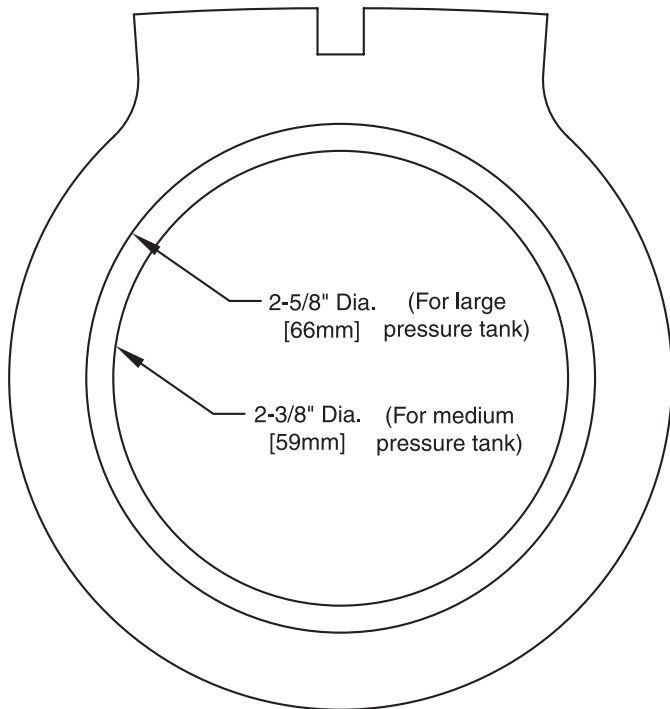
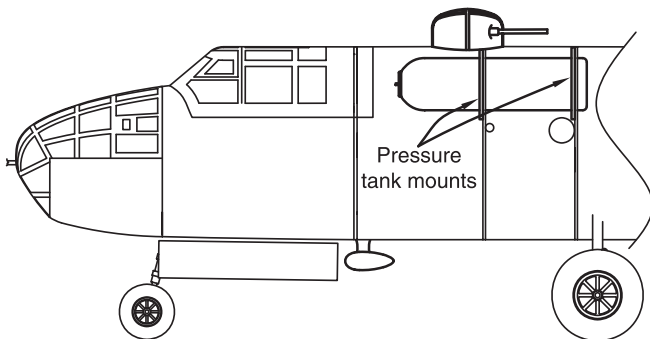
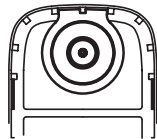


Top Flite B-25 Mitchell ARF Product Improvement

Please refer to this addendum when you get to the steps in the instruction manual noted below.



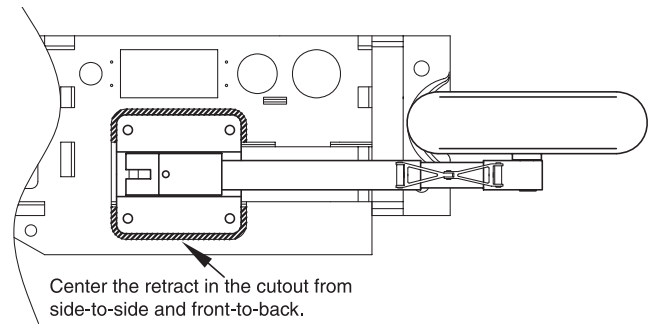
Glue two mounts to the tops of the formers in the fuselage. Glue the pressure tank in the mounts with RTV silicone.



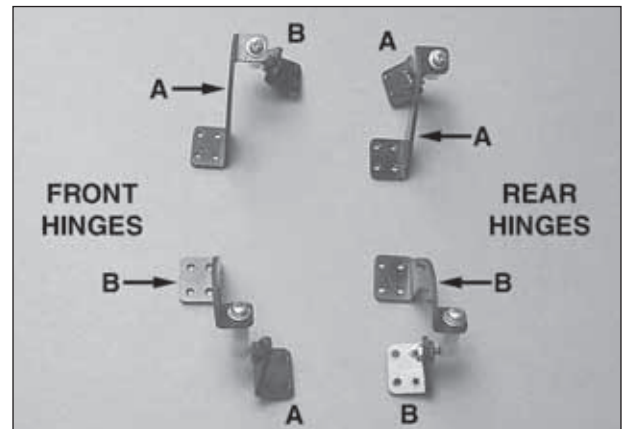
The Air Control Kit for the Robart retractable landing gear specified on page 4 in the instruction manual is incorrect. It contains the wrong pressure tank which is too large. Instead of ROBQ2305 (157VRX Large Deluxe Air control Kit), the correct number should be ROBQ2307 (188VRX Standard Deluxe Air Control Kit) which contains the small pressure tank.

However, some may prefer to use a larger pressure tank anyway. Once the retract system in your B-25 has been cycled a few times and "broken-in," the small pressure tank will provide 2-3 cycles per charge. A larger pressure tank will provide more cycles. The templates at the top of this page could be used to make mounts from 1/8" [3mm] lite-ply for suspending a medium or large pressure tank from the top of the fuselage behind the cockpit. Two mounts are required.

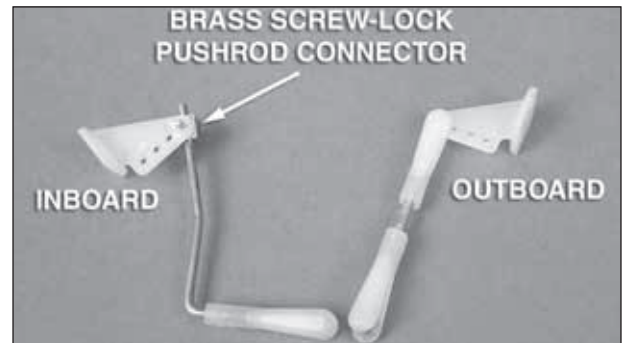
Page 49, Servo Extensions For Flaps: Disregard the flap servo hatch orientation in this diagram. As instructed on page 23, position the flap servo hatches as shown in the diagram in step 4.



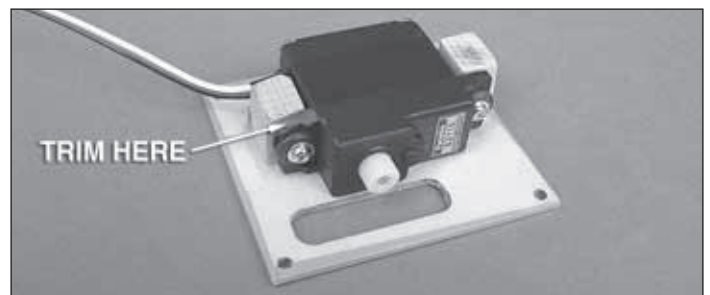
Refer to the above sketch when you get to Page 13, Step 4.



Page 15, Step 9: One of the nacelle hinge assemblies in the photo in the instruction manual is labeled incorrectly. Refer to this photo which is labeled correctly.



Page 17, Step 13: The door pushrods are labeled incorrectly in the photo in the instruction manual. Refer to this photo which is labeled correctly.



Perform this step after Step 2 on page 23: After mounting the rudder servos to the hatches, trim the front mounting tab of both servos as shown so that they fit in the hatch without contacting the top sheeting inside.