

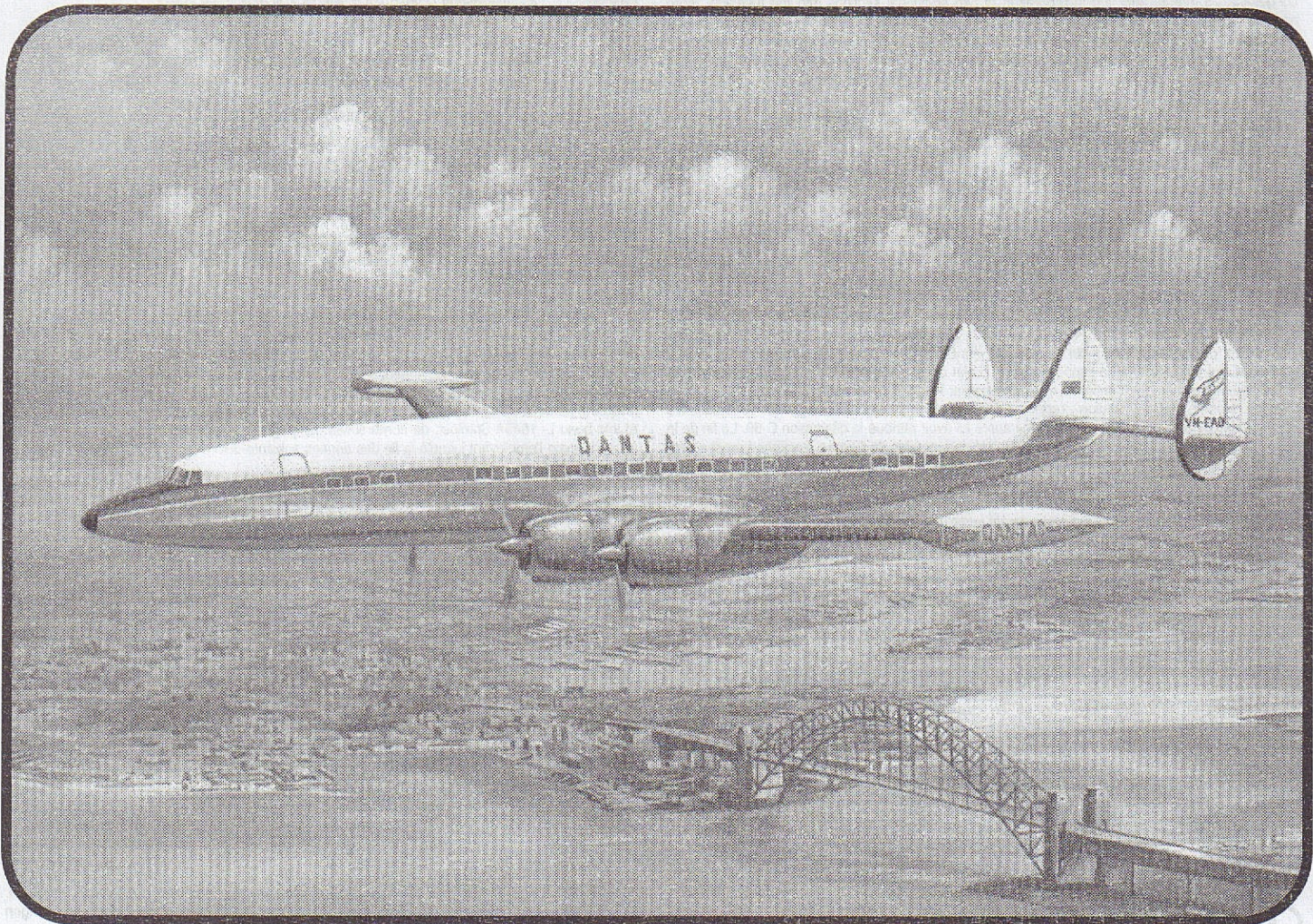


1/72 SCALE MODEL CONSTRUCTION KIT



Lockheed Super Constellation

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The Super Constellation, unquestionably one of the finest flying machines ever built, would certainly have never existed without three key factors: one billionaire's passion for flying, World War II and the undisputed flair of its manufacturer, Lockheed.

In June 1939, when the United States had still not joined the war, the TWA, then managed by Howard Hughes, began a search for a plane with a fully pressurised cabin that was capable of crossing the United States from one side to the other, without stopping. Lockheed, who was already working on a four-engine aircraft project, set immediately to work, with the research receiving full funding from Hughes himself.

Called "Model 49 Constellation", the plane flew for the first time on 9 January 1943 under the colours of the USAAF which had requisitioned it after attributing it the name C-69. With the end of the war bringing about the cancellation of most army orders, Lockheed took responsibility for the planes under manufacture as well as the machine-tools and was quickly able to offer his four-engine aircraft to civil companies, gaining valuable time over his competitors (mainly Douglas and Boeing). The production of the Connie (as the Americans nicknamed the plane) expanded successively with the models L-049, L-649 and L-749, several dozen of which were bought by the main airlines of the time, and eventually the military too became interested in the plane and bought various specific versions.

To meet the evolution of global air transport and the need to transport more passengers in aeroplanes, in 1950 Lockheed decided to launch an "extended" version of his four-engine aircraft which nevertheless kept the same wingspan to reduce flying times and manufacturing difficulties. Longer than 5 metres after the incorporation of two additional sections into the fuselage, more powerful thanks to its four 2,800 CV Wright Cyclone engines, the new "Super Constellation", as it fast became known, could carry 71 passengers in first class or 95 in economy class at more than 500km/hr, markedly better performances than those of its main competitors at the time. The Super Constellation was also the first "airliner" to have fuel tanks positioned at the end of its wings. This version also came in an array of variants, both civil and military, one of the most successful being the L-1049G or "Super G", which had been fitted with various even more efficient engines (Wright Turbo Compound, 3,250 CV each), and above all additional fuel tanks which considerably increased its action radius, henceforth enabling it to cross the Atlantic or link the West coast of the

United States to Japan with fewer stops.

The first of the 99 L-1049G planes made its debut flight on 12 December 1954, and they were then delivered to 14 companies that had purchased them from the beginning of the following year. Among these companies, the TWA was the main beneficiary with 28 machines bought brand new, followed by Air France (14), Eastern Airlines (10) and Lufthansa (8) respectively. A flying success of the Constellation range, the Super G continued to be produced until the manufacture chains closed, in parallel with its successor, the high-performance and impressive L-1649A Starliner, of numerous companies, who had purchased the machines second-hand, used until the end of the 1970s.

The following airlines used the "Super G"

Air France:	14	Air India:	5
Avianca:	5	Cubana:	3
Eastern Air Lines:	10	Hughes Tool Co.:	1
Iberia:	2	LVA:	2
Lufthansa:	8	Northwest Airlines:	4
Qantas:	2	Trans Canada Airlines:	4
TWA:	28	Varig:	6

CHARACTERISTICS:

Type: Long haul four-engined aircraft
 Engines: 4 Curtiss-Wright R-3350-DA-3 with 15 cylinders instar shape, each reaching 3,250 CV.
 Dimensions: Length: 34.50 m; Height: 7.55 m; Wing span: 37.50 m; Wing area: 495 m²
 Weight empty: 33,076 kg; Laden weight: 62,287 kg (63,420 kg)
 Performances: Max speed: 595 km/hr at 6,000 m; Cruising speed: 571 km/hr at 6,870 m;
 Max autonomy: 9,396 km



Le Super Constellation, sans doute une des plus belles machines volantes jamais construites n'aurait sans doute jamais existé sans trois facteurs essentiels: la passion d'un milliardaire pour l'aviation, la Seconde Guerre mondiale, et le flair indubitable de son constructeur, Lockheed.

En juin 1939, alors que les Etats-Unis n'étaient pas encore entrés en guerre, la TWA, dirigée à l'époque par Howard Hughes, se mit à la recherche d'un avion doté d'une cabine entièrement pressurisée et capable de traverser les Etats-Unis d'une côte à l'autre, sans escale. Lockheed, qui déjà travaillait à l'époque sur un projet de quadrimoteur, se mit immédiatement au travail, les recherches étant entièrement financées par Hughes lui-même.

Désigne "Modèle 49 Constellation", l'appareil vola pour la première fois le 9 janvier 1943 sous les couleurs de l'USAAF qui l'avait réquisitionné après lui avoir attribué la désignation C-69. La fin de la guerre ayant entraîné l'annulation de la plupart des commandes de l'armée, Lockheed reprit à son compte les avions en cours de fabrication ainsi que les machines-outils et put rapidement proposer aux compagnies civiles son quadrimoteur, gagnant sur ses concurrents (Douglas et Boeing principalement) un temps précieux. La production du Connie (surnom donné à l'avion par les Américains) se développa successivement avec les modèles L-049, L-649 et L-749 dont plusieurs dizaines d'exemplaires furent achetés par les principales compagnies aériennes du moment, les militaires étant finalement à leur tour intéressés par l'appareil dont ils achetèrent diverses variantes spécifiques.

Afin de répondre au développement du transport aérien mondial et à la nécessité d'emmener davantage de passagers à bord des avions, Lockheed décida en 1950 de lancer une version "allongée" de son quadrimoteur qui conservait toutefois une voilure identique afin de réduire les délais et les difficultés de fabrication. Plus long de 5 mètres après l'insertion dans le fuselage de deux sections supplémentaires, plus puissant grâce à ses quatre moteurs Wright Cyclone de 2 800 CV, le nouveau "Super Constellation", comme il fut vite baptisé, pouvait emporter 71 passagers en première classe ou 95 en classe économique à plus de 500 km/h, des performances très nettement supérieures à celles de ses principaux concurrents du moment. Le Super Constellation fut d'autre part le premier "airliner" muni de réservoirs installés aux extrémités des ailes.

Cette version connut à son tour de nombreuses variantes, tant civiles que militaires, l'une des plus réussies étant le L-1049G ou "Super G", qui avait été doté de moteurs différents encore plus

performants (Wright Turbo Compound de 3250 CV chacun), et surtout de réservoirs de carburant supplémentaires qui accroissaient sensiblement son rayon d'action, lui permettant désormais de traverser l'Atlantique ou de relier la côte ouest des Etats-Unis au Japon avec un nombre d'escales réduit.

Le premier des 99 exemplaires du L-1049G effectua son vol inaugural le 12 décembre 1954, les machines de série étant livrées aux 14 compagnies qui en firent l'acquisition à partir du début de l'année suivante. Parmi celles-ci, la TWA fut la principale bénéficiaire avec 28 machines achetées neuves, suivie respectivement par Air France (14 exemplaires), Eastern Airlines (10) et la Lufthansa (8). Grand succès de la lignée des Constellation, le Super G continua d'être produit jusqu'à la fermeture des chaînes de fabrications, parallèlement à son successeur, le très performant et très beau L-1649A Starliner, de nombreuses compagnies qui avaient acheté des machines de seconde main l'employant jusqu'à la fin des années soixante-dix.

