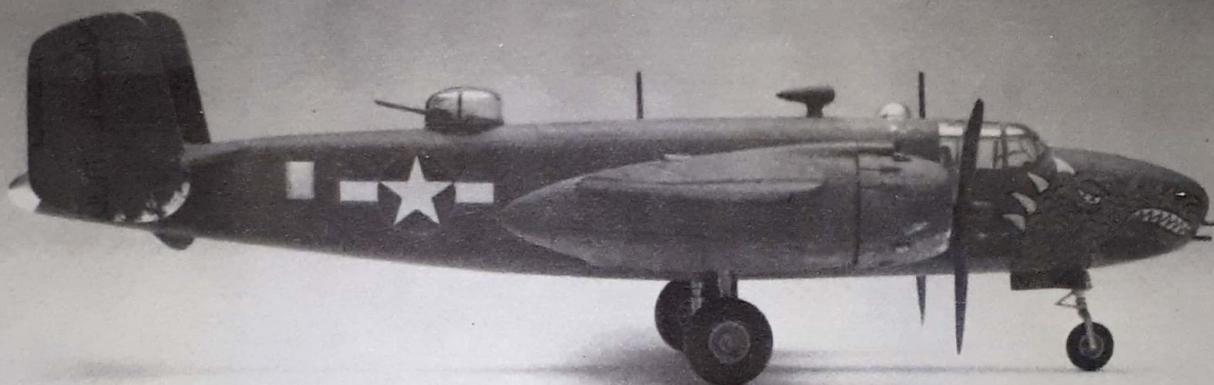


NORTH AMERICAN

B-25C MITCHELL

No. 699

TESTORS



HISTORY

The B-25 began as North American Aviation's response to a 1938 Air Corp proposal for a new attack bomber. The design was later modified to meet requirements for a medium bomber. The first B-25 flew in mid-1940. Surprisingly few visual changes resulted from the extensive testing of this first model. The principal change was the breaking of the wing dihedral outboard of the engines.

The B-25 was used throughout the war by the U.S. and Royal Air Forces as well as other Allied countries. Many went to Russia for use by the Soviet Air Force.

Many variations and improvements were added during the war. Major types went from A to J with many subtypes. Approximately 9000 of all types were built and used in a very wide variety of roles. It did a superior job in almost all its assigned missions.

The B and C versions, represented by this kit, played a very important part early in the Pacific war. Its excellent range and speed were most important to this success. The B-25's most notorious exploit was the daring Doolittle Raid on Tokyo in April 1942. B-25s were launched from the deck of the U.S.S. Hornet which had sailed within range of Japan. At that time, the B-25 was the only suitable plane which had the take off performance necessary to operate from a carrier.

SPECIFICATIONS

Engines	2 1,700 hp Wright Cyclone, R-2600-13, 14 cylinder radials
Span	67 ft 6 3/4 in
Length	52 ft 11 in
Height	15 ft 9 in
Empty Weight	20,300 lb
Loaded Weight	35,000 lb (max.)
Max. Speed	284 mph @ 15,000 ft.
Service Ceiling	21,200 ft
Range	1525 miles with 3200 lbs of bombs

BEFORE STARTING

1. Study the illustrations and sequence of assembly before beginning.
2. Decide how much detail you wish to add to your model and whether or not you intend to modify or "convert" the basic model in any way. Study carefully all available reference material before beginning to ensure an authentic model.
3. Due to the amount of parts in this kit, do not detach the parts from the runners (sprue) until you need them. This helps avoid confusion and lost parts.
4. When cementing the parts together, check the way in which one part fits together with another. This ensures a neat job.
5. Always remember, when working with plastic model cement and paint, make sure your work is well-ventilated. The fumes from plastic modeling products can be harmful if inhaled.

PREPARATION OF PARTS

1. Never tear parts off the runners (sprue). Use a Testor Hobby Knife, nail clippers, or small wire cutters.
2. It is possible some parts may require a little attention with a file or sandpaper to ensure a proper fit and neat appearance. Hobby files and Testor Hobby Sandpaper appropriate for model-building are available in most good hobby shops.
3. If you desire, you may fill any seams (where parts go together) or imperfections with Testor Contour Putty for Plastic Models which is also available at good hobby shops.

PAINTING

You can obtain an excellent finish on your model using Testor enamels. Detailed descriptions of type of paint and color are included throughout the pages that follow.

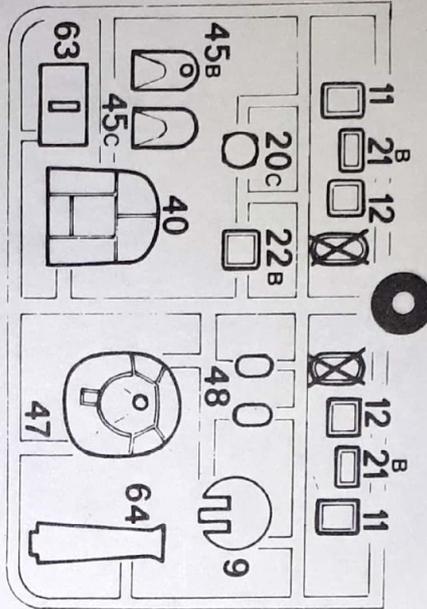
Good brushes are essential for proper detailing. **Testor Model Master** brushes are recommended and available at good hobby stores. Be sure you have the entire selection for all your modeling needs. Always keep your brushes clean and soft by cleaning in Testor thinner, washing in soap and water, and storing flat or with bristles up when not in use.

