

# The Dizzy Nine

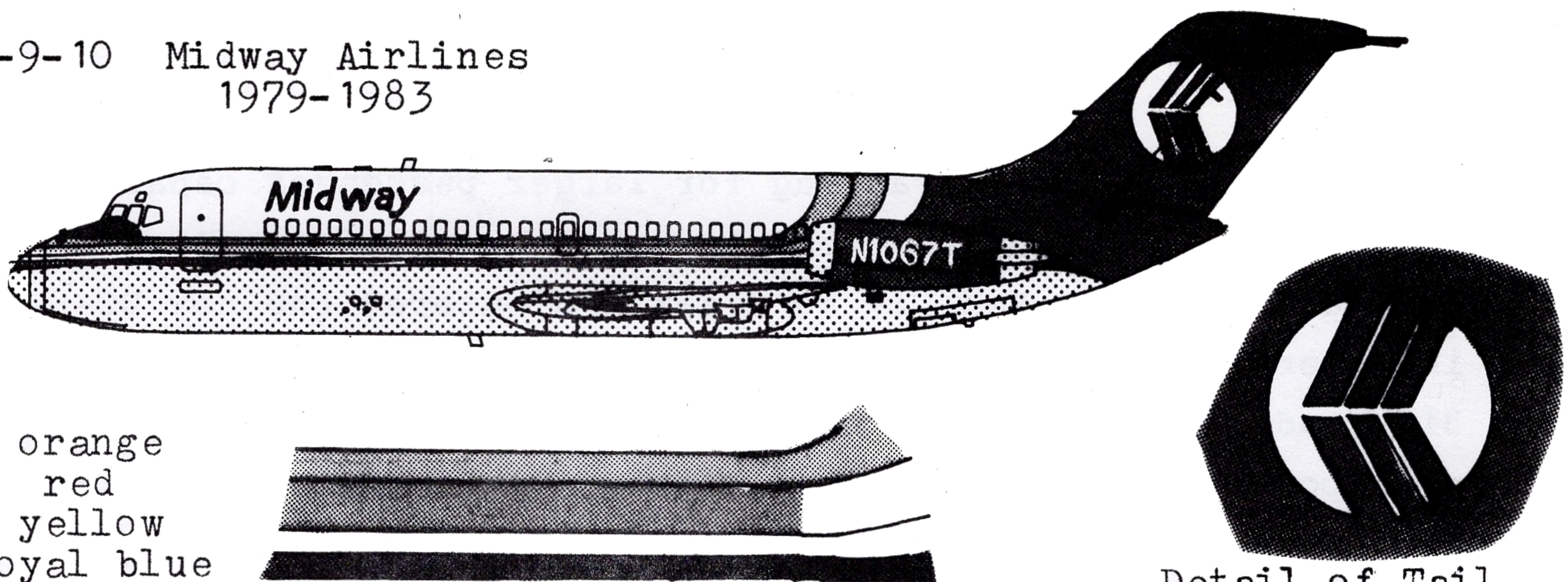
By Jeff Jensen

## Srs. 10

Back in 1962 the DC-9 started life as Douglas Model 2086. To this day the DC-9 is still evolving (re-designated as the MD-80). But make no mistake, for the DC-9 and MD-80 are alike in looks only. The MD-80 is almost a total redesign of the DC-9 series. Therefore, this article will deal with the DC-9 series 10 through 50.

The DC-9 flew for the first time on Feb.25, 1965. Delta entered the DC-9 into service on Nov. 29, 1965. The basic DC-9 Srs. 10 Model 11 was quickly followed by the DC-9 Srs. 10 Model 15. The difference between the two being the Model 11 had JT8D-5 engines, while the Model 15 had the more powerful JT8D-1 engines. Fuel capacity was also increased in the Model 15. Both models had a wingspan of 89ft. 5in. and a fuselage of 104ft. 4in.

