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Release Book

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Municipal Airport
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Delta-C&S Air Lines' DC-7, which begins service here April 1, is America's fastest and finest airliner. Delta-C&S has ordered a fleet of 10 of these 69-passenger luxury planes at a total cost of \$17,500,000, and the first four planes are expected to be delivered before April 1.

The "Royal Biscayne," first of the fleet, was christened at the Douglas factory in California by movie star Piper Laurie, of Universal Studios, on February 22. The giant plane, carrying 50 passengers and piloted by Charles H. Dolson, vice president of operations and T. P. Ball, system chief pilot, flew from Santa Monica to Jacksonville on February 24 in 6 hours at an average speed of 371 miles per hour.

The second DC-7 was delivered March 16; No. 3 is scheduled for delivery this week (March 22); and No. 4 should leave the factory before April 1.

George O. Stayman, district sales manager for Delta-C&S in Chicago, said the new ships will permit Delta-C&S to offer service to Miami in 3 hours 40 minutes, non-stop. "The Royal Biscayne" was named for Biscayne Bay in Miami.

The Seven, which can cruise up to 25,000 feet, can carry 4512 gallons of gasoline and consumes it at a rate of 500 gallons per hour, or 8 gallons per minute. It has a non-stop cruising range of approximately 3,000 miles.

With a top speed of 410 miles per hour, the Seven cruises at an average speed of 365 miles per hour at 25,000 feet, an estimated 25 to 30 miles per hour faster than competing airplanes with identical engines. The airplane is powered by four Wright Turbo Compound engines each developing 3250 horsepower and turning a massive four-bladed propeller which is 13½ feet in diameter. The engines cost \$76,000 apiece, and each propeller costs \$10,000.

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The fuselage is longer than the DC-6 by 14 seats; measures 108'11" against the DC-6's 101'6". The wing span is the same - 117'6". The Seven has a gross weight of 116,800 pounds and a cargo compartment capacity of 12,180 pounds. Upper and lower cargo compartments afford stowage facilities for baggage and cargo. One of two loading doors located along the lower right side of the fuselage opens directly into the lower forward cargo compartment; the other opens into the aft cargo compartment.

The main cabin, flight compartment, and the lower fuselage compartments are pressurized and heated or cooled by an air conditioning system that can be operated either automatically or manually. For added passenger comfort a built-in Freon refrigeration system is installed in the air conditioning system to cool the plane during ground stops and for low altitude flights during hot weather.

The new improved pressurization system permits flight altitudes of 25,000 feet with a cabin altitude of 8,000 feet. Should flight operating conditions necessitate a lower altitude, it's possible for the Seven to cruise at 12,000 feet with sea-level atmosphere in the cabin. With this new system, the Seven can descend 2,000 feet per minute, with the cabin altitude descending at the rate of 300 feet per minute.

Buffets, compact and efficient, supply full courses of hot food. There are sufficient storage bins to contain the ingredients for as many as 69 dinners. Ample liquid containers, hot cups, 12-plate ovens, sinks, and waste disposal units are easily accessible to assure smooth, swift service.

The luxurious passenger cabin includes a popular Sky Lounge, with five seats arranged in a semicircle in the tail of the plane; and a Sky Room forward compartment, with four seats on each side of the aisle. All seats in the plane

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are arranged two abreast and easily adjust to a semi-recline position. Made especially for Delta-C&S by Hardman Company, they are foam-cushioned, contour type seats, in hunter green honeycomb weave nylon upholstery trimmed with soft grey leather.

Two completely equipped lavatories are located in the cabin mid-section, with large indirectly lighted mirrors.

The Delta-C&S Seven is easily identified by a 5-foot gold DC-7 medallion on the tail and by another gold DC-7 at right of the main entry door.

The deluxe daytime flight will leave Chicago at 10:00 a.m. (CST) and arrive in Miami at 2:40 p.m. (EST). Northbound, the DC-7 will leave Miami at 3:45 p.m. (EST), arrive in Chicago at 6:45 p.m. (CST).

The aircoach flight will leave Chicago at 12:20 a.m. (CST), arrive in Miami at 5:00 a.m. (EST). Northbound, the aircoach flight will depart at 1:45 a.m. from Miami (EST) and arrive in Chicago at 4:45 a.m. (CST).

On April 25 additional DC-7 service will be offered southbound between Chicago, Cincinnati, Atlanta, and Miami; northbound, from Miami to Atlanta and Chicago.

June 1 will see the inauguration of round-trip DC-7 service from Chicago to Houston via St. Louis. Also on that date a non-stop round-trip flight will be inaugurated between Atlanta and Chicago.

DC-7 service to other cities will be expanded as additional planes are received, Stayman said.