

Douglas DC-6A CLTM ("Caraibische Lucht Transport Maatschappij")

(various scales possible)

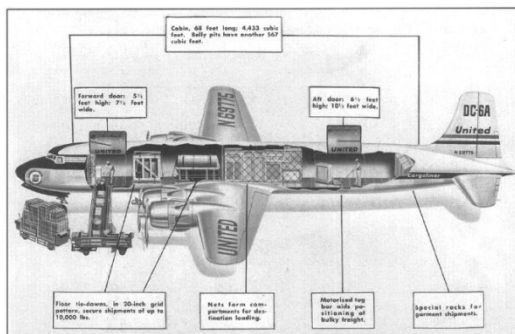
INTRODUCTION

The American Douglas DC-6 was a four piston engined airliner that first flew on July 10, 1946. The USAF military designation was C-118 and the US Navy designation R6D. The DC-6 could be fitted with various cabins. The DC-6A was a freighter and got a fuselage stretch of 60 inch in front of the wing, stronger floor, large cargo doors and beefed up main gear structure. The DC-6B also had the longer fuselage but now more capacity passenger cabin and additional fuel capacity for more range. In total some 706 DC-6/ C-118 / R6D were manufactured until 1958.

On the Netherlands Antilles island Curaçao end 1962 a small air transport cargo company was established by the Kusters brothers called the "Caraibische Lucht Transport Maatschappij" (CLTM). Operations started in 1964 but there many problems to attain the needed permits to fly in the Caribbean. First aircraft acquired was a Curtiss C-46 cargo transport registered PJ-CLA.

Later CLTM would cooperate with the American Miami based Bellomy-Lawson Aviation company with service contracts and providing American pilots. In March 1970 a Bellomy-Lawson DC-6F registered PJ-CLF began CLTM operations. In 1975 from Bellomy-Lawson a DC-6A was acquired for 145,000 USD and registered PJ-CLG and the DC-6 PJ-CLF returned to Bellomy-Lawson. This DC-6A PJ-CLG got the CLTM paint scheme and operated from 1972 to 1977. This machine was also flown on behalf on the Surinam airline (SLM) in 1975 and repainted with at port retaining the CLTM scheme and at starboard a SLM scheme.

Another DC-6BF from Bellomy-Lawson was leased with registration N6109C, probably from 1979. The DC-6B (F) was a longer range version. It got a different CLTM paint scheme with black and different tail finish. It was re-registered N93BL in April 1982 and flew until September 1983 and returned to Bellomy-Lawson.



CARGO



MODEL KITS

In **1/72** scale Heller has a (long) DC-6B kit that appeared in 1984 with later several releases and C-118 kit release #80317 is the best suited for the CLTM.

In **1/144** scale Minicraft has a (long) DC-6B kit.

For the CLTM cargo aircraft, of these kits most of the cabin windows need to be closed and inscribe the large cargo doors at front and rear at port side.

DECAL SYSTEM and APPLICATION

The laserprinted decal sheet has **ONE** continuous print film, so **EACH** decal needs to be cut out with fine scissors. No other prior decal preparation is needed. Each cut out decal can be applied as usual after soaking it a short while in water. Decals are **EXTREMELY THIN**, so slide off from the wet backing sheet on the model surface. Do not use tweezers! They will fold doubled!

Note that a decal that contains a white or light section has often an extra accompanying white decal to put underneath on dark surfaces. On the decals sheet you will often see an “arrow” to indicate this way of application (on white under surfaces, the white section is optional).

After all decals have been applied, finish the model with your preferred final gloss or semi-matt varnish coats. This will also protect the decals.

PAINTING AND DECALS

The CLTM DC-6 cargo freight planes had different paint schemes but presented here as those with orange cheatlines and there are a few variations (see next page).

Scheme is symmetrical port and starboard.

The orange cheatlines can be airbrushed but decals are provided as well; these need trimming in length and around the few fuselage windows, nose and stabilizers. There is a white line below the cheatlines, this needs precise painting and masking.

The CLTM logo on the vertical tail on most planes is on a white service so the large tail decal is only needed.

REFERENCES:

On internet search: DC-6 + registration

A nice website is: <https://www.airhistory.net>



[1] DC-6B (F), msn 44109 (line no.417) first CLTM livery. American registration **N6109C** (and later N93BL, see scheme [3]). No wing registrations.

