

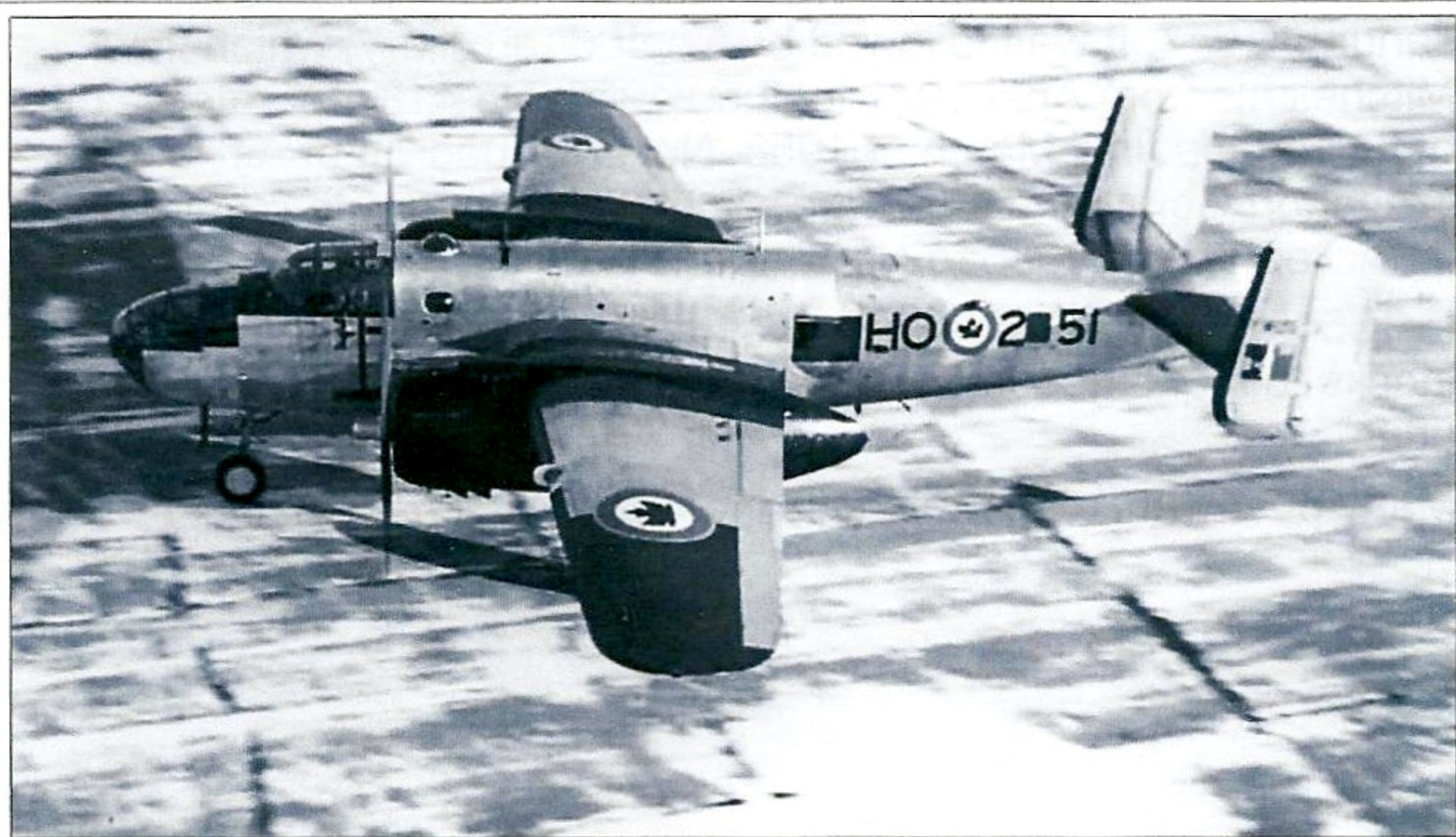
# CANMILAIR DECALS

Set # 035

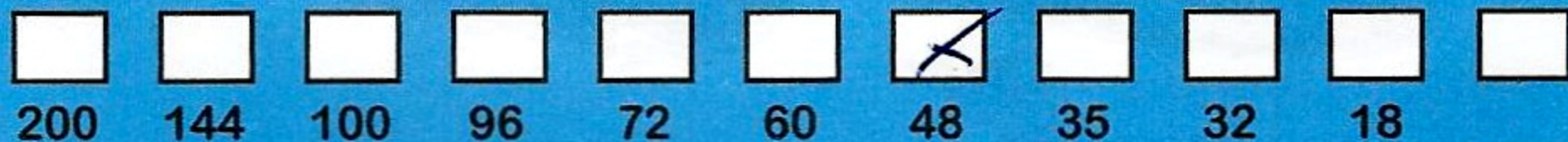


## North American Mitchell - AB+3 Era

Markings for a natural metal NA Mitchell in the second postwar RCAF marking scheme (circa November 1951 to July 1958).



	Gloss Black	Flat Black	Red
CGSB 1-GP-12:	512-101	512-301	509-102
Federal Standard:	17038	37038	
Testors MM:	1747	1749	2718 Guards Red
Humbrol:	21	33	19
Tamiya:	X1, X18	XF-1	X-7
Gunze Sangyo:	H2	H12, H343	H-3



[www.canmilair.com](http://www.canmilair.com)



The Royal Canadian Air Force (RCAF) was an important user of the B-25 Mitchell, although most of the RCAF use of the Mitchell was postwar.

The first B-25s for the RCAF had originally been diverted to Canada from RAF orders. These included one Mitchell I, 42 Mitchell II's, and 19 Mitchell III's. No 13 (P) Squadron was formed unofficially at Rockcliffe in May of 1944. They operated Mitchell II's on high altitude aerial photography sorties. This unit gained official status in November of 1946 and became No 413 (P) Squadron in April 1947. They retained the Mitchell until October 1948.

No 418 (Auxiliary) Squadron received its first Mitchell IIs in January 1947. It was followed by No 406 (auxiliary) which flew Mitchell IIIs from April 1947 to June 1958. No 418 Operated a mix of IIs and IIIs until March of 1958. No 12 Squadron of Air Transport Command also flew Mitchell IIIs along with other types from September 1956 to November 1960.

