

LOCKHEED HUDSON / LODESTAR / VENTURA Series

HUDSON / LODESTAR / VENTURA Series SERVICE

Model 14 Super Electra

Manufacturer: The Lockheed Aircraft Corp., Burbank, California, USA
Model: 14
Designations: C-111, R40
Names: Super Electra; "Thelma", "Toby" (Japan, US codenames)

First official flight: L-14-H 29 Jul 1937
Factory production period: 1937 – 1940
Primary service period: 1937 – 1945
Last official flight: - 1945

Model 414 Hudson

Manufacturer: The Lockheed Aircraft Corp., Burbank, California, USA
Models: B14L, B14S, 214, 314, 414
Designations: A-28, A-29, AT-18, C-63, PBO
Name: Hudson

First official flight: Hudson Mk. I 10 Dec 1938
Factory production period: 1938 – 1943
Primary service period: 1939 – 1945
Last official flight: Hudson Mk. IIIA 13 Dec 1948

Model 18 Lodestar

Manufacturer: The Lockheed Aircraft Corp., Burbank, California, USA
Models: 18, 118, 218
Designations: C-56, C-57, C-59, C-60, C-66, C-104, R50
Names: Lodestar; "Thalia" (Japan, US codename)

First official flight: Model 18 (L-14) 21 Sep 1939
Model 18 (L-18) 02 Feb 1940
Factory production period: 1939 – 1944
Primary service period: 1940 – 1945
Last official flight: ZC-60A 1948

Ventura / Harpoon / Lexington

Manufacturer: The Lockheed Aircraft Corp., Burbank, California, USA
(In 1943, Vega Airplane Co. merged with Lockheed)
Models: 37, 137, 237, Vega Model 15
Designations: B-34, B-37, O-56, PV
Names: Ventura (PV-1), Harpoon (PV-2), Lexington (B-34)

<i>First official flight:</i>	<i>Ventura Mk. I</i>	<i>31 Jul 1941</i>
	<i>PV-1 Ventura</i>	<i>03 Nov 1942</i>
	<i>PV-2 Harpoon</i>	<i>03 Dec 1943</i>
<i>Factory production period:</i>		<i>1941 – 1945</i>
<i>Primary service period:</i>		<i>1942 – 1945</i>
<i>Last official flight:</i>	<i>PV-2</i>	<i>Aug 1948</i>

HUDSON / LODESTAR / VENTURA Series VARIANTS

1934 Model 10	Electra <i>first flight: 23 Feb 1934</i> <i>produced: 1933 – 1941</i>	<u>Total: 0149</u>
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1936 Model 12	Electra Junior <i>first flight: 27 Jun 1936</i> <i>produced: 1936 – 1942</i>	<u>Total: 0130</u>
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Model 14 Super Electra

1937 Model 14	L-14-H / -H2	52	
1938 Model 14	L-14-N / -N2 / -N3	4	
1938 Model 14	L-14-WF62 (L-14-F62)	21	
1938 Model 14	L-14-WG3B (L-14-G3B)	34	Total: 0111

1938 Model 14	XR40-1	1	Total: 0001
			<u>Total: 0112</u>

Foreign built – Japan:

1940 Army Type LO Transport “Thelma”		119	<u>Total: 0119</u>
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Model 414 Hudson

1938 Model B14L / 214-40-01	Hudson Mk. I	351	
1940 Model 414-40-01	Hudson Mk. II	20	
1940 Model 414-56-01 / -03	Hudson Mk. III	428	
1939 Model B14L/S / 414-08-10	Hudson Mk. IV	130	
1941 Model 414-13-06 / -07	Hudson Mk. V	409	Total: 1338

1941 Model 414-08-10	A-28 (Hudson Mk. IVA)	52	
1942 Model 414-17-11	A-28A (Hudson Mk. VI)	450	
1941 Model 414-56-03	A-29 (Hudson Mk. IIIA)	417	
1942 Model 414-56-11	A-29A (Hudson Mk. IIIA)	383	Total: 1302

