



**CANADA AVIATION
AND SPACE MUSEUM**

CANADA AVIATION AND SPACE MUSEUM AIRCRAFT

**LOCKHEED VENTURA
ROYAL CANADIAN AIR FORCE SERIAL NUMBERS
INDIVIDUAL HISTORIES**



**By T.F.J. Leversedge
Canada Aviation and Space Museum Research Volunteer**

Overview

This publication is intended to provide a brief overview / summary of individual aircraft histories using information drawn from the Royal Canadian Air Force (RCAF) Aircraft Record Cards and the associated Accident Record Cards held by the Canada Aviation & Space Museum. In addition, this information has been further supplemented and / or verified against accident reports held by the Library & Archives Canada along with various other publicly available references identified at the end of the publication. This publication details the individual service histories of those aircraft which were allocated to the Royal Canadian Air Force for use in the Home War Establishment.

About the Author



Terry Leversedge was born in Moose Jaw, Saskatchewan, while his father was serving at Royal Canadian Air Force (RCAF) Station Moose Jaw. He later graduated from the Royal Military College, Kingston, with a degree in Mechanical Engineering in 1979, and then received a Masters degree in aerospace vehicle design from the Cranfield Institute of Technology in the United Kingdom. His career in military aerospace engineering encompassed a wide number of positions at both field units and within the headquarters of the RCAF, before he retired after 35 years of service at the rank of Brigadier General. Now an aviation consultant and amateur historian, he is the author of other commercially available books on Canadian military aviation subjects and has published numerous articles as an associate editor at *Airforce* magazine, the flagship publication of the Royal Canadian Air Force Association.

Additional Information

The information in this publication as accurate and up to date as possible (as of 2017) based upon the available references. Any errors of commission or omission are solely those of the author. As with all endeavours of this nature, however, the author would be pleased to hear of any additional information and / or corrections. Please provide any details to: kestrelaerospaceresearch@gmail.com

Acknowledgements

Special thanks to Sylvie Bertrand, the librarian at the Canada Aviation & Space Museum, who provided both guidance and assistance in providing access to the records used in the preparation of this publication.

Dedication

This publication is dedicated to all those who flew and maintained these Lockheed Ventura aircraft and especially to those who gave their lives in the service of their country while flying or maintaining the Ventura.

Cover Image Notes

A number of RCAF Lockheed Ventura's were converted into tow target aircraft. This aircraft therefore carries a typical colour scheme for such aircraft consisting of overall yellow and black diagonal stripes - RCAF photo PL-135257

RCAF Lockheed Ventura Serials

Serial #	Designer	Manufacturer	Name	Designation / Variant	C/N
AE658	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4001

Prototype Ventura Mk. I. Served with No. 34 OTU at Penfield Ridge, NB. Three Cat "C" crashes while there: at 02:50 hrs on 26 Aug 1942 when the port tire burst, at 18:40 hrs on 8 Oct 1942 due to a ground loop, and at 21:10 hrs on 15 Dec 1942 when the tail oleo remained retracted and failed to come down even when emergency system used due to a hydraulics failure in u/c system. At 2040 hrs on 23 Jul 1943, AE658, on landing from a day training flight, ballooned and swung off the runway onto rough ground. The starboard oleo leg collapsed and the a/c was damaged. None of the crew was injured.. Sent to No. 4 Repair Depot on 2 Aug 1943 for salvage, after this Cat "B" crash but later struck off.

TOS: 29 Jul 1942 - Taken on strength by EAC

SOS: 16 May 1944 - Struck off, reduced to spares and produce



AE659	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4002
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Cat "A" crash on 8 Aug 1943, near Lepreau, NB. At 2100 hrs, AE659 with a two-man crew was on a day training flight, practicing single-engine flying, when the port engine failed. As the starboard engine was feathered, both the pilot and WAG made a parachute descent and landed without injury. The a/c crashed and was destroyed. Later allocated to No. 4 Repair Depot on 10 Aug 1943 for salvage.

TOS: 28 Jul 1943 - TOS by EAC

SOS: 9 Oct 1943 - **Cat "A"** write-off

AE661	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4004
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Used by No. 34 OTU at Pennfield Ridge, NB. On 06 Jul 1943, At 2215 hrs, AE661, during a take-off on a day training flight, burst the port tire, causing the a/c to swing and the u/c was then retracted to avoid a collision with a/c taxiing on the aerodrome triangle. None of the crew was injured. To RCAF Stn Dartmouth, NS for storage on 7 Dec 1943, following this Cat "B" crash, pending movement to Clark Ruse Aircraft. To No. 17 Aircraft Inspection Detachment at Moncton, NB on 30 Dec 1943. Back to Dartmouth on 3 Apr 1944, apparently without repairs.

TOS: 16 Jun 1942 - TOS by EAC

SOS: 9 Nov 1944 - Struck off at RCAF Stn Dartmouth

AE663	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4006
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On 23 Aug 1943 at 00:45 hrs, during a night training flight, a student pilot made a heavy landing and was the a/c was damaged. None of the crew was injured. Assessed as a Cat "B" accident To Clark Ruse for overhaul on 24 Nov 1943. To RCAF Stn Dartmouth, NS for disposal on 3 Apr 1944.

TOS: 4 Sep 1942 - TOS by EAC

SOS: 9 Nov 1944

AE664	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4007
<p>Used by No. 34 OTU at Pennfield Ridge, NB. Cat "C" crash 15 miles north-west of Pennfield Ridge at 11:10 hrs on 26 Sep 1942 when the a/c struck trees during low-level flying. Suffered Cat "B" crash at Pennfield aerodrome at 23:30 hrs on 3 Mar 1943. On taking off on a local night training flight from Pennfield, AE664, swung off the runway owing to port engine cutting out as the a/c become airborne. The a/c was damaged but none of the crew was injured. Later classified as Instructional Airframe #A. 287 on 17 Apr 1943, for use as a static trainer at No. 34 OTU. Struck off at No. 4 Repair Depot at Scoudouc, NB.</p>					
TOS: 17 Sep 1942 - Taken on strength			SOS: 5 Oct 1943		
AE665	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4008
<p>Used by No. 34 OTU at Pennfield Ridge, NB. On 23 Jan 1943, this a/c was reported missing at 1710 hours and was later believed to have crashed off Point Escuminac, in the Gulf of St. Lawrence. Three crews took-off on a navigational cross-country exercise. Two of these crews completed the exercise, but the remaining crew, in AE665, consisting of P/O (RAAF) D.S. Cormack (Pilot), P/O (RAAF) S.J. James (Nav) and Sgt (RNZAF) T.M. Hunter (WAG), failed to return to base. At about 1440 hours an a/c from Summerside on a routine training flight sighted a patch of burning oil off Point Escuminac and for a few minutes saw the centre of the oil patch burning then die out, and some wreckage was seen. The position of the oil as just off the second turning point of AE665 and about thirty five miles from the last position report from the a/c. Nothing else was found. Cat "A" write-off.</p>					
TOS: 28 Jul 1942			SOS: 24 Apr 1944 - Struck off, after being reported missing		
AE666	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4009
<p>Used by No. 34 OTU at Pennfield Ridge, NB. Experienced Cat "B" crash on 19 Jul 43. During a training flight, the pilot reported that he opened both throttles and engines responded normally. After running forward about 300 yards, the port engine failed at about 35 inches manifold pressure. The a/c subsequently swung to the left and ground looped causing tail oleo to collapse and also considerable damage to tail unit. Later allocated on 25 Nov 43 to Clark Ruse Aircraft at Dartmouth, NS for repairs. To RCAF Stn Dartmouth on 3 Apr 1944 for disposal.</p>					
TOS: 30 Jun 1942 - Taken on strength by EAC			SOS: 9 Nov 1944		
AE667	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4010
<p>Used by No. 34 OTU at Pennfield Ridge, NB. To stored reserve with EAC on 22 May 1944. Available for disposal from 28 Jun 1944. Stored post war at No. 4 Repair Depot, Scoudouc, NB. Had 634:15 hours of airframe time when struck off.</p>					
TOS: 17 Aug 1943 - Taken on strength by EAC			SOS: 23 Apr 1947 - Struck off, to War Assets Corporation for sale		
AE668	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4011
<p>Used by No. 34 OTU at Pennfield Ridge, NB. To Clark Ruse Aircraft from 17 May 1943 to 3 May 1944 for repairs, following a Cat "B" crash. On 10 May 1943 at 17:10 hrs, On a training flight the a/c was landing in rather heavy cross wind. The instructor took over from pupil but was unable to correct resultant swing and a/c ran over some rough ground causing u/c to collapse. The crew was uninjured. To EAC when completed. Available for disposal with EAC from 19 Jul 1944. Stored post war at No. 4 Repair Depot, Scoudouc, NB and No. 9 RD at Stanley, NS. Had 492:50 hours of total flying time and 2:55 hours since overhaul when struck off.</p>					
TOS: 25 Aug 1942 - Taken on strength by EAC			SOS: 23 Apr 1947 - Struck off, to War Assets Corporation for sale		

AE669	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4012
<p>Assigned to No. 34 OTU at Pennfield Ridge, NB. On 25 Nov 1943, at 1510 hrs, a flying instructor returning from a ferrying flight, received instructions from the Control Tower to land AE669 short on runway, owing to an obstruction at the windward end. In carrying out a precautionary landing, the a/c touched a snow bank causing the port oleo leg to collapse. The a/c was damaged but the pilot was uninjured. To No. 4 Repair Depot from 14 Dec 1943 to 5 Apr 1944 for repairs, following this Cat "B" crash. To No. 21 RD at Moncton, NB for repairs on 7 Feb 1944. Back to EAC on 5 Apr 1944. Available for disposal from 19 Jul 1944. Stored post-war at Stanley, NS with 674:45 airframe hours</p> <p>TOS: 4 Sep 1942 - Taken on strength by EAC SOS: 23 Apr 1947 - Struck off, to War Assets Corporation for sale</p>					
AE670	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4013
<p>Used by No. 34 OTU at Pennfield Ridge, NB. On the 09 Jun 1943 at 12:30 hrs, the a/c suffered a "C" Cat accident during a local day training flight, the pilot made a heavy landing. The port oleo strut fractured and the wheel and part of strut came off. The a/c then swung off runway but with no crew injuries. To Clark Ruse Aircraft for repairs, from 16 Jun 1943 to 4 Mar 1944. To stored reserve with EAC when completed. Available for disposal from 28 Jun 1944. Stored post war at No. 4 Repair Depot at Scoudouc, NB. Had 629:58 airframe hours when struck off.</p> <p>TOS: 20 Aug 1942 - Taken on strength by EAC SOS: 23 Apr 1947 - Struck off, to War Assets Corporation for sale</p>					
AE671 A.324	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4014
<p>Used by No. 34 OTU at Pennfield Ridge, NB. Cat "B" crash at Pennfield Ridge aerodrome at 19:30 hrs on 16 Feb 1943 when the starboard u/c oleo leg broke during run after landing and the a/c swung off runway.. To No. 4 Repair Depot at Scoudouc, NB on 15 Mar 1943, back to EAC on 17 Apr 1943. Classified as Instructional Airframe #A.324 on 13 Jul 1943.</p> <p>TOS: 30 Jun 1942 SOS: 14 Sep 1945 - Struck off, scrapped</p>					
AE672	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4015
<p>Used by No. 34 OTU at Pennfield Ridge, NB. Cat "B" crash, on 03 Jul 1943 during a day training flight, when the a/c undershot on landing and was damaged. To No. 4 Repair Depot at Scoudouc, NB on 19 Jul 1943 for disposal.</p> <p>TOS: 16 Jun 1942 - Taken on strength by EAC SOS: 16 May 1944 - Struck off, reduced to spares and produce</p>					
AE673	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4016
<p>Allocated to No. 34 OTU at Pennfield Ridge, NB. Cat "B" crash at 18:00 hrs on 07 Jul 1943. A student pilot in AE673 was practicing glide approaches and landings, made a heavy landing, damaging the port oleo leg. The a/c. took-off again but the port oleo would neither retract nor lower. After jettisoning fuel, the pilot made a one wheel landing. None of the crew was injured. Allocated to Clarke Ruse Aircraft on 23 Jul 1943 for fly in repairs. This was cancelled, re-allocated to No. 4 Repair Depot at Scoudouc, NB. Finally to Clark Ruse Aircraft on 28 Jan 1944 for repairs, following the crash. To RCAF Stn Dartmouth, NS for disposal on 3 Apr 1944.</p> <p>TOS: 26 Jun 1943 - Taken on by EAC SOS: 9 Nov 1944 - write-off</p>					
AE674	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4017
<p>Allocated to No. 34 OTU at Pennfield Ridge, NB. Suffered a Cat "C" crash on 20 May 1943 at 04:45 hrs. During a night training flight, the pilot applied brakes in first instance gently with no result. He then used both hands on brake handle. The brakes locked suddenly and a/c nosed over thereby bending propeller tips. The a/c then righted itself falling heavily on its tail causing extensive damage to tail unit. On 16 Sep 1943 at 13:00 hrs, during a day training flight the port oleo leg collapsed due a to heavy landing. None of the crew was injured. To RCAF Stn Dartmouth, NS for repairs on 20 Oct 1943, following this Cat "B" crash. To Clarke Ruse Aircraft at Moncton, NB on 15 Nov 1943. Back to RCAF Stn Dartmouth on 3 Apr 1944 for disposal, apparently without being repaired.</p> <p>TOS: 27 Apr 1943 - at Halifax, NS SOS: 9 Nov 1944</p>					

AE676	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4019
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Used by No. 34 OTU at Pennfield Ridge, NB. Suffered a Cat "C" accident at 13:00 hrs on 30 Oct 1943. During a day training flight, while taxiing at the completion of a landing run, the tail oleo collapsed due to a technical failure. None of the crew was injured. Suffered a similar accident on 09 Jan 1944 at 14:45 hrs. During a training flight, the tail oleo collapsed shortly after a/c touched down on runway after coming down but not fully locked. To stored reserve with EAC on 22 May 1944. Available for disposal from 28 Jun 1944. Stored post war at No. 4 Repair Depot at Scoudouc, NB. Had 375:50 hours airframe time when struck off.

TOS: 16 Apr 1943 - Taken on strength by EAC at Halifax, NS **SOS:** 23 Apr 1947 - Struck off, to War Assets Corporation for sale

AE677	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4020
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Used by No. 34 OTU at Pennfield Ridge, NB. **Cat "A"** crash near Pennfield on 10 Jan 1944 at 13:00 hrs. During a training flight both engines cut (one second before the other) when a/c was at 200-300 ft during a normal landing approach. The a/c dropped sharply and pilot failed to correct in time. The a/c "mushed" on to ground. The port engine caught fire and a/c burnt out. The crew of two escaped with slight injuries. The pilot inadvertently raised the flaps at low altitude and stalled the a/c. Post-crash fire damage. Allocated to No. 4 Repair Depot at Scoudouc, NB on 13 Jan 1944.

TOS: 31 Aug 1943 - Taken on strength by EAC **SOS:** 4 Apr 1944 - Struck off, reduced to spares and produce



AE678	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4021
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Used by No. 34 OTU at Pennfield Ridge, NB. On 06 Mar 1943 at 11:40 hrs, Cat "C" damage when the a/c hit a tree, during low flying, damaging the starboard fuselage and starboard engine. On 29 May 1943 at 15:45 hrs, during a formation day training fight, AE678 overshot and hit trees on attempting to make a forced landing after experiencing engine trouble, and crashed approximately 9 miles northwest of St. George, N.B. The pilot, Sgt (RAAF) A.E.E. Rogers, was killed but the WAG, Sgt (RAAF) L.A. Ellis, escaped with only slight injuries. The a/c was completely destroyed. Remains to No. 4 Repair Depot at Scoudouc, NB on 2 Jun 1943 for **Cat "A" write-off** and disposal.

TOS: 8 Oct 1942 - Taken on strength by EAC **SOS:** 5 Aug 1943 - **Cat "A"** write-off



AE696	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4039
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Used by No. 34 OTU at Pennfield Ridge, NB. **Cat "A"** crash at Pennfield Ridge on 10 Jul 1943. At 2115 hrs, AE696 overshot runway and while attempting to go round again, the a/c dived into the ground from 100 ft. and burst into flames. Both members of the crew, P/O M.W. Hansen (Pilot) and P/O H.E. Jasmin (WAG), were killed. The a/c was destroyed. To No. 4 Repair Depot at Scoudouc, NB on 19 Jul 1943 for disposal.

TOS: 7 Jul 1943 - Taken on strength by EAC

SOS: 19 Aug 1943 - **Cat "A"** write-off



AE703	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4046
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Used by No. 34 OTU at Pennfield Ridge, NB. To stored reserve with EAC on 22 May 1944. Available for disposal at Scoudouc, NB from May 1946, when it had 489:55 hours of airframe time.

TOS: 20 Oct 1943

SOS: 17 Apr 1947 - Struck off, to War Assets Corporation for sale

AE728	Lockheed	Lockheed-Vega	Ventura	37-21-01 / Mk.I	37-4071
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May have arrived in Canada by 6 Jun 1942. Was to be returned to the US on 16 Jul 1942 in exchange for a Ventura Mk. II. **Cat "B"** crash on 26 Aug 1942 at No. 34 OTU at Pennfield Ridge, NB when the a/c ran off the end of the runway into rough ground. Probably still on RAF books at the time. To Clarke Ruse Aircraft from 17 Sep 1942 to 3 Jan 1944, for repairs. Transferred to RCAF while there. To stored reserve with EAC when completed. Available for disposal from 28 Jun 1944. Stored post war at No.4 Repair Depot at Scoudouc, NB. Had 452:00 hours of airframe time when struck off.

TOS: 16 Oct 1942 - Taken on strength by EAC

SOS: 23 Apr 1947 - Struck off, to War Assets Corporation for sale

AE849	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4192
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Used by No. 34 OTU at Pennfield Ridge, NB. To stored reserve with EAC on 22 Apr 1944, back to Pennfield Ridge on 20 Jul 1944. Back to stored reserve 14 Sep 1944. To No. 1 Training Command on 17 Oct 1944. To No. 1 Air Command on 15 Jan 1945. Available for disposal in 1946, at No. 4 Reserve Equipment Maintenance Unit. Had 819:20 hours of airframe time when struck off.

TOS: 30 Jun 1942 - Taken on strength by EAC

SOS: 30 Jun 1947 - Struck off, to War Assets Corporation for sale

AE851	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4194
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Used by No. 34 OTU at Pennfield Ridge, NB. **Cat "C"** crash at Pennfield Ridge at 17:15 on 1 Mar 1943. When taxiing after a day training flight at Pennfield, the starboard u/c of AE851 collapsed and the a/c was damaged. None of the crew was injured. The accident was caused by the failure of the u/c actuating jack piston assembly and down lock. Suffered another "C" Cat accident on 14 Nov 1943 at 17:15 hrs when a student pilot made a heavy landing after a single-engine approach training flight, causing the starboard oleo leg to break. None of the crew was injured. To stored reserve with EAC on 22 May 1944. Available for disposal with EAC from 28 Jun 1944. Stored post war at Scoudouc, NB. Had 851:45 hours of airframe time when struck off.

TOS: 26 Aug 1942 - Taken on strength by EAC

SOS: 17 Apr 1947 - Struck off, to War Assets Corporation for sale

AE860	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4203
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Used for trials of prototype aircraft skis designed and manufactured by Central Aircraft Ltd. Later assigned to No. 34 OTU at Pennfield Ridge, NB. On 16 Jun 1943, at 19:00 hrs, during a training flight, the pilot ran off runway after landing, and the port oleo leg collapsed on the rough ground. None of the crew was injured. Stored at No. 4 Repair Depot, Scoudouc, NB from 26 Jul 1943, following this Cat "B" crash. Planned for scrapping in May 1944, but apparently stored instead, later sold as is. Available for disposal from 31 Jul 1944. Had 326:55 hours of airframe time when struck off.

TOS: 27 Apr 1943 - Taken on strength by EAC at Halifax **SOS:** 7 Mar 1947 - Struck off, to War Assets Corporation for sale



AE866	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4209
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Used by No. 34 OTU at Pennfield Ridge, NB. To Clark Ruse Aircraft on 19 Apr 1943. Back to EAC by 15 May 1944, when it was listed as available for disposal. Stored post war at Scoudouc, NB. Had 430:00 hours total time, 128:00 hours since overhaul when struck off.

TOS: 1 Aug 1942 **SOS:** 17 Apr 1947 - Struck off, to War Assets Corporation for sale

AE867	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4210
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Used by No. 34 OTU at Pennfield Ridge, NB. Suffered a Cat "B" crash on 23 Dec 1943 at 02:55 hrs. During a night training flight the u/c failed to lock and was a/c damaged in the ensuing landing. To No. 4 Repair Depot at Scoudouc, NB on 7 Jan 1944, after this crash. To No. 21 RD at Moncton on 9 Feb 1944 for further repairs, and complete overhaul.

TOS: 17 Aug 1942 - Taken on by EAC **SOS:** 20 Nov 1944 - Struck off at No. 21 RD

AE868	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4211
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Used by No. 34 OTU at Pennfield Ridge, NB. On 22 Nov 1942 at 16:50 hrs AE868 crashed on the aerodrome just after take-off on a local day training flight. The circumstances were as follows: the port engine failed shortly after take-off, and on attempting a cross-wind landing on the aerodrome, the a/c cartwheeled onto its back and crashed. All fuel tanks appeared to explode on impact and the a/c was destroyed by the ensuing fire. Both members of the crew, Sgt (RAF) D. Smith (Pilot) and Sgt (RNZAF) G. Putt (WAG) were killed. Remains of the a/c to No. 4 Repair Depot at Scoudouc, NB on 24 Nov 1942. **Cat "A"** write-off.

TOS: 30 Jun 1942 - Taken on by EAC **SOS:** 2 Feb 1943 - **Cat "A"** write-off.

AE869	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4212
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Used by No. 34 OTU at Pennfield Ridge, NB. Cat "B" accident at RCAF Stn Yarmouth, NS in Nov 1942 when the a/c taxied over a wheel barrow near the hangars. Cat "B" crash at Yarmouth at 14:40 hrs on 18 Jan 1943. On taking-off on a training flight at Yarmouth, NS a student pilot swung the a/c off the runway owing to the starboard engine cutting out, and the a/c mounted a snow bank and did a ground loop. The starboard oleo leg and lower half of the drag strut seared off and the a/c was damaged Cat. "B". To No. 4 Repair Depot at Scoudouc, NB on 8 Apr 1943, following this crash. Back to EAC on 16 Aug 1943. To stored reserve on 22 May 1944. Available for disposal from 28 Jun 1944. Stored post war at Scoudouc, NB. Had 811:45 hours of airframe time when struck off.

TOS: 1 Aug 1942 - Taken on strength by EAC **SOS:** 17 Apr 1947 - Struck off, to War Assets Corporation for sale

AE871	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4214
<p>Used by No. 34 OTU at Pennfield Ridge, NB. On 12 Jan 1944 at 23:40 hrs, while taxiing down runway to line up for take-off, pilot was ordered to clear runway by the control tower via radio. Pilot taxied off runway and ran into the wreckage of an engine from a previous crash. The wrecked engine was not marked by lights. Cat "C" damage. To stored reserve with EAC on 22 May 1944. Available for disposal from 22 Oct 1945. Stored post war at Scoudouc, NB.</p> <p>TOS: 30 Jun 1942 SOS: 17 Apr 1947 - Struck off, to War assets Corporation for sale</p>					
AE872	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4215
<p>Used by No. 34 OTU at Pennfield Ridge, NB. Cat "C" crash at Dorval, QC on 20 Aug 1942. On take-off, a gas tank cap was noted missing and gas was streaming out. The pilot throttled back and aborted but the a/c ran off the end of the runway and u/c collapsed. Cat "A" crash at 10:15 hrs on 23 Jan 1943. While on a local flight in formation, AE872 suddenly broke formation and went into a diving turn and crashed into the side of a hill at near Hills Mount, Waweig Bridge, approximately 10 miles east of St. Stephen, NB. The crew, consisting of P/O B.B. Williams (Pilot), P/O (RNZAF) P.W. Norris (Nav) and P/O.G.A. McCarthy (WAG) were all killed.</p> <p>TOS: 1 Aug 1942 - Taken on strength by EAC SOS: 5 May 1943 - Cat "A" write-off</p>					
AE874	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4217
<p>Used by No. 34 OTU at Pennfield Ridge, NB. The a/c suffered a Cat "B" accident at 11:30 hrs on 22 Feb 1943. The a/c swung off the runway on take-off into stony ground causing the tail oleo leg to break and the fuselage to be damaged. The crew was not injured. To stored reserve with EAC on 22 May 1944. Available for disposal from 28 Jun 1944. Stored post war at No. 4 Repair Depot at Scoudouc, NB. Had 412:30 hours of airframe hours when struck off.</p> <p>TOS: 12 Dec 1943 - Taken on strength by EAC SOS: 17 Apr 1947 - Struck off, to War assets Corporation for sale</p>					
AE878	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4221
<p>Used by No. 34 OTU at Pennfield Ridge, NB. On 23 Apr 1943, during a day cross country flight only three of four a/c returned to base; the fourth, AE878, crashed while attempting to make a forced landing near Spring Haven, NS, owing to one engine cutting out. The crew consisted of: Sgt (RAF) J.E. Francheiss (Pilot), Sgt (RAAF) K.R. Self (Nav) and Sgt K.G. Calvert (WAG). All were students on No.9 Course and were all killed. To No. 4 Repair Depot at Scoudouc, NB for write off on 30 Apr 1943 following the crash. Cat "A" write-off.</p> <p>TOS: 7 Aug 1942 - Taken on strength by EAC SOS: 1 Jun 1943 - Cat "A" write-off.</p>					
AE879	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4222
<p>Used by No. 34 OTU at Pennfield Ridge, NB. Cat "C" crash at Pennfield Ridge at 01:25 on 24 Aug 1942 when the tail wheel retracted after landing. To stored reserve with EAC on 22 May 1944. Available for disposal from 28 Jun 1944. Stored post war at No. 4 Repair Depot at Scoudouc, NB. Had 954:45 hours of airframe time when struck off.</p> <p>TOS: 7 Aug 1942 - Taken on strength by EAC SOS: 17 Apr 1947 - Struck off, to War Assets for sale and later sold.</p>					
AE882	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4225
<p>Used by No. 34 OTU at Pennfield Ridge, NB. To stored reserve with EAC from 22 May to 20 Jul 1944, then to Pennfield Ridge. To storage again on 14 Sep 1944. To No. 1 Training Command on 10 Oct 1944. To No. 1 Air Command on 15 Jan 1945. Available for disposal form 2 Jan 1946. Stored post war at No. 4 Reserve Equipment Maintenance Unit. Had 929:20 hours of airframe time when struck off.</p> <p>TOS: 26 Mar 1943 - Taken on strength by EAC at Halifax, NS SOS: 30 Jun 1947 - Struck off, to War Assets Corporation for sale</p>					