The upper fuselage areas and vertical tail are white. The lower fuselage, wing and stabilizers are natural metal. The rear engine nacelles areas are black.

Carefully determine and mask the demarcation as the cheatlines have a lower white border.

Below the orange cheatlines are thin white lines.

Small black nose tip and anti-glare panel with white upper border. Use spare orange lines to make nose curve or paint. Natural metal propeller spinners. Probably no coloured tips. On both nose gear doors small black codes, first XC-509 and later CL-509.



[2] DC-6A, msn 44259 (line no.475), CLTM **PJ-CLG** registered in The Netherlands Antilles. The registration is on lower rear fuselage on both sides. No wing registrations. The upper fuselage areas and vertical tail are white. The lower fuselage, wing and stabilizers are natural metal. The rear engine nacelles areas are black.

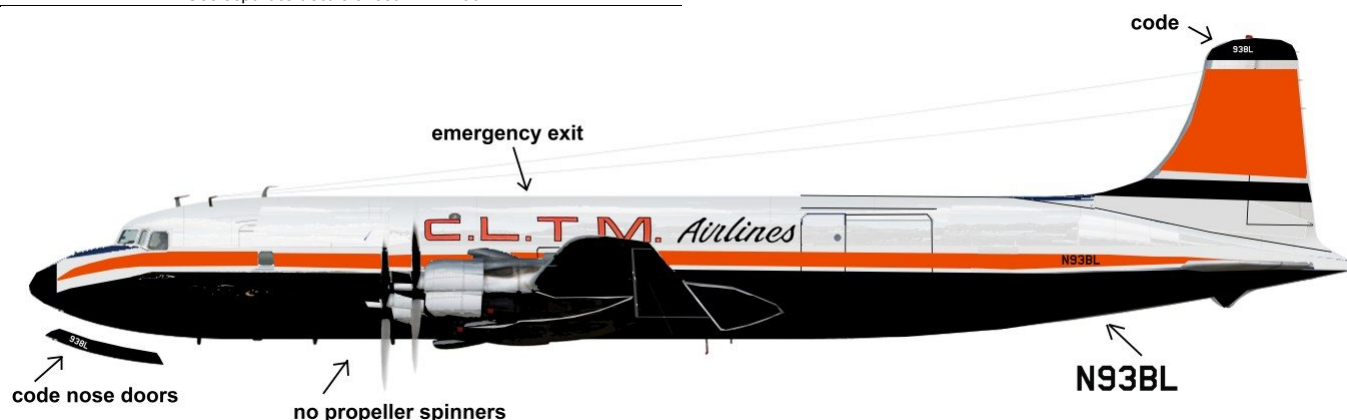
Below the orange cheatlines are thicker/ wider white lines.

NOTE: this DC-6A, **PJ-CLG** was also leased in 1975 to the Surinam airline "Surinaamse Luchtvaart Maatschappij", See separate decals sheet AIPD-183

Carefully determine the demarcation as the cheatlines have low running white border that has an extra height (about 0,35 millimeter in 1/72). The name BOEBIE is in this white border below the cockpit windows (probably on both sides). (Boebi was one of the Kusters brothers).

Larger black nose tip and anti-glare panel (no white upper border). Use spare orange lines to make nose curve or paint. Orange propeller spinners and propeller tips have red-white-red tip stripes.

On both nose gear doors small black codes CJ-504.



[3] DC-6B (F) freighter, msn 44109 (line no.417), N1609C reregistered **N93BL** in the later livery CLTM Airlines.

The upper fuselage areas are white. The lower fuselage, wing and stabilizers are gloss black. No wing registrations. Below the orange cheatlines are thin white lines.

The front nacelles of the engines are natural metal. No propeller spinners were installed and propeller tips probably red-black-white stripes.

The vertical tail has large orange panel and black horizontal stripes, these need to be painted and match orange colour to the cheatlines.

Larger black nose tip and anti-glare panel.

Trim the cheatlines for nose curve and make a bit narrower at the rear with also the small black registration.

On both nose gear doors and vertical tail tip small white codes 938L. Emergency exit amidst fuselage.