

Convair 340 Antilliaanse Luchtvaart Maatschappij (ALM)

designed for 1/72 scale: MACH2 Convair 440 kit (also for 340)

INTRODUCTION

The "Antilliaanse Luchtvaart Maatschappij" (ALM) airline was founded August 1, 1964 at The Netherlands Antilles in the Caribbean. Before that period, the KLM West-Indies division ("West Indisch Bedrijf") operated many flights in the region. The new ALM remained a subsidiary of KLM with support from the Antillean Government and most of the 415 personnel came from KLM WIB. The first ALM aircraft were 3 Convair 340 propplanes that had a capacity of 44 passengers and KLM like schemes. They had quite a limited flying range and were operated just a few years by ALM until the first Douglas DC-9 and Fokker F-27 aircraft arrived.

The American Convair company developed after the Second World War a family of piston engined airliners as replacement of the famous Douglas DC-3, starting with model 240 for about 40 passengers and Pratt and Whitney R-2800 Double Wasp engines. First flight was in March 1947. Model 340 got a longer fuselage with 4 extra passenger seats, bigger wing span and more powerful engines. The Model 440 was a 340 but with better soundproofing, streamlined nacelles and could be fitted with different longer nose with weather radar. Optional was a cabin version that could carry 52 passengers with smaller luggage area and extra cabin windows. Some 1,086 aircraft were manufactured (including 10 by Canadair as CC-109 Cosmopolitan). Over 75 airlines operated the type all over the World as well as some 10 air forces.

ALM operated these 3 Convair 340:

ALM Convair 340-48, registered PJ-CVA July 1963; name Aruba (set on nose). (built c/n 120 delivered October 1953 to KLM PH-TTG and later PH-CGG).

ALM Convair 340-48, registered PJ-CVB August 1963; name Bonaire (set at nose at left port) / Bonairu (at right starboard nose). (built c/n 184 delivered October 1953 to KLM PH-CGB).

ALM Convair 340-48, registered PJ-CVC July 1963; name Curaçao (set at nose at left port)/ Corsow (at right starboard). (built c/n 144 delivered January 1954 to KLM WIB PJ-CVS "Saba").

MODEL KITS

In 1/72 scale only MACH2 has a very basic short run kit. Any MACH2 kit Convair 440 can be used as it is a derivative of the 340 with rows with 11 windows and correct lengths.

The kit itself needs a lot work to built, see the modelling report at the website www.aircraftinplastic.com

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 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 a horizontally held GLOSSY model surface. Do not use tweezers! They will fold doubled!

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

Convair 340 ALM PAINTING AND DECALS

The decals enable to built anyone of 3 ALM Convair 340 by combining codes. There were also two styles of cheatlines applied: SCHEME [A] with center white cheatline stripes or SCHEME [B] without the white stripes. Choose either SCHEME [A] or [B]. Note that in both schemes below the cheatlines runs full lengths of white thin boundaries (1/72 approx. 1 millimeter wide); the modeller can achieve this with careful masking but white decal stripes are provided on the sheet just in case.

Cockpit interior and cabin interiors are probably buff/ light grey. The upper fuselage and vertical tail are gloss white. It is essential to paint the white areas as the decals themselves do not have white patterns. Mask as noted carefully at the cheatlines' boundary. Paint remainder of the airframe aluminium: lower fuselage areas below the cheat lines, complete wing, cowlings and stabilizers. (Note that NO black anti-icing leading edges were seen at photos).

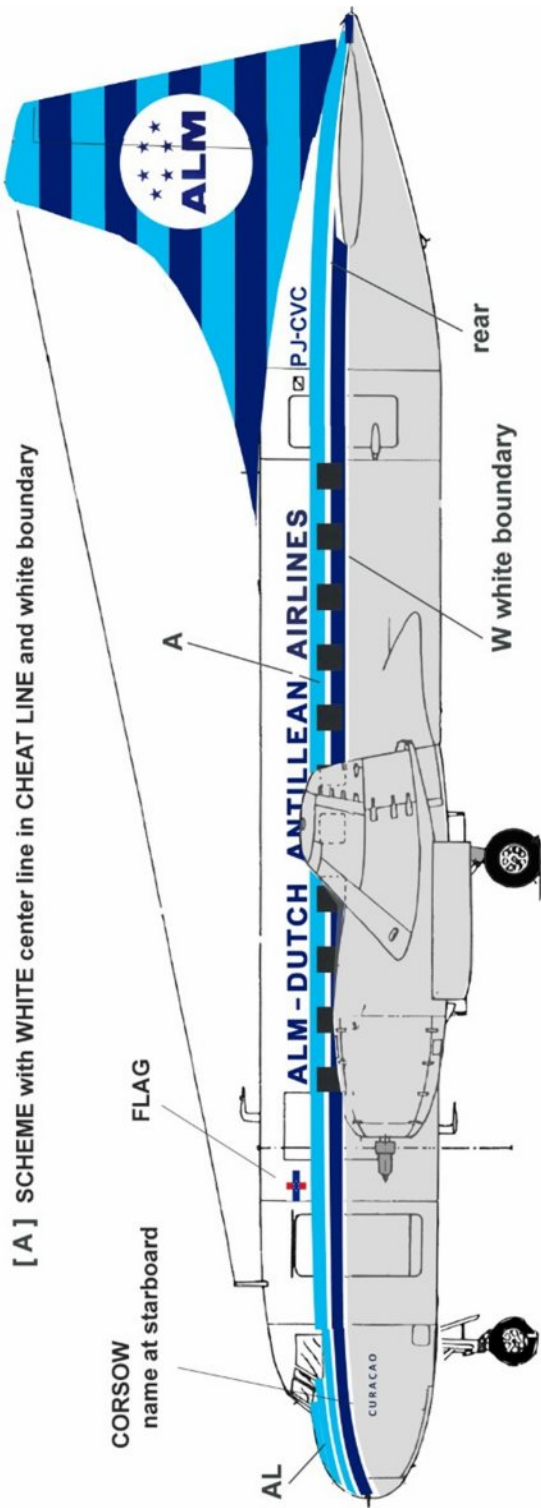
After painting, apply the decals: begin with the center cheatline decals at the windows rows SCHEME type [A] or SCHEME type [B]. For both options, the modeller may choose here to use the decals with window cut-outs (when the kit clear windows are retained), or use the solid cheatlines and apply 11 dark grey window decals over these. The rear cheatlines marked "rear" need some trimming at the horizontal stabilizers. Some spare lines are on the sheet. Set the decal of the port aft passenger cabin door over the fuselage cheat line. The small Antillean flags are to be set at the white fuselage section.

