

Lockheed Constellation

Lockheed Constellation Motorbooks

The first volume in an exciting new series about piston-engined civil airliners of the 1940s and '50s, this book uses the best archival material available from Lockheed and several U.S. airlines to illustrate the complexity of building what was arguably the most stylish piston-engined airliner ever -- the majestic Constellation. Created in response to a requirement issued by the flamboyant owner of TWA, Howard Hughes, in late 1939, the Constellation was soon ordered by other airlines due to its unmatched ability to fly non-stop from the East Coast to the West Coast at a constant 300 miles per hour. All the major prototype, pre-production, and civil service variants are shown in production at the Lockheed plant in California, and in service with various operators around the globe. Period color photography is also included, featuring Lockheed and airline advertisements. Detailed captions and a concise narrative outline the manufacturing procedures, while appendices includes comprehensive production batch lists, performance data, and a double-page cutaway.

Lockheed Constellation in Colour

Lockheed's Constellation

Covering Certain Aspects of Model 649 and 749 Airplanes

Maintenance Instructions for Lockheed Constellation Airplane

One of the most elegantly designed airliners to ever grace the skies

was the Lockheed Constellation. This new title charts the propliner's design and development from prewar proposals to the sophisticated Starliners of the 1950s. Operational use and airlines that flew the "Connie" are detailed, as are several military variants that developed early in the Cold war. A technical "walk-around" and descriptions of the differences between variants is included, and the volume concludes with a look at the survivors. Appendices include technical specifications and a full production list.

The first of a new series that looks at classic postwar airliners. This volume charts the design and development of the Lockheed Constellation, from pre-war proposals to the sophisticated outcome. It includes a technical walk-round and descriptions of variants, and also a production list.

**Samoloty pasazerskie swiata 10 Lockheed Constellation
Containing Information on Lockheed Models 1049C Through 1049K as
Applicable to Commercial Operation
Lockheed Constellation Airfreighter
Super Constellation**

Looks at the history of the Lockheed Constellation aircraft.

It was to be created for one man and one airline but became one of the best and most elegant aircraft ever to grace the skies. Howard Hughes was one of the wealthiest people in the world. He bought control in TWA, the huge American airline, and wanted to make it special. He wanted an aircraft that would give TWA the edge and begin the country's first ever coast-to-coast service carrying twenty passengers and freight. In fact he wanted a lot of them. Hughes discussed it with Lockheed, one of the smaller aviation companies in the USA, but they had grander plans. What they built was the Constellation, one of the greatest airliners of all time. Lockheed Constellation tells the story of the aircraft that was used by more than 100 airlines and air forces in thirty-eight countries; an airliner that came to epitomize the grand and romantic age of flight in the post-war years before the jet engine ruled. It tells of the wartime development which made the USAAF buy the first few aircraft off the production line; the post-war development which would see nine variants built; of the great airlines around the globe that would make the Constellation their first choice flagships; of the amazing technological advances made during development; and of the enduring legacy of this unique aircraft.

A Discussion of the Engineering Testing and Research on the Basic Problems of a Large Transport Airplane

Aircraft Accident Report

The Lockheed Constellation on Some of the Routes for Air Transport Command
Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 73. Chapters: Lockheed Constellation, Curtiss-Wright C-46 Commando, Fairchild C-119 Flying Boxcar, Douglas C-74 Globemaster, Douglas C-124 Globemaster II, Douglas C-47 Skytrain, Boeing C-97 Stratofreighter, Douglas DC-6, Douglas C-54 Skymaster, Hughes H-4 Hercules, Piasecki H-21, Boeing 307, Martin JRM Mars, Waco CG-4, Douglas XCG-17, Convair XC-99, Budd RB Conestoga, Lockheed R6V Constitution, Curtiss-Wright C-76 Caravan, Consolidated C-87 Liberator Express, Fairchild C-82 Packet, Chase XCG-20, Chase XC-123A, Piasecki HRP Rescuer, Cornelius XFG-1, Schweizer cargo glider designs, Chase YC-122 Avitric, Boeing C-108 Flying Fortress, Northrop YC-125 Raider, General Airborne Transport XCG-16, Kellett XR-10, Fairchild XC-120 Packplane, Chase YCG-14, Bristol XLRQ, Waco ZQC-6, Consolidated R2Y, Piasecki H-16, Waco CG-13, Allied Aviation XLRA, Waco CG-15, Waco CG-3, Waco C-72, Cessna C-77, Waco C-62. Excerpt: The Lockheed Constellation ("Connie") was a propeller-driven airliner powered by four 18-cylinder radial Wright R-3350 engines. It was built by Lockheed between 1943 and 1958 at its Burbank, California, USA, facility. A total of 856 aircraft were produced in numerous models, all distinguished by a triple-tail design and dolphin-shaped fuselage.