1942 Model 414-56-09	AT-18	217	
1942 Model 414-56-08	AT-18A	83	Total: 0300

Total: 2940

Model 18 Lodestar

1940	Model 18-07 / -08 -10 / -14 / -40 / -50	L-18	140	Total: 0140
1942	Model 18-50-26	C-56E	2	
1941	Model 18-10 / -10-01	C-57	13	
1942	Model 18-10-26	C-57B	7	
1941	Model 18-07	C-59	10	
1941	Model 18-56 / -50-23	C-60	36	
1942	Model 18-56 / -56-23	C-60A	324	
1942	Model 218-56-23	XC-60B	1	
1941	Model 18-10-01	C-66	1	Total: 0394
1940	Model 18-40-08	XR50-1	1	
1940	Model 18-40-08	R50-1	2	
1940	Model 18-07	R50-2	1	
1941	Model 18-10	R50-3	2	
1942	Model 18-56 / -56-08	R50-4	12	
1942	Model 18-56-24	R50-5	38	
1943	Model 18-56-23	R50-6	35	Total: 0091

Total: 0625

Foreign built – Japan:

1941	Kawasaki Ki-56 “Thalia”		121	<u>Total: 0121</u>
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Ventura / Harpoon / Lexington

1941	Model 37-21-01	Ventura Mk. I	188	Total: 0188
1942	Model 137-27-01	Ventura Mk. II	487	
1942	Model 137-27-02	B-34 Lexington	200	
1942	Model 137-96-03	B-37	18	Total: 0705
1942	Model 237-27-01	PV-1 Ventura	1600	Total: 1600
1944	Model 15-27-01	PV-2 Harpoon	470	
1943	Model 15-27-01	PV-2C Harpoon	30	
1945	Model 15-27-01	PV-2D Harpoon	35	Total: 0535

Total: 3028

Grand Total: 7224

SUPER ELECTRA PRODUCTION

L-14-H / -H2

L-14-N / -N2 / -N3

L-14-WF62 (L-14-F62)

L-14-WG3B (L14-G3B)

Civil airliners, solid nose, various engine differences. 30 L-14WG3B's purchased by Japan in 1938, US codename: "Toby." produced 1937 – 1940

Lockheed Burbank, California

L-14-H / -H2	<i>mixed 1401 to 1511</i>		
	1439A		52
L-14-N / -N2 / -N3	<i>mixed 1416 to 1496</i>		4
L-14-WF62	<i>mixed 1410 to 1498</i>		21
L-14-WG3B	<i>mixed 1426 to 1481</i>		34
		Total:	0111

XR40-1

As L-14-H2, staff transport for US Navy. produced 1938

Lockheed Burbank, California (O)

BuNo. 1441	1482		1	Total:	0001
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Total: 0112

Foreign built – Japan:

Army Type LO Transport "Thelma"

Military transport for Japanese Army. produced 1940 – 1942

Tachikawa Hikoki KK, Tokyo, Japan

64

Kawasaki Kokuki Kogyo KK, Kobe, Japan

55 **Total: 0119**

SUPER ELECTRA CONVERSIONS & TRANSFERS

Civil Conversions

C-14-H-1	1	L-14-H, 1938, prototype cargo version, re-registered as NX18962, later converted back to original standard.
L-14-08	12	L-14-H2, powerplant replacements during war years.

Military Conversions

USAAF

C-111	4	Civil L-14-WF62, 1942, conversions in Australia as cargo transports. Assigned s/n: 44-83233 / 44-83235.
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British RAF

L-14	5	Civil L-14, aircraft impressed into service with the RAF. Assigned RAF s/n: AX681, AX682, AX688, HK982 (to VF247), HK984 (to VF251).
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Foreign Conversion

SS-1	1	Army Type LO, 1943, Tachikawa prototype with cabin pressurization.
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HUDSON PRODUCTION

Hudson Mk. I

Patrol bomber for RAF based on the L-14, glass nose, dorsal turret, prop spinners.

