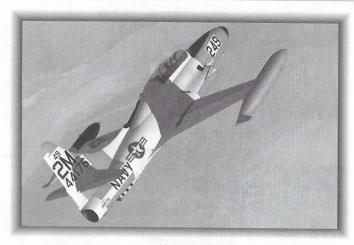


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Since 1949, the U.S. Navy used the Lockheed T-33 for land-based jet aircraft training, these T-33 have been ender designation TO-2, later TV-2.

However, there was a strong need for training aircraft able to make operation from iarcraft carriers. This request led to a advanced design development of the T-33 family, which came into result of Lockheed L-245 (under USN designation T2Y).

The first demonstrator L-245 first flew on 16 December 1953 and production deliveries started in 1956.

The only version of the T2V was initially designated T2V-1 when it entered service, but was redesignated T-1A SeaStar in 1962.

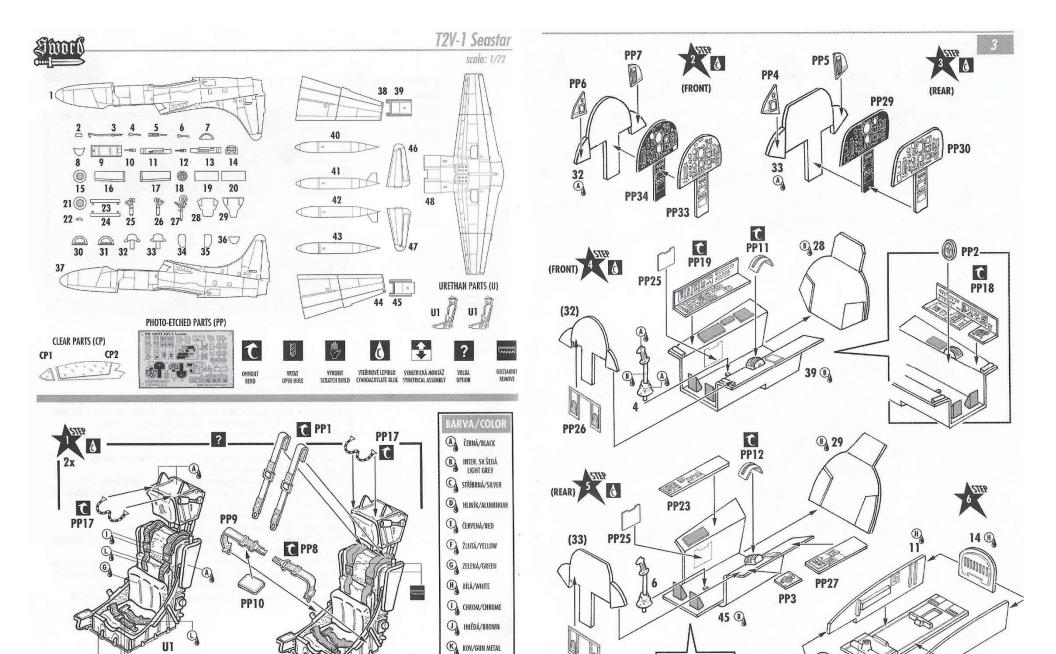
The T-1A was replaced by the T-2 Buckeye but remained in service into the 1970s. Compared to the T-33, the T2V was almost totally re-engineered for carrier landings with a new tail, naval avionics, strengthened undercarriage (for carrier landings and catapult use) with a retractable arrestor hook, and power-operated leading-edge.

Intructor's seat was elevated to improve the vision from this seat.

Besides this changes T2V had a much higher ability to withstand sea water-related aircraft wear from higher humidity and salt exposure.

The only version of the T2V was initially designated T2V-1 when it entered service, but was redesignated T-1A SeaStar under the 1962 United States Tri-Service aircraft designation system, a name under which it would spend the majority of its career.

The T-1A was replaced by the T-2 Buckeye but remained in service into the 1970s.



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