

FIAT G.50

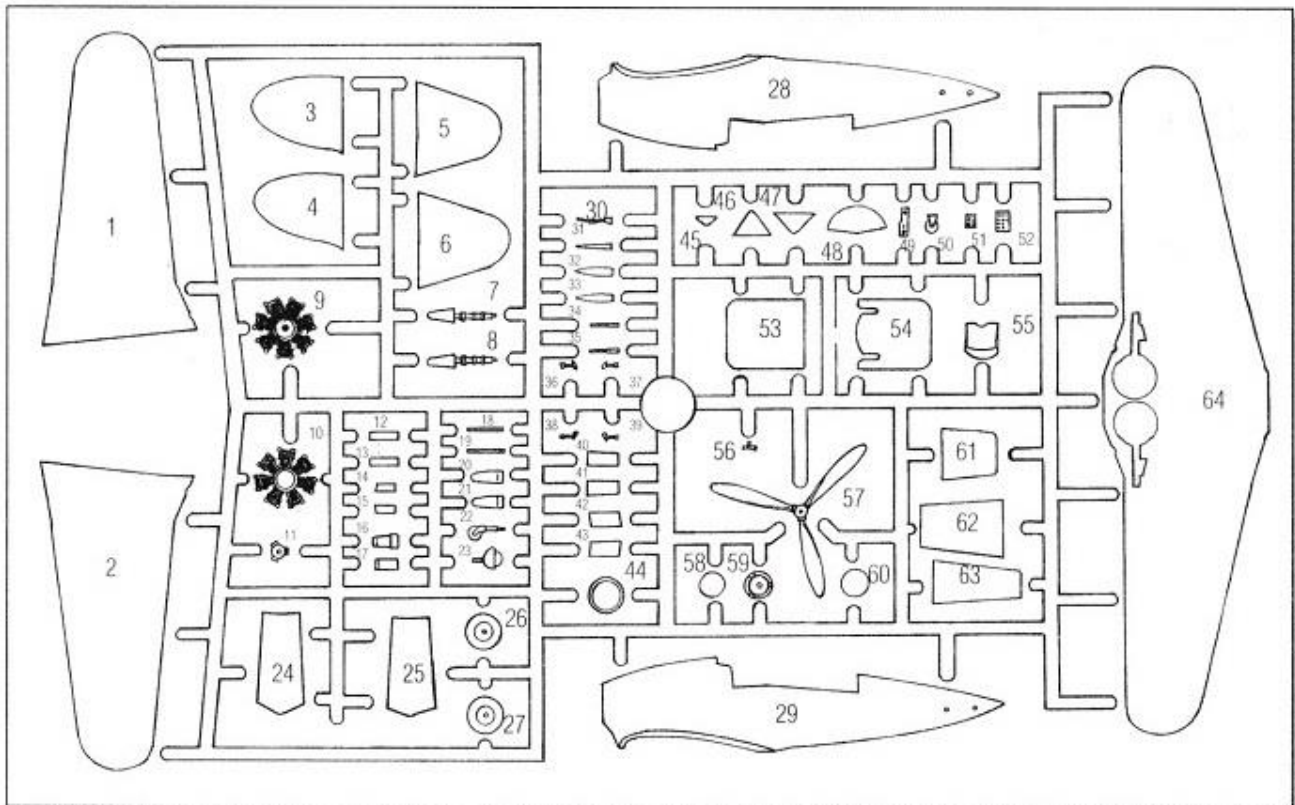
Short History

The plane was designed by Ing. Giuseppe Gabrielli in 1936/37 according to a request of Italian Air Ministry. Two of six designs were chosen for the Royal Italian Air Force (Regia Aeronautica), the of one was Macchi M. C. 200 Saetta. The G.50 was not very fast, but it was pleasant to fly and very stable. An initial order for 45 planes was given to Aeronautica d'Italia S. A. Fiat and its subsidiary CMASA at Marina di Pisa. Pilots were satisfied with their new fighters but they did not like the canopy, so the 2nd serie of 200 planes was manufactured with an open cockpit. An improved version G.50 bis (450 built) had a refined fuselage profile and armour added.

Italian Air Force used Fiats up to 1944 in Greece, Belgium, Balkan, Mediterranean and North African theatre. There were not many foreign users. Twelve planes were sent to Spain during the Civil War to the 1st Gruppo Caccia Sperimentale (1st Experimental Flight Group) of the Aviazione Legionaria (Air Legion) in Escalona. The planes were used as a top cover of Fiat C. R. 32's of No. 23 Fighter Group „Asso di Bastoni“ over Madrid. But the war was almost over and Fiat G.50's could not show their qualities. One of them was destroyed and the rest was flown by the Spanish Air Force up to the 1940's.

Nine G.50 bis were sold to Croatia, but the biggest foreign customer was Finland. The Finnish government ordered 25 Fiats in October 1939 and 10 more after the Russian invasion in December. The planes were assembled in Sweden, flown to Finland and used by No. 26 Fighter Squadron. They achieved 11 victories during the Winter War (up to March 1940). From June 25, 1941 to summer 1944 the squadron used Fiats in the Continous War against Russia. The weakly armed Italian fighters with only two guns fought well against the Russians and the against cold. 88 victories to 2 loses (plus one destroyed by anti-aircraft gunnery and 9 in accidents) - what a famous chapter in Suomen Ilmavoimat (Finnish Air Force) history!