*Model B14L later renamed as **Model***

***214-40-01** / -03. C/n: 1854 to Sperry*

Gyroscope Co. with new c/n: 1930.

produced 1938 – 1940

Lockheed Burbank, California (LO)

*Delivered as (**Model B14L**) **Hudson Mk. I** to:*

(RAF) N7205 / N7404 *mixed B14L-1601 to 1804*

- 28 to RCAF as 759 / 786.

- 1 to USAAF, no s/n change.

- 1 (N7260), crashed; 1 (R4059), built as replacement.

(RAF) P5116 / P5165 B14L-1805 / 1854

- 2 to SAAF as 1351, 1352.

(RAF) R4059 B14L-1777

251

*Delivered as (**Model 214-40-01**) **Hudson Mk. I** to:*

(RAF) T9266 / T9365 214-2301 / 2400

100 **Total: 0351**

Hudson Mk. II

As Mk. I, stronger airframe, constant-speed props, prop spinners deleted.

produced 1940

Lockheed Burbank, California (LO)

(RAF) T9366 / T9385 414-2401 / 2420

20 **Total: 0020**

- 1 to RCAF, no s/n change.

Hudson Mk. III

As Mk. II, engine upgrade, ventral gun position, more defensive armament. S/n:

V9069 is a second airframe build as first

was diverted to L-18 production c/n: 2111.

produced 1940 – 1941

Lockheed Burbank, California (LO)

*Delivered as **Hudson Mk. III (SR)** to:*

(RAF) T9386 / T9447 414-2421 / 2482

(RAF) T9448 / T9465 414-2501 / 2518

(RAF) V8975 / V8999 414-2519 / 2543

(RAF) V9020 / V9065 414-2544 / 2589

(RAF) V9220 / V9254 414-3805 / 3839

186

1 to RCAF, no s/n change.

18 to RNZAF as NZ2007 / NZ2024.

*Delivered as **Hudson Mk. III (LR)** to:*

(RAF) V9066 / V9069 414-3711 / 3714

(RAF) V9090 / V9129 414-3715 / 3754

(RAF) V9150 / V9199 414-3755 / 3804

(RAF) AE485 / AE608 414-3840 / 3963

(RAF) AM930 / AM953 414-3964 / 3987

242 **Total: 0428**

1 to RAAF as A16-222.

2 to RCAF, no s/n change.

12 to RNZAF as NZ2025 / NZ2036.

Hudson Mk. IV

*As Mk. II, engine upgrade, no ventral gun.
produced 1939 – 1941*

Lockheed Burbank, California (LO)

*Delivered as **Hudson Mk. I** to:*

(RAAF) A16-1 / A16-3 B14L-1750, 1778, 1779

(RAAF) A16-4 / A16-50 *mixed* B14S-1855 to 1903 50

*Redesignated (**Model 314-08-01**) **Hudson Mk. IV**
in RAAF service.*

*Delivered as **Hudson Mk. II** to:*

(RAAF) A16-51 / A16-100 *mixed* B14S-1904 to 1955 50

*Redesignated (**Model 314-08-01**) **Hudson Mk. IV**
in RAAF service.*

*Delivered as **Hudson MK. IV** to:*

(RAF) AE609 / AE626 414-2483 / 2500

(RAF) AE627 / AE638 414-2590 / 2601 30 **Total: 0130**

Hudson Mk. V

*As Mk. III, engine upgrade,
ventral gun position.*

produced 1940 – 1941

Lockheed Burbank, California (LO)

*Delivered as **Hudson Mk. V (SR)** to:*

(RAF) AE639 / AE646 414-2992 / 2999

(RAF) AE647 / AE657 414-3700 / 3710

(RAF) AM520 / AM702 414-2602 / 2784 202

20 to USAAF.

