Transport Command by Bristol, and by Short Brothers and Harland version of the Britannia, 23 of which are being delivered to R.A.F. originally ordered Jor Government trooping work by the M. of S. for Transport Command. Maximum payload is 28,000 lb, including 84 passengers and freight which is accommodated on the forward strengthened portion of the floor, and loaded via an enlarged door.

Powerplant: As for 320.

Bristol Britannia 308 of Transcontinental (Four Bristol Proteus 765)

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ber 2, 1945. First versions were the Mk 21 and Mk 21A, respectively, the pure freighter and mixed passenger/freight versions with nose-loading doors; the Mk 22 was an all-passenger (33-36 seats) version without nose doors. The Mk 31 had increased power and take-off weight, and the Mk 32, designed for Silver City, had increased length for car ferry work. A total of 214 Freighters were built for military and civil operators: notable among the latter are Silver City and Air Charter. About 66 remain in commercial use with 19 operators. The following data apply to the Mk 31 and Mk 32.

Powerplant: Two Bristol Hercules 734 piston engines of 2,050 h.p. each driving D.H. 14ft propellers.

Dimensions: Span, 188ft; length, 68ft 4in (Mk 31), 73ft 8in (Mk 32); height empty, 24ft; wing area, 1,487 sq ft.

Weights: Max. take-off, 44,000 lb; landing, 44,000 lb; capacity payload, 14,400 lb (Mk 31), 12,000 lb (Mk 32); weight less fuel and payload, 28,084 lb (Mk 31), 30,553 lb (Mk 32).

Payload accommodation: Cabin volume, 2,360 cu ft (Mk 31), 2,900 cu ft (Mk 32); cabin length, 49ft (Mk 31), 57ft 2in (Mk 32); max. width, 8ft 1in; max. height, 6ft 8in; nose door, 6ft 4in x 6ft 1in.

Fuel capacity: 1,172 Imp. gal.

Performance: Cont. cruise speed, 165 kt (191 m.p.h.) at 10,000ft; max. take-off weight, S.L., I.S.A., 3,700lb; S.L., I.S.A. +15 deg C, 4,100lb; 5,000ft, I.S.A., 4,800lb; landing distance from 50ft, 2,280ft; range A (max. payload), 695 n.m. (800 st.m.); range B (max. fuel), 1,610 n.m. (1,850 st.m.); max. payload, 5,000 lb; max. speed, 143 kt.

Bristol 100 This is the colonial version of the Britannia 252. It was to be powered by two Rolls-Royce Dart 51 turboprops, instead of two 1,500 h.p. Bristol Proteus 765 engines, and has a useful cruising range of 2,000 miles on 44 Imp. gal. All data as for 320, except: max. take-off weight, 135,000 lb; max. height, 7ft 6in; take-off field (50ft, 5,200ft), 2,945 n.m. (3,385 st.m.); max. specific fuel consumption, 0.647 lb/b.h.p./hr; max. usable fuel volume, 791 cu ft.

Bristol 205 This is the standard long-range version as operated by B.O.A.C. (17 312s); C.P.A.D. (six 316s and two 317s); R.A.F. Trans-Continental (Flight, June 25, 1955); Falcon Air (10 318s). Production has now given way to the improved 320. The 318, first of which was flown on December 31, 1956, entered service across the North Atlantic with B.O.A.C. on December 19, 1958. All data as for 320, except: capacity payload, 34,900 lb; weight less fuel, 93,100 lb, and range B payload, 25,500 lb.

Bristol 320 This is the standard production commercial Britannia, embodying the improvements resulting from 310 operating experience, and all alterations necessary for compliance with American F.A.A. requirements. Two have been ordered for the French Company, Union Aéronautique Générale, and one for the Argentinian Civil Aviation. As for 310, except: —

- Dimensions: Span, 142ft 3in; length, 124ft 5in; height empty, 37ft 6in; wing area, 2,075 sq ft; aspect ratio, 9.76.
- Weights: Max. take-off, 185,000 lb; landing, 137,000 lb; zero fuel, 128,000 lb; capacity payload (ZFW-limitied), 34,309 lb; weight less fuel and payload, 93,631 lb.
- Performance: Cont. cruise speed, 195 kt (225 m.p.h.) at 22,000ft; max. take-off weight, S.L., I.S.A., 3,700lb; S.L., I.S.A. +15 deg C, 4,100lb; 5,000ft, I.S.A., 4,800lb; landing distance from 50ft, 2,280ft; range A (max. payload), 695 n.m. (800 st.m.); range B (max. fuel), 1,610 n.m. (1,850 st.m.); max. payload, 5,000 lb; max. height, 6ft 8in; time to climb, 2,800ft/ min; range B payload (all freight) is 26,000 lb.
- Powerplant: Four Bristol Proteus 765 turboprop engines of 4,450 e.h.p. each driving de Havilland Hydromatic four-blade 16ft propellers.

Bristol Britannia 310 This is the standard long-range version as operated by B.O.A.C. (17 312s); C.P.A.D. (six 316s and two 317s); R.A.F. Trans-Continental (Flight, June 25, 1955); Falcon Air (10 318s). Production has now given way to the improved 320. The 318, first of which was flown on December 31, 1956, entered service across the North Atlantic with B.O.A.C. on December 19, 1958. All data as for 320, except: capacity payload, 34,900 lb; weight less fuel, 93,100 lb, and range B payload, 25,500 lb.

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