



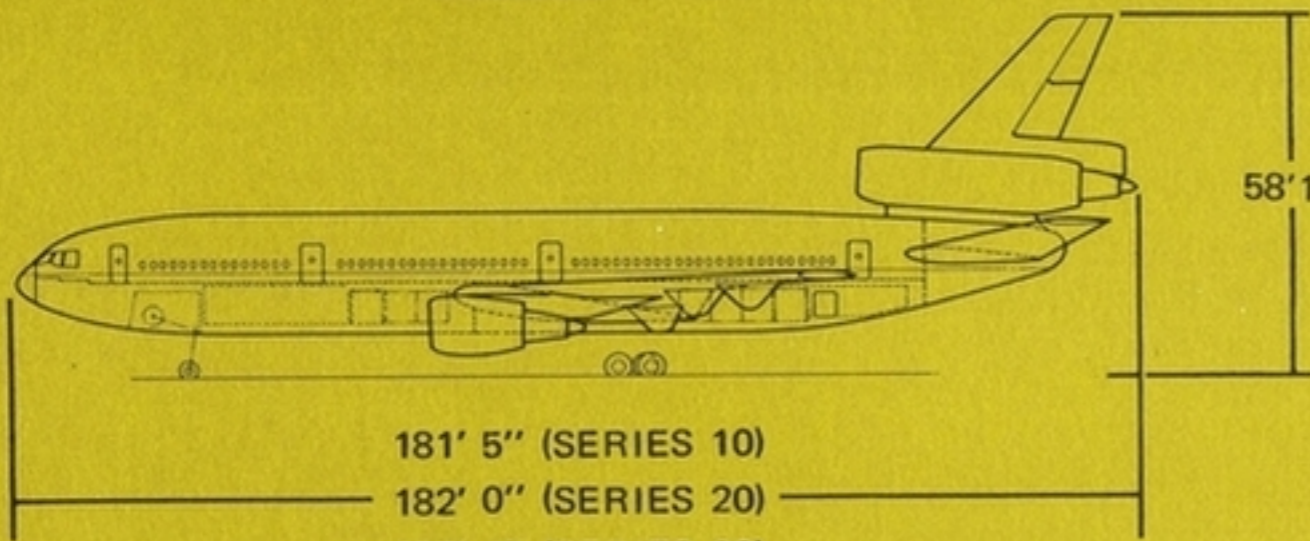
*the  
brightest  
new jet  
under  
the sun...*



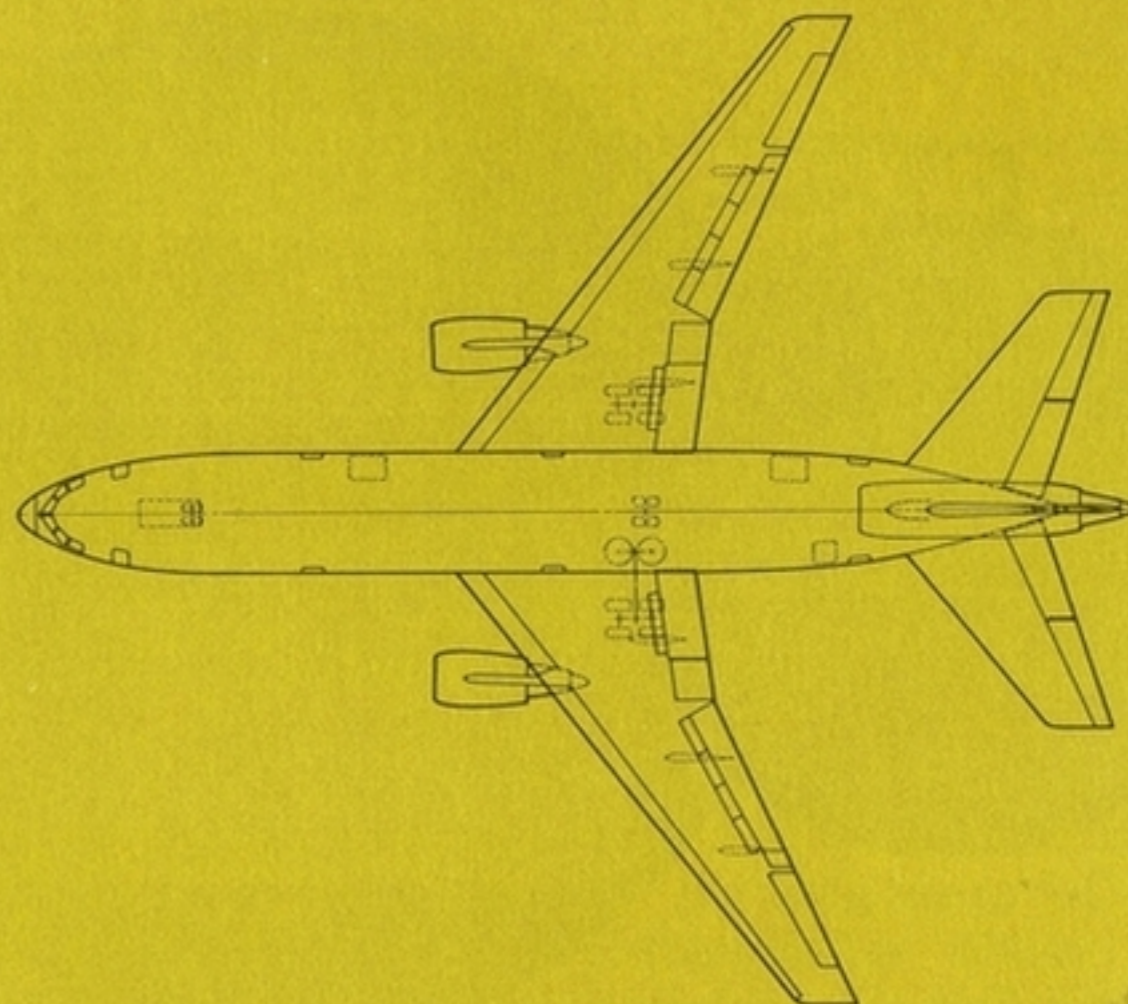
155' 4" (SERIES 10)  
161' 4" (SERIES 20 & 30)