1 to RCAF, no s/n change.

6 to RNZAF as NZ2001 / NZ2006.

*Delivered as **Hudson Mk. V (LR)** to:*

(RAF) AM703 / AM909 414-2785 / 2991 207 **Total: 0409**

39 to RCAF, no s/n change.

A-28

USAAF designation for Mk. IV.

produced 1941

Lockheed Burbank, California (LO)

41-23171 / 41-23222 414-6030 / 6081

52 **Total: 0052**

*All delivered as **Hudson Mk. IVA** to:*

(RAAF) A16-101 / A16-152

A-28A

*As A-28, engine upgrade, convertible
interior for troop transport.*

produced 1942

Lockheed Burbank, California (LO)

42-6582 / 42-6681 414-6757 / 6856

42-46937 / 42-47286 414-6857 / 7206

450 **Total: 0450**

*All delivered as **Hudson Mk. VI** to:*

(RAF) EW873 / EW972

(RAF) FK381 / FK730

34 to RCAF, no s/n change.

4 to RNZAF as NZ2091 / NZ2094.

28 to Brazil as 6028 / 6055.

2 later back to USAAF, no s/n change.

A-29

USAAF designation for the Mk. III.

produced 1941 – 1942

Lockheed Burbank, California (LO)

41-23223 / 41-23264 414-5988 / 6029

41-23265 / 41-23639 414-6082 / 6456

417 **Total: 0417**

All delivered as **Hudson Mk. IIIA** to:

(RAF) BW361 / BW777

153 (BW461 / BW613), to USAAF as **A-29**.

20 (BW361 / BW380), to US Navy as **PBO-1**, BuNo. 03842 / 03861.

69 to RAAF as A16-153 / A16-221.

130 to RCAF, no s/n change.

12 to RNZAF as NZ2037 / NZ2048.

33 to China, no s/n change.

A-29A

As A-29, convertible interior
for troop transport.

produced 1942 – 1943

Lockheed Burbank, California (LO)

41-36968 / 41-37267 414-6457 / 6756

42-47287 / 42-47369 414-7507 / 7589

383 **Total: 0383**

All delivered as **Hudson Mk. IIIA** to:

(RAF) FH167 / FH466

(RAF) FK731 / FK813

25 to RAAF as A16-223 / A16-247.

4 to RCAF, no s/n change.

42 to RNZAF as NZ2049 / NZ2090.

2 to China, no s/n change.

AT-18

As A-29, gunnery trainer.

produced 1942 – 1943

Lockheed Burbank, California (LO)

42-55568 / 42-55784 414-7290 / 7506

217 **Total: 0217**

AT-18A

As AT-18, navigational trainer,
no dorsal turret.

produced 1942 – 1943

Lockheed Burbank, California (LO)

42-55485 / 42-55567 414-7207 / 7289

83 **Total: 0083**

Total: 2940

HUDSON CONVERSIONS & TRANSFERS

USAAF

RA-28A 450 A-28A, redesignation before delivery as “restricted” from combat.

RA-29 153 A-29, redesignation of Mk. IIIA from RAF as “restricted.”

RA-29A 1+ A-29A, repossessed Mk. IIIA from RAF as “restricted.”

A-29B **24** A-29, 1942, conversions to photographic survey aircraft.

C-63 **1+** Hudson Series, cargo conversions, some RNZAF aircraft converted
with this designation.

British RAF

Hudson C.Mk. III 2 Civil L-14, ex-airliners impressed into military as cargo transports.
Assigned RAF s/n: VJ416, VJ421.

Hudson C.Mk. VI 1+ Hudson Mk. VI, conversions as cargo transports.

CIVILIAN SERVICE

- Post WW2 civil conversions include the **Hamilton Lodestar** upgrade and **Rausch Super 18 Hudstar**.
- Many used on civil market post WW2 mainly in Australia and Canada.