Parts



FIAT G.50

Assembly

PAINT INSTRUCTION

	Colour	F. S.	Humbrol	Aeromaster	Aerom. Acrylic	Pactra
A	Black	37038	33	9001		A46
B	Finnish olive	34096	117	9081	1231	A46
C	Brown	30219	118		1215	A25
D	Dark green	34052	102/HI1/		1212	
E	Yellow	33538	154	9080	1230	A27
F	Light grey	36280	64/HI5/		1210	
G	Fin. light grey	36440	166			
H	Fin. pale blue	35414		9082	1232	
I	Silver	17178	11			
J	Interior green		HD 2		1218	
K	Aluminium		56			
L	Light grey	36307	64/HI5/			
M	Gunmetal		53			
N	Coal Black		53			
O	Leather		62			
P	Rust		113			



To make



Optional

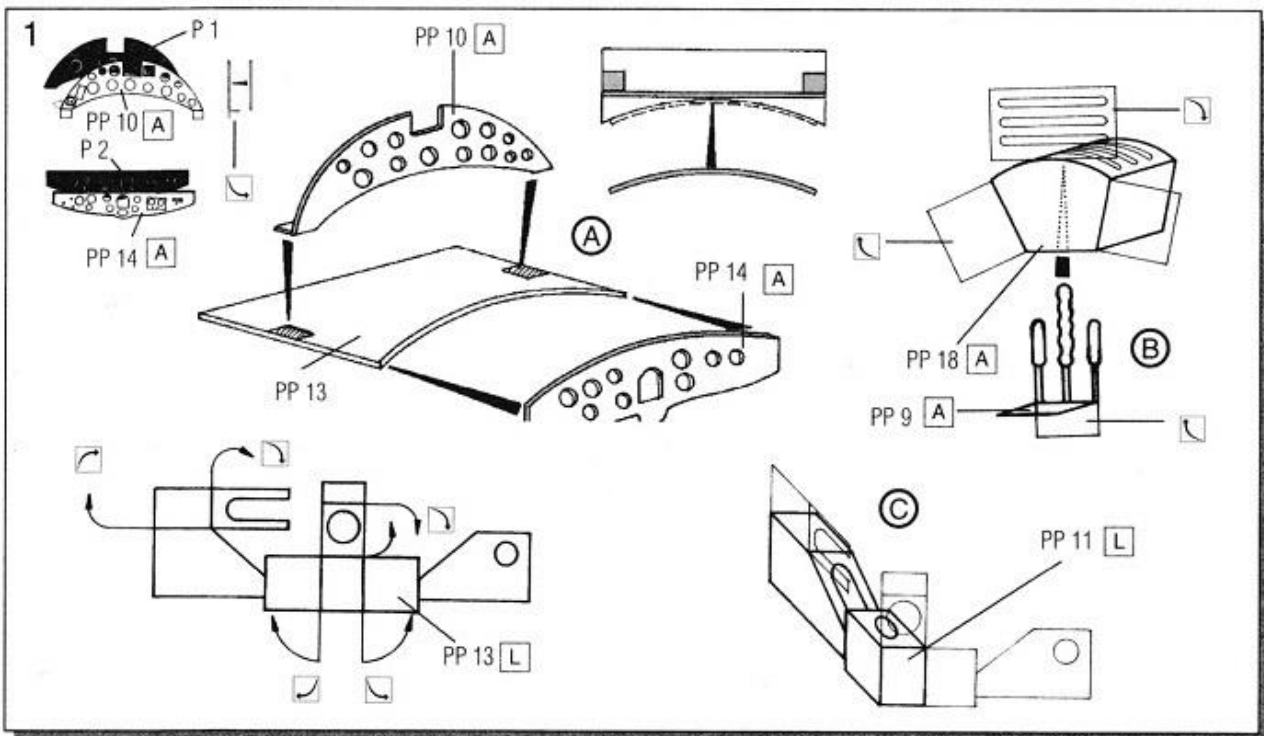


Remove



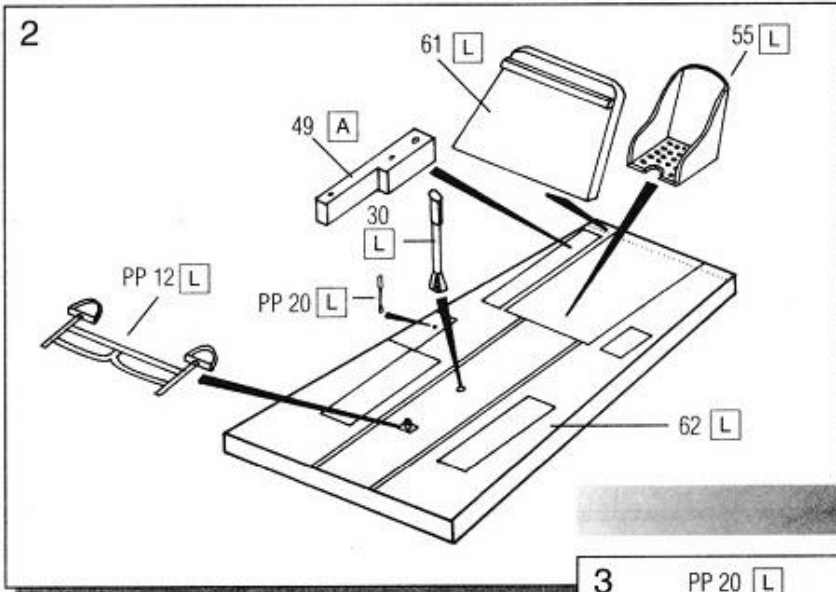
Bend

Instrument panel

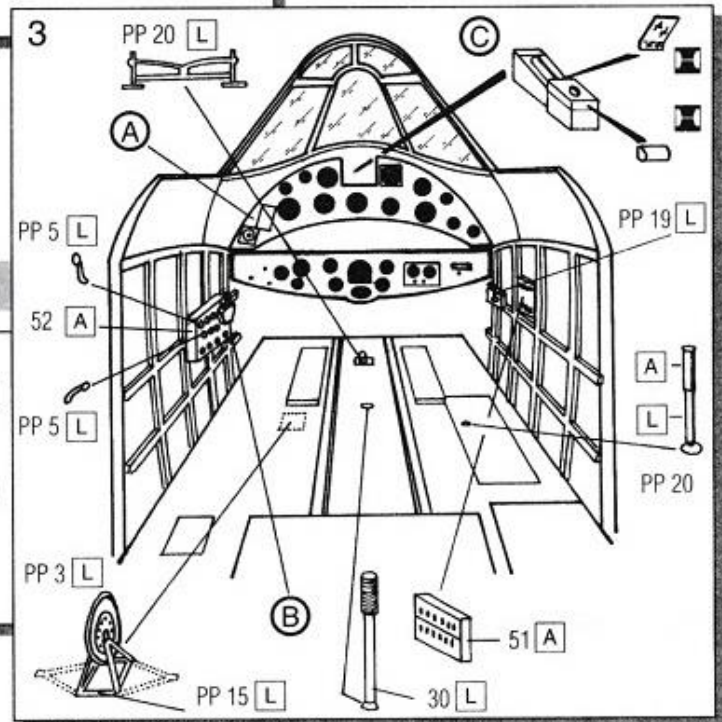


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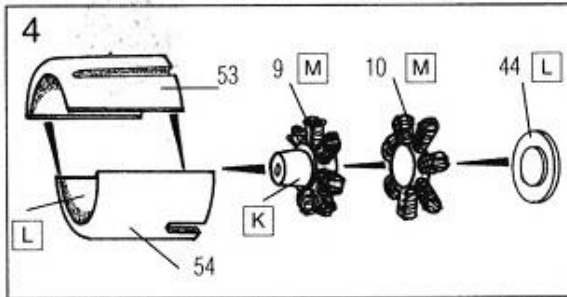
Controls and seat



