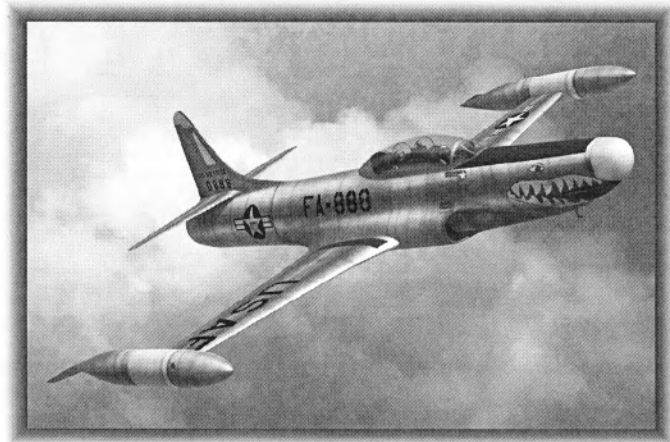


Lockheed F-94B

Starfire



In 1948 USAF specified the request for substitution of F-82 and F-61 to counter the Soviet Tupolev Tu-4. Curtiss-Wright XF-87 Blackhawk was the first answer, but its poor performance led to sending request to Lockheed.

The request was to make jet night fighter and easiest possibility was to adapt T-33 for this purpose. A lengthened nose area with guns, radar and automatic fire control system was added. Since the conversion seemed so simple, a contract was awarded to Lockheed in early 1949, with the first flight on 16 April 1949.

The added weight of the new electronic equipment soon dictated that a more powerful engine to be fitted, the afterburning Allison J33-A-33 replacing the standard J-33 fitted to the T-33A.

The F-94 was to be the first US production jet with an afterburner.

The initial model was the F-94A. Its armament was four .50 in (12.7 mm) M3 Browning machine guns mounted in the fuselage with the muzzles exiting just behind the radome. 109 were produced. The subsequent F-94B, which entered service in January 1951, had upgraded and more reliable electronics and engines, as well as a new landing system. 356 of these were built.

In March 1951, F-94Bs were sent to combat in the Korean War, where they equipped the 339th, 68th, 4th, and 319th FIS.

The F-94B remained in USAF service through 1954 before being transferred to the Air National Guard.

The F-94C Starfire was significantly modified from the early F-94 variants; to improve performance, a totally new wing was fitted, much thinner than the previous one and a swept tail surface. The J33 engine was replaced by a more powerful Pratt & Whitney J48.

The fire control system was upgraded to the new Hughes E-5 with AN/APG-40 radar in a much larger nose.

The guns were removed, replaced with an all-rocket armament mounted in a ring around the nose radome.

The first production F-94C aircraft were delivered in July 1951, 387 examples being delivered before May 1954.

The F-94C was retired from USAF service in 1959, in ANG in 1960.

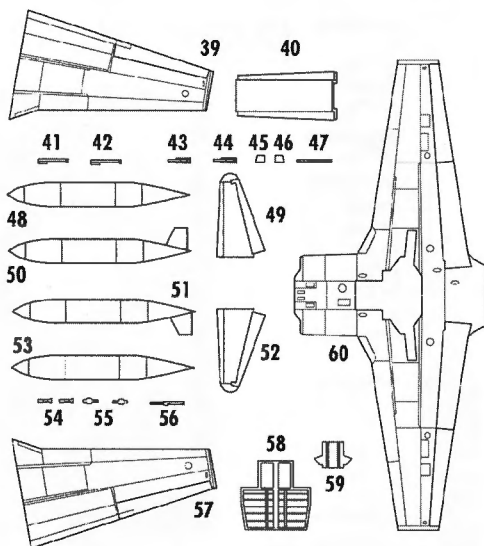
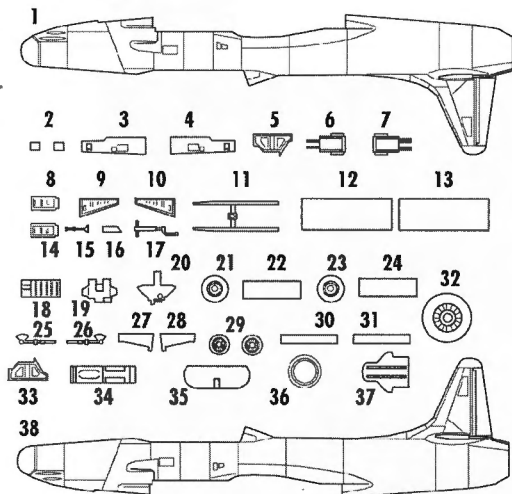
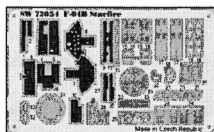