AE886	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4229
<p>Used by No. 34 OTU at Pennfield Ridge, NB. To No. 4 Repair Depot on 1 Apr 1943, following a Cat "B" crash. On 27 Mar 1943, the a/c taxied out to line up for take-off, but the starboard leg of the u/c collapsed. To Clarke Ruse Aircraft for repairs, 17 May to 10 Dec 1943. Back to EAC when completed. To stored reserve with EAC 22 May to 20 Jul 1944, then back to Pennfield Ridge. Stored reserve again on 7 Aug 1945. Stored post war at No. 6 Reserve Equipment Maintenance Unit. On 2 Apr 1946 reported as having 845:05 airframe hours.</p> <p>TOS: 29 Jul 1942 - Taken on strength by EAC SOS: 22 Nov 1946 - Struck off, to War Assets for sale and later sold.</p>					
AE887	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4230
<p>Used by No. 34 OTU at Pennfield Ridge, NB. On 29 Jul 1943 at 0850 hrs during a training flight, the pilot was unable to lower the u/c, owing to an oleo leg evidently having been damaged due to a heavy landing during previous night flying training. The pilot made a successful "belly" landing and none of the crew was injured. To No. 4 Repair Depot on 5 Aug 1943 for salvage. To RCAF Stn Dartmouth, NS on 21 Sep 1943 for removal of engines. To Clarke Ruse Aircraft on 2 Nov 1943. To Dartmouth on 3 Apr 1944 for disposal.</p> <p>TOS: 30 Jun 1942 - Taken on strength by EAC SOS: 9 Nov 1944 - Struck off at RCAF Stn Dartmouth, NS</p>					
AE889	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4232
<p>Used by No. 34 OTU at Pennfield Ridge, NB. Suffered a Cat "B" crash at 0900 hrs on 25 Mar 1943. AE889 took off on a pre-dawn cross country flight and a low level bombing exercise including an air firing exercise at Yarmouth, NS. The student pilot lost his bearings and eventually forced landed at Old Orchard Beach near Portland, MA. The pilot made a wheels-up landing and the bomb bay and underside of the engines were damaged and the propellers were bent. None of the crew was injured. To No. 4 Repair Depot on 30 Mar 1943, when it had 363:35 airframe hours. Re-allocated to Clarke Ruse Aircraft at Dartmouth, NS for overhaul on 3 Apr 1943. Back to EAC on 2 Aug 1943. To stored reserve with EAC on 20 Jul 1944. Available for disposal from 31 Jul 1944. Stored post war at Scoudouc, NB.</p> <p>TOS: 30 Jun 1942 - Taken on strength by EAC SOS: 17 Apr 1947 - Struck off, to War Assets Corporation for sale and later sold.</p>					
AE893	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4236
<p>Used by No. 34 OTU at Pennfield Ridge, NB. Cat "C" crash near Pennfield Ridge at 23:50 hrs on 23 Sep 1942 when the starboard u/c oleo bracket / flange broke. Cat "A" crash at Pennfield Ridge aerodrome at 11:50 hrs on 28 Feb 1943. While landing in heavy gusting cross winds at Pennfield, from a local day training flight, AE893 crashed and was written-off. The crew, P/O F.R. Spafford (Pilot) and Sgt (RNZAF) G.L. Clotworthy (WAG), were both slightly injured. Assigned to No. 4 Repair Depot at Scoudouc, NB on 6 Mar 1943 for disposal</p> <p>TOS: 30 Jun 1942 - TOS by EAC SOS: 6 Jul 1943 - Cat "A" write-off.</p>					
AE905	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4248
<p>Used by No. 34 OTU at Pennfield Ridge, NB. Cat "C" crash at Pennfield Ridge aerodrome at 19:25 on 24 Sep 1943 when the tail wheel retracted upon landing. To stored reserve with EAC on 22 May 1944. Stored post war at Scoudouc, NB. Had 483:00 airframe hours when struck off.</p> <p>TOS: 30 Jun 1942 - Taken on strength by EAC SOS: 8 Oct 1946 - Struck off, to War Assets Corporation for sale and later sold.</p>					

AE907	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4250
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Used by No. 34 OTU at Pennfield Ridge, NB. The a/c suffered a Cat "D" crash at 02:20 hrs on 31 Dec 1943. During a night training flight, the pilot used the brakes too severely causing the a/c to tip up on its nose at the end of the landing run. **Cat "A"** crash near Digby, NS on 19 Jan 1944 at 17:35 hrs. The a/c made two circuits during which time the pilot had observed that the weather was beginning to close in. At 1515 hrs, by which time the a/c had taken off on its third circuit, the Flying Control Officer washed out flying and recalled all a/c that were in the air. The subject a/c, on its third circuit, came out of a cloud patch at 1,000 ft. altitude and the pilot seeing another a/c 2-300 yds ahead and in his path, made a descending turn to the starboard to avoid collision. He recovered from the turn at 200 ft. but stated that he could not see the aerodrome. He climbed to 500 ft following for a short time the same course by directional gyre that he had been flying in the cloud before he made the diving turn to starboard. Then he made a 60° turn to port, flew this course for 5 mins but did not locate the field. He then climbed to 3,000 ft, started circling, came down to 350 ft, but did not get a clear view of the ground and climbed to 6,000 ft where he cleared the clouds. At this time the pilot had the WAG inform base by R/T that they were lost. The WAG had contacted base and received instructions that flares would be fired, that the cloud base was 550 ft and the a/c was to descend to 500 ft. The pilot came down to 500 ft but stated he could not see clearly, did not see base nor any flares and almost immediately climbed again. At this time the a/c lost R/T contact with base. After failing to locate anything the pilot climbed to 10,000 ft where he saw an opening in the clouds on the horizon. He flew towards this break and eventually down through it and force landed. The a/c came to rest on top of a 1½ ton Chevrolet truck on the road boarding the selected field. The pilot, Sgt G.W. Shapka, was only slightly injured but the WAG, Sgt (RAAF) P.N.H. Harricks was seriously hurt. The a/c was allocated to No. 4 Repair Depot at Scoudouc, NB on 24 Jan 1944 for scrapping.

TOS: 28 Jul 1942 - Taken on strength by EAC

SOS: 27 Apr 1944 - Struck off, reduced to spares and produce



AE911	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4254
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Used by No. 34 OTU at Pennfield Ridge, NB. On 26 Feb 1943, during a formation cross country training exercise, at 1437 hrs, a W/T message was received from an a/c flying in formation, to the effect that the other a/c with which it was flying had suddenly broken formation and had, it was believed, crashed. Although intensive aerial search was conducted nothing was discovered. AE911, and the crew which consisted of P/O (RAF) N.C. Harris (Pilot), Sgt (RNZAF) E. Williams (Nav), Sgt (RNZAF) D.T. Bates (WAG) and Sgt T.M. Otto (AG) were declared as "missing" as of 4 Mar 1943. Extensive searches revealed nothing. On 23 Oct 1943, a crashed a/c was eventually found by a hunting party. The crashed a/c turned out to be AE911. The bodies of the four members of the crew were brought back to the station for burial. From the position of the wreckage and bodies, it appeared that the a/c had crashed while out of control, killing the crew instantly. **Cat "A" write-off.**

TOS: 30 Jun 1942 - TOS by EAC

SOS: 6 May 1943 - **Cat "A"** write-off.

AE912 A.447	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4255
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Used by No. 34 OTU at Pennfield Ridge, NB. On 06 Jul 1943 at 12:30 hrs, while taxiing into flight line after exercise, the crew opened the bomb bay doors for re-arming while still taxiing. This probably lowered hydraulic pressure momentarily rendering brakes practically inoperative and the a/c collided with the port wing of AJ230. AJ230 was damaged at Cat. "B" level and AE912 was damaged Cat. "C". None of the crew was injured. Assigned to No. 4 Repair Depot on 8 Jul 1943, following this damage. Flown to RCAF Stn Dartmouth, NS on 21 Sep 1943, for removal of engines before allocation to Clarke Ruse. To Clarke Ruse Aircraft for repairs from 2 Nov 1944 to 1 Feb 1944. To stored reserve with EAC when completed. Classified as Instructional Airframe A.447 on 13 Jul 1945.

TOS: 26 Aug 1942 - Taken on strength by EAC

SOS: 23 Apr 1948 - Struck off, to War Assets Corporation for sale

AE922 Lockheed Lockheed-Vega Ventura V-146/137-21-01 / Mk II 37-4265

Used by No. 34 OTU at Pennfield Ridge, NB. To stored reserve with EAC on 22 May 1944. Stored post war at Scoudouc, NB. Had 491:40 airframe hours when struck off.

TOS: 26 Aug 1942 - Taken on strength by EAC

SOS: 20 Mar 1947 - Struck off, to War Assets Corporation for sale

AE923 Lockheed Lockheed-Vega Ventura V-146/137-21-01 / Mk II 37-4266

Used by No. 34 OTU at Pennfield Ridge, NB. Cat "C" crash at RAF Stn Yarmouth, NS at 19:10 on 26 Nov 1942 when the a/c taxied into a ditch after an engine failure. **Cat "A"** crash at Pennfield Ridge on 19 Dec 1943 at 15:45 hrs. The a/c suffered a forced landing caused by one engine cutting due to pilot having checked fuel contents of the wrong tank and thus running out of fuel on the tank selected. The crew of two were slightly injured. Allocated to No. 4 Repair Depot at Scoudouc, NB on 10 Jan 1944 for write off.

TOS: 11 Jul 1942 - TOS by EAC

SOS: 4 Apr 1944



AE925 Lockheed Lockheed-Vega Ventura V-146/137-21-01 / Mk II 37-4268

Used by No. 34 OTU at Pennfield Ridge, NB. Cat "C" accident on 30 Oct 1942 when the a/c was taxied off the runway to avoid a stranded a/c and the u/c dropped into a hole and collapsed. Another Cat "C" at 12:30 hrs on 17 Dec 43 when AE 925 taxied into A/C 637 (unoccupied) while attempting to park in front of the hangar. On 2 Feb 1944, the a/c suffered a Cat "D" taxiing accident due to pilot error. The starboard wingtip was damaged by contact with a telegraph pole. On 19 Mar 1944 at 16:30 hrs, during a training mission, the a/c nose-dived into the trees on a hardwood ridge in the vicinity of Keswick, NB and travelled approximately 200 yards before it came to rest. The plane was then completely demolished having caught fire when it crashed. Three of the crew were killed as follows: P/O F.W. Thompson (Nav), Sgt G.R. Somers (WAG) and the AG, Sgt R.E. Cormier. The student pilot, P/O E.S. Hicks was seriously injured. Allocated to No. 4 Repair Depot on 22 Mar 1944 for write off, following this **Cat "A"** crash.

TOS: 30 Jun 1942 - Taken on by EAC

SOS: 25 Apr 1944 - **Cat "A"** write-off.

AE926 Lockheed Lockheed-Vega Ventura V-146/137-21-01 / Mk II 37-4269

Used by No. 34 OTU at Pennfield Ridge, NB. Still with this unit when it suffered a Cat "B" crash at RAF Yarmouth, NS at 17:00 hrs on 16 Jan 1943 when the starboard u/c collapsed after landing. Eight personnel onboard at time of crash. To No. 4 Repair Depot for salvage on 8 Apr 1943, re-allocated for repairs after further inspection. To Clarke Ruse Aircraft at Dartmouth, NS from 17 May to 2 Aug 1943 for crash repairs. Back to No. 34 OTU when completed. Back to No. 4 RD on 11 Feb 1944, for fly in repairs. Available for disposal from 31 Jul 1944. Still at Scoudouc in Apr 1946.

TOS: 7 Aug 1942 - Taken on strength by EAC

SOS: Jan 1947 - Struck off, to War Assets Corporation for disposal

AE928	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4271
<p>Used by No. 34 OTU at Pennfield Ridge, NB. On 25 Nov 1944 at 14:00 hrs, a student pilot landed from a local day training flight with the "wheels up". The a/c was damaged but none of the crew was injured. To No. 4 Repair Depot on 8 Dec 1943, then to Clarke Ruse Aircraft from 8 Jan to 25 Apr 1944 for repairs following this Cat "B" crash. Back to EAC when completed. Available for disposal from 19 Jul 1944. Stored post war at Scoudouc, NB and Stanley, NS. Had 1008:50 airframe hours when struck off.</p> <p>TOS: 6 Aug 1943 - Taken on strength by EAC SOS: 23 Apr 1947 - Struck off, to War Assets Corporation for sale</p>					
AE929	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4272
<p>Used by No. 34 OTU at Pennfield Ridge, NB. Suffered Cat "B" accident on 22 Feb 1944. During a day training flight, due to pilot error, the a/c ran out of fuel and had to be force landed. Assigned to No. 4 Repair Depot from 6 Mar 1944 for temporary repairs, to permit ferry to No. 4 RD for storage, pending allocation to contractor. Apparently not repaired but struck off and later sold to Lee Mansdorf Co, in Sun Valley, CA in 1946 and registered as NL63134. Later re-registered as N63134 in 1948 but no further records.</p> <p>TOS: 11 Jul 1942 - Taken on strength by EAC SOS: 15 May 1944 - Struck off and later sold</p>					
AE930	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4273
<p>Used by No. 34 OTU at Pennfield Ridge, NB. On 25 Aug 1943, at 22:00 hrs, a student pilot was taxiing AE930 when the starboard oleo leg collapsed through a technical defect. None of the crew was injured. To stored reserve on 22 May 1944. Available for disposal from 22 Oct 1945. Stored post war at Scoudouc, NB.</p> <p>TOS: 5 Aug 1942 - Taken on strength by EAC SOS: 20 May 1947 - Struck off, to War Assets Corporation for sale</p>					
AE931	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4274
<p>Used by No. 34 OTU at Pennfield Ridge, NB. To stored reserve on 22 May 1944. Available for disposal from 22 Oct 1945. Stored post war at Scoudouc, NB with 845:00 hrs total airframe hours.</p> <p>TOS: 5 Aug 1942 - Taken on strength by EAC SOS: 20 May 1947 - Struck off, to War Assets Corporation for sale and later sold.</p>					

AE932	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4275
<p>Assigned to No. 34 OTU at Pennfield Ridge, NB. Suffered a Cat "A" crash. On 20 Nov 1942 P/O. Male, the pilot, had been detailed to fly AE932 to Dartmouth and collect certain freight. P/O. S.E. Sutherland was the wireless operator and Acting Sgt C.F. Flight, an engine mechanic, was one of three passengers also made the trip to Dartmouth. The a/c arrived at Dartmouth at 1640 hrs. Two of the passengers remained there and at 1740 hrs the a/c took off on its return journey. The fatal flight was en route from Dartmouth Nova Scotia to RCAF Station Yarmouth when it crashed 4 miles north-east of Caledonia, Queens Co, NS at 2130 hrs. The plane was carrying hydraulic oil from Dartmouth to Yarmouth. At the time of take-off there was a ceiling of 500 ft with a visibility of 3 to 4 miles and moderated rain. At the time of crash, there was drizzle rain and low clouds and a visibility of 4 to 5 miles. Messages had been received from the a/c at 1803 hrs. and 1823 hrs. The last message was to the effect that the pilot had nothing to communicate. No difficulty whatsoever was had in exchanging signals with the a/c. At 1828 hrs. the signals officer at base called the aircraft to tell the pilot he had a message for him, there was no reply. At 1830 hrs. the signals officer asked pilot for his estimated time of arrival and received no acknowledgement, and calls were continued until 1940 hrs., but with no reply. Then word came that the a/c had crashed. Residents of the districts of Westfield and Caledonia in Queens County, NS heard the aircraft at about 1820 hrs. as it flew in a south-westerly direction. About 3 minutes later the aircraft was heard circling from the south east to north-east; then at about 1825 hrs. the sound of the engines ceased and within a minute there was a large flash of light followed by a loud explosion. The a/c was totally destroyed and the occupants were killed instantaneously. An examination of the wreckage by the BOI disclosed that the a/c was in a steep left hand turn and losing height, when it struck the top of the trees. That the a/c was approaching the ground at an angle of 45°. circling at a low altitude in conditions of poor visibility the a/c struck trees with the port wing tip and crashed. There were no indications of structural failures in flight. The investigation. further stated: "The aircraft was so badly wrecked and scattered that it was impossible to make any observations on the instruments, flying controls, engine controls or fuel tanks. Male, Sutherland and Flight were all killed in the crash. The wreckage was salvaged by No. 4 Repair Depot for scrapping on 24 Nov 1942.</p> <p>TOS: 12 Aug 1942 - Taken on strength by EAC SOS: 16 Feb 1943 - Struck off, reduced to spares and produce</p>					

AE934 A.577	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4277
<p>Used by No. 34 OTU at Pennfield Ridge, NB. To No. 4 Repair Depot on 2 Nov 1942, following a Cat "B" crash on 27 Oct 1942. The a/c swung off the runway during a take-off into the wind and taxied at high speed into an embankment. To Clarke Ruse Aircraft for repairs from 5 Nov 1942 to 22 Mar 1944. Back to EAC without being repaired, to stored reserve on 20 Jul 1944. Classified as Instructional Airframe A.577 on 29 Dec 1944, to No. 1 Training Command on same day. Used as a training aid at RCAF Stn Clinton, possibly at No. 5 Radio Direction Finding School. To No. 1 Air Command on 15 Jan 1945. Available for disposal at Clinton on 3 Apr 1946, when it had just 154:30 airframe hours.</p> <p>TOS: 12 Aug 1942 - TOS by EAC SOS: 2 Jan 1948</p>					

AE936	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4279
<p>Used by No. 34 OTU at Pennfield Ridge, NB. Suffered a Cat "B" accident on 01 Sep 1942 when the port u/c collapsed at the turn-off at the end of the landing run. Cat "A" crash at 20:40 hrs on 6 Dec 1942, 3 miles south of Presque Isle, Maine aerodrome. The starboard engine had failed while flying through snow and clouds, probably due to icing of the carburetor or blocking of the carburetor air intake screen. The a/c flew on port engine to Presque Isle where difficulty was experienced in getting permission to land resulting in the pilot forgetting that the carburetor heat was on full, and the gills were closed, causing the engine to overheat and catch fire. On the landing approach the pilot misjudged and overshot the runway and upon attempting to go around again was unable to maintain height due to failure of the port engine, which was caused by fire and over heating. The pilot made a smooth wheels up landing 2 to 3 miles from the aerodrome. The crew all escaped safely but the a/c was totally destroyed by the ensuing fire.</p> <p>TOS: 26 Aug 1942 - TOS by EAC SOS: 2 Feb 1943 - Cat "A" write-off.</p>					

AE942	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4285
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Used by No. 34 OTU at Pennfield Ridge, NB. Cat "C" crash at Pennfield Ridge aerodrome, when the a/c tipped on its nose when brakes were applied upon landing on 26 Jul 1942. On 03 Jun 1943, the a/c was reported as "missing" as of 19:50 hrs (50 mins overdue). During a formation day training flight AE942, with P/O (RNZAF) S.N. Langdale (Pilot), Sgt (RNZAF) F.R. Carter (Nav), Sgt (RNZAF) R.F. Brier (WAG) and Sgt F.J. Stiles (AG), failed to return. It was last seen 30 to 40 miles from the station over the Bay of Fundy, flying southwest at 500 ft. above cloud at 5 - 7,000 ft. Extensive air and marine searches failed to locate any sign of the a/c. Later assigned to No. 4 Repair Depot for write-off on 16 Jun 1943

TOS: 28 Jul 1942 - Taken on strength by EAC **SOS:** 3 Aug 1943 - Cat "A" write-off

AE943	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4286
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Used by No. 34 OTU at Pennfield Ridge, NB. Coded "U2" On 18 Mar 1943 at 1440 hrs, on taking off on a local day training flight at Pennfield, AE943, with a student pilot at the controls swung off the runway in a cross wind and crashed into tree stumps on rough ground off the runway, and the a/c was extensively damaged. None of the crew was injured. The accident was due to the inexperience of the pilot and the presence of snow slush and ice at the intersection of the runways. Allocated to No. 4 Repair Depot at Scoudouc, NB for salvage on 19 Mar 1943, following this **Cat "A" crash**.

TOS: 12 Aug 1942 - TOS by EAC **SOS:** 6 Jul 1943 - Cat "A" write-off.



AE944	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4287
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Used by No. 34 OTU at Pennfield Ridge, NB. Cat B crash at RCAF Stn Yarmouth, NS at 19:50 on 18 Jan 1943. On landing at Yarmouth NS, from a training flight, AE944 overshot the runway and ran into a snow bank causing the starboard u/c to collapse. None of the crew was injured. The accident was attributed to the pilot error. To No. 4 Repair Depot on 8 Apr 1943 for repairs. Diverted to Clarke Ruse Aircraft on 17 May 1943. To stored reserve with EAC on 6 Mar 1944. To No. 1 Training Command on 25 Oct 1944. To No. 1 Air Command on 15 Jan 1945. Available for disposal at No. 4 Reserve Equipment Maintenance Unit on 2 Jan 1946, when it had 448:50 hours of airframe time.

TOS: 12 Aug 1942 - Taken on strength by EAC **SOS:** 30 Jun 1947 - Struck off, to War Assets Corporation for sale

AE946	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4289
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Used by No. 34 OTU at Pennfield Ridge, NB. On 22 Nov 43, during a day training flight and after diverting to an alternate airport (Blissville, NB) due to weather, the a/c swung on landing. To No. 17 Aircraft Inspection Division at Moncton, NB on 11 Jan 1944, following this crash. Probably intended for repairs at Clarke Ruse Aircraft, Moncton. To RCAF Stn Dartmouth for salvage on 3 Apr 1944, then allocated to No. 4 Repair Depot at Scoudouc, NB on 27 Nov 1944, following the crash.

TOS: 26 Aug 1942 - TOS by EAC **SOS:** 9 Dec 1944 - Cat "A" write-off.

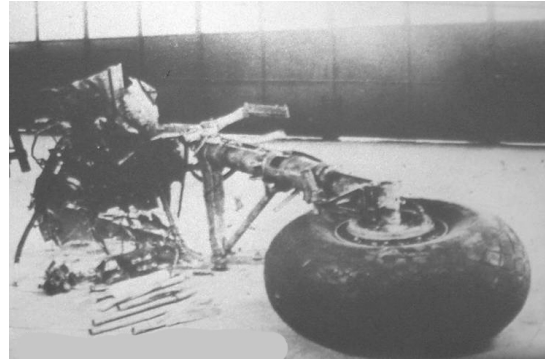
AE950	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4293
<p>Used by No. 34 OTU at Pennfield Ridge, NB. Crashed near Pennfield Ridge on 23 Jul 1942. Sgt. H.J. Austin, the pilot, with a WAG, Sgt J.S. Yurkowski, as crew, took off at 1850 hrs to practice single-engine flying, feathering of propellers, and the use of flaps. The exercise was to be carried out about 5,000 feet above the aerodrome, and this was Sgt. Austin's first solo attempt at these exercises. The duration of the flight was to be 2 hours. The a/c had enough fuel for about 3 hrs flying but failed to return to base. The a/c was presumed to have crashed off Grand Manan Island in 50 fathoms of water. No wreckage was found. Cat "A" write-off.</p> <p>TOS: 26 Aug 1942 - Taken on by EAC SOS: 16 Oct 1942 - Cat "A" write-off.</p>					
AE952	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4295
<p>Used by No. 34 OTU at Pennfield Ridge, NB. On 25 Jul 1943 at 18:20 hrs the a/c suffered a Cat "B" crash. During a training flight, the pilot bounced the a/c heavily while carrying out glide landings and broke the starboard u/c oleo leg and went around again. Owing to the broken u/c, the pilot had to belly land the a/c. Allocated to No. 4 Repair Depot on 2 Aug 1943, following this crash. Allocated to RCAF Stn Dartmouth, NS on 21 Sep 1943, for removal of engines. To Clarke Ruse Aircraft for repairs from 2 Nov 1943 to 25 May 1944. To stored reserve with EAC when completed. To No. 1 Training Command on 25 Oct 1944. To No. 1 Air Command on 15 Jan 1945. To No. 6 Repair Depot on 7 Sep 1945 for repairs. Available for disposal at Trenton from 13 Nov 1945, when it had 1084:55 airframe hours.</p> <p>TOS: 5 Aug 1942 - Taken on strength by EAC SOS: 16 Jan 1947 - Struck off, to War Assets Corporation for sale and later sold.</p>					
AE953 A.578	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4296
<p>Used by No. 34 OTU at Pennfield Ridge, NB. Cat "B" crash at RCAF Stn Yarmouth, NS at 06:10 hrs on 30 Jan 1943. On a night cross-country training flight, the a/c swung to the left on take-off leaving the runway and while traveling over uneven ground collapsed the u/c. Allocated to No. 4 Repair Depot on 8 Apr 1943, for inspection. To Clarke Ruse Aircraft at Dartmouth, NS on 17 May 1943 for repairs. Back to EAC on 1 Apr 1944. To stored reserve with EAC on 20 Jul 1944. Classified as instructional airframe A.578 and assigned to No. 1 Training Command on 29 Dec 1944. To No. 1 Air Command on 15 Jan 1945. Used at RCAF Stn Clinton, Ontario, possibly at No. 5 Radio Direction Finding School. Available for disposal at Clinton on 3 Apr 1946. Had 155:00 airframe hours when struck off.</p> <p>TOS: 30 Jun 1942 - Taken on strength by EAC SOS: 27 Apr 1954 - Struck off, to Crown Assets Disposal Corporation for sale</p>					
AE954	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4297
<p>Used by No. 34 OTU at Pennfield Ridge, NB. Suffered a Cat "D" accident on 05 Mar 1944 at 01:30 hrs. On landing from a night training flight, the a/c swung off the runway after the port engine cut out just prior to landing. To stored reserve with EAC on 22 May 1944. Available for disposal from 22 Oct 1945. Stored post war at Scoudouc, NB. Had 623:15 airframe hours when struck off.</p> <p>TOS: 26 Aug 1942 - Taken on strength by EAC SOS: 17 Apr 1947 - Struck off, to War Assets Corporation for disposal</p>					
AJ164	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4302
<p>Used by No. 34 OTU at Pennfield Ridge, NB. Allocated to No. 4 Repair Depot at Scoudouc, NB on 30 Oct 1943, following a Cat "B" crash. On 23 Oct 1943 at 15:10 hrs, during a training flight the student pilot landed the a/c with u/c retracted. There were no technical failures and no injuries. To Clarke Ruse Aircraft at Dartmouth, NS for repairs on 30 Nov 1943. To EAC on 10 Apr 1944. To stored reserve with EAC on 20 Jul 1944. To No. 1 Training Command on 25 Oct 1944. To No. 1 Air Command on 15 Jan 1945. Available for disposal at No. 4 Reserve Equipment Maintenance Unit on 2 Jan 1946, with 912:15 airframe hours.</p> <p>TOS: 6 Aug 1943 - Taken on strength at EAC SOS: 30 Jun 1947 - to War Assets for sale</p>					

AJ173	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4311
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Used by No. 34 OTU at Pennfield Ridge, NB. Cat "C" crash at Pennfield Ridge on 1 Oct 1943. Reported missing on 13 Mar 1943. During a medium and low-level bombing exercise carried out at Yarmouth. AJ173 failed to return to base. The crew consisted of: P/O (RAF) T.A. Corr (Pilot), P/O F.H. Lalor (Nav), F/Sgt. D.A. Cannon (WAG) and a passenger, Able Seaman R.H. Faulkner. The ensuing searches only discovered some partial wreckage, consisting of 2 wheels and a punctured dinghy approximately 2 miles west of Port Maitland, in the Bay of Fundy. **Cat "A" write-off**

TOS: 11 Jul 1942 - TOS by EAC

SOS: 2 Jun 1943 - **Cat "A"** write-off.



