

RRR48172



1/48 SCALE LOCKHEED VENTURA CONVERSION, NUMBER 459 SQUADRON, RAAF MTO, DECEMBER 1943

Parts List

1. Desert Air Filter Duct x 2
2. Exhaust Duct x 2
3. Flame Arrestor Pipe x 2
4. Plastic card 0.010in 12mm x 20mm x 2
5. Brass Radar Altimeter Antenna x 2
6. Decal Sheet
7. Plastic card 0.005in 12mm x 24mm x 1



Lockheed Ventura

The Lockheed Ventura is a twin engine medium bomber of World War II, used by United States and British Commonwealth forces in several guises, including maritime patrol. The aircraft had a top speed of 322 mph (518 km/h) with a cruising speed of 230 mph (370 km/h) and a range of 1,660 miles (2,670 km). The aircraft's service ceiling was 26,300 ft (8,020 m). Designed and manufactured by the Lockheed Vega Corporation the Ventura first flew on 31 July 1941. It was used by the RAAF in the Patrol Bomber role.

459 Squadron RAAF

Formed on 24 December 1941, with Squadron Leader P.W. Howson as Temporary CO at Burg-el-Arab, Egypt. Wing Commander K.S. Hencock was appointed as the first permanent CO on 19 April 1942. No. 459 Squadron operated from six main bases and some ten detachment locations - a chain of airfields spanning 1000 miles of the North African coastline from the Bay of Sirte (Benghazi) to the Levant (Palestine and Lebanon) and to Southern Arabia. In December 1942 the squadron moved to Gambut, Libya. In April 1944 the squadron moved to Ramat David, located in Palestine to the south-east of Haifa and the following month moved to RAF St Jean, about 100km north of Tel Aviv. On 16 February 1945, the Squadron moved to Almaza in Egypt and was disbanded on 10 April 1945.



Using the 1/48 Scale Conversion

This conversion is designed for the Mediterranean/Desert Configuration for the Revell Ventura Mk.II 1/48 Scale Kit.

This simple conversion will create an Australian Lockheed Ventura as used in the Mediterranean Theatre of Operations during World War Two. Wash all resin parts in warm, soapy water before assembly. Use cyanoacrylate glue (super glue) to attach resin parts to plastic. See Fig 3.

1. Air Intakes

The upper engine air intake has to be removed to allow the new resin item to be fitted.

Glue the engine side cowl (kit parts 13 and 14) together. A 15mm x 15mm piece of the 0.010in plastic card is then glued on the inside under the air intake to support the new assembly when the kit intake is removed. Ensure that this part still matches kit parts 20 and 42 by test fitting. Sand the air intake off the front ring of the cowl (kit part 20), ensuring the shape is not compromised and that the new duct (resin part 1) fits. See Fig 1.

Glue these new ducts to a piece of the 0.005in plastic card (part 7) curved to match the outside cowl diameter. Trim the outer edge to create a 1mm side flange. Dress the flange down to create a tight fit to the cowl and install after engine section is completed. See Fig 3 on next page.

2. Instrument Panel

Check to make sure the kit instrument panel matches Fig 2. If not, either replace with an after market accessory, decal or modify.

3. Exhaust Replacement

Before gluing the exhaust shroud (kit parts 40 and 41) onto the nacelle, file off the exhaust pipe rear edge. Test fit and then attach the new duct (resin part 2) over kit parts 40 and 41 with its open end forward.

After painting the new flame arrestor pipe (resin part 3) a dull steel colour attach it to the new duct. Note that the aft end of this pipe was closed as there was a hub mounting a large number of diffuser vanes inside. See Figs 1 and 4.

4. Radar Altimeter Antenna

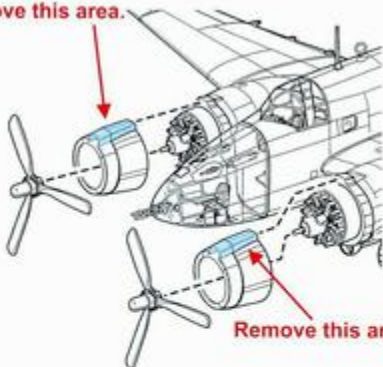
Referring to the under wing plan view, use a number 56 drill to create a 0.045in hole at the position indicated. Elongate this hole fore and aft with the point of a needle file until the mounting tail of the antenna (metal part 5) fits. Install the antenna orientated fore and aft with super glue and paint satin black.



2

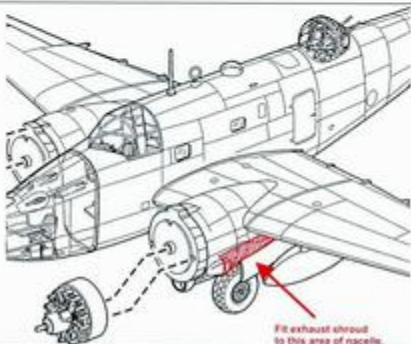


Remove this area.



3

Remove this area.



4

**Fit exhaust shroud
to this area of nacelle.**

Ventura GR.V Colour Information

459 Sqn commenced operations with Hudsons painted in the Coastal Command scheme of Extra Dark Sea Grey/ Dark Slate Grey over White with a high demarcation.