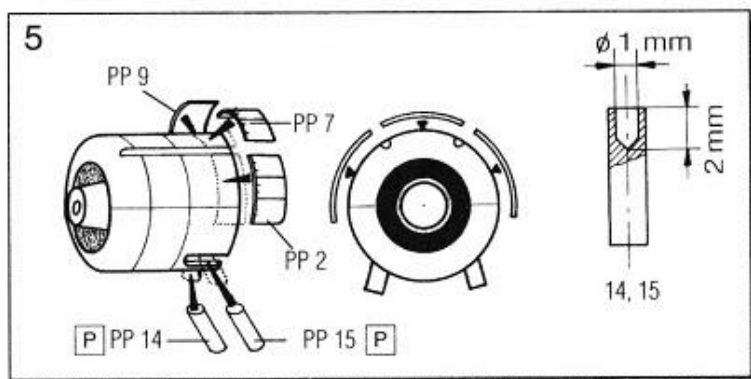
Cockpit interior



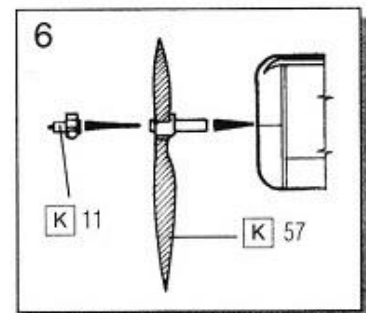
Engine



Engine cowling

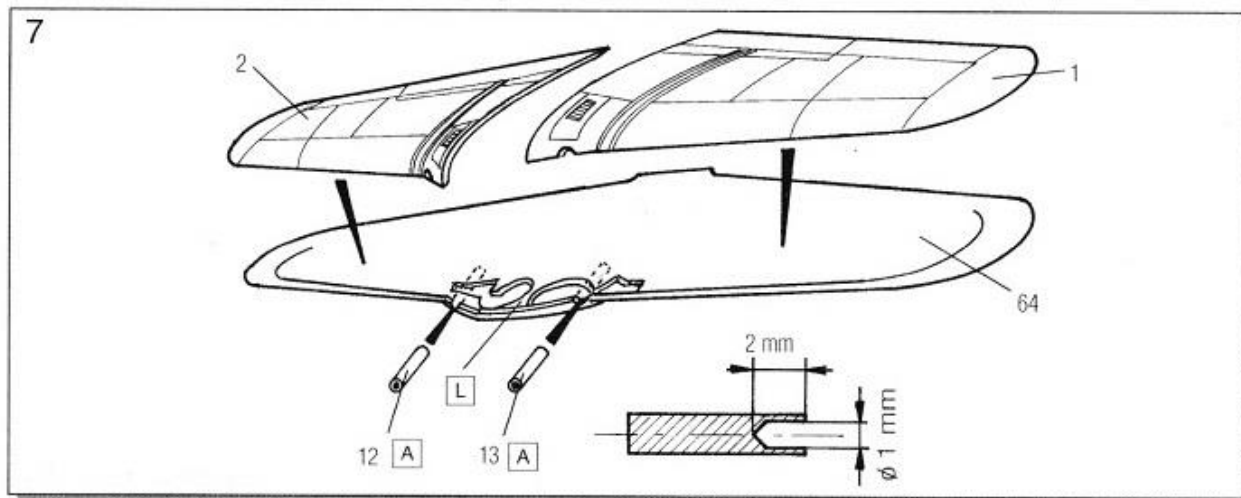


Propeller

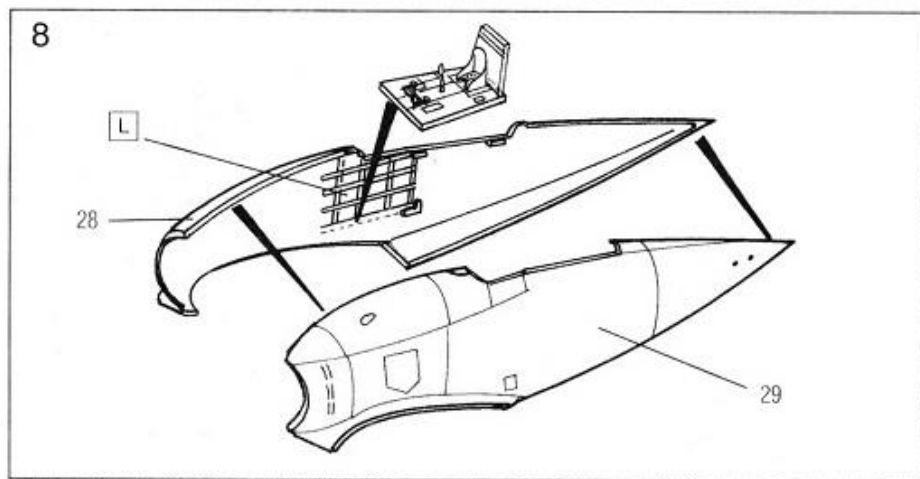


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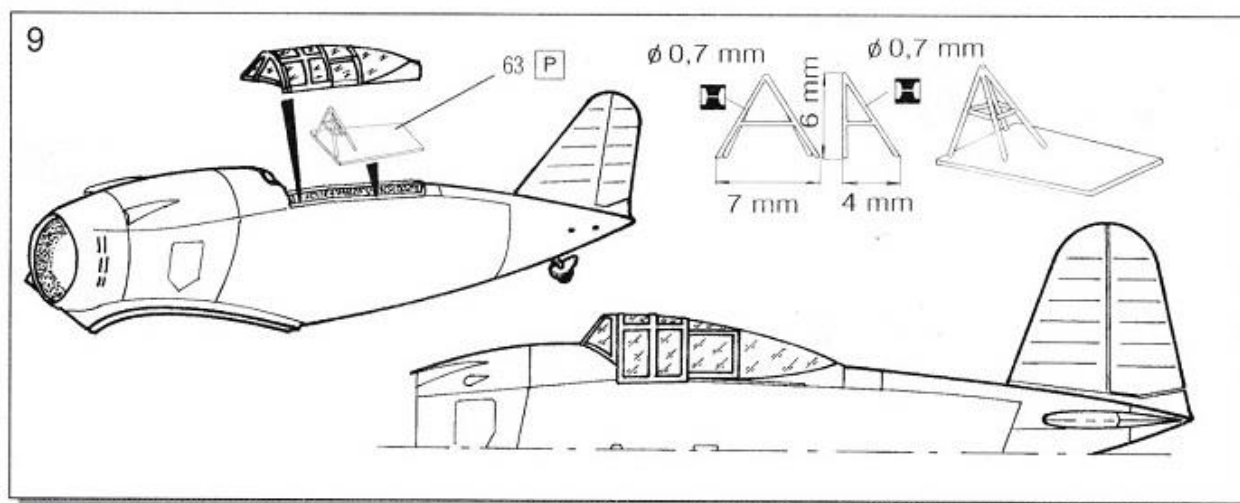
Wing