Les compagnies suivantes utilisèrent le "Super G":

Air France:	14	Air India:	5
Avianca:	5	Cubana:	3
Eastern Air Lines:	10	Hughes Tool Co.:	1
Iberia:	2	LVA:	2
Lufthansa:	8	Northwest Airlines:	4
Qantas:	2	Trans Canada Airlines:	4
TWA:	28	Varig:	6

CHARACTERISTIQUES:

Type: Quadrimoteur long courrier
 Motorisation: 4 Curtiss-Wright R-3350-DA-3 à 15 cylindres en étoile développant chacun 3 250 CV.
 Dimensions: Longueur: 34,50 m; Hauteur: 7,55 m; Envergure: 37,50 m; Surface alaire: 495 m²;
 Poids à vide: 33 076 kg; En charge: 62 287 kg (63 420 kg)
 Performances: Vitesse maxi: 595 km/h à 6 000 m; Vitesse croisière: 571 km/h à 6 870 m;
 Autonomie maxi: 9 396 km



Die Super Constellation, zweifellos eine der schönsten, jemals gebauten Flugmaschinen hätte wohl ohne die drei folgenden Faktoren nie das Leben erblickt, nämlich die Begeisterung eines Milliardärs für die Luftschiffahrt, der zweite Weltkrieg und der Flair ihres Konstrukteurs, Lockheed.

Im Juni 1939 als die USA noch nicht im Krieg standen, suchte die TWA, die zu dieser Zeit von Howard Hughes geleitet wurde, ein Flugzeug mit einer Druckkabine, das die USA ohne Zwischenlandung von einer Küste zur anderen überqueren konnte. Die Firma Lockheed die zu jener Zeit bereits an einem viermotorigen Flugzeugprojekt arbeitete, begann sofort mit der Arbeit, wobei die Forschungsarbeiten vollständig von Hughes selbst bezahlt wurden.

Das "Modell 49 Constellation" genannte Flugzeug startete am 9. Januar 1943 zu seinem Jungferflug unter den Farben der USAAF, die es beschlagnahmt hatte, nachdem sie es in C-69 umtauft hatte. Da das Ende des Kriegs die Annullierung der meisten Aufträge zur Folge hatte, übernahm Lockheed die in Bau befindlichen Flugzeuge sowie die Werkzeugmaschinen und konnte der zivilen Luftfahrt schon schenken semen Viermotoren anbieten und damit gegenüber seinen Konkurrenten (hauptsächlich Douglas und Boeing) wertvolle Zeit gewinnen. Der Bau der Connie (Spitzname der Amerikaner für das Flugzeug) entwickelte sich anschließend mit den Modellen L-049, L-649 und L-749, von denen mehrere zehn Exemplare von den hauptsächlichsten Luftfahrtgesellschaften jener Zeit gekauft wurden. Auch das Militär zeigte sich schließlich an diesem Apparat interessiert, von dem es verschiedene Sondervarianten kaufte.

Auf Grund der Entwicklungstendenz des Flugtransports in der Welt und der Notwendigkeit, immermehr Passagiere an Bord der Flugzeuge unterzubringen, beschloss Lockheed, 1950 eine neue "verlängerte" Version ihres Viermotors auf den Markt zu bringen, der jedoch ein identisches Tragwerk behielt, um die Herstellungsfristen und-schwierigkeiten zu reduzieren. Die nach Einfügen von zwei zusätzlichen Abschnitten im Rumpf um 5 Meter längere und dank ihrer vier Motoren Wright Cyclone um 2 800 PS stärkere neue "Super Constellation" - wie sie schnell genannt wurde - konnte 71 Passagiere in der 1. Klasse oder 95 Passagiere in der Touristenklasse mit über 500km/h transportieren, wies also eindeutig bessere Leistungen als die ihrer hauptsächlichsten Konkurrenten zu diesem Zeitpunkt auf. Die Super Constellation war andererseits der erste "Airliner", der an den Enden der Flügel installierte Treibstoffbehälter aufwies.

Diese Version hatte ebenfalls viele zivile und militärische Varianten, von denen eine der gelungensten die L-1049G oder "Super G" war, die mit anderen, noch stärkeren Motoren ausgerüstet wurde (Wright Turbo Compound mit jeweils 3250 PS) und insbesondere mit

zusätzliche Treibstoffbehältern, die ihren Aktionsradius spürbar erhöhten und ihr nun erlaubten, den Atlantik zu überqueren oder die Westküste der USA mit Japan mit weniger Zwischenlandungen zu verbinden.

Das erste der 99 Exemplare der L-1049G startete am 12. Dezember 1954, die von den 14 Fluggesellschaften gekauften Serienmaschinen am Anfang des folgenden Jahres. Unter diesen Fluggesellschaften war die TWA mit 28 neuen Maschinen der hauptsächlichste Käufer, gefolgt von Air France (14 Exemplare), Eastern Airlines (10) Lufthansa (8). Als großer Erfolg der Constellation Modelle wurde die Super G bis zur Schließung der Fertigungsanlagen gemeinsam mit ihrem Nachfolger, dem sehr leistungsstarken und sehr schönen L-1649A Starliner gebaut. Viele Luftfahrtgesellschaften, die Gebrauchtmotoren gekauft hatten, setzten diese noch bis zum Ende der siebziger Jahre ein.

Die folgenden Luftfahrtgesellschaften setzten die "Super G" ein:

Air France:	14	Air India:	5
Avianca:	5	Cubana:	3
Eastern Air Lines:	10	Hughes Tool Co.:	1
Iberia:	2	LVA:	2
Lufthansa:	8	Northwest Airlines:	4
Qantas:	2	Trans Canada Airlines:	4
TWA:	28	Varig:	6

TECHNISCHE DATEN:

Typ: Viermotoriges Langstreckenflugzeug
 Motorisierung: 4 Curtiss-Wright R-3350-DA-3 Motoren mit 15 Sternzylindern von jeweils 3 250 PS.
 Abmessungen: Länge: 34,50 m; Höhe: 7,55 m; Spannweite: 37,50 m; Flügelfläche: 495 m²;
 Leergewicht: 33 076 kg; Belastet: 62 287 kg (63 420 kg)
 Leistungen: Höchstgeschwindigkeit: 595 km/h in 6 000 m Flughöhe
 Reisegeschwindigkeit: 571 km/h in 6 870 m Flughöhe
 Maximale Reichweite: 9 396 km

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El Super Constellation, sin duda una de las máquinas voladoras más hermosas que se hayan construido hasta la fecha, probablemente no habría existido nunca sin tres factores esenciales: la pasión de un millonario por la aviación, la Segunda Guerra mundial y el indudable olfato de su constructor, Lockheed.

En junio de 1939 cuando Estados Unidos todavía no había entrado en guerra, la TWA, dirigida en la época por Howard Hughes, comenzó el estudio de un avión provisto de una cabina totalmente presurizada y capaz de atravesar Estados Unidos de un lado a otro sin escala. Lockheed, que ya trabajaba en aquella época en un proyecto de cuatrimotor, se puso manos a la obra inmediatamente, dado que las investigaciones estaban financiadas totalmente por el propio Hughes.

Designado "Modelo 49 Constellation", el aparato voló por primera vez el 9 de enero de 1943 con los colores de la USAAF que lo había requisado después de haberle atribuido la designación C-69. Como el fin de la guerra provocó la cancelación de la mayoría de los pedidos del ejército, Lockheed se hizo cargo de los aviones que se estaban fabricando, así como de las máquinas-herramienta y rápidamente pudo proponer a las compañías civiles su cuatrimotor, ganando a sus competidores (Douglas y Boeing principalmente) un tiempo sumamente valioso. La producción del Connie (apodo que los americanos dieron al avión) se desarrolló sucesivamente con los modelos L-049, L-649 y, L-749 de los que varias decenas de ejemplares fueron comprados por las principales compañías aéreas del momento. Los militares también se interesaron finalmente por el aparato y compraron diversas variantes específicas.

Para responder al desarrollo del transporte aéreo mundial y a la necesidad de transportar más pasajeros a bordo de los aviones, en 1950 Lockheed decidió lanzar una versión alargada de su cuatrimotor que, no obstante, conservaba unas alas idénticas para reducir los plazos y las dificultades de fabricación. Con una longitud incrementada en 5 metros, después de la inserción en el fuselaje de dos secciones suplementarias, y más potente gracias a sus cuatro motores Wright Cyclone de 2.800 CV, el nuevo "Super Constellation", como fue bautizado rápidamente, podía transportar a 71 pasajeros en primera clase o a 95 en clase turista a más de 500 km/h, prestaciones netamente superiores a las de sus principales competidores del momento. Por otra parte, el Super Constellation fue el primer "airliner" equipado con depósitos instalados en los extremos de las alas.

Esta versión fue sometida a su vez a numerosas variantes, tanto civiles como militares, y una de las más logradas fue el L-1049G o "Super G", que fue dotado de motores diferentes con más prestaciones (Wright Turbo Compound de 3 250 CV cada uno) y, sobre todo, de depósitos de

carburante suplementarios que aumentaron considerablemente su radio de acción, permitiéndole atravesar el Atlántico o enlazar la costa oeste de Estados Unidos con Japón con un reducido número de escalas.

El primero de los 99 ejemplares del L-1049G realizó su vuelo inaugural el 12 de diciembre de 1954 y los aparatos de serie se suministraron a las 14 compañías que los adquirieron a partir de principios del año siguiente. Entre ellas, la TWA fue la principal beneficiaria con 28 aparatos nuevos, seguida respectivamente por Air France (14 unidades), Eastern Airlines (10) y la Lufthansa (8). Gran éxito del linaje de los Constellation, el Super G se siguió construyendo hasta el cierre de las cadenas de fabricación, paralelamente a su sucesor, el excelente y hermoso L-649A Starliner, ya que numerosas compañías que habían comprado aparatos de segunda mano los utilizaron hasta el final de los años setenta.

