

LOCKHEED SHOOTING STAR Series

SHOOTING STAR Series SERVICE

Manufacturer: The Lockheed Aircraft Corp., Burbank, California, USA
(Designed by Lockheed "Skunk" Works)

Models: 080, 140, 141, 245, 380, 480, 580, 680, 780, 880,
980, 1080

Designations: P-80; T-33; F-94; F-80, F-97, F-14, TO, TV, T2V, T-1,
CT-133 (CAF)

Names: Shooting Star; SeaStar (T2V), Starfire (F-94),
Silver Star (RCAF)

First official flight: XP-80 08 Jan 1944

TP-80C 22 Mar 1948

YF-94 16 Apr 1949

Factory production period: 1943 – 1959

Primary service period: 1945 – 1960s

Last official flight: T-33A Sep 1987

SHOOTING STAR Series VARIANTS

P-80 Shooting Star

1944	Model 140	XP-80	1	
1944	Model 141	XP-80A	2	
1944	Model 080	YP-80A	13	Total: 0016
1945	Model 080	P-80A	563	
1946	Model 080	FP-80A	114	Total: 0677
1946	Model 080	P-80B	240	Total: 0240
1948	Model 080	P-80C	798	Total: 0798
				<u>Total: 1731</u>

T-33 Shooting Star

1948	Model 580	T-33A	5691	
1956	Model 1080	T2V-1	150	Total: 5841
	<i>Foreign built – Canada:</i>			
1952	Model CL-30	Silver Star Mk. 3	656	
	<i>Foreign built – Japan:</i>			
1956	-	T-33A	190	Total: 0846

F-94 Starfire

1949	Model 780	F-94A	110	
1950	Model 780	F-94B	356	Total: 0466

1950	Model 880	YF-97A	1	
1951	Model 880	F-94C	387	Total: 0388

Total: 0854

Grand Total: 9272

SHOOTING STAR Series PRODUCTION

P-80 Shooting Star

XP-80

*Prototype single-seater jet fighter
with British Goblin turbojet.*

produced 1943

Lockheed Burbank, California (LO)

44-83020	140-1001	1	Total: 0001
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XP-80A

*As XP-80, fuselage redesign,
engine upgrade.*

produced 1944

Lockheed Burbank, California (LO)

44-83021, 44-83022	141-1001, 1002	2	Total: 0002
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YP-80A

*As XP-80A, reduced weight,
service test aircraft.*

produced 1944 – 1945

Lockheed Burbank, California (LO)

44-83023 / 44-83035	080-1002 / 1014	13	Total: 0013
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P-80A

*As YP-80A, engine upgrade, wingtip tanks,
various improvements. 38 delivered as
FP-80A. Redesignated as **F-80A** in 1948,
many later upgraded to **F-80B** standard.*

produced 1944 – 1946

Lockheed Burbank, California (LO)

44-84992 / 44-85491	080-1015 / 1514		
45-8301 / 45-8363	080-1515 / 1577	563	Total: 0563

2500 additional airframes cancelled.

FP-80A

*As P-80A, photo reconn. version with
long nose. 38 also delivered from P-80A.*

*Original designation was **F-14A**.*

*Redesignated as **RF-80A** in 1948.*

produced 1946 – 1947

Lockheed Burbank, California (LO)

45-8364 / 45-8477	080-1578 / 1691	114	Total: 0114
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P-80B

As P-80A, engine upgrade, minor changes. Original designation was P-80Z. Redesignated as F-80B in 1948.

produced 1947 – 1948

Lockheed Burbank, California (LO)

45-8478 / 45-8717 080-1692 / 1931

83 additional airframes cancelled.

240 **Total: 0240**

P-80C

As P-80B, engine / armament upgrade.

