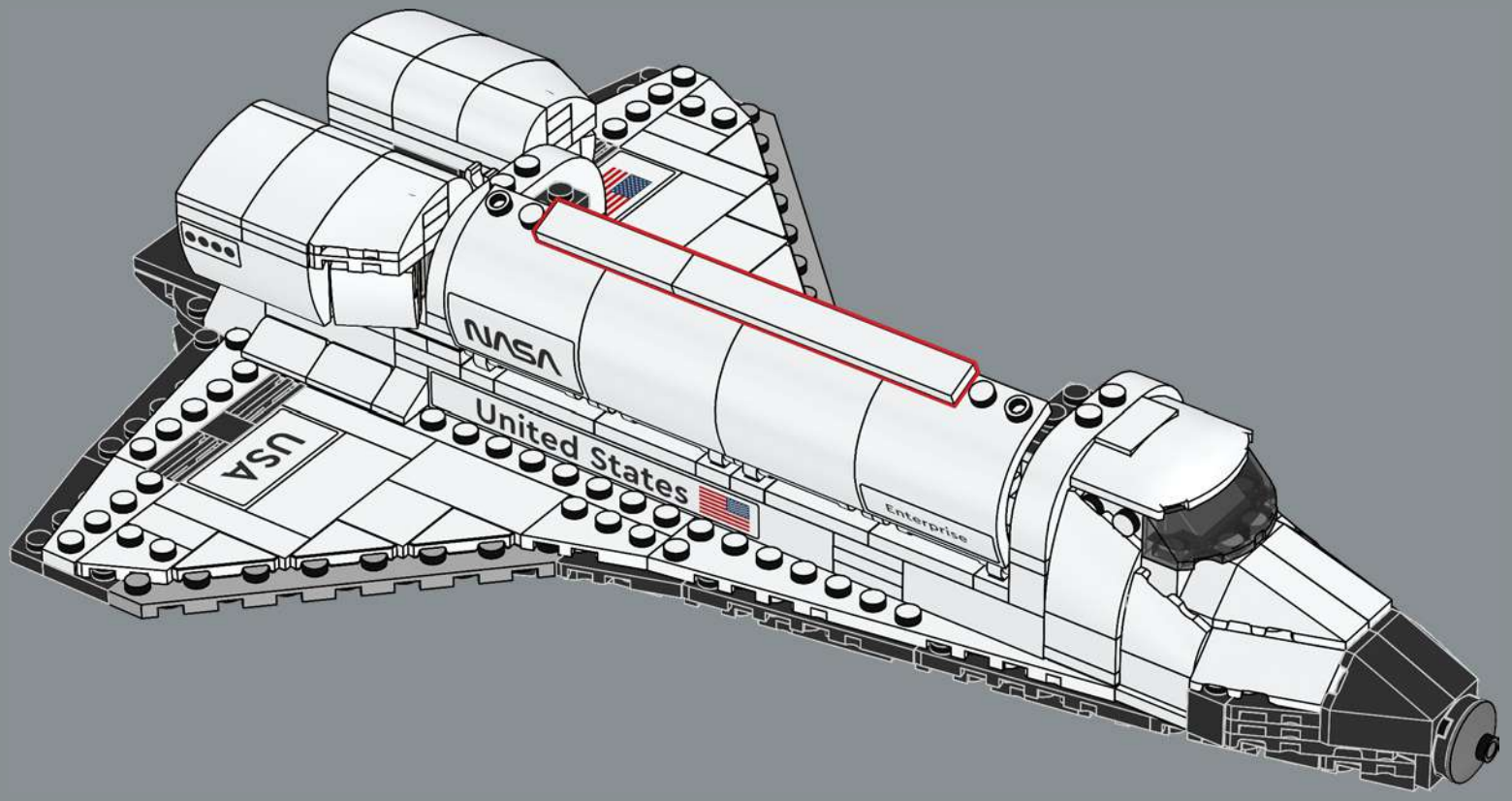

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13
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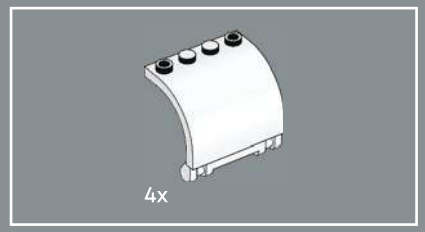

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Enterprise


NASA
United States
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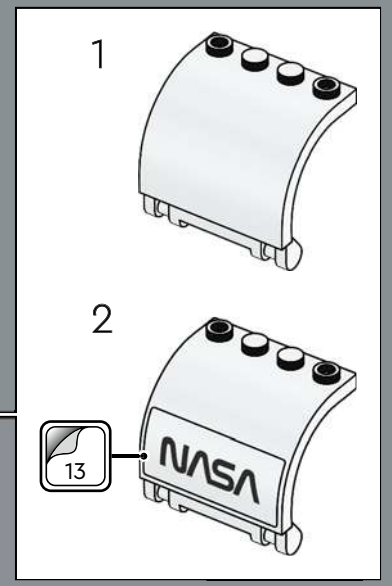
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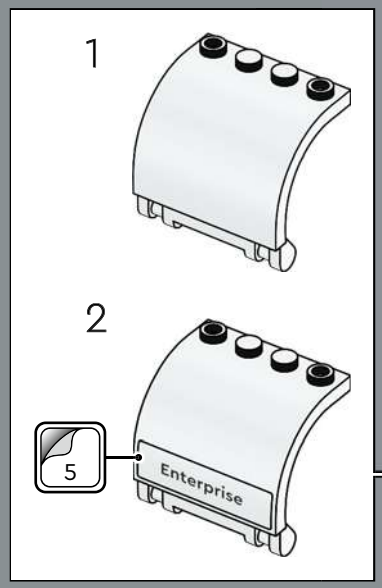