DC-9-10 Midway Airlines  
1979-1983



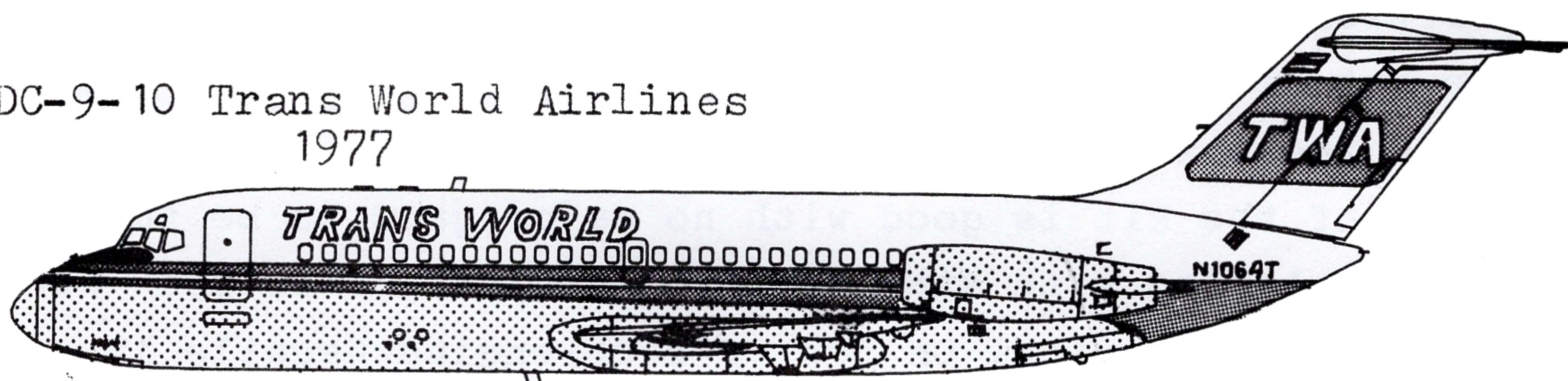
orange  
red  
yellow  
royal blue

Detail of fuselage stripes

Detail of Tail  
Emblem: design in  
~~gold~~ **ORANGE** on royal blue

This DC-9 from Midway Airlines sports a glossy white upper fuselage, a mid-fuselage band consisting of four colored stripes (orange on top, then red, then yellow, and on the bottom a royal blue stripe). Note that each stripe curves up over the fuselage top. The royal blue stripe flairs out to cover the empennage. Bottom of the a/c in aluminium. Engines have aluminium front cowls and rear exhausts; middle portion in royal blue. Registration no. 'N1067T' in white. 'MIDWAY' above windows in royal blue. Anti-glare panel in flat black. Also note that the fuselage stripes slightly flair out and become a little bit thicker as they round the nose of the plane. The tail emblem is in ~~gold~~ **ORANGE** on the royal blue tail. Mainwings and horizontal stabilizers are in aluminium. Though not visible, the engine support is in royal blue.

