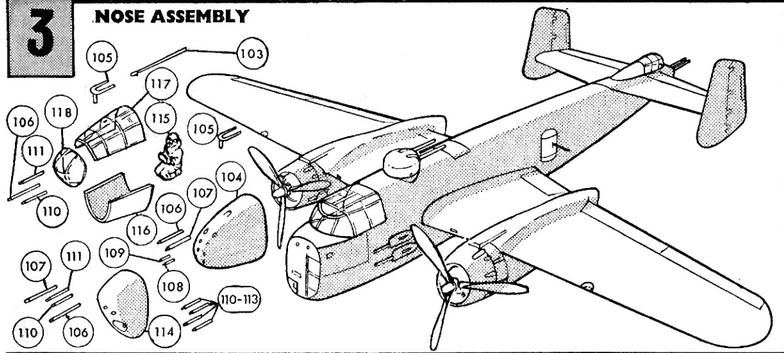
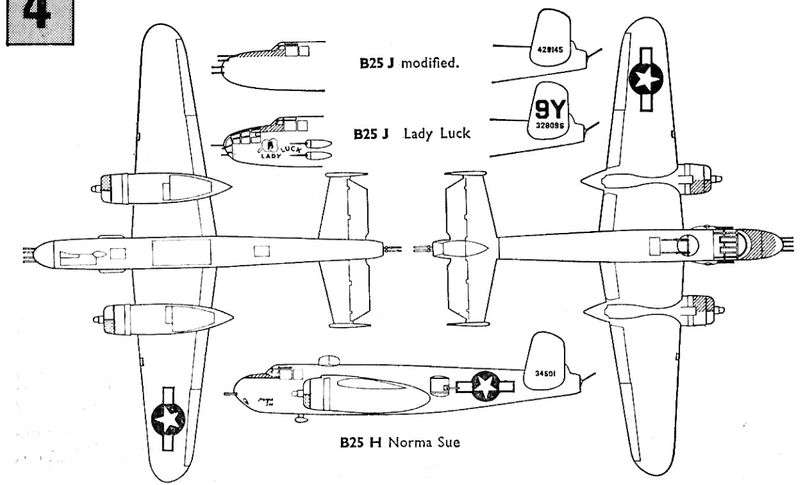
3 NOSE ASSEMBLY



43. Locate and cement pitot tube (103) to locating hole in leading edge of starboard wing.
44. If model is required to stand on its undercarriage, weight such as PLASTICINE should be packed into nose chosen, before cementing to fuselage. Approx. ½ oz.
45. Alternative nose sections for three variants are supplied with this kit as follows:—
46. B25-J MODIFIED Locate and cement long solid nose (104) to front of fuselage, aerial (105) to top of nose, and guns, commencing from top, long barrels (106, 107) short barrels (108, 109) medium barrels (110-113) into locating holes in nose.
47. B25-H. Locate and cement short solid nose (114) to front of fuselage and guns, long barrels (106, 107) to outside and. two medium barrels (110, 111) in centre.
48. B25-J. Cement bomb aimer (115) to lower nose section (116) floor, then cement upper nose transparency (117) to lower nose section, then cement nose transparency (118) to front of nose, locate and cement two medium barrel guns (110, 111) to outer sides of transparency and one long barrel (106) to centre, aerial (105) to top of transparency. Locate and cement selected assembly to front of fuselage.
49. Cement together both parts of stand and cement arm of stand into slot provided in bomb bay floor.

4 SUGGESTED COLOUR SCHEME



Separate the sheet into the required number of subjects, dip in warm water for a few minutes, then slide off backing into position shown in illustration.
The large stars above port and below starboard wings. The smaller stars to rear, port and starboard fuselage sides. The aircraft name is applied to transparent base. Then according to version being modelled.

B25 J modified. The numbers 429145 to port and starboard fin and rudder sides.

B25 H Norma Sue to lower port and starboard fuselage sides to rear of nose. The numbers 34501 to port and starboard fin and rudder sides.

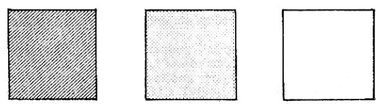
B25 J Lady Luck to port fuselage side below cockpit. The figure 9 to port and starboard fins and letter Y to port and starboard rudders.
The numbers 328096 below figures and numbers on port and starboard fin and rudder sides.

SILVER G8. All surfaces.

MATT BLACK M6. Wheel, tyres, guns, propeller blades.

OLIVE GREEN M3. In front of cockpit and inner sides of cowling.

