

Air Force Sophomores Tour Georgia Aircraft Installation

By ROBERT SOLOVEY
Battalion Staff Writer

The sight of "a ship with wings," a mock-up of the planned C5A transport plane, highlighted a recent tour of the Lockheed-Georgia Co. by eleven Air Force cadets.

Cadets included Dennis S. Bailey, Rodger L. Collins, Jimmy L. Daniel, Howard Kaffenburger, Richard A. Pazderski, Kenneth W. Pollard, Samuel Smith, Robert J. Solovey, James Stutler, Leon E. Travis III, and Burl E. Glass III.

The Air Force-ordered C5A aircraft will be the world's largest transport when it is delivered in June, 1969.

BOTH IN SIZE and cargo life capability, it will more than double any aircraft in present operation.

Leaving Easterwood Airport last week, the C-47 "Gooneybird" was piloted by Lt. Col. Philip B. Hopkins and Capt. Deward Johnson, who literally "played the weather by ear."

The officers brought the plane through a narrow air lane, with thunderbolts on either side, to land safely at Dobbins AFB, Ga.

Lockheed is an integral part of the base, which houses both Air Force and Naval aircraft and is the testing and delivery point for Lockheed-Georgia built planes.

The cadets received a special tour of plant facilities and briefings by Lockheed's top executives, planned by the Lockheed Customer Relations division and Lt. Col. Thomas Hines.

Personally guided throughout the day by Director of Customer Relations John Foss, the ROTC sophomores were briefed on Lockheed's production aircraft.

The capabilities of Lockheed's C-140 Jetstar, C-130 Hercules, vertical takeoff aircraft (VTOL), the C-141 Starlifter and the C5A transport were all described and supplemented by slides and films.

The \$1.7 million Jetstar is a nine passenger, 550 miles per hour, 2,250 mile range plane.

ITS BEST potential appears to be for large corporations, but Lockheed is also negotiating with the Army and the Air Force.

The C-130 Hercules is best known for its capability to land on any terrain.

It can lift 17 tons of cargo about 500 miles and land with only 1,500 feet of runway.

The C-130 has been the workhorse for the Air Force in the past and in the future it will be used even more when the giant cargo loads of the C5A are broken down into more usable quantities.

A program is under way to build a C-130J, which could land in a foot of mud, a field with 10 inch high bumps or holes or land on skis for Antarctic operations.

IT CAN take off in 600 feet of runway, which makes it unparalleled for forward combat supply, such as on the front lines in Viet Nam.

The VTOL aircraft is under development with tight security. The plane is able to hover as a helicopter or fly forward by changing the angle of its wings while in flight.

VTOL has experienced several problems which has kept the cost of operation high and also kept it out of the current Air Force inventory.

Numerous power plants and various arrangements have been tried but VTOL aircraft are still unstable and difficult to maneuver.

Present engines take up so much space there is little room left for cargo and so it remains virtually useless as a transport system at this time.

The C-141 is the Air Force's best transport to date, and the Air Force had a ceremony at Lockheed to celebrate the 100th such aircraft to be delivered.

Similar in appearance to a commercial jet airliner, it has doubled the capacity of the C-130.

The cadets also toured several ultramodern buildings housing Lockheed's research and development center.

AEROSPACE and mechanical

engineers design aircraft by using highly sophisticated computer equipment. The plan for a part is drawn electronically on an oscilloscope screen and the shape is fed into a computer. The machines which produce the part are run by computer tape.

It takes hundreds of men less, requires fewer hours, and is extremely accurate.

After touring the flight line and eating lunch, the cadets were shown the aircraft assembly line.

From walkways high above the floor, cadets saw a room 2,500 feet long and 1,200 feet wide, the largest building of its type in the world.

Some aircraft were nothing but steel skeletons, without wings, engines, wheels or instrumentation.

Thousands of wires, bolts and tons of metal are fitted together with extreme accuracy. One C-141 is completed every three days.

Later, on the main floor, the cadets boarded almost completed aircraft to watch some of the actual construction.

The Aggies were surprised to find many women working in the plant. Women normally wire the plane's electrical system.

The tour ended when cadets were shown the mock-up of the C5A transport.

The plane is being built of wood to establish its actual appearance.

THE PLANE is 242 feet long and 63 feet high, with a wing span of 222 feet.

The landing gear includes 28 wheels to support a mission weight of more than 375 tons. It will carry 49,000 gallons of jet fuel.

The C5A will be able to transport 110 tons of cargo, 80 passengers and 12 crew members up to 5,500 miles.

One cadet termed it the "Noah's Ark of the Air," and even the officers jokingly bet it would never fly.

Foss assured them it would, and said it was just a "baby" compared to designs for later transports.