Las siguientes compañías utilizaron el "Super G":

Air France:	14	Air India:	5
Avianca:	5	Cubana:	3
Eastern Air Lines:	10	Hughes Tool Co.:	1
Iberia:	2	LVA:	2
Lufthansa:	8	Northwest Airlines:	4
Qantas:	2	Trans Canada Airlines:	4
TWA:	28	Varig:	6

CARACTERÍSTICAS:

Tipo:	Cuatrimotor para vuelos intercontinentales		
Motorización:	4 Curtiss-Wright R-3350-DA-3 de 15 cilindros en estrella cada uno de los cuales desarrolla 3.250 CV.		
Dimensiones:	Longitud: 34,50 m; Altura: 7,55 m; Envergadura: 37,50 m; Superficie alar: 495 m ² ;	Peso en vacío: 33 076 kg; Peso en carga: 62 287 kg (63 420 kg)	
Prestaciones:	Velocidad máxima: 595 km/h a 6 000 m	Velocidad de crucero: 571 km/h a 6 870 m	
	Autonomía máxima: 9 396 km		

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Il Super Constellation fu, senza ombra di dubbio, una delle più belle macchine volanti mai costruite. Non sarebbe probabilmente mai esistito senza tre fattori fondamentali: la passione di un miliardario per l'aviazione, la Seconda Guerra Mondiale ed il fiuto incontestabile del suo costruttore, la Lockheed.

Nel giugno 1939, mentre gli Stati Uniti non erano ancora entrati in guerra, la TWA, diretta all'epoca da Howard Hughes, decise di sviluppare un aereo dotato di una cabina interamente pressurizzata ed in grado di attraversare, senza scalo, gli Stati Uniti da un lato all'altro. La Lockheed che lavorava già all'epoca su un progetto di quadrimotore, si mise immediatamente al lavoro, le ricerche essendo finanziate dallo stesso Hughes.

Battezzato "Modello 49 Constellation", l'apparecchio volò per la prima volta il 9 gennaio 1943 con i colori dell'USAAF che l'aveva requisito e dato la designazione C-69. La fine della guerra comportò l'annullazione della maggior parte degli ordini dell'esercito. La Lockheed riprese pertanto a proprio conto gli aerei in corso di fabbricazione nonché le macchine-utensili e fu rapidamente in grado di proporre alle compagnie civili il suo quadrimotore bruciando sul tempo la concorrenza (principalmente Douglas e Boeing). La produzione del Connie (soprannome dato all'aereo dagli Americani) venne successivamente sviluppata con i modelli L-049, L-649 e L-749 di cui alcune decine di esemplari furono comprati dalle principali compagnie aeree dell'epoca e dall'esercito anch'esso interessato dall'apparecchio di cui acquistò diverse varianti specifiche.

Al fine di rispondere all'aumento del trasporto aereo mondiale ed alla necessità di trasportare un numero sempre maggiore di passeggeri a bordo degli aerei, la Lockheed decise nel 1950 di lanciare una versione "allungata" del proprio quadrimotore che conservava, tuttavia, un'ala identica al fine di ridurre i tempi e le difficoltà di fabbricazione. Più lungo di 5 metri dopo l'inserimento nella fusoliera di due sezioni supplementari, più potente grazie ai suoi quattro motori Wright Cyclone da 2 800 CV, il nuovo "Super Constellation", come venne presto battezzato, poteva trasportare 71 passeggeri in prima classe o 95 in classe economica ad oltre 500 km/h, prestazioni decisamente superiori a quelle dei suoi principali concorrenti del momento. Il Super Constellation fu dall'altra parte il primo "airliner" dotato di serbatoi installati nelle estremità delle ali. Questa versione conobbe a sua volta numerose varianti, sia civili che militari una delle più riuscite essendo il L-1049G o "Super G" dotato di motori diversi ancora più efficienti (Wright Turbo Compound da 3250 CV) e soprattutto di ulteriori serbatoi di carburante che aumentavano

sensibilmente il suo raggio d'azione permettendogli di attraversare l'Atlantico o di collegare la costa ovest degli Stati Uniti al Giappone con un numero ridotto di scali.

Il primo dei 99 esemplari dell'L-1049G eseguì il proprio volo inaugurale il 12 dicembre 1954, le macchine di serie essendo consegnate alle 14 compagnie che ne fecero l'acquisto a partire dall'inizio dell'anno successivo. Tra queste ultime, la TWA fu la principale beneficiaria con 28 velivoli nuovi comprati seguita rispettivamente da Air France (14 esemplari), Eastern Airlines (10) e la Lufthansa (8). Grande successo della famiglia del Constellation, il Super G continuò ad essere prodotto fino alla chiusura delle catene di montaggio, parallelamente al suo successore, l'efficientissimo e bellissimo L-1649A Starliner. Numerose compagnie che avevano comprato velivoli di seconda mano li usarono ancora alla fine degli anni settanta.

Le seguenti compagnie usarono il "Super G":

Air France:	14	Air India:	5
Avianca:	5	Cubana:	3
Eastern Air Lines:	10	Hughes Tool Co.:	1
Iberia:	2	LVA:	2
Lufthansa:	8	Northwest Airlines:	4
Qantas:	2	Trans Canada Airlines:	4
TWA:	28	Varig:	6

CARATTERISTICHE:

Tipo:	Quadrimotore a lunga percorrenza		
Motorizzazione:	4 Curtiss-Wright R-3350-DA-3 a 15 cilindri a stella che erogano 3 250 CV.		
Dimensioni:	Lunghezza: 34,50 m; Altezza: 7,55 m; Apertura alare: 37,50 m; Superficie alare: 495 m ² ;	Peso a vuoto: 33 076 kg; In carica: 62 287 kg (63 420 kg)	
Prestazioni:	Velocità max: 595km/h a 6 000 m; Velocità di crociera: 571 km/h a 6 870 m;	Autonomia max.: 9 396 km	

GB Study drawings and practice assembly before cementing parts together. Carefully scrape plating and paint from cementing surfaces. All parts are numbered. Paint small parts before assembly. To apply decals cut sheet as required, dip in warm water for a few seconds, slide off backing into position shown. Use in conjunction with box artwork. Not appropriate for children under 36 months of age, due to the presence of small detachable parts.

F Étudier attentivement les dessins et simuler l'assemblage avant de coller les pièces. Gratter soigneusement tout revêtement ou peinture sur les surfaces à coller avant collage. Toutes les pièces sont numérotées. Peindre les petites pièces avant l'assemblage. Pour coller les décalques, découper le motif, le plonger quelques secondes dans de l'eau chaude puis le poser à l'endroit indiqué en décollant le support papier. Utiliser en même temps les illustrations sur la boîte. Ne convient pas à un enfant de moins de 36 mois - présence de petits éléments détachables.

D Vor Verwendung des Klebers Zeichnungen studieren und Zusammenbau üben. Farbe und Plattierung vorsichtig von den Klebeflächen abkratzen. Alle Teile sind nummeriert. Vor Zusammenbau kleine Teile anmalen. Um die Abziehbilder aufzukleben, diese ausschneiden, kurz in warmes Wasser tauchen, dann abziehen und wie abgebildet aufkleben. In Verbindung mit Abbildungen auf Schachtel verwenden. Ungeeignet für Kinder unter 36 Monaten. Kleine Teilchen vorhanden die sich lösen können.

E Estudiar los dibujos y practicar el montaje antes de pegar las piezas. Raspas cuidadosamente el plateado y la pintura en las superficies de contacto antes de pegar las piezas. Todas las piezas están numeradas. Es conveniente pintar las piezas pequeñas antes de su montaje. Para aplicar las calcomanías, cortar la hoja, sumergir en agua tibia durante unos segundos y deslizarlas en la posición debida. Ver ilustraciones en la caja. No conviene a un niño menor de 36 meses, contiene pequeñas piezas que pueden soltarse.

S Studera bilderna noggrant och sätt ihop delarna innan du limmar ihop dem. Skrapa noggrant bort förtkrömling och färg från limmade delar. Alla delarna är numererade. Måla smådelarna före ihopsättning. Fastsättning av dekaler, klipp arket. Doppa i varmt vatten några sekunder, låt baksidan glida på plats som bilden visar. Används i samband med kartongens handlitografi. Rekommenderas ej för barn under 3 år. Innehåller löstagbara smådelar.

I Studiare i disegni e praticare il montaggio prima di unire insieme i pezzi con l'adesivo. Raschiare attentamente le tracce di smalto e cromatura dalle superfici da unire con adesivo. Tutti i pezzi sono numerati. Colorare i pezzi di piccole dimensioni prima di montarli. Per applicare le decalcomanie, tagliare il foglio secondo il caso, immergere in acqua calda per alcuni secondi, quindi sfilare la decalcomania dalla carta di supporto e piazzarla nella posizione indicata. Usare in congiunzione con l'illustrazione sulla scatola. Non adatto ad un bambino di età inferiore ai 36 mesi dovuto alla presenza di piccoli elementi staccabili.

NL Tekeningen bestuderen en delen in elkaar zetten alvorens deze te lijmen. Metaalcoating en lak voorzichtig van lijmvlakken af schrapen. Alle delen zijn genummerd. Kleine delen vóór montage verven. Voor aanbrengen van stickers, gewenste stickers uit vel knippen, een paar seconden in warm water dompelen en dan van schutblad af op afgebeelde plaats schuiven. Hierbij afbeelding op doos raadplegen. Niet geschikt voor kinderen onder 3 jaar, omdat kleine deeltjes gemakkelijk kunnen losraken.

DK Tegningerne bør studeres, og man bør øve sig i monteringen, før delene limes sammen. Pladestykker og maling skal omhyggeligt fjernes fra kloebeoverfladerne. Alle dele er nummererede. Små dele skal males før monteringen. Overføringsbillederne anvendes ved at tilklippe arket efter behov. Og dyppe det i varmt vand i nogle få sekunder. Underlaget glides af og anbringes i den viste position. Påføres ifølge brugsanvisningerne på oesken. Ikke til børn under 3 år, forekomst af små løse elementer.

P Estudiar atentamente os desenhos e experimentar a montagem. Raspas cuidadosamente as superfícies de modo a eliminar pintura e revestimento antes de colar. Todas as peças estão numeradas. Pintar as pequenas peças antes de colar. Para aplicar as decalcomanias, cortar as folhas e mergulhar em água morna por alguns segundos, depois deslizar e aplicar no respectivo lugar, como indicado nas ilustrações na caixa. Não convém a uma criança de menos de 36 meses devido à presença de pequenos elementos destacáveis.

SF Tutustu piirroksiin ja harjoittele kokoamista ennen kuin liimatt osat yhteen. Raaputa metallipäällyste ja maali varovasti pois liimattavilta pinoilta. Kaikki osat on numeroitu. Maalaa pienet osat ennen kokoamista. Siirtokuvien kiinnittämiseksi leikkaa ne arkista tarpeen mukaan. Kasta kuva lämpimään veteen muutaman sekunnin ajaksi, anna takapuolen liukua kovalle osoitettuun kohtaan. Käytetään yhdessä laatikon kuvituksen kanssa. Ei suositella alle kolmivuotiaille lapsille. Pajon irrotettavia pikkuosia.

