

ZWITSERSE DROOM

Swiss dream

The Super Constellation Flyers Association (SCFA) project is one of many initiatives to keep a plane in the air with a classical background. This project however is a very special one: it concerns indeed a Super Constellation ! Preference for this 'mighty old lady' is easy to find.

Kleiner dan vijf

As we see more often with the 'classics', these planes do exchange from owner quite some times. It's not easy in financial terms to keep such an airplane flying for many years, to be able to operate it actually on many occasions and shows. In this particular case the 'Connie' ended up in Switzerland and man, how proud they are to have it ! It was quite a performance to get it done and get it so far as it is now. There was a wish to get a Constellation flying on European airshows but at that moment the number of fly-worthy examples could be counted on the fingers of one hand. Finally some organisations found each other, and a Lockheed C-121C Super Constellation with the registration N73544 and the name 'Camarillo Connie' was offered in some kind of rental contract by the owner Constellation Historical Society (CHS) to the SCFA in 2003. End of april- beginning of may 2004 the machine was flown in 6 stages to arrive safely in Switzerland basel on the Mulhouse airport.

Breitling

The Swiss found an important sponsor in the Breitling Factories, brand-name of the famous and very beautiful Swiss watches and that is what you need in such matters.

The name Camarillo Connie was replaced by 'Breitling Super Constellation' on the fuselage, and further on the colors more or less remained as they were. Many volunteers were involved in a selfless manner. The Swiss Federal Office of Civil Aviation (FOCA) embraced the project, and did everything in it's power to be able to deliver a registration after all requirements and certifications were provided. This happened in 2007 and the HB-RSC registration was painted on the stabilo. This gave many warm hearts to the Swiss aviation enthusiasts !

Shows

The HB-RSC was a bulls-eye for the SCFA, not only this plane was more or less the 'Last Of The Mohicans' , there was even a license to transport passengers, the plane had been used after all by the USAF commercially, and it still was in very good shape for this purpose. The process of certification was facilitated much easier this way. Breitling/SCFA allows the Super Connie to act on regular base on European air fests and shows and knows it is supported by many donors and volunteers. And FOCA ? They provide safety by inspections twice a year themselves. A dearly example of good cooperation !

Super Connie in short:

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| Crew | 4 |
| Passengers | 62-95 (max. 109) |
| Length | 35,42 m |
| Height | 7,54m. |
| Engines | 4 x Wright Cyclone R3350-DA 3 turbo compound 18 cylinder radial engines of 3353 pk or 2500 kW each. |
| Propellors | 3 bladed Hamilton |
| Wingspan | 38,47m. |
| Wingsurface | 153,7 square meter |
| Maximum speed | 609 km/Hr |
| Average speed | 547 km/Hr |
| Operational ceiling | 7315m. |
| Range | 8701 km. |
| Empty weight | 36150 kg. |
| Max. Start weight | 65770 kg |
| 1st flight | 14-07-1951 |
| Total production | 564 examples |

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