

B-25J Mitchell STRAFER

eduard

1/72 Scale Plastic Model Kit

ProfiPACK
edition



item No. 7012

The North American B-25 Mitchell was one of the finest medium bombers of WWII. It was a sturdy and versatile design able to accommodate complex modifications, as proven by the transformation into a gunship strafers.

The North American Aviation Company (NAA) entered the twin engine attack bomber competition in 1938 with their NA-40 prototype and although they lost, their design proved an impressive proof of concept. When the Air Corps issued proposal number 39-640 on March 11 the next year, it specified a bomb load of 3,000 pounds, a range of 2,000 miles, and a top speed in excess of 300 mph. Lee Atwood, North American vice-president and chief engineer was charged with the medium bomber project to enter this competition. His goal was to create an aircraft that was easy to repair and maintain as well as easy to fly. The resulting B-25 was competing with Martin B-26, Douglas B-23, and the Stearman P-23. The overall cost of the B-25 would be significantly less than the Martin B-26, but in the end, the Army awarded contracts to both to supply their bombers.

For home ground only

The basic design of the B-25 utilized many of the features seen in the NA-40, but many others were changed. The Wright R-2600 engines were utilized, although North American would prefer the then unproven but more powerful Pratt & Whitney R-2800 ones. Armament was kept quite basic with a .30 caliber flexible machine gun mounted in the nose. Another .30 caliber gun served as a waist gun in the rear fuselage. The tail received a .50 caliber gun mounted in an odd "clamshell" plexiglass canopy. Manufacturing of the B-25 started in North American's Inglewood California plant. The B-25, B-25A, B-25B, B-25C, B-25G, and the B-25H were exclusively built there. The California plant also sent the parts for the first 100 planes to be manufactured at the newly built North American Kansas plant at the Fairfax airport in Kansas City.

On August 19, 1940, the first B-25-NA took to the air with test pilot Vance Breese and test engineer Roy Ferrer on board. After Captain Frank Cook also test-flew the plane for the Air Corps, the dihedral of the outer wing sections was reduced (effective on the 10th production aircraft) to make the handling more suitable for the bombing missions. This gave the B-25 its "gull wing" configuration. And although the B-25-NA performed better than expected, due to the lack of armor protection and self-sealing fuel tanks, the B-25-NAs were destined for training or transport service only. These limitations were addressed by B-25A-NA version. Self-sealing fuel tanks were introduced, but this change decreased total capacity of fuel by 224 gallons while the added armor increased the weight. All these changes shortened the range significantly and none of B-25As ever left the US Mainland.

Combat-ready finally

As the USA were getting closer to enter the war, the B-25B-NA version was designed with heavier defensive armament. The tail gun position was eliminated, and two Bendix turrets were added in the rear fuselage. Both the dorsal turret and the retractable ventral one would house two .50 caliber guns. This meant change from one to four .50 machine guns free to fire in just about any direction. As

the mechanism of the retractable design of the ventral turret proved prone to jamming it was often removed in the field. Despite this, the ventral turret would remain on the B-25 for the C and D models, which were nearly identical to the B-25B-NA, the first Mitchell that went to war and the one used for the famous Doolittle's Raid on Tokyo.

As the units were receiving more and more Mitchells, a new technique of fighting the Japanese ships was developed, called "skip bombing". It was the low-level and high-speed bomb dropping, the bombs thus ricocheting off the water surface toward the target. Heavy forward fire to eliminate defensive firing from the ships was needed and after moderate success with lighter A-20s, the B-25D Mitchells were found ideal for such a task and field-modified in Australia under the baton of famous pilot and engineer Paul Irvin "Pappy" Gunn. At about the same time the Air Corps as well as the Marines were calling for heavy on-board cannon to directly punish the ships from the air and NA responded with the B-25G version armed with one M4 cannon of 2.95 in (75 mm). This was later changed for the lightweight T13E1 cannon of the same caliber when the B-25H was introduced. This version also sported a dorsal turret moved forward (the ventral one was deleted), while the two forward-firing .50 machine guns in the nose were supplemented by another pair. Both "Flying Artillery" versions were useful weapons, but the "skip bombing" was found more effective when fighting the enemy ships, as well as the strafing and chute-bombing for ground targets.

This kit: B-25J Mitchell STRAFER

With all the experience gained during the development of the B-25, the definitive version of the Mitchell was introduced as B-25J at the end of 1943. It was a combination of the best aspects of B-25D and B-25H. The defensive armament was expanded to twin .50 machine guns in the dorsal and rear turrets. The waist gunner positions received single .50 each and the bombardier's compartment was armed with another machine gun of the same caliber. Many of the "J" Mitchells were produced directly as the Strafers with solid nose accommodating eight .50 machine guns. With each side-mounted blister containing a pair of these weapons plus the two .50s of the dorsal turret, the B-25J could point up to 14 guns straight forward.

The strafers modifications of the B-25J served exclusively in the CBI and Pacific region as there was no need for them in Europe or Africa, where the Mitchells were used for level bombing missions. The strafing capability of the Mitchell was enormous thanks not only to the heavy armament, but also to its flying characteristics making it a stable, yet well maneuverable platform.

Altogether there were nearly 10,000 B-25s built, the B-25J being the most numerous with 4,318 examples. All of the B-25Js were built in the Kansas plant, where ten bombers were manufactured every day! The pioneer of U.S. Aviation, Major General William Lendrum „Billy“ Mitchell, would be surely proud about the formidable aircraft which was named after him...



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

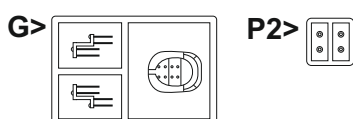
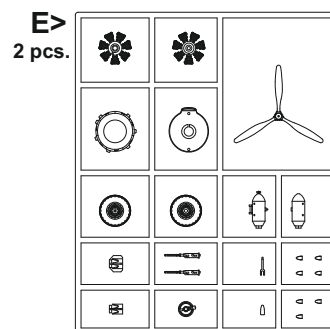
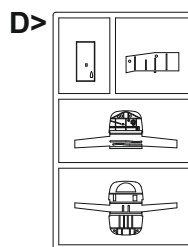
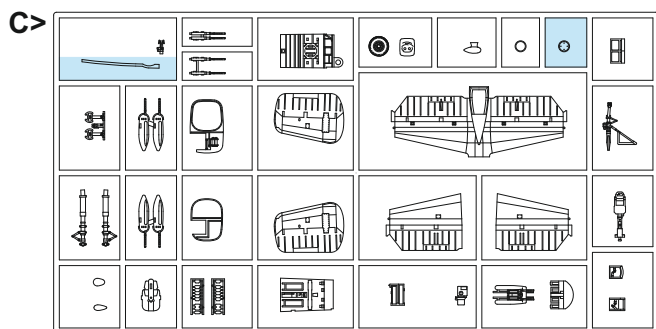
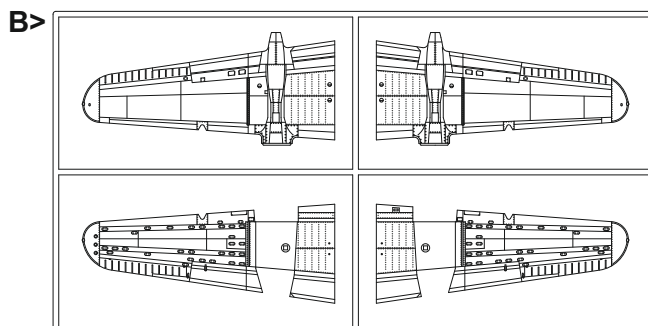
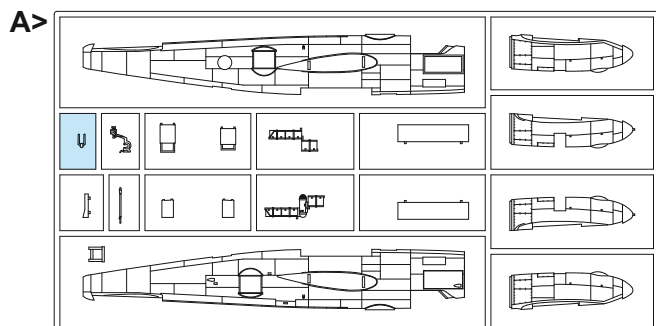


PIÈCES



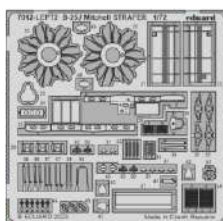
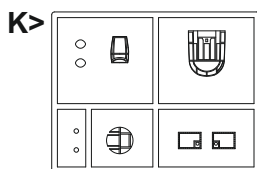
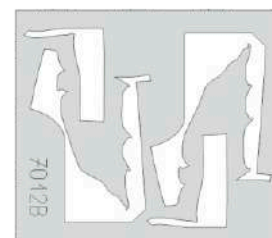
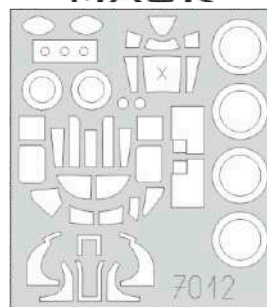
部品

PLASTIC PARTS



P2>

PE - PHOTO ETCHED DETAIL PARTS

eduard
MASK

-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE



色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H8	C8		SILVER
H12	C33	MMP-047	FLAT BLACK
H47	C41	MMP-012	RED BROWN
H52	C12	MMP-091	OLIVE DRAB
H53	C13		NEUTRAL GRAY
H58	C351	MMP-059	INTERIOR GREEN
H77	C137	MMP-040	TIRE BLACK
H80	C54		KHAKI GREEN

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H327	C327	MMP101	RED
H328	C328		BLUE
H329	C329	MMP-041	YELLOW
Mr.METAL COLOR		METALLICS	
MC213		MMM-006	STAINLESS
MC214		MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER

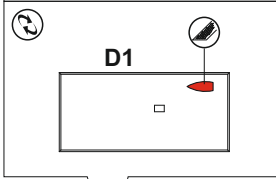
INTERIOR COLOR - BARVA INTERIÉRU

INTERIOR

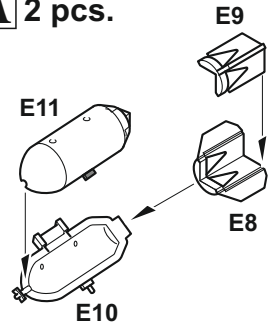
95% + 5%

H58 MMP C351 059 INT. GREEN		H12 MMP C33 047 FLAT BLACK
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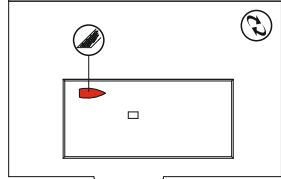
MARKINGS A, B, D, E ONLY