Fuselage



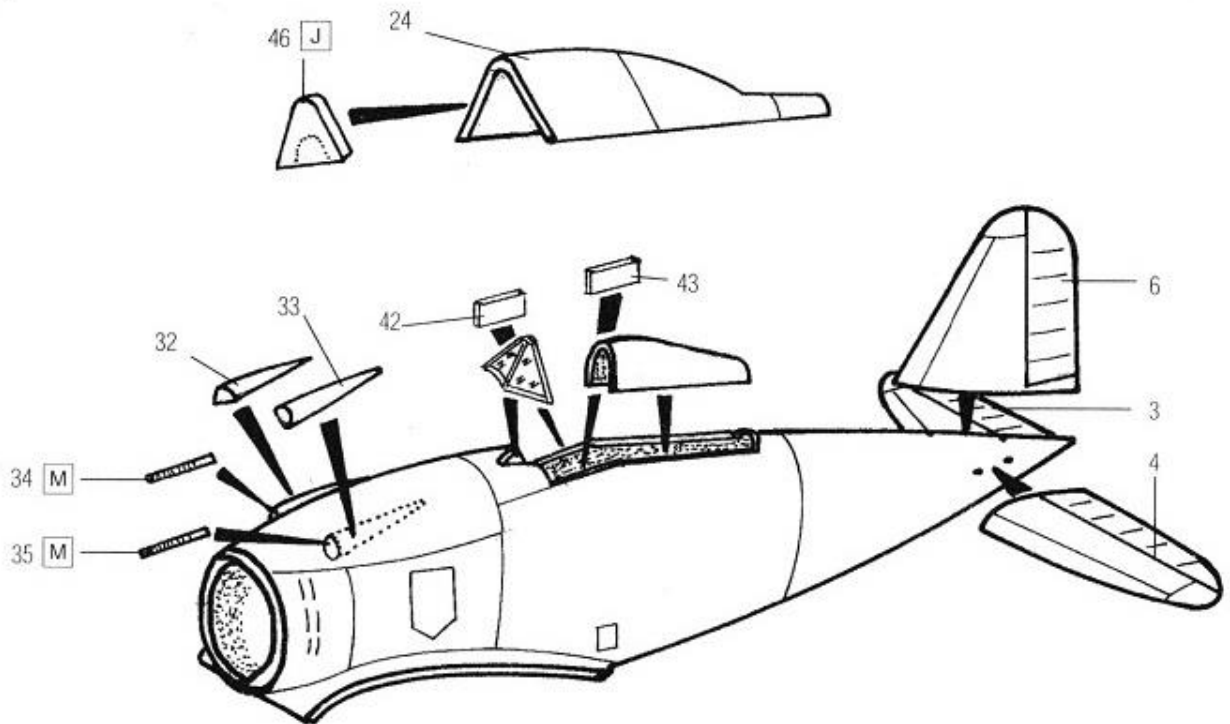
Canopy



FIAT G.50

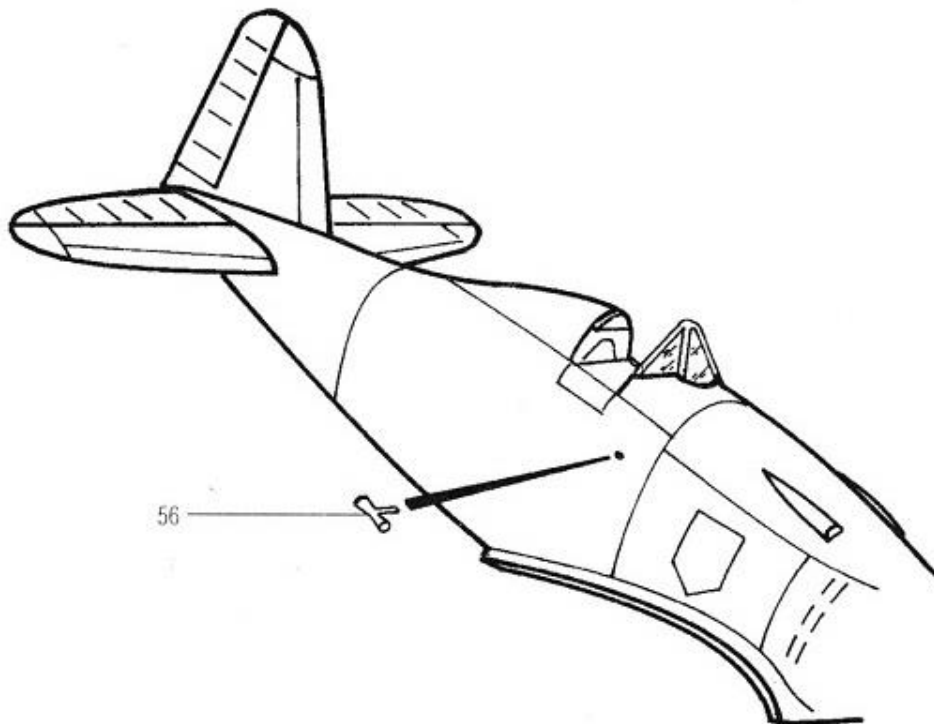
Canopy, optional

10



Venturi tube

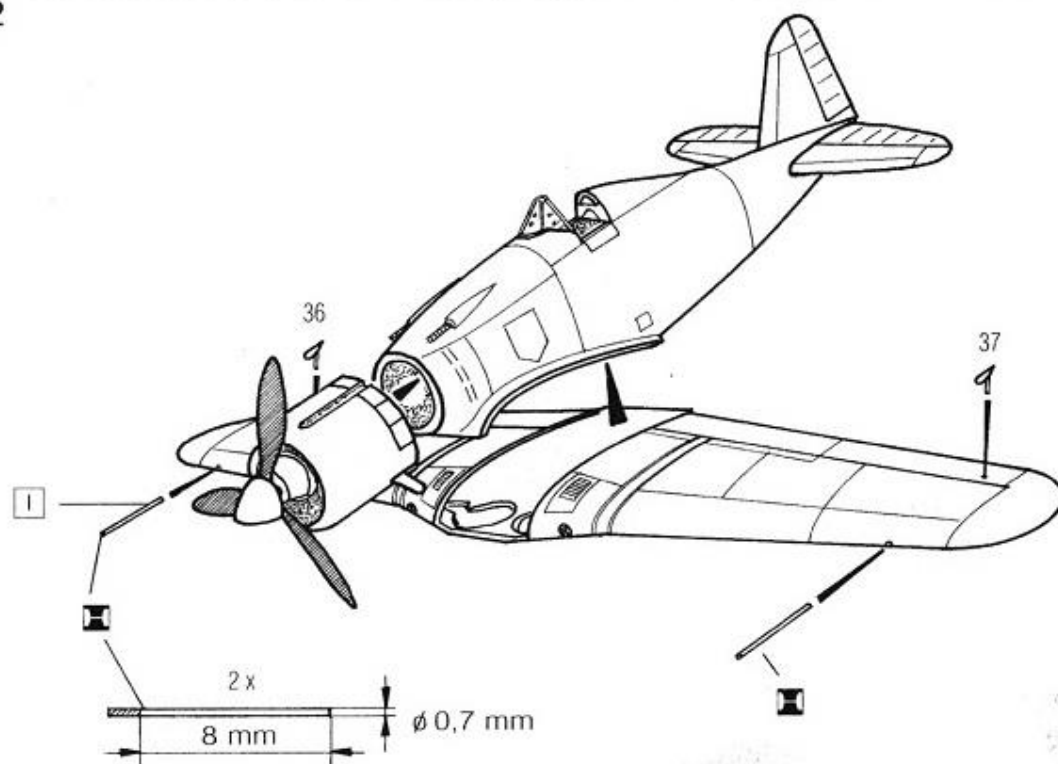
11



FIAT G.50

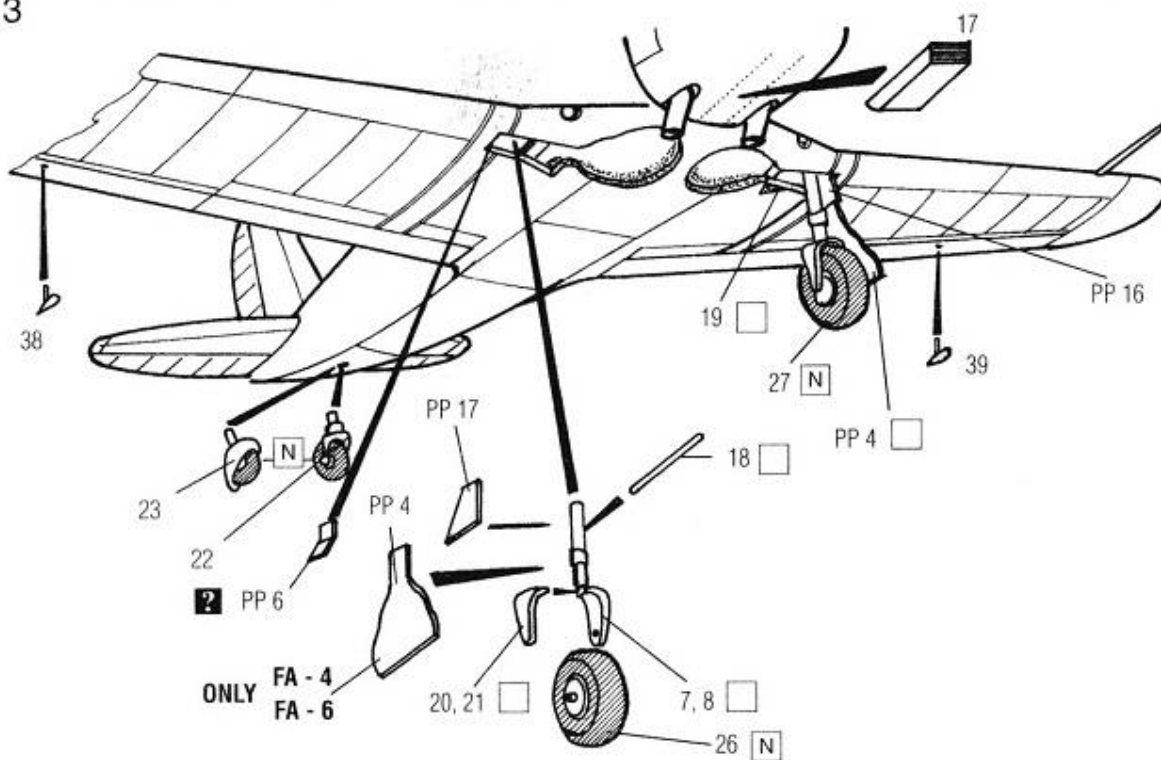
Engine, fuselage, wing

12



Undercarriage

13

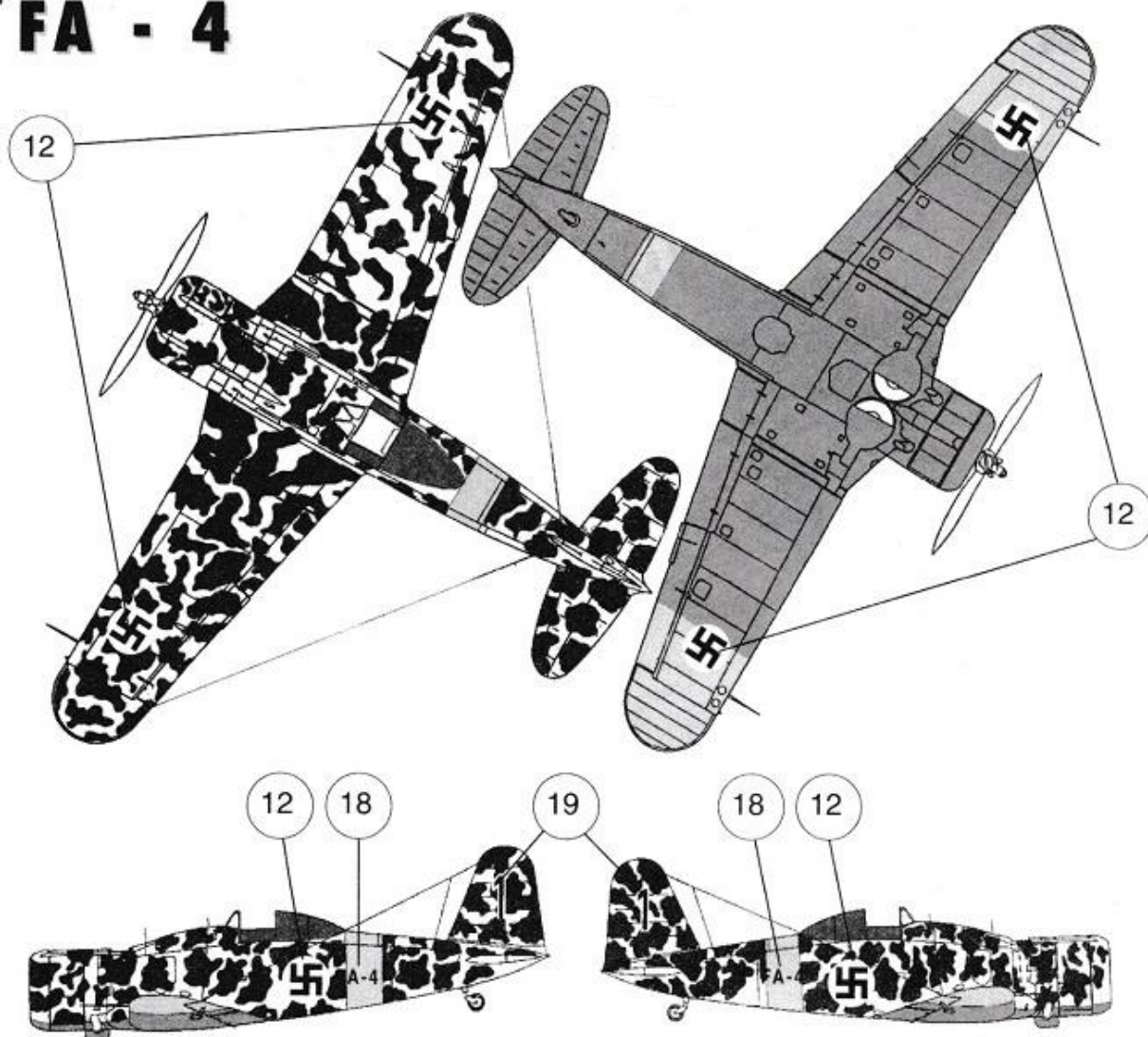


FIAT G.50

Decal application

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FA - 4



 B Finnish Olive /FS 34096/

 C Brown /FS 30219/

 D Dark Green /FS 34052/

 E Yellow /FS 33538/

 F Light Grey /FS 36280/

This plane with the Italian serial 4722 arrived to Finland on February 15, 1940 and was attached to No. 26 Fighter squadron (Lentolaivue), Nieminen flight. She managed to fight at the end of the so-called Winter War against Soviet Union and different pilots achieved 3 kills. The plane was damaged after the war in April 1940 by Stg. Saarni and came back to the squadron in September. After re-forming she belonged to the 3rd flight and was often flown by P/O Härmäläinen. He added two more kills during the so-called Continuous War against Russia. FA-4 was destroyed on October 29, 1941 by Stg. Alakoski.

