

# Fokker G.I B Air Model<sup>1</sup> vacuum 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 G.I B had the same dimensions as the prototype, but different engines. Both versions of the G.I only served in the Netherlands, as the invasion of the Netherlands by Germany in May 1940 prevented the export of the G.I B to Finland.



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 where 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 republican Spain<sup>2</sup> 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 kit comes in a plastic bag and contains the vacuum plastic sheets, a transparent sheet for building an alternative fuselage and the cockpit and tail windows and an instruction sheet. Both the G.I A and the G.I B can be built from the kit.

**AIRMODEL - Detail parts**

Interior: Medium grey  
Prop blades: Dull anodic grey with red/white/blue tips

**COLOUR NOTES**

Colour	F/S 585A	METRIVON	DUNBAR, NY
Dark red-brown	30109	7EA	#14 plus 100' 60
Tan	32613	4B3	#14 plus 100' #B.6
Olive green	74457	30FB	#B.B
Ident Orange	32516	6AB	#B. plus 100' 34
Yellow grey	32276	22DB	#B.C

Methods of representing glazing:  
1. Basic mouldings may be painted dull silver on transparent areas  
2. The areas may be cut out and be glazed or filled with Cristal Clear by Microscale  
3. Cut off fuselage parts and use alternative clear parts.

**FOKKER G-IA**

**airmodel** 1:72 KIT 337

**FOKKER G1**

**UNDERSIDE PLAN**

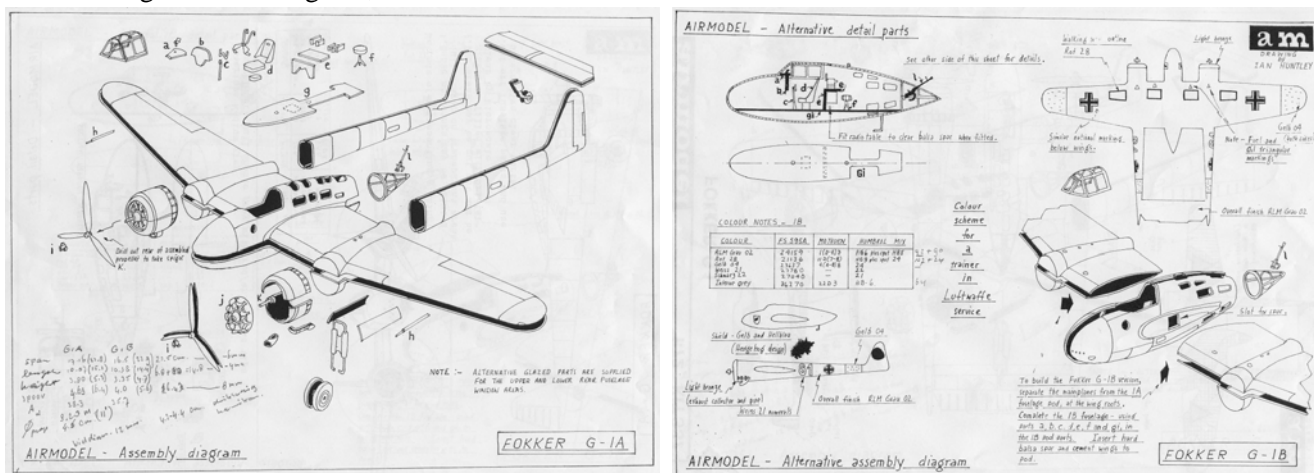
**PLAN**

Identification markings in similar positions on underlying surface

**am**  
DRAWING  
IAN HUNTLEY

Made in Germany

The instruction sheet contains instructions for both G.I versions, specifically where the kit must be modified to obtain the smaller G.I B version. It also indicates many detailed parts for construction the fuselage interior, the undercarriage and the engines, which are not included in the kit. No information could be found on the Air-



model website, where these parts may be obtained. The kit does not include decals. Painting instructions for both the Dutch and the German Luftwaffe version are sufficient.

Alting (ref. 1), Franquinet (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 B, while Hooftman (ref. 4) shows also a three-view drawing.

	Ref.	1:72	model
Span	16.50 -16.52 m	229.2-229.4 mm	mm
Length	10.30-10.40 m	143.1-144.4 mm	mm
Height	3.35-3.40 m	46.5-47.2 mm	mm
Engine	Pratt & Whitney SB4-G Twin Wasp; 2 x 750 hp		
Crew	2-3		
Armament	2 machine guns 7.9 mm, 2 cannon 20-23 mm, 1 flexible machine gun, 400 kg bombs		

## Cockpit

<text>

## Fuselage

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## Wing

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## Undercarriage

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## Final assembly

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## References

1. P. Alting, *Fokkers in Uniform, Driekwart eeuw militaire Fokker vliegtuigen*, p. 62, Rebo Producties, Sassenheim, 1988
2. E. Franquinet, *Fokker, Een leven voor de luchtvaart*, pp. 325-327, N.V. Uitgeversmaatschappij "De Pelgrim", Eindhoven, 1946
3. H. Hegener, *Fokker, The Man and the Aircraft*, p. 194, ISBN 0-8168-6370-9, 1961
4. H. Hooftman, *Nederlandse Vliegtuig Encyclopedie, Fokker G-I*, pp. 60-61, 94-95, 99-103, 106-112, 169-170, 178-179, 190-191, Cockpit-Uitgeverij, Bennekom, 1977

5. H. Hooftman, *Van Brik tot Starfighter, Deel I: Met stofbril en leren vliegkap*, pp. 170, 182-196, 198, La Rivière & Voorhoeve, Zwolle, 1962
6. W. Schoenmaker & T. Postma, *Klu Vliegtuigen, De vliegtuigen van de Koninklijke Luchtmacht vanaf 1913*, pp. 58, 61, ISBN 90 6013 966 6, 1987
7. T. Wesselink & T. Postma, *De Nederlandse Vliegtuigen, Alle vliegtuigen ooit in Nederland ontworpen en gebouwd*, pp. 105-106, Unieboek B.V., Bussum, 1982
8. Vliegwereld, *Het Dertigjarige Bestaan van de Nederlandse Fokkerfabriek 1929 – 1949*, p. 470, Jaargang 15, No. 29, 1949
9. T. Postma, *Vermetele vliegende Hollanders*, pp. 43, 65, 81, 83, ISBN 90 228 3987 7, De Haan, Bussum, 1975
10. H. Hooftman, *Fokker, Bekende en onbekende vliegtuigtypes van A.H.G. Fokker, Neerlands grootste vliegtuigbouwer*, p. 30, ARTI beeld encyclopedie 36, Alkmaar, 1959
11. T. Postma, *Fameuze Fokker Vliegtuigen*, p. 57, Luchtvaart in Beeld nr. 1, Omniboek, Kampen, 1978
12. T. Postma, *Fokker, Bouwer aan de Wereldluchtvaart*, pp. 121, 124-125, 128, Fibula - Van Dishoeck, Haarlem, 1979
13. T. Postma, *De F-16 en zijn voorgangers, Luchtvaart in beeld nr. 4*, p. 29, ISBN 90 620 7328 x, 1978

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<sup>1</sup> [www.airmodel.de](http://www.airmodel.de)

<sup>2</sup> As many aircraft for republican Spain, the G.I B's were, due to the non-intervention policy, adopted by most Western European governments (except those of Germany and Italy) during the Spanish Civil War, sold through a French intermediate and the Estonian government.