


**DC-10**

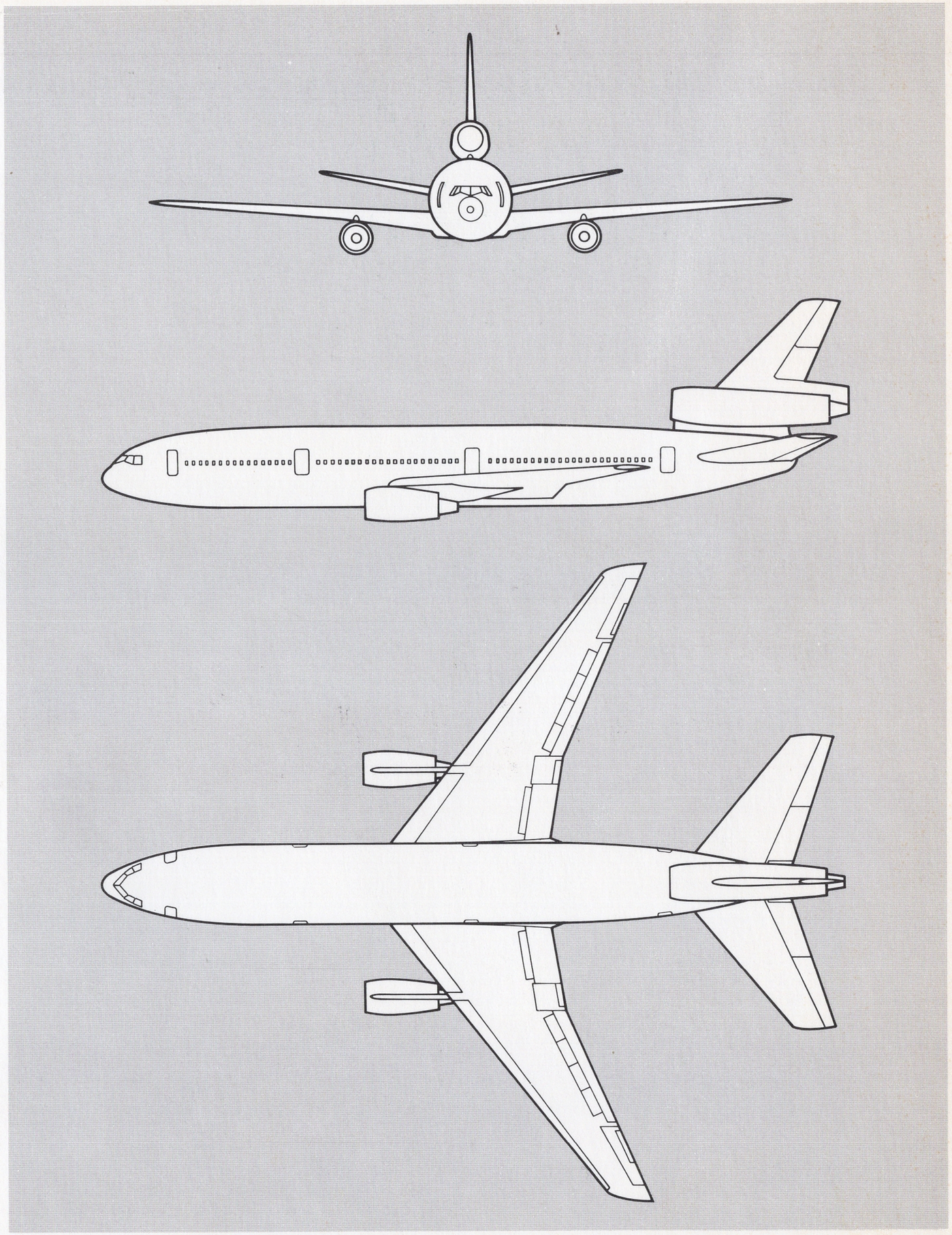
MCDONNELL DOUGLAS

## DC-10

The DC-10 multi-range trijet is a 300-passenger, all-purpose luxury jetliner designed to answer airline needs in the 1970s and beyond. Because of its operating efficiency and flexibility of use, it is an economical airplane with a high revenue potential. It incorporates advanced technology high bypass ratio turbofan engines designed to reduce engine noise significantly. Features include high lift wing devices, and a fully automatic landing system for all-weather operation. It is capable of operating from relatively small airports such as New York's La Guardia with a full load bound for Chicago, or from larger airports such as Kennedy International in New York with a full load bound for the west coast non-stop.