Wash plastic parts before detaching them from the sprue. Warm water and liquid detergent remove the oils left from the manufacturing process. Let the parts dry and avoid excessive handling. Immediately before painting, wipe the parts with a "tac rag" (available at automotive centers) to remove dust and lint.

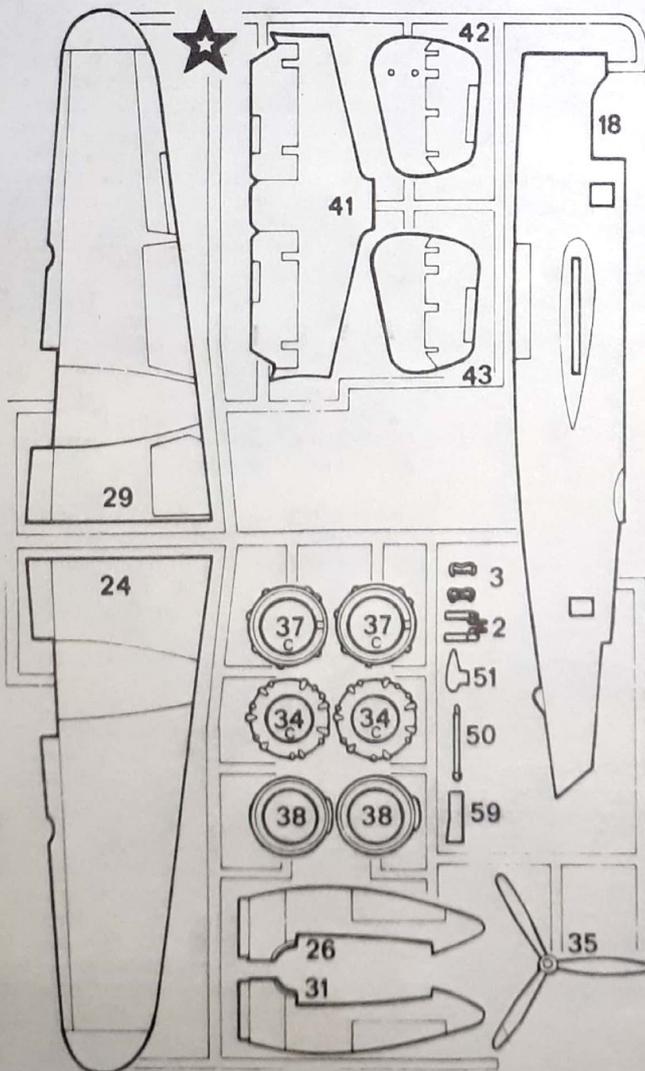
Most small parts are best painted while still attached to the sprue or they may be detached and held with tweezers or "magic" type transparent tape. Paint in one direction only. If your paint is the correct consistency, brush strokes will disappear as the color dries. If the paint seems too thick, thin it with Testor Paint Thinner. Wheels may be detached from the sprue and fit onto toothpicks or matchsticks for painting. Then just hold the paintbrush against the edge of the wheel and rotate the wheel to obtain a neat clean finish.

Let the paint dry completely before handling. When the parts are dry, assemble the model, following the directions closely. Remember cement will not stick to painted surfaces. Using your Testor Hobby Knife, carefully remove paint from all surfaces to be cemented. After you have assembled your model you may touch up areas where cement has marred the finish.

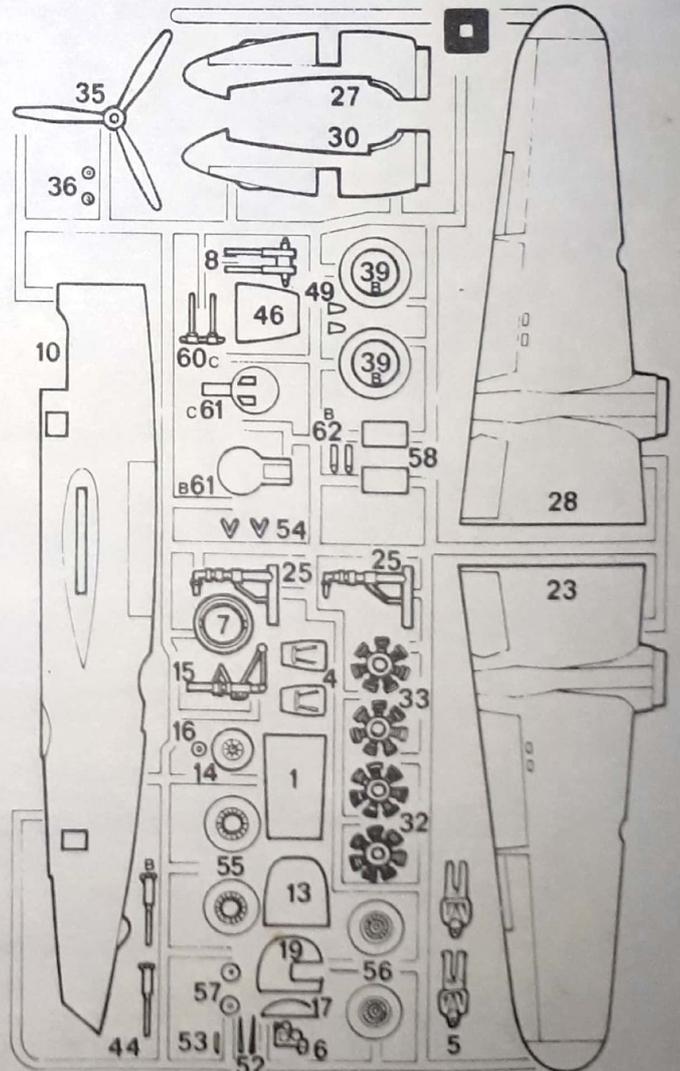
Remove this page from the instruction sheet by cutting along indicated line. Use the drawings of the complete sprue as a part-locating reference when building the model.



