# DELTA AIR LINES

*presents the quick, quiet*

# DOUGLAS DC-9

FAN JET


DELTA

AIR LINES

The quick, quiet new Douglas DC-9 FanJet will be seen with increasing frequency over a large portion of the Delta system.

This remarkable new short-to-medium range Jetliner brings the advantages of Jet travel to many Delta cities for the first time. The Douglas DC-9 will not only cut flight time between cities, but reduce ground time as well with its independence of ground equipment.

Delta is pleased to be able to bring Jet service to an increasing number of cities on its routes, speeding and improving communications between the Main Streets of America and the Metropolitan Centers.

C. E. Woolman
*President and General Manager*
Delta Air Lines

*On trips as short as 100 miles or as long as 1500 miles . . .*

# The DC-9 will take you there quickly

Superb performance is one of the key reasons we selected the Douglas DC-9 to serve you. This powerful twin-fanjet cruises serenely at nearly the speed of sound to take you places in a wink, a blink, and a nod. Just a wink and a blink on shorter trips. ☐ For example, total DC-9 flying time for a 200-mile trip is less than 30 minutes. As this suggests, total elapsed times between take-offs and landings are extremely fast. This is because the aircraft easily performs at high rates of climb after take-off and of descent before landing. ☐ **SMOOTH AIR** But taking you places quickly is only one aspect of this airplane's outstanding performance characteristics. The DC-9, which flies as fast as the big, long-range jets, also operates at big-jet altitudes—up where the weather isn't, and the smooth air is. ☐ And the DC-9, with its ability to operate from runways only 5000 feet in length, can take you swiftly and surely to places where jets have never been, particularly to those communities where jet service was previously impossible or impractical. ☐ **A DREAMPLANE** Call it greater passenger convenience in air travel. Call it expanding the Jet Age. Call it a dreamplane come true. Or, more simply, call it the DC-9, a plane that flies fast, high and easy... has great reserve power and excellent climb capability... can take-off and land at most of the world's airports. ☐ Our pilots tell us the DC-9 is a dreamplane from their point of view, too. They're saying it is a marvelously easy airplane for them to fly and maneuver... that it has all the performance characteristics, the "feel," of a truly great transport aircraft.





# The DC-9 will take you there quietly

For all its swiftness, the DC-9 offers a quiet, comfortable—even leisurely—environment in which to travel. ☐ This is another reason we selected the DC-9 as the best way to take you to those not-so-far-away places. ☐ The DC-9 has the same quiet, vibration-free ride already associated with pure-jet aircraft. But more than that, you will find the most effective acoustical design and climate control features ever engineered into a passenger transport. ☐ **COMFORT-CONDITIONED CABIN** The DC-9's air conditioning system, as an example, can hold the cabin at 70°F. under all cruising conditions. On the ground, with engines at idle, the same comfortable cabin temperature can be maintained with exterior temperatures as low as 40° below zero. ☐ In fact, there are two independent air conditioning systems in the DC-9 to assure a comfort-conditioned cabin climate regardless of whether the world outside the airplane is cold, hot, dry, or humid. ☐ **EXCELLENT STABILITY** Travel by DC-9 is ultra smooth, with excellent stability at all flight levels assured by the aircraft's tail and control system design. In-flight noises or vibration are virtually non-existent, as a result of aft-mounted engines and the use of vibration-isolating engine mounts. ☐ Interior noise levels are controlled by a fuselage design which incorporates such features as acoustical insulating materials, shock-mounted panels, and triple-pane anacoustic windows. Speech interference sound level within the passenger cabin will not exceed 68 decibels. That's whisper quiet. ☐ **PARTNER IN PROGRESS** And the aircraft's pressurization system maintains sea-level cabin pressure even when the DC-9 is at an altitude of 18,500 feet. Cabin pressure is equivalent to only 6000 feet when the actual flight altitude is 30,000 feet. ☐ Even on the outside the DC-9 will be a relatively quiet partner in the progress of the communities it serves. Due to its ability to climb away steeply on take-off, and the low exhaust velocity of its turbofan engines, the DC-9 on take-off, for example, sounds about 80% quieter in the neighboring areas than a long-range jetliner and about 30% quieter than a large propeller-driven airplane.