DC-9-10 Trans World Airlines  
1977

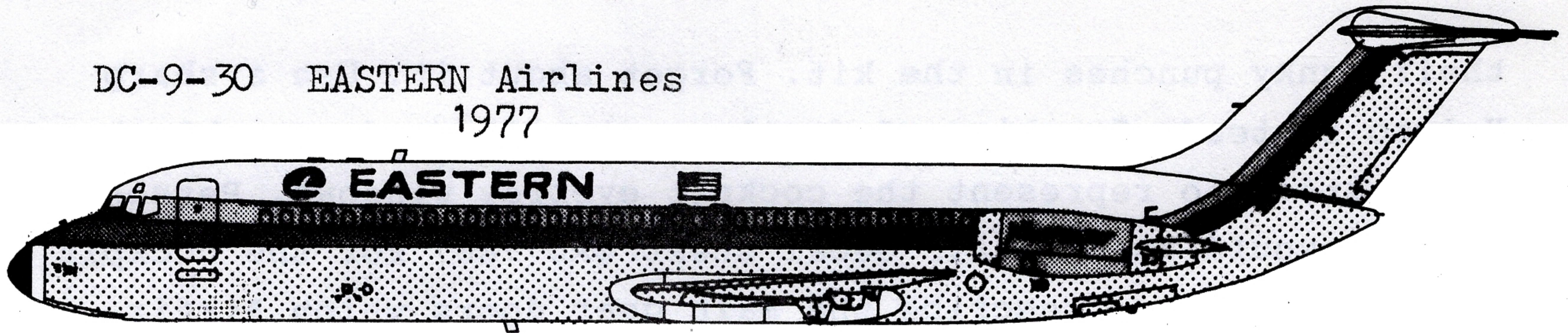


This TWA DC-9 has glossy white upper fuselage and aluminium undersides. Separating the white from the bare metal are two stripes of red. Notice that the stripes become thicker the farther back they travel on the fuselage, with the bottom stripe curving around the underside of the plane. Tail panel in red with rounded corners; 'TWA' slants rearward slightly and is in white. Notice the US flage above panel and near tail' leading edge; the flag slants rearwards. 'TRANS WORLD' on fuselage in slanting outline letters; they are in red. Reg. no. 'N1064T' in red; a very small '1064' in red just above the nose gear doors. Engines in bare metal. Mainwings and horizontal stabilizer in bare metal. Flat black anti-glare

#### Srs. 30

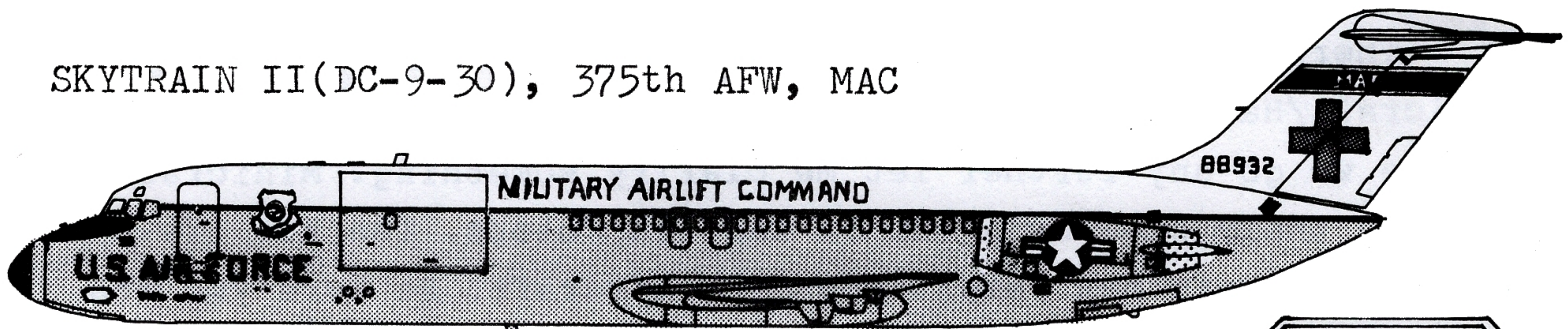
With the airlines asking for larger passenger capacity, the logical solution was to "stretch" the airplane. Douglas did just that. On Feb. 1, 1967 Eastern entered the new DC-9-30 into service. Douglas stretched the fuselage 14ft. to 119ft. 3in. and increased the wingspan to 93ft. 5in. The -30 also had more powerful engines (JT8D-7 with optional -9, -11, -15, -17 power) and new high lift devices. These included full span wing leading edge slats and double slotted trailing edge flaps. The -30 (as well as the -40 and -50) also had the addition of an aft stairway.