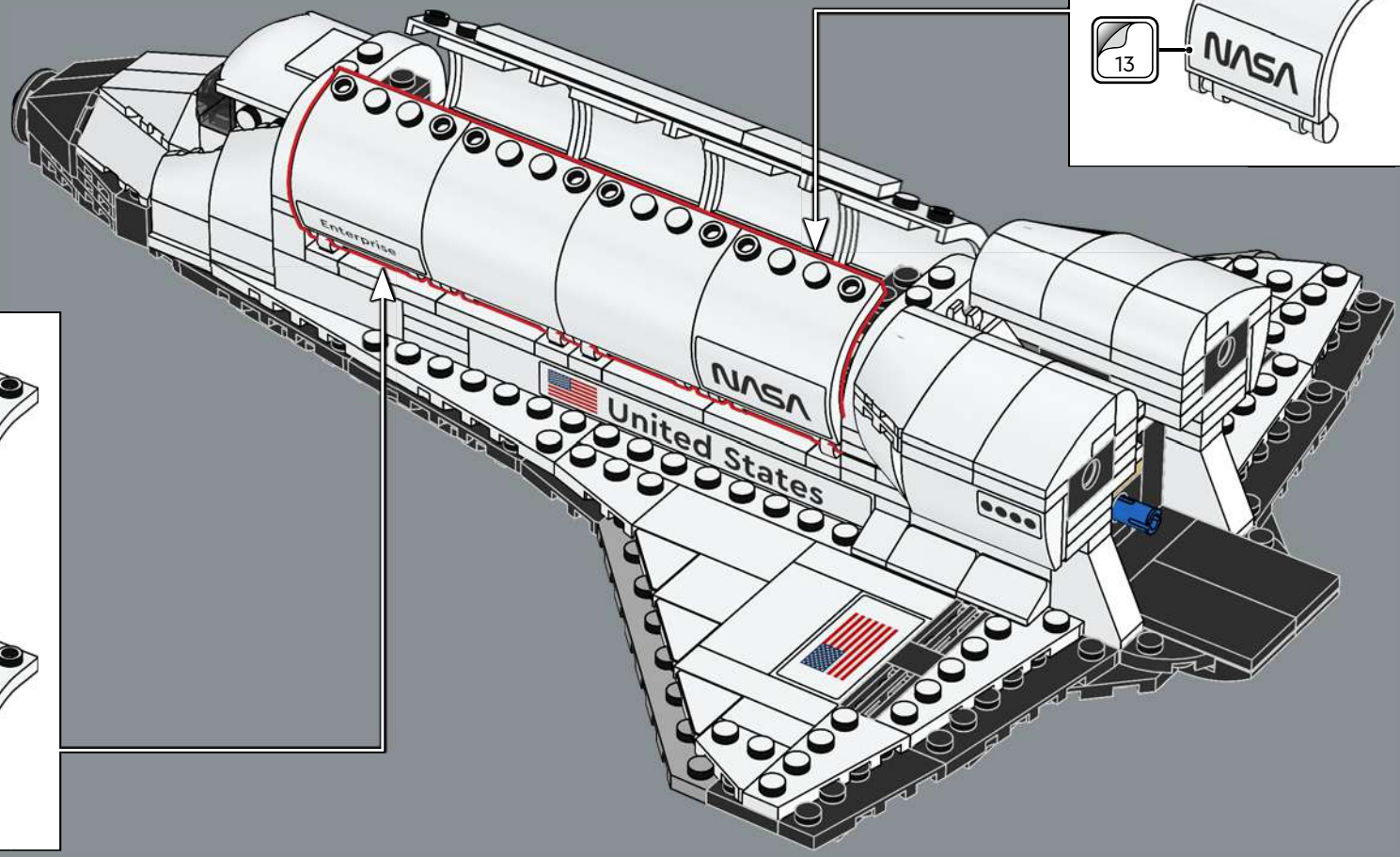


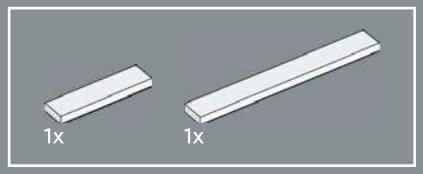
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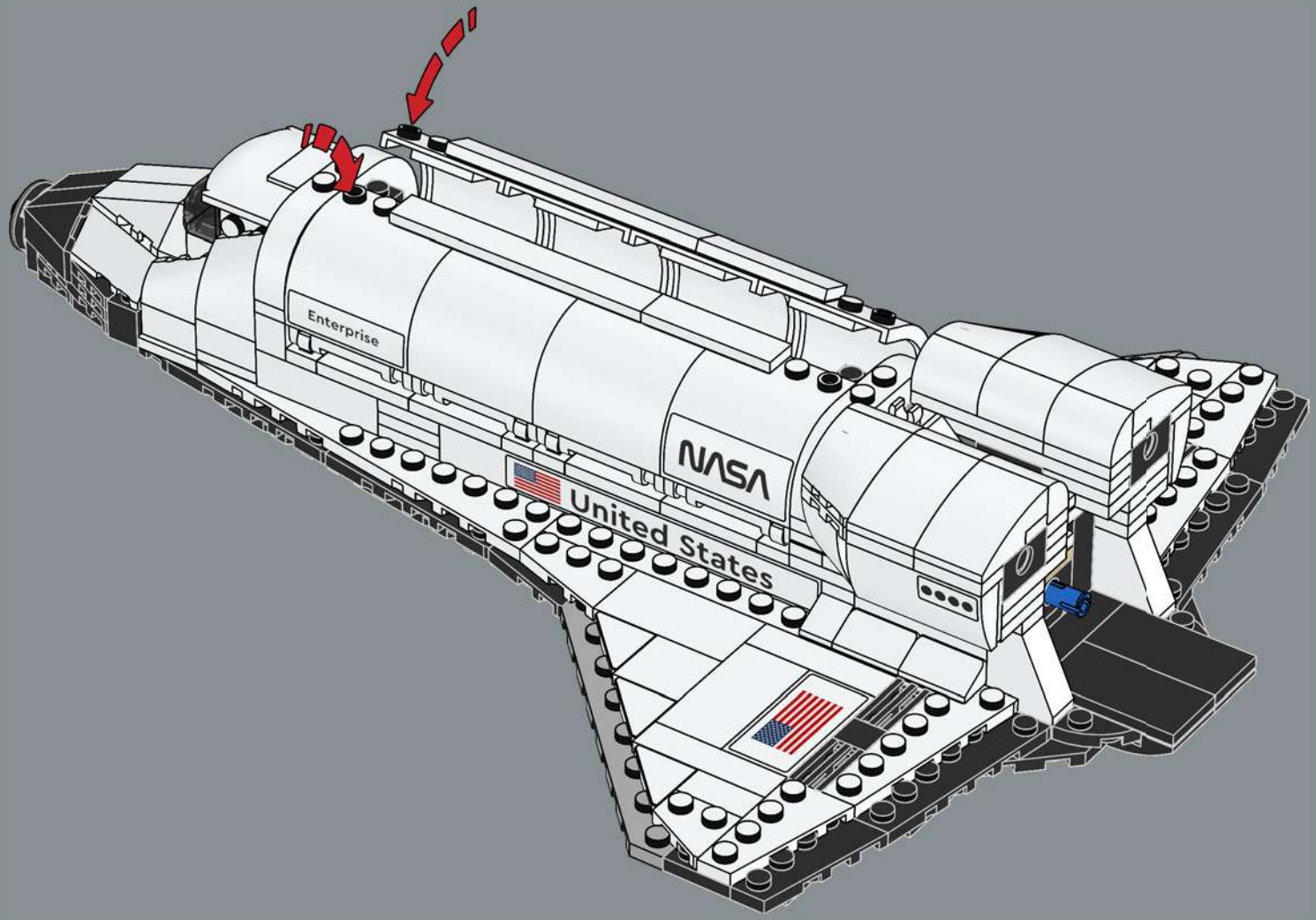
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The Enterprise was originally to be named the Constitution, but a letter writing campaign by sci-fi fans convinced the US government to rename it!

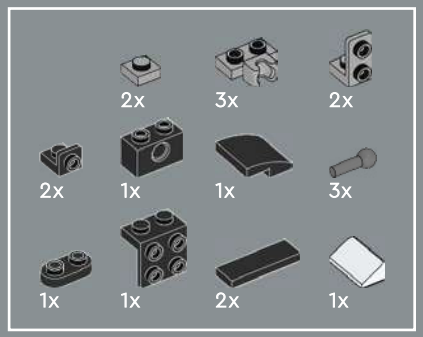
L'Enterprise devait à l'origine s'appeler Constitution, mais une campagne de lettres d'amateurs de science-fiction a convaincu le gouvernement américain de le renommer!

En un principio, el Enterprise iba a llamarse Constitution, pero una campaña de envío de cartas por parte de fans de la ciencia ficción convenció al gobierno estadounidense para que le cambiara el nombre.

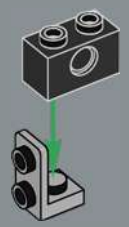
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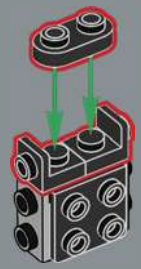


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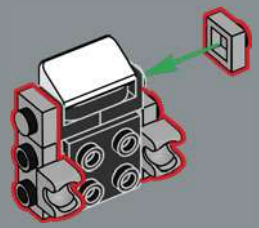
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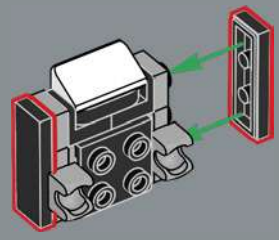
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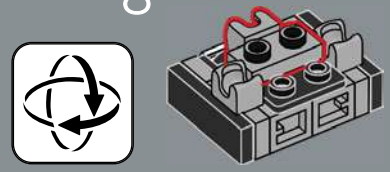

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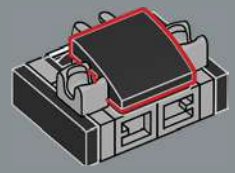

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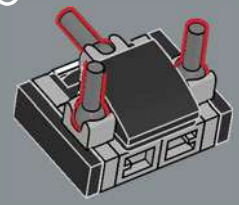
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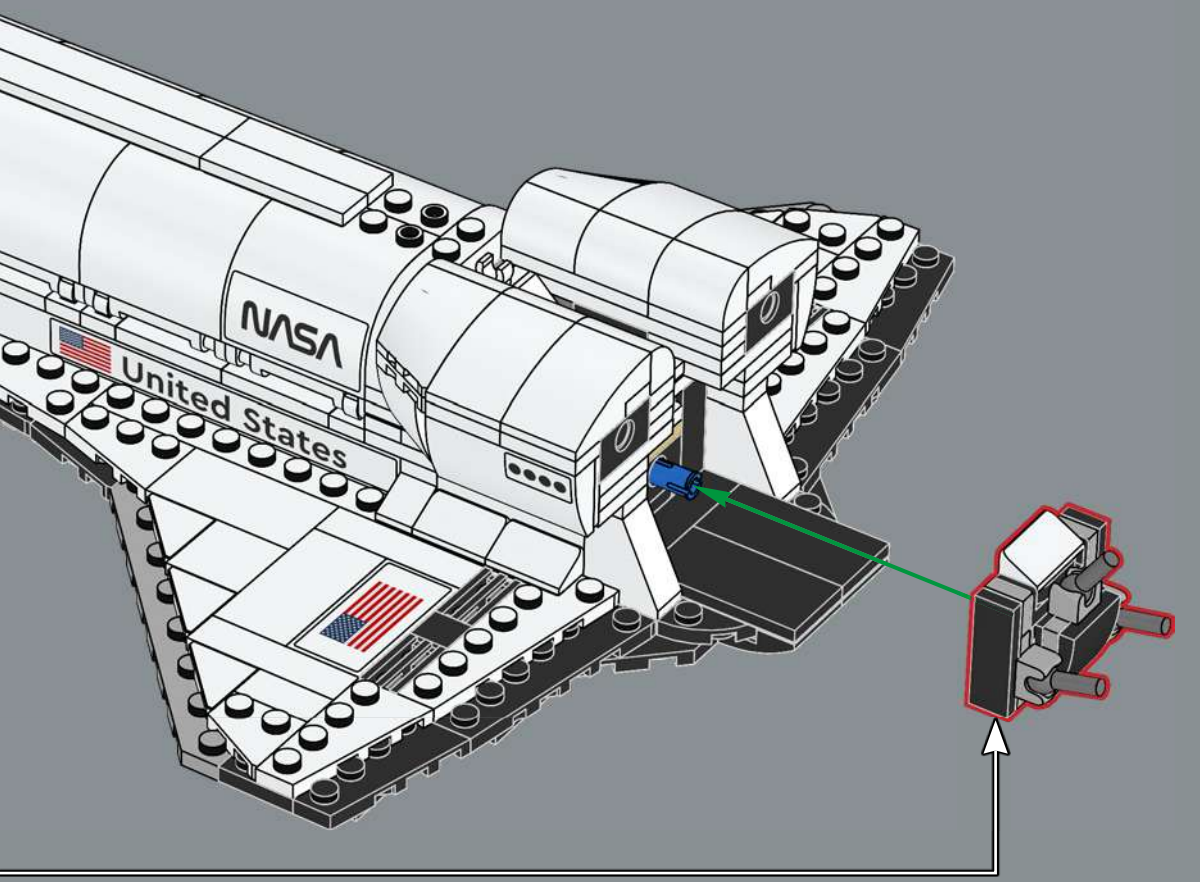

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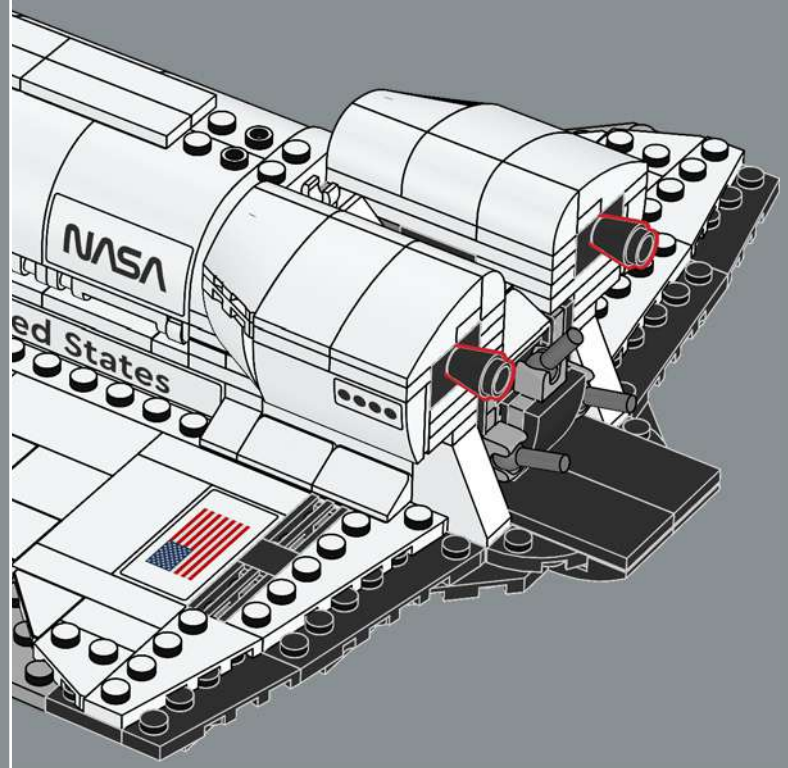
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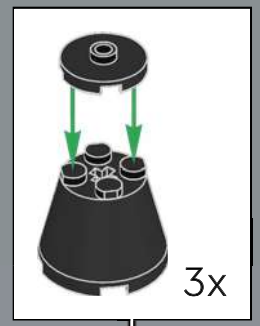