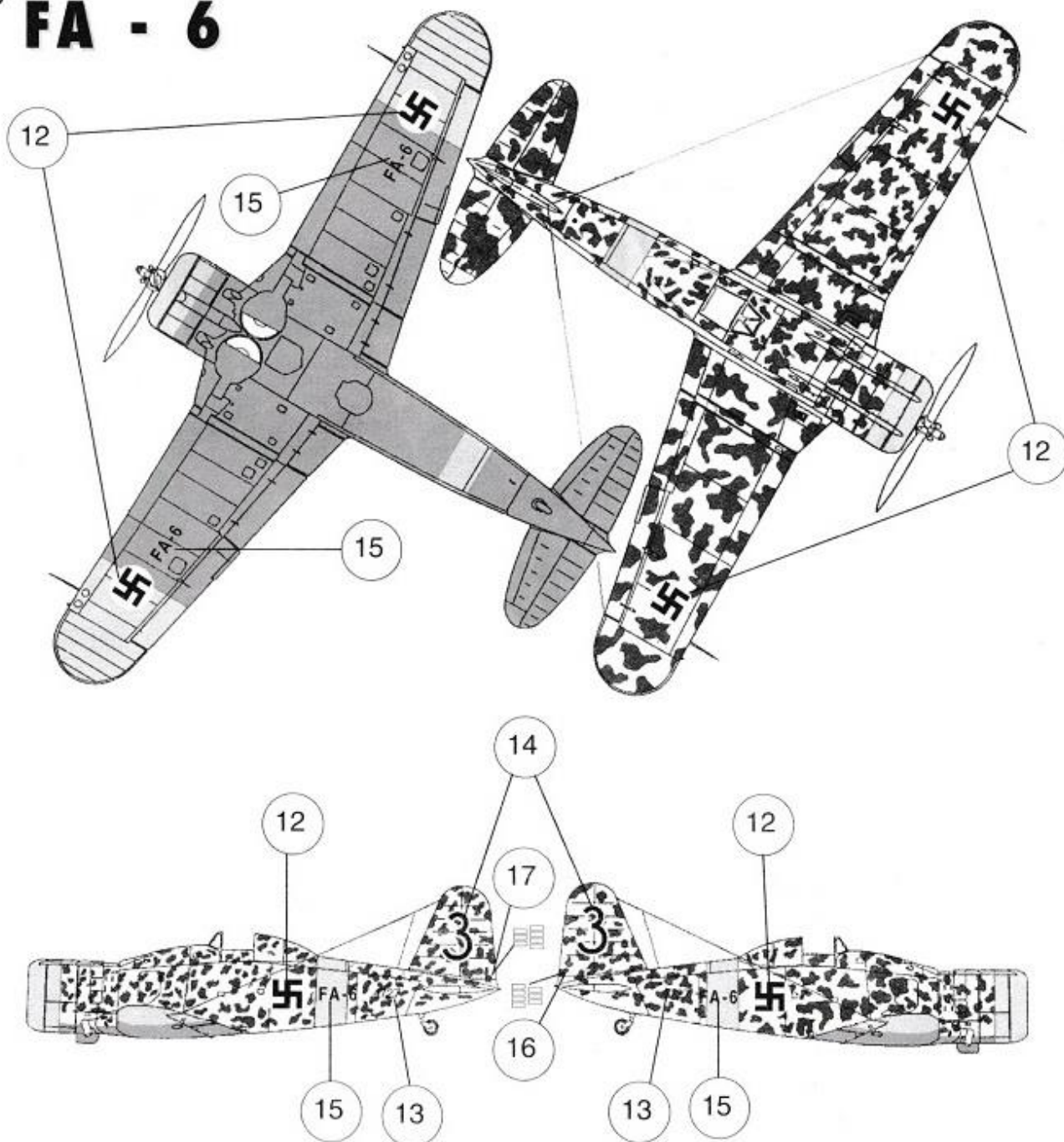
The plane was delivered in an Italian camouflage, i.e. Sand Brown with Dark Green irregular patches on the upper surfaces. The colour inside these patches wasn't plain because in some parts of each patch the basic Sand Brown showed it self through. And Light Grey undersurfaces. Codes FA-4 in black on both sides of the fuselage were repeated under the wings. Their height was 30 cm (12 inches). The Italian serial retained on the fuselage in front of the tailplane. The clear cover behind the cockpit (called „gut-taperkä” in Finland) was probably overpainted in Finnish Olive Green. After the repair in 1940 the undersurfaces were probably painted with Finnish Light Green, the codes vanished from the wings and the Italian serial was overpainted as well. The fuselage code was re-written in a Finnish standard now being 25 cm (10 inches) high. Yellow theatre marking was added in June 1941, and consisted of a 50 cm (20 inches) band around the fuselage (the code was partly overpainted) and 170 cm (68 inches) of the wing-tip undersides. From August, another 50 cm yellow band was added to the cowling. A black numeral outlined in yellow was placed on both sides of the tailfin.

