

PROGRESS
REPORT
C-141A
STARLIFTER



"This is a good moment for the United States."



FEATURING
ROLLOUT

C-141A Rolls Out—On Schedule

Shortly after 10 A.M., August 22, President Kennedy pressed a golden key in the White House. In response to the President's signal, ponderous doors at Lockheed-Georgia slowly opened and out rolled the first giant turboprop C-141A StarLifter. Speaking over closed circuit television to the assemblage, Mr. Kennedy called the

C-141 "the fastest cargo-carrying airplane in the world." Some 600 guests, including many distinguished U. S. military and civil aviation leaders, witnessed the historic event and inspected the world's first all-cargo jet transport. Some of the comments in connection with the roll-out are reproduced on this page.



Hon. Eugene M. Zuckert
Secretary of the Air Force

"The C-141A StarLifter transport aircraft represents a dramatic step forward in the Air Force's airlift modernization program."



Gen. Curtis E. LeMay
Chief of Staff, U. S. Air Force

"The C-141A jet transport opens a new era of speed and efficiency in the deployment and employment of Air Force, Army, Navy and Marine combat personnel and battle equipment to overseas operations."



Najeeb Halaby
Administrator, Federal Aviation Agency

"We welcome this great new jet to the nation's military-civilian air fleet."



Hon. L. Mendel Rivers
Congressman, South Carolina

"It is exactly 100 per cent better than any other plane ever designed for this type of work."



Gen. Joe W. Kelly
Commander, Military Air Transport Service

"Complemented by the USAF 463L Material's Handling System, the C-141 promises to be the fastest, most efficient and flexible airlift system in the world."



Gen. B. A. Schriever
Commander, Air Force Systems Command

"It is gratifying to note that the C-141A transport is being rolled out on time—virtually on the very day scheduled some two years ago."



Gen. Earle G. Wheeler
Chief of Staff, U. S. Army

"The Army welcomes the airlift modernization represented by the C-141 StarLifter. It will increase the Air Force's capability to deliver Army combat power to distant battle areas."



Major Gen. Robert G. Rugg
Commander, Aeronautical Systems Division, AFSC

"The many industrial firms who contributed to bringing the C-141A into being have reached a major milestone in extending the speed and range of our military airlift capability."



Lockheed-Georgia built USAF C-141A StarLifter.

