



Douglas DC-3 K.L.M. West-Indies "intermediate schemes"

INTRODUCTION

The K.L.M. Royal Dutch Airlines operated Douglas DC-3 (C-53 and C-47) popularly known as Dakota prop aircraft in the Caribbean through their "Koninklijke Luchtvaart Maatschappij West Indisch Bedrijf" (K.L.M-WIB) after the Second World War.

Some 10 aircraft were flown with registration PJ- :

Douglas DC-3

PJ-ALA	Douglas C-53-DO	c/n 7392	1945-1961
PJ-ALB	Douglas C-53-DO	c/n 7345	1945-1961
PJ-ALC	Douglas C-53-DO	c/n 7338	1945-1962
PJ-ALD	Douglas DC-3D	c/n 42965	1946-1955
PJ-ALE	Douglas C-47A-70-DL	c/n 19247	1946-1960
PJ-ALG	Douglas C-47A	c/n 12953	1946-1948
PJ-ALH	Douglas C-47A-1-DK	c/n 11994	1946-1954
PJ-ALI	Douglas C-47A-25-DK	c/n 13301	1947-1949
PJ-ALP	Douglas C-47A-DK	c/n 11831	1947-1954
PJ-ALT	Douglas C-47A	c/n 9904	1949-1955

Note that the fuselage configurations of the DC-3/ C-53 have a rear passenger door at port, C-47 has a large cargo door. Antennas on the upper fuselage may vary as well between individual aircraft as well as the long wire antennas. On most planes the astrodome was still present.

MODEL KITS

In 1/72 scale several C-47 / DC-3 plastic model kits have appeared over the years. Many of these have some inaccurate shapes. The latest Airfix 1/72 kits C-47A kit #A08014 or Dakota #A08015 are very nice.

DECAL SYSTEM and APPLICATION

The decal sheet has ONE continuous print film, so EACH decal needs to be cut out with fine scissors. No other prior laser printed 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 section is often split in two parts. To apply the full decal marking, first set the white decal section at correct position and on top of that the coloured section. On the decals sheet you will often see an "arrow" to indicate this way of application (on white 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.

K.L.M-WIB PAINTING AND DECALS

Several different K.L.M-WIB DC-3 and C-47 were used with many different schemes. At first sight a scheme looks similar to a KLM scheme on aircraft used in Europe but there are quite some subtle differences, even per individual aircraft. If blue cheat lines were present, these also could vary in style. Some with letter style of codes and registrations.

On the upper wing there was common a large registration in orange lettering in KLM font as well as at the lower wing. The PJ- and A—code was on both sides. (apply the white undercoat letter decals first, than the orange letter).

Note that some planes are had a small registration letter code at the tail and above the cockpit windows an even smaller code.

Cockpit and cabin interior is light grey. In the cabin area seats were set in rows with usually blue upholstered passenger seats which were also removed but for cargo flights.

The wing, stabilizers and cowlings were natural bare metal. Same with fuselage colour though the upper fuselage colour and tail colour was sometimes white at the later applied scheme.

Note that on these planes NO black anti-icing areas were seen such as on leading edges at outboard starboard and port wing, vertical tail and stabilizers. A small anti-glare panel at front cockpit windows is more common.

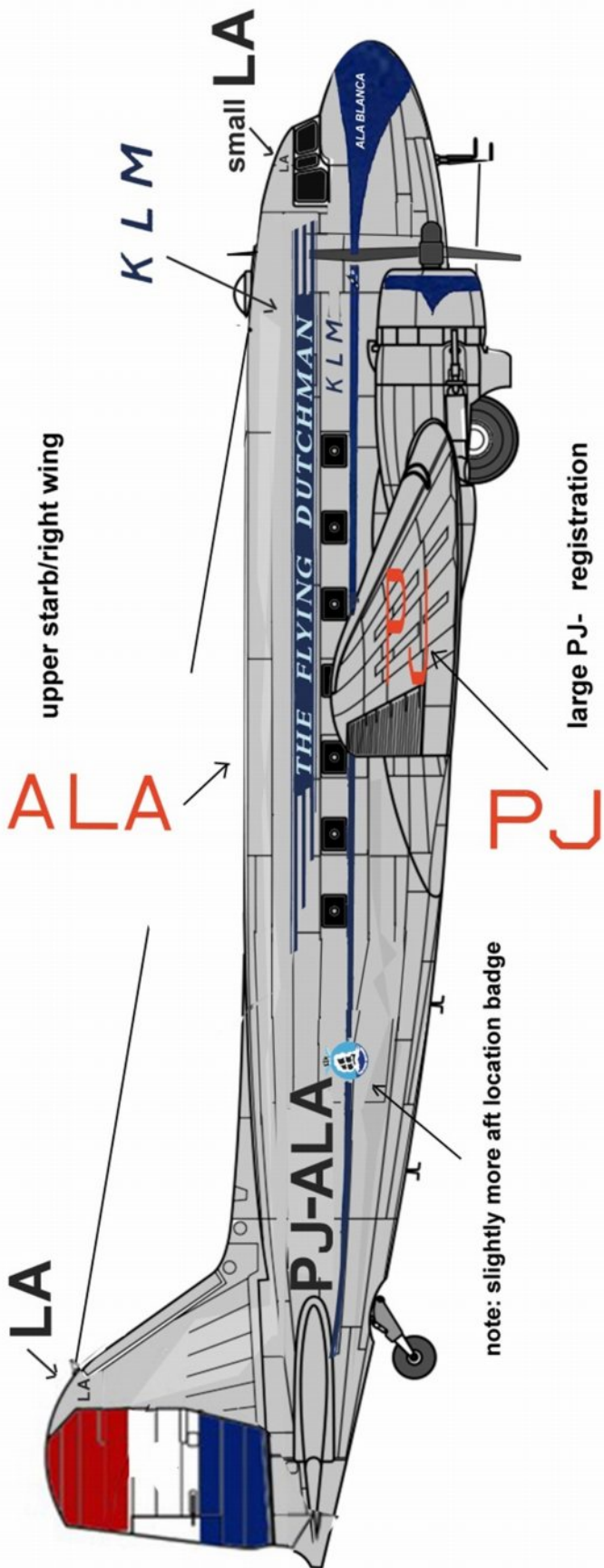
The propellers are natural metal with black edges but otherwise varied with yellow tips, white-red-white-blue tips or uncoloured tips.

