Concorde supersonic transport prototype climbs out at 3,500 fpm. after takeoff on first flight last week at Toulouse.

First Concorde Supersonic Transport Flies

Anglo-French Concorde supersonic transport prototype 001 lands at Toulouse-Blagnac Airport (above) after its 28-min. first flight Mar. 2. Smoke from scrubbing tires billowed upward and to the rear of the aircraft, outlining the vortices produced by delta wing. The aircraft lifted off the runway after a 4,900-ft. takeoff roll (below). Nose remained in drooped position during the entire flight. Gross weight at takeoff was 250,000 lb. and the landing weight was 217,800 lb., well below the production aircraft's 376,000-lb. takeoff and 240,000-lb. landing weights. Four Rolls-Royce Bristol/Snecma Olympus 593 turbojet engines each developed 28,000 lb. thrust with 12½% afterburner on the first flight. They will be replaced by higher thrust versions later in test program. Production engines are to develop 35,080 lb. thrust.
Sud Aviation/British Aircraft Corp. 001 Concorde prototype is on final stages of approach at Toulouse-Blagnac following 25-min. maiden flight. Gloster Meteor chase aircraft is at left. Elliott/Sina automatic throttle system was used for approach and landing.

Concorde prototype climbs out on 330 deg. heading after takeoff. Climb angle was held at 20 deg., which gave the aircraft a 3,500 fpm. rate of climb. The aircraft's 26-min. flight followed a wide left-hand traffic pattern from the airport.
Concorde prototype nears touchdown (top) in 10-deg. nose-high attitude. Smoke billows from scrubbing of the eight tires on the aircraft's double bogie main landing gear just after touchdown (center) as nose wheel is lowered to runway.

Concorde slows rapidly during landing rollout, trailing its large drag chute. Smoke and dust rise from landing gear with braking.