YELLOW G2. Tips of propellers, bottom outer quarter of cowling fronts, refer to box illustration.



OLIVE GREEN YELLOW SILVER

PRINTED IN ENGLAND

AIRFIX
CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

B25. MITCHELL

Named after William Mitchell, the leading exponent of American air power between the wars, the B-25 earned undying fame for the Tokyo raid of 1942 when 16 Mitchells led by " Jimmy " Doolittle flew from the deck of the carrier U.S. Hornet to carry out the attack that had been thought impossible.

The Mitchell development, however, started long before this when North American Aviation designed the NA-40 to meet a U.S. Army specification in 1938. The NA-40 first flew in 1939 and was showing every sign of success when the prototype crashed after only a few weeks of test flying. The project was redesigned with improved armament and bomb load and a contract was awarded in September, 1939, one of the first aircraft to be ordered "off the drawing board".

As the B-25, the first production Mitchell flew in August, 1940, and as the first batch was being delivered further aircraft were being built with modifications based upon combat reports from Europe. At the time of Pearl Harbour B-25's were already in service and on December 24th, 1941, a Mitchell became the first American medium bomber to sink a Japanese submarine.

Mitchell development continued and in 1942 Mitchells began to be exported to Great Britain and the Soviet Union; by the end of the war the R.A.F. had received over 800 and the Soviet Air Force about the same amount. In the Pacific Mitchells were being used increasingly for attacking ground targets and ships with machine gun fire, and it was decided to introduce a specialised attack version mounting a 75 mm. cannon, the largest gun to be used in aircraft operations. The first 75 mm. equipped Mitchells, the B-25 G's were used in the Pacific and Mediterranean but were not entirely successful and were replaced by the B-25 H which carried an improved cannon and additional machine guns. The armament of 75 mm. cannon, fourteen 0.5 in. machine guns and 3,000 lbs. of bombs made the B-25 H one of the most well armed aircraft in the world.

The last version of Mitchell to be produced, and the type built in largest numbers was the B-25 J;—of some 10,000 built over 4,000 were J versions. This version returned to the bomber role and had a glazed nose position for the bombardier. Some of these however were modified in the field to accept a solid nose with eight machine guns, giving a grand total of eighteen, considerably more armament than was carried by the " heavies".

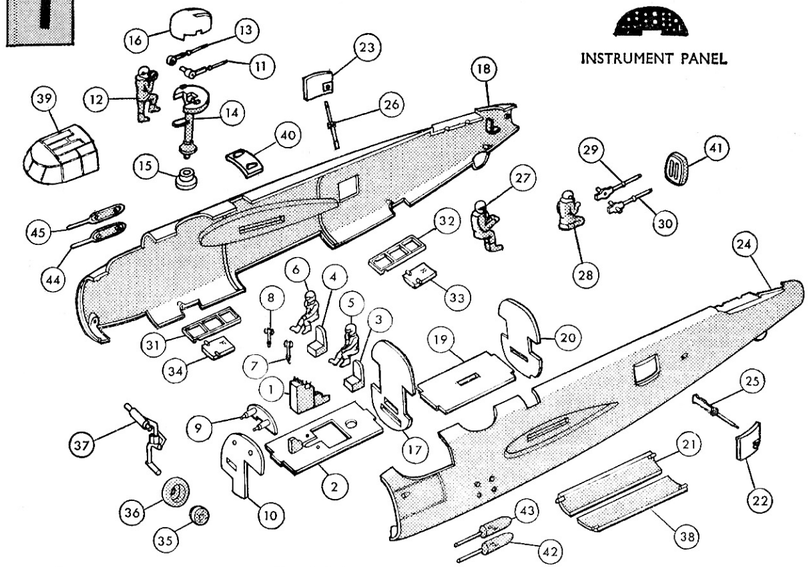
" Lady Luck ", the B-25 J bomber which can be built from this kit is one of the aircraft operated in Southern Italy by the 489th Squadron of the 340th Bombardment group. The modified J version is also of this squadron, most of whose aircraft were destroyed on their airfield when Vesuvius erupted on March 18th, 1944.

The B-25 J was powered by two Wright Cyclone engines, each of 1,850 h.p. giving a maximum speed 280 m.p.h. with full load of 1,275 miles. Armament consisted of thirteen 0.5 in. machine guns (eighteen in the attack version) and maximum bomb load was 4,000 lbs. Span was 67 ft. 7 ins. and length 52 ft. 11 ins.