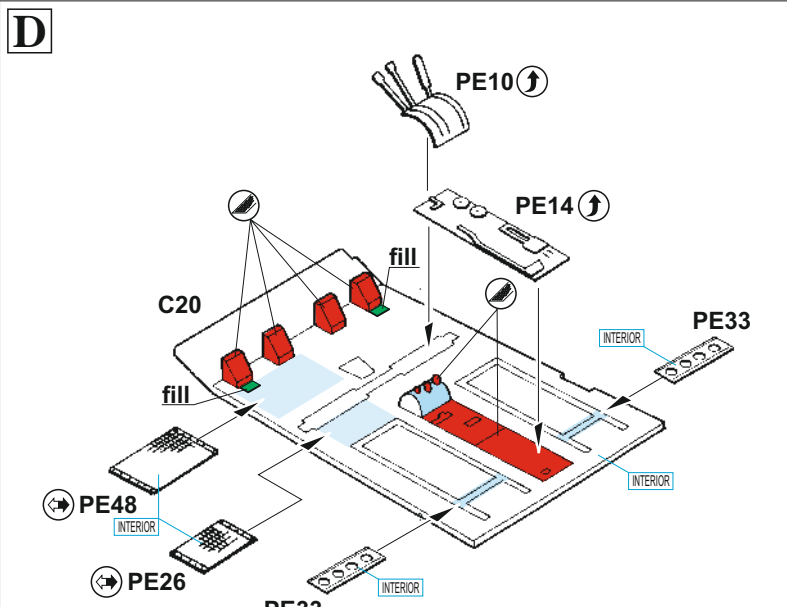
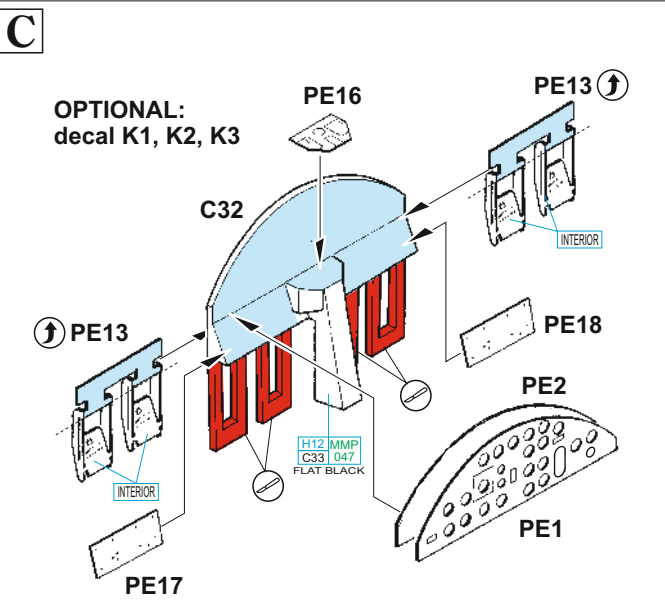
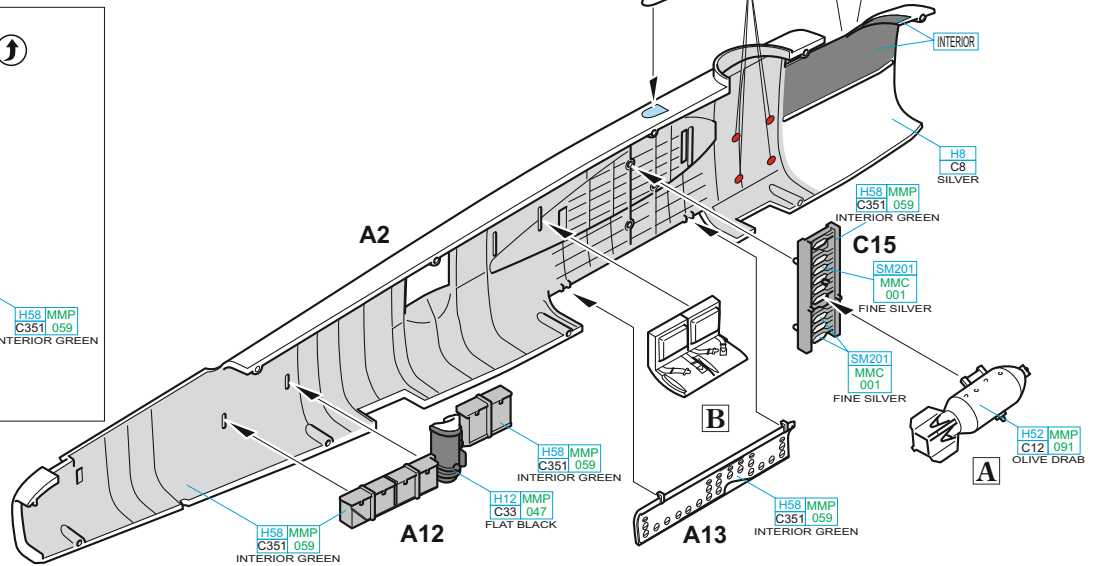
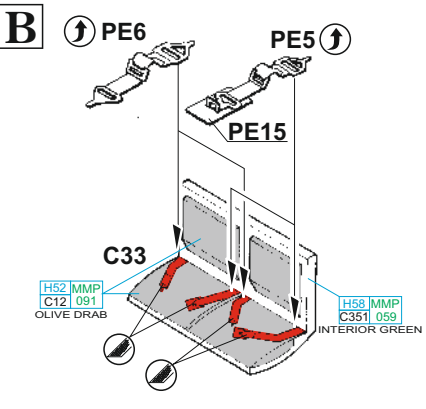
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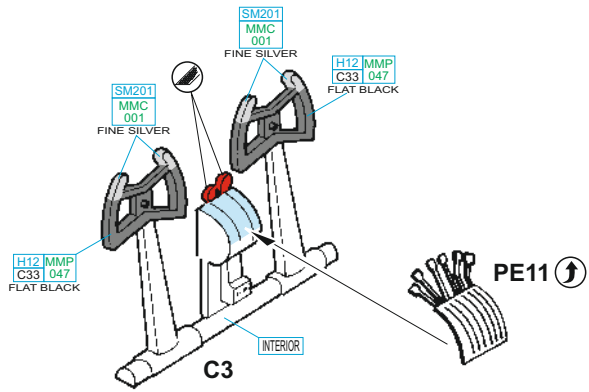
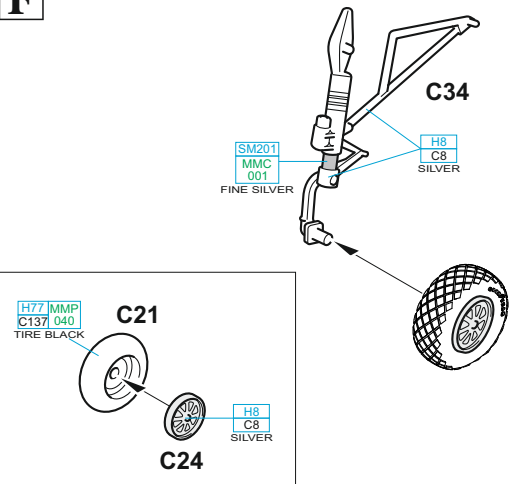
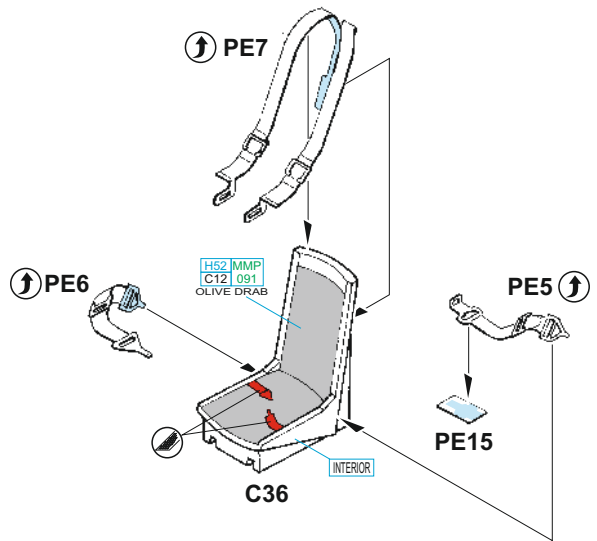
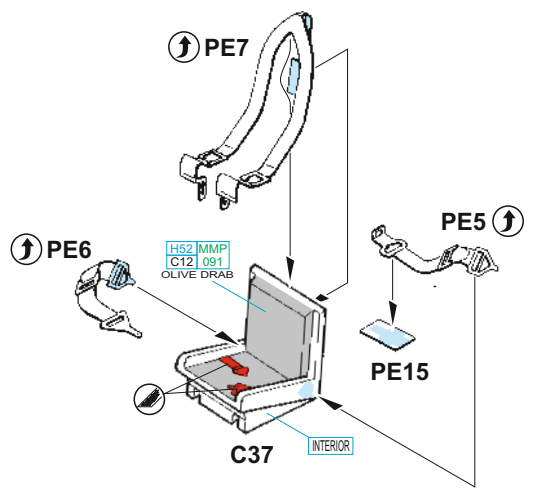
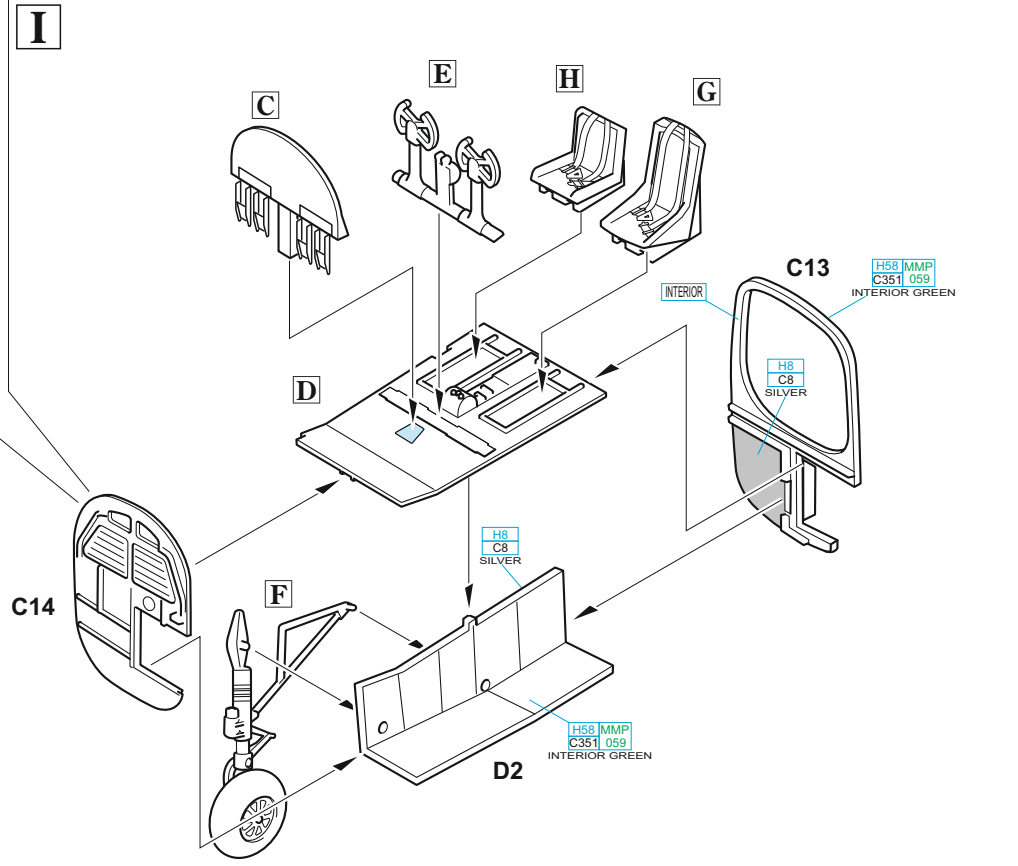
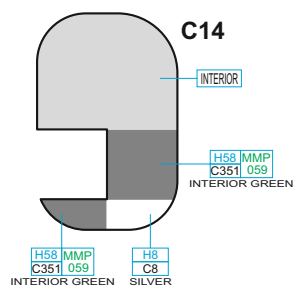