DC-9-30 EASTERN Airlines  
1977



The livery for this plane is glossy white upper fuselage and forward part of the tail and aluminium undersides and rear portion of the tail. The two stripes separating the white from the metal are in blue; the upper and lighter shaded stripe is in a color called 'caribbean blue' by Eastern, the lower and darker stripe is called 'ionosphere blue' by Eastern. Note the US flage over the fuselage emergency exit windows. The Eastern logo and the word 'EASTERN' on fuselage are in 'ionosphere blue'. 'Whisperjet' on engine nacelle in white (shown on drawing in blk.). Reg. no. 'N8931E' in white on lower fuselage stripe under windows & in front of nacelle intake (number shown in blk. on drawing). Flat black anti-glare panel & radome. A small '931' just to rear of white band and just below lower blue stripe on nose. Note the white band edging the rear of the radome. Light grey on the wing & horizontal stabilizer centers as well as the wing roots. Engine nacelle inlet & exhaust in bare metal. Only outboard portion of nacelles are painted; inboard sides in bare metal. The thin white band under the darker blue stripe narrows down as it curves up in front of the rudder.

SKYTRAIN II (DC-9-30), 375th AFW, MAC



(left) Black outlined yellow panel with a/c no. '8932' in black under 'USAF'

(right): MAC emblem carried on fuselage



This DC-9 in the USAF scheme of glossy white upper fuselage and glossy ADC grey lower surfaces is quite pretty! Note the thin black cheat line separating the white from the grey. Wings in ADC grey w/ bare metal leading edges. Horizontal stabilizer in white w/ bare metal leading edges; tail also has bare metal leading edge. Tail has black '88932', a red Red Cross, and the band is black, edged in yellow w/ 'MAC' in white. 'U.S. Air Force' and 'MILITARY AIRLIFT COMMAND' in black. Flat blk. anti-glare panel and radome. Note cargo door on forward fuselage & the few number of windows. Engine nacelle inlet & exhaust in bare metal. Star and bar on wings and on nacelles. Small blk. lettering of '375th AFW' just aft of yellow nose panel containing a/c number.

### Srs. 40

Douglas next came up with a long range version of the -30. SAS flew the first -40 on Mar. 12, 1968. The -40 had a much larger fuel capacity than the -30 and 6ft. of fuselage was added to hold that extra fuel. But the -30 wings spanning 93ft. 5in. were still used. To push the extra weight, JT8D-9 engines were standard (with -11,-15,-17 optional power).

