

Aviaology Venturas in Canada 2

E.A.C.

Ventura GR.V
enigma U-bat aircraft
113 (BR) Sqn, 1944 - 1945?

Ventura GR.V
2141 C
145 (BR) Sqn, June 1945

Ventura GR.V
2146 M
113 (BR) Sqn, Aug 1944

Ventura GR.V
2152 K
145 (BR) Sqn, mid 1945

Ventura GR.V
2156 U
113 (BR) Sqn, Aug 1944

Ventura GR.V
2159 P
145 (BR) Sqn, 1943

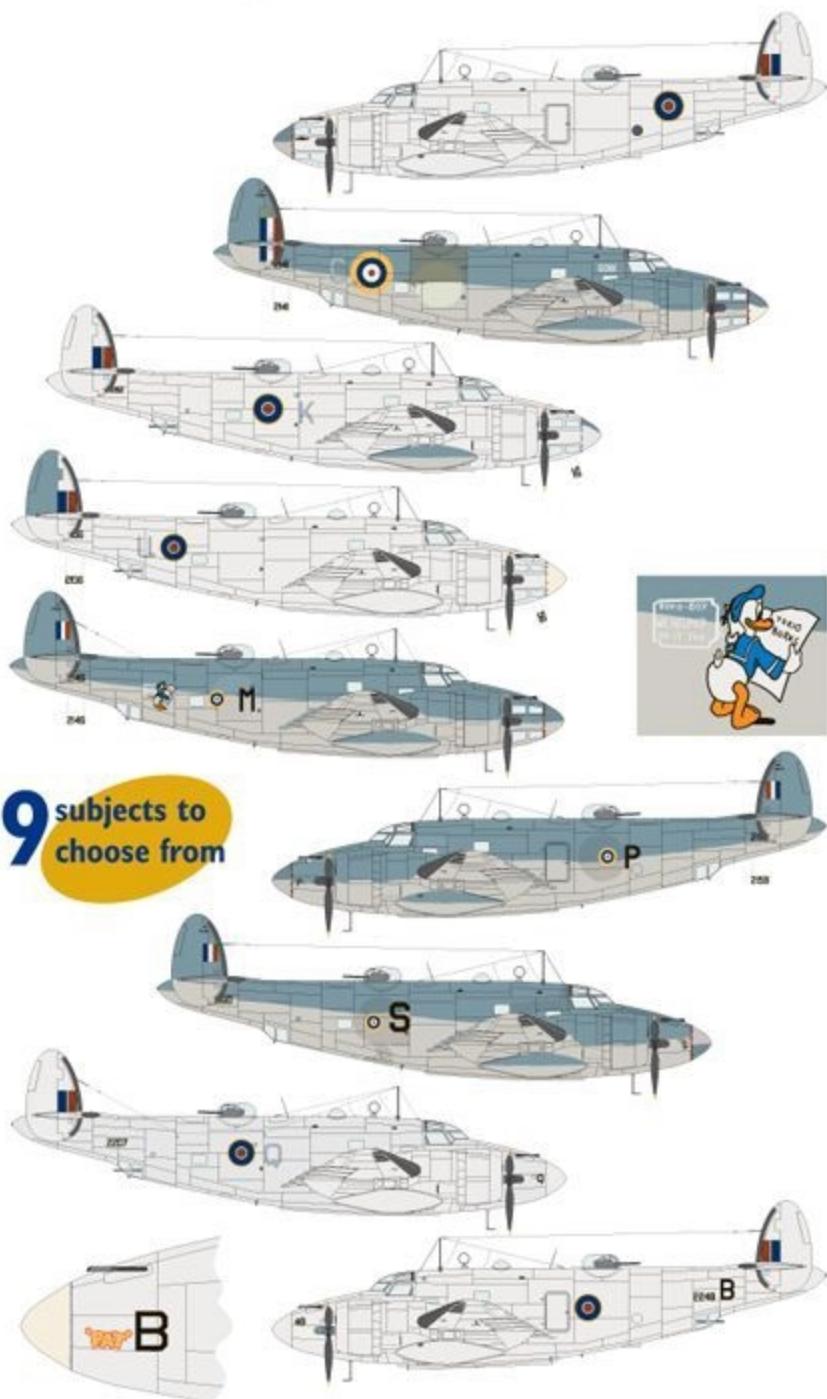
Ventura GR.V
2160 S
145 (BR) Sqn, 1943

Ventura GR.V
2207 Q
145 (BR) Sqn, 1945

Ventura GR.V
2248 B
113 (BR) Sqn, mid/late 1944 &
EAC OTS, Pennfield Ridge, 1945

All known roundel &
fin flash variations
provided for. Scheme
variations are covered
in detail. Reference
photos included.

