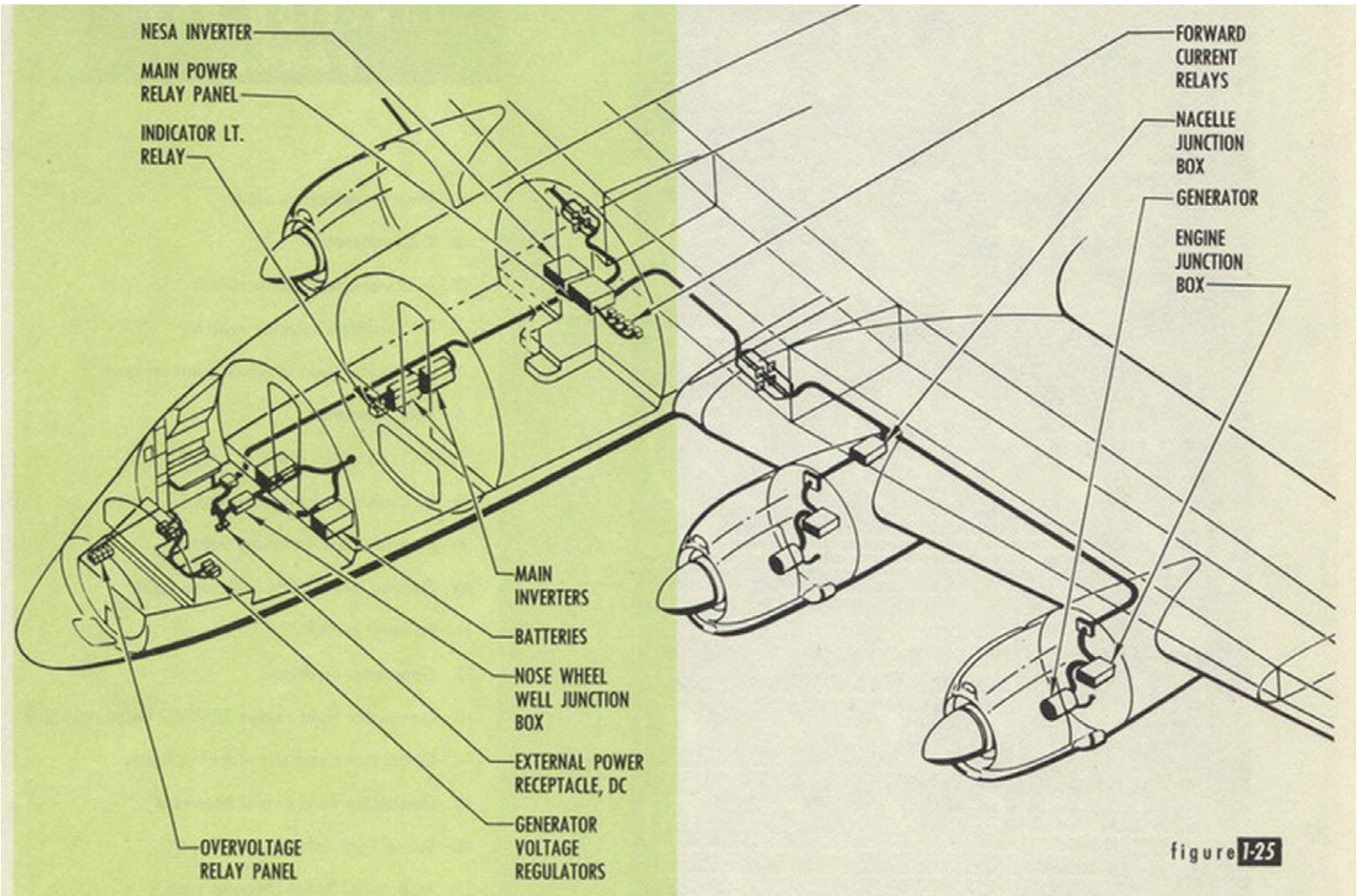


Abbildungen: Sammlung Uwe W. Jack

Übersicht über die Generatoren an den Motoren, Batterien und Stromverteiler

Unten: Die elektrische Ausrüstung der Kabinenbelüftung

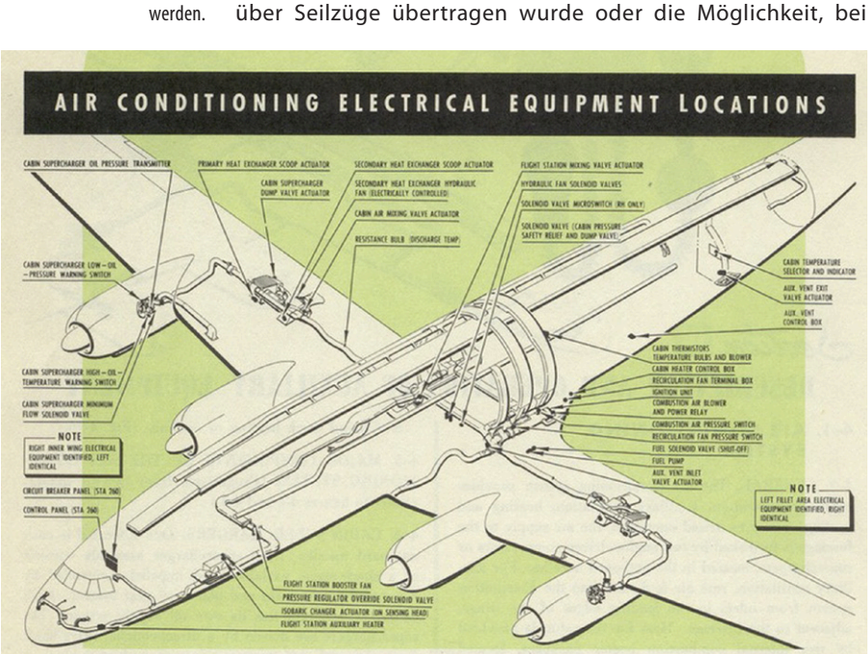
Rechts: Im Notfall konnten Leuchtkugeln verschossen werden.

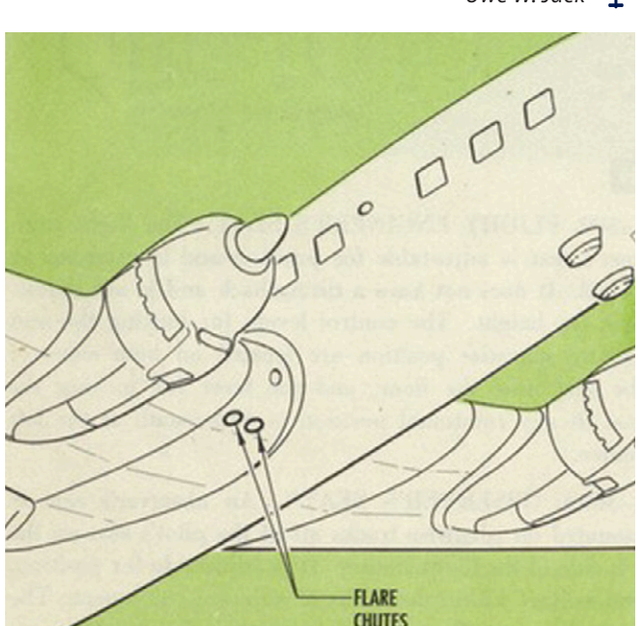
Von der Passagierversion der Super-Constellation gibt es zum Glück noch einige flugfähige Exemplare. So bleibt das vermutlich schönste Flugzeug der Welt für Luftfahrtbegeisterte auch heute noch in ihrem Element erlebbar.