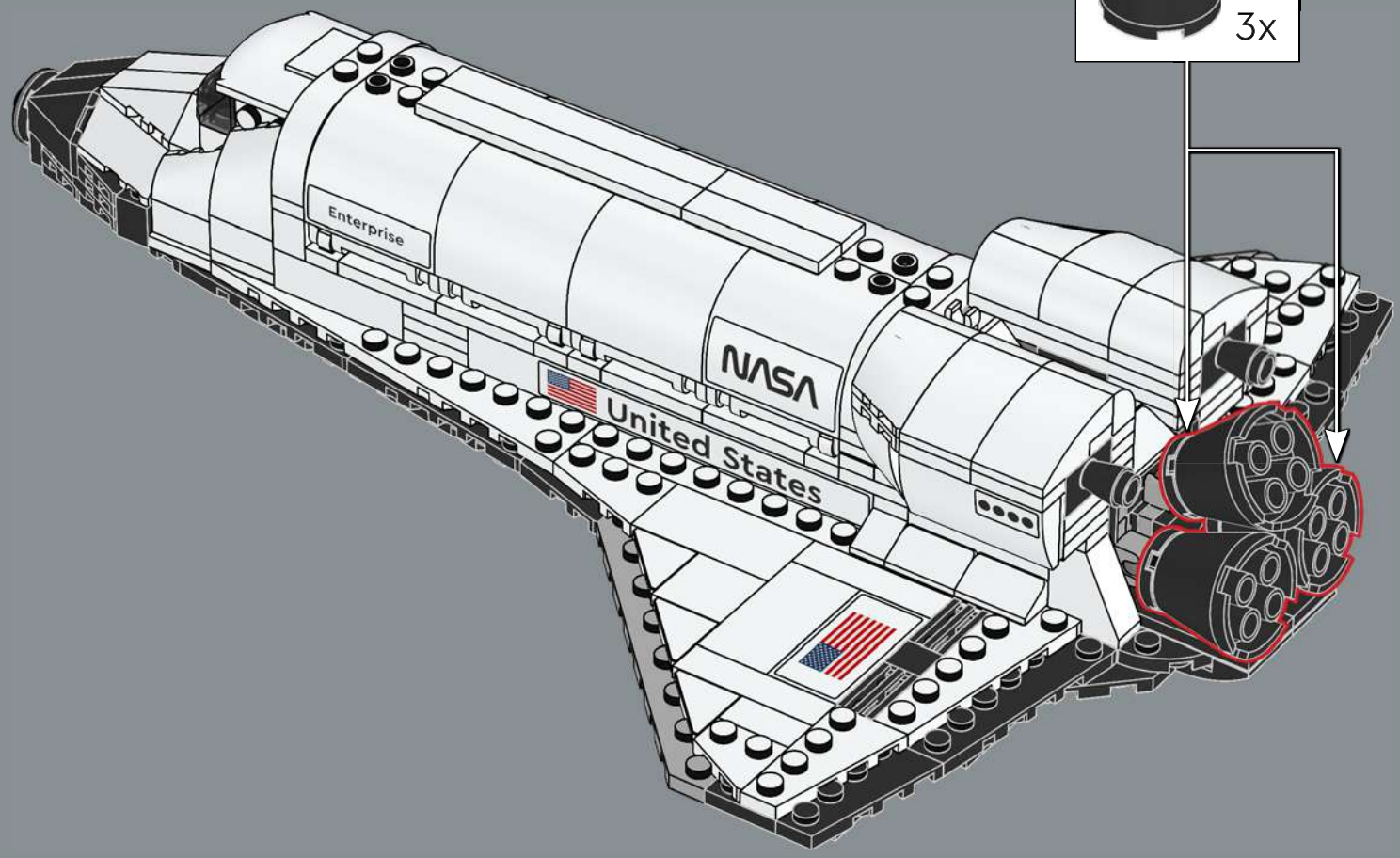
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107









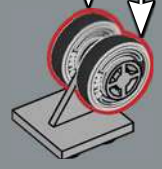
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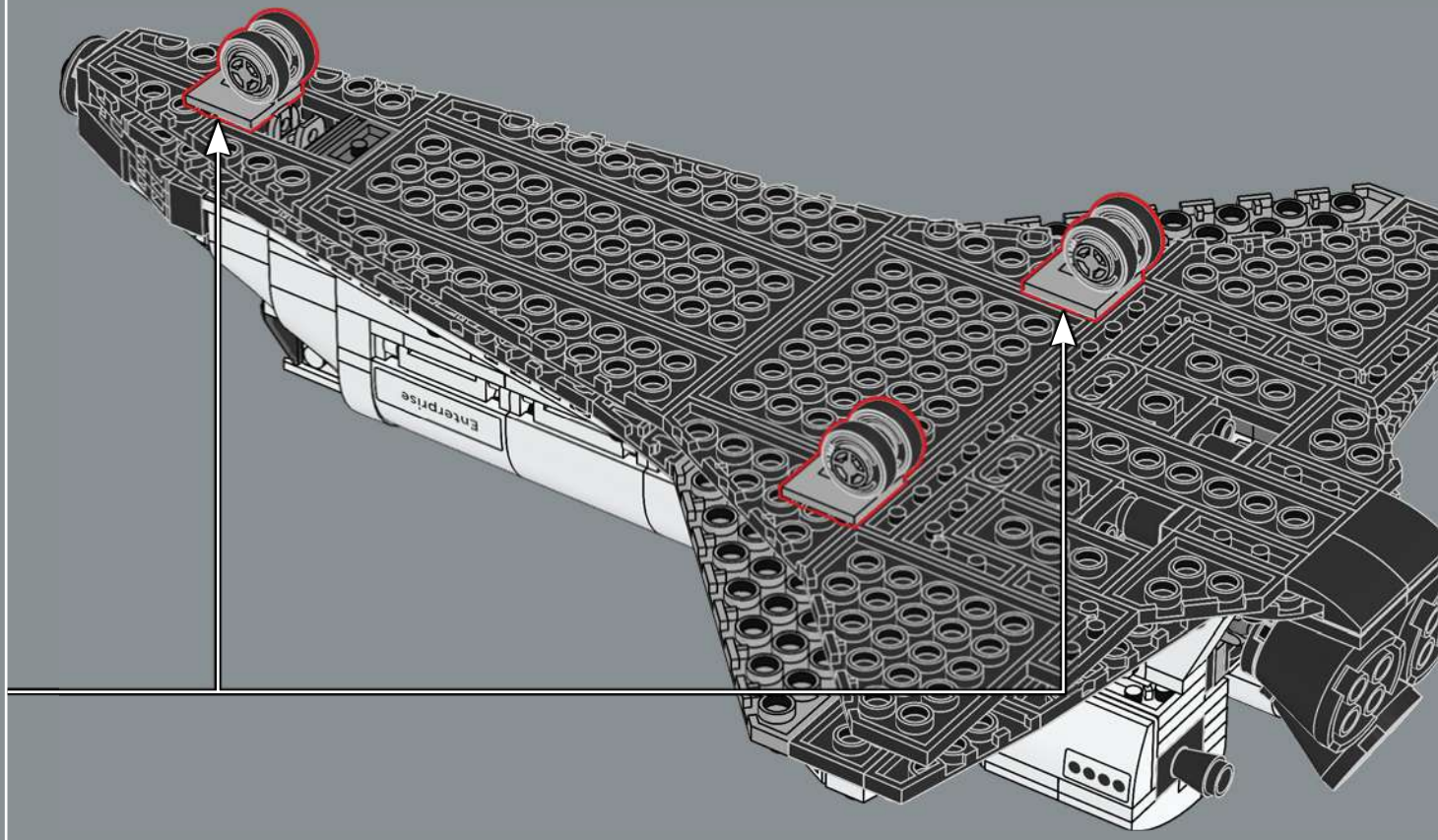


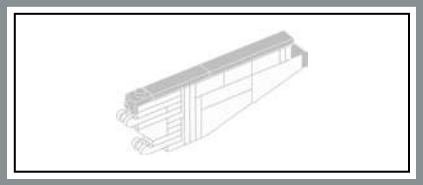
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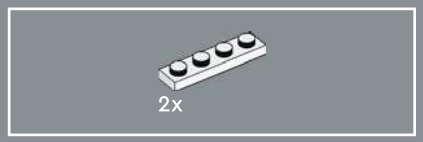


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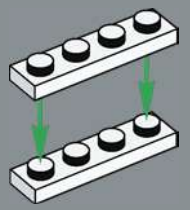


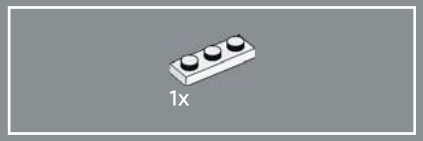




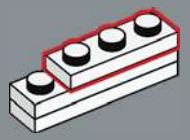


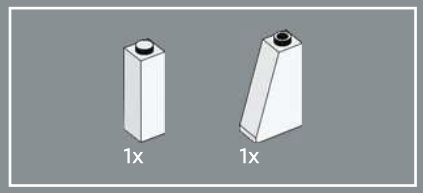
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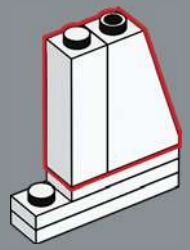


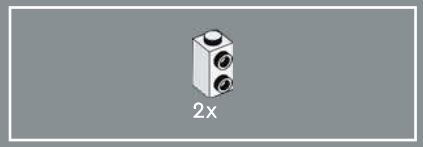
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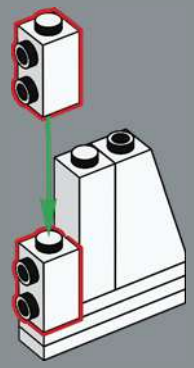


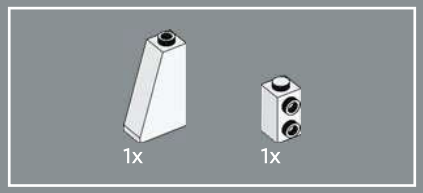
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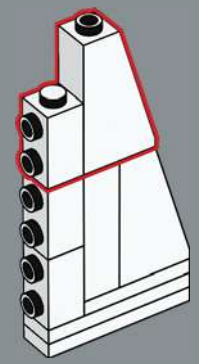


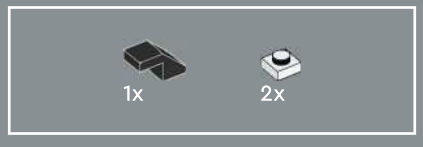
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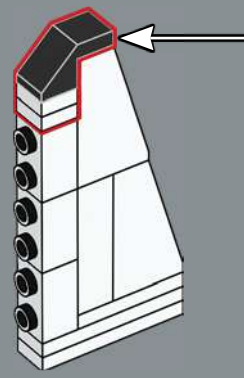