113 & 145 (BR) Squadrons, Eastern Air Command, RCAF



9 subjects to
choose from

Ventura GR.V "Ubat"

• PV-1 Ventura BuNo 33082 - 33117? (m/c 237-27-01, c/n 509? - 51??).

• An unidentified, early-nosed Ventura GR.V in RCAF Service sporting a Ubat marking on the nose.

All operational EAC Ventura GR.Vs appear to have nose gun blast diverters installed.

This circular panel can sometimes be seen to have been replaced with Plexiglas on some US aircraft. That may be the case here, or it may just be a replacement part.

both sides? A minor image 3 version, detail "13a", is also provided should it be discovered that there is one on the opposite side also "traced" forward.

Clear Plexiglas nose retains the factory finish on its inner surfaces.

Marker pyrotechnics chute offset to port is often visible. May be an RCAF modification(?)

8 both tails, both forward. Usually altered to not interfere with de-icer boot.

Clifford and Andrew, Canada #2, 2011 for the Carl Vincent collection



One of the 17 to 20 early-nosed Venturas in RCAF service featuring a Ubat (U-boat battle) marking. From Carl Vincent's notes: "113(BR) was the first RCAF unit to receive the GR.V; it operated some of the Hudsons that preceded the Venturas in an all-white paint scheme without codes and serials; it did carry prominent Ubat markings when appropriate; and did, on at least one occasion, carry out an attack with a Ventura on a suspected U-Boat. Therefore the probability that the photo depicts this or a similar aircraft is, though without proof, at the least a tenable hypothesis."

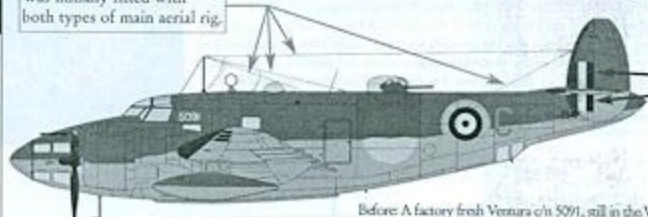
Ventura GR.V 2141, 145 (BR) Sqn

• PV-1 Ventura BuNo 33082 (c/n 5091) - became Ventura GR.V 2141 on entering RCAF inventory

• The third-oldest (production-wise) Ventura GR.V taken on RCAF strength.

Was initially fitted with both types of main aerial rig.

both sides 30



9L both tails, both surfaces, w/ red forward.
9R Usually altered to not interfere with de-icer boot.

overpainting of US cockades on nose and rear fuselage. The nose portion appears to be relatively neat, whereas that on the rear fuselage appears more conspicuous in the black and white photo. Dark Slate Grey and Sky are used to illustrate, but nothing definite is known about the actual colours used.

the Carl Vincent collection



Aerialogy by SkyGrid © 2014

Before: A factory fresh Ventura c/n 5091, still in the Vega applied markings soon after arriving in Canada. EAC appears to have preferred operating these aircraft without hubcaps - at least initially.