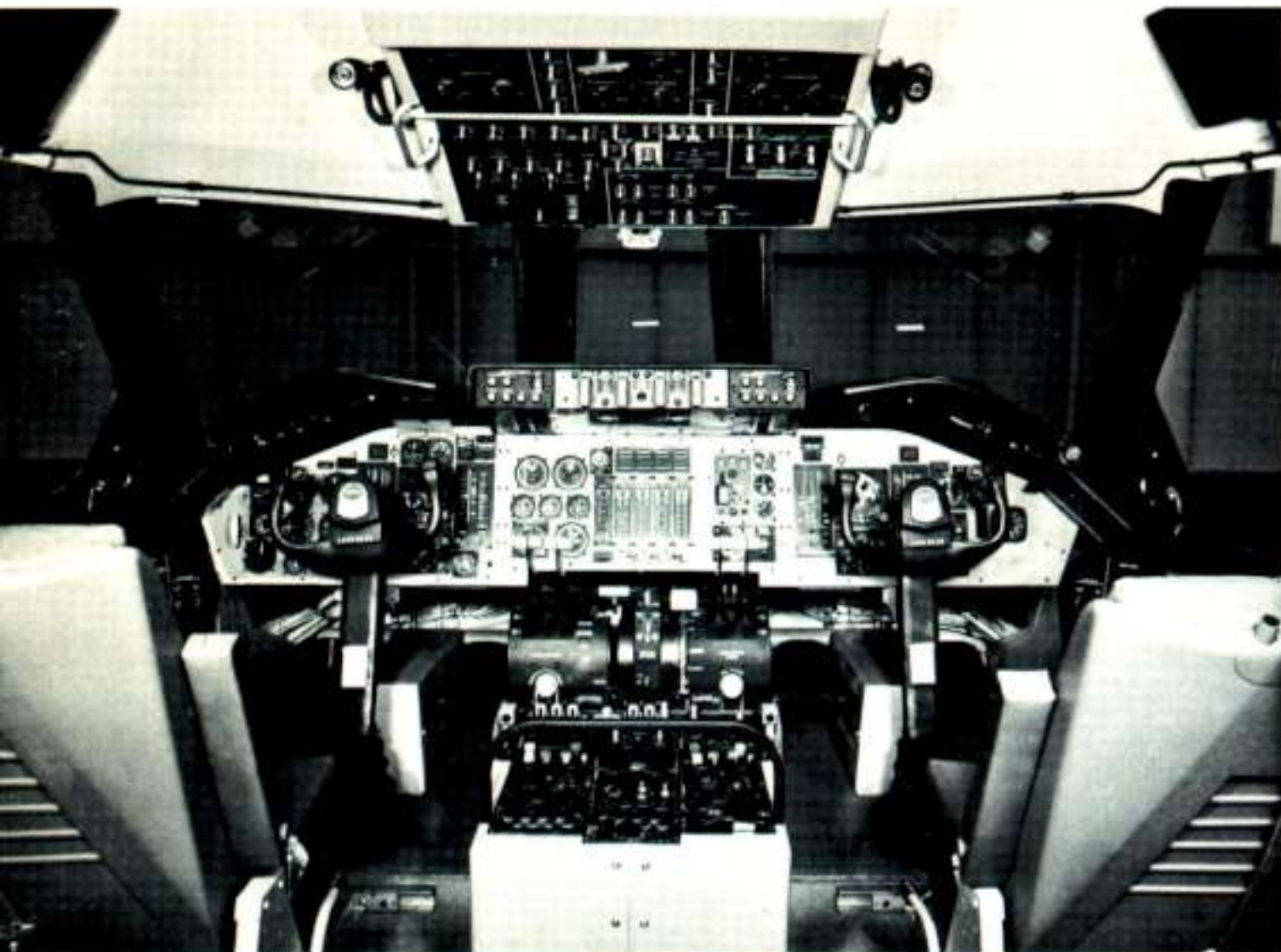


Lockheed-Georgia built USAF C-111A StarLifter



Lockheed-Georgia built USAF C-141A StarLifter

Intensive Test Program Begins



The C-141A's 110-square-foot flight deck is designed for maximum efficiency, safety and operating effectiveness. Over 31 square feet of wrap-around windshield give clear vision 135° from side to side. There are six crew seats plus a jump seat for an observer, and two permanent bunks. The latest type instruments display altitude, vertical speed, airspeed and angle of attack, as well as engine performance.

The C-141 StarLifter is being built by Lockheed for the Military Air Transport Service of the U. S. Air Force. Development and procurement of the C-141 are under direction of the C-141 Systems Program Office, Aeronautical Systems Division (Air Force Systems Command).

Following rollout of the first C-141A, the airplane was formally accepted by the Military Air Transport Service and returned to Lockheed for the duration of the flight test program.

From nose radome to tail light, the C-141A will be one of the most thoroughly tested airplanes in history. The test program, participated in by the FAA, the Air Force, and Lockheed, will lead to simultaneous certification of the C-141 in 1965 as a military transport and as a commercial airfreighter, the latter to be designated the Lockheed Model 300.

Intensive static, fatigue and functional tests are already underway in preparation for the first flight in December of this year. Scores of tests have been successfully completed.

Static and fatigue testing take place in a 225-ton jig inside the Lockheed plant. The StarLifter rests in a huge tank which can be filled with 600,000 gallons of water for pressure tests.

Static loads are applied to the airplane's surfaces by hydraulic jacks through a "whiffle-tree" linkage and 6,000 tension pads. Loads are reacted through the cargo floor and structure. During testing, the airplane is free and unrestrained except for token loads on the landing gear.

WRITE FOR additional copies of Progress Report No. 2 to Editor, C-141 Progress Reports, Dept. 64-23, Lockheed-Georgia Company, Marietta, Ga.

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