The Constellation was used as a civilian airliner and as a U.S. military air transport, seeing service in the Berlin Airlift. It was the presidential aircraft for U.S. President Dwight D. Eisenhower. Since 1937 Lockheed had been working on the L-044 Excalibur, a four-engine pressurized airliner. In 1939 Trans World Airlines, at the instigation of major stockholder Howard Hughes, requested a 40-passenger transcontinental airliner with 3,500 mi (5,630 km) range - well beyond the capabilities of the Excalibur design. TWA's requirements led to the L-049 Constellation, designed by Lockheed...

Prompted by a request from Howard Hughes (and TWA) in 1939, Lockheed's team broke the mold of early airliner design with the Constellation. A real head turner, the 'Connie' raised the bar in performance, economy and passenger comfort. However, the relationship with TWA and Hughes limited Lockheed's sales to other airliners, and as a result, profits suffered. Although sales outside the US were better, with the Constellation proving popular in South America and Europe, the post-World War Two market was still not as buoyant as hoped. With sales looking grim, Lockheed found a new supporter - the US military. The military's enthusiasm for the development of the Connie in turn benefitted civilian airlines as well, with the Super Constellation and Starliner variants, the latter of which failed to make a large impression as the world started to turn towards jet power. With the arrival of the jet, Constellations were replaced by major operators, although a number did remain in passenger service until the late 1960s (the last passenger flight took place in 1978 in the Dominican Republic). This highly illustrated book tracks the

Constellation from its inception through to its retirement from service, showcasing why it was so special. This is a new edition of Aeroplane Classic Airliner Constellation.

Lockheed Constellation & Super Constellation

A Record Breaking Airliner

Constellation

TWA B-707, N748TW and EAL Lockheed Constellation N6218C, Carmel, New York, December 4, 1965 [adopted December 13, 1966].

A revolutionary commercial propeller transport, the Lockheed Constellation burst on the aviation scene in the early 1940s. Unheralded for the most part, due to wartime secrecy, it finally entered commercial service in 1946, and promptly set new standards for speed, range, reliability, and passenger comfort. The Connie, as it was affectionately known, pioneered new flight paths in many parts of the globe. Connies ultimately flew commercially for more than thirty years, and underwent countless modifications and upgrades during that time. They continued to be utilized by the military as well; in fact, Connies were involved in a number of endeavors that remain shrouded in secrecy to this day. This, then, is the story of a remarkable and distinctive airplane. It is also the story of the people who made the Constellation great, including aviation legends like Howard Hughes and Clarence "Kelly" Johnson. Most importantly, however, it is a story that sheds light on the dynamics of technology, politics, and society in the years 1940 to 1980. This revised edition contains an additional chapter on Constellations that are still flying today, as well as an additional appendix of the Constellation's operations manual.

One of the Aviation Notebook series, this fully illustrated volume covers the development of the Lockheed Constellation and details the variants.

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Tiger in the Sea

The Lockheed Constellation Series

The Ditching of Flying Tiger 923 and the Desperate Struggle for Survival

Lockheed Constellation, Curtiss-Wright C-46 Commando, Fairchild C-119 Flying Boxcar, Douglas C-74
September 1962: On a moonless night over the raging Atlantic Ocean, a thousand miles from land, the engines of Flying Tiger flight 923 to Germany burst into flames, one by one. Pilot John Murray didn't have long before the plane crashed headlong into the 20-foot waves at 120 mph. As the four flight attendants donned life vests, collected sharp objects, and explained how to brace for the ferocious impact, 68 passengers clung to their seats: elementary schoolchildren from Hawaii, a teenage newlywed from Germany, a disabled Normandy vet from Cape Cod, an immigrant from Mexico, and 30 recent graduates of the 82nd Airborne's Jump School. They all expected to die. Murray radioed out "Mayday" as he attempted to fly down through gale-force winds into the rough water, hoping the plane didn't break apart when it hit the sea. Only a handful of ships could

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pick up the distress call so far from land. The closest was a Swiss freighter 13 hours away. Dozens of other ships and planes from 9 countries abruptly changed course or scrambled from Canada, Iceland, Ireland, Scotland, and Cornwall, all racing to the rescue—but they would take hours, or days, to arrive. From the cockpit, the blackness of the Atlantic grew ever closer. Could Murray do what no pilot had ever done—“land” a commercial airliner at night in a violent sea without everyone dying? And if he did, would rescuers find any survivors before they drowned or died from hypothermia in the icy water? The fate of Flying Tiger 923 riveted the world. Bulletins interrupted radio and TV programs. Headlines shouted off newspapers from London to LA. Frantic family members overwhelmed telephone switchboards. President Kennedy took a break from the brewing crises in Cuba and Mississippi to ask for hourly updates. Tiger in the Sea is a gripping tale of triumph, tragedy, unparalleled airmanship, and incredibly brave people from all walks of life. The author has pieced together the story—long hidden because of

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murky Cold War politics—through exhaustive research and reconstructed a true and inspiring tribute to the virtues of outside-the-box-thinking, teamwork, and hope.

