



The Comet 3 on course for Whenuapai Airport, Auckland, flies over the upper reaches of New Zealand's big seaport.

## THE COMET 3's TOUR

*30,000-mile Round-the-World Voyage in 67 Hours' Flying Time*

AT 10.51 hr G.M.T. on Wednesday, December 28th, the de Havilland Comet 3 landed at London Airport at the end of its 30,000-mile round-the-world proving flight. The aircraft had flown the 3,250 miles from Montreal in 6 hr 18 min at an average speed of 515 m.p.h. Summing up the tour, chief test pilot John Cunningham said: "Apart from our delay in Montreal [caused by the detachment of the extension jet-pipe from the starboard inner engine a few minutes out from Montreal on December 22nd], which we put right from our own resources, we had no delay whatsoever throughout the trip, and the general reliability and easy maintenance of the aircraft and engines were outstanding." Demonstration flights had been given at Sydney, Melbourne, Auckland, Honolulu, Vancouver and Montreal, carrying some 50 people on each flight. Among the operators who sampled the aircraft were Australian National Airways, Trans-Australia Airlines, Qantas, Canadian Pacific Airlines, Tasman Empire Airways, and Trans-Canada Air Lines. "People were particularly impressed," said Cunningham, "by the airport behaviour of the Comet—especially its short take-off and landing."

At the conclusion of the flight, the de Havilland Company acknowledged the help given by B.O.A.C.: "The company was delighted to fly in B.O.A.C. colours and greatly appreciated the decision of the Corporation to send Capt. Peter Cane to accompany the aircraft, as a member of the crew, throughout the tour." The Comet was flown strictly in accordance with normal jet airliner procedure and, as far as Montreal, no departure had to be made from a schedule drawn up before leaving

Hatfield. The original flight plan was achieved within very close limits of time and fuel consumption. In this respect the primary aim of the tour—to make a practical assessment of the Comet 4's commercial capabilities—was fulfilled; and there is no doubt that the eager de Havilland effort to establish the Comet in the world market could not have been more confidently demonstrated. The tour is summarized in the accompanying table.

The de Havilland company states that further Comet 3 flights are envisaged. These may include a tour of North and South America later this year.

TIMES, DISTANCES AND SPEEDS

Dec.	Stages	Dep.* (G.M.T.)	Arr.* (G.M.T.)	Time (hr, min)	Cumu. time (hr, min)	Dist. (st. mi.)	Cumu. dist. (st. mi.)	Speed (m.p.h.)
2	Hatfield-Cairo ...	10.54	15.53	4.59	—	2,346	—	471
3	Cairo-Bombay ...	06.08	11.19	5.11	10.10	2,710	5,056	523
3	Bombay-Singapore ...	13.07	18.25	5.18	15.28	2,456	7,512	463
3-4	Singapore-Darwin ...	20.15	00.53	4.38	20.06	2,090	9,602	451
4	Darwin-Sydney ...	02.25	07.12	4.47	24.53	1,968	11,570	411
6	Sydney-Melbourne ...	05.09	07.00	1.51	26.44	440	12,010	238
8-9	Melbourne-Perth ...	23.00	04.40	5.40	32.24	1,689	13,699	298
9	Perth-Sydney ...	07.10	11.32	4.22	36.46	2,047	15,746	469
12	Sydney-Auckland ...	21.00	23.40	2.40	39.26	1,336	17,082	501
13	Auckland-Fiji ...	03.13	06.07	2.54	42.20	1,326	18,408	457
13-14	Fiji-Honolulu ...	19.50	02.46	6.56	49.16	3,178	21,586	458
16	Honolulu-Vancouver ...	15.59	21.47	5.48	55.04	2,707	24,293	467
18	Vancouver-Toronto ...	15.43	19.55	4.12	59.16	2,078	26,371	495
20	Toronto-Montreal ...	13.39	14.48	1.09	60.25	320	26,691	278
28	Montreal-London ...	04.33	10.51	6.18	66.43	3,243	29,934	515

\* Airport timing procedures vary: most of the times quoted are chock-to-chock, but some may be take-off to touch-down.



Sir Geoffrey de Havilland and Sir Miles Thomas were at London Airport on December 28th to welcome the crew of the Comet 3 home.



(Right) Harold Davies, crew-member of the Comet 3 in charge of inspection, found nothing to snag at Hawaii, where the Comet stayed for two days.