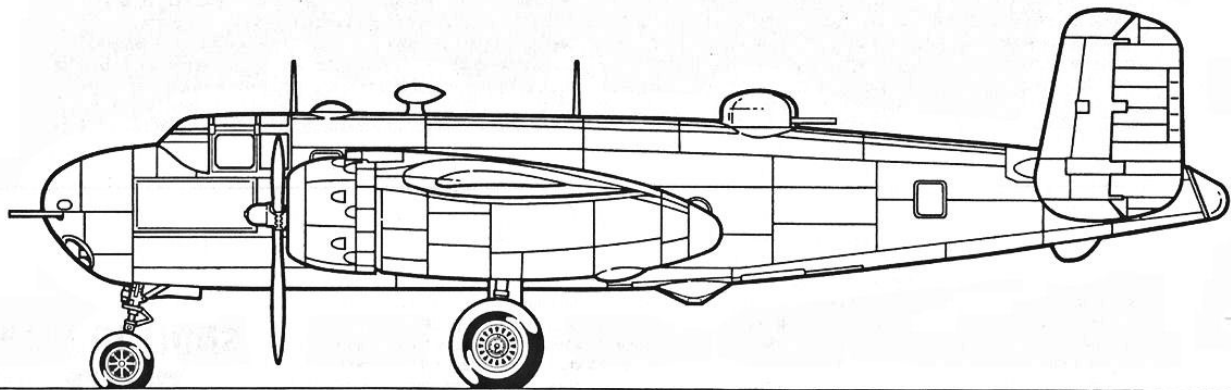


3432-0200

B-25G

Mitchell



Mitchell B-25G INSTRUCTIONS

The Mitchell in this kit is a B-25 G model. The G model was a direct response to field modified Mitchells that were attacking targets on both land and sea at extremely low levels. These types of targets were usually heavily defended. A few early B25's were suitably modified and were able to successfully hit these targets. Perhaps the most audacious alteration was the addition of an M-4 75mm US Army anti-tank gun installed in a solid nose replacing the original B-25C/D glass nose.

This cannon was augmented by two .50 cal. machine guns with 400 rounds per gun. The machine guns were usually used to suppress anti-aircraft fire and to provide tracer sighting for the cannon. The cannon was hand loaded by the navigator. Due to this slow process and the degradation in overall aircraft performance, this weapon was dropped from later production versions of the B-25. Aircraft prior to serial number 42-65001 generally carried the lower turret. Other modifications were applied to the factory G airframe, and you will need to consult the many B-25 references to note these often subtle differences.

Like all Accurate Miniatures kits, this one might be a little different from what you're used to. We know that lots of modelers (most don't like to read instruction sheets, but pictures can't always tell the whole story. Assembly of this kit will often benefit from a word or two to help the process along. We strongly recommend that you go through this sheet and study the various assemblies before actually tackling them. By the time you finish, you will have a far greater understanding of the real airplane than what you might get from from just going through an assembly process. You'll actually become "involved" with the Mitchell. Be sure to test fit the parts before applying adhesive and check the alignment of the parts often as the glue dries. There are quite a few small pieces in this kit, and they will present the builder with a reward greater than the challenge of assembling them.

This kit is built around subassemblies. These subassemblies are constructed and then installed into the fuselage; wings are built up, etc. until the kit is completed. You may choose to construct the bomb bay subassembly before the cockpit subassembly or vice versa. You may want to start with the turret assemblies. Just be sure to install these subassemblies when we recommend. Again, we strongly suggest that you follow these instructions!

An interesting feature of this kit is that it provides painting masks for the canopy, windows and nose glass (see box lift). While this kit is specific to the box art subject, it also contains the basic parts required to construct any number of other airplanes. Simply consult your reference material and look to the aftermarket decal people to offer markings for your personal favorite subject aircraft. Now, break out the paint and glue and have a good time.

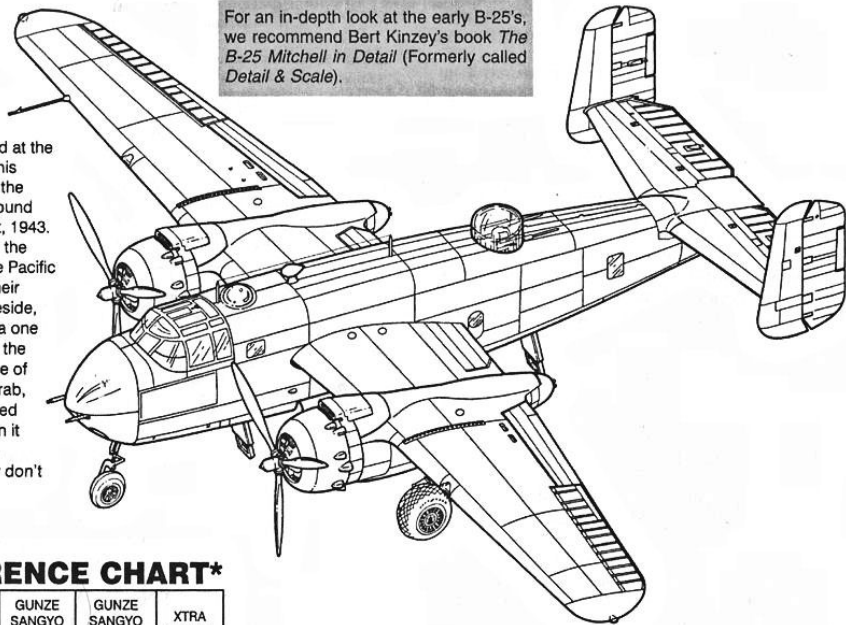
IMPORTANT

We have put quite a few of these kits together (like 100!) and have found that there are many different ways to approach the assembly. Still, our building experience causes us to recommend the sequence in this sheet. However, modelers may still wish to vary this sequence slightly to fit their personal building techniques. You certainly will want to "paint as you go."

Each of the following steps will apply to the construction of a standard B-25G. While this kit represents two specific possible airplanes, parts are also included to construct a number of other planes. If you are not constructing the kit subject aircraft, be sure to consult your reference material. Read each step through and understand what is going to be required before starting the assembly.

The "Shark Mouth" version of this kit represents an aircraft flying anti-submarine patrols out of Langley AFB, Virginia and training missions out of Brooks AFB, Texas and Pinecastle AFB, Florida. As with all "G" models, this airplane was converted from a "C". This particular plane was converted at the Kansas City Mod center in June of 1943. For this reason, the decal sheet stars and bars contain the red as well as the blue surround. The red surround was officially in use from June 28th to July 31st, 1943. Many overseas aircraft never had time to apply the red surround, while many combat aircraft in the Pacific theater were reluctant to put anything red on their planes. Since this airplane was operating stateside, the chances of it carrying the red surround for a one month period are high. The paint scheme was the official Army anti-submarine sea-search scheme of Insignia White, ANA 46, FS 37875 over Olive Drab, ANA 41, FS 34087. Serial number 264758 ended its official service on September 21, 1945, when it was turned over to the Reconstruction Finance Corporation. Cannon nose airplanes generally don't make very good commercial airliners. Next stop ...the smelter.

For an in-depth look at the early B-25's, we recommend Bert Kinzey's book *The B-25 Mitchell in Detail* (Formerly called *Detail & Scale*).



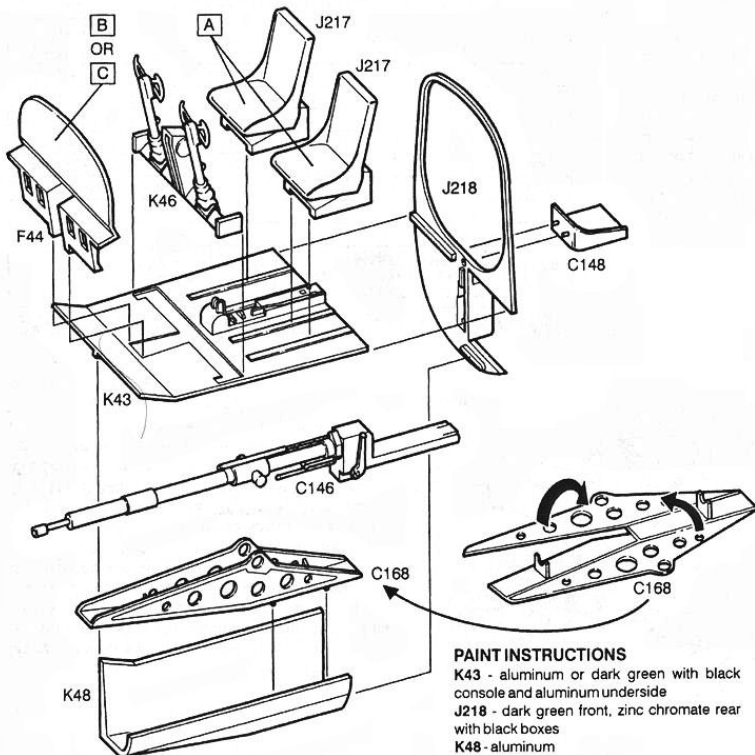
MODEL PAINT REFERENCE CHART*

| | FEDERAL STANDARD | MODEL MASTER | HUMBROL | GUNZE SANGYO AQUEOUS | GUNZE SANGYO MR. COLOR | XTRA COLOR |
|-----------------|------------------|--------------|---------|----------------------|------------------------|------------|
| ALUMINUM | 17178 | 1781 | 11 | 8 | 218 | X142 |
| BURNT METAL | - | 1415 | - | 76 | 61 | - |
| OLIVE DRAB | 34087 | 1711 | 155 | 304 | 304 | X111 |
| NEUTRAL GREY | 36270 | 1725 | 126 | 306 | 306 | X133 |
| ZINC CHROMATE | 33637 | 1734 | 81 | 312 | 312 | X148 |
| MEDIUM GREEN | 34092 | 1764 | 149 | - | - | X114 |
| FLAT BLACK | 37038 | 1749 | 33 | 12 | 33 | X404 |
| FLAT WHITE | 37875 | 1768 | 34 | 11 | 62 | X141 |
| INSIGNIA YELLOW | 33538 | 1708 | 154 | 329 | 329 | X106 |
| LIGHT BLUE | - | 2126 | - | - | - | - |

*This chart is provided only as an aid to the modeler and is the closest match possible from each paint manufacturer at the time of printing. Commonly used modeling colors will be necessary to finish small details. The light blue on the nose of "Dry Dore" was apparently a mix of insignia blue and white and therefore has no exact FS match. The companion of available model paint to color photos of the actual airplane lead us to this recommendation.