# *The DC-9 will take you there* **beautifully**

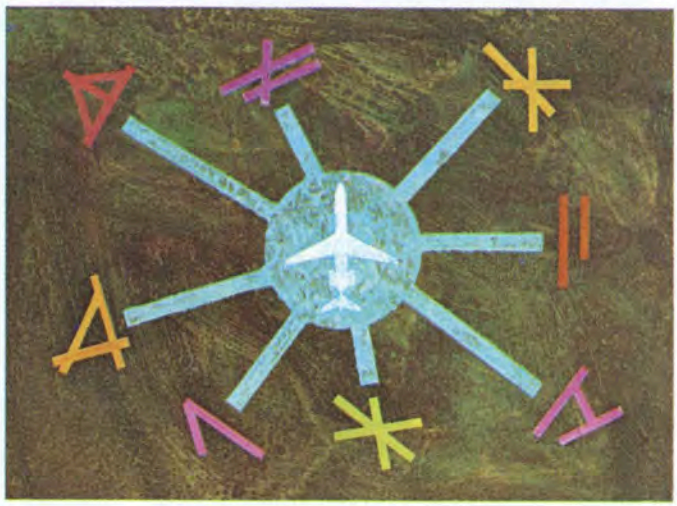
The quiet inner world of the DC-9 is a beautiful world, too. ☐ In fact, beauty and grandeur abound, up in the upper realm where this princely new jet reigns. ☐ For one thing, you will like the originality that keynotes the DC-9's contemporary interior design. And you will find an abundance of fresh fashion ideas all around you, as well as regal fabrics and textures specially selected to win your favor. ☐ Look and you will see restful patterns and vivid highlights, custom carpets and drapes, and imaginative decor all blended into a smart balance, with power to please. ☐ **CONTOURED CHAIR** You will find that aboard the DC-9 you are royalty in a contoured chair, serene in a luxurious lounge-like atmosphere—with a view of the world. ☐ Your majestic view is through large "picture" windows that always remain clear... that are sized and spaced to present all the grandeur of the upperworld for your personal approval. ☐ **TOTAL DESIGN INTEGRITY** The beauty of the DC-9 is not just skin deep. The real beauty of this airplane is in its total design integrity, a virtual trademark of Douglas-built aircraft. ☐ The passenger chairs, for example, not only look good, but they feel good. They are contoured and constructed not so much with the "average" passenger in mind, but the not-so-average passenger. As just one indication of this, there is greater shin clearance on the basic DC-9 seat than is available on any other aircraft seat. The DC-9 seats are designed and built to give a high level of comfort. ☐ **THE HIGH-T TAIL** Other integral elements of the DC-9's interior beauty include its wide aisles and the general spaciousness of the passenger cabin—as roomy and comfortable for each passenger as the big jets. ☐ Externally the DC-9 is a beautiful airplane, too. From its distinctive high-T tail to its graceful swept-back wings and modern radome nose, the DC-9 looks like a great airplane. We think you will agree that it is.


# *The DC-9 will take you there* royally

☐ A new standard in gracious sky-living will be yours aboard the DC-9. ☐ Our cabin crew will be there to personalize the fact that you are a welcome and honored guest. ☐ You will find all of the conveniences of modern air travel virtually at your fingertips. ☐ Big things and little things. ☐ Just press a button to call for service. ☐ Fold down a handsome, built-in service tray when you want a personal, ideally positioned surface for dining, writing, or games. ☐ Flick on a specially designed lamp when you want a large, uniform field of light for reading. ☐ Adjust the cool-air outlet to your satisfaction. ☐ Or recline the seat, at a touch, for daydreaming or napping. ☐ By design, the quiet, beautiful world of the DC-9 is a totally gracious and functional world, too, a world in which your approval is our primary concern.

