FROM: AMERICAN AIRLINES SYSTEM
AMERICAN AIRLINES, INC.

FOR IMMEDIATE RELEASE

In an unprecedented action in aviation history, American Airlines, has invited all of its nearly 10,000 employees to aid the company in the selection of a new utility airplane for local passenger, mail and cargo traffic.

William Littlewood, Vice President-Engineering of AA, announced today that returns on five of the six bids for specifications on a new type airplane, originally requested by American a month ago, are now at hand. The proposals were submitted by Boeing, Consolidated Vultee, Curtiss-Wright, Douglas and Martin. These are now being reviewed and a selection will be made following completion of the employee survey.

The company, in conducting the survey, recognizes that no one department of the airline can anticipate all the various problems which may arise in connection with the operation of a new airplane. For example, a feature which appears satisfactory in the blueprint stage may prove to be undesirable in the opinion of a stewardess who could have detected such a deficiency beforehand.

To facilitate the survey each employee has been issued a comprehensive brochure containing complete descriptions and drawings of the five models. (copy attached)

The landing gear of the airplane will be tricycle type, with a steerable nose wheel. The main passenger door will be approximately 36 inches wide and 72 inches high, larger than any commercial airplane door now in use. Moreover, the cabin windows are to be a minimum of 16 inches long

and 14 inches high. This design will make the windows 50% larger than those used in the present DC-3.

Highlights and details of the five airplanes:

Boeing Model 431--16

Seating capacity, 30; cruising speed, 252 mph.; Truck level cargo handling; quick change and interchangeable power plants; small engine nacelles; alternate baggage arrangements; dual nose wheels.

Consolidated Vultee Model 110

Seating capacity 30-47; cruising speed, 265 mph.; Low level floorline; warm wall heating; dual tricyle landing wheels; pressure system for underwing fueling; jet exhaust; integral passenger gangway through tail.

Curtiss-Wright Model CW-28

Seating capacity, 32; cruising speed, 288 mph.; reversible pitch propellers; special flight tabs; lighting features; stewardess call recorder; nose enclosed antenna; dual tricycle wheels.

Douglas DC-8 Sky Bus

Seating capacity, 34-48; cruising speed, 260 mph.; Internally mounted engines; contra-rotation propellers; "bug eye" cockpit; low-level maintenance; integral steps and doorway through cabin side; large windows.

Martin Model 202

Seating capacity, 30-42; cruising speed, 270 mph.; Thermal de-icing; large windows; segregated ground operations; ground heating and ventilation; radio mounted in belly; large cabin doors.

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