Markings are also provided for a Southwest Pacific cannon nose B-25G. "Little Joe" was a Seventh Air Force aircraft flying with the 820th Bomb Squadron. It is depicted as it appeared on December 1, 1944 on an anti-shiping mission in the Marshall Islands. The plane was finished in Olive Drab ANA 41, FS 34087 over Neutral Grey ANA 43, FS 36270. Irregular patches of Medium Green ANA 42, FS 34092 were applied on both the inside and outside surfaces of the vertical tails and the leading and trailing edges of the upper wings and horizontal tail. Normal Pacific theater weathering would apply, although photos show this particular plane to be in a remarkably clean condition in the time frame the kit represents. It is important to note that this particular aircraft carried the raised rear gunner's position and twin .50 cal machine guns. There was no clear tail cone or lower turret.

STEP 1 - COCKPIT ASSEMBLY



PAINT INSTRUCTIONS

K43 - aluminum or dark green with black console and aluminum underside
J218 - dark green front, zinc chromate rear with black boxes
K48 - aluminum
J217 - dark green
F44 - flat black with dark green or zinc chromate rudder pedals
K46 - dark green with black control wheels, canvas-colored boots and black control console
C168, C148 - aluminum
C146 - black

△ Carefully fold up the sides of the cannon carriage (C168) and glue at 90° angles. Allow plenty of drying time.

△ Place the 75mm cannon (C146) into the cannon carriage. Do not glue! You will want to align the muzzle in the nose opening in Step 11.

△ After trimming the small lip off the rear edge of the bombardier's access tunnel (K48), align and glue the cannon assembly to the locator holes at the rear of the bombardier's access tunnel.

△ Glue the cockpit floor (K43) to the cockpit rear bulkhead (J218). Keep these pieces at 90° to each other.

△ While the glue is drying, glue the bombardier's access tunnel (K48) to the underside of the cockpit floor. Keep all three pieces aligned with each other.

△ After applying either the decal seat belts (A) or belts of your choice, glue the pilot's and copilot's seats (J217) to the cockpit floor. They may be positioned anywhere along the locating rails. The decal seat belts may be left on the backing paper, then white glued in position for a slightly thicker, more realistic appearance.

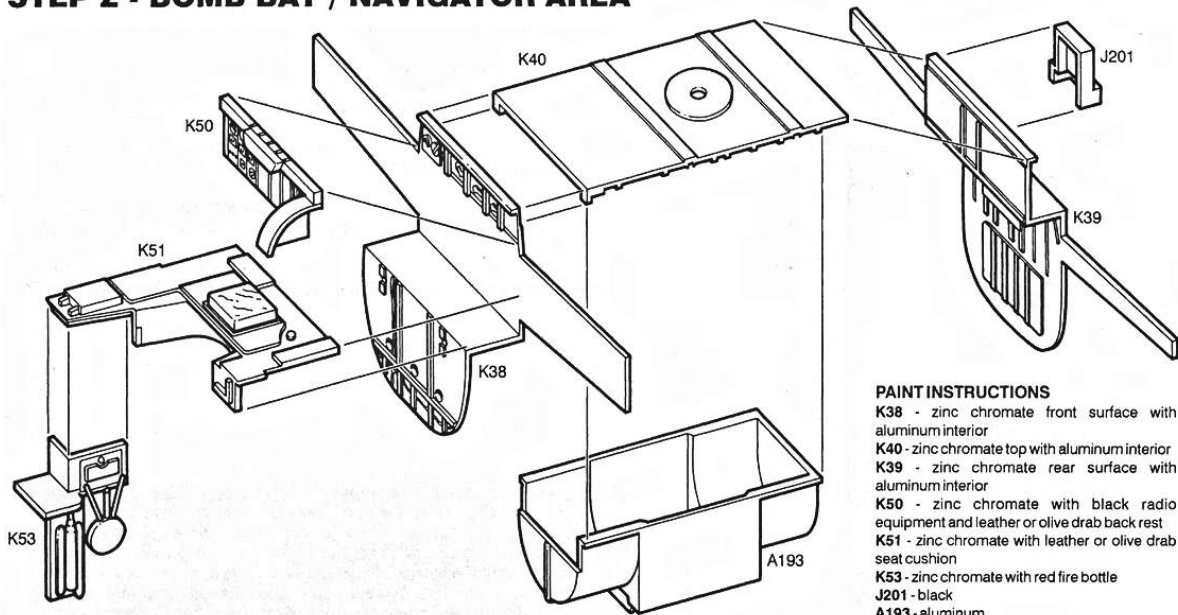
△ Carefully paint the front of the instrument panel (F44) flat black with the exception of the dial faces. After the panel is dry, apply either the face up decal (B) or face down decal (C) to the rear of the panel. If you elect to use decal (B), you will need to turn it over on the wet decal paper to pick up enough glue to insure adhesion. Be certain to align the instrument faces in the dial openings when viewed from the front. After allowing plenty of drying time, glue the completed instrument panel to the cockpit floor.

△ Glue the gunner's seat (C148) to the ear of the rear cockpit bulkhead.

△ Glue the control columns (K46) to the cockpit floor and the instrument panel.

△ Put the cockpit assembly aside for later installation in the fuselage.

STEP 2 - BOMB BAY / NAVIGATOR AREA



PAINT INSTRUCTIONS

K38 - zinc chromate front surface with aluminum interior

K40 - zinc chromate top with aluminum interior

K39 - zinc chromate rear surface with aluminum interior

K50 - zinc chromate with black radio equipment and leather or olive drab back rest

K51 - zinc chromate with leather or olive drab seat cushion

K53 - zinc chromate with red fire bottle

J201 - black

A193 - aluminum

△ Glue the bomb bay front bulkhead (K38) to the bomb bay roof (K40). Keep these pieces at 90° to each other.

△ Glue the bomb bay rear bulkhead (K39) to the bomb bay roof. Keep these pieces at 90° to each other.

△ Glue the navigator's back rest (K50) to the front face of the front bomb bay bulkhead, positioning it up against the bottom edges of the vertical tabs.

△ Glue the navigator's seat (K51) to the front of the bomb bay bulkhead.

△ Glue the navigator's right side wall (K53) to the navigator's seat right side as shown.

△ Glue the map case / radio transmitter (J201) onto the shelf and against the rear face of the rear bomb bay bulkhead.

△ The long range fuel tank (A193) is provided as an optional part and may be glued to the underside of the top surface of the bomb bay. Be sure to locate over the four small locating tabs in order to position on center. Orient as shown, with the stepdown cutout to the front.

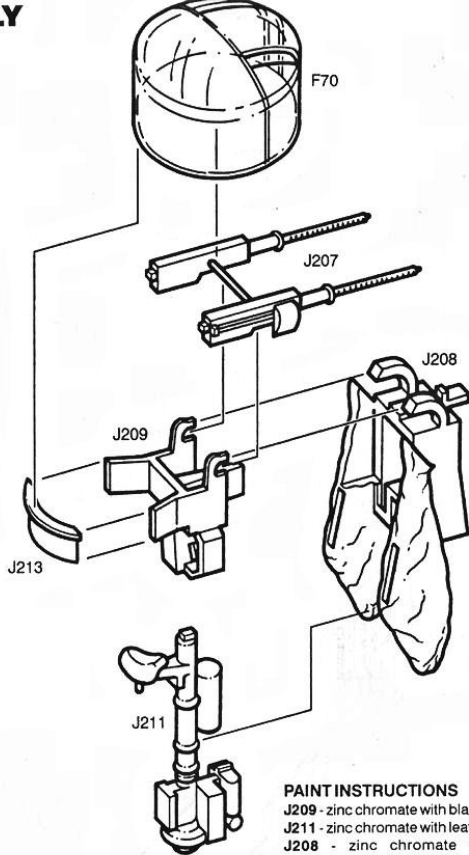
△ Place the bomb bay assembly aside for later installation in the fuselage.

STEP 3 - UPPER GUN TURRET ASSEMBLY

△ This kit includes parts for both the upper and lower turret, even though the lower turret was often removed after the plane entered service. Early G model Mitchells did leave the factory with the lower turret in place, but this turret was deleted at the factory after the construction of number 42-65001. When the turret was removed, it was replaced by a metal panel. If you are building a B-25 that did carry the lower turret, assemble the turret as instructed in Step 4. If you are not including the lower turret, you will need to install only the radio compartment floor (J198) in Step 9, and the metal panel (J152) will be installed in Step 18.

A word about the famous / infamous lower turret: The lower turret was removed for two reasons. The first reason was the obvious weight savings and increased performance that resulted from its removal. The second reason for its removal was more straightforward. About the only thing this turret installation did really well was make the gunner sick. Imagine that the gunner had to kneel on a leather pad with his chest resting on another leather pad while peering into a periscope with a very narrow field of vision. Now try that while tracking a target - and hitting it! All of this was long before video games! You now understand why there is less and less evidence of this turret on the early B-25's.

- △ Glue the upper turret gun mount (J209) to the upper turret mount column (J211).
- △ Glue the upper turret ammo box / cartridge collection bags (J208) to the gun mount. Do not glue the "hooks" that will hold the guns. The guns will be "snapped" in place.
- △ Glue the upper turret outer rim (J213) to the gun mount. Keep the upper edge level with the top of J209.
- △ Carefully snap the upper turret guns (J207) into the "hooks" at the top of the turret gun mount. If you do not glue the guns, they will elevate.
- △ Route the upper turret guns through the clear upper turret blister (F70) and glue the blister to the upper turret assembly.
- △ The upper gun assembly may be rotated to the position of choice. The small tab on the gun opening side of the assembly will eventually locate under the fuselage halves. This assembly may be glued into position on the radio compartment floor (J198) in Step 9. If you elect to not glue the turret assembly to the radio compartment floor, the turret will rotate. Either way, we recommend that you do not put the top turret assembly in place until after the radio compartment floor has been glued into the right fuselage half in Step 9.



PAINT INSTRUCTIONS

- J209 - zinc chromate with black gun grips
- J211 - zinc chromate with leather seat
- J208 - zinc chromate with brass cartridges and olive drab collection bags
- J213 - zinc chromate
- J207 - black
- F70 - upper color bracing

STEP 4 - LOWER GUN TURRET ASSEMBLY

The lower turret may be constructed in the extended or retracted position and may face in any direction. The gunner assumed the same position (facing to the rear) regardless of the direction the guns were pointing. The upper portion of the lower turret shaft did not rotate. For this reason, we recommend that the lower guns be constructed pointing to the rear unless you are willing to modify the lower portion of this assembly.

