

A-D-73 1-20-60 1132A

TO JESS HIGHTOWER

FROM CHUCK CHAPPELL

FOLLOWING FOR IMMEDIATE RELEASE..

SANTA MONICA, CALIF., JAN. 20 -- A MORE POWERFUL MODEL OF THE DC-8 JETLINER, WHICH WILL BE THE FASTEST TRANSPORT IN U.S. TRANSCONTINENTAL OPERATIONS, WAS APPROVED FOR PASSENGER SERVICE TODAY BY THE FEDERAL AVIATION AGENCY.

GRANTING OF A TYPE CERTIFICATE CLEARS THE WAY FOR OPERATION OF DOMESTIC MODELS OF THE DOUGLAS AIRLINER POWERED BY FOUR PRATT & WHITNEY JT-4 /J-75/ TURBINE ENGINES HAVING 15,800 POUNDS OF THRUST EACH.

DOUGLAS AIRCRAFT COMPANY ANNOUNCED THAT THE NEW MODELS WILL BE DELIVERED BEFORE THE END OF THE MONTH TO EASTERN AIR LINES, UNITED AIR LINES AND NATIONAL AIR LINES.

THE "HOT ROD" VERSIONS OF THE DC-8 HAVE BEEN FLOWN TO AN ALTITUDE OF 48,000 FEET AND AT MACH .97 - THE VERY THRESHOLD OF THE SPEED OF SOUND.

THEIR APPROVED CRUISE SPEED IS MACH .88, OR 88 PER CENT OF THE SPEED OF SOUND. AT 30,000 FEET, AVERAGE ALTITUDE FOR DOMESTIC FLIGHTS, THE TRUE AIR SPEED WILL BE 584 MPH. IT IS ESTIMATED THAT THE NEW MODEL DC-8S WILL BE ABLE TO REDUCE CURRENT COAST-TO-COAST FLIGHT TIME BY SOME 20 MINUTES.

DESPITE THEIR SWIFTNESS ALOFT, THE NEW DC-8S WILL BE ABLE TO TAKE OFF AND LAND AT LOWER SPEEDS THAN ANY JETS OF COMPARABLE SIZE. THEY WILL ALSO BE ABLE TO OPERATE FROM SHORTER AIR FIELDS THAN ANY OTHER LARGE JET TRANSPORT.

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AT THE MAXIMUM GROSS WEIGHT OF 26,000 POUNDS, THE DOUGLAS
JETLINERS WILL BE ABLE TO TAKE-OFF FROM 8,300-FOOT RUNWAYS AND LAND
ON STRIPS 6,400 FEET LONG. OPERATING RANGE, WITH FULL PAYLOAD,
INCLUDING NECESSARY FUEL RESERVES, IS 3,800 STATUTE MILES.
WRAP ONE REASON FOR THE EXCEPTIONAL LOW SPEED CHARACTERISTICS

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X WPG IS THIS TU 375 YES SOMETHING BROKE IN
START WITH LAST PG AAPCKBS

UR THERE I TAKE IT YES IM HERE

ROLL PAPER DOWN AND WILL START WITH ONE REASON

OK

ONE REASON FOR THE EXCEPTIONAL LOW SPEED CHARACTERISTICS,
HIGHLY DESIRABLE FROM A SAFETY STANDPOINT, IS THE UNIQUE DOUGLAS
WING DESIGN, WITH 30 DEGREES OF SPEED-BACK INSTEAD OF SHARPER
ANGLES FOUND ON COMPARABLE TRANSPORTS. ANOTHER IS THE INSTALLATION
OF SLOTS ON THE LEADING EDGE OF EACH WING.

THESE ARE HIGH-LIFT DEVICES WHICH OPEN UP WHEN FLAPS ARE
LOWERED. EFFECT OF THE SLOTS IS TO REDUCE THE STALLING SPEED, WHICH
PERMITS THE DC-8S TO TAKE-OFF AND LAND ON SHORTER FIELDS AT
RELATIVELY SLOW SPEEDS.