AJ186	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4324
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Used by No. 34 OTU at Pennfield Ridge, NB. **Cat "A"** crash near Sommerville, NS on 25 Jun 1943. During a cross-country, low-flying (250 ft) exercise, the a/c was seen flying starboard wing low in an attitude which suggested that the starboard engine had cut out. At this point it was also observed at Sommerville near Falmouth, NS to strike a tree, catch fire, crash and then somersault becoming a total wreck. The crew consisting of: P/O (RNZAF) G.W. Cowie (Pilot), P/O (RNZAF) C.A. Griffiths (Nav), Sgt (RAAF) C.A. Mulcahy (WAG) and P/O J.C. Loucks (AG), were all killed. The a/c was allocated to No. 4 Repair Depot at Scoudouc, NB on 29 Jun 1943 for write off.

TOS: 10 Jul 1942 - Taken on strength by EAC

SOS: 9 Aug 1943 - Struck off, reduced to spares and produce

AJ194	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4332
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Used by No. 34 OTU at Pennfield Ridge, NB. Cat "B" crash at Pennfield Ridge on 9 Sep 1942 when the u/c collapsed at the end of a landing run following a previous heavy landing attempt. To stored reserve EAC on 14 Sep 1944. To No. 1 Transport Command on 17 Oct 1944. To 6 RD Trenton, ON with 780:40 airframe hours. Sold post-war for scrap to "Ventress" farm near Brighton, ON.

TOS: 10 Jul 1942 - TOS by EAC

SOS: 3 May 1946 - to War Assets for sale and later sold.



AJ211	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4349
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Used by No. 34 OTU at Pennfield Ridge, NB. The a/c suffered a Cat "C" accident at Yarmouth, NS at 16:15 hrs on 29 Nov 1942. The a/c swung to right on take-off and ripped off starboard u/c tire and damaged starboard propeller. **Cat "A"** crash near Richibucto, NB on 08 Feb 1943. During a cross-country exercise, AJ211, crashed approximately 4 miles from Richibucto, NB and exploded on impact. All the crew were killed. The crew were members of No.6 Course and consisted of: Sgt (RAAF) H.J. Burnham, Sgt (RAAF) P.L. Edmund and Sgt (RNZAF) J.E. Hogan J.E. The precise cause of the accident was undetermined.

TOS: 16 Jul 1942 - TOS by EAC

SOS: 6 Apr 1943 - **Cat "A"** write-off.

AJ230	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4368
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Used by No. 34 OTU at Pennfield Ridge, NB. Cat "B" crash there on 6 Jul 1943. While taxiing into flight line after exercise, the pilot of Ventura AE912 opened the bomb bay doors for re-arming while still taxiing. This probably lowered hydraulic pressure momentarily rendering brakes practically inoperative and the a/c collided with the port wing of AJ230. AJ230 was damaged Cat. "B" and Ventura II, AE912 was damaged Cat. "C". None of the crew was injured. The airframe had another Cat "B" crash on 30 Jul 1943 at 00:15 hrs. During a training flight the pilot misjudged the height of the a/c above the ground during a night landing and hit runway heavily with the starboard oleo leg, causing the tire to burst and the oleo leg to collapse. Transferred to 4 RD. Repaired and returned 17 Mar 1944. To stored reserve on 10 Jul 1944.

TOS: 10 Jul 1942 - Taken on strength by EAC

SOS: 2 Jun 1946 - to War Assets for sale and later sold.

AJ247	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4385
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Used by No. 34 OTU at Pennfield Ridge, NB. Cat "B" crash at Yarmouth, NS on 21 Feb 1943. The a/c swerved on take-off and through harsh use of brakes, the tail went up causing damage to propellers and came down heavily breaking off tail wheel and further damaging fuselage. To RCAF Stn Rockcliffe, Ontario for special tests Jul 1943 to Oct 1944. Accumulated only 105:00 airframe hours. Sold for \$100 by War Assets Corporation, to W. E. Colpitts, Moncton, NB, 20 Oct 1947. To Hunter C. Moody/Decatur Aviation Co, Decatur, IL, Dec 1948, registered as NL5770N. To Frederick B. Ayer/Trade-Ayer Co, Linden, NJ, 21 Apr 1951, still as N5770N. To Arthur O. Meurer Company Inc, New York, NY on 11 Jun 1951. To Fairbanks Morse & Co, Chicago, IL 13 Jun 1951, registered as N18M. Converted to executive configuration by AiResearch Aviation, Los Angeles, CA, completed Jun 1952. Flew as "The Colonel". To W. B. Willis, San Antonio, TX 9 Feb 1959, registered as N92U. To Howard Aero Inc, San Antonio, TX, Oct 1959. Converted to Super Ventura, completed 15 Apr 1960. Later modified to Howard 350 configuration. To Jim Walter Corp, Tampa, FL, 14 Apr 1960, registered as N200JW. Registered as N208JW, 7 Sep 1967. To Florida Tile Industries Inc, Lakeland, FL 15 Apr 1968, registered as N570FT. To Hydros Inc, St Petersburg, FL 8 Nov 1969. To Friedkin Enterprises Inc, Rancho Santa Fe, CA 5 Oct 1970. To Combs Aircraft Inc, Denver, CO 11 Feb 1971. To Marine Investment Inc, Mobile, AL 16 Jun 1971. To Rotor-Aire Inc / Helicopter Enterprises Inc, West Memphis, TN 21 Jul 1975. To Sea-Air Corp, Powder Springs, GA, Oct 1975. To Equipment Specialists Inc, Jacksonville, FL 9 Feb 1977. Crashed and destroyed, Tenerife-Magdalena, Colombia 13 Apr 1977.

TOS: 18 Jan 1943 - Taken on strength by EAC

SOS: 20 Mar 1947 - Struck off, to War Assets for disposal and later sold.



AJ270	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4408
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Used by No. 34 OTU at Pennfield Ridge, NB. To stored reserve at Scoudouc, NB 22 May 1944. Pending disposal at Scoudouc as of 22 Oct 1945.

TOS: 29 Sep 1943 - TOS by EAC

SOS: 20 Mar 1947 - Struck off, to War Assets for disposal and later sold.

AJ302	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	37-4440
<p>Lend Lease aircraft used by RAF in North America, delivered second hand to RCAF. Delivered to stored reserve with EAC. Pending disposal at Scoudouc, NB by Oct 1945. Had 856:30 airframe hours when struck off. Sold and US registered as N5769N. Reregistered as N1205. Sold to Union Carbide & Carbon Corp, New York, NY in 1954 and registered N38N. To Williamson Dickie Manufacturing Co, Ft Worth, TX as N38T from 1956-1963. Sold to W. C. Fain / Longhorn Airmotive Inc, in Dallas, TX from 1964-66. struck-off register on 22 Dec 1966.</p> <p>TOS: 15 Jan 1944 - Taken on strength by EAC SOS: 20 Mar 1947 - Struck off, to War Assets corporation for sale and later sold.</p>					
AJ335	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	
<p>Lend Lease aircraft used by RAF in North America, delivered second hand to RCAF. Used by No. 34 OTU at Pennfield Ridge, NB. To stored reserve with EAC on 22 May 1944. Pending disposal from 22 Oct 1945. Stored post war at Scoudouc, NB. Had 456:40 airframe hours when struck off.</p> <p>TOS: 29 Nov 1943 - Taken on strength by EAC SOS: 20 Mar 1947 - Struck off, to War Assets Corporation for sale and later sold.</p>					
AJ358	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	
<p>Used by No. 34 OTU at Pennfield Ridge, NB. To stored reserve on 22 May 1944. Pending disposal from 22 Oct 1945, when it was in storage at Scoudouc, NB. Had 302:10 airframe hours when struck off.</p> <p>TOS: 29 Nov 1943 - Taken on strength by EAC SOS: 20 Mar 1947 - Struck off, to War Assets Corporation for sale and later sold.</p>					
AJ373	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	
<p>Lend Lease aircraft used by RAF in North America, delivered second hand to RCAF. Used by No. 34 OTU at Pennfield Ridge, NB. To stored reserve on 22 May 1944. Pending disposal from 22 Oct 1945, when it was in storage at Scoudouc, NB. Had 331:30 airframe hours when struck off.</p> <p>TOS: 29 Nov 1943 - TOS by EAC SOS: 20 Mar 1947 - Struck off, to War Assets Corporation for sale and later sold.</p>					
AJ375	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	
<p>Lend Lease aircraft used by RAF in North America, delivered second hand to RCAF. Used by No. 34 OTU at Pennfield Ridge, NB. To stored reserve on 22 May 1944. Pending disposal from 22 Oct 1945, when it was in storage at Scoudouc, NB. Had 490:45 airframe time when struck off.</p> <p>TOS: 29 Nov 1943 - Taken on strength by EAC SOS: 20 Mar 1947 - Struck off, to War Assets Corporation for sale and later sold.</p>					
AJ383	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	
<p>Lend Lease aircraft used by RAF in North America, delivered second hand to RCAF. Used by No. 34 OTU at Pennfield Ridge, NB. To No. 4 Repair Depot at Scoudouc, NB on 28 Oct 1944 for scrapping.</p> <p>TOS: 29 Nov 1943 - Taken on strength by EAC SOS: 1 Dec 1944 - Struck off, reduced to spares and produce</p>					
AJ388	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II	
<p>Lend Lease aircraft used by RAF in North America, delivered second hand to RCAF. Delivered to stored reserve. Used by No. 34 OTU at Pennfield Ridge, NB. To No. 1 Air Command on 14 Feb 1945, in storage. Pending disposal at No. 6 Repair Depot at RCAF Stn Trenton, Ontario from 3 Apr 1946, when it had 425:55 airframe time.</p> <p>TOS: 4 Jan 1944 - Taken on strength by EAC SOS: 16 Apr 1947 - Struck off, to War Assets Corporation for sale and later sold.</p>					

AJ389	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II
<p>Lend Lease aircraft used by RAF in North America, delivered second hand to RCAF. Used by No. 34 OTU at Pennfield Ridge, NB. To stored reserve on 4 Jan 1944. Pending disposal from 22 Oct 1945, when it was in storage at Scoudouc, NB. Had 355:35 airframe hours when struck off.</p> <p>TOS: 29 Nov 1943 - Taken on strength by EAC SOS: 20 Mar 1947 - Struck off, to War Assets corporation for sale and later sold.</p>				
AJ402	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II
<p>Lend Lease aircraft used by RAF in North America, delivered second hand to RCAF. Delivered to stored reserve. Pending disposal from 22 Oct 1945, when it was in storage at Scoudouc, NB. Had 294:25 airframe hours when struck off.</p> <p>TOS: 27 Nov 1943 - Taken on strength by EAC SOS: 20 Mar 1947 - Struck off, to War Assets Corporation for sale and later sold.</p>				
AJ404	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II
<p>Lend Lease aircraft used by RAF in North America, delivered second hand to RCAF. Delivered to stored reserve. Issued to No. 34 OTU at Pennfield Ridge, NB on 21 Feb 1944. To stored reserve on 22 May 1944. Pending disposal at Scoudouc, NB from 22 Oct 1945 with just 283:15 airframe hours.</p> <p>TOS: 15 Jan 1944 - Taken on strength by EAC SOS: 20 Mar 1947 - Struck off, to War Assets Corporation for sale and later sold.</p>				
AJ407	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II
<p>Lend Lease aircraft used by RAF in North America, delivered second hand to RCAF. Used by No. 34 OTU at Pennfield Ridge, NB. To stored reserve on 4 Jan 1944. To No. 1 Air Command on 14 Feb 1945, still in storage. Out of storage 16 Apr 1945. Pending disposal from 3 Apr 1946, when it was in storage at No. 6 Repair Depot at RCAF Stn Trenton, Ontario, and had 522:00 airframe hours.</p> <p>TOS: 29 Nov 1943 - Taken on strength by EAC SOS: 16 Jan 1947 - Struck off, to War Assets Corporation for sale and later sold.</p>				
AJ409	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II
<p>Lend Lease aircraft used by RAF in North America, delivered second hand to RCAF. Used by No. 34 OTU at Pennfield Ridge, NB. To stored reserve on 22 May 1944. Pending disposal from 22 Oct 1945, when it was in storage at Scoudouc, NB.</p> <p>TOS: 29 Nov 1943 - Taken on strength by EAC SOS: 20 Mar 1947 - Struck off, to War Assets Corporation for sale and later sold.</p>				
AJ429	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II
<p>Lend Lease aircraft used by RAF in North America, delivered second hand to RCAF. Used by No. 34 OTU at Pennfield Ridge, NB. To stored reserve on 4 Jan 1944. Back to No. 34 OTU on 21 Feb 1944, then back to storage on 22 May 1944. Pending disposal from 28 Jun 1944. Stored at No. 4 Repair Depot at Scoudouc, NB by 1 Apr 1946. Had 269:00 airframe hours when struck off.</p> <p>TOS: 28 Oct 1943 - Taken on strength by EAC SOS: 17 Apr 1947 - Struck off, to War Assets Corporation for sale and later sold.</p>				
AJ430	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II
<p>Lend Lease aircraft used by RAF in North America, delivered second hand to RCAF. To Central Aircraft at Crumlin, Ontario on 20 Dec 1943, for installation of skis. Operated by Test & Development Establishment at RCAF Stn Rockcliffe, Ontario from 22 Mar 1944. Used for ski trials. To stored reserve with No. 1 Training Command on 11 Dec 1944. To No. 1 Air Command, still in storage, on 15 Jan 1945. To No. 6 Repair Depot at Trenton for overhaul, 21 Mar to 12 Jul 1945. To stored reserve with No. 1 Air Command when completed. Stored by No. 6 Repair Depot by 20 Dec 1945. Pending disposal from 5 Apr 1946 with 414:20 airframe hours.</p> <p>TOS: 1 Dec 1943 - Taken on strength by No. 3 Training Command at Montreal SOS: 16 Jan 1947 - Struck off, to War Assets Corporation for sale and later sold.</p>				

AJ448	Lockheed	Lockheed-Vega	Ventura	V-146/137-21-01 / Mk II
<p>With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Cat "B" damage in a ground taxiing incident on 26 Oct 1943. While parked AJ 448 was run into by another a/c (AE 703) taxiing past during a night training flight. The a/c was damaged but none of the crew was injured. To Clark Ruse Aircraft in Dartmouth, NS on 4 Nov 1943 for repairs. Repairs not completed, scrapped instead.</p> <p>TOS: 21 Jan 1943 - Taken on strength by EAC SOS: 1 Feb 1944 - Struck off, reduced to spares and produce</p>				
FD572	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II
<p>Ex-USAAF B-34A, their serial number may have been 41-38024 (not confirmed). With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Noted as "used" at that time. To storage on 4 Jan 1944. Pending disposal from 22 Oct 1945, when it was in storage at Scoudouc, NB. Noted with 313:45 hours logged time, never overhauled, when placed in storage.</p> <p>TOS: 29 Nov 1943 - Taken on strength by EAC SOS: 17 Apr 1947 - Struck off, to War Assets Corporation for disposal and later sold.</p>				
FD574	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II
<p>Ex-USAAF B-34A, their serial number 41-38026. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Noted as "used" at that time. To No. 4 Repair Depot on 22 Mar 1944, for write off after a Cat "B" crash.</p> <p>TOS: 29 Nov 1943 - Taken on strength by EAC SOS: 17 May 1944 - Struck off, reduced to spares and produce</p>				
FD621	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II
<p>Ex-USAAF B-34A, their serial number 41-38073. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Noted as "used" at that time. To storage on 22 May 1944. Pending disposal from 22 Oct 1945, when it was on the books of Maintenance Command, stored at Scoudouc, NB with 210:45 airframe hours.</p> <p>TOS: 14 Oct 1943 - Taken on strength by EAC SOS: 17 Apr 1947 - Struck off, to War Assets Corporation for disposal and later sold.</p>				
FD637	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II
<p>Ex-USAAF B-34A, their serial number 41-38089. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Noted as "used" at that time. To storage on 22 May 1944. Pending disposal from 22 Oct 1945, when it was on the books of Maintenance Command, stored at Scoudouc, NB with 495:55 airframe hours.</p> <p>TOS: 29 Nov 1943 - Taken on strength by EAC SOS: 20 May 1947 - Struck off, to War Assets Corporation for disposal and later sold.</p>				
FD643	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II
<p>Ex-USAAF B-34A, their serial number 41-38095. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Noted as "used" at that time. Flown to No. 4 Repair Depot for repairs following a Cat "C" crash, taken on strength there on 11 Feb 1944. Pending disposal from 20 Jul 1945. By 1 Apr 1946 on the books of Maintenance Command, stored at No. 5 equipment Depot at Scoudouc, NB. Noted with 151:40 hours total time, never overhauled, while on the books of No. 6 Repair Depot.</p> <p>TOS: 14 Oct 1943 - Taken on strength by EAC SOS: 10 Apr 1947 - Struck off, to War Assets Corporation for disposal and later sold.</p>				

FD645 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38097. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Noted as "used" at that time. Coded "HT". To workshop reserve at No. 4 Repair Depot at Scoudouc, NB on 24 Dec 1943, after it was struck by a tractor. Allocated to No. 21 Repair Depot at Moncton, NB for complete repair on 10 Feb 1944. To EAC on 23 Mar 1944. To storage on 20 Jul 1944. To No. 1 Air Command on 14 Feb 1945, still in storage. Issued from storage on 4 May 1945. Pending disposal from 3 Apr 1946, when it was at No. 6 Repair Depot at RCAF Stn Trenton. Had 306:45 hours, never overhauled, when placed in storage.

TOS: 29 Nov 1943 - Taken on strength by EAC

SOS: 16 Jan 1947 - Struck off, to War Assets Corporation for disposal and later sold.



FD646 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38098. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Noted as "used" at that time. To storage on 4 Jan 1944. Issued from storage on 21 Feb 1944, back to No. 34 OTU. To storage again on 22 May 1944. To No. 1 Air Command on 14 Feb 1945, still in storage. Issued from storage on 2 Apr 1945. Pending disposal from 19 Jul 1945. By 18 Jun 1946 on the books of Maintenance Command, stored at No. 6 Repair Depot. Had 508:25 hours logged time, never overhauled, when placed in storage at 6 RD Trenton, ON.

TOS: 29 Nov 1943 - Taken on strength by EAC

SOS: 16 Jan 1947 - Struck off, to War Assets Corporation for disposal and later sold.

FD649 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38101. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Noted as "used" at that time. To storage on 22 May 1944. Issued from storage on 27 Oct 1944, to No. 1 Training Command. To No. 1 Air Command on 15 Jan 1945. Pending disposal from 3 Apr 1946, when it was in storage at No. 6 Repair Depot at Trenton with 804:45 hours; never overhauled.

TOS: 29 Nov 1943 - Taken on strength by EAC

SOS: 6 Jan 1947 - Struck off, to War Assets Corporation for disposal and later sold.

FD654 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38106. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Noted as "used" at that time. To storage on 22 May 1944. Pending disposal from 2 Apr 1946, when it was stored by Maintenance Command at No. 5 Equipment Depot at Moncton, NB. Had 323:35 hours total time, never overhauled, when placed in storage.

TOS: 14 Oct 1943 - Taken on strength by EAC

SOS: 2 Jun 1947 - Struck off, to War Assets Corporation for disposal and later sold.

FD660 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38112. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Noted as "used" at that time. To storage on 22 May 1944. Issued from storage on 20 Jul 1944 and returned to Pennfield Ridge. To No. 1 Training Command on 9 Nov 1944, for use by the Central Flying School at RCAF Stn Trenton, Ontario. To No. 1 Air Command on 15 Jan 1945. Pending disposal from 3 Apr 1946, when it was stored by Maintenance Command at No. 6 Repair Depot at Trenton. Had 603:55 hours total time, never overhauled, when placed in storage.

TOS: 29 Nov 1943 - Taken on strength by EAC

SOS: 16 Jan 1947 - Struck off, to War Assets Corporation for disposal and later sold.

FD662 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38114. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Noted as "used" at that time. To storage on 22 May 1944. To No. 1 Training Command on 27 Oct 1944. To No. 1 Air Command on 15 Jan 1945. Pending disposal from 3 Apr 1946, when it was stored by Maintenance Command at No. 6 Repair Depot at Trenton. Noted with 979:40 hours total time, never overhauled, when placed in storage.

TOS: 14 Oct 1943 - Taken on strength by EAC

SOS: 16 Jan 1947 - Struck off, to War Assets Corporation for disposal and later sold.

FD668 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38120. To stored EAC reserve when taken on strength. Noted as "used" at that time. To No. 1 Training Command on 21 Oct 1944. To No. 1 Air Command on 15 Jan 1945. With the Central Flying School at RCAF Stn Trenton, Ontario when it received Cat "C" damage at Trenton on 28 Mar 1945. To workshop reserve at No. 6 Repair Depot at Trenton on 6 Apr 1945, "for further disposal action". Pending disposal from 7 Sep 1945. By 18 Jun 1946 on the books of Maintenance Command, stored at No. 6 RD. Noted with 347:00 hours total time, never overhauled, when placed stored at No. 6 RD.

TOS: 28 Dec 1943 - Taken on strength by EAC

SOS: 16 Jan 1947 - Struck off, to War Assets Corporation for disposal and later sold.

FD675 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38127. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Noted as "used" at that time. Allocated to No. 4 Repair Depot on 22 Mar 1944 for scrapping, following a Cat "B" crash. Noted with 273:35 total time, never overhauled, while with No. 4 RD. Pending disposal from 31 Jul 1944, still on books of EAC. On 1 Apr 1946 on the books of Maintenance Command, stored at No. 5 Equipment Depot at Scoudouc, NB.

TOS: 29 Nov 1943 - Taken on strength by EAC

SOS: 17 Apr 1947 - Struck off, to War Assets Corporation for disposal and later sold.

FD677 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38129. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Noted as "used" at that time. To storage on 4 Jan 1944, back to No. 34 OTU on 21 Feb 1944. To storage again on 22 May 1944. Pending disposal from 22 Oct 1945, when it was on the books of Maintenance Command, stored at No. 5 Equipment Depot at Scoudouc, NB. Noted with 134:45 hours total time when placed in storage.

TOS: 14 Oct 1943 - Taken on strength by EAC

SOS: 20 Mar 1947 - Struck off, to War Assets Corporation for disposal and later sold.

FD685 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38137. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Noted as "used" at that time. To storage on 4 Jan 1944. Pending disposal from 22 Oct 1945, when it was on the books of Maintenance Command, stored at No. 5 Equipment Depot at Scoudouc, NB with 247:35 hours.

TOS: 29 Nov 1943 - Taken on strength by EAC

SOS: 20 Mar 1947 - Struck off, to War Assets Corporation for disposal and later sold.

FD688 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38140. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Coded "D1" Noted as "used" at that time. On 08 Feb 1944 at 16:26 hrs, during a day training flight, the a/c swung off the runway after a heavy landing due to inexperience of the student pilot. Allocated to No. 4 Repair Depot on 17 Feb 1944 for fly in repairs, following this Cat "C" crash, and pending allotment to a contractor for final repairs. No record repairs were finished. Pending disposal from 31 Jul 1944. Noted on 1 Apr 1946 as stored at No. 5 Equipment Depot at Scoudouc, NB.

TOS: 29 Nov 1943 - Taken on strength by EAC

SOS: 17 Apr 1947 - Struck off, to War Assets Corporation for disposal and later sold.

FD689 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38141. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Noted as "used" at that time. On 18 Jan 1944, the a/c engines failed while the pilot was changing petrol tanks necessitating a wheels-up forced landing. To storage at No. 4 Repair Depot on 31 Jan 1944, following this Cat "B" crash, and pending allotment to a contractor for final repairs. No record that repairs were ever started.

TOS: 14 Oct 1943 - Taken on strength by EAC

SOS: 16 May 1944 - Struck off, reduced to spares and produce

FD692 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38144. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Noted as "used" at that time. To storage 4 Jan to 21 Feb 1944, then back to No. 34 OTU. To storage again on 22 May 1944. By 25 Oct 1945 on the books of Maintenance Command, stored at No. 5 Equipment Depot at Scoudouc, NB.

TOS: 14 Oct 1943 - Taken on strength by EAC

SOS: 20 Nov 1947 - Struck off, to War Assets Corporation for disposal and later sold.

FD693 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38145. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Suffered Cat "B" damage on 06 Dec 1943. During a day training flight, the u/c failed to lock despite the correct cockpit drill having been carried out.

TOS: 14 Oct 1943 - TOS by EAC

SOS: 17 Apr 1947 - Struck off, to War Assets Corporation for disposal and later sold.

FD697 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38149. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. On 16 Dec 1943, the a/c suffered a Cat "C" accident, when the a/c came in contact with cable during an authorized low level cross country exercise. Pilot had been briefed for a minimum height 250 ft but due to inexperience he came below this height. Then just three days later on 19 Dec 1943, the a/c had a **Cat "A"** accident at McAdam, NB. FD697 crashed as a direct result of striking the water level indicator on top of the water tank located in the railway marshalling yards at McAdam, NB. The a/c was flying below the approved height of 250 feet at the time of impact as the height of the tower was 80 feet and the water level indicator extended another 30 feet above the tower. At the time of the accident Ventura FD 697 was in formation with # 972 flown by an Instructor of No. 34 OTU and leader of the formation. Both these a/c were at the same height at the time of the impact. The crew of FD697, consisting of P/O C.G. Christensen (Pilot), Sgt R.J. Barts (Nav), Sgt H.L. Anderson (WAG) and Sgt G.C. Cull, were all killed.

TOS: 29 Nov 1943 - TOS by EAC

SOS: 10 Feb 1944 - **Cat "A"** write-off.

