LOCKHEED T-2V (TV1/TV-2) 'SEASTAR'

The Lockheed T2V SeaStar, later called the TV-1 (and later TV-2) SeaStar, enterd Navy service as a training aircraft in May 1957. It was based upon the Lockheed L-245 design of an updated T-33/P-80 reworked into a naval version for carrier operations. The Navy used the T-33 as the TO-1/TV-1 starting in 1949 for land based jet aircraft training, but this model was not usable on aircraft carriers.

The Navy was impressed by the lower take-off and landing speeds of the TV-1 and saw the potential for a much needed jet deck-landing trainer. This interest led to the award of an initial contract for eight T2V-1s (BuNo 142261 to 142268) in May 1954,

These deck-landing trainers were fitted with non-jettisonable tip tanks, an arrester hook, and strengthened airframe and undercarriage.

Simulated catapult take-offs and arrested landings were made at China Lake Naval Testing Station, California, to confirm carrier suitability of structures and equipment, and the experience gained during these tests was incorporated in the final design of the T2V -1 production model. The first of these aircraft began flight trials in January 1956. Eighteen months later, the T2V-1 underwent carrier qualification trials aboard the USS Antietam.

The TV-1 had a relatively short service life as its boundary-layer control system - the first to be used on a production aircraft in the United States - proved the source of protracted maintenance problems. The TV-2 version corrected those issues. At NAAS Kingsvile, the TV-2 was used to provide initial jet carrier-landing experience iwith the lower-performance North American T2-1 Buckeye provided advanced training.

NAAS KINGSVILLE 1953-1959

Specifications:

Span: 42 ft., 10 in.
Length: 38 ft., 6 in.
Height: 13 ft., 4 in.
Wing Area: 240 sq. ft.
Weight Empty: 11, 965 lbs.
Weight Loaded: 15,500 lbs.

Perfo4rmance:

Max Speed: 580 mph at 35,000 ft.
Climb: 6,330 ft./min.