

# LOCKHEED C-69 / C-121 CONSTELLATION

## CONSTELLATION SERVICE

*Manufacturer:* The Lockheed Aircraft Corp., Burbank, California, USA  
*Models:* 049, 649, 749, 1049, 1249, 1649  
*Designations:* C-69; C-121; B-30, PO, R7O, R7V, WV, W2V  
*Names:* Constellation (Model 049, 649, 749); Super Constellation (Model 1049, 1249); Starliner (Model 1649); Warning Star (RC-121, WV-2)

*First official flight:* L-049 / C-69 09 Jan 1943  
L-1049 14 Jul 1951  
*Factory production period:* 1941 – 1958  
*Primary service period:* 1944 – 1978  
*Last official flight:* NC-121K 25 Jun 1982

## CONSTELLATION VARIANTS

### Constellation

1943	<b>Model 049-46-10</b>	<b>L-049 / C-69</b>	1	<b>Total: 001</b>	
1945	<b>Model 049</b>	<b>L-049</b>	73		
1946	<b>Model 649</b>	<b>L-649</b>	14		
1947	<b>Model 749</b>	<b>L-749</b>	51		
1949	<b>Model 749A</b>	<b>L-749A</b>	68	<b>Total: 206</b>	
1943	<b>Model 049-46-10</b>	<b>C-69</b>	13		
1945	<b>Model 049-46-19</b>	<b>C-69C</b>	1		
1948	<b>Model 749A-79-36 / -38</b>	<b>C-121A</b>	9		
1948	<b>Model 749-79-38</b>	<b>VC-121B</b>	1		
1949	<b>Model 749A-79-43</b>	<b>PO-1W</b>	2	<b>Total: 026</b>	<b><u>Total: 233</u></b>

### Super Constellation

1951	<b>Model 1049</b>	<b>L-1049</b>	24		
1953	<b>Model 1049C</b>	<b>L-1049C</b>	48		
1954	<b>Model 1049D</b>	<b>L-1049D</b>	4		
1954	<b>Model 1049E</b>	<b>L-1049E</b>	28		
1954	<b>Model 1049G</b>	<b>L-1049G</b>	102		
1956	<b>Model 1049H</b>	<b>L-1049H</b>	53	<b>Total: 259</b>	
1955	<b>Model 1049F-55-75 / -96</b>	<b>C-121C</b>	33		
1954	<b>Model 1049B-55-84</b>	<b>RC-121C</b>	10		
1954	<b>Model 1049A-55-86</b>	<b>RC-121D</b>	72		
1954	<b>Model 1049B-55-97</b>	<b>VC-121E</b>	1		
1952	<b>Model 1049B-55-75</b>	<b>R7V-1</b>	50		
1954	<b>Model 1249A-95-75</b>	<b>R7V-2</b>	4		



### C-69C

As C-69, 43-seat VIP transport.

produced 1945

Lockheed Burbank, California (LO)

42-94550

49-1971

1 **Total: 001**

C-69D – Development of C-69C, 3 ordered, none completed.

### C-121A

As L-749, cargo / personnel transport, long nose, stronger floor, rear cargo door, 6 later upgraded to **VC-121B**, some designated as **PC-121A** (passenger) for a short time.

produced 1948 – 1949

Lockheed Burbank, California (LO)

48-609 / 48-617

749-2601 / 2609

9 **Total: 009**

### VC-121B

As C-121A, VIP transport, no cargo door.

produced 1948

Lockheed Burbank, California (LO)

48-608

749-2600

1 **Total: 001**

### PO-1W

As L-749A, AEW aircraft for US Navy, long nose, dorsal radome. Redesignated as **WV-1** in 1952.

produced 1949 – 1950

Lockheed Burbank, California (O)

BuNo. 124437, 124438 749-2612, 2613

2 **Total: 002**

**Total: 233**

### Super Constellation

#### L-1049 prototype

1950, converted from the original prototype L-049 (c/n: 49-1961).

Fuselage stretched, engine upgrade, various changes.

New civil reg.: NX67900, new c/n: 1049-1961S.

Later fitted with radome as WV-2 prototype.

#### L-1049 / C / D / E / G / H

Civil airliners, various differences, lengthened fuselage, stubby or long nose, square windows.

produced 1950 – 1958

Lockheed Burbank, California

**L-1049** 1049-4001 / 4024 24

**L-1049C** 1049C-4501 / 4548 48

**L-1049D** 1049D-4163 / 4166 4

**L-1049E** mixed 1049E-4549 to 4615 28

**L-1049G** mixed 1049G-4572 to 4687 102

**L-1049H** 1049H-4801 / 4853 53 **Total: 259**

L-1149, L-1249B, L-1349,

L-1449, L-1549 – Proposed civil developments, cancelled.