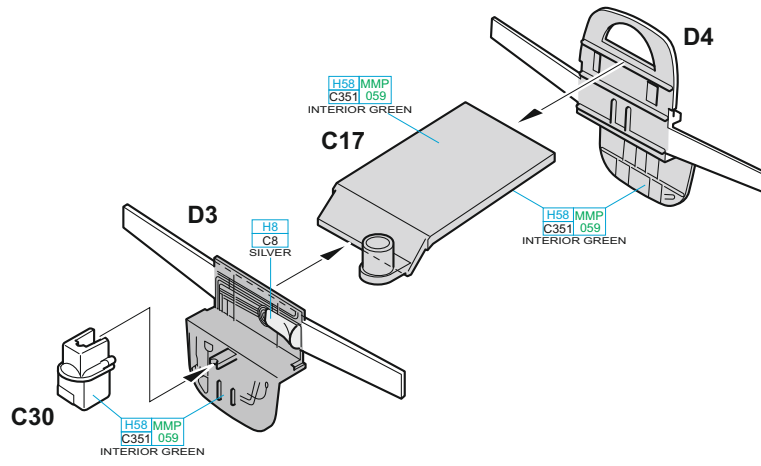
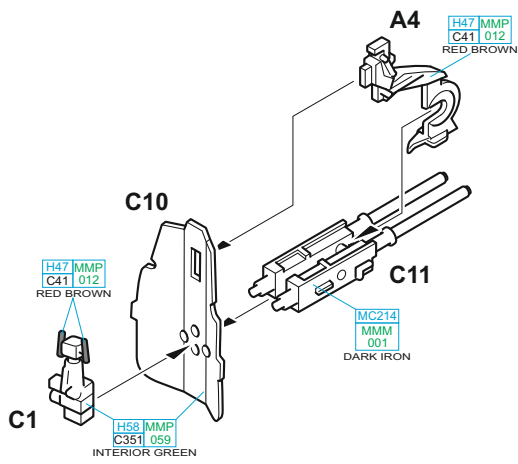
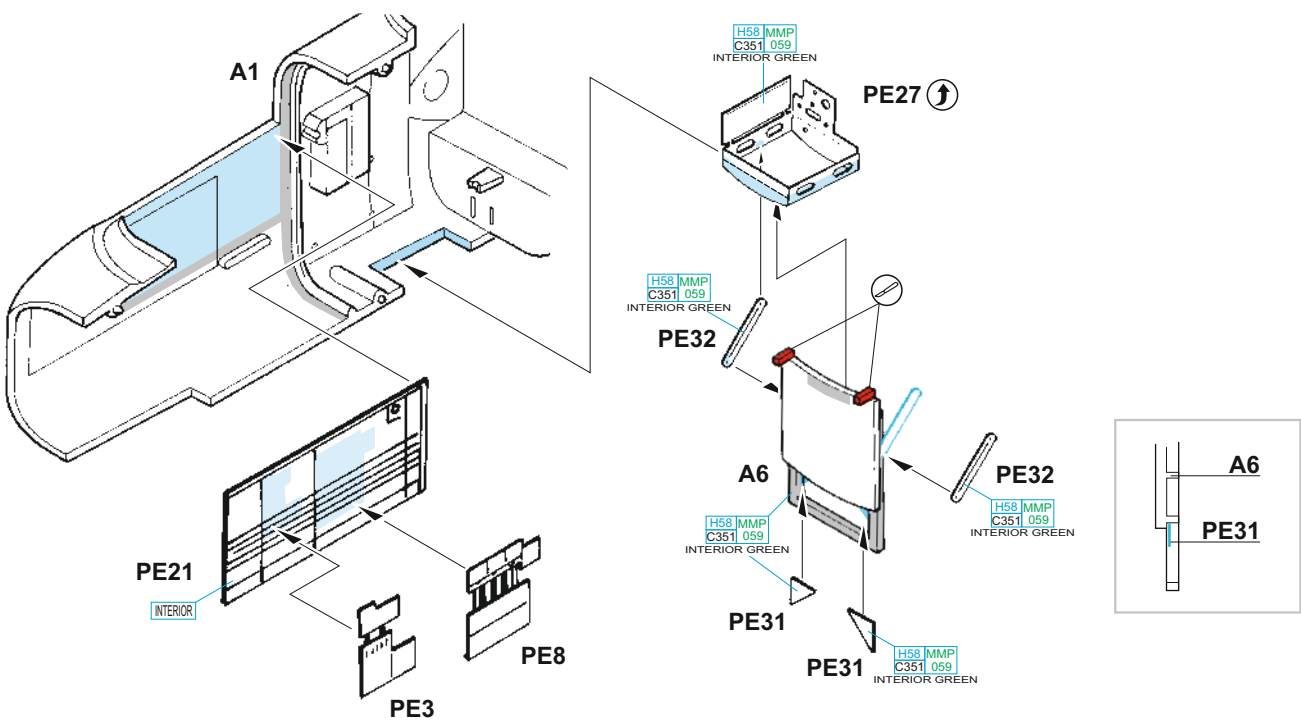
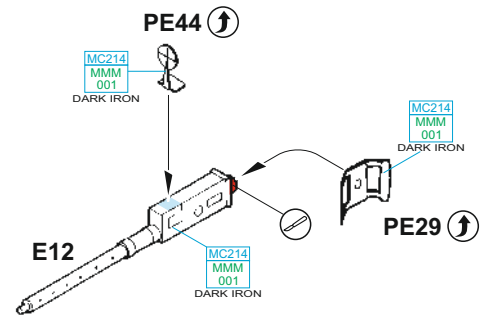
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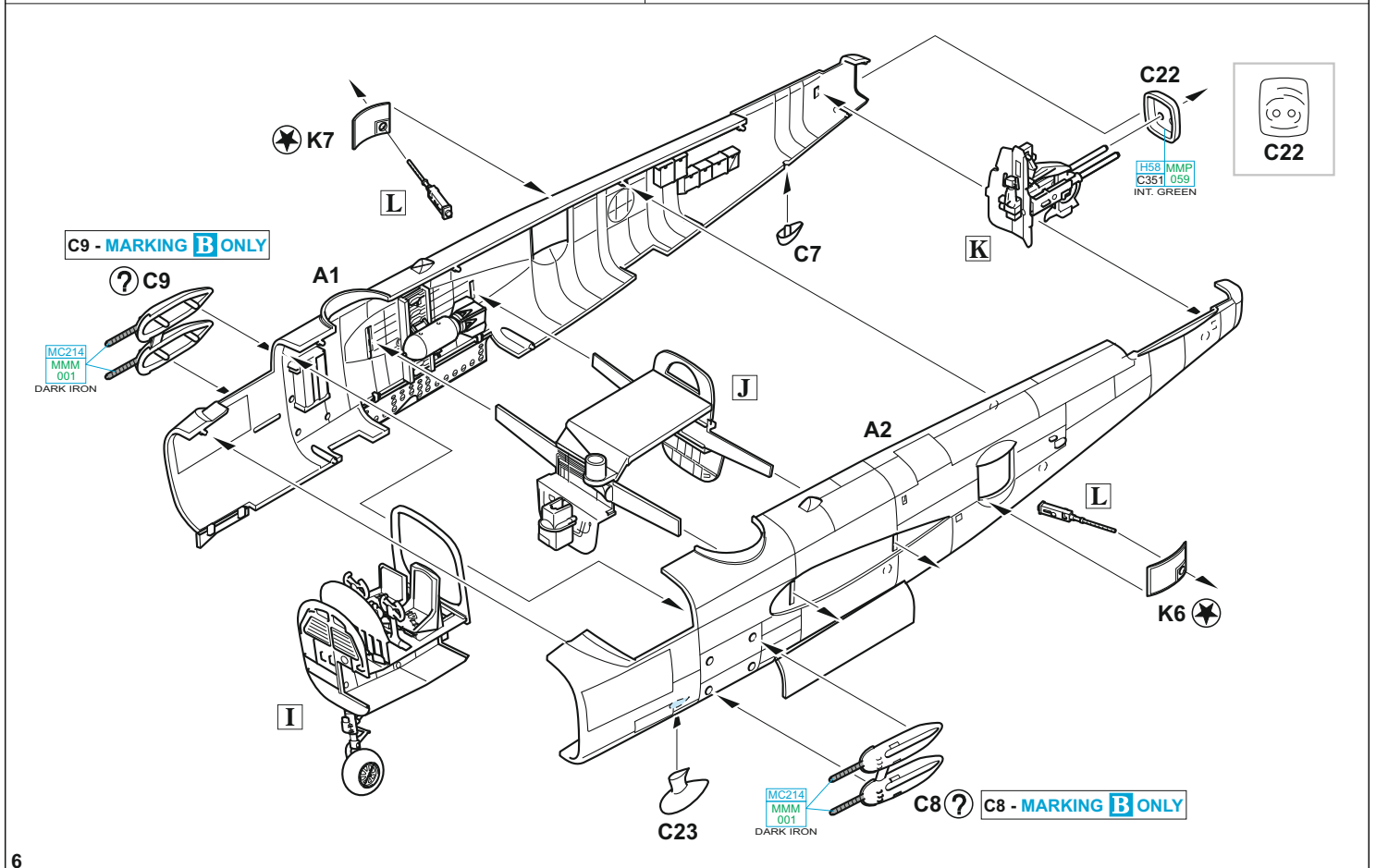
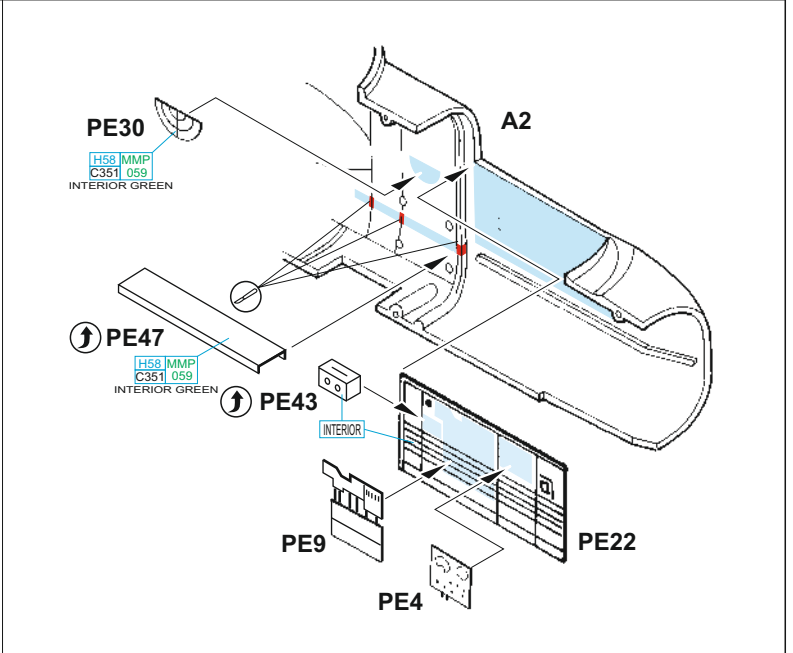
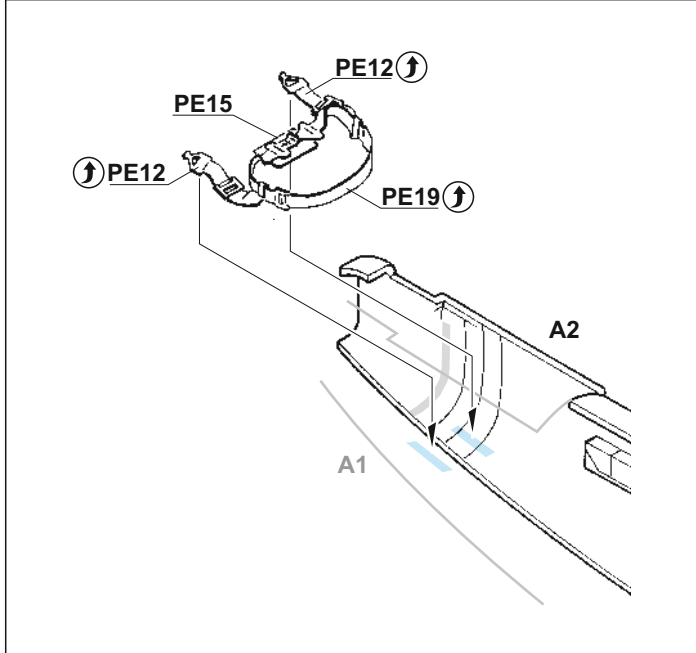
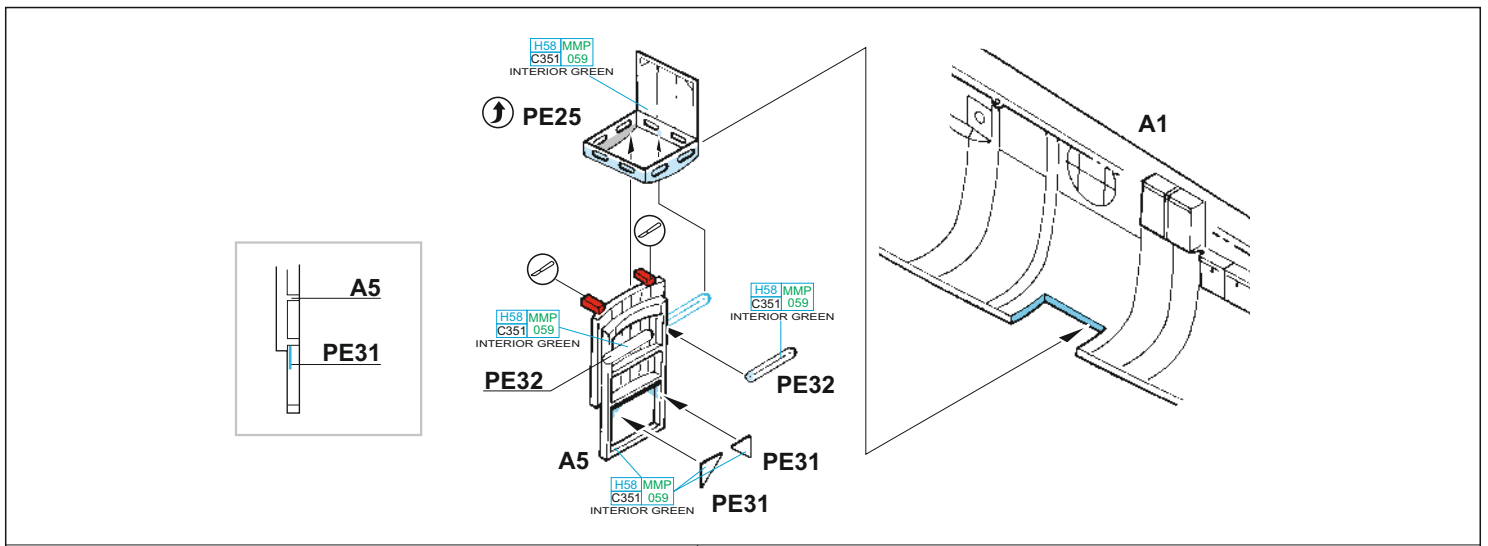


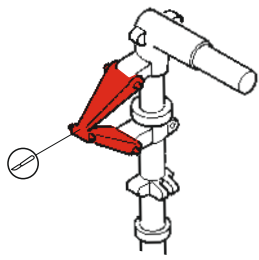
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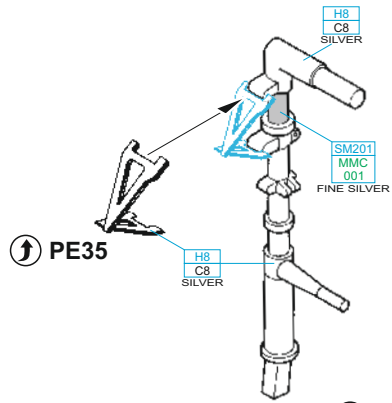
E**F****G****H****I**

J**K****L** 2 pcs.

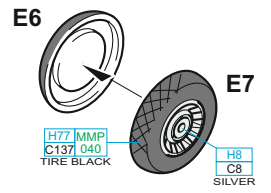
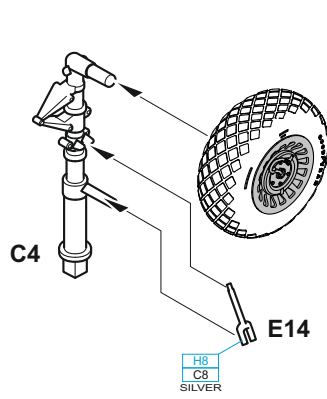
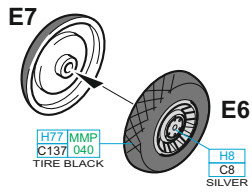
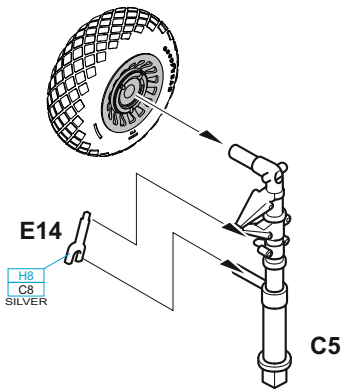




