

EADS AIRBUS SA FLIGHT CREW REPORT

CONCORDE S/N 9 - F-BVFC

TEST nb: HST J01

P.1

DATE : 9/7/2003

CREW:

CPT: P. GRANGE (Air France) F/O: J.F. MICHEL (Air France)
FE: B. COLLETTE (Air France) FTE: D. RONCERAY (Airbus)

TEST PURPOSE:

REFERENCE TAXI AND ACCELERATION STOP

LOADING PLAN: ZFW: 80510 kg Fuel: 94000 kg
Ramp weight: 174510 kg Ramp Cg: 54.5%

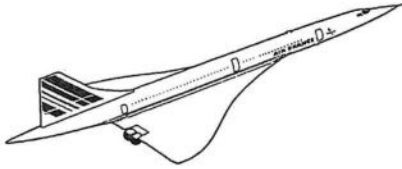
"BLOCK TIME": 0h45

FUEL USED: 4570 kg

Airfield: Toulouse
Runway: 32L
QNH/Temp: 1019hPa / 26°
Wind: 280/6 kts
Visibility: >10km

CAPTAIN:

FLIGHT TEST ENGINEER:



EADS AIRBUS SA

FLIGHT CREW REPORT

CONCORDE S/N 9 - F-BVFC

TEST nb: HST J01 P.2

Configuration:

- Wheels 1 to 8 equipped with GoodYear tyres.
- Antiskid box not modified
- Bogie spacer in place (nominal configuration).

Technical events:

- Erroneous indication of a residual pressure of 100 Psi on the left side

Tests performed:

- 1/ Taxi as expected, no stop required by ATC.
- 2/ Acceleration stop 137kts with full thrust + reheat

Results and comments:

Seal moved by the Justice representative to the emergency landing gear extension lever to allow the test.

1/ Taxi :

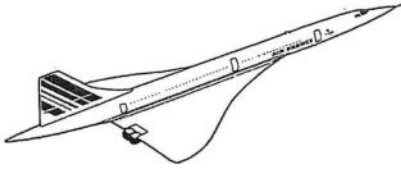
- Wind not significant.
- The airplane was taxiing perfectly straight without pilot action.
- When back at the parking, tyres were evenly weared and tyres temperatures were around 40°C.
- Brakes temperatures ranged from 70 to 110°C.

2/ Acceleration/stop :

- Wind 280/6kts, Temp 26°C.
- 171.7t / 54% at brakes release
- 147kts max reached
- 460°C peak temperature (observed on wheel 6)
- 210°C when coming back after 24 minutes of slow taxi on engines 1 and 4 only.
- Tyres in good condition

Seal still in place after the test.

Records given to Justice representative.



EADS AIRBUS SA FLIGHT CREW REPORT

CONCORDE S/N 9 - F-BVFC

TEST nb: HST J02

P.1

DATE : 15/7/2003

CREW:

CPT: P. GRANGE (Air France)
FE: B. COLLETTE (Air France)

F/O: J.F. MICHEL (Air France)
FTE: D. RONCERAY (Airbus)
F. ALONSO (Airbus)

TEST PURPOSE:

**LOW WEIGHT/SPEED TAXI AND ACCELERATION STOP WITH SPACER
AND BEARING REMOVED ON LH BOGIE AXIS**

LOADING PLAN: ZFW: 80510 kg Fuel: 29900 kg
 Ramp weight: 110410 kg Ramp Cg: 53%

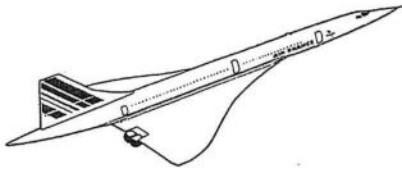
"BLOCK TIME": 0h48

FUEL USED: 4500 kg

Airfield: Toulouse
Runway: 14R
QNH/Temp: 1008hPa / 30°
Wind: 140/18 kts
Visibility: >10km

CAPTAIN:

FLIGHT TEST ENGINEER:



EADS AIRBUS SA

FLIGHT CREW REPORT

CONCORDE S/N 9 - F-BVFC

TEST nb: HST J02 P.2

Configuration:

- Wheels 1 to 8 equipped with GoodYear tyres.
- Antiskid box not modified
- Bogie spacer and inner bearing removed on LH bogie articulation

Technical events:

- Erroneous indication of a residual pressure of 200 Psi on the left side

Tests performed:

- 1/ Taxi as expected, no stop required by ATC.
- 2/ Acceleration stop 100kts GS with full thrust (no reheat)

Results and comments:

Judge's seal in place before and after the test.