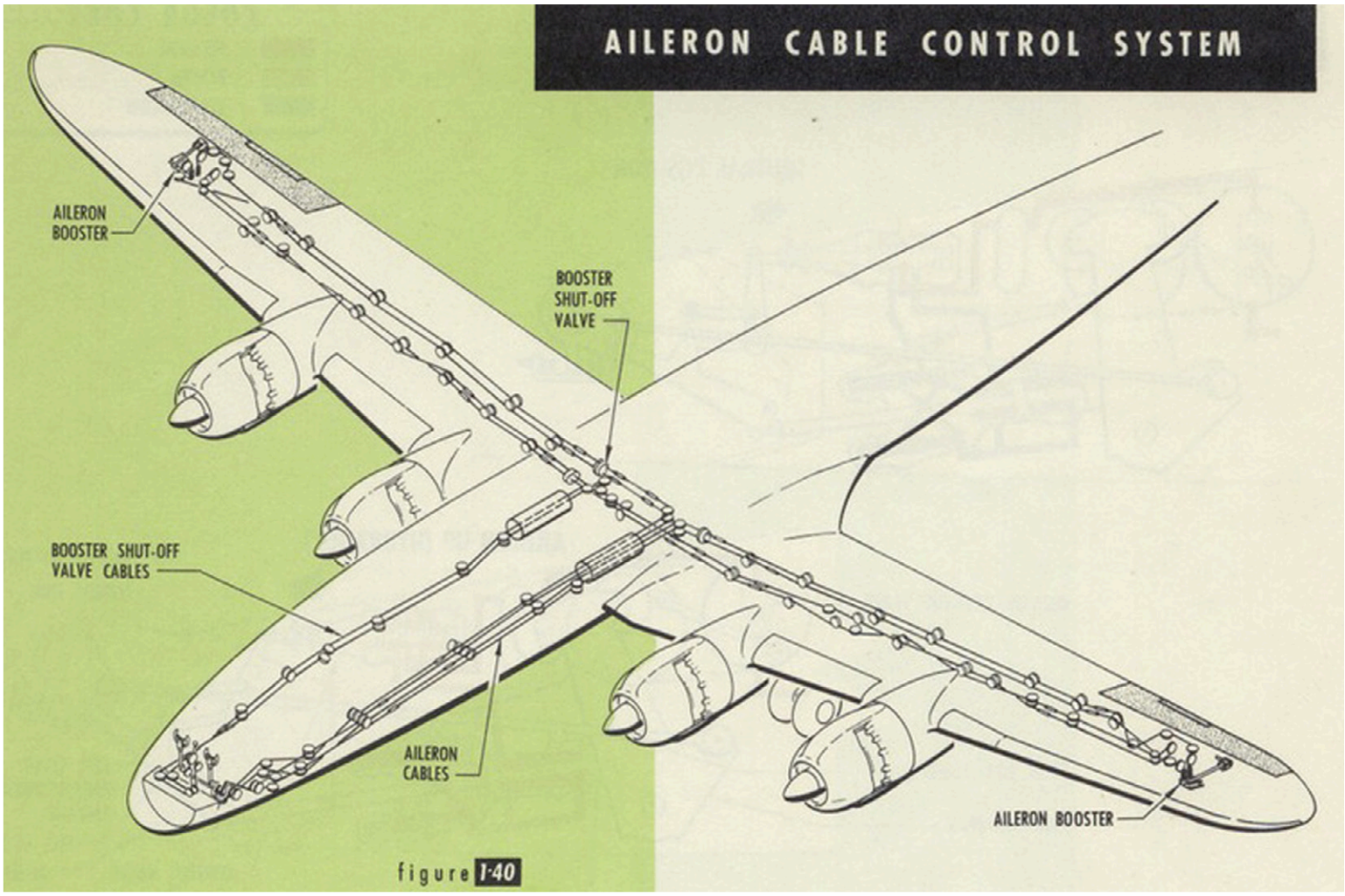
Hier sind einige Auszüge aus dem Handbuch für die Besatzung der „Connie" abgedruckt. Die Abbildungen zeigen technische Details dieses für seine Zeit hochentwickelten Flugzeugs. Heute erstaunt, dass die Steuerung an die Klappen komplett über Seilzüge übertragen wurde oder die Möglichkeit, bei Funkausfall Leuchtkugel zu verschießen. Wie komplex die damaligen