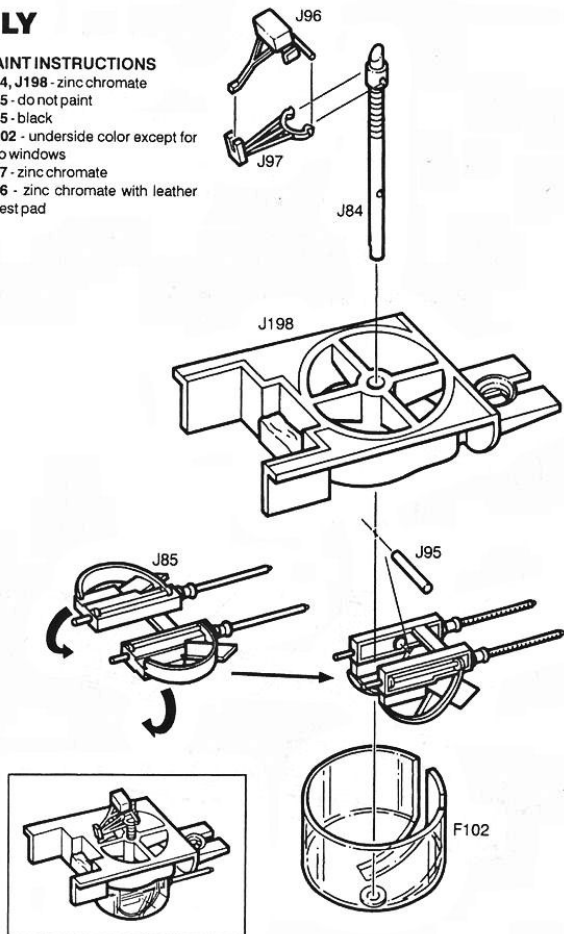
- △ Slide the lower turret column (J84) through the opening in the center of the radio compartment floor (J198). Do not glue yet.
- △ Slide the lower guns pivot shaft (J95) through the hole on the lower turret column. Do not glue the shaft if you wish the guns to pivot.
- △ Carefully fold the lower guns (J85), place a small amount of glue in the locators on the insides of the guns and glue them to the ends of the lower guns pivot shaft.
- △ Glue the lower turret blister (F102) to the bottom of the lower turret column.

This turret was retractable. Decide whether you want to display the turret in the extended or the retracted position. Glue the lower turret shaft to the radio compartment floor accordingly. If you are building the turret in the extended position, you need to also decide which way you want the guns to point. If the turret is to be retracted, push the turret up as far as it will go. The lower turret will still extend below the fuselage slightly. The guns must point to the rear so that the gun barrels will locate in the fuselage troughs. Remember, the top portion of the lower turret shaft did not rotate with the turret, and the gunner always faced toward the rear of the plane regardless of the position of the guns. All of the remaining pieces in the lower turret assembly are located toward the front of the plane as shown in the drawings.

- △ Glue the lower turret chest pad support bracket (J97) to the two locating holes on the lower turret column and to the rim of the opening on the radio compartment floor.
- △ Glue the lower turret chest pad (J96) to the lower turret chest pad support bracket.
- △ Put the gun turret assembly aside for later installation.

PAINT INSTRUCTIONS

J84, J198 - zinc chromate
J95 - do not paint
J85 - black
F102 - underside color except for two windows
J97 - zinc chromate
J96 - zinc chromate with leather chest pad



STEP 5 - RIGHT FUSELAGE ASSEMBLY

PAINT INSTRUCTIONS

J2 - zinc chromate with dark green cockpit area and aluminum bomb bay

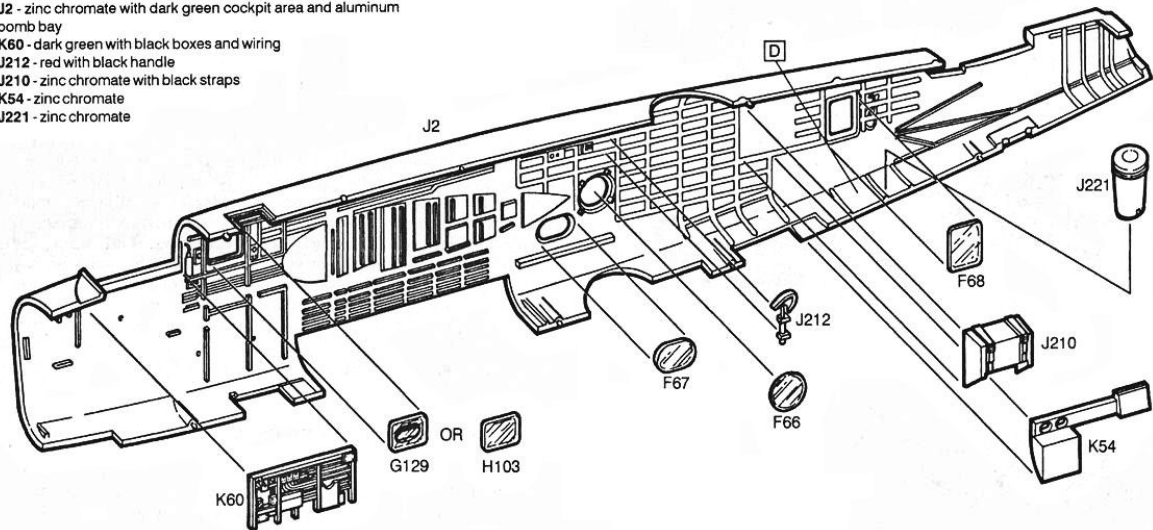
K60 - dark green with black boxes and wiring

J212 - red with black handle

J210 - zinc chromate with black straps

K54 - zinc chromate

J221 - zinc chromate



Note: The quilted sound insulation pads on the interior of the fuselage were the same color as the metal surfaces beneath them. Therefore, they were dull dark green in the pilot's cockpit and nose and yellow green in other compartments. This quilting had a matte to semi-gloss surface.

Carefully glue the clear windows into the fuselage halves. You may elect to use a non-crazing glue such as common white glue or clear gloss acrylic paint to avoid smearing the clear parts.

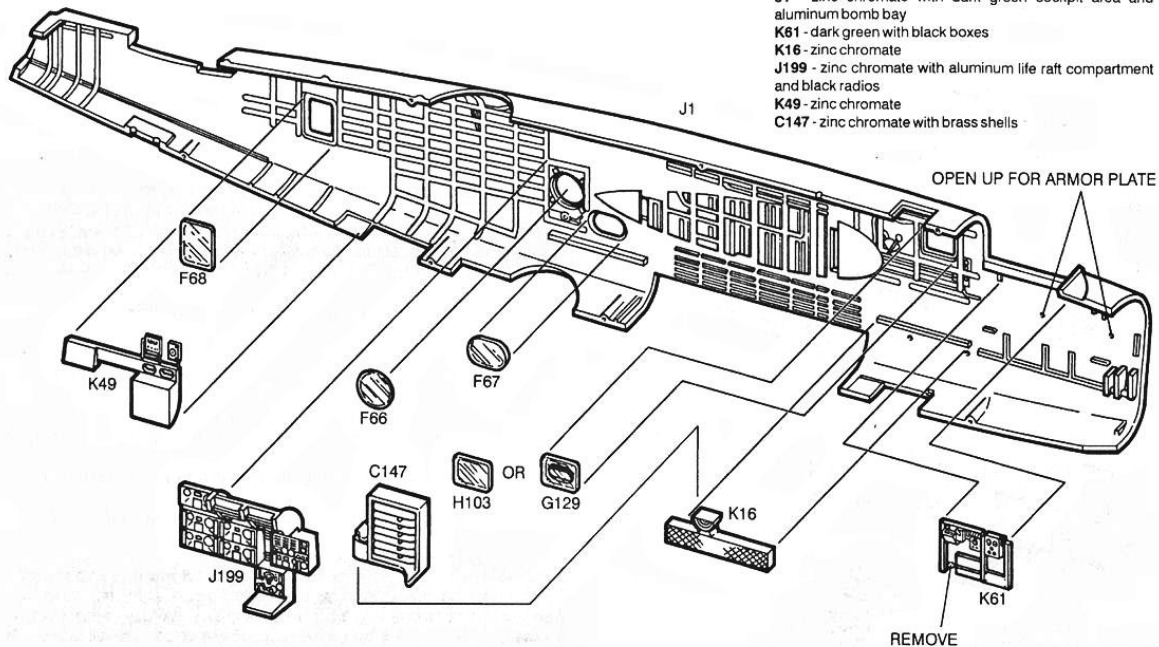
- △ Starting at the front, glue the navigator's side windows (G129), the oval lower radio compartment windows (F67), the upper round radio compartment windows (F66) and rear rectangular windows (F68) into the openings in the right fuselage half (J2). NOTE: The "Little Joe" plane used the flat navigator's side windows (H103) in place of the bubble style.

- △ Glue the pilot's compartment right sidewall (K60) to the right fuselage half.
- △ Glue the fire escape axe (J212) to the right fuselage half. Position above and to the rear of the round side window and against the vertical fuselage rib.
- △ Glue the camera storage compartment (J210) to the right fuselage side.
- △ Glue the camera compartment sidewall (K54) to the right fuselage half.
- △ Glue the chemical toilet (J221) to the locator as shown on the right fuselage half. Make certain this part is aligned vertically. Notice that the lid is closed. They must be expecting WAAF's to visit.
- △ Cut out and place decal (D) on the floor next to the toilet. Everyone needs reading material.

STEP 6 - LEFT FUSELAGE ASSEMBLY

PAINT INSTRUCTIONS

- J1 - zinc chromate with dark green cockpit area and aluminum bomb bay
- K61 - dark green with black boxes
- K16 - zinc chromate
- J199 - zinc chromate with aluminum life raft compartment and black radios
- K49 - zinc chromate
- C147 - zinc chromate with brass shells



△ Starting at the front, glue the navigator's side windows (G129), the oval lower radio compartment windows (F67), the upper round radio compartment windows (F66) and rear rectangular windows (F68) into the openings in the left fuselage half (J1). **NOTE:** The "Little Joe" plane used the flat navigator's side windows (H103) in place of the bubble style.

△ Open the flashed-over holes in the left fuselage side for the external cockpit armor plate to be installed in Step 10.

△ Glue the pilot's compartment left sidewall (K61) to the left fuselage half.

△ Glue the navigator's compartment ventilator duct (K16) to the left fuselage half.

△ Dry fit the interior assembly from Step 1 into position in the left fuselage half. While holding the interior in place, glue the cannon shell storage case (C147) into position, placing its forward edge against the back surface of the interior rear bulkhead. The bottom rear edge of the case should rest on top of the ventilator duct upper projection.

