



DELTA OPENS NEW JET BASE AT ATLANTA AIRPORT

Delta Air Lines' new multi-million dollar Jet Overhaul Base brings to Atlanta and Georgia a sure future in commercial jet aviation and represents a significant contribution to the area's economy as well.

Approximately 1,600 persons are employed at the huge center and its operation will expand Delta's Atlanta payroll to more than twenty million dollars annually.

This giant facility which has the largest doors (open area) of any such structure in the United States, possibly in the world, will serve as the overhaul center for Delta's growing jet fleet of Douglas DC-8 and Convair 880 jetliners and for piston-engine Deltaliners.

More than 45 departments at the Base are capable of overhauling every system and every component of the big jets, — from airframe structure to the most intricate radar equipment.

Approximately 9 acres of buildings make up the Jet Base. The cavernous hangar extends almost twice the length of a football field and will accommodate three jetliners at one time.

This area measures 48 by 420 feet on a single side.

Of Cantilever construction, the 170-foot clear span length of the building makes it the longest of its type ever attempted. This provides Delta Air Lines with one of the most spacious and modern plants in the United States for the servicing of Jet Aircraft.

The Base also offers a great diversity of storage for the thousands of items of aircraft parts and equipment.

A two-story back section to the hangar will house offices and shops. Also included in the Base are a test cell building for testing jet and piston engines, a waste treatment plant, a paved parking area for 900 automobiles, and a concourse and apron area.

All the shops, except certain special purpose shops, will be completely air conditioned and will have a built-in sprinkler system. Shops such as the Paint and Cleaning Shop will be ventilated.

Principal contractor of the big Jet Base was the McDonough Construction Company of Georgia, Inc. Consulting engineers

for the project were Patchen, Mingledorff, and Williams of Atlanta. Testing and control of all grading and concrete work was done by Law Engineering Co. of Atlanta.

Dalon Contracting Co. of Atlanta was the grading and site development sub-contractor. Erwin-Newman of Houston, Texas, was sub-contractor on hangar fabrication and

erection. All masonry work was done by American Fireproofing Co. of Atlanta.

All structural steel and joists were supplied by Trojan Steel Co. of Columbia, S.C.

The construction of the entire facility was done under the supervision of N. L. Fugate, manager of facilities construction for Delta Air Lines.

Facts About Delta's Jet Overhaul Base

Here are some eye-opening facts on Delta's new Jet Overhaul Base.

The multi-million dollar facility covers 400,900 square feet of space—9 acres under roof.

This giant steel, concrete and brick Jet Overhaul Center covers a total developed area of more than 30 acres. In its buildings are nearly four million pounds of structural steel and 320,000 pounds of reinforcing steel. There are 4,950 lighting fixtures at the Base and if every fluorescent tube in the facility were placed end on end, the line would stretch for 15 miles.

The 720-ton air conditioning unit cools 138,800 square feet and would easily take care of the cooling needs of approximately 240 average size residential homes. The

water storage system has a capacity of 400,000 gallons.

Electrical capacity within the huge structure which contains 135 miles of electrical wiring totals a power of 3,750,000 watts. This power could supply the homes of nearly 36,000 people or the entire residential population of Athens, Ga. with electricity.

Twenty miles of telephone cables, which if tied together would stretch from the Jet Base to the heart of downtown Atlanta, provide internal communications.

The 1,300 horsepower of the boiler at the Jet Base is greater than the horsepower of a DC-3 engine.

Included in the structure is a compressed air distribution system reaching for a mile throughout the base.

Delta Payrolls Pump Vigor Into Economy

Delta Air Lines' inauguration of jet service from Atlanta has had a tremendous impact on nearly everyone in the state.

It has opened new horizons for business and vacation travel, provided additional employment opportunities, and aided the state's economy through expanding company purchases.

Delta employs 3,500 persons in Atlanta, with an annual payroll of \$20,400,000. This is almost half of a 7,500-employee system payroll of \$46,500,000.

Over 1,600 persons are assigned to the massive new jet overhaul base at the Atlanta Airport, home of Delta's general offices and chief maintenance facilities.

From modest beginnings as the world's first commercial crop dusting company, Delta has grown to the nation's fifth largest domestic airline.