FD699 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38151. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. To stored reserve on 22 May 1944. To storage at Scoudouc, NB on 20 Oct 1945 with 832:45 airframe hours.

TOS: 14 Oct 1943 - TOS by EAC

SOS: 17 Apr 1947 - Struck off, to War Assets Corporation for disposal and later sold.

FD700 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38152. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Suffered Cat "B" damage on 25 Mar 1944. During a night training flight, the a/c landed with one wheel retracted due to a technical failure. A rubber hose (re-positioned by RCAF Mod.E1/55/3) leading to port wheel "up" lock was found to have been chaffed through, by rubbing against the wheel in the retracted position. Repaired and returned to service as of 31 Jul 1944. To storage 10 Apr 1946 with 581:50 airframe hours.

					TOS: 14 Oct 1943 - TOS by EAC	SOS: 17 Apr 1947 - Struck off, to War Assets Corporation for disposal and later sold.
FD701	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II		
	Ex-USAAF B-34A, their serial number 41-38153. To stored EAC reserve on 14 Dec 1943. To stored reserve No. 1 Air Command on 14 Feb 1945. To 6 RD Trenton on 14 Aug 1945.					
					TOS: 14 Dec 1943 - TOS by EAC	SOS: 11 Sep 1945 - reduce to spares and produce
FD702	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II		
	Ex-USAAF B-34A, their serial number 41-38154. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. To stored reserve on 22 May 1944. To stored reserve with No. 2 Air Command on 1 Dec 1944 with 481:55 airframe hours.					
					TOS: 29 Nov 1943 - TOS by EAC	SOS: 25 Sep 1947 - Struck off, to War Assets Corporation for disposal.
FD705	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II		
	Ex-USAAF B-34A, their serial number 41-38157. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. To stored reserve on 22 May 1944. Had 615:20 hours of airframe time when SOS.					
					TOS: 14 Oct 1943 - TOS by EAC	SOS: 17 Apr 1947 - Struck off, to War Assets Corporation for disposal and later sold.
FD707	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II		
	Ex-USAAF B-34A, their serial number 41-38159. To stored reserve on 14 Feb 1945.					
					TOS: 4 Jan 1944 - TOS by EAC	SOS: 03 Jul 1947 - Struck off, to War Assets Corporation for disposal.
FD710	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II		
	Ex-USAAF B-34A, their serial number 41-38162. To stored reserve on 04 Jan 1944. Had 356:05 hours of airframe time when SOS.					
					TOS: 4 Nov 1943 - TOS by EAC	SOS: 02 Jun 1947 - Struck off, to War Assets Corporation for disposal.
FD711	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II		
	Ex-USAAF B-34A, their serial number 41-38163. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. To stored reserve on 22 May 1944 with 595:55 airframe hours.					
					TOS: 04 Jan 1944 - TOS by EAC	SOS: 16 Jan 1947 - Struck off, to War Assets Corporation for disposal and later sold.
FD712	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II		
	Ex-USAAF B-34A, their serial number 41-38164. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. To stored reserve on 04 Jan 1944. Had 276:05 hours airframe time when SOS. Sold and registered in the US as N5771N to Miller Brewing Co, Milwaukee, WI. Re-registered as N44M again with Miller Brewing Co from 20 Jun 1951/54. Used as an executive aircraft, named <i>High Life Beer</i> . Crashed and was destroyed after takeoff from General Mitchell Field, Milwaukee, WI on 17 Dec 1954.					
					TOS: 14 Oct 1943 - TOS by EAC	SOS: 17 Apr 1947 - Struck off, to War Assets Corporation for disposal and later sold.
FD713	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II		
	Ex-USAAF B-34A, their serial number 41-38165. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Suffered Cat "C" damage at Pennfield. Had 523:35 hours airframe time when SOS.					

TOS: 29 Nov 1943 - TOS by EAC

SOS: 06 Jun 1947 to War Assets Corporation for disposal and later sold.

FD714 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38166. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Suffered Cat "B" accident later re-classified to **Cat "A"** at Pennfield

TOS: 29 Nov 1943 - TOS by EAC

SOS: 16 May 1945 - **Cat "A"** write-off.

FD721 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38173. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. To stored reserve 22 May 1944. Back to Pennfield Ridge 20 Jul 1944. Suffered Cat "B" damage on 19 Dec 1944 while being used by CFS. The a/c was on a low approach due wind and icy runway conditions. The pilot hit a hard snowbank at the end of the runway during the approach and broke the u/c linkage. The u/c subsequently collapsed during the landing on the runway and the a/c slid for 150-200 yards on its belly. The crew of two pilots escaped without injury.

TOS: 4 Jan 1944 - Taken on strength by EAC

SOS: 16 Jan 1947 to War Assets Corporation for disposal and later sold.

FD728 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38180. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. On 01 Dec 1943 at 20:20 hrs, on a local training flight, the tail oleo leg collapsed when tail wheel unlocked at the end of landing run. Sent to Clarke Ruse Aircraft for repairs on 14 Feb 1944.

TOS: 14 Oct 1943 - Taken on strength by EAC

SOS: 20 Jun 1945 - write-off

FD729 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38181. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. To stored reserve 22 May 1944 with only 156:15 airframe hours.

TOS: 28 Oct 1943 - TOS by EAC

SOS: 17 Apr 1947 to War Assets Corporation for disposal and later sold.

FD730 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38182. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. On 31 Dec 1943 at 01:15 hrs the a/c suffered a Cat "D" accident. Owing to a film of oil on the windscreen, the pilot was unable to see clearly, consequently he levelled off too high on landing, and on touching down the A/C swung sharply to port, off the runway onto rough ground. Pilot applied brakes in an effort to stop the a/c, causing the tail to come up and the propellor tips to touch the ground. Suffered **Cat "A"** accident (details unknown) on 08 Mar 1945.

TOS: 14 Oct 1943 - TOS by EAC

SOS: 29 Mar 1945 - reduced to spares and produce

FD731 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38183. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. Suffered Cat "C" damage on 24 Mar 1943. To stored reserve 14 Jul 1945. On 14 Nov 1945 allocated to No. 1 Air Command for one month of pilot conversion training.

TOS: 27 Dec 1943 - TOS by EAC

SOS: 03 Jul 1947 to War Assets Corporation for disposal and later sold.

FD732 Lockheed-Vega Lockheed-Vega Ventura V-146 / Mk. II

Ex-USAAF B-34A, their serial number 41-38184. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. On 02 Jan 1944 at 18:35 hrs the a/c suffered a Cat "C" accident. During a day training flight, the a/c swung to port on take-off run. The pilot used port engine in an attempt to check the swing and a swing to starboard resulted and a/c ran off runway onto rough ground. To storage at Scoudouc, NB on 22 Oct 1945. Had 228:30 hours of airframe time when SOS.

TOS: 14 Oct 1943 - TOS by EAC

SOS: 17 Apr 1947 to War Assets Corporation for disposal and later sold.

FD733	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II
<p>Ex-USAAF B-34A, their serial number 41-38185. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. To stored reserve on 10 Jul 1945. Had 430:40 hours of airframe time when SOS.</p> <p>TOS: 14 Oct 1943 - TOS by EAC</p> <p>SOS: 02 Jun 1947 to War Assets Corporation for disposal and later sold.</p>				
FD738	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II
<p>Ex-USAAF B-34A, their serial number 41-38190. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. To Moncton, NB on 2 Apr 1946. Had 241:00 hours of airframe time when SOS.</p> <p>TOS: 15 Jan 1944 - TOS by EAC</p> <p>SOS: 02 Jun 1947 to War Assets Corporation for disposal and later sold.</p>				
FD739	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II
<p>Ex-USAAF B-34A, their serial number 41-38191. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. On 20 Apr 1944, the a/c had a Cat "C" accident at 18:30 hrs. The a/c struck power cables near the ground during a low-level cross country mission. To storage at Scoudouc, NB on 5 Apr 1946. Had 520:00 hours of airframe time when SOS.</p> <p>TOS: 14 Oct 1943 - TOS by EAC</p> <p>SOS: 17 Apr 1947 to War Assets Corporation for disposal and later sold.</p>				
FD740	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II
<p>Ex-USAAF B-34A, their serial number 41-38192. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. To stored reserve on 22 May 1944.</p> <p>TOS: 14 Oct 1943 - TOS by EAC</p> <p>SOS: 03 Jul 1947 to War Assets Corporation for disposal.</p>				
FD742	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II
<p>Ex-USAAF B-34A, their serial number 41-38194. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. On 25 Jan 1944, the a/c experienced a Cat "C" accident. During a day training flight, the port oleo leg collapsed due to fracture of upper drag strut, while the pilot was carrying out precautionary landing practice. To storage at Scoudouc, NB on 22 Oct 1945. Had 270:40 hours of airframe time when SOS.</p> <p>TOS: 15 Jan 1944 - TOS by EAC</p> <p>SOS: 17 Apr 1947 to War Assets Corporation for disposal and later sold.</p>				
FD752	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II
<p>Ex-USAAF B-34A, their serial number 41-38204. Suffered Cat "B" damage on 11 Mar 1944. During a training flight, the student pilot swung off the runway during the take off. To storage on 10 Apr 1946 with 302:05 airframe hours.</p> <p>TOS: 14 Feb 1944 - TOS by EAC</p> <p>SOS: 17 Apr 1947 to War Assets Corporation for disposal and later sold.</p>				
FD754	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II
<p>Ex-USAAF B-34A, their serial number 41-38206. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. To stored reserve on 20 Dec 1944 with 765:15 airframe hours.</p> <p>TOS: 01 Dec 1943 - TOS by EAC</p> <p>SOS: 16 Jan 1947 to War Assets Corporation for disposal and later sold.</p>				

FD755	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / Mk. II
<p>Ex-USAAF B-34A, their serial number 41-38207. With No. 34 OTU at Pennfield Ridge, NB when taken on strength. To stored reserve on 4 Jan 1944 with 160:05 airframe hours.</p> <p>TOS: 14 Oct 1943 - TOS by EAC</p> <p>SOS: 20 Mar 1947 to War Assets Corporation for disposal and later sold.</p>				
FN967	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V
<p>Ex-USN PV-1, their serial 33295. Delivered to No. 34 OTU at Pennfield Ridge, NB on 6 Jul 1943. To storage on 22 May 1944. Pending disposal from 3 Dec 1945, when it was stored at the Reserve Equipment Maintenance Satellite at Moncton, NB. By 1 Apr 1946 on the books of No. 5 Equipment Depot, still at Moncton. Noted with 696:20 hours of total time when placed in storage.</p> <p>TOS: 7 Jun 1943 - Taken on strength by EAC</p> <p>SOS: 18 Apr 1947 - Struck off, to War Assets Corporation for disposal and later sold.</p>				
FN971	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V
<p>Ex-USN PV-1, their serial 33299. A RCAF Aircraft Record Card exists for this serial number, indicating it was intended for No. 34 OTU from 7 Jun 1943. This first entry has been crossed out, and there is no further information on the card. But no further records that indicate this aircraft was in fact used by the RCAF. According to other sources, this aircraft went to the UK. Baugher reports this aircraft ditched in the Mediterranean on 11 Mar 1944, while being operated by No. 17 Squadron of the South African Air Force.</p>				
FN972	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V
<p>Ex-USN PV-1, their serial 33326. Delivered to No. 34 OTU at Pennfield Ridge, NB. To storage on 22 May 1944. Pending disposal from 2 Dec 1945, when it was stored at No. 6 Reserve Equipment Maintenance Unit. Reported with 847:20 hours total time when placed in storage.</p> <p>TOS: 9 Jun 1943 - Taken on strength by EAC</p> <p>SOS: 7 Dec 1946 - Struck off, to War Assets Corporation for disposal and later sold</p>				
FN973	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V
<p>Ex-USN PV-1, their serial 33328. Delivered to No. 34 OTU at Pennfield Ridge, NB. Crashed into the Bay of Fundy on 10 Aug 1943, wreckage not recovered. Allocated to No. 4 Repair Depot for write off on 12 Aug 1943. Five a/c took-off for a low-level navigation cross country flight with a bombing and air firing exercise on return. Four a/c completed the exercise but the fifth, FN973 failed to return. The last communication from this a/c was received by R/T after the cross country had been completed and permission to proceed to the bombing range was requested and given. The a/c apparently crashed during a firing or bombing run. The crew: Sgt (RNZAF) R. Laws (Pilot), P/O. R.A. Ledingham (Nav), Sgt (RNZAF) T.A. Albrey, (WAG) and P/O. J.C. Allen (AG), were declared as "missing". Wreckage from FN973 was subsequently found by the Pennfield Crash Boat, M413 south of the Wolves. On 12 Aug 1943, the body of P/O R.A. Ledingham was picked up by fisherman south of the Wolves and was brought into Black's Harbour by the station's crash boat.</p> <p>TOS: 14 Jun 1943 - TOS by EAC</p> <p>SOS: 20 Jan 1944 - Cat "A" Write-off</p>				
FN974	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V
<p>Ex-USN PV-1, their serial 33330. Delivered to No. 34 OTU at Pennfield Ridge, NB on 9 Jun 1943. To storage on 22 May 1944. Pending disposal from 2 Dec 1945, when it was stored at No. 6 Reserve Equipment Maintenance Unit. Reported with 589:30 hours total time, never overhauled, when placed in storage.</p> <p>TOS: 7 Jun 1943 - Taken on strength by EAC</p> <p>SOS: 7 Dec 1946 - Struck off, to War Assets Corporation for disposal and later sold</p>				

FN975	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V
<p>Ex-USN PV-1, their serial 33332. Suffered Cat "B" accident on 31 Jul 1943 at 14:15 hrs. During a ferry flight, the a/c swung to port on take-off tearing out wheel tail assembly. Allocated to No. 4 Repair Depot on 3 Aug 1943 for salvage.</p> <p>TOS: 14 Jun 1943 - Taken on strength by EAC SOS: 15 Dec 1943 - Returned to British Air Commission in the US for spares & produce?</p>				
FN976	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V
<p>Ex-USN PV-1, their serial ? A RCAF Aircraft Record Card exists for this serial number, indicating it was intended for No. 34 OTU from 7 Jun 1943. This first entry has been crossed out, and there is no further information on the card. No further records that indicate this aircraft was in fact used by the RCAF. According to other sources, this aircraft went to the UK.</p>				
FN977	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V
<p>Allocated to No. 34 OTU at Pennfield Ridge but suffered Cat "A" crash on 12 Jun 1943 at Quonset Point NAS, RI, USA before delivery to Canada. Due to pilot error the a/c swung on take-off and collided with a light AA gun and landed in the sea. The pilot, Sgt (RAF) D.W.J. Odlum was slightly injured but the WAG, WO1 H.T.C. Burley was knocked unconscious and subsequently drowned. There was another third party injury; Cpl. Seymore Wishbone of the US Army on duty at the anti-a/c gun post was struck by the a/c and was seriously injured. The airframe was later allocated for record keeping purposes to No. 4 Repair Depot at Scoudouc, NB on 3 Aug 1944 for write-off.</p> <p>TOS: 25 Jun 1943 - Taken on strength by EAC SOS: 19 Nov 1943 - Cat "A" write-off.</p>				
FN978	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V
<p>Ex-USN PV-1, their serial ? A RCAF Aircraft Record Card exists for this serial number, indicating it was intended for No. 34 OTU from 9 Jun 1943. This first entry has been crossed out, and there is no further information on the card. No further records that indicate this aircraft was in fact used by the RCAF.</p>				
FN979	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V
<p>Delivered to No. 34 OTU at Pennfield Ridge, NB. The a/c suffered a Cat "B" accident at 19:40 hrs on 30 Dec 1943. During a training flight the a/c swung viciously to port with a student pilot flying. As there was no dual control fitted, the instructor, realizing that the a/c would hit trees at the edge of the aerodrome, retracted the u/c and the a/c was subsequently damaged. Allocated to No. 4 Repair Depot on 15 Jan 1944, for storage pending allocation to contractor. To No. 17 Aeronautical Inspection Detachment at Moncton, NB on 28 Mar 1944, then to Clark Ruse Aircraft for crash repairs. To stored reserve with EAC on 26 Sep 1944. Pending disposal from 3 Dec 1945, when it was stored at No. 6 Reserve Equipment Maintenance Unit. Reported with 474:00 hrs total time, never overhauled, when placed in storage.</p> <p>TOS: 9 Jun 1943 - Taken on strength by EAC SOS: 7 Dec 1946 - Struck off, to War Assets Corporation for disposal and later sold.</p>				
FN980	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V
<p>Ex-USN PV-1, their serial ? A RCAF Aircraft Record Card exists for this serial number, indicating it was intended for No. 34 OTU from 14 Jun 1943. This first entry has been crossed out, and there is no further information on the card. No further records that indicate this aircraft was in fact used by the RCAF. According to other sources, this aircraft was delivered to the RAF. Served with No. 75 OTU, and crashed on 6 Jul 1944.</p>				
FN981	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V
<p>Ex-USN PV-1, their serial ? A RCAF Aircraft Record Card exists for this serial number, indicating it was intended for No. 34 OTU from 23 Jun 1943. This first entry has been crossed out, and there is no further information on the card. No further records that indicate this aircraft was in fact used by the RCAF. According to other sources, this aircraft was delivered to the RAF. Served in the Mediterranean, and was struck off on 14 Mar 1946.</p>				

FN982	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	Ex-USN PV-1, their serial 33386. A RCAF Aircraft Record Card exists for this serial number, indicating it was intended for No. 34 OTU from 23 Jun 1943. This first entry has been crossed out, and there is no further information on the card. No further records that indicate this aircraft was in fact used by the RCAF. According to other sources, this aircraft was delivered to the RAF and served with No. 500 Sqn, struck off on 14 Mar 1946.
FN983	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	Ex-USN PV-1, their serial 33387. A RCAF Aircraft Record Card exists for this serial number, indicating it was intended for No. 34 OTU from 17 Jun 1943. This first entry has been crossed out, and there is no further information on the card. No further records that indicate this aircraft was in fact used by the RCAF. According to Robertson, this aircraft was delivered to the RAF. Served in the Mediterranean, and was struck off on 14 Jun 1945.
FP542	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	Ex-USN PV-1, their serial 33461. A RCAF Aircraft Record Card exists for this serial number, indicating it was intended for No. 34 OTU from 13 Jul 1943. This first entry has been crossed out, and there is no further information on the card. No further records that indicate this aircraft was in fact used by the RCAF. Other sources indicate that it served with 459 Squadron, RAF, and was struck off on 4 May 1944.
FP543	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	Ex-USN PV-1, their serial 33463. A RCAF Aircraft Record Card exists for this serial number, indicating it was intended for No. 34 OTU from 13 Jul 1943. This first entry has been crossed out, and there is no further information on the card. No further records that indicate this aircraft was in fact used by the RCAF. Other sources indicate that it served with No. 17 Squadron, SAAF. Reported missing from patrol on 4 Feb 1944.
FP544	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	Ex-USN PV-1, their serial 33462. A RCAF Aircraft Record Card exists for this serial number, indicating it was intended for No. 34 OTU from 13 Jul 1943. This first entry has been crossed out, and there is no further information on the card. No further records that indicate this aircraft was in fact used by the RCAF. Other sources indicate that it served with No. 17 Squadron SAAF and No. 459 Squadron. Reported missing from patrol on 28 Jan 1944.
FP545	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	Ex-USN PV-1, their serial 33464. A RCAF Aircraft Record Card exists for this serial number, indicating it was intended for No. 34 OTU from 14 Jul 1943. This first entry has been crossed out, and there is no further information on the card. No further records that indicate this aircraft was in fact used by the RCAF. Other sources indicate that it served with No. 459 Squadron. Reported missing from convoy escort on 16 Feb 1944.
FP546	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	Ex-USN PV-1, their serial 33465. A RCAF Aircraft Record Card exists for this serial number, indicating it was intended for No. 34 OTU from 14 Jul 1943. This first entry has been crossed out, and there is no further information on the card. No further records that indicate this aircraft was in fact used by the RCAF. Other sources indicate that it served with No. 500 Squadron, RAF. Crashed into sea off Oran, Algeria on 7 Mar 1944.
FP547	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	Ex-USN PV-1, their serial 33466. A RCAF Aircraft Record Card exists for this serial number, indicating it was intended for No. 34 OTU from 14 Jul 1943. This first entry has been crossed out, and there is no further information on the card. No further records that indicate this aircraft was in fact used by the RCAF. Served with No. 459 Squadron and No. 75 OTU, RAF. Struck off by RAF on 14 Mar 1946.

2141	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5091
Ex-USN, BuNo. 33082. Assigned to EAC. To stored reserve EAC by 13 Sep 44.					
TOS: 7 Apr 1943			SOS: 7 Dec 1946 - Struck off to War Assets Corp for disposal & later sold.		
2142	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5103
Ex-USN, BuNo 33094. Assigned to EAC. With No. 113 (BR) Squadron in Nova Scotia, c.1943 to 1944. Coded "C". Suffered "B" cat crash on 15 Apr 1944.					
TOS: 7 Apr 1943			SOS: 26 Oct 1944 - Write-off. Reduced to spares and produce		
2143	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5122
Ex-USN, BuNo. 33113. Assigned to the T&D Establishment at St Hubert, QC. The a/c crashed during a test flight after an engine failed while final approach on 10 Feb 1944 approximately one mile east of St Hubert. The five crew and passengers escaped with some minor and some serious injuries. The airframe was destroyed by fire and was allocated to No. 9 Repair Depot for salvage. Cat "A" write-off.					
TOS: 7 Apr 1943			SOS: 29 May 1944 - Cat "A" write-off.		
2144	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5126
Ex-USN, BuNo 33117. With No. 113 (BR) Squadron in Nova Scotia, c.1943 to 1944. Coded "O". To 34 OTU Pennfield, NB. Struck off, after being lost at sea off Halifax, NS on 3 Jun 1945. The a/c was engaged on a night navigation exercise and went missing. There were no distress calls from the a/c. The crew, P/O S.M. Harju (pilot), Sgt R.L. Bouch (Nav), Sgt. R.E. Bough (WAG) and Sgt W.G. Davidson (WAG), declared "missing" and presumed killed. Cat "A" write-off					
TOS: 19 Apr 1943			SOS: 12 Jun 1945 - Cat "A" write-off		
2145	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5117
Ex-USN, BuNo 33108. With No. 113 (BR) Squadron in Nova Scotia, c.1943 to 1944. Coded "H". Struck off, after damage by fire after a crash at Sydney, NS on 20 Apr 1944.					
TOS: 19 Apr 1943			SOS: 7 Jun 1944 - Cat "A" write-off		
2146	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5133
Ex-USN, BuNo 33124. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "M". Suffered "C" Cat crash on 1 Mar 1945.					
TOS: 19 Apr 1943			SOS: 16 Jan 1947 - Struck off to War Assets Corp for disposal & later sold.		
2147	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5095
Ex-USN, BuNo. 33086. Cat "C" damage on 25 Mar 1945 at RCAF Stn Rockcliffe, ON.					
TOS: 19 Apr 1943			SOS: 8 Jul 1947 - Struck off to War Assets Corp for disposal & later sold.		
2148	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5096
Ex-USN, BuNo. 33087. Assigned to No. 113 Sqn. Struck off after Cat "A" crash on 03 Oct 1943. At 18:39 hrs on 03 Oct 1943, the a/c took off from Sidney, NS on a cross country flight ferrying passengers to Dartmouth, NS. The a/c made a circuit of the aerodrome at very low altitude (50 ft or less) and then commenced a 2nd circuit. In the 2nd attempt, the a/c pulled up into a steep vertical bank to port, stalled and then crashed to the ground from 250 ft. The cause of the accident was attributed to pilot error in maneuvering a heavily loaded a/c too low and too aggressively. All six onboard the a/c perished. These included: W/C A. Laut (2nd pilot), F/O G.D. Issacs (pilot), WO2 F.L. Tye (Nav), WO2 W.R. Drake (WAG), F/Sgt G.P. O'Donnel (WAG) and F/L R.B. Ducan (passenger).					

	TOS: 19 Apr 1943			SOS: 17 Jan 1944 - Cat "A" write-off	
2149	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5129
	Ex-USN, BuNo. 33120. Assigned to No. 34 OTU in Pennfield, NB. Struck off, after going missing at sea on 6 Dec 1944. The dual control a/c was on a routine training flight at night when the weather deteriorated and a/c were recalled to the station. #2149 never returned and was determined to have crashed approximately 10 mi south of the station in the Bay of Fundy. The two pilots on board, F/L A.S. White and F/L H.C.B. Reynolds, both perished.				
	TOS: 19 Apr 1943			SOS: 28 Apr 1945 - Cat "A" write-off	
2150	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5092
	Ex-USN, BuNo. 33083. Assigned to EAC. To stored reserve EAC on 24 Jul 1945.				
	TOS: 19 Apr 1943			SOS: 26 Jun 1947 - Struck off to War Assets Corp for disposal & later sold.	
2151	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5124
	Ex-USN, BuNo 33115. Assigned to EAC in Halifax / Dartmouth. To stored reserve EAC as of 10 Nov 1944.				
	TOS: 19 Apr 1943			SOS: 16 Jan 1947 - Struck off to War Assets Corp for disposal & later sold.	
2152	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5125
	Ex-USN, BuNo 33116. Assigned to EAC. With No. 113 (BR) Squadron in Nova Scotia, c.1943. Coded "N". Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "K".				
	TOS: 19 Apr 1943			SOS: 27 Jun 1947 - Struck off to War Assets Corp for disposal & later sold.	
2153	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5131
	Ex-USN, BuNo 33122. Assigned to EAC. To stored reserve as 13 Sep 1944.				
	TOS: 19 Apr 1943			SOS: 27 Jun 1947 - Struck off to War Assets Corp for disposal & later sold.	
2154	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5139
	Ex-USN, BuNo. 33130. At RCAF Stn Sydney, NS in 1943. To stored reserve on 13 Sep 1944.				
	TOS: 19 Apr 1943			SOS: 7 Dec 1946 - Struck off to War Assets Corp for disposal & later sold.	
2155	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5128
	Ex-USN, BuNo. 33119. Assigned to EAC. To stored reserve as 13 Sep 1944.				
	TOS: 27 Apr 1943			SOS: 26 Jun 1947 - Struck off to War Assets Corp for disposal & later sold.	
2156	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5132
	Ex-USN, BuNo. 33123. Served with No. 145 Squadron. Cat "B" damage on 26 Aug 1944, while serving with No. 113 (BR) Squadron at RCAF Stn Torbay, NF. After a normal but high speed landing, the u/c collapsed at the end of the runway when the a/c was stood on its nose.				
	TOS: 27 Apr 1943			SOS: 6 Nov 1944 - write-off	

2157	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5135
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Ex-USN, BuNo 33126. With No. 113 (BR) Squadron in Nova Scotia, c.1943 to 1944. Coded "W".

