

First world truck rates are near \$.40 ton per mile. The ConcordLift™ 78 TEU version, at that rate, can earn over \$275,000 in 8 hours.

First world train rates are around \$.10 ton per mile. The ConcordLift™ 78 TEU version, at that rate, can earn over \$70,000 in 8 hours.

2010 index cost (2TEU) across the Atlantic including port charges, fuel and all surcharges: East bound was \$1810, and West bound \$2520. The total time is over a week.

The ConcordLift™ 78 TEU version, at those rates, can earn \$70,590 to \$98,280 per trip and make 5+ trips a week.

The goal is the lowest cost per ton per mile. The most efficient design is to carry the load along the wingspan. An obvious idea would be to carry intermodal shipping containers from wingtip to wing-tip. Low wing loading allows for low flight speed, low power, low fuel per pound per mile, low altitude, non pressurized, low construction cost.

Technical Paper - Aircraft Design 12th AIAA Aviation Technology, Integration and Operations (ATIO) Conference September 2012, Indianapolis, Indiana



ConcordLift™ is a configuration. It is a tandem wing aircraft (without fuselage) that provides stability and extra lift for a cargo airfoil pod.

It can be the basis for many different aircraft designs for many different uses.

The total lift of the ConcordLift™ is not determined by the deep cord cargo wing portion alone. Wings work together in harmony - "Concord" to accomplish what otherwise cannot be done.

Download your own copy of information from www.concordlift.com and USPTO



3D Modeling & Renderings
by Gamla Model Makers

Graphic Design & Printing by APrintZone LLC.

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Stephen Funck
ConcordLift™



Very Heavy Lift at Very Low Cost

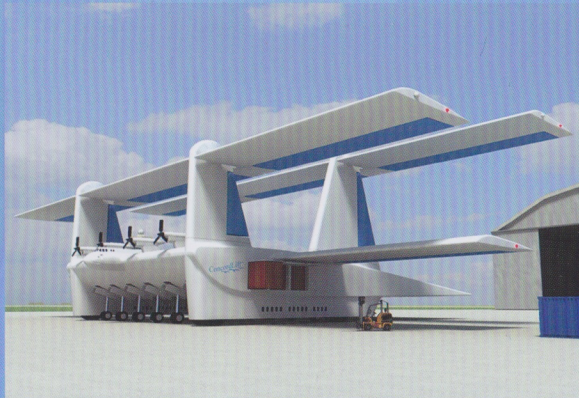
"A Thought Experiment"

www.concordlift.com

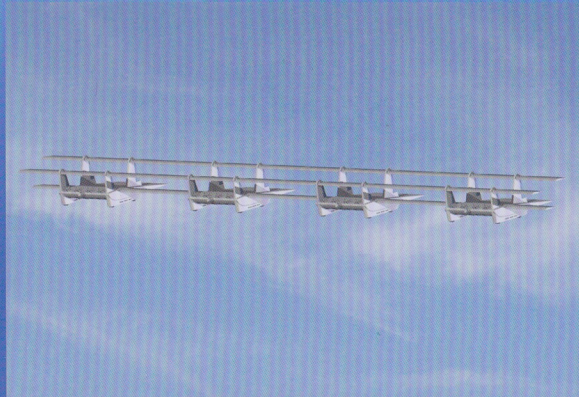
Cargo is carried world wide in standard shipping containers.

There are hundreds of millions of people in central Asia and Africa who are far from low cost freight.

20 TEU in 4 channels of 5 each, 35,000 sq. ft. of wing, at 20 lb. per sq. ft. GWT 708,000 lb.



Windows and doors are shown for scale, however cargo ships used to carry a few passengers.

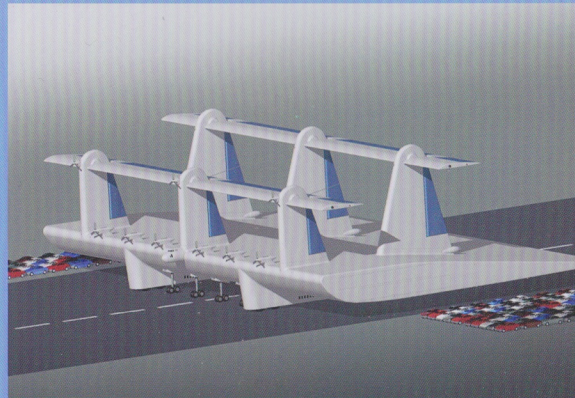


The Aspect Ratio of one ConcordLift™ is poor, causing high drag, low efficiency. The great wingtips can be joined in flight for excellent performance.

Containers are counted in Twenty-foot Equivalent Units (TEU) 20 ft. x 8 ft. X 8.5 ft.

ConcordLift™ can fly in ground effect and fly into continental interiors.

320 automobiles in 20 channels or 78 TEU in 6 channels, 62,100 sq. ft. of wing GWT 1,242,000 lb.



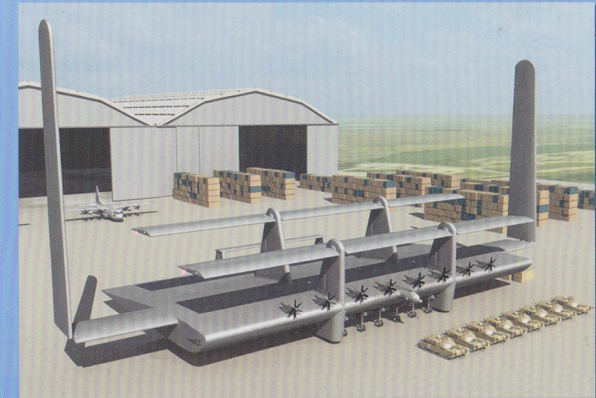
A Ro-Ro ship can require one month's new car production to fill.



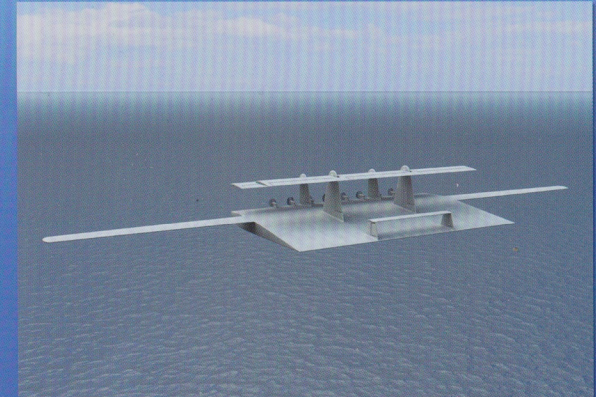
5 ConcordLift™ can deliver 3900 TEU in the same time as a 4000 TEU container ship.

There are over 26 million TEU, with over 5 million in transit by ship, train and truck. It would take about 1000 ConcordLift™ to move 1% of that quantity.

Some high value cargo such as military or emergency response grade cargo will pay a premium for faster, direct service by ConcordLift™.



Total span of 700 ft. 69,300 sq. ft. of wing and a GWT of 1,396,000 lb. Folding wing extensions. 52 TEU or 8 M1 tanks.



One runway, one 78 TEU ConcordLift™ every 5 minutes, 936 TEU per hour, 22,264 TEU per day. The entire port of New York in 2010 handled 14,694 a day.