Bordsysteme waren, zeigt ein Blick auf den Arbeitsplatz des Bordingenieurs. Diese Aufgaben werden heute von Computern übernommen.

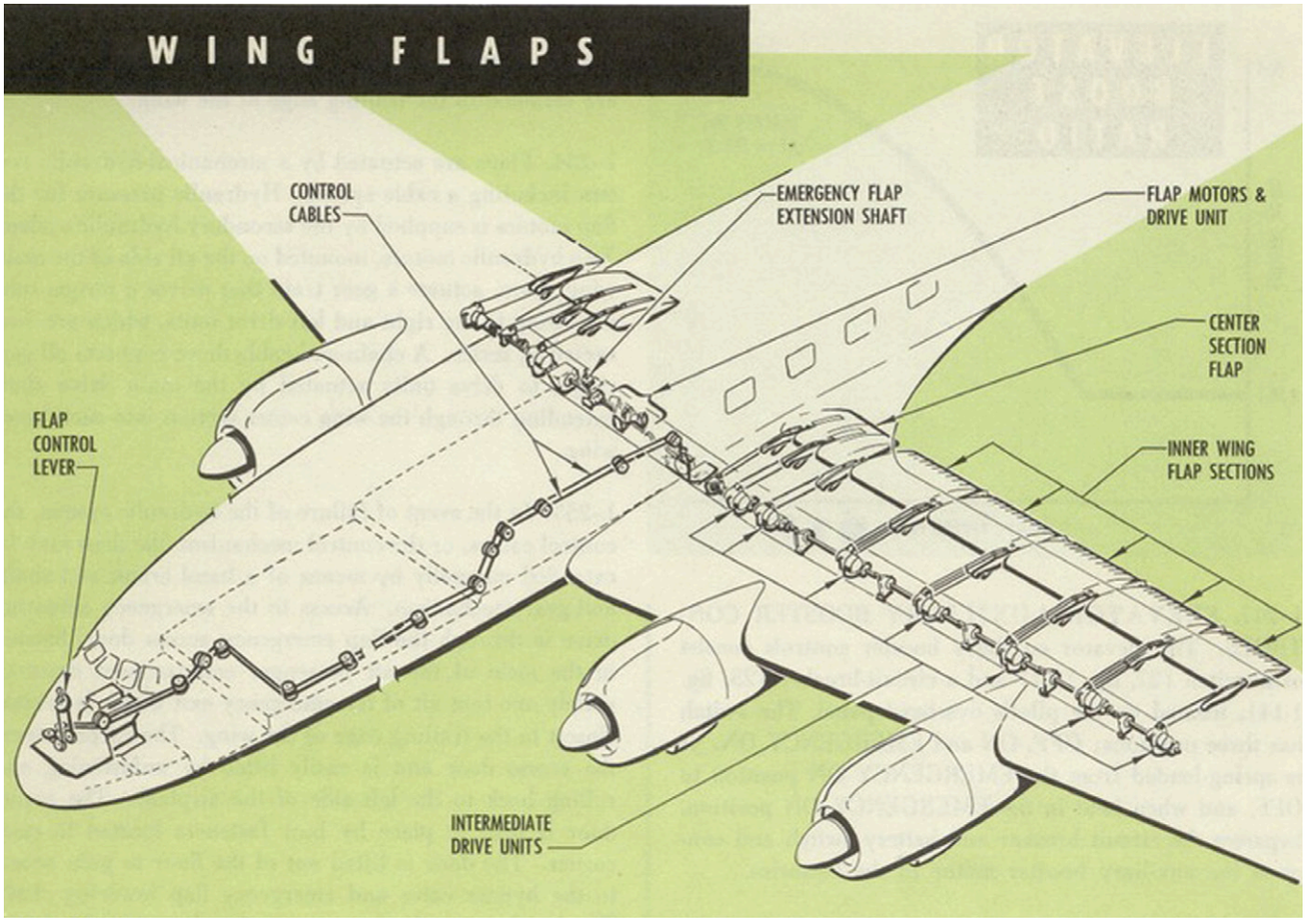
Wer einmal die Gelegenheit hat, bei einem Flugtag oder in einem Museum eine Super-Constellation zu sehen, kann mit diesen Abbildungen in der Hand bei einem Rundgang gewissermaßenunter die Blechhaut in die Struktur des Flugzeugs schauen.

