

INDIVIDUAL HISTORY

NORTH AMERICAN TB-25N-NC 44-29366/N9115Z/151645/ 34037'/8838M
MUSEUM ACCESSION NUMBER 84/AF/888

- Sep 44 Built by North American Aviation at their Kansas City factory. Constructors' number 108-32641. One of a block of 2,800 B-25-J aircraft, USAAF serial numbers 44-28711 to 44-31510 of a total of 4318 B-25J aircraft built at Kansas City. Delivered as a B-27J-20-HC Model to Contract No. AC-19341.
- 15 Sep 44 Accepted from North American. Available for delivery following day.
- 18 Sep 44 Delivered to USAAF as 44-29366.
- 18 Sep 44 Departed from North American, Kansas City, en route to 2144th Base Unit, Moody Field, GA.
- 18 Sep 44 Arrived at Scott Field, Belleville, IL, en route to Moody Field.
- 19 Sep 44 Arrived at Memphis Municipal Airport en route to Moody Field.
- 20 Sep 44 Arrived at Moody Field, Valdosta, GA; assigned to 2144 AAF Base Unit, AAF Training Command.
- 27 Apr 45 Transferred to 2109 AAF Base Unit, Turner Field, Albany, GA, AAF Training Command.
- 5 Jun 45 Transferred to 2537 AAF Base Unit, Perrin Field, Sherman, TX, AAF Training Command.
- Transferred to 2518 AAF Base Unit, Enid Field, OK, AAF Training Command (from 09 Jul 49 Vance AFB).
- Jun 46 Transferred to 2537 AAF Base Unit, Perrin Field, AAF Training Command.
- Sep 46 Transferred to 2518 AAF Base Unit, Enid Field, AAF Training Command.
- Dec 46 Transferred to 2621 AAF Base Unit, Barksdale Field, Shreveport, LA, Air Training Command (renamed Barksdale AFB 13 Feb 48).
- 17 Dec 47 With 2621 AF Base Unit, Barksdale Field.

01 Oct 49	Transferred to 3500 Pilot Training Wing, Lubbock AFB (renamed Reese AFB as from 05 Nov 49), TX, Air Training Command.
04 Oct 49	Transferred to 91 Strategic Reconnaissance Wing, Barksdale AFB, Strategic Air Command; returned to Lubbock AFB on same date? (Entry dated 05 Oct 49 would seem to cancel transfer).
10 Oct 49	With 3500 Pilot Training Wing, Lubbock AFB.
11 Jan 50	Transferred from combat ready status to storage.
06 Feb 50	Transferred from storage to combat ready status.
04 Apr 50	Transferred to 3065 Navigator Training Wing, Ellington AFB, Houston, TX, Air Training Command.
22 Jun 50	Transferred to 3500 Pilot Training Wing, Reese AFB, TX, Air Training Command.
23 Aug 50	Transferred to Brookley AFB, AL, Mobile Air Material Area, Air Material Command.
18 Oct 50	Transferred from Brookley, AFB.
20 Oct 50	Received by 3500 Pilot Training Wing, Reese AFB.
31 Dec 52	Transferred to 3565th Bombardier Training Wing (?), James Connally AFB, TX, Air Training Command.
19 May 53	Transferred to 3585 Pilot Training Wing, San Marcos AFB, TX, Air Training Command.
03 May 54	With 3585 Pilot Training Wing, Edward Gary AFB, TX, Air Training Command (was San Marcos AFB renamed Gary AFB?).
03 May 54	Assigned to Birmingham AFB, AL, Air Material Command for contract work, being modified to TB-25N standard.
20 Jul 54	Redesignated TB-25N?

In the early 1950s 44-29366 was one of 47 TB-25N aircraft modified from B-25J standard by Hayes Aircraft Corporation between 1951-4 as pilot trainers, with Wright-Cyclone R-26-29A engines, the engine nacelles and exhausts differing from those on a B-25J.

23 Jul 54	Assigned to 3545 Pilot Training Wing, Goodfellow AFB, San Angelo, TX, Air Training Command (reporting date 25 Jul 54).
Sep 55	Transferred to 824 Air Base Group, Carswell AFB, Forth Worth, TX, Strategic Air Command; subsequently returned to 3545 Pilot Training Wing, Goodfellow AFB.

