

T-33 'Japanese and South American T-Birds'

EN

Thanks to foresight of the Deputy Director for contact with the Air Force V.F. „Mac“ Short Lockheed T-33 Shooting Star begun to exist eventually. He managed to convince Lockheed management and his colleagues that with the development of jet aircraft the need of particular trainer aircraft is imminent. For the development of the trainer Lockheed released 1 million USD from their own resources. The development work begun in May 1947. The basis was taken over from F-80C (at that time still P-80C), the proposal envisaged fuselage lengthening in front and behind the wing area. When the front part mock up was approved a single P-80C was taken from the assembly line and forwarded to the Lockheed's Skunk Works to be converted into a two seater, designated TP-80C. The nose section was lengthened by 0.737 m, the rear part behind the wing by 0.305 m. Instead of the originally mounted self sealing wing tanks, plain nylon ones were installed due to the reduction of the fuselage fuel tank. The new cockpit hood was attached at the back and lifted electrically. The crew of two sat on the newly introduced ejector seats. The first secret prototype TP-80C (Lockheed was concerned mainly by the competitors) took off for the first time on March 22, 1948 with Tony LeVier in the cockpit. Past the successful trials the USAF ordered twenty TP-80Cs for operational trials. Meanwhile, as a part of propaganda campaign was the prototype showed off at many USAF bases. TP-80C passed the operational trials. Therefore additional series of these jet trainers were ordered. The designation changed on June 6, 1948 to TF-80C and eventually on May 5, 1949 to T-33A. The T-33A became the most widely used jet trainer all over the World. The production reached 5,691 aircraft by Lockheed and additional 656 aircraft produced by Canadian Canadair and 210 aircraft produced by Japanese Kawasaki. The aircraft were delivered in basic version T-33A for the pilots' training, AT-33A for the gunnery training (equipped with a pair of 12.7 mm machineguns) or for reconnaissance purposes with cameras in the nose, designated RT-33A. Some of the already produced machines were converted into target drones OT-33A or their control aircraft DT-33A or the test aircraft NT-33A. Except of the USAF and US Navy (under designation TV-2) these trainers were used or are still in use by perhaps 30 military air forces all over the World. Sometimes even as the combat machines. Cuban T-33s even shot down several A-26 Invaders during the landing in the Bay of Pigs. US Navy TV-2 was developed from the T-33 for the carrier based operations and, of course the all-weather fighter F-94 Starfire arose thanks to the T-33.

Dimensions and Performance:

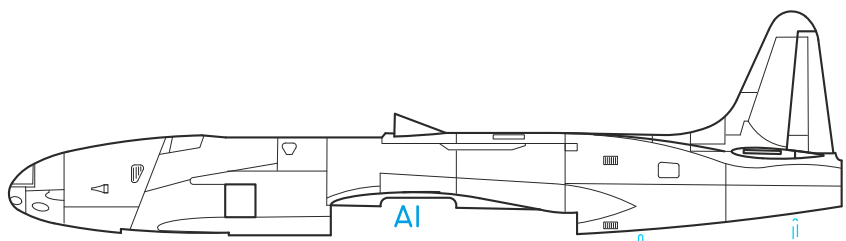
Wingspan: 11.5 m, Length: 11.2 m, Maximum Speed: 970 km/h, Service Ceiling: 14,600 m, Range: 2,050 km.

CZ

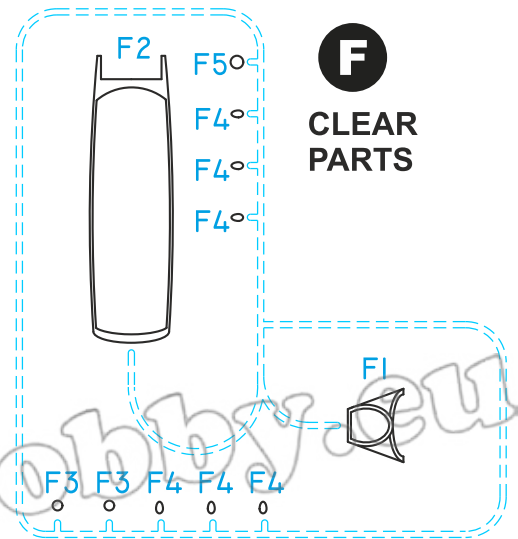
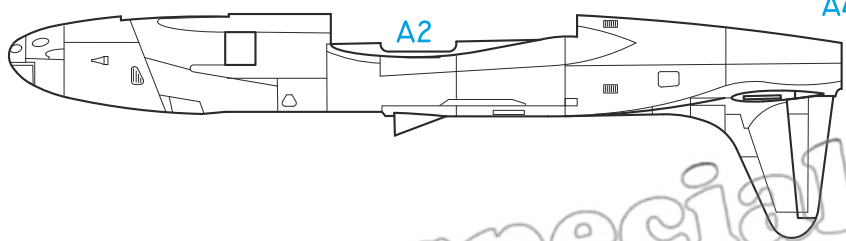
Lockheed T-33 Shooting Star vděčí za svůj vznik hlavně předvídavosti náměstkovi ředitele pro styk s letectvem V.F. "Mac" Shortovi. Dokázal přesvědčit své kolegy a vedení společnosti Lockheed, že s rozvojem proudových letadel bude nutné zavést i cvičné proudové stroje. Lockheed uvolnil na vývoj cvičného proudového letounu 1 milion dolarů ze svých zdrojů. V květnu 1947 byly zahájeny vývojové práce. Za základ byl vzat F-80C (tehdy ještě P-80C), návrh předpokládal prodloužení trupu před a za křídlem. Po schválení makety přední části trupu byl z výroby stažen jeden P-80C a ve skančích dílnách firmy Lockheed přestavěn na dvoumístný stroj, označený TP-80C. Před byla prodloužena o 0,737 m, zád za křídlem byla prodloužena o 0,305 m. Vzhledem ke zmenšení trupové nádrže byly do křídla instalovány místo původních samosvorných nádrží nylonové vaky. Nový překryt kabiny byl zavěšen vzadu a zvedán elektricky. Dvoučlenná osádka seděla na nově zavedených vystřelovacích sedadlech. První utajovaný prototyp TP-80C (Lockheed se obával hlavně konkurence) vzletl poprvé 22. března 1948 pilotován Tonym LeVierem. Po úspěšných zkouškách USAF objednálo dvacet kusů TP-80C k ověřovacím provozním zkouškám. Mezitím byl prototyp předveden v rámci propagační kampaně na mnoha základnách USAF. Při provozních testech se TP-80C osvědčily. Proto byly objednány další série těchto cvičných strojů, jejichž označení se 11. 6. 1948 změnilo na TF-80C a 5. května 1949 na definitivní T-33A. T-33A se stal nejrozšířenějším proudovým cvičným strojem na světě. Byl vyroben v 5691 kusech Lockheedem, dalších 656 kusů vyrobil kanadský Canadair a 210 kusů vyrobil japonský Kawasaki. Dodávány byly v základních verzích T-33A pro pilotní, AT-33A pro střelecký výcvik (s výzbrojí dvou kulometů 12,7 mm) nebo pro průzkum s přídi s kamerami jako RT-33A. Některé z postavených strojů byly přestavěny na terčové OT-33A, či na jejich řídicí stroje DT-33A či testovací NT-33A. Kromě USAF a US NAVY (pod označením TV-2) je používalo nebo ještě používá asi třicet vojenských letectev světa. Často i jako bojové stroje. Kubánské T-33 mají dokonce na kontě několik vítězství nad A-26 Invader při odrazení vylodění v Zátocě svini. Z T-33 byl také vyvinut cvičný stroj US Navy T2V pro letadlové lodě a dvoumístný stíhač pro každé počasí F-94 Starfire.

TTD:

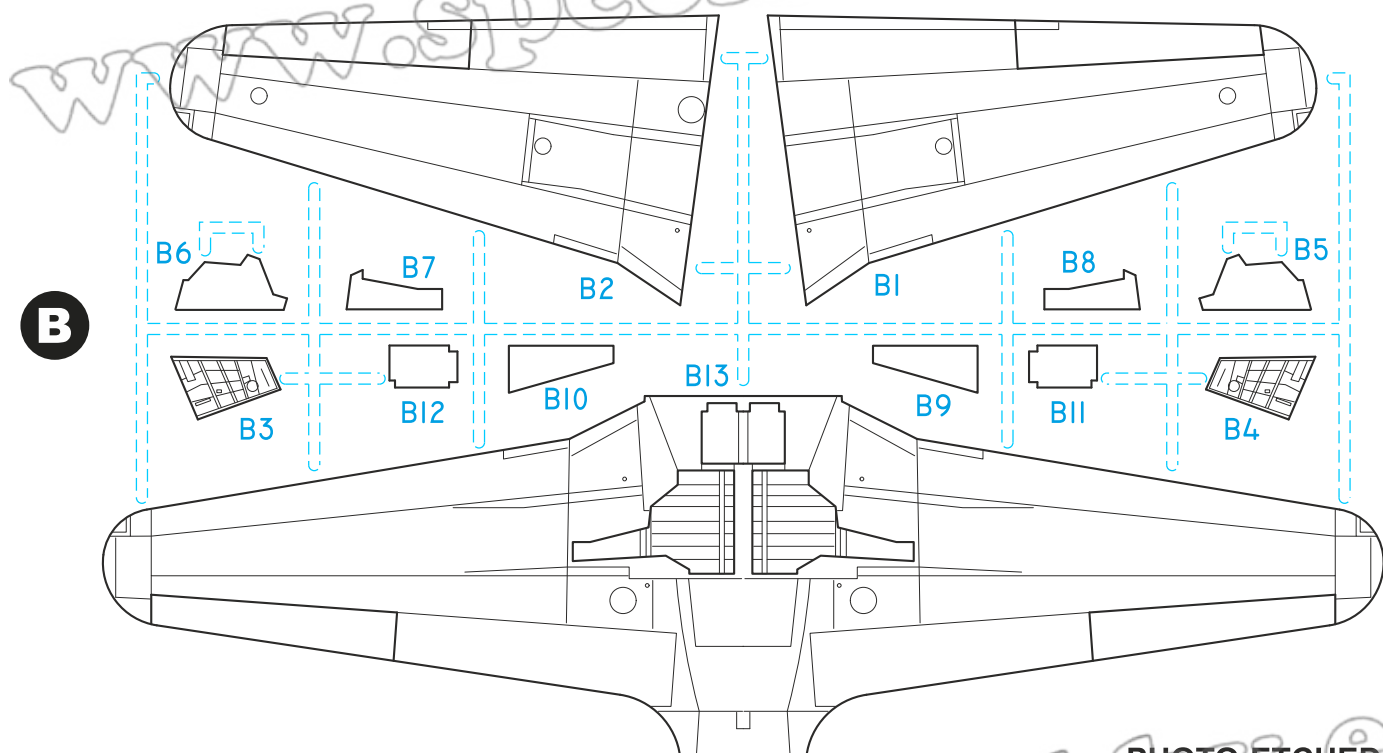
Rozpětí: 11,5 m, délka: 11,2 m, nejvyšší rychlost: 970 km/h, dostup: 14 600 m, dolet: 2 050 km.



