



ONCE OUT OF FIRST- AND SECOND-LINE SERVICE, THE LOCKHEED CONSTELLATION WENT ON TO HAVE EXTENSIVE THIRD- AND FOURTH-LINE CAREERS. WE EXAMINE A FEW OF THOSE MACHINES FLOWN BY A VARIETY OF OPERATORS

The L-1649 was the last of the Connies and was named Starliner. This L-1649A was delivered on 31 July 1957 to TWA as N7321C as *Star of the Euphrates*. Uneconomical, the aircraft was withdrawn on 29 March 1965 and sold to Charles Bush on 12 October 1965 and leased to World Samplers, a travel club. By 1970, the aircraft was stored at Houston-Hobby Airport and stripped of parts to make another Constellation airworthy. Scrapped by mid-1974.



Lockheed C-121A 48-615 was delivered to the USAF's MATS Atlantic section on 16 February 1949 and operated on the USA-Europe route. Flown to Davis-Monthan AFB for storage on 3 July 1968 (13,865-hrs on the airframe) the Connie was eventually sold on 5 May 1970 to Christler Flying Service and converted to large acreage crop sprayer with registration N9466. The Connie was leased to Tallmantz Aviation in 1976 and plane was finished as *SCAP* for the film *MacArthur*. At the end of 1976, it was sold to Sea Hound International and flown to Miami for freighter conversion. Sold to Argo SA April 1979 and registered HI-328. On 26 October 1981, while on a non-scheduled cargo flight hauling fruit from Saint Croix-Alexander Hamilton Airport to Saint Thomas Airport, US Virgin Islands, HI-328 made a standard takeoff but the pilot instigated a tight right turn in extremely heavy rain to possibly avoid traffic and the aircraft's right wing dug into the water, causing the Constellation to cartwheel. The nose section was torn off, killing the three crew but the rest of the plane stayed afloat for one-week. Two loaders in the rear of the aircraft were saved.



This L-1049H was delivered on 5 December 1956 to Air World Leases and immediately leased to Seaboard & Western Airlines as N1006C *Prestwick Airtrader* and soon sub-leased to Eastern Air Lines. After that, it was subleased to Sabena for the Brussels World Fair in May-October 1958. It then went back to Seaboard and in June 1963 it was leased to Intercontinental, in whose colors it was photographed at New York Idlewild in December 1965 — note that all four R-3350s are missing. It was later sold to Capitol Airways and modified to carry 108 passengers in what must have been extremely uncomfortable seating. In 1967, it ventured to Germany on lease to *Berliner Flug Ring* for tourist work before coming back to the USA and going into storage at Sebring, Florida (with only 19,758-hrs). It was sold at a sheriff's sale and scrapped in late 1974.



Robert McCulloch came up with a clever plan to develop a large chunk of basically worthless Arizona desert into an entirely new city next to Lake Havasu. In order to get prospective buyers to the remote location, he obtained Constellations and had the titling Lake Havasu City applied. Flying customers from all parts of the USA, during 1966 his four L-049s hauled 28,000 prospective customers at a cost of around \$1,000,000. N6000C, photographed at Long Beach, California, during August 1967, was one of those aircraft. This aircraft was completed on 10 June 1946 for delivery to KLM as PH-TAW *Walcheren* and it was planned to lease the machine to Swiss Air but this fell through and the aircraft remained at Burbank and on 1 November 1949 became N6000C with Lockheed (at some point it was upgraded to an L-749). It was soon sold to Hughes Tool Co. and then resold to TWA. It was then ferried to Fairfax, Kansas, and refitted to TWA requirements. The plane remained with the airline until mid-1959 when it was sold to California Airmotive (39,638-hrs) and began to go through a series of bewildering owners including Las Vegas Hacienda Hotel, World Wide Airlines, Standard Airways, and Dellair. McCullough obtained the aircraft in March 1965 and kept it into May 1970. It then went to Full Gospel Native Missionary but remained stored at Long Beach then Love Field in Dallas before going to Trans-Florida Airlines and the Holiday Hunters Travel Club. Like many Connies, it ventured south in 1975 and was sold to Quisqueyana (45,180-hrs) and then to Dominica as HI-260. By 1978, it was being used for spares and in 1980 it was scrapped at Santo Domingo.



N6933C started out life as an L-1049H delivered on 9 July 1957 to California Eastern Aviation. At the end of the year, it was leased to Hughes Tool Co. On 28 January 1958 (with 1614-hrs) it went to TWA for international cargo and MATS contract flights. It was later used on international passenger flights before being returned to California Eastern on 17 January 1961 (the company was renamed Dynalectron Corp.) and was then leased and subleased to Slick Airways and other companies. On 12 July 1968, the Connie was sold to Charlotte Aircraft Corp., a large outfit specializing in parting out and scrapping airliners. N6933C escaped being scrapped and in early 1969 it was sold to Bal Trade Inc., in whose markings it was photographed at San Francisco in April 1969 (owned by Jose Balboa, this venture used pilots that had escaped from Castro's Cuba and did cargo or charter work to Latin America and was out of business by October 1970). By the mid-1970s it was scrapped at Miami.



This aircraft started out as the prototype Model L-1049H and was a convertible passenger/cargo design. Initially flying with Qantas as VH-EAM in October 1956, its last service was 11 June 1962 and it then flew to California (13,992-hrs recorded) and stored at Burbank where it was registered N7776C and converted to all-freighter. It was operated by Intercontinental US Inc. but damaged at Miami on 24 January 1963 when the left gear collapsed. Repaired and leased to Alaska Airlines. After use by Alaska it was then leased to numerous other companies including *Aerotransportes Entre Rios* (LV-PJU), Bolivian Airways (CP-797), and eventually back to N7776C. The aircraft was photographed in Trans International colors at Oakland, California, in May 1967. Operated on the Biafran Airlift from August 1969 to January 1970 then stored in Portugal before being flown to Ft. Lauderdale, Florida. Flown to Columbus, Ohio, in July 1972 and eventually scrapped. Note Douglas A-26 N8036E in the background. Built as A-26C USAAF 44-35696, the aircraft flew 100 combat missions in the Korean War with the 95th BS(L), 17th BG(L). The plane was sold surplus as N8036E and obtained by L.B. Smith Corp. for possible executive conversion but this did not happen. During 1978/81, it was owned by Dwight Reimer of Shafter, California, and flown as Race 26 *Cotton Jenny*. In 1985, it was obtained by the Collings Foundation and restored to its Korean War markings. On 22 June 1993, it crashed on takeoff at Kankakee, Illinois. The wreckage is reported being restored to static display condition.