

NORTH AMERICAN B-25 MITCHELL

B-25 SERVICE

Manufacturer: North American Aviation Inc., Inglewood, California, USA
Models: NA-40, NA-62, NA-82, NA-87, NA-90, NA-93, NA-94, NA-96, NA-98, NA-100, NA-108, NA-113, NA-114, NA-115, NA-148
Designations: B-25; AT-24, F-10, PBJ
Names: Mitchell; "Bank" (Russia, US codename)

First official flight: NA-40 29 Jan 1939
Factory production period: 1938 – 1945
Primary service period: 1939 – 1945
Last official flight: VB-25J 21 May 1960

B-25 VARIANTS

1939	NA-40-1	NA-40	1	Total: 0001
1940	NA-62	B-25	24	
1941	NA-62A	B-25A	40	
1941	NA-62B	B-25B	120	Total: 0184
1941	NA-82 / -90 / -93 / -94 / -96	B-25C	1620	
1942	NA-87 / -100	B-25D	2290	Total: 3910
1943	NA-96	B-25G	405	
1943	NA-98	B-25H	1000	Total: 1405
1943	NA-108	B-25J	4390	Total: 4390
				<u>Total: 9890</u>

B-25 VARIANTS – TYPE COMPARISON

<u>USAAF</u>		<u>US Navy</u>		<u>British RAF</u>	
NA-40	1	-		-	

B-25	24	-		-	
B-25A	40	-		-	
B-25B	97	-		Mitchell Mk. I	23

B-25C	1315	PBJ-1C	50	Mitchell Mk. II	255
B-25D	1824	PBJ-1D	152	Mitchell Mk. II	314

B-25G	402	PBJ-1G	1	Mitchell Mk. II Srs. II	2
B-25H	752	PBJ-1H	248	-	

B-25J	3819	PBJ-1J	255	Mitchell Mk. III	316
Total: 8274		Total: 706		Total: 910	

B-25 PRODUCTION

NA-40

Prototype twin-engined medium bomber, bubble canopy cockpit.

produced 1938 – 1939

North American Inglewood, California (NA)

NX14221

40-1052

1 **Total: 0001**

B-25

Major redesign of fuselage, nacelles, engine upgrade, tail gun installed, no top turret, first 9 airframes had straight through wings.

produced 1940 – 1941

North American Inglewood, California (NA)

40-2165 / 40-2188

62-2834 / 62-2857

24 **Total: 0024**

B-25A

As B-25, crew armour, minor changes.

produced 1941

North American Inglewood, California (NA)

40-2189 / 40-2228

62-2858 / 62-2897

40 **Total: 0040**

B-25B

As B-25A, mid upper turret, retractable ventral gun, redesigned smaller tail cone section.

produced 1941 – 1942

North American Inglewood, California (NA)

40-2229 / 40-2348

62-2898 / 62-3017

120 **Total: 0120**

1 (40-2243), crashed before delivery.

7 to Brazil.

B-25C

*As B-25B, engine upgrade, external bomb racks. 58 later converted to **B-25G-NA**.*

produced 1941 – 1943

North American Inglewood, California (NA)

41-12434 / 41-13296

82-5069 / 82-5931

42-32233 / 42-32382

94-12641 / 94-12790

42-32383 / 42-32532

93-12491 / 93-12640

- 5 (42-32384 / 42-32388), modified

*as **B-25G-1-NA**.*

42-53332 / 42-53493

90-11819 / 90-11980

42-64502 / 42-64801

96-16381 / 90-16680

1620 **Total: 1620**

1 to Brazil.

Many to NEIAF and China.

B-25D

NC built version of B-25C.

produced 1942 – 1944

North American Kansas City, Kansas (NC)

41-29648 / 41-30847 87-7813 / 87-9012

42-87113 / 42-87312 100-20606 / 100-20805

42-87313 / 42-87612 100-23306 / 100-23605

43-3280 / 43-3869 100-23606 / 100-24195 2290 **Total: 2290**

30 to RAAF as A47-1 / A47-25,

A47-33 / A47-37.

Many to NEIAF and China.

B-25G

As B-25C / D, redesigned stubby solid nose with 75mm cannon or gun packs, ventral turret often deleted.

5 (42-32384 / 42-32388), modified

*from NA-93 **B-25C-NA** 1943.*

*58 also converted from **B-25C-NA**.*

produced 1943

North American Inglewood, California (NA)

42-64802 / 42-64901 96-16681 / 96-16780

42-64902 / 42-65201 96-20806 / 96-21105 405 **Total: 0405**

B-25H

As B-25G, fuselage side guns, relocated upper turret, redesigned waist gun windows and tail gun, ventral gun deleted. NA-113 batch order cancelled.

produced 1943 – 1944

North American Inglewood, California (NA)

43-4105 / 43-5104 98-21106 / 98-22105 1000 **Total: 1000**

B-25I – Not used.

B-25J

*As B-25H, glass nose, engine upgrade, many converted with extended, armed solid nose. 3450 NA-114 & NA-115 orders to NA-108. Many later batches delivered as **TB-25J**.*

produced 1943 – 1945

North American Kansas City, Kansas (NC)

43-3870 / 43-4104 108-24196 / 108-24430

43-27473 / 43-28222 108-34486 / 108-35235

43-35946 / 43-36245 108-35236 / 108-35535

44-28711 / 44-31110 108-31986 / 108-34385

44-31111 / 44-31510 108-37186 / 108-37585

44-86692 / 44-86897 108-47446 / 108-47651

45-8801 / 45-8899 108-47652 / 108-47750 4390 **Total: 4390**

- 27 delivered to USAAF.

