

Fokker G.I A MPM¹ injection kit

Monoplane fighter-bomber

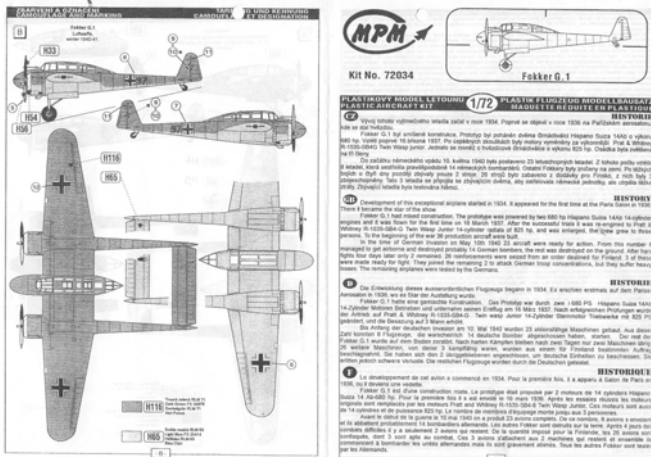
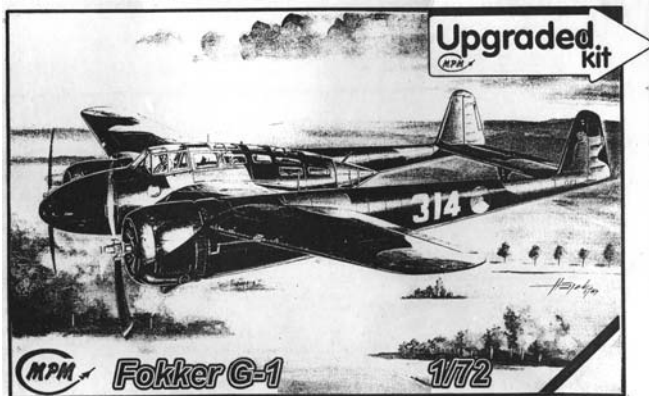
Scale 1:72

At the time of its appearance in March 1937 the Fokker G.I was a rather new concept combining good performance with unusually heavy armament. It represented the dominant philosophy for aerial defence in the first half of the nineteen thirties, that requested relatively heavy armed, large aircraft to “patrol” the airspace above the Netherlands and attack intruders with great fire power (“luchtkruisers”, air cruisers). The Fokker T.V was also developed with this in mind, but ended up as a bomber, when it appeared that the speed was insufficient compared to the new generation of fighters. The G.I could, however, very well perform the role of a fighter-bomber. Two versions of the G.I have been built: the G.I A with Bristol engines and the smaller G.I B with Pratt & Whitney engines.

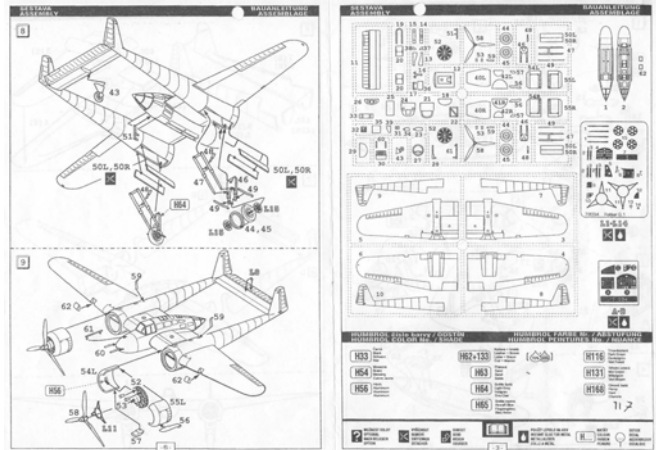


The picture represents the prototype, so has the G.I B dimensions. Replace photograph by a LVA G.I A.

The aircraft also represented a step in the transition of the Fokker factory from its traditional mixed airframe structure (steel tube frame covered by linen and wooden wings) to metal construction, as the tail booms were of aluminium monocoque construction. The aircraft did not get much chance to prove its value under operational conditions, as most aircraft were destroyed on the ground in the early hours of May 10, 1940. A number of aircraft of the smaller G.I B version originally destined for Spain and later for Finland could hardly be used, because no armament was installed yet. Some of these have been used as training aircraft by the Luftwaffe.



The box of the upgraded kit contains the injection plastic parts, transparent fuselage halves, resin parts for the cockpit interior and the engines (the upgrade), photo-etched parts for instrument panels, seat belts, and wheel and engine detailing, a sheet of transparent plastic with the instrument dials printed on it, decals for the Dutch LSK (Air Combat Forces, as the LVA had been renamed after November 1, 1938) version and the Luftwaffe version, and an instruction sheet.



The instruction sheet is very detailed and leaves few questions open. It contains ample painting instructions and three view drawings of the two versions.

Alting (ref. 1), Arnken (ref. 2), Hegener (ref. 3), Hooftman (ref. 4 and 5), Schoenmaker (ref. 6), Wesselink (ref. 7), Vliegwereld (ref. 8), and Postma (ref. 9) give the dimensions of the G.I A, while Hegener and Hooftman (ref. 4) also show a three-view drawing.

	Ref.	1:72	model
Span	17.15-17.20 m	238.2-238.9 mm	mm
Length	10.87-10.90 m	151.0-151.4 mm	mm

<i>Height</i>	3.37-3.80 m	46.8-52.8 mm	mm
<i>Engine</i>	2 Bristol Mercury VIII, 800-830 hp		
<i>Crew</i>	2-3		
<i>Armament</i>	8 machine guns 7.9 mm ² , 1 movable machine gun 7.9 mm, 100-400 kg bombs		

General

At the time of building the model I was not yet very consequent in painting my models in the correct colours. This was also caused by contradictory instructions coming with the kits of models from the same period (in this case the Fokkers D.XXI, T.V and D.XXIII). So generally I have followed the instructions included in the first kit, and have ended up with Humbrol 116 (Matt US Dark Green), 119 (Matt Light Earth) and 133 (Satin Brown). For my later models I have used the painting schemes as given by de Groot (ref. XX), who advises to use FS *4077 (Humbrol 172, to be replaced by 5 parts 91 Matt Black Green, 1 part 116 and 1 part 3 Brunswick Green), FS *6360 (Humbrol 168 Hemp), and FS * 0059 (Humbrol 10 Service Brown, lightened by 10% white 22). There is also a specific set LVA/LSK paints by White Ensign Models, which in the end I have decided to use for the Fokker T.V model by TBD and the D.XXIII by TBD.

Cockpit

<text>

Fuselage

Painting? Fitting the guns? <text>

Wing

<text>

Undercarriage

<text>

Final assembly

<text>

Below some pictures of the G.IA are shown.





References

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¹ www.mpmshop.eu

² Alternatively two 7.9 mm machine guns and two 20 mm cannon.