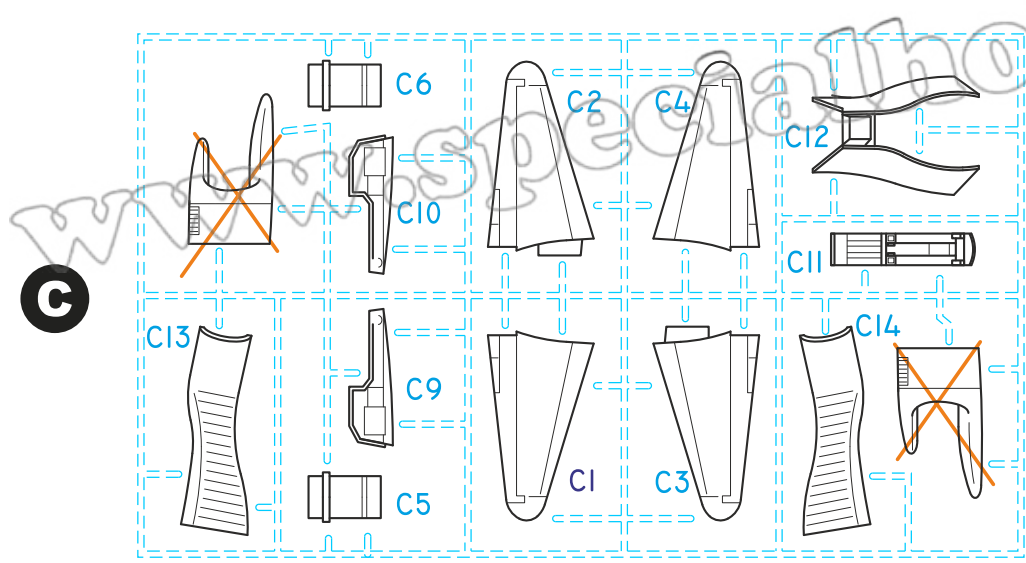
A



F
CLEAR PARTS

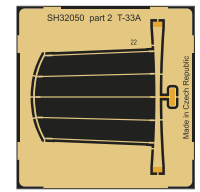
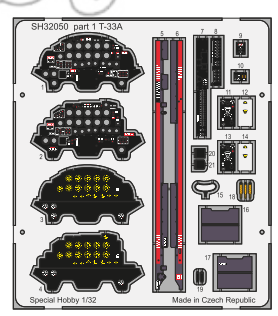


B

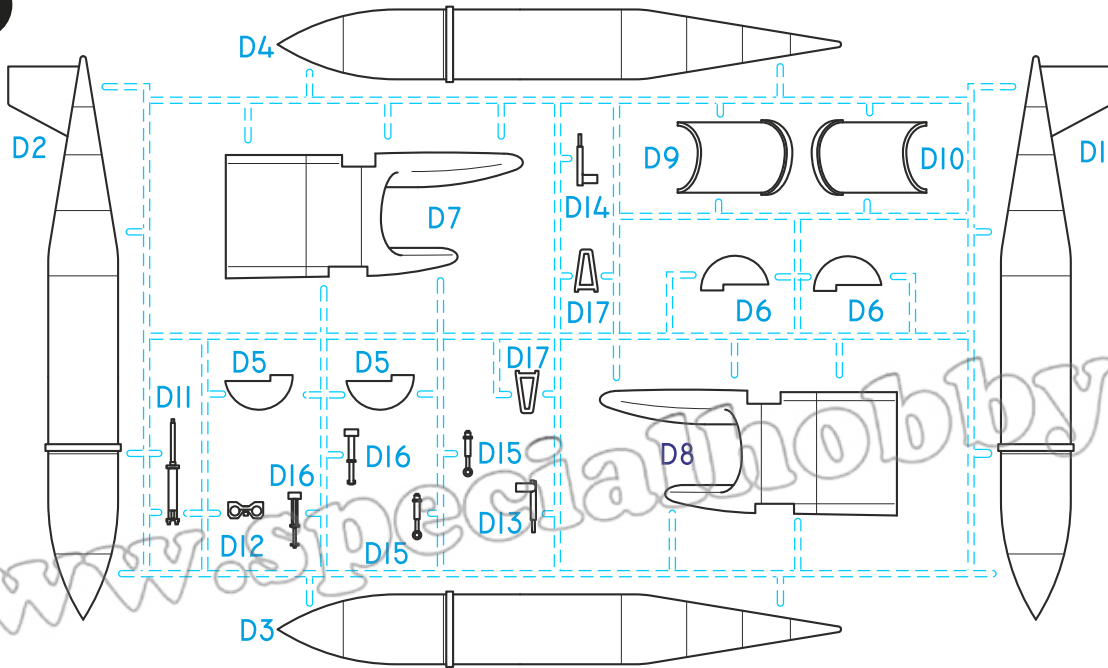
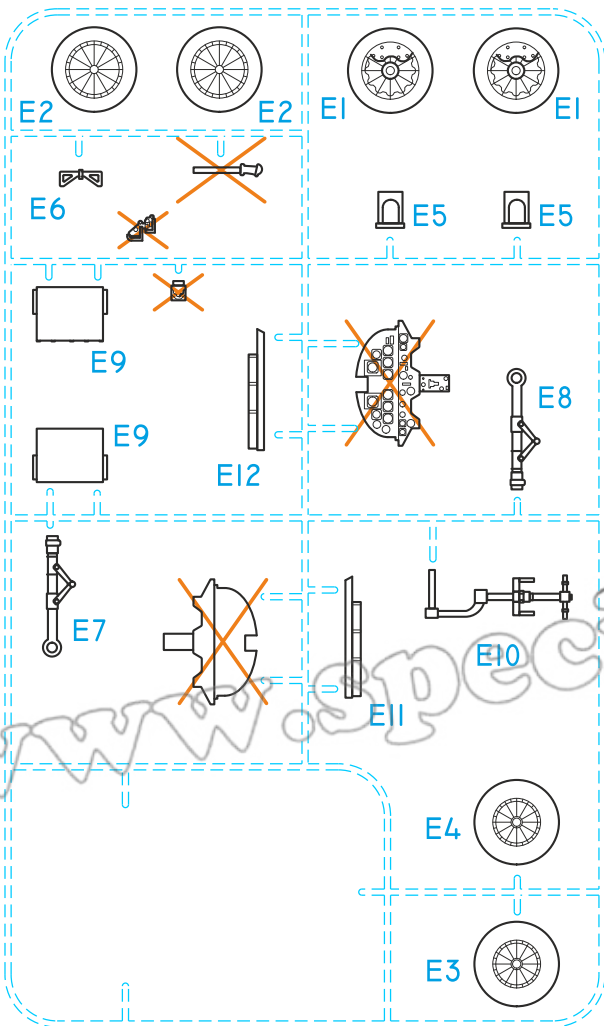
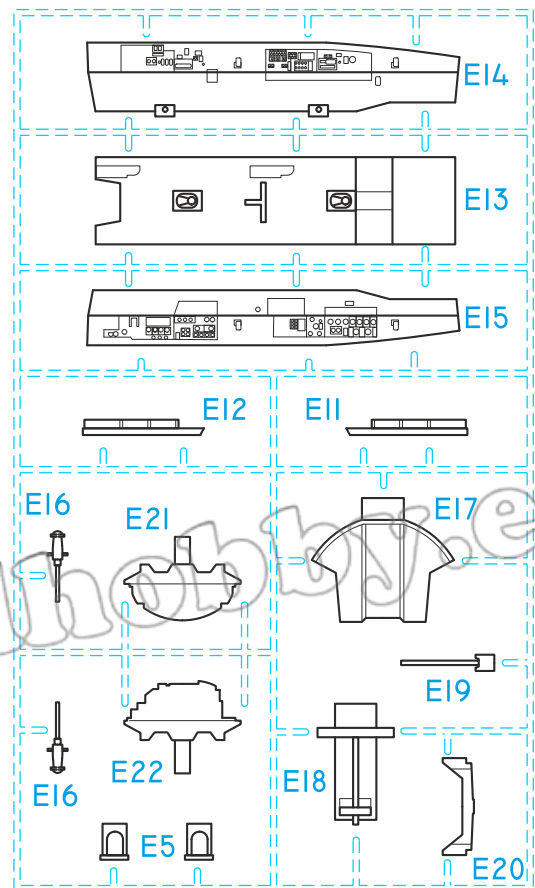
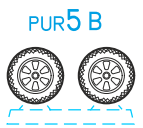
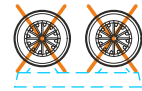
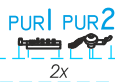


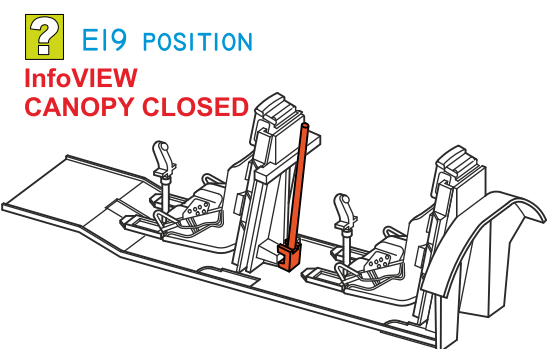
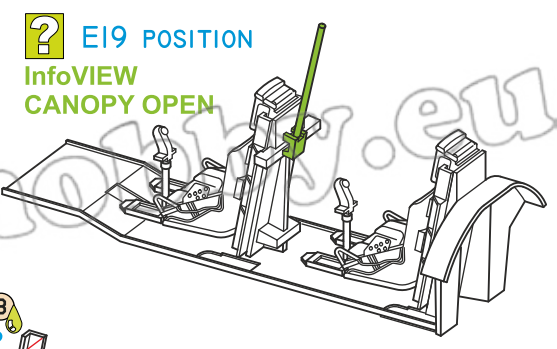
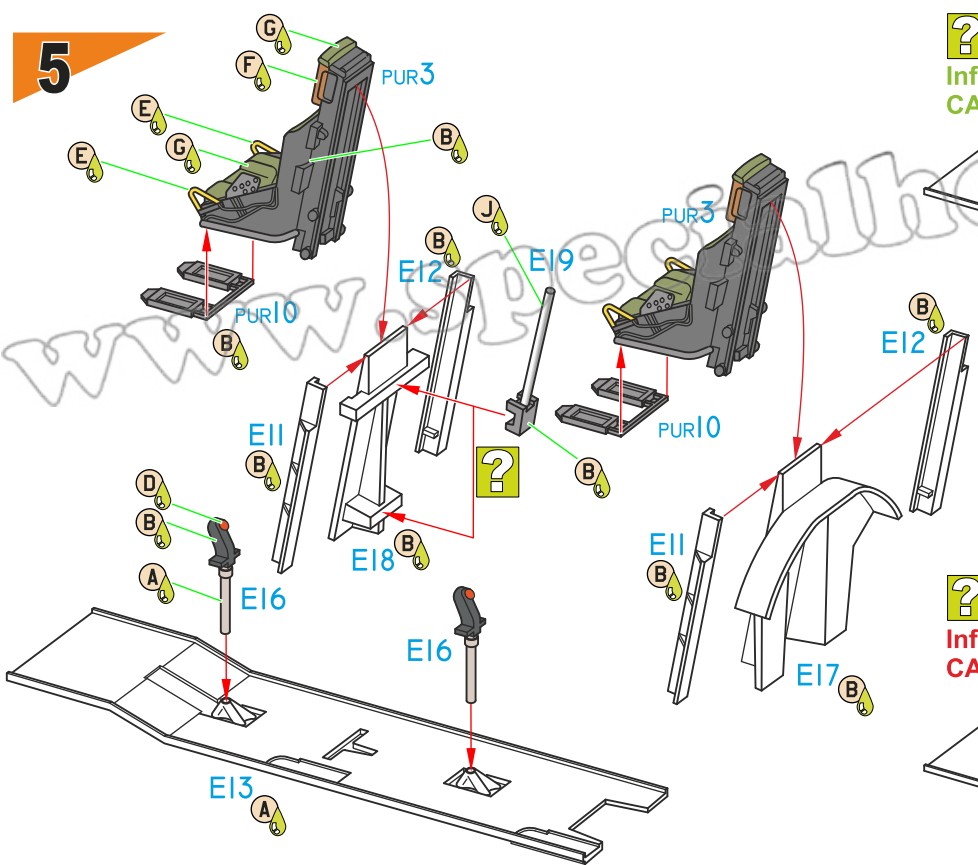
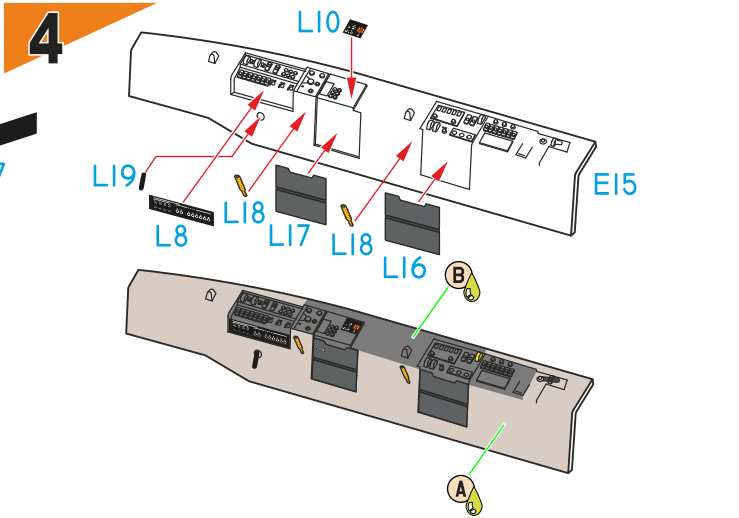
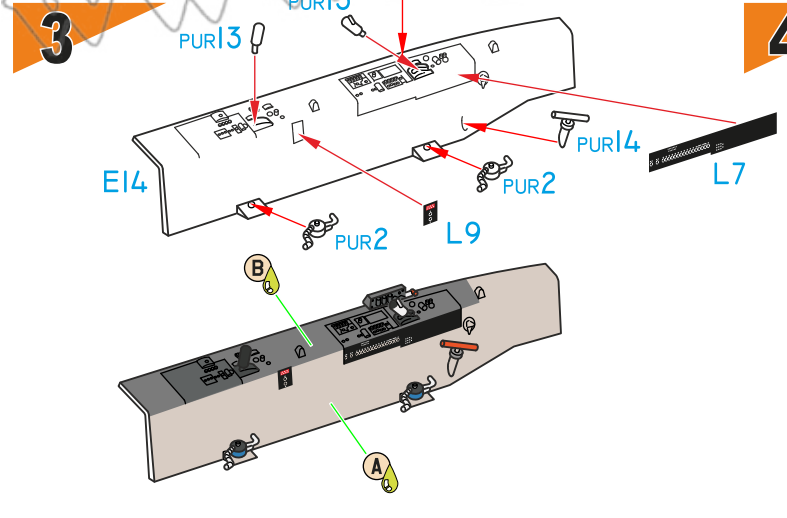
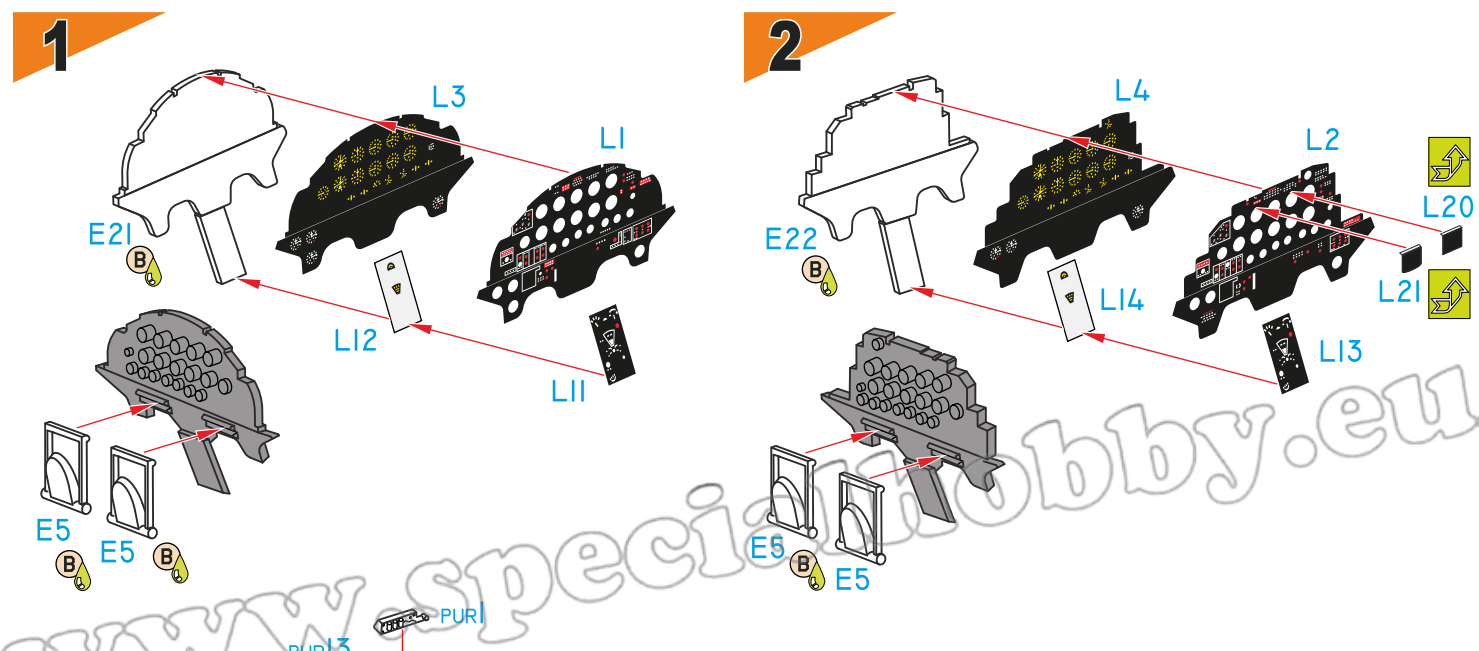
C