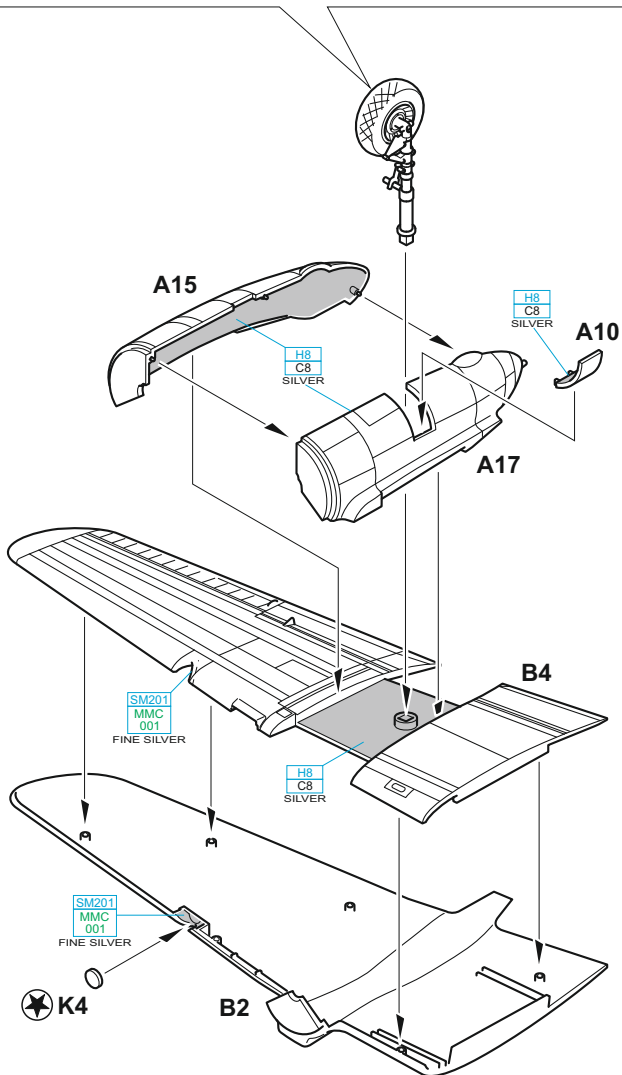
C4 → C5



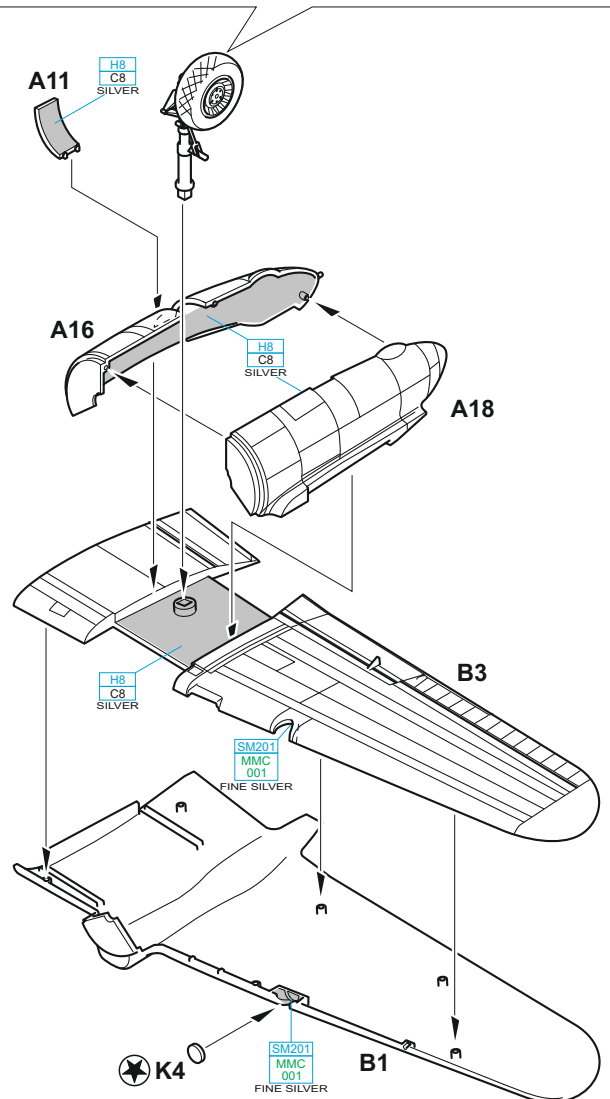
C4 starboard → C5 port side



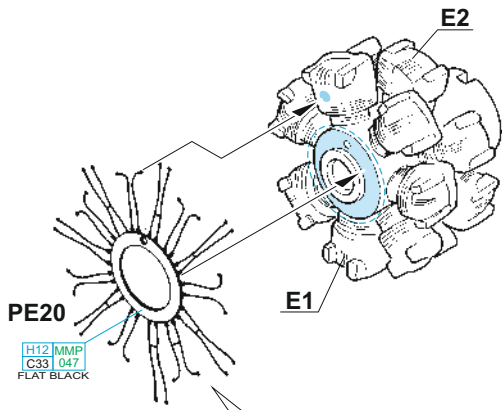
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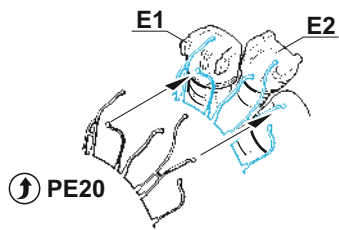
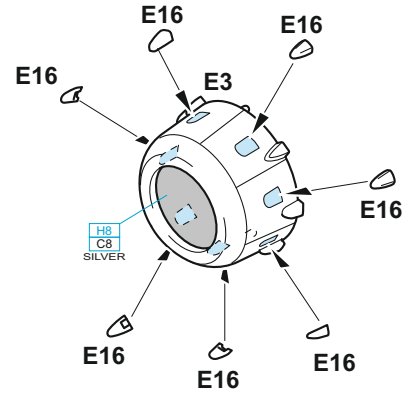
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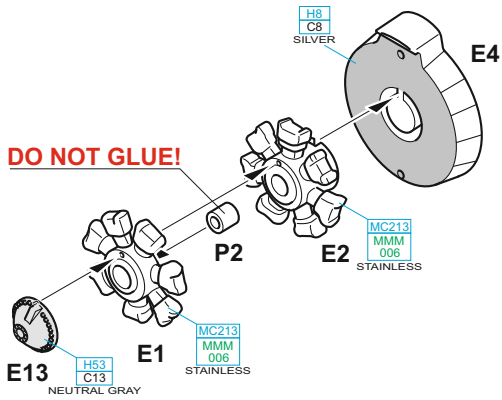
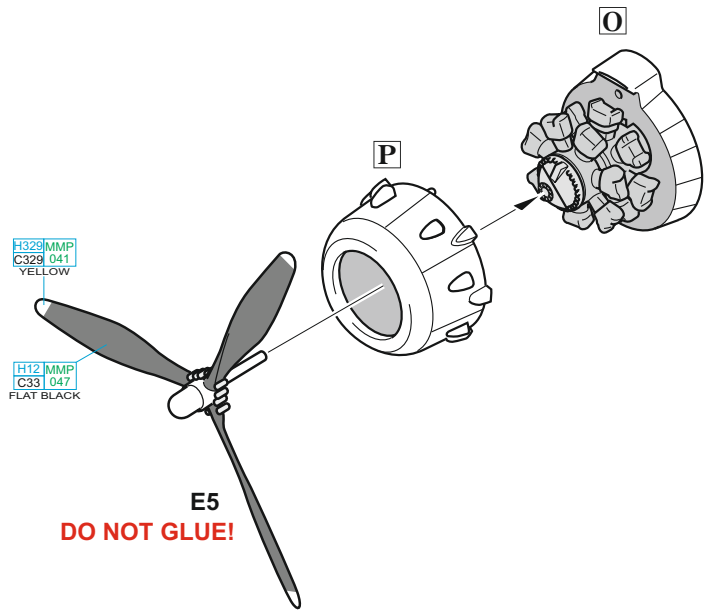
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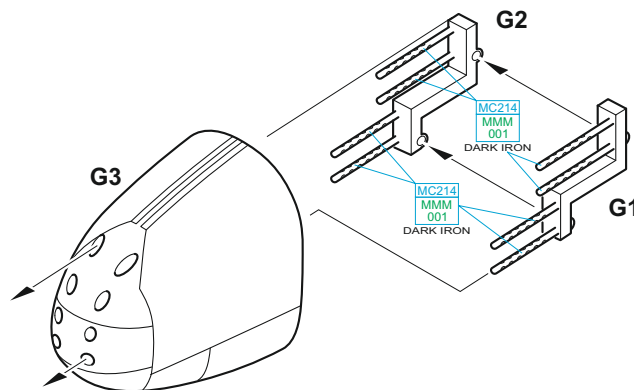
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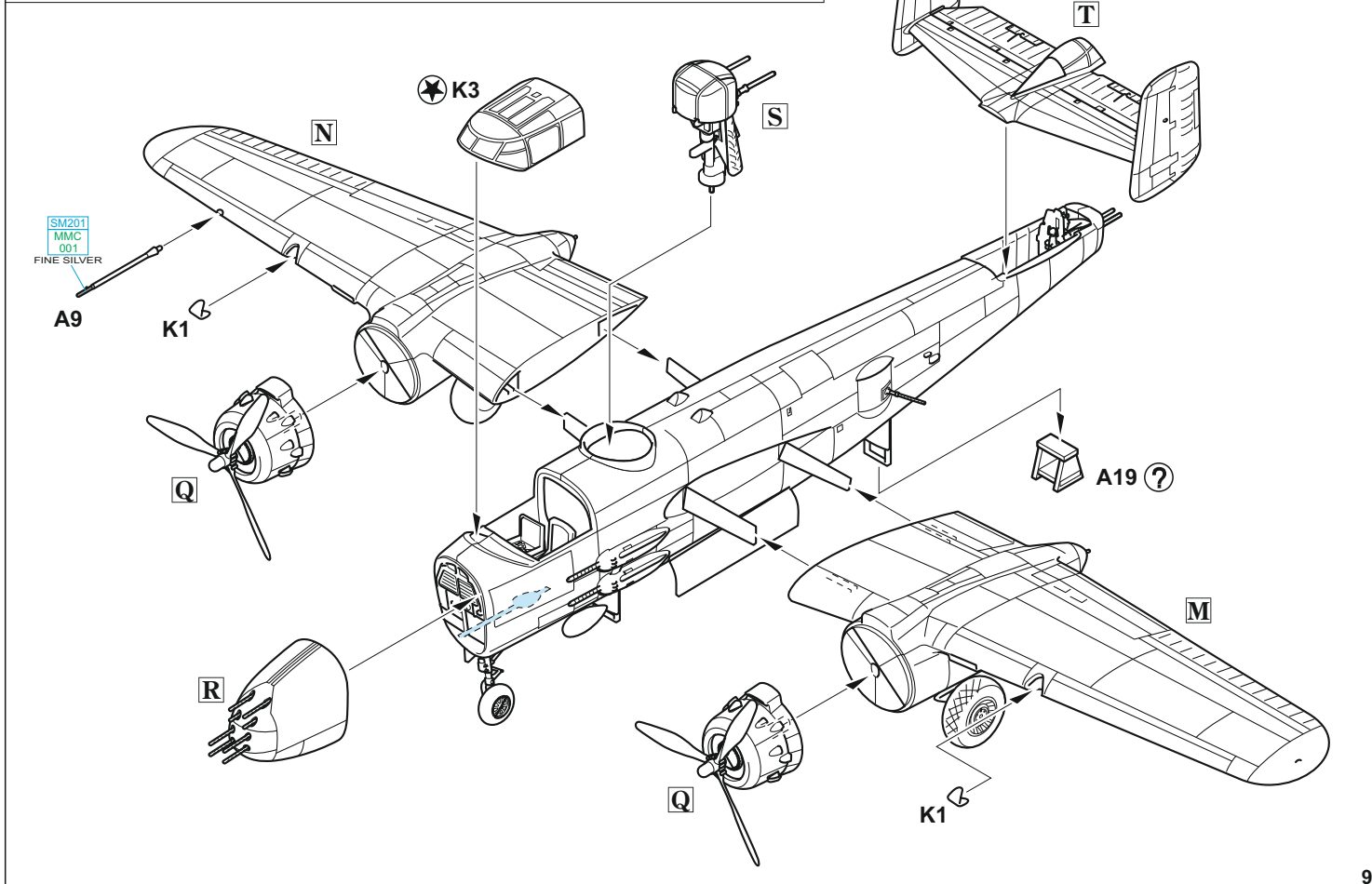
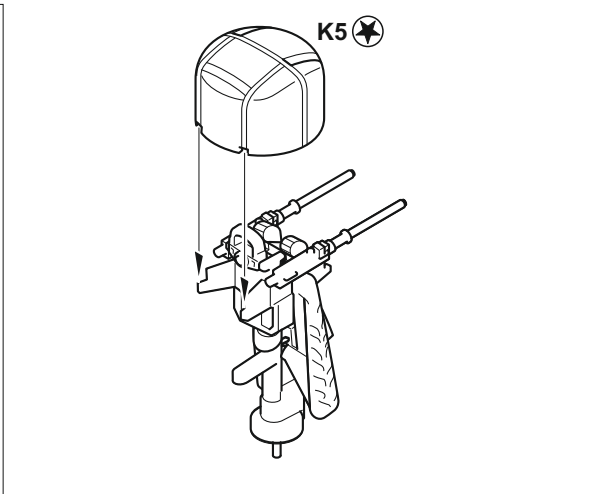
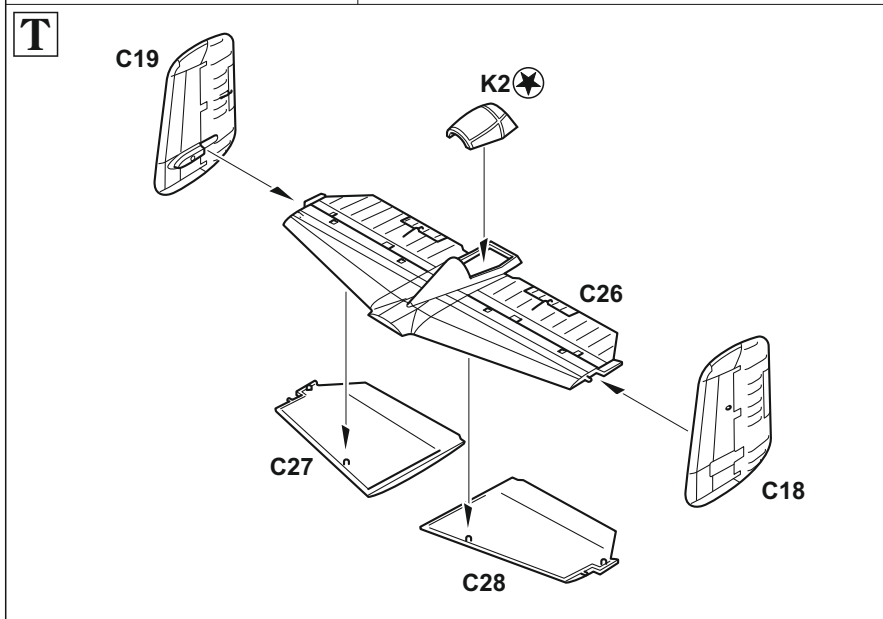
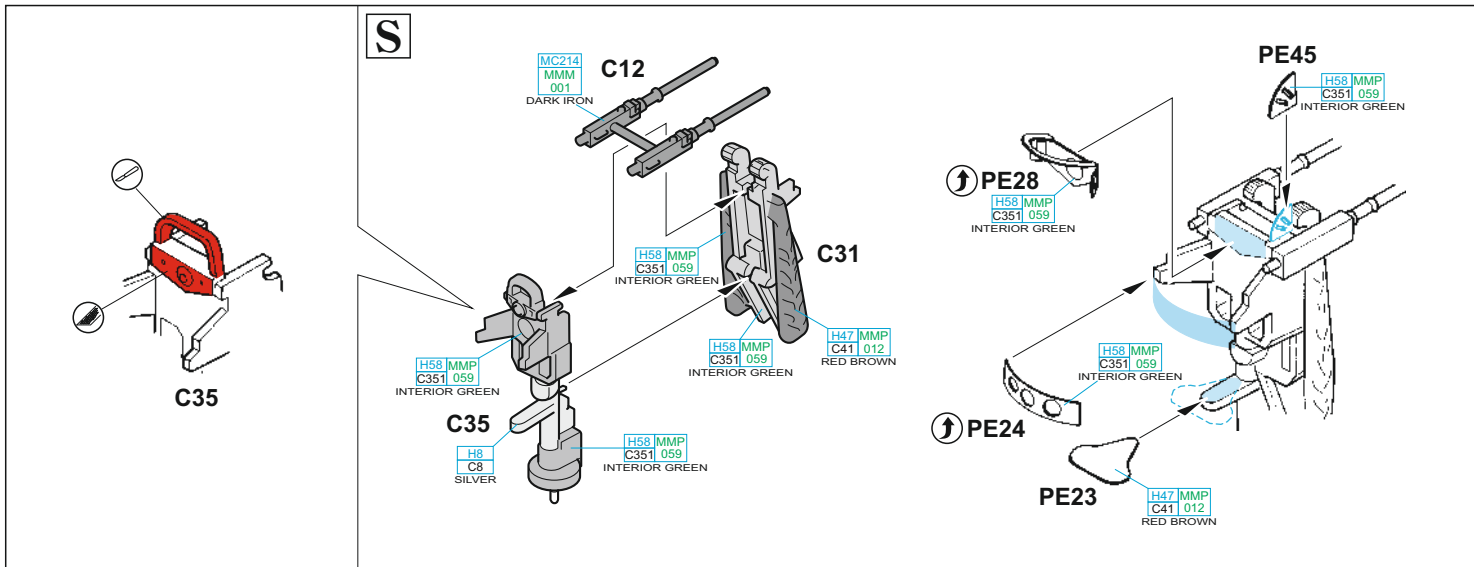