After: Now as RCAF Ventura 2141 and aircraft "C" of 145 (BR) Sqn. The photo was taken at Scoudouc, NB on 22 June 1945 which makes the early style national insignia seem very out of place. However, it seems very likely that the two Venturas in the foreground, including 2141, were in stored reserve and pulled out for some occasion, along with the more "properly" marked Venturas beyond. Note the rows of Tiger Force Lancasters in outdoor storage.

the John Nelson collection



Ventura GR.V 2146, 113 (BR) Sqn

- PV-1 Ventura BuNo 33124 (c/n 5133) - became Ventura GR.V 2146 on entering RCAF inventory.
- The latest-production early-nose RCAF Ventura GR.V discovered to-date.
- In service with 113 (BR) Squadron, August 1943.

the Carl Vincent collection



the Carl Vincent collection

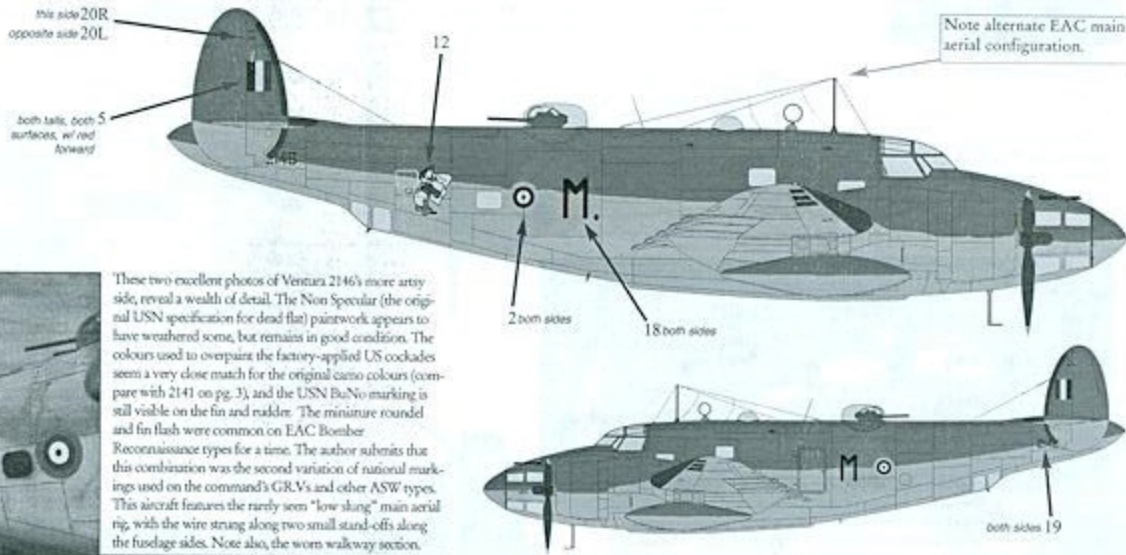


Ventura GR.V 2152, 145 (BR) Sqn

- PV-1 Ventura BuNo 33116 (c/n 5125) - became Ventura GR.V 2152 on entering RCAF inventory.
- In service with 145 (BR) Squadron, Summer 1945.

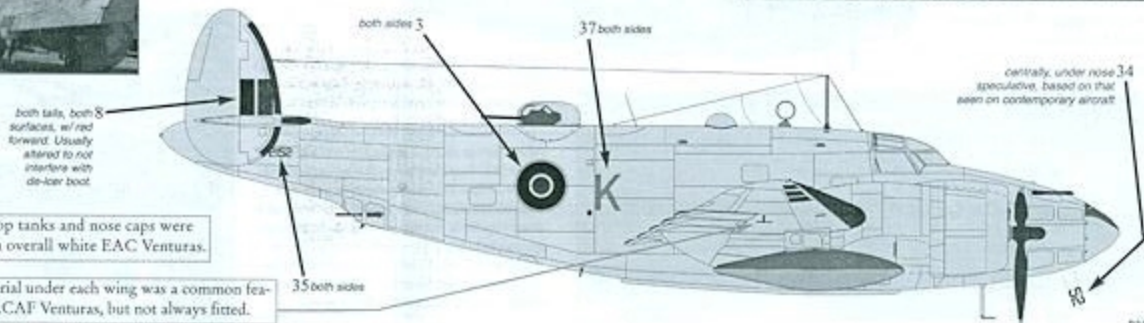
Factory finish drop tanks and nose caps were quite common on overall white EAC Venturas.

Radio altimeter aerial under each wing was a common feature on late-war RCAF Venturas, but not always fitted.



