

TULSA DIVISION

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SANTA MONICA, CALIF., April 6 -- A versatile new commercial airplane which presages broad expansion of global air transportation was announced today by Douglas Aircraft Company.

Designed specifically as a combination cargo and passenger carrier, the new model is a third generation development of the proven DC-8 series of luxury airliners. It will be known as the DC-8F Jet Trader.

"This new combination concept," said President Donald W. Douglas, Jr., "broadens the scope of air transportation by making it possible to lower costs significantly for both passengers and freight.

"As the first pure jet available for mass cargo movement," he added, "the DC-8F will permit lower tariffs and thus greatly expand the air freight market. Across the North Atlantic, for instance, the Jet Trader can profitably carry cargo at 15 cents per ton mile -- half the current rate.

"This rate is made possible by the provision for passengers, whose fares could be 20 percent below current economy fares."

To obtain the revenue potential of the DC-8F, he pointed out, an all-cargo transport would have to carry 92,000 pounds of payload across the Atlantic. This would require an airplane

nearly a third larger than current jet transports.

Douglas said he has directed the company's engineering and manufacturing staffs to proceed "at top speed" in designing and producing the first model. Since it has identical exterior dimensions, power plants and systems as the latest turbofan-powered DC-8's the DC-8F can be made available at an early date, Douglas said.

First flight is scheduled for August 1962, and Jet Traders will be ready for airline operation by the end of next year.

The name, Jet Trader, is derived from the high seas predecessors of intercontinental transport aircraft -- sailing vessels and steamships which filled the greatest portion of their holds with cargo and reserved the upper decks for passengers.

The DC-8F will carry up to 52,000 pounds of cargo in about two-thirds of the cabin and 54 passengers in a completely separate aft section. Passenger accommodations will be identical to those in tourist or economy sections of newest Jetliners, including two doors, a galley, and two rest rooms.

Access to the forward cargo cabin will be through an 86 X 140 inch forward door, three feet wider than the largest doors on the DC-6A and DC-7F cargo transports. The freight section will contain provisions for mechanized, quick-loading of nine pallets, each measuring 81 X 110 inches. Pallets will be moved through the cabin on rollers and guide rails

and locked into place on floor tracks.

Space-limited payload of the DC-8F, with 54 passengers and cargo at 10 pounds per cubic foot density, will be 62,610 pounds.

Maximum gross (ramp) weight of the new transport will be 312,000 pounds and the maximum take-off weight, 310,000 pounds.

The DC-8F will be powered by four Pratt & Whitney Aircraft JT3D-5 turbofan engines, each delivering 18,000 pounds of static thrust. Incorporating latest aerodynamic improvements of the DC-8 series, the Jet Trader will have a cruising speed of more than 575 mph and a maximum range of more than 7,000 statute miles.

The DC-8F can carry its full payload non-stop from such European cities as London, Copenhagen, Amsterdam and Paris to New York against winter head winds.

It will be produced at the Douglas Long Beach plant where all transport activities, including engineering and product support, are being integrated. A large proportion of the existing tooling for the DC-8 passenger aircraft will be used for the combination DC-8F, the announcement said, and all transports of the DC-8 series will be produced on the same assembly line.