INSTRUCTIONS

PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)
N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

1 FUSELAGE & INTERIOR ASSEMBLY

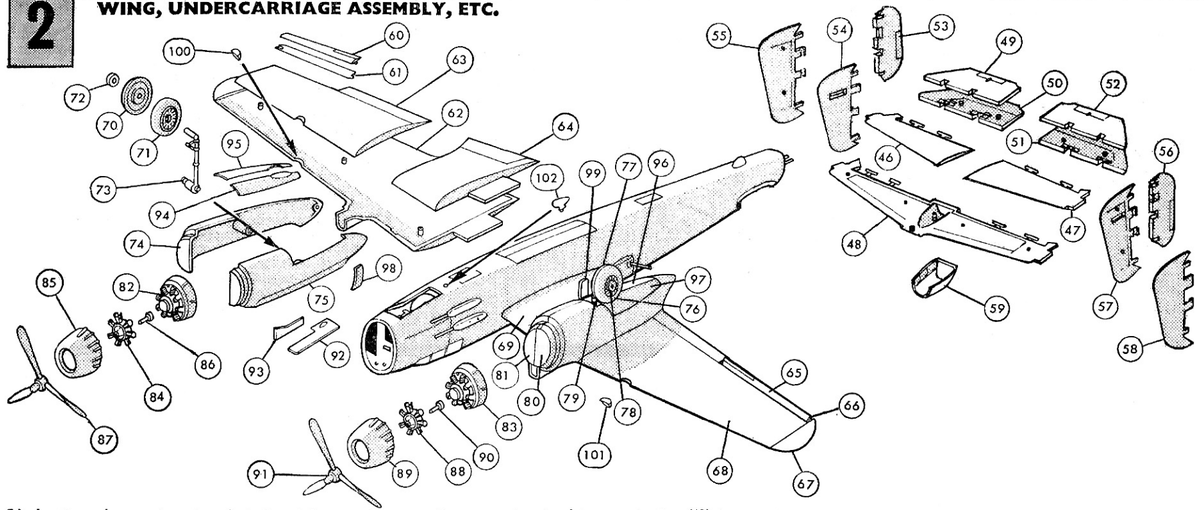


INSTRUMENT PANEL

It is recommended that the instructions and exploded view are studied before assembly. If it is wished to paint internal details such as the crew and cockpit interior, this should be done before assembly.

1. Locate and cement control console (1) over rib on cockpit floor (2).
2. Locate and cement pilot seats (3, 4) into locating holes in cockpit floor to rear of console.
3. Cement pilot and co-pilot (5, 6) to seats.
4. Cement control columns (7, 8) into locating holes in cockpit floor either side of console.
5. Cut out and cement printed instrument panel to panel front (9), then cement locating pins on panel into locating holes at top of forward bulkhead (10), cement tab on cockpit floor into slot in forward bulkhead.
6. Press long pivot pin on starboard mid upper gun (11) through mid upper gunner's (12) hands and cement port mid upper gun (13) onto projecting pin. ENSURE NO CEMENT COMES INTO CONTACT WITH GUNNER.
7. Position and cement mid upper gunner seated on projecting step on gun mounting (14).
8. Press boss on gun mounting retaining ring (15) through bottom of cockpit floor. Carefully place a small drop of cement in locating hole and insert locating pin on end of gun mounting. ENSURE NO CEMENT CONTACTS COCKPIT FLOOR AND MOUNTING IS FREE TO ROTATE.
9. Press guns through slot in mid upper turret transparency (16), and with cutouts in transparency fitting lugs on sides of mounting, cement transparency in position to top of mounting.
10. Cement tab at rear of cockpit floor into upper slot in central bulkhead (17).
11. When dry cement cockpit assembly into starboard fuselage half (18), forward bulkhead ahead of first rib, central bulkhead behind second rib.
12. Cement smaller rear tab on bomb bay floor (19) into slot in rear bulkhead (20).
13. Cement forward tab on bomb bay floor into lower slot in central bulkhead at same time cementing rear bulkhead ahead of third rib in starboard fuselage side and engaging pivot pins on starboard bomb door (21) in cutouts at bottom of central and rear bulkhead. DO NOT CEMENT.
14. Cement waist window transparencies (22, 23) from outside to port (24) and starboard fuselage sides (holes to rear).
15. Insert two machine-guns (25, 26) through holes in waist window transparency and cement.
16. Position and cement waist gunner (27) to floor of starboard fuselage half.
17. Cement tail gunner (28) onto "L" location in starboard fuselage half.
18. Locate and cement short locating pin on starboard tail gun half (29) into recess in port tail gun half (30).
19. For "down" position cement ladders (31, 32) to back of hatch covers, rear engraved "R"(33), forward engraved "F" (34), recesses in ladders fitting over hinges on doors. Note.—For "closed" position omit ladders
20. Insert nose wheel hub (35) through nose wheel tyre (36), apply a drop of cement to end of axle on nose wheel leg (37), then press hub onto axle. KEEP CEMENT FROM TYRE WHICH REVOLVES ON HUB.
21. Lay starboard fuselage half on its side and position DO NOT CEMENT starboard pivot pins on top of nose wheel leg, forward and rear hatches and tail guns into respective locations in fuselage, also port bomb door (38) into port cutouts in central and rear bulkheads.
    Cement fuselage halves together. Ensure no cement contacts moving parts on pivot pins.
22. Locate and cement cockpit canopy (39) to front of fuselage.
23. Locate and cement fuselage top plate (40) to top of fuselage.
24. Slide tail guns through slots in rear of tail gun cover (41) and cement cover to end of fuselage.
25. Cement locating pins on lower port package gun (42) into locating holes in port fuselage side, then locate and cement upper port package gun (43) on to projecting pins on port fuselage side. Similarly locate and cement starboard package guns (44, 45).

