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**DOUGLAS DC.6B.****The most up-to-date long-distance aircraft.**

A new aircraft has left the workshops of the Douglas Company at Santa Monica, California. It is the latest type of long-distance aircraft to enter the transatlantic traffic.

With the commissioning of this new aircraft, Swissair once again takes up the position of a pioneer in the traffic across the North Atlantic and thereby carries on the tradition for which the founders of the Company have always staked their belief. The newest type of DC.6B combines the excellent qualities of the DC.6 plus the most recent developments in aero technique. Elongated fuselage, more powerful engines, increased speed and radius differentiate this type from its predecessor.

The DC.6B has a cruising speed of 285 MPH. The journey in this flying saloon is agreeable and calm, no matter what the conditions are, as the machine will fly above the weather without causing any ill effects to the passengers. Thanks to a most intricate and automatic pressurisation system, the conditions inside the cabin will be as at 6,300 feet, although the actual height is 20,000 feet. The extremely roomy cabin further enhances the comfort whilst airborne. The furnishings are pleasing to the eye and in the colours of light grey and wine red. Large square windows give an uninterrupted view of the countryside below.

The meals are prepared on board in a special galley, fitted with refrigerator and electric hotplates. Swissair will by these means be in a position to offer its passengers a service, which will not be far behind that of a first class hotel in Switzerland.

This service also enables passengers to reach their destination without feeling any undue fatigue. Spacious and modern conveniences are situated in the rear of the DC.6B.

Despite the fact that flying has become an everyday occurrence, passengers always appear to be most interested in the navigational side, in fact anything which might be going on in or outside the plane. The captain of the aircraft by means of a loudspeaker system will be in a position to keep passengers fully informed on matters of interest.

As from the 18th August, 1951, when Swissair cross the Atlantic to America for the first time with the new aircraft, DC.6B, journeys from Switzerland to New York and vice-versa will not only be shorter, but also more agreeable; an enjoyment which every passenger will appreciate.

\* \* \*

**DC.6B.****SWISSAIR'S LONG-DISTANCE AIRCRAFT.**

**Manufacturers:** Douglas Aircraft Company Inc., Santa Monica, California, U.S.A.

**Type:** DC.6B 1237 for overseas traffic.

**Crew:** 1 Commander, 1 Captain, 1 co-pilot, 2 Wireless Operators, 1 Navigator, 2 Flight Engineers, 1 Purser, 2 Stewardesses.

**Accommodation:** 50 seats.

**Cabin:** Automatic Pressurisation.

**Measurements:** Wingspan 117 ft. 6 ins. Overall Length, 106 ft. 6 ins. Overall Height, 28 ft. 8 ins.

**Undercarriage:** Two main undercarriages, retractable with 2 wheels each. One nose undercarriage, retractable and allowing for steering.

**Engines:** 4 Pratt & Whitney R.2800 CB 16. Output per engine for take off with water injection 2435 HP. Cruising output 1200 HP.

**Airscrews:** Three Blade Hamilton, Standard : Hydro-matic Airscrews, 13 ft. 6 ins. Diameter. The Blades are synchronised and reversible and therefore assist as an additional breaking power after landing.

**De-icing:** The most exposed parts of wings and rudder are de-iced by means of hot air, which is also being used for heating the cabin.

**Capacity:** Maximum speed at 20,000 ft. 365 MPH. Cruising speed at 20,000 ft. 285 MPH. Radius with wind : 0, fuel reserve for 3 flying hours, payload 15,234 lbs. and speed 285 miles at 20,000 ft. 2,250 miles.

**Fuel:** Capacity of tanks 3,930 gallons. Consumption per hour approximately 301 gallons at cruising speed.

**Weights:** Net, 58,863 lbs. Gross take off, 100,090 lbs. max. Gross Landing, 84,878 lbs. max. Payload, 15,234 lbs.

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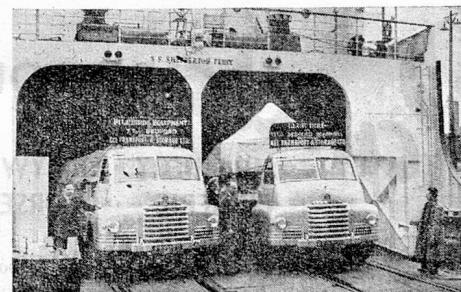
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The "Blue Bird", with which Mr. Donald M. Campbell won the dell'Oltanza Trophy for Britain on Lake Garda in July 1951, was entrusted to Alltransport & Storage Ltd. both for the outward and return journeys.