

COMMERCIAL AIRCRAFT OF THE WORLD (continued from page 924)

when first details were released. The C-141 first flew on December 17, 1963 and about ten are now engaged in manufacturer's development and USAF acceptance flying. The USAF has 132 C-141s on order.

When delivered to its first customers in 1967—Slick and Flying Tiger—the StarLifter will be the largest and heaviest aircraft in commercial service. With a rear-loading cargo hold 93ft long (70ft on the C-141), the L-301's gross weight is 384,500lb and the aircraft can carry 110,000lb over a range of 4,500 miles at 495 m.p.h. or 83,000lb over 5,900 miles. With a first price comparable with that of the smaller-payload mixed-traffic long-haul jets, the pure-freight L-301 promises to offer the air freight market noticeably lower ton-mile costs with the added advantage of end loading and a lower acceptable cargo density (10.4lb/cu ft as against around 12.5lb/cu ft). The aircraft's commercial success clearly hinges on a system of lower freight rates.

CX-HLS Lockheed project engineers are also studying the design of ultra-large heavy logistic freight aircraft to fulfil a possible USAF requirement. As with the rival designs of Boeing and Douglas, the commercial possibilities are being investigated. In this connection seating capacities in excess of 500, stage lengths of more than 4,000 miles and operating costs 30 per cent below today's levels have been mentioned.

MARTIN The Martin Company, Baltimore 3, Maryland, USA.

Martin 2-0-2 First twin-engined airliner of completely post-war design to be approved by the CAA for airline use, the Martin 2-0-2 prototype first flew on November 22, 1946. Like the Convair 240, it was aimed at the DC-3 replacement market, but a number of setbacks

early in its career enabled the Convair 240 and its successors to capture most of the market, especially overseas. Unlike the Convair-liners, the Martin 2-0-2 is unpressurized. Only 31 were built, for Northwest, LAN (Chile) and LAV (Venezuela); the last two airlines retain their 2-0-2s, but those of Northwest have been disposed of.

Twelve more of an improved version, the Martin 2-0-2A, were supplied to TWA; these are fitted with R-2800-CB16 Double Wasps like the Martin 4-0-4, and have a max take-off weight of 43,000lb and increased fuel tankage.

Martin 4-0-4 The Martin 4-0-4 is a development of the 2-0-2, from which it differs in being pressurized and having a 39in longer fuselage. CAA type certification of the 4-0-4 was granted on October 5, 1951; the prototype, a modified Martin 2-0-2, had made its first flight on October 21, 1950. A total of 103 Martin 4-0-4s were built, 60 for Eastern, 41 for TWA and two military versions, designated RM-1, for the US Coast Guard.

MESSERSCHMITT Messerschmitt AG, Postfach 322, Augsburg, Germany.

Me P 141 Announced at the Paris Salon two years ago, the P 141 is a projected utility transport powered by two 1,000 h.p. turboprops and having a main compartment 6.6ft wide, 6.1ft high and 26ft long, with truck-bed-height floor and double end-loading doors. The aircraft is being considered with the Turboméca Bastan, General Electric T58, or Daimler-Benz PTL 6. So far, no plans have been announced for the construction of a prototype, though project work is continuing.

Me P 160 Announced at the same time as the P 141, the P 160 short-haul airliner project is powered by two Rolls-Royce/MAN RB.153s

of 6,450lb thrust each. The P 160 is designed to carry 54 passengers over stage lengths of around 600 miles, using 4,000ft-runway airfields. The project is still under consideration but German participation in the similarly-sized Fokker Fellowship may prove fatal to the P 160.

NAMC Nihon Aeroplane Manufacturing Co Ltd, Daido Building, No 46, 1-chome Minami-sakumacho, Shiba, Minato-ku, Tokyo, Japan.

YS-11 The manufacture of the YS-11 turboprop airliner was first proposed by the Japanese Ministry of International Trade and Industry in 1956. The major aircraft manufacturers set to work on project studies, and in the following year, with a Government subsidy, the six largest aircraft manufacturing companies combined forces to launch the basic design work. These six companies were: Mitsubishi Heavy-Industries Ltd; Kawasaki Aircraft Co Ltd; Fuji Heavy Industries Ltd; Shin Meiwa Industry Co Ltd; Japan Aircraft Manufacturing Co Ltd; and Showa Aircraft Industry Co Ltd.

In May 1957 these companies formed the Transport Aircraft Development Association, with the object of co-ordinating their efforts in design work, preparation of specifications, wind tunnel tests and construction of full-size mock-ups. In June 1959, the Nihon Aeroplane Manufacturing Co was established under the Aircraft Industries Promotion Law with capital jointly provided by the Government and the private companies concerned to succeed the Transport Aircraft Development Association.

Authorized capital was 6,000m yen (£6m), of which 5,500m yen (£5.5m) has so far been paid up, 3,000m yen (£3m) by the Japanese Government and 2,500m yen (£2.5m) by the private companies.

The production of the YS-11 is divided

NAMC YS-11 (60-seat 34in pitch version) "Flight International" operators' reference drawing (see page 903 for key)