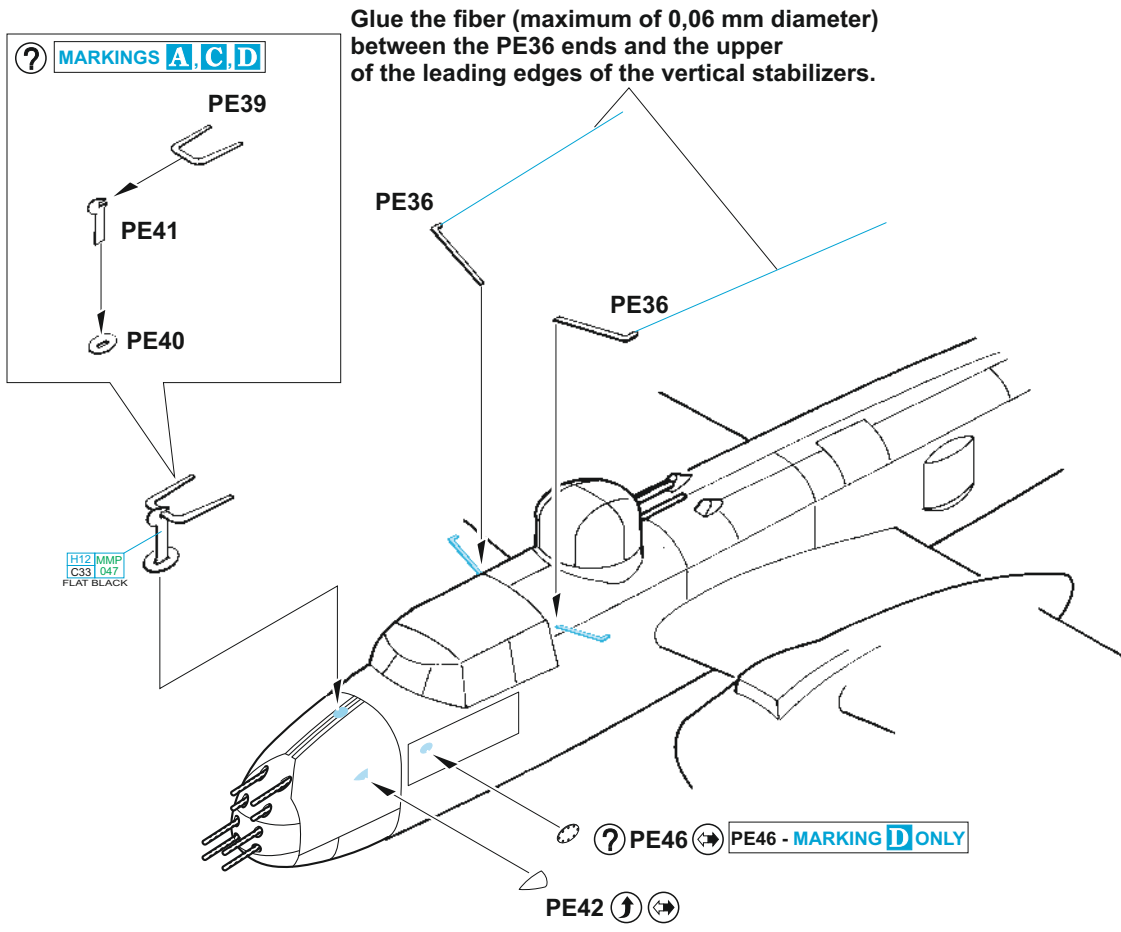
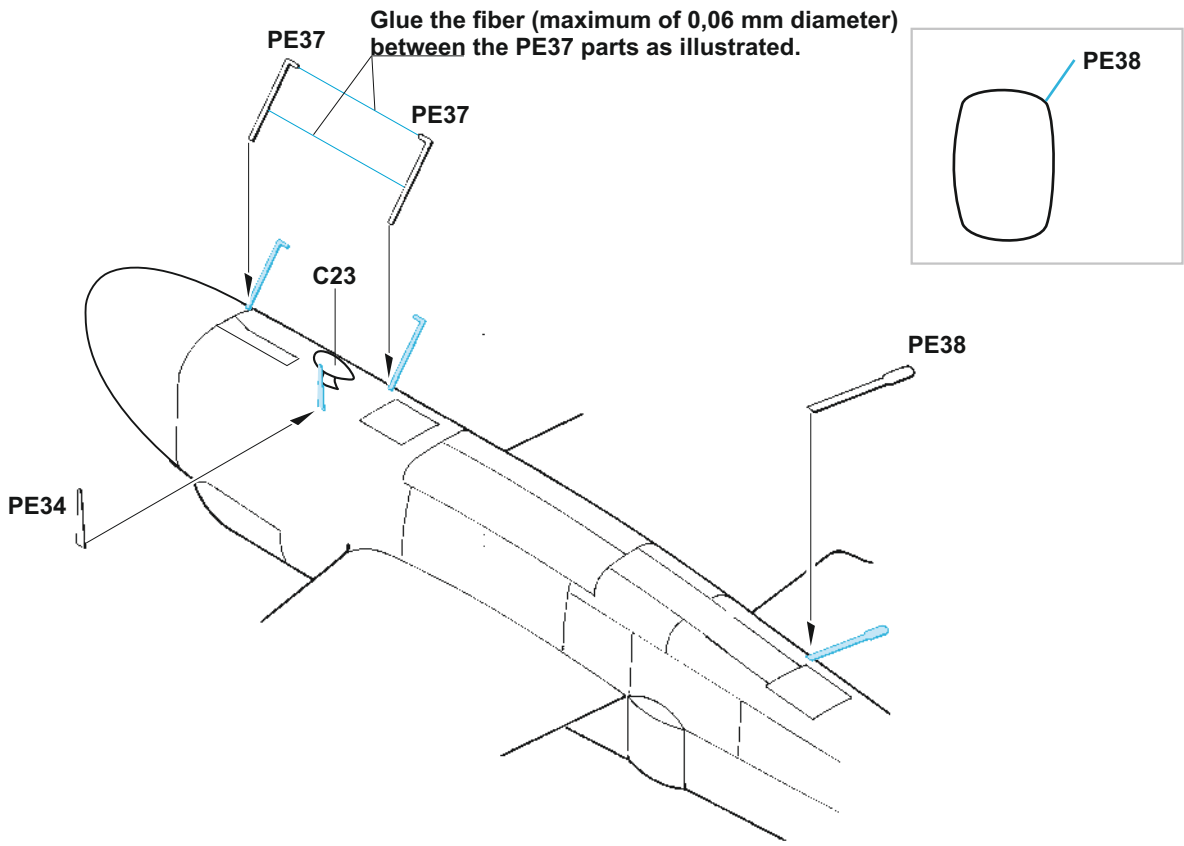
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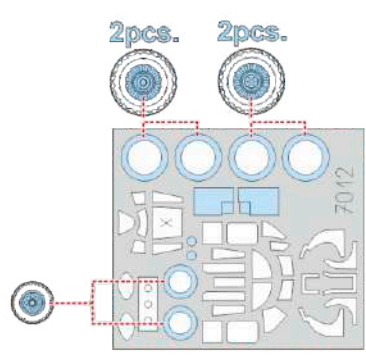
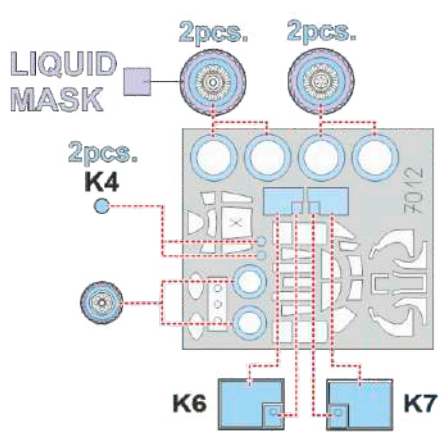
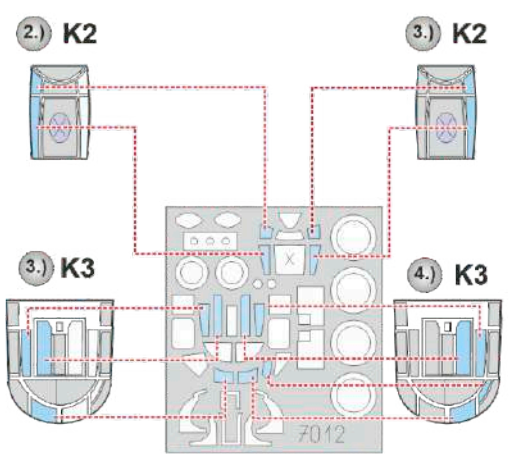
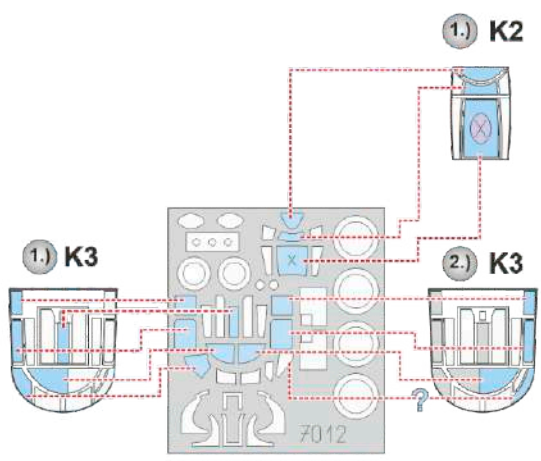
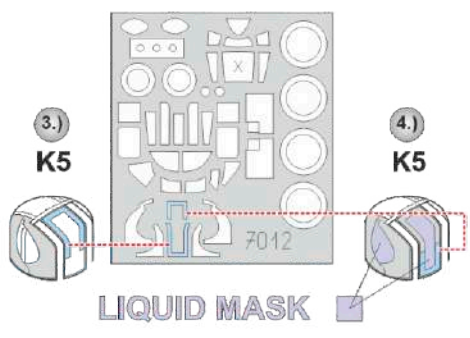
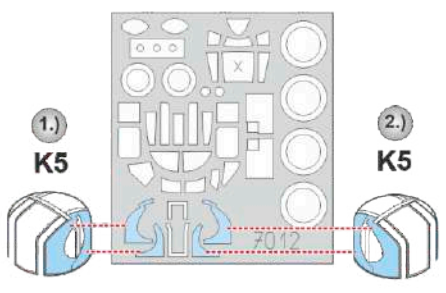
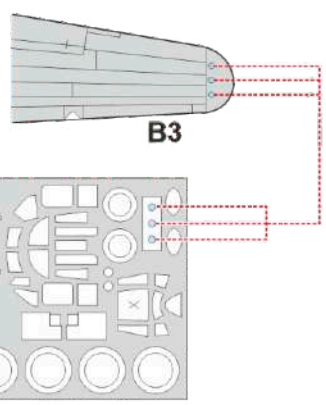
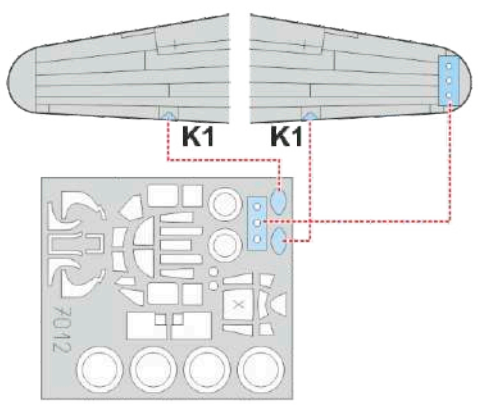


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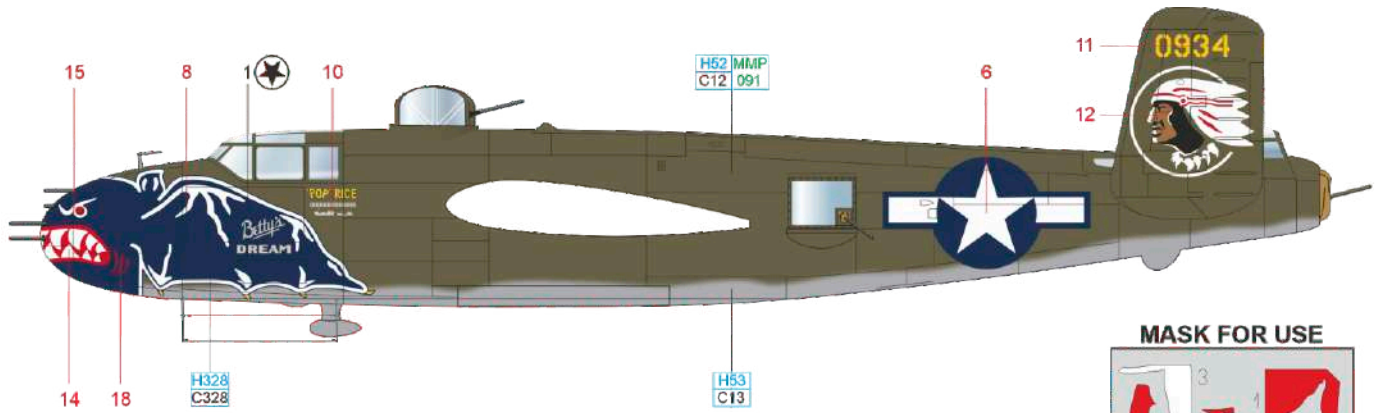


- 1.) INTERIOR COLOR
- 2.) CAMOUFLAGE COLOR
- 3.) REMOVE MASK



A B-25J-30, 44-30934, 1/Lt Charles E. Rice, Jr., 449th BS, 345th BG, 5th AF, Kadena, Okinawa, July 1945

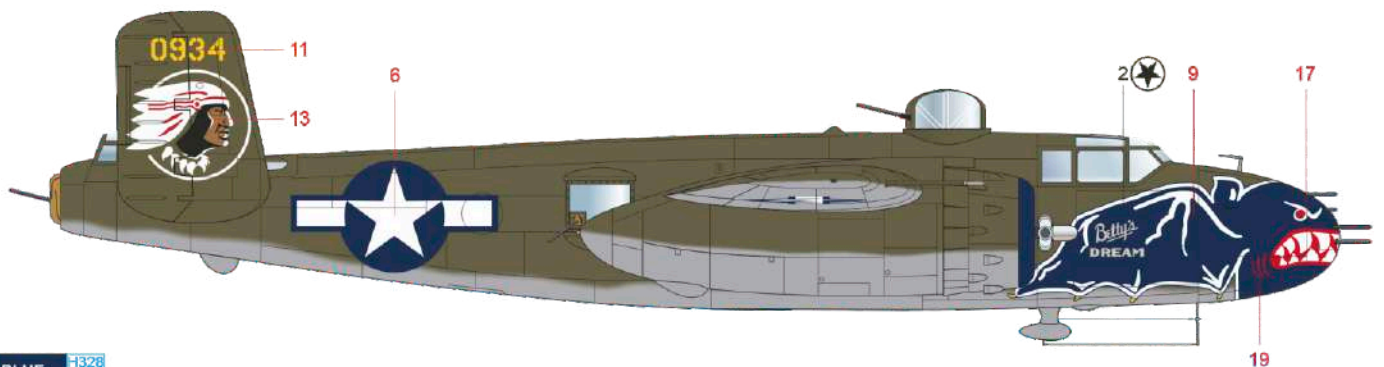
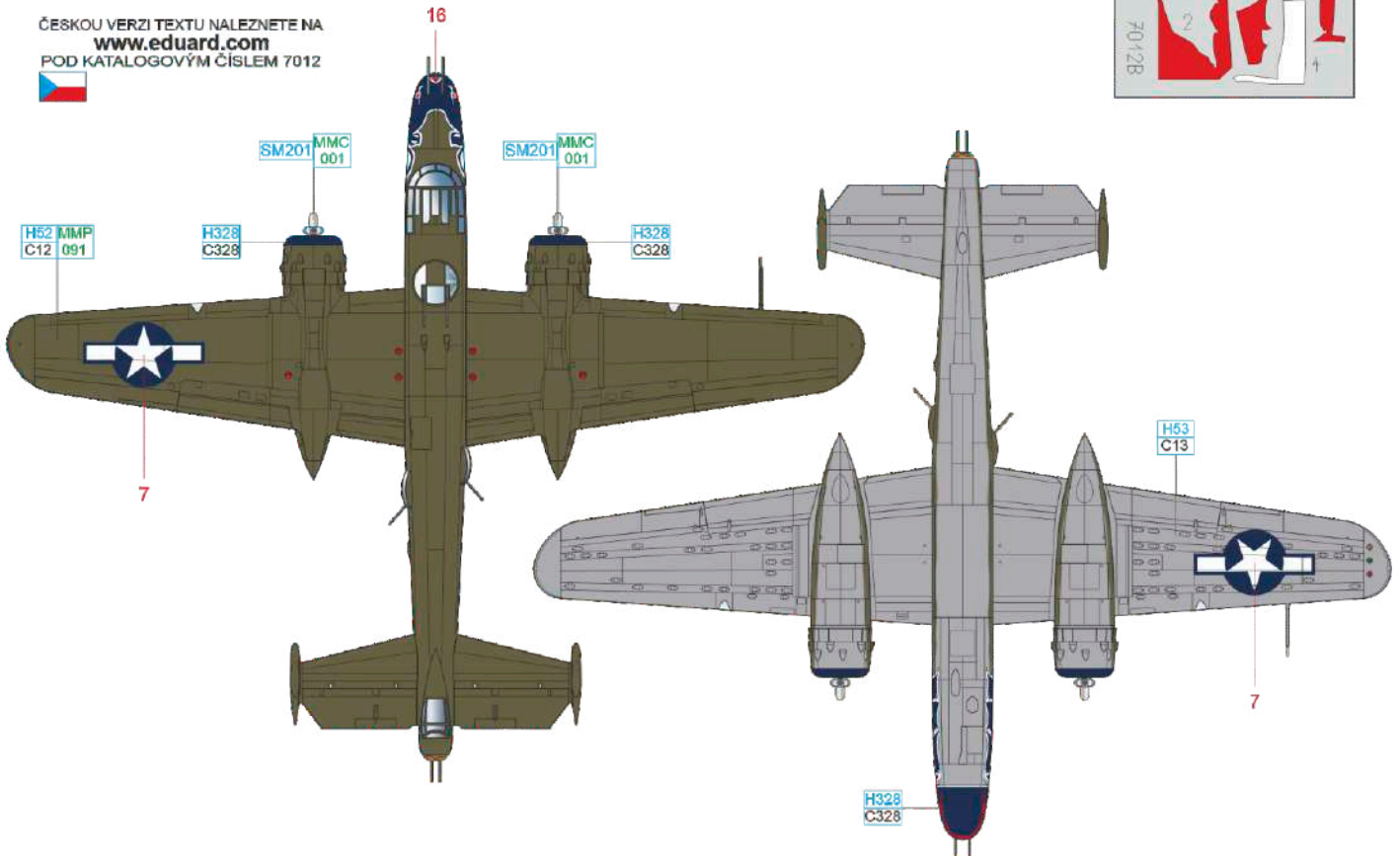
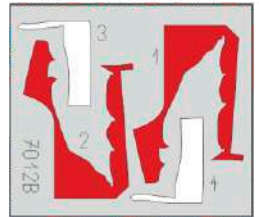
The most significant mission of the Mitchell named Betty's Dream was escort of two white Betty bombers aboard which Japanese peace envoys traveled to Ie Shima on August 21, 1945, after the previous surrender in Manila. The aircraft was assigned to 1/Lt Charles "Pop" Rice, Jr. who later became the unit's operations officer. The Betty's Dream ship was only briefly with the 449th BS, having been assigned to the unit in June 1945. Due to that, it showed just a little sign of war wear and tear. The typical drawing of a bat on the nose referred to the unit's name, Bats Outa' Hell. The famous Indian head was painted in its later form, which was the artwork of Cpl. Charles O. Metzger and was applied on the aircraft of the "Air Apaches" from March 1945.



