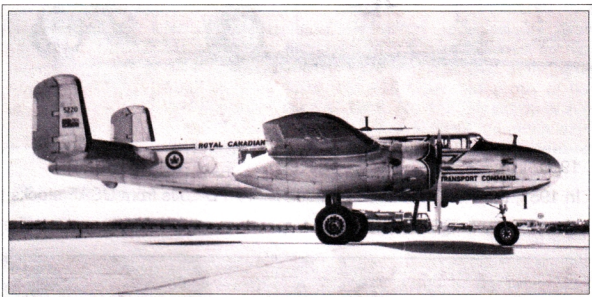


# CANMILAIR **Set #** DECALS **036**




## **North American Mitchell - RCAF+3 Era**

Markings for a natural metal NA Mitchell in the third postwar RCAF marking scheme (circa July 1958 to retirement in 1961).



	Gloss White	Flat Black	Red
CGSB 1-GP-12:	513-101	512-301	509-102
Federal Standard:	17875	37038	
Testors MM:	1745	1749	2718 Guards Red
Humbrol:	22	33	19
Tamiya:	X-2	XF-1	X-7
Gunze Sangyo:	H21, H1	H12, H343	H-3

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
200	144	100	96	72	60	48	35	32	18	_____

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



1960.

In 1951, the RCAF received an additional 75 B-25Js 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.

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 IIs, and 19 Mitchell IIIs. No 13 (P) Squadron was formed unofficially at Rockliffe in May of 1944. They operated Mitchell IIs 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 412 Squadron of Air Transport Command also flew Mitchell IIIs along with other types from September 1956 to November

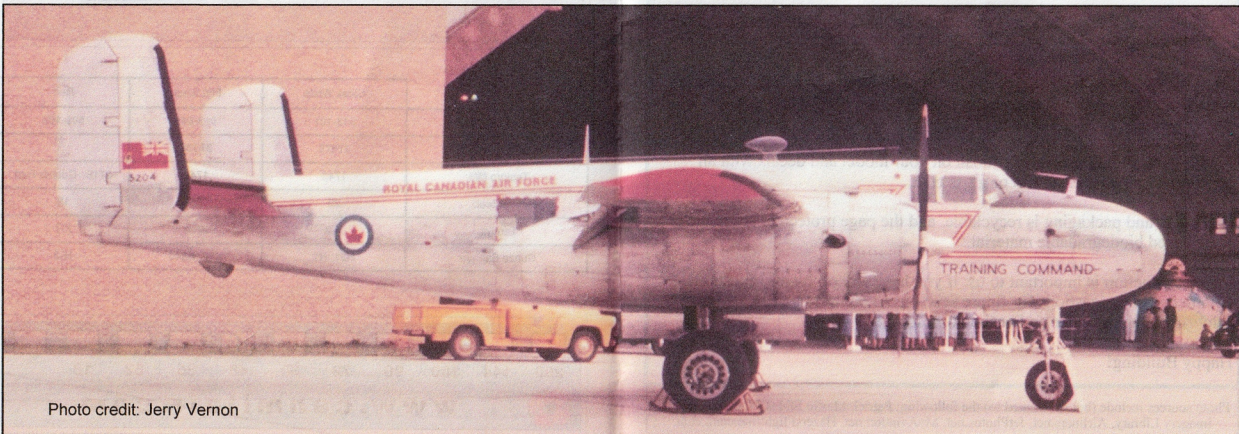


Photo credit: Jerry Vernon