Parts from this section are identified with this symbol: ○



Parts from this section are identified with this symbol: ☆



Parts from this section are identified with this symbol: □

The Testor **Model Master** paint system is specially designed to be used on military models. The **Preliminary Painting** instructions in this sheet indicate which **Model Master** colors to use by FS number and name. These colors are called out by **bold italic type**. Wherever **Model Master** colors are not applicable, the required Testor color will be called out by number and name in **regular bold type**.

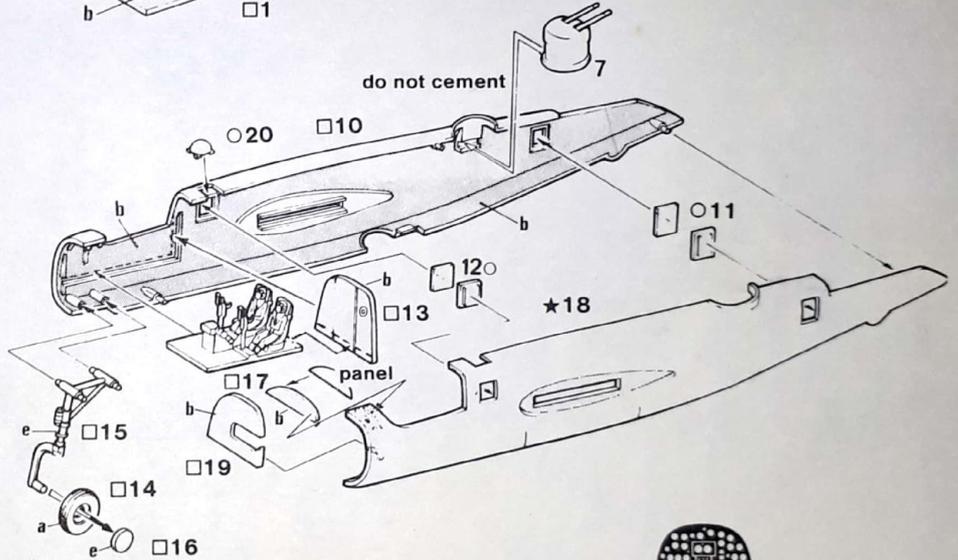
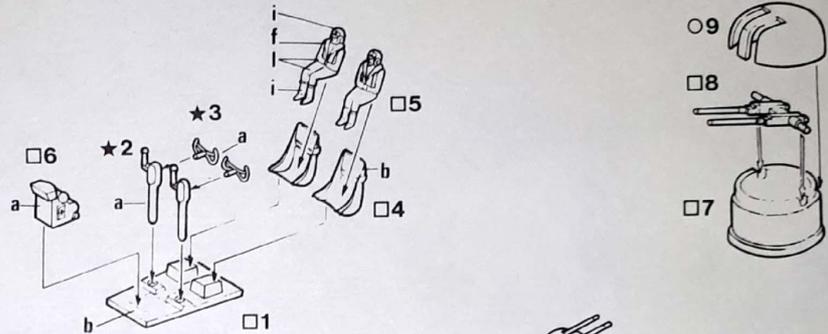
IMPORTANT NOTE: This kit contains optional parts to build the **B-25B** or **B-25C** versions. The decal markings in this kit cover two **B-25Cs**, a standard bomber version and a **gunship conversion**. The instructions will explain the various differences where necessary. In order to build an accurate replica of the **gunship** model, shown in the box photos and drawings on pg. 7, some modifications and additions will have to be undertaken by the modeler. These modifications are recommended for *experienced modelers only*. The aircraft shown on pg. 8 can be assembled from this kit with no extra work. The instructions also explain assembly of the **B-25B**, although no decals for this version are included.

Assembly

□1. Cement parts together in numerical sequence as shown in drawings. If you are building the **B version**, carefully trim out the openings for over-wing windows inside each fuselage half with a sharp hobby knife as shown in **fig. a**, complete assembly of other components as shown in upper drawings, then as final step before assembling fuselage halves, install windows ○21 and ○22 as shown in **fig. b**. The astro dome part ○20 is not used on the **B version**. The instrument panel printed on this page should be cemented to panel □17 as shown.

