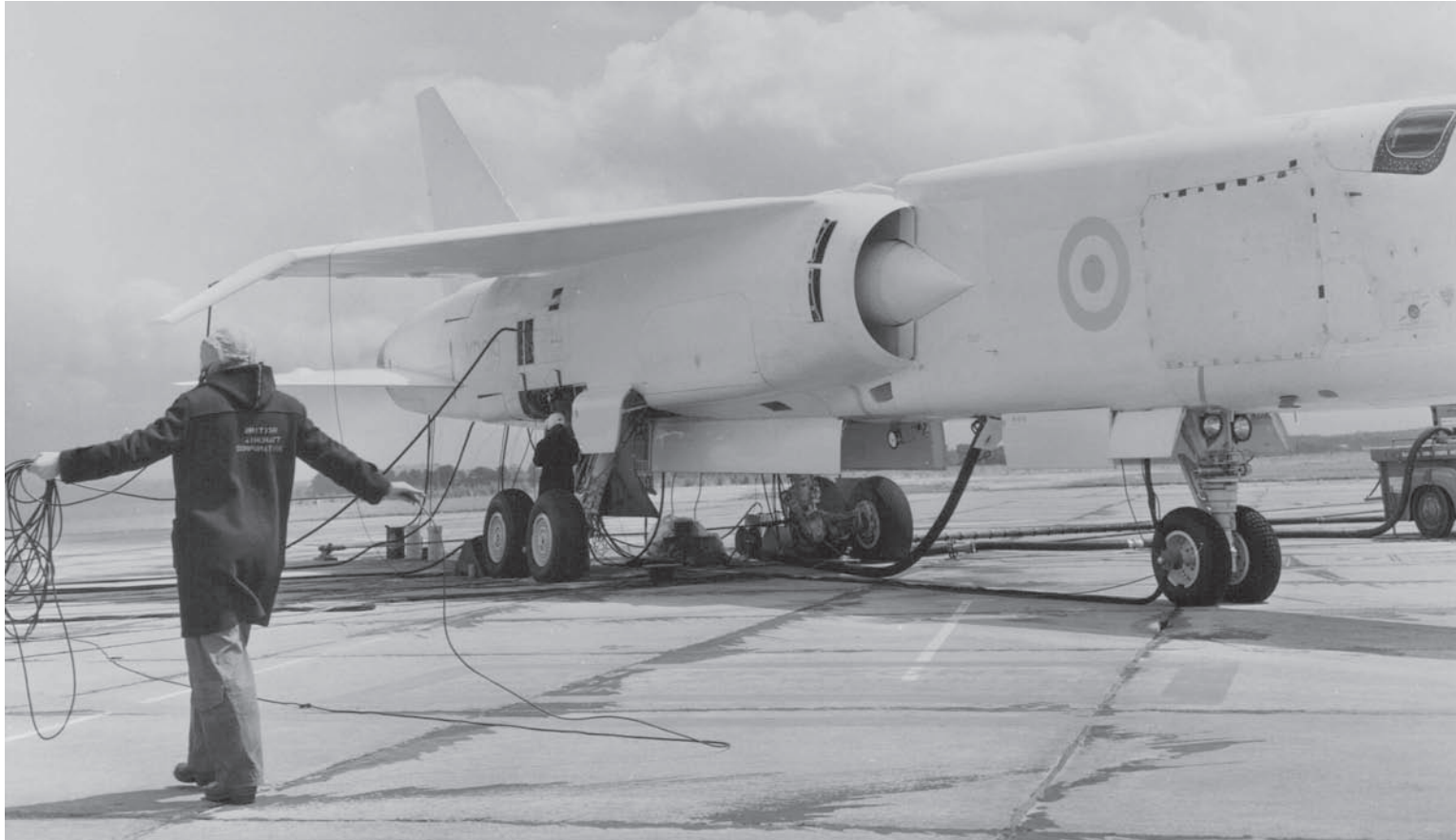


Early taxi-ing and flights at Boscombe Down

Through the spring and summer of 1964 TSR.2 XR219 carried out a seemingly interminable series of taxi trials before it finally undertook its first flight on 27 September. On that flight the undercarriage was deliberately not selected "up" (that being standard Weybridge practise according to the Warton-based source for these pictures), but when it was selected up on Flight 2 on 31 December a whole host of problems emerged, which took until Flight 10 (6 February 1965) to solve.