PHOTO-ETCHED PARTS (L)

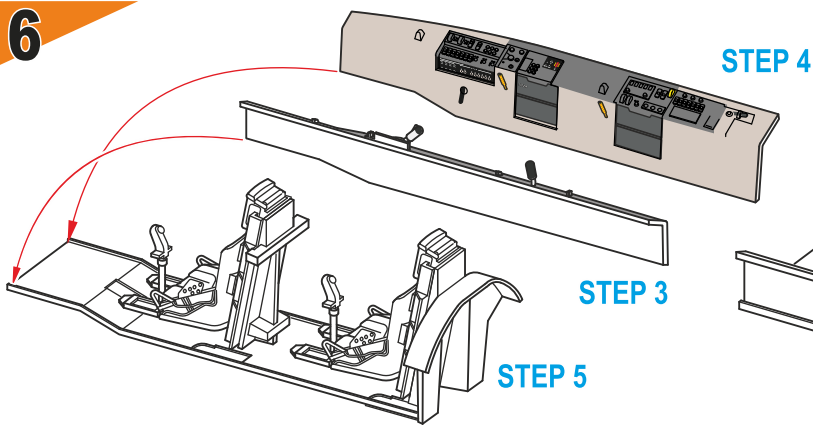


SYMBOLS					
	OPTIONAL MOŽNOST VOLBY NACH BELIEBEN OPTION		INSTANT CYANOACRYLATE GLUE POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO ZYANOAKRYLÄTKLEBER ADHÉSIF CYANOACRYLAT		BEND OHNOUT BIEGEN COURBER
	SCRATCH BUILD ZHOTOVIT NOVÉ FERTIGSTELLEN ACHEVER		CUT OFF/DRILL ŘEZAT/VRTAT ENTFERNEN DETACHER		COLOUR NATRÍT FARBEN PEINDRE

D**E** (F-80)**E** (T-33)**POLYURETHAN PARTS (PUR)**

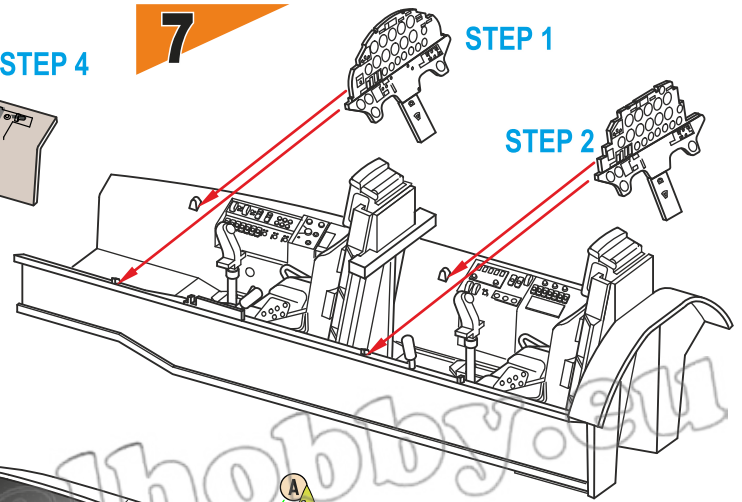


6



STEP 4

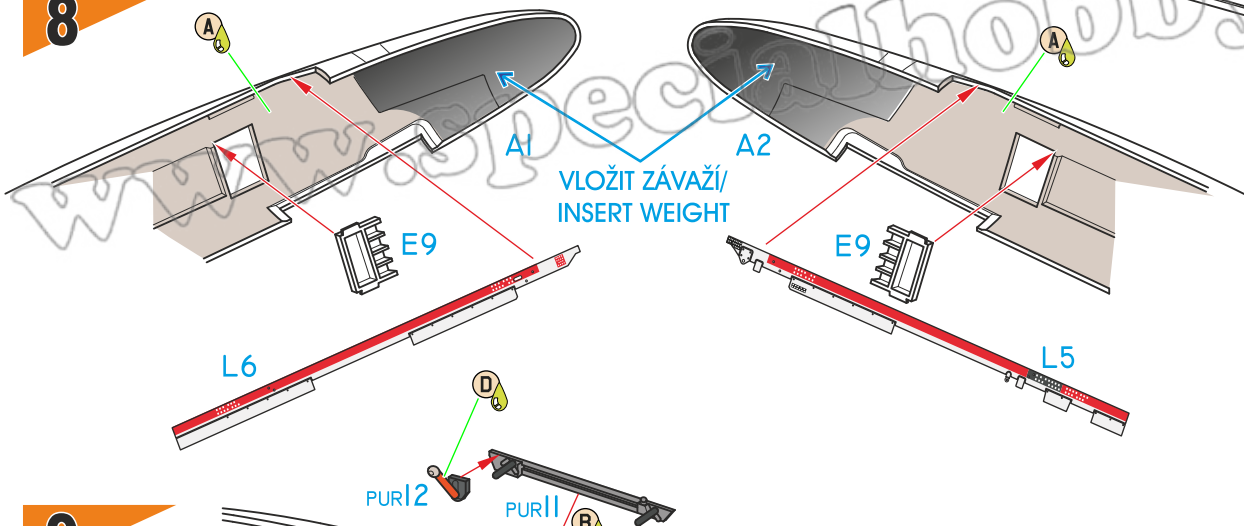
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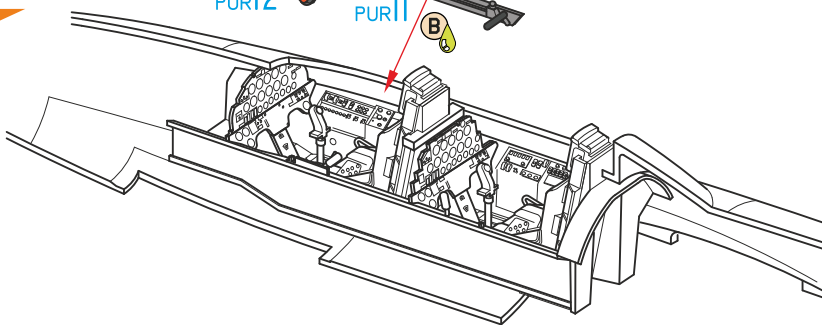
STEP 1

STEP 2

8

VLOŽIT ZÁVAŽÍ/
INSERT WEIGHT

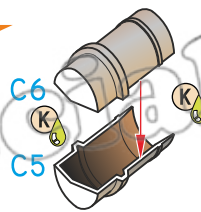
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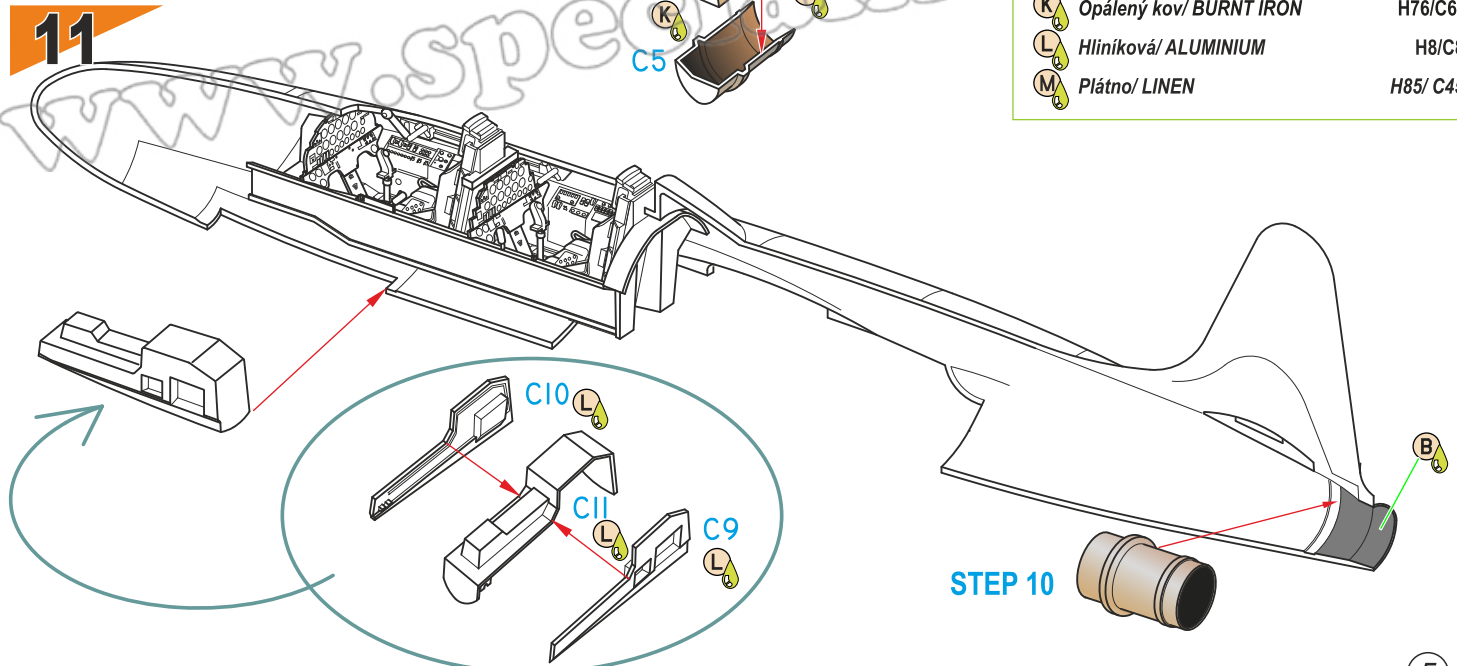
Barvy GUNZE/ GUNZE Colour No.