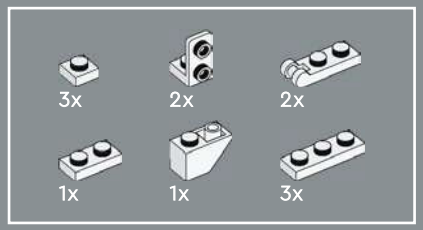
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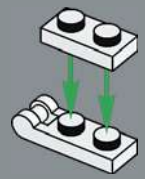
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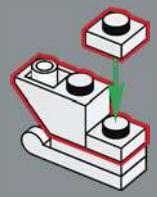


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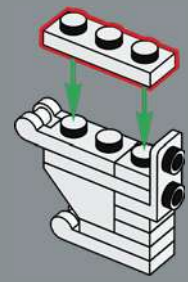
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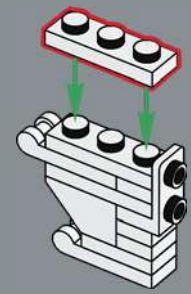
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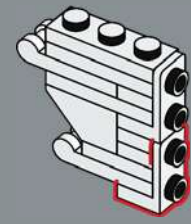
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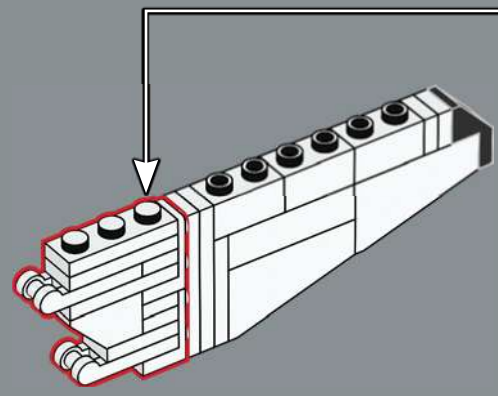
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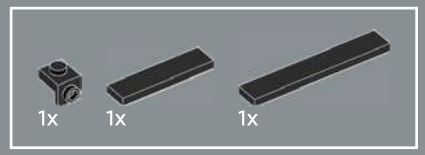


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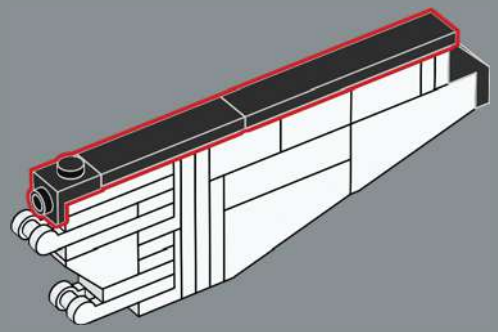




