

# World War One Aircraft Models

I have always held a fascination with early military aircraft. After serving for 27 years in the Royal Air Force, I became a Military Aerospace Technical Author. Although, as most modelers, I got involved in the world of construction kits at an early age, I stopped for most of my service career and for some years afterwards.

I started modeling again a few years ago and now enjoy the challenge of building aircraft of World War One. Since posting photographs of my completed models online, several people have asked if I would create a 'build log' for future builds.

I don't consider myself a 'master' of this craft, but hope to be able to pass on what I have learned. As such, here is my build log, covering my build of the 'HPH Models' 1:32 scale resin model of the Italian Macchi M.5 float plane fighter, flown by Italian ace Federico Carlo Martinengo.

*Mike 'Sandbagger' Norris*

sandbaggeruk@sky.com

<https://mikesww1aircraftmodels.com>

*Completed: March 2024*

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**This model build differs only slightly from my previous build of the aircraft type.**

**As such, this build log only covers those differences.**

**Details for the building the Macchi M.5 can be found in my previous fully detailed build log, which can be found on the 'Logs' page of my website at:**

<https://mikesWW1aircraftmodels.com/logs.html>

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# INTRODUCTION

## INTRODUCTION

Before I start with the build log, I'd like to show how I've set up my work area. I prefer to keep the work area as clear as I can (I've lost too many small items in the past). I think it's important to have the tools etc you need ready to hand and other, non-essential stuff tucked out of the way until needed. I'm lucky in that I have my 'man cave', which is arranged into a modelling area and airbrush spray booth, in addition to my work station PC, games PC and flight and driving simulator setups.



**AFTER MARKET**

## **AFTER MARKET**

### **Model Kit**

'HPH Models' Macchi M.5 (HPH 32035R)

**NOTE:** *The items listed below are only those that are different from that used in my previous build of this aircraft type.*

### **Figure**

'Tommy's World' Sgt. Pilot 1917 (TW32017),  
Head replaced with one from my 'spares' box,  
'Kellerkind Miniaturen' Liegersonderbekleidung (54/048) (flight jacket and gloves).

### **Decals**

'Arctic Decals' - Custom made personal markings by 'Mika'.

### **Propeller**

'Proper Plane' wood laminated propeller by Alexey Belov.

# THE AIRCRAFT



## THE AIRCRAFT

### References:

Various on-line data (e.g. 'ldflieg.com', Wikipedia).

'Windsock' Data File No.86 - Macchi M.5 by Gregory Alegi.

'Windsock' Data File No.162 - Macchi M.7 by Gregory Alegi.

### Background:

The Macchi M.5 was an Italian single seat fighter flying boat designed and built by Nieuport-Macchi at Varese. It was extremely manoeuvrable and agile and matched the land-based aircraft it had to fight.

The first prototype of a single-seat sesquiplane fighter was the Type M, which first flew in 1917. Developed by engineers Buzio and Calzavera it had a single-step hull and an open cockpit forward of the wings and was similar to the earlier Macchi M.3. It was followed by another prototype with a revised tail unit designated the Ma and further developed as the M bis and Ma bis.

The production aircraft was designated the M.5 and like the prototypes was powered by a single Isotta Fraschini V.4B engine in pusher configuration. Deliveries soon commenced in the Summer of 1917 to the Aviazione per la Regia Mara (Italian Navy Aviation). Late production aircraft had a more powerful Isotta Fraschini V.6 engine and redesigned wingtip floats, they were designated M.5 mod. Macchi produced 200 aircraft and another 44 were built by Società Aeronautica Italiana. The M.5 was operated by five Italian maritime patrol squadrons as a fighter and convoy escort, and some were embarked on the Giuseppe Miraglia. Towards the end of World War I, the aircraft were flown by both United States Navy and United States Marine Corps. Ensign Charles Hammann won the first Medal of Honor awarded to a United States naval aviator in an M.5. In 1923, when the Regia Aeronautica was formed, 65 Macchi M.5 aircraft were still in service, although they would all be scrapped within a few years.

### General characteristics:

- Crew: one
- Length: 8.08 m (26 ft 6 in)
- Wingspan: 11.90 m (39 ft 0½ in)
- Height: 2.85 m (9 ft 4½ in)
- Wing area: 28 m<sup>2</sup> (301.4 ft<sup>2</sup>)
- Empty weight: 720 kg (1,587 lb)
- Gross weight: 990 kg (2,183 lb)

Powerplant: 1 × Isotta Fraschini V.4B inline piston engine, 119 kW (160 hp)