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www.eduard.com
 POD KATALOGOVÝM ČÍSLEM 7012



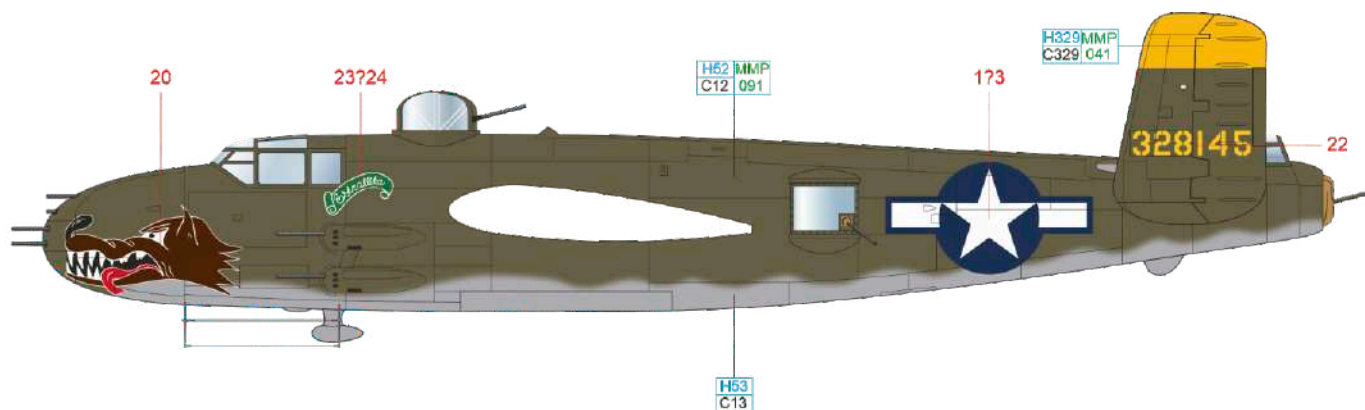
MASK FOR USE



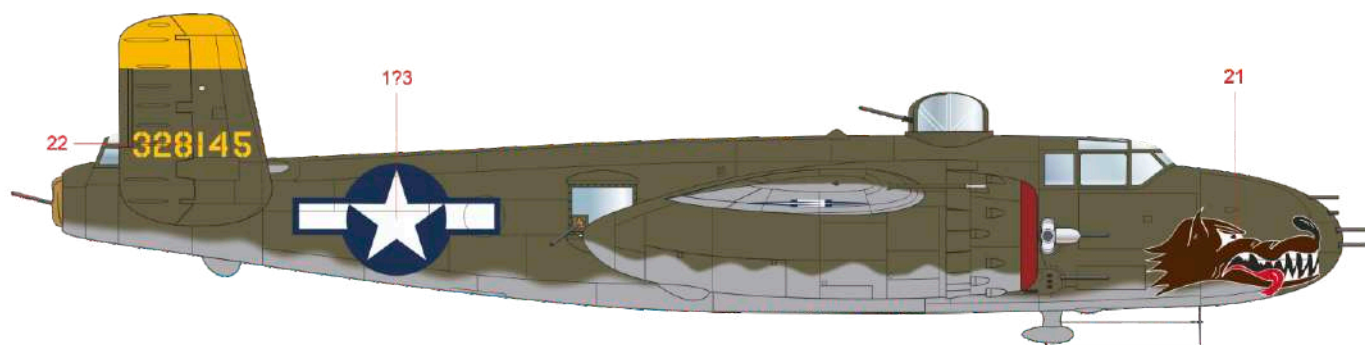
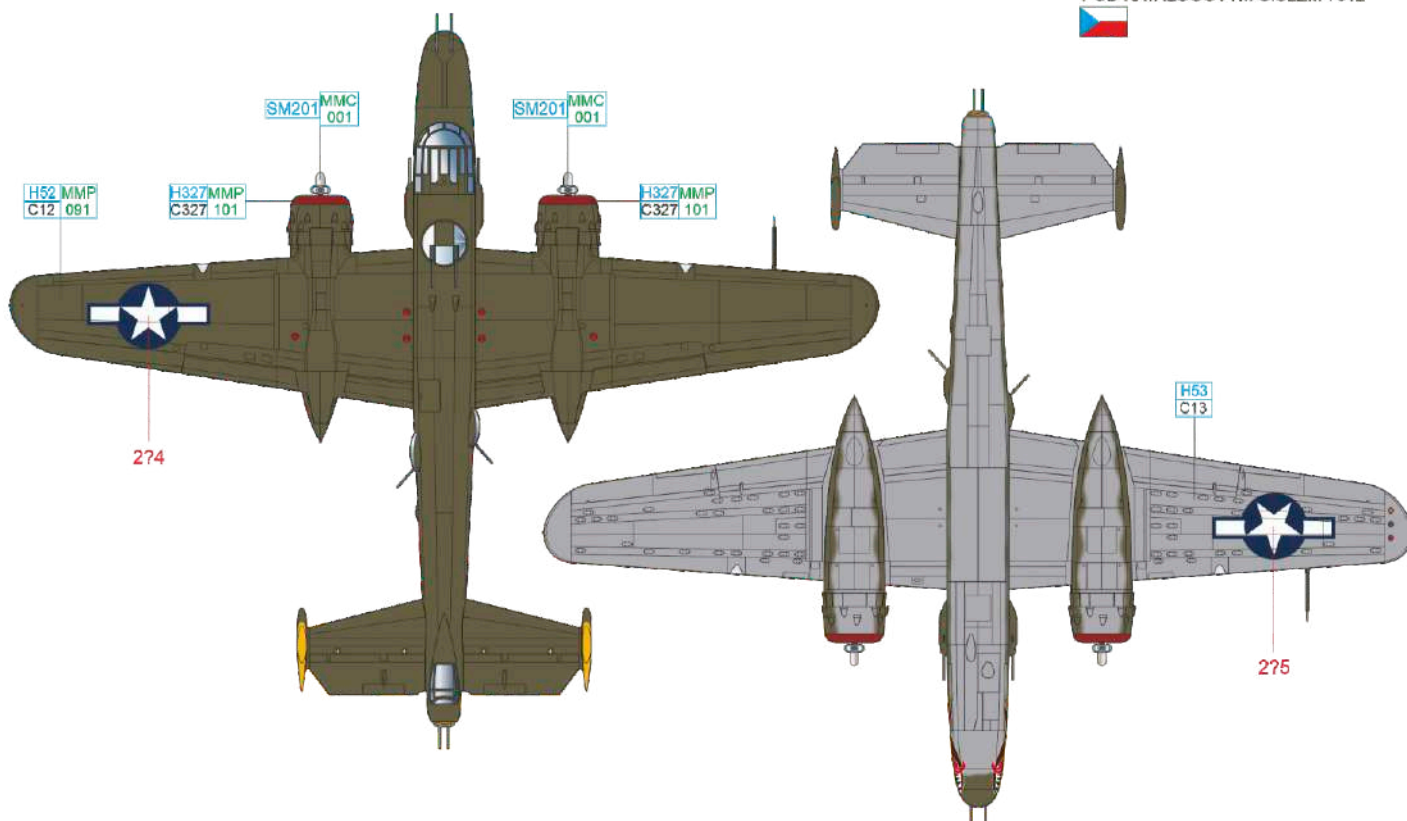
BLUE	H328 C328	OLIVE DRAB	H52 MMP C12 091	NEUTRAL GRAY	H53 C13	SUPER FINE SILVER	SM201 MMC 001
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B B-25J-10, 43-28145, 71st BS, 38th BG, 5th AF, Lingayen, Philippines, 1945

The "Sunsetters", as was the 38th Bombardment Group known, consisted of four squadrons, of which the 71st BS was nicknamed "Wolf Pack". This aircraft is known in two marking states, as it originally sported smaller wolf head painted on the nose and no bombing mission marks under the cockpit. Later the wolf head was changed for bigger one and marks indicating 106 missions were added. Originally, the side gun packs were fitted, known photos of the later state of marking show they had been removed. The decals of this marking option refer to the early version. Unfortunately, not too much is known about this aircraft. There was nothing found about it in the squadron's official records, as many mission reports do not specify the aircraft participating. There is also uncertainty about the color of the Estrallita inscription as well as of the wolf's head, as it was usually painted either brown or dark gray. We tend to believe it was brown in this case. Regarding the Estrallita sign we offer green and red option to choose from...



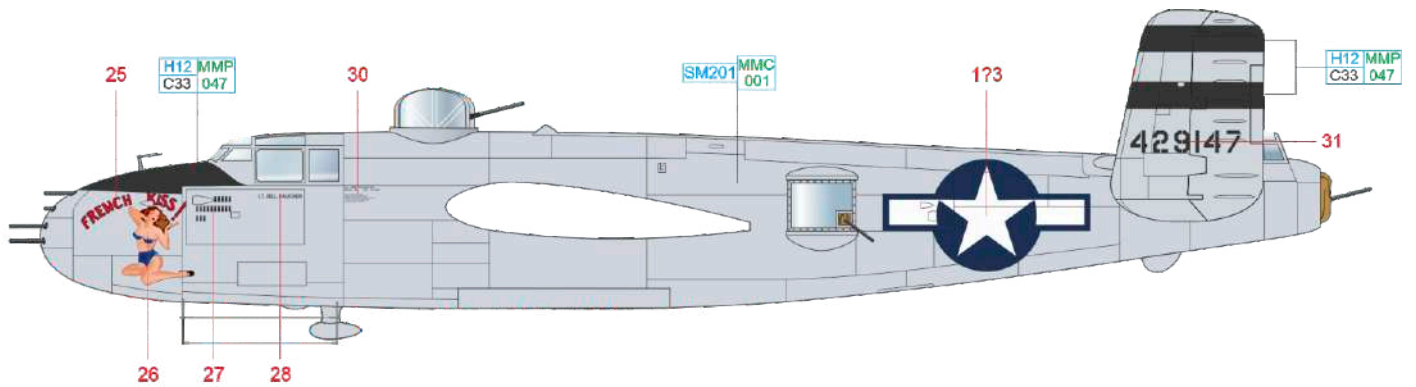
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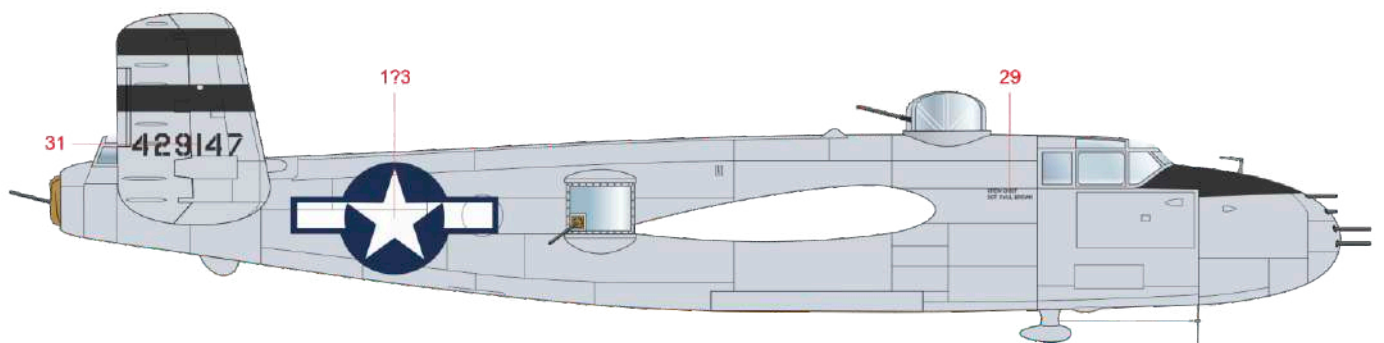
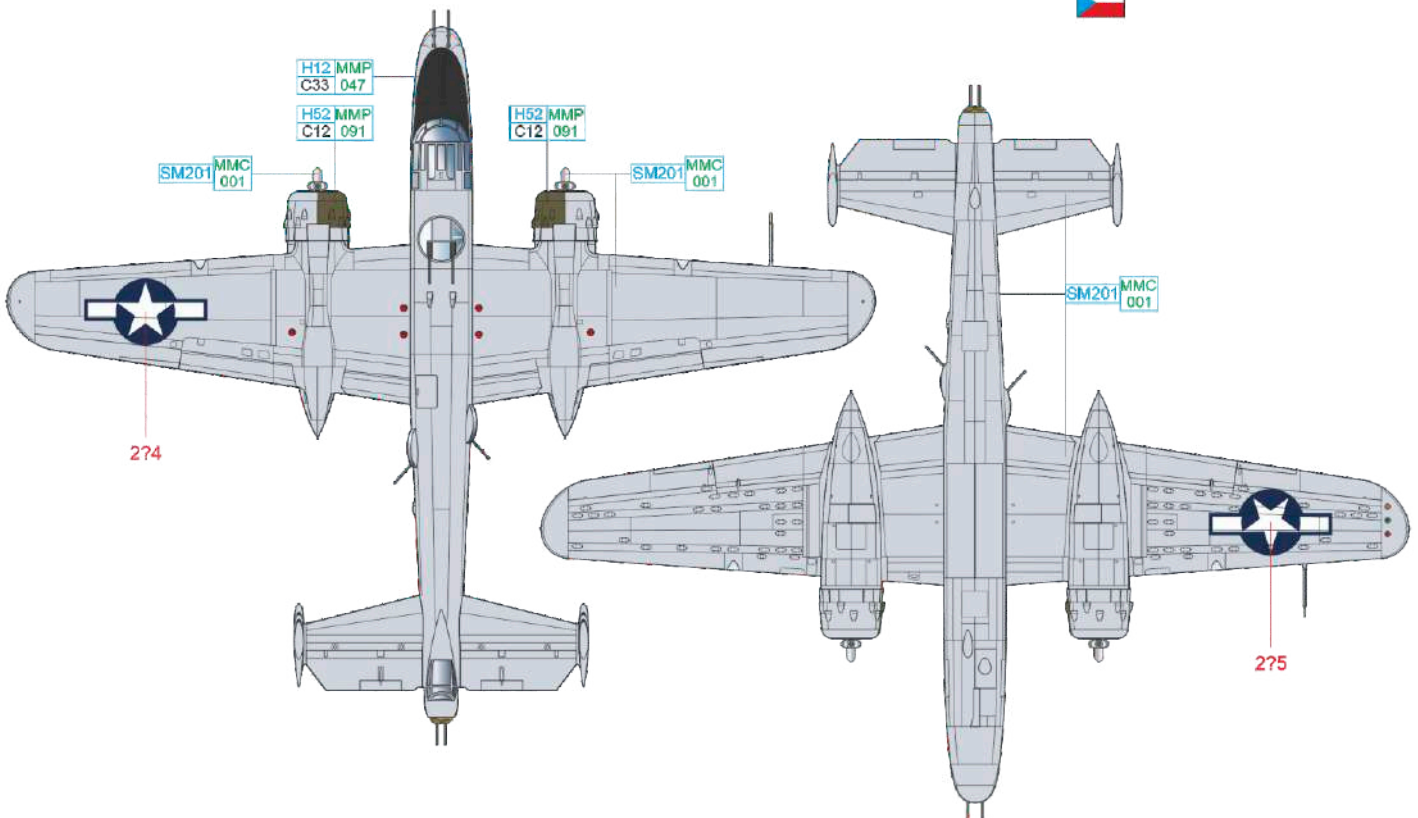
YELLOW	H329 MMP C329 041	RED	H327 MMP C327 101
OLIVE DRAB	H52 MMP C12 091	NEUTRAL GRAY	H53 C13
		SUPER FINE SILVER	SM201 MMC 001

