Delta 747

The superjet of all time!

DELTA

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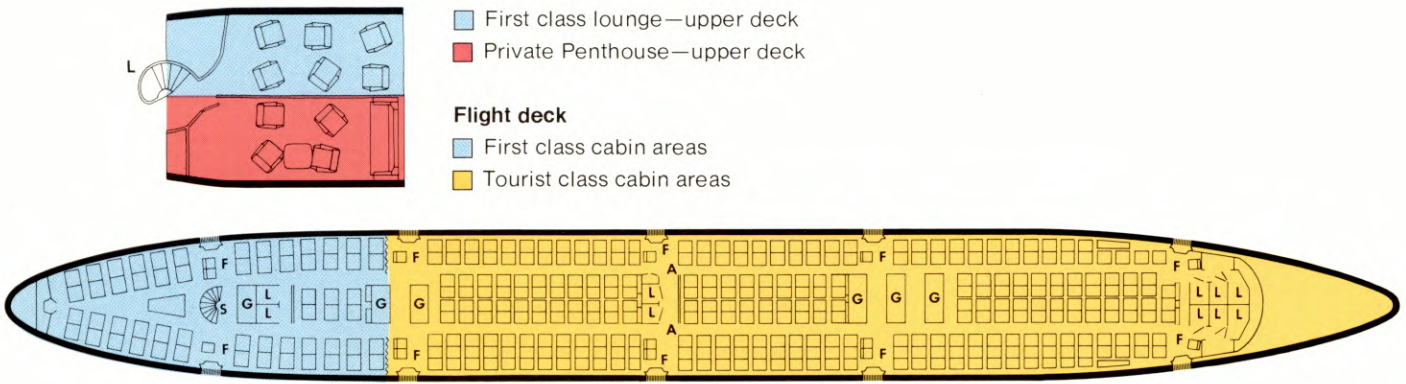
The 70's opened with the superjet, one of the great advances in all the realm of flight.

Now, Delta brings you an even more spectacular 747. It offers the improvements of its world proving; it offers a host of features that distinguish the Delta 747 from all the others.

Come meet a magnificent plane!



Floor plan of the Delta 747 shows the design features for comfort and ease of movement throughout the plane.

A: Main aisles. **F:** Foyers. **G:** Galleys.
L: Lavatories. **S:** Spiral stair to upper deck.

Triple-decker. The 747 superjet has three decks, two for passengers plus a lower deck for a mechanized system of cargo containers. The diagrams here show the passenger decks. The main deck is divided into five cabin areas: three for tourist and two for first class. On the upper deck, reached by a spiral staircase from the forward cabin, is Delta's distinctive private penthouse and first class lounge.

The 747 is the first jet to have the entire main deck designed for passenger use. And like the bridge of an ocean liner, the flight deck is topside and forward for a lofty view of airport taxiways and runways.

A wide welcome. The Delta 747 greets you with double-width doors . . . on both sides of the plane! You get on and off with uncrowded ease, due to the multiple entries and the doors wide enough for two persons to walk through together. Some Delta terminals even have triple telescoping bridges for use of three of the superjet doors simultaneously.

Size and room and space and open expanse are among your first impressions as you step aboard. For each doorway opens on a wide foyer and each foyer opens on a double aisle and both aisles run full length of the long, long plane.

Then, five cross aisles and walk-through galleys give even more walking freedom for passengers and stewardesses. Traffic jams may be below, on highways, but not in the new Delta luxury 747.

Comfort . . . sitting, standing, walking. The 747 is the first of the wide-bodied generation of jets. And wide it is, for a fullback running for first down would be happy to cover its measure: seven yards, four inches. Inside cabin floor width of 20 feet provides ample room to space out the widest seats ever used in first class or tourist.

High ceilings and near-vertical walls permit standing anywhere, even against a window. It's easy to get into or out of any seat on the Delta 747 with living room ease.

EXIT
EXIT

Now, a Private Penthouse! A few steps above first class, on the upper deck of the largest airliner in the world, a private penthouse waits for you. A smiling stewardess, assigned personally to you, says welcome to this new world of flight.

Inside, around a coffee table, are four large deluxe reclining, swivel seats. There's a two-place settee, deep carpet, soft lights, the patina of rosewood and walnut, and stereo sound. It's like owning your own jet... without the upkeep.