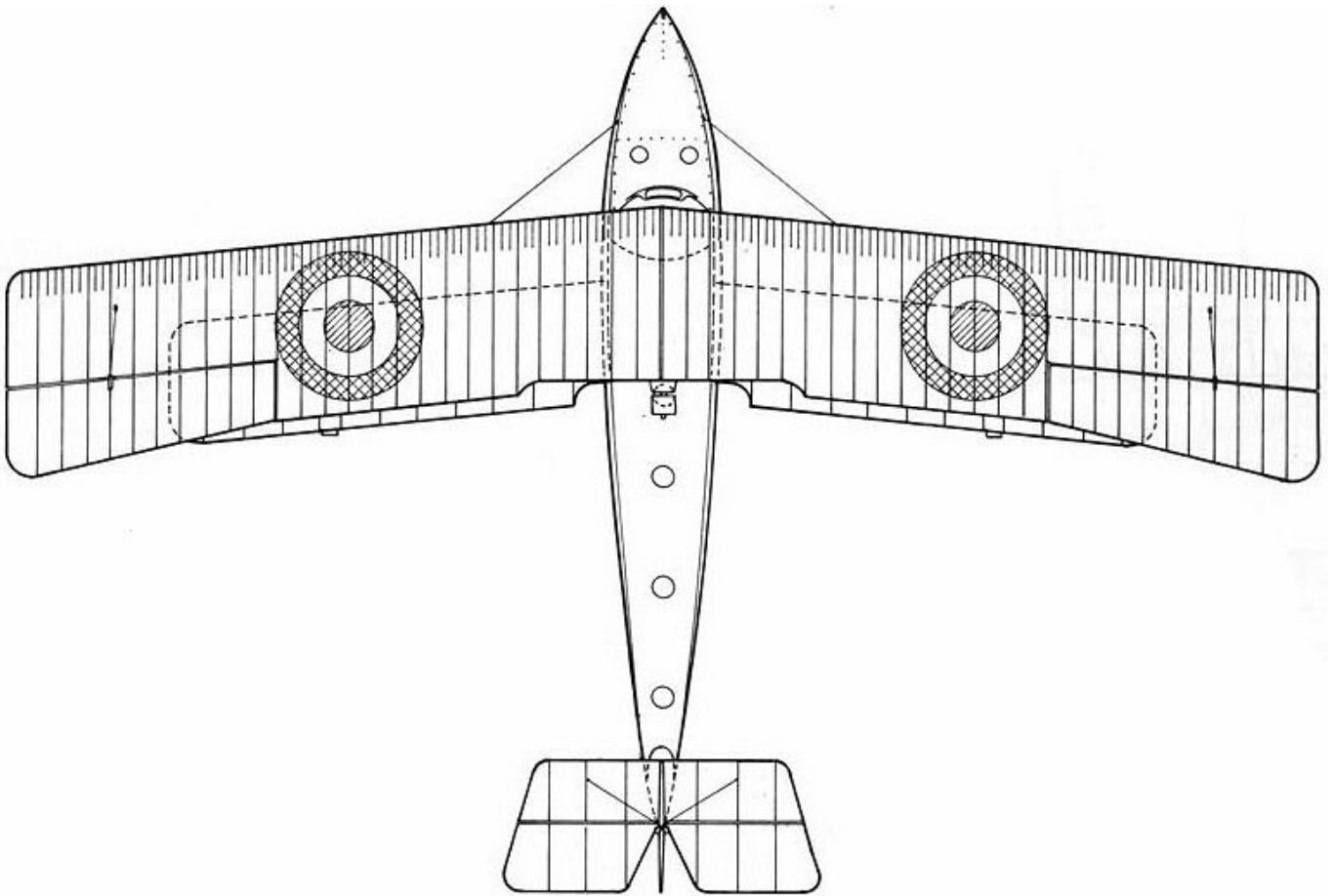
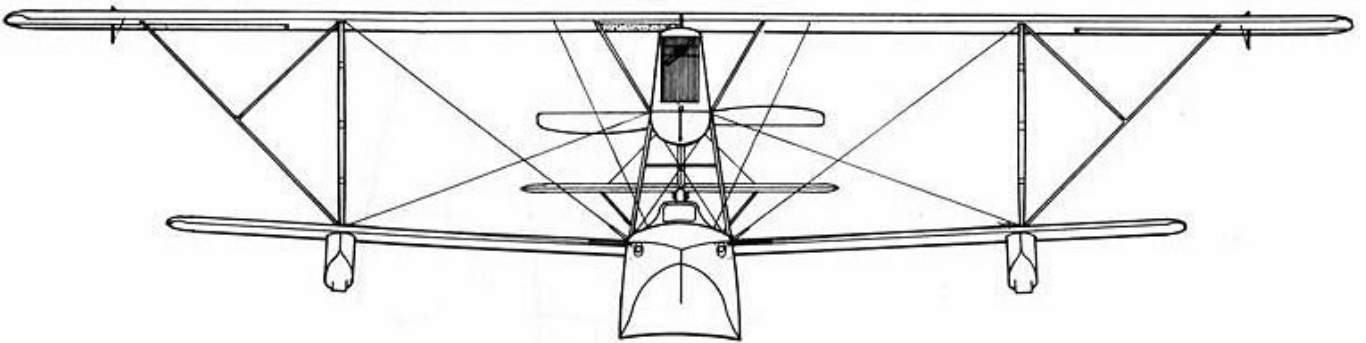
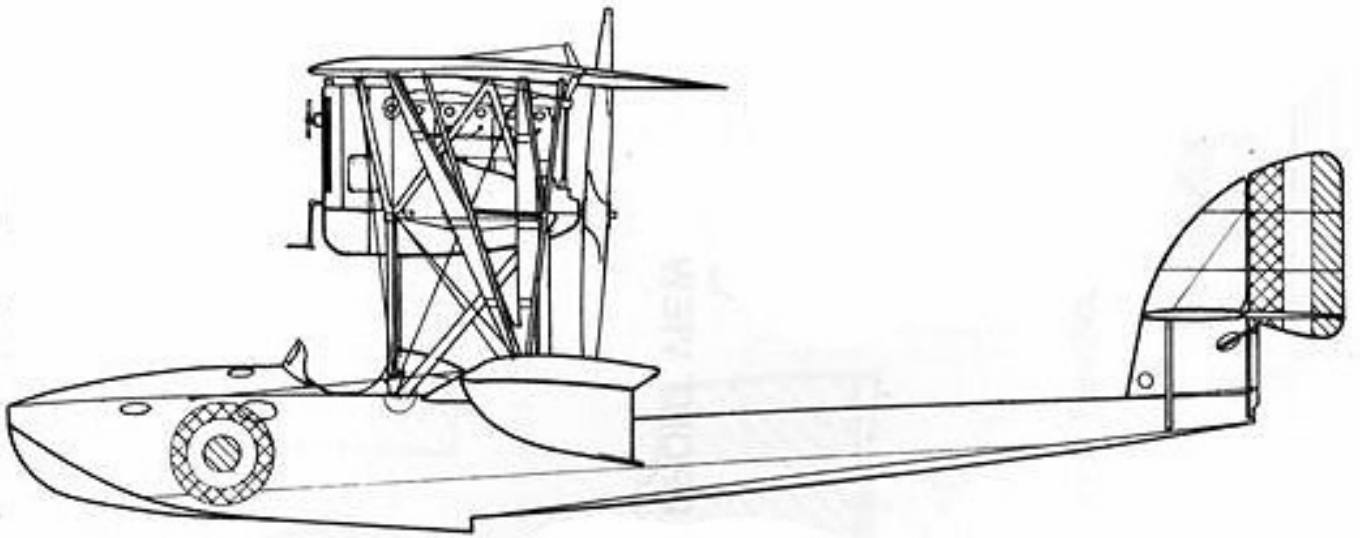
#### Performance