C 44-29147, Lt. William J. Faucher, 396th BS, 41st BG, 7th AF, Kadena, Okinawa, July 1945

The 41st Bombardment Group moved from Hawaii to Okinawa for the final part of the war in June 1945 and they were the first unit to use the Mitchells to attack the Japanese home soil since the famous Doolittle Raid in 1942. The mission No. 1-45 was flown by 15 aircraft which attacked the Chiran airfield on Kyūshū Island. The 44-29147 did not participate but was flown on other occasions. The aircraft was assigned to Lt. "Bill" Faucher, who was usually in crew with Lt. F. E. Brown as co-pilot. The aircraft was one of those left in natural metal finish and sported the girl wearing blue bikini swimsuit on the port side of the nose. The painting was probably one of many within USAAF inspired by famous Alberto Vargas' paintings.



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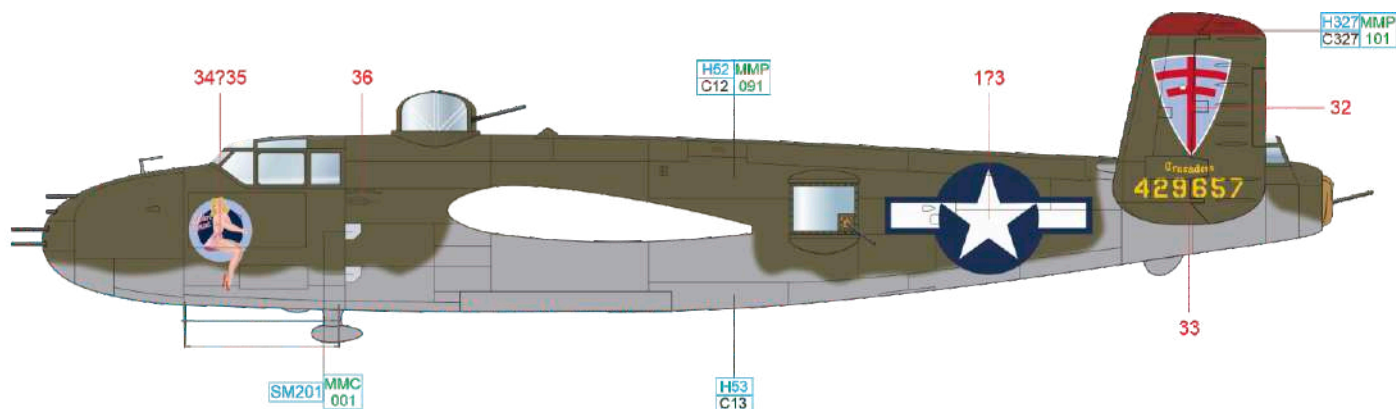


OLIVE DRAB H52 MMP C12 091 BLACK H12 MMP C33 047 SUPER FINE SILVER SM201 MMC 001

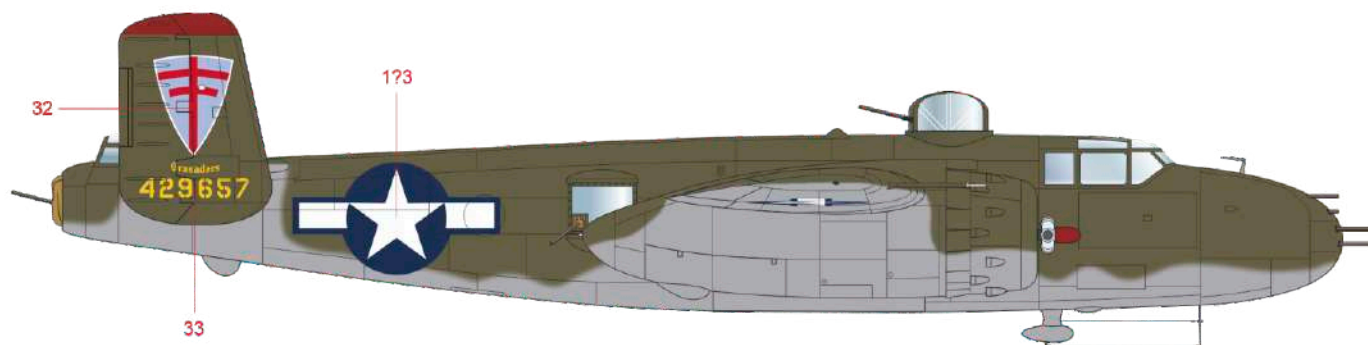
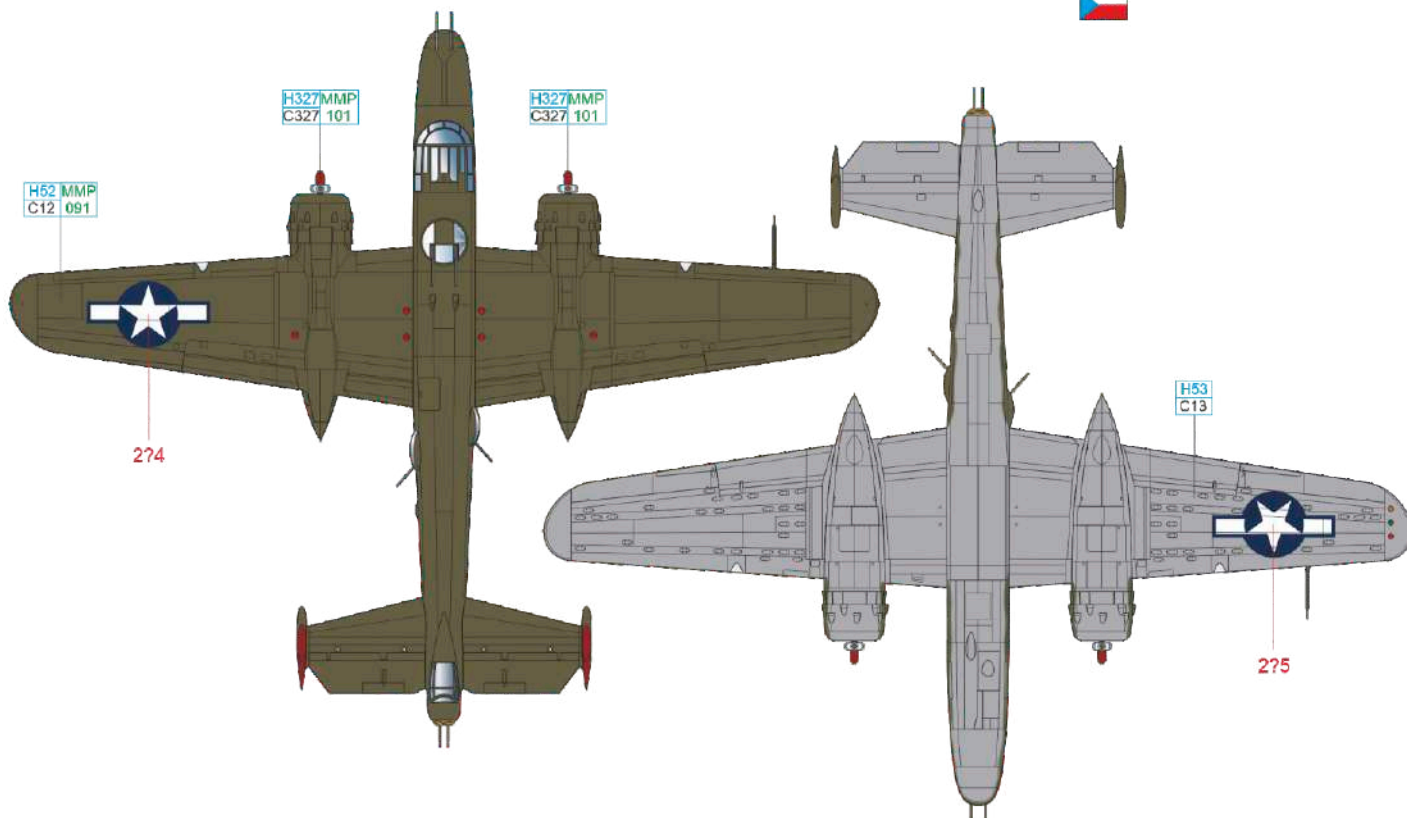
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D 44-29657, 1/Lt Thomas Cockrell, 100th BS, 42nd BG, 13th AF, Puerto Princesa, Palawan, Philippines, 1945

Activated on January 15, 1940, 42nd BG patrolled the west coast during 1942 and moved to the Pacific theater in March and April 1943. The Group named "Crusaders" was assigned to 13th AF and entered combat in June 1943, operating from bases in the Solomon Islands. They attacked Japanese airfields, artillery positions or harbors and supported the ground forces. In March 1945 the group moved to the Philippines and attacked shipping along the China coast, targets in French Indochina and bombed airfields and installations in the Philippines. They also supported ground operations on Mindanao and supported Australian forces on Borneo during May and June 1945. Early in 1945 fifth unit, 100th BS, previously known as 106th Reconnaissance Squadron, was incorporated into the Crusaders. Apart of original squadrons of the group, which had their upper tails painted yellow, aircraft of the 100th BS sported red tops of their vertical stabilizers. This Mitchell was assigned to Lt. Thomas Cockrell, whose son Gordon later followed father's footsteps as he served with US Army as a helicopter pilot.

