

Continuation of the DC-6 story started in NetLetter #1531 through 1535.

Northwest Territorial Airways.

Like Wardair, **Northwest Territorial Airways** was another company founded by a bush pilot, on this occasion an experienced aviator named **Robert Engle**, and was also based at Yellowknife and was a competitor of Wardair. Bob Engle also wanted to introduce larger aircraft into his fleet, and he acquired DC-3's and two DC-6's, our subject CF-CZZ and DC-6A CF-NWY. Their main activity was to transport cargo and supplies in support of mining, oil and gas industry operations throughout the Northwest Territories. According to Mr. Engle, "the DC-6 is a wonderful bush plane, that does everything, and more than a DC-3 could do."



In November 1972 CF-CZZ was ferried from Yellowknife via Calgary to Tucson, Arizona. The purpose of the trip was to have time-expired components overhauled. It remained in Tucson until June 1973 and suffered something of a mishap on the return journey home. On June 12, 1973, it landed at Calgary enroute to Yellowknife.

After landing the pilot taxied to the north side of the airfield and stopped on a taxiway in front of the Western Propeller facility. The left main gear suddenly dropped through the taxiway into a seven-foot hole, causing damage to the aircraft. After temporary' repairs, it was ferried on August 3, 1973 to Edmonton for full repairs to take place. Its Certificate of Airworthiness was renewed on January 21, 1974, and it was re-registered CF-CZZ and resumed service at Yellowknife, now painted in full NTA livery. By January 1978 the DC-6's total time had increased to 27,969 hours.

Captain **Roland Brandt** flew on the NWT DC-6's during 1977/78 and explains as follows: "The main task of the DC-6 was to provide bulk cargo support on the Yellowknife charter market." At the time there were scheduled runs to the Arctic coast. The DC-3 was used primarily, although occasionally, when the volume warranted it, the DC-6 was used. The DC-6 operated also onto the ice in support of mining exploration.

Often bulk cargo was deposited in one strategic place, to be further distributed by the DC-3 on skis. Additionally, the DC-6 flew passenger and cargo charters to Alaska and Greenland, the Yukon and within Canada on charter, as well as on contract to other airlines. Engine maintenance was performed in San Francisco by California Engine Service at Oakland Airport, where the aircraft was ferried to on numerous occasions.

Crews were trained in Miami by Flight Safety International. Also, the DC-6 regularly flew over an air bridge during spring thaw and freeze-up periods when highway traffic to Yellowknife was interrupted. A large cargo haul was contractually secured out of Calgary in support of Dome Petroleum during their operation in the Beaufort Sea, based at Tuktoyaktuk."

"The DC-6 was an excellent long-range aircraft with two cargo doors. On the downside, off-base maintenance in Arctic conditions was extremely difficult, as were layovers in cold temperatures. CB-17 fuel was in short supply, which limited the take-off weight when it was not available. Flying the aircraft was easy. It was docile and easy to control.

The cockpit was very quiet, warm and comfortable. Both aircraft had a turbine APC, which was a blessing to say the least."

Northwest Territorial disposed of its DC-6 fleet during 1978, replacing them with Lockheed Electras. C-FNWX was sold to Ethiopian Airlines in July 1978, and it is said that Mr. Engle got more for the aircraft than he paid for the Electra which replaced it. There was an advertisement for the sale of CF-CZZ in "Flight" magazine for October 7, 1978.

"DC-6A for sale, msn 45498. Total time 28.500 hours. Factory installed dual cargo doors, with hard floor and forward bulkhead- Convertibility capability. Long range tanks with two spare engines."

A buyer was soon found, and by Bill of Sale dated January 2, 1979, NWT sold the aircraft to K & C Corporation of Jackson, Michigan, for \$385,000.

Following six years of service with Northwest Territorial, our subject DC- 6A/B was sold in the United States and by Jet Way Inc., on cargo flights from Willow Run Airport, Detroit.

Mainly employed on automotive work, the aircraft is seen here as N555JW parked near to the many other DC-6 freighters employed by the local charter carriers.

On February 19, 1979, this company applied to register the aircraft with the FAA and it was allocated marks N646DG.