- Maximum speed: 189 km/h (117 mph)
- Endurance: 3 hours 40 min
- Service ceiling: 6,200 m (20,340 ft)

#### Armament

2 × fixed, forward-facing 0.303 (7.7 mm) Vickers machine guns.





# THE PILOT

## THE PILOT

### References:

Various on-line data (e.g. 'ldflieg.com', Wikipedia).

'Windsock' Data File No.86 - Macchi M.5 by Gregory Alegi.

'Windsock' Data File No.162 - Macchi M.7 by Gregory Alegi.

**This model depicts the Macchi M.5, Serial No.7242 as flown by Tenente di Vascello Federico Carlo Martinengo, Officer Commanding No.260a Squadriglia, operating from Saint Andrea Seaplane Station near Venice during 1918.**

Federico Carlo Martinengo was a WW1 Italian flying ace, credited with five aerial victories and was also an Admiral during World War II.

He was born in Rome on the 18th of July 1897(or 1899). The son of a naval officer, he studied the classics in school before joining the *Regia Accademia Navale* in Leghorn in September 1911. He graduated as a midshipman on the 25th of May 1915 and was serving on the Italian battleship Dante Alighieri at the time Italy entered the war.

### World War I:

Having volunteered for aviation soon after the war began, he trained at Taranto, then reported to the main Italian naval base at Venice, in September 1916.