Atlanta is the hub of its 11,385-mile route system that provides a network of air service from New York and Washington, Chicago and Detroit, to the principal cities in the South and Southwest to the Caribbean areas and Caracas.

The airline rounded out 30 years of service to Atlanta in 1959 with impressive gains in all categories of traffic and topped off the closing decade by bringing the city its first pure jet service.

The Atlanta-headquartered company was the first to place the Douglas DC-8 jetliner in service on September 18, 1959, over the Atlanta-New York route.

And Delta was also first in the world to introduce an all-white fleet of Convair 880 jet transports on May 15, 1960 between New York and Atlanta, New Orleans and Houston.

This \$80 million jetliner fleet as well as Delta's piston aircraft — DC-7/7B's DC-6's, Convair 34/440's, and C-46's — will be overhauled at the new Atlanta facility.

Delta has been recommended for an Atlanta-West Coast route by the Civil Aeronautics Board Examiner in the Southern Transcontinental Case, expected to be decided late this year. Award of the route to Delta would approximately double the airline's operations in Atlanta and advance it to the category of a coast-to-coast carrier.

Delta's phenomenal growth over the past 10 years has kept pace with the South's industrial expansion and the steady increase in Atlanta's importance as a major air capital. The company's operations, centered here, have helped elevate the Atlanta Airport to one of the top seven major air terminals of the nation.



Delta's huge Jet Overhaul Base provides an area of 9 acres under roof — the entire facility covering more than 30 acres. The new Atlanta Passenger Terminal can be seen in the background.

Atlanta Seen As Jet Age Capitol



C. E. WOOLMAN

When Delta Air Lines in June, 1958 first announced plans for the new Jet Overhaul Base, C. E. Woolman, president and general manager, said: "We believe that Delta's jet base will not only be a great economic asset to Atlanta, but — together with the new Passenger Terminal — will insure that Atlanta has the finest air facilities in the jet era."

Delta's decision to locate its jet maintenance facilities at its headquarters here, he emphasized, reflects the company's faith in Atlanta's future.

"Around the world, Atlanta's name is synonymous with progress," Mr. Woolman said. "Delta will continue to contribute its full share to the future progress of this city and of every city we are privileged to serve."

Jet Base Specifications

FLOOR AREA UNDER ROOF — 400,900 Sq. Ft. (9 Acres)

A. SECOND FLOOR — 120' x 420'	50,400 sq. ft.
Class Rooms	Radio
Engineering	Instrument Shop
Maintenance	Production Control
Inspection	Cabin Interiors
Stores	
B. FIRST FLOOR — 120' x 400'	50,400 sq. ft.
Production Control	Wheel & Brake Shop
Aircraft Welding	Tool Room
Parts Repair	Aircraft Painting
Lobby	Aircraft Metal
First Aid	Aircraft Cleaning
Aircraft Electrical Inspection	Aircraft Hydraulic
C. HANGAR — 170' x 420' (doors 48' high)	71,400 sq. ft.
D. APRON — 400' x 420'	168,000 sq. ft.
E. STORES — 160' x 370'	59,200 sq. ft.
F. ENGINE SHOP — 320' x 370'	116,000 sq. ft.
Cleaning	Disassembly
Inspection	Cylinder
Rotor Assembly	Machine Shop
Production Control	Metal Shop
Welding	Sub-Assembly
Major Repairs	Storage
Accessory	Plating
Propeller	
G. UTILITY PLANT — 60' x 90'	54,000 sq. ft.
Drum Storage Area	7,000 sq. ft.
H. ENGINE TEST CELLS (2) (1 each, Jet and Piston Engine)	9,700 sq. ft.
I. AIRCRAFT WASH AREA — 150' x 150'	22,500 sq. ft.
J. WATER STORAGE-WASTE TREATMENT	3,890 sq. ft.
Includes Mechanical Penthouses	27,510 sq. ft.

MISCELLANEOUS INFORMATION:

Concrete Paving — Not under Roof	348,725 sq. ft.
Asphalt Paving	656,235 sq. ft.
Total Paved Area	1,004,960 sq. ft.
Total Area Under Roof	400,900 sq. ft.