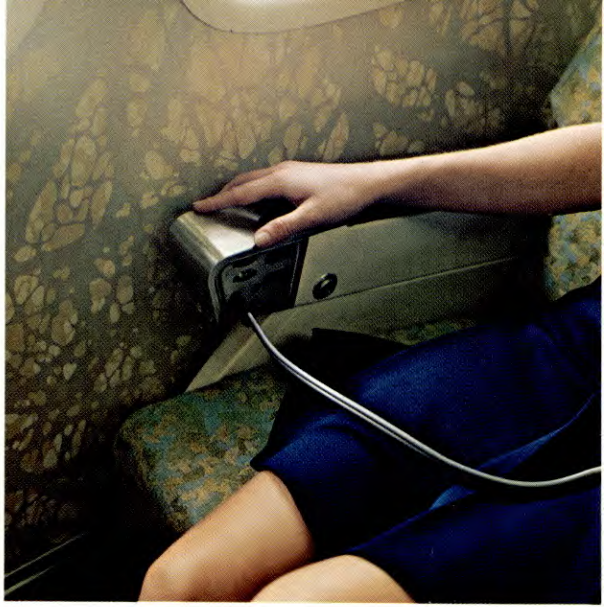
The upper deck has its own lavatory, its own well-stocked service bar and galley. And what a galley! Continental dinners, exotic dishes, midnight snacks, or a hunt breakfast.

Nobody but Delta has a private penthouse. It may be reserved for exclusive occupancy by one to six persons. Your Travel Agent, or any Delta office, has full details.

In a class by itself. First class on the Delta 747 introduces the cabin spaciousness of superjet size plus Delta-designed seats that cushion you in uncrowded ease for yourself. Seats are in pairs only and are spaced out over so much room that there are only 58 seats total in both the wide-bodied first class cabins.

Carry-on or check. There's new convenience for you in handling your baggage on a Delta 747 flight. Bins over the aisles hide your carry-ons, a handy and safe storage spot for flight bags, brief cases and even one-suiters. Bags passengers check go aboard 54 at a time in all-metal weather-proof containers. Automatic conveyor systems unload the containers and move them in trains to the claim counter. There's lots of room, too, for sports gear such as golf clubs or water skis.

Passenger service—straight to you! Delta's 747 has nine galleys. And more than a dozen stewardesses to serve food and drinks. Even a Supervisor of Passenger Service aboard to insure the highest standards of service aloft. And here's where the wide aisles, double aisles and cross aisles and walk-through galleys all form an efficient traffic pattern to get you served without long delays. Galleys are also of a new design to improve succulence of hot foods and keep cold foods well chilled.



Words & Music. The miles are filled with music, when you go Delta 747. And you can listen not only to music but to two delightful entertainment features exclusive with Delta.

Every passenger on a Delta 747 has a high-fidelity sound system. We call it Deltasonic. It has three different stereo channels plus four mono channels. Your own headset completes the stereo sound, and you have your own controls for channels and volume.

Stereo music runs the range from classic to jazz and pops and musical comedy, each number identified by a smooth-flowing commentary. And—quite new—you can turn to a channel with a travelogue on places along the Delta routes, or an unusual program about stars of the theatrical worlds.

It's all free, too. No charge on Delta for use of the earphones.

Liftoff lightly. This largest of airliners takes off with ease, for in its four jet pods is a combined thrust of 174,000 pounds... more than double the power of any other airliner of any type. The 747 uses conventional runways and operates easily from all major airports along the Delta system.

It can lift over 700,000 pounds, though this is with the fuel load for long transoceanic trips. On the average Delta nonstop, the gross weight is far less, even with a full load of passengers and cargo.

Serene sailing. Just as an ocean liner is more stable than a small outboard in a choppy sea, so the 747 glides along through any weather with a much smoother ride than smaller jets. Here is new stability for pleasant travel, whether you want to read, doze, do paper work, chat or relax over a leisurely meal.

It's quieter travel, too, because the wide-bodied design permits adding more sound-proofing insulation without decreasing cabin width.

The big 747 can come in low at slow approach speed, land smoothly and roll to a stop in the same distance as smaller long-range airliners. It uses a new design of thrust-reverse to reduce the landing roll, too.

The 18 wheels of the superjet landing gear make a big footprint for cushioned landings. In fact, its stress on the runway is less than many smaller jets, because the weight is spread over more tire area.