## C-121C

As L-1049, USAF personnel  
transport, long nose.  
produced 1955 – 1956

Lockheed Burbank, California (LO)

54-151 / 54-183                      1049F-4170 / 4202                      33    **Total: 033**

## RC-121C Warning Star

As R7V-1, AEW aircraft, dorsal and ventral  
radomes. Redesignated as **EC-121C** in 1962.  
produced 1954

Lockheed Burbank, California (LO)

51-3836 / 51-3845                      1049B-4112 / 4121                      10    **Total: 010**

## RC-121D Warning Star

As RC-121C, AEW aircraft, wing-tip tanks,  
equipment changes. Redesignated as  
**EC-121D** in 1962.

produced 1954 – 1956

Lockheed Burbank, California (LO)

52-3411 / 52-3425                      1049A-4329 / 4343

53-533 / 53-556                      1049A-4348 / 4371

53-3398 / 53-3403                      1049A-4372 / 4377

54-2304 / 54-2308                      1049A-4386 / 4390

55-118 / 55-139                      1049A-4391 / 4412                      72    **Total: 072**

## VC-121E

R7V-1(131650) factory converted, named:  
"Columbine III." Third US Presidential aircraft,  
served D. Eisenhower from 1954-1961.

produced 1954

Lockheed Burbank, California (LO)

53-7885                      1049B-4151                      1    **Total: 001**

## R7V-1

As L-1049, USN cargo / personnel transports, long  
nose. First 11 designated as **R70-1** up to 1952.

32 transferred to USAF as **C-121G**.

Remaining redesignated as **C-121J** in 1962.

produced 1952 – 1954

Lockheed Burbank, California (V)

BuNo. 128434 / 128444                      1049B-4101 / 4111

BuNo. 131621 / 131629                      1049B-4122 / 4130

BuNo. 131632 / 131649                      1049B-4133 / 4150

BuNo. 131651 / 131659                      1049B-4152 / 4160

BuNo. 140311 / 140313                      1049B-4167 / 4169                      50    **Total: 050**

## R7V-2

As R7V-1, turboprop engine upgrade.

produced 1954, 1955

Lockheed Burbank, California (V)

BuNo. 131630, 131631                      1249A-4131, 4132

BuNo. 131660, 131661                      1249A-4161, 4162                      4    **Total: 004**

- 2 delivered as (**Model 1249A-94-75**) **YC-121F** to USAF:

53-8157, 53-8158

## **WV-2 Warning Star**

*As L-1049, USN AEW aircraft, wing-tip tanks, radomes, long nose. Original designation was **PO-2W**. Redesignated as **EC-121K** in 1962.*

*produced 1953 – 1958*

Lockheed Burbank, California (V)

BuNo. 126512, 126513 1049A-4301, 4302

BuNo. 128323 / 128326 1049A-4303 / 4306

BuNo. 131387 / 131392 1049A-4307 / 4312

BuNo. 135746 / 135761 1049A-4313 / 4328

BuNo. 137887 / 137890 1049A-4344 / 4347

BuNo. 141289 / 141333 1049A-4413 / 4457

BuNo. 143184 / 143225 1049A-4458 / 4499

BuNo. 143226 / 143230 1049A-5500 / 5504

BuNo. 145924 / 145941 1049A-5505 / 5522

142 **Total: 142**

*22 additional airframes cancelled.*

## **WV-3**

*As WV-2, no wing-tip tanks, weather reconn. duties. Redesignated as **WC-121N** in 1962.*

*produced 1955*

Lockheed Burbank, California (V)

BuNo. 137891 / 137898 1049A-4378 / 4385

8 **Total: 008**

**Total: 579**

## **Starliner**

### **L-1649A**

*As L-1049G, new wing design – squared off tips, higher fuel capacity. First airframe (reg: N1649), was prototype.*

*produced 1956 – 1958*

Lockheed Burbank, California

*civil reg.* 1649A-1001 / 1042

*civil reg.* 1649A-1044, 1045

44 **Total: 044**

*1 (1649A-1043), additional airframe cancelled.*

*L-1649B – Turboprop version, cancelled.*

*XW2V-1 – US Navy version of L-1649A with dorsal radome, cancelled.*

**Total: 044**

## **CONSTELLATION CONVERSIONS & TRANSFERS**

### **Civil Conversions**

#### **L-049A / B / C / D / E**

1+ Civil L-049, conversions for various civil airline requirements.

L-649A 14 Civil L-649, 1947, modifications with extra outer wing fuel tanks.  
6 factory converted before delivery.

