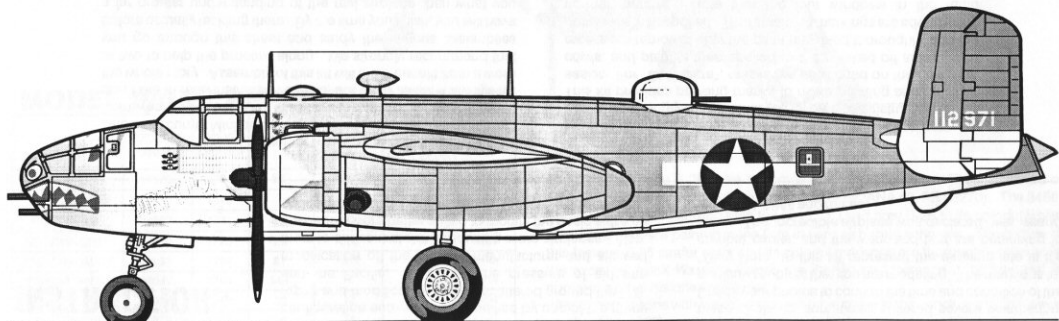


3431-0200

B-25C/D

Mitchell


ACCURATE
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Mitchell B-25C/D INSTRUCTIONS

The C model and D model Mitchells were virtually identical to each other and differed only in the point of manufacture. C models came from Inglewood, California while the D model was manufactured in Kansas City. These "glass nosed" B-25's were probably the most modified of all Mitchells. The airframe left the factory in a very basic configuration and was then modified by one of the many repair and modification depots scattered around the U.S. and the Pacific. This kept the pressure of airframe modification off the primary manufacturer and allowed them to concentrate on producing more airplanes. Also, the depots were better suited to modify the basic airframe and send it off to the intended theater of operations.

Additional modifications were often carried out in the field. Some of these improvements were later incorporated into succeeding production.

Many of these planes operated in a very harsh Southwestern Pacific or North African environment and were often moving to new bases. The result was that these airplanes sometimes suffered severe weathering. Check your photos to confirm the time and condition of the particular subject that you are modeling. The markings for "Dirty Dora" in this kit represent the airplane late in its combat career, and the wear and tear are beginning to show. This incredible airplane was declared "war weary" in August, 1944 and retired.

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 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!

This kit provides painting masks to make painting and decaling easier. For "Dirty Dora", masks are positioned on the nose and cowl, and paint is then applied to the masked off areas. The masks are removed after the paint has dried thoroughly, and the decals are then applied. The remaining markings are added in the normal manner. Note that the four windows in the radio compartment (Parts F66 and F67 only) were painted over on "Dirty Dora". The tail cone was cut on an angle as shown in the instruction sheet. You may wish to add these modifications to your plane. Also included in this kit are 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!

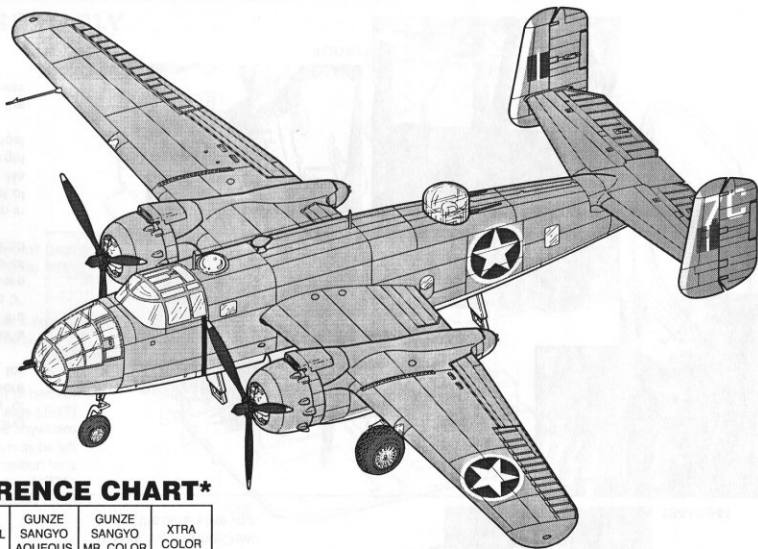
IMPORTANT

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, you may still wish to vary this sequence slightly to fit your 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-25C/D. Read each step through and understand what is going to be required before starting the assembly. You'll get a lot more out of this kit if you become a modeler rather than an "assembler".

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	56	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	35190	2726	--	--	--	--
SAND	30279	--	--	--	--	X32

*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 "Dirty Dora" was apparently a mix of insignia blue and white and therefore has no exact FS match. The comparison of available model paint to color photos of the actual airplane lead us to this recommendation.

The standard early B-25 color schemes were rather simple. They consisted of Olive Drab (ANA 41, FS 34087) over Neutral Grey (ANA 43, FS 36270). The 345th Bomb Group "Air Apaches" took the basic OD and grey B-25 to its colorful limits. These planes were painted in the field in very elaborate schemes. The history of this famous B-25 strafe outfit and its colorful markings are thoroughly covered in the excellent book *Warpath Across the Pacific* by Lawrence J. Hickey and in numerous other histories of this unit.

After conversations with Vic Tatum, we have come to the conclusion that there is no absolute, 100% way to identify the exact shade of blue on the "Dirty Dora" nose. It is our collective opinion that this blue was mixed from available paint stocks in the field by the ground crews. That would probably be nothing more than a combination of Insignia White and Insignia Blue. Remember, this was New Guinea, 1944! We therefore suggest that you use a shade somewhere in the area of FS 35190. This shade seems to come closest to matching the few existing color photos of the actual aircraft. There is also model paint to this spec - no small help!

DEDICATION

Accurate Miniatures isn't just about plastic parts. We feel that our hobby represents something more. The models that we lavish so much attention on give us all a sense of history. They bring this history to life and remind us of events that many of us were often unaware of. They're not "toys".

In that vein, Accurate Miniatures would like to do something a little different with this kit. We would like to dedicate it to "Dirty Dora's" pilot, crew and the thousands of other people who stepped forward to save our butts back in the "Good War". They gave us their youth, and too many made the supreme sacrifice for us.

"Dirty Dora" was piloted by twenty year old 1/Lt. Victor Tatelman. The mission markers on the side of the plane tell the story. A war is fought. And in the end, for the lucky ones, life goes on. For Vic, life still goes on. So the next time you're walking down the street and you see an "old man" making his way along, look twice. It just might be Vic, or someone from his crew. Or any number of other crews. They once were kids. Like you and me. Oh yeah, as you can see from the current photos, that "old man" is still flying B-25's. This time for fun. Guess he's still that kid that went off to war so long ago.

Thanks, Vic and the Crew.
And all the others like you.



1943/1944

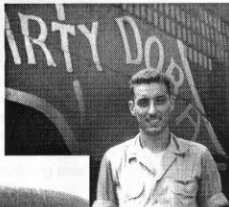
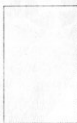
THE NAMING OF "DIRTY DORA"

"Toward the end of 1943, our targets were getting tougher; concentrating on the neutralizing of Rabaul was particularly rough. Our losses were becoming significant, so that called for replacement crews and aircraft.

The 38th Bomb Group had been in the theater a little longer than our Group so they, being the senior B-25 Group, acquired the new "H" and "J" Mitchells as they became available, and we were given their older "C" and "D" models. One of those "C" models was assigned to me; it had already been named "Dirty Dora".

On one of our leaves in Sydney, I met the man in the 38th Bomb Group who had been the pilot of "Dirty Dora" before it was transferred to us. He explained that the airplane was named after a girl he had met in Sydney whose profanity was almost poetry: her name - Dora.

I later met Dora and even took her out to the airfield to show her her namesake. She was unimpressed."