PHOTO-ETCHED PARTS (PP)

CLEAR PARTS (CP)



OHNOUT
BEND



VYTAT
OPEN HOLE



VYROBIT
SCRATCH BUILD



VTERIMOVÉ LEPIDLO
CYANOACRYLATE GLUE



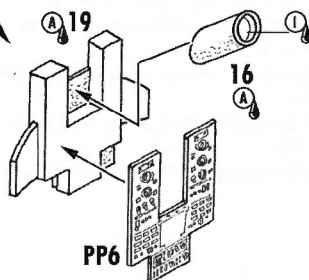
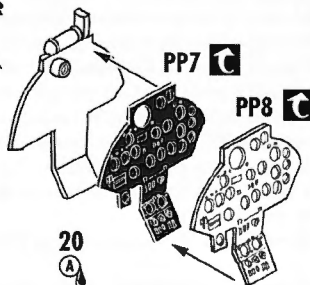
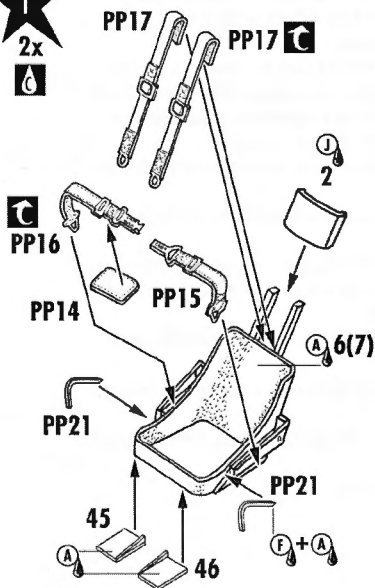
SYMETRICKÁ MONTÁŽ
SYMMETRICAL ASSEMBLY