On the 10th of October 1916, he was flying as an observer in a FBA 410, piloted by 2° Capo Pietro Valdimiro when they encountered an Austro-Hungarian seaplane. Martinengo managed to damage the engine with gunfire. This first victory, for which he was awarded the Silver Medal of Military Valor), was soon followed by a second probably achieved on the 23rd of October 1916, in conjunction with French pilot Paul Xavier Garros of Escadrille N392. On the 11th of November, Martinengo was transferred to Grado, then the Navy's most advanced base, as Commanding Officer of No.1a Squadriglia (later redesignated to No.253a Squadriglia). During the Summer of 1917 he spent time familiarizing himself with a new plane, the Macchi M.5 seaplane. When enough of the new planes accumulated, the Regia Marina formed the new No. 260a Squadriglia, which included Martinengo. This Squadriglia was Italy's first Naval fighter squadron and was operational from November 1917 until November 1918, operating over the Northern Adriatic Sea. The new squadron was thrown immediately into battle covering the retreat from the Battle of Caporetto. On the 5th of November 1917, Martinengo was involved in an escort mission when they were attacked by three Austro-Hungarian aces, being Godwin Brumowski, Frank Linke-Crawford and Rudolf Szepessy-Sokoll. The Italian Macchi L.3 being escorted was shot down. In December, Martinengo was promoted to command of the squadron and was later promoted to Tenente di Vascello). On the 4th of May 1918, he led a formation of aircraft in an interception near Trieste of four Austro-Hungarian seaplanes led by Gottfried Freiherr von Banfield. Three of the Austro-Hungarian aircraft were brought down before the guns of Martinengo and others in his formation. One of the downed aircraft was flown by Banfield, but he escaped after landing in friendly waters and being rescued. In June, Martinengo was transferred from combat duty after 172 sorties and was transferred to the Bolsena Flying School. There he taught American as well as Italian naval aviators. In September, he was posted to Otranto and remained there until the end of the war.

### Between wars:

He did not transfer to the Regia Aeronautica and instead chose to remain in the surface Navy, after which, in 1919, he became executive officer on a torpedo boat. He was promoted to lieutenant commander in 1927 and to commander in 1932. Between 1931 and 1933, he commanded the Italian naval detachment at Tianjin, China.

On his return to Italy he attended the Naval Warfare Institute and was promoted to Captain, after which he was appointed commander of the Leros naval base and later of the light cruiser Muzio Attendolo.

### World War II:

Soon after Italy's entry into World War II, he took part in the Battle of Calabria, on the 9th of July 1940 when commanding the Muzio Attendolo. After more missions with the cruiser, including escorting a convoy to Libya and taking part in Operation Hats, Martinengo became chief of staff , in October 1940, of the Taranto Naval Department. He held this position until he was promoted to rear admiral. On the 10th of April 1943, he was appointed commander-in-chief of the anti-submarine forces of the Italian Navy. Martinengo was in Rome when the announcement of the armistice between Italy and the Allies occurred. Acting on instructions he had received on the 9th of September 1943, he ordered every operational submarine chaser to move south to reach an Allied-controlled port and then remained on board the submarine chaser VAS 234, in company with her sister ship VAS 235.

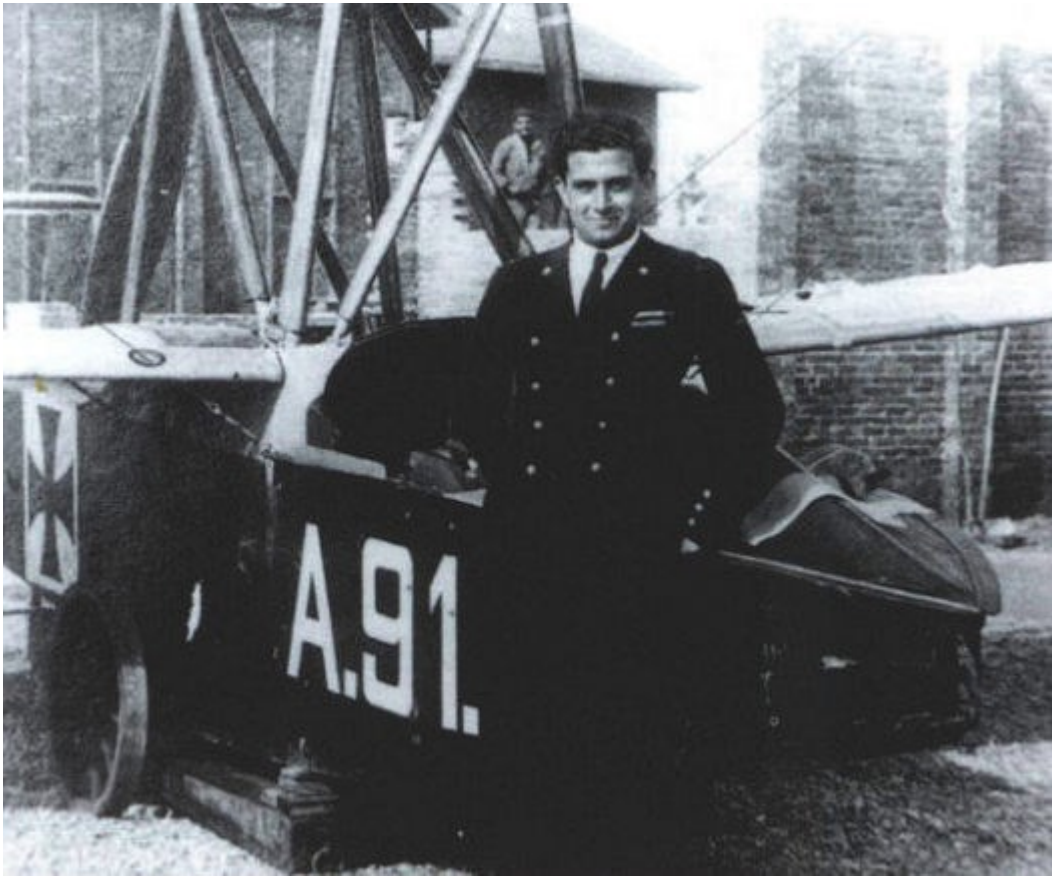
At approximately 12:30 on the same day, the two submarine chasers encountered two German R boats off Gorgona Island. The Germans ordered them to stop, but Martinengo ordered an increase speed instead, upon which the German units opened fire with their machine guns. The Italian submarine chasers returned fire. This continued until 13.20, but the German R-Boats were more heavily armed than his two vessels, so he ordered them to go nearer to the coast in nearby Cala Scirocco, so that they would obtain support from the Italian coastal batteries on the island. Having personally taken the helm of VAS 234, Martinengo was hit ten minutes later by a burst of machine gun from one of the R-Boats and he was killed instantly. VAS 234 was also on fire, but managed to reach the shore where the crew disembarked. Shortly after the vessel exploded and sank.