TODAY



Vic Tatelman
Florida, 1999

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

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

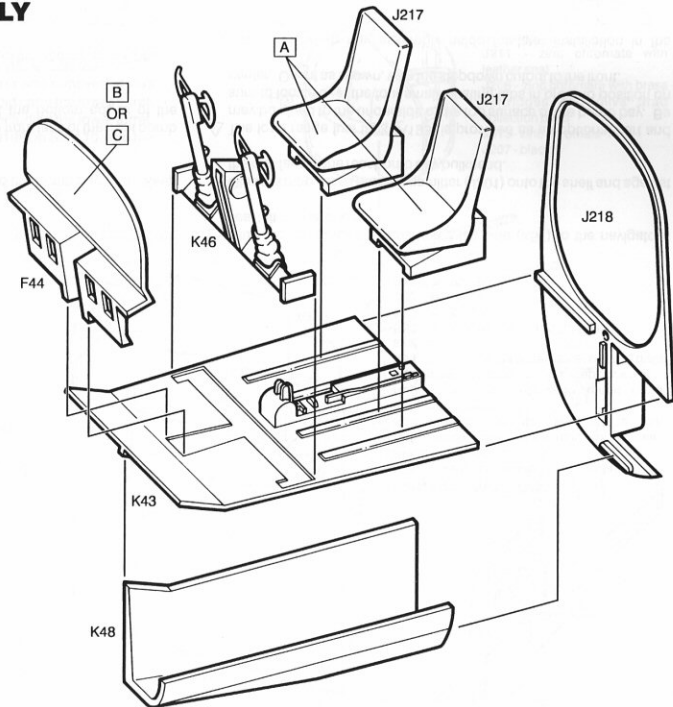
△ While the glue is drying, glue the bombardier's access tunnel (K48) to the underside of the cockpit floor. Keep all three pieces aligned with each other.

△ 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. **NOTE:** These aircraft were not normally equipped with shoulder harnesses.

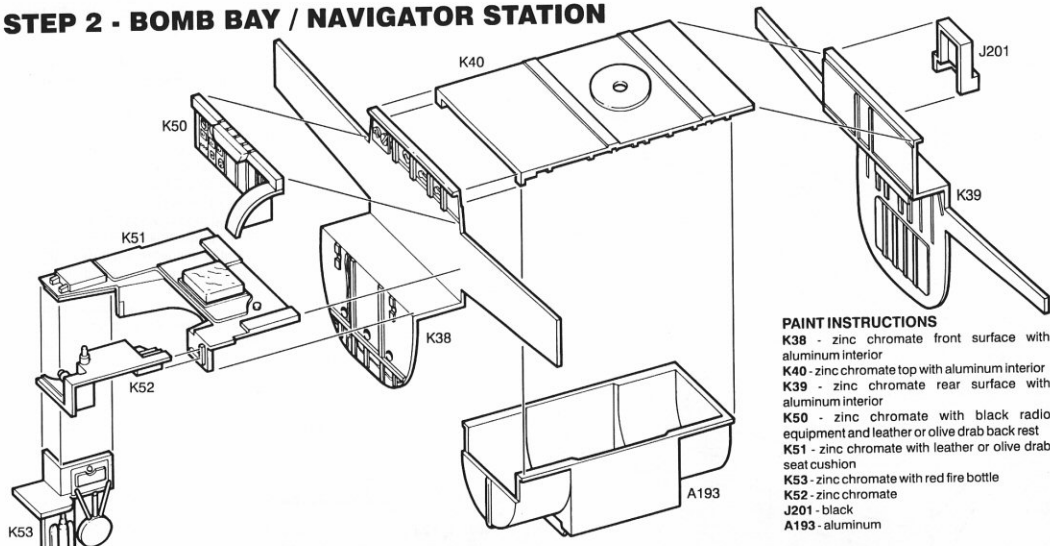
△ Carefully paint the front of the instrument panel (F44) flat black with the exception of the dial faces. After the panel is dry, apply either the face up decal (B) or face down decal (C) to the rear of the panel. If you elect to use decal (B), you will need to turn it over on the wet decal paper to 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 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 STATION



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

K52 - zinc chromate

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 navigator's compartment left side (K52) to the navigator's seat left 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 removed from many aircraft shortly after the plane entered service. "Dirty Dora" did not carry the lower turret. 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 10, and the metal panel (J152) will be installed in Step 19.

△ 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. Make sure the top inside surface of (J208) is resting solidly on top of the center blade of (J209). Otherwise, the guns will not install correctly, and the bags will sit too high. 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.

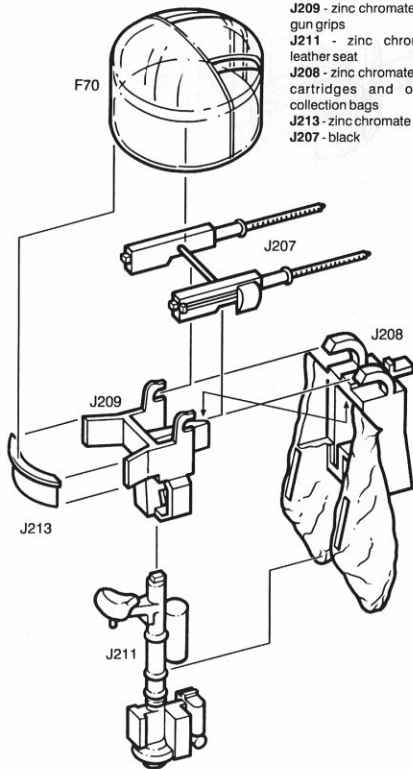
△ Route the upper turret guns through the clear upper turret blister (F70) and glue the blister to the upper turret assembly.

△ 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 10. 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 10.

A word about the this 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.

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



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.

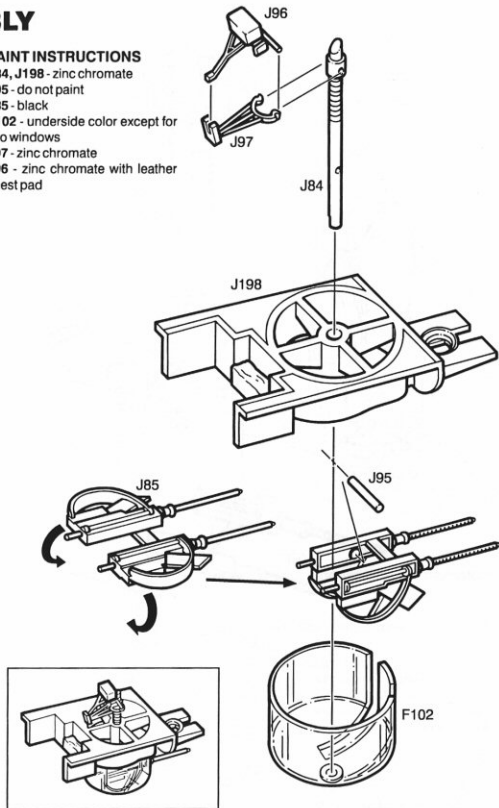
- △ Slide the lower turret column (J84) through the opening in the center of the radio compartment floor (J198). Do not glue yet.
- △ Slide the lower guns pivot shaft (J95) through the hole on the lower turret column. Do not glue the shaft if you wish the guns to pivot.
- △ Carefully fold the lower guns (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

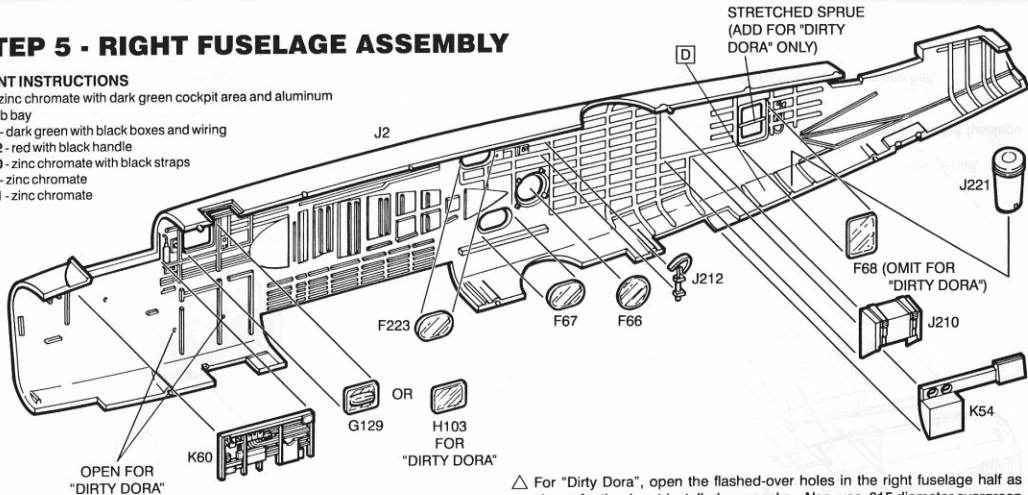
K60 - dark green with black boxes and wiring

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 zinc chromate in other compartments. This quilting had a matte to semi-gloss surface.