### Srs. 20

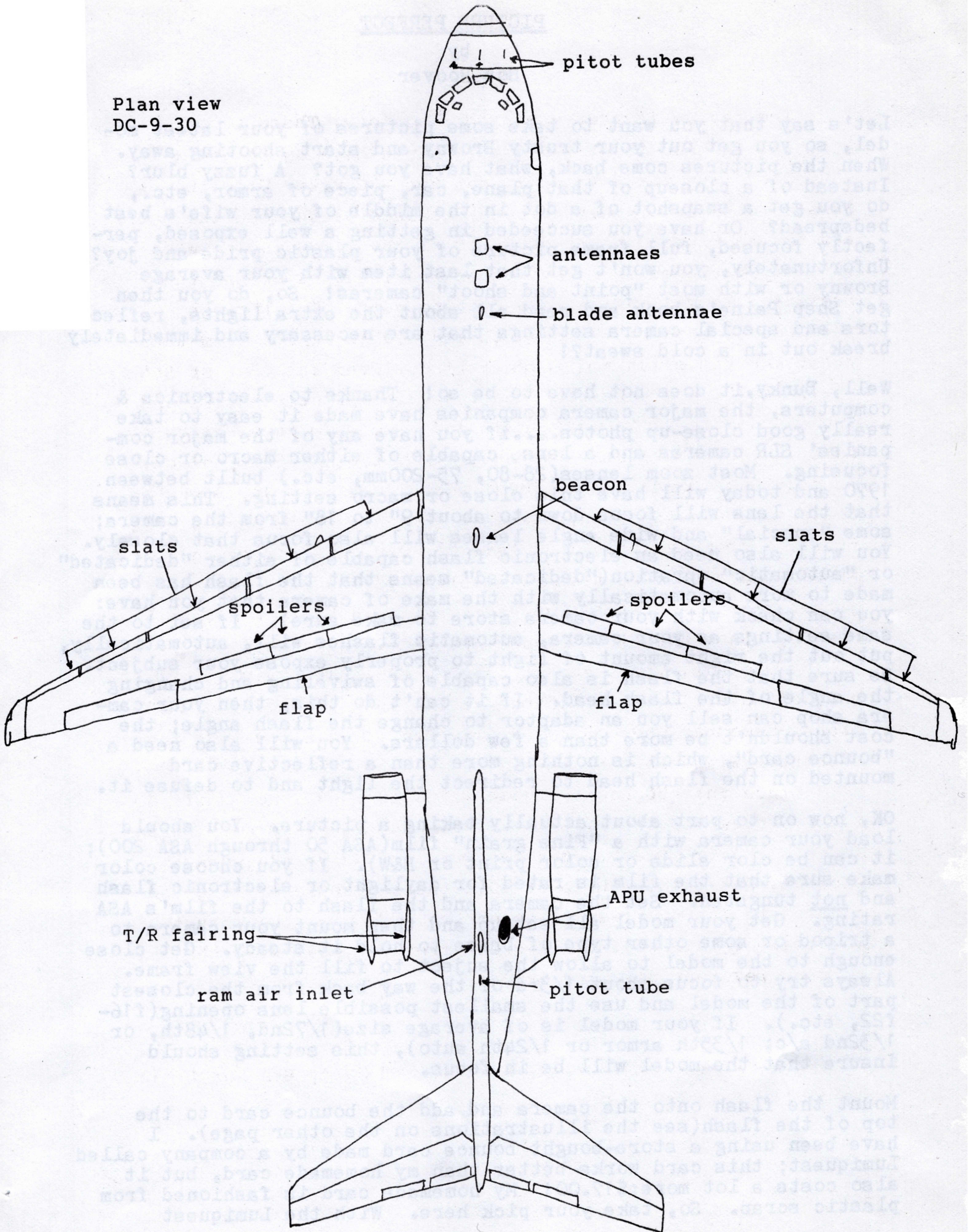
Next in the evolution chain was a hybrid aircraft. The -20 Srs. This DC-9 was designed for operation in hot climate/high altitude conditions. Douglas combined the long span wings of the -30 with the short fuselage of the original -10. JT8D-9 engines were used to power the -20 and soon earned the reputation as being "hot rods". The only airline to fly the -20 was SAS who first flew them on Jan. 23, 1969.

### Srs. 50

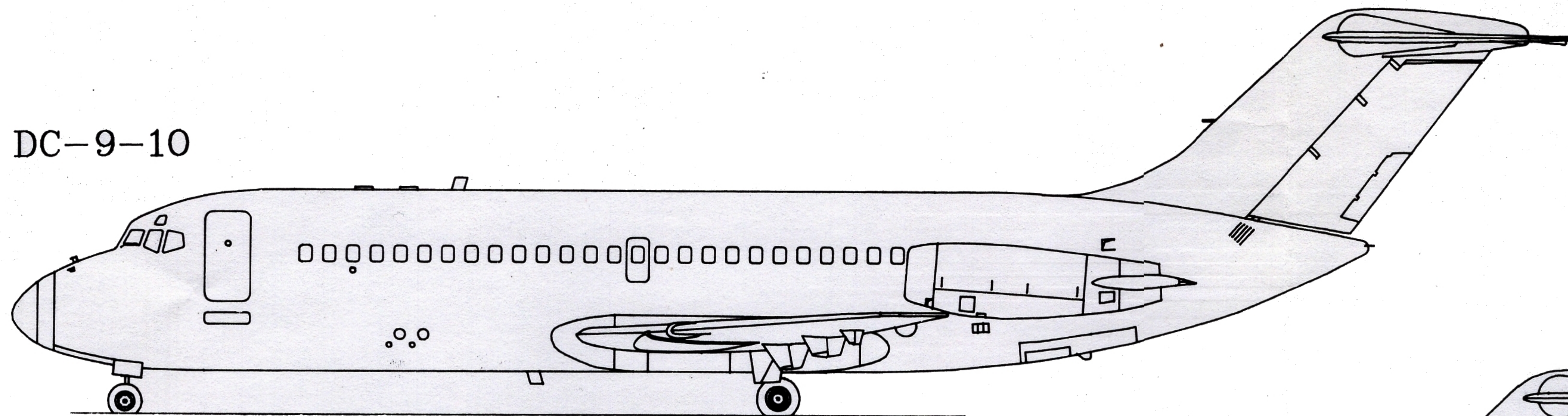
The -50 made it's way onto the scene with Swissair on Aug. 1, 1975. As a stretched version of the -30 Srs., Douglas increased the fuselage length to 133ft. 7in. But they kept the -30 wings. Besides having "smokeless" JT8D-15 or -17 engines, the bucket type thrust reversers were rotated 17° degrees from vertical. This feature helped reduce engine ingestion of exhaust gases. The -50's are known as gas hogs and are not well liked by pilots and mechanics alike.