# *And the DC-9 will get you there* on time

The basic dependability of an airplane is the prime factor in determining how consistently it meets its operating schedules. ☐ And the basic dependability of the DC-9 is inherently related to the excellent reputation of its builder, the Douglas Aircraft Company, whose transport aircraft are widely noted for long service and dependability. ☐ In selecting the DC-9 we have expressed our confidence in the ability and experience Douglas has gained in manufacturing more air transports than any other company. ☐ **EXTENSIVE PLANNING** The total performance of an airplane is also dependent upon how thoroughly its actual operating requirements have been reflected in the basic design. ☐ Advance planning for the DC-9, to precisely tune it to the market it will serve, has been even more extensive than for any previous Douglas transport. ☐ As a result, the DC-9 is specifically designed in every detail to provide a maximum of efficient service over short and medium distance routes—which, incidentally, carry about 60% of all the world's air travel. ☐ **EXCEPTIONALLY DEPENDABLE** To successfully meet the operational characteristics that are typical for such routes, including the ability to take-off and land frequently, with a minimum of waiting time on the ground, requires an aircraft that is exceptionally rugged, dependable, and easy to maintain and service. ☐ The DC-9, due in large part to its overall design philosophy, is inherently such an aircraft. That design philosophy, in an age when many things are becoming more complex, firmly stresses simplicity and the use of service-proven components and systems. For example as the DC-9 enters passenger service, its basic power plant will already have logged approximately 1½ million hours in actual airplane operation. ☐ One result of this design philosophy that every air traveler can appreciate is the impressive departure performance of 99% forecasted for the DC-9. ☐ Here then is a passenger transport so sound in design and construction, and so operationally efficient that *it promises reliability beyond that ever achieved by any airliner*. The Douglas DC-9. Come fly it soon, with us.



# Douglas DC-9

Series 10

### CAPACITY

| | |
|---|---|
| Number of Passengers | to 90 |
| Cargo Area | 600 cubic feet, holds up to 6000 pounds |
| Luggage Compartment | 50 cubic feet |

### PERFORMANCE

| | |
|---|---|
| Normal Cruising Speed | up to 560 mph |
| Normal Cruising Altitude | up to 35,000 feet |
| Operating Range | 100 to 1500 miles |
| Runway Requirement | up to 5000 feet |

### DIMENSIONS AND FEATURES

| | |
|---|---|
| Wing Area | 925 square feet |
| Wing Span | 87.4 feet |
| Wing Sweepback @ 25% Chord | 24 degrees |
| Overall Length | 102.3 feet |
| Overall Height | 27.4 feet |
| Maximum Take-off Weight | 77,000 to 90,000 pounds |
| Maximum Landing Weight | 73,350 to 81,000 pounds |

### POWER PLANT

| | |
|---|---|
| Fan-Jet Engines | Pratt & Whitney |
| Maximum Rated Take-off Thrust, per engine | 12,000 to 14,000 pounds |

# DELTA AND DOUGLAS

## *over 25 years*

Delta inaugurated the first air service for passengers across the South between Dallas, Birmingham and Atlanta in 1929, after several years of successful operation as a crop-dusting service. Five years later Delta received an airmail contract covering its original route and was awarded Certificate No.1 by the Civil Aeronautics Board.

In 1940 Delta turned to Douglas for the 14-passenger DC-2 to provide more passengers with speedy, dependable air transportation. This pioneer aircraft was soon replaced by the world-renowned mainstay of the air line industry, the famed Douglas DC-3. This 21-passenger utility airplane served the pressing transportation needs of the war years, and was known around the world in its military version as the C-47.

In 1946, Douglas' first four-engine plane, the 48-passenger DC-4, enabled Delta to offer the first non-stop service on a new route between Chicago and Miami.

Two years later Delta began operation of the Douglas DC-6, an advanced 56-passenger aircraft that cruised at more than 300 mph.

The year 1954 saw Delta and Douglas fly even higher and faster together, as the 365 mph DC-7 was placed in service. This fine aircraft—the highest achievement of the piston-powered flight age—serves many passengers ably today, as does the reliable DC-6.

In 1959 Delta entered the Jet age as the first air line in the world to fly the magnificent Douglas DC-8. The map shrunk and Delta cities moved closer together as the Big Jets linked them up at ten miles a minute.

By now Delta's famed personal service was known and enjoyed by passengers throughout the South and Southwest. In 1961 it became nation-wide as Delta was awarded a trans-continental route across the South to the Pacific Coast.

Now, with the exciting new DC-9 FanJet, Delta raises its total of Douglas aircraft purchased beyond the hundred mark and brings the Jet age to the doorsteps of intermediate size cities.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Just as Delta's DC-9 FanJet is now the first to bring Jet service to many intermediate cities, Delta was first to fly the DC-8 in 1959 and first with Jet service on all existing routes. Each of the DC-8s in Delta's huge fleet is powered by four FanJet engines, cruises at nearly 600 miles an hour. Its 130 passengers enjoy the ultimate in Jet speed, comfort and convenience.

Delta's new DC-9 FanJet, known as the Crown Prince of the Douglas Jet Family, is the perfect companion to the mighty DC-8 . . . offering all the advantages of Jet travel between large and intermediate cities.