△ Glue the radio equipment / life raft (J199) to the left fuselage half.

△ Glue the camera compartment sidewall (K49) to the left fuselage half.

STEP 7 - NOSE ASSEMBLY

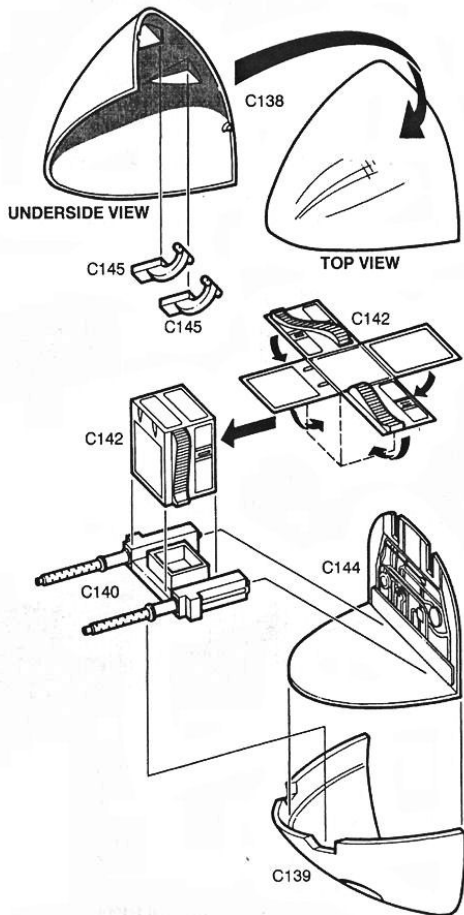
PAINT INSTRUCTIONS

C144 - aluminum
C139 - aluminum interior
C140 - black guns with aluminum mount
C142 - zinc chromate with black cartridges
C145 - aluminum
C138 - aluminum interior
C173 - aluminum

The aircraft depicted in this kit had the standard G "solid nose." Many factory issue Mitchells were first converted in the field to strafing aircraft. However, the 75mm armed planes were all assembled at the factory or a service depot, so installation did not vary greatly.

- △ Glue the nose floor / bulkhead (C144) to the lower nose (C139).
- △ Glue the twin .50 cal machine guns (C140) to the nose floor / bulkhead.
- △ Carefully fold up the sides of the ammo case (C142) to create a "box" and glue to the top of the twin .50's.
- △ Glue the two gun nose hinges (C145) to the inside of the upper gun nose (C138).
- △ Set these parts aside for later addition to the fuselage.

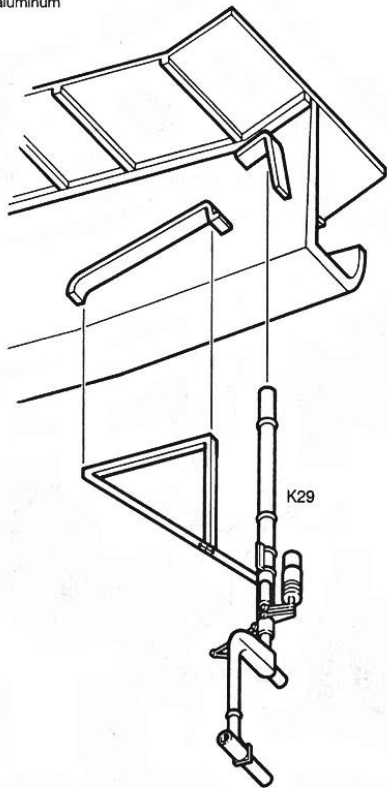
The upper nose may be propped open by using the two nose cowl struts (C173). We suggest that you do this after the nose has been glued to the fuselage or assembly is completed.



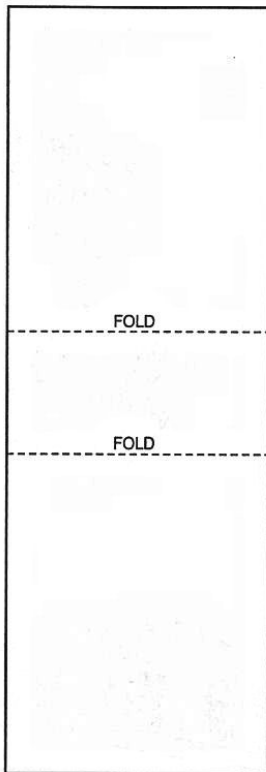
STEP 8 - NOSE GEAR

PAINT INSTRUCTIONS

K29 - neutral grey or aluminum
with chrome piston



△ Carefully glue the nose gear leg (K29) up into the locators on the side of the bombardier's tunnel. The nose gear is delicate and should be handled with relative care. It is more than adequate to support the nose and is to scale. Just pay a little extra attention to it while handling the airframe once it is glued in place. You may wish to use the template shown below to create a cardboard "guard" and place around it.



DUPLICATE THIS TEMPLATE IN
THIN CARDBOARD AND TAPE
IN PLACE OVER NOSE GEAR.

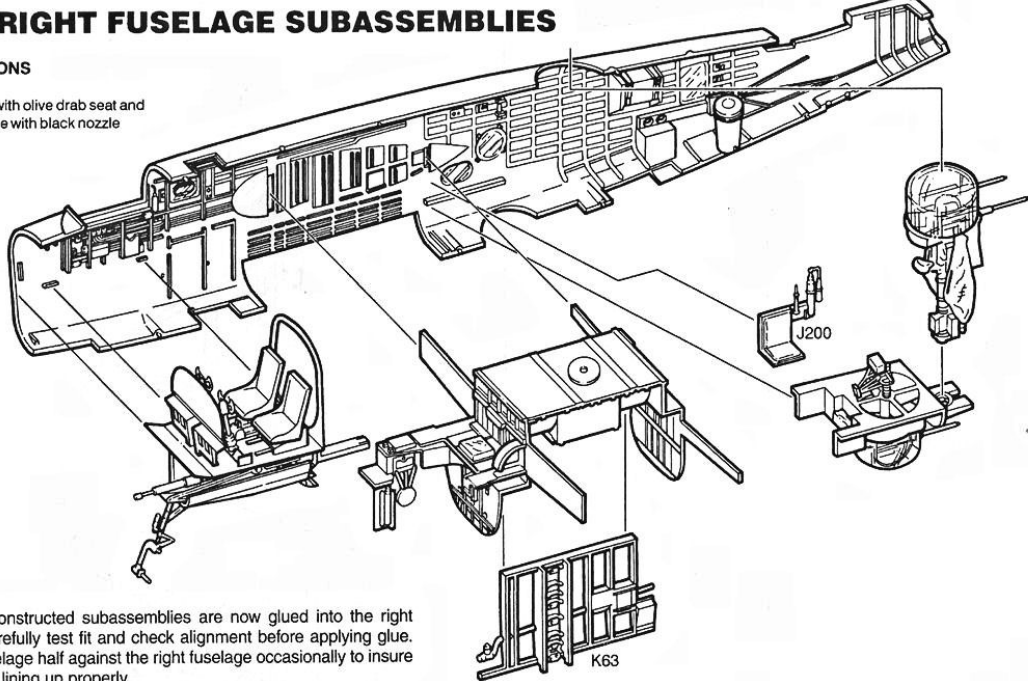
TEMPLATE FOR NOSE GEAR GUARD

STEP 9 - RIGHT FUSELAGE SUBASSEMBLIES

PAINT INSTRUCTIONS

K63 - aluminum

J200 - zinc chromate with olive drab seat and back rest - red fire bottle with black nozzle



The previously constructed subassemblies are now glued into the right fuselage half. Carefully test fit and check alignment before applying glue. Place the left fuselage half against the right fuselage occasionally to insure that everything is lining up properly.

- △ Glue the bomb bay assembly from Step 2 into the right fuselage. It is important that this assembly be placed in the fuselage before the cockpit assembly is installed to avoid interferences.
- △ Glue the cockpit assembly from Step 1 into the right fuselage half.
- △ After the bomb bay assembly has been allowed to dry, the right side bomb rack (K63) is glued up into the space between the front and rear bomb bay bulkheads.
- △ The lower turret assembly from Step 4 is now glued to the right fuselage half and the rear face of the rear bomb bay bulkhead. Or, if no lower turret is being

utilized, glue only the radio compartment floor (J198) to the right fuselage half and the rear face of the rear bomb bay bulkhead.

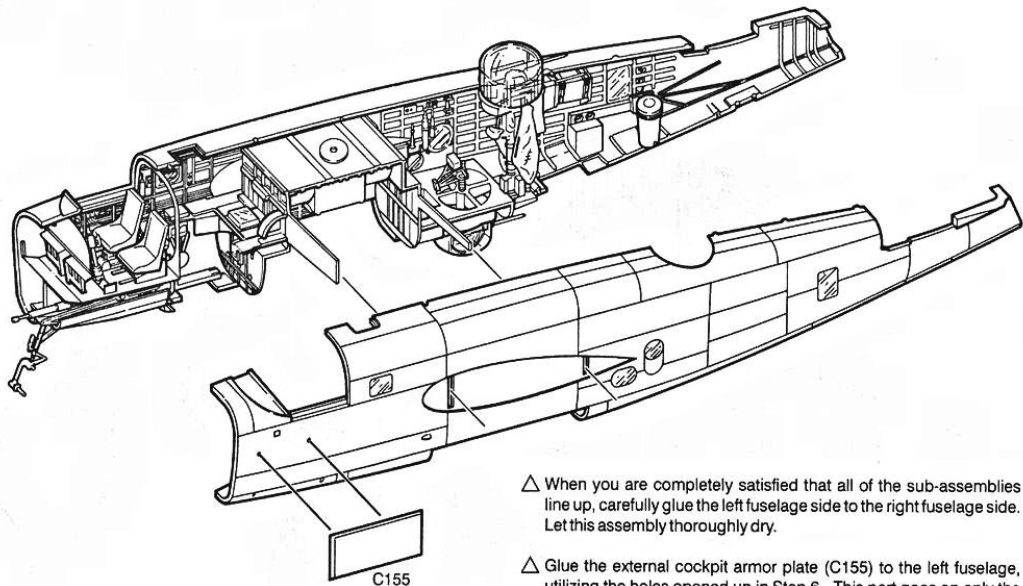
- △ Place the upper turret assembly from Step 3 in place, locating the bottom of the column into the locating hole in the rear of the radio compartment floor. The upper blister fits into the upper turret hole, with the small tab at the rear under the guns locating under the fuselage surface. If you don't intend for the upper turret to rotate, you may glue in place; otherwise, leave it free to move.
- △ Glue the radio compartment right hand seat (J200) to the radio compartment floor and the right fuselage half.