58' 1"



181' 5" (SERIES 10)  
182' 0" (SERIES 20)  
182' 1" (SERIES 30)



# DC-10 DESCRIPTION

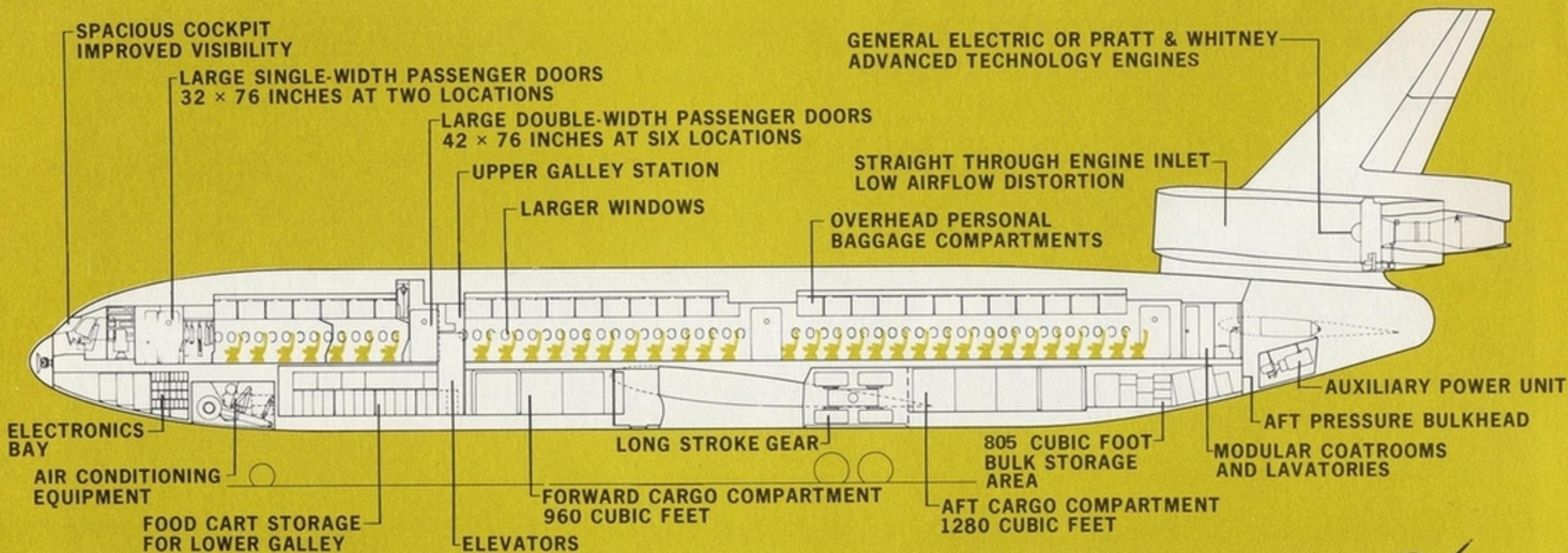
## CONFIGURATION

## CHARACTERISTIC SUMMARY

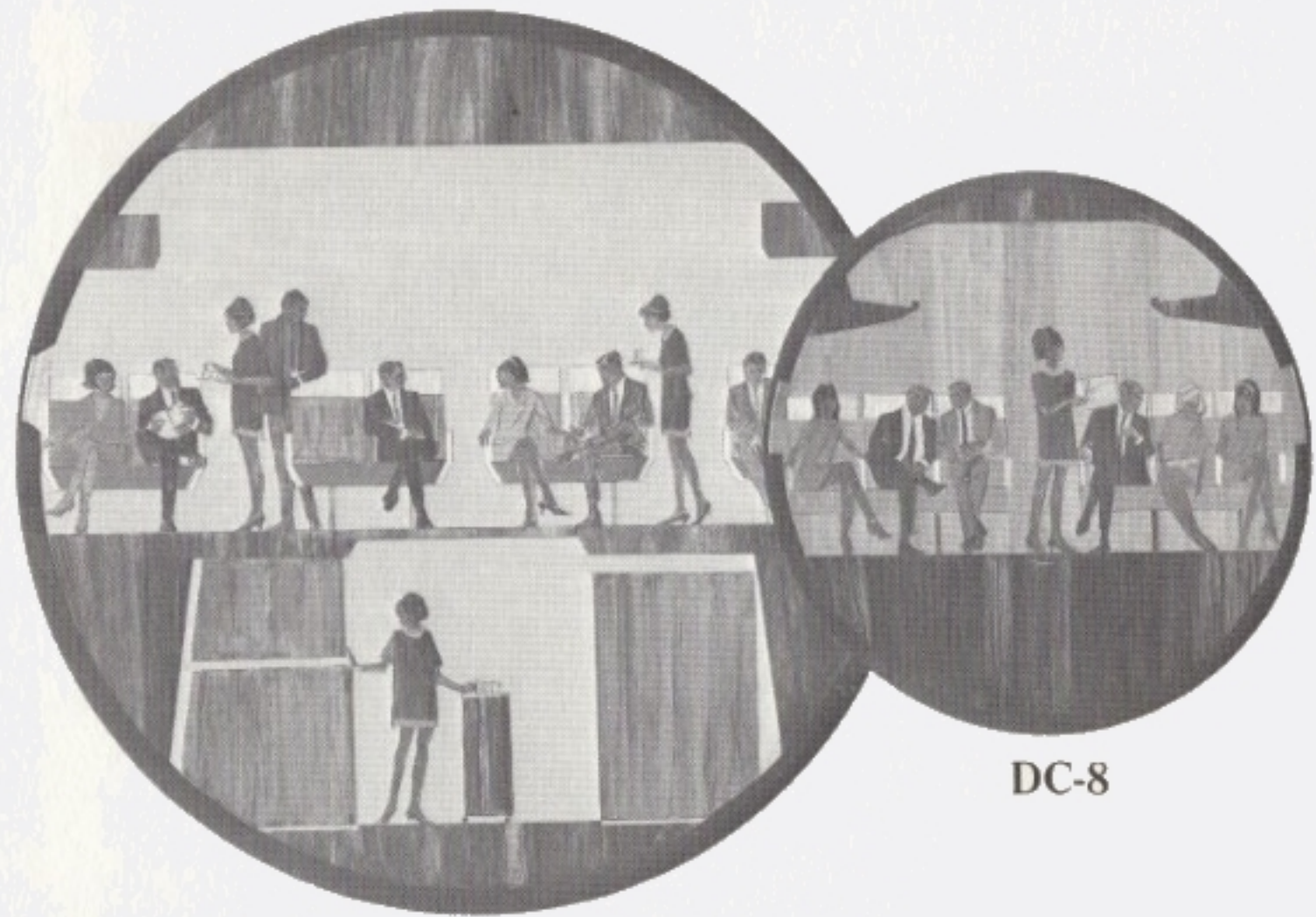
Fuselage Outside Diameter	237 In.
Wing Area (Series 10)	3550 Sq Ft
(Series 20 & 30)	3610 Sq Ft
Wing Sweep (1/4 Chord)	35°
Aspect Ratio (Series 10)	6.8
(Series 20 & 30)	7.21
Service Doors	No. . . . . Width by Height
Passenger	6 . . . . . 42 In. by 76 In.
Cargo and Baggage	2 . . . . . 32 In. by 76 In.
Lower Deck	
Forward Compartment	70 In. by 66 In.
Center Compartment	70 In. by 66 In.
Aft (Bulk) Compartment	44 In. by 48 In.
Main Deck (DC-10F)	140 In. by 102 In.
Cargo Volume	
3045 Cu Ft	(Lower Deck Galley)
4640 Cu Ft	(Main Deck Galley)