VOLBA
OPTION

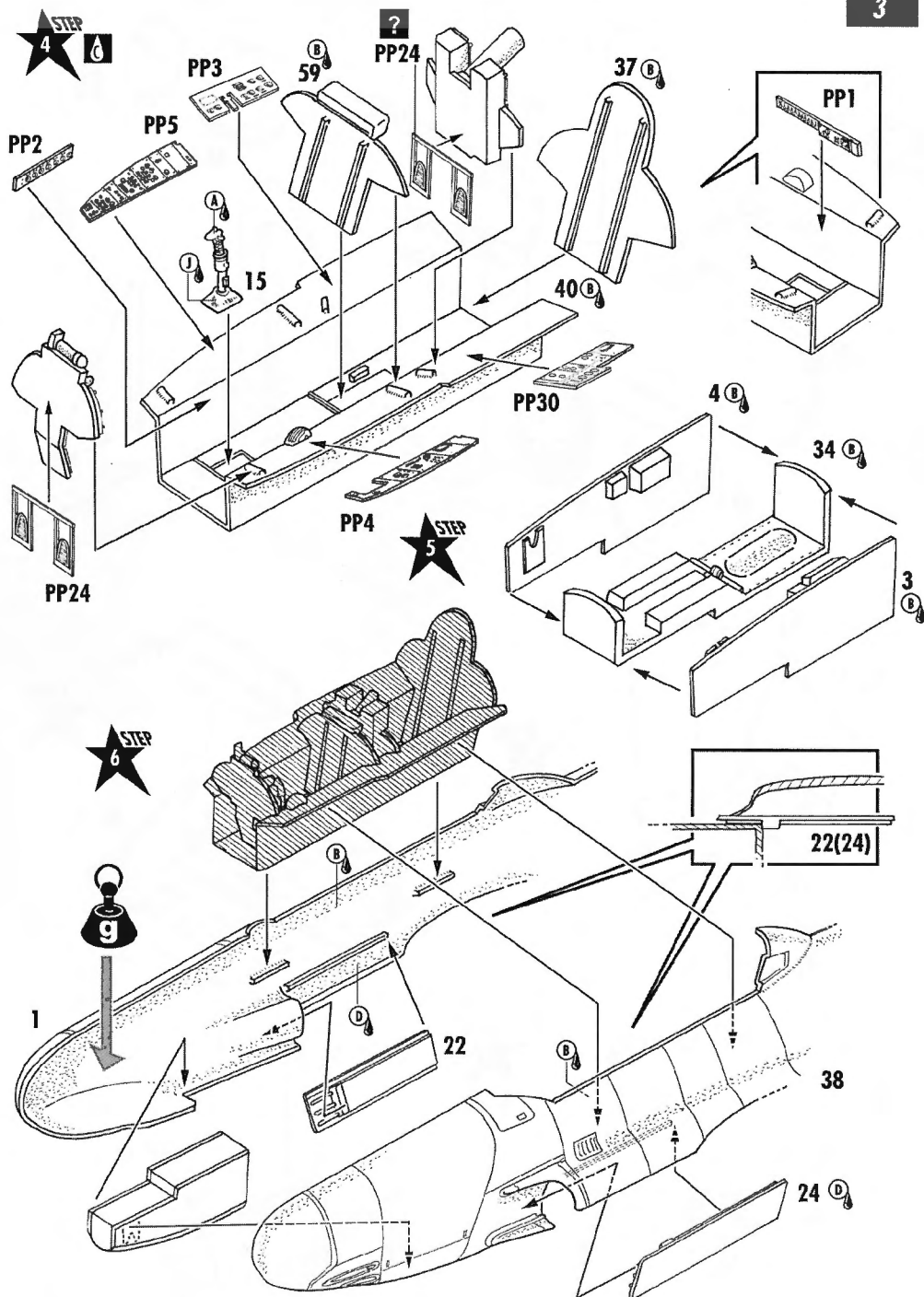


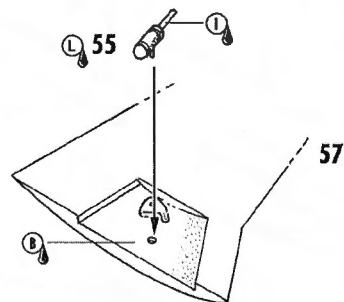
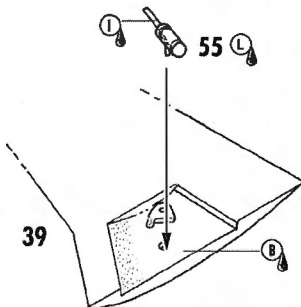
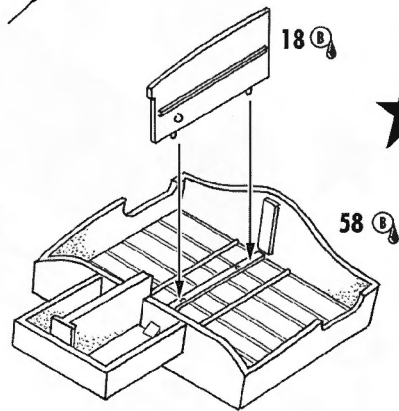
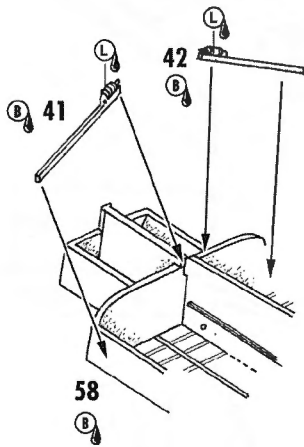
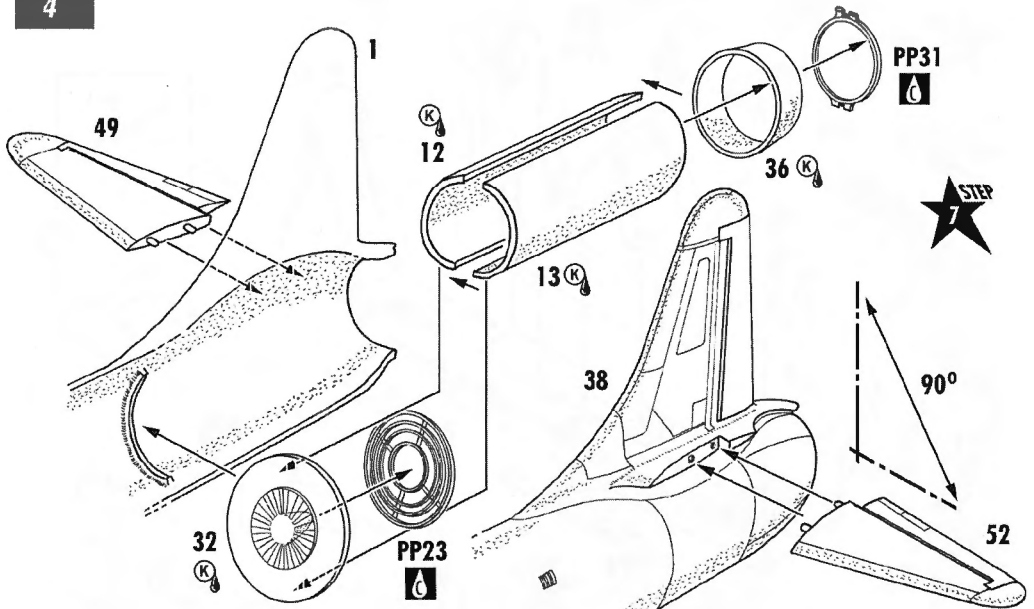
ODSTARNIT
REMOVE