Martinengo's body, as the only casualty in the fight, was recovered on the 14th of September and was buried at Gorgona. He was posthumously awarded the Medaglia d'Oro al Valor Militare.

	<b>Date</b>	<b>Enemy</b>	<b>Location</b>	<b>Notes</b>
1	16th October 1916	Unknown seaplane.	Rovigno	Pilot Valdimiro
2	23rd October 1916	L138 seaplane	Caorle	Pilot Minciotte - shared with Frenchman Garros of Esc N392
3	4th May 1918	A91 seaplane of Lt. Josef Niedermayer (POW)	Trieste	With others in his formation of aircraft
4	4th May 1918	A78 seaplane of ZwF. Franz Boros (POW)	Trieste	With others in his formation of aircraft
5	4th May 1918	Unknown aircraft	Trieste	With others in his formation of aircraft



Martinengo with his victim A91 seaplane of Lt. Josef Niedermayer (POW)





Macchi M.5, serial No.M7242:

Martinengo's Macchi M.5 had on the side of the fuselage a large and black number one with a grey/green mouse or rat emblem.

The emblem refers to the Italian slang expression 'ti faccio vedere i sorci verdi' ('I'll show you the green rats'), which basically means 'I'll give you a hard time'. This expression is not used very much now, but was common in the past.

This emblem was also used on Italian WW2 aircraft, such as on the Savoia-Marchetti SM.79 'Sparviero' (Sparrow Hawk) bomber aircraft of No.205 Squadriglia.





# THE MODEL

## THE MODEL

'HPH Models' (kit No:32035R).

**NOTE: *To build a reasonably accurate model of this aircraft will require experience in modelling, particularly working with resin, as there will be many modifications and enhancements added throughout the build. Definitely not a beginners model.***

**This model depicts the Macchi M.5, Serial No.7288 as flown by Tenente DV Alberto Bartolozzo, Officer Commanding No.260a Squadriglia, operating from Venice during 1918.**

The model kit is more suited to the more experienced modellers, especially those who have experience working on resin models. That said, with care and attention, most modellers would be capable of building this resin model.

This model is created entirely from resin, not the 'standard' styrene, so a different approach to building the model must be considered. In many ways resin parts are not as forgiving as styrene. Resin is brittle by comparison and smaller parts are easily damaged. Also CA adhesive must be used to join parts together, as styrene cement has no effect on resin. Although 'HPH Models' cast their resin parts with care, some kit manufacturers can create parts that are warped, incomplete ('short shots') or covered to one degree or another with air 'blow holes', leaving the surface pock marked. Finally resin kits tend not to have the traditional location pins and receiving holes moulded in the parts, for example to join the fuselage halves together. This means additional care is needed to ensure parts are correctly aligned, especially as they are joined using fast setting CA adhesive.

The model parts are packed, in some cases bubble wrapped, in separate compartments within the sturdy kit box. The overall quality of the moulded parts is good with no obvious evidence of warping or surface imperfections. As resin is heavier than styrene, HPH have beefed up the struts in the kit by moulding them with integral metal rods, for additional strength. Great care is needed when working with some of the very small and fragile parts, not only in cutting them away from the base block, but also making sure they are not lost to the 'carpet monster' we so often fall foul of. All parts of the model are moulded onto base blocks or on very thin sheet. Therefore care needs to be exercised when cutting these parts away from their bases - parts can easily be damaged at this early stage. As is always the case with resin model parts, there is a lot of 'cleaning up' of parts once cut away from their bases, especially with regard to resin 'flash'. In some cases it's best to leave a small amount of resin at joints etc, so the remaining can then be removed once parts are joined. It's too easy to remove all flash only to find there's a gap in the joint as too much was removed. The kit comes with the typical 'HPH Models' instruction manual, which is in the form of a CD, which can be viewed on a PC or printed from the CD. The manual has captioned photographs for the various stages of the build. At the rear of the manual are colour plates covering the two aircraft colour schemes, with the various markings and decals. Although the instruction manual appears to lack instructional detail, it does cover all of the salient points throughout the build. However some care needs to be taken before committing to assembly of the parts, especially given the parts illustrations are not exactly those supplied in the kit and there are a few parts supplied that are not shown. Rigging diagrams are provided although the general inter-wing rigging is not that detailed.