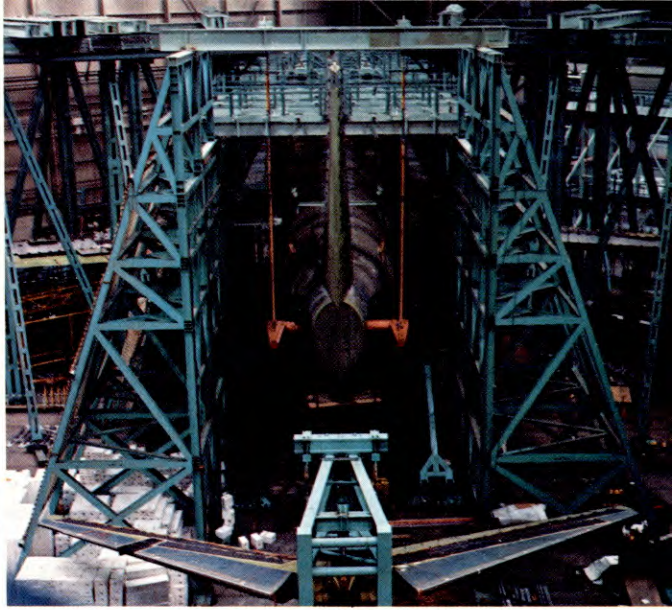
Aid to congestion problems. The five 747's Delta is adding to its fleet can carry the loads of 27 standard DC-9's! Five runway runs instead of 27. Five moving cubes of airspace to control instead of 27. Five landings, and clearance intervals between, instead of 27.

In all, the large capacity of the 747's helps cut the necessity of stacking inbound flights and queuing outbound jets. The capacity is a welcome aid to cities planning for sustained increases in air traffic volume.

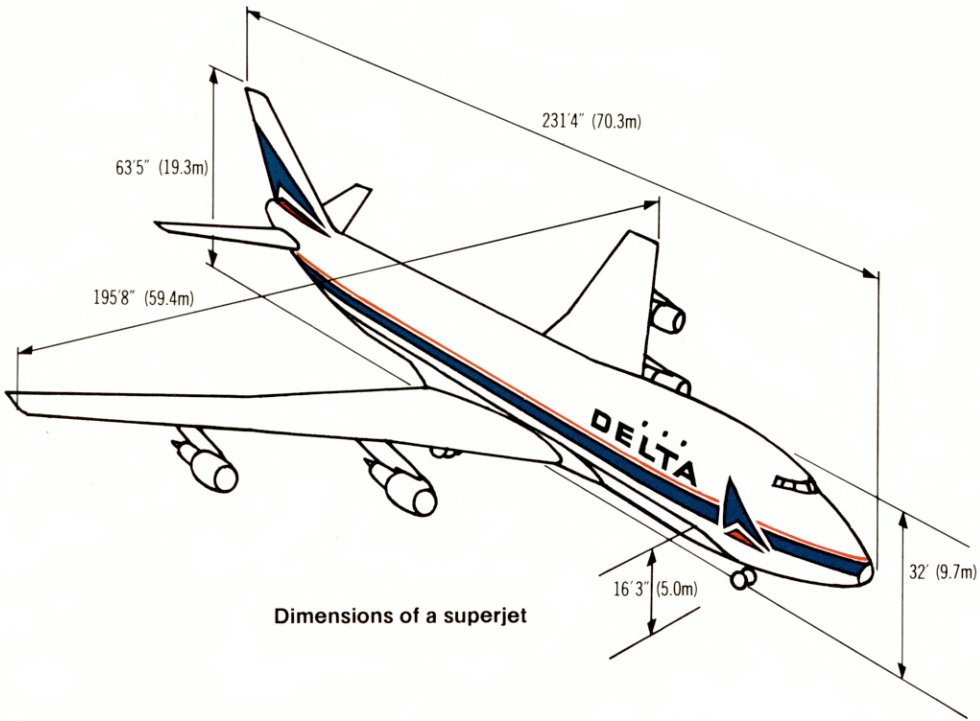
More cargo... on passenger schedules. One deck down from the main passenger cabins are the cargo holds... with a combined capacity of 99,780 pounds that can move along on nonstop passenger schedules.

There is a bulk bin that can hold 14,880 pounds; there are 30 all-metal containers that can gross 2,830 pounds each. The cargo includes checked luggage but even with a full passenger load less than half the cubic space of the containers is used for baggage.

There's new capacity for bulky pieces, too. The door to the bulk hold is 44 inches wide and 47 inches high, and lengths can be up to 15 feet.