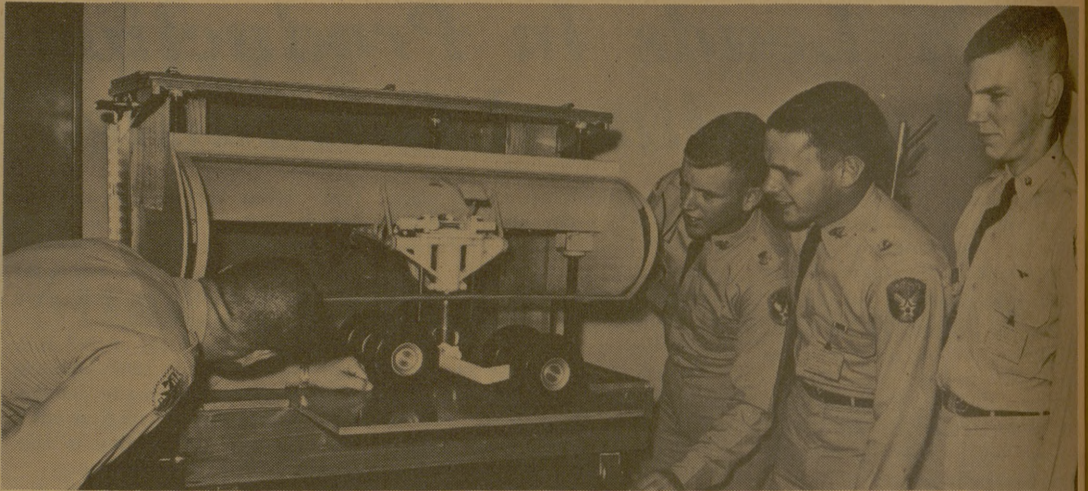
Equipped for commercial airlines, the C5A could carry 900 passengers.

The roof of the building will not be high enough when construction starts on the C5A, and Foss said a movable building will be added to the outside of the building.

The plane will be built backwards so the tail assembly can be added last.

On the return trip to A&M, each cadet was given an opportunity to fly the C-47 while Johnson explained the instrumentation.

Hines had complete faith in the cadets . . . and tightened his seat belt.



CADETS VIEW LANDING GEAR assemblies which will support the weight of the aircraft. The wheels first turn inward and then fold up into the plane's fuselage. The working model shows one of four wheel

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Political Announcements

Subject to action of the Democratic Primary May 7, 1966.

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For Senator, 5th Senatorial District:
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For County Clerk:
FRANK J. BORISKIE
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SPECIAL NOTICE

THE TEXAS A&M CHAPTER OF PHI KAPPA PHI will hold its annual initiation banquet on Tuesday, May 10, 6:30 p.m., at the MSC Ballroom. Our speaker, Dr. Gerald W. Thomas, Dean of Agriculture at Texas Tech, will discuss the topic: Diversified Excellence, the Challenge in Variation. Tickets are available from Dr. George Thompson (846-3731) until 5:30 p.m., May 6. 30713

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Designations as to sex in our Help Wanted and Employment Agency columns are made only (1) to indicate bona fide occupational qualifications for employment which an employer regards as reasonably necessary to the normal operation of his business or enterprise, or (2) as a convenience to our readers to let them know which positions the advertiser believes would be of more interest to one sex than the other because of the work involved. Such designations shall not be taken to indicate that any advertiser intends or practices any unlawful preference, limitation, specification or discrimination in employment practices.

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Official notices must arrive in the Office of Student Publications before deadline of 1 p. m. of the day preceding publication.

Recalls for the May, 1966, Commencement Exercises
All students who are candidates for the degree of Doctor of Philosophy are required to wear the bachelor's cap and gown. The Registrar's Office no later than 10:00 p.m., Tuesday, May 24 (this will be accomplished by a representative of the College Exchange Store). The Ph.D. hood will not be worn in the procession since all candidates will be hooded on the stage as a part of the ceremonies. Candidates for the Master's Degree will wear the Master's cap and gown. All civilian students who are candidates for the Bachelor's Degree will wear the Bachelor's cap and gown. Orders may be placed between 8:00 a.m. Monday, May 1 and 5:00 p.m. Friday, May 26. The rental is as follows: Doctor's cap and gown, \$5.25; Master's cap and gown, \$4.25; Bachelor's cap and gown, \$4.25. Hood rental is the same as that for cap and gown. A 2% Texas State Sales Tax is required in addition to these rentals. 90713

