

HOLD FOR RELEASE DEC 16 1957

SANTA MONICA, Calif., Dec. -- The comfort convenience and luxury in store for the ten-mile-a-minute voyagers of the commercial jet era were previewed here today by representatives of the world's leading airlines.

These features were demonstrated in a full-scale cabin mockup of the Douglas DC-8 jetliner -- a "penthouse in the sky" displaying a fresh new look in aircraft interior design and decor.

Many of the advancements embodied in the DC-8 cabin stem from the "Skyloge" chair employed by Douglas engineers in an original concept called Unit-ized Seating. This is an arrangement which makes each softly-cushioned reclining chair a self-sufficient unit for the comfort and convenience of the passenger.

All of the service fixtures previously located overhead or on the sides of the cabin have been re-located on the "Skyloge" chairs: a diffused beam reading light, adjustable cold air outlet, stewardess call button and aisle illuminating light as well as finger-tip ash tray and an individual dining, writing or game table.

Relocation of the service fixtures places reading lights at eye level to provide over-the-shoulder illumination which cannot be interrupted by the movement of other passengers

and enables DC-8 travelers to use call buttons or other devices without reaching across his neighbor.

Elimination of these fixtures provides an unbroken background in the spacious cabin for decorative motifs which may be styled individually for each airline.

Ceiling and walls of the new Douglas jetliner are lined with smooth, plastic-covered panels which lend themselves to an infinite variety of color and pattern arrangements.

Unit-ized Seating also makes the 580-mile-an-hour DC-8 extremely flexible for airline use. Chairs and compartment bulkheads are attached to tracks and may be moved or removed in a matter of minutes. All utility connections, including a source of emergency oxygen, are provided through a single, quick-disconnect plug.

Thus, the cabin may be converted quickly from de luxe, widely-spaced accommodations to coach or tourist class or to any combination of both.

In the mockup displayed today, club lounges and lavatories are located at both ends of the cabin near the two entrances.

An integral part of the most advanced jet transport in production, the interior was engineered by a staff of specialists under the direction of E. F. Burton, chief engineer of the Douglas Santa Monica Division, and Ivar L. Shogran, DC-8 chief project engineer.

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The industrial design and interior engineering is directed by a 24-year veteran of Douglas transport experience, J. A. Graves. The industrial design group is headed by E. F. Klarquist.

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DC-8 INTERIOR

Flying high and sitting pretty!

That's the 10-mile-a-minute DC-8 Story.

Comfort and luxury that have kept pace with jet age speed and sweep go along with every DC-8 passenger.

Limitless, weather-free sky vistas at 30 and 40 thousand feet harmonize with the airliner's sparking, spacious decor.

Key factor in creating such uncluttered cabin beauty is a new concept in functional style: Unit-sized Seating.

This exclusive feature banishes interruptive overhead installations by re-positioning service fixtures on to the seats themselves.

Transferred seat-side at finger tip command are diffused light reading lamp (placed at eye-level), cold-air outlet and stewardess call button.

In cutting down the overhead, a smart decorative balance has been gained.

Squat, impinging ceiling lines straighten out into broad, gently arching slopes which march the length of the ship. No stoop for the passenger anywhere, and everywhere a restful pattern of newly won space.

Down the full and varied cabin, from forward lounge

to aft bulkheads, a lively luxury fashion-knits the multi-compartment DC-8 into a single unit of beauty.

Bright colors splash pleasantly across an assortment of specially designed fabrics and textures never before presented in such abundance or originality on an airliner.

Should the eye stray from the biggest topside sight in the world through the huge Skyview DC-8 windows outside, there's always a fresh horizon of visual detail to beguile the passenger inside.

Hand-woven carpets and curtains, beautiful murals and intricately hued compartment partitions add up to a fresh experience in interior sight-seeing.

Nor is every comfort and entertainment for the eye alone. With you, liltingly, on the smooth, noiseless, vibrationless ride is the relaxing music of true Sky-hi-fi.

Drowsy nighttime passengers, reclining at steep, slumber slopes in skyloge seats with cushioned legrest, are alerted to wakefulness gradually by well-mannered lighting which gently builds soft, cabin brightness.

No sudden light shock, no brittle glare--cruel to complexion and jarring to composure, in the DC-8.

Additional decorative nuances are achieved by skillful spotlight emplacements in lounges.

The full-room forward lounge accommodates 10 persons in foamy, deep seats while the smart, semi-circular aft

lounge is contoured to capture a more intimate mood.

Routine overland flights employ two galleys, with an extra galley available for longer, over-water hops. The galleys are artfully placed to assure minimum intrusion on passengers and are designed to serve capacity loads with swiftness and ease.

Another DC-8 innovation is the first flush lavatory aloft.

Uncrowded, quick passenger entrance and exit is always possible through two commodious DC-8 doors.

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DC-8 INTERIOR VITAL STATISTICS

Length passenger cabin.....100 feet, 8 inches
Width passenger cabin.....10 feet, 2 inches
Height passenger cabin.....8 feet
Aisle width (First Class).....22 inches
Seat spacing (Flexible).....40 inches
Windows (Standard number 48).....18 X 15 inches
Number of seats.....Up to 160
Number cabin compartments (Flexible).....Minimum of 2
Number of lounges (Flexible).....2
Number of galleys (Flexible).....2 (Standard)
Number of lavatories (Flexible).....Minimum of 4
Seating arrangement (First Class).....4 or 5 abreast
Seating arrangement (Tourist).....6 abreast

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