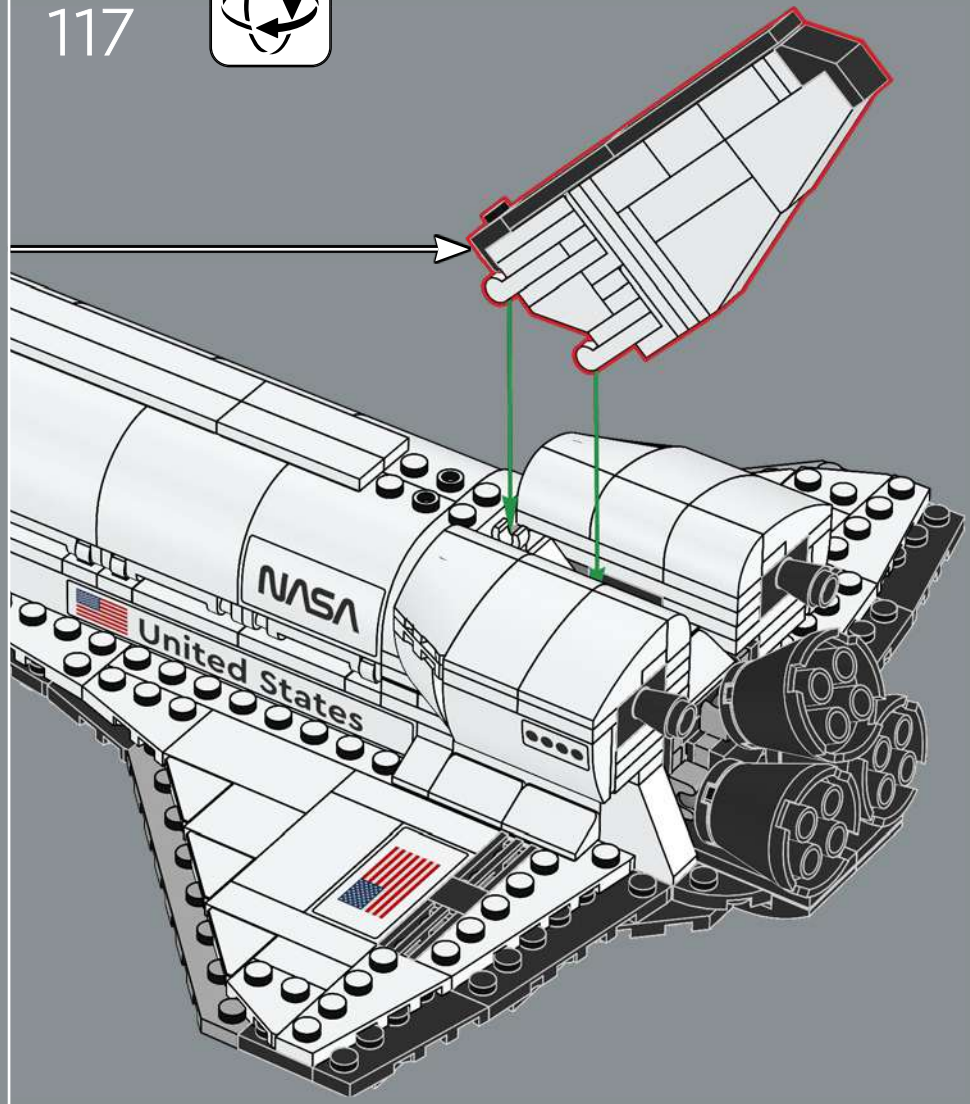


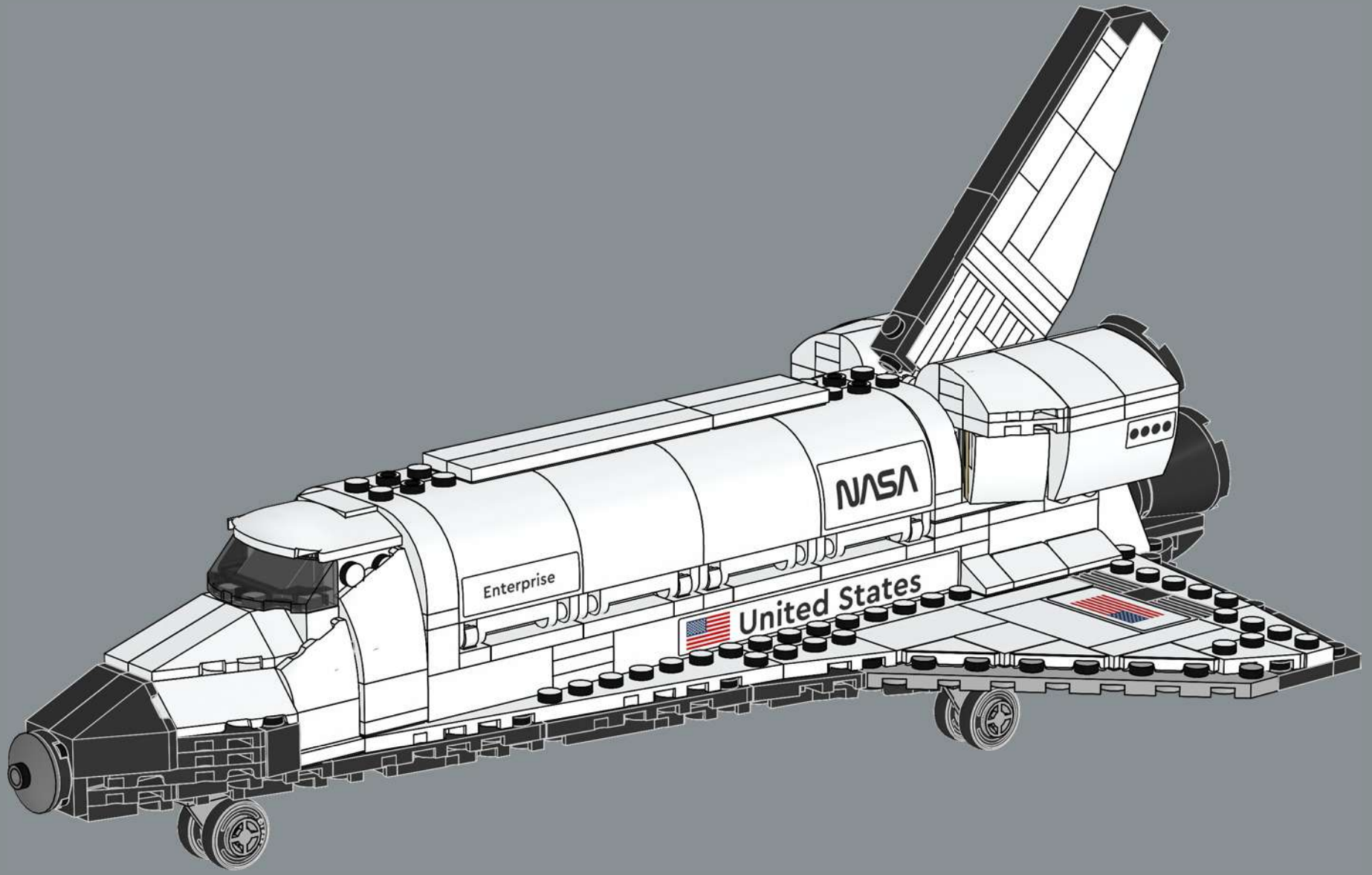


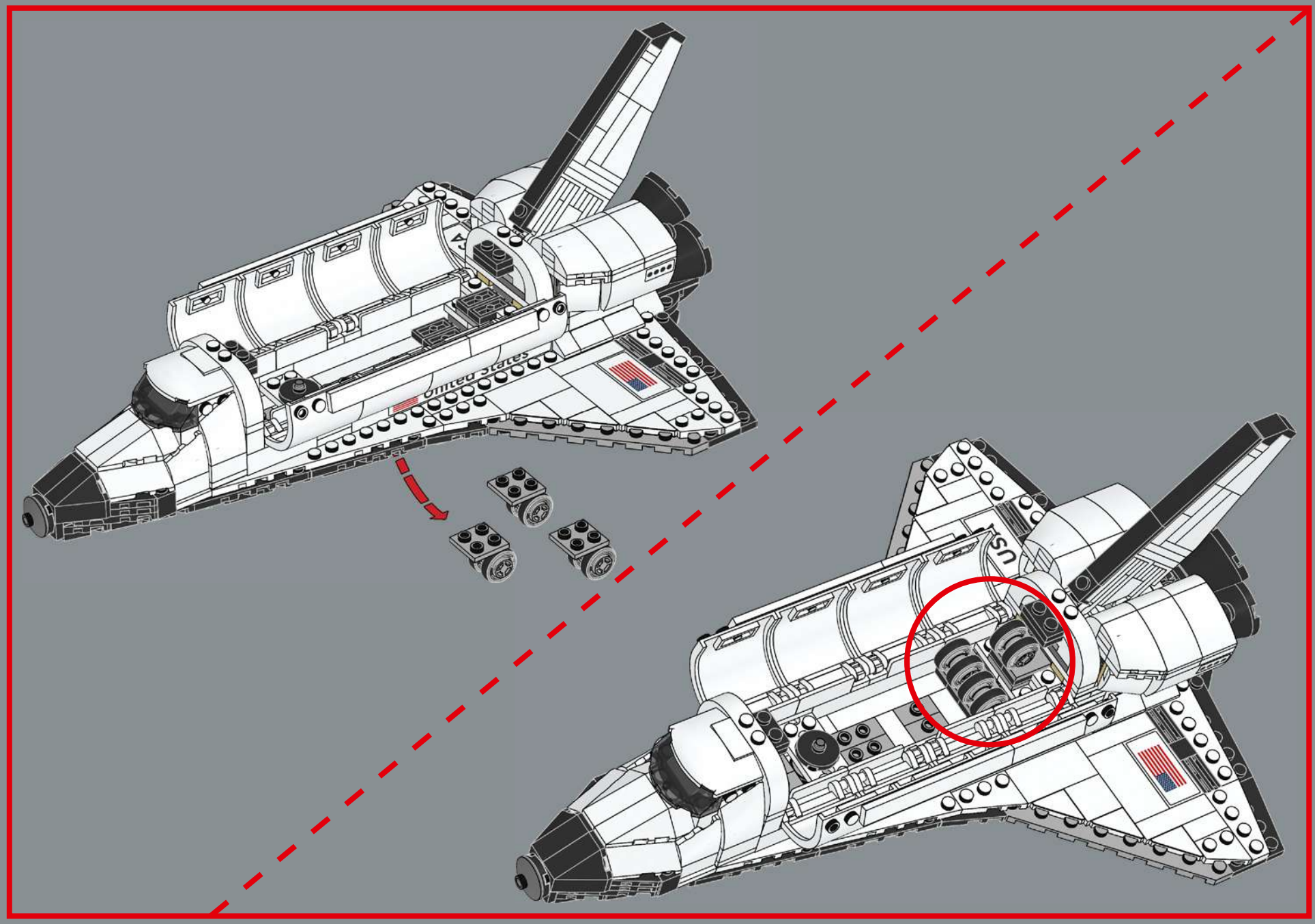
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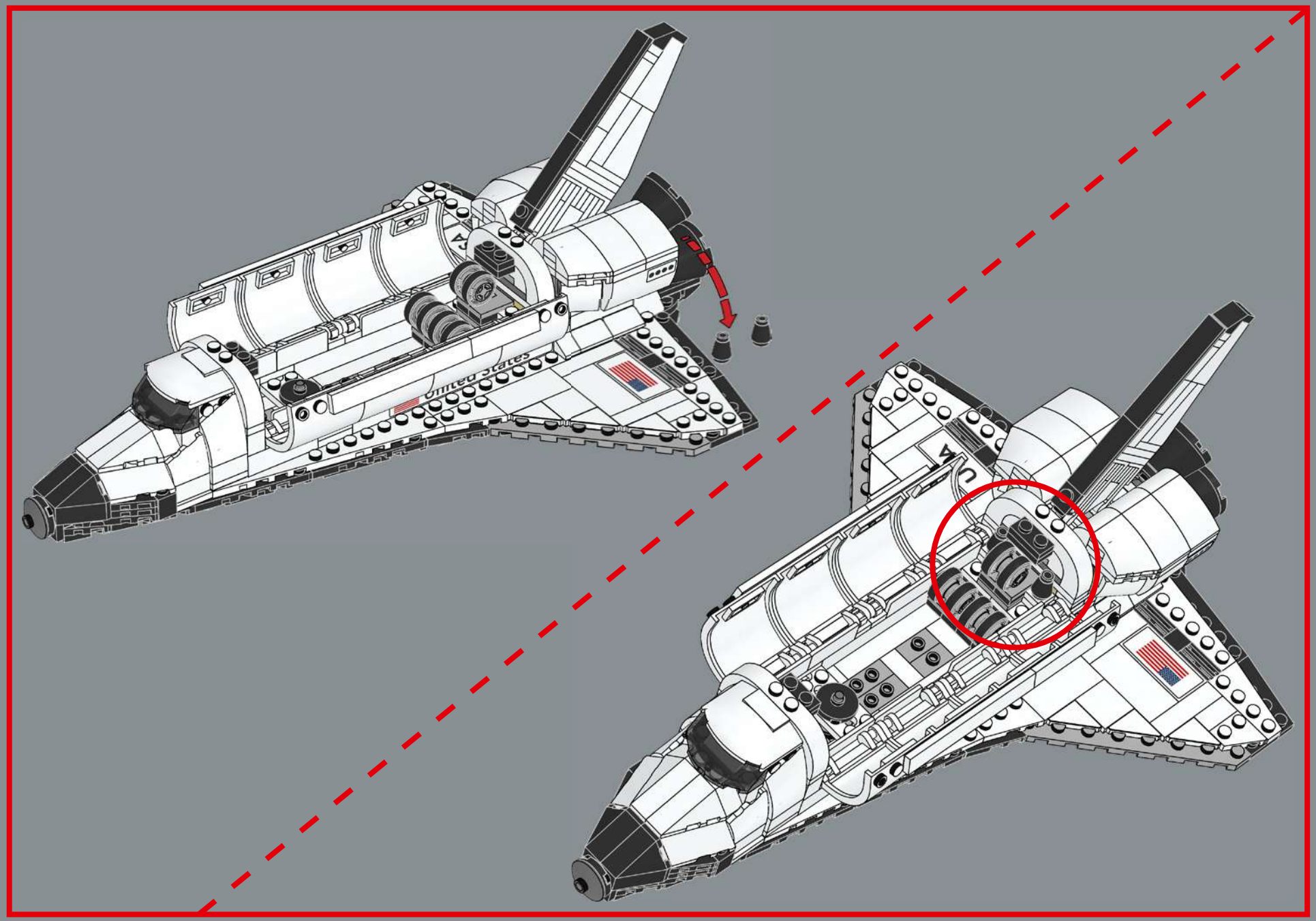


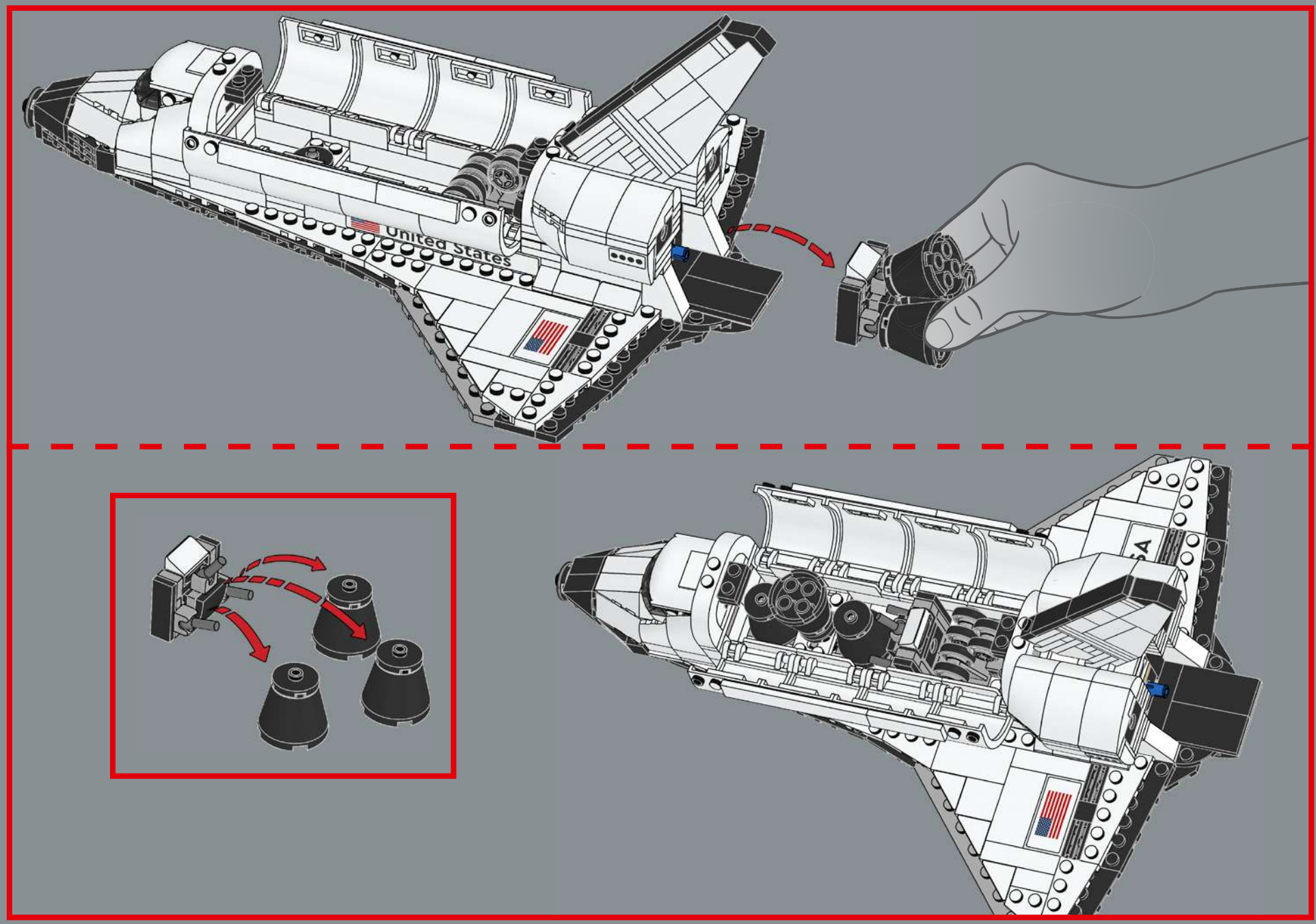
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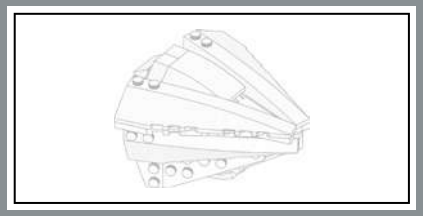