Spacious and comfortable, its passenger comforts exceed those of any airplane now flying. Two aisles run the length of the airplane, so that no passenger is more than one seat from an aisle, and two electric elevators carry serving carts to the main cabin level from a centralized food preparation center on the deck below.

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| **Length:** | 179.7 ft. |
| **Height:** | 57.5 ft. |
| **Wing span:** | 155.3 ft. |
| **Propulsion:** | Three General Electric CF6-6 turbofan engines |
| **Cruise speed:** | 600 mph |
| **Gross takeoff weight:** | 410,000 lbs. |
| **First flight:** | Scheduled for September 1970 |
| **First delivery:** | Scheduled for mid-1971 |






**DC-8 SUPER 63**

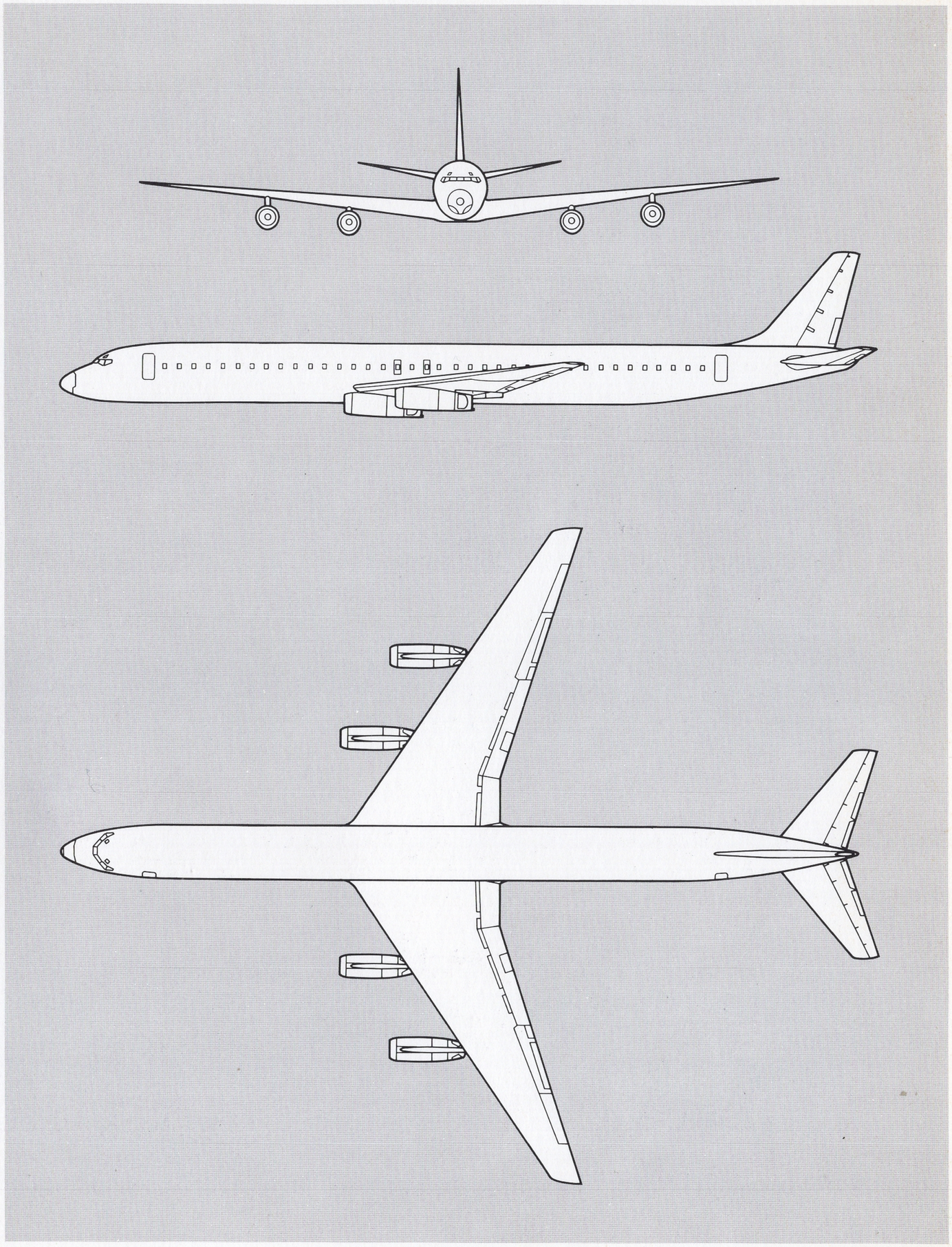
MCDONNELL DOUGLAS

## DC-8 SUPER 63

Design of the first DC-8 was started in 1952. It made its first flight on 30 May 1958, and entered airline service on 18 September 1959. Four basic models—the Series 50, in passenger, cargo-passenger, and all-cargo versions, and the Super 60 Series 61, 62, and 63, with freighter models of each—are in production today.

The Super 61, designed to carry up to 259 passengers on high density transcontinental routes, made its first flight on 14 March 1966. The Super 62, first flown on 29 August 1966, was designed for ultra-long-range operations and can carry up to 189 passengers at ranges over 6000 miles. The Super 63, largest of the Series, combines the fuselage extension and payload capacity of the Super 61 with the long-range qualities and aerodynamic and power plant improvements of the Super 62. It can carry a maximum capacity of 259 passengers and baggage 4500 statute miles, or lesser loads even greater distances.

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| **Length:** | 187.4 ft. |
| **Height:** | 42.3 ft. |
| **Wing span:** | 148.4 ft. |
| **Propulsion:** | four JT3D-7 turbofan engines |
| **Weight:** | 355,000 lb. max takeoff<br>245,000 lb. max landing |
| **Range:** | 6,600 miles |
| **Speed:** | 580 mph cruise |
| **First flight:** | 10 April 1967 |
| **Number sold and optioned:** | 548 (all models) to 34 of the world's airlines as of September 1968 |






