

Lockheed F-94

- F-94A
- F-94B

See Also

- Lockheed F-80/T-33 Shooting Star

| | | | | | | | | | | | | | | | | | |
|---------------------------------|--|-------|--|-----------|-------------------|--------------------|--|-------|--|-------------------------------|--|-----------|--|-----------|--|------|--|
| F-94A | | | | | | | | | | Crew: Pilot and Radar Officer | | | | | | | |
| | | | | | | | | | | Maneuver HFPs/DPs: | | | | | | | |
| LR/DR | | 1.0 | | 1.5 | | | | | | | | | | | | | |
| VR | | | | 0.5 | | | | | | | | | | | | | |
| Power APs/DPs/FPs: ○ | | | | | | | | | | Turn DPs: | | | | | | | |
| CL | | 1/2 | | DT | | Fuel | | CL | | 1/2 | | DT | | | | | |
| AB | | 1.0 | | 1.0 | | 2.0 | | TT | | 0.0 | | 1.0 | | | | | |
| M | | 1.0 | | 0.5 | | 1.0 | | HT | | 1.0 | | 2.0 | | | | | |
| N | | 0.0 | | 0.0 | | 0.5 | | BT | | 2.0 | | 3.0 | | | | | |
| I | | 0.5 | | 0.5 | | 0.0 | | ET | | — | | — | | | | | |
| SPBR | | 0.5 | | 0.5 | | — | | | | | | | | | | | |
| Smoker in military power (SMP). | | | | | Cruise Speed: 4.5 | | | | | Restr. Arcs: — | | | | | | | |
| | | | | | Climb Speed: 3.0 | | | | | Blind Arcs: 30– | | | | | | | |
| | | | | | Visibility: 5 | | | | | Internal Fuel: 103 | | | | | | | |
| | | | | | Size: +0 | | | | | AtA Refuel: No | | | | | | | |
| | | | | | Vulnerability: +1 | | | | | Ejection Seat: Early | | | | | | | |
| Speeds and Ceilings | | | | | | Climb Capabilities | | | | | | | | | | | |
| Alt. Conf. | | CL | | 1/2 | | DT | | Dive | | CL | | 1/2 | | DT | | Alt. | |
| Band Ceil. | | 47 | | 42 | | 37 | | Speed | | AB Oth | | AB Oth | | AB Oth | | Band | |
| EH+ | | 46+ | | 2.5 – 4.5 | | — | | 6.5 | | 0.50 — | | — — | | — — | | EH+ | |
| VH | | 36–45 | | 2.5 – 5.0 | | 2.5 – 5.0 | | 7.0 | | 0.50 0.25 | | 0.50 — | | 0.50 — | | VH | |
| HI | | 26–35 | | 2.5 – 5.5 | | 2.5 – 5.0 | | 7.0 | | 1.00 0.50 | | 0.50 0.25 | | 0.50 0.25 | | HI | |
| MH | | 17–25 | | 2.0 – 5.5 | | 2.0 – 5.5 | | 7.0 | | 1.00 0.50 | | 1.00 0.50 | | 0.50 0.25 | | MH | |
| ML | | 8–16 | | 2.0 – 6.0 | | 2.0 – 5.5 | | 7.5 | | 1.00 0.50 | | 1.00 0.50 | | 1.00 0.50 | | ML | |
| LO | | 0–7 | | 1.5 – 6.0 | | 2.0 – 5.5 | | 7.5 | | 1.50 1.00 | | 1.50 1.00 | | 1.00 0.50 | | LO | |

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| Radar: | | | APG-33 | | | ECM: | | | IFF | | | Weapon Stations Diagram: | | | | | | | | |
| ECCM: | | | 0 | | | RWR: | | | — | | | | | | | | | | | |
| Arcs: | | | 180+ | | | DDS: | | | — | | | | | | | | | | | |
| Search: | | | 60–10 | | | DJM: | | | — | | | | | | | | | | | |
| Track: | | | 30–8 | | | AJM: | | | — | | | | | | | | | | | |
| Lock-On: | | | 7 | | | BJM: | | | — | | | | | | | | | | | |
| Guns: | | | Four .50 cal M3 | | | Technology: | | | Load Point Limits: | | | | | | CL : 0–4 | | | | | |
| To Hit: | | | 6/3/0 | | | None | | | Weight Limit: | | | | | | 1/2: 5–7 | | | | | |
| Ammunition: | | | 8.0 | | | | | | 2,200 | | | | | | DT : 8+ | | | | | |
| Gunsight: | | | TT+0/HT+1/BT+2 | | | | | | Station | | | | | | Limit | | Allowed Loads | | | |
| Ranging: | | | RE | | | | | | 1 and 2 | | | | | | 1,100 | | FT | | | |
| AtA/AtG: | | | 3/3** | | | | | | Load Notes: | | | | | | 1. The wing-tip stations 1 and 2 usually carry 165 gal (600L) FTs, each with a weight of 1100, 3.0/2.0 load points, and 50 fuel points. | | | | | |
| Bomb System: | | | Manual | | | | | | | | | | | | | | | | | |
| Notes: | | | | | | | | | | | | | | | | | | | | |
| 1. The Lockheed F-94A is an all-weather interceptor. It is derived from the T-33A trainer, but adds the APG-33 radar and the Hughes E-1 fire-control system. It is armed with four .50-cal machine guns, and the fire-control system allows them to be fired under radar control. | | | | | | | | | | | | | | | | | | | | |
| 2. High transonic drag (HTD). | | | | | | | | | | | | | | | | | | | | |
| 3. The E1 all-weather fire-control system allows the guns to be fired on targets that are unsighted but tracked by radar if the radar-ranging attempt succeeds. | | | | | | | | | | | | | | | | | | | | |
| VPs: 10/7/3/2 | | | | | | v1 0000000 0000-00-00T00:00:00 | | | | | | | | | | | | | | |