LODESTAR PRODUCTION

L-18 prototypes

1939, 3 converted civil Model L-14-H2 with civil registrations.
New c/n: 18-1954, 18-1956, 18-1957.

L-18-07 / -08 / -10 / -14 / -40 / -50

Civil airliners, lengthened fuselage, various engine types. L-18-07 c/n: 2111, factory impressed from Hudson Mk. III (RAF) V9069 (c/n: 3714).
produced 1939 – 1942

Lockheed Burbank, California

L-18-07-01	<i>mixed</i> 18-2001 to 2137	25
L-18-08-01	<i>mixed</i> 18-2015 to 2066	33
L-18-10-01	<i>mixed</i> 18-2020 to 2359	39
L-18-14-01 / -13	<i>mixed</i> 18-2012 to 2077	4
L-18-40-01 / -11	<i>mixed</i> 18-2084 to 2150	26
L-18-50-01 / -23	<i>mixed</i> 18-2039 to 2185	13
		Total: 0140

C-56E

Factory impressed civil Model 18-50.

produced 1942

Lockheed Burbank, California (LO)

43-3278, 43-3279	18-2221, 2222	2
		Total: 0002

C-57

Factory impressed civil Model 18-10,
engine upgrade.

produced 1941 – 1943

Lockheed Burbank, California (LO)

41-19730, 41-19731	18-2115, 2118	
41-19732	18-2119	
41-23164 / 41-23170	18-2130 / 2136	
43-34921, 43-34922	18-2403, 2464	
43-34923	18-2465	13
		Total: 0013

C-57A – Reserved but not used.

C-57B

Factory impressed civil Model 18-10,
equipped for troop transport.

produced 1942

Lockheed Burbank, California (LO)

43-3271 / 43-3277	18-2211 / 2217	7
		Total: 0007

C-59

*Factory impressed civil Model 18-07,
engine upgrade.*

produced 1941 – 1942

Lockheed Burbank, California (LO)

41-29623 / 41-29629 18-2140 / 2146

41-29630 / 41-29632 18-2151 / 2153

10 **Total: 0010**

C-60

Factory impressed civil Model 18-56.

produced 1941 – 1942

Lockheed Burbank, California (LO)

41-29633, 41-29634 18-2138, 2139

41-29635 18-2147

41-29636 / 41-29647 18-2154 / 2165

42-32166 / 42-32180 18-2186 / 2200

42-108787 / 42-108792 18-2177, 2179 / 2183

36 **Total: 0036**

C-60A

As C-60, equipped for paratroop transport.

produced 1942 – 1944

Lockheed Burbank, California (LO)

42-32181 / 42-32232 *mixed 18-2201 to 2426*

42-55845 / 42-55859 *mixed 18-2206 to 2249*

42-55861 / 42-56084 *mixed 18-2251 to 2577*

43-16433 / 43-16465 18-2593 / 2625

324 **Total: 0324**

10 to RAAF as A67-1 / A67-10.

18 to RCAF as 551 / 568.

9 to RNZAF as NZ3507 / NZ3515.

7 to Brazil as 2001 / 2007.

C-60C – Later designation for C-104A, cancelled.

XC-60B

As C-60A, prototype with hot air de-icers.

produced 1942

Lockheed Burbank, California (LO)

42-55860 218-2250

1 **Total: 0001**

C-66

*Factory impressed L-18-10, 11-seat
passenger transport. Later to Brazil
as 2008.*

produced 1941

Lockheed Burbank, California (LO)

42-13567 18-2148

1 **Total: 0001**

(Model 118-56) C-104A – Proposed long-range transport, cancelled.