Uwe W. Jack



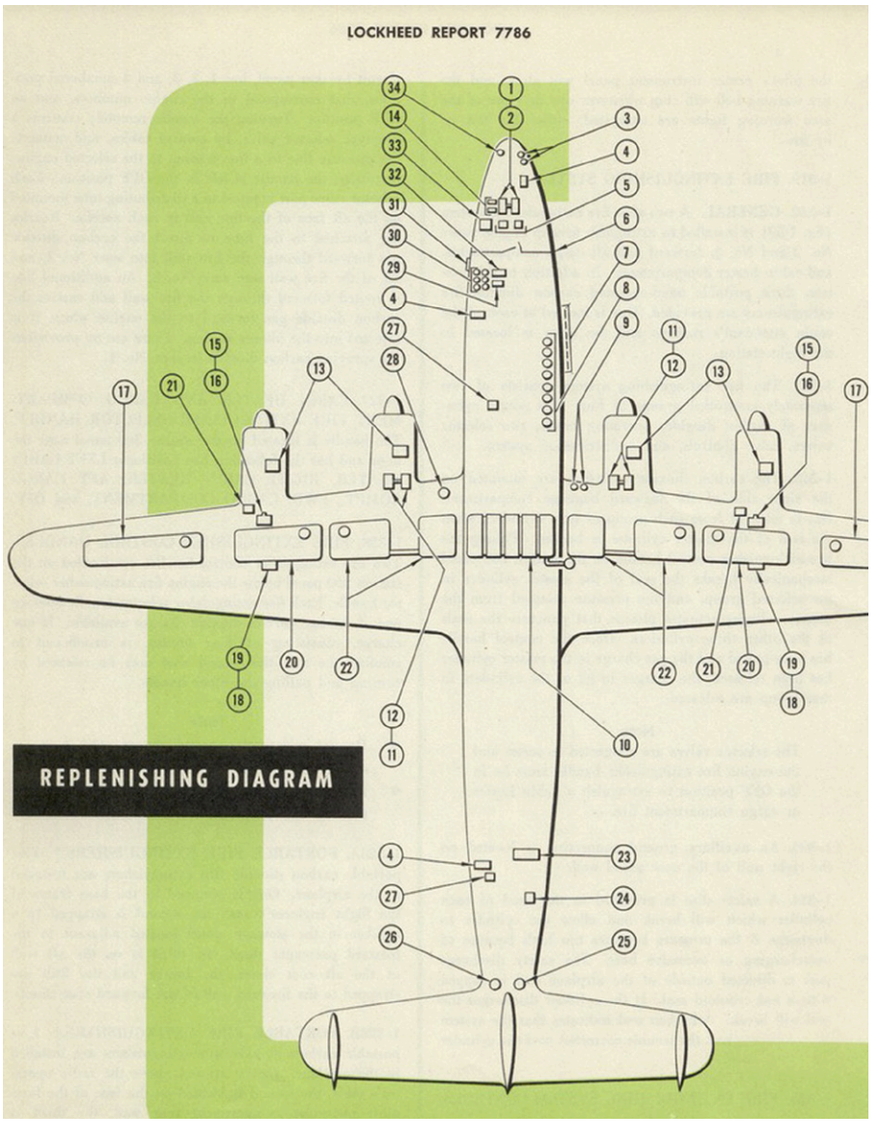






Oben: Die Ansteuerung der Querruder erfolgte direkt über Seilzüge.