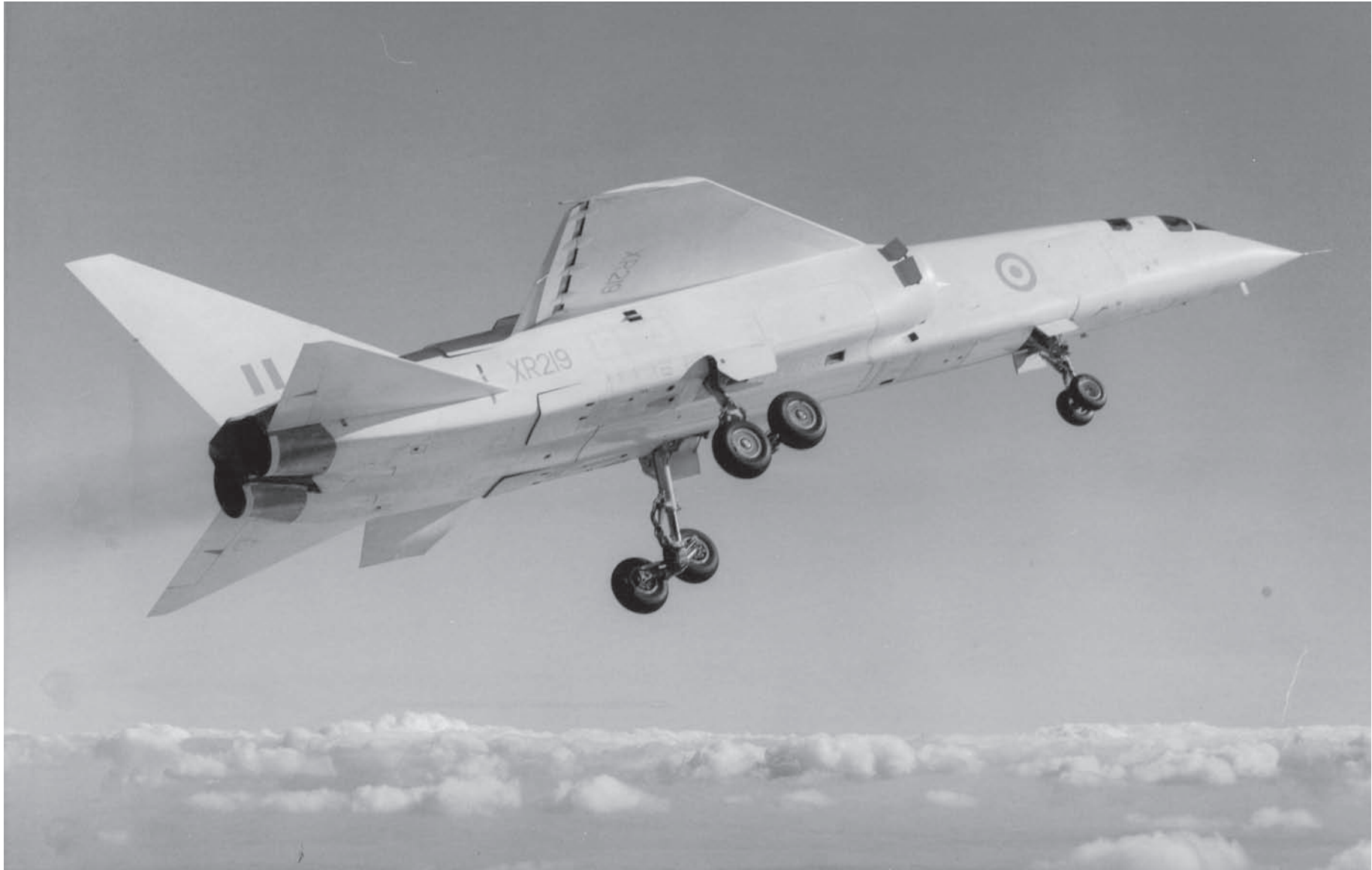
This series of photos shows some of the "early days" efforts.



XR219 on engine ground running trials before the first taxi run.