TOS: 27 Apr 1943

SOS: 7 Dec 1946 - Struck off to War Assets Corp for disposal & later sold.

2158	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5159
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Ex-USN, BuNo 33150. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "R".

TOS: 30 Apr 1943

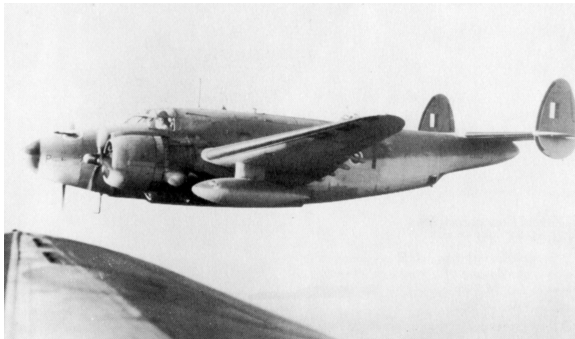
SOS: 7 Dec 1946 - Struck off to War Assets Corp for disposal & later sold.

2159	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5157
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Ex-USN, BuNo 33148. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "P". Suffered "B" Cat crash on 27 Mar 1944. To stored reserve EAC on 13 Oct 1944.

TOS: 30 Apr 1943

SOS: 7 Dec 1946 - Struck off to War Assets Corp for disposal & later sold.



2160	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5169
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Ex-USN, BuNo 33160. Based at RCAF Stn Gander, Newfoundland. With No. 145 (BR) Squadron in EAC, coded "S", by Sep 1943. On 02 Oct 1943 during a flight check from Torbay, NF, the a/c commenced a take-off run. The pilot raised the u/c prematurely and the a/c's nose dropped and the starboard propeller contacted the ground. The a/c bounced, swerved to starboard, crashed and then burned. All of the crew onboard perished. These included: S/L R.L. Lee (pilot), F/L E.L. Robinson (2nd pilot) and F/O A.F. Daunt (2nd pilot) Allocated to sub-Repair Depot in Gander, NF for reduction to spares and produce.

TOS: 30 Apr 1943

SOS: 19 Mar 1944 - Cat "A" write-off



2161	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5141
<p>Ex-USN, BuNo 33132. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "O" (or Q?).</p> <p>TOS: 30 Apr 1943</p> <p>SOS: 7 Dec 1946 - - Struck off to War Assets Corp for disposal & later sold.</p>					
2162	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5136
<p>Ex-USN, BuNo 33127. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "U". Cat "C" damage on 28 Jan 1944 after a taxiing accident. Suffered "B" Cat crash on 10 Feb 1944.</p> <p>TOS: 30 Apr 1943</p> <p>SOS: 26 Oct 1944 - write-off</p>					
2163	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5134
<p>Ex-USN, BuNo 33125. Served with No. 113 (BR) Squadron at RCAF Stn Gander, NF in 1943/44. Coded "B". Cat "B" damage at Gander, NF on 17 Aug 1943.</p> <p>TOS: 30 Apr 1943</p> <p>SOS: 17 Apr 1947 - Struck off to War Assets Corp for disposal & later sold.</p>					
2164	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5161
<p>Ex-USN, BuNo 33152. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "H".</p> <p>TOS: 20 May 1943</p> <p>SOS: 7 Dec 1946 - Struck off to War Assets Corp for disposal & later sold.</p>					
2165 A.452	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5162
<p>Ex-USN, BuNo 33153. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "X". Classified as Instructional Airframe A.452 on 20 Nov 1945. Struck off and sold to the Babb Co (Canada) Ltd. Registered in the US as N5768N by Hunter C. Moody / Decatur Aviation Co, Decatur, IL. Civil conversion completed by 6 December 1951. Used by Sinclair Refining Co, Tulsa OK, New York NY from 5 January 1951 to 1958. To Dallas Aero Service, Dallas, TX as of 3 Apr 1958. Re-registered as N131A to Ada Oil Co, Houston TX as of 3 June 1958. Converted to Super Ventura as of 10 Sep 1958 and used until 1968. To Clarks Aerial Service, Brownfield, TX from 1968 through to 1977. Converted for agricultural ops. as a crop duster, on 25 April 1968. To Brownfield Aerial Inc, Brownfield, TX from 7 Oct 1977 until 1982. Struck-off US register as of April 1982 but still parked at Brownfield as of 1995; derelict by 1987.</p> <p>TOS: 20 May 1943</p> <p>SOS: 4 Oct 1949 and later sold.</p>					
2166	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5164
<p>Ex-USN, BuNo 33155. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "T". Cat "A" damage at Dartmouth, NS on 10 Mar 1945. Details of the accident are unknown.</p> <p>TOS: 20 May 1943</p> <p>SOS: 11 Apr 1945 - Cat "A" write-off</p>					
2167	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5165
<p>Ex-USN, BuNo 33156. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "W". Cat "B" damage on 25 Oct 1943. Struck off and sold. US registered as N64003 by Hunter C. Moody / Decatur Aviation Co, Decatur, IL in 1949. Converted to executive configuration by Spartan Aero. Re-registered as N2331 to Champion Paper & Fibre Co, Hamilton OH from 7 Aug 1950 to 1957. Registration changed to N31CP while still with Champion Paper & Fibre Co from 1957 to 1960. Crashed and was destroyed at Madeira, OH on 19 Feb 1960.</p> <p>TOS: 20 May 1943</p> <p>SOS: 22 Jan 1947 and later sold.</p>					

2168	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5163
<p>Ex-USN, BuNo 33154. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "E". Cat "B" damage on 25 Oct 1943.</p> <p>TOS: 27 May 1943 SOS: 8 Jul 1947 - Struck off to War Assets Corp for disposal & later sold.</p>					
2169	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5166
<p>Ex-USN, BuNo 33157. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "A". Cat "A" damage at Gander, NF on 5 Aug 1943. The a/c was taking off on a convoy escort mission in less than ideal weather conditions. The a/c did not gain altitude on t/o and crashed into a shallow hill 3/4 of mile off the end of the runway and exploded / burned. The four-man crew perished. These included: WO1 W.R.G. Richardson (Pilot), WO2 M.E. Griff (Nav), F/Sgt C.G. Dryan, (WAG) and F/Sgt W.M. Lee (WAG).</p> <p>TOS: 29 May 1943 SOS: 20 Mar 1944 - Cat "A" write-off</p>					
2170	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5247
<p>Ex-USN, BuNo 33238. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "G".</p> <p>TOS: 29 May 1943 SOS: 7 Dec 1946 - Struck off to War Assets Corp for disposal & later sold.</p>					
2171	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5245
<p>Ex-USN, BuNo 33236. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/44. Coded "Y". Struck off, after a Cat "A" crash on 9 Jul 1944 at Goose Bay, NF. The heavily loaded a/c crashed and burned on take-off. Five crew members killed included F/O W.A. Harris (WAG, P/O J.C. Tanner (Pilot), F/O D.W. Hume (Nav), WO M.S. Wood (WAG) and LAC H.A. Stephenson Six passengers including LAC's H.H. Bell, L.C. St. Louis, Cpls C.W.T. Cole, L.C. Forie and Sgt M.K. Duquette were also killed. The accident was attributed to pilot error. The maximum crew / passenger load should have been limited to 8 or 9.</p> <p>TOS: 29 May 1943 SOS: 11 Oct 1944 - Cat "A" write-off</p>					
2172	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5248
<p>Ex-USN, BuNo 33239. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "I". Cat "C" damage on 3 Oct 1944.</p> <p>TOS: 29 May 1943 SOS: 7 Dec 1946 - Struck off to War Assets Corp for disposal & later sold.</p>					
2173	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5241
<p>Ex-USN, BuNo 33232. Served with No. 8 (BR) Squadron on west coast. Ferried from Patricia Bay, BC to Vulcan, AB for storage pending disposal. Sold and registered as N5778N to Hunter C. Moody/ Decatur Aviation Co, Decatur, IL Used by Ohio Oil Co, Findlay, OH in 1955-56. Converted to Super Ventura Mk II. and registered as N555DM by Milner Enterprises, Jackson MS in 1959. To Dumas Milner Corp, Jackson, MS in 1963. Destroyed by a fire on 29 Nov 1963.</p> <p>TOS: 29 May 1943 SOS: 11 Aug 1950 - Struck off to War Assets Corp for disposal & later sold.</p>					

2174	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5170
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Ex-USN, BuNo 33161. Assigned to WAC. Suffered "B" Cat crash on 5 Aug 1943. Struck off and sold to Spartan Air Services, Ottawa, ON and registered as CF-HBW. Acquired by Howard Aircraft Inc. on 24 Apr 1959. Registered as N4968C and converted to Super Ventura. Later became to Howard 500, c/n 500-101. Sold to Volusia Locations Inc., Jun 1963 and registered as N18N. To Husky Aviation Inc. and registered as N365N. Sold to Pacific Petroleum Ltd., Canada, in late 1967 and registered as CF-WKG. Sold to Rawcon de Costa Rica, USA, 1971 and registered as N500B. Sold to Nevada Airline Inc, NV, 17 Apr 1980. Sold to Owen Sound Airways, Canada in Nov 1980 and registered as C-GLOM. To Future Airlines Ltd. in Dec 1980. Returned to USA and stored at Opa Locka, FL, in Jan 1982. Later stored at Fort Lauderdale, FL by Dec 1982. Registration canceled in Feb 1983. Sold to Lucht Land Zee NV, in May 1983 and registered as PJ-LLZ in Paramaribo, Surinam. Impounded at Nassau, Bahamas for drug running flight, Apr 1984. Still stored in derelict condition, as of 2006.

TOS: 29 May 1943

SOS: 19 Mar 1957 - Struck off to War Assets Corp for disposal & later sold.



2175	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5239
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Ex-USN, BuNo 33230. In use at RCAF Stn Patricia Bay, BC in 1944.

TOS: 29 May 1943

SOS: 3 Oct 1946 - Struck off to War Assets Corp for disposal & later sold.

2176	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5246
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Ex-USN, BuNo 33237. Used by No. 8 (BR) Squadron, RCAF Stn Sea Island or Patricia Bay, BC, c. 1943 to 1944. Coded "A". Struck off, after **Cat "A"** damage on 3 Apr 1944. Details of the accident are unknown.

TOS: 29 May 1943

SOS: 14 Aug 1944 - **Cat "A"** write-off

2177	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5244
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Ex-USN, BuNo 33235. Used by No. 8 (BR) Squadron, RCAF Stn Sea Island or Patricia Bay, BC, c. 1943 to 1945. Coded "H" Marked with "77" on the nose and "Ken's Kan Polar Bear" nose art. Post-war was purchased by Howard Aero in San Antonio, TX probably for reduction to spares.

TOS: 29 May 1943

SOS: 11 Aug 1950 - - Struck off to War Assets Corp for disposal & later sold.



2178	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5171
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Ex-USN, BuNo 33162. Used by No. 8 (BR) Squadron, RCAF Stn Sea Island or Patricia Bay, BC, c. 1943 to 1944. Coded "O". With No. 122(K) Squadron in BC, 1944-45. Struck off with 714:40 airframe hours since new.

TOS: 29 May 1943

SOS: 4 Oct 1946 - Struck off to War Assets Corp for disposal & later sold.

2179	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5172
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Ex-USN, BuNo 33163. Assigned to Western Air Command. To stored reserve WAC as of 13 Oc 1944. Pieces recovered near Meritt, BC in 1994, to be used in reconstruction of 2195.

TOS: 29 May 1943

SOS: 3 Oct 1946 - Struck off to War Assets Corp for disposal & later sold.

2180	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5258
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Ex-USN, BuNo 33249. Assigned to WAC. To stored reserve WAC as of 28 Jul 1944. Ferried from Patricia Bay, BC to Vulcan, AB on 27 Nov 1945 for storage pending disposal. Sold to Douglas W. Siple/ Siple Aviation Ltd, Montreal, QC in 1953. To Universal Trading Corp, New York, NY on 25 Nov 1953. Registered as N10485 to Howard Aero Service, San Antonio, TX. Converted to Howard Super Ventura and completed 31 October 1956 at San Antonio, TX, line no. #8. Sold and registered as N1212 to Fruehauf Trailer Co, Detroit, MI from 1956 to 1960. Sold on 20 May 1960 and registered as N2020 to Reserve Mining Co, Silver Bay, MN. To University of Minnesota, Minneapolis, MN from Dec 1963 to 1964. To Andre J. Andreoli/ Associated Developments, Akron, OH as N8020 from 1964 to 1967. To Raymond E. Umbaugh/ Aircraft Data Processing Centre, Boulder, CO in 1967. To Cathedral of Tomorrow Inc, Cuyahoga, OH from 1967 to 1972 registered as N4005. To Unit Electric Control Inc, Orlando, FL from 10 Jul 1972 to 1973. To Dee Howard Aircraft Sales, San Antonio, TX as of 17 Sep 1973. To Billy C. Hayes as of 19 Sep 1973. Sold in May 1975 to Robert Harrison but sale not completed. Later presumed crashed or abandoned during drug ops.

TOS: 29 May 1943

SOS: 11 Aug 1950 - Struck off to War Assets Corp for disposal & later sold.



2181	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5167
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Ex-USN, BuNo 33158. Assigned to EAC. Initially to stored reserve on 21 Oct 1943. To EAC on 25 May 1944. Back to stored reserve on 11 Feb 1945.

TOS: 4 Jun 1943

SOS: 7 Dec 1946 - Struck off to War Assets Corp for disposal & later sold.

2182	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5168
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Ex-USN, BuNo 33159. Assigned to No. 3 TC on 23 Feb 1944. To No. 1 AC on 15 Jan 45. To stored reserve as of 1 Dec 1945.

TOS: 4 Jun 1943

SOS: 5 Jan 1948 - Struck off to War Assets Corp for disposal & later sold.

2183	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5242
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Ex-USN, BuNo 33233. With No. 113 (BR) Squadron in NS and NF, c.1943 to 1944. Coded "D". Flew this unit's last operation out of from Torbay, NF, escort to US convoy, on 16 Aug 1944. To stored reserve on 13 Sep 1944.

TOS: 4 Jun 1943

SOS: 17 Apr 1947 - Struck off to War Assets Corp for disposal & later sold.



2184	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5266
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Ex-USN, BuNo 33257. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "C". To stored reserve on 11 Jul 1945.

TOS: 4 Jun 1943

SOS: 7 Dec 1946 - Struck off to War Assets Corp for disposal & later sold.

2185	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5267
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Ex-USN, BuNo 33258. Used by No. 8 (BR) Squadron, RCAF Stn Sea Island or Patricia Bay, BC, c. 1943 to 1945. Flew this unit's last war time patrol on 16 May 1945, from Patricia Bay. Sold to Spartan Air Services Ltd, Ottawa ON in 1955. US registered as N10473 to D.U. Howard / Howard Aero Services, San Antonio, TX on 14 Jun 1955. Converted to Howard Super Ventura; completed 18 Feb 1957 at San Antonio TX, line no. #11. Registered as N2600 to Socony Mobil Oil Co, New York, NY from 1957 - 62. Converted to Howard 350 config and registered as N9211R still with Socony Mobil Oil Co from 1962 - 64. To Maverick Equipment Co, Ft Worth, TX from 24 Jun 1964 to 1965. Registered as N544B to Bovaird Supply Co, Tulsa, OK from 17 Jun 65 to 1969. To Dee Howard Aircraft Sales, San Antonio, TX from 1969-70. To Buddy Lee & Richard Blake, Nashville, TN on 25 May 1970. To George Nowlan t/a Danny Davis, Brentwood, TN with titles "Danny Davis" & "Music City USA" from 26 May 1971 to 1973. To Basler Flight Service, Oshkosh, WI from 12 Jun 1973 to 1974. To Bronco Mines Inc, Las Vegas, NV from 23 May 1974 to 1975. To Onyx Aviation Inc, Miami, FL on 31 Jan 1975. Seized by Marion County Sheriff, FL and impounded, stored Homestead AFB, FL for 1975. To Aeromedia Inc for Dec 1975-76. To Daniel C. Crowley, Simsbury, CT on 23 Mar 1976. To Kentucky Trust Oil Corp, Miami, FL from 26 May 1976. Seized by US Customs, Fort Lauderdale, FL in Jun 1976. To H & H Inc, New York, NY as of 3 Mar 1978. Seized again by US Customs, Savannah, GA on 6 Mar 1978. To Marian Air Spray Inc, Savannah, GA from 14 Jul 1978. To Triple D Transport Co, Fort Lauderdale, FL on 24 Feb 1979. Was ditched in sea off Guantanamo, Cuba on 27 Apr 1979.

TOS: 10 Jun 1943

SOS: 28 Feb 1951 - Struck off to War Assets Corp for disposal & later sold.



2186	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5269
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Ex-USN, BuNo 33260. Used by No. 8 (BR) Squadron, RCAF Stn Sea Island or Patricia Bay, BC, c. 1943 to 1945. Coded "N". Acquired by Douglas W. Siple / Siple Aviation Ltd, Montreal QC, in 1955 from storage in Vulcan AB. Sold to Universal Trading Corp, New York, NY, 11 Aug 1955. Acquired by Howard Aero Service, San Antonio, TX, 5 Dec 1955 and converted to Howard Super Ventura #22, finished Dec 1957. Sold and used by Cluett Peabody & Co, New York, NY, Dec 1957-1963 registered as N9060. Sold to Rita Corp, 3 Jul 1963. With Fairchild Stratos Corp, Jul 1963-1964. To Chemical & Industrial Corp, Cincinnati, OH, 27 Apr 1964-1968. To William C. Whitesell / Flying W Airways, Fort Lauderdale, FL / Medford, NJ, Nov 1968-72. To R. Cornell Co, Westville, NJ, 3 Mar 1972-73. To R. M. Richards/Onyx Aviation, Miami, FL, 23 May 1973. To Lomax Corp, Jun 14, 1973-1974. To Hydro Development International Ltd, SA, 11 Jan 1974-77. To Onyx Aviation Inc, Oklahoma City, OK, Oct 1977-78. To Southern Aero Traders, Miami, FL, Nov 1978-80. To Milo Brelle, Feb 4, 1980. To Oklahoma Aircraft Corp, Yukon, OK, Oct 1980 and withdrawn from use / stored, 1980-82. Later presumed lost on drug smuggling ops.

TOS: 10 Jun 1943

SOS: 11 Aug 1950 and later sold.



2187	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5270
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Ex-USN, BuNo 33261. Used by No. 8 (BR) Squadron, RCAF Stn Sea Island or Patricia Bay, BC, c. 1943 to 1945. Coded "T". Ferried from Patricia Bay, BC to Vulcan, AB for storage pending disposal on 21 May 1945. Sold and registered as N10472 to Howard Aero Inc, San Antonio, TX in 1955. Registered to Youngstown Sheet & Tube Co, Youngstown, OH on 31 Aug 1956 as N3452. Converted to Howard Super Ventura in Dec 1956 at San Antonio, TX, line no. #9. The aircraft crashed and was destroyed after it dived into the ground near New Castle, PA on 27 Dec 1956.

TOS: 10 Jun 1943

SOS: 27 Feb 1951 - Struck off to War Assets Corp for disposal & later sold.

2188	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5271
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Ex-USN, BuNo 33262. In use at RCAF Stn Patricia Bay, BC in 1945. Ferried from Patricia Bay, BC to Vulcan, AB for storage pending disposal on 28 Feb 1945. Sold and registered as N10474 to Howard Aero Service Inc, San Antonio, TX in 1955. Registered as N200P to National Distillers Corp, New York, NY from 1957-60. Converted to Super Ventura configuration and registered as N230P again to National Distillers Corp. To Borg-Warner Corp, Chicago, IL on 22 Nov 1960 and registered as N18A. On 17 Aug 1962, the a/c crashed into the harbour after takeoff from Chicago, IL.

TOS: 10 Jun 1943

SOS: 28 Feb 1951 - Struck off to War Assets Corp for disposal & later sold.



2189	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5272
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Ex-USN, BuNo 33263. Used by No. 8 (BR) Squadron, RCAF Stn Sea Island or Patricia Bay, BC, c. 1943 to 1945. Coded "Q". Ferried from Patricia Bay, BC to Vulcan, AB for storage pending disposal on 21 May 1945. Sold to Douglas W. Siple/ Siple Aviation Ltd, Montreal QC in 1953. To Universal Trading Corp, New York, NY in 1953 as N10486. To Howard Aero Service Inc, San Antonio, TX in 1960 and converted to Howard Pressurised Super Ventura; completed 15 Apr 1960, C of A issued 19 Apr 1960. Registered as N721N to Nationwide Mutual Insurance, Columbus, OH from 1960-69. Further converted by Howard in 1962; although allocated c/n 500-102, full conversion to H.500 was not completed. To Howell Instrument Inc, Fort Worth, TX from 29 Aug 1969 until 1977. To Waggoner Aircraft Inc, Bethany, OK from 25 Mar 1978. To Oklahoma Aircraft Corp, Yukon, OK as of 21 Mar 1979. To Aggadir Ltd, New York, NY as 14 Jun 1979. On 7 Jul 1979, the a/c ditched into the sea off Aruba, Antilles.

TOS: 10 Jun 1943

SOS: 11 Aug 1950 - Struck off to War Assets Corp for disposal & later sold.



2190	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5275
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Ex-USN, BuNo 33266. Used by No. 8 (BR) Squadron, RCAF Stn Sea Island or Patricia Bay, BC, c. 1943 to 1945. Coded "C". Ferried from Patricia Bay, BC to Vulcan, AB for storage pending disposal on 21 May 1945. Sold and registered as N10475 to Howard Aero Service, San Antonio, TX in 1955 and converted to Howard Super Ventura. Registered as CF-KEH to Pacific Petroleum Ltd, Calgary AB for 1958-59. Registered as N101MC to International Minerals & Chemical Corp in 1961. To Commonwealth Plan Inc, Boston, MA in 1963 and converted to Howard 350 and re-registered as N361MC for 1963-68. to Robertson Aircraft Co, Dallas, TX for 1968-69. To Aviation Properties Inc, Dallas TX Executive Leasing Services Inc, Dallas ,TX in 1970. To Mar Pon Inc, Dallas TX for 1971-72. To Wilson Learning Corp, Minneapolis, MN as 11 Oct 1972. Crashed and was destroyed upon landing at Philadelphia, PA on 15 Oct 1972.

TOS: 10 Jun 1943

SOS: 28 Feb 1951 - Struck off to War Assets Corp for disposal & later sold.



2191	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5280
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Ex-USN, BuNo 33271. With No. 149 (BR) Squadron at Annette Island, Alaska, and/or Terrace BC. Sold Kenting Aviation Ltd, Toronto ON in 1952. US registered as N1506V to Louise Bartlett, New York, NY on 7 Jul 1952. To Lockwood Kessler Bartlett Inc, New York, NY for 1952-54 with civil conversion by Spartan Aero Repair in Feb 1953. To Plymouth Oil Co, Pittsburgh, PA on 26 Oct 1954. Conversion to Howard Super Ventura completed 10 Sep 1955 at San Antonio, TX, line no. #2. Registered as N11P to Plymouth Oil Co named *The Wildcatter* from 1955-62. To Ohio Oil Co, Findlay, OH for 1962-64. To George H. Bailey Co, Fort Wayne, IN from 22 May 1964-68. To Ronald C. Witt, St Paul, MN from 9 Apr 1968-1973. To Onyx Aviation Inc, Oklahoma City, OK as of 14 May 1973. Sold to Pan American Development Co, Long Beach CA: sale not completed. Last reported at Oklahoma City OK in Apr 1974. Later presumed crashed / abandoned during drug ops.

TOS: 10 Jun 1943

SOS: 8 Jun 1953 - Struck off and later sold.



2192	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5282
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Ex-USN, BuNo 33273. Cat "C" damage on 15 Mar 1944, while with No. 8 (BR) Squadron in BC, coded "A". Later with No. 149 (BR) Squadron at Annette Island, Alaska, and/or Terrace BC.

TOS: 10 Jun 1943

SOS: 3 Oct 1946 - Struck off to War Assets Corp for disposal & later sold.



2193	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5327
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Ex-USN, BuNo 33318. With No. 149 (BR) Squadron at Annette Island, AK. After taking off on a routine patrol on 26 Oct 1943, the a/c never returned and was reported as "Missing In Action". The crew consisted of P.O G.C. Marshall (Pilot), P/O A.J. Chandler (Nav), F/Sgt H. Chambers (WAG) and F/S V.C. Arnold (WAG). The crashed remains of the a/c and crew were finally found in Aug 1948 on Prince of Wales Island.

TOS: 10 Jun 1943

SOS: 10 May 1944 - Cat "A" write-off

2194	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5085
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Ex-USN, BuNo 33076. Fitted with dual controls. Used by No. 8 (BR) Squadron, RCAF Stn Sea Island or Patricia Bay, BC, c.1943 to 1945. Coded "B". To stored reserve as of 6 Mar 1945.

TOS: 14 Jun 1943

SOS: 3 Oct 1946 - Struck off to War Assets Corp for disposal & later sold.



2195	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5324
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Ex-USN, BuNo 33315, completed on 6 May 1943. With No. 149 (BR) Squadron at RCAF Stn Patricia Bay, BC, Annette Island, Alaska, and Terrace BC, coded "ZM*R". Stored at Vulcan, Alberta. Converted to Bomb & Gunnery trainer. To No. 1 Air Armament School, RCAF Stn Trenton c.1950 coded GM*N. On 23 Feb 1950 the a/c suffered a serious accident while taxiing after a gunnery training mission. The a/c was being taxied on an ice covered tarmac past a visiting Lancaster which was running all of its engines. The engine slipstream from the Lancaster pushed the tail of the Ventura sideways into a hard snow bank seriously damaging the tail wheel and rear fuselage. There were no injuries to the crew. Struck off and sold to civil register as CF-FAV, with Spartan Air Services. Used for survey work in northern Canada, abandoned after forced landing in NWT on 14 Aug 1953. Being restored to flying condition by Ventura Memorial Flight Association in Edmonton, Alberta, see www.rcafventura.ca. Group found aircraft near Hay River, NWT in 1987, re-registered as CF-ZMR. Main airframe airlifted to Yellowknife Airport by No. 447 Squadron Chinook on 18 Jun 1988. Some pieces of #2179 being used. Work still underway in 2005.

TOS: 14 Jun 1943

SOS: 10 Mar 1951 and later sold.



2196	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5283
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Ex-USN, BuNo 33274. With No. 149 (BR) Squadron at Annette Island, Alaska, and/or Terrace BC. Converted to Bomb & Gunnery trainer. To No. 1 Air Armament School, RCAF Stn Trenton c. 1950. Sold and US registered as N1504V by Louise Bartlett, New York, NY in 1952. To Lockwood Kessler Bartlett Inc, New York, NY as of Nov 1952. To Standard Oil Co, Chicago, IL for 1954-56. Re-registered as N234YU to Ebco Manufacturing Co, Columbus, OH from 1956-73. Converted to Howard Super Ventura during this time. Crashed into Egg Harbour, at Atlantic City, NJ on 1 Feb 1975.