	MODEL			
	SERIES 10	SERIES 20	SERIES 30	SERIES 30
Engines	GE CF6-6	P&W JT9D-25W	GE CF6-50A	GE CF6-50C*
Thrust (Lb)	40,000	50,000	49,000	51,000
Max Ramp Weight (Lb)	413,000	551,000	558,000	558,000
Max Takeoff Weight (Lb)	410,000	548,000	555,000	555,000
Max Landing Weight (Lb)	347,800	403,000	403,000	403,000
Operating Weight Empty (Lb)	230,505	261,837	257,434	257,734
Max Zero Fuel Weight (Lb)	310,500	368,000	368,000	368,000
Weight Limited Payload (Lb)	79,995	106,163	110,566	110,266
Takeoff Distance (Ft)	7,520	10,250	11,060	10,250
(S.L. Std Day)				
Landing Distance (Ft)	4,840	5,400	5,360	5,360
Range at M = 0.82 (N Mi)	3,270	4,890	5,270	5,270
(270 Psgr and Baggage; 55,350 Lb)				
No. Passengers (Mixed/Economy)	255-270/345	255-270/345	255-270/345	255-270/345
Approach Speed (Knots)	126	134	133	133
Fuel Capacity (Lb)	147,000	240,000	240,000	240,000
(U.S. Gallons)	22,000	35,800	35,800	35,800

\*Available 1975



A new dimension is opening for air travel in the 1970s. A dramatic illustration is the ratio of the McDonnell Douglas DC-10 cabin diameter to that of the first generation airliner. The new dimension extends to every facet of airline operation . . . it means improved comfort levels in a fuselage designed uncompromisingly for luxury . . . lower operating cost . . . efficient high-speed operations over stage lengths from 300 to 6000 statute miles . . . excellent short-field performance . . . improved airport compatibility . . . greater community acceptance . . .



DC-10

DC-8

The McDonnell Douglas DC-10 is a three-engine, wide-bodied jetliner designed to meet airline requirements for high capacity, more efficient and more comfortable aircraft to accommodate the rapid growth of air travel in the 1970s. \* McDonnell Douglas designers have incorporated major advances in propulsion, aerodynamics, avionics, structures and materials in the DC-10 with the expertise of 50 years of aircraft production. \* The new aircraft will fly from existing airports and will operate economically over route segments from 300 to 6000 miles. \* High-bypass-ratio turbofan engines on the DC-10 produce more than twice as much thrust as the most powerful engines on first-generation jetliners, yet provide a 25-percent reduction in specific fuel consumption. \* The new engines operate with no visible exhaust smoke and incorporate new developments in sound attenuation which will assure the aircraft a reputation as the "good neighbor jet." \* The DC-10 will carry up to 345

passengers in a spacious, high-ceiling cabin more than 18 feet wide. \* In typical mixed-class seating arrangements for 255 to 270 passengers, there are no three-abreast seat units and no passenger will be more than one seat away from an aisle. \* The DC-10 is built by the Douglas Aircraft Company division of McDonnell Douglas Corporation at Long Beach, California, with large subassemblies, components and systems provided through a network of corporate facilities, subcontractor and supplier plants that extends around the world. \* When deliveries begin in the fall of 1971, the DC-10 will perpetuate the tradition of rugged dependability and versatility that has kept the famous series of Douglas Commercial transports in continuous production since the birth of the DC-1 in 1933.

## MAIN LANDING GEAR



## Landing Gear

The long range DC-10 incorporates a third main landing gear to distribute the added gross weight evenly on the pavement. Various configurations of added wheels on the basic gear were investigated but rejected because of greater turning radii, tire scuffing, and larger gear stowage space requirements. The distribution of the weight on the three main gears provides the lowest pavement stresses for any given gross weight and thus provides the best approach should further weight growth be desired in the future. Addition of the third main gear provides the long range DC-10 with flotation characteristics similar to those of the basic airplane and well within existing airport limitations.