**DC-9 SERIES 30**

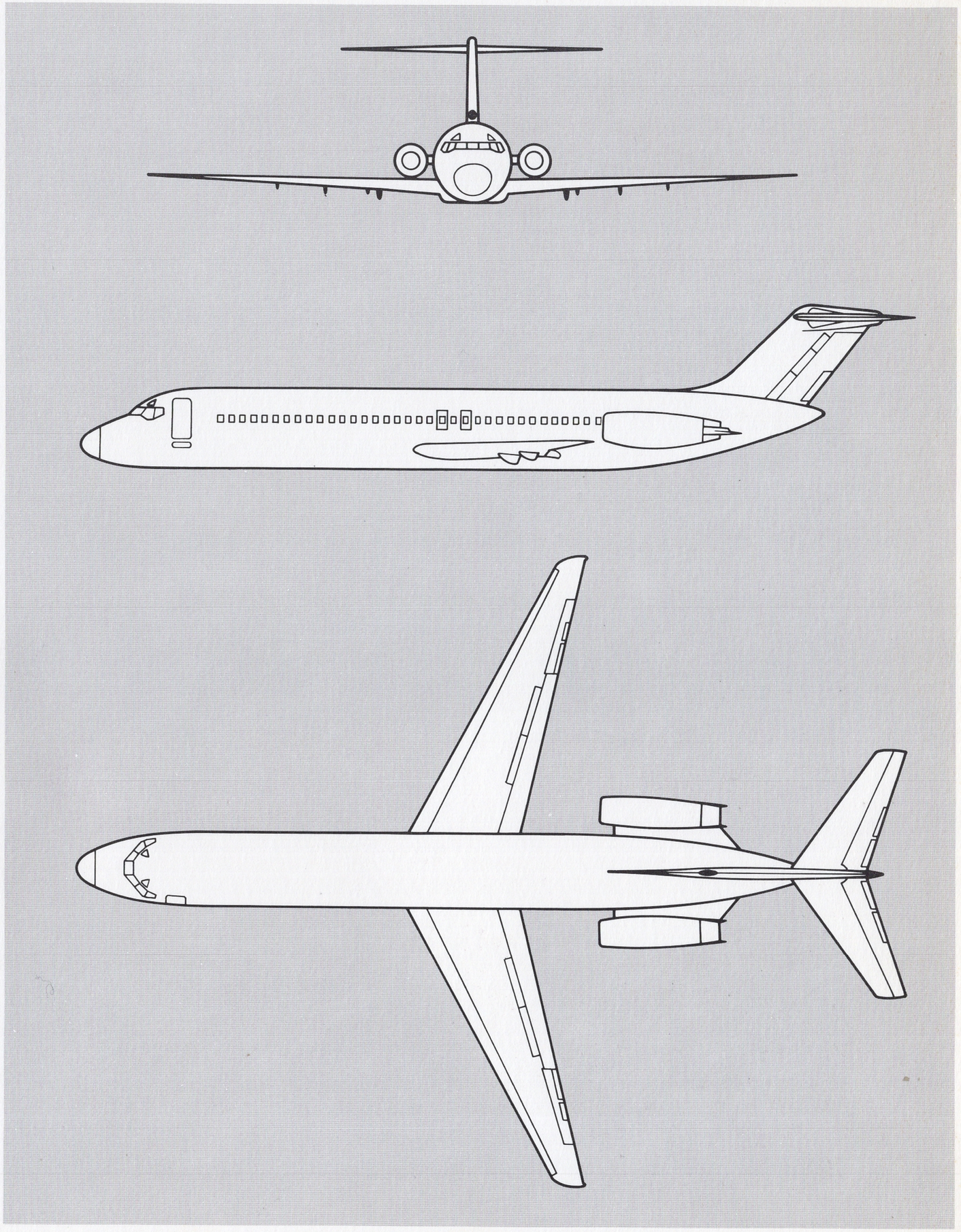
MCDONNELL DOUGLAS

## DC-9 SERIES 30

The DC-9, now flying with airlines throughout the world, introduced jet speed, comfort, and reliability to thousands of communities previously served only by propeller driven aircraft. Four basic models, with cargo-passenger versions of each, provide for various combinations of traffic density, cargo volume, and route distance.

The Series 10, which accommodates up to 90 passengers, was announced on 8 April 1963, and made its first flight on 25 February 1965. The Series 20, scheduled for delivery in 1969, combines the fuselage of the 10 with the high lift wing of the 30 and more powerful engines for short field takeoffs. The popular Series 30 has the same wing as the 20 but a longer fuselage, increased cargo space, and can carry up to 115 passengers on short to medium routes more profitably than any other jetliner in service. The Series 40 also has the wing of the 20 and the 30, a slightly longer fuselage, more powerful engines, and can carry up to 125 passengers. It has an even higher profit potential than the 30.

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| **Length:** | 119.3 ft. |
| **Height:** | 27.5 ft. |
| **Wing span:** | 93.4 ft. |
| **Weight:** | 108,000 lb. max. takeoff<br>99,000 lb. max. landing |
| **Passengers:** | 115 maximum |
| **Propulsion:** | Two P&W JT8D-9 turbofans T/O Thrust 14,500 lb. ea. |
| **Speed:** | 560 mph |
| **Altitude:** | 35,000 ft. |
| **Range:** | 100 to 1500 miles |
| **Number sold and optioned:** | 600 (all models) to 38 world airlines as of 2 September 1968 |
| **First flight:** | 1 August 1966 |