STEP 10 - LEFT FUSELAGE ATTACHMENT

PAINT INSTRUCTIONS

K21 - dark green

C155 - exterior color



- △ When you are completely satisfied that all of the sub-assemblies line up, carefully glue the left fuselage side to the right fuselage side. Let this assembly thoroughly dry.
- △ Glue the external cockpit armor plate (C155) to the left fuselage, utilizing the holes opened up in Step 6. This part goes on only the left side. **NOTE:** Dry fit to be sure the curve matches the fuselage contour; it really works only one way.

STEP 11 - FUSELAGE DETAILS

PAINT INSTRUCTIONS

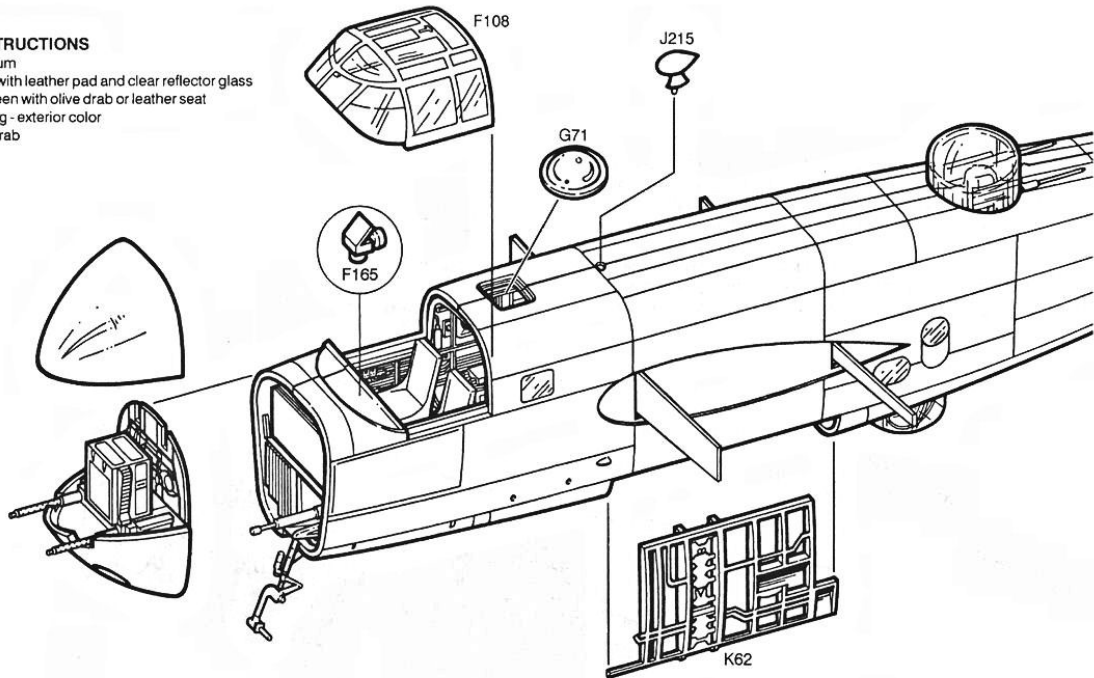
K62 - aluminum

F165 - black with leather pad and clear reflector glass

J82 - dark green with olive drab or leather seat

F108 - framing - exterior color

J215 - olive drab



△ The left side bomb rack (K62) is now glued up into the bomb bay between the front and rear bomb bay bulkheads.

△ Carefully line up and glue the nose assembly from Step 7 to the fuselage, trapping the upper nose hinges inside the slots in the lower nose bulkhead. Be careful to thread the nose cannon thru its clearance hole in the lower nose.

△ Glue the pilot's gun sight (F165) to the top of the pilot's coaming as shown. Note that it is to the left of center.

△ Carefully glue the cockpit canopy (F108) to the top of the fuselage.

△ Glue the navigator's astrodome (H105) to the top of the fuselage. Be sure to orient so the curved contour matches that of the fuselage top.

△ Glue the ADF housing (J215) to the top of the fuselage.

STEP 12 - TAIL / REAR STABILIZERS

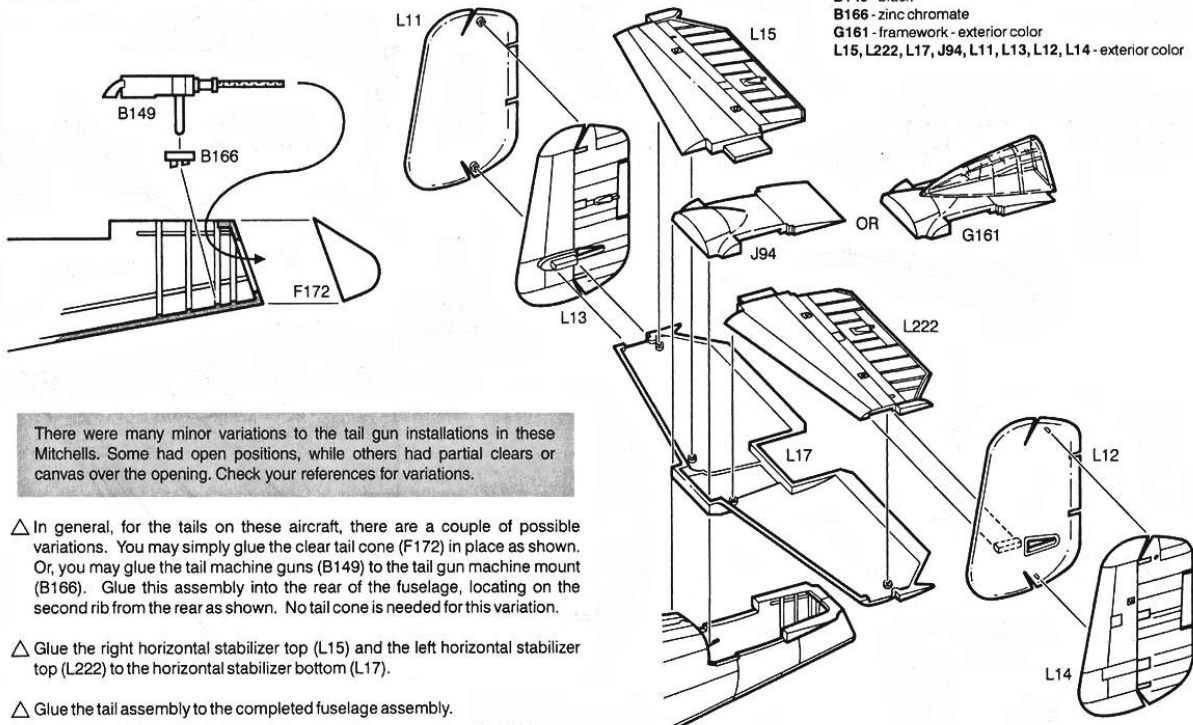
PAINT INSTRUCTIONS

B149 - black

B166 - zinc chromate

G161 - framework - exterior color

L15, L222, L17, J94, L11, L13, L12, L14 - exterior color



There were many minor variations to the tail gun installations in these Mitchells. Some had open positions, while others had partial clears or canvas over the opening. Check your references for variations.

- △ In general, for the tails on these aircraft, there are a couple of possible variations. You may simply glue the clear tail cone (F172) in place as shown. Or, you may glue the tail machine guns (B149) to the tail gun machine mount (B166). Glue this assembly into the rear of the fuselage, locating on the second rib from the rear as shown. No tail cone is needed for this variation.
- △ Glue the right horizontal stabilizer top (L15) and the left horizontal stabilizer top (L222) to the horizontal stabilizer bottom (L17).
- △ Glue the tail assembly to the completed fuselage assembly.
- △ Glue the opaque tail center fairing (J94) into the opening on the top of the tail. Keep the tail assembly level when viewed from the front and rear.

Note: The "Little Joe" plane and some other ships carried a depot-installed optional rear gun canopy (G161) in place of the opaque tail center fairing. Consult your references to determine the tail variation for the specific plane you are building.

- △ Glue the right rudder right side (L11) to the right rudder left side (L13).
- △ Glue the left rudder right side (L12) to the left rudder left side (L14).
- △ Glue the rudder assemblies to the horizontal stabilizer assembly. Be certain that the rudders are vertical to the horizontal stabilizer and allow to dry thoroughly.

STEP 13 - WING ASSEMBLY

△ If you are building an aircraft that will be capable of carrying underwing bombs, you will need to open the flashed-over holes in the wing bottoms as indicated and glue two left underwing bomb racks (B112) to the left wing and two right wing bomb racks (B113) to the right wing.

△ Glue the upper left wing (M5) to the lower left wing (M6).

△ Glue the upper right wing (M3) to the lower right wing (M4).

PAINT INSTRUCTIONS

B112, B113 - neutral grey or steel
L7, L8, L9, L10 - aluminum interior

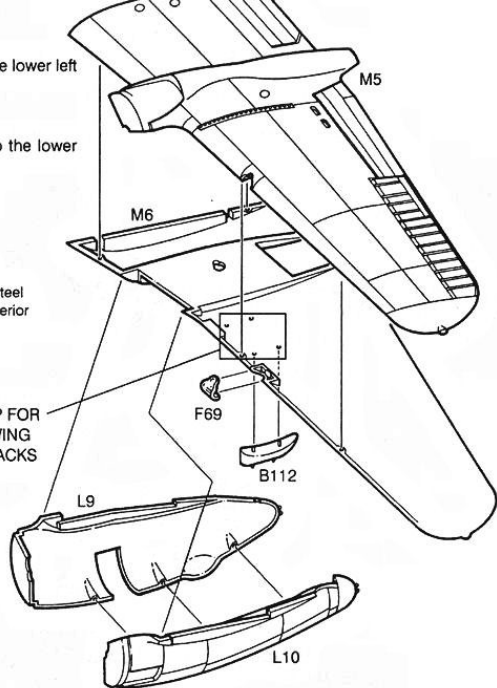
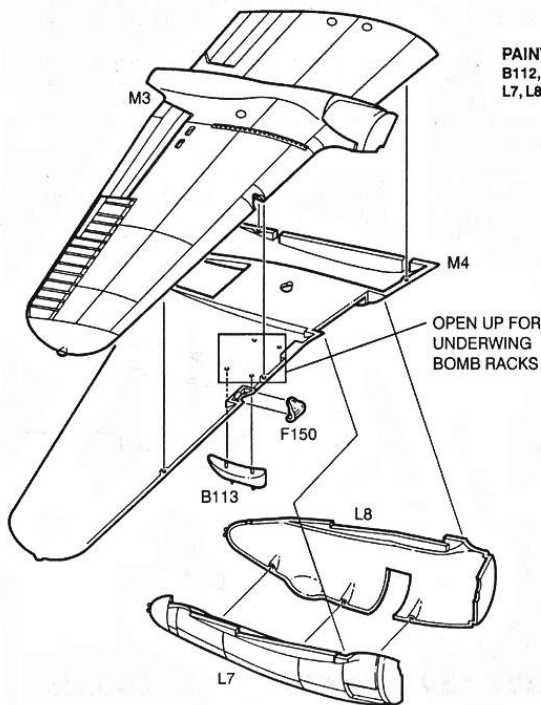
OPEN UP FOR
UNDERWING
BOMB RACKS

OPEN UP FOR
UNDERWING
BOMB RACKS

△ After painting the landing light recesses flat black and the landing lights bright silver, carefully glue the left landing light cover (F69) and the right landing light cover (F150) to the leading edges of the left and right wings. We suggest that you use white glue that has been tinted with black ink or a water-based black paint to glue these parts. This method will make the lens appear to be part of the wing rather than a "glued on" part.

