Mention the B-25 Mitchell to any warbird fan, and they will more than likely bring up the Doolittle Raid. While the attack on Tokyo on April 18, 1942 was the most famous B-25 mission, North American Aviation’s brilliant bomber played a much larger part in WWII.

Designed as a medium bomber to operate from altitudes between 8,000 and 12,000 feet, the B-25 was powered by two 1,700hp Wright R-2600 engines and it served in every theater of WWII. The aircraft was very forgiving to fly and had a formidable array of firepower.
The first flights were made on our club’s well-mowed grass runway. As expected, the B-25’s tricycle landing gear configuration makes for easy ground handling. With full power, takeoff runs are surprisingly short, and on the first flight, the B-25 leaped into the air in less than 20 feet! That sure caught me by surprise! Future takeoffs were made with less power and were very realistic. While the B-25 is making a nice scale-like takeoff, retract the gear and watch the landing gear doors close — it’s mesmerizing! Landings should be made with some power on and the plane needs to be flown all the way to touchdown. A gentle flare about a foot off the ground will grease the plane every time. With confidence-inspiring flight characteristics, the B-25 will remove any fears about flying a twin-engine model.

GENERAL FLIGHT PERFORMANCE

Stability: The B-25 has a moderate wing loading and this makes for a nice, solid feel. For the first flights, I set up the model a little nose heavy on the forward side of the CG. After a couple of flights, I feel the B-25 will easily tolerate a more aft CG.

Tracking: With its counter-rotating props, there aren’t any torque issues. I only needed a couple clicks of right aileron and down-elevator to fly hands off, straight and level.

Aerobatics: While the B-25 is capable of mild aerobatics, it’s very much out of character. Rolls are very axial due to the counter-rotating propellers and do look pretty cool. Also, loops are easily done — enter with full power and gently pull up-elevator. Be sure to reduce power on the downside of the maneuver.

Glide and stall performance: The B-25 airframe has a fair amount of drag and will slow down quickly when power is reduced. I didn’t notice any snapping tendencies when the model stalled, just the nose dropping.

PILOT DEBRIEFING

The B-25 taxis well, thanks to its wide stance main gear and steerable nose gear. The twin motors provide a lot of thrust and I had no problems taking off from a thick grass runway. This is a standoff scale, twin-engine bomber, and I think it looks best flown in a scale-like manner. Cruising at half throttle provides a nice scale-like speed that looks perfect for a B-25. While aerobic maneuvers are out of character for a bomber, loops and rolls do look pretty cool! The best-looking maneuver is a nice low pass with the gear up and cycling the landing gear. During these passes watching the gear doors open and then the landing gear dropping is just too much fun that guarantees to bring a smile to any pilot’s face!
Getting a B-25 Type Rating

If you’re new to the hobby, or are a licensed pilot and are looking for a new challenge, the B-25 Mitchell is a great choice. Originally used in World War II, the B-25 was designed by North American Aviation and first flew in 1941. It was used in a variety of roles, including as a bomber, trainer, and reconnaissance aircraft. The B-25 is a large aircraft, with a wingspan of 105 feet and a length of 75 feet. It has a maximum takeoff weight of 49,000 pounds and can carry up to 12 passengers. The B-25 is powered by two 2,000-horsepower Wright R-1820 radial engines, which give it a top speed of 300 miles per hour.

To get your type rating on the B-25, you’ll need to complete a series of lessons and exercises, including familiarization flights, solo flights, and checkrides. You’ll also need to pass a written exam and demonstrate your ability to fly the aircraft safely and efficiently. The process can take several months, and you’ll need to commit a significant amount of time and money to complete it. However, the experience of flying a B-25 is well worth it, and the satisfaction of completing the type rating will make it all worthwhile.

In addition to the aircraft itself, the B-25 is also a great opportunity to learn about the history of aviation. It played a key role in World War II, and its story is one of courage, skill, and resilience. By flying the B-25, you’ll not only be learning to fly a great aircraft, but you’ll also be contributing to the preservation of an important piece of aviation history.

If you’re interested in getting your B-25 type rating, or just want to learn more about this amazing aircraft, be sure to check out the resources available online and in your local flying club. With the right training and experience, you can join the ranks of the B-25 pilots and take to the skies in this iconic aircraft.

Have photo. Will scan and place.