Most tested jet yet... The first 747 in the air was the result of more than 200 design studies. The best went to the stage of model testing, with a combined total of 15,000 hours in eight wind tunnels. Then, two actual-size airplanes were built for testing to destruction in specially built giant rigs. In-flight conditions were simulated in an "Iron Bird" that pretests flight control systems with the aid of closed-circuit TV. And five 747's went through a 1,400-hour test program covering 500,000 miles. In all, the 747 is the most thoroughly tested airplane in the history of commercial aviation. And prior to going into service on Delta routes the 747 will have flown approximately 4½ million passengers and a total of 37,000,000 plane miles.



Dimensions of a superjet

Other specifications of Delta 747 superjet

Engines: four with thrust of 43,500 pounds each, or total thrust of 174,000 pounds.

Fuel capacity: Full loaded, 47,210 gallons, or 316,300 pounds of fuel.

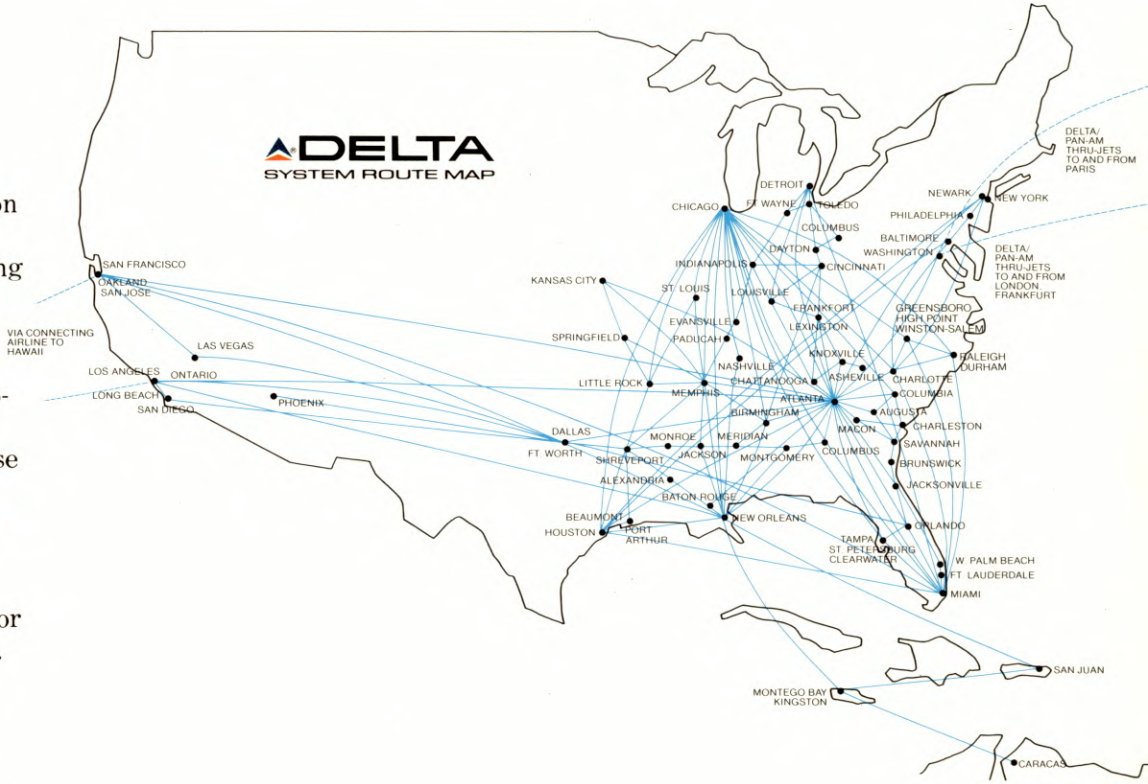
Maximum takeoff weight: 710,000 pounds.

Maximum landing weight: 564,000 pounds.

Delta 747's are in the air! The future now moves into the present tense on Delta, for the big wide-bodied jets now fly on regular schedules. Among Delta routes receiving 747 service are Dallas-Los Angeles, Atlanta-Dallas and Atlanta-Los Angeles. They also link the Midwest and Florida, with nonstops to Miami.

Plan your next trip in one of these wide wonders of the world. From anywhere in the U.S., your Travel Agent can make your Delta 747 reservations, including all connections. And including reservations for the Private Penthouse, if you wish.

Or, just call any Delta office, anywhere!



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Delta is ready when you are!