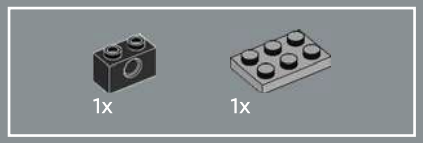

NASA
Enterprise
United States


United States
USA

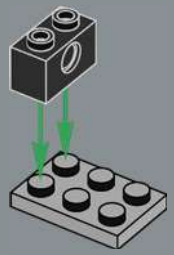

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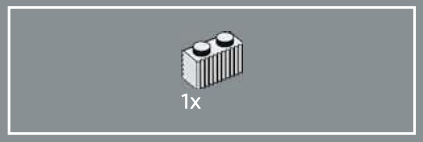

United States





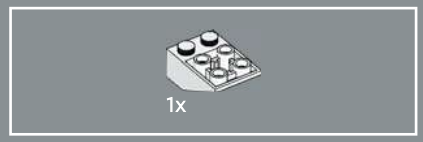
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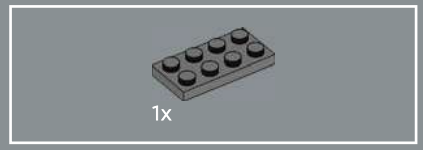
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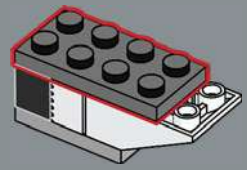


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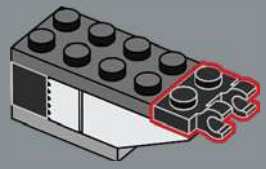


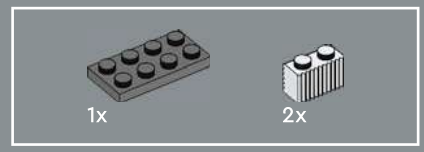
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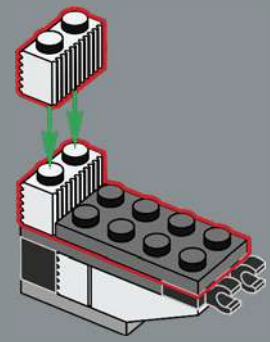


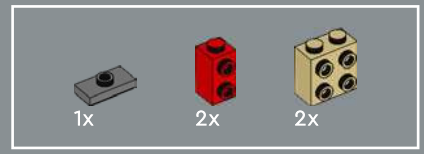
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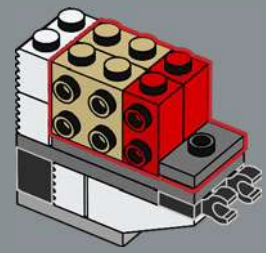


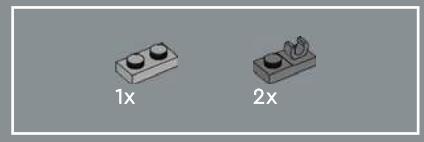
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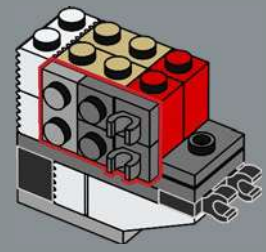


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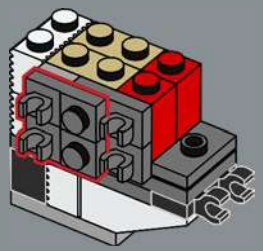


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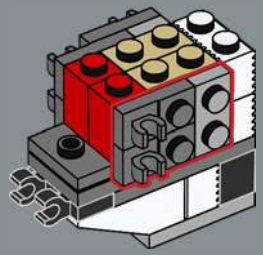






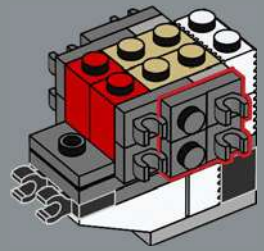
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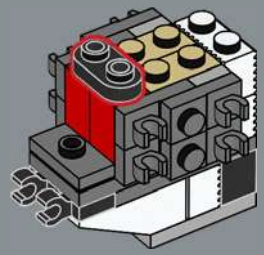


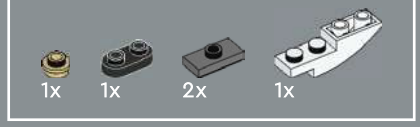
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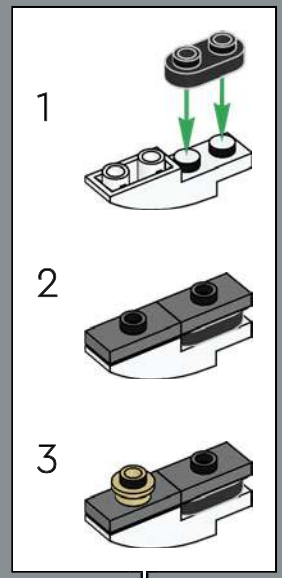


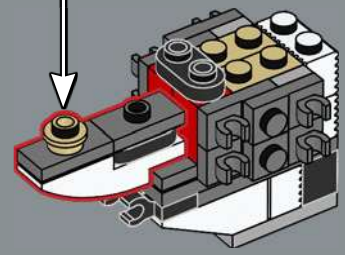
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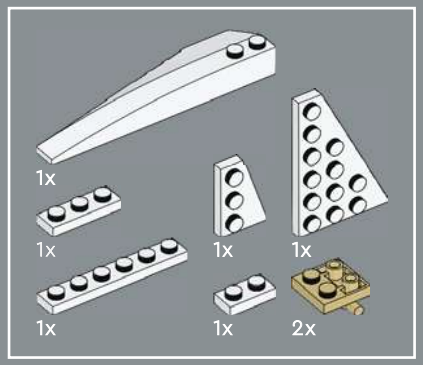




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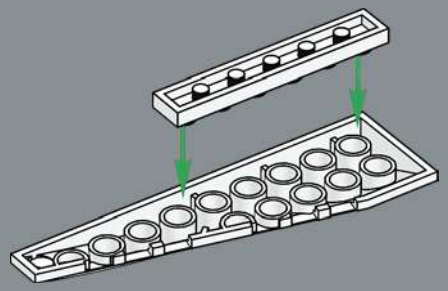




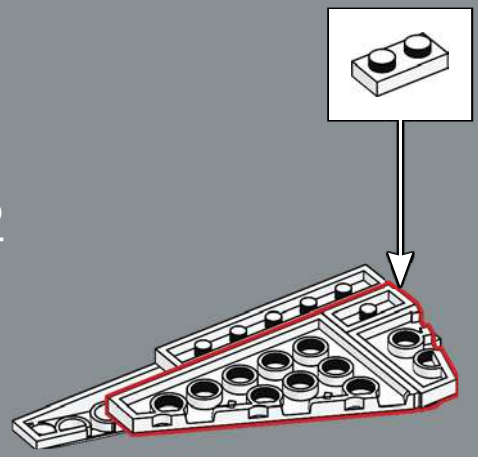


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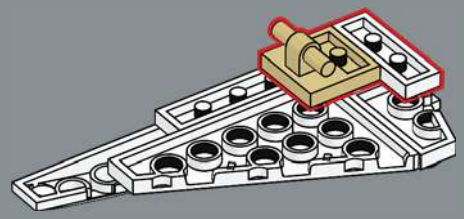
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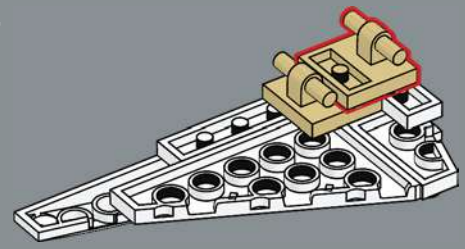
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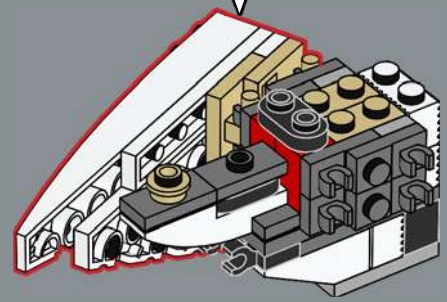


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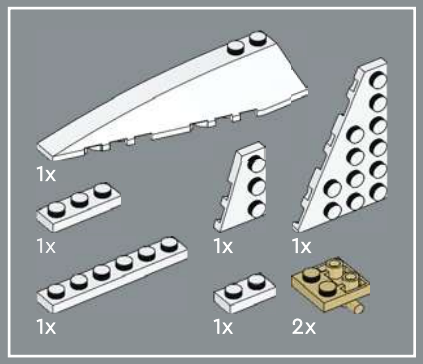




The tail cone, a covering for the real-life Space Shuttle's engines, was attached during transportation to improve the aerodynamics. The LEGO® version mimics the shape and is not hollow.

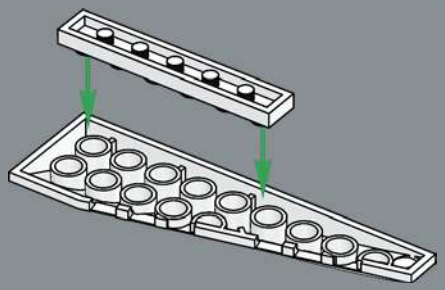
Le cône de queue, qui recouvre les moteurs de la vraie navette spatiale, a été fixé pendant le transport pour améliorer l'aérodynamisme. La version LEGO® imite la forme et n'est pas creuse.

El cono de cola, la cubierta de los motores del transbordador espacial real, se colocaba para mejorar el desempeño aerodinámico durante el transporte. La versión LEGO® imita su silueta y no está hueca.

