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TRAVIS AFB, Calif (WIO) - Introduction of the new high performance C-141 StarLifter all-jet air cargo carrier into Military Air Transport Service (MATS) Pacific operations Friday is expected to stir considerable interest among West Coast commercial air carriers.

The first of 16 StarLifters to be assigned to the 44th Air Transport Squadron at Travis AFB, will be turned over to Western Transport Air Force (WESTAF) in flight line ceremonies at 3 p.m. A number of distinguished visitors and the press have been invited to attend.

Initially, say the Lockheed builders, the new jet carrier is pointed toward the military, showing how the Air Force can quickly load Army supplies and speed them over the world. For this reason, a demonstration of the 463L rapid-loading system will be carried out on the StarLifter immediately following the delivery ceremony.

However, since the StarLifter is a dual purpose aircraft - for military and commercial use - the same principle of reducing ground time applies for commercial airfreight lines. The Air Force contract required the C-141 to be certificated by the Federal Aviation Agency.

FAA Administrator N. E. Halaby, in certification ceremonies at Dulles International Airport in January, said the StarLifter will give civil freight transportation the kind of mobility that brings success to the Armed Forces. He predicted the C-141, equipped with the most powerful engines of any American transport - Pratt & Whitney's TF33-P-7 fanjets - will have a significant impact

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on movement of commerce over the world.

Two airfreight lines, Slick and Flying Tiger, have contracted for a proposed growth version of the StarLifter, which would match increased cargo volume with a 110,000-pound payload.

Lockheed-Georgia Vice President C. S. Wagner predicted more than 200 large cargo jets of the StarLifter size will be required to handle the 11 billion ton-miles of airfreight anticipated by 1975. Air cargo market was 2½ billion ton-miles in 1964.

The StarLifter will be offered to industry in two versions. One will be to lease military type C-141s to carriers with minimum changes, removing military items to slightly reduce empty weight and modifying the electronic system to certificated commercial standards. A second is production of a proposed Super StarLifter lengthening the fuselage and greatly increasing the payload.