Color Key

- a - FS 37038 Flat Black
- b - FS 34151 Interior Green
- e - #1781 Aluminum
- f - FS 33538 Insignia Yellow
- i - #1736 Leather
- l - FS 30118 Field Drab



B version only

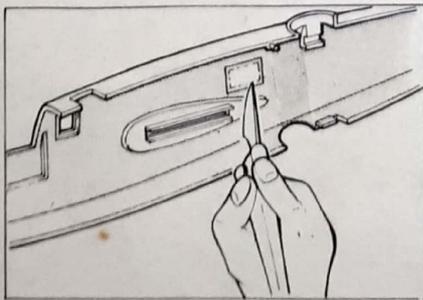


fig. a

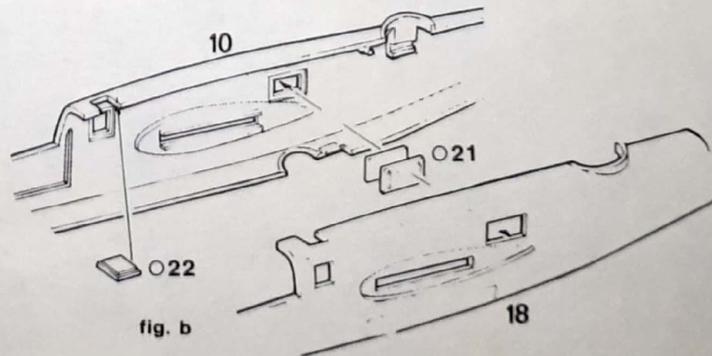


fig. b

1 FUSELAGE/INTERIOR

Preliminary Painting

□1, □4, □7, □13, □17, □19; □10, ★18 interior only:

FS 34151 Interior Green

★2, ★3, □6; □14 tire only:

FS 37038 Flat Black

□14 all except tire; □15:

#1781 Aluminum

□8:

"Gun Metal" (mix 10 parts **FS 15042 Dark Sea Blue** and 1 part **FS 17178 Chrome Silver**)

□16:

FS 36440 Flat Gull Gray

□5:

see drawing and color chart

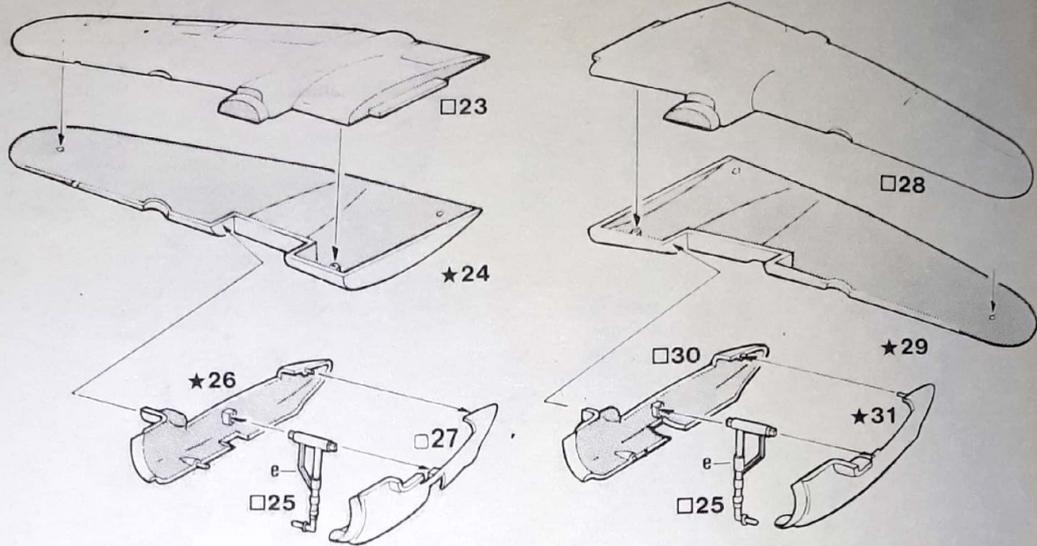
2 WINGS

Preliminary Painting

★24, ★26, □27, □30, ★31 interior of wheel wells:
FS 34151 Interior Green

Assembly

- 1. Cement parts together in numerical sequence.