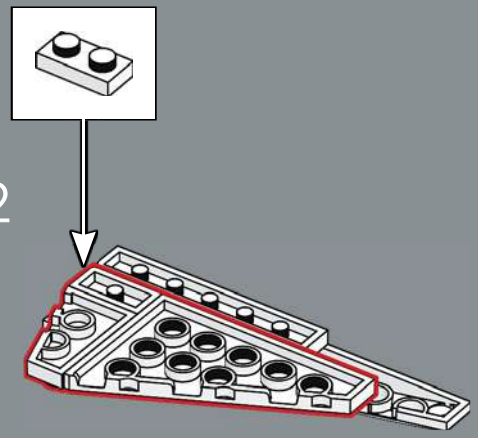


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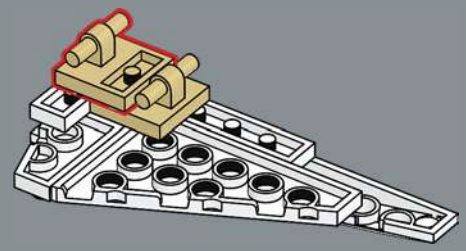
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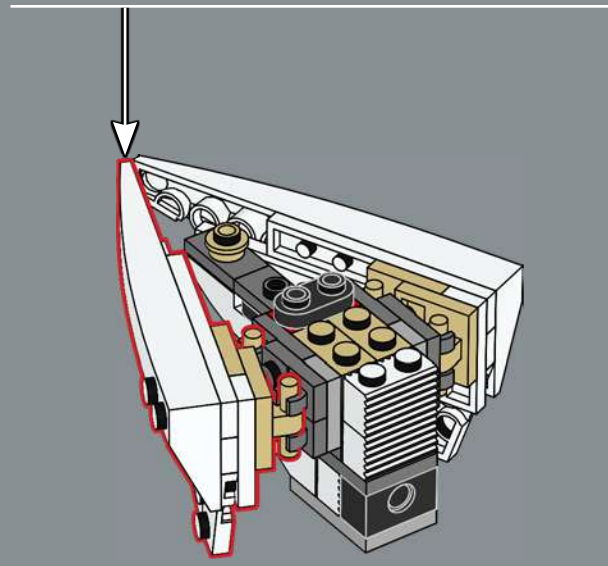


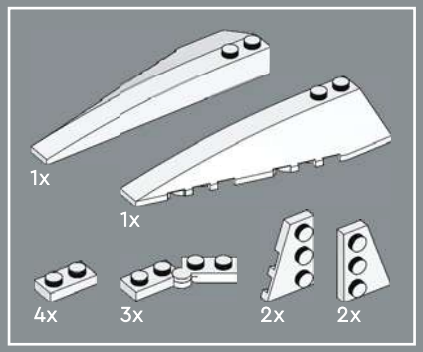
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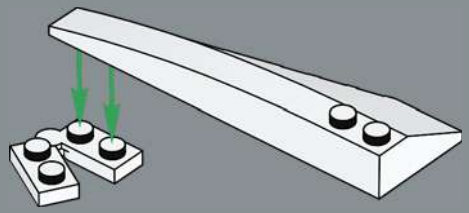




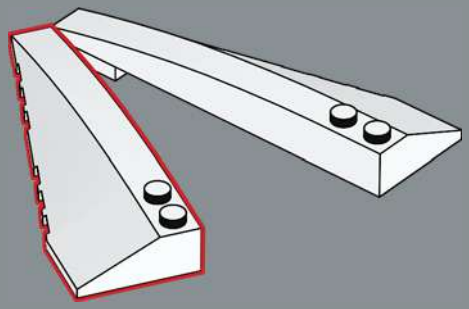


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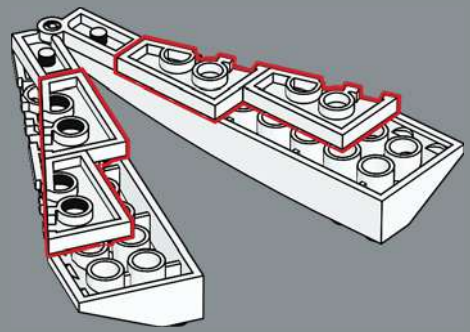
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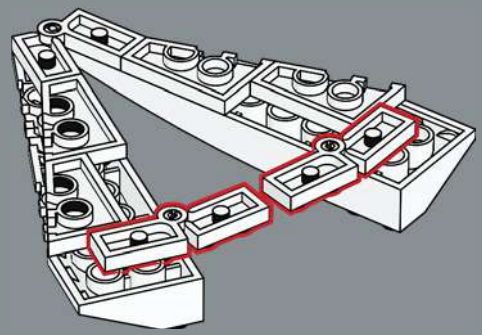
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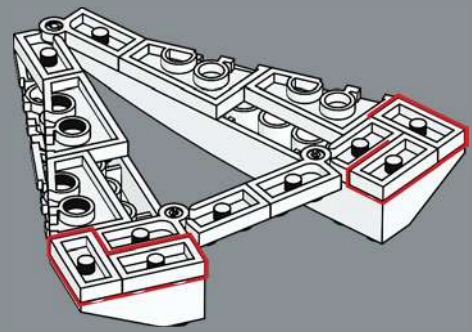
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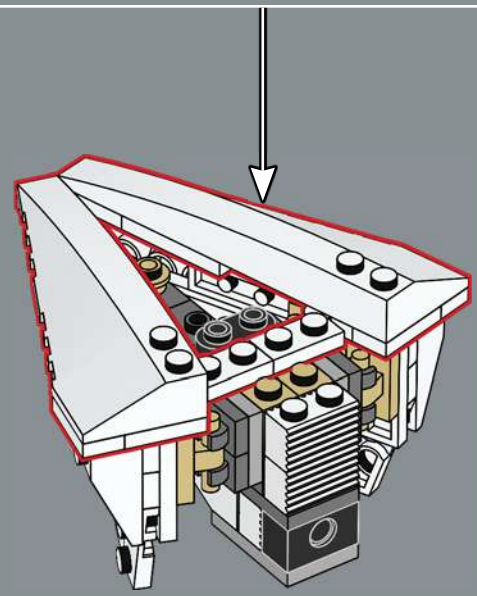


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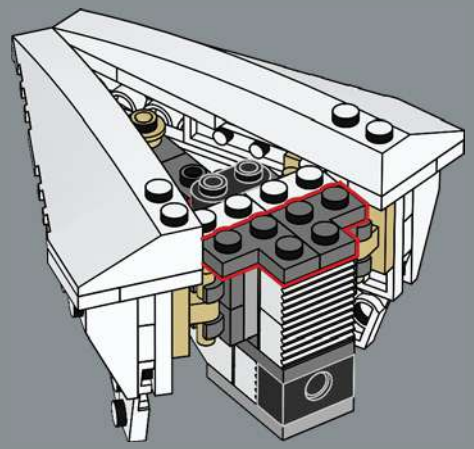
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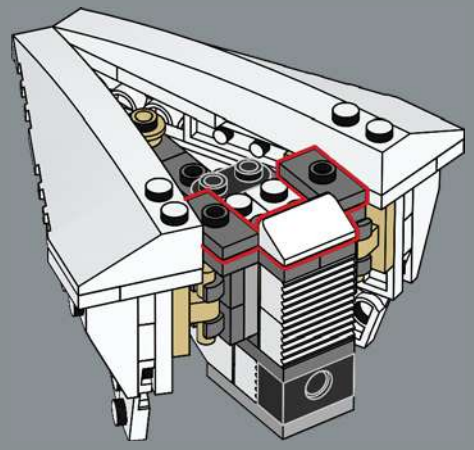


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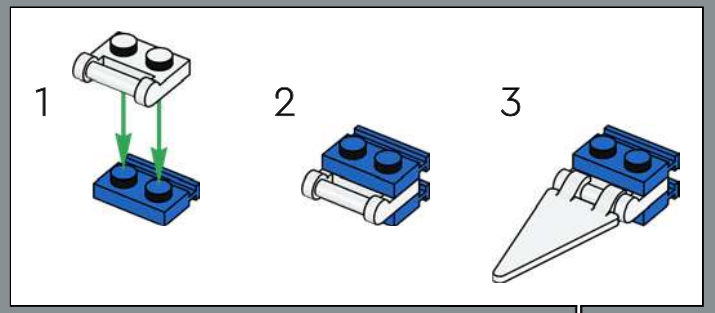


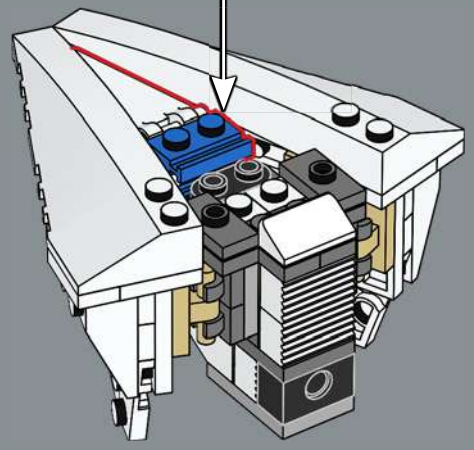


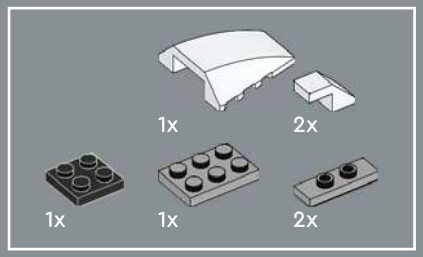




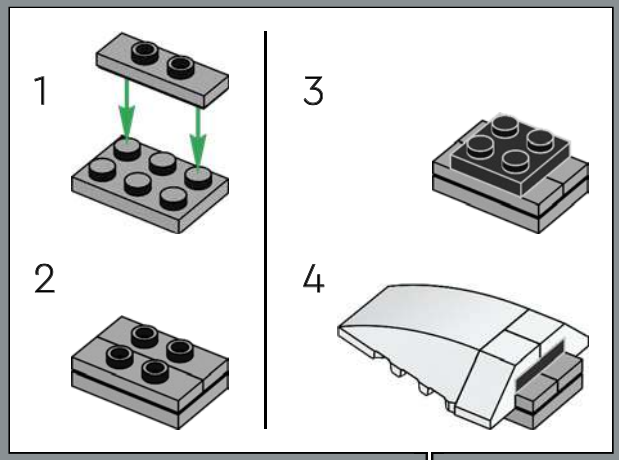
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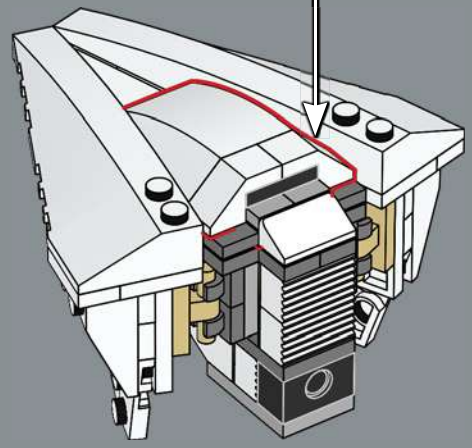


