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Lockheed Constellation Graham M Simons 2021-08-31 Clarence 'Kelly' Johnson's design for the Lockheed Constellation, known affectionately as the 'Connie', produced one of the world's most iconic airliners. Lockheed had been working on the L-044 Excalibur, a four-engine, pressurized airliner, since 1937. In 1939, Trans World Airlines, at the instigation of major stockholder Howard Hughes, requested a 40-passenger transcontinental aircraft with a range of 3,500 miles, well beyond the capabilities of the Excalibur design. TWA's requirements led to the L-049 Constellation, designed by Lockheed engineers including Kelly Johnson and Hall Hibbard. Between 1943 and 1958, Lockheed built 856 Constellations in numerous models at its Burbank, California, factory – all with the same distinctive and immediately recognizable triple-tail design and dolphin-shaped fuselage. The Constellation was used as a civil airliner and as a military and civilian air transport, seeing service in the Berlin and the Biafran airlifts. Three of them served as the presidential aircraft for Dwight D. Eisenhower. After the Second World War, TWA's transatlantic service began on 6 February 1946 with a New York-Paris flight in a Constellation. Then, on 17 June 1947, Pan Am opened the first-ever scheduled round-the-world service with their L-749 Clipper America. In this revealing insight into the Lockheed Constellation, the renowned aviation historian Graham M. Simons examines its design, development and service, both military and civil. In doing so, he reveals the story of a design which, as the first pressurized airliner in widespread use, helped to usher in affordable and comfortable air travel around the world.

Handbook of Buying Issue 1969

Fuel oil news 1958

Safety Recommendation

United States Customs Service Commercial Directives Reference Manual U.S. Customs Service 1991

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Gas Age Ernest C. Brown 1967 Includes summaries of proceedings and addresses of annual meetings of various gas associations. L.C. set includes an index to these proceedings, 1884-1902, issued as a supplement to Progressive age, Feb. 15, 1910.

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Lufthansa Lockheed L-1649A Super Star Wolfgang Borgmann 2008-01

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Aviation Week 1950

Air Shippers Manual 1968

Belgium, Economic and Commercial Information 1999

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Furniture Manufacturing Management 1974

The Airline Industry Guide 2001

Flight International 1986

American Aviation 1957

ASTA Travel News American Society of Travel Agents 1969-07

ASHRAE Journal 1977

Distribution of Changes and Additions to the United States Customs Service Commercial Directives Reference Manual Volumes I and II, Dated September 1990 U.S. Customs Service 1992

Air Crash Investigations Hans Griffioen 2011-02-01 This book explains the accident involving Atlantic Southeast Airlines flight 529, an EMB-120RT airplane, which lost a propeller blade and crashed near Carrollton, Georgia, on August 21, 1995. The accident killed 8 people on board. Safety issues in the report focused on manufacturer engineering practices, propeller blade maintenance repair, propeller testing and inspection procedures, the relaying of emergency information by air traffic controllers, crew resource management training, and the design of crash axes carried in aircraft. Recommendations concerning these issues were made to the Federal Aviation Administration.

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Fueloil & Oil Heat 1958

Refrigeration Service and Contracting 1967

Innovation in Commoditized Service Industries Maximilian Rothkopf 2009 The passenger airline industry is a prominent service industry that is becoming increasingly commoditized. As little empirical work in this field exists, this study contributes to research by exploring how passenger airlines leverage innovation in such market conditions from a strategic and organizational view. Comprehensive case studies of a sample of eight passenger airlines constitute the empirical basis. The analysis detects patterns of innovations and draws conclusions on the strategic innovation behavior in the airline industry. The study proposes an organizational concept and a strategic approach for airlines to innovate in an increasingly commoditized market.

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