3 ENGINES

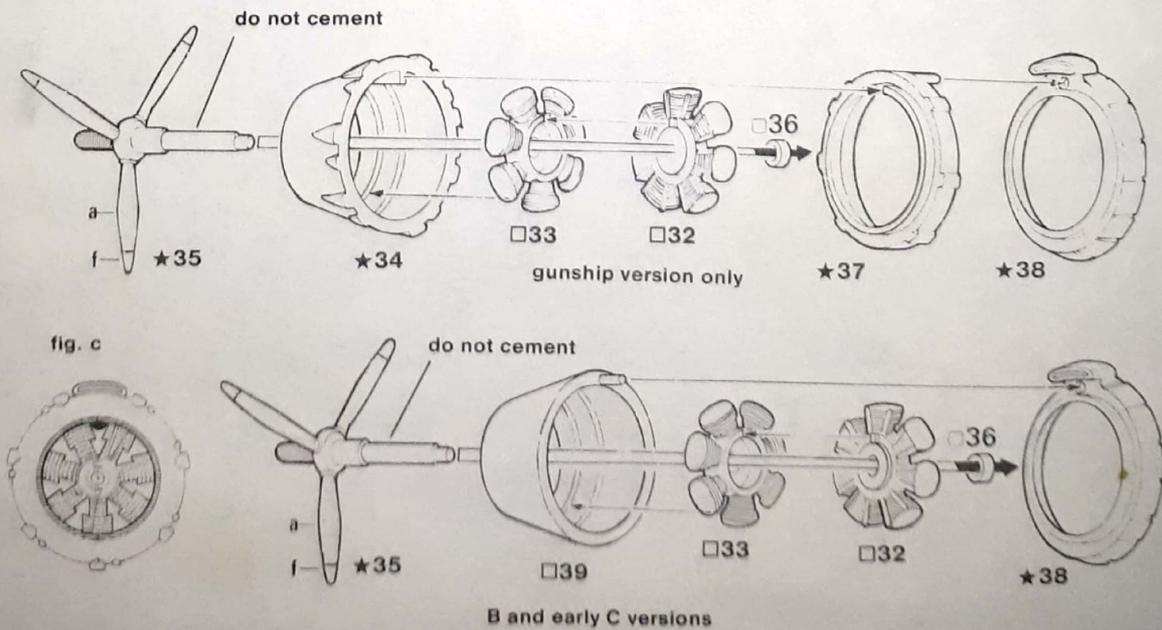
Preliminary Painting

□35, ★35:
FS 37038 Flat Black with **FS 33538 Insignia Yellow** blade tips

□32, □33:
#1780 Steel

Assembly

- 1. Cement engine cowling assemblies together as shown. Note that the later type cowling with individual exhaust stacks (parts ★34 and ★37) apply to the **gunship version** and **late model Cs** only. The smooth cowl (□39) should be used for the **B version** and our second optional marking which represents an **early C model bomber**.



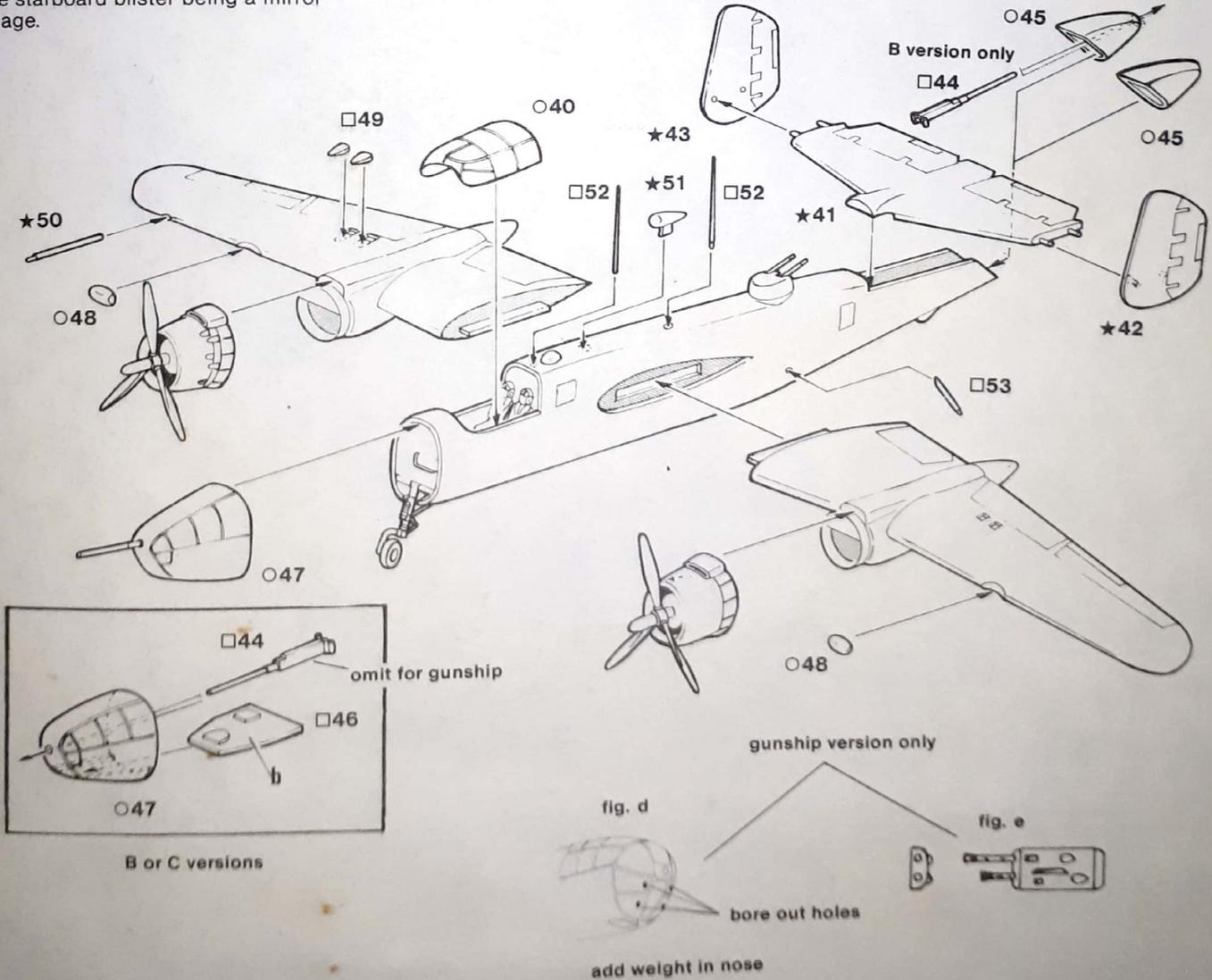
4 GENERAL ASSEMBLY

Preliminary Painting

- 44: "Gun Metal" (mix 10 parts *FS 15042 Dark Sea Blue* and 1 part *FS 17178 Chrome Silver*)
- 46: *FS 34151 Interior Green*

Assembly

□1. Assemble parts in numerical sequence as shown. Note that the "tail stinger" machine gun is used on the **B version only**. If you are building the **gunship version**, now is the time to make the modifications necessary to accurately portray this version. The first step is to bore holes in the front of the nose for the four nose guns. The drawing shows the correct positions for these holes. Cut the four gun barrels from parts □44 and □60, then cement into holes making sure they all point straight ahead and project from the nose the proper distance (also see drawings on pg. 7). The second modification is the addition of the side gun pack blisters. These are illustrated actual size and should be made from scrap plastic and/or sheet plastic and stretched sprue. The port side blister is shown, the starboard blister being a mirror image.