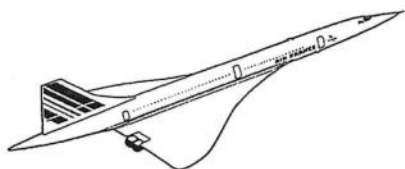
1/ Taxi :

- The airplane showed a slight tendency to drift to the left without pilot action during taxi, but nothing so drastic as to be noticed by the crew. Nothing else noticed as far as noise, vibration or bogie motion are concerned.
- When back at the parking, tyres were evenly weared and tyres temperatures were around 35°C.
- Brakes temperatures ranged from 100 to 130°C.

2/ Acceleration/stop :

- Wind 140/20kts, Temp 30.6°C.
- 106.7t / 53% at brakes release
- 118kts GS max reached
- During high speed and strong braking phases, nothing was noticed as far as noise, vibration or bogie motion are concerned.
- 290°C peak temperature (observed on wheel 6)
- 210°C when coming back after 10 minutes of slow taxi on engines 1 and 4 only.
- Tyres in good condition

Records given to Justice representative.



EADS AIRBUS SA FLIGHT CREW REPORT

CONCORDE S/N 9 - F-BVFC

TEST nb: HST J03

P.1

DATE : 16/7/2003

CREW:

CPT: P. GRANGE (Air France)
FE: B. COLLETTE (Air France)

F/O: J.F. MICHEL (Air France)
FTE: D. RONCERAY (Airbus)
F. ALONSO (Airbus)

TEST PURPOSE:

**TAXI AND ACCELERATION STOP WITH SPACER AND BEARING
REMOVED ON LH BOGIE AXIS**

LOADING PLAN: ZFW: 80610 kg Fuel: 93200 kg
 Ramp weight: 173810 kg Ramp Cg: 54.5%

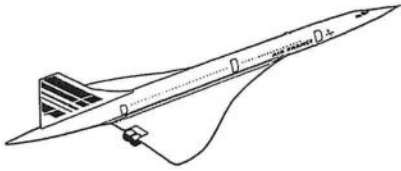
"BLOCK TIME": 0h43

FUEL USED: 4620 kg

Airfield: Toulouse
Runway: 32L
QNH/Temp: 1013hPa / 21°
Wind: 300/13 kts
Visibility: >10km

CAPTAIN:

FLIGHT TEST ENGINEER:



EADS AIRBUS SA

FLIGHT CREW REPORT

CONCORDE S/N 9 - F-BVFC

TEST nb: HST J03 P.2

Configuration:

- Wheels 1 to 8 equipped with GoodYear tyres.
- Antiskid box not modified
- Bogie spacer and inner bearing removed on LH bogie articulation

Technical events:

- Erroneous indication of a residual pressure of 200 Psi on the left side
- LH FWD door indicated open although checked closed
- Intermittently, wheel 8 T° showed max value (710°)

Tests performed:

- 1/ Taxi as expected, no stop required by ATC.
- 2/ Acceleration stop 137kts GS with full thrust + reheat

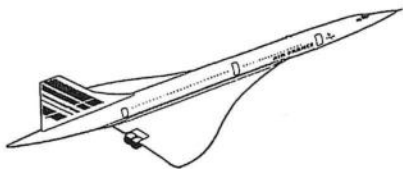
Results and comments:

Judge's seal in place before and after the test.

The lack of parallelism between the main gear leg and the wheels is visible. It seems so even more at this high weight (to be confirmed by analysis of pictures). Nevertheless, it is of a magnitude that may stay unnoticed.

1/ Taxi :

- Wind 290/10kts.
- When taxiing, the airplane drifted slightly to the left without pilot action, but less at that high weight as compared with previous test.
- No warning concerning an eventual asymmetry detected on the bogie (deflated tyre light), it being aircraft stopped or during taxi.
- When back at the parking, tyres were evenly weared and tyres temperatures were around 35°C.
- Brakes temperatures ranged from 80 to 100°C.



EADS AIRBUS SA

FLIGHT CREW REPORT

CONCORDE S/N 9 - F-BVFC

TEST nb: HST J03 P.3

2/ Acceleration/stop :

- Wind 300/13kts, Temp 22°C.
- 170.6t / 53.8% at brakes release
- 150kts GS max reached
- No noticeable asymmetry perceived during acceleration or deceleration
- No abnormal bogie motion observed. No abnormal noise perceived in cabin.
- 440°C peak temperature (observed on wheel 6)
- 240°C when coming back after 20 minutes of slow taxi on engines 1 and 4 only.
- Tyres still in good condition

Records given to Justice representative.