Special thanks to Joe Syszynski and Jerry Ben for their help with this article.

Plan view  
DC-9-30

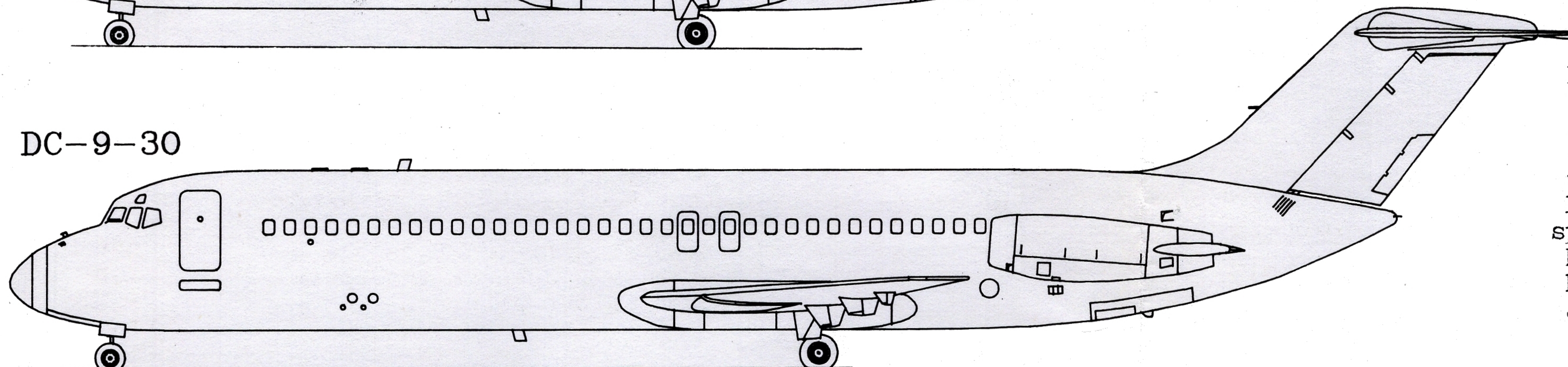


DC-9-10



DC-9-10: The progenitor of the series. Delta was the first airline to enter the -9 into service on November 29, 1965. The aircraft has a wingspan of 89'5" and a fuselage length of 104'4"