REFERENCES

On internet it is easy to find photos of the DC-3's of the K.L.M-WIB by searching combined with + PJ-

Recommended book in Dutch: "DAKOTA", DC-3/ C-47 onder Nederlandse vlag by Theo Wesselink et al, De Alk, 1985

This decals sheet could be realized with the assistance of Mr. Cedric Bronswinkel of the Museo Aeronautiko Curaçao; Dutch Caribbean.



SCHEME A

This Douglas DC-3 / C-53 [c/n 7392] coded PJ-ALA is named ALA BLANCA and has gotten another (intermediate) scheme (as compared to the very early scheme). As C-53 has the standard passenger door at port but the circular loop antenna was probably no longer fitted.

The scheme is bare metal but it has become a bit more dull with blue trim. The blue nose is better painted though decals are provided. There is no black anti-glare panel in front of the cockpit.

It has on the large rudder Dutch flag colours (red-white-dark blue) on both sides and there are blue cheat lines and blue trim. Note also the blue trim at the engine cowlings for which decals are provided but painting may look better.

The FLYING DUTCHMAN cheat line is at right/starboard and THE VLIEGENDE HOLLANDER at port/ left. It is probable that the cheat line lettering is light blue; these are a separate decals.

The Flying Dutchman badge is on both sides just in front of the tail registration PJ-ALA lettering. (set the white disk decal first before the colour badge; trim the thin blue lines to size).

The aircraft name is in white in the blue nose area. At the tail is a small code LA and a smaller code LA above the cockpit windows.

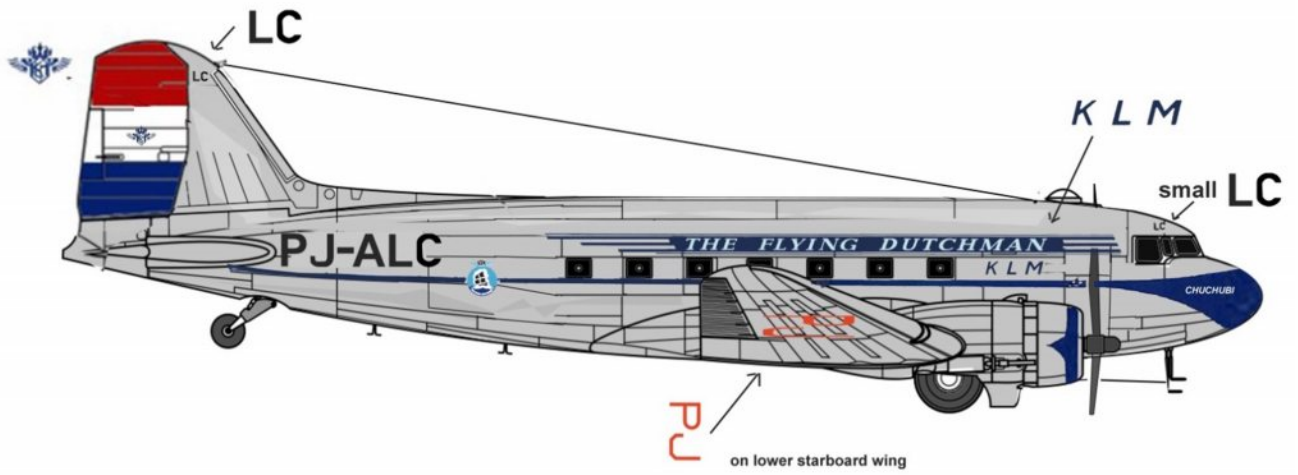
There is a long wire antenna (it may have had 2 wire antennas).

