DOUGLAS AIRCRAFT COMPANY, INC.
GENERAL OFFICES, SANTA MONICA, CALIF.

NEWS

FOR RELEASE AT 11 AM PST
April 9, 1958

LONG BEACH, Calif., April 9 -- The newest and most advanced materialization of the commercial jet age made its first public appearance here today.

It was the sleek and powerful Douglas DC-8 jetliner, destined to provide a new standard of high speed flight over the world airways beginning late next year.

Symbolically, the swept-wing giant was presented by Donald W. Douglas, founder and board chairman, and Donald W. Douglas, Jr., president of Douglas Aircraft company.

They smiled and waved cheerfully from the pilot's and co-pilot's seat as the red, white and blue transport was towed from its massive hangar. Also participating in the brief, informal ceremony were trim and pretty stewardesses representing the 17 airlines which thus far have ordered 138 DC-8s.

Assembled witnesses were impressed with the size and graceful line of this newest addition to the distinguished series of DC (Douglas Commercial) airliners.

Span of the swept wings is just under 140 feet and the length is more than 150 feet, from the weather radar in the nose to the tips of the swept-back horizontal stabilizer.

The vertical stabilizer towers more than 42 feet from the ground.

The four turbojet engines, protruding from underneath the wings on forward-swept pylons, give the DC-8 a cruising speed of 590 miles per hour.

From 118 to 176 passengers may be accommodated in various arrangements which may be set up quickly in the flexible and commodious interior of the DC-8.

The initial domestic version of the Douglas jetliner will be delivered in 1959 and is expected to enter service on U.S. routes late the same year. It will be powered by JT3 engines, commercial designation of the Pratt & Whitney J-57.

Subsequent domestic and intercontinental versions, also to be delivered in 1959, will have either the P&W JT4 (J-75) or the Rolls-Royce Conway engines.

The DC-8 will be able to span the North American continent in less than five hours on regularly scheduled flights, and intercontinental models will be able to fly non-stop between principal cities of Europe and the U.S. in either direction.

All models are identical in size, and the difference is in the weight associated with additional fuel.

Today's roll-out came just 11 months and a day after the dedication of a new $20 million facility constructed especially for DC-8 assembly. Inside the two huge main structures work was in progress on 11 additional DC-8s. Eventually, the big transports will be rolled out and delivered at the rate of six per month.

The roll-out of production jetliner No. 1 culminated one of the most extensive programs of engineering and production ever undertaken by private industry.

Douglas has spent more than $200 million in payrolls, engineering, facilities, tooling and material for the DC-8 to this date. The airlines have committed more than $675 million in orders for the jetliner and are expected to add materially to this sum over the next five years.

Cost of each transport, with variations depending upon engines and special features, is approximately $5 million.

Chairman Douglas has termed the DC-8 a "billion dollar expression of faith in the economic future of the nation and the world."

Immediately after the roll-out, the DC-8 was turned over to the Douglas Testing Division for completion of the extensive instrumentation and ground testing prior to the first flight.

The company intends to utilize a total of nine aircraft in the accelerated flight test program leading to a CAA airworthiness certificate.

Designed from its inception three years ago as a commercial transportation vehicle, the DC-8 embodies all the knowledge Douglas has gained in the production of one half of all the transports flown by scheduled airlines of the free world, plus the advanced technology gained in producing thousands of both jet and rocket propelled military vehicles.

When it enters service, the DC-8 will bring a number of innovations to commercial air travel, carrying forward the Douglas tradition of offering a significant advance in each successive "DC" model. In addition to greather speed and comfort these include:

1) An original and highly-efficient device to muffle engine noise with no loss of take-off performance.

2) Coupled with the sound suppressor will be a "thrust brake" to reduce ground roll after landing. It may also be used in flight as a brake to reduce flight speed quickly.

3) An original concept of interior seating accommodations, which places such items as reading lights, call buttons, fresh air inlets and tables within easy reach of each passenger.

4) Skyview windows, larger than on the DC-7

5) "Flowaway jets", an arrangement which prevents jet engines from sucking up debris during take-off, landing or taxi-ing.

6) Flushing toilet facilities.

7) Castered main landing gear, which permits ground movement in smaller areas.

DC-8 FIRM ORDERS

As of the date of the roll-out of the first Douglas DC-8 Jetliner, the following airlines have placed orders for the transport, in the quantities indicated.

AIRLINE	NUMBER
Pan American World Airways	17
United Air Lines	40
National Airlines	6
KLM Royal Dutch Airlines	8
Eastern Air Lines	20
Japan Air Lines (JAL)	4
Scandinavian Airlines (SAS)	7
Pan American-Grace Airways (Panagra)	4
Swiss Air Transport Co. (Swissair)	3
Delta Air Lines	8
Trans-Canada Air Lines	6
Union Aeromartime de Transport (UAT)	2
Transports Aeriens Intercontinentaux (TAI)	2
Olympic Airways	2
Panair do Brasil	4
Trans Caribbean Airways	1
ALITALIA-Linee Aeree Italiane	4
TOTAL	138