PL Przed przystąpieniem do sklejania przestuduj uważnie rysunki i precyzyjnie składanie cze, s'ci. Ostroży nie zeszkrob ze sklejanych powierzchni powłok, e i farb, e. Wszystkie cz,es'ci s,a ponumerowane. Drobne cz,es'ci pomaluj przed ich z-łożeniem. Celem przeniesienia odbitki wytnij, a z arkusza, zanurz na kilka sekund w letniej wodzie i zsun' z pod-łoży a na wymagane miejsce. Użyj gwaj w polaczeniu ze wzorami na pude-lku. W zwiazku z obecno' sci,a wielu drobnych, rozbiernych cz,es'ci, niestosowne dla dzieci poniżej 3 lat.

GR Μελετήστε προσεκτικά τα σχέδια και συναρμολογήστε για πρώτη φορά τα κομμάτια χωρίς να τα κολλήσετε. Αφαιρέστε ξύνοντας επιμελώς πριν κολλήσετε οποιοδήποτε υλικό από τις επιφάνειες. Χρωματίστε τα μικρά κομμάτια πριν από τη συναρμολόγηση. Για να κολλήσετε τις χαλκομανίες, κόψτε γύρω γύρω το σχέδιο, βυθίστε το μερικά δευτερόλεπτα σε ζεστό νερό και μετά τοποθετήστε το στη θέση που υποδεικνύεται, αφαιρώντας την καλυπτική μεμβράνη. Λάβετε υπόψη σας ταυτόχρονα την εικονογράφηση του κουτιού. Ακατάλληλο για παιδιά ηλικίας κάτω των 36 μηνών. Υπάρχουν μικρά κομμάτια που αποσπώνται.

ASSEMBLY ICON INSTRUCTIONS

Assembly phase
Phase de montage
Montagephase
Fase de montaje
Montering
Fase di montaggio
Montagefase
Monteringsfase
Fase de montagem
Kokoamisvaihe
Faza składowania
φάση συναρμολόγησης



Cement
Coller
Kleben
Incollare
Limaa
Pegar
Lijmen
Limma
Klebe
Colar
Kleić
Συγκόλληση



Do not cement together
Ne pas coller
Nicht kleben
Non incollare
Limaa into
No pegar
Niet lijmen
Ajá limaa
Skal ikke klistes
Não colar
Nie kleić
Μη κολλάτε



Alternative part(s) provided
Choix
Auswahlmöglichkeit
Scelta
Val
Elección
Keuze
Valinta
Valg
Orçamento
Wybór
Επιλογή



Repeat this operation
Répéter l'opération
Vorgang wiederholen
Ripetere l'operazione
Uitfor ingreppet på nytt
Repètir la operación
De verrichting herhalen
Toista toimenpite
Manövern gentages
Repètir a operação
Powtórzyć operację
Επανάληψη διαδικασίας

Decals
Decalcomanias
Abziehbild
Decalcomanie
Dekalmanier
Calcomanias
Aldrukplaatjes
Siirtokuvat
Billedoverføring
Decalcomania
Dekalkomanie
Χαλκομανίες



Crystal part
Pièce cristal
Kistallteil
Pieza cristal
Kristalldel
Pezzo cristallo
Kristallen onderdeel
Krystalistykke
Peça de cristal
Lasiiosa
Cześć kryszta lowa
Διαφανές κομμάτι



Weight
Lesler
Beschweren
Zavorrare
Sätt lastar
Lastar
Ballasten
Aseta vastapaino
Forsyne med ballast
Lastar
Obciążyć balastem
Έρμα



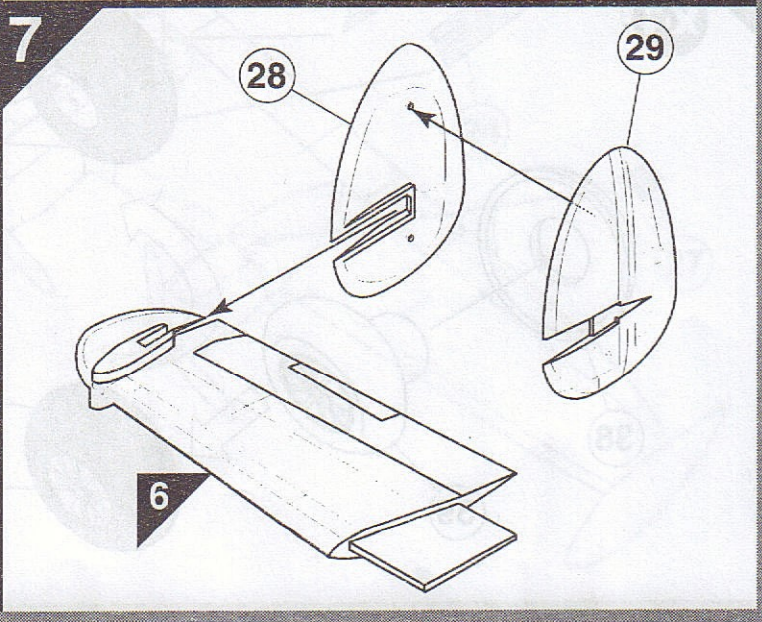
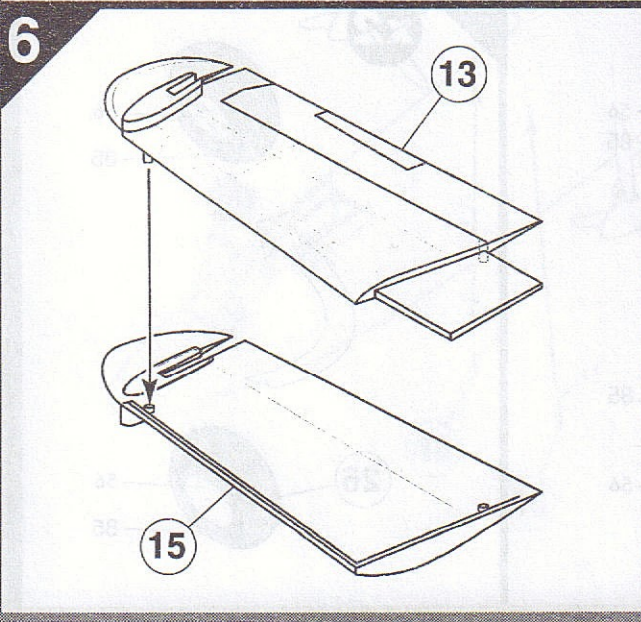
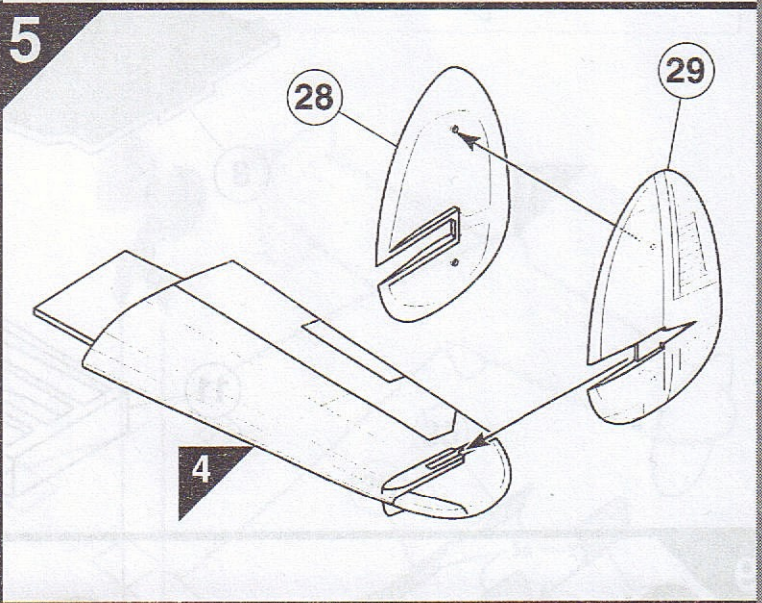
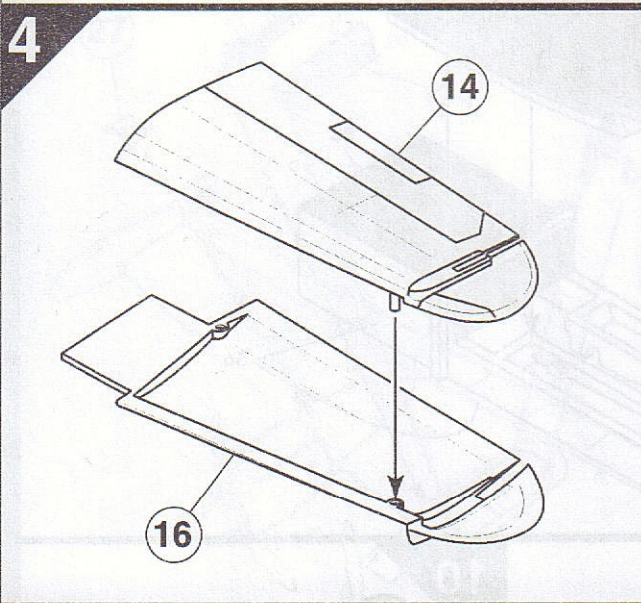
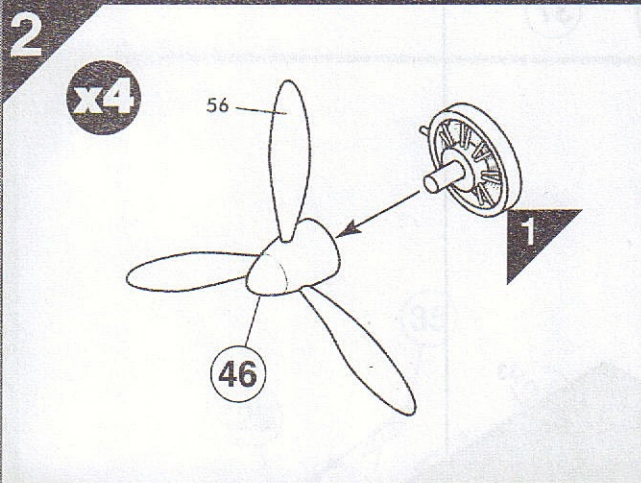
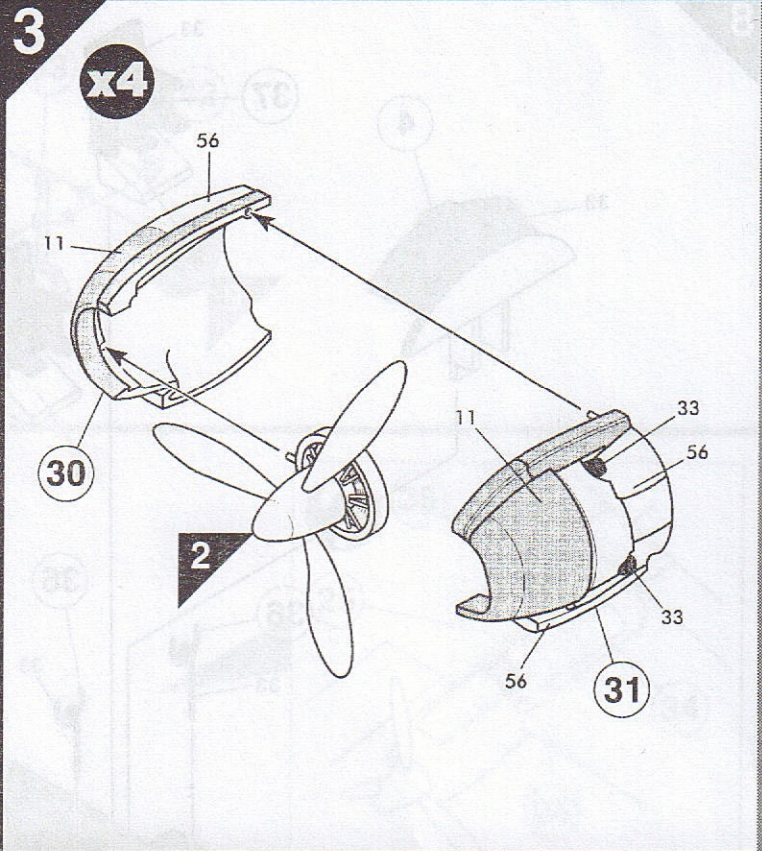
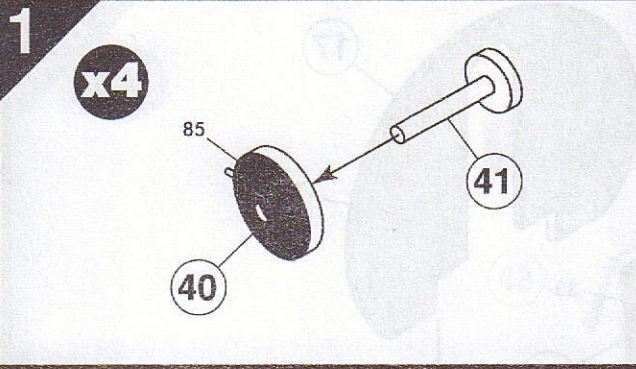
Drill or pierce
Percer
Bohren
Forare
Borra
Agujerear
Boren
Lävistä
Gennembore
Furar
Przebić
Τρύπημα