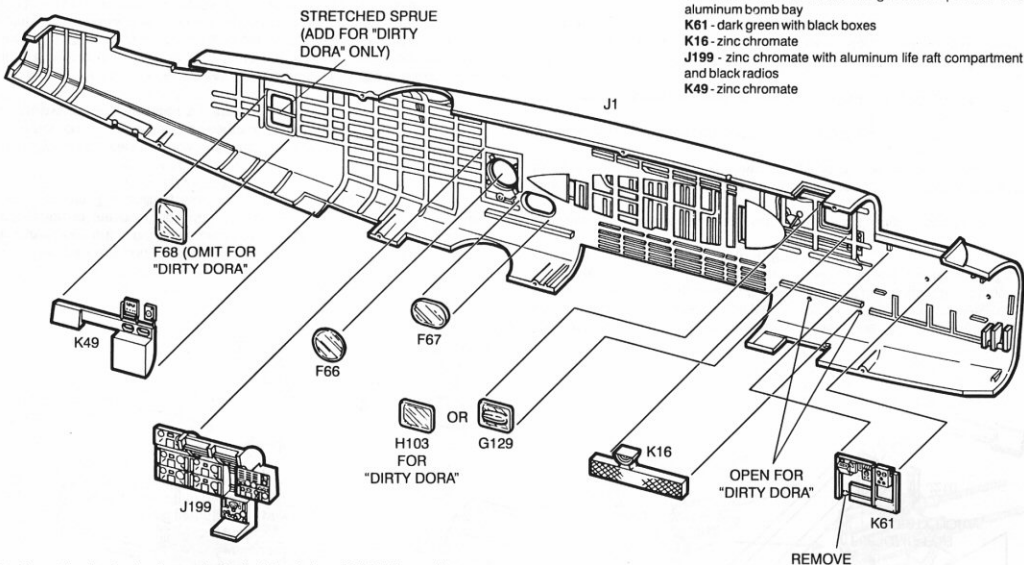
Carefully glue the clear windows into the fuselage halves. You may elect to use a non-crazing glue such as common white glue or clear gloss acrylic paint to avoid smearing the clear parts.

- △ Starting at the front, glue the navigator's side window (G129), the oval upper radio compartment window (F223), the oval lower radio compartment window (F67), the upper round radio compartment window (F66) and rear rectangular window (F68) into the openings in the right fuselage half (J2). **NOTE:** If you are building "Dirty Dora", install the flat navigator's side window (H103) in place of the bubble style (G129) and omit the rear window glass (F68). It will be replaced by a side gun.

△ For "Dirty Dora", open the flashed-over holes in the right fuselage half as shown for the depot-installed gun packs. Also, use .015 diameter evergreen or stretch sprue to approximately that diameter, cut to a length of .340 inches and install across rear window as shown, positioning about halfway up. This will serve as the side gun mount (See Step 16).

- △ 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

△ Starting at the front, glue the navigator's side window (G129), the oval lower radio compartment window (F67), the upper round radio compartment window (F66) and rear rectangular window (F68) into the openings in the left fuselage half (J1). **NOTE:** If you are building "Dirty Dora", install the flat navigator's side window (H103) in place of the bubble style (G129) and omit the rear rectangular window (F68). It will be replaced by a side gun.

△ For "Dirty Dora", open the flashed-over holes in the left fuselage half as shown for the depot-installed gun packs. Also, use .015 diameter evergreen or stretch sprue to approximately that diameter, cut to a length of .340 inches and install across rear window as shown, positioning about halfway up. This will serve as the side gun mount (See Step 16).

△ 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.

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

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

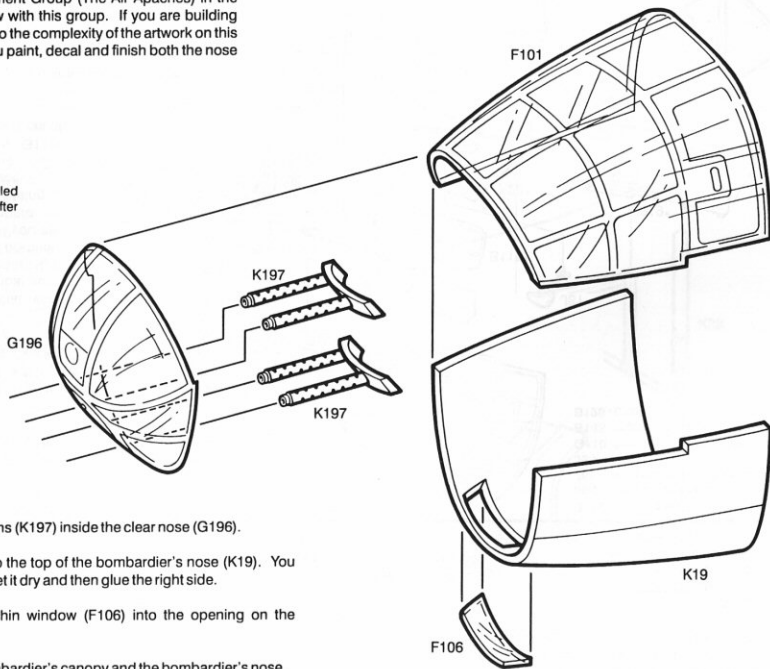
STEP 7 - NOSE ASSEMBLY - DIRTY DORA

The aircraft depicted in this kit had the standard C/D "glass nose". The clear noses were often painted over. Perhaps the most famous group to utilize these aircraft was the 345th Bombardment Group (The Air Apaches) in the Southwestern Pacific. "Dirty Dora" flew with this group. If you are building "Dirty Dora", you will use this nose. Due to the complexity of the artwork on this aircraft, we strongly recommend that you paint, decal and finish both the nose and the nacelles as you build.

PAINT INSTRUCTIONS

K197 - black

F101, F106, G196, K19 - to be painted and decalated as "Dirty Dora" - follow instructions in Step 21 after attaching nose to fuselage



- △ Glue two sets of twin .50 cal. machine guns (K197) inside the clear nose (G196).
- △ Glue the bombardier's canopy (F101) to the top of the bombardier's nose (K19). You will find it easier to glue the left side first, let it dry and then glue the right side.
- △ Glue the bombardier's compartment chin window (F106) into the opening on the underside of the nose.
- △ Now glue the clear nose piece to the bombardier's canopy and the bombardier's nose.
- △ Place this assembly aside for later installation.

STEP 8 - NOSE ASSEMBLY - OTHER

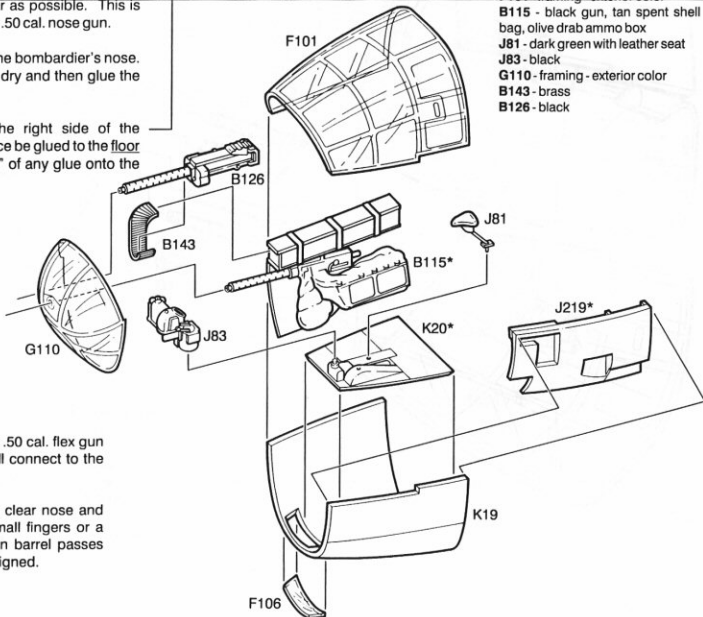
- △ Glue the bombardier's compartment chin window (F106) into the opening on the underside of the bombardier's nose (K19).
- △ Glue the left bombardier's side panel (J219) to the left side of the bombardier's nose (K19). Line up flush with the top edge (lower level of stepdown) of the left side of the nose.
- △ Glue the bombardier's floor (K20) to the bombardier's nose, being careful to slide the floor underneath the left sidewall as far as possible. This is necessary in order to allow correct placement of the .50 cal. nose gun.
- △ Carefully glue the bombardier's canopy (F101) to the bombardier's nose. You will find it easier to glue the left side first, let it dry and then glue the right side.
- △ Glue the fixed .50 cal. nose gun (B115) to the right side of the bombardier's nose. It is very important that this piece be glued to the floor only! This should be done to avoid the "wicking" of any glue onto the clear bombardier's compartment canopy.
- △ Check your reference to be sure that your particular plane still carried the bombardier's bicycle seat (J81) and the Norden bomb sight (J83). These last two items were not normally carried in the gun nose C's and D's. If you are using them, glue both pieces to the bombardier's compartment floor, with the bomb sight gluing to the pin at the front of the bombardier's floor.
- △ Carefully slide the two-gun clear nose (G110) over the fixed machine gun and glue to the front of the nose assembly.
- △ Locate and glue the flexible gun feed (B143) to the .50 cal. flex gun (B126). The other end of the flexible gun feed will connect to the ammo box to the right of the gun.
- △ Slide the .50 cal. flex gun through the hole in the clear nose and carefully glue the gun feed to the ammo box. Small fingers or a tweezers will come in handy here! Once the gun barrel passes through the hole it may be pulled into position and aligned.
- △ Place this assembly aside for later installation.