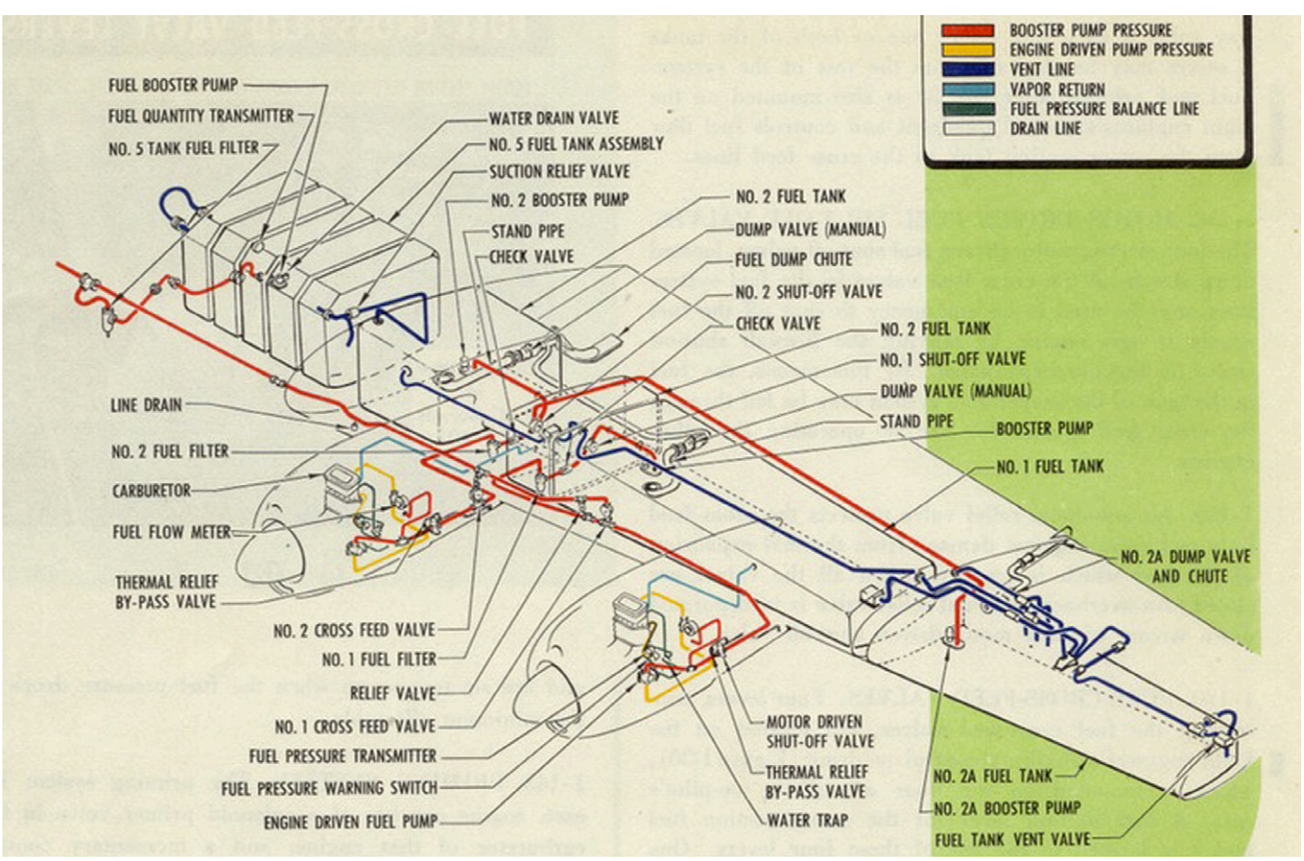
Unten: Die Landeklappen wurden über eine ducrh Seile gedrehte Achse ausgefahren.