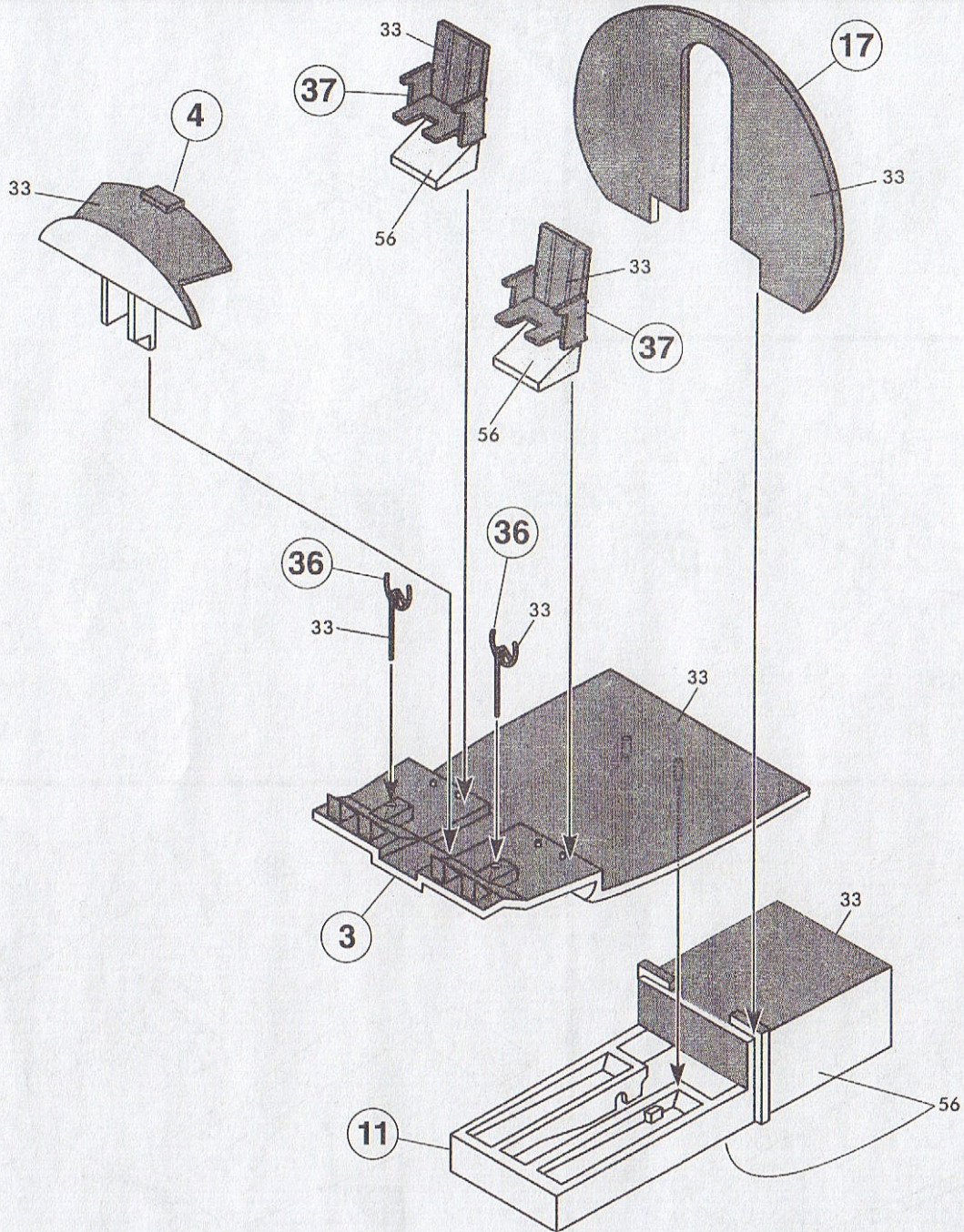
Cut
Découper
Schneiden
Cortar
Klipp
Tagliare
Knippen
Klip
Cortar
Leikkaa
Przeciąć
Αποκόψατε



Humbrol paint number
N° peinture Humbrol
Humbrol-Farbnr
N° pintura Humbrol
Humbrol farg nr
N° vernice Humbrol
Humbrol-verfnummer
Humbrol-malingsnummer
N° de pintura Humbrol
Humbrol-maaln numero
N° farby Humbrol
Νομερο χρωματος Humbrol

