

LOCKHEED C-69 / C-121 CONSTELLATION

CONSTELLATION SERVICE

Manufacturer: The Lockheed Aircraft Corp., Burbank, California, USA
Models: Model 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 09/01/1943
L-1049 14/07/1951
Factory production period: 1941 – 1958
Primary service period: 1944 – 1978
Last official flight: NC-121K 25/06/1982

CONSTELLATION VARIANTS

Constellation

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

Super Constellation

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

1953	Model 1049A-55-70/ -91/-137	WV-2	142		
1955	Model 1049A-55-95	WV-3	8	Total: 320	<u>Total: 579</u>

Starliner

1956	Model 1649A	L-1649A	44		<u>Total: 044</u>
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Grand Total: 856

CONSTELLATION PRODUCTION

Constellation

L-049 / C-69

*Prototype 4-engined civil airliner, stubby nose.
To USAAF as military C-69, assigned s/n: 43-10309.
Later converted to XC-69E.
produced 1941 – 1942
Lockheed Burbank, California (LO)
NX25600 (civil reg.) 49-1961*

1 Total: 001

L-049 / L-649

L-749 / L-749A

*Civil airliners, various performance differences,
stubby nose. 7 L-049's factory converted from
C-69 airframes, assigned s/n: 42-94554 / 42-94557,
42-94559 / 42-94561.
produced 1945 – 1951
Lockheed Burbank, California*

L-049	<i>mixed 049-1975 to 2088</i>	73	
L-649	<i>mixed 649-2518 to 2535</i>	14	
L-749	<i>mixed 749-2503 to 2588</i>	51	
L-749A	<i>mixed 749A-2589 to 2677</i>	68	Total: 206

L-149, L-449, L-549, L-849, L-949 – Proposed civil versions, cancelled.

C-69

*As L-049, military transport model, astrodome.
produced 1943 – 1945*

*Lockheed Burbank, California (LO)
42-94549 49-1970
42-94551 / 42-94553 49-1972 / 1974
42-94558 49-1979
43-10310 / 43-10317 49-1962 / 1969
167 additional airframes cancelled.*

13 Total: 013

(Model 49-43-11) C-69A – Proposed troop transport, cancelled.

(Model 249) XB-30 – Proposed bomber version, cancelled.

(Model 349-43-11) C-69B – Proposed long-range troop transport, cancelled.

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, strengthened floor, long nose, rear cargo door, 6 later upgraded to **VC-121B** standard, 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 1952 – 1953

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 R7O-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 ends, higher fuel capacity. First airframe (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

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".
VC-121A	3	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, "E"xempt 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.
VC-121C	4	C-121C, VIP transports, one was backup for VC-121E " <i>Columbine III</i> ".
GRC-121D	1	WV-2(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.
C-121G	32	R7V-1, 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.
(Model 049-39-10) XC-69E	1	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 (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.
WC-121N	9	1962-1976, redesignation of 8 WV-3 / 1 WV-2, used as hurricane hunters. 2 later to USAF as first EC-121R's, 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 etc. with many operators worldwide.*