

DELTA presents the
world's most advanced jetliner...

the **DC-8***



*BY DOUGLAS

featuring *Royal* **JET** *Service*

The beginning of a wonderful new chapter in your life



Once you've flown a Delta DC-8 jet you'll find yourself wedded to this wonderful new type of travel.

The DC-8 is the world's newest, most advanced jetliner and the largest ever to bear the Douglas name. Whether you travel deluxe first class or thrifty super-coach, you'll be impressed with the spaciousness and extra room per passenger. Aisles are ample, seats broad and ceilings sweep wide overhead.

In a cabin filled with soft music by Muzak, rich paneling and modern plastics contrast with soft leather, thick carpeting and colorful drapes and curtains, under the restraint of indirect lighting. The rich, new colors and textures combine to tell you that a magnificent travel experience awaits you.

The DC-8 is the first jetliner to be planned exclusively for passenger use from its inception... 3½ years ahead in engineering and decor.

**A NEW
EXPERIENCE
IN QUIET,
VIBRATION-FREE
FLIGHT**

Spanning the full width of the huge fuselage is a seven-seat lounge adjoining the cabin for first class passengers. Here one finds an atmosphere of rich informality—a table for cards or conferences—in an area of unusual quiet, completely free of engine or propeller vibration.

This absence of vibration, even at speeds of nearly 10 miles a minute, is one of the unique characteristics of jetliner travel. Inner tensions vanish with the vibration. You experience a degree of relaxation comparable only to that associated with your own easy chair.



Menu to match the magnificence of design



Special cuisine and
complimentary
champagne

MENU



CHAMPAGNE SERVICE

Fresh Gulf Shrimp Cocktail
Remoulade Sauce

CHARCOAL-BROILED TENDERLOIN STEAK
to your order or
ROCK CORNISH HEN

(Seafood Entrée available on appropriate days)

Stuffed Baked Potato—Cheddar
Green Beans Almondine

Royal Chef's Salad—Honey French Dressing
Hot Rolls and Butter Individual Fruit Pie
Coffee, Tea, Milk
Mints—Cigarettes







A completely new dining service matches the advanced design of Delta's new DC-8 Jets.

A large and substantial table not only folds down but slides toward you for ideal positioning. The dinner tray itself is of exclusive design, accommodating new free-form, dual-toned *Melamine* service ware.

Menus will vary with the season and the region, and deluxe luncheons and dinners are preceded by champagne service, *compliments de la maison*. Cocktails and highballs are also available at a modest tariff on all first class Royal Jet flights. Individual breakfast and afternoon snack trays plus assorted beverages are served at appropriate times in the first class section.



Deck plan of Delta's DC-8 with an overall fuselage length of 146 ft. and width of 12 ft. 3 in.

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|  Deluxe first class cabin |  Lounge |
|  Supercoach cabin |  Galley areas |
|  Lavatories |  Coat racks |

All DC-8's Radar-equipped

DELTA

Royal JET Service

The giant size of the DC-8 has to be seen to be appreciated. The cabin floor is on a second story level; the fin and rudder soar four stories into the air. One of the horizontal tail surfaces would make the wing of a small plane. Even the huge DC-6's and DC-7's begin to look small when they park beside this new Queen of the Skyways.





Deluxe



Miss Edith Head, Fashion Chief for Paramount Pictures, winner of six Oscars for her film-featured creations, and author of the current best seller, "The Dress Doctor."



THE FORW

DELTA

JET AGE INSPIRES NEW COSTUME DESIGN FOR STEWARDESSES

Delta's transition into the Jet Age is not alone a technical one. To design a smart new uniform for the elite corps of young women selected to serve in the new DC-8's, Delta turned to famed Hollywood fashion designer Edith Head.

The result is this handsomely tailored one-piece costume in honey beige which Miss Head calls the "Jet Jumper." The *jet flame* scarf is inspiring a new line of cosmetics. A short box jacket converts it to a suit for Terminal wear, while for blustery days there is a dashing beige leather top coat to complete the ensemble.

Four stewardesses are assigned to the big new jets, two serving in first class and two in the supercoach section.

Blue uniforms in other photos are standard on Delta's piston engine fleet.



THE DC-8
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Deluxe First Class — A NEW EXPERIENCE IN TRAVEL LUXURY



THE FORWARD CABIN features wide aisles and new "unitized" seating with over-the-shoulder lights for reading at any angle of recline, foot hassocks, fold-out tables and lights for writing or dining. Air vent and call button are at finger-tip command.

FIRST CLASS LOUNGE is the scene for a demonstration of the remarkable vibration-free characteristics of the smooth-flying DC-8, as children play with balancing block game in an atmosphere of quiet and comfort. Cruising almost 600 miles an hour at 30,000 ft. in the realm of jets, most weather is left far below.

Delta *Royal* JET Service

ARRIVE REFRESHED AFTER A VIBRATION-FREE FLIGHT



THE DC-8 IS A TRUE JET and should not be confused with so-called "prop-jet" or "jet-powered" aircraft which employ propellers. A TRUE JET, like the DC-8, is far faster and has none of the features responsible for vibration.

THE DRIVING FORCE in one of Delta's DC-8 true jets comes from the reaction to the exhaust blasts (red arrow) of its four smooth-turning turbines and amounts to 52,000 lbs. thrust at take-off. These engines have had more than 4,000,000 hours of military and commercial use and are considered among the most reliable aircraft power units ever built. External noise is largely controlled by design of exhaust outlets and by a suppressor ring which encircles exhaust blast at take-off.

Thrifty Supercoach — SAME SPEED WITH UP TO 28% SAVING IN FARE



SUPERCOACH SEATS are also of the "unitized" design with built-in features similar to those in the deluxe section. Tables fold out from back of seat ahead and slide toward passenger. Complimentary hot meals are served to supercoach patrons at appropriate times in flight.



AIRFOAM-CUSHIONED contour seats recline throughout a wide range of angles without affecting folding tables. Cool, fluorescent, over-the-shoulder reading lights are in correct position for any desired angle of the seat. All accessories are within easy finger-reach.



To slow down the jetliner on landing, the pilot employs a reverse-thrust mechanism which swings in behind the exhaust blast and deflects it forward (green arrow). This has the same effect as reversing the propellers and saves excessive brake and tire wear. In flight, the reversing mechanism fits snugly into the nacelle ahead of the exhaust stacks. Engines burn kerosene and four of them consume as much air in cruising as is inhaled by a city of 1 1/4 million inhabitants.