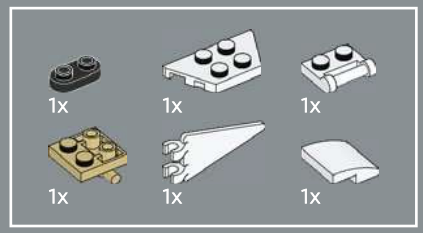




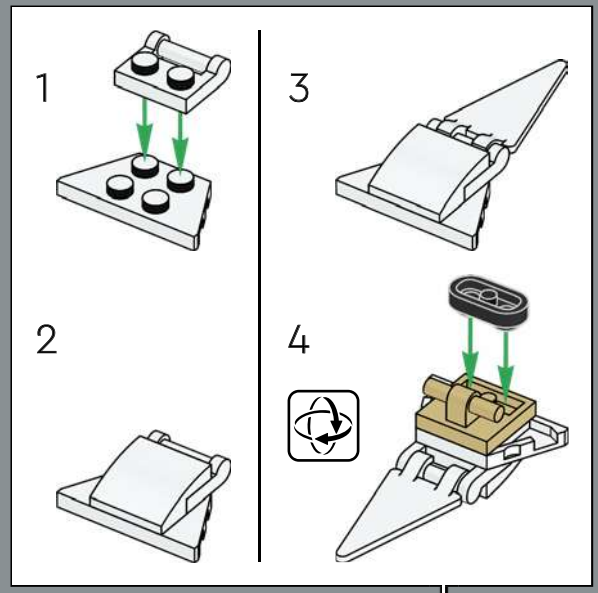
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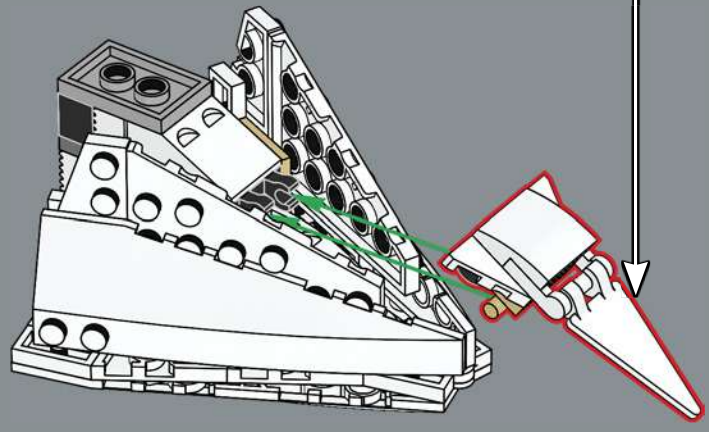






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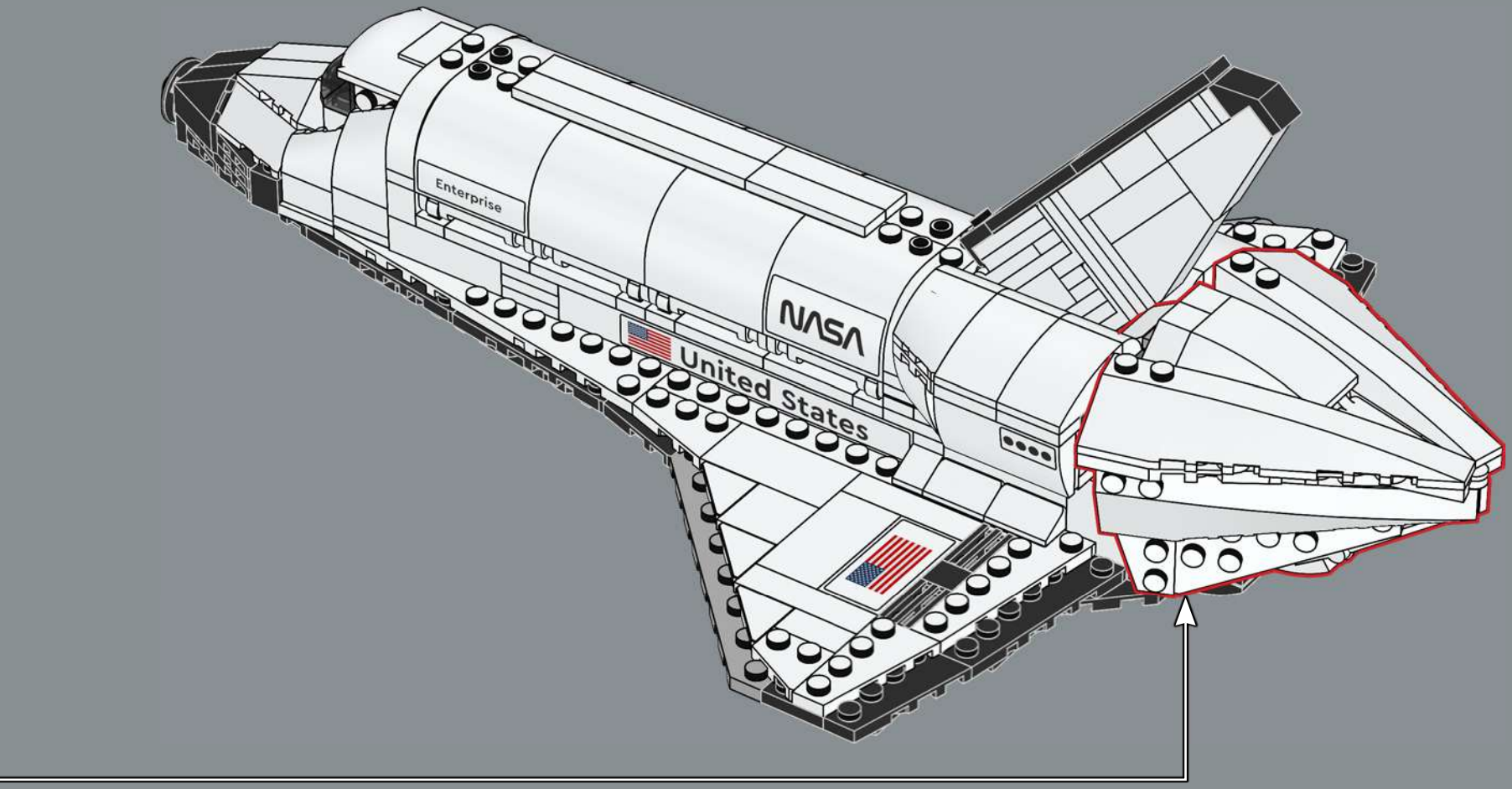


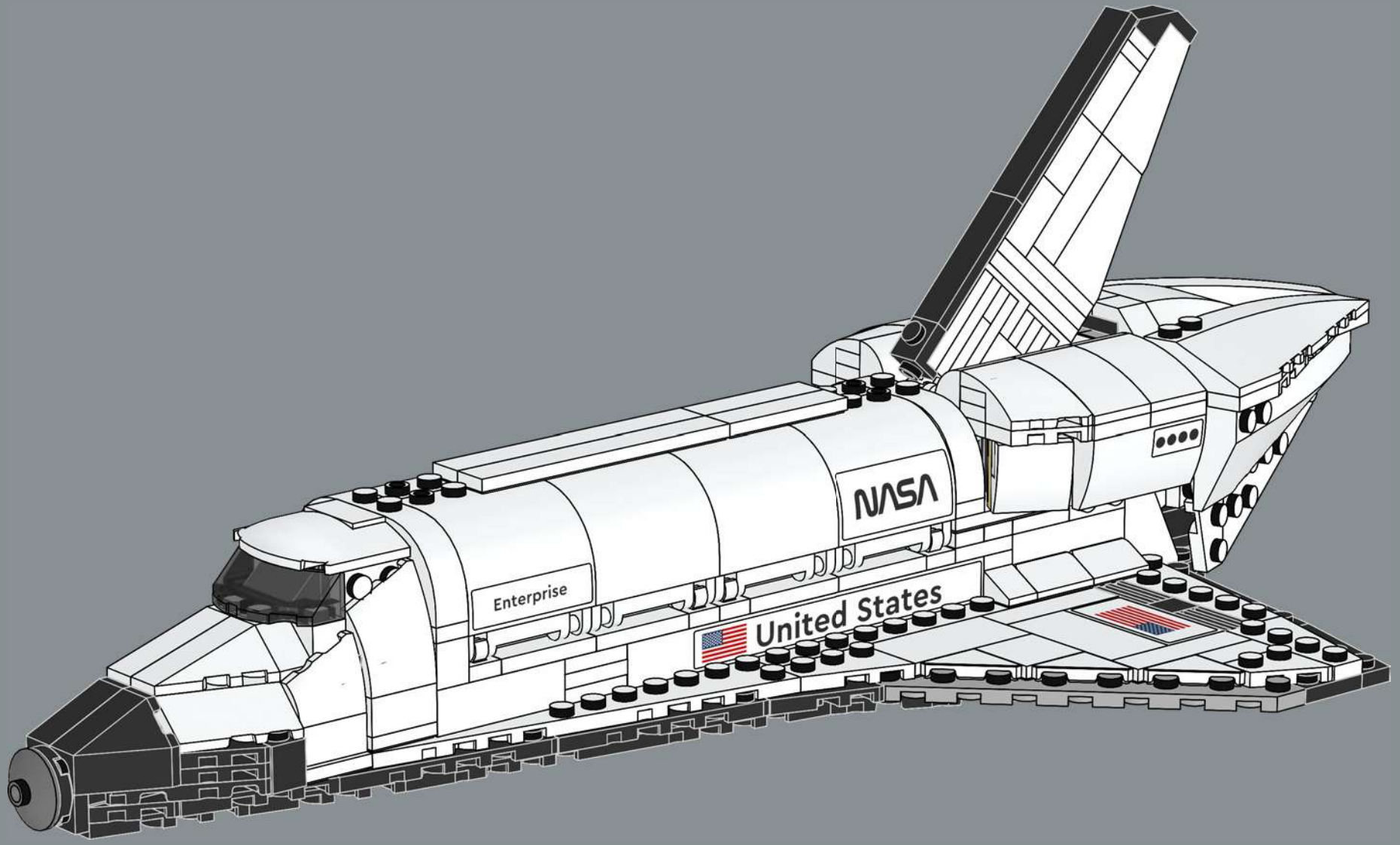
The Enterprise completed five crewed free flights as tests. The first three were flown with the tail cone, the final two had mockup engines installed instead.

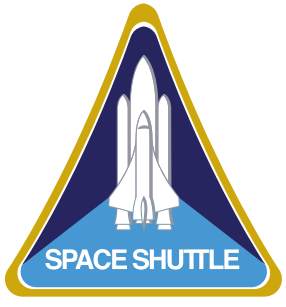
L'Enterprise a effectué cinq vols libres avec équipage à titre d'essai. Les trois premiers ont été effectués avec le cône de queue, les deux derniers avec des moteurs factices.

El Enterprise realizó cinco vuelos libres de prueba tripulados. Los tres primeros se realizaron con el cono de cola, mientras que en los dos últimos se instalaron motores simulados.

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NASA
Enterprise
United States



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