

Exhibitor No: 310238

FOR IN FLIGHT: **OR STATIC:** **DISPLAY**

Show No 190

Attention: Requested information will be used by the official Airshow speakers

As well as providing information for the press office, this document will be used as a basis for the official commentaries. Exhibitors should therefore indicate the technical data and commercial information requested, as well as any other information they would like to transmit to the public during the flight program.

MANUFACTURER:	LOCKHEED		
AIRCRAFT TYPE AND NAME:	L-1049F Super Constellation		
CATEGORY:	Long range propliner		
COUNTRY:			
FIRST FLIGHT:			DISPLAY CREW:
Date: 01/11/1956 Location: Burbank (Ca)			Ernst Frei Paul Ziker Jerry Steele (plus de 10 000h sur Connie)
Crew:			
ENGINE(S):			
Number: 4	Type:	18 cylinders radial R-3350 Turbo Compound	
Manufacturer: Wright			
Take off rating (Dry): 3 250 shp	With reheat:		
Propeller(s): Standard Hamilton			
TECHNICAL DATA:	COMMERCIAL INFORMATION:		
Empty weight: 72 091 lb	Prototypes (or pre-prod):		
Max take off weight: 110 165 lb	Firm orders: 856		
Max cruise speed: 243 kts	Options:		
Max operating speed: 281 kts	Deliveries: 856		
Stall speed: 97 kts	Production rate: 15 years of production (43-58)		
Max endurance: 14:00	Number of clients:		
Max range: 3 024 NM	Contact during the show: Breitling		
ACCOMODATION:	WEAPONS		
Accomodation: 36 passengers	None		
Max payload: 26 455 lb			
MISCELLANEOUS:			
<p>The most remarkable, the finest and doubtless one of the most beautiful civil airliners, was the Lockheed Constellation, which flew within the world's largest airlines. The project of Constellation dates June 1939, when Howard Hughes and Jack Frye, managers of TWA airline, asked to the research department of Lockheed to develop a big four-engined commercial transport dedicated to the US transcontinental routes. The prototype, powered by four 2 200 cv Wright engines, had an aerodynamically perfect studied fuselage, three fins tail and a strangely modern tricycle landing gear. It only flew in January 1943 delayed by the entry into the war of the United States. During wartime, the aircraft were requisitioned to perform troop transportation. As soon as the hostilities ended, 15 Constellation in service in the US Army Air Force returned to much more peaceful activities. The Lockheed company, invested heavily to produce the bigger Model L1049 Super-Constellation. The new aircraft included a longer fuselage, additional fuel tip tanks, and new turbocompound engines. The Super Constellation could transport 89 passengers for the most advanced version. With the Super-G-Constellation, which flew in December, 1954, the Lockheed company succeeded in realizing an old dream : carry out for the first time west to east transatlantic connections without stopover eastwards, where flights are facilitated by tailwinds. In an ultimate attempt, the American aircraft manufacturer increased the aircraft range and proposed the Super Starliner. But the first jets were coming into service, and clipped the wings of the most beautiful civil airliner ever built.</p> <p>- 856 Constellation were built, from the first C-69 to the L-1649 Starliner.</p>			