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Decal application

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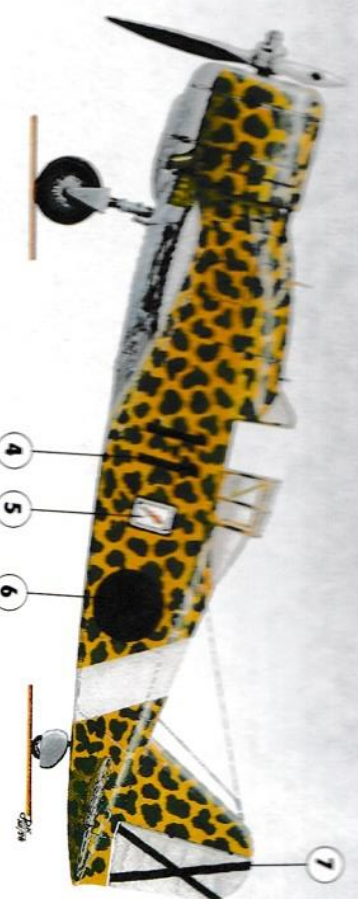
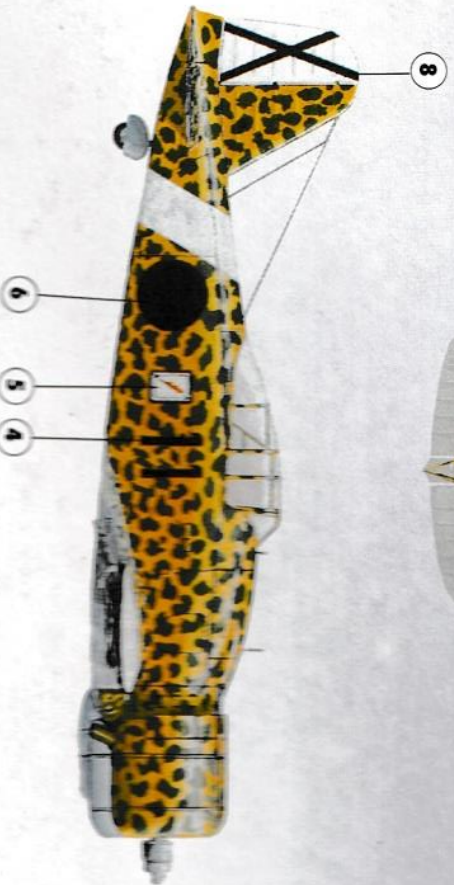
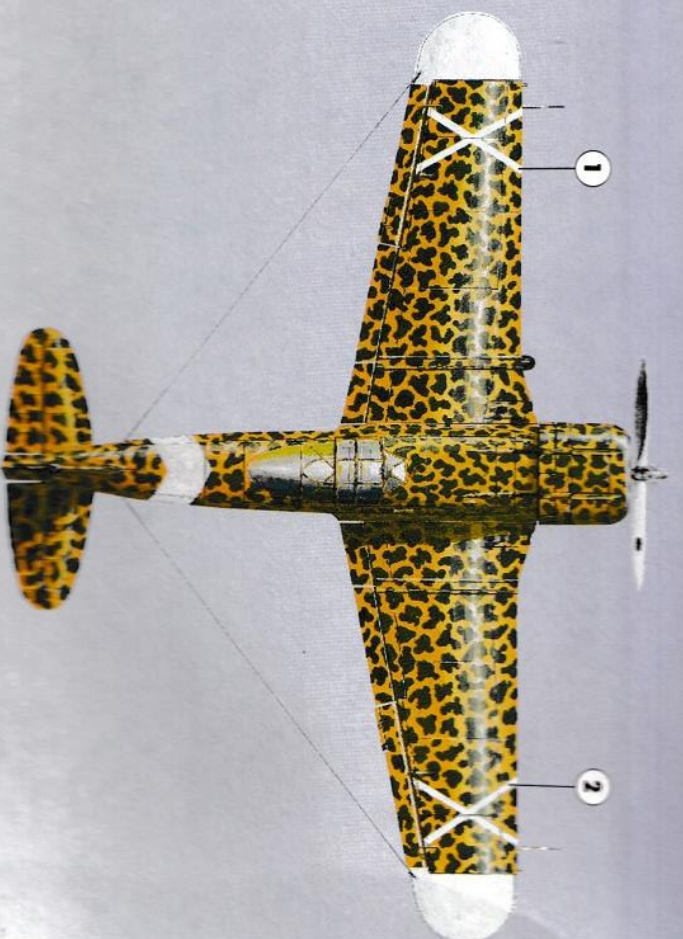
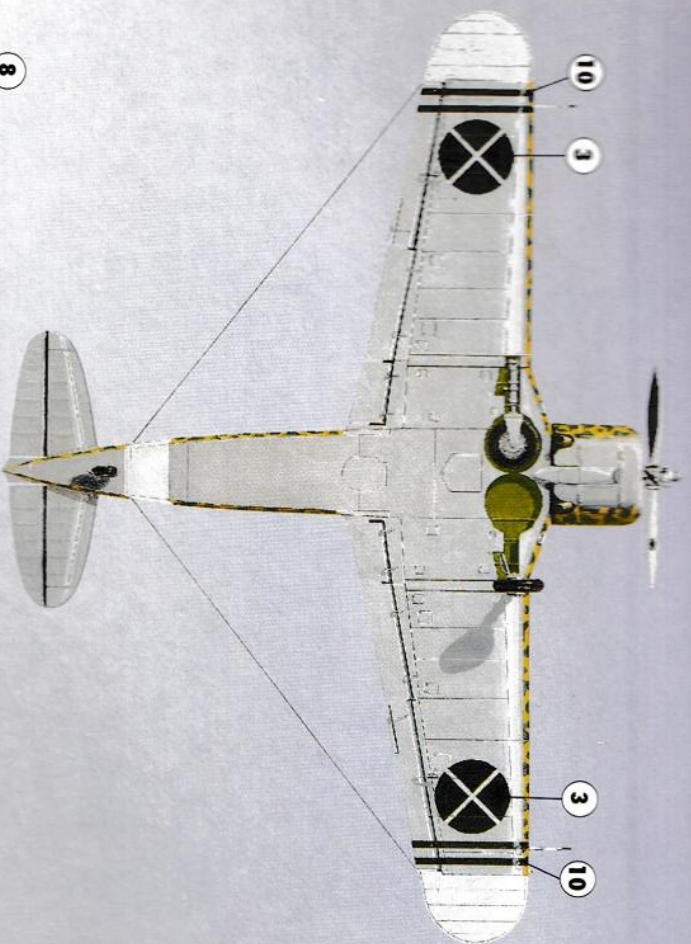
FA - 6



C Brown /FS 30219/
 D Dark Green /FS 34052/
 E Yellow /FS 33538/
 F Light Grey /FS 36280/

With Italian serial 4727 this plane arrived to Finland on February 11, 1940. However she was used during the Winter War no kill was achieved. Since June 1941 Fa-4 had been flown by different pilots of all three flights of No. 26 squadron. 5 kills of Russian planes had been recorded before the plane was destroyed in February 1944 when taxiing.

This plane again started her career in the Italian camouflage and retained the colours including the 30 cm (12 inches) coding up to 1943. Yellow theatre markings were added in June/September 1943. Yellow 3 was painted on the tailfin when the 3rd flight used the plane, no number with the 1st flight and yellow 6 with the 2nd. In 1943 black irregular stripes were painted on the fuselage and the cowling got a fresh coat of green. The height of codes was reduced to 25 cm (10 inches). A standard Finnish war scheme was probably applied later.



White / FS 37 875

Light Grey / FS 36 280

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Major M. Bonzano, CO Sperimentale Caccia, Spain, March 1939.

Camoouflage Yellow / FS 33 434

Camoouflage Green / FS 34 018