- Oct 55 Returned to 3545 Pilot Training Wing.
- May 56 Transferred to 3380 Air Base Group, Keesler AFB, Biloxi, MS, Air Training Command.
- Jun 56 Returned to 3545th Training Wing, Goodfellow.
- Nov 57 Transferred to 3565 Navigator Training Wing (?), James Connally AFB, TX, Air Training Command.
- May 58 Transferred from 3565 Navigator Training Wing to Davis Monthan AFB, Tuscon, AZ, San Bernardino Air Material Area, Air Material Command, for storage; subsequently designated 'excess property'.
- Dec 59 Dropped from USAF Inventory; Designated for authorised reclamation, Davis Monthan AFB.
- The last B-25 aircraft had retired from USAF service in January 1959 from Reese Air Force Base.
- 4 Jan 60 Registered to Sonora Flying service, Columbia, CA, being purchased by them for \$2000.
- May 60 Converted as fire bombing tanker, fitted with 1,000-gallon tank.
- c.1960-66 Flew as fire-fighting bomber aircraft '48' initially with Sonora Flying Services, Columbia, California, registered N9115Z, until Mitchells were withdrawn from such duties following accidents in the early 1960s.
- Oct 66 Registered to Sam Rawland and Morgan Hetrick, Osage, MO.
- Apr 68 Registered to I.N 'Junior' Burchinall, Paris, Texas.
- 1969 (One source says to Filmways, Inc, Hollywood, Nov 68- purchased by Tallmantz for \$6,000 that month) Acquired from Aviry, Texas by Tallmantz Aviation on behalf of Paramount Studios for the filming of former B-25 bombardier Joseph Hellers' 1961 satirical novel 'Catch 22' for which one static and 17 airworthy B-25s were eventually collected. Many of the assembled fleet were recently withdrawn fire-fighting bombers. The aircraft were moved to the Tallmantz hangar at Orange County Airport, California and all external civil modifications removed, dummy turrets installed and bomb bay doors made operational. N9115Z wore the tail code 6M for the film, with the name 'Hot Pants' Photos – Flypast June 2010 p.92 and July 2010 p.92-93.
- In the late Autumn of 1968 six weeks of flight training commenced, and a planned two month filming schedule began 11 Jan 69 at San Carlos, near Guaymas, Sonora, Mexico actually finishing early April 1969. Nearly 1500 hours flying were compressed into 12 minutes in the final cut of the film, which was premiered on 24 June 1970 but was a box

- office failure.
- c.Apr 1969 N9115Z and 16 other Mitchells returned to the Tallmantz facility at Orange County Airport whilst Paramount considered further options for their use, none of which came to fruition and the fleet was sold off between 1971 and 1975.
From 1968 to 1972 N9115Z remained registered to Filmways Inc. of Hollywood, California.
- 1972 Acquired by David Tallichet's Military Aircraft Restoration Corporation of Chino, California.
- 1977 Displayed at Tampa, Florida restored in 17th Bomb Group markings alongside one of Tallichet's Speciality Restaurants, bearing James Doolittles' signature and the nickname `Toujours au Danger'/5 the motto of the 16th BG.
- 1978 One of five B-25s acquired for the filming of Peter Haynes' EMI wartime love story `Hanover Street' starring Harrison Ford. Four of the five aircraft flew from the USA to Luton, UK via the Azores. N9115Z, piloted by David Tallichet, flew from McDill Air Force Base, Tampa, Florida as one of three Tallichet Mitchells involved in the film.
- 15 May 78 Arrived at Luton (Photo: Control Column Vol.12 No.5 p.95) - the last of the five aircraft to arrive, having been delayed by hydraulic problems including two aborted departures from St Johns, Newfoundland, and flying via Greenland and Iceland. The other four aircraft had arrived at Luton 4 May. Immediately after arrival all the aircraft were given olive/grey paint scheme and nose-art by Airline Engineering Ltd at Luton N9115Z becoming `151645 Marvellous Miriam'. All aircraft were modified to represent armed B-25Js.
- 17 May 78 To the disused airfield at Bovingdon, Herts for filming. Photos of `151645' at Bovingdon Control Column Vol.12 No.6 p.130-131; Aeroplane Monthly Aug 78 p.407; Aircraft Illustrated Jul 78-p.359. Filming included night shots 17-18 May and general ground shots.
- 29 May 78 Filming at Bovingdon completed. When the aircraft left Bovingdon the following day all had their civil registrations added in minute letters on the rear fuselage,
- 30 May 78 The five Mitchells left Bovingdon for Little Rissington, Glos, by then known as Imjin Army Barracks, arriving c.1830 hours.
- 01 Jun 78 Filming began at Little Rissington. Little Rissington was used to portray an `enemy' airfield, which was duly `bombed' by the B-25s, which were fitted with bomb racks and stores at Little Rissington. Photo: landing at Little Rissington - Aircraft Illustrated Sep 78 p.464.

- c.6 Jun 78 Filming at Little Rissington completed - the aircraft left, calling at Staverton for fuel then flew to Blackbushe, Hants for completion of filming, where several remained for many years afterwards, out of use, including N9115Z.
- c. Jun 79 Acquired by the late Doug Arnold's Warbirds of Great Britain collection, then based at Blackbushe.
- 1981 One of two static B-25s used in feature film 'Eye of the Needle' filmed at Blackbushe.
- 1982 Loaned to RAF Museum by Doug Arnold and taken by road to Hendon for installation in the new Bomber Command Museum. Repainted and installed in the Museum as '34037'. Photo: FlyPast No 88 p.22, in original factory paint scheme. Also Aircraft Illustrated Feb 84 p.88.
- 25 Oct 82 Moved by road from Blackbushe to Hendon and initially stored dismantled in Museum Car park. Photos: Aeroplane Monthly Jan 83 p.3 and Air Extra 39 p.19.
- 1983 Acquired by MOD on behalf of the RAF Museum in exchange deal. Remains on display in Bomber Command Hall. Photos: FlyPast Nov 88 p.22; Flypast July 2010 p.96.

**TEXT - ANDREW SIMPSON
CLIVE RICHARDS**

Sources: USAAF/USAF *Individual Aircraft Record Cards*, USAF Historical Research Agency; *Army Air Force Installations Directory: Continental United States*, Headquarters, Army Air Forces, Washington D, 1 August 1945, Robert Muller, *Air Force Base, Volume 1: Active Air Force Bases within the United States of America on 1 January 1974*, Research Division, Albert F Simpson Historical Research Center, department of the Air Force, 1982.