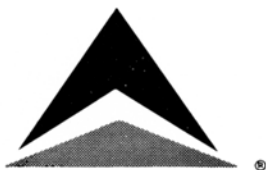


DELTA DIGEST

EMPLOYEE MAGAZINE OF DELTA AIR LINES

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DELTA PRINCE



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EMPLOYEE MAGAZINE OF DELTA AIR LINES

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Editor

IN THIS ISSUE...

DC-9 DAY AT DELTA	4-9
THE DC-9 OUTSIDE AND IN	10
TOP EXECUTIVES PROMOTED	12
ANY QUESTIONS?	13
CUSTOMER SERVICE HONOR ROLL	15
SERVICE AWARDS	16-18
SYSTEM NEWS	19

PHOTO CREDITS

Douglas Aircraft, page 4; Wayne Gilbert, Stores, Chicago, page 14.

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Photography



COVER:

DC-9 DAY became Delta Air Lines Day at Long Beach last month as Mayor Edwin G. Wade, right, presents official proclamation to C. E. Woolman. Looking on are Jackson McGowan, division vice president-aircraft, Douglas Aircraft; Donald Douglas, Sr., and stewardess Carol Koberlein.



DELTA

Our report a few months back from the prop shop regarding the number of miles driven back and forth to work each month has brought a response from Los Angeles maintenance men. They have done some research and computing of their own and come up with a figure of 11,748 miles a month. The prop shop figure was 13,200 and so they've still got the record—until further challenged—but as our Los Angeles correspondent points out, their mileage is based on the travel of only 17 men. The prop shop has a complement of 27. Any other comers?

Our correspondent in Houston reservations—Libby Broach—sends this on to us. "A funny thing happened on the way to the locksmith shop." So would begin a tale of woe told by teletype agent Janet Brown. After purchasing a new English bicycle, Janet took it down to the locksmith's to get a lock. While inside the bicycle was stolen. Does anyone have use for one brand new bicycle lock?"

Another example of in-flight poetry was sent on to us last month from passenger service. The stewardess report gave it to us this way: "We serve peas on the meal and this passenger had a rather hard time with them. When he deplaned he gave me the following:

'I eat my peas with honey.
I've done it all my life.
It makes the peas taste funny.
But it keeps them on my knife'."

Glenda Jones, Houston based stewardess writes us that on flight 917 of October 12, there were a total of seventeen members of a family aboard. They were on their way to New Orleans to see the installation of Bishop Philip M. Hannan, Archbishop of New Orleans. The list included the Bishop's three brothers, their wives, their eight children, the Bishop's mother, cousin and a brother-in-law. In addition, Glenda tells us, four other family members flew down on Delta for the installation the following day.



From christening in Long Beach . . .

▲ *All of a sudden it was there.*

Gleaming, white, shining, new.

Ahead of schedule on this flight, as it had been ahead of schedule since it first went into production.

The crowd out at gate 41 grew quiet and the band from nearby College Park High School struck up a round of "Dixie."

Engines whining, it moved up the ramp and swung into gate position. It was bigger than one expected, somehow, yet maneuverable, too.

Now the red carpet was down and the engines shut-off. The band went into march tune and the high-stepping majorettes got into the rhythm. The stairs folded out.

The Douglas DC-9 had arrived.

DC-9 DAY

It had been a busy day. Out at Long Beach earlier, Mayor Edwin G. Wade proclaimed Delta Air Lines day in the city, commemorating the delivery of the world's first DC-9 fanjet.

The aircraft was officially delivered by Douglas Aircraft in ceremonies that morning at the Long Beach plant. Participating in the festivities were: Donald Douglas, Sr., chairman of the board; Donald Douglas, Jr., president; R. W. Freeman, Delta director, and C. E. Woolman Delta board chairman

and chief executive officer.

The DC-9 was christened by stewardess Carol Koberlein with water from some 20 cities that will be served by the DC-9.

Mr. Woolman and Mr. Freeman were hosts aboard the delivery flight. Guests included: Messrs. Douglas, Jackson McGowan, division vice president-aircraft; John C. Brizendine, DC-9 program manager; G. B. Thomas, vice president-domestic commercial sales; Paul H. Patten, DC-9 test pilot, and Hu



. . . To Brass Band Reception in Atlanta, it was . . .

AT DELTA

Gagos, manager-public relations, all of Douglas Aircraft.

Delta executives included: C. H. Dolson, president; T. M. Miller, executive vice president-traffic and sales; Robert Oppenlander, vice president-finance; Robert L. Griffith, vice president; and F. J. Schwaemmle, director of public relations.

