

2422

19th March 1957

Wiltshire: Setting out on an ^{almost} incredible breakfast, lunch, tea schedule to fly to Malta and back - a Comet Mark Two left Lyneham R.A.F. Station at 8-30 am...

Carrying forty-one passengers (among them many pressmen) and a crew of six, the Comet was making a routine training-flight.

Following these early Comet disasters, the Mark Two^S were bought by the R.A.F. and formed No. 216 Squadron, Transport Command.

It's 1400 miles to Malta - but after a three hour flight, the passengers and crew arrived ~~at~~ before noon - well in time for lunch.

The journey to Luqa Airport had been covered at an average speed of 467 miles ~~per~~ per hour - flying well above the weather...

While the plane (the first military jet-transport), was prepared for the return ^{journey} ~~flight~~ and the occupants finished their lunch, the ^{flight} ~~course~~ home was plotted - ^{CROSSING} ~~passing~~ the Alps en route.

~~it's ability to use conventional airfields.~~
ENDING HOMEWARDS - **APPRECIATED** - and here can be ~~seen~~ one of the Comet's vital assets:-
it's ability to use conventional airfields.

Fighting headwinds on the return journey, the Comet Two reached Lyneham in three hours forty minutes - and tea was ready. **AT THE END OF A**
MAGNIFICENT two-way flight

~~the flight was a success and the Comet was a most reliable aircraft.~~