

# T H E   D E   H A V I L L A N D   E N T E R P R I S E

STATEMENT ISSUED FROM THE  
PUBLIC RELATIONS DEPARTMENT  
HATFIELD, HERTS, ENGLAND  
TELEPHONE HATFIELD 2345  
CABLES HAVILLAND TELEX HATFIELD



May 11, 1954.

## FIRST GLIMPSE OF THE COMET 3

Long-range large-capacity jet liner for introduction  
in 1956-1957

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The engine-run stage is reached

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The prototype for the third phase of development of the Comet jet airliner emerged from its hangar at the de Havilland headquarters at Hatfield, England, on Tuesday, May 4, and has since been undergoing engine runs with its four Rolls-Royce Avon jets. Photograph D.H.7857A shows it as a virtually complete aircraft, but further work remains to be done before it will be ready for flight trials.

Just as the Comet 2 prototype was out and flying before the Comet 1 had been introduced into public service so it is necessary for the Comet 3 trials to be started before the Comet 2 appears on the routes. This stage of the work on a new version of a world airliner may be expected to take two years.

Comet 3 liners are likely to serve in partnership with Comet 2's rather than to supersede them, for their operational capabilities are complementary, the Comet 2 being suited for the medium-stage medium-load traffic and the Comet 3 for the longer stages and heavier loads.

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The Comet 2 with first-class accommodation for 44 passengers carries its capacity payload of 13,000 lb., 5900 kg., over stages of rather more than 2,000 statute miles, 3200 km. Its all-up weight is 120,000 lb., 54500 kg. It is powered by four Rolls-Royce Avon engines of 7,150 lb., 3240 kg. static thrust.

The Comet 3, shown in to-day's photograph, will have first-class seating for 58 passengers or tourist-class seating for up to 76 passengers, and will carry its capacity payload of 16,800 lb., 47600 kg., (first-class) over stages exceeding 2,600 statute miles, or about 19,500 lb., 8800 kg., (tourist-class) over slightly shorter stages. Its all-up weight is 150,000 lb., 68000 kg. It is powered by four Avon engines of 10,000 lb., 4535 kg., static thrust. These are practical operating figures and include allowances for all the usual fuel reserves for headwinds, diversions, stand-off over destination, etc.

The Rolls-Royce Avon engine of the Comet 3 is a new version of the Avon family, developed with the smaller Avon of the Comet 2 out of thousands of hours of operation in military aircraft such as the Canberra, Hunter, Swift, Valient, D.H.110, etc.

The new Comet is yet at the beginning of its development life, and, as experience is gained, will no doubt yield steady increases in performance.

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In November 1953 Sir Miles Thomas, Chairman of the British Overseas Airways Corporation signed an initial contract for five Comet 3 aircraft for the B.O.A.C. express transatlantic service. Other Comet 3 orders are three for Pan American World Airways, with an option on a further seven, and three for Air India International.

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