TOS: 15 Jun 1943

SOS: 19 Feb 1953 and later sold.



2197	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5332
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Ex-USN, BuNo 33323. With No. 149 (BR) Squadron at Annette Island, Alaska, and/or Terrace BC. US registered as N64008 by Hunter C. Moody/ Decatur Aviation Co, Decatur, IL in 1948. Re-registered as N164H by M. A. Hanna Mining Co, Cleveland, OH from 1954-64. Executive conversion completed by Spartan Aero, in Tulsa, OK on 5 Mar 1954. To Purdue Aeronautics Corp, Lafayette, IN for 1964-65. To James E. McDaniel, Houston, TX 1965-66. To Gulf & Western, Houston, TX 1966-67. To Pinellas Central Bank & Trust Co, Largo, FL 1967-68. To Clarks Aerial Service, Brownfield, TX and converted to agricultural duster/spreader from 1969-77. To Brownfield Aerial Inc, Brownfield TX in Oc 1977. To E.R. Miether, in Odessa TX as of 31 Mar 1978. Struck-off US register as of 25 Jun 1979. Presumed crashed or abandoned during drug ops.

TOS: 15 Jun 1943

SOS: 22 Jan 1947 - Struck off to War Assets Corp for disposal & later sold.

2198	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5336
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Ex-USN, BuNo 33327. With No. 149 (BR) Squadron at Annette Island, Alaska, and/or Terrace BC. Flew this unit's first mission as a BR squadron; a patrol from Annette Island on 1 Sep 1943. Sold to Lionel Verreault in 1948. To W.C. Siple / Siple Aircraft Ltd. St Johns QC on 22 Jun 1948. US registered as N64004 by Hunter C. Moody / Decatur Aviation Co, Decatur, IL. Conversion to executive configuration completed by Aero Trades Inc, MacArthur Airport, NY completed by 29 Oct 1950. To Triangle Conduit & Cable, New Brunswick, NJ from 1950-56. To Howard Aero Service, San Antonio, TX as of 15 May 1956. To Northern Pump Co, Minneapolis MN from Dec 1957 to 1958. Re-registered as N234P still Northern Pump Co. Converted to Super Ventura completed by 7 Jul 1958 and later upgraded to Howard 350 configuration. To North Star Sales & Leasing, Ft Lauderdale, FL from 2 Feb 1979-80. To Summit Quarries Inc, Summit Station, PA from 22 Jul 1980-83. To Pacific Northwest Lumber, Spokane, WA from Nov 1983-84. Seized by police, New Smyrna Beach, FL on 8 Oct 1984. To City of New Smyrna Beach, FL from 1984-86. To Doan Helicopter Inc, New Smyrna Beach, FL from Oct 1986-92. Offered for sale, Doan auction 30 Oct 1992: to Jim Gregory at auction. To Ben Cart, Townsend GA. To James A. McNally, of Belthesda MD 1994-95. Damaged by fire in starboard wing on ground in Oct 1994. To Patrick Taylor / Taylor Energy Co, New Orleans-Lakefront LA from 12 Jul 1995 until 2007; maintained airworthy 1995-2006. Badly damaged at Lakefront during Hurricane *Katrina* in Aug 2005. To Orange County Great Park, Irvine CA moved by road for restoration for display in Orange County Great Park, on site of the former El Toro MCAS in 2008.

TOS: 15 Jun 1943

SOS: 22 Jan 1947 - Struck off to War Assets Corp for disposal & later sold.



2199	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5340
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Ex-USN, BuNo 33331. Initially with No. 149 (BR) Squadron at Annette Island, Alaska, and/or Terrace BC. Then to No. 34 OTU in Pennfield, NB. Struck off, after **Cat "A"** crash on 22 Jun 1945 at Pennfield. The a/c crashed 2.5 miles northeast of the main aerodrome at 04:25 hrs while on approach to the runway in foggy conditions and exploded upon impact. The four-person crew including F/O L.P. Gravel (Pilot), Sgt. D.H. MacNeil (Nav) and WAG's Sgt. E.A. Balderson and Sgt. J.P. McQuarrie perished.

TOS: 15 Jun 1943

SOS: 17 Jul 1945 - **Cat "A"** write-off

2200	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5333
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Ex-USN, BuNo 33324. With No. 149 (BR) Squadron at Annette Island, AK, and/or Terrace BC. Struck off and sold to Kenting Aviation Ltd, Ottawa, ON in 1952. US registered as N3948C Albert J. Leeward / Leeward Aeronautical Services, in Fort Wayne, IN in 1952. Re-registered as N44R by Rockwell Manufacturing Co, Pittsburgh, PA from 1953-59. Fitted with 3 rocket-assisted takeoff bottles on belly by Pacific Airmotive Corp at Burbank, CA in 1955. Re-registered as N401M to Howard Aero Inc, San Antonio, TX and converted to Howard Super Ventura. Registered then as N45CK in Chun King Corp, Duluth, MN for 1961-66. To Jenno F. Paulucci, Duluth, MN in 1966. To University of Minnesota, Minneapolis, MN for 1967-69. To Clarks Aerial Service, Brownfield, TX on 17 Jul 1969 and converted to agricultural sprayer/duster. Crashed and was destroyed during fire-ant spraying mission near Union Springs, AL on 4 May 1973.

TOS: 15 Jun 1943

SOS: 7 Feb 1952 and later sold.



2201	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5338
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Ex-USN, BuNo 33317. With No. 149 (BR) Squadron at Annette Island, AK, and/or Terrace BC. Also served with EAC, dates unknown. To stored reserve EAC as of 9 Aug 1945.

TOS: 22 Jun 1943

SOS: 7 Dec 1946 - Struck off, to War Assets Corp for disposal & later sold.

2202	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5331
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Ex-USN, BuNo 33319. With No. 149 (BR) Squadron at Annette Island, AK, and/or Terrace BC. Bought by Douglas W. Siple / Siple Aviation Ltd, Montreal QC from storage Vulcan AB in 1951. US registered as N5776N by Hunter C. Moody / Decatur Aviation Co, Decatur, IL on 15 Nov 1951. To Northern Natural Gas Co, Omaha, NE from 10 mar 1952 until 1959. Civil conversion completed in 1952 with further modifications for executive conversion by Spartan Aero, Tulsa, OK in 1954. Re-registered as N507N to Northern Natural Gas Co, Omaha, NE from 23 Mar 1959 to 1961. Conversion to Super Ventura completed by 31 Mar 1959. Damaged in a wheels-up landing at Mason City, IA on 24 Jul 1960. Registered as N507H to Husky Aviation Co, Cody, WY from 1961-64. To Volusia Locations Inc, Saratoga WY as of 21 Dec 1964. To Willis C. Walker, Saratoga, WY from 1964-66. Converted to Howard 350 by Business Aircraft Corp, San Antonio; completed by 18 Apr 1966. To Husky Aviation Co, Cody, WY for rest of 1966. To Penn Aire Aviation, Franklin PA from 13 Feb 1967 to 1968. To Brads Machine Products, Gadsden, AL from 1968-70. To Cessna Finance Corp, Wichita, KS from 4 Jan 1971 to 1972. To R.G. Smith & B. L. Thomas as of 12 Apr 1972. To Hawkinson Enterprises Inc, Port Isabel, TX as of Dec 1972. To M. Lane Powers, Houston, TX from 15 May 1973 to 1975. To Paul D. Finefrock & Ken Whetzel, Hobart, OK as of 16 Jul 1975. Seized by US Drug Enforcement Agency in OK on 25 Jul 1975. Operated by US Customs Service, New Orleans, LA from 1976-78. Flown in black and gold executive colour scheme on counter-drug ops with USNAM, at NAS Pensacola, FL 1978-86. To R. McPherson, Fernando Beach, FL in 1986. Airlifted by helicopter to Fernando Beach for planned restoration but damaged beyond repair in transit. Broken-up for parts in 1987.

TOS: 22 Jun 1943

SOS: 11 Aug 1950 and later sold.



2203	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5328
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Ex-USN, BuNo 33322. With No. 149 (BR) Squadron at Annette Island, AK, and/or Terrace BC. Also served with EAC, dates unknown. To stored reserve EAC as of 6 Apr 1945.

TOS: 22 Jun 1943

SOS: 7 Dec 1946 - Struck off, to War Assets Corp for disposal & later sold.

2204	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5326
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Ex-USN, BuNo 33329. With No. 149 (BR) Squadron at Annette Island, AK, and/or Terrace BC. Flew this unit's last mission; patrol from Terrace on 19 Feb 1944. Sold and US registered as N64001 to Hunter C. Moody / Decatur Aviation Co, Decatur, IL. To Columbia Geneva Steel Corp, San Francisco, CA from 1949-54. Civil exec. conversion by Flying Tiger, Burbank CA, in 1949. To US Steel Corp, San Francisco CA for 1954-56. Fitted jet packs by Aerojet General Corp at Azusa, CA circa 1956. To Crane Co, Chicago, IL as of Mar 1956. Crashed into trees and was destroyed at Jeffersonville, IN on 15 May 1956.

TOS: 22 Jun 1943

SOS: 22 Jan 1947 - Struck off, to War Assets Corp for disposal & later sold.



2205	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5163
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Ex-USN, BuNo 33164. Assigned to EAC. Struck off and sold to Lionel Verreault in 1948. To W. C. Siple / Siple Aviation Ltd, St Johns, QC. To Hunter C. Moody / Decatur Aviation Co, Decatur, IL (C of A issued 31 Aug 1948) and registered as N64005. To Wings Inc, Ambler, PA on 20 Oct 1949. To Sun Oil Co, Philadelphia, PA from 29 Mar 1950 until 1955. Converted to executive aircraft for Sun Oil by Aero Trades Inc, Islip, NY; completed 21 Mar 1950. To Trade Ayer Inc, Linden NJ from 1955 to 1958. Re-registered as N1958S to F. B. Ayer & Associates Inc, New York, NY from 1958 to 1961. Leased to Sun Oil Co, Philadelphia, PA during 1958. To Hugh M. Pierce, Scarsdale, NY for 1961-64. To Herbert H. Ambler on 8 Feb 1964. To Florida Airmotive Sales, Fort Lauderdale, FL on 24 Mar 1964. To K & S Aircraft Inc, Fort Lauderdale, FL on 17 Apr 1964. To Leon H. Patin, Miami, FL on 25 Feb 1965. To Philip J. Mathews & Corey Mandina, Miami FL on 26 Aug 1965. To John C. Piccione & Frank A. Rucerito on 6 Dec 1968. To Drew National Leasing Corp, New York NY for 1969-1971. To Frank A. Hill / Hill Air Co, Fort Lauderdale, FL as of 27 Jul 1971. Destroyed by a windstorm, while parked at Ft Lauderdale on 13 May 1975.

TOS: 25 Jun 1943

SOS: 22 Jan 1947 - Struck off, to War Assets Corp for disposal & later sold.



2206	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5381
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Ex-USN, BuNo 33372. With No. 8 (BR) Squadron on west coast, coded "C". Sold to Spartan Air Service, Ottawa, ON probably for spares as there is no record of subsequent civil registration.

TOS: 25 Jun 1943

SOS: 4 Jun 1952 and later sold.

2207	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5243
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Ex-USN, BuNo 33234. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "Q". Struck off and sold to Hunter C. Moody/ Decatur Aviation Co, Decatur IL in 1949 and registered as N5760N. Used by Quaker Rubber Co. in 1951. Converted to executive configuration by Spartan Aero and registered as N2000C. Operated for Cities Services Co, by Swiflite Aircraft Corp, New York, NY from 1953-1956. Then crashed and was destroyed at Smithtown, NY, after takeoff from Islip-McArthur Airport, Long Island, NY on 26 January 1956

TOS: 25 Jun 1943

SOS: 22 Jan 1947 - Struck off, to War Assets Corp for disposal & later sold.



2208	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5276
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Ex-USN, BuNo 33267. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "L". Struck off, after **Cat "A"** crash at Dartmouth, NS on 16 Feb 1944. The a/c swung to port on take-off for an operational patrol. The pilot aborted the take-off, but the a/c struck a 7 ft high snowbank collapsing the u/c. The a/c then caught fire and was later destroyed by exploding depth charges. The crew all escaped with only minor injuries.

TOS: 5 Jul 1943

SOS: 12 Apr 1944 - **Cat "A"** write-off

2209	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5334
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Ex-USN, BuNo 33325. Assigned to Western Air Command. Later used at RCAF Stn Trenton, ON and assigned to the Air Armament School. On the 04 Feb 1949, after an air gunnery training mission, the a/c ran off the end of the runway during landing and through a steel fence, seriously damaging the a/c. Struck off and sold to Kenting Aviation Ltd, Ottawa, ON in 1952. US registered as N3950C on 29 Feb 1952 by Albert J. Leeward / Leeward Aeronautical Services, of Fort Wayne. IN. Re-registered as N52K by Kraft Foods Co, Chicago, IL on 2 Jul 1952. Civil conversion to executive configuration completed by Spartan Aero Repair, in Tulsa OK by 14 Jan 1953. To Daniel Peterkin / Morton Salt Co, Chicago, IL from 1956 to 1963. Undercarriage collapsed during taxiing at Chicago, IL on 26 Oct 1959. To Povernail Corp, Prairie View, IL as N322PN from 1964-65. Re-registered as N922PN still with Povernail Corp from Dec 1965-1970. Struck-off US register in Jul 1969.

TOS: 5 Jul 1943

SOS: 20 Mar 1952 and later sold.

2210	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5372
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Ex-USN, BuNo 33363. Assigned to Western Air Command. Struck off and sold as CF-HBX to Spartan Air Services Ltd, Ottawa, ON from 1955-59. US registered as N4969C to Howard Aero Inc, San Antonio TX on 13 Jun 1960. Re-registered as N511YP to Petan Co, Santa Barbara CA from 1961-69. Converted to Howard 500 at San Antonio, TX in 1964; Howard 500 (c/n 500-103). Registered as N511Y to McMahons Inc, Santa Barbara, CA from 20 Aug 1969 to 1972. To Dee Howard Aero Sales, San Antonio, TX from Nov 1972-73. To Darrell A. Tomblin Corp, Las Vegas, NV as of 16 Feb 1973. To Lonnie Russell Lsg. & Rental, Birmingham, AL as of 16 Jul 1974. Re-registered as N127LR still with Lonnie Russell Lsg. & Rental as of 9 Feb 1976. To Oklahoma Aircraft Corp, Yukon, OK on 13 Feb 1978. Crashed on landing Key Largo, FL in 1978.

TOS: 5 Jul 1943

SOS: 22 Sep 1952 and later sold.



2211	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5371
<p>Ex-USN, BuNo 33362. Assigned to Western Air Command. Struck off and sold and US registered by Howard Aero Service, San Antonio, TX in 1955. To Champlin Petroleum Co, Ft Worth TX and converted to Howard Super Ventura. Re-registered as N5C to Champlin Oil & Refining Co, Ft Worth, TX from 1959-61. Converted to Howard 350 at San Antonio in 1963. Later registered as N175S Skelly Oil Co, Tulsa, OK from 1963-68. In 1968 to B.B. Saxon Co, Fort Walton Beach, FL. To Gen Aero Inc, San Antonio, TX in 1969. To Sparlinco Corp, Dallas, TX for 1969-70. To Frank Armstrong, Dallas, TX for 1971-72. To Pioneer Ventures Inc, Naples FL for 1972-73. Crashed and was destroyed by fire landing off-airport on a drug flight, at Chimichagua, Colombia on 15 Apr 1973.</p> <p>TOS: 5 Jul 1943 SOS: 28 Feb 1951 and later sold.</p>					
2212	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5279
<p>Ex-USN, BuNo 33272 or 33270(?). Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "J". Cat "C" damage on 21 Mar 1945, at Torbay, NF.</p> <p>TOS: 6 Jul 1943 SOS: 17 Apr 1947 - Struck off to War Assets Corp for disposal & later sold.</p>					
2213	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5268
<p>Ex-USN, BuNo 33259. Assigned to EAC. Struck off, after Cat "A" damage on 2 Sep 1943 at Sydney, NS. Details of the accident are unknown.</p> <p>TOS: 7 Jul 1943 SOS: 10 Feb 1944 - write-off and reduced to spares and produce.</p>					
2214	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5277
<p>Ex-USN, BuNo 33268. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "F". Sold to Hunter C. Moody/ Decatur Aviation Co, Decatur, IL in 1949. Registered as XB-REX to President Miguel Aleman of Mexico in 1952. An executive conversion had been completed by Howard Aero, San Antonio, TX. To Bacon Corp, Santa Monica, CA, advertised for sale as of Oct 1954. Registered as N5399N to Howard Aero Service, San Antonio, TX in 1955 and converted to Howard Super Ventura in May 1955 at San Antonio TX, line no. #1. To Los Angeles Air Service, Las Vegas, NV for 1956-57. To Irving Pasternak, San Antonio, TX. To Indian Drilling Mud Co, Odessa, TX. Back to Howard Aero Inc, San Antonio, TX as of 15 Oct 1960. Used for Howard 500 development flying. Crashed near Bandera, TX during a test flight on 15 Mar 1962.</p> <p>TOS: 7 Jul 1943 SOS: 22 Jan 1947 - Struck off, to War Assets Corp for disposal & later sold.</p>					
2215	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5278
<p>Ex-USN, BuNo 33269. First assigned to Winter Experimental and Training Flight in Kapuskasing, ON on 25 Jan 1944 and then later transferred to Winter Experimental Establishment in Edmonton, AB on 24 Oct 1945. Converted to target tug on 22 Jun 1948. Sold to Kenting Aviation Ltd, Ottawa, ON in 1952. Sold to Lockwood Keller & Bartlett Inc, Great Neck, NY in 1952 and registered as N1505V. To Plymouth Oil Co, Sinton, TX from 19 Oct 1952-54. Civil conversion. by Howard Aero, San Antonio, TX in Jul 1953. Crashed into a mountain near Waynesboro, VA on 20 Nov 1954.</p> <p>TOS: 7 Jul 1943 SOS: 20 Mar 1952 and later sold.</p>					



2216	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5273
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Ex-USN, BuNo 33264. Assigned to EAC. To stored reserve EAC as of 1 Jul 1945.

TOS: 7 Jul 1943

SOS: 7 Dec 1946 - Struck off, to War Assets Corp for disposal & later sold.

2217	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5274
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Ex-USN, BuNo 33265. Assigned to EAC. Cat "B" damage on 30 May 1944. Sold and US registered as N5671N on 9 Jun 1948. To Republic Steel Corp, Cleveland, OH as N3031. Converted to executive config. by Spartan Aero in 1952 and later converted to Howard Super Ventura in Sep 1956 at San Antonio TX, line no. #5. The a/c's undercarriage collapsed during a landing at Hyannis, MA on 26 Apr 1959. Re-registered as N8081 to Republic Steel Corp, Cleveland, OH from Nov 1966. Covered to Howard 350 configuration completed 27 May 1966 To Purdue Aero Corp, Lafayette, IN on 1 Jun 1966 as N730EG. To Edwin J. Gould, New York, NY from 1967-72. To Home Interiors & Gifts Inc in 1973. to Fellowship of Christian Athletes (Dallas Chapter), Dallas, TX as 8 Jan 75. Crashed near Culiacan, Mexico on a drug smuggling flight on 1 Apr 1975.

TOS: 7 Jul 1943

SOS: 22 Jan 1947 - Struck off, to War Assets Corp for disposal & later sold.

2218	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5374
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Ex-USN, BuNo 33365. With No. 115 (BR) Squadron in BC, c. 1943 to 1944. Used by No. 8 (BR) Squadron, RCAF Stn Sea Island or Patricia Bay, BC, at time of crash. Coded "B". Struck off, after **Cat "A"** crash on 25 Apr 1944 on a flight to Tofino, BC. The a/c hit near the 3,500 ft summit of Mt. Bolduc near Cowichan Lake, BC killing the crew of six onboard. Lost were: F/O A. Moynagh, P/O J.E. Moyer, Sgt. H.A. Maki, WO1 B.G.H. Palmer, WO2 L.D. Kerr, and LAC M.T. Robertson.

TOS: 12 Jul 1943

SOS: 14 Jul 1944 - **Cat "A"** write-off.



2219	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5376
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Ex-USN, BuNo 33367. With No. 115 (BR) Squadron in BC, c. 1943 to 1944. Sold post war to Spartan Air Services, Ottawa, ON and registered as CF-FSL.

TOS: 12 Jul 1943

SOS: 4 Jun 1952 and later sold.

2220	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5377
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Ex-USN, BuNo 33368. With No. 115 (BR) Squadron in BC, c. 1943 to 1944. Later on US civil register as N10477, owned by Howard Aero Service of San Antonio, TX from 1951-71.

TOS: 15 Jul 1943

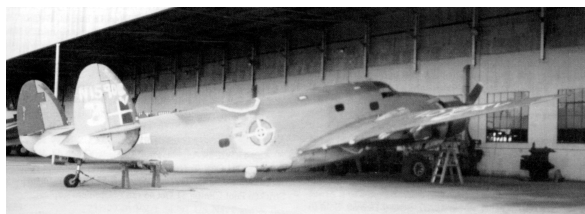
SOS: 25 Feb 1951 and later sold.

2221	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5378
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Ex-USN, BuNo 33369. With No. 115 (BR) Squadron in BC, c. 1943 to 1944. Stored postwar at RCAF Stn Vulcan, AB, before being sold in 1953. First registered as N1590V, to Universal Trading Co. of NYC. At Spartan Aircraft in Tulsa, OK for executive conversion, Dec 1953 to Aug 1955. Damaged on 27 Sep 1955, when undercarriage collapsed during landing at Tulsa, OK. After several changes of ownership, (and re-registered as N159V, then N159U) modified for aerial seeding in 1964, owned by Clark's Aerial Service of Brownfield, Texas. More ownership changes, then 1980 until 1986 N159U stored outside at Fort Lauderdale airport in Florida before being purchased by Aero Nostalgia in 1985, and restored to airworthy condition. In 1988 the aircraft was traded to the RAAF Museum, and N159U became VH-SFF, painted as A59-67 of the RAAF's No 13 Squadron. Flown to Australia, 11 Jun to 11 Jul 1988. The aircraft was flown by the RAAF's Historic Flight until gear up landing after double engine failure on 19 Nov 1996, and VH-SFF is currently in storage awaiting repair to static display condition. Struck off Australian register on 28 Aug 2002.

TOS: 17 Jul 1943

SOS: 11 Aug 1950 and later sold.



2222	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5379
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Ex-USN, BuNo 33370. With No. 115 (BR) Squadron in BC, c. 1943 to 1944. Coded "O". Suffered Cat "C" belly landing at Tofino, BC. Converted to target tug on 22 Aug 1946. Struck and sold. US registered as N456 to Pure Oil Co, Chicago, IL from 1956-61. Damaged in a wheels-up landing, at International Falls, MN on 14 Jun 1957. Damaged in a ground collision, while taxiing Chicago, IL on 20 Jan 1960. The a/c's undercarriage collapsed, while landing at Hobbs, NM on 26 Mar 1961. Registered as N456G on 12 Oct 1962 by Howard Aero Inc, San Antonio, TX. To Business Aircraft Corp, San Antonio, TX from 1964-70.

TOS: 17 Jul 1943

SOS: 22 Sep 1952 and later sold.



2223	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5490
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Ex-USN, BuNo 34600. With No. 115 (BR) Squadron in BC, c. 1943 to 1944. Struck off and sold to Spartan Air Services Ltd, Ottawa, ON in 1952. US registered as N9318H by Albert J. Leeward / Leeward Aeronautical Services, Fort Wayne, IN in 1954. Re-registered as N31J by Southern Aero Inc, in Atlanta, GA in 1956. To C.F. Johnson, in Palm Beach, FL from 1961-64. To Purdue Aeronautical Corp, in Lafayette, IN as of 17 Jan 1963. To Business Aircraft Corp, in San Antonio, TX between 1964-70. Struck-off the US registry on 23 Nov 1970.

TOS: 17 Jul 1943

SOS: 4 Jun 1952 and later sold.

2224	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5488
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Ex-USN, BuNo 34598. With No. 115 (BR) Squadron in BC, c. 1943 to 1944. Also with No. 8 (BR) Squadron in 1944. To stored reserve WAC as of 31 Oct 1945.

TOS: 22 Jul 1943

SOS: 1 Oct 1946 - Struck off to War Assets Corp for disposal & later sold.

2225	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5491
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Ex-USN, BuNo 34601. With No. 115 (BR) Squadron in BC, c. 1943 to 1944. To stored reserve WAC as of 6 Sep 1944.

TOS: 22 Jul 1943

SOS: 22 Sep 1952 and later sold

2226	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5492
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Ex-USN, BuNo 34602. With No. 115 (BR) Squadron in BC, c. 1943 to 1944. Also with EAC, dates unknown. Ferried to Vulcan, AB for storage pending disposal. Struck off and sold to Spartan Air Services Ltd, Ottawa, ON in 1955. US registered as N10476 by Howard Aero Service, in San Antonio TX from 14 Jun 1955 to 1957. Converted to Howard Super Ventura by 16 Oct 1957 at San Antonio, TX, line no. #20. To National Distillers Corp, New York, NY with successive registrations: N100P (1957-59) and N130P (Oct 59). To Pacific Lumber Co, San Francisco, CA with successive registrations: N130PL (Nov 59 - 1961), N430PL (Nov 1961) and N183PL (Dec 1961 - 1964). To John P. Fontaine / Fontaine Truck Equipment Co, in Birmingham, AL from 11 Apr 1964 - 1967. To Robert D. Hodgson from 22 Jan 1968 to 1969. To Scotts Inn Development Co, Columbus, OH from 11 Apr 1969 to 1971. To State Bank of Jacksonville, Jacksonville, FL from 2 Aug 1971 to 1972. To Dee Howard Aircraft Sales, San Antonio, TX as of Oct 1972. To James V. & Marlyn S. Pike from Oct 1972 to 1974. To Aero Union Corp, Chico, CA in open storage from 1974 -2001. To Taigh Ramey, Stockton CA from 2001-2003. To Chico Air Museum, Chico CA, displayed in unrestored condition from 2005-2007. No further details

TOS: 22 Jul 1943

SOS: 28 Feb 1951 and later sold.