These two excellent photos of Ventura 2146's more arsy side, reveal a wealth of detail. The Non Specular (the original USN specification for dead flat) paintwork appears to have weathered some, but remains in good condition. The colours used to overpaint the factory-applied US cockades seem a very close match for the original camo colours (compare with 2141 on pg. 3), and the USN BuNo marking is still visible on the fin and rudder. The miniature rounded and fin flash were common on EAC Bomber Reconnaissance types for a time. The author submits that this combination was the second variation of national markings used on the command's GR.Vs and other ASW types. This aircraft features the rarely seen "low shang" main aerial rig, with the wire strung along two small stand-offs along the fuselage sides. Note also, the worn walkway section.

One of the earliest arrivals, Ventura 2152 was formally accepted by the USN on 6 March 1943, delivered two days later, and promptly transferred to Canada on the last day of the month, and initially in service with 113 (BR) in the delivery scheme as aircraft "N". From Carl Vincent's original caption: "Eastern Air Command, including 145 (BR) continued to work non-stop til VE Day and beyond. Here Ventura 2152 flies very close escort to the troopship *RMS Aquatania*, the last of the magnificent four-stack ocean liners. The forward (and fourth) funnel is out of sight to the right of the photo." Although the original photo is somewhat grainy, there is evidence that the aircraft's late 1943 - early 1944 era paintwork is giving in to wear and tear - especially around the engine cowls and nacelles, and the area of the rear fuselage just ahead of the serial number. The serial itself has been reapplied in smaller than specification characters. It may be that 2152, like the aircraft at the top of pg. 3, also operated without identity markings for a time before the serial was reapplied.



Ventura GR.V 2156, 113 (BR) Sqn

- PV-1 Ventura BuNo 33123 (c/n 5132) - became Ventura GR.V 2156 on entering RCAF inventory.

- In service with 113 (BR) Squadron, August 1944.

most probably a prior repair that had yet to be refinished in White.

These two photos, taken at the time of a Cat B incident at Torbay, Newfoundland, while 2156 was with 113 (BR) on 26 August 1944, this illustration shows another variation of the overall white ASW scheme used on EAC Ventura GR.V's. In this case, the fuselage rounded and code letter are differently positioned (similar to the earlier markings on 2141, see item 18a) when compared to those on 2152 above, and the starboard rudder appears to have had repair work done. The accident - a crash-landing - resulted in the aircraft being written off, and formally SCOS 6 November 1944. The close-up photo shows the rear of the ASD radar scanner, as well as the serial "last two" on the mangled nose undersurface. Unusually for an RCAF accident victim, the nose guns have remained installed on the trip back to the hangar.

Transferred to the RCAF 20 days earlier than 2152 (pg. 4, bottom), but at the same time as 2146 (pg. 4 top) - together these three aircraft illustrate how construction number sequences, delivery dates, and RCAF serial number sequences do not necessarily follow the same order.

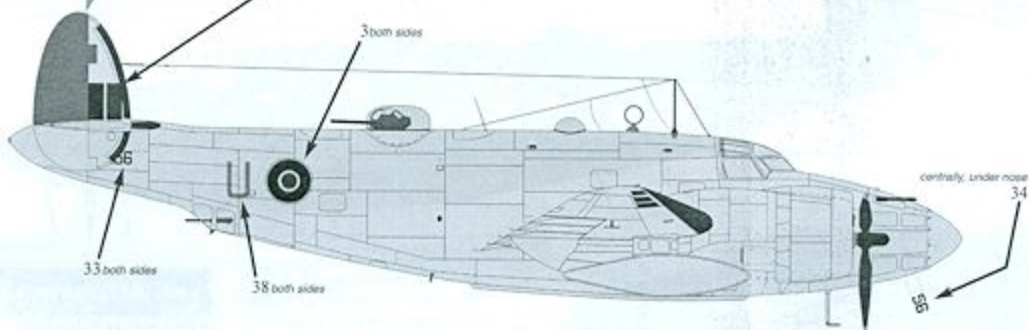


the John Melrose collection

8 both tails, both surfaces, w/ red forward. Usually allowed to not interfere with de-icer boot.

3 both sides

centrally, under nose 34



the John Melrose collection



Ventura GR.V 2159, 145 (BR) Sqn

- Ventura BuNo 33148 (c/n 5157) - became Ventura GR.V 2159 on entering RCAF inventory.