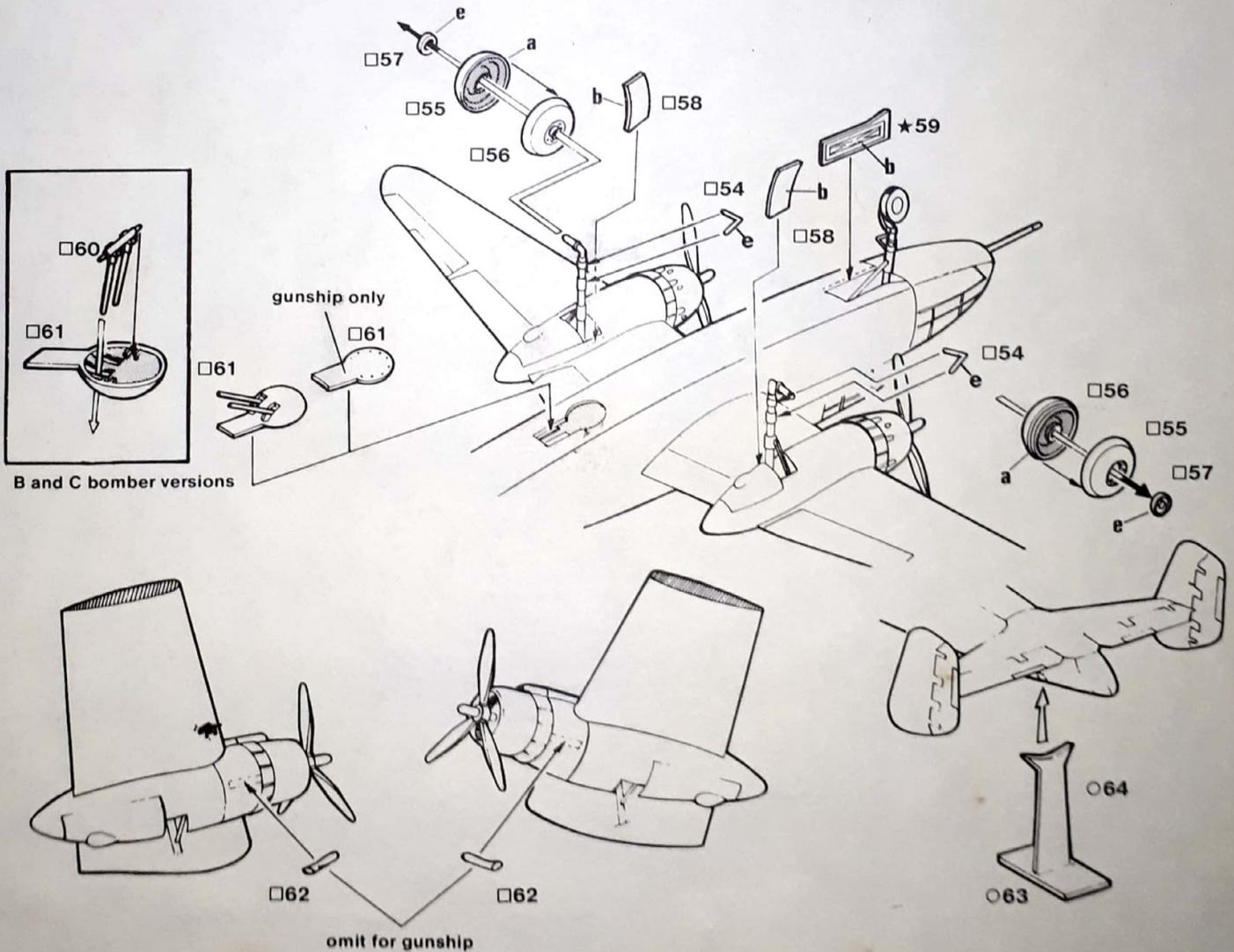
5 FINAL ASSEMBLY

Preliminary Painting

- 55, □56 tires only:
FS 37038 Flat Black
- 55, □56 wheel hubs only; □54, □57:
#1781 Aluminum
- 60:
"Gun Metal" (mix 10 parts *FS 15042 Dark Sea Blue* and 1 part *FS 17178 Chrome Silver*)
- 58, ★59 inner side of doors:
FS 34151 Interior Green
- 62:
#1785 Rust

Assembly

- 1. Assemble parts in numerical order as indicated. Note that the **gunship version** does not use the ventral turret, but use the blanking plate instead. The exhaust pipes □62 are only used on **B and early C models** which use the smooth cowling without individual exhaust stubs. The **gunship version** in this kit does not use these pipes.