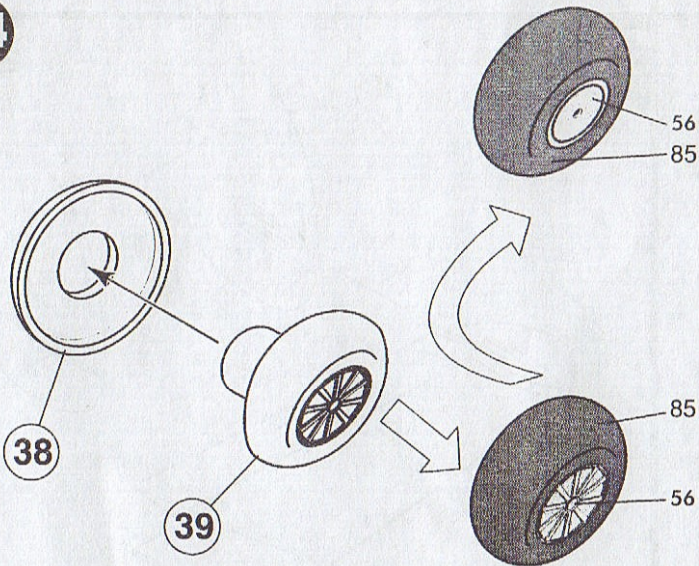


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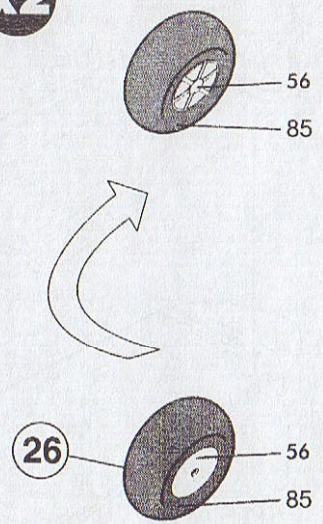
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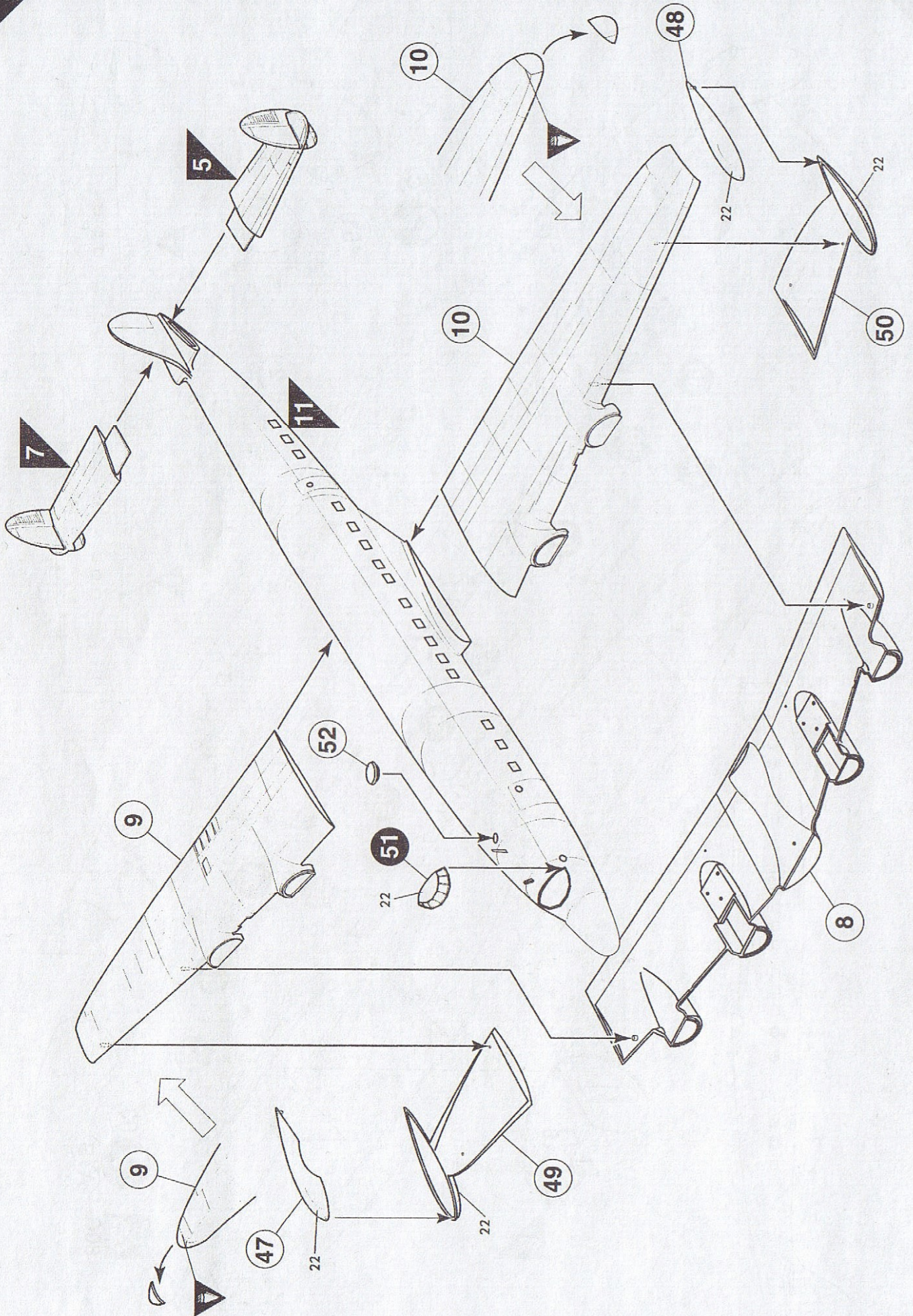
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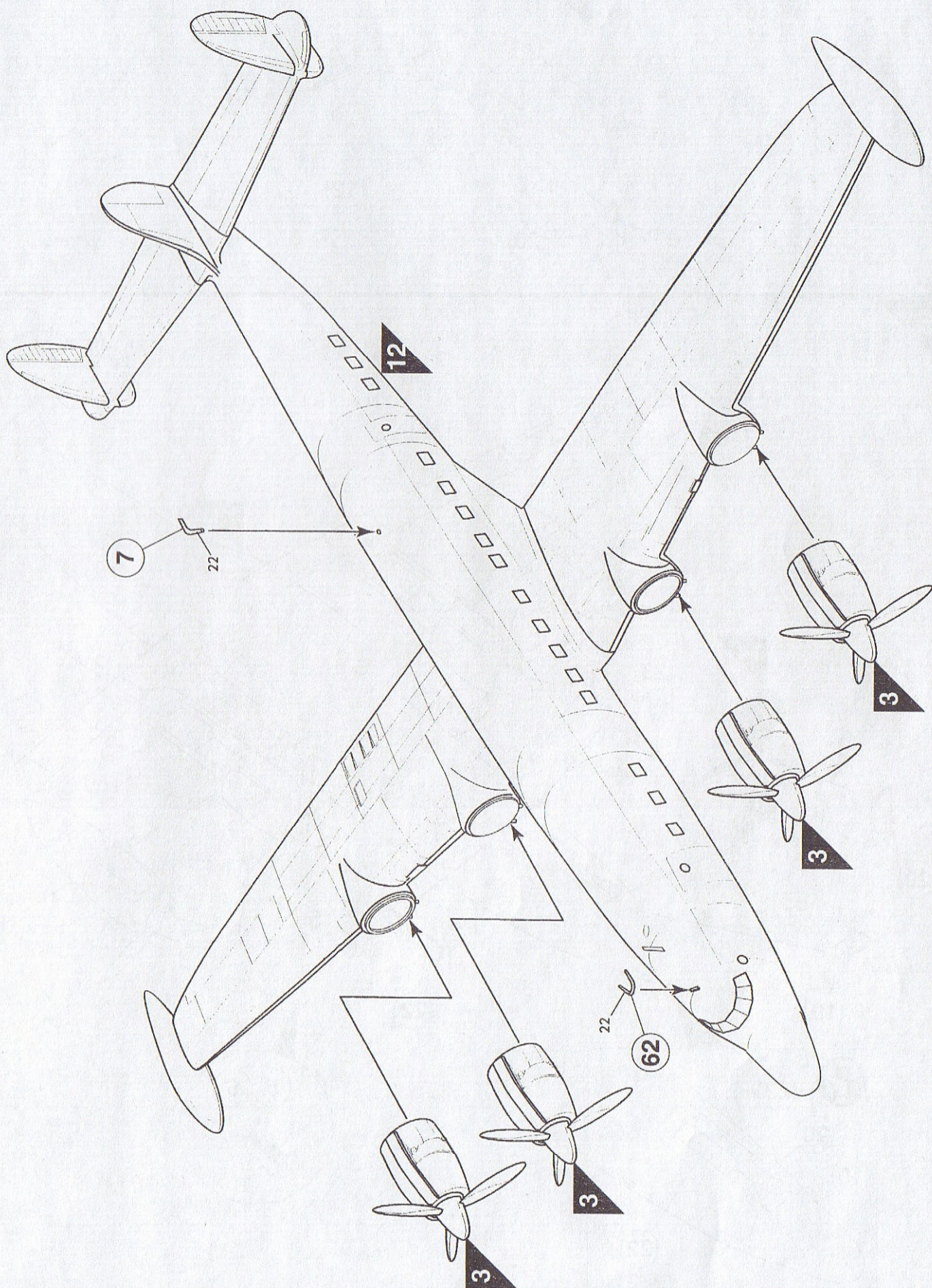


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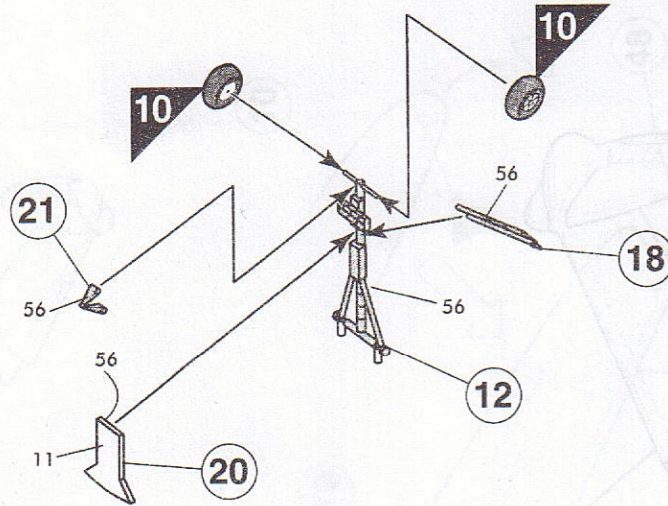
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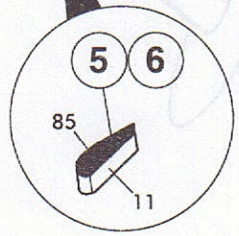
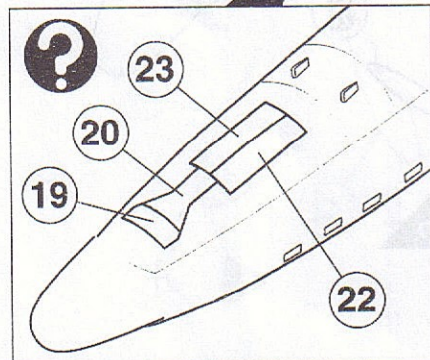
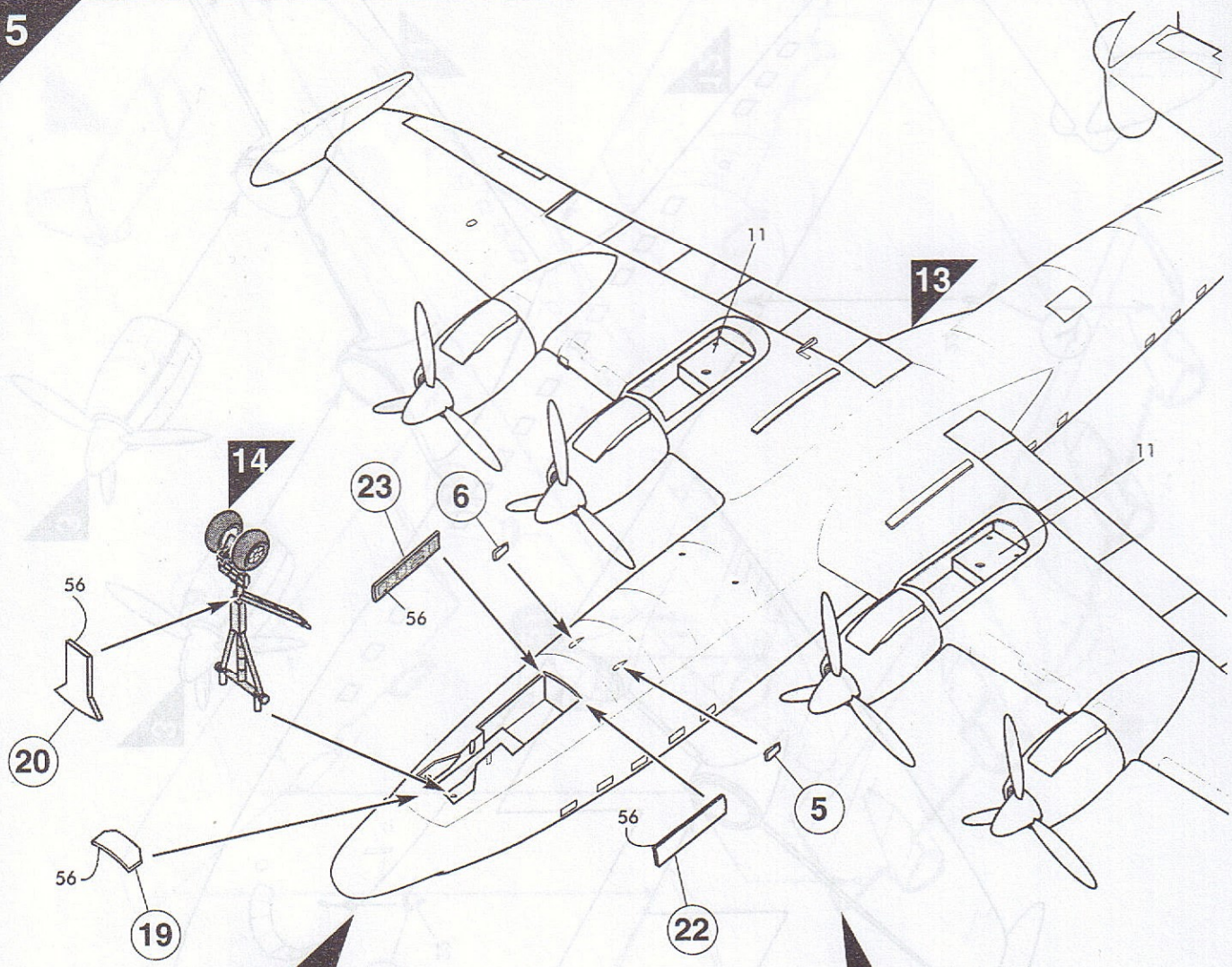