THE GRADUATE COLLEGE

Final Examination for the Doctoral Degree Name: Griffin, Travis Barton in Biochemistry and Nutrition
Dissertation: Production, Isolation, and Physical Characterization of Aesculus Protocleistan Endopentadiase
Time: May 5, 1966 at 3:00 p.m.
Place: Room 214 in the Hepc Bldg.
Wayne C. Hall
Dean of Graduate Studies 30713

THE GRADUATE COLLEGE

Final Examination for the Doctoral Degree Name: Smith, Ronald Edward in Physics
Dissertation: Translational, Rotational and Spin-Rotational Contributions to Spin Lattice Relaxation in C-13 and C-13, 5-CaH-D.
Time: May 3, 1966 at 3:30 p.m.
Place: Room 146 in Physics Bldg.
Wayne C. Hall
Dean of Graduate Studies 30613

CORRECTIONS IN SUMMER BULLETIN

Astronomy and Applications of Modern Physics, Summer 1966. Contrary to the Bulletin of Summer Session 1966 recently released, Physics 310, Modern Physics and Physics 314, Astronomy, are open in the first summer term to all students who are prerequisites, Physics 262 and Mathematics 103, respectively. Only in the second summer term is there a restriction that Physics 314 is reserved for students in the NSF Earth Science Institute. 94813

A limited number of NATIONAL DEFENSE STUDENT LOANS will be made for Summer Session '66. Funds available are limited, only those students who are qualifying to teach at elementary, secondary or college level will be considered. Application forms may be obtained from Student Financial Aid, 303 YMC, April 25 - June 16. 30713

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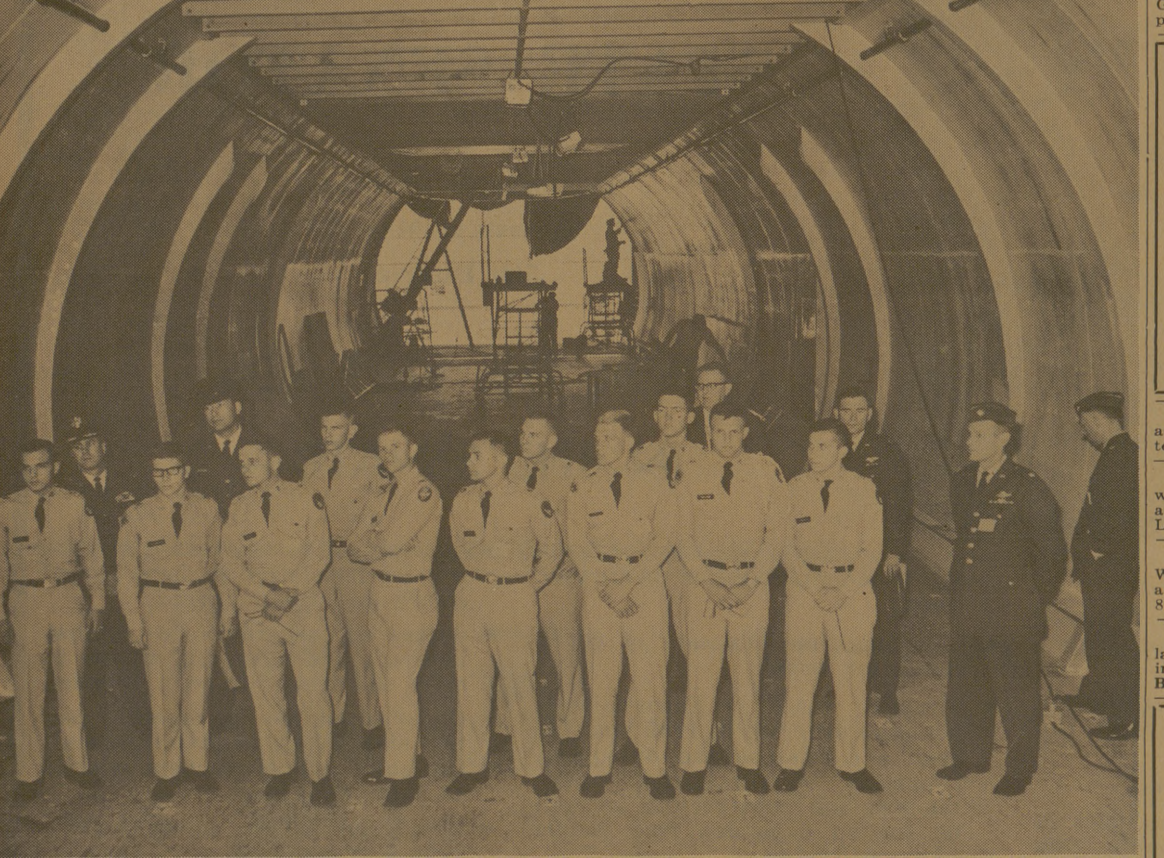
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