**C-9A NIGHTINGALE**

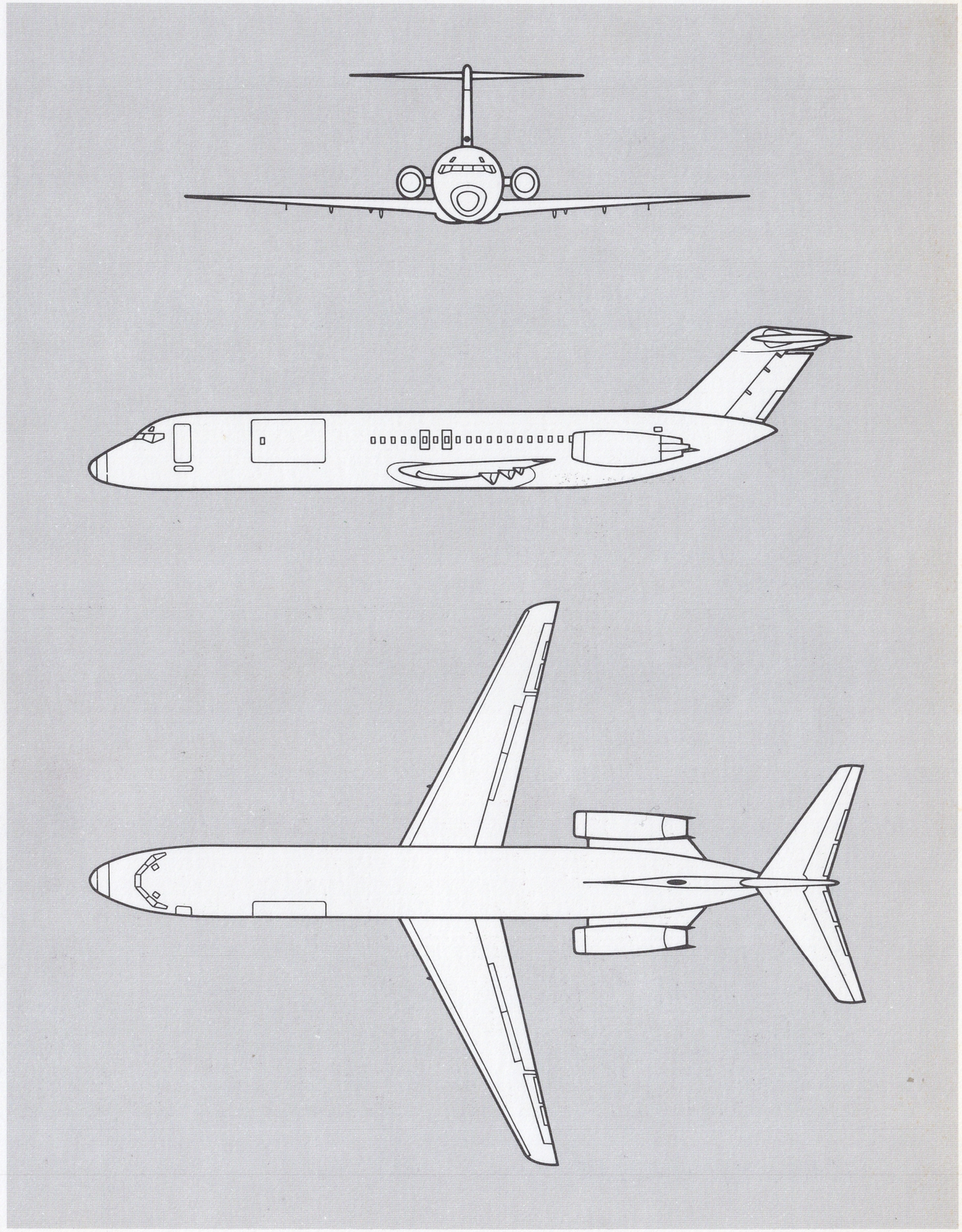
MCDONNELL DOUGLAS

## C-9A NIGHTINGALE

The US Air Force C-9A is the first military aeromedical transport specially outfitted as a fully equipped flying hospital ward. Operated by the 375th Aeromedical Wing of the Military Airlift Command, it is a fast, quiet, smooth flying jetliner designed to transport sick and injured military personnel within the United States.