- 72 completed and delivered post WW2.

20 to RAAF as A47-26 / A47-32,

A47-38 / A47-50.

21 to Brazil, 131 to China.
 Many to NEIAF.
 345 additional airframes cancelled.

Total: 9890

B-25 CONVERSIONS & TRANSFERS

WW2

USAAF

NA-40-2	1	NA-40, 1939, civil prototype with upgraded engines. Other designation was NA-40B.
RB-25	1+	B-25, 1942, "restricted" from combat designation.
RB-25A	1+	B-25A, 1942, "restricted" from combat designation.
RB-25B	1+	B-25B, 1943, "restricted" from combat designation.
XB-25E	1	B-25C (42-32281), 1943-1951, prototype with hot-air wing de-icing. Redesignated as ZXB-25E in 1948 as "obsolete."
XB-25F	1	B-25C, prototype with electric deicing of wings.
XB-25G	1	B-25C (41-13296), 1942-1945, prototype with nose 75mm field gun.
CB-25J	1+	B-25J, conversions as utility transports.
AT-24A (TB-25D)	1+ 1+	B-25D, 1943, part of 60 conversions to advanced trainers. 1948, redesignation of AT-24A.
AT-24B (TB-25G)	1+ 1+	B-25G, 1943, part of 60 conversions to advanced trainers. 1948, redesignation of AT-24B.
AT-24C (TB-25C)	1+ 1+	B-25C, 1943, part of 60 conversions to advanced trainers. 1948, redesignation of AT-24C.
AT-24D (TB-25J)	1+ 600+	B-25J, 1943, part of 60 conversions to advanced trainers. 1948, redesignation of AT-24D.
F-10 (RB-25D)	45 45	B-25D, 1943, factory converted aircraft for photo reconnaissance. 1948, redesignation of F-10.
NA-98X	1	B-25H (43-4406), 1944, high-performance prototype, later cancelled.

US Navy

PBJ-1C	50	B-25C, 1943, aircraft serving with the US Marine Corps. Assigned BuNo. 34998 / 35047.
PBJ-1D	152	B-25D, aircraft serving with the US Marine Corps. Assigned BuNo. 35048 / 35096, 35098 / 35193, 35196 / 35202.
PBJ-1G	1	B-25G, aircraft serving with the US Marine Corps. Assigned BuNo. 35097.
PBJ-1H	248	B-25H, aircraft serving with the US Marine Corps. Assigned BuNo. 35250 / 35297, 88872 / 89071.
PBJ-1J	255	B-25J, aircraft serving with the US Marine Corps. Assigned BuNo. 35194, 35195, 35203 / 35249, 35798 / 35920, 38980 / 39012, 64943 / 64992.

British RAF

Mitchell Mk. I	23	B-25B, 1941-1945, aircraft in service with the RAF, training only. Assigned RAF s/n: FK161 / FK183. 1 to RCAF.
Mitchell Mk. II	569	255 B-25C / 314 B-25D, 1942-1945, aircraft in service with the RAF. Assigned RAF s/n: FL164 / FL218, FL671 / FL709, FL851 / FL874, FR141 / FR207, FR362 / FR384, FR393 / FR397, FV900 / FV999,

FW100 / FW280, HD302 / HD345, KL133 / KL161, MA956, MA957.
 23 retained by USAAF. 42 to RCAF.

Mitchell Mk. II Srs. II 2 B-25G, 1942, to RAF but with no operational service.
 Assigned RAF s/n: FR208, FR209.

Mitchell Mk. III 316 B-25J, 1944-1945, aircraft in service with the RAF.
 Assigned RAF s/n: HD346 / HD400, KJ561 / KJ800,
 KP308 / KP328. 41 returned to USAAF. 19 to RCAF.

Post WW2

USAF

ZB-25C 1+ B-25C, 1948, redesignation as "obsolete."
 ZB-25D 1+ B-25D, 1948, redesignation as "obsolete."
 ETB-25J 1+ B-25J, conversions for test duties.
 JTB-25J 1+ B-25J, conversions for test duties.
 VB-25J 6 B-25J, VIP / staff transports.
TB-25K 117 B-25J, 1950-1959, E-1 radar fire control trainers.
 Conversions by Hughes Tool Co., California.
 (NB-25K) 1 TB-25K, permanent conversion for flight testing.
TB-25L 75 B-25J, 1952-1959, advanced pilot trainers.
 Conversions by Hayes Aircraft Co., Alabama.
TB-25M 25 B-25J, 1952-1959, E-5 radar fire control trainers.
 Conversions by Hughes Tool Co., California.
TB-25N 380 B-25J, 1953-1959, similar to TB-25L, engine upgrade.
 Conversions by Hayes Aircraft Co., Alabama.
 (VB-25N) 1+ TB-25N, conversions to VIP transports.

FOREIGN MILITARY / CIVILIAN SERVICE

- *B-25s in service during and post WW2 with Australia, Brazil, Canada, China, Free French, Indonesia, The Netherlands, Poland, Russia and many South American countries.*
- *Many B-25s converted to a wide variety of civil applications.*
- ***Model NA-148**, single civil executive prototype, further conversions cancelled.*