Optional parts are provided to construct a two-gun nose bomber aircraft. This is a clear, unpainted canopy nose that held two .50 cal. machine guns, one fixed and one flexible. To construct this nose configuration, you will need to consult your references and assemble as follows.

***NOTE:** Rear edges of Parts J219, K20 and B115 must be flush with rear edge of Part K19.

PAINT INSTRUCTIONS

J219 - dark green with black boxes
K20 - aluminum or dark green
K19 - dark green interior
F101 - framing - exterior color
B115 - black gun, tan spent shell bag, olive drab ammo box
J81 - dark green with leather seat
J83 - black
G110 - framing - exterior color
B143 - brass
B126 - black



STEP 9 - NOSE GEAR / GUN PACKS

PAINT INSTRUCTIONS

K29 - neutral grey or aluminum
with chrome piston

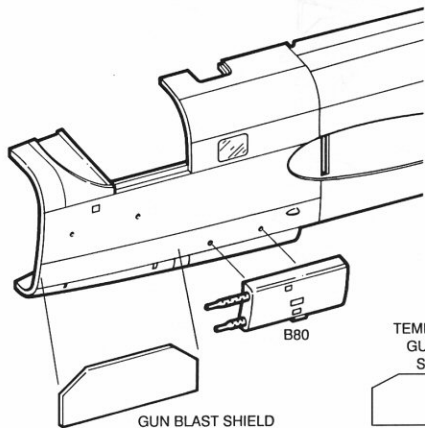
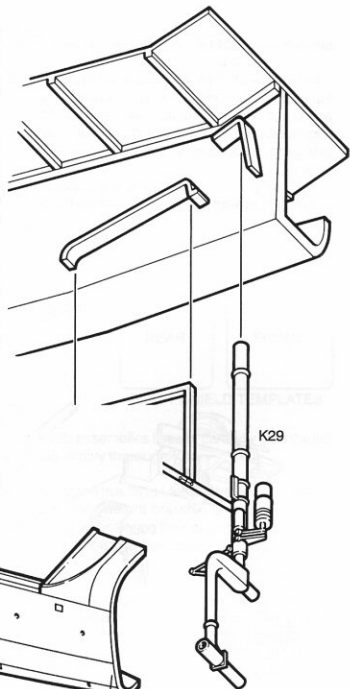
B164, B80 - exterior color with
black guns

GUN BLAST SHIELDS - exterior
color

△ 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 place a cardboard "guard" around it.

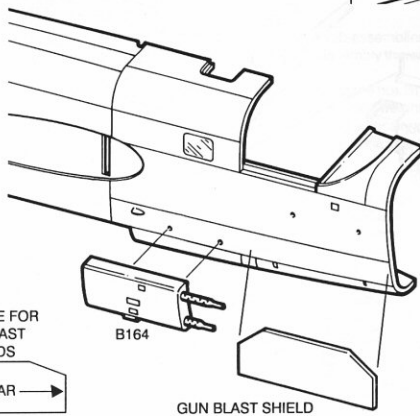
△ If you are assembling "Dirty Dora", you need to glue the right side depot gun pack (B164) to the right side of the fuselage and the left side depot gun pack (B80) to the left side of the fuselage. These pieces are glued to the fuselage in the previously opened flashed-over holes (See Steps 5 and 6). **NOTE:** We strongly recommend that you add these pieces after the plane has been painted and decaled.

△ If you are building "Dirty Dora", use the template provided to cut .05 or .10 sheet styrene to shape to form gun blast shields. Make two and glue in place forward of the right and left side depot gun packs with their forward edges aligned flush with the forward fuselage edge as shown. There were variations to these shields, so check your references. We do suggest that you add the shields now, before paint and decals are done. For "Dirty Dora", reference Step 22 for exact decal placement.



TEMPLATE FOR
GUN BLAST
SHIELDS

REAR →



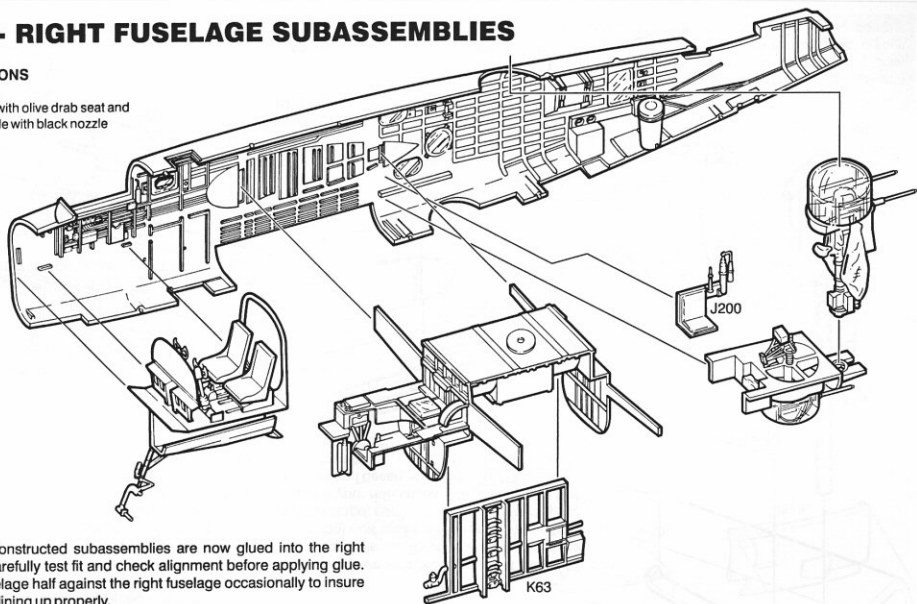
STEP 10 - RIGHT FUSELAGE SUBASSEMBLIES

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. If you are not using the

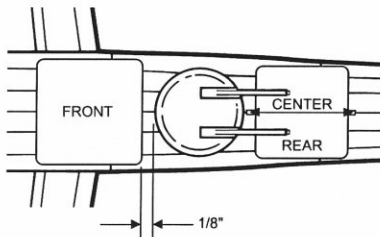
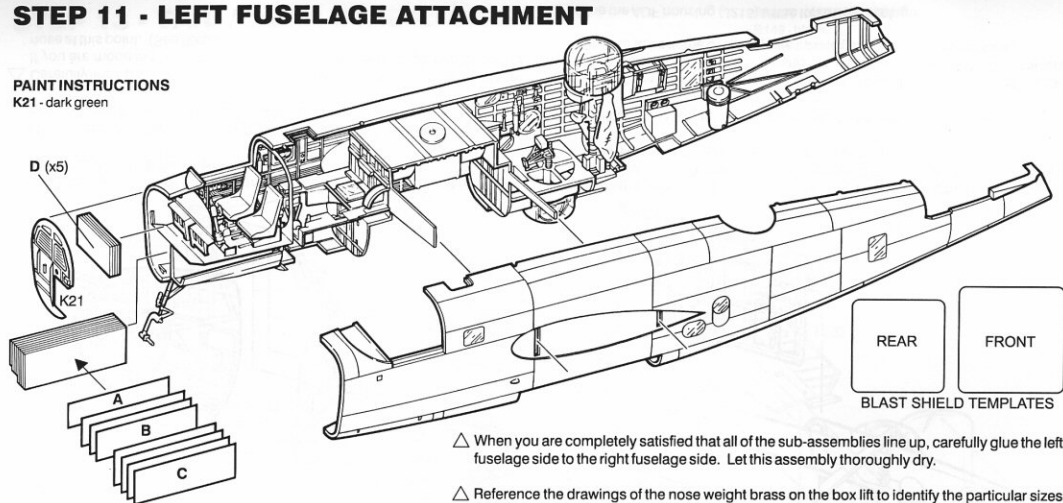
lower turret, glue only the radio compartment floor (J198) to the right fuselage half and to the rear face of the rear bomb bay bulkhead.