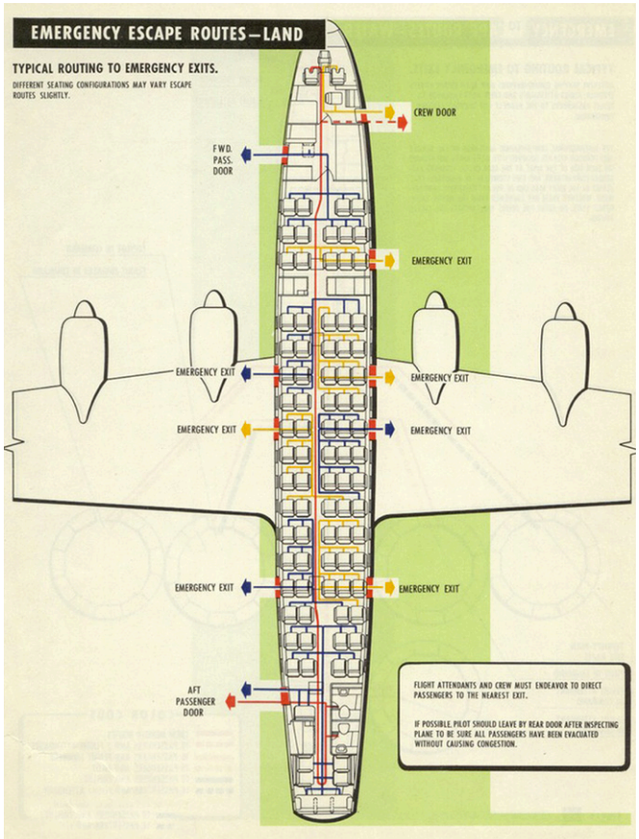


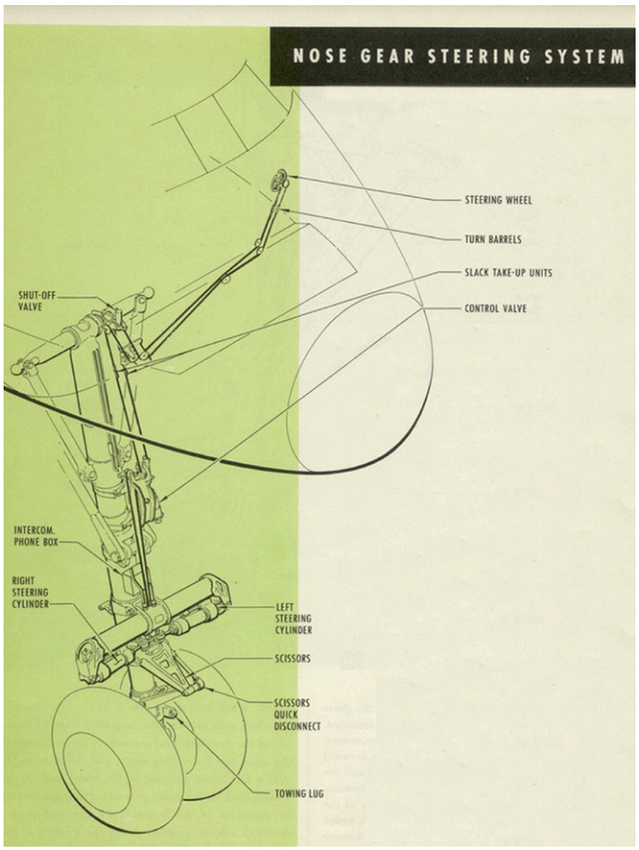
REF.	PART	NO. OF POINTS	CAPACITY	REPLENISH WITH:	REMARKS
	FUEL SYSTEM				
20.	Fuel tanks 1 and 4	1 ea.	1555 U.S. Gals. 1291 Imp. Gals.	AMS 3036A Grade 115/145	
22.	Fuel tanks 2 and 3	1 ea.	790 U.S. Gals. 657 Imp. Gals.	AMS 3036A Grade 115/145	
17.	Fuel tanks 2A and 3A	1 ea.	565 U.S. Gals. 470 Imp. Gals.	AMS 3036A Grade 115/145	
10.	Fuel tank No. 5†	1	750 U.S. Gals. ‡ 624 Imp. Gals. ‡	AMS 3036A Grade 115/145	
	ENGINE OIL SYSTEM				
13.	Engine oil tank	4	49 U.S. Gals.* 40.4 Imp. Gals.*	MIL-O-6082 and WAC 5815, Grade 120	See placarded capacity note near filler cap.
	Engine oil tank	4	55 U.S. Gals.† 45.81 Imp. Gals.†	MIL-0-6082 and WAC 5815, Grade 120	See placarded capacity note near filler cap.
	HYDRAULIC SYSTEM				
28.	Main hydraulic reservoir	1	7.1 U.S. Gals. 5.9 Imp. Gals.	MIL-O-5606 (AN-O-366)	
33.	Emergency filler hydraulic reservoir	1	5 U.S. Gals.* 4.16 Imp. Gals.*	MIL-O-5606 (AN-O-366)	Use to replenish main or emergency extension tanks in flight. Located aft of pilot's seat in flight station.
	Emergency filler hydraulic reservoir †		4.5 U.S. Gals.† 3.7 Imp. Gals.†	MIL-0-5606 (AN-O-366)	Use to replenish main or emergency extension tanks in flight.
34.	Emergency extension hydraulic reservoir	1	3.27 U.S. Gals. 2.72 Imp. Gals.	MIL-O-5606 (AN-O-366)	
3.	Brake accumulators	2	1200 psi	Air	Charge with no hydraulic pressure.
25.	Rudder auxiliary booster system accumulator	1	600 psi	Air	Charge with no hydraulic pressure.
26.	Elevator auxiliary booster system accumulator	1	600 psi	Air	Charge with no hydraulic pressure.
	LANDING GEAR				
1.	Nose gear strut	1	Fill to bleed holes	MIL-O-5606 (AN-O-366) Air	See instructions for servicing with oil as placarded on strut. See placarded instructions for inflation or refer to inflation chart in Lockheed report No. 7788* or 7963†
2.	Nose gear tires	2		Air	Refer to inflation chart in Lockheed report No. 7788* or 7963†
12.	Main gear shock struts	2	Fill to bleed holes	MIL-O-5606 (AN-O-366) Air	See instructions for servicing with oil as placarded on strut. See placarded instructions for inflation or refer to inflation chart in Lockheed report No. 7788* or 7963†
11.	Main gear tires	4		Air	Refer to gross weight curve in Lockheed report No. 7788* or 7963†
	AIR CONDITIONING SYSTEM				