- In service with 145 (BR) Squadron in 1943.

The character and condition of the spot refinished (i.e. overpainting of the US cockades) areas on this aircraft appear to be in keeping with those on 2146 (top of pg.4) with perhaps a little more contrast vis-a-vis the underlying factory-applied camouflage.

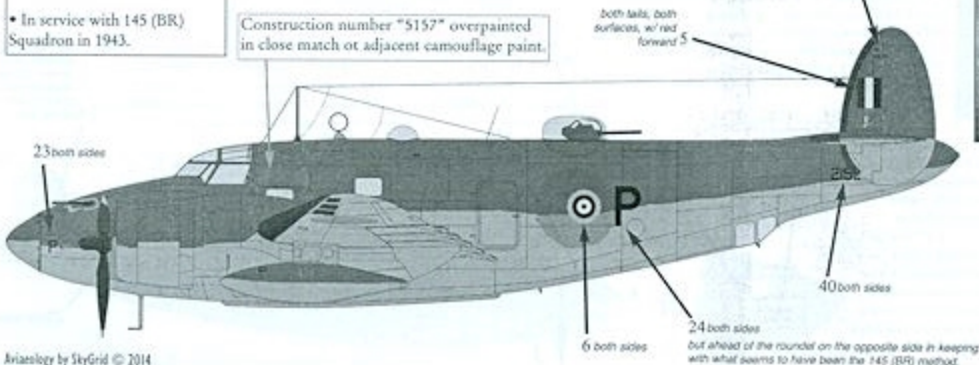
Construction number "5157" overpainted in close match or adjacent camouflage pattern.

both tails, both surfaces, w/ red forward 5

31R opposite side

31L this side

23 both sides



6 both sides

24 both sides

out ahead of the roundel on the opposite side in keeping with what seems to have been the 145 (BR) method.

2159

40 both sides



the Gail Young collection

This aircraft was photographed, in flight, in the illustrated finish and markings during the summer of 1943 when with 145 Squadron at Torbay, Newfoundland. According to USN records, BuNo 33148 was transferred to Canada on 19 March 1943 and stricken from their "books" on 7 April (presumably the ferry flight date?). By 30 April she was on 145 (BR) Squadron strength as "P". Ventura 2159 was struck off RCAF strength on 7 December 1946 and probably received the overall white scheme at some point in what was, by all accounts an uneventful operational career.

The colour demarcation on the radome nose cap interior does not match exactly that on the fuselage exterior. Note also, the obvious spot refinishing to overpaint the US cockade on the upper wing surface of the wing of the camera aircraft. The small EAC style wing roundel is just visible further outboard.

Ventura GR.V 2160, 145 (BR) Sqn

- PV-1 Ventura BuNo 33160 (c/n 5169) - became Ventura GR.V 2160 on entering RCAF inventory.

- In service with 145 (BR) Squadron, September 1943.

Another of the 7 April deliveries, BuNo 33160 became a "paper" transfer to Canada one day earlier than, but formally accepted by the USN from the factory on the same day as BuNo 33148 (see 2159, pg. 5). As RCAF Ventura 2160, this aircraft also entered 145 (BR) Squadron service on the same day as 2159 but was SOS on 19 March 1944 (exactly one year plus a day after its USN transfer) at Gander - cause unknown. Together, these profiles show the typical EAC finish and markings of the period - the USN two-colour scheme with the USN cockades neatly overpainted in "close match" local colours, small 20 or 22 inch RCAF fuselage roundels and Ventura-specific fin flashes. The serial and nose repeat of the aircraft letter are a nominal 8" high, although the serial characters on 2160 appear wider than spec. Also note the larger, differently styled code letter, and what appears to be an incorrectly painted nose cap, on this aircraft.