The large vertical tail decals may need some trimming. Set in the center the large ALM titles.

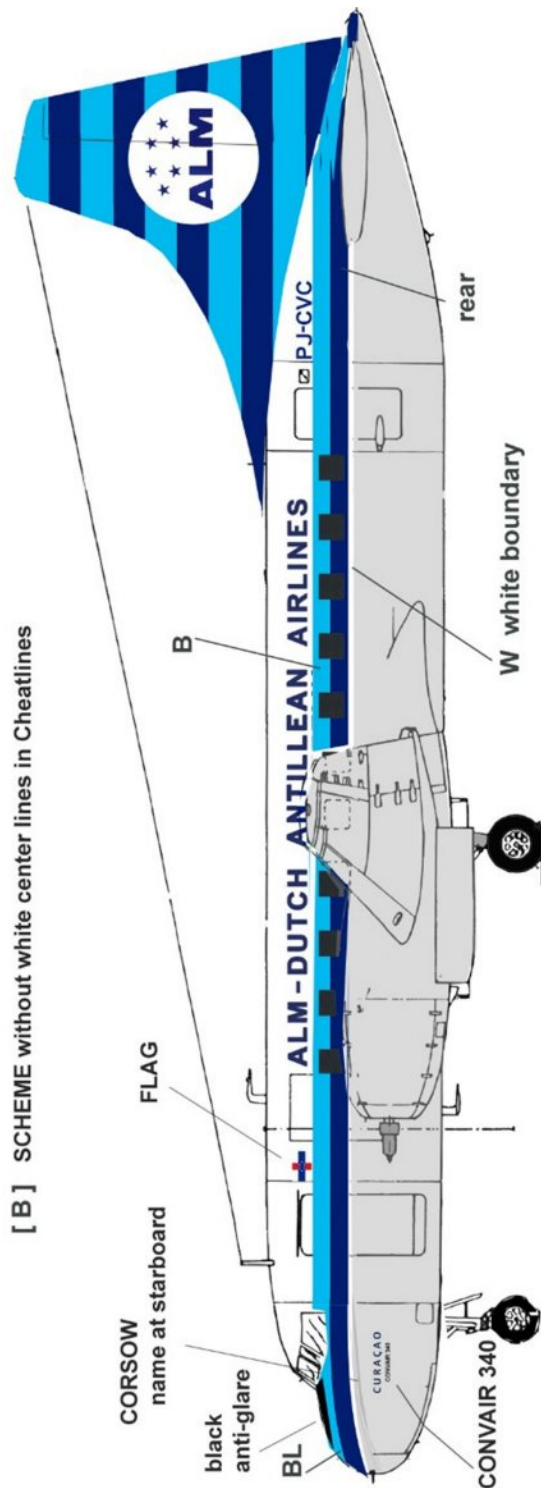
Setting the cheatlines and colours on the curved nose is difficult. The Right and Left side nose decals are depending on SCHEME either AR+AL or BR+BL; some spares are provided. Decal solvents may help. Also paint a black anti-glare panel in front of the cockpit wind screen.

It is unclear if on the wing large registrations were set, probably not. But they are provided just in case.

The propellers are natural metal with black de-icing strips. Add a few small antennas and the 2 long wire antennas.



[A] SCHEME with WHITE center line in CHEAT LINE and white boundary



[B] SCHEME without white center lines in Cheatlines

** schemes are similar right starboard and left port (except for the large port rear cabin door)

Please visit website: www.aircraftinplastic.com

(also check out decals sheet AIPD 15 for a 1/72 ALM Douglas DC-9-15)



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