XR50-1

As L-18-40, staff transport for UCSG.

produced 1940

Lockheed Burbank, California (O)

BuNo. 2101 18-2008

(USCG) V188

1 **Total: 0001**

R50-1*As L-18-40, Naval staff transport.**produced 1940*

Lockheed Burbank, California (O)

BuNo. 4249, 4250 18-2049, 2065 2 **Total: 0002****R50-2***As C-59, engine upgrade.**produced 1940*

Lockheed Burbank, California (O)

BuNo. 7303 18-2041 1 **Total: 0001****R50-3***As C-59, VIP transports, 4-seat interior.**produced 1941*

Lockheed Burbank, California (O)

BuNo. 01006, 01007 18-2096, 2097 2 **Total: 0002****R50-4***Factory impressed Model 18-56**as staff transports.**produced 1942*

Lockheed Burbank, California (O)

BuNo. 05046 / 05050 18-2172 / 2176

BuNo. 12447 / 12451 18-2240 / 2244

BuNo. 12452, 12453 18-2279, 2280 12 **Total: 0012****R50-5***As C-60, factory impressed L-18-56,**14-seat interior.**produced 1942 – 1943*

Lockheed Burbank, California (O)

BuNo. 12454 / 12491 *mixed* 18-2281 to 2463 38 **Total: 0038****R50-6***As C-60A, 18-seat paratroop interior.**produced 1943*

Lockheed Burbank, California (O)

BuNo. 39612 / 39646 *mixed* 18-2512 to 2592 35 **Total: 0035****Total: 0625***Foreign built – Japan:***Kawasaki Ki-56 “Thalia”****(Army Type 1 Freight Transport)***Stretched version of the Army Type LO.**produced 1941 – 1943*Kawasaki Kokuki Kogyo KK, Kobe, Japan 121 **Total: 0121****LODESTAR CONVERSIONS & TRANSFERS****Military Conversions****USAAF****C-56 (1) / A (1) / B (13) / C (12) / D (7)****34**

Civil L-18, 1942, USAAF impressed airliners for military service.

Assigned s/n: 41-19729, 42-38261 / 42-38263, 42-53494 / 42-53507,

42-57212, 42-57223, 42-57224, 42-62602, 42-68347 / 42-68357,
42-68690. 36 in total including the 2 factory impressed C-56Es.

C-57C	3	C-60A, engine upgrade.
(C-57D)	1	C-57C, further engine upgrade.
ZC-60A	1+	C-60A, 1948, redesignation as "obsolete."

US Navy

R50-1	3	Civil L-18, impressed airliners for USN. Assigned BuNo. 99093 / 99095. 5 in total including the 2 factory impressed R50-1s.
R50-3	1	C-60, impressed into USN service. Assigned BuNo. 27959. 3 in total including the 2 factory impressed R50-3s.
R50-5	3	Civil L-18, impressed airliners for USN. Assigned BuNo. 30148 / 30150. 41 in total including the 38 factory impressed R50-5s.

British RAF

Lodestar Mk. I	24	Civil L-18-07 / -08, impressed for military use in the Middle-East. Assigned RAF s/n: AX685 / AX687, AX717 / AX723, AX756 / AX759, AX763 / AX765, HK855, HK973, HK976, HK980, HK981, HK990, VR955. AX719 to HK975, AX722 to HK974.
Lodestar Mk. IA	10	C-59, aircraft in service with the RAF, first 3 retained by USAAF. Assigned RAF s/n: EW973 / EW982.
Lodestar Mk. II	18	C-60, aircraft in service with the RAF. Assigned RAF s/n: EW983 / EW997, FS737, FS738, HK852. EW985 to HK851, FS737 to RR997, FS738 to RR998. 14 additional transfers cancelled.
L-18	28	L-18, 1940-1945, aircraft in service with the SAAF. Assigned SAAF s/n: 231 / 249, 1370 / 1378.

Civil Conversions

Dallas Aero Service, Texas conversion:

DallAero Lodestar **22** 1957, various improvements.

Executive Aircraft Services Inc., Texas conversion:

Gulfstar **5** 1959, executive conversions.