the Carl Vinson collection

opposite side 15L
this side 15R

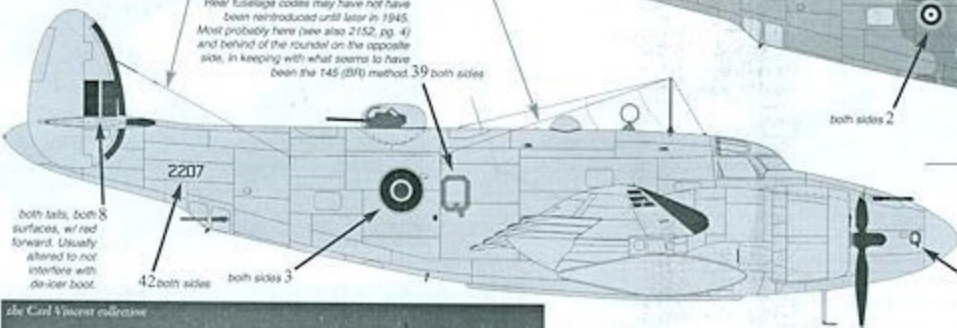
16 both sides

both tails, both surfaces, w/ red forward 5

24 both sides
but behind of the roundel on the opposite side in keeping with what seems to have been the 145 (BR) method.

Note alternate EAC main aerial configuration.

Rear fuselage codes may have not been reintroduced until later in 1945. Most probably here (see also 2152, pg. 4) and behind of the roundel on the opposite side, in keeping with what seems to have been the 145 (BR) method. 39 both sides



both tails, both surfaces, w/ red forward. Usually altered to not interfere with de-icer boot.

42 both sides

both sides 3

both sides 2

14 both sides

Nose cap has been modified as per the manufacturer's Service Bulletin - reinforcement with doped fabric strips applied to the exterior. The flat white paint is in addition to this.

41 both sides

In 145 (BR), this nose ID marking style seems to preclude the application of serial "last two" under the nose, which may mean that nose codes were used in place of fuselage codes for a short time. It is difficult to determine, with any degree of certainty, if they were carried concurrently. See also 2152, pg. 4.

Ventura GR.V 2207, 145 (BR) Sqn

- PV-1 Ventura BuNo 33234 (c/n 5243) - became Ventura GR.V 2207 on entering RCAF inventory.

- In service with 145 (BR) Squadron in February 1945.



the Carl Vinson collection

Photographed on 17 February 1945, a grimy Ventura 2207 was among the aircraft that had taken shelter from a blizzard at RCAF Summerside, PEI. The fuselage is obscured by the wing in the photo, so the code letter illustrated above, if carried in this instance, is modelled on that shown for Ventura 2152 / K. This Ventura was transferred 16 April 1943, and TOC 25 June 1943. SOS 22 January 1947.

Our reference photos for this aircraft can be found on the Pennfield Parish Military Historical Society website. Both nose markings variations can be seen there, as can the opposite side of the rear fuselage showing the code and serial presentation as illustrated here.

both tails, both surfaces, w/ red forward. Usually altered to not interfere with de-icer boot.

Ventura GR.V 2248, 113 (BR) Sqn

- PV-1 Ventura BuNo 34708 (c/n 5598) - became Ventura GR.V 2248 on entering RCAF inventory.

- In service with 113 (BR) Squadron from 1943. Later, OTS

This Ventura was TOC 18 September 1943 in EAC and is reported to have served with 113 (BR) as "B" - probably until the unit disbanded 23 August 1944. A number of 113 (BR) Venturas, including 2235 "A" (c/n 5382) and this aircraft, ended up with EAC's ambiguously named Operational Training Squadron (OTS), which was established at Pennfield Ridge soon after the disbanding of 34 OTU on 19 May 1944. OTS GR.Vs appear to have been pressed into the training regime "as is", with only a minimum of changes in finish and markings made (at least initially) by local maintenance personnel. One photo in the Pennfield Ridge collection showing the nickname "PAT" adorning 2248's nose to port. This is most probably from her 113 (BR) days and remained when she first joined the OTS inventory. However, within 1945 (Course 11) it had been removed in favour of a simple serial last-two repeat.

Either decal represents a reasonable interpretation of the reference photo.

10 or 10a?

26 both sides

note angle of placement

22 both sides

both sides 3

both sides 21

both tails, both surfaces, w/ red forward. Usually altered to not interfere with de-icer boot.



25 both sides

Prop hub appears to be early factory colour