



Master
of the routes
of
moderate traffic density—

D E H A V I L L A N D W O R L D

The picture shows how independent the Continental version of the Comet is of airport services at intermediate halts. This aircraft has a self-contained gas-turbine unit which supplies power to lower and raise a built-in stairway, as well as providing cabin ventilation and cooling, also electrical services, while on the ground—and engine-starting for departure. The "turn-around" can be cut to a few minutes—less than it needs to be for an inter-city liner which cruises at 450 miles per hour, even faster than the Intercontinental Comet.



The New Comet is the only developed jet airliner in the world.

The Intercontinental version will be operating on the services of B.O.A.C. by 1959. At 500 miles an hour the Comet can fly from England to Australia in less than a day and a half.

It is specifically designed to bring the incomparable comfort and speed of jet travel to the many world routes on which main cities are up to 3,000 miles apart. It pays its way on moderate traffic, uses airfields of ordinary size.

Its quietness has been demonstrated and acclaimed around the world.

It has power to spare, ensuring a short take-off and an easy, capable climb. It lands slowly.

Its Rolls-Royce Avon engines are backed by a million hours of operating experience, and are never highly stressed in service. These features are important to safety as well as to comfort.

Its economy rivals that of any type of airliner—even on short inter-city stages.

The New Comet is first in the field of medium-capacity jet transport, of which it has the mastery.

The New COMET

ENTERPRISE

Sales and Service Representative in Australia

DE HAVILLAND AIRCRAFT PROPRIETARY LIMITED Box 30 P.O. BANKSTOWN N.S.W.

AIRCRAFT, December, 1957

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