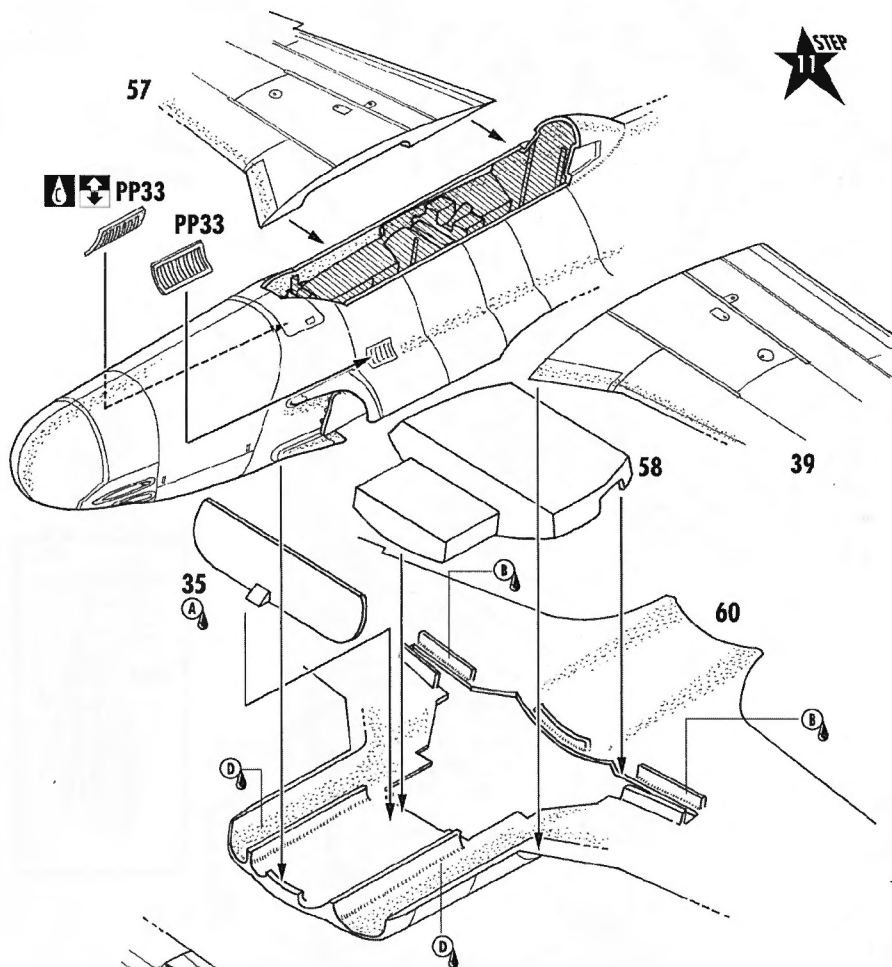
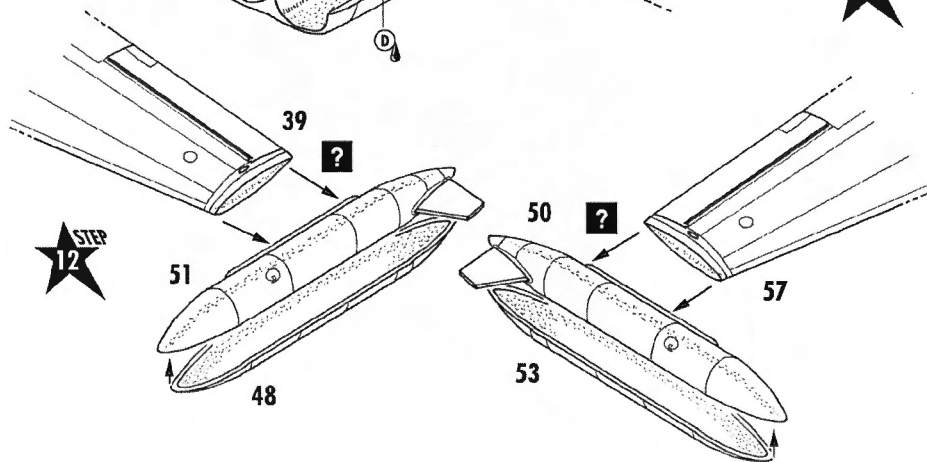


BARVA/COLOR

