

Airbus A300B2/B4

In the late 1960s, Aerospatiale (France), CASA (Spain), British Aerospace and the forerunner of Daimler-Chrysler Aerospace formed the Airbus Industries consortium to develop a twin engined widebody with an amount of 300seats – the Airbus A300. Their plan was to fill an identified market gap.

The result was a commercial success and the first design of Airbus ever.



After reducing the 300 seat airliner design to a smaller 250 seat airliner, the designation changed to A300B. Two prototypes of the A300B1 were built and successfully completed their first flights on October 1972 and February 1973. The first production type, the 2,65m longer A300B2, made it's first flight in April 1974 and finally entered service on May 1974 with Air France.

General Electrics CF6-50C turbofans (each with 227kn) were the powerplants of choice fort the initial A300s. Later on another powerplant could be opted by the airlines, the P&W JT9D-9 turbofans with 235kn.

Following versions included the B2-200 with different wheels, edge flaps and stronger brakes, the B2-300 with multi Stop capability and more palyoad. Later on Airbus developed the B4-100, a longer range version and the B4-200 with reinforced wings and fuselage and a new landing gear.

A special version was the A300C(onvertible), which featured a main deck freight door behind the wing.

The Airbus A300Bs had a wing span of 44.8m, a height of 16.5m and a length of 53.6m and a capacity between 220 and 336 single class passengers. The belly cargo compartements were able to carry 20 LD3 containers. As flightcrew, two pilots and a flight engineer were scheduled.



In May 1984 the production of the A300B4 finally ceased with the introduction of the Airbus A300-600. Until 1984 249 Airbus A300Bs were ordered.

Today many older A300s are converted to freighters.