COLOR KEY



1. FS 34087 Olive Drab

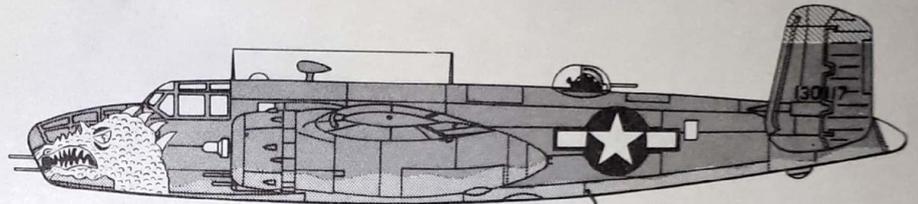
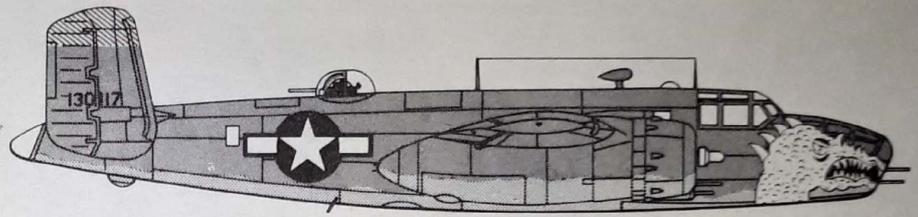


2. FS 36270 Neutral Gray



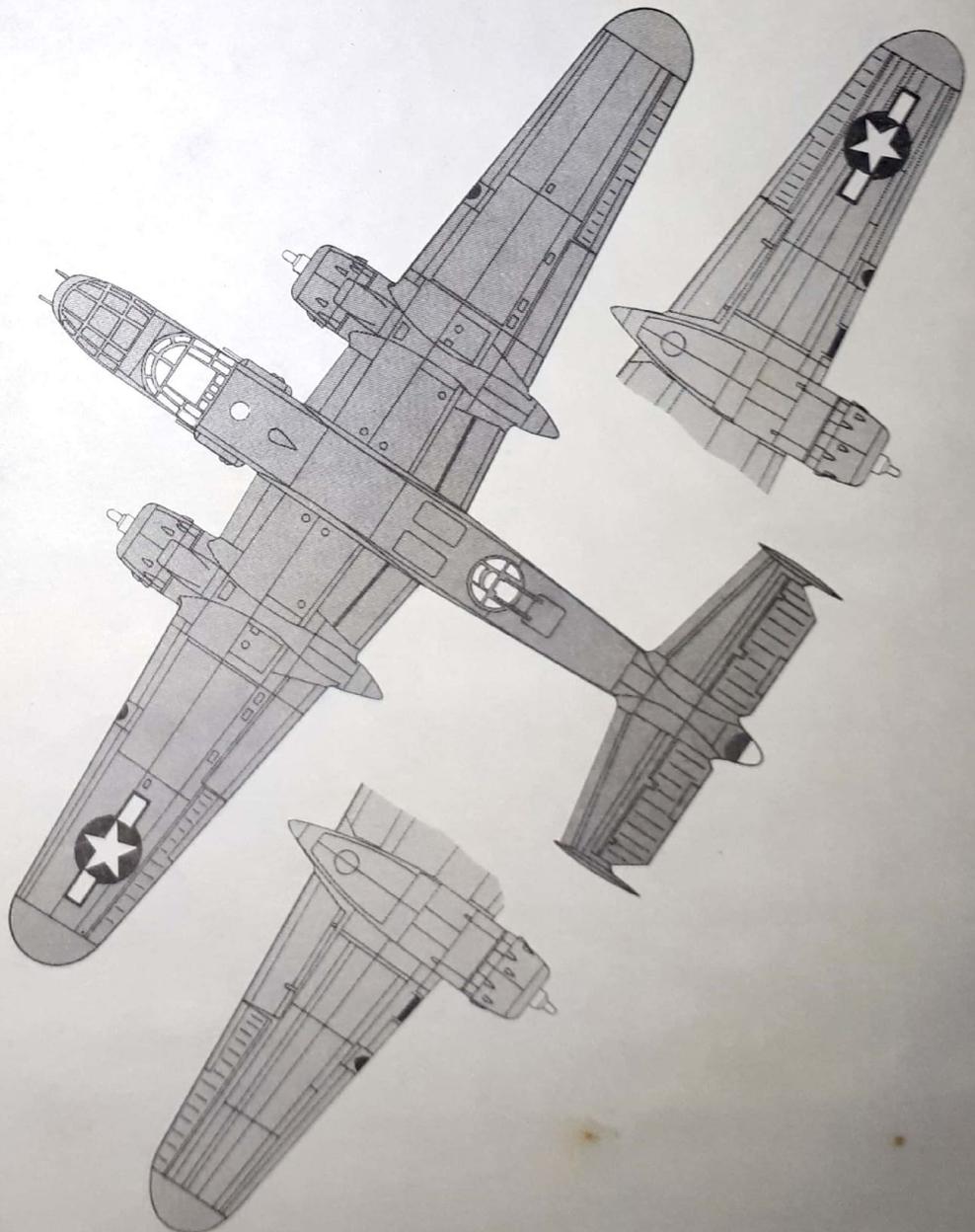
3. "Green" (mix 1 part #1734 Green Zinc Chromate and 1 part #1171 Flat Beret Green)