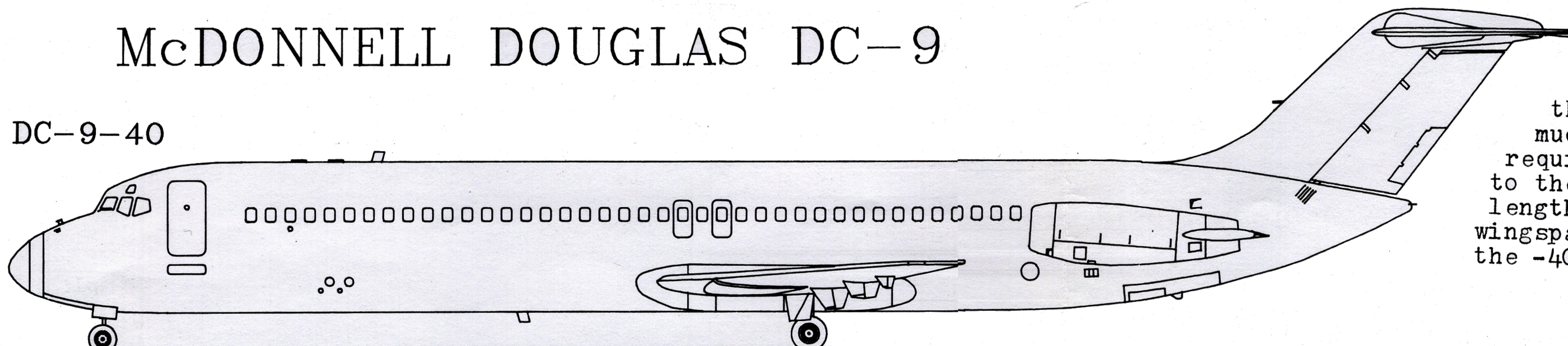
DC-9-30



DC-9-30: This version was a 'stretch' of the aircraft to accommodate increased passenger capacity. Fuselage was lengthened by 14' to new length of 119'3". The wingspan was increased to 93'5". More powerful engines and new high-lift devices incorporated on the plane.

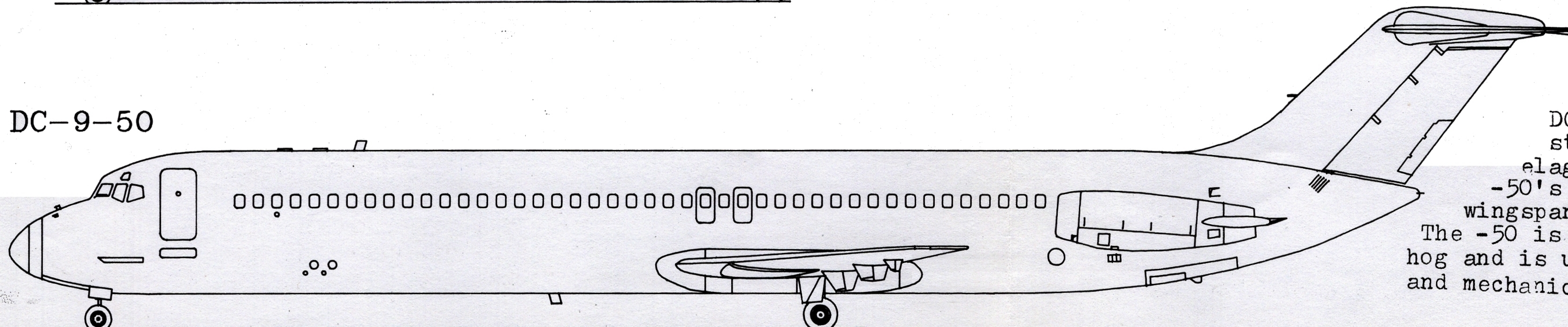
## McDONNELL DOUGLAS DC-9

DC-9-40



DC-9-40: This is the long-range version of the -30. The -40 had a much larger fuel capacity requiring the addition of 6' to the fuselage for a new length of 125'3". The -30 wingspan of 93'5" remained on the -40.

DC-9-50



DC-9-50: A further stretch of the fuselage brought the -50's length to 133'7"; wingspan remained 93'5". The -50 is considered a gas hog and is unliked by pilots and mechanics.