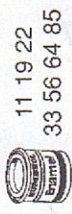
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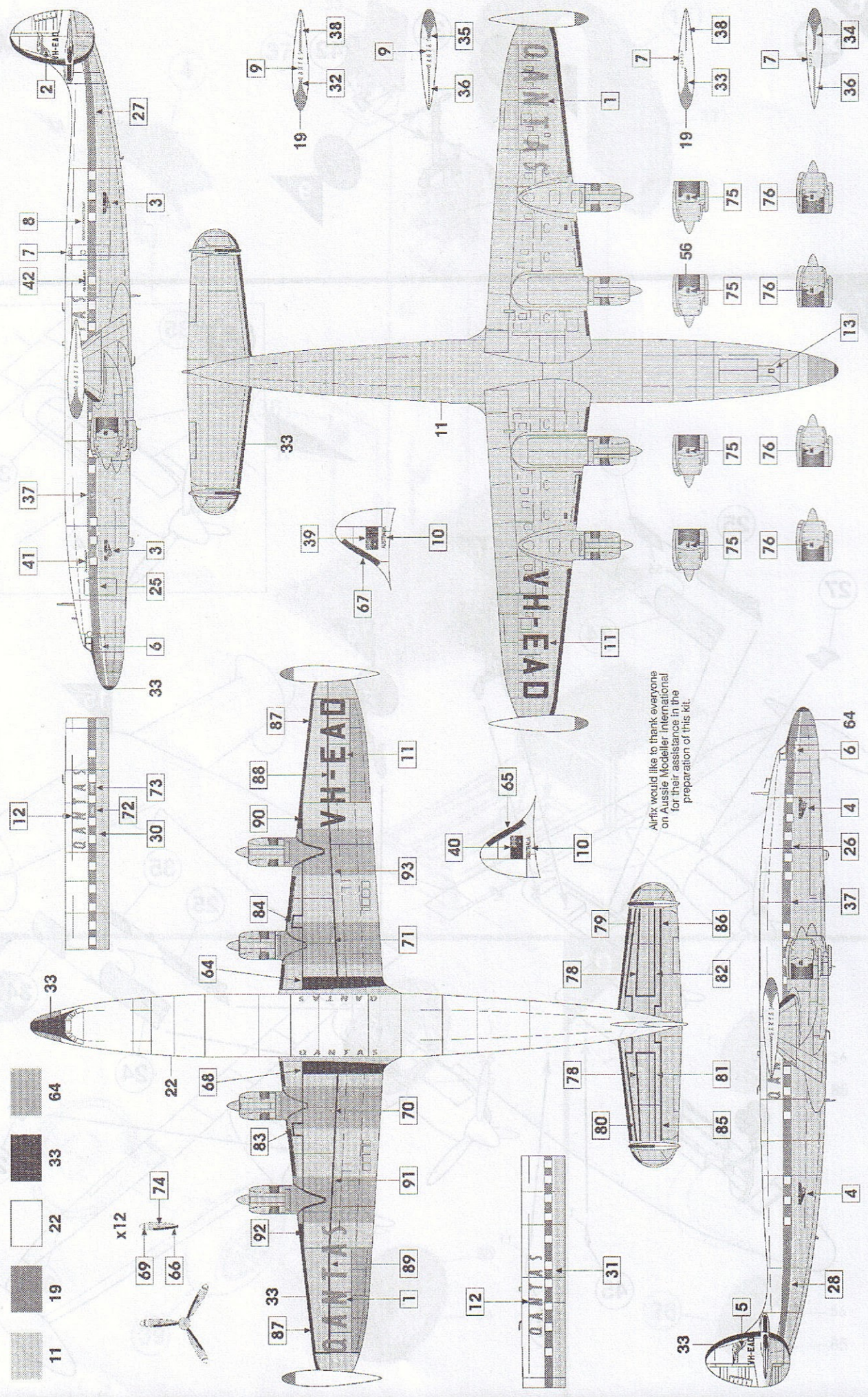
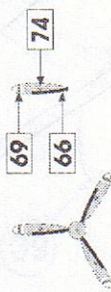
15



**Ⓐ Lockheed Super Constellation
Qantas, Australia, 1958.**



x12



Airfix would like to thank everyone on Aussie Modeller International for their assistance in the preparation of this kit.



11 19 22
33 56 64 85



x12



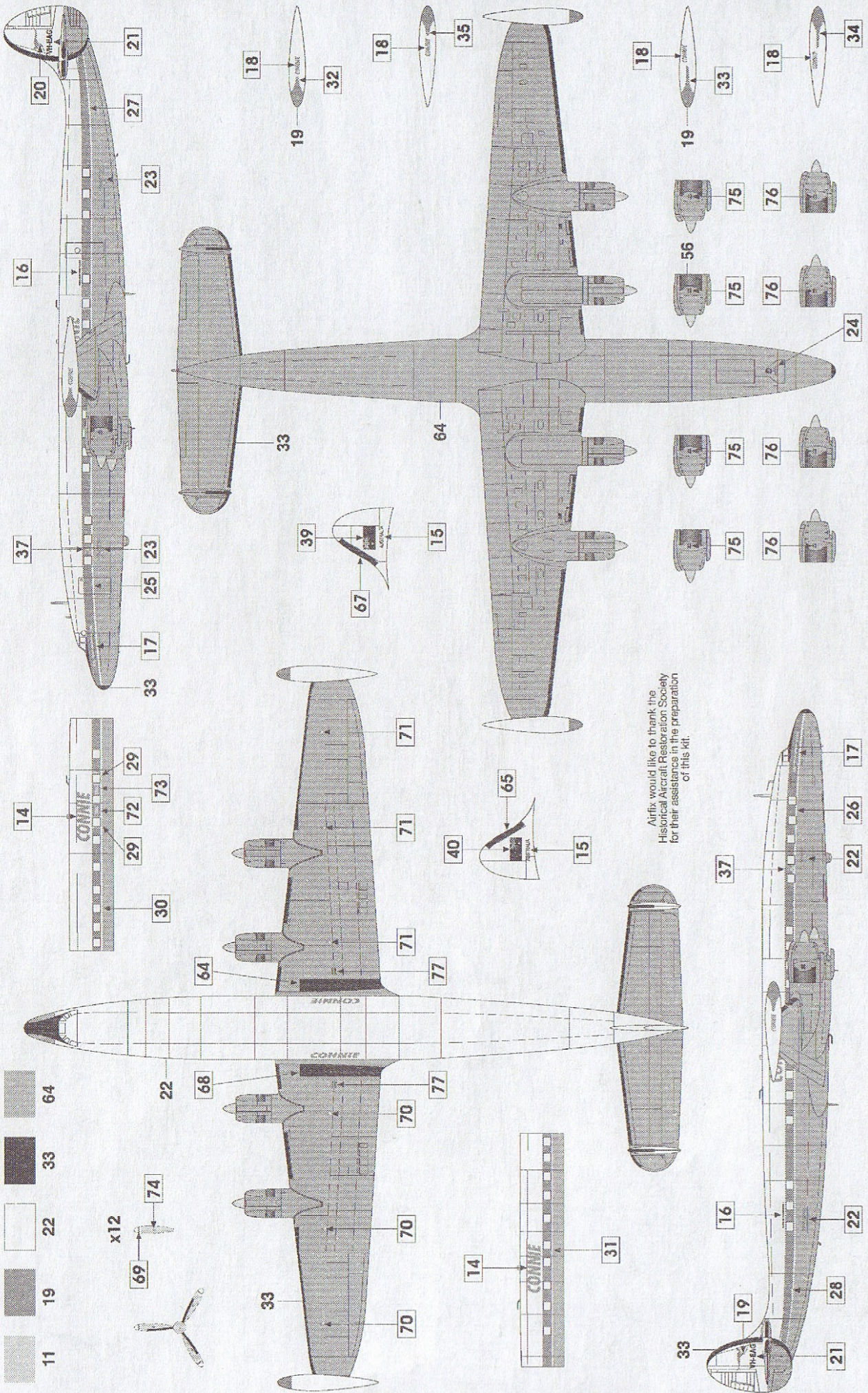
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74

Lockheed Super Constellation

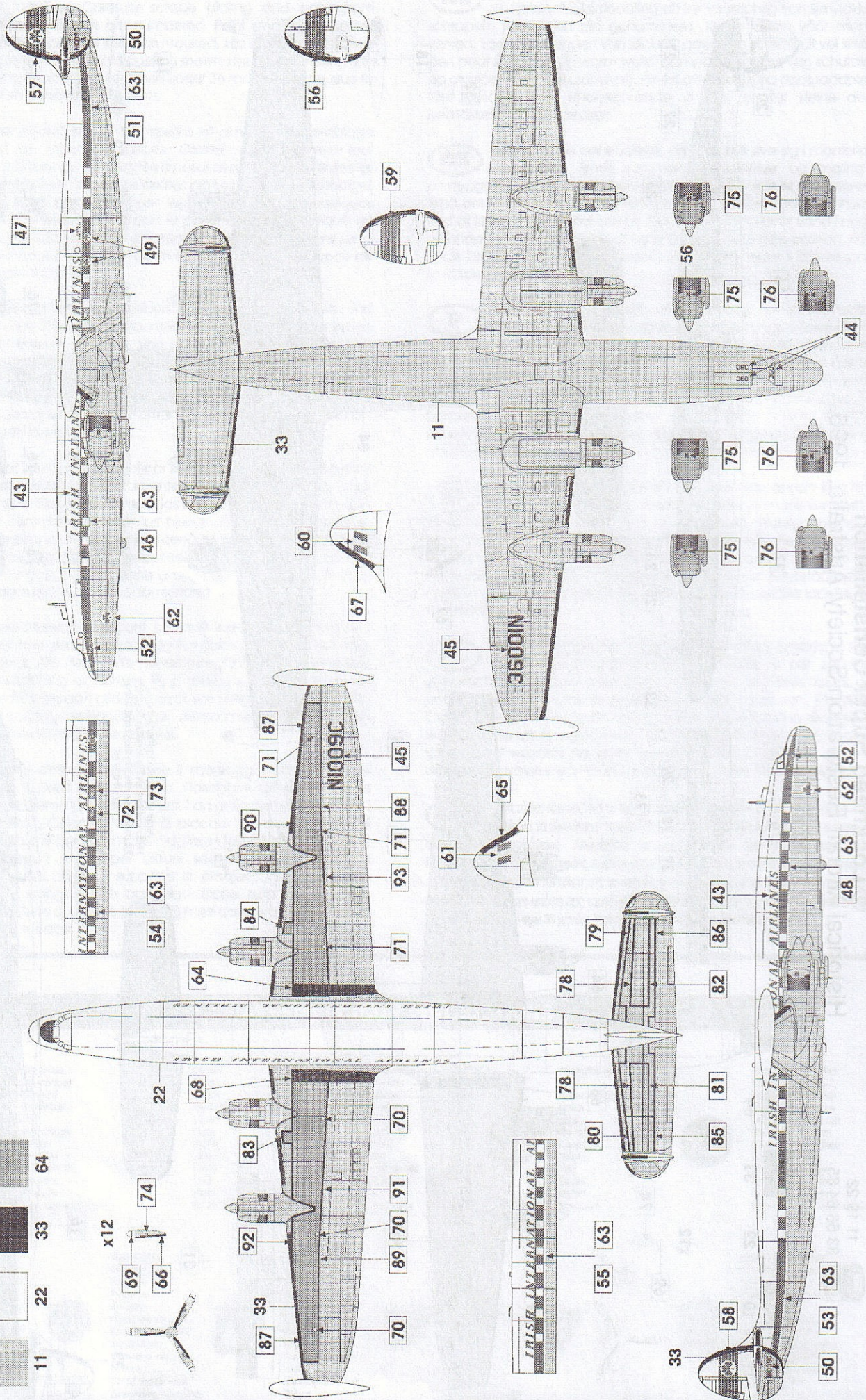
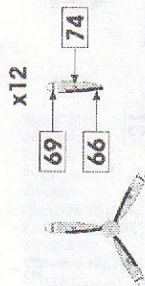
Historical Aircraft Restoration Society, Australia, 1996.