B-25C (gunship field conversion), 405th BS, 38th BG, New Guinea, 1943



APPLYING DECALS

1. After carefully masking canopy and other clear areas, spray entire model with Testor Glosscote #1261. Decals adhere best to a smooth surface and the shinier the finish, the smoother it is. Allow the Glosscote to dry thoroughly before going further.
2. Select the decals you plan to use, and cut each of them out from the decal sheet with small scissors or Testor Hobby Knife.
3. Working with only one decal at a time, dip the decal in clear water for no more than five seconds, then remove it from the water and place on a dry paper towel for about one minute.
4. When the decal slides easily on the backing paper, slide it to the edge of the paper and onto the surface of the model with a soft paintbrush or tweezers. Remember: the decals are very thin and can be easily ripped if care is not taken. Work slowly and patiently.
5. Once the decal is in the desired position, apply a small amount of Testor Decal Set #8804. This will help the decal to conform to any irregularities in the surface of the model (rivets, curves, etc.). Allow the decal to dry undisturbed. Should you find the decal has moved or should you desire to purposely move it, apply a little Decal Set to a soft brush and push the decal slowly into the desired position.
6. When the decals are completely dry (usually overnight), apply a coat of Testor Dullcote #1260 to the entire model. This will give it an authentic, dull finish and protect the surface of the model. Then carefully remove masking from canopy and other clear areas.



COLOR KEY

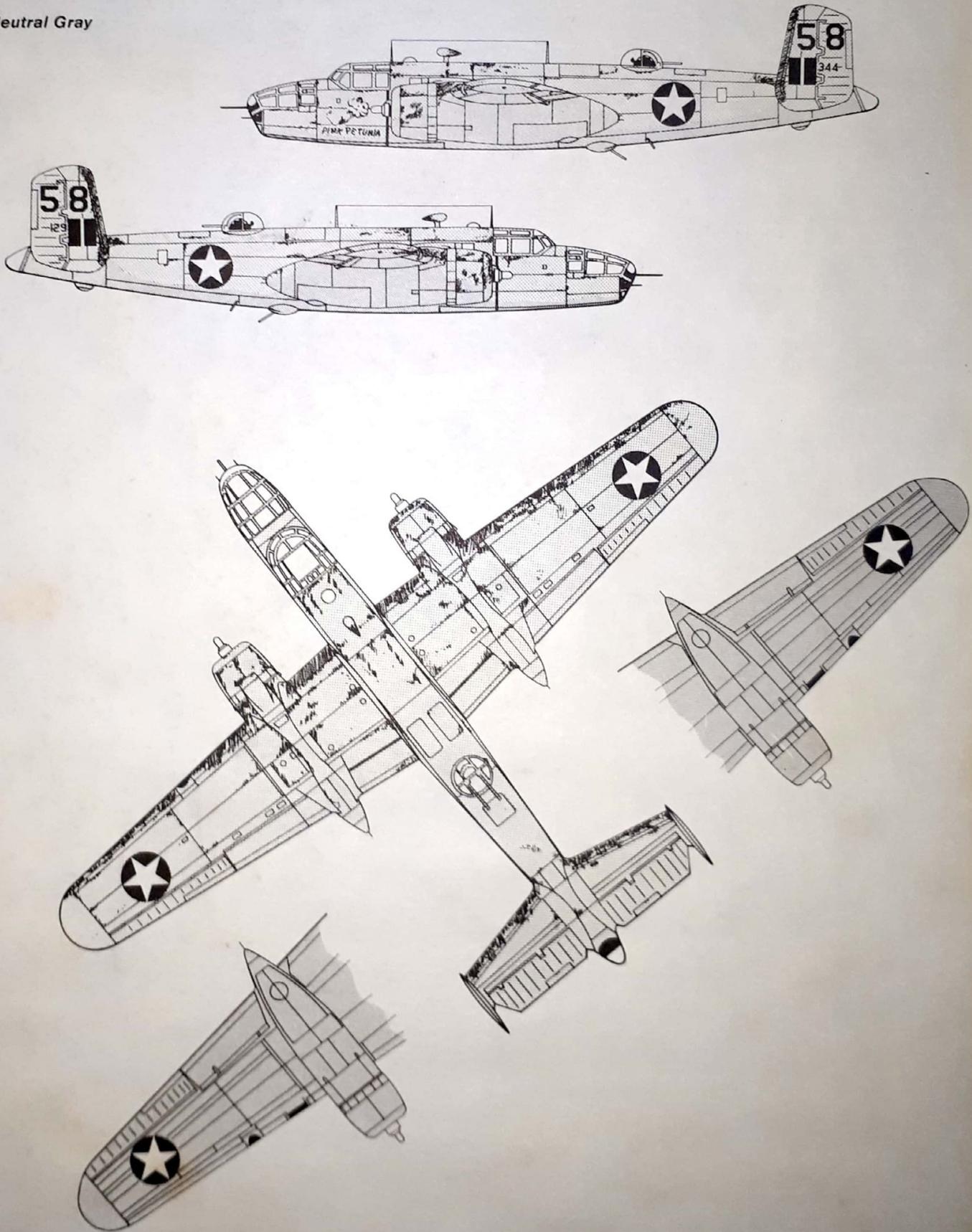


1. FS 30279 Sand (mix 2 parts FS 30219 Dark Tan and 1 part FS 37875 Flat White)

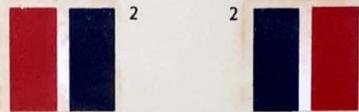


2. FS 36270 Neutral Gray

B-25C, 83rd BS, 12th BG, North Africa, 1942. NOTE: dark patches of the original FS 34087 Olive Drab paint showed through the Desert Sand finish as shown.



B-25C MITCHELL #699



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