It has the standard large upper and lower wing KLM font registrations PJ-ALA in orange lettering. (apply the white undercoat letter decals first and then the orange letter). See drawing at the end.

Natural metal propeller blades with black edges have yellow tips (at both front and back prop areas).

(Scheme is almost symmetrical port and starboard sides; for port view see scheme B below).

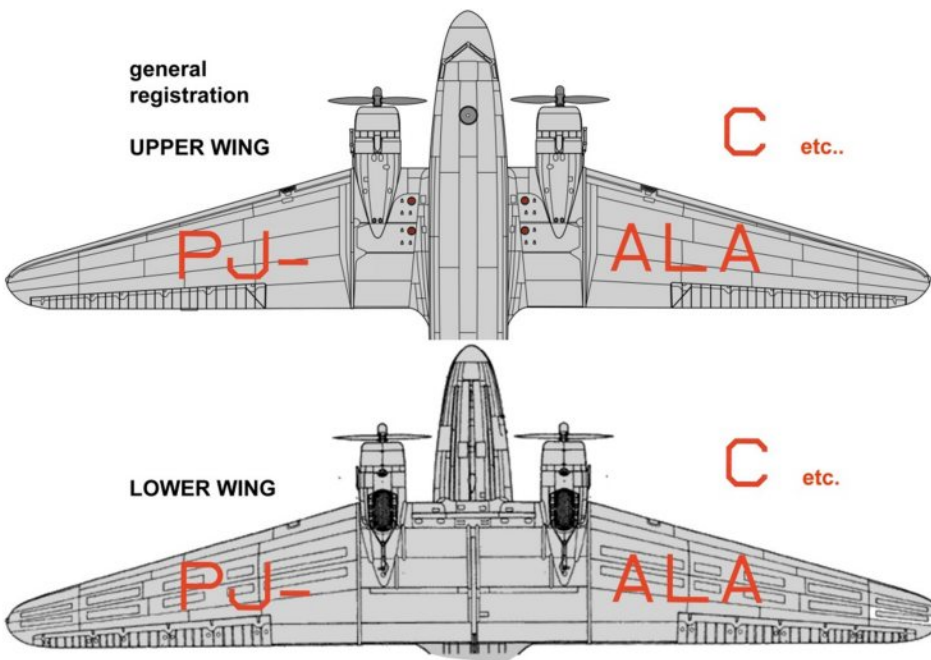
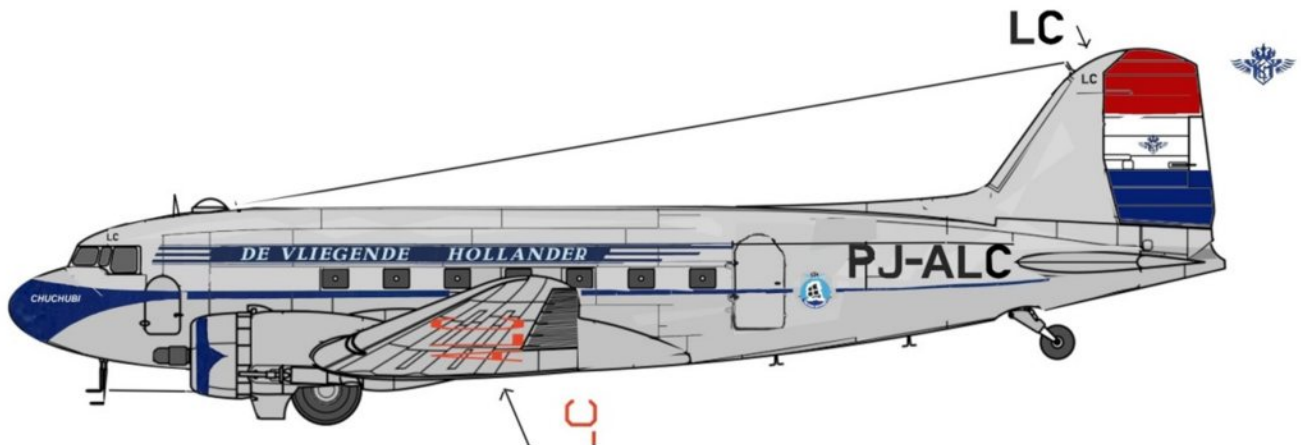
SCHEME B



This Douglas DC-3 / C-53 [c/n 7338] coded PJ-ALC is named CHUCHUBI.

It has an overall bare metal as shown in **scheme A**. But it has now a small KLM logo at the centre white rudder area.

The drawing below shows port scheme with the C-53 passenger door and note DE VLIEGENDE HOLLANDER title is at port.



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