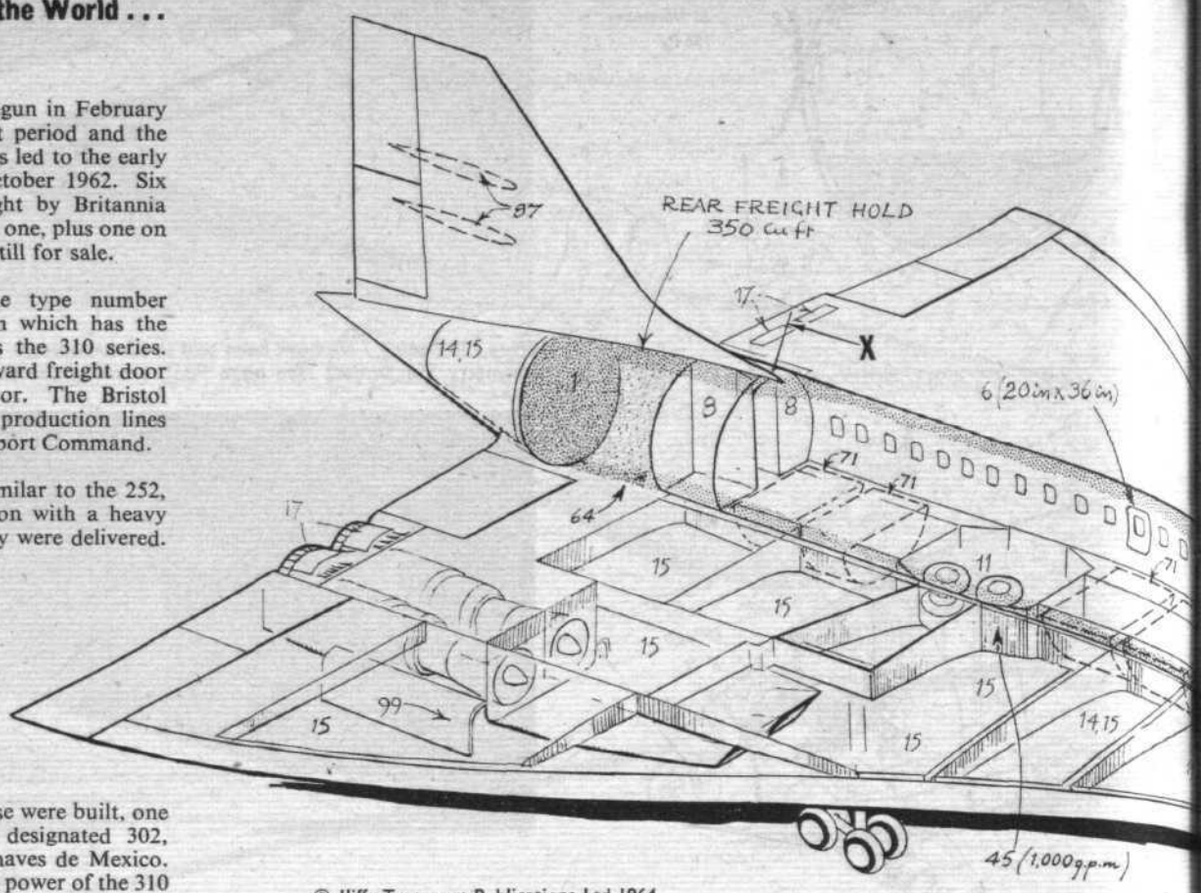
## Commercial Aircraft of the World . . .

and the first services were begun in February 1957. The long development period and the advent of pure-jet competitors led to the early retirement of the fleet in October 1962. Six of the fleet have been bought by Britannia Airways (previously Euravia), one, plus one on option, by BKS and six are still for sale.

**Britannia 250** This is the type number given to the military version which has the same overall specification as the 310 series. The 252 has an enlarged forward freight door and locally strengthened floor. The Bristol and Short Bros & Harland production lines delivered three to RAF Transport Command.

**Britannia 253** Generally similar to the 252, the 253 is an all-cargo version with a heavy duty "floating" floor. Twenty were delivered.

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**Britannia 300** Three of these were built, one for the Ministry and two, designated 302, which were bought by Aeronaves de Mexico. The 302 has the capacity and power of the 310 series, but less tankage—6,690 IG instead of 8,580 IG and a gross weight of 170,000lb.