2227	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5495
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Ex-USN, BuNo 34605. With No. 115 (BR) Squadron in BC, c. 1943 to 1944. Struck off and sold to Spartan Air Services Ltd, Ottawa, ON in 1954. US registered as N5390N by Howard Aero Service, in San Antonio TX from 1954 to 1959. Became the prototype Super Ventura demonstrator a/c during this period. Re-registered as N46F to Hunt Oil Co, Dallas, TX from 1961-69. Re-registered as N4680 by D.U. Howard, in San Antonio TX as 3 mar 1969. To Clarks Aerial Service, Brownfield TX and converted for agricultural use: duster/spreader from 24 Jul 1969 to 1977. Struck-off US registry on 24 Mar 1977. But later presumed to have crashed / been abandoned during drug ops.

TOS: 22 Jul 1943

SOS: 19 Mar 1957 and later sold.



2228	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5497
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Ex-USN, BuNo 34607. With No. 115 (BR) Squadron in BC, c. 1943 to 1944. Struck off and sold to Spartan Air Services Ltd, Ottawa, ON from 1952-55. US registered as N75382 by Howard Aero Inc, San Antonio, TX from 14 Jun 1955 to 1959.. Flew in 1959 with "Howard 500" titles for publicity purposes. Re-registered as N100M still with Howard Aero Service on 8 Aug 1959. Conversion . to Pressurised Ventura completed at San Antonio on 27 Jan 1960, line no. #28: model renamed Howard 400 and registered as N510N by Howard Aero Service. To Northern Natural Gas, Omaha, NE from Jan 1960 - 61. The a/c's undercarriage retracted on landing, Billings, MT on 12 Apr 1965. Re-registered as N501N to Northern Natural Gas, Omaha, NE from 22 May 1961 until 1965. To Nello L. Teer Co, Durham, NC from 17 Mar 1965 to 1972. To Dee Howard Co, San Antonio, TX as of 31 Jan 1971. To A.P. St. Philip Inc, Tampa, FL for 1972-75. To Casey Aviation Inc, Pittsburgh, PA in 1975-76. To Transective Aviation, Pittsburgh, PA in 1976-77. Re-registered as N2ES still with Transective Aviation from 1977-84. Re-registered as N52ES still with Transective Aviation on 2 Jun 1984. To R. M. Richards / Onyx Aviation, Miami, FL in Oct 1984. To Clifton F. Albright, in Memphis TN as 29 Oct 1984. Sale to Edwin B. Dearborn, Kenner, LA on 12 Nov 1984 not completed and was reported at Ft Lauderdale in Aug 1984. Later presumed to have crashed or been abandoned during drug ops.

TOS: 22 Jul 1943

SOS: 28 Feb 1951 and later sold.



2229	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5373
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Ex-USN, BuNo 33364. With No. 115 (BR) Squadron in BC, c. 1943 to 1944. Struck off and sold and US registered as NX5387N to D.U. Howard, San Antonio, TX in 1956. Re-registered as N101G to Gulf Research & Development Co, Pittsburgh, PA in 1958. Crashed near New Braufels, TX on 9 Jul 1958.

TOS: 22 Jul 1943

SOS: 22 Sep 1952 and later sold.

2230	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5489
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Ex-USN, BuNo 34599. With No. 115 (BR) Squadron in BC, c. 1943 to 1944. Struck and sold. US registered as N10484 to Howard Aero Service Inc, San Antonio, TX in 1955. Converted to Howard Super Ventura in Oct 1957 at San Antonio TX, line no. #19. Re-registered as N4900 to United Transports Inc, Oklahoma City, OK in 1959. To Mid Continent Leasing Co, Amarillo, TX from 1963-68. To King Resources Inc, Denver, CO from 1968-70. To Lee J. Matherne, Houma, LA on 8 Dec 1970 but struck-off US registry by 31 Dec 1970.

TOS: 22 Jul 1943

SOS: 11 Aug 1950 and later sold.

2231	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5494
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Ex-USN, BuNo 34604. With No. 115 (BR) Squadron in BC, c. 1943 to 1944. Flew this unit's last operation, an anti-submarine patrol from Tofino, BC, on 17 Aug 1944. Ferried to Vulcan, AB for storage pending disposal on 25 May 1945. Struck off and sold to Spartan Air Services Ltd, Ottawa, ON in 1954. US registered as N10483 by Howard Aero Service, in San Antonio TX from 24 Sep 1954 to 1956. Re-registered as N101P (8 Jun 1956 - 57) and N711R (31 Jan 1957) still with Howard Aero. Converted to Howard Super Ventura by 27 May 1957 at San Antonio, TX, line no. #14. To E. Cockrell / Cockrell Corp, in Houston, TX from 27 May 1957 to 1970; (conversion. to Howard 350 completed 8 Feb 1965). Re-registered as N815G by Robert B. Phillips / Phillips Advertising Co, in Tulsa OK from 9 Apr 1970 to 1973. To Jean Everest Rental Co, Oklahoma City, OK as of 12 Feb 1973. To Executive Aviation Ltd, Oklahoma City, OK from 2 Apr 1974 to 1975 with survey camera hatch mods. by Hill Air Co. completed in Oct 1975. Impounded for drug running at Teterboro, NJ on 22 Mar 1976. To Jerry Langer & H. Rosenberg as of 3 May 1978. To Air Carriers Inc, Miami, FL from Aug 1978 to 1985. Later broken-up for scrap at Opa Locka.

TOS: 22 Jul 1943

SOS: 22 Aug 1952 and later sold.



2232	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5375
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Ex-USN, BuNo 33366. Assigned to Western Air Command. Ferried from Patricia Bay, BC to Vulcan, AB for storage pending disposal on 25 May 1945. Struck off and sold to Spartan Air Services Ltd, Ottawa, ON and registered as CF-FSL from 1956-59. US registered as N4970C by Howard Aero Inc, San Antonio, TX in Apr 1959. Converted to Howard 500 configuration at San Antonio by 22 Aug 1960; Howard 500 (c/n 500-104). Registered as N420L to Avco Distributing Co, New York, NY from 18 Jul 1960 to 1965. To Republic Steel Corp, Cleveland, OH from 1965-66 as N4201. Later N3031 (1965-1967) then N8031 (1967-68) still with Republic Steel Corp. To Mene Grande Oil Co, Venezuela as 9 Sep 1968 registered as YV-P-AEK and later N8033 in the US. To F.J. Boutell Driveaway Inc, Flint, MI as N80BD on 2 Aug 1971. To Red River Ranch Inc, Fort Lauderdale, FL from 12 Oct 1976. The a/c broke-up in flight near Yosemite, CA during a drug run from Baja, Mexico on 09 Dec 1976.

TOS: 28 Jul 1943

SOS: 28 Feb 1951 and later sold.



2233	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5487
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Ex-USN, BuNo 34597. Served with No. 8 (BR) Squadron on west coast, coded "K". Ferried from Patricia Bay, BC to Vulcan, AB for storage pending disposal on 21 May 1945. Struck and sold to Spartan Air Services Ltd, Ottawa, ON in 1953 and registered as CF-FAW. Returned to Gander, NF, via Prestwick on 16 Apr 1953 after survey in Liberia, with camera installed in belly of rear fuselage, and sporting white and grey paint scheme with blue trim. On 18 Apr 1953, the a/c went missing en route from Gander NF to Ottawa, ON.

TOS: 29 Jul 1943

SOS: 10 Mar 1952 and later sold.



2234	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5493
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Ex-USN, BuNo 34603. To No. 2 AC on 8 Dec 1944. To EAC on 31 Jul 1945.

TOS: 31 Jul 1943

SOS: 8 Jul 1947 - Struck off, to War Assets Corp for disposal & later sold.

2235	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5380
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Ex-USN, BuNo 33371. With No. 113 (BR) Squadron in Nova Scotia, c.1943 to 1944. Coded "A". Struck off, after **Cat "A"** damage at Pennfield Ridge, NB on 22 Jun 1945. The a/c overshot on landing, ploughing through soft ground, ending up on the highway 04:35 hrs but with no serious injuries. The pilot of this a/c was apparently un-nerved by the preceding crash / explosion of a/c #2199.

TOS: 6 Aug 1943

SOS: 17 Jul 1945 - **Cat "A"** write-off.

2236	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5591
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Ex-USN, BuNo 34701. Assigned to Western Air Command. Coded "W". Ferried from Patricia Bay, BC to Vulcan, AB for storage pending disposal on 21 May 1945. Struck off and sold to Spartan Air Services Ltd, Ottawa, ON in 1954. US registered as N5393N by Howard Aero Inc, San Antonio, TX from 17 Sep 1954 to 1956. Re-registered as N345 still with Howard Aero on 5 Jun 1956. Leased to Youngstown Sheet & Tube Co, Youngstown, OH in 1956. Re-registered as N111M by Howard Aero from 31 Aug 1956 to 1957 and converted to Howard Super Ventura configuration by 11 Jan 1957 at San Antonio line no. #10. To Gamble-Skogmo Inc, Minneapolis, MN from 12 Jan 1957 to 1961. Re-registered as N191N still with Gamble-Skogmo Inc from 12 Jun 1961 to 1962. Conversion to Howard 350 configuration completed 23 Apr 1962. To Minnesota Airmotive, Minneapolis, MN on 3 Oc 1962. To Investors Diversified Services Inc. in Nov 1962. Back to Gamble-Skogmo Inc, Minneapolis MN from Nov 1964-65. To Simpson Timber Co, Seattle, WA from 1965-69. Re-registered as N593W by R. H. Bentley, San Antonio, TX on 1 Apr 1969. To Sealy Mattress Co, Houston, TX from 16 May 1969 to 1971. To Austin Management Co from Dec 1971 to 1973. To Mobile Housing Inc, Dallas, TX from 11 Jun 1973. Conversion to Howard Super 350 had been completed by 11 Jun 1973. To J. A. Schell & Al Larkins on 21 Jun 1974. To Raymond F. Johnson, Chicago, IL from 1974-76. To Drug Enforcement Agency, San Antonio, TX on 21 Jul 1976. To US Customs Air Support Unit being impounded, stored at Kelly AFB, TX from 1976-80. To Georgia Historical Aviation Museum, Stone Mountain, GA from 1980-81. To Oklahoma Aircraft Corp, Yukon, OK from 1981-82. To Graham L. Kendall, Oklahoma City, OK from 1982-91. Later presumed to have crashed or been abandoned during drug ops.

TOS: 12 Aug 1943

SOS: 22 Sep 1952 and later sold.



2237	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5593
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Ex-USN, BuNo 34703. Assigned to No. 2 TC on 13 Nov 1944. To No. 2 AC on 1 Dec 1944. To EAC on 31 Jul 1945. To stored reserve as of 15 Sep 1945.

TOS: 12 Aug 1943

SOS: 8 Jul 1947 - Struck off, to War Assets Corp for disposal & later sold.

2238	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5590
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Ex-USN, BuNo 34700. Assigned to No. 2 TC on 13 Nov 1944. To No. 2 AC on 1 Dec 1944. To EAC on 31 Jul 1945. To stored reserve at Greenwood, NS as of 15 Sep 1945.

TOS: 12 Aug 1943

SOS: 8 Jul 1947 - Struck off, to War Assets Corp for disposal & later sold.

2239	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5592
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Ex-USN, BuNo 34702. No. 145 (BR) Squadron, EAC, RCAF Stn Dartmouth, NS in 1943/45. Flew this unit's last operational mission, a patrol from Dartmouth on 9 Jun 1945.

TOS: 17 Aug 1943

SOS: 7 Dec 1946 - Struck off, to War Assets Corp for disposal & later sold.

2240	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5594
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Ex-USN, BuNo 34704. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "I". Used to prototype "Red Light" installation on 20 Dec 1943. Suffered "C" Cat crash on 25 Jul 1944.

TOS: 17 Aug 1943

SOS: 7 Dec 1946 - Struck off, to War Assets Corp for disposal & later sold.



2241	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5596
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Ex-USN, BuNo 34706. Served with No. 145 (BR) Squadron at RCAF Stn Dartmouth, NS in 1943/45. Coded "Z". To stored reserve as of 28 Nov 1944.

TOS: 17 Aug 1943

SOS: 7 Dec 1946 - Struck off, to War Assets Corp for disposal & later sold.

2242	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5597
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Ex-USN, BuNo 34707. Served with EAC and Western Air Command, dates unknown.

TOS: 18 Aug 1943

SOS: 8 Jul 1947 - Struck off, to War Assets Corp for disposal & later sold.

2243	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5595
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Ex-USN, BuNo 34705. With No. 8 (BR) Squadron, coded "D". To stored reserve EAC as of 13 Sep 1944.

TOS: 19 Aug 1943

SOS: 7 Dec 1946 - Struck off, to War Assets Corp for disposal & later sold.

2244	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5599
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Ex-USN, BuNo 34709. Used by No. 8 (BR) Squadron, RCAF Stn Sea Island or Patricia Bay, BC, c. 1943 to 1945. Coded "D". Struck and sold. Displayed on a garage roof, at Tacoma WA for 1950-51. Sold to Fruehauf Trailer Co, Detroit, MI in May 1951. Registered as N1206 from 1952-56 by Fruehauf Trailer Co. Acquired by Howard Aero Service Inc, San Antonio, TX in 1956 for conversion to Howard Super Ventura. Registered as N5034F to Firestone Tire & Rubber Co, Akron, OH from 1961-68. Converted in Oct 1964 as Business Aircraft BA-400 at San Antonio TX: pressurised Howard 500 fuselage with Super Ventura wing. To AiResearch Aviation, Los Angeles CA in 1968. To University of Southern California, Los Angeles, CA November 1968-69 registered as N1970H. Re-registered as N197RD to Rowan Drilling Co, Houston, TX from Nov 1969 to 1972. To Lamb Industries Inc, Lafayette, LA in 1972. Re-registered as N100LR still with Lamb Industries Inc, for 1973-74. To B.B. McCormick & Sons Inc, Jacksonville, FL from 1974-77. To George H. Bailey Co, Fort Wayne, IN as 31 Oct 1977. As of 18 Nov 1977 sold to a buyer in Venezuela, and struck-off US register. registered as YV-183CP. Still stored at Opa Locka, FL, as of Nov 1979. Returned to Venezuela, Apr 1984. Stored at the Santa Marta-Simon Boliver airport, Columbia by Feb 1990. Stated in some refs as owned by ATRAMAR. Transferred to Bogota by Nov 1992. In open storage at Eldorado by Mar 1997. To Aeronautical Museum in Bogota at Catam AFB in 1997 and repainted as FA Columbia (Lodestar) #654.

TOS: 25 Aug 1943

SOS: 3 Oct 1946 - Struck off, to War Assets Corp for disposal & later sold.



2245	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5696
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Ex-USN, BuNo 34806. Assigned to EAC. To stored reserve EAC as of 30 Apr 1945. To No. 1 AC on 21 Jan 1946. To AV Roe in Malton, ON on 2 Jul 1946 to be outfitted as a Bomb & Gunnery trainer. To No. AAS in RCAF Stn Trenton, ON on 26 Mar 1947. On 4 Jul 1950 the a/c suffered "C" Cat damage after sinking into soft soil on the Muskoka Airport runway and nosing over. Struck and sold to Spartan Air Services Ltd, Ottawa, ON in 1955. US registered as N10480 by Howard Aero Service, San Antonio, TX from 1955-56. Converted to Howard Super Ventura configuration by Aug 1956 at San Antonio, line no. #6. Registered as N711Z to Triangle Conduit & Cable, Morristown, NJ from 3 Aug 1956 until 1961. The a/c was damaged when it ran off the runway at Morristown on 13 May 1959. To Commonwealth Plan Inc, Boston, MA in 1963. Also leased to Pennzoil Co in 1963. Re-registered as N9221R by Commonwealth Plan Inc, Boston, MA in 1964. To C.C. Leasing Corp, Baltimore, MD for 1965-66. The a/c was damaged when the landing gear retracted before takeoff at El Paso, TX on 28 Feb 1966. To Aerodyne Engineering Co, Dallas TX in 1967. The landing gear again collapsed on takeoff, Dallas-Love, TX on 28 Feb 1967. To Dee Howard Co, San Antonio, TX for 1967-68. Registered as N446D by Dumod Corp, Opa Locka, FL as of 8 Jan 1968. Registered as N446DD by Coral Drilling Inc, Midland, TX from 31 May 1968 to 1969. To Aviation Services Inc, Little Rock, AR in 1969. To Beta Leasing Inc, Dallas, TX from 12 Dec 1969 to 1972. The a/c crashed and was destroyed after landing on one engine, when it ran off the runway and down a residential street in Austin, TX on 3 Aug 1972.

TOS: 13 Sep 1943

SOS: 18 Mar 1957 and later sold.



2246	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5694
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Ex-USN, BuNo 34804. To stored reserve 2 AC as of 30 Apr 1945. To AV Roe in Malton, ON on 6 Feb 47 to be outfitted as target tug. On 15 Aug 1949, the a/c's lower wing skin and port flap were damaged by the premature explosion of at least two practice bombs when sixteen practice bombs were accidentally jettisoned by a trainee. Cat "D" accident on 27 Mar 1951 after a TT mission when the tail wheel folded on landing and the a/c swung causing the port u/c to collapse. No injuries to the crew. Struck off and sold to Spartan Air Services Ltd, Ottawa, ON in 1955. US registered as N10481 by D.U. Howard, San Antonio, TX from 1955-56. Starting in Mar 1956, conversion to Howard Super Ventura started and was completed by 1 Apr 1957 at San Antonio, line no. #13. Registered as N28C to Kudner Agency Inc, New York, NY from 1 Apr 1957 to 1958. Registered as N20S by Storer Broadcasting Co, Miami, FL for 1958-61. The a/c was damaged on 5 Sep 1958 when JATO bottles fired on ground at La Guardia, NY. Re-registered as N208S still with Storer Broadcasting on 23 Jan 1961. On 7 Nov 1961 to Howard Aero Inc, San Antonio, TX for conversion to Howard 350 configuration. To Oral Roberts Evangelistic Assoc., Tulsa, OK from 1961-69. The a/c ground suffered collision with DC-7 N632C, at Denver, CO on 24 Jan 1965. To Camp Meeting Revival Inc, Arlington TX from 1969-74. To Church of Compassion, Dallas, TX from 1974-78. To Aircraft Associates, Long Beach, CA from 1978-79. Impounded on 28 Mar 1979 until 1981 by Polk County Sheriffs Dept, FL due to drug running. To Don M. Hendricks/ Hendricks Aero Service from 1 Apr 1981-82. To Airlift Inc, Marietta GA as of 5 Feb 1982. To Skyriders Airfreight Inc, Tulsa, OK as of 22 Feb 1982. Sold on 12 Jul 1982 to Alpha & Omega Richard Lee & Steve Kehmeler but sale not completed. Later presumed to have crashed or been abandoned during drug ops.

TOS: 13 Sep 1943

SOS: 18 Mar 1957 and later sold.

2247	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5697
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Ex-USN, BuNo 34807. Assigned to WAC. To stored reserve WAC as of 6 Sep 1944. Back to WAC on 3 Nov 1944. Back to stored reserve as of 25 May 1945. The a/c was ferried from Patricia Bay, BC to Vulcan AB for storage pending disposal on 21 May 1945. Struck off and sold to Douglas W. Siple / Siple Aviation Ltd, Montreal, QC in 1952. US registered as N5779N by Hunter C. Moody / Decatur Aviation Co, Decatur, IL from 3 Apr 1952-53. Noted at Long Beach, CA on 20 Mar 1953, still in weathered RCAF paintwork and roundels marked as "2247 / R". To Ohio Oil Co/ Marathon Oil Co, Findlay, OH from 27 Jun 1953-57 and civil conversion to executive aircraft completed by 2 Aug 1954 by Ohio Aviation Co. To Trans International Airlines, Oakland CA from 31 Jan 1957 to 1962. Registered as N151V to Raymond J. Leeward / Trans International Airlines, Miami, FL from 10 Sep 1962 to 1963. To Angels Inc, Tampa, FL from Dec 1963 to 1966. To Southaire Inc, in Memphis, TN as of 4 Apr 1966. To Carolina Aircraft Corp, Fort Lauderdale, FL as of 9 Aug 1966. To John W. Debaun, in Hewitt NJ from 8 Oct 1966 to 1970 and the a/c was named *Winnie June Flying Camper*. To Lonnie D. Clark / Clarks Aerial Service, Brownfield, TX from 23 Jan 1970 to 1977 where it was converted to an agricultural duster / spreader. To Brownfield Aerial Inc, Brownfield TX from 7 Oct 1977-78. To I.N. "Junior" Burchinal / Flying Tigers Air Museum, in Paris TX from Nov 1978 to 1983. To James P. Maclvor, Miami, FL as of 14 Feb 1983. To USMC Museum, MCAS Quantico, VA in open storage as of 20 Jun 1983.

TOS: 16 Sep 1943

SOS: 11 Aug 1950 and later sold.



2248	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5598
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Ex-USN, BuNo 34708. With No. 113 (BR) Squadron in Nova Scotia, c.1943 to 1944. Coded "B". To stored reserve as of 8 Aug 1945. Struck off and sold. US registered as N5065N by Spartan Aircraft Co, Tulsa, OK, dates unknown. Converted to executive configuration by Spartan Aero. Registered as N3030 to Republic Steel Corp, Cleveland, OH from 1949-59. Conversion to Howard Super Ventura completed by Jun 1960 at San Antonio, TX, line no. #2 and re-registered as N3060 still with Republic Steel Corp. To Wings Leasing Corp, Reno, NV from 1963-64 and re-registered as N30606 still with Wings Leasing Corp from Dec 1964 to 1966. To Dee Howard Co, San Antonio, TX in Oct 1966 as N16777. Converted in San Antonio by Nov 1966 to Howard 350 configuration but marketed as "Howard Eldorado 700". To Interstate Aircraft Leasing Corp, Columbus, OH for 1967-69. To Scoa Industries Inc, Columbus, OH from 1969-70. To Lease Air Inc, Youngstown OH for Dec 1970-1971. Registered as N25YC to Youngstown Cartage Co, Youngstown, OH on 18 Jan 1971. The a/c crashed and was destroyed during a landing at Philadelphia, PA on 11 Sep 1971.

TOS: 18 Sep 1943

SOS: 22 Jan 1947 - Struck off, to War Assets Corp for disposal & later sold.



2249	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5698?
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Ex-USN, BuNo 34808. Assigned to EAC. Used by 34 OTU at Pennfield Ridge. Coded "L" to stored reserve as of 30 Jan 45. Struck and sold. US Registered as N64009 by Hunter C. Moody / Decatur Aviation Co, Decatur, IL, in 1948-49. Re-registered as N51A to Parker Pen Co, Janesville, WI in 1952-54. Then became N2329 with Champion Paper & Fibre Co, Hamilton, OH in 1955. Re-registered as N24CP still with Champion Paper & Fibre Co from 1957-61. To Howard Aero Inc, San Antonio, TX in 1963. To Business Aircraft Corp, San Antonio TX from 1963-1970. Was given partial conversion to Howard 350 configuration in Nov1963. Struck-off the US register by 23 Nov 1970.

TOS: 24 Sep 1943

SOS: 22 Jan 1947 - Struck off, to War Assets Corp for disposal & later sold.



2250	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5700?
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Ex-USN, BuNo 34809. Served with EAC and Western Air Command, dates unknown. To stored reserve No. 2 AC as of 30 Jan 1945. To stored reserve EAC as of 6 Apr 1945.

TOS: 24 Sep 1943

SOS: 16 Jan 1947 - Struck off, to War Assets Corp for disposal & later sold.



2251	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5701
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Ex-USN, BuNo 34811. Assigned to WAC. To No. 2 AC on 2 Jan 1945. Had new prototype wireless installation on 21 May 1945. To stored reserve as of 3 Oct 1945.

TOS: 24 Sep 1943

SOS: 3 Oct 1946 - Struck off, to War Assets Corp for disposal & later sold.

2252	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5703?
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Ex-USN, BuNo 34813. With No. 122(K) Squadron at RCAF Stn Sea Island, BC, 1944/45. To stored reserve WAC as of 19 Jul 1944. Back to WAC on 15 Dec 1944. Back to stored reserve as of 18 Sep 1945.

TOS: 23 Sep 1943

SOS: 3 Oct 1946 - Struck off, to War Assets Corp for disposal & later sold.

2253	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5705
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Ex-USN, BuNo 34815. With No. 8 (BR) Squadron in 1945. Ferried from Patricia Bay, BC to Vulcan, AB for storage pending disposal on 21 May 1945. Struck off and sold to D.U. Howard, San Antonio, TX and registered as N5394N from 1954-56. Conversion to Howard Super Ventura configuration was completed in Jul 1957 at San Antonio TX, line no. #17. Registered as N685 to D.U. Howard also in 1957. To Standard Oil Co, Chicago, IL from 1961-65. Registered as N910V to Nine Ten Corp, Chicago, IL from 1 Jun 1965 until 1972 and operated for Standard Oil. To IMC Mint Corp in 1973. To Sky High Inc in 1975. To John A. O'Connell, in Miami, FL for 1977-78. To Indiana Board of Pharmacy, Indianapolis, IN as of Jun 1978. Seized by Hendry County Sheriff, La Belle, FL due to drugs for 1979-80. To Southern Aero Traders, Opa Locka, FL for 1980-82. Struck-off the US register by Nov 1983. Later presumed to have crashed or been abandoned during drug ops.

TOS: 23 Sep 1943

SOS: 22 Sep 1952 and later sold.



2254	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5702
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Ex-USN, BuNo 34812. To stored reserve WAC on 21 Jun 1944. Ferried from Patricia Bay, BC to Vulcan, AB for storage pending disposal on 21 May 1945. To AV Roe in Malton, ON to be converted to target tug on 2 Aug 1946. Dazzle painted in overall yellow with black diagonal stripes. To No. 1 AAS at RCAF Stn Trenton as of 11 Aug 1947. Struck off and sold to Spartan Air Services Ltd, Ottawa, ON in 1953. US registered as N1079 by D.U. Howard in San Antonio, TX. Converted to Howard Super Ventura configuration by Mar 1957 at San Antonio, line no. #12. Registered as N200P to National Distillers Corp, New York, NY from 1956-61. Re-registered as N200G to Green Construction Co, Owensboro, KY in 1961. From Nov 1962 to 1964 to Business Aircraft Corp, San Antonio, TX as N539N and converted to Howard 350 configuration. To Reading-Bates Offshore Drilling, Tulsa, OK from 1964-69. To Dee Howard Aircraft Sales Inc, San Antonio, TX from 1969-72, To L.M. Adamson Construction Co, Marietta, GA from 19 Nov 1973 until 1976. Struck-off US register in 1976. Later presumed to have crashed or been abandoned during drug ops.

TOS: 24 Sep 1943

SOS: 18 Mar 1951 and later sold.



