

## HIGHLIGHTS IN STARLIFTER'S HISTORY

MARCH 13, 1961 -- White House announced Lockheed winner in competition to develop and produce fanjet carrier to modernize America's airlift program. Pratt & Whitney Aircraft to build TF-33-P-7 fanjet engines. Plane to fly December, 1963, and be on MATS squadron duty at Travis AFB, Calif., in Spring, 1965. Air Force, FAA agreed aircraft must be certificable by FAA.

APRIL 7, 1961 -- Air Force Systems Command executed initial letter contract authorizing Lockheed-Georgia Company to proceed with C-141 program. Aeronautical Systems Division's C-141 Systems Program Office, headed by Col. M. B. Hammond, directed development of new aircraft. FAA, for first time, joined in program from beginning. Lockheed launched aviation industry's largest subcontracting program, spreading business to thousands of subcontractors, vendors, suppliers and subletting 60 per cent of StarLifter, by aircraft weight.

JANUARY, 1962 -- Air Force, FAA and commercial airline teams inspected Lockheed's full-scale wooden mock-up, and C-141 SPO formally approved airplane model specs.

AUGUST 22, 1963 -- President Kennedy pressed button on White House electronically opening doors at Lockheed-Georgia Company, Marietta, Ga., for roll-out of first C-141. Coming of new carrier hailed by late President as "a great moment for our nation." Defense chiefs, military and congressional leaders joined in lauding effect StarLifter will have.

DECEMBER 17, 1963 -- First flight. Leo Sullivan, Lockheed-Georgia chief engineering test pilot, flew C-141 for 55 minutes from Dobbins AFB, Ga., and was highly pleased.

APRIL 1, 1964 -- FAA issued Type Inspection Authorization, looking toward certification of Lockheed 300/C-141. Air Force, FAA, and Lockheed crews participate in simultaneous flight test program.

APRIL 15 - 17, 1964 -- Air Force conducted development engineering inspection of complete aircraft.

APRIL 27, 1964 -- Slick Corporation contracted for a proposed lengthened fuselage version of StarLifter for commercial freight use, ordering four and signing option for two more. (Later ordered these two.) The plane, which would be designated Lockheed 301, would provide cubic capacity adequate to match a 110,000-pound payload carrying ability.

MAY 12, 1964 -- The Flying Tiger Line contracted for eight of the proposed lengthened fuselage version, Super StarLifter. Largest commercial order for airplanes designed exclusively for cargo, totalling \$64 million.

JUNE 15, 1964 -- StarLifter made first transcontinental flight from Georgia to Edwards AFB, Calif., with Major Joe Schiele of Air Force Flight Test Center at controls. Two hours later, Brig. Gen. Irving Branch, Commander, Air Force Flight Test Center, piloted plane on first flight of planned 1,800-hour, year-long accelerated flight test program.

JUNE 17, 1964 -- Air Force and Lockheed signed formal contract for more than half-million dollars for 127 StarLifters, bringing total to 132.

JUNE 19, 1964 -- President Johnson inspected C-141 at Edwards AFB, Calif.

(Over)

OCTOBER 19, 1964 -- Maj. Gen. Charles H. Terhune, Jr., Commander, Aeronautical Systems Division, delivered first C-141 to General Howell M. Estes, Jr., Commander, Military Air Transport Service, at Tinker AFB, Okla., for crew training. Air Force Under Secretary Brockway McMillan addressed ceremonies.

NOVEMBER 11, 1964 -- AFFTC crew flew StarLifter 6,535 miles nonstop to test range and navigational equipment. Had 15,000 pounds fuel remaining when landed.

DECEMBER 15, 1964 -- AFFTC completed 1,000 hours accelerated flight testing on one C-141 in just six months; Lt. Col. Joe Marling at controls on 1,000th hour. Aircraft continuing testing, planning to pack 2,500 hours (instead of 1,800 anticipated) into first year.

JANUARY 29, 1965 -- Lockheed 300/C-141 received FAA certification as commercial freighter. Administrator N. E. Halaby, presenting certification to Lockheed-Georgia Vice-President C. S. Wagner in Dulles International Airport ceremonies, declared C-141 can help give civil freight transportation the kind of mobility that brings success to armed forces. A. O. Basnight, Director, Southern Region which carried out plane's certification, headed group flying from Atlanta to Washington for program.

JANUARY/FEBRUARY/MARCH, 1965 -- StarLifter test program saw one C-141 fly over North Pole, another fly nonstop from California to Hawaii, and another start aerial delivery testing. By this time, General Bernard Schriever, Commander, Air Force Systems Command, had flown C-141 on its first over-water mission to Puerto Rico.

APRIL, 1965 -- First StarLifter for MATS squadron service delivered to Travis AFB, Calif. Air Force's Category III test program getting underway.

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