



Fact Sheet

U.S. Air Force Fact Sheet

THE C-141 STARLIFTER

Mission

The C-141B Starlifter is the workhorse of the Air Mobility Command. The Starlifter fulfills the vast spectrum of airlift requirements through its ability to airlift combat forces over long distances, deliver those forces and their equipment either by air, land or airdrop, resupply forces and transport the sick and wounded from the hostile area to advanced medical facilities.



Features

The C141B is a "stretched" C-141A with in-flight refueling capability. The stretching of the Starlifter consisted of lengthening the planes 23 feet 4 inches (7.11 meters). The added length increased the C-141 cargo capacity by about one-third, for an extra 2,171 cubic feet (62.03 cubic meters). The lengthening of the aircraft had the same overall effect as increasing the number of aircraft by 30 percent. The C-141A, built between 1963 and 1967, was AMC's first jet aircraft designed to meet military standards as a troop and cargo carrier. The development of the B model was the most cost-effective method of increasing AMC's airlift capability. The C-141C includes the addition of advanced avionics.

A universal air refueling receptacle on the C-141, with the ability to transfer 23,592 gallons (89,649.6 liters) in about 26 minutes, means longer non-stop flights and fewer fuel stops at overseas bases during worldwide airlift missions.

With more than 40 years of service and nearly nine million flying hours, the C-141 force has a proven reliability and long-range capability. In addition to training, worldwide airlift and combat support, the C-141 has amassed a laudatory record in response to humanitarian crises.

The C-141, with its changeable cargo compartment, can transition from rollers on the floor for palletized cargo to a smooth floor for wheeled vehicles to aft facing seats or sidewall canvas seats for passengers, quickly and easily, to handle over 30 different missions.

Background

The C-141A, built between 1963 and 1967, was AMC's first jet aircraft designed to meet military standards as a troop and cargo carrier. The first C-141A, delivered to Tinker AFB, Okla., in October 1964, began squadron operations in April 1965. Starlifters made flights almost daily to Southeast Asia, carrying troops, equipment and supplies, and returning patients to U.S. hospitals.

The C-141 was the first jet transport from which U.S. Army paratroopers jumped, and the first to land in the Antarctic. A C-141 established a world record for heavy cargo drops of 70,195 pounds (31,588 kilograms).

The development of the B model was the most cost-effective method of increasing AMC's airlift capability. The first C-141B was received by the Air Force in December 1979. Conversion from A to B models was completed in 1982. Conversion to the C-models began in 1997 and was completed in 2001.

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A universal air refueling receptacle on the C-141B, with the ability to transfer 23,592 gallons (89,649 liters) in about 26 minutes, means longer nonstop flights and fewer fuel stops at overseas bases during worldwide airlift missions.

The C-141 force, nearing nine million flying hours, has a proven reliability and long-range capability. In addition to training, worldwide airlift and combat support, the C-141 has amassed a laudatory record in response to humanitarian crises.

The C-141 continues to be the backbone of military airlift capability and the cornerstone of a valuable national asset, airlift. The C-141's reliability and intrinsic capabilities enable AMC to meet any commitment anywhere national interest dictates.

General Characteristics

Primary Function: Cargo and troop transport

Contractor: Lockheed-Georgia Company

Power Plant: Four Pratt & Whitney TF33-P-7 turbofan engines

Thrust: 20,250 pounds, each engine

Wingspan: 160 feet (48.7 meters)

Length: 168 feet, 4 inches (51 meters)

Height: 39 feet, 3 inches (11.9 meters)

Cargo Compartment: Height, 9 feet 1 inch (2.77 meters); length, 93 feet 4 inches (28.45 meters); width, 10 feet 3 inches (3.12 meters)

Cargo Door: width, 10.25 feet (31.24 meters); height, 9.08 feet (27.6 meters)

Speed: 500 mph (Mach 0.66) at 25,000 feet

Ceiling: 41,000 feet (12,496 meters) at cruising speed

Range: Unlimited with in-flight refueling

Maximum Takeoff Weight: 323,100 lbs (146,863 kilograms)

Load: Either 200 troops, 155 paratroops, 103 litters and 14 seats, or 68,725 lbs (31,239 kilograms) of cargo

Unit Cost: \$47.4 million (FY2002 constant dollars)

Crew: Five: two pilots, two flight engineers and one loadmaster (one navigator added for airdrops).

Aeromedical teams of two flight nurses and three medical technicians each are added for aeromedical evacuation missions.

Date Deployed: C-141A: May 1964; C-141B: December 1979; C-141C: October 1997.

Inventory: Unavailable

POINT OF CONTACT

Air Mobility Command. Public Affairs Office; 503 J Street, Suite 214; Scott AFB, IL 62225-5335; DSN 576-5003 or (618) 256-5003