- △ 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 11 - LEFT FUSELAGE ATTACHMENT

PAINT INSTRUCTIONS

K21 - dark green



- △ 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.
- △ Reference the drawings of the nose weight brass on the box lift to identify the particular sizes by letter designation. Take the five (5) pieces of nose weight brass **D**, glue together, and place into the forward interior of the plane, standing vertically on the cockpit floor forward of the instrument panel. These may be glued in place or left free, but use only non-crazing glue to avoid distorting interior plastic or paint.
- △ Use the remainder of the nose weight brass to fill the fuselage cavity underneath the interior and to the right of the bombardier's access tunnel. **NOTE: Insert one at a time; do not glue these pieces together.** In order to fit the contour of the fuselage, you must place these brass pieces in the order shown (four **C**'s against the access tunnel, followed by three **B**'s, and lastly one **A** against the outside fuselage wall).
- △ Glue the bombardier's compartment back wall (**K21**) into the front of the fuselage as shown.
- △ "Dirty Dora" and some other C/D models had blast shields installed on the fuselage top surface underneath the rear turret guns. Check your references, and if the plane you are building had these, use the templates provided above. Cut .05 or .10 sheet styrene to size, shape to match the fuselage top contour and glue into position as shown in the illustration to the left, centering on the fuselage centerline.

STEP 12 - FUSELAGE DETAILS

PAINT INSTRUCTIONS

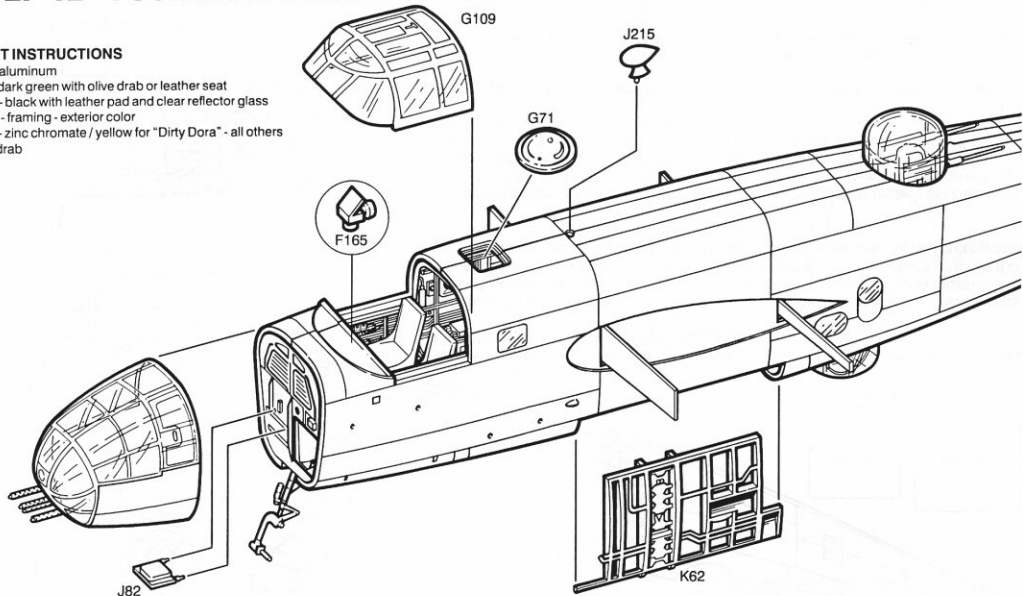
K62 - aluminum

J82 - dark green with olive drab or leather seat

F165 - black with leather pad and clear reflector glass

G109 - framing - exterior color

J215 - zinc chromate / yellow for "Dirty Dora" - all others olive drab



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

△ Glue the bombardier's folding seat (J82) to the two holes in the bombardier's compartment back wall. **NOTE:** Omit for "Dirty Dora".

△ Carefully line up and glue the nose assembly from Step 7 or 8 to the fuselage. If you are modeling "Dirty Dora", you may want to mask, paint and decal the nose at this point. (See Step 21)

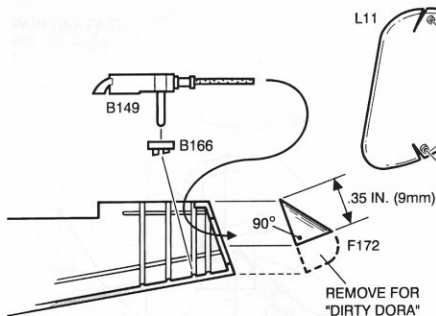
△ If you are constructing "Dirty Dora", glue the pilot's gun sight (F165) to the top of the pilot's coaming as shown. Position it 3/16" to the left of center and just forward of the slight lip on the rear of the coaming.

△ Carefully glue the cockpit canopy (G109) to the top of the fuselage.

△ Glue the navigator's astrodom (G71) to the top of the fuselage. Be sure to orient it so the curved contour matches that of the fuselage top. **Don't worry** - a round astrodom over a square opening is correct for this airplane.

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

STEP 13 - TAIL / REAR STABILIZERS



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

△ If you're building "Dirty Dora", omit parts (B149) and (B166) and set (B149) aside for use in Step 20. Reshape the clear tail cone (F172) by sanding or cutting on an angle as shown in the illustration, and then glue in place. For planes other than "Dirty Dora", there are a couple of possible variations. You may simply glue the clear tail cone (F172) in place as shown without making the modification to it. 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.

△ For "Dirty Dora", 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. Consult your references if you are not constructing "Dirty Dora". Some of these ships carried a depot-installed optional rear gun canopy (G161). This piece replaces the opaque tail center fairing.

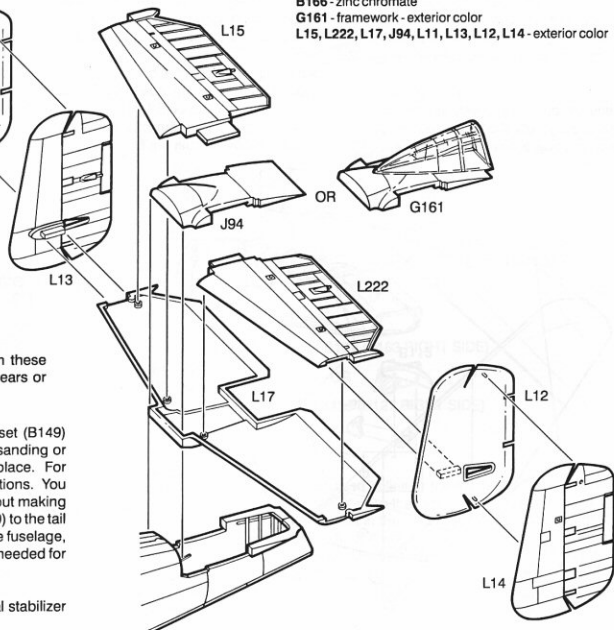
PAINT INSTRUCTIONS

B149 - black

B166 - zinc chromate

G161 - framework - exterior color

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



△ Glue the right rudder right side (L11) to the right rudder left side (L13).

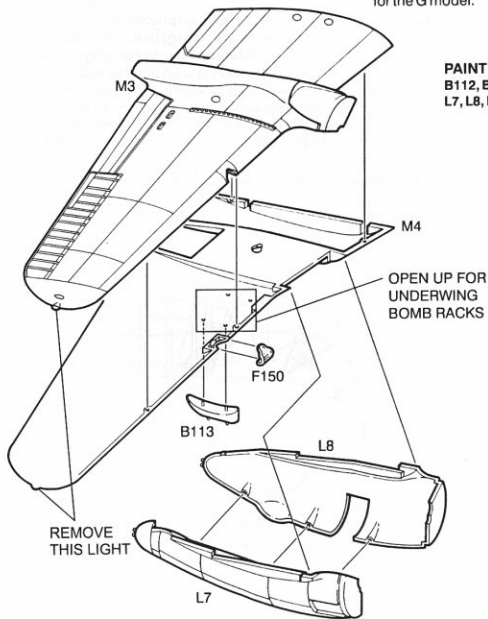
△ Glue the left rudder right side (L12) to the left rudder left side (L14).