The delivery flight from Long Beach to Atlanta, with a servicing stop in Dallas, was under the command of Cap-

tain T. P. Ball, Delta's director of flight operations. Captain W. L. McBride, manager-flight training and qualification, Atlanta, served as second officer for the flight. Stewardesses were Miami based Carol Koberlein and Atlanta based Paige Horne.

Actual flying time for the two-hop trip was four hours, 19 minutes. Captain Ball was doing 560 miles per hour when he crossed the Mississippi River, but confessed he "slowed down some" so that his arrival would conform with the

schedule of ceremonies at the Atlanta Airport.

Captain Ball, who also flew delivery flights of the Douglas DC-8 and Convair 880 jets, described this one as "just wonderful."

"It handles real nice, very easy, very stable. And it really is a faster airplane than I had expected."

The day's festivities were concluded that night with a dinner at Atlanta's Commerce Club, honoring Donald Douglas, Sr. The guest list, in addition to Atlanta's top businessmen, included Georgia Governor Carl E. Sanders, and Atlanta Mayor Ivan Allen, Jr. The nine tables were designed DC-1 through DC-9, with a model of each Douglas airplane adorning the appropriate table.



Long Beach Mayor Edwin G. Wade adds final water blend to DC-9 christening bottle. From left, Carol Koberlein, Donald Douglas, Sr., C. E. Woolman, Mayor Wade, and Jackson R. McGowan.



DC-9 DAY Continued



ABOVE, RIGHT: Talking things over after the christening are, from left: A. G. Heimerdinger, chief pilot, Douglas Aircraft; J. F. Nycum, Delta director of flight equipment development; C. H. Dolson, Delta president; and W. L. Whittier, vice president-deputy general manager, Douglas Aircraft.

LEFT: Fuel stop in Dallas gives airport employees a close-up look at the DC-9.



Before the flight gets underway, Delta officials chat with Donald Douglas, Sr., right. From left, Robert Oppenlander, vice president-finance and treasurer; R. L. Freeman, Delta director; T. M. Miller, executive vice president-traffic and sales.



BELOW, RIGHT: John C. Brizendine, left, deputy general manager-DC-9, explains point about the aircraft to Robert W. Martin, Jr., publisher of Aviation Week and Space Technology.



High-level horizontal stabilizer mounted atop the rudder assembly is distinctive DC-9 feature.



On board DC-9 delivery flight stewardesses Paige Horne (left) and Carol Koberlein present cake to C. E. Woolman, who celebrated his birthday the following day, October 8.



During stopover in Dallas T. P. Ball, left, Paul Patten, Douglas test pilot, and W. L. McBride, right, get together for some pilot talk.



The College Park High School band greets the DC-9 delivery flight in Atlanta with a rousing rendition of "Dixie".



C. E. Woolman waves to crowd gathered in Atlanta for DC-9 arrival.



From left: R. W. Freeman, Donald Douglas, C. E. Woolman.



Delivery flight crew, are from left: T. P. Ball, director of flight operations, W. L. McBride, manager flight training and equipment; stewardess Paige Horne and Carol Koberlein.



Following the delivery flight, C. E. Woolman hosted a dinner at Atlanta's Commerce Club honoring Donald Douglas. Shown here are, from left, Atlanta Mayor Ivan Allen, Jr., Donald Douglas, Georgia Governor Carl Sanders, and C. E. Woolman.



C. E. Woolman presents silver bowl to long-time friend Donald Douglas, Sr.



Atlanta employees take a tour of the new jet as it stands for first time in Delta hangar.

The DC-9 ...



... Outside and In

▲ Let's look it over—outside and in.

- Wingspan of the DC-9 is slightly over 89 feet, eight feet less than the span of the DC-8. Fuselage is about the size of the DC-6.

- Two Pratt and Whitney JT-8D5 turbofan engines, mounted parallel to the aft fuselage, give the DC-9 a cruising speed of 543 miles an hour. A distinctive feature of the aircraft is its high-level horizontal stabilizer, mounted atop the rudder assembly.

- Passenger and baggage compartments are pressurized to provide a cabin altitude of 6,000 feet at an aircraft altitude of 30,000 feet.

- Airconditioning for both heating and cooling is introduced directly into the cabin to provide the fast temperature response needed in short-to-medium range operation.

- The DC-9 carries its own boarding stairway to the cabin floor, seven feet from ground level. The doorway is also compatible with the standard jetway passenger loading service provided at the larger airports.

- Another loading feature of special value is the location of the baggage compartment. Providing 600 cubic feet of volume and a floor designed to withstand loads of 100 pounds per square foot, the compartment is only 42 inches from the ground for the convenience of hand loading.

- The two aft-mounted JT8D-5 engines generate the equivalent of 28,000 horsepower at take-off. This horsepower is roughly the amount of power produced by 14 diesel locomotives.