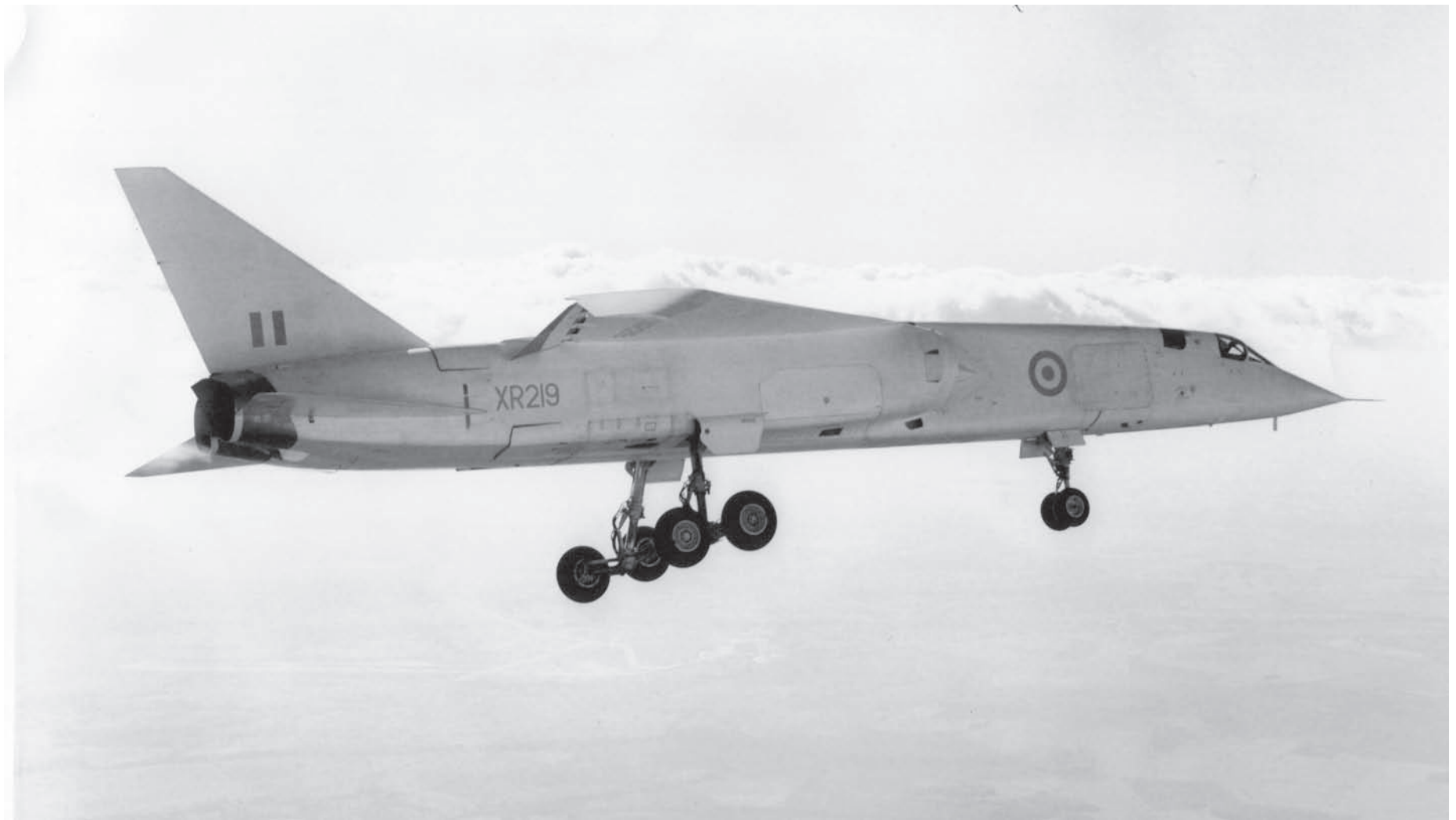
Airborne for the first time, Sunday 27 September 1964



Climbing away from Boscombe's runway on flight 1



Turning finals on flight 1







This photo shows XR219 landing at Boscombe Down, after the first flight



XR219's brake parachute produced a very strong braking action, and in an attempt to mitigate the effects this landing was undertaken with the chute reefed, giving a smaller frontal area.