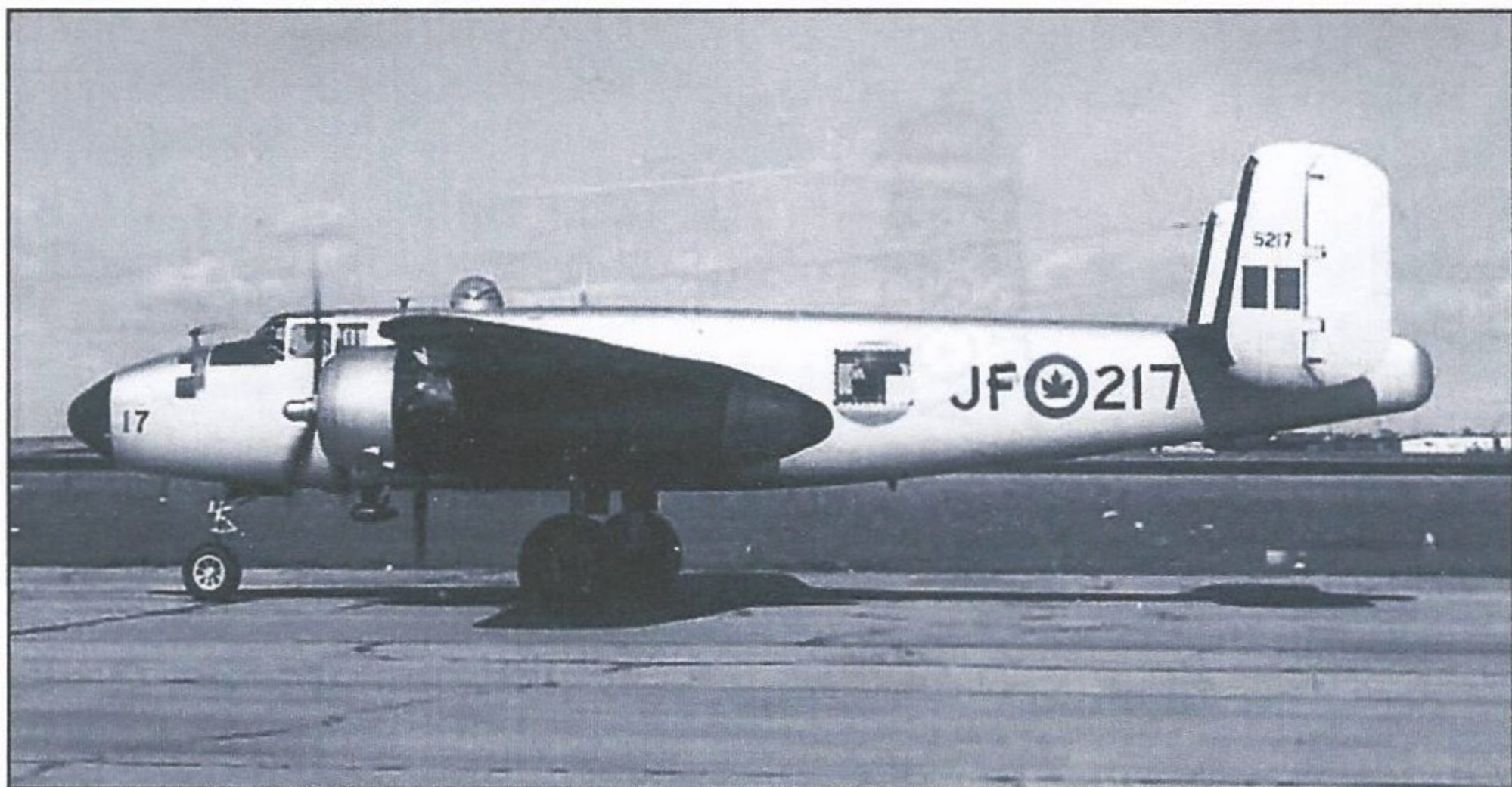
In 1951, the RCAF received an additional 75 B-25J's from USAF stocks to make good attrition and to equip various second-line units.

Many post-war RCAF Mitchells incorporated a new exhaust



system where the top S-shaped stacks were replaced by semi-collector rings.





## APPLICATION INSTRUCTIONS - Please Read Carefully

- CanMilAir Decals are printed using solid resin "inks". The images are transferred from the colour ribbons onto the decal paper using a thermal print head. To improve the adhesion of the different colour layers to each other, it is advisable to pass a standard hair dryer over the decal while still on the sheet. After a few passes, you will note the graphics will become uniformly glossy just like the empty portions of the sheet.
- These decals are printed on very high-quality clear decal paper with a continuous film. It is highly recommended the decals be given a top coat of **MicroScale Liquid Decal Film** before use. Each element must then be trimmed from the sheet as closely as possible.
- Dip the decal in lukewarm water for 10 seconds. Remove and let it sit for 30 seconds.
- Before applying decal, wet the area with **MicroScale Micro SET**. This will to soften the decal film, improve surface adhesion and prevent air bubbles.
- The carrier film is extremely thin, so to prevent the decal from folding, *you must slide the decal off its backing paper onto the model, preferably nudging it along with a small wet brush*. You can then easily reposition it and smooth out any wrinkles after it is in its final position.
- Use a tissue to soak up excess water, then allow decal to set up. Once firmly anchored, brush a small amount of **MicroScale Micro SOL** over the decal. Do not touch the decal as it is now very soft and could be easily damaged. Leave it alone and let it work. Allow decals to dry.
- For particularly troublesome areas, a repeat application of **MicroScale Micro SOL** may be necessary. Allow decals to dry.
- Once all decals are in place and snuggled down, gently wipe with fresh lukewarm water to remove any remaining residue and then let dry.
- You should protect the finished decals with a few light applications of Testors Dullcote or Glosscote.

Photo sources include (but not limited to) the following: Patrick Martin Slides, National Defence Imagery Library, Airliners.net, JetPhotos.net, MyAviation.net, HazersFlightline.com, et al.