When they converted to Venturas these were received in the US Navy tri-colour blue scheme. Some probably carried Disney artwork on the rear fuselage. At the MU level (probably at 103 MU at Aboukir as this was the main modification center and the largest local MU) they were refinished in a scheme very similar to the Temperate Sea Scheme of Extra Dark Sea Grey/ Dark Slate Grey, leaving the original underside white.

It is likely these colours were mixed at the MU and may have been a little different to standard MAP colours. The camouflage pattern followed that of Temperate Land Scheme (Green/ Brown) Venturas used in Europe. The rear fuselage cartoons were most likely retained on some Venturas by painting around the cartoon area, leaving a blue panel. As an aside some Venturas in Europe may also have had this TSS repaint (for instance those operated in the UK by 519 Sqn at Skitten). That said, most Ventura Mk.V's in RAF service did simply retain the US Navy tri colour scheme. The TSS repaint scheme was also used on Baltimores and Marauders in the Mediterranean theatre. Evidence from its application to Baltimores and Marauders around the same time and tonal variation of black and white photos suggests that it was darker than the standard MAP finish. It is quite possible that it was locally mixed to be darker than the MAP colours and even possible it was US Olive Drab and the darker shade of US Neutral Gray.

Vokes filters were also fitted in theatre to most North African based Venturas using a design very similar to that employed on the Baltimore and all of 459 Sqn's Ventura's were so fitted. Incidentally, Venturas operated in South Africa had their own modified design of upper engine air intake.

Exhaust flame dampers were also fitted but these were far from universal. Photographic evidence shows more Venturas without them than with them.

Disney cartoons were applied as decals in the factory and some survived the colour scheme change as an Intermediate Blue patch on the fuselage. It may have been present on FP653 but, given the application of nose art it is felt that it is not likely.

Although no photographs exist showing it, Leon Kane-Maguire identified 'You Beaut' as FP653 from the pilot's log book.

Decal Application — Thin Film Decals — Please Use Care

Ensure model has received a suitable coat of gloss varnish before applying these decals. Cut around the required decal. Soak the decal in water for about 1 minute, then remove the decal from the water and stand on glass or plastic surface.

Moisten the application side with your favourite settling solution. Remember, the carrier film on these decals is very thin, test the effect of your settling solution on an unwanted decal if in doubt. Apply decal carefully by sliding off backing paper with a soft, long bristle brush. Position carefully and use tissue paper to absorb excess moisture. Use decal settling solution to draw the decal down over surface detail. If air bubbles or "silvering" form during drying phase wait till decal is thoroughly dry, then pierce affected area with a pin and re-apply settling solution. Do not try to force decals to conform to surface or express air bubbles — doing this will tear the decals. Apply a coat of gloss varnish over the entire model once the decals are thoroughly dry. Apply a coat of matt varnish over the entire model when the previously applied gloss varnish is thoroughly dry to hide the carrier film.



Lockheed Ventura FP653, D, "You Beaut", 459 Squadron RAAF, Berka Airfield, August 1944



Position of nose art on You Beaut.



Size and position of underside colour on rear fuselage behind fin. Similar size and position on right hand side of fuselage



R



L

Colours and fin flash on inner side of right and left fin and rudder.



Blue-Gray
FS30189



Extra Dark
Sea Grey
85 381.C 640



Dark
Slate Grey
85 381.C 634



White





Lockheed Ventura FP544 B, "Bertie", 459 Squadron RAAF, Berka Airfield, August 1944.



Camouflage pattern on left side of nose - similar on right hand side.



Size and position of underside colour on rear fuselage behind fin. Similar size and position on right hand side of fuselage.



Colours and fin flash on inner side of right and left fin and rudder.



Blue-Gray
FS35189



Extra Dark
Sea Grey
BS 381 C 640



Dark
Slate Grey
BS 381 C 634

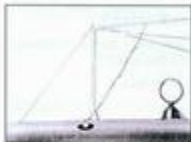


White



Upper and lower surfaces camouflage and markings

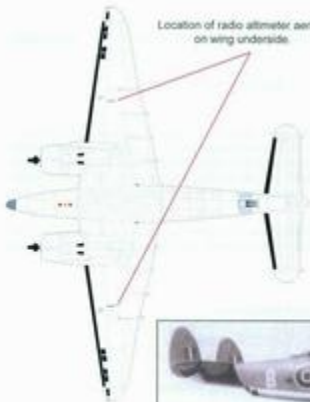
— common to both aircraft



Flying aerials and aerial lead-in to radio compartment shown above



Location of radio altimeter aerials on wing underside



Aerial rigging layout (above).

"B" for Bertie in flight (below).



References

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Erection and Maintenance Instructions Navy P.V.-1Airplane, RAAF A.P. 455A - Technical Order 01-55EC-2, August 1945.

Acknowledgments

Red Roo Models gratefully acknowledges the assistance of Tony O'Toole who undertook the original research, correspondence and comment required for the colours and markings drawings and decal sheet.

Kelvin Russell who created the original graphics for the You Beaut nose art.

Richard Hourigan created the masters for this conversion.

Ed Russell wrangled the data, concepts and undertook local research - Ed's next project involves herding cats!

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