△ 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 14 - WING ASSEMBLIES

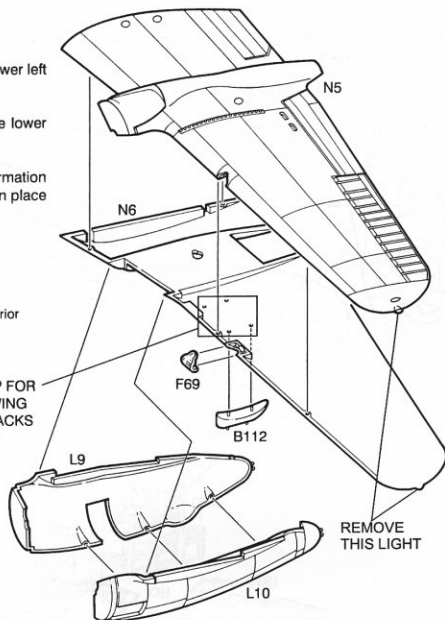
△ If you are building an aircraft that included underwing bomb racks, you will need to open the flashed-over holes in the wing bottoms as indicated. Glue two left underwing bomb racks (B112) to the left wing and two right wing bomb racks (B113) to the right wing. "Dirty Dora" did not normally carry these racks.

- △ Glue the upper left wing (N5) to the lower left wing (N6).
- △ Glue the upper right wing (M3) to the lower right wing (M4).
- △ Carefully remove the outer wingtip formation lights as noted. These were molded in place for the G model.



PAINT INSTRUCTIONS
 B112, B113 - neutral grey
 L7, L8, L9, L10 - aluminum interior

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 (F150) and the right landing light cover (F69) 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 15 - ENGINE / COWL ASSEMBLY

PAINT INSTRUCTIONS

B98, B99, B153 - exterior color

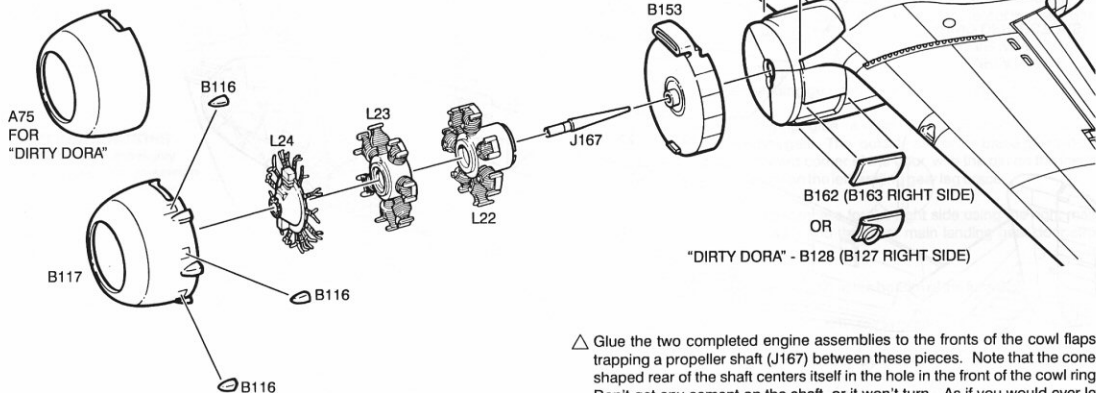
L22, L23 - black, highlighted with silver

L24 - gloss grey crankcase - black push rods - dark red, dull brass or silver ignition wires

B127, B128 - burnt metal pipe with steel plate

A75 - paint and decal for "Dirty Dora" - see Step 21

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 flaps, 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.

△ For "Dirty Dora", glue the two cowls (A75) onto the cowl rings.

△ "Dirty Dora" used the short exhaust stacks (B128 - left side, B127 - right side). They should now be glued in place on the left and right engine nacelles.

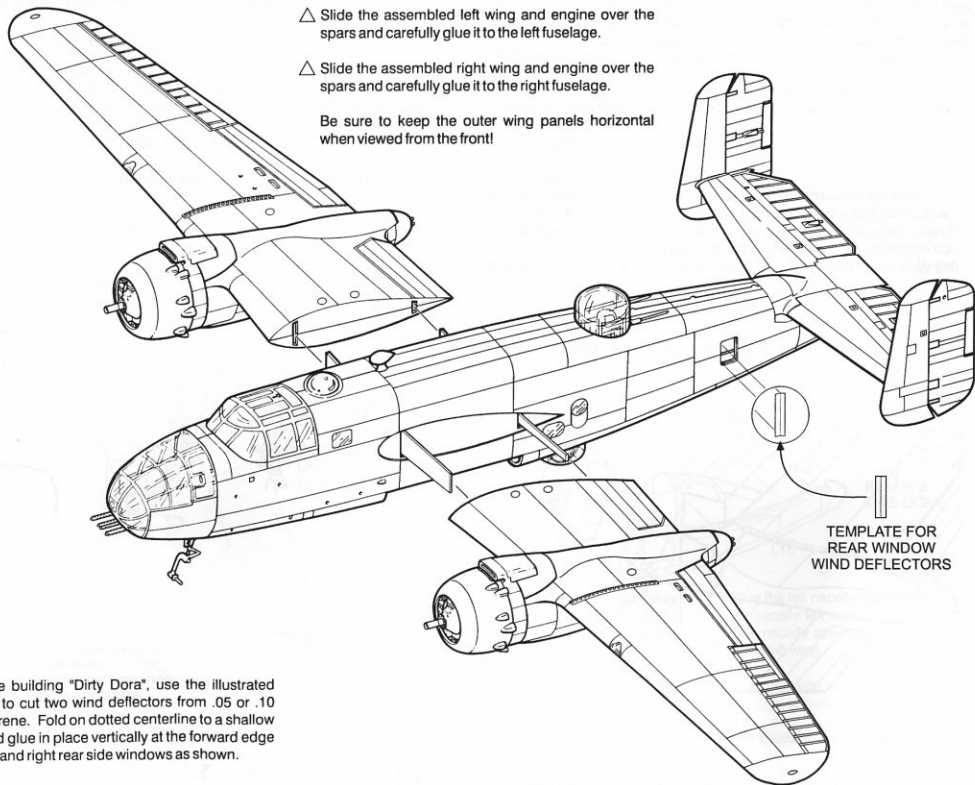
△ If you are constructing a plane that uses the individual Clayton type "S" exhausts, you will need to glue the exhaust cover plates (B162 - left side, B163 - right side) to the left and right engine nacelles. Then carefully glue seven Clayton exhaust stacks (B116) to the seven location indentions on each cowl (B117). Glue the two cowls onto the cowl rings.

STEP 16 - 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.

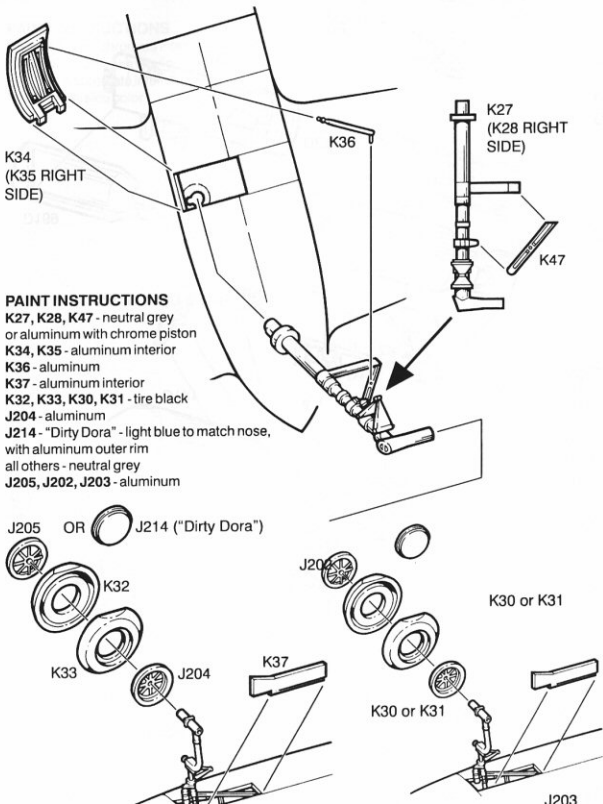
Be sure to keep the outer wing panels horizontal when viewed from the front!