This best-selling debut novel from one of France's most exciting young writers is based on the true story of the 1949 disappearance of Air France's Lockheed Constellation and its famous passengers. On October 27, 1949, Air France's new plane, the Constellation, launched by the extravagant Howard Hughes, welcomed thirty-eight passengers aboard. On October 28, no longer responding to air traffic controllers, the plane disappeared while trying to land on the island of Santa Maria, in the Azores. No one survived. The question Adrien Bosc's novel asks is not so much how, but why? What were the series of tiny incidents that, in sequence, propelled the plane toward Redondo Mountain? And who were the passengers? As we recognize Marcel Cerdan, the famous boxer and lover of Edith Piaf, and we remember the musical prodigy Ginette Neveu, whose tattered violin would be found years later, the author ties together their destinies: "Hear

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the dead, write their small legend, and offer to these thirty-eight men and women, like so many constellations, a life and a story."

United States Military Transport Aircraft 1940-1949

Lockheed Constellation

A History

Trans World Airlines, Inc., Lockheed Constellation, Model 049, N 86511, Midway Airport, Chicago, Illinois, September 1, 1961

This series provides the enthusiast with a first-ever look at the structure, design, systems, and operation of these high tech wonders of the air. Contains engineering drawings, tech manual excerpts, exploded views, overhaul handbooks, cockpit photos, pilot manual excerpts, factory assembly photos, and more.

The photos in this edition are black and white. In 1943 the Lockheed Model 49 Constellation was the fastest and most modern airliner in the world. They were purchased by the USAAC as C-69s and in 1948 the larger more capable Model 749 was purchased as the C-121A. This early Naval Fighters Series volume first published in 1983 covers the

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USAAC/USAF C-121A, the Navy PO-1W/WV-1 AEW version of the Model 749 from 1949, the stretched Model 1049 Navy transport R7O-1/R7V-1 from 1952, the Air Force Model 1049 versions C-121C/EC-121S/C-121G/AC-121/EC-121R, Navy WV-2/EC-121K AEW and Air Force EC-121C/EC-121D AEW platforms, and the experimental WV-2E/EC-121L AEW aircraft and the turbo-prop R7V-2/YC-121F transport. Book includes brief Navy squadron histories, detail drawings, and essays on flying the Connie, Vietnam, College Eye/Big Eye, 552nd AEW, Bat Cat and AEWBARRONPAC.

Imperial Airlines, Inc., Lockheed Constellation L-049, N 2737A, Byrd Field, Richmond, Virginia, November 8, 1961

Super Constellation Pocket Handbook

An Analysis of the Normal Accelerations and Airspeeds of Several Lockheed Constellation L-649 Airplanes in Postwar Commercial Transport Operations Over the Eastern Part of the United States
Connie Breed - Lockheed Constellation

Clarence 'Kelly' Johnson's design for the Lockheed Constellation, known affectionately as the 'Connie', produced one of the world's most iconic airliners. Lockheed

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had been working on the L-044 Excalibur, a four-engine, pressurized airliner, since 1937. In 1939, Trans World Airlines, at the instigation of major stockholder Howard Hughes, requested a 40-passenger transcontinental aircraft with a range of 3,500 miles, well beyond the capabilities of the Excalibur design. TWA's requirements led to the L-049 Constellation, designed by Lockheed engineers including Kelly Johnson and Hall Hibbard. Between 1943 and 1958, Lockheed built 856 Constellations in numerous models at its Burbank, California, factory - all with the same distinctive and immediately recognizable triple-tail design and dolphin-shaped fuselage. The Constellation was used as a civil airliner and as a military and civilian air transport, seeing service in the Berlin and the Biafran airlifts. Three of them served as the presidential aircraft for Dwight D. Eisenhower. After the Second World War, TWA's transatlantic service began on 6 February 1946 with a New York-Paris flight in a Constellation. Then, on 17 June 1947, Pan Am opened the first-ever scheduled round-the-world service with

their L-749 Clipper America. In this revealing insight into the Lockheed Constellation, the renowned aviation historian Graham M. Simons examines its design, development and service, both military and civil. In doing so, he reveals the story of a design which, as the first pressurized airliner in widespread use, helped to usher in affordable and comfortable air travel around the world.

Lockheed C-121 Constellation

Famous Aircraft

Models 49-51-25 and 49-51-26

Queen of the Skies