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TO HOWARD MAGINNISS

FROM H K GAGOS

CC TED STERN, GEORGE GELLY, REGINALD MITCHELL /WE SEND/

FOLLOWING FOR IMMEDIATE RELEASE TO ALL MEDIA. WE RELEASING TO WIRES
IN LOS ANGELES BUT SUGGEST BACKSTOPPING EFFORTS IN YOUR AREA.
ART FOLLOWS.

FOR IMMEDIATE RELEASE WITH ART

SANTA MONICA, CAL., JUNE 7-DECISION TO BUILD AMERICA'S FIRST
PASSENGER JET TRANSPORT WAS ANNOUNCED HERE TODAY BY DONALD W. DOUGLAS,
PRESIDENT OF DOUGLAS AIRCRAFT COMPANY.

THE SWEPT-WING JET AIRLINER WILL HAVE A TOP SPEED IN
EXCESS OF 550 MILES PER HOUR, CARRY 80 TO 125 PASSENGERS AND BE
CAPABLE OF REGULAR NON-STOP FLIGHTS BETWEEN THE UNITED STATES AND
EUROPEAN CITIES REGARDLESS OF ADVERSE WINDS . IT WILL BE ABLE TO
FLY FROM LOS ANGELES TO NEW YORK IN 4 1/2 HOURS, NEW YORK TO
PARIS IN 6 1/2 AND HONOLULU TO SAN FRANCISCO IN A LITTLE OVER 4
HOURS.

THE PRESIDENT OF THE WORLD'S LARGEST AIRCRAFT MANUFACTURING
ORGANIZATION SAID THE NEW, ULTRA-HIGH-SPEED TRANSPORT WILL BE
KNOWN AS THE DC-8 AND WILL BE READY FOR INITIAL TEST FLIGHT BY
DECEMBER 1957, WITH AIRLINE DELIVERIES BEGINNING IN 1959.

IT WILL BE POWERED WITH AN ADVANCED VERSION OF THE PRATT &
WHITNEY J-57 ENGINES WHICH, DOUGLAS SAID, HAD BEEN THOROUGHLY
PROVED WITH THOUSANDS OF HOURS IN MILITARY SERVICE.

IN THE PAST MONTHS INTERNATIONAL AND TRANSCONTINENTAL
AIRLINES THROUGHOUT THE WORLD HAVE SHOWN GREAT INTEREST IN THIS

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IN THE PAST MONTHS INTERNATIONAL AND TRANSCONTINENTAL AIRLINES THROUGHOUT THE WORLD HAVE SHOWN GREAT INTEREST IN THIS PROJECT, BUT ACTUAL CONTRACTUAL DISCUSSIONS AND NEGOTIATIONS HAVE BEEN HELD IN ABEYANCE PENDING THE DECISION MADE KNOWN TODAY.

DOUGLAS' ANNOUNCEMENT CAME AFTER A MEETING IN SANTA MONICA OF THE BOARD OF DIRECTORS AT WHICH THE NEW AIRPLANE, ITS POTENTIAL MARKETS AND ITS ANTICIPATED IMPACT ON THE GLOBAL AIR TRAVEL SITUATION WERE DISCUSSED. TECHNICAL INVESTIGATIONS AND ENGINEERING DEVELOPMENT OF THE JET TRANSPORT HAVE BEEN IN PROGRESS FOR MORE THAN THREE YEARS, DOUGLAS SAID. IN SOME DEPARTMENTS ACTUAL WORK ON THE DC-8 HAS BEGUN.

THE DC-8 WILL BE NEARLY 200 MILES AN HOUR FASTER THAN THE WORLD-FAMOUS DC-7 "SEVEN SEAS" MODEL, NOW APPROACHING FLIGHT STATUS AND SCHEDULED FOR DELIVERIES TO EIGHT LEADING AIRLINES BEGINNING IN 1956. THE FIRM BACKLOG ON THESE PROPELLER-DRIVEN AIRCRAFT TOTALS NEARLY HALF A BILLION DOLLARS AND WILL KEEP THE DOUGLAS SANTA MONICA PLANT BUSY THROUGH THE FIRST QUARTER OF 1958.

IN SPITE OF ITS TREMENDOUS SIZE, SPEED AND PERFORMANCE CAPABIL-