Howard Aero Inc., Texas conversions:

(In 1963, became Business Air Craft Corp. (BACC))

Howard 250 **39+** 1961, executive conversions.

H-250 Tri-Gear **4** 1965, tricycle undercarriage.

Learcraft Conversions Inc., California conversions:

(In 1957, converted by Pacific Airmotive Corp., CA.)

Learstar Mk. I **23+** 1954, streamlined luxury conversions.
Also converted as **Mk. IA** and **Mk. IB**.

Learstar Mk. II **14+** 1956, upgraded version.

Minnesota Airmotive Inc., Minnesota conversion:

Super Lodestar **1** 1956, streamlined executive conversion.

Wiplinger Aircraft conversion:

Wiplinger Lodestar **7+** 1954, executive conversions.

FOREIGN MILITARY / CIVILIAN SERVICE

- *Lodestars used in military service by Australia, Brazil, Canada, The Netherlands, New Zealand and South Africa.*
- *Many post WW2 civil conversions for cargo, agricultural and survey duties.*

VENTURA / HARPOON / LEXINGTON PRODUCTION

Ventura Mk. I

Patrol bomber for RAF based on the L-18, lengthened fuselage, engine upgrade.

S/n: AE662 to Lockheed as C-69 engine test-bed, nicknamed "Ventellation."

produced 1941 – 1942

Lockheed-Vega, Burbank, California (VE)

(RAF) AE658 / AE845 37-4001 / 4188

188 **Total: 0188**

15 crashed before delivery.

80 to RAF. 21 to RCAF, no s/n change.

71 to SAAF, s/n mixed 6001 to 6135.

Ventura Mk. II

As Ventura Mk. I, engine upgrade, greater bomb load.

produced 1942

Lockheed-Vega, Burbank, California (VE)

(RAF) AE846 / AE957 137-4189 / 4300

(RAF) AJ163 / AJ537 137-4301 / 4675

487 **Total: 0487**

10 crashed before delivery.

*264 to USAAF as **Model 37**.*

*27 (AJ511 / AJ537) to USN as **PV-3**, BuNo. 33925 / 33951.*

14 to RAF. 108 to RCAF, no s/n change.

64 to SAAF, s/n mixed 6001 to 6135.

B-34 Lexington

As Ventura Mk. II, US armament / equipment.

produced 1942

Lockheed-Vega, Burbank, California (VE)

41-38020 / 41-38219 137-4676 / 4875

200 **Total: 0200**

*Delivered as (**B-34A-1-VE**) Ventura Mk. IIA to:*

(RAF) FD568 / FD767

No RAF service.

*20 retained by USAAF as **B-34-VE**.*

*66 retained by USAAF as **B-34A-1-VE**.*

- 44 later to RCAF, no s/n change.

- 1 later to Brazil as 5074.

*101 retained by USAAF as **B-34A-2-VE** (57), **-3-VE** (28), **-4-VE** (16).*

- 20 later to RAAF as A59-1 / A59-20.

- 23 later to RNZAF as NZ4583 / NZ4605.

*13 retained by USAAF as **B-34B-1-VE**.*

***XB-34B** – Unofficial designation for a version of the PV-2, cancelled.*

B-37

As B-34, engine upgrade, oval waist gun ports.

*Original designation was **O-56** for RAF as Ventura Mk. III, then USAAF as **RB-34B-LO**.*

produced 1942 – 1943

Lockheed Burbank, California (LO)

41-37470 / 41-37487 437-6476 / 6493

18 **Total: 0018**

(alt c/n: 137-1001 / 1018)

532 additional airframes cancelled.

PV-1 Ventura

As B-34, maritime patrol bomber, external wing fuel tanks.

produced 1942 – 1944

Lockheed-Vega, Burbank, California (V)

BuNo. 29723 / 29922 237-4876 / 5075

BuNo. 33067 / 33466 237-5076 / 5475

BuNo. 34586 / 34997 237-5476 / 5887

BuNo. 48652 / 48939 237-5888 / 6175

BuNo. 49360 / 49659 237-6176 / 6475

1600 **Total: 1600**

55 to RAAF as A59-50 / A59-104.