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| F-94B | | | | | | | | | | Crew: Pilot and Radar Officer | | | | | | | |
| | | | | | | | | | | Maneuver HFPs/DPs: | | | | | | | |
| LR/DR | | 1.0 | | 1.5 | | | | | | | | | | | | | |
| VR | | | | 0.5 | | | | | | | | | | | | | |
| Power APs/DPs/FPs: ○ | | | | | | | | | | Turn DPs: | | | | | | | |
| CL | | 1/2 | | DT | | Fuel | | CL | | 1/2 | | DT | | | | | |
| AB | | 1.0 | | 1.0 | | 2.0 | | TT | | 0.0 | | 1.0 | | | | | |
| M | | 1.0 | | 0.5 | | 1.0 | | HT | | 1.0 | | 2.0 | | | | | |
| N | | 0.0 | | 0.0 | | 0.5 | | BT | | 2.0 | | 3.0 | | | | | |
| I | | 0.5 | | 0.5 | | 0.0 | | ET | | — | | — | | | | | |
| SPBR | | 0.5 | | 0.5 | | — | | | | | | | | | | | |
| Smoker in military power (SMP). | | | | | Cruise Speed: 4.5 | | Restr. Arcs: — | | | | | | | | | | |
| | | | | | Climb Speed: 3.0 | | Blind Arcs: 30– | | | | | | | | | | |
| | | | | | Visibility: 5 | | Internal Fuel: 103 | | | | | | | | | | |
| | | | | | Size: +0 | | AtA Refuel: No | | | | | | | | | | |
| | | | | | Vulnerability: +1 | | Ejection Seat: Early | | | | | | | | | | |
| Speeds and Ceilings | | | | | | | Climb Capabilities | | | | | | | | | | |
| Alt. Conf. | | CL | | 1/2 | | DT | | Dive | | CL | | 1/2 | | DT | | Alt. | |
| Band Ceil. | | 47 | | 42 | | 37 | | Speed | | AB Oth | | AB Oth | | AB Oth | | Band | |
| EH+ | | 46+ | | 2.5 – 4.5 | | — | | 6.5 | | 0.50 — | | — — | | — — | | EH+ | |
| VH | | 36–45 | | 2.5 – 5.0 | | 2.5 – 4.5 | | 7.0 | | 0.50 0.25 | | 0.50 — | | 0.50 — | | VH | |
| HI | | 26–35 | | 2.5 – 5.5 | | 2.5 – 5.0 | | 7.0 | | 1.00 0.50 | | 0.50 0.25 | | 0.50 0.25 | | HI | |
| MH | | 17–25 | | 2.0 – 5.5 | | 2.0 – 5.5 | | 7.0 | | 1.00 0.50 | | 1.00 0.50 | | 0.50 0.25 | | MH | |
| ML | | 8–16 | | 2.0 – 6.0 | | 2.0 – 5.5 | | 7.5 | | 1.00 0.50 | | 1.00 0.50 | | 1.00 0.50 | | ML | |
| LO | | 0–7 | | 1.5 – 6.0 | | 2.0 – 5.5 | | 7.5 | | 1.50 1.00 | | 1.50 1.00 | | 1.00 0.50 | | LO | |
| Radar: | | | | | APG-33 | | ECM: | | IFF | | Weapon Stations Diagram: | | | | | | |
| ECCM: | | | | | 0 | | RWR: | | — | | | | | | | | |
| Arcs: | | | | | 180+ | | DDS: | | — | | | | | | | | |
| Search: | | | | | 60–10 | | DJM: | | — | | | | | | | | |
| Track: | | | | | 30–8 | | AJM: | | — | | | | | | | | |
| Lock-On: | | | | | 7 | | BJM: | | — | | | | | | | | |
| Guns: | | | | | Four .50 cal M3 | | Technology: | | Load Point Limits: | | | | | | CL : 0–4 | | |
| To Hit: | | | | | 6/3/0 | | None | | | | | | | | 1/2: 5–7 | | |
| Ammunition: | | | | | 8.0 | | | | Weight Limit: | | | | | | 3,600 DT : 8+ | | |
| Gunsight: | | | | | TT+0/HT+1/BT+2 | | | | Station | | Limit | | Allowed Loads | | | | |
| Ranging: | | | | | RE | | | | 1 and 2 | | 1,800 | | FT | | | | |
| AtA/AtG: | | | | | 3/3** | | | | Load Notes: | | | | | | | | |
| Bomb System: | | | | | Manual | | | | 1. The wing-tip stations 1 and 2 usually carry 230 gal (850L) FTs, each with a weight of 1800, 3.5/2.5 load points, and 75 fuel points. | | | | | | | | |
| Notes: | | | | | | | | | | | | | | | | | |
| 1. The Lockheed F-94B is an all-weather interceptor. It is a development of the F-94A and features a more reliable engine and modifications to the cockpit. It retains the APG-33 radar and the Hughes E-1 fire-control system. It is armed with four .50 cal machine guns, and the fire-control system allows them to be fired under radar control. | | | | | | | | | | | | | | | | | |
| 2. High transonic drag (HTD). | | | | | | | | | | | | | | | | | |
| 3. The E1 all-weather fire-control system allows the guns to be fired on targets that are unsighted but tracked by radar if the radar-ranging attempt succeeds. | | | | | | | | | | | | | | | | | |
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