

Douglas DC-6A SLM (CLTM lease "Surinaamse Luchtvaart 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-188 / R6D were manufactured until 1958.

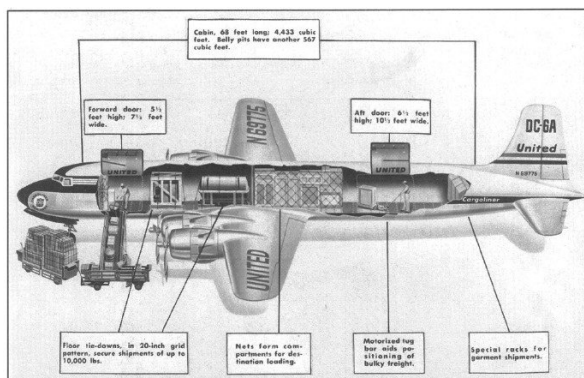
On the Netherlands Antilles island Curaçao end 1962 a small air transport cargo company was established by the Kusters brothers called the "Caraibische Lucht Transport Maatschappij" (CLTM). Operations started in 1964 but there many problems to attain the needed permits to fly in the Caribbean. First aircraft acquired was a Curtiss C-46 Commando 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 cargo machine was also flown on behalf on the Surinam airline "Surinaamse Luchtvaart Maatschappij" (SLM) from 1975 a few years. The plane at port retained the CLTM scheme but got painted at starboard a SLM scheme with red trim.



DC-6A cargo

MODEL KITS

In **1/72** scale Heller has a (long) DC-6B kit that appeared in 1984 with later several releases.

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

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

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.

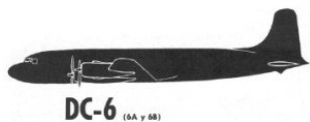
PAINTING AND DECALS

This CLTM DC-6 was repainted for lease to the "Surinaamse luchtvaart maatschappij".

For the lease scheme, at port it retained the CLTM paint scheme with orange cheatlines and the name BOEBIE. For the lease at starboard the SLM scheme with red trim was painted. So this is a special mixed livery.

For the CLTM scheme at port orange cheatlines decals are provided but it may be nicer to airbrush these; the decals need trimming in length and around the few fuselage windows, nose and stabilizers. There is a white line running below the cheatlines, this needs precise painting and masking (see next page). The CLTM logo on the vertical tail is on a white surface so the single large tail decal is only needed.

The starboard SLM paint scheme has red cheatlines and a big red tail area; there are thin black lines with a white line in between. Note that these are provided as decals but it may be better to paint the red; use the decals than as pattern to make masks and cut out the thin black lines and set these.



REFERENCES:

On internet search: DC-6 + registration

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



PORT **CLTM** SCHEME

DC-6A, msn 44259 (line no.475), PJ-CLG. Leased to "Surinaamse Luchtvaart Maatschappij".

The registration is on lower rear fuselage on both sides. Probably no registrations at the wing.

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.

Black nose tip and anti-glare panel (no white border at port).

Aircraft appears to have orange propeller spinners and the propeller tips have red-white-red tip stripes on both sides.

On the nose gear doors small codes CJ-504 at both sides.

Later Surinam registration PZ-CLG.

As seen above, at port is still the CLTM scheme.

Carefully determine the demarcation as the cheatlines have low white border that has an extra height (about 0,35 millimeter in 1/72). The name BOEBIE is in this white border and now only at port side. (Boebi was one of the Kusters brothers).

As seen below, for the CLTM lease the (at starboard only) SLM scheme is painted.

At starboard red trim and cheatlines with black lines and white borders. The red cheatline varies in height, leading to narrower line at the nose with early SLM bird logo below cockpit windows.

Black nose tip and black anti-glare panel with white border at starboard.

Long title at starboard "SURINAAMSE LUCHTVAART MAATSCHAPPIJ N.V."

Surinam bird logo below starboard cockpit windows. Unknown 5-stars logo at white tail panel.



STARBOARD **SLM** SCHEME

Please visit website: www.aircraftinplastic.com

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