



NEWS

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Prepare for instant magnificence as you board Delta's 747.

Yet, in reality you can't "prepare" for it at all, for the 747's interior is like nothing you have ever seen before.

If any colors can be said to dominate, pleasing shades of blue and gold create an immediate impression of quiet luxury. But there are variations in designs and groupings of patterns to indicate the four cabins into which the main deck of the 370-passenger aircraft is divided. A plush upper deck offers continued beauty at the top of a spiral staircase.

There are 58 seats in the cabin of the First Class section, all seats in pairs. Six seats, or three pairs, are in the center of the plane; all the other First Class seats are window pairs. The upholstery fabric is of a "combo" design in blue/olive and blue/yellow color combinations, placed in a seemingly random arrangement. A blue/olive seat may be adjacent to a blue/yellow seat, preceded by two blue/olive seats and followed by two blue/yellow seats.

Wide armrests with a combined width of 10 inches as compared with 8 inches on the Super DC-8, are bronze green. Carpeting is aqua and gold.

Throughout the plane an off-white ceiling, almost 8 feet above the cabin floor and softly lighted, adds to the sensation of remarkable spaciousness.

Enclosed overhead racks, which also contain lights and airconditioning vents, are six feet, four inches from the floor. They open downward and will hold up to 40 pounds of storage.

Bulkheads, centerline complexes, and sidewall window panels are covered in an original pattern called "Trees." An actual photograph looking up from the floor of a forest inspired the design, which varies from one position to another

only in color. In First Class, bulkheads are dark gold "trees" with light silver on window panels; beige "trees" are on the forward and aft sides of the centerline complex.

In the three cabins of the 304-passenger Tourist section, the seats are in rows of nines. As you face the front of the plane, the arrangement, left to right, consists of triple seats next to the window; a wide aisle; two pairs (four seats) in the center of the plane; another aisle; and a pair of seats next to the window. Each cabin contains three types of seat fabrics, one with a design, two in solid colors. A tweed carpet extends throughout.

Red and orange tones predominate in the first Tourist cabin, and as elsewhere the arrangement seems to follow no formal pattern. "Catalina Copper" is the basic color of seats upholstered in a circular-design fabric, complemented by seats in solid colors of tangerine and mist (light green).

In all Tourist sections, the tree pattern on sidewall window panels is light grey; on the forward and aft faces of the centerline complex, beige. A laminated cloud pattern lines the aisle faces of the centerline complex in all cabins.

Seats in the second Tourist cabin are upholstered in "Catalina Turquoise" along with solid-color seats of olive and mist. The third cabin continues the accent on blue, but the shades are different: "Catalina Peacock," solid antique and, again, mist.

Matching headrest covers have replaced the traditional white coverings.

There are two lavatories in First Class, primarily blue; eight beige lavatories in Tourist; and one blue lavatory upstairs.

From eight galley units will come memorable meals. One of the center "portable" hot food containers for each galley weighs 800 pounds, and Delta will use railroad-type tracks to move it on and off the airplane.

Individual tables for passengers are in the seat backs, as in present Deltaliners. True china of a new design will be used for casseroles. But other

dishes, in both classes, will be in a new plastic design, white with blue trim. Food will be served on a plastic tray, 10X16 inches in size, with all but the rim covered by a blue place mat.

Delta's galleys have as their chief feature the use of "sleeves" to hold meals that have been cooked to a desired point, then quickly chilled. Each "sleeve" is a large container that will hold 36 plastic trays complete with all food except the main hot dish. The hot dishes fit into a separate type of sleeve, since heat in flight is required before serving. The only assembly work a stewardess has to do in serving is to add the hot dish -- the china casserole -- to the passenger's tray.

An electric dumbwaiter from the main deck to the upper galley facilitates service in the beautifully appointed upper deck, which includes a private stateroom with swivel chairs and settee.

Nowhere in the 747 is there a feeling of closeness.

"Cathedral" windows add to the feeling that here is an airplane of the future that has already arrived.