15.	Cabin supercharger oil tank	2	2 U.S. Gals. 1.66 Imp. Gals.	Aeroshell 1 AC	Preflight check for proper oil level. Oil change not required more often than every 200 hours nor less than 400 hours of supercharger operation.
16.	Cabin supercharger drive shaft disconnect housing	2	690 cc approx.	Aeroshell 1 AC	Preflight check and replenish at 160±50 hours. Fill to plug level.
19.	Secondary heat exchanger hydraulic motor and fan	2	450 cc approx.	Aeroshell 1 AC	Preflight check oil level at sight gage. Maintain level at "F." Approximately 50 cc remain when level is at "L."
18.	Refrigeration unit sump	2	500 cc approx.	Aeroshell 1 AC	Preflight check for proper oil Level. Drain and re-fill at 500 hours.
	ANTI-ICING SYSTEM				
21.	Anti-icing fluid tank	2	20 U.S. Gals. 16.7 Imp. Gals.	MIL-F-5566	
	OXYGEN SYSTEM				
32.	Oxygen system supply cylinder	1*	48.3 cu. ft.	Oxygen	Replace with pre-charged cylinder.
32.	Oxygen system supply cylinders	3†	107 cu. ft. ea.	Oxygen	Replace with pre-charged cylinder.
29.	Portable oxygen cylinder with demand regulator	1*	3.8 cu. ft.	Oxygen	Replace with pre-charged cylinder.
14.	Portable oxygen cylinders with demand regulators	2†	7.8 cu. ft. ea.	Oxygen	Replace with pre-charged cylinder.
30.	Portable oxygen cylinders (Continuous flow)	6*	7.13 cu. ft. ea.	Oxygen	Replace with pre-charged cylinders.
31.	Indicator, oxygen overboard discharge	1		Celluloid port seal disc	Replace when ruptured.
	FIRE EXTINGUISHING SYSTEM				
8.	CO_2 cylinder—fixed fire extinguishing system	8	12.5 pounds ea.	Carbon dioxide	Replace with charged, vertically mounted CO_2 cylinders. (Placarded with black circles on cylinder bases.)
4.	CO_2 cylinder—portable	3	8 pounds ea.	Carbon dioxide	Replace with charged cylinders.
7.	Indicator, CO_2 overboard safety discharge	8		Celluloid port seal discs	Replace when ruptured. Note that ruptured seal indicates discharged cylinder.
	WATER SYSTEMS				
23.	Wash water	1	25.5 U.S. Gals. 21.25 Imp. Gals.	Water	Placarded connection, lower right side of fuselage.
27.	Drinking water	2*	6 quarts	Drinking water	Thermos tanks located in the fore and aft closets.
	Drinking water	1†	6 quarts	Drinking water	Thermos tank located in the aft closet.
	MISCELLANEOUS				
5.	Battery	2		Distilled water	
24.	Toilet	2	28.5 U.S. Gals. 23.7 Imp. Gals.	Water	
9.	Landing flare	2		Pioneer SA-8	
6.	Station 260 bulkhead	(REF.)			

