

NewsBureau
LOCKHEED-GEORGIA COMPANY
Phone: Marietta & Atlanta - 424-2701
134175

TRAVIS AFB, Calif., April 23 --- California has a lot to do with the production of the C-141 StarLifter, which goes into MATS squadron operation here today.

Several California aerospace firms are building major portions of the big fanjet cargo-troop carrier. The Lockheed-Georgia Company of Marietta, Ga., a division of Lockheed Aircraft Corporation with headquarters at Burbank, is prime contractor for the airframe. Pratt & Whitney Aircraft of East Hartford, Conn., is prime contractor on the engines.

General Dynamics/Convair of San Diego produces the tall T-tail, which, mated to the fuselage, towers 39.3 feet off the ground. It contains ladders built into the fore and aft sections of the vertical stabilizer, enabling mechanics to service systems on the horizontal stabilizer which forms the 50-foot crossbar at the top of the "T." Convair introduced a new type of leading edge on the horizontal stabilizer that features integral de-icing heating elements imbedded in fiberglass structure. This reduced weight of the tail by almost 100 pounds.

Rohr Corporation of Chula Vista and Riverside, Calif., and Winder, Ga., produces the nacelles, pylons, thrust reversers, main landing gear door, wing to body panels, and petal doors. The largest jet engine thrust reverser ever manufactured by Rohr is on the C-141. Each of the four engines is equipped with thrust reverser.

The Loud Company of Pomona, Calif., is a major subcontractor on the C-141 StarLifter program, producing the restraint rails for cargo handling.

(More)

Garrett Corporation's AiResearch Manufacturing Company at Los Angeles, along with AiResearch Corporation of Phoenix, Ariz. , and Garrett Manufacturing Limited of Canada produce environmental system. It builds the auxiliary power unit at Phoenix. Key to the StarLifter's self-sufficiency is the integrated environmental control system and on-board auxiliary power unit which virtually eliminate the need for separate ground starting units and mobile air conditioners.

Bendix Corporation's Pacific Division in North Hollywood produces the anti-skid system for the StarLifter. Bendix's Eclipse-Pioneer Division at Teterboro, N. J. , provides the automatic flight control system, which incorporates many new techniques and features making it the world's most advanced automatic flight control system for transport use.

Western Gear Corporation's Precision Products Division at Lynwood, Calif, developed the horizontal stabilizer actuator, which represents a significant advance to the state-of-the-art for control surface actuation.

Menasco Manufacturing Company of Burbank, through its Fort Worth, Tex. , plant, is producing the main landing gear for StarLifters.

BROADEST SUBCONTRACT PROGRAM

The handiwork of hundreds of companies over the United States and Canada is represented in the StarLifter, truly an All-American plane. The team of subcontractors, systems suppliers, and vendors is spread among 34 states and Canada.

It is the broadest program of subcontracting in the history of aviation, with more than 60 per cent of the aircraft, by weight, being sublet.

Many innovations are introduced in the parts some of these firms developed for the StarLifter.

Avco Corporation's Aerospace Structures Division at Nashville, Tenn. , builds the wing box beams, which are the largest single subcontract item, and transports them to Georgia on specially-constructed railroad cars.

(More)

Each of the assemblies is 81 feet long and consists of 90,000 parts. They contain 23,080 gallons of jet fuel, the equivalent of two railroad tank cars.

Beech Aircraft Corporation of Wichita, Kans., builds inboard and outboard flaps, ailerons, nose landing gear doors, emergency exit doors, and spoilers. A large portion of the assemblies is lightweight, rugged metal honeycomb-bonded construction.

Twin Industries Corporation of Buffalo, N. Y., supplies the wing leading edge assemblies and trailing edge panels. Honeycomb sections used here are unique since they are the first of this size and shape to be made of honeycomb construction.

Brunswick Corporation of Marion, Va., produces the nose radome and tail radome for the StarLifter.

Bell Aerosystems of Buffalo, N. Y., produces the floor plates for the big cargo-troop carrier.

Thiokol Chemical Corporation's subsidiary, Shawnee Industries of Shawnee, Okla., produces the aft pressure doors for the C-141. The aft pressure door, 84 inches wide and 124 inches long and 2 1/2 inches thick, is built up of bonded metal and honeycomb structure. Shawnee also builds a number of door assemblies and the wing tips for the StarLifter.

Brooks & Perkins, Inc., of Detroit builds the roller assemblies which are part of the aircraft itself, and is used in conjunction with the Air Force's 463L materials handling system for cargo handling. Today's loading demonstration at Travis will show off the roller assemblies.

MAJOR SYSTEMS SUPPLIERS

Jarry Hydraulics Ltd., of Montreal, used specially-developed tooling and techniques throughout to devise the spoiler actuators as well as the ramp door actuator, pressure door actuator, and the main landing gear actuator for the new StarLifter.

(More)

General Electric Company provides the electrical power system from its plants at Waynesboro, Va., Erie, Pa., and West Lynn, Mass. The electrical system installed in the C-141 is one of the most thoroughly tested systems ever installed in a new aircraft.

PneumoDynamics Corporation of Cleveland, Ohio, through subsidiaries, Cleveland Pneumatic Tool Company of Cleveland and National Water Lift Company of Kalamazoo, Mich., provides the nose gear, wing flap tracks, and the aileron, elevator, and rudder control boost packages.

Steel Products Engineering Company of Springfield, Ohio, division of Kelsey-Hayes Company, designed and manufactured the wing flap actuation system.

Aerospace Division of Walter Kidde & Company, Inc., at Belleville, N. J., provided the fire detection system.

Liquidometer Corporation of Long Island City, N. Y., developed the fluid quantity gauging system.

Pesco Products Division of Borg-Warner Corporation of Bedford, Ohio, produces the thrust reverser actuators.

Collins Radio Company of Cedar Rapids, Iowa, developed the StarLifter's high frequency antenna system.

In addition to these major subcontractors and major systems suppliers, the Air Force's C-141 program reaches into second and third tier vendors and affects hundreds of suppliers.

###