## Military Conversions

### USAAF / USAF

ZC-69	11	C-69, 1945-1947, redesignation as "obsolete."
ZC-69C	1	C-69C, 1945-1947, redesignation as "obsolete."
<b>VC-121A</b>	<b>3</b>	C-121A, 1948-1968, VIP transports. s/n: 48-610 " <i>Columbine II</i> ", used by President-elect Eisenhower in 1952-1954. s/n: 48-613 " <i>Bataan</i> ", used by General MacArthur in Korea. s/n: 48-614 " <i>Columbine I</i> ", used by General Eisenhower from 1950-1952. All later upgraded to VC-121B standard.
EC-121C	1	C-121C, exempt conversion for special tests, not to be confused with the RC-121C (EC-121C), 1962 redesignation.
JC-121C	3	2 C-121C / 1 RC-121C, systems tests and electronic research.
(DC-121C)	1	JC-121C, drone director conversion.
NC-121C	1	C-121C, permanent conversion for tests.
JRC-121C	1	RC-121C, 1958-1962, temporary conversion for tests.
TC-121C	9	RC-121C, 1957-1958, temporary conversions as AEW trainers.
<b>VC-121C</b>	<b>4</b>	C-121C, VIP transports, one was backup for VC-121E " <i>Columbine III</i> ."
GRC-121D	1	WV-2 (BuNo. 143226), 1962-1964, USN transfer to USAF for observing high speed objects in the atmosphere, three small radomes installed. Nicknamed: " <i>Triple Nipple</i> ", assigned s/n: 56-6956.
(NC-121D)	1	1964-1969, redesignation of GRC-121D.
JRC-121D	1	RC-121D, 1958, temporary conversion for tests. Redesignated as JEC-121D in 1962 then JC-121D.
<b>C-121G</b>	<b>32</b>	R7V-1, 1958, USN transfers to USAF, assigned s/n: 54-4048 / 54-4079.
(TC-121G)	4	C-121G, training conversions.
(VC-121G)	1	C-121G, temporary VIP transport.
EC-121H	49	42 EC-121D / 7 EC-121K, 1963, upgraded with specialised electronic equipment. 7 ex-USN EC-121K with new s/n: 55-5262 / 55-5268.
EC-121J	2	EC-121D, additional electronic equipment.
(TC-121J)	1	EC-121J, conversion for special tests.
JC-121K	1	EC-121K, USN transfer to US Army for tests, no new s/n.
JEC-121P	3	EC-121P, USN transfer to USAF for tests, no new s/n.
EC-121Q	6	EC-121D / EC-121H, additional electronic equipment.
EC-121R	30	28 EC-121K, EC-121P / 2 WC-121N, 1967-1970, USAF conversions for electronic warfare in Vietnam. Assigned s/n: 67-21471 / 67-21500.
EC-121S	6	C-121C, electronic reconn. / counter-measures conversions.
EC-121T	23	22 EC-121D / 1 EC-121H, 1969, further improved electronic systems.
<b>(Model 049-39-10) XC-69E</b>	<b>1</b>	C-69 <i>prototype</i> (43-10309), 1943, temporary conversion as engine test-bed. Sold to Howard Hughes in 1945. Converted to the L-1049 (reg: NX67900) prototype in 1950.

### US Navy

R7V-1P	1	R7V-1, 1959-1962, temporary designation for Antarctic ice-pack reconn.
WV-2E	1	WV-2, 1956, test-bed for rotating-disc radome, originally for cancelled <i>W2V-1</i> project.
(EC-121L)	1	1962, redesignation of WV-2E.
WV-2Q	12	WV-2, conversions for electronic counter-measure duties.
(EC-121M)	12	1962, redesignation of WV-2Q.
NC-121J	4	C-121J, 1967-1970, airborne TV / radio transmitters in Vietnam.
VC-121J	1	C-121J, 1968-1970, VIP conversion for US Navy Blue Angels.
NC-121K	7	EC-121K, conversions for special tests.
NEC-121K	2	EC-121K, 1963, conversions for service testing of new equipment.

YEC-121K	2	1 NEC-121K / 1 EC-121K, 1965, conversions for tests, extra radomes.
<b>WC-121N</b>	<b>9</b>	1962-1976, redesignation of 8 WV-3 / 1 WV-2, used as hurricane hunters. 2 later to USAF as first EC-121Rs, assigned s/n: 67-21471, 67-21472.
(EC-121N)	1	WC-121N, weather equipment removed.
EC-121P	22	EC-121K, conversions with submarine detection equipment. 3 transfers to USAF as JEC-121P for avionics testing, no new s/n.

#### **FOREIGN MILITARY / CIVILIAN SERVICE**

- *Constellations in service with the military forces of France, India, Indonesia and Israel.*
- *Many Constellations sold on civil market as airliners for smaller countries or as freighters and transports with many operators worldwide.*