Links: Die Zeichnung zeigt die verschiedenen Punkte am Flugzeug, an denen von der Bodencrew die Bordresourcen ergänzt werden mußten. Rechts die Erklärung der einzelnen Positionen.

Unten: Die Tragfläche war voller Leitungen für das Treibstoffsystem oder andere Anwendungen.

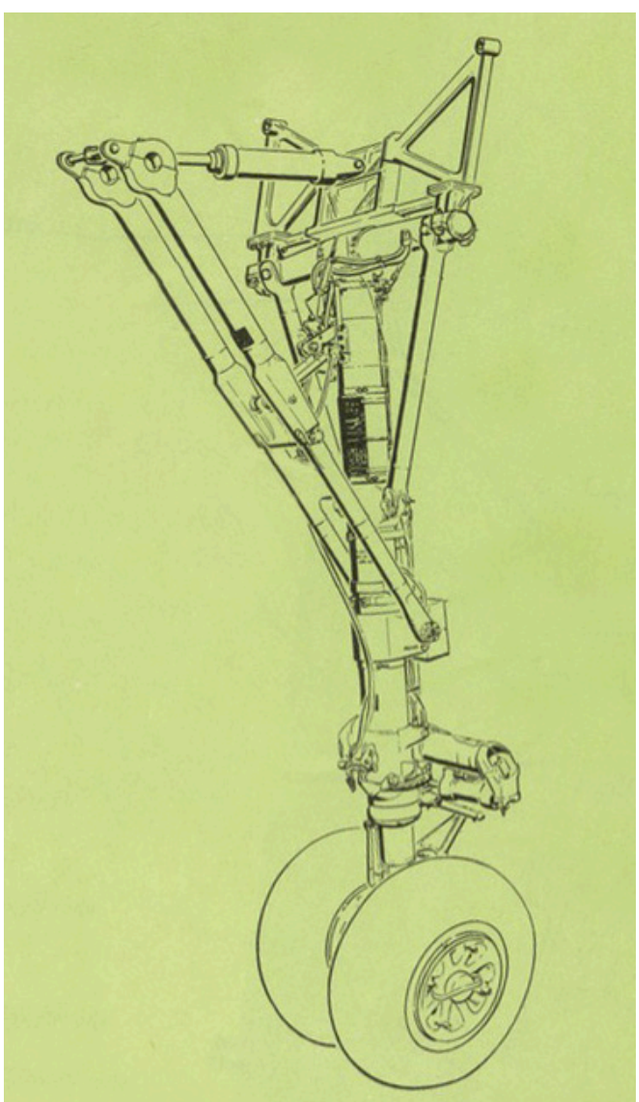




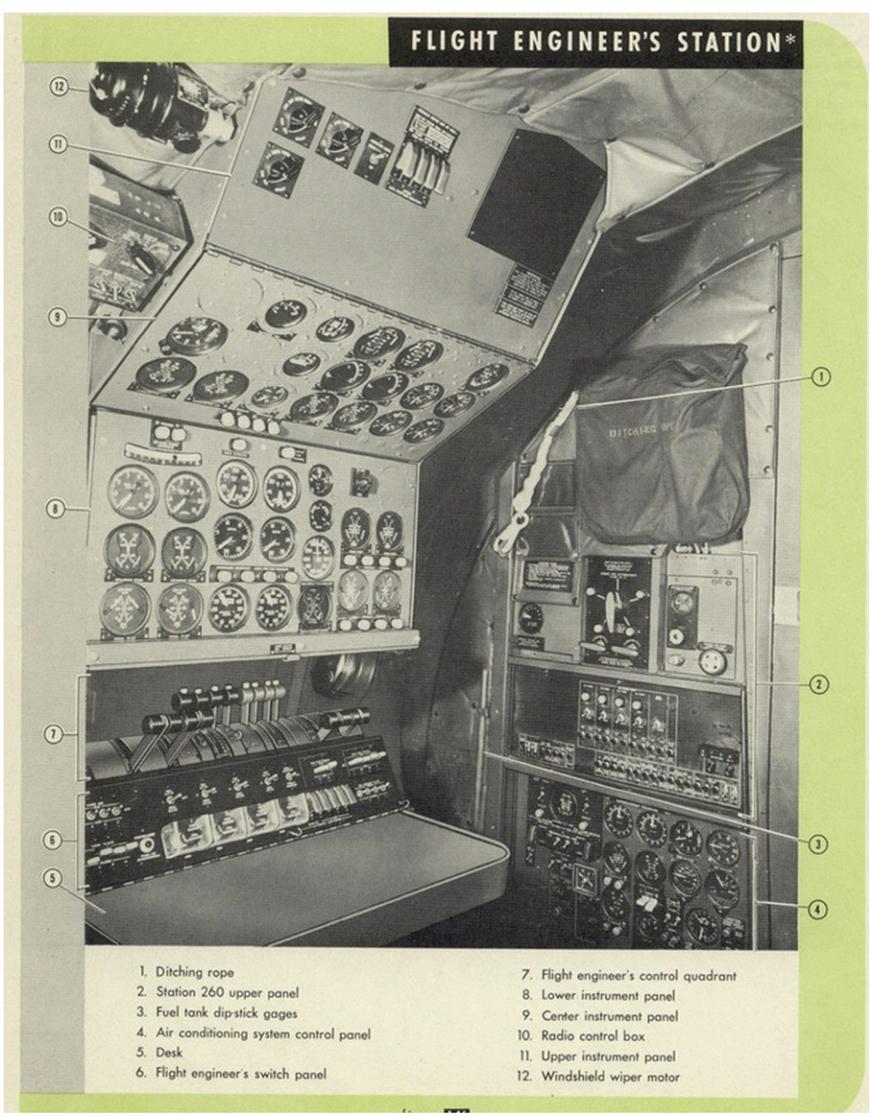


Links: Fluchtwegeplan für eine Evakuierung der Passagier-Super-Constellation

Rechts: Das lange Bugrad war lenkbar, hier wird die Übertragung der Lenkeingaben über Seile dargestellt.



Unten links: Das Bugrad der Super-Constellation



Unten: Der Arbeitsplatz des Bordingenieurs lag an der rechten Seite des Cockpits.