A	Světle šedá/ LIGHT GREY	H311/C311
B	Černá/ BLACK	H12/C33
C	Bílá/ WHITE	H1/C1
D	Červená/ RED	H3/C3
E	Žlutá/ YELLOW	H4/C4
F	Červenohnědá/ RED-BROWN	H47/C41
G	Šedozelená/ GREY-GREEN	H336/C336
H	Ocelová/ STEEL	H18/C28
I	Barva pneu/ TIRE BLACK	H77/C137
J	Chromová stříbrná/ CHROME SILVER	MC211
K	Opálený kov/ BURNT IRON	H76/C61
L	Hliníková/ ALUMINIUM	H8/C8
M	Plátno/ LINEN	H85/ C45

10

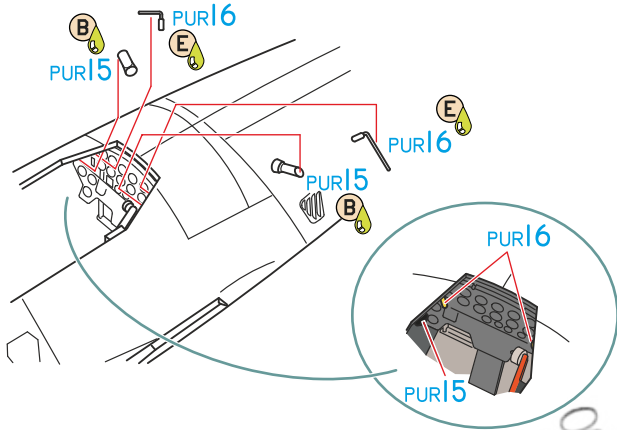


11

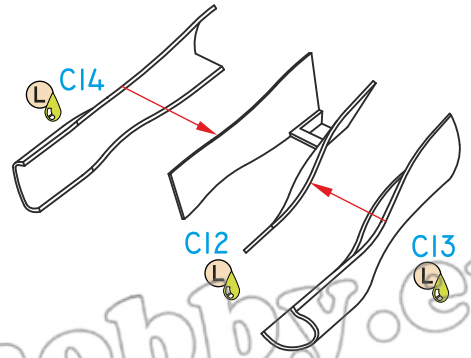


STEP 10

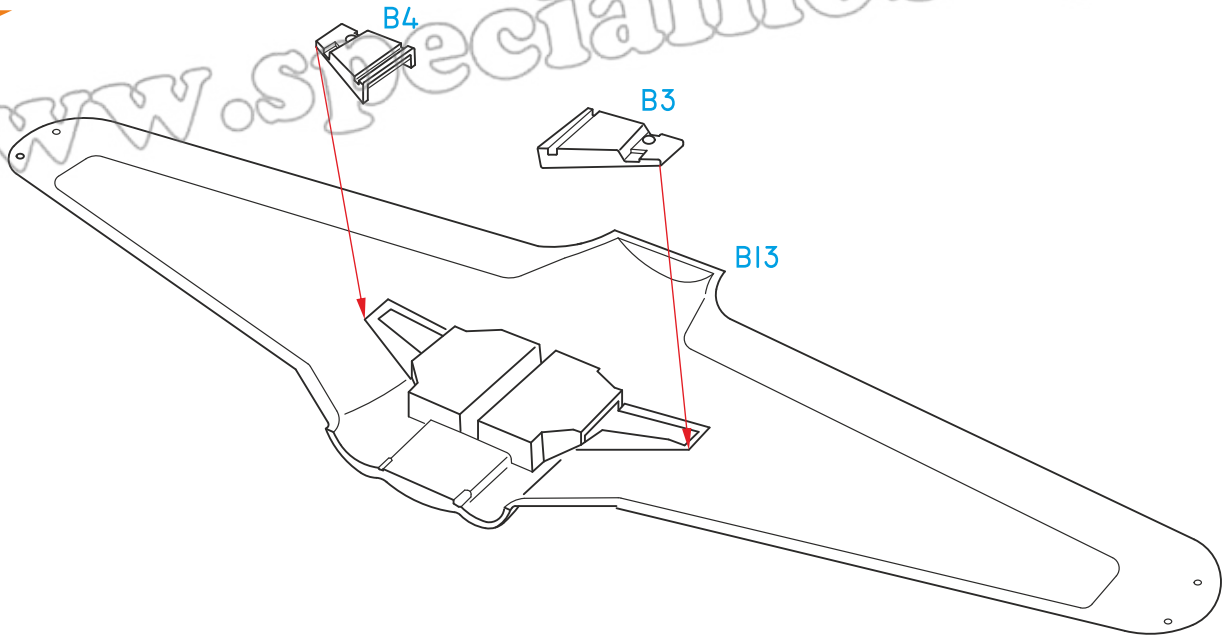
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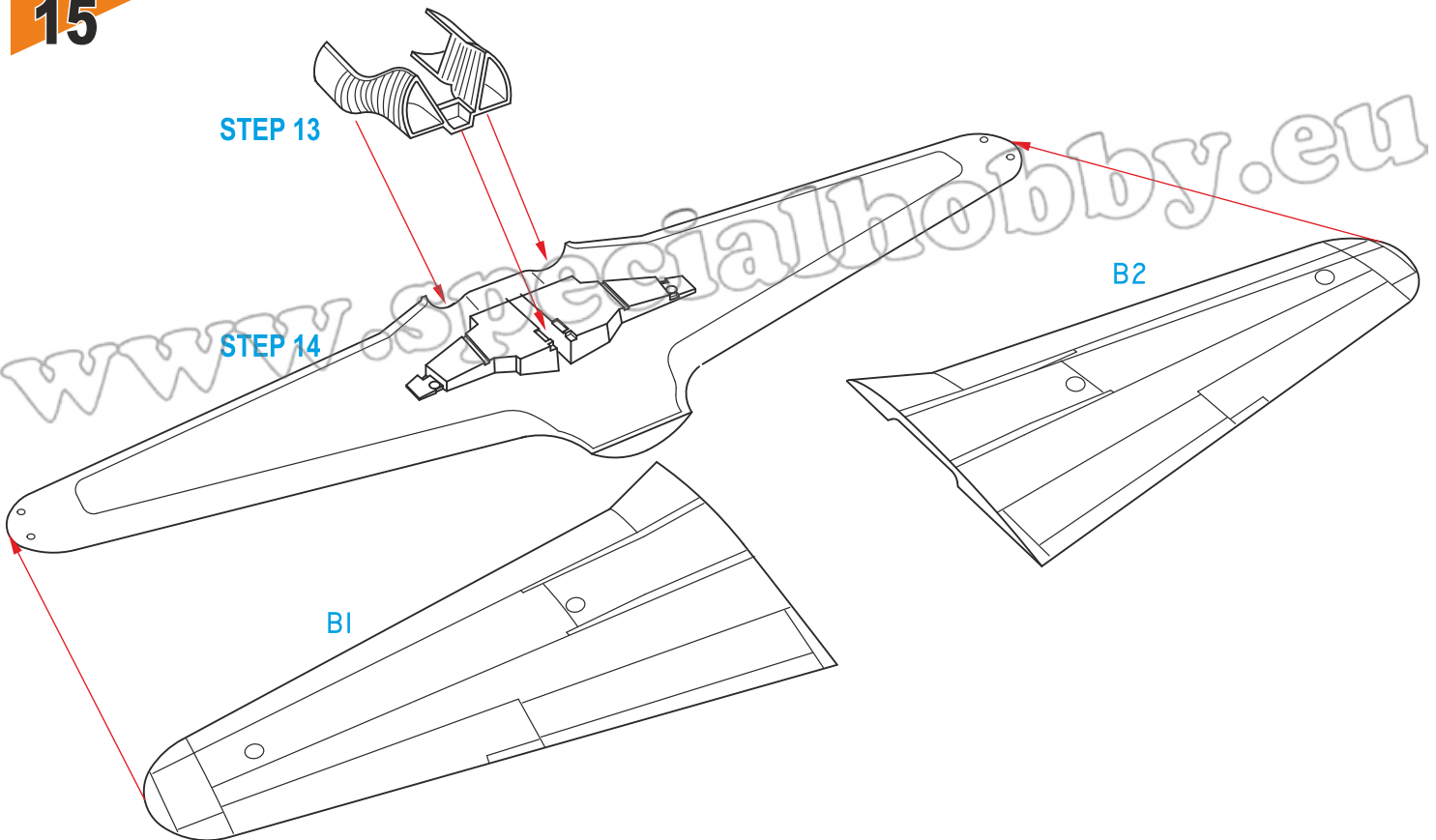
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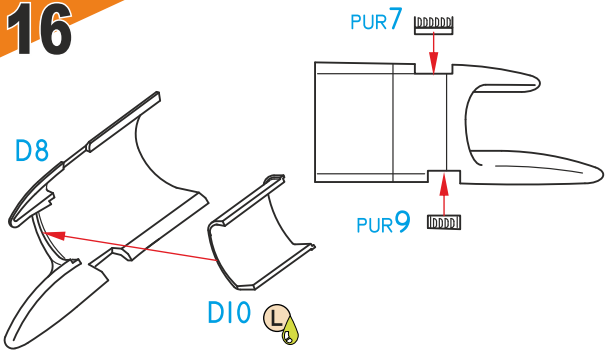