△ Glue the left nacelle right side (L9) to the left nacelle left side (L10). Glue the left side nacelle assembly to the underside of the left wing.

△ Glue the right nacelle right side (L7) to the right nacelle left side (L8). Glue the right side nacelle assembly to the underside of the right wing.



STEP 14 - ENGINE / COWL ASSEMBLY

PAINT INSTRUCTIONS

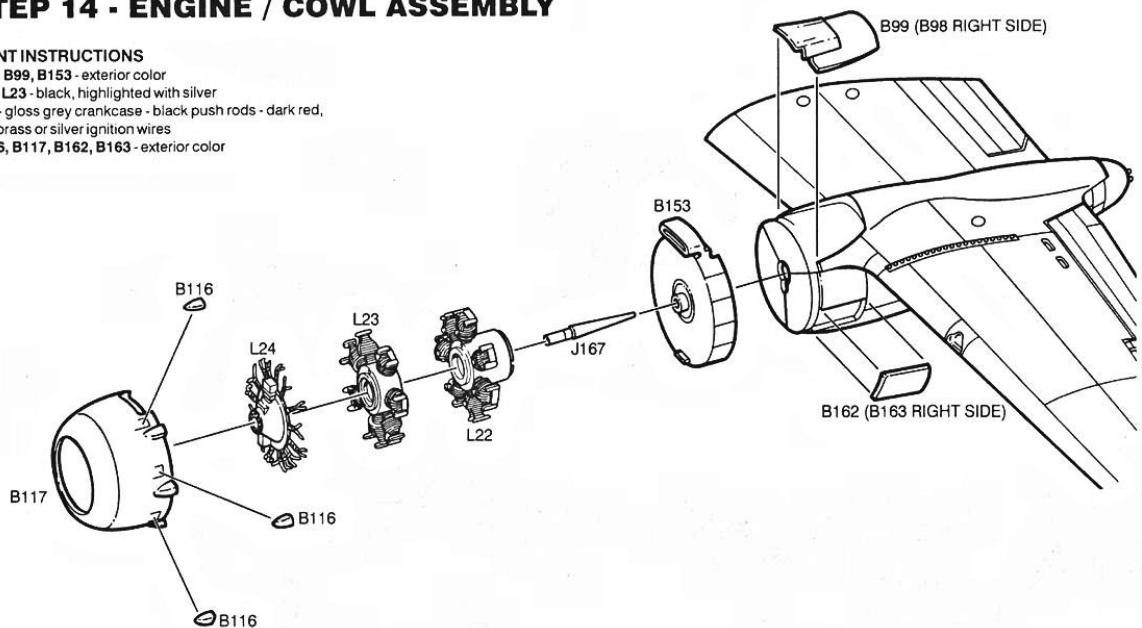
B98, B99, B153 - exterior color

L22, L23 - black, highlighted with silver

L24 - gloss grey crankcase - black push rods - dark red,

dull brass or silver ignition wires

B116, B117, B162, B163 - exterior color



△ Glue the left carb air scoop (B99) to the top of the left wing and cowl ring.

△ Glue the right carb air scoop (B98) to the top of the right wing and cowl ring.

△ Glue the cowl flaps (B153) to the fronts of the engine nacelles. Note that there are gaps behind the cowl flaps on the sides, but not at the bottom of the nacelles. Do not fill these gaps.

△ Glue the engine back row (L22) to the engine front row (L23). Make two sets.

△ Glue two engine front cases (L24) to the fronts of the engine cylinder assemblies.

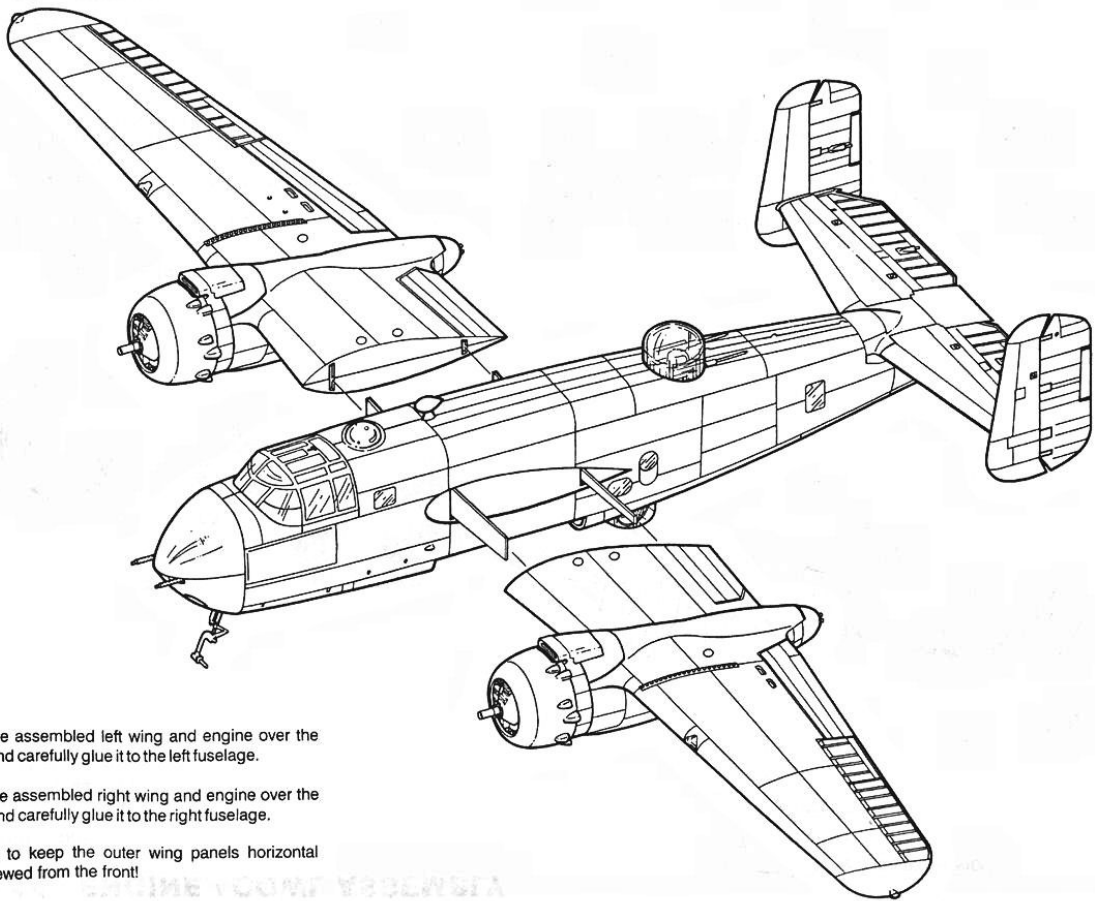
△ Glue the two completed engine assemblies to the fronts of the cowl rings, trapping a propeller shaft (J167) between these pieces. Note that the cone-shaped rear of the shaft centers itself in the hole in the front of the cowl ring. Don't get any cement on the shaft, or it won't turn. As if you would ever let anyone actually turn them! Make sure that the engines locate well into the locating slots and are rotated to the proper angle.

△ Carefully glue seven Clayton exhaust stacks (B116) to the seven location indentions on each cowl (B117). Glue the two cowls onto the cowl rings.

△ Glue the left exhaust cover plate (B162) to the left engine nacelle.

△ Glue the right exhaust cover plate (B163) to the right engine nacelle.

STEP 15 - WING ATTACHMENT

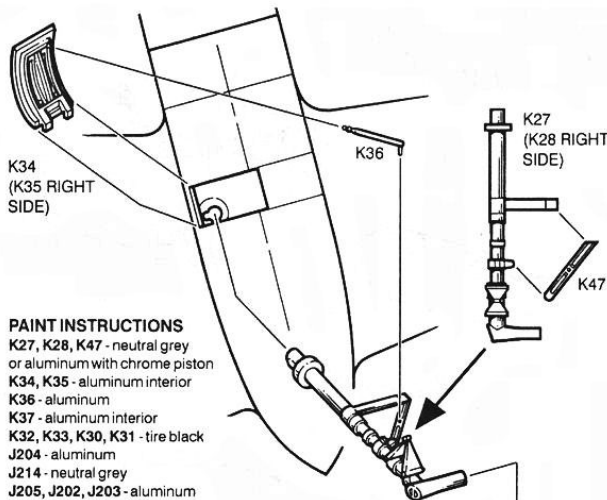


△ Slide the assembled left wing and engine over the spars and carefully glue it to the left fuselage.

△ Slide the assembled right wing and engine over the spars and carefully glue it to the right fuselage.

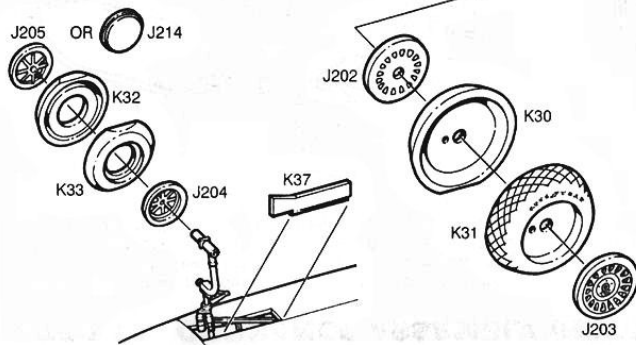
Be sure to keep the outer wing panels horizontal when viewed from the front!