The kit parts are supplied in 'area based' plastic bags, but are not protected from contacting each other, which could result in smaller parts being broken. A separate high quality photo-etch sheet is supplied in the kit in addition to a set of fabric seat belts and windscreen transparency. The photo-etch parts for the seat belts are contained on the kit photo-etch sheet, rather than separately with the seat belts. A cut wood set is supplied to create the 'beaching trolley.

4. These decals are translucent and darker colours under the applied decals may show through the decal. If unsure, mask and paint a white background first, before applying the decal.



The following illustration shows those decals not used for this build covered with black boxes. Those discarded kit decals will be represented later in this build by painting.



# BUILD LOG

## **BUILD LOG**

This model build uses the same references, information, build detail and techniques as used on my previous build of the **Macchi M.5, Serial No.7288 as flown by Tenente DV Alberto Bartolozzo, Officer Commanding No.260a Squadriglia, operating from Venice during 1918.**

<https://mikesWW1aircraftmodels.com/macchi.html>

**This model build differs only slightly from my previous build of the aircraft type.**

**As such, this build log only covers those differences.**

**Details for the building the Macchi M.5 can be found in my previous fully detailed build log, which can be found on the 'Logs' page of my website at:**

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Detailed in this shortened build log are the differences for this particular model, which are:

Different aircraft markings

Propeller

Figure and accessories

Display base.

**PART 1**  
**AIRCRAFT**  
**MARKINGS**

**PART 1 - AIRCRAFT MARKINGS**





The kit supplied Italian roundels were used but not the fin/rudder stripes, which were instead airbrushed.

However, the personal 'rat' emblem and the number 1 and serial No. M7242 are not supplied as decals, either in the kit or by after market companies. Therefore I had these made by Mika at 'Arctic Decals. As well as an accomplished creator he also has access to an Alps printer, which can print the white backing decals needed. These decals are not 'cookie' cut as with standard kit decals and therefore need to be cut out from the backing sheet.



The decals for the 'rat' emblem are translucent and therefore required an identical white copy to be used under the coloured decal. Various shades of green for the 'rat' were created and facing left and right for the sides of the model fuselage. The black number 1 and serial number M.7242 do not require a white backing decal.

The various areas of the model requiring decals were airbrushed with 'Ammo' Aqua Gloss Clear (A.MIG-2503). The kit supplied roundels were then applied to the wings and forward fuselage sides. The 'Arctic Decal' number 1 and serial number were then applied to the forward sides of the fuselage.

The white coloured 'rat' decals for the forward sides of the fuselage were carefully cut out as close as possible to their outline, then applied to the fuselage (the 'rats' nose face forwards). Once fully set the green top decals were similarly cut out and carefully applied and aligned over the white decals. All decals were then sealed with a light airbrushed coat of 'Alclad' Light Sheen (ALC311) lacquer.

# PART 2

## PROPELLER

## PART 2 - PROPELLER

The propeller supplied in the kit is of good quality. However when fitted to the engine, the propeller tips do not clear the curved trough in the top of the fuselage, below the engine. This can be resolved by either sanding out the trough or reducing the propeller overall diameter, until the propeller clears the trough.

For this model build I chose instead to use a hand made and laminated wood propeller, which was made for me by Alex at 'Proper Plane', based on what information I could supply.

The actual manufacturer of the propellers for Macchi aircraft is unclear and some propellers may have been 'painted' with a light coloured waterproof coating although 'standard' wood varnishes were also used. The light colour of propellers in photographs may also be due to light coloured wood being used for the propellers and possibly light reflection. What is certain is that the outer edges of the propellers were protected from damage and splitting by metal sheathing.

Metal sheathing was attached to early propellers, but was discontinued by 1913 as there were many fatal accidents when these metal protectors became detached. Sheathing was revived later when it became apparent that propellers made of softer woods needed protection, especially from water spray on flying boats. The sheathing was typically made from either Copper, Tin or Monel (Nickel-Copper alloy) and was fitted around the leading edges of the propeller tips. The sheathing was secured onto the propeller either with screws or rivets, the exposed heads of which were soldered and smoothed down.

Photographs of light coloured propellers and metal sheathing.



### **Propeller hub plates:**

Carefully cut the resin front and rear hub plates, supplied with the propeller from 'Proper Plane', from their casting block.

