

Final episode of the DC-6 story started in NetLetter nr 1531 through 1538.

Everts Air Cargo writes another chapter.

As part of the disposal of the Conair DC-6 fleet, C-FCZZ was put up for disposal, and by Bill of Sale dated August 18, 2000 Conair Group sold the aircraft to Tatonduk Outfitters of Fairbanks, Alaska, for \$215,000.

The Canadian registration was cancelled that day, and on August 23 the aircraft was registered to its new owners as N9056R and ferried from Abbotsford to its new base at Fairbanks.

Tatonduk Outfitters is the company which uses the trade name of Everts Air Cargo, an airline very familiar to all 'propliner' enthusiasts.

N9056R was overhauled at Fairbanks, all of its fire-bombing equipment removed, and converted back to pure freighter status. It was painted into Everts Air Cargo colour scheme and received its C of A on April 20, 2001, one of a fleet of eight DC-6s and two C-46 Commandos flown by the airline at the time.

However, it was to remain parked at Fairbanks for a time, while its four Pratt & Whitney R-2800 radials were sent to Miami for overhaul.

After a period of storage, it was active out of Fairbanks by July 2003, and has been an active member of the Everts Air Cargo fleet ever since.

The DC-6 is ideal for serving the numerous small communities in Alaska, dependent on air freight for their survival much of the year. It has an average payload of 28,000 pounds and can use the restricted runways at many of the small villages.

As one commentator noted, "It can also land on packed ice, snow, gravel, frozen lakes and rough mining strips and with its large cargo doors is ideal for on-demand cargo services, capable of satisfying the needs of many different industries across Alaska". Everts Air Fuel is an associated company flying DC-6s and C-46s on fuel hauling.

The combined Everts Air Cargo/Air Fuel fleet currently includes 23 DC-6s, although not all are active, with aircraft stored at Fairbanks until they are needed. There are also five C-46s. Everts Air Cargo currently flies Everts Air Cargo continues to operate DC-6A/B on their Alaskan freight network.



Ramp scene at Fairbanks on June 30 2001 shows Douglas DC-6A/B N9056R undergoing conversion from Conair air tanker to Everts Air Cargo freighter. All four engines had been removed and dispatched to Miami for overhaul, but once they had been installed and the aircraft given the smart Everts livery, a new chapter in her long flying career (Norbert Oertel)

A Great Survivor.

Our subject DC-6 started its career in February 1959 flying the passengers of Canadian Pacific Airlines on international services in consummate luxury. Being a versatile machine, it was readily converted to also fly cargo.

It went on to serve Wardair, again conveying passengers in equal luxury, as well as rugged freighting duties in the High Arctic. It flew domestic schedules for both Canadian Pacific and Pacific Western and became a dedicated freighter with Northwest Territorial throughout western Canada.

It flew car parts to Detroit, and in an even more extreme career change has slain countless millions of budworms and quenched any number of forest fires in two continents. It now flies freight to remote regions of Alaska. It has carried out all these demanding tasks safely with the utmost efficiency, with only an occasional 'scrape', which is only to be expected given the harsh environments in which it has served. In a 58-year career to date it has flown for nine different operators and carried six different registrations. It has traversed vast sections of the globe, including northern and western Canada, the High Arctic. Quebec. Alaska, the eastern United States and Europe. By any standards it's a unique aircraft which has enjoyed a remarkable career and is still going strong. Beyond doubt a great survivor.

The assistance in the writing of this article of Terry Judge, Anthony Hickey, Dirk Septer. Henry Tenby, Captain Roland Brandt of Northwest Territorial Airways. Marty Hall of Everts Air Cargo, Joanne Goodridge and Captain Rod Boles of Conair is most gratefully acknowledged. It is hoped that this article is a fitting tribute to this fine product crafted by the Douglas Aircraft Company.
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(The editors of the NetLetter hope you enjoyed the journey)