The C-9A airframe is the popular DC-9 Series 30, extensively customized and modified to perform medical airlift missions. It incorporates a wide array of special equipment and structural modifications designed to provide improved on board medical care and maximum comfort for patients. Its interior is arranged to accommodate 30 litter or 40 ambulatory patients or any combination thereof. It has three operating entrances, two with integral, retractable stairways and one with a 136″ wide doorway and integral retractable ramp for litter patients, a special-care compartment, a special nurse's station with a desk and a public address system and lighting control panel, and cabin crew accommodations for flight nurses and aeromedical technicians.

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| **Length:** | 119.3 ft. |
| **Height:** | 27.4 ft. |
| **Wing span:** | 93.4 ft. |
| **Propulsion:** | two JT8D-9 engines |
| **Cruise speed:** | 500 mph plus |
| **Max. takeoff weight:** | 108,000 lb. |
| **First flight:** | 31 May 1968 |
| **Number produced:** | 12 on order, to date |






**A-4F SKYHAWK**

MCDONNELL DOUGLAS

## A-4F SKYHAWK

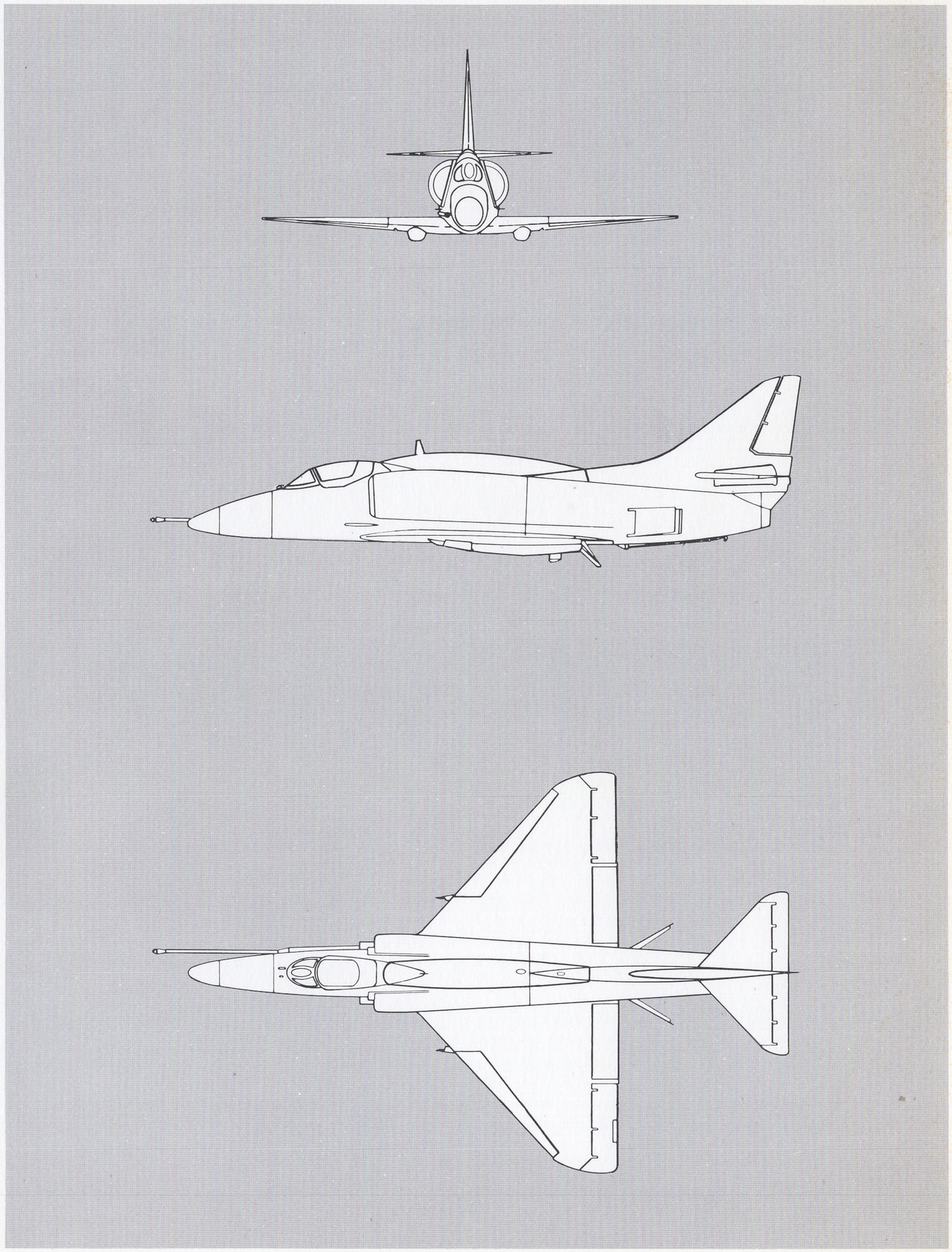
The A-4F SKYHAWK is the sixth and latest version of the US Navy's carrier-based "Mighty Midget." With a higher thrust engine than earlier SKYHAWKS, the A-4F has increased speed, maneuverability, rate-of-climb, operating ceiling, and armament flexibility.