Sand the rear faces of both plates to reduce their thickness to that of the cast plates.

Prime the two hub plates with a grey primer, such as 'AK Interactive' Grey (AK758) or similar.

Brush paint the two hub plates with 'Mr. Colour' Stainless Steel (213) or similar.

### **Propeller modification:**

**NOTE:** *The hole in the propeller from 'Proper Plane' needs to be reduced in diameter to allow it to be fitted to the engine. This requires the fitting of different diameter Brass tubes from 'Albion Alloy's'.*

I drilled the hole in the propeller to increase its diameter to 2.5mm. I then cut a short length of 2.5mm

diameter tube the same length as the thickness of the propeller hub. I then cut a Brass tube of 1.4mm

diameter long enough to span the hub of the propeller and be inserted into a hole, pre-drilled in the rear of the engine. The tube was then slid into the 2.5mm diameter tube. This tube assembly was inserted into the rear of the propeller hub and secured in position using thin CA adhesive.

### **Assembly:**

Slide the rear hub plate onto the protruding tube and up to the rear of the propeller hub.

Using thin CA adhesive, secure the rear hub plate onto the rear of the propeller hub.

Using thin CA adhesive, secure the front hub plate centrally onto the front of the propeller hub.

Airbrush the propeller assembly with a semi-matte clear coat, such as 'Alclad' Light Sheen (ALC311) or similar.

Brush 'AK Interactive' Kerosene wash (AK3029) over the propeller front hub plate.

Using thin CA adhesive, secure the propeller, in the desired position, into the pre-drilled hole in the rear of the engine.



**PART 3**  
**FIGURE**  
**AND ACCESSORIES**

### **PART 3 - FIGURE AND ACCESORIES**

The figure chosen for this model is the 'Tommy's World' Sgt. Pilot 1917 (TW32017). This resin figure kit is intended to represent a Royal Flying Corps Sergeant pilot, but is adapted to that more like an Italian pilot. Also the flight jacket and gloves from the 'Kellerkind Miniaturen' Liegersonderbekleidung (54/048) set.

#### **Figure:**

**NOTE:** *Resin is brittle and small or thin parts can easily be broken. When working with resin, dust or particles are harmful if they are inhaled or ingested. The casting of many resin items can leave small 'blow' holes and other types of imperfections. Resin parts need to be assembled using CA adhesive, as normal plastic model cement will not bond the parts together.*

#### **Preparation:**

The figure is supplied as a body with separate arms and a head. The head was replaced by a more suitable head from my 'spares' box.

Before assembly, remove imperfections and seam lines by scraping with a sharp scalpel blade.

Wash the figure parts in warm water with washing up liquid added and then thoroughly dry the parts. This will remove any residual 'release agent' used during casting of the figures, which if not removed, may cause problems when applying paint to the figure.

Cut the figure away from its casting block.

File or sand the base of the pilot's neck to allow the head to locate correctly on the body.

#### **Assembly:**

Secure the right arm onto the body using CA adhesive.

Secure the left arm onto the body using CA adhesive.

Secure the pilot's head onto the body, using CA adhesive.

Carefully drill a hole of 0.9 mm diameter up the centre of a pilot's leg.

Insert a length of 0.8 mm rod (e.g. from a standard paper clip) into the drilled hole and secure in position using CA adhesive.

#### **Painting:**

**NOTE:** *Unless stated otherwise, 'Tamiya' acrylic paints thinned with 'Tamiya' acrylic paint retarder were used.*

Prime the assembled figure by airbrushing with 'AK Interactive' Primer and micro-filler (Grey-AK758).

**Brush paint the various parts of the figure as follows:**

**Jacket, trousers and puttees** - 'Tamiya' Sky Grey (XF19). Airbrush with 'Tamiya' RLM Grey (XF22) mixed with 'Alclad' clear Flat (ALC314).

**Jacket collar** - 'Tamiya' Red (XF7) mixed with a small amount of Rubber Black (XF85).

**Helmet, gloves** - 'AK Interactive' Brown Leather (AK3031) and British Uniform (AK3081) mixed 70/30%.

**Goggles, glove strap** - 'AK Interactive' British Uniform (AK3081).

**Shoes and flight jacket** - 'Tamiya' Semi-gloss Black (X18).



**Rank insignia (collar and jacket cuffs), buttons, goggle lenses** - 'Mr. Colour' Stainless Steel (213).

**Goggle glass lenses** - 'Tamiya' Clear Yellow (X24).

**Fur lining of gloves** - 'Tamiya' White (XF2) mixed a small amount of Buff (XF57).

Flesh:

**NOTE:** *The following paints for flesh are water based and can be thinned as required using water, which is also used to clean the brushes. It's easier to use a 'wet palette' when applying these paints as this keeps the paint from drying and allows mixing of paints as required. A basic wet palette can be a water proof plastic lid with dampened kitchen roll paper laid inside. The paints are then dripped onto the damp paper and applied from there.*

The paints used for the flesh of the figures are from the 'Citadel' colour range:

Base coat - 'Bugmans Glow'.