**Britannia 310 and 320** The 310, and the more powerful 320, are stretched long-range developments of the original medium-haul series 100. The development was first discussed with BOAC in 1955, the first aircraft flew in

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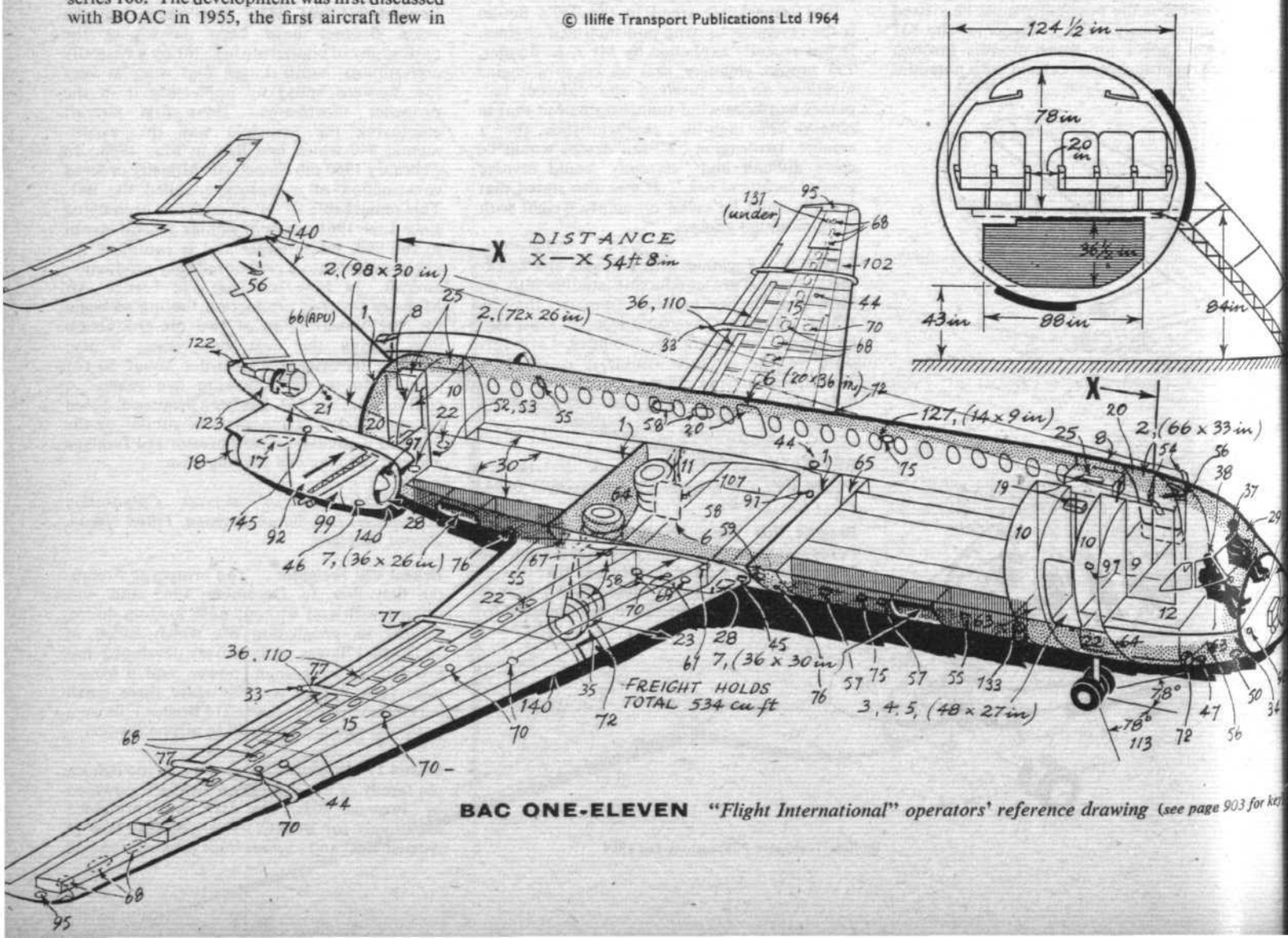


**BAC ONE-ELEVEN** *"Flight International" operators' reference drawing* (see page 903 for key)