STEP 16 - LANDING GEAR ASSEMBLIES



PAINT INSTRUCTIONS

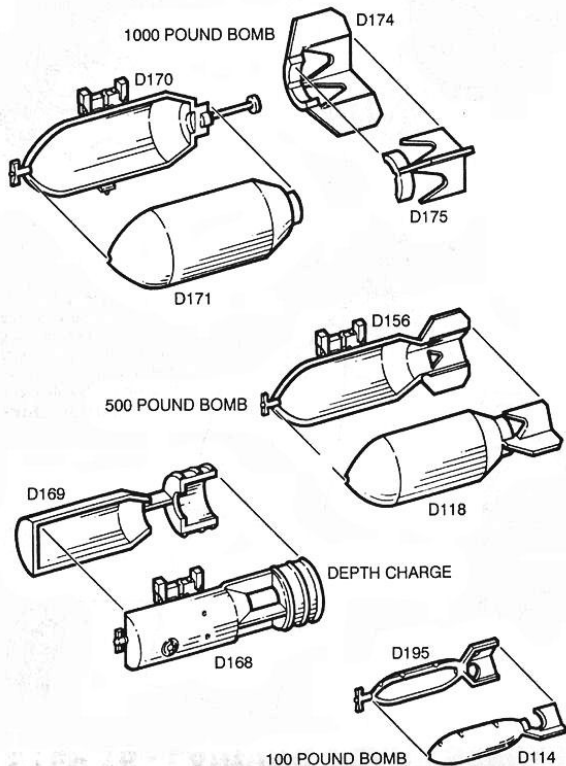
K27, K28, K47 - neutral grey
or aluminum with chrome piston
K34, K35 - aluminum interior
K36 - aluminum
K37 - aluminum interior
K32, K33, K30, K31 - tire black
J204 - aluminum
J214 - neutral grey
J205, J202, J203 - aluminum



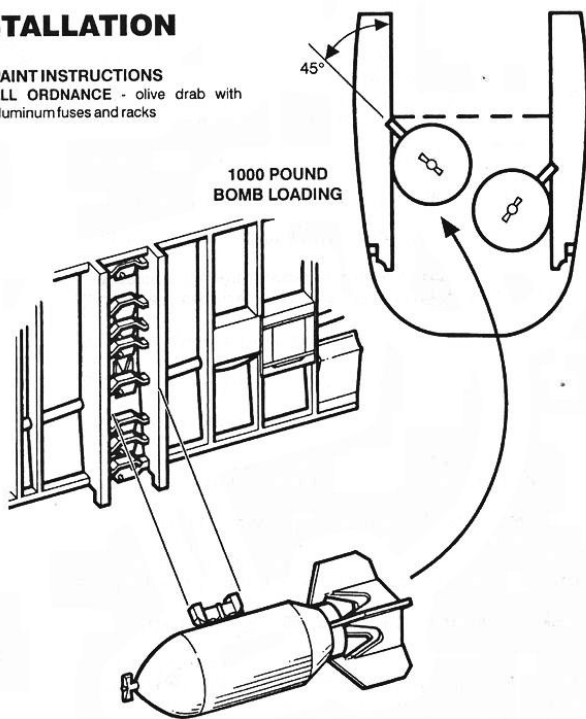
- △ Carefully remove the landing gear legs (K27 and K28) from the wing without damaging the two tow rings at the bottom of the legs. Handle with care.
- △ Glue one of the main landing gear leg braces (K47) to the left main landing gear leg (K27). Glue the other main landing gear leg brace (K47) to the right main landing gear leg (K28).
- △ Glue the left main landing gear assembly up through the engine nacelle and into the locator on the left wing bottom. Glue the right main landing gear assembly up through the engine nacelle and into the locator on the right wing bottom. Check the alignment of the main gear against the drawing on the box lift as the glue dries and correct if necessary.
- △ Glue the left main landing gear door (K34) to the left engine nacelle.
- △ While the glue is drying, glue a main landing gear door strut (K36) forward of the landing gear. The outside end of the brace glues to the small tab on the forward corner of the door, with the pin on the inside end fitting into the hole on the left landing gear leg brace.
- △ Repeat this assembly process for the right side using the right main landing gear door (K35) and the other main landing gear strut (K36).
- △ Glue the nose gear door (K37) to the bottom of the fuselage.
- △ Glue the nose outer tire (K32) to the nose inner tire (K33).
- △ Glue the nose inner wheel (J204) to the tire.
- △ Glue the slotted outer wheel cover (J205) to the nose tire. The solid wheel cover (J214) is provided as an optional part.
- △ Glue main tire halves (K30) together. Repeat for tire halves (K31).
- △ Glue an inner main wheel (J202) to each main tire assembly.
- △ Glue an outer main wheel (J203) to each main tire assembly.
- △ When all of the wheel / tire assemblies are thoroughly dry, they are glued to the landing gear legs. The tires are "weighted" and should be placed on a level surface as they dry to assume the proper stance. Make adjustments to the tires when viewed from the front and side as the glue dries.

STEP 17 - ORDNANCE ASSEMBLY/INSTALLATION

A variety of ordnance is provided for this kit. The ordnance is assembled in normal left and right halves. You may use the 100lb. bombs (D114 and D195), the 500lb. bombs (D118 and D156), the 1000lb. bombs (D171 and D170) and fins (D175 and D174) or the depth charges (D168 and D169).



PAINT INSTRUCTIONS
ALL ORDNANCE - olive drab with
aluminum fuses and racks



Check your references and use any of the provided ordnance which you consider appropriate to the subject you are building. All ordnance is installed in the plane by simply gluing it to the two raised vertical tracks in the bomb rack, centering the rack that is molded as part of the ordnance between those tracks. The ordnance rests against the track at a 45° angle from vertical as illustrated. If you install the 1000lb bombs, only two may be utilized and they must be staggered, right to left, one slightly above the other. Remember that the maximum load was 2000lbs. A normal load for anti-submarine missions would be depth charges and 500lb. bombs.

STEP 18 - UNDERSIDE DETAILS

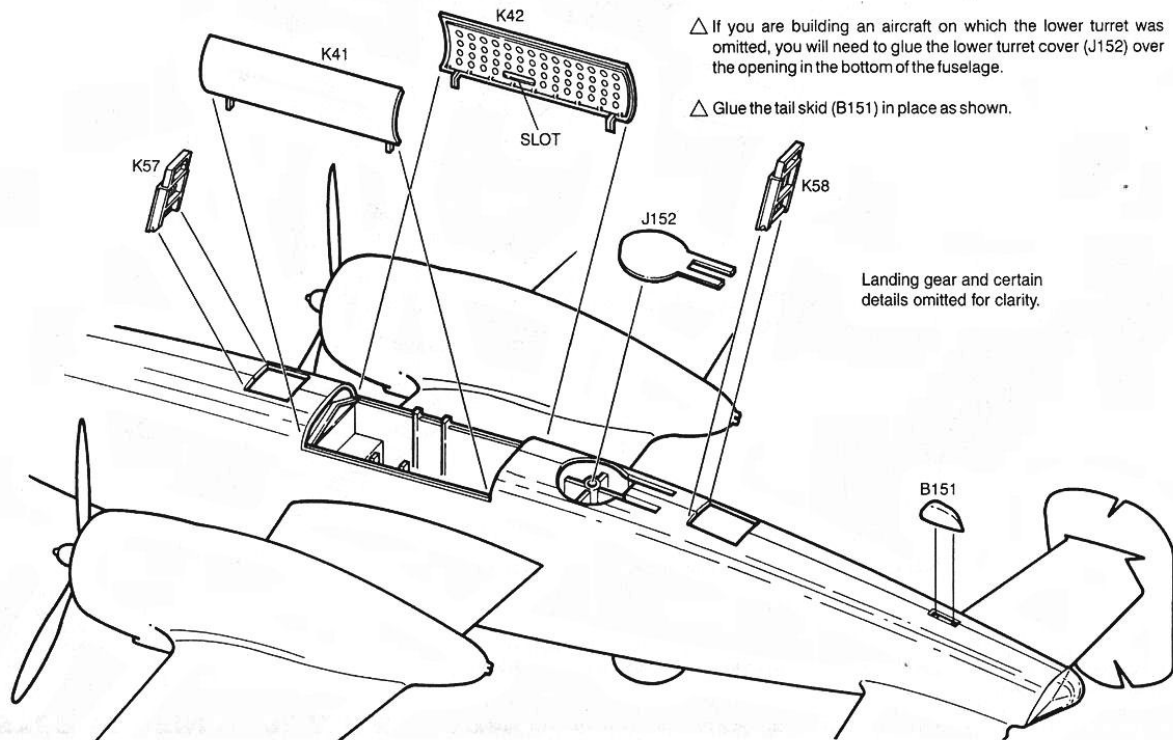
PAINT INSTRUCTIONS

K57, K58 - zinc chromate interior

K41, K42 - aluminum interior

J152 - zinc chromate interior

B151 - underside color



△ Glue the front crew entry door (K57) and rear crew entry door (K58) to the crew entry openings as shown. These doors may also be glued in the closed position by sliding the extended ladders up into the fuselage openings and gluing shut.

△ The bomb bay doors may be glued in the open or closed positions. Decide which you prefer, and install the right side door (K41) and left side door (K42). Notice that the door is oriented with the slot inside the door positioned toward the front.

△ If you are building an aircraft on which the lower turret was omitted, you will need to glue the lower turret cover (J152) over the opening in the bottom of the fuselage.

△ Glue the tail skid (B151) in place as shown.

Landing gear and certain details omitted for clarity.