Redesignated as F-80C in 1948 with last 625 delivered as such.

produced 1948 – 1951

Lockheed Burbank, California (LO)

47-171 / 47-224 080-1932 / 1985

47-525 / 47-604 080-1986 / 2065

47-1380 / 47-1411 080-2066 / 2097

48-376 / 48-396 080-2099 / 2119

48-863 / 48-912 080-2120 / 2169

49-422 / 49-878 080-2170 / 2626

49-1800 / 49-1899 080-2627 / 2726

49-3597 / 49-3600 080-2727 / 2730

C/n: 080-2098 cancelled, no s/n assigned.

798 **Total: 0798**

(Model 680) F-80D – 1948, proposed engine upgrade, cancelled.

F-80E – Proposed version with swept wing and tail, cancelled.

(NA-137) P-80N – 1945, proposed NAA version of the P-80A, cancelled.

Model 380 / 480 – Various proposed naval versions, cancelled.

Total: 1731

T-33 Shooting Star

T-33A

Tandem 2-seater training version of the F-80C. Prototype flew as TP-80C (48-356), redesignated as TF-80C with first 155

delivered as such. Redesignated as T-33A in 1949. 3929 as T-33A, 85 as RT-33A,

699 to USN as TV-2, 1058 to MAP.

produced 1947 – 1959

Lockheed Burbank, California (LO)

48-356 / 48-375 580-5001 / 5020

48-913 / 48-920 580-5021 / 5028

49-879 / 49-1006 580-5029 / 5156

49-2757 / 49-2772 580-5157 / 5172

50-320 / 50-454 *mixed 580-5173 to 5307*

50-1272 / 50-1276 580-5308 / 5312

- All to foreign users under MAP.

51-4019 / 51-4533 *mixed 580-5313 to 5828*

51-6497 / 51-6957 580-5829 / 6289

- Some to foreign users under MAP.

51-8506 / 51-9310	580-6290 / 7094	
- Some to foreign users under MAP.		
51-16976 / 51-16995	580-7095 / 7114	
- All or some to foreign users under MAP.		
51-17388 / 51-17556	mixed 580-7115 to 7701	
- All or some to foreign users under MAP.		
52-9129 / 52-9975	mixed 580-7183 to 8206	
- All or some to foreign users under MAP.		
53-2687 / 53-2780	mixed 580-7897 to 8224	
53-4886 / 53-6152	mixed 580-8225 to 9773	
54-1522 / 54-1618	mixed 580-9139 to 9354	
- 54-1584 assembled by Kawasaki, JASDF s/n: 61-5201 (new c/n: 1001).		
- 54-1585 assembled by Kawasaki, JASDF s/n: 61-5202 (new c/n: 1002).		
- All or some to foreign users under MAP.		
54-2689 / 54-2728	mixed 580-9193 to 9290	
54-2950 / 54-2955	580-9450 / 9455	
- All or some to foreign users under MAP.		
54-4035, 54-4036	580-9686, 9687	
- Replacements for s/n: 54-1584, 54-1585, to MAP.		
55-2979 / 55-3117	mixed 580-9476 to 9775	
- 18 assembled by Kawasaki, JASDF s/n: 61-5203 / 62-5220 (new c/n: 1003 / 1020).		
- Some to foreign users under MAP.		
55-4332 / 55-4456	580-9776 / 9900	
- All or some to foreign users under MAP.		
55-4807 / 55-4810	580-9901 / 9904	
- All or some to foreign users under MAP.		
55-4945 / 55-4962	580-9905 / 9922	
- All or some to foreign users under MAP.		
56-1573 / 56-1649	580-9923 / 9999	
56-1650 / 56-1792	580-1000 / 1142	
56-3659 / 56-3694	580-1143 / 1178	
57-530 / 57-769	580-1259 / 1498	
58-0450 / 58-0710	580-1499 / 1759	
58-2094 / 58-2106	580-1760 / 1772	5691
C/n: 580-5285 cancelled, no s/n assigned. 110 additional airframes cancelled.		Total: 5691