2255	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5700
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Ex-USN, BuNo 34810. Assigned to WAC. To stored reserve as of 25 May 1945. Ferried from Patricia Bay, BC to Vulcan, AB for storage pending disposal on 21 May 1945. Struck off and sold to D. U. Howard / Howard Aero, San Antonio, TX registered as N5392N for 1954-56. To D.H. Braman, Victoria, TX in 1956. Conversion to Howard Super Ventura completed by Jun 1956 at San Antonio. line no. #3. Registered as N539 to Copano Oil, Victoria, TX in 1957. To Howard Aero Inc, San Antonio, TX in 1959. The a/c's gear collapsed on landing at San Antonio, TX on 7 May 1959. To Utex Exploration Co, Moab, UT from 1959-61. Registered as N350S to Business Aircraft Corp, San Antonio, TX in 1963-64 and converted to Howard 350 at San Antonio in Jun 1963. To French Oil & Tool Co, Odessa, TX for 1964-69. Leased to George W. Downs Agency, Freedom, CA for 1967-68. To Financial South Leasing Corp, New Orleans, LA for 1969-72. To Tom Hill, Richardson, TX in 1973. To Onyx Aviation Inc, Miami, FL in 1974. Registered as N555JM to United Engines Inc, Oklahoma City, OK in 1974. Registered as N855JM to Onyx Aviation Inc, Miami FL in 1976. To B.L. Skidmore, Miramar, FL as of 10 Feb 1977. Later seized by US Customs Service in Miami FL in 1977. To Crossroads State Bank and auctioned off in Feb 1978. Struck-off the US register by Feb 1980. Later presumed to have crashed or been abandoned during drug ops.

TOS: 30 Sep 1943

SOS: 22 Sep 1952 and later sold.



2256	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5887
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Ex-USN, BuNo 34997. Assigned to WAC. To stored reserve as of 30 Jan 1945. To AV Roe in Malton, ON and converted to target tug on 22 Jan 1948. To AAS RCAF Station Trenton, ON as of 14 Apr 1949. To 6 RD as of 27 Feb 1953. Struck off and sold to Spartan Air Services Ltd, Ottawa, ON in 1955. US registered as N10478 by Howard Aero Inc, San Antonio, TX from 1955 to 1961. Converted to Howard Super Ventura by Jul 1957 at San Antonio, line no. #15. Registered as N5033F to Firestone Tire & Rubber Co, Akron, OH from 1961-68. To Aircraft Trading Co, in San Antonio, TX from 1968-69. To Coastal States Gas Producing Co, Houston, TX form 1969-70. To Karan Corp, in Minneapolis, MN as of 24 Aug 1972. Suffered ground-loop on takeoff and struck a fence in Lakeville, MN on 10 Jul 1972. Later crashed during a landing and was destroyed by fire, at Tucumcari, NM on 3 Dec 1972.

TOS: 16 Nov 1943

SOS: 18 Mar 1957 and later sold.

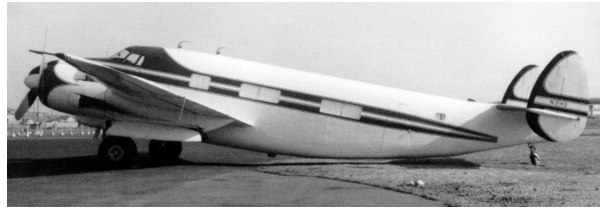


2257	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5249?
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Ex-USN, BuNo 33240. To No. 3 TC on 16 Feb 1944. To stored reserve No. 2 AC as of 10 Jan 1945. To AV Roe in Malton, ON to be converted to target tug on 2 Aug 1946. Dazzle painted in overall yellow with black diagonal stripes. To RCAF Station Trenton, ON on 24 Sep 1947. To No. 6 RD on 21 Jul 1952. Struck off and later sold to Spartan Air Services Ltd, Ottawa, ON in 1955. Sold to US as N10488 with Howard Aero Service, San Antonio, TX and converted to Howard Super Ventura configuration in 1956 at San Antonio, line no. #4. Registered as N340 to National Steel Corp, Pittsburgh, PA from 1955 to 1969. Damaged in a ground loop, at Valparaiso, IN on 15 Apr 1968 and later repaired. Sold and registered as N3403 to National Steel Corp, West Mifflin, PA. Struck a snowbank on takeoff, Otsego County, MI on 2 Mar 1969.

TOS: 16 Nov 1943

SOS: 18 Mar 1957 and later sold.



2258	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5880
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Ex-USN, BuNo 34990. Assigned to EAC on 25 May 1944. To stored reserve as of 1 Jul 1945. Struck off and sold. US registered as N64002 to Hunter C. Moody / Decatur Aviation Co, Decatur, IL in 1948-49. Converted to executive configuration by Spartan Aero circa 1953. Registered as N21W to Transcontinental Gas Pipeline Corp, Houston, TX from 1954-64. Suffered a wing fire on engine start, at Atlantic City, NJ on 9 Sep 1962. Registered as N216U to American Machinery & Foundry Co, Shreveport, LA as of 4 May 65. To Florida Aircraft Leasing Corp, Miami, FL for 1965-66. To Miami Aviation Corp, Opa Locka, FL in 1966. To Palm Coast Agency Inc/ Lucayan Air Services, Freeport, Bahamas from 31 Mar 1967 to 1971. Sold to a buyer in Uruguay, and struck-off the US register as if 20 Jul 1971. Registered as CX-BCY to Onda S.A., Montevideo for 1971-72. Later presumed to have crashed or been abandoned during drug ops.

TOS: 23 Nov 1943

SOS: 22 Jan 1947 and later sold.



2259	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5889?
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Ex-USN, BuNo 48653. Served with EAC and Western Air Command, dates unknown. Coded "H". To stored reserve as of 30 Jan 1945.

TOS: 26 Nov 1943

SOS: 16 Jan 1947 - Struck off, to War Assets Corp for disposal & later sold.



2260	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5886
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Ex-USN, BuNo 34966. Initially to WAC stored reserve as of 26 Nov 1943. Struck off, after Cat "B" damage on 6 Jul 1945 at Municipal Airport near No. 10 RD.

TOS: 26 Nov 1943

SOS: 24 Aug 1945 - write-off

2261	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5893
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Ex-USN, BuNo 48657. Used by No. 8 (BR) Squadron, RCAF Stn Sea Island or Patricia Bay, BC, c. 1943 to 1945. Coded "B". At Abbotsford, BC in 1945. To stored reserve as of 20 Sep 1945.

TOS: 26 Nov 1943

SOS: 3 Oct 1946 - Struck off, to War Assets Corp for disposal & later sold.



2262	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5890
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Ex-USN, BuNo 48654. Assigned to WAC as of 13 Dec 1943. To stored reserve as of 30 Jan 1945. To AV Roe in Malton, ON and converted to bombing and gunnery trainer on 6 Feb 1947. To AAS RCAF Stn Trenton on 2 Oct 1948. To storage at 6 RD on 13 Oct 1951. Struck off and sold to Kenting Aviation Ltd, Toronto, ON in 1952. Later US registered as N3949C to Albert J. Leeward / Leeward Aeronautical Service, in Fort Wayne, IN as of 22 Feb 1952. Re-registered as N165H to M.A. Hanna Mining Co, Cleveland OH, from 1952-65. Executive conversion was carried out by Spartan Aero, in Tulsa, OK in 1953. To Ohio State University, in Columbus, OH as of 18 October 1965. To Westernair of Albuquerque, Albuquerque, NM as of 11 Jun 1966. To William C. Whitesell / Thunderbird Airways, Medford, NJ from 1966-68. To William C. Whitesell / Flying W Airways, Medford, NJ as of 28 May 1968 and converted to agricultural sprayer / seeder configuration in Mar 1969. To Brownfield Aerial Inc, Brownfield, TX from 1977-79. To Oklahoma Aircraft Corp, Yukon, OK as of 21 Mar 1979. To John J. Rutkosky / Flagler Beach Aero, Flagler Beach, CA from 1979-82. To Almeckair Inc, Miami, FL from 1982-84. To Audrey S. McPherson, Fernadina Beach, FL as of 27 Mar 1984 and planned registry of N367 but not take up. Later registered as N165H to PV-1 Ventura Corp, Westo, MA from 6 Nov 1984 to 1990 with a planned restoration to military PV-1 configuration as a warbird. To Airplane Sales International Corp, Beverly Hills, CA from 1990-95. To Museu Aeroespacial, Campos dos Afonsos AB, in Rio de Janeiro and restored to military configuration at the Museum from 1996-98; displayed as of 2000 fully restored as a FA Brasileira aircraft.

TOS: 3 Dec 1943

SOS: 5 Mar 1952 and later sold.



2263	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5892
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Ex-USN, BuNo 48656. Assigned to WAC. Fitted with dual controls. Suffered Cat "B" wheels-up landing at Port Hardy, BC on 2 Feb 1944. Converted to bombing and gunnery trainer on 22 Jun 1948. Served with No. 1 Aerial Armament School, at RCAF Stn Trenton, Ontario, coded "DK*R". Struck off and sold. US registered as N5549N to Albert C. Leeward / Leeward Aero Sales Inc, Fort Wayne, IN from 1954-56. To Trade Ayer Inc, Linden, NJ in 1957. Registered as N18N to Union Carbide & Carbon Corp, New York, NY in 1958. Re-registered as N181V to Volusia Locations, Saratoga, WY in 1961. To International Aircraft Service, Oakland, CA for 1963-64. To Business Aircraft Corp, San Antonio, TX in 1964 and converted to Howard 350 at San Antonio in Mar 1965. Registered as N510RA to Robbins Aviation Corp, Pontiac, MI in Dec 1964. Registered as N510R to G.W. Corp, Chicago, IL from 1965-68. Registered as N350Q to Westernair of Albuquerque, Albuquerque, NM from 1968-69. To Aviation Equipment Corp of America Inc, Washington, DC for 1969-70. To Capitol Florida Associates Inc, Alexandria, VA as of 10 Apr 1970. The a/c landed wheels-up and was destroyed by fire, at Opa Locka, FL on 18 Aug 1970.

TOS: 3 Dec 1943

SOS: 16 Oct 1953 and later sold.



2264	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5894
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Ex-USN, BuNo 48658. Assigned to WAC. Ferried through Winnipeg, en route to Rockcliffe, on 9 Mar 1947. In use at RCAF Stn Trenton, Ontario in 1952. Struck off strength and sold to Spartan Air Services Ltd, Ottawa, ON in 1955. US registered as Howard Aero Service Inc, San Antonio, TX in 1955-56 and converted to Howard Super Ventura by Sep 1956 at San Antonio line no. #7. Registered as N99G to Gulf Oil Corp, Pittsburgh, PA as of 31 Aug 1956 and fitted with under-belly RATO rockets in 1957. Registered as N36R to JAR Corp, Miami, FL in 1959. To Ryder System Inc, Miami, FL for 1959-60. Back to JAR Corp, Miami, FL for 1961. Converted to Howard 350 configuration at San Antonio circa 1961. Registered as N236R to Butler Co, Chicago, IL for 1962-64. The a/c was damaged in a heavy landing at Washington, DC on 23 Jul 1962. To Russell Stover Candies Inc, Lincoln, NE for 1964-68. To Robertson Aircraft Co, Dallas, TX for 1968-70. To Dan Futrell, Nashville, AR for 1971-72. To MET Transportation Co, Jenkins, KY in 1972. Registered as N10TP to Tesoro Petroleum Inc, Manila, Philippines as of Jan 1973 and delivered to the Philippines via Oakland, CA in Mar 1973. To International Fruit & Produce Co, Manila, Philippines as of 2 Feb 1973. The a/c crashed and was destroyed after a forced landing in a rice field, near Iloilo, Philippines on 22 Jun 1973.

TOS: 3 Dec 1943

SOS: 18 Mar 1957 and later sold.



2265	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5891
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Ex-USN, BuNo 48655. Assigned to WAC. Ferried from Patricia Bay, BC to Vulcan, AB for storage pending disposal on 21 May 1945. Struck off and sold to Douglas W. Siple / Siple Aviation Ltd, Montreal QC in 1953. US registered as N10487 by Universal Trading Corp, New York, NY as of Nov 1953. To Howard Aero Services Inc, San Antonio, TX and converted to Howard Super Ventura configuration completed as of 13 Jun 1957 at San Antonio, line no. #16. Registered as N515 to Ohio Oil Co, Findlay, OH for 1957-61. Back to Howard Aero Inc, San Antonio, TX as N511U and converted to Howard 350 configuration at San Antonio in 1962. Back to Ohio Oil Co/ Marathon Oil Co, Findlay, OH for 1962-63. To Lone Star Steel Co, Dallas TX as N151LS from 1963-67. Registration changed to N1514S still with Lone Star Steel Co for 1967-68. To Hunsaker Truck Lease Inc in Carrollton, TX from 1968-1973. To Dee Howard Aircraft Sales, San Antonio, TX as of 25 Sep 1973. To Vernon R. Shurmon, in Brownville, TX as of 2 Nov 1973. To Reagan & Co, San Antonio, TX from 1974-75 To Millwood Aviation, in New York, NY from 1975-78. To Ventura Air Inc, Miami, FL from 1978-79. To Inter Island Shipping Inc, West End, Bahamas as of 8 Mar 1979. The a/c made forced landing in a swamp Dania, FL after take-off from Fort Lauderdale, FL, and was destroyed by an ensuing fire on 26 May 1979.

TOS: 9 Dec 1943

SOS: 11 Aug 1950 and later sold.



2266 Lockheed-Vega Lockheed-Vega Ventura V-146 / G.R. Mk. V

Ex-USN, BuNo 48737. Lost at sea, out of Dartmouth, NS, date unknown. **Cat "A"** write-off.

TOS: 28 Dec 1943

SOS: 25 Apr 1945 - **Cat "A"** write-off.

2267 Lockheed-Vega Lockheed-Vega Ventura V-146 / G.R. Mk. V

Ex-USN, BuNo 34901. With No. 113 (BR) Squadron in Nova Scotia, c.1943 to 1944. Coded "K". Struck off, after **Cat "A"** damage on 21 Apr 1945, at Dartmouth, NS.

TOS: 6 Jan 1944

SOS: 16 May 1945 - **Cat "A"** write-off.

2268 Lockheed-Vega Lockheed-Vega Ventura V-146 / G.R. Mk. V 5990

Ex-USN, BuNo 48754. At RCAF Stn Torbay, NF in 1945. Sold and US registered as N64006 to Hunter C. Moody / Decatur Aviation Co, Decatur, IL in 1949. Later registered as N5119 with General Motors Corp, Detroit MI from 1954-56. Later became N51190 still with General Motors Corp, Detroit MI from 1960 to 1961. To Howard Aero Inc, San Antonio, TX in 1963. To Business Aircraft Corp, San Antonio, TX from 1964 to 1970. No further records.

TOS: 6 Jan 1944

SOS: 22 Jan 1947 - Struck off to War Assets Corp for disposal & later sold.

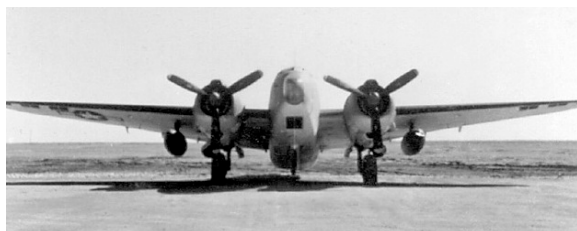


2269 Lockheed-Vega Lockheed-Vega Ventura V-146 / G.R. Mk. V 5987?

Ex-USN, BuNo 48751. Assigned to No. 2 AC on 1 Dec 1944. To EAC on 31 Jul 1945. To stored reserve as of 15 Sep 1945.

TOS: 11 Jan 1944

SOS: 8 Jul 1947



2270 Lockheed-Vega Lockheed-Vega Ventura V-146 / G.R. Mk. V 5989?

Ex-USN, BuNo 48753. Struck off, after **Cat "A"** damage at Winnipeg on 3 Dec 1944. Details of the accident are unknown.

TOS: 11 Jan 1944

SOS: 21 Jun 1945 - **Cat "A"** write-off.

2271	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5992?
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Ex-USN, BuNo 48756. Used by No. 8 (BR) Squadron, RCAF Stn Sea Island or Patricia Bay, BC, c. 1943 to 1945. Coded "O". To storage at Calgary, AB on 1 Jun 1946. To AV Roe in Malton, ON and converted to target tug on 8 Mar 1947. To AAS at RCAF Stn Trenton, ON 26 May 1947.

TOS: 11 Jan 1944

SOS: 8 Sep 1947 - Struck off to War Assets Corp for disposal & later sold.

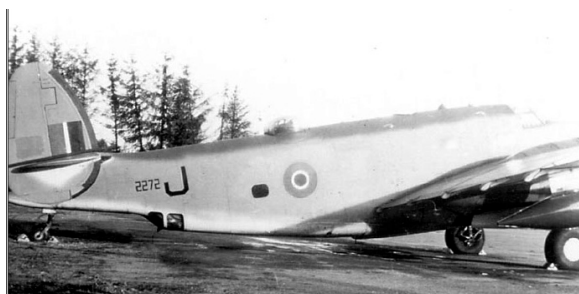


2272	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5991?
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Ex-USN, BuNo 48755. With No. 122(K) Squadron in BC, 1944/45. Coded "J". Had 395:50 airframe hours when struck off.

TOS: 19 Jan 1944

SOS: 29 Oct 1947 - Struck off to War Assets Corp for disposal & later sold.



2273	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5988
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Ex-USN, BuNo 48752. Assigned to WAC. To stored reserve as of 30 Jan 1945. Struck off and sold to Spartan Air Services Ltd, Ottawa, ON in 1952. US registered as N9319H in 1952. To Henry J. Kaiser Co, Oakland, CA in 1954. To Thatcher Glass Manufacturing Co, Elmira, NY in 1956 and executive conversion completed with the a/c named *Halcyon III* and registered as N60TG. To Howard Aero Inc, San Antonio, TX from 1961-62 with conversion as prototype Howard 350 with full mods (c/n H-350-1) completed by Apr 1962. Registered as N350K to Panhandle Eastern Pipe Line, Kansas City, MO from 1962-66. To Dee Howard Co, San Antonio, TX in 1967. To South Texas Natural Gas, Corpus Christi, TX in 1967-68. To 350 Corp, Indianapolis, IN from 1968-71. To Holiday Aero Inc, Clearwater, FL from 1971-77 with a/c named the *Blue Max*. Retired in open storage, Ft Lauderdale, FL from 1976-80. Struck-off the US register by 25 Jul 1977. Later presumed to have crashed or been abandoned during drug ops.

TOS: 19 Jan 1944

SOS: 4 Jun 1952 and later sold.



2274	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V
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Ex-USN, BuNo 48761. With No. 115 (BR) Squadron in BC, c. 1944. Struck off, after a **Cat "A"** accident on 12 Feb 1944. The a/c was lost on a ferry flight from Sea Island to Smithers, BC. The a/c ditched and sank into deep water after a fuel starvation problem due to pilot error. The crew of two escaped without injury.

TOS: 20 Jan 1944

SOS: 13 Jul 1944 - **Cat "A"** write-off.

2275	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V
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Ex-USN, BuNo 48762. Struck off, after **Cat "A"** damage at Vancouver, BC on 7 Feb 1944. The a/c had to be ditched following engine problems into the Seymour Narrows near Campbell River, BC. The crew of four escaped with only minor injuries.

TOS: 28 Jan 1944

SOS: 16 Apr 1944 - **Cat "A"** write-off.

2276	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V
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Ex-USN, BuNo 48757. Struck off, after crashing on 27 Mar 1945 at Smithers, BC. **Cat "A"** write-off. The a/c swung on take-off and pilot lifted off but the a/c then crashed and burned. With No. 170 Ferry Flight at time of crash. The ferry pilot escaped with minor burns but the airframe was destroyed.

TOS: 11 Feb 1944

SOS: 18 Jun 1945 - **Cat "A"** write-off



2277	Lockheed-Vega	Lockheed-Vega	Ventura	V-146 / G.R. Mk. V	5097
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Ex-USN, BuNo 33088. At RCAF Stn Sea Island, BC in 1945. To stored reserve as 4 May 1945.

TOS: 14 Apr 1944

SOS: 3 Oct 1946 - Struck off to War Assets Corp for disposal & later sold.

ADDITIONAL NOTES:

According to a primary reference by J.A. Griffon (and numerous other sources subsequently), the RCAF supposedly received a total of 286 Ventura's as follows:

- Ventura Mk I x 21
- Ventura Mk II x 108
- Ventura Mk V x 157

But as seen in the previous listing, for a number of aircraft, although an official RCAF Aircraft Record Card exists, it doubtful that fifteen of these Mk V aircraft actually made onto to the official establishment and other references clearly list them as actually be flown by other air forces. Consequently, the corrected list of Canadian aircraft should be as follows:

- Ventura Mk I x 21
- Ventura Mk II x 108
- Ventura Mk V x 142
- Total = 271**

The following operational squadrons of the Home War Establishment (HWE) (i.e. those based in Canada) used these Ventura aircraft:

- 8 (BR) Squadron ((Ventura Mk V) from May 1943–May 1945; (#2176 to 2178, 2186, 2189, 2190, 2194, 2218, 2222, 2244, 2261, 2271)
 - 113 (BR) Squadron (Ventura Mk V), from Apr 1943–Aug 1944; (#2142, 2144, 2145, 2152, 2157, 2183, 2235, 2248, 2267)
 - 115 (BR) Squadron (Ventura Mk V), from Aug 1943–Aug 1944; (2218 to 2231, 2222,2274)
 - 122 (K) Squadron (Ventura Mk V), from Mar 1944- Jun 1945; (#2178, 2252 & 2272)
 - 145 (BR) Squadron (Ventura Mk V), from May 1943-Jun 1945; (#2146,2152, 2158 to 2172, 2184, 2207, 2208, 2212, 2214, 2240, 2241)
 - 149 (BR) Squadron (Ventura Mk V), from Jul 1943-Mar 1944, (#2191 to 2193; #2195 to 2204)
- +
- 34 OTU (Ventura Mk I & II), from Jun 1942– Apr 1947, Unit Code = “FY”
 - CFS (Ventura Mk V)
 - AAS (Ventura Mk V)

It is apparent from the record cards that some of the *Venturas* were delivered direct into storage to be held as “war reserve” aircraft for late allocation as attrition occurred at front-line squadrons. Consequently, these aircraft had very low usage in terms of airframe hours expended.

Aircraft (or Air Vehicle) Damage Level (ADL) Categories: ¹

The CF / RCAF ADL is a qualitative categorization system used to determine the level of damage sustained by an aircraft / air vehicle during an occurrence. The following damage level definitions are used to reflect the degree of damage:

Cat “A” = Destroyed / missing: The aircraft has been totally destroyed, is assessed as having suffered damage beyond economical repair or is declared “missing”;

NB - Aircraft totally destroyed are normally written off the inventory. Accidents with a lower ADL may also subsequently result in administrative write-off of the aircraft for reasons not directly related to the damage.

Cat “B” = Very Serious: The aircraft has sustained damage to multiple major components;

Cat “C” = Serious: The aircraft has sustained damage to a major component;

Cat “D” = Minor: The aircraft has sustained damage to non-major components; and

Cat “E” = Nil: The aircraft, including the power plant, has not been damaged.

Number of RCAF Ventura Cat “A” write-offs = 48 (~ 18% of the total fleet)

Instructional Airframe Categories

In the RCAF / Canadian Armed Forces, airframes relegated to training purposes were categorized with an alpha-numeric serial number. The letter designation denoted one of four categories as follows:

“A” prefix - identifies aircraft that are deemed repairable and potentially could be returned to flight status

“B” prefix - identifies aircraft that are permanently assigned to the ground training role

“C” prefix - identifies ground training aircraft that have been sectioned

“D” prefix - identifies aircraft consigned as demolition targets

Post-War Survivors

At least 161 ex-RCAF Ventura aircraft were sold post-war with at least 61 of these enjoying some form of post-war civilian flying life by making it on to the Canadian, United States or other country’s civil registries. The other 100 surviving airframes that were sold however never made it onto the civil registers and these latter aircraft were simply sold to used for their parts or for their scrap value. At least 35 of the ex-RCAF airframes were bought for use in the Howard 500 and Super Howard conversions. Unfortunately, a lot of surviving Ventura’s also subsequently acquired a reputation for drug smuggling ops being favoured for this to their load capacity and high speed. A high number of these ex-military aircraft were either lost or impounded as a result of this illegal use.

¹ Drawn from: A-GA-135-001/AA-001 *Manual of Flight Safety for the CF*

Civil Conversions

Spartan Aircraft Co.

- Spartan Ventura: 15 x PV-1's starting in 1948.

Howard Aero Inc.

- Howard Super Ventura: 37+ x PV-1's starting in 1955. This conversion incorporated a 48 in (122 cm) fuselage stretch, extra fuel tankage, large picture windows, luxury interiors, and weapons bays transformed into baggage compartments. The landing gear was swapped for the heavier-duty units from the PV-2 Harpoon design.
- Howard 350: 28 x PV-1's starting in 1962. This conversion was essentially the same as the Super Ventura with a different name.
- Howard 400: 4 x PV-1's, starting in 1964. This was a pressurized version of the Howard 350.
- Howard 500: 22 x PV-1's starting in 1960. This was a further improved and pressurized Super Ventura with new construction numbers: 500-101 to 500-122.
- Howard 700: 1 x PV-1, 1966 designated "Eldorado 700". This model featured longer wings, a more pointed nose, and streamlined engine cowlings

ABBREVIATIONS

AF	=	Air Force
AK	=	Alaska (United States)
BC	=	British Columbia (Canada)
CA	=	California
CF	=	Canadian Forces
C/N	=	Construction Number
EAC	=	Eastern Air Command
FL	=	Florida (United States)
hrs	=	hours
Mk	=	Mark
MB	=	Manitoba (Canada)
NS	=	Nova Scotia (Canada)
ON	=	Ontario (Canada)
QC	=	Quebec (Canada)
RAF	=	Royal Air Force
RCAF	=	Royal Canadian Air Force
SOS	=	Struck Off Strength
s/n	=	Serial Number
Stn	=	Station
Sqn	=	Squadron
TOS	=	Taken On Strength
TX	=	Texas (United States)
WAC	=	Western Air Command

RCAF RANKS

Aircraftman, 2nd Class -	AC2
Aircraftman, 1st Class -	AC1
Leading Aircraftman -	LAC
Corporal -	Cpl
Sergeant -	Sgt
Flight Sergeant -	F/Sgt
Warrant Officer, Class II -	WO II
Warrant Officer, Class I -	WO I
Pilot Officer -	P/O
Flying Officer -	F/O
Flight Lieutenant -	F/L

Squadron Leader -	S/L
Wing Commander -	W/C
Group Captain -	G/C
Air Commodore -	A/C
Air Vice-Marshal -	A/V/M
Air Chief Marshal -	A/C/M

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