TEMPLATE FOR
REAR WINDOW
WIND DEFLECTORS

△ If you are building "Dirty Dora", use the illustrated template to cut two wind deflectors from .05 or .10 sheet styrene. Fold on dotted centerline to a shallow angle and glue in place vertically at the forward edge of the left and right rear side windows as shown.

STEP 17 - 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 - "Dirty Dora" - light blue to match nose,
 with aluminum outer rim
 all others - neutral grey
J205, J202, J203 - aluminum

△ **Carefully** remove the landing gear legs (K27 and K28) from the tree 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 door strut (K36).

△ Glue the nose gear door (K37) to the bottom of the fuselage.

△ Glue the nose outer tire half (K32) to the nose inner tire half (K33).

△ Glue the nose inner wheel (J204) to the tire.

△ Glue the solid outer wheel cover (J214) to the nose tire for "Dirty Dora". The slotted wheel cover (J205) is provided as an optional part.

△ Glue main tire halves (K30) together. Repeat for tire halves (K31).

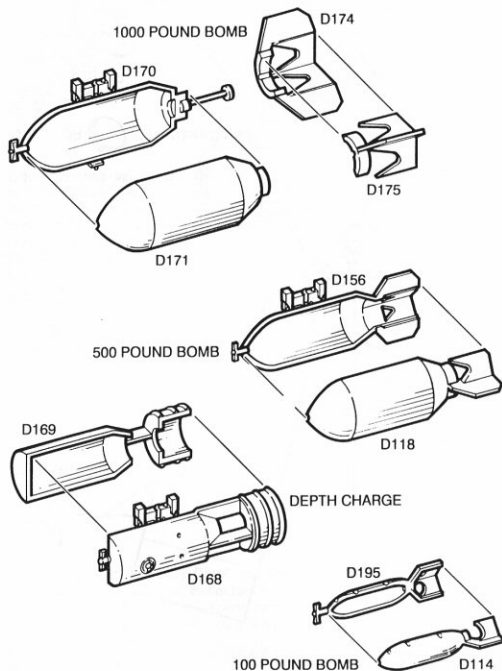
△ Glue an inner main wheel (J202) to each main tire assembly.

△ Glue an outer main wheel (J203) to each main tire assembly.

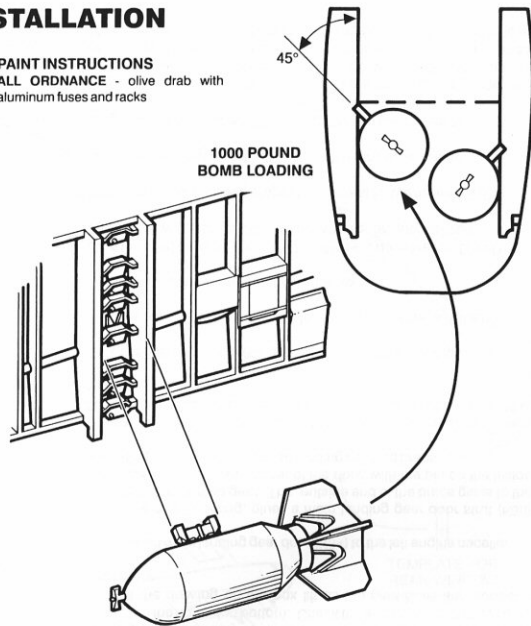
△ When all of the wheel / tire assemblies are thoroughly dry, they are glued to the landing gear legs. The tires are "weighted" and should be placed on a level surface as they dry to assume the proper stance. Make adjustments to the tires when viewed from the front and side as the glue dries.

STEP 18 - 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. At one time or another, "Dirty Dora" carried most everything, although depth charges were rarely carried in this theater.

STEP 19 - UNDERSIDE DETAILS

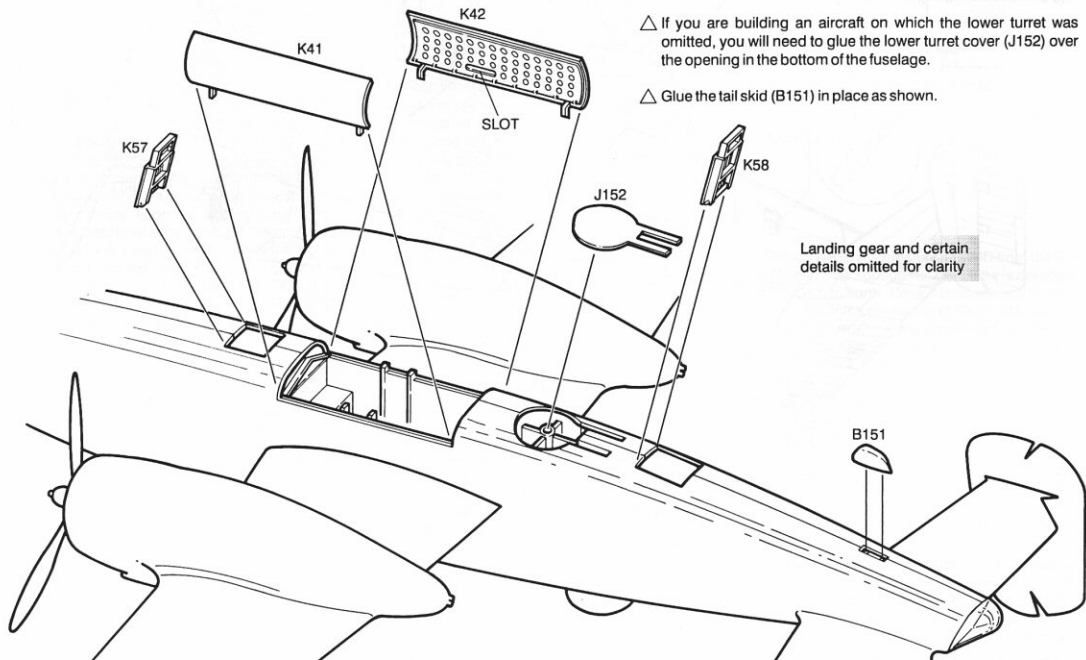
PAINT INSTRUCTIONS

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.

STEP 20 - FINAL DETAILS

PAINT INSTRUCTIONS

K56 - upper fuselage color

K55 - olive drab with aluminum tip

K59 - aluminum

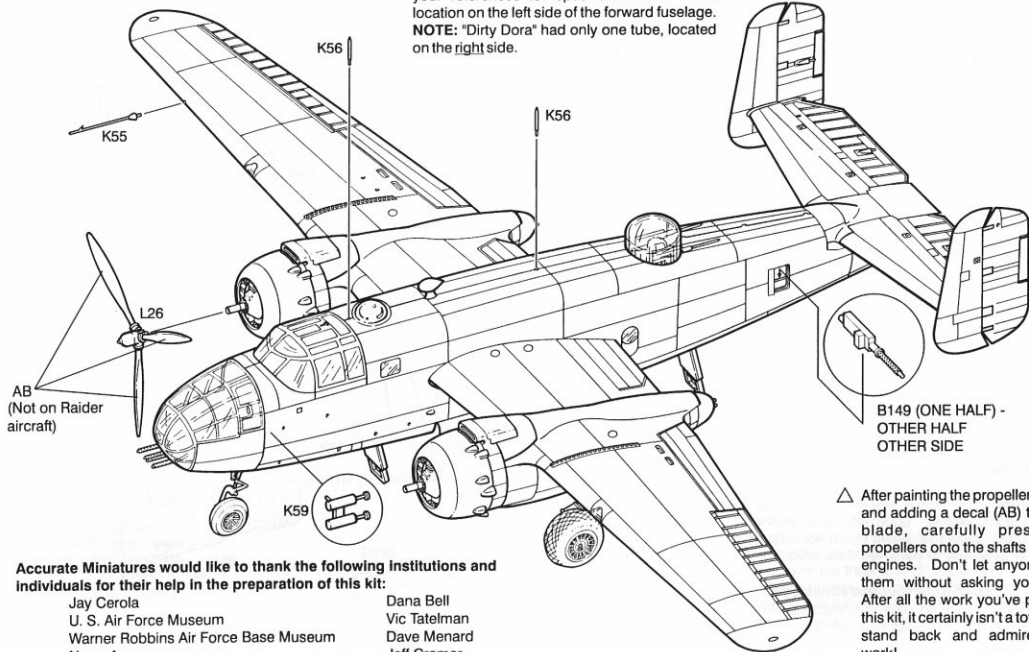
L26 - black with aluminum hubs -
yellow tips 3/32" or 2mm

△ Glue the forward and rear antennas (K55) 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.
NOTE: "Dirty Dora" had only one tube, located on the right side.

