perceptibly to make cabin
ne with the world outside

jet phenomenon that can't
gether by lighting tricks is
night comes. It does not
m the earth below, very
length it envelops the ship
to ten miles up.
et's overhead illumination
take off in broad daylight,
in is lighted. At sunset or
ixtures give off a pleasant
urn away at last from the
our attention on refresh-
e cabin has a star-studded
w. Your eyes are fully
an see everything plainly.
oned, and well-fed, you
ng the planets at close to

to make good its "world's
ast by cruising the 880 at
rates the DC-8 for an
top speed of 590. Boeing
nodels of the 707, the two
cruising at 591 mph and
inentals at 605.
petitive but very much in
executive aircraft and Air
ockheed's twin JetStar, a
that will cruise 10 miles
ecently crossed the nation
e in a record 14½ hours
airborne. Top
speed: 686 mph.
The JetStar's
pair of powerful
turbojets are
mounted close
to the after part
of the fuselage
for an excep-
tionally quiet
ride. This ship's
$1-million cost
seems cheap
against $5
million for a
ut greater capacity makes
tliner a bargain on com-

s were
models.

l take 80 to 84 passengers
and up to 109 tourists. The
118 to 122 first class, 144
an astounding maximum
But the Boeing overseas
which like their domestic
ned for 131 first class, can
180 people on one of the
l tourist round trips to

massive jetliners be noisy?
an noisy on the inside, be-
to 180 people talking, the
t even then. Bulkheading
s will dampen sound, for
will acoustical materials
lls, floors, and ceiling.
sy on the inside because of
oot jet engines, the answer
tical engineers have made
er interior hubbub nor ex-

mercial jet makers have found the answers. Noise suppression devices to muffle the roar of jet engines on take-off, where most of the problem focuses, now do their job so thoroughly that four-engine jetliners can lift off and pass over residential areas adjacent to airports *more quietly by several decibels* than even a DC-7 or Super-Constellation!

In the months ahead major airports throughout the nation will be welcoming their first jets. Initially these visits will be test runs, with everybody's eyes—and especially ears—very much on the alert. But since all jetliners have been designed to utilize existing airport facilities, with a minimum of fuss except for portable blast fences to protect against jet exhausts, the advance assurance is that, in general, the welcome mat will be out.

Though it's known that the Convair 880, for instance, can comfortably land, unload, refuel, reload, turn around, and take off in from 16 to 20 minutes at any of more than 150 large and medium-size airports, some cities already have begun stretching their welcome mat for jets they have yet to see. New Orleans and Miami are pumping millions in private funds and tax money into the 7,000- to 11,000-foot runways which the speedier jets of day-after-tomorrow will undoubtedly require. So are other big air centers like Oklahoma City and Boston.

But for some reason, that doorway to the Western air world, New York City, is all but standing pat. The big town's powerful Port Authority sees no reason at present to depart from its 1951 prohibition against the landing of scheduled jetliners at Idlewild. Our own jets aren't even scheduled for testing at Idlewild, and no additional facilities are planned at any New York area airports if and when large jets are allowed.

It may sound a little grim but things will work out. They'll have to. Two years from now a full third of all air travel will be by jetliner, with 66 million of us flying 35 billion passenger miles. Five years later, in 1965, prop-driven transports will be flying their last, even on the 300-mile runs which are supposed to be rock-bottom minimum for economical and profitable jet operation.

Into the commercial jets of the present hour, airframe manufacturers have poured fortunes for research and safety testing. Boeing alone, which already had extensive jet-bomber and tanker experience, spent $16 million developing the 707 prototype. Another half-million went into an elaborate mockup of this jetliner's cabin on the eighth floor of a New York office building.

Convair has been spurred on by the fact that it won't roll out the finished 880 until December. The maiden flight will be two months later. Even using the first three Convair jets for CAA certification, "the world's fastest jetliner" may have to wait until late next year to do its stuff on the world's airlines.

Douglas, on the other hand, put all its chips on intensive lab work. This is a Douglas tradition. They let the mathematics boys worry out all the bugs as the ship developed. When the DC-8 flew for the first time last May, its six

(Continued on page 11)

Monterey Peninsula Herald.
Family Weekly, October 12, 1958

☐ Middle-aged or elderly
☐ Pregnant or nursing
☐ High blood pressure

DON'T LET CONSTIPATION ADD TO YOUR WORRIES!

As distressing as constipation can be in "normal" people without special conditions or illnesses, chronic irregularity can be extremely aggravating—even dangerous—in some cases. If you are on the list, you've probably been cautioned already by your own physician, to avoid harsh laxatives and purgatives. Your doctor may have indicated concern about the "straining" that goes with constipation (particularly in cardiac, high blood pressure, and similar cases), and he may already have recommended SARAKA. SARAKA works *naturally, effectively*, the way nature intended your system to work—gently, smoothly, without stress or harshness. SARAKA is easy and pleasant to take, after meals or before bed. At your drug store or drug counter.

SPECIAL OFFER: For generous week's supply send 10¢ to SARAKA, Dept. 101, Kenilworth, N. J.

SARAKA
"natural way to regularity"

DIABETIC or DIETING?
ask for
SARAKA D
the only SUGAR FREE bulk laxative

BUY U.S. SAVINGS BONDS

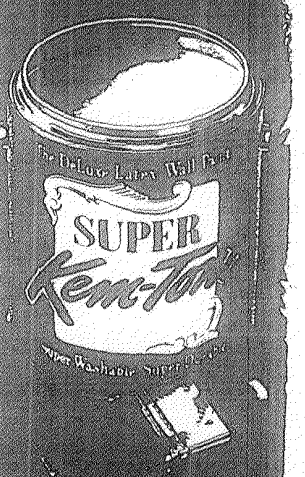
4 MILLION BABIES

That's the number of babies that will be born in the U.S.A. this year. They'll be needing more food, clothing, houses, schools, roads — more of *everything* that makes opportunities for us all.

FREE! Send for this new 24-page illustrated booklet of facts, "Your Great Future in a Growing America." Drop a post card today to: ADVERTISING COUNCIL, Box 30, Midtown Station, New York 18, New York.

BUY U.S. SAVINGS BONDS
BROWN AMERICA

wall colors you'll love!



AT YOUR NEARBY SUPER KEM-TONE DEALER