T2V-1 SeaStar

As L-245, production version for US Navy.
 Redesignated as **T-1A** in 1962.
 produced 1955 – 1956
 Lockheed Burbank, California (V)

BuNo. 142261 / 142268	1080-1001 / 1008	
BuNo. 142397 / 142399	1080-1009 / 1011	
BuNo. 142533 / 142541	1080-1012 / 1020	
BuNo. 144117 / 144216	1080-1021 / 1120	
BuNo. 144735 / 144764	1080-1121 / 1150	150
240 additional airframes cancelled.		Total: 0150

Total: 5841

Foreign built – Canada:

Silver Star Mk. 3

*Canadair built version of the T-33A.
Redesignated as CT-133 in 1968 with
new CAF s/n: 133001 / 133656.*

produced 1952 – 1959

*Canadair Ltd., Cartierville,
Montreal, Quebec, Canada*

(RCAF) 21001 / 21656 T33-1 / T33-656

656 **Total: 0656**

Foreign built – Japan:

T-33A

*Kawasaki built version of the T-33A. Assigned
USAF s/n: 55-5155 / 51-5234, 56-6848 / 56-6927
(c/n: 580-1179 / 1258), 57-6308 / 57-6337. 20
also assembled from Lockheed components.*

produced 1956 – 1959

*Kawasaki Heavy Industries Ltd., Gifu, Japan
(JASDF)*

61-5221 / 61-5230 1021 / 1030

71-5231 / 71-5326 1031 / 1126

81-5327 / 81-5397 1127 / 1197

91-5398 / 91-5410 1198 / 1210

190 **Total: 0190**

Total: 0846

F-94 Starfire

YF-94

*Model 780, 1949, T-33A (48-356, 48-373), prototype 2-seater
jet fighter, engine upgrade, nose radar. Officially designated
as ETF-80C then ET-33A in 1949. New c/n: 780-5001, 5002.*

F-94A

As YF-94, minor changes.

produced 1949 – 1950

Lockheed Burbank, California (LO)

49-2479 / 49-2588 780-7001 / 7110

110 **Total: 0110**

F-94B

As YF-94B, minor changes.

produced 1950 – 1951

Lockheed Burbank, California (LO)

50-805 / 50-954 780-7111 / 7260

51-5307 / 51-5512 780-7370 / 7575

356 **Total: 0356**

YF-97A

*As F-94B, prototype with engine upgrade,
redesigned wing, tail, rocket-pods. First
flew as the co. owned L-188 demonstrator,
reg: N94C. Redesignated as YF-94C in 1950.*

produced 1949 – 1950

Lockheed Burbank, California (LO)

50-955 780-7261

1 **Total: 0001**

(new c/n: 880-8000)

F-94C

As YF-94C, lengthened nose, RATO packs. Original designation was **F-97A**. produced 1951 – 1954

Lockheed Burbank, California (LO)

50-956 / 50-1063	780-7262 / 7369 (new c/n: 880-8001 / 8108)	
51-5513 / 51-5698	780-7576 / 7761 (new c/n: 880-8109 / 8294)	
51-13511 / 51-13603	780-7762 / 7854 (new c/n: 880-8295 / 8387)	387 Total: 0387

(Model 980) YF-94D – 1951, ground attack version, prototype under construction, (51-13604), cancelled before completion. 112 production F-94D cancelled.