Shading - 'Reikland Flesh Shade'.

Flesh tone - 'Cadian Flesh Tone'.

Flesh highlights - 'Kislev Flesh'.

Brush 'Bugmans Glow' over the exposed head and hands of the figure and allow to dry.

Brush thinned 'Reikland Flesh Shade' over the painted head and hands of the figure and allow to dry.

Brush thinned 'Cadian Flesh Tone' over the painted head and hands of the figure and allow to dry. Do not apply the paint such that it completely covers the previous coat, as subtle shadows are necessary around such as the ears, eyes, nose and chin etc.

Brush thinned 'Kislev Flesh' over the painted head and hands of the figure and allow to dry. This application is very light and intended to highlight areas such as the eye brows, ears, bridge of the nose and jaw line etc.

Using a sharp point, apply 'Tamiya' Rubber Black (XF85) or similar to create the eye pupils.

Weathering:

To highlight creases I heavily thinned 'AK Interactive' Kerosene wash(AK2039) with White Spirit and brushed this over the figure. The wash is enamel based but thinning it with enamel thinners will damage the acrylic painted figure. Therefore White Sprit was used instead.

Lightly sponge 'Tamiya' Weathering Master Set A (mud) over the shoes.

Lightly sponge 'Tamiya' Weathering Master Set D (oil stain) onto areas such as the elbows and around the pockets etc.

**NOTE:** *The person I made this model for asked if I would add a moustache to the figure, similar to his.*

**Pictures:**

I copied a picture of Federico Martinengo and the ships plaque, resized and printed them on a glossy photograph sheet. They were then covered with clear two-part epoxy resin and allowed to cure, but not fully harden. They were then cut to shape and left to fully harden resin. They were then secured to the display base using Two-part epoxy adhesive ('Araldite').





**PART 4**

**DISPLAY**

**BASE**

#### PART 4 - DISPLAY BASE

The display case is made from sheets of 3 mm thick piano black Acrylic sheet, cut and cemented together to form a 'shouldered step' for seating the transparent top, which is fabricated from 3 mm thick clear Acrylic sheet. This was made to measure for this model by an on-line manufacturer.

[www.inperspective.com](http://www.inperspective.com)

The brass plaque was made by an online manufacturer and was secured to the display base with 'Araldite' two-part epoxy adhesive.

<https://theengravingshop.co.uk>

For this display I chose to use the 'Abandoned Airfield' display mat (1:32 scale), supplied from 'Coastal Kits'.

<http://www.coastalkits.co.uk/newstore>

The model was displayed on top of a custom made sticker of the logo of the Italian Frigate the 'Federico Martinengo'. The sticker was made to order by 'Sticker Gizmo'.

<https://www.stickergizmo.com>



#### Sticker:

The sticker was applied centrally onto the black base of the display case, making sure it was positioned centrally with the Latin text facing the front of the display case.

### Model and figure mounting:

**NOTE:** *This model is to be displayed in the Commanders accommodation onboard the actual ship. As such the model in its display case need to be secured in position, to avoid being damaged in heavy seas.*

Secure the beaching trolley to the underside of the fuselage, using 'Araldite' two part epoxy adhesive.

**NOTE:** *During the next step, position the aircraft on its beaching trolley and two trestles onto the display base, making sure the transparent top cover can be located without contacting the model.*

Lightly mark the position of the contact points of the front and rear trestles.

Lightly mark the position of the bottom of the wheels of the beaching trolley.

Remove the aircraft on its beaching trolley.

Using the marks as guides, secure the two trestles to the display base 'Araldite' two-part epoxy adhesive.

Re-position the aircraft on its beaching trolley onto the trestles, making sure the aircraft is in contact with the trestle beams. If necessary adjust the position of the trestles before the adhesive sets.

Remove the aircraft on its beaching trolley.

Apply 'Araldite' two-part epoxy adhesive to the top centre of the front and rear trestle beams and to the bottom of the beaching trolley wheels.

Carefully position the model onto the two trestles with the beaching trolley wheels on the display base.

Once the adhesive has fully set, apply 'Araldite' two-part epoxy adhesive to the feet of the figure and position it onto the display base.

Apply 'Araldite' two-part epoxy adhesive to the rear of the flight jacket and gloves and position them onto the display base.

### Added detail:

I added the ships plaque and a photograph of 'Federico Carlo Martinengo' to either side of the Brass information plate. These were secured to the display base each side of the Brass plaque, using 'Araldite' two-part epoxy adhesive.

As this model is intended to be on display on-board an Italian warship, I added corner pieces to the display base, as they should keep the transparent acrylic cover in position in rough seas.

**PART 5**  
**COMPLETED**  
**MODEL**  
**PHOTOS**

















**END**