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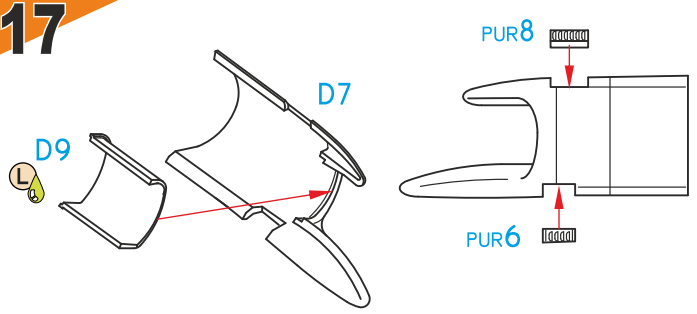
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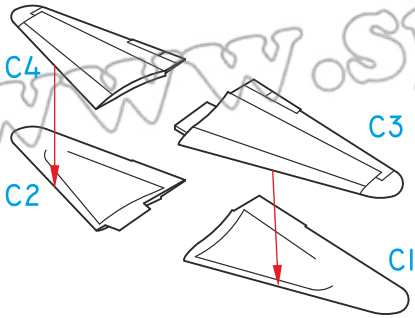
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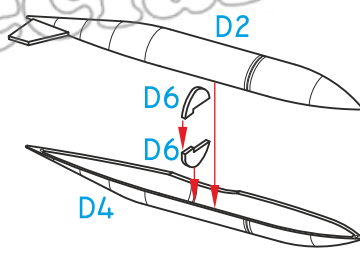
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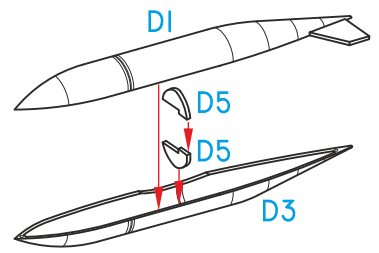
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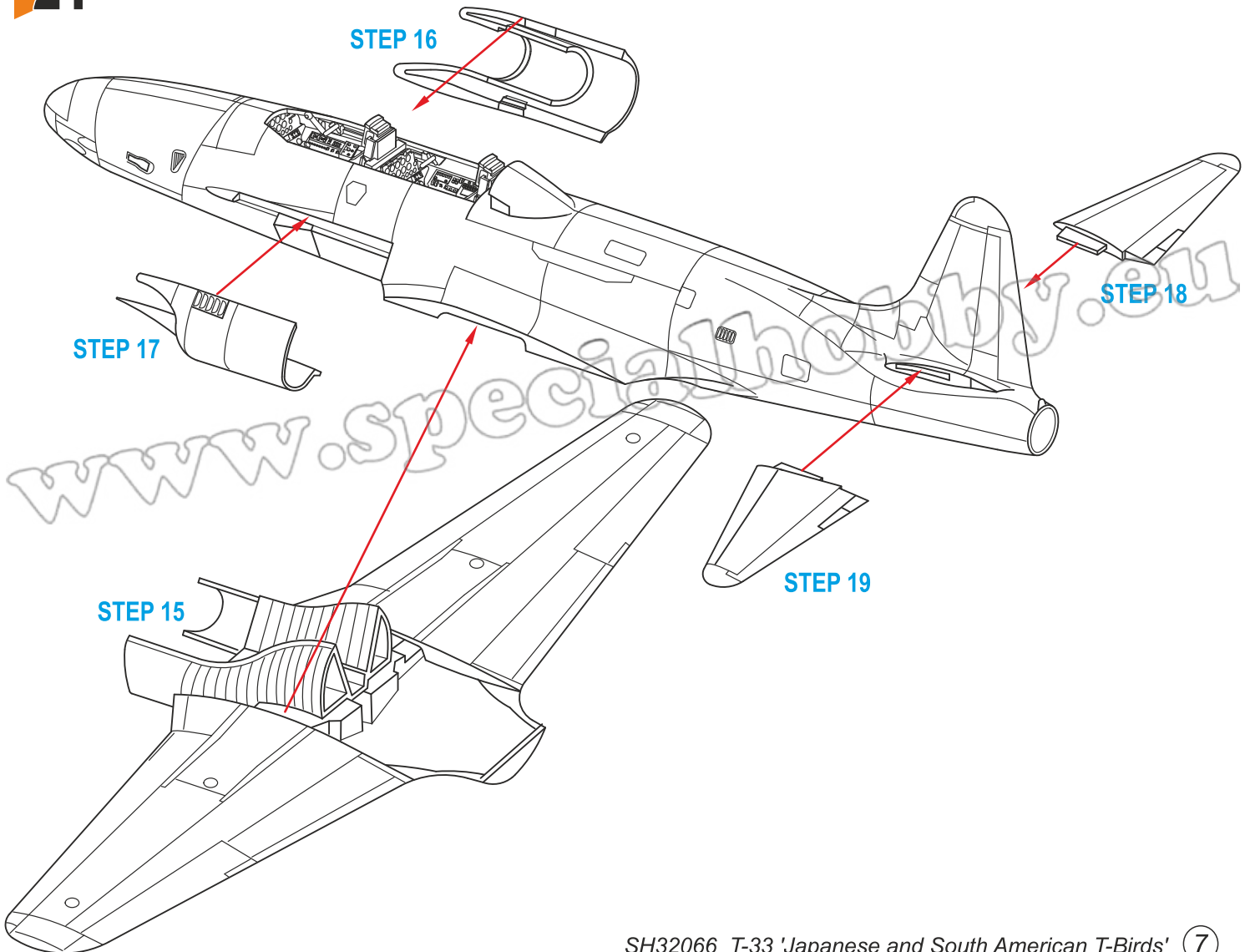
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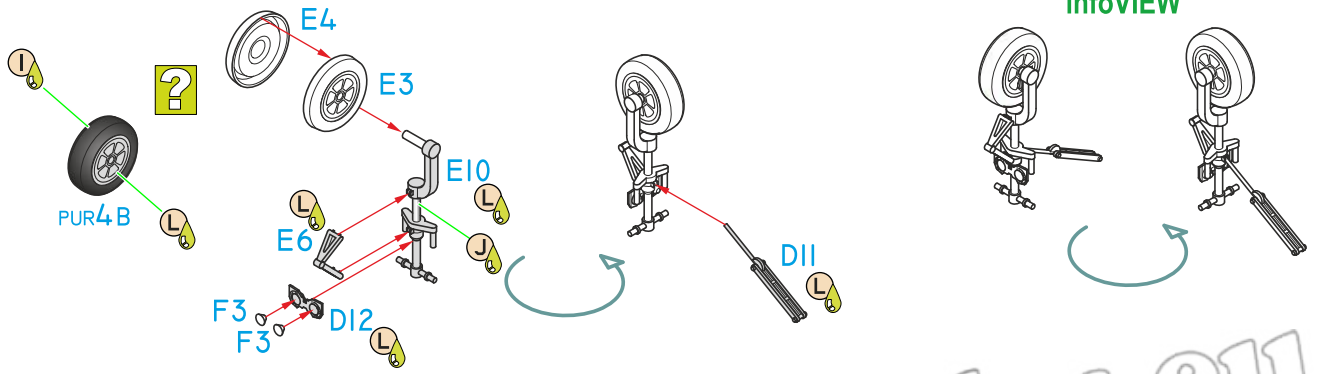
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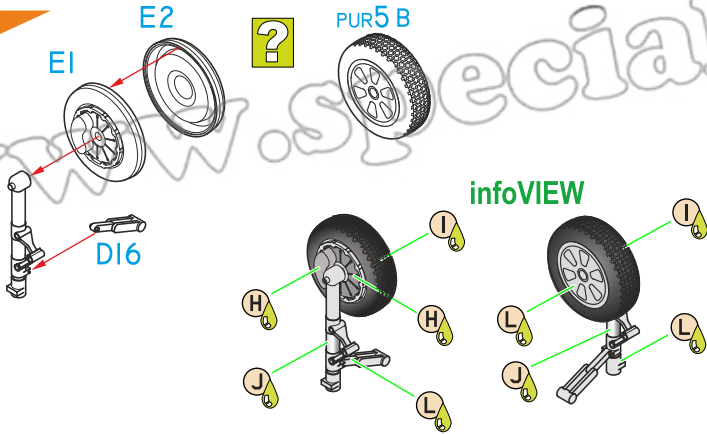
