

World War II Photo Page

by

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"Mitchell Memory"

The North American B-25, a development of the Model NA-40 was named the "Michell" in honor of Colonel William L. Mitchell who died 'a prophet without honor' on February 19, 1936. Mitchell became prominent as a result of his prophecies on the nature and impact of Air Power on National Defense. His subsequent controversies with the Army and Navy led to his historic court martial in 1925. The B-25, with its excellent performance and handling characteristics and its general adaptability, proved to be one of the more virile combat aircraft in WW II. It justified, by action in every major combat theatre, the honor of being named after America's most famous aviation prophet.

NA-40 The Model NA-40 was developed in accordance with Air Corps Circular Proposal No. 38-385. The original aircraft was powered by two Pratt and Whitney R-1830-S6C3-G engines which were later changed for Wright Cyclone CR-2600-A71 engines.

B-25 (NA-62) The B-25 was a development of the Model NA-40 incorporating a redesigned fuselage and wing location. Redesign included widening of the fuselage to provide for side-by-side seating of the pilot and co-pilot. The first nine production aircraft had constant dihedral wings (see photo). The dihedral was later reduced in the outer wing panels to improve the stability of the B-25 as a bombing platform.

B-25A (NA-62A) The following forty B-25 aircraft, designated B-25A, incorporated several changes to improve combat worthiness. These changes included self-sealing fuel tanks and armor protection for the pilot.

B-25B (NA-62B) The B-25B was a basic B-25 with extensively redesigned armament which incorporated electrically operated Bendix turrets in the dorsal and ventral positions. Production of this type consisted of 120 aircraft, one of which crashed prior to delivery. The B-25B became famous in the Tokyo raid of April 1942.

B-25C (NA-82) The B-25C was essentially a B-25 with improved armament and the installation of the Wright Cyclone R-2600-13 engines. This same basic model was produced as the B-25D in the Kansas City facility. Two aircraft of the "C" series were modified into the XB-25E and the XB-25F with thermal de-icing of the wings and tail surfaces.

B-25G (NA-96) The B-25G was basically a "C" model modified to carry a 75 mm. cannon in a shortened nose section. Ammunition was hand-fed into the gun by the navigator. Twenty one rounds of ammunition were carried.

B-25H (NA-98) The B-25H was similar to the B-25G but with the turret moved forward behind the cockpit. A lighter weight version of the 75 mm cannon, two .50 calibre waist guns, a tail turret with two .50 calibre guns, and eight, fixed, forward-firing .50 calibre guns were installed.

B-25J (NA-108) The B-25J airplane returned to the bombardment role with a transparent nose similar to the earlier B-25. The powered tail turret and four of the fixed, forward-firing .50 calibre guns of the "H" model were retained. This particular model of the B-25 series was produced in the largest numbers, with 4,318 aircraft being manufactured in the Kansas City facility.



NA-40 (1938)



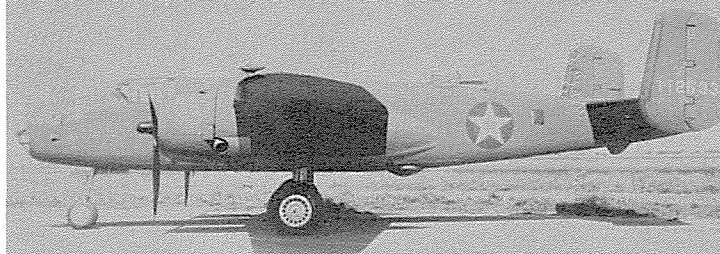
B-25 (1940)



B-25A (1941)



B-25B (1941)



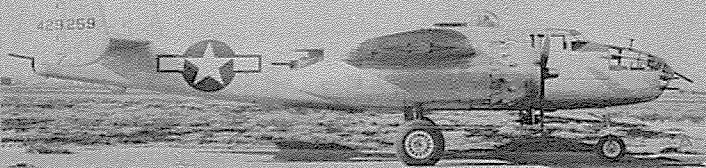
B-25C (1941)



B-25G (1942)



B-25H (1943)



B-25J (1943)