△ If you are building "Dirty Dora", take the tail machine guns (B149) which were not used in Step 13. Cut apart and remove the connecting span, creating two separate guns. Mount one gun into each rear side window as shown, centering on the gun mount rods installed in Steps 5 and 6.



B149 (ONE HALF) -
OTHER HALF
OTHER SIDE

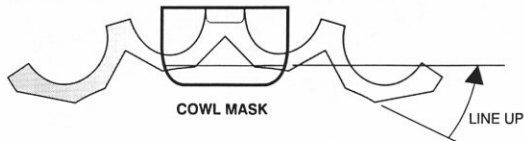
△ After painting the propellers (L26) and adding a decal (AB) to each blade, carefully press the propellers onto the shafts of both engines. Don't let anyone turn them without asking you first! After all the work you've put into this kit, it certainly isn't a toy. Now stand back and admire your work!

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
Vic Tatelman
Dave Menard
Jeff Cramer

STEP 21 - MASKING AND FINISHING



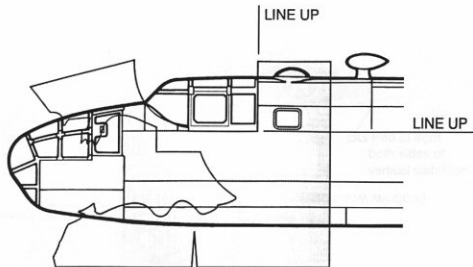
"DIRTY DORA" NOSE AND NACELLE FINISHING INSTRUCTIONS

While the markings on the nose and engine nacelles of "Dirty Dora" appear to be complicated, this kit provides the tools and methods to simplify the job. Carefully apply the pre-cut painting masks. The cowl mask is positioned by orienting it as shown, placing the wider tab at its center over the depression in the top center of the cowl, aligning the rear edge with the back of the cowl, and carefully wrapping it around the cowl on each side. Keep the front edge aligned against the panel line, smoothing as you go, and the ends should overlap at the bottom. The nose mask is applied in two halves, and is positioned by aligning the vertical and horizontal outlines against the cockpit opening or canopy edge as shown (Use your judgment and personal preference to decide whether to install the canopy before or after). Once the mask is positioned, carefully wrap around the fuselage, smoothing as you do so; then, repeat for the other side and overlap the edges at bottom center.

Paint the nose and nacelle areas light blue. This blue appeared to be a field mix of Insignia Blue and Insignia White, resulting in a shade of pale blue. Contemporary 1944-45 color photos show this blue to be a non-standard paint mix (No exact ANA or FS number match). The closest pre-mixed model paint appears to be Testor's Model Master II Russian Topside Blue #2126. FS 35190 is close, but use your judgement to mix your own shade.

After the paint is thoroughly dry and the paint masks have been removed, you may carefully apply the various decals that make up the nose and nacelle art. Notice that the nacelle decals (AD) were designed in halves for convenience and ease of handling. Apply one side with an end tab centered over the top center point of the paint mask line and wrap to center bottom following the paint line, then apply the other side with the top tab centered over the first at top center and wrap to meet at bottom. Take your time and allow the decals to dry completely before handling. The remaining decals are applied in the normal manner. **NOTE:** The five radio compartment windows were painted over on "Dirty Dora".

As can be seen by the mission record on the side of the fuselage, this plane saw more than a little action. While "Dirty Dora" changed locations frequently, it was always based in a very hostile environment. Although these aircraft received excellent maintenance under severe conditions, they did accumulate their fair share of wear and tear. Check out your references and weather your model accordingly.



NOSE MASK

ALTERNATIVE MARKINGS

Decals are also provided to allow the builder to construct a B-25D from the 9th Air Force, 340th Bomb Group, 487th Bomb Squadron. The plane is depicted as it appeared in the Summer of 1943 in North Africa. Before departing for North Africa, these planes were given a finish consisting of Sand (ANA 49, FS 30279) over Neutral Grey (ANA 43, FS 36173). Some aircraft had a pattern of Olive Drab sprayed over the Sand finish after they arrived in the Theater. Again, be sure to check your photo references to be able to correctly portray the plane you are modeling.

Now a note about this Sand finish. This paint had a distinct tendency to change its hue dramatically once it was exposed to the elements, so it faded rapidly and took on a distinctly pinkish cast. It is often incorrectly referred to as a dedicated color called "Desert Pink". There was no "Desert Pink", only weathered variations of "Sand". You may elect to experiment with the Sand color by adding small amounts of white and red to duplicate its faded condition.

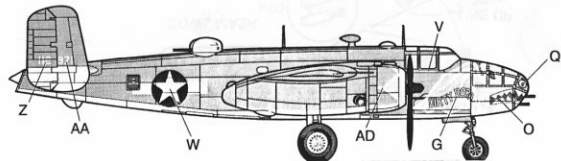
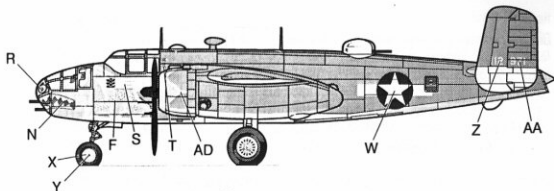
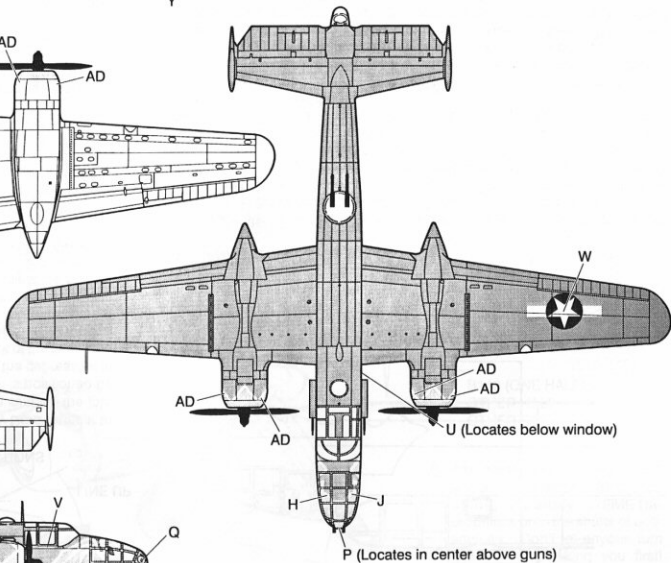
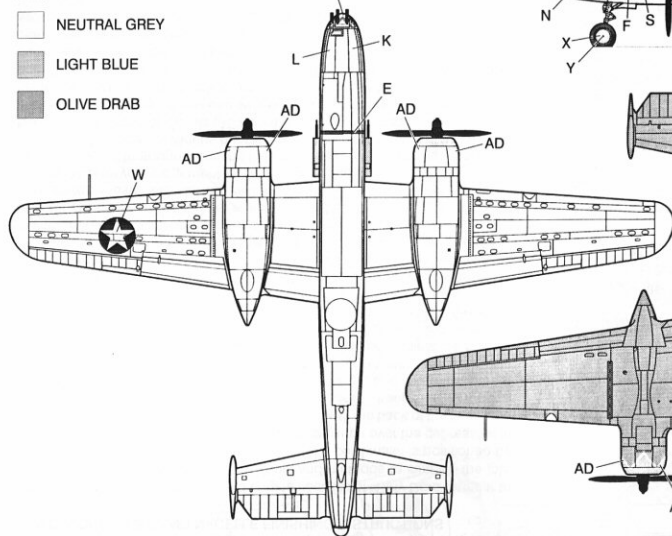
You may also note that the RAF type fin flashes utilize US Insignia Red instead of the darker British color. These flashes were applied Stateside. The yellow National Insignia surrounds were also applied in the States and were only displayed in the Mediterranean Theater.

While these planes arrived in North Africa in an almost new condition, they quickly succumbed to the harsh weather conditions that prevailed in the area. The bases were often dusty and sunbaked. Consider these conditions when weathering your model.

STEP 22 - DECAL PLACEMENT - DIRTY DORA

-  WHITE
-  NEUTRAL GREY
-  LIGHT BLUE
-  OLIVE DRAB

M (Locates between guns)



STEP 23- DECAL PLACEMENT - 7C (NORTH AFRICA)