- The electrical equivalent of 28,000 horsepower is 21,000 kilowatts. This is enough power to supply the normal domestic needs of the city of Abilene, Texas, Burbank, California, or one fifth the power used domestically in the city of Atlanta.

- The energy generated during take-off roll would lift the SS United States 45 feet.

- Air consumed by the engines at take-off power is 596 pounds per second. In one minute the engines consume the volume of air displaced by 60 average sized homes.



Roomy DC-9 interior, left, is characterized by quiet blue blending with subdued tones of old gold and platinum. Stewardess Carol Koberlein serves meal during DC-9 delivery flight.

- At take-off power the turbofan engines burn fuel at the rate of 13,560 pounds an hour, or 2,000 gallons an hour. During take-off, the two engines use 165 gallons of fuel.

- On a flight from Atlanta to New York, 1,400 gallons would be consumed, or enough to keep the average family car going for two and a half years of normal driving. Fuel used on take-off alone would take the family car from Atlanta to Seattle.

Quietness is the dominant feature of the interior.

A self-contained stairway provides entrance to the DC-9, and your first step inside the plane is on a dark brown rubber mat. The immediate reaction is an instinctive one—to wipe your shoes before proceeding.

A glance to the left shows you the cockpit, especially designed for a two-man crew. All space not occupied by the usual array of black faced instruments, and switches, is painted a light blue.

You are instantly impressed with the aircraft's color scheme of quiet blue blending with subdued tones of old gold and platinum. You know it will be quiet in flight; already the atmosphere is restful.

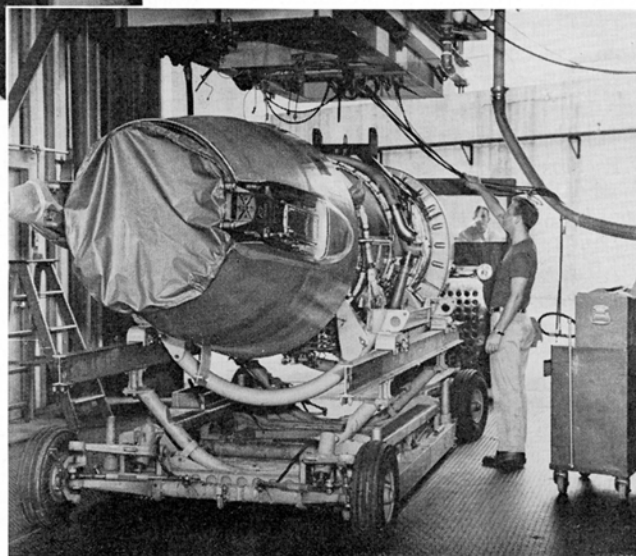
Galley units are located forward and have varying panels of blue and orange. Storage compartments are concealed behind "Cascade" curtains specially woven for Delta's exclusive use and are blue with colorful horizontal bars of green, darker blue, orange, and metallic bronze.

The passenger cabin is compact, yet roomy, with two rows of double seats (20) in the first-class compartment and a three/two arrangement in the tourist section (45), for a total of 65 seats. Double windows are provided for each row of seats. Lower side walls in the cabin below the window line is "olive gold."

Carpeting throughout is nylon multi-color intricate weave, ranging from black to iridescent blue. Its name—"Beaufort."

The forward Poly Plastex bulkhead is beige embedded with a metallic flecked galaxy of stars overlaid with a pleasing arrangement of small, stylized Delta Widgets.

Seat cushions are quiet blue, with Sapelo platinum head



JT8D-5 turbofan engine, BELOW, puts in first-time appearance at Atlanta maintenance. The two aft-mounted engines of the DC-9 generate the equivalent of 28,000 horsepower at take-off.

rest caps, and turquoise arm rests. Seat back, shells and lower side panels are gold.

The main cabin partition, between First-class and Tourist sections, stops 18 inches from the floor, leaving ample leg room for passengers in the first row of tourist seats. Aqua silver is used for both cushions and head rests in rear section seats, and the Delta Widget yields to an abacus design in the fabric.

The Weber seats, specially designed and custom-built to Delta's many requirements for the utmost in passenger comfort, rest structurally on two legs rather than one side against the fuselage of the plane, as in other jetliners. Oxygen masks, reading lights, stewardess chime, and bug-eye ventilators are all located compactly overhead.

The entire cabin is softly illuminated with four tubings of lights. Two are recessed in the ceiling, and there's one on each side, just below the overhead rack.

One large coat room with two bars that can be extended, is located in the front of the DC-9. There are two lavatories, both located in the rear, finished in a bright cheery yellow.