137 to RCAF as 2141 / 2277.

116 to RNZAF as NZ4501 / NZ4582, NZ4606 / NZ4639.

14 to Brazil as 5034 / 5047.

*387 delivered as **Ventura GR.Mk. V** to:*

(RAF) FN956 / FN999

(RAF) FP537 / FP684

(RAF) JS889 / JS984

(RAF) JT800 / JT898

20 to RCAF, no s/n change.

134 to SAAF as 6401 / 6534.

PV-2 Harpoon

As PV-1, revised fuselage, larger wing, fins, increased armour protection.

produced 1944 – 1945

Lockheed-Vega, Burbank, California (V)

BuNo. 37065 / 37534 15-1031 / 1500

470 **Total: 0470**

4 to RNZAF as NZ4701 / NZ4704.

6 to Brazil as 5048 / 5051, 5074, 5076.

PV-2C Harpoon

As PV-2, conversion trainers.

produced 1943 – 1944

Lockheed-Vega, Burbank, California (V)

BuNo. 37035 / 37064 15-1001 / 1030

30 **Total: 0030**

PV-2D Harpoon

As PV-2, 8 nose guns.

produced 1945

Lockheed-Vega, Burbank, California (V)

BuNo. 37535 / 37550 15-1501 / 1516

BuNo. 37624 / 37634 15-1590 / 1600

BuNo. 84057 / 84064 15-1601 / 1608

35 **Total: 0035**

873 additional airframes cancelled.

Total: 3028

VENTURA / HARPOON / LEXINGTON CONVERSIONS & TRANSFERS

Military Conversions

USAAF

R-Model 37	264	Ventura Mk. II, 1942, "restricted" for retained USAAF aircraft.
RB-34	20	B-34, 1942, redesignation as "restricted" from combat.
RB-34A	101	B-34A, 1942, "restricted" for training duties.
RB-34B	13	B-34B, 1942, "restricted" as navigation trainers.
RB-37	18	B-37, 1943, redesignation as "restricted" from combat.

US Navy

PV-1N	1+	PV-1, unofficial designation for night-fighter conversions.
PV-1P	1+	PV-1, 1945, unofficial designation for photo reconn. conversions.
PV-2T	1+	PV-2, unarmed trainers.
PV-4	-	<i>Projected PV-2 development, cancelled after VJ Day.</i>

British RAF

<i>Ventura Mk. IV</i>	-	<i>RAF designation not used.</i>
Ventura GR.Mk. I	1+	Ventura Mk. I, 1943, phased out bombers for Coastal Command.
Ventura C.Mk. 5	3	Ventura GR.Mk. V, post WW2 cargo conversions.

Civil Conversions

Howard Aero Inc., Texas conversions:

(In 1963, became Business Air Craft Corp. (BACC))

Howard Super Ventura	37+	1955, executive conversions.
Howard 350	28	1962, executive conversions.
Howard 400	4	1964, pressurized version of Howard 350.
Howard 500	22	1959, improved Super Ventura, pressurized. New c/n: 500-101 / 500-122.
Howard 700	1	1966, also known as "Eldorado 700."
Howard Super Harpoon	1	1959, executive conversion.

Oakland Airmotive Co., California conversion:

Oakland Centaurus	2	1958, executive conversions.
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Spartan Aircraft Co., Oklahoma conversion:

Spartan Ventura	15	1948, executive conversions.
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FOREIGN MILITARY / CIVILIAN SERVICE

- *PV-2 Harpoons in military service post WW2 with Brazil, France, Italy, Japan, The Netherlands, Peru and Portugal.*
- *Many post WW2 civil conversions for cargo, agricultural, survey and fire-bombing duties.*