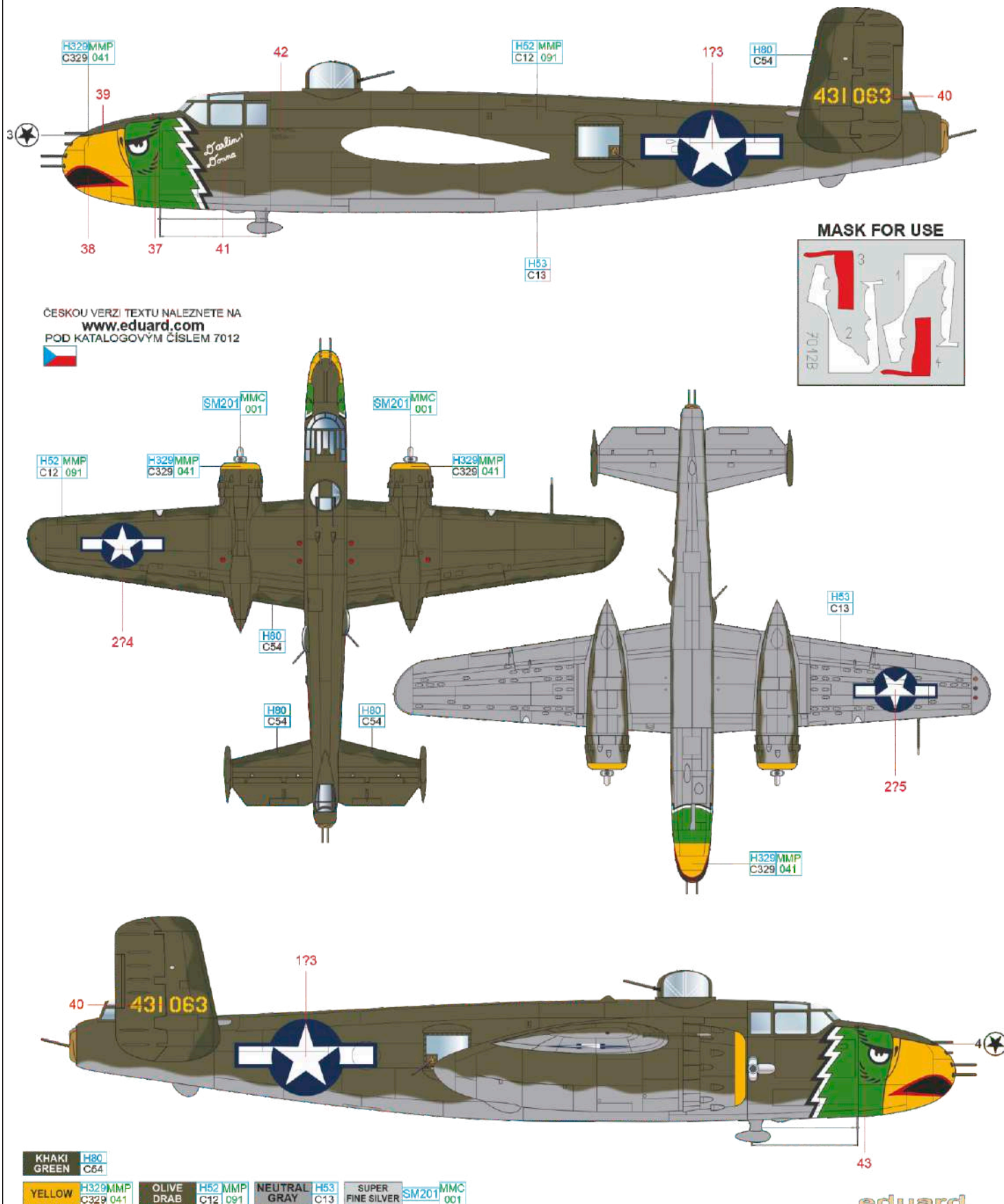


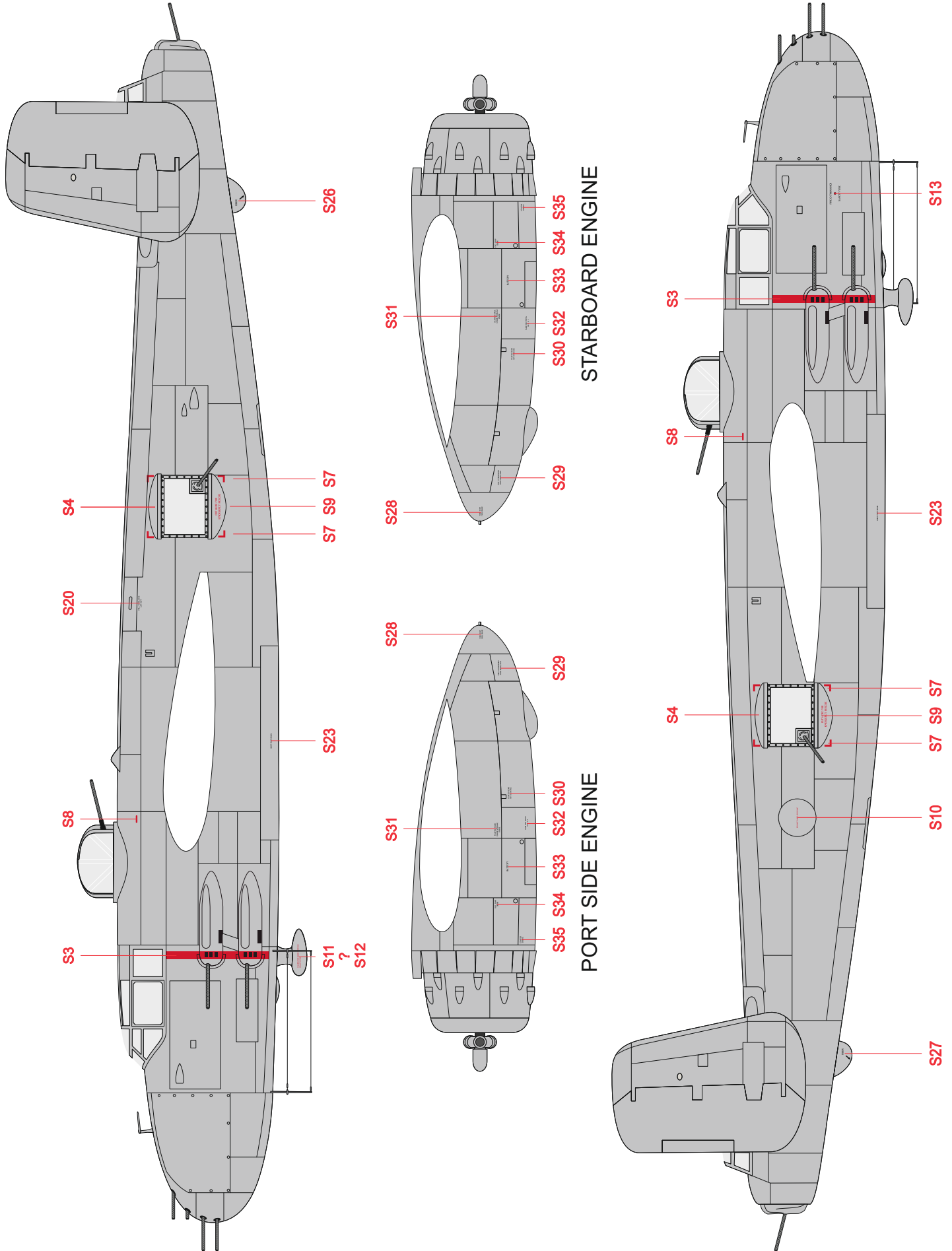
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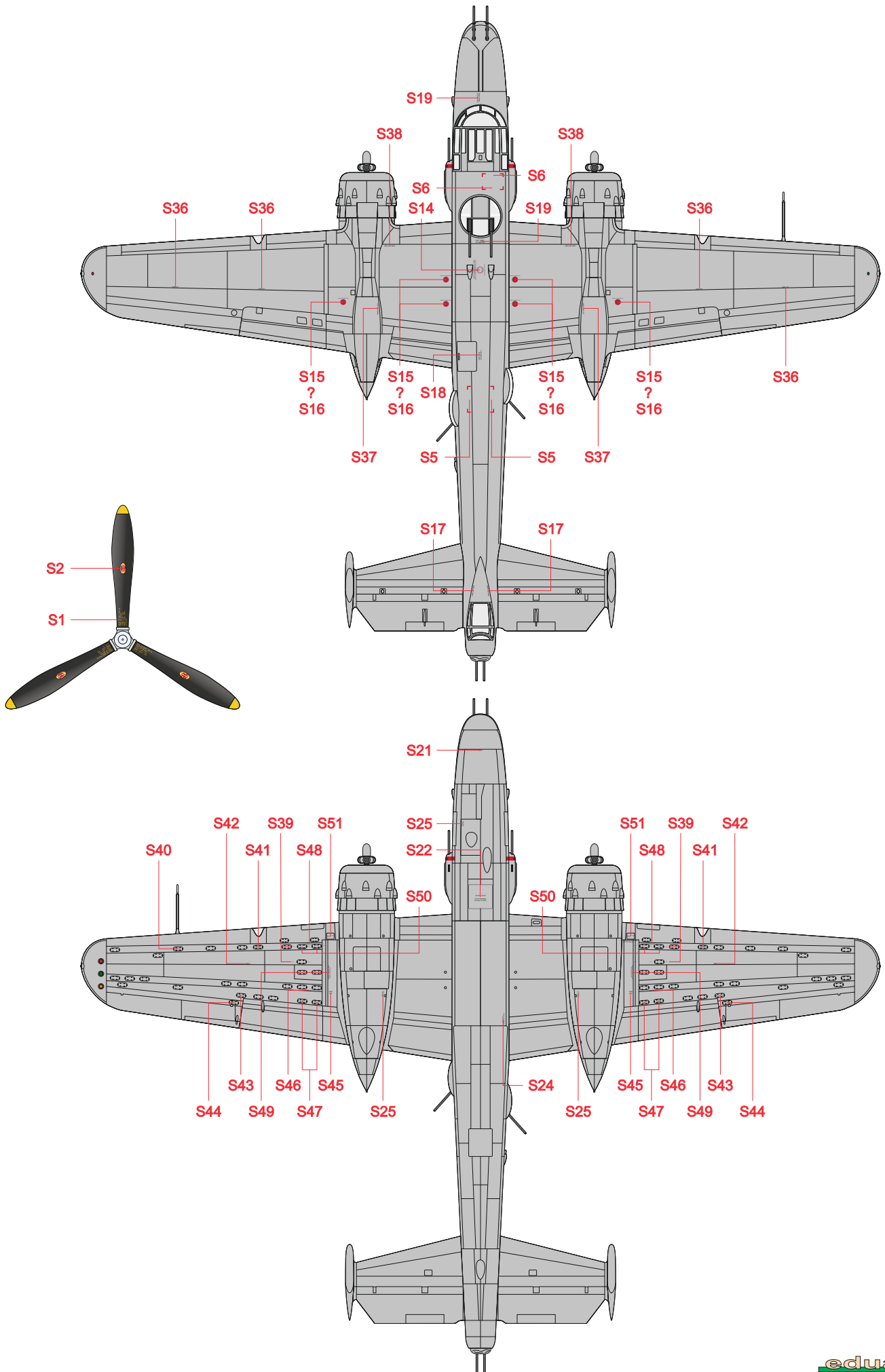


OLIVE DRAB H52 MMP C12 091 NEUTRAL GRAY H53 C13 RED H327 MMP C327 101 SUPER FINE SILVER SM201 MMC 001

One of the most famous and colorful units in the Pacific, the "Air Apaches", was constituted on September 3, 1942, as 345th Bombing Group (medium) and after activation they trained immediately with B-25s. Originally, they were to be deployed in UK, but Major General George C. Kenney had successfully pledged for more B-25 units to be assigned to his 5th Air Force. Thus, in April 1943, the Group moved to the Pacific Theatre and after arrival to Australia, their B-25Ds were field-modified to Strafer version according to the instructions set-up by famous "Pappy" Gunn, at the time already the Technical Officer of the 5th Air Force. The "Air Apaches" participated with these and later with B-25Js in no less than nine major campaigns. All four squadrons they consisted of had their distinctive markings and names, the 498th BS being known as "Falcons" with the stylized falcon head adorning the nose of each aircraft of the unit. The state of Darlin' Donna portrayed here matches the appearance of the aircraft when it arrived at le Shima at the end of July 1945. It was not sporting the famous Indian head nor the white wingtips, applied at the time already. The leading edges of the tail surfaces and wing had irregular strikes of the green color darker than the original and worn Olive Drab.





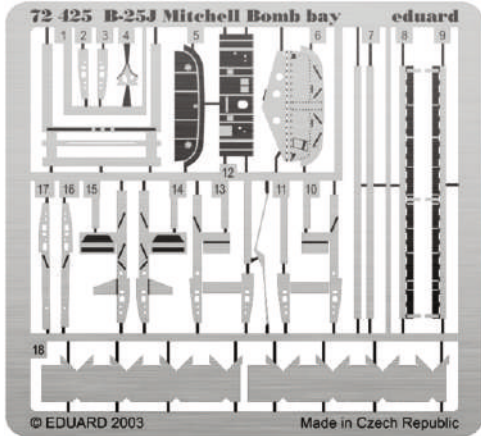
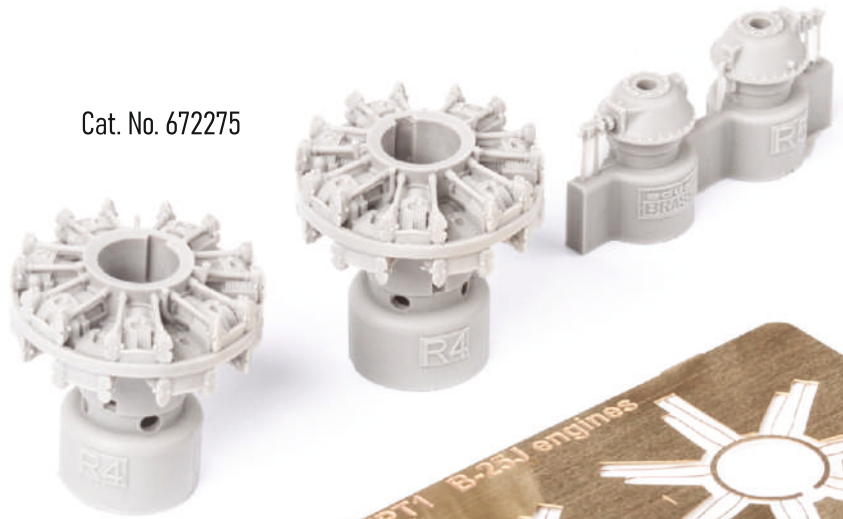


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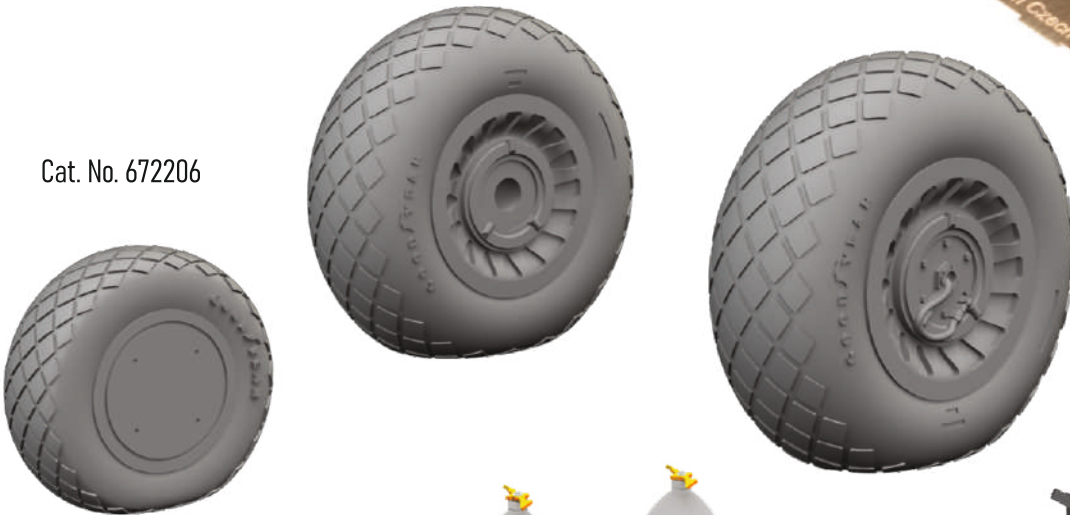
B-25J Mitchell 1/72

- 72425 B-25J bomb bay (PE-Set)
- 672038 US 250lb bombs (Brassin)
- 672039 US 500lb bombs (Brassin)
- 672206 B-25 wheels (Brassin)
- 672244 US 1000lb bombs (Brassin)
- 672275 B-25J engines (Brassin)

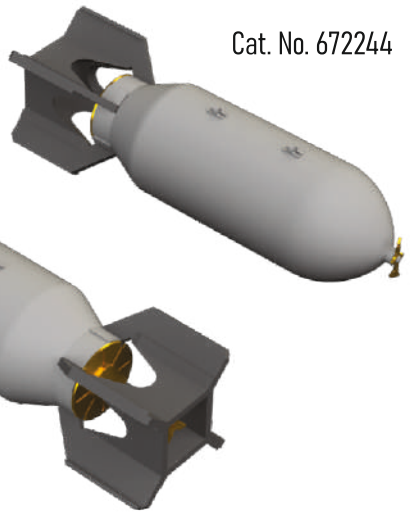
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Cat. No. 672206



Cat. No. 672244



Cat. No. 672038