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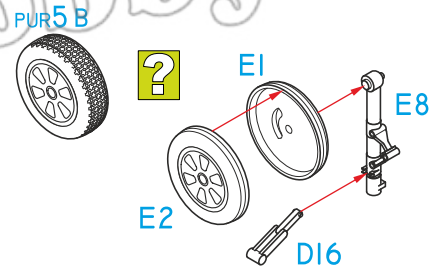
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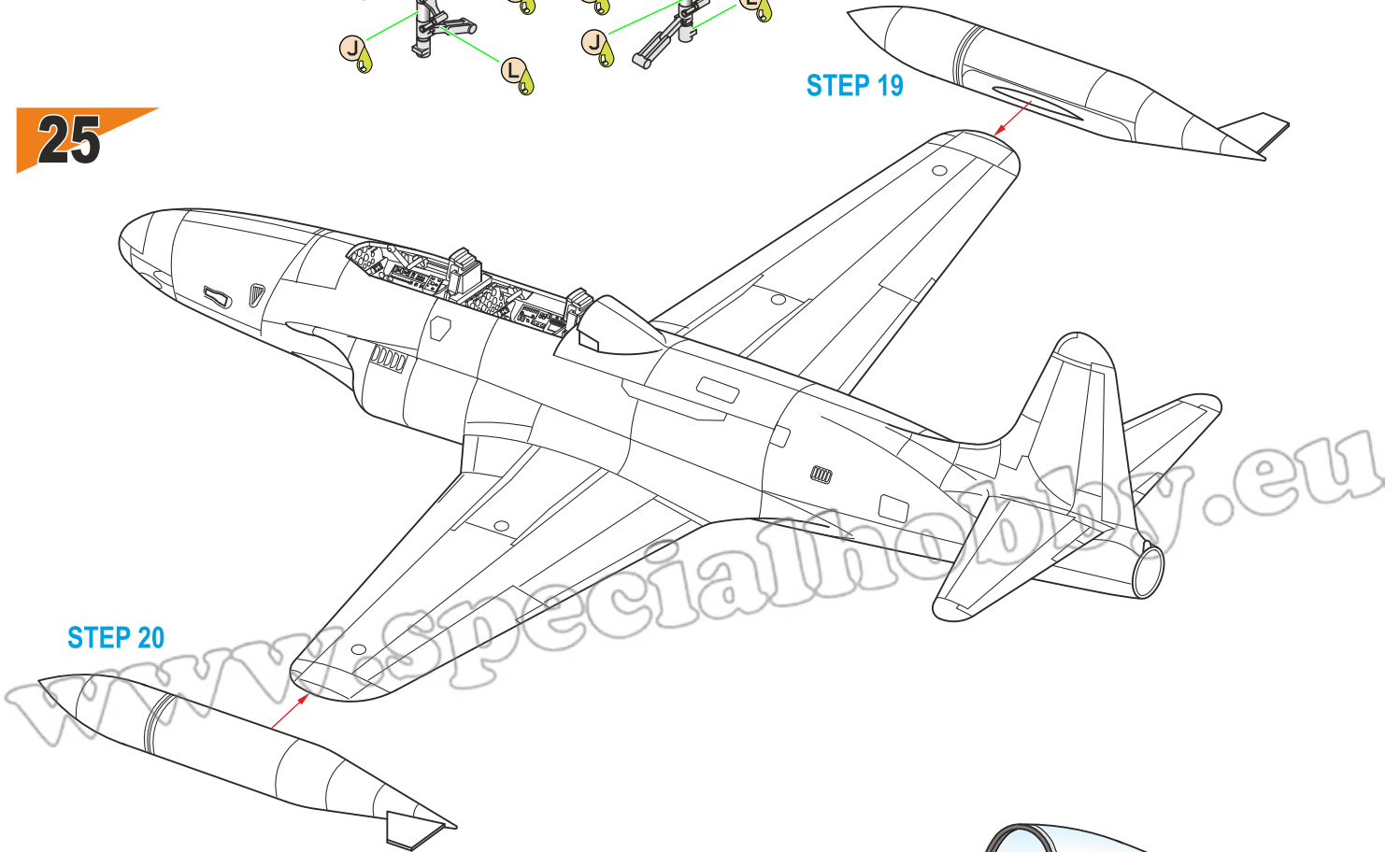
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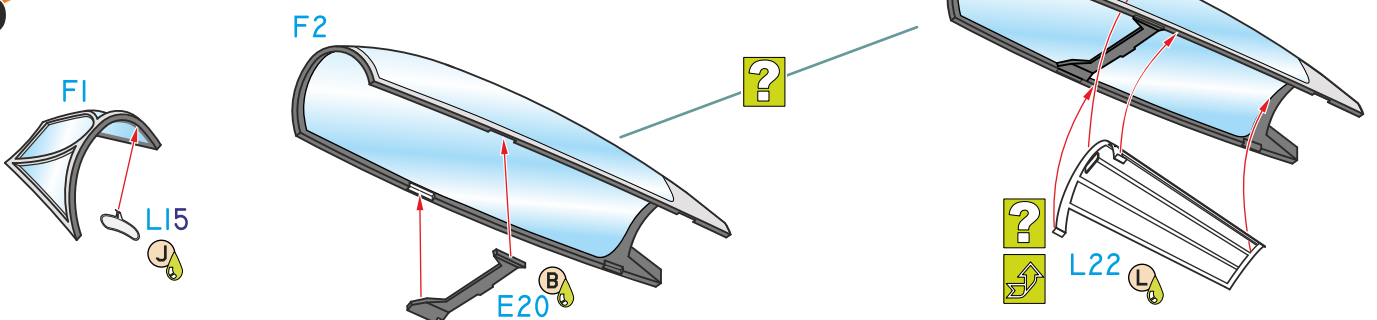
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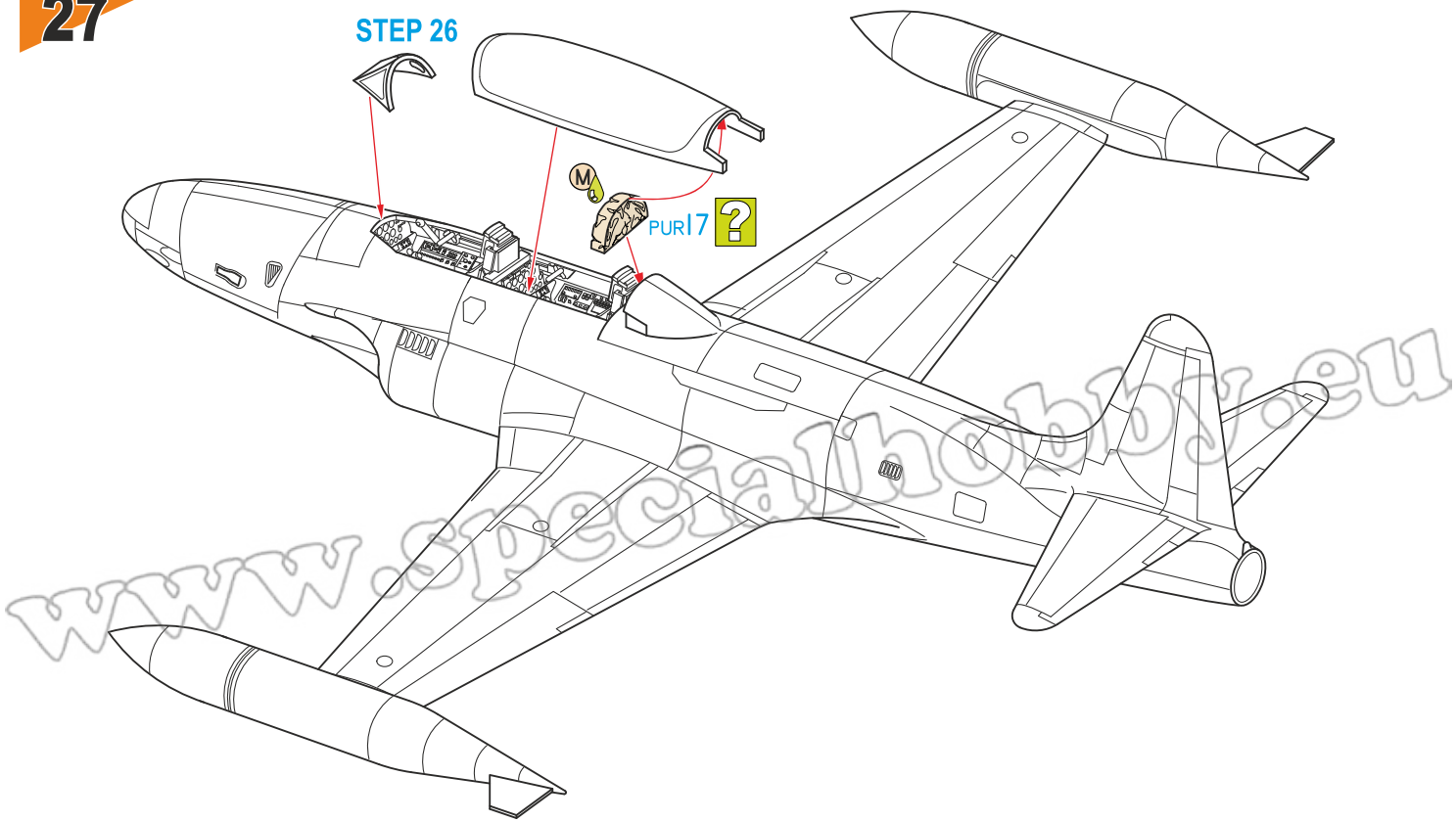
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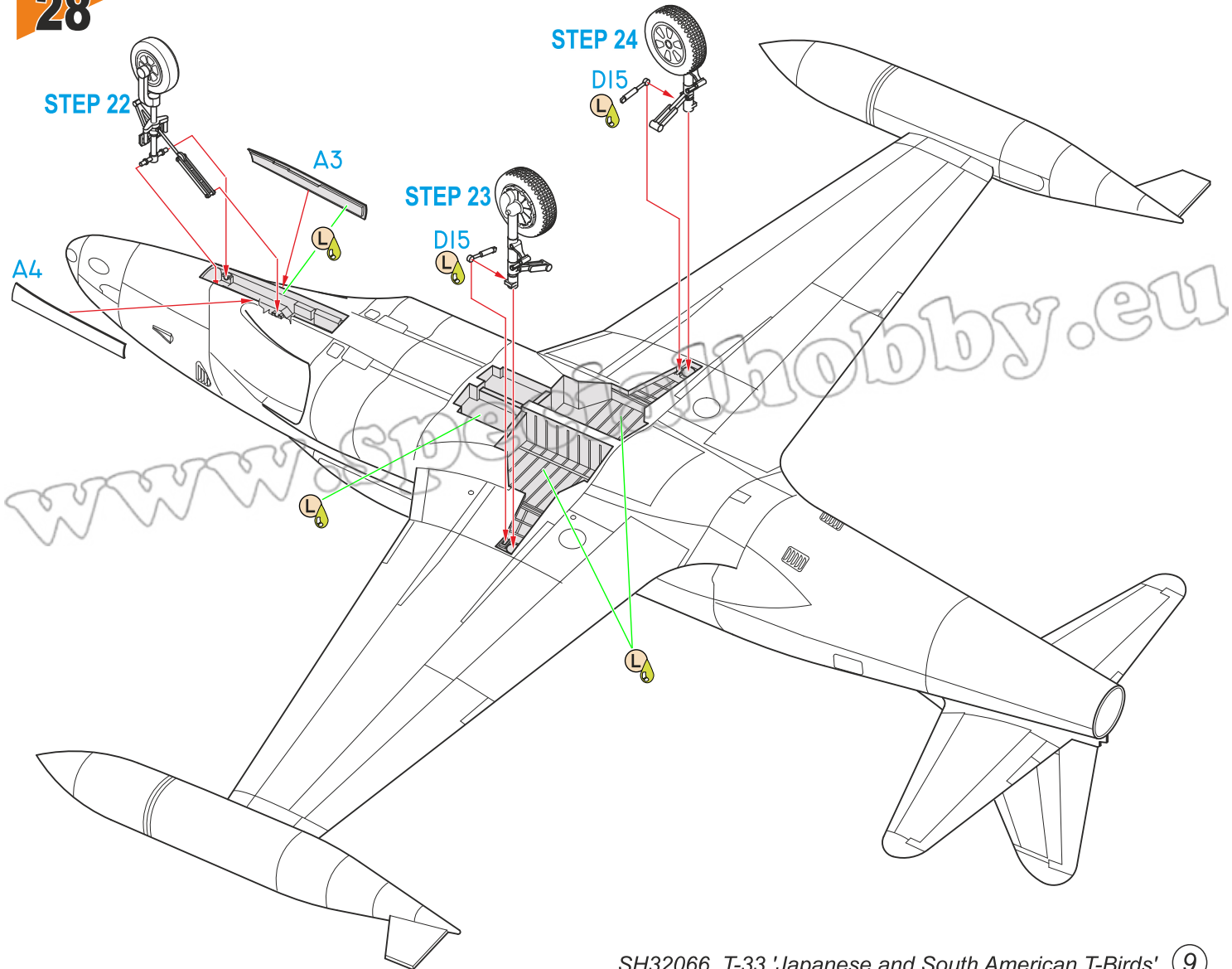
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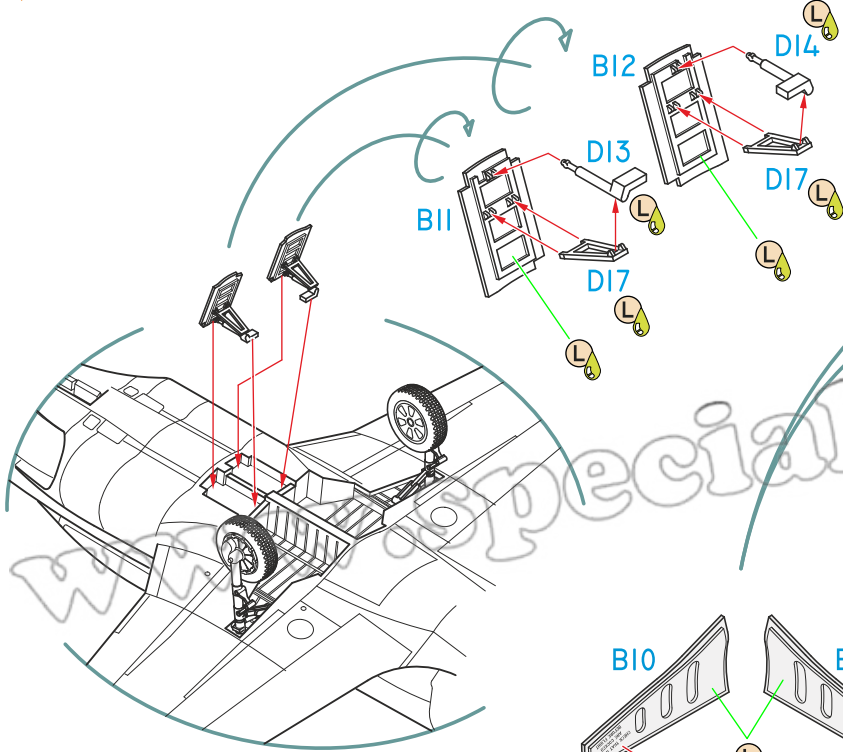
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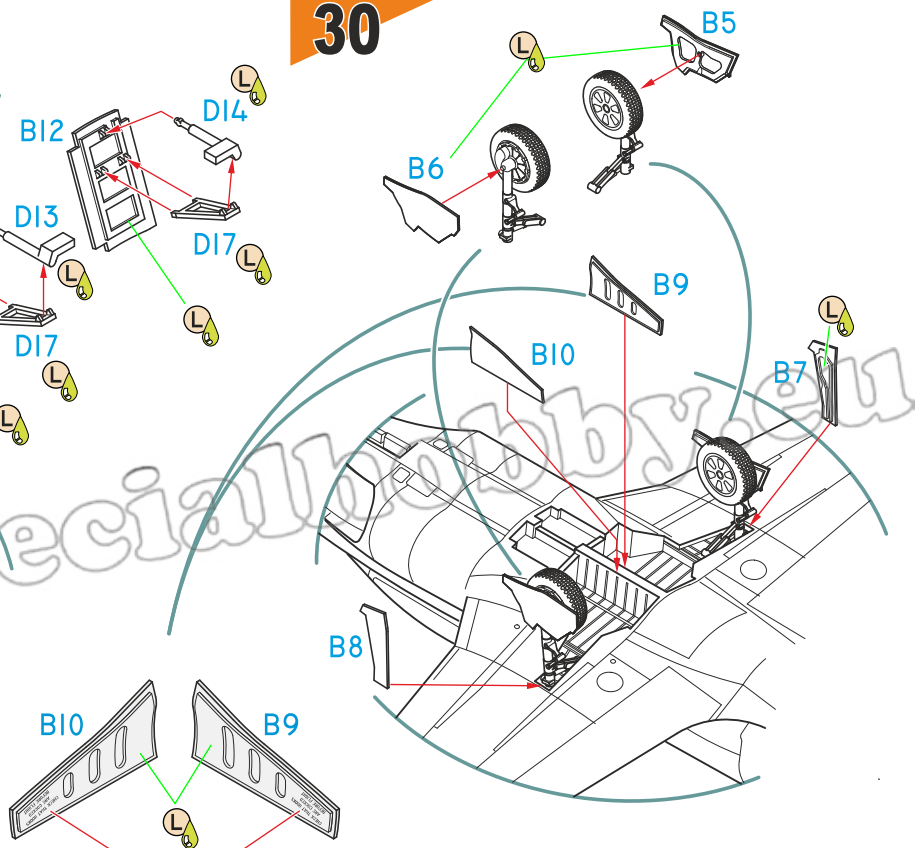
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29