Airfix would like to thank the Historical Aircraft Restoration Society for their assistance in the preparation of this kit.

© Lockheed Super Constellation
Irish International Airlines, Dublin, 1960.

11 22 33 56
64 85 131



The first step in the process of the Hornby Hobbies is to ensure that the product is of high quality. This is achieved by using the best materials and components available. The second step is to ensure that the product is easy to use and assemble. This is achieved by providing clear instructions and diagrams. The third step is to ensure that the product is safe to use. This is achieved by testing the product thoroughly before it is released to the market. The fourth step is to ensure that the product is available at a reasonable price. This is achieved by negotiating with suppliers and keeping production costs low. The fifth step is to ensure that the product is marketed effectively. This is achieved by using a variety of advertising and promotional techniques. The sixth step is to ensure that the product is supported by a good after-sales service. This is achieved by providing a dedicated customer support team. The seventh step is to ensure that the product is regularly updated and improved. This is achieved by listening to customer feedback and investing in research and development. The eighth step is to ensure that the product is distributed widely. This is achieved by working with a network of distributors and retailers. The ninth step is to ensure that the product is protected by patents and trademarks. This is achieved by consulting with legal experts. The tenth step is to ensure that the product is environmentally friendly. This is achieved by using sustainable materials and processes.

The second step in the process of the Hornby Hobbies is to ensure that the product is easy to use and assemble. This is achieved by providing clear instructions and diagrams. The instructions should be written in a simple and concise manner, using plain language and avoiding technical jargon. Diagrams should be clear and easy to understand, showing the correct way to assemble the product. The diagrams should use simple lines and symbols to represent the parts and their assembly. The instructions and diagrams should be provided in multiple languages to cater to a wide range of customers. The instructions and diagrams should be printed on high-quality paper that is easy to read and handle. The instructions and diagrams should be included in the product packaging, along with any other necessary accessories. The instructions and diagrams should be tested thoroughly to ensure that they are clear and easy to follow. The instructions and diagrams should be updated regularly to reflect any changes to the product. The instructions and diagrams should be available online for customers to access at any time. The instructions and diagrams should be supported by a dedicated customer support team that can provide assistance to customers who are having difficulty with the product. The instructions and diagrams should be designed to be user-friendly and intuitive, allowing customers to assemble the product quickly and easily. The instructions and diagrams should be designed to be visually appealing and engaging, making the assembly process a fun and enjoyable experience. The instructions and diagrams should be designed to be accessible to customers of all ages and abilities. The instructions and diagrams should be designed to be easy to store and handle, ensuring that they are always available when needed. The instructions and diagrams should be designed to be easy to update and improve, allowing for future revisions and updates. The instructions and diagrams should be designed to be easy to translate into other languages, ensuring that they are available to a wide range of customers. The instructions and diagrams should be designed to be easy to print and use, ensuring that they are always available when needed. The instructions and diagrams should be designed to be easy to search and find, ensuring that customers can quickly locate the information they need. The instructions and diagrams should be designed to be easy to understand and follow, ensuring that customers can assemble the product successfully. The instructions and diagrams should be designed to be easy to use and handle, ensuring that they are always available when needed. The instructions and diagrams should be designed to be easy to update and improve, allowing for future revisions and updates. The instructions and diagrams should be designed to be easy to translate into other languages, ensuring that they are available to a wide range of customers. The instructions and diagrams should be designed to be easy to print and use, ensuring that they are always available when needed. The instructions and diagrams should be designed to be easy to search and find, ensuring that customers can quickly locate the information they need. The instructions and diagrams should be designed to be easy to understand and follow, ensuring that customers can assemble the product successfully.

The third step in the process of the Hornby Hobbies is to ensure that the product is safe to use. This is achieved by testing the product thoroughly before it is released to the market. The testing should be conducted by a team of experienced engineers and technicians who are familiar with the product and its components. The testing should be conducted in a controlled environment that is designed to simulate real-world conditions. The testing should include a range of tests, including stress tests, impact tests, and vibration tests. The testing should be conducted over a period of several weeks, during which time the product is subjected to a variety of different conditions and loads. The testing should be conducted in a way that is safe and secure, ensuring that the product and the testing equipment are protected from damage. The testing should be conducted in a way that is thorough and comprehensive, ensuring that all aspects of the product are tested and evaluated. The testing should be conducted in a way that is transparent and open, allowing customers to see the results of the testing and understand the safety of the product. The testing should be conducted in a way that is consistent and repeatable, ensuring that the results are reliable and accurate. The testing should be conducted in a way that is easy to understand and follow, ensuring that customers can see the safety of the product. The testing should be conducted in a way that is easy to communicate and share, ensuring that customers can see the safety of the product. The testing should be conducted in a way that is easy to update and improve, allowing for future revisions and updates. The testing should be conducted in a way that is easy to translate into other languages, ensuring that they are available to a wide range of customers. The testing should be conducted in a way that is easy to print and use, ensuring that they are always available when needed. The testing should be conducted in a way that is easy to search and find, ensuring that customers can quickly locate the information they need. The testing should be conducted in a way that is easy to understand and follow, ensuring that customers can assemble the product successfully.

The fourth step in the process of the Hornby Hobbies is to ensure that the product is available at a reasonable price. This is achieved by negotiating with suppliers and keeping production costs low. The negotiation should be conducted by a team of experienced negotiators who are familiar with the market and the product. The negotiation should be conducted in a way that is fair and equitable, ensuring that both the company and the suppliers are satisfied with the results. The negotiation should be conducted in a way that is thorough and comprehensive, ensuring that all aspects of the product are covered. The negotiation should be conducted in a way that is transparent and open, allowing customers to see the results of the negotiation and understand the price of the product. The negotiation should be conducted in a way that is consistent and repeatable, ensuring that the results are reliable and accurate. The negotiation should be conducted in a way that is easy to understand and follow, ensuring that customers can see the price of the product. The negotiation should be conducted in a way that is easy to communicate and share, ensuring that customers can see the price of the product. The negotiation should be conducted in a way that is easy to update and improve, allowing for future revisions and updates. The negotiation should be conducted in a way that is easy to translate into other languages, ensuring that they are available to a wide range of customers. The negotiation should be conducted in a way that is easy to print and use, ensuring that they are always available when needed. The negotiation should be conducted in a way that is easy to search and find, ensuring that customers can quickly locate the information they need. The negotiation should be conducted in a way that is easy to understand and follow, ensuring that customers can assemble the product successfully.

The fifth step in the process of the Hornby Hobbies is to ensure that the product is marketed effectively. This is achieved by using a variety of advertising and promotional techniques. The advertising and promotional techniques should be chosen based on the target audience and the product. The advertising and promotional techniques should be used in a way that is creative and engaging, making the product stand out from the competition. The advertising and promotional techniques should be used in a way that is consistent and repeatable, ensuring that the results are reliable and accurate. The advertising and promotional techniques should be used in a way that is easy to understand and follow, ensuring that customers can see the benefits of the product. The advertising and promotional techniques should be used in a way that is easy to communicate and share, ensuring that customers can see the benefits of the product. The advertising and promotional techniques should be used in a way that is easy to update and improve, allowing for future revisions and updates. The advertising and promotional techniques should be used in a way that is easy to translate into other languages, ensuring that they are available to a wide range of customers. The advertising and promotional techniques should be used in a way that is easy to print and use, ensuring that they are always available when needed. The advertising and promotional techniques should be used in a way that is easy to search and find, ensuring that customers can quickly locate the information they need. The advertising and promotional techniques should be used in a way that is easy to understand and follow, ensuring that customers can assemble the product successfully.

The sixth step in the process of the Hornby Hobbies is to ensure that the product is supported by a good after-sales service. This is achieved by providing a dedicated customer support team. The customer support team should be made up of experienced and knowledgeable staff who are familiar with the product and its components. The customer support team should be available to customers at all times, providing assistance and support whenever needed. The customer support team should be trained to handle a wide range of customer queries and issues, ensuring that customers are satisfied with the service. The customer support team should be supported by a range of resources, including a knowledge base, a FAQ page, and a community forum. The customer support team should be supported by a range of channels, including phone, email, and social media. The customer support team should be supported by a range of tools and technologies, ensuring that they can provide the best possible service to customers. The customer support team should be supported by a range of policies and procedures, ensuring that they can provide a consistent and high-quality service to customers. The customer support team should be supported by a range of training and development opportunities, ensuring that they can stay up-to-date with the latest products and services. The customer support team should be supported by a range of incentives and rewards, ensuring that they are motivated and engaged. The customer support team should be supported by a range of feedback mechanisms, ensuring that they can learn from their mistakes and improve their service. The customer support team should be supported by a range of communication and collaboration tools, ensuring that they can work together effectively. The customer support team should be supported by a range of other resources and support, ensuring that they can provide the best possible service to customers. The customer support team should be supported by a range of other resources and support, ensuring that they can provide the best possible service to customers.