The A-4F is also used by the US Marine Corps for both carrier based and land based tactical operations. For Marine Corps pilots operating in close support of ground troops, SKYHAWKS are "first line" equipment flying out of short expeditionary airfields equipped with catapulting and arresting gear.

New features of the A-4F include: higher thrust engine, nose wheel steering, zero-zero ESCAPAC pilot escape system, and wing lift spoilers (for improved crosswind landing characteristics).

Growth in electronic systems and weapon delivery capabilities paralleled by engine growth has assured long life for the highly adaptable SKYHAWK Series. The A-4 Type is also the choice of many foreign governments, including Australia, Argentina, and New Zealand.

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| **Length:** | 40.26 ft. |
| **Height:** | 15 ft. |
| **Wing span:** | 27.5 ft. |
| **Propulsion:** | Pratt & Whitney J-52-P-8A |
| **Weight:** | 10,000 lb. (empty)<br>24,500 lb. (loaded) |
| **Speed:** | About 670 mph |
| **Armament:** | 8200 pounds of bombs, rockets, or missiles, and internal machine guns. |
| **Crew:** | One |
| **First flight:** | 31 August 1966 |
| **Number produced:** | More than 2000 (all versions) |





**TA-4F SKYHAWK**

MCDONNELL DOUGLAS

## TA-4F SKYHAWK

The TA-4F, produced by the McDonnell Douglas Corporation, is a two-place advanced jet trainer version of the Navy's famous SKYHAWK attack bomber. The TA-4F has a 28-inch fuselage extension in the area of the rear seat. The airplane has dual controls and the rear seat has a retractable hood for instrument flight instruction. The TA-4F meets the requirement for "in-type" combat training as well as advanced jet training. With full combat equipment, the TA-4F provides new combat capability with two pilots and improved visibility.

The TA-4F is equipped with nose wheel steering, a zero-zero ESCAPAC crew escape system and a higher thrust engine than earlier SKYHAWKS. ESCAPAC permits escape of both crew members at zero altitude and zero speed. Also new in the TA-4F is the wing lift spoiler system for improved cross wind landing characteristics and reduced landing rollout.

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| **Length:** | 42.6 ft. |
| **Height:** | 15.2 ft. |
| **Wing span:** | 27.5 ft. |
| **Propulsion:** | Pratt & Whitney J-52-P-8A |
| **Weight:** | 10,602 lb. (empty)<br>24,500 lb. (loaded) |
| **Speed:** | About 670 mph |
| **Armament:** | Bombs, rockets, missiles, and internal guns |
| **Crew:** | Two |
| **First flight:** | 30 June 1965 |
| **Number produced:** | More than 2,000 (all versions) |