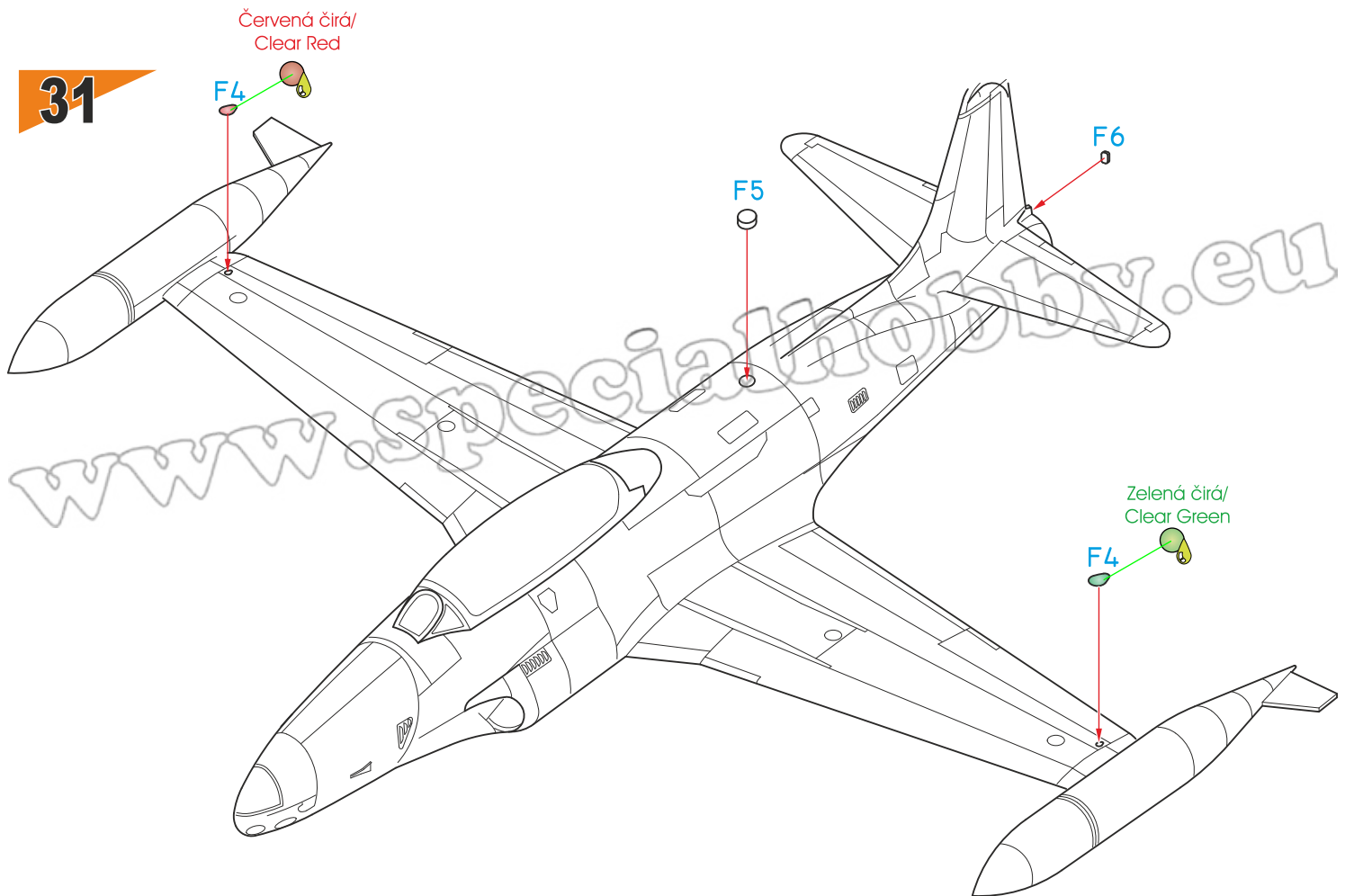


30



DECAL
69
CHECK THAT HOOKS
ARE COCKED
BEFORE FLIGHT

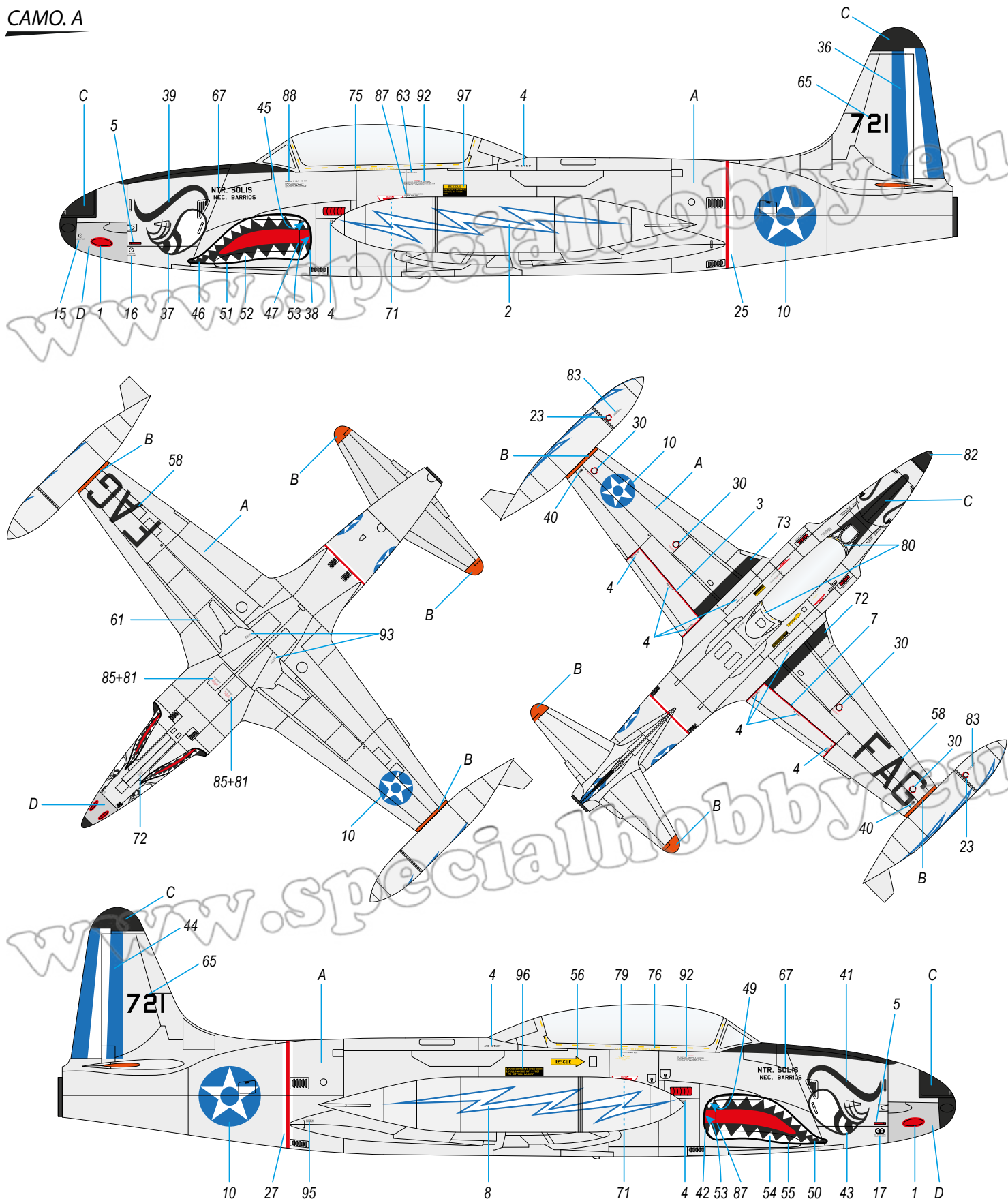
31



AT-33, No.721, Escuadrilla Acrobatico 'Los Quetzales',
based at La Aurora, Fuerza Aérea Guatemalteca
(Guatemalan Air Force), 1970.

AT-33, No.721, Escuadrilla Acrobatico 'Los Quetzales',
letecká základna La Aurora, Fuerza Aérea Guatemalteca
(guatemalské letectvo), 1970.

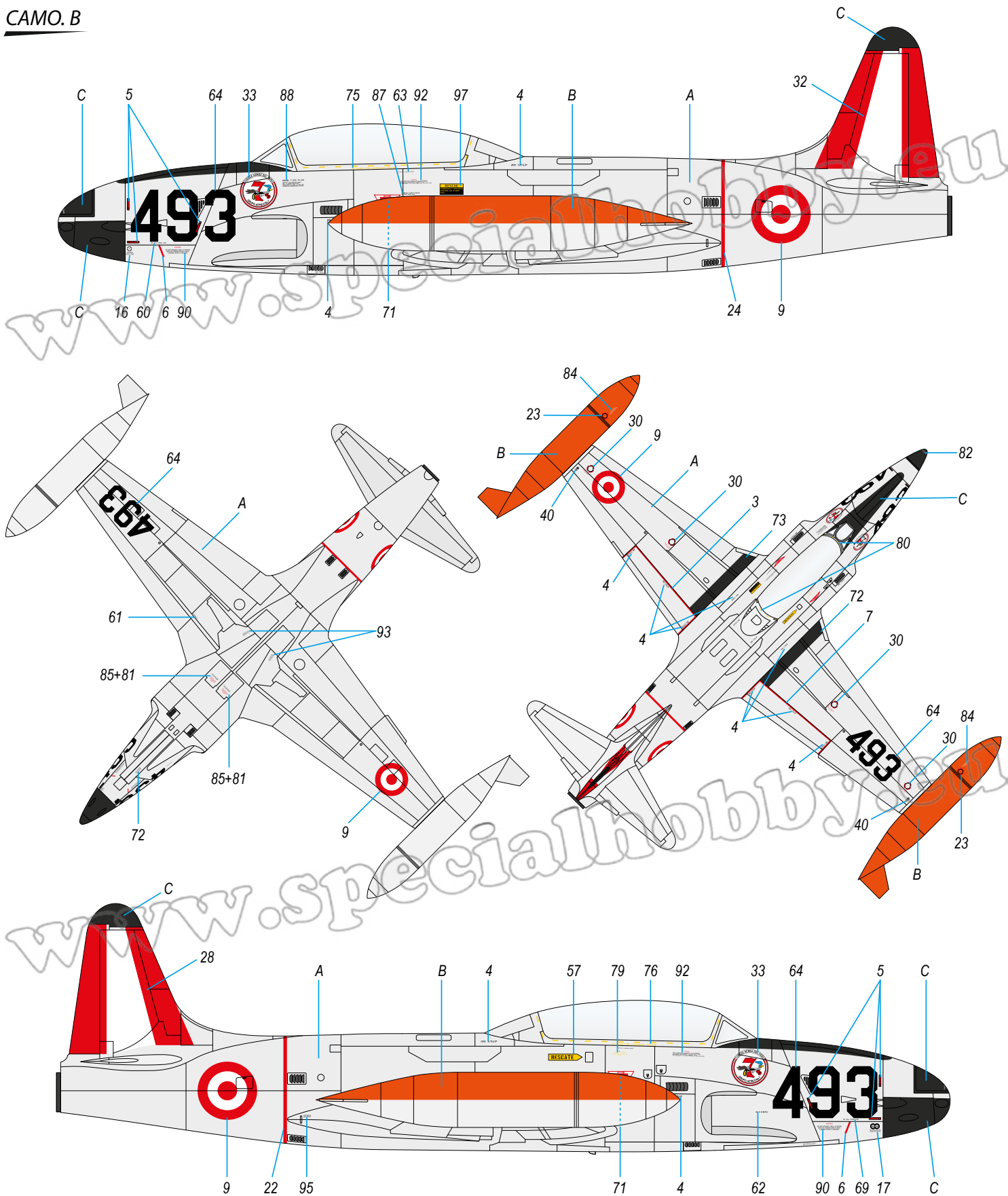
CAMO. A



- | | | | |
|-------------------------------------|--|---|---|
| A NMF
Barva kovu
H8/C8 | B Dayglo Orange
Dayglo oranžová
H98/C98 | C Flat Black
Matná černá
H12/C33 | D Dark Iron
Tmavý kov
H8/C8+C214 |
|-------------------------------------|--|---|---|



CAMO. B



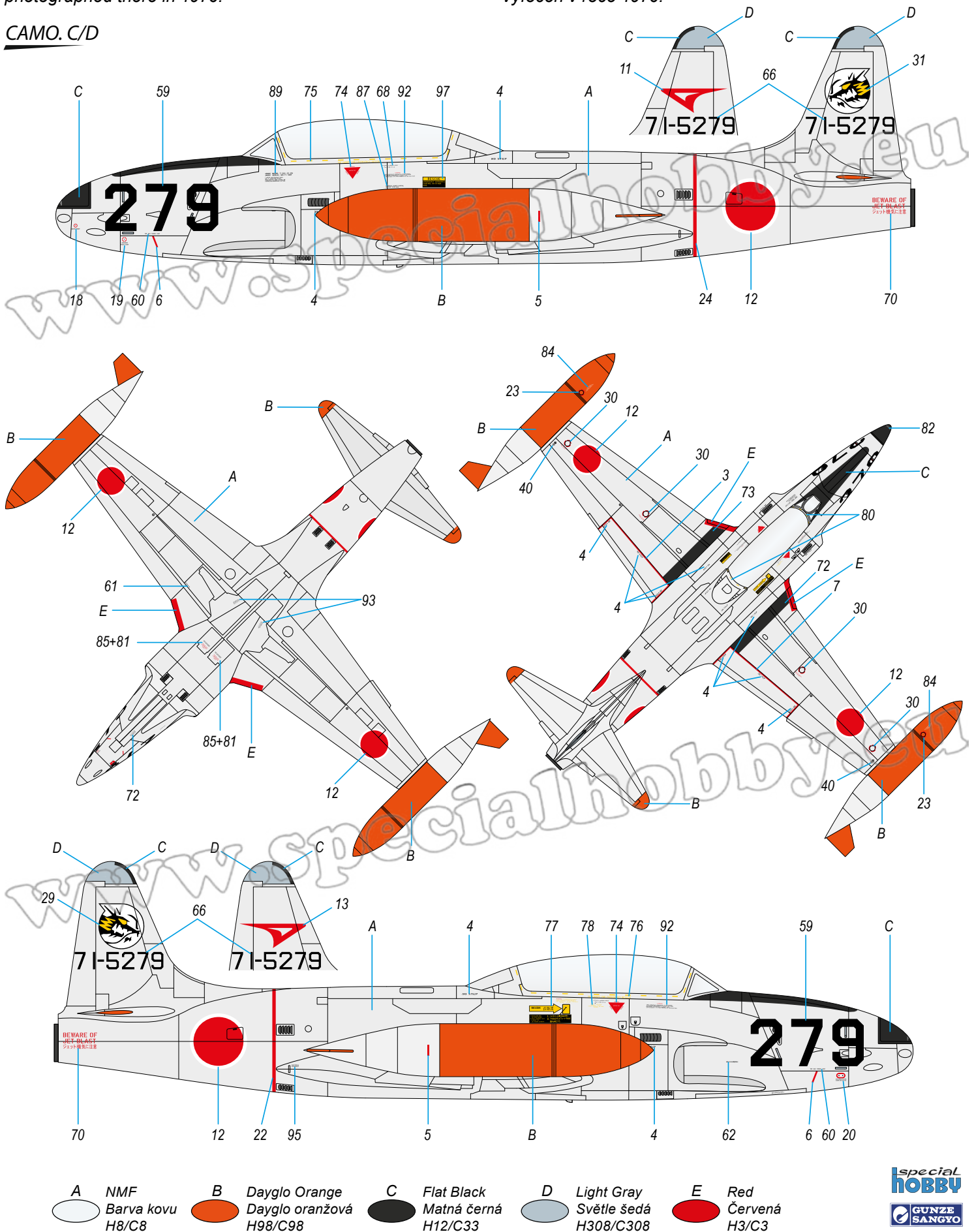
- | | | |
|---------------------------------------|--|---|
| <p>A NMF
Barva kovu
H8/C8</p> | <p>B Dayglo Orange
Dayglo oranžová
H98/C98</p> | <p>C Flat Black
Matná černá
H12/C33</p> |
|---------------------------------------|--|---|



T-33A, No.279/71-5279, 303rd Sqn. (2nd Air Wing) JASDF, at Komatsu, August 1981. At that time the squadron adopted a new emblem with dragon's head. Prior to coming to No.303rd Sqn, T-33A 279 was on the strength of No.205 Sqn (6th Air Wing) JASDF at the same base and was photographed there in 1976.

T-33A, No.279/71-5279, 303. Sqn. (2nd Air Wing) JASDF, základna Komatsu, srpen 1981. V té době se jako znak squadrony začala používat hlava draka. Předchozím uživatelem stroje No.279 byla No.205 Sqn (6th Air Wing) JASDF, působící na téže základně. V této podobě byl stroj vyfocen v roce 1976.

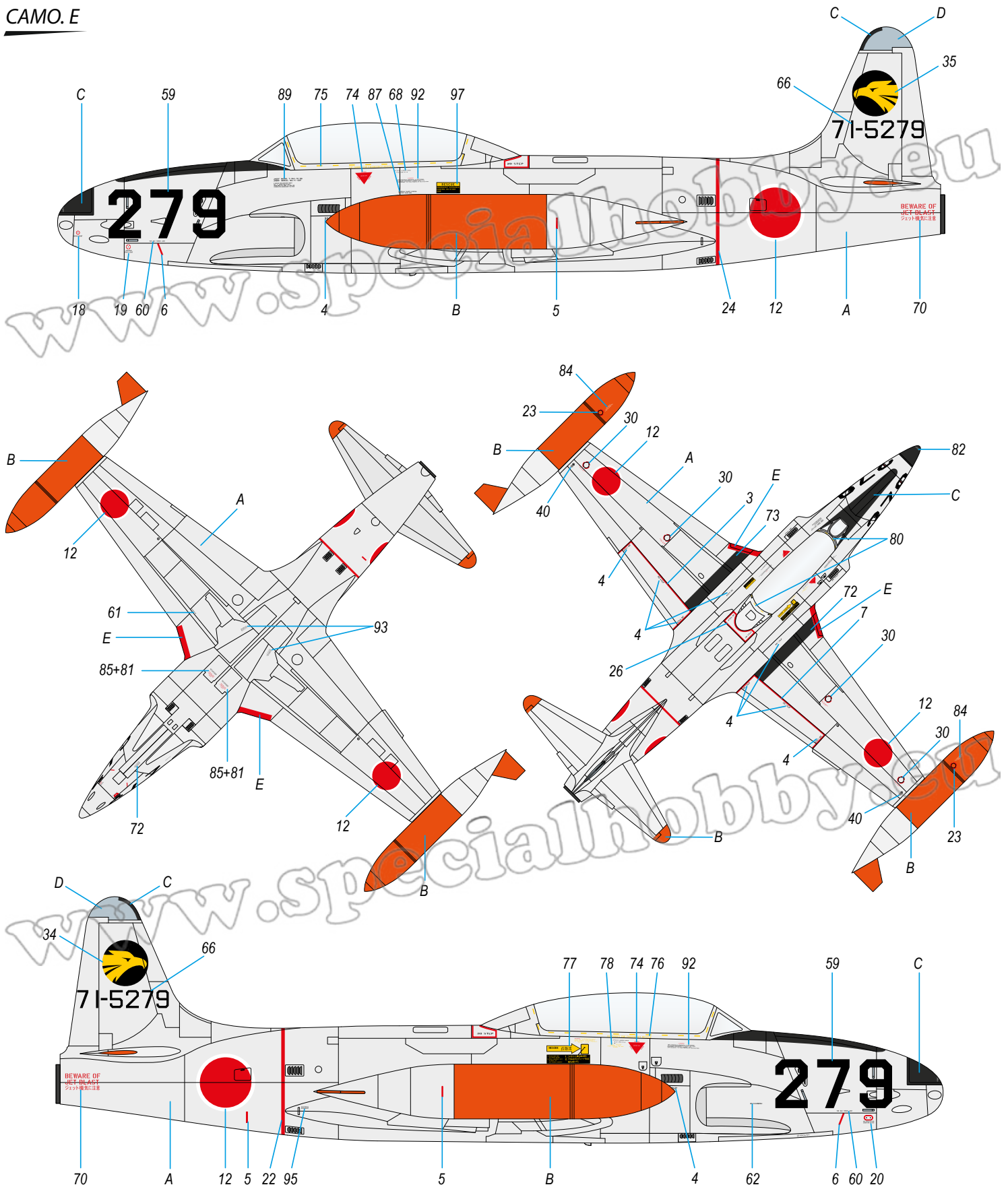
CAMO. C/D



T-33A, No.279/71-5279, 306th Sqn. (6th Air Wing) JASDF, based at Komatsu, Autumn 1981.

T-33A, No.279/71-5279, 306. Sqn. (6th Air Wing) JASDF, základna Komatsu, podzim 1981.

CAMO. E



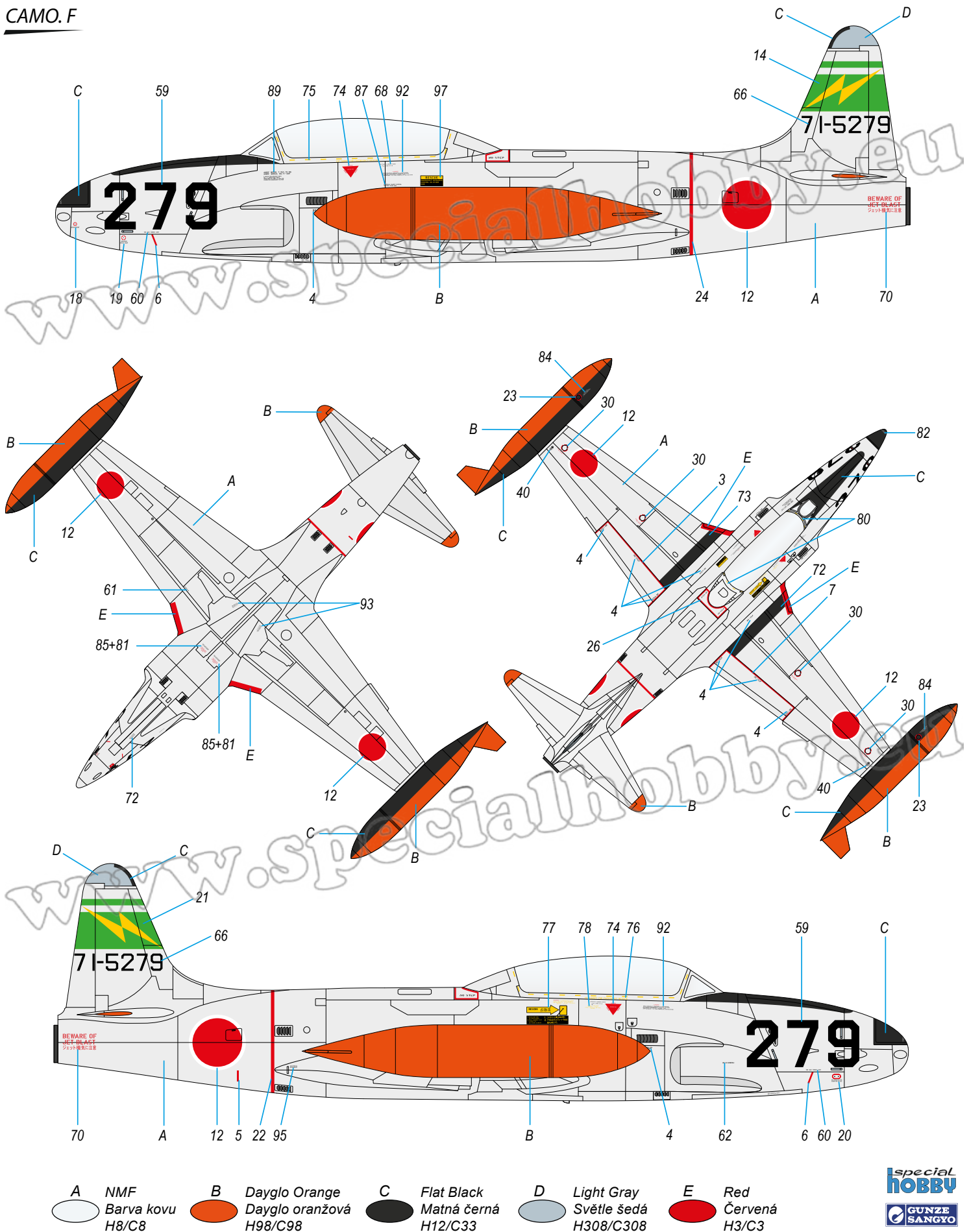
- | | | | | |
|-------------------------------------|--|---|---|----------------------------------|
| A NMF
Barva kovu
H8/C8 | B Dayglo Orange
Dayglo oranžová
H98/C98 | C Flat Black
Matná černá
H12/C33 | D Light Gray
Světle šedá
H308/C308 | E Red
Červená
H3/C3 |
|-------------------------------------|--|---|---|----------------------------------|



T-33A, No.279/71-5279, wearing colours of possibly the earliest operator of the type, the Western Air Defence Force, HQ and Support Sqn. JASDF, based at Kasuga, 1976.

T-33A, No.279/71-5279, v barvách pravděpodobně nejstaršího uživatele, Western Air Defence Force, HQ and Support Sqn. JASDF, základna Kasuga, 1976.

CAMO. F



- | | | | | |
|-------------------------------------|--|---|---|----------------------------------|
| A NMF
Barva kovu
H8/C8 | B Dayglo Orange
Dayglo oranžová
H98/C98 | C Flat Black
Matná černá
H12/C33 | D Light Gray
Světle šedá
H308/C308 | E Red
Červená
H3/C3 |
|-------------------------------------|--|---|---|----------------------------------|