2 WING, UNDERCARRIAGE ASSEMBLY, ETC.



26. Locate and cement port and starboard lower tailplane halves (46, 47) to upper tailplane section (48).
27. Place hinges on tailplane port side in recesses in lower port elevator half (49) and carefully cement upper port elevator half (50) to lower. KEEP CEMENT CLEAR OF HINGES.
    Similarly assemble starboard upper and lower elevator halves (51, 52) to tailplane starboard side.
28. Place port rudder (53) pivot bars into hinge recesses in inner port fin (54) which has slot. Cement outer port fin (55) without slot to inner. KEEP CEMENT CLEAR OF PIVOT BARS.
    Cement tab on end of tailplane port side into slot in port fin.
    Repeat procedure with starboard fin and rudder (56-58).
    Cement completed tailplane unit into recessed section on top of fuselage.
29. Locate and cement tail gunner's canopy (59) against tailplane fairing and to top of fuselage.
30. Cement together upper and lower port aileron halves (60, 61). KEEP CEMENT CLEAR OF RECESSES on inside and end of aileron halves. Insert pivot pin on end of upper port wing (62) into hole in end of aileron. Lay pivot pin on other end of hinge recess in wing, then cement outer lower port wing (63) to upper. KEEP CEMENT CLEAR OF PIVOT PINS.
31. Locate and cement inner lower port wing (64) to upper, then cement tab on assembled wing into port fuselage location.
32. Repeat procedure with starboard ailerons (65, 66) and starboard wing sections (67-69).
33. Cement together one male (70) and one female main wheel half (71), press hub (72) through wheel, and cement onto projecting axle of port undercarriage leg (73), leaving wheel free to turn.
34. Cement together outer and inner port nacelle halves (74, 75) at same time engaging pivot pins on top of port nose wheel leg. DO NOT CEMENT.
    NOTE: Wheel to outside and outer nacelle half has longer boss for pivot pin.
    Locate and cement assembly to location within lower wing.
35. Repeat procedure for starboard undercarriage (76-79) and nacelle (80, 81).
36. Locate and cement port and starboard nacelle fronts (82, 83) to nacelles, cutouts to top.
37. Cement engine (84) into rear of cowling (85); note cylinder with cutout to top and fitting rib in cowling, press propeller pin (86) through rear of engine. DO NOT CEMENT. Carefully cement propeller (87) to end of pin. KEEP CEMENT CLEAR FROM FRONT OF ENGINE.
    With cut out in cowling to top, locate and cement cowling to port nacelle front.
38. Repeat procedure with starboard engine (88-91).
39. The desired undercarriage position must now be selected.
    If the model is to have a retracted undercarriage, the nose wheel and main wheels should be swung up and all wheel doors cemented in closed position, bomb doors open to reveal slot provided for stand.
40. For a model with undercarriage "down" cement large nose wheel door (92) in closed position and small door (93) cemented to edge of large door and hanging vertically.
    The port and starboard main wheel rear doors (94-97) are cemented in closed position behind undercarriage legs and forward doors (98, 99) hanging vertically inboard of undercarriage legs.
41. Locate and cement landing lights (100, 101) into cutouts in port and starboard leading edges of wings.
42. Locate and cement D.F. loop (102) into locating hole beneath fuselage at rear of nose wheel well.