STEP 19 - FINAL DETAILS

PAINT INSTRUCTIONS

K56 - upper fuselage color

K55 - olive drab with aluminum tip

K59 - aluminum

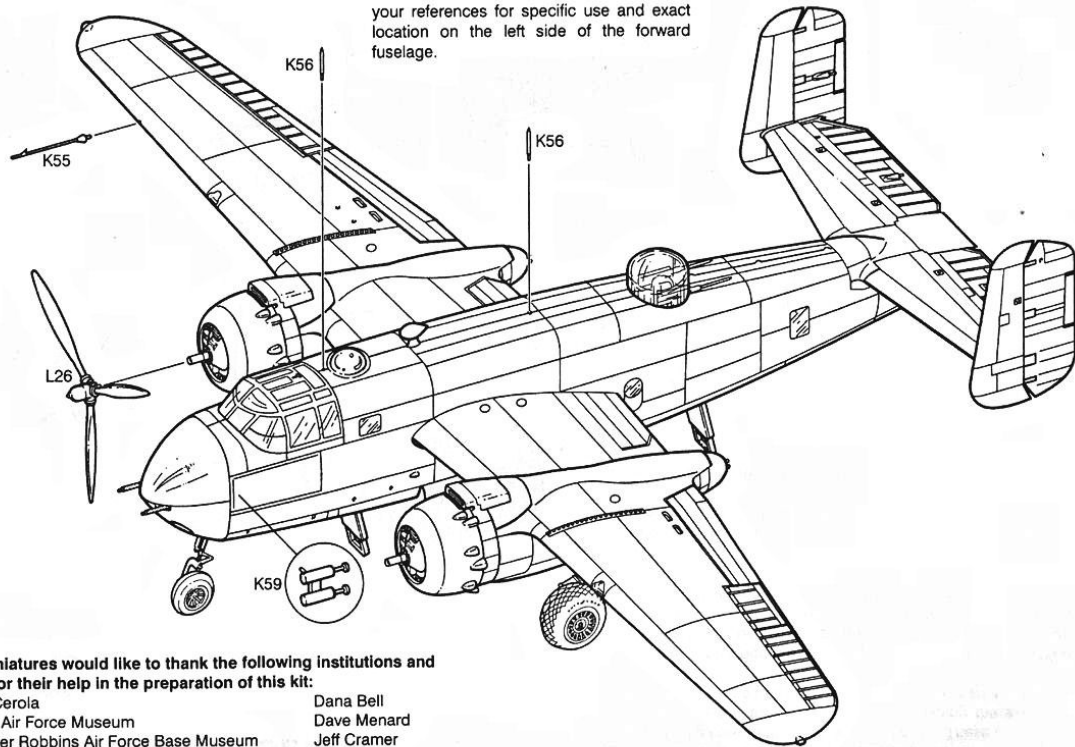
L26 - black with aluminum hubs -
yellow tips 3/32" or 2mm

△ Glue the forward and rear antennas (K56) into place on the top of the fuselage as shown.

△ The pitot tube (K55) is glued into the opening in the leading edge of the right wing.

△ This kit contains double venturi tubes (K59). Not all aircraft carried these devices. Consult your references for specific use and exact location on the left side of the forward fuselage.

△ Your B-25 is completed by carefully pressing the propellers (L26) onto the shafts of both engines. Don't let anyone turn them without asking you first! After all the work you've put into this kit, it certainly isn't a toy. Now stand back and admire your work.



Accurate Miniatures would like to thank the following institutions and individuals for their help in the preparation of this kit:

Jay Cerola

U. S. Air Force Museum

Warner Robbins Air Force Base Museum

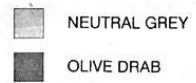
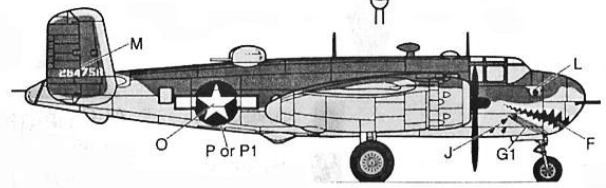
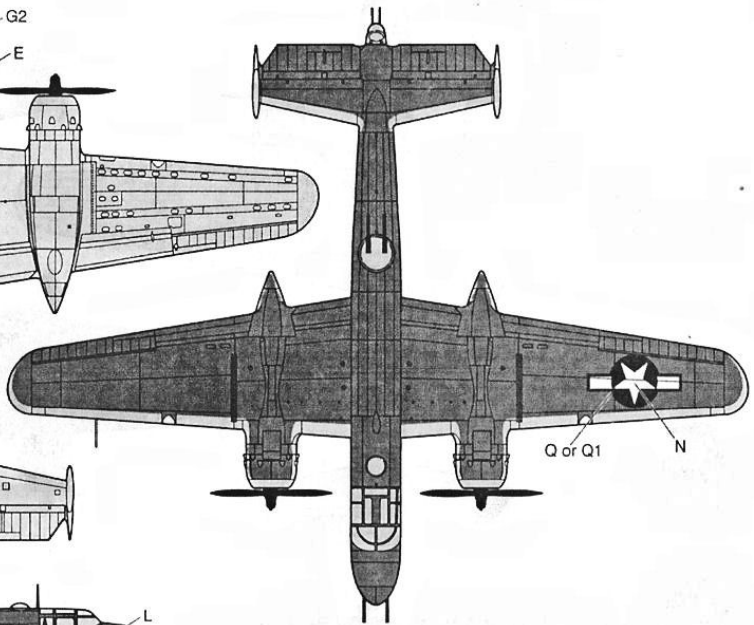
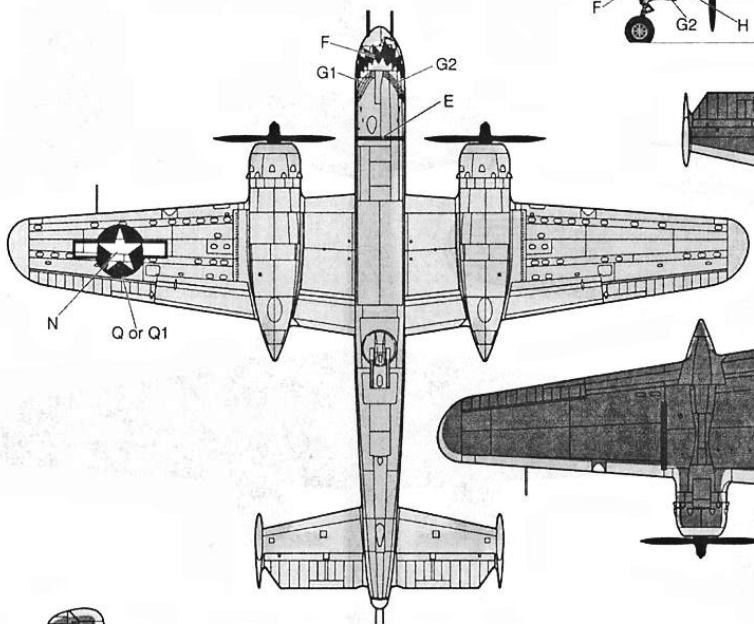
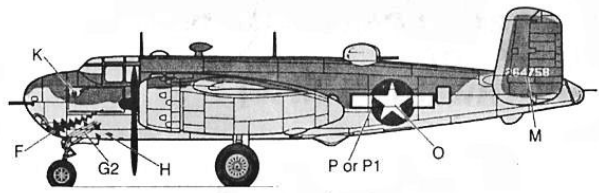
Norm Avery

Dana Bell

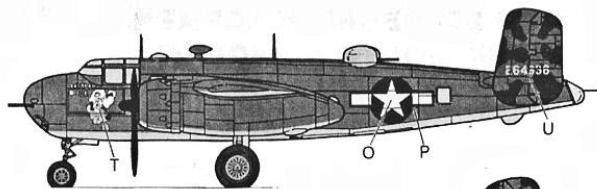
Dave Menard

Jeff Cramer

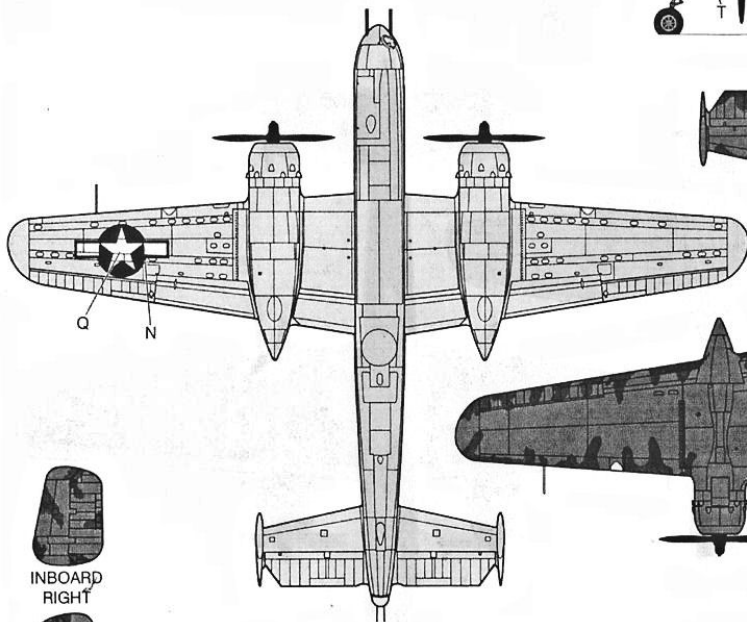
STEP 20- DECAL PLACEMENT - SHARK MOUTH (LANGLEY)



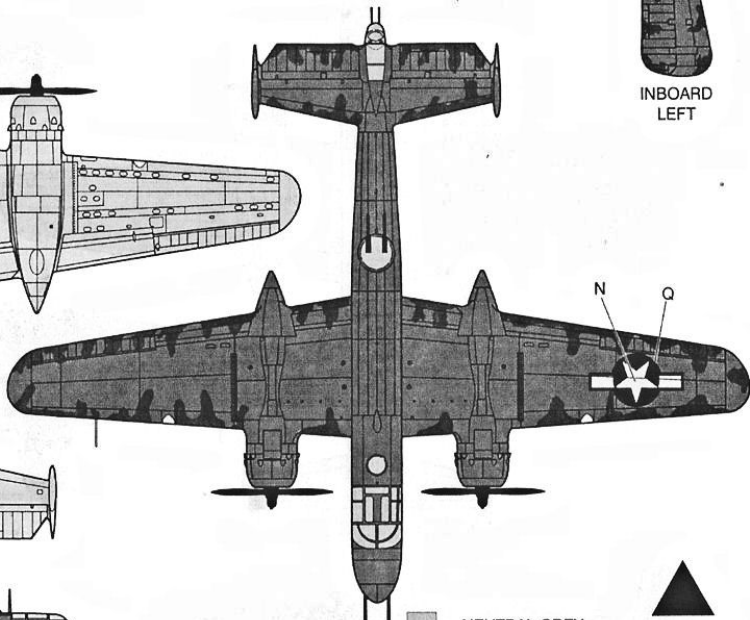
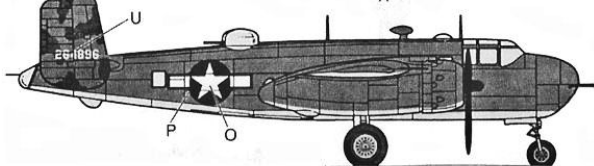
STEP 21- DECAL PLACEMENT - LITTLE JOE - (SOUTHWEST PACIFIC)



INBOARD
LEFT



INBOARD
RIGHT



-  NEUTRAL GREY
-  OLIVE DRAB
-  MEDIUM GREEN


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