Total: 0854

SHOOTING STAR Series CONVERSIONS & TRANSFERS

P-80 Shooting Star

USAAF / USAF

XFP-80A	1	P-80A (44-85201), 1947-1948, prototype reconn. conversion with lengthened nose for camera installations, armament deleted. Redesignated as XRF-80A 1948-1955, to RF-80A standard in 1955.
DF-80A	1+	F-80A, conversions as drone directors.
QF-80A / C	105	F-80A / C, 1950, radio-controlled drone conversions.
(JQF-80A)	1	QF-80A, conversion for test duties.
(QF-80F)	1+	QF-80A / C, conversions for collecting radioactive cloud samples.
ERF-80A	1	F-80A, conversion to test camera mounted in nose section.
NF-80C	1	F-80C, permanent conversion with magnesium construction.
RF-80C	70	F-80A, 1951, photo reconn. conversions with "C" upgrades.
F-80C-11	137	F-80A, conversions to F-80C standard for training. RF-80A aircraft also converted as RF-80C-11.
RF-80C-12	117	F-80B, conversions to F-80C standard for training.
XP-80R	1	P-80A (44-85200), 1947-1948, prototype with engine / armament upgrade. Redesignated as XF-80R 1948-1953, later to high-speed prototype with streamlining, engine upgrade. Original designation was XP-80B .
XF-14	1	YP-80A (44-83024), 1944, factory conversion reconn. prototype. Later redesignated as the XFP-80 .

US Navy

TO-1	50	P-80C, 1948, factory delivered from USAF s/n as advanced trainers. Assigned BuNo. 33821 / 33870. 3 P-80A also transferred as BuNo. 29667, 29668, 29689. 1 P-80B also transferred as BuNo. 29690.
(TV-1)	50	1950, redesignation of TO-1.

T-33 Shooting Star

USAF

AT-33A	1+	T-33A, close air support conversions for foreign air forces.
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DT-33A 1+ T-33A, conversions as drone directors.
 NT-33A 1+ T-33A, permanent conversions for special tests.
 QT-33A 252 T-33A, 1968, conversions as US Navy drone aircraft.
 Assigned BuNo. 155918 / 156169.
RT-33A 85 T-33A, factory delivered as single seater reconn. aircraft.

US Navy

TV-2 699 T-33A, 1949, factory delivered from USAF s/n as advanced trainers.
 Original designation was **TO-2**, first 26 delivered as such.
 Assigned BuNo. 124570 / 124585, 124930 / 124939, 126583 / 126626,
 128661 / 128722, 131725 / 131888, 136793 / 136886, 137934 / 138097,
 138977 / 139016, 141490 / 141558, 143014 / 143049.

(T-33B) 699 1962, redesignation of TV-2.

(TV-2D) 1+ TV-2, 1951, conversions as drone directors.

(DT-33B) 1+ 1962, redesignation of TV-2D.

(TV-2KD) 1+ TV-2, 1956, radio-controlled target drone conversions.

(DT-33C) 1+ 1962, redesignation of TV-2KD.

(Model 245) L-245 Lockheed Trainer

1 T-33A (52-9255), 1953, company owned prototype with fuselage and
 engine upgrade for USN carrier use. Became the T2V-1 SeaStar.
 Assigned civil reg: N125D.

Foreign Conversions

T-33A 47 T-33A, ex-USAF aircraft for Japan. Assigned JASDF s/n: 51-5601 / 51-5647.
 Converted by Lockheed Aircraft Service Inc. (LAS), California.

T-33A-N 1+ ex-RCAF aircraft converted for NATO air arms.

Silver Star Mk. 1

20 T-33A, version for RCAF. Assigned RCAF s/n: 14675 / 14694.

Silver Star Mk. 2

1 T-33A, 1951, prototype to the Mk. 3. Assigned RCAF s/n: 14695.

F-94 Starfire

USAF

YF-94B 1 F-94A (49-2497), 1950-1951, prototype factory conversion, various
 improvements. Redesignated as **EYF-94B** 1951-1956.

DF-94C 1+ F-94C, conversion as guided missile test-bed.

EF-94C 1 F-94C, exempt conversion as test-bed for cameras.

FOREIGN MILITARY / CIVILIAN SERVICE

- *F-80 / T-33 aircraft in service with a high number of air forces worldwide, including those in Latin American, Asian and European countries.*
- *Skyfox, 1983, civilian T-33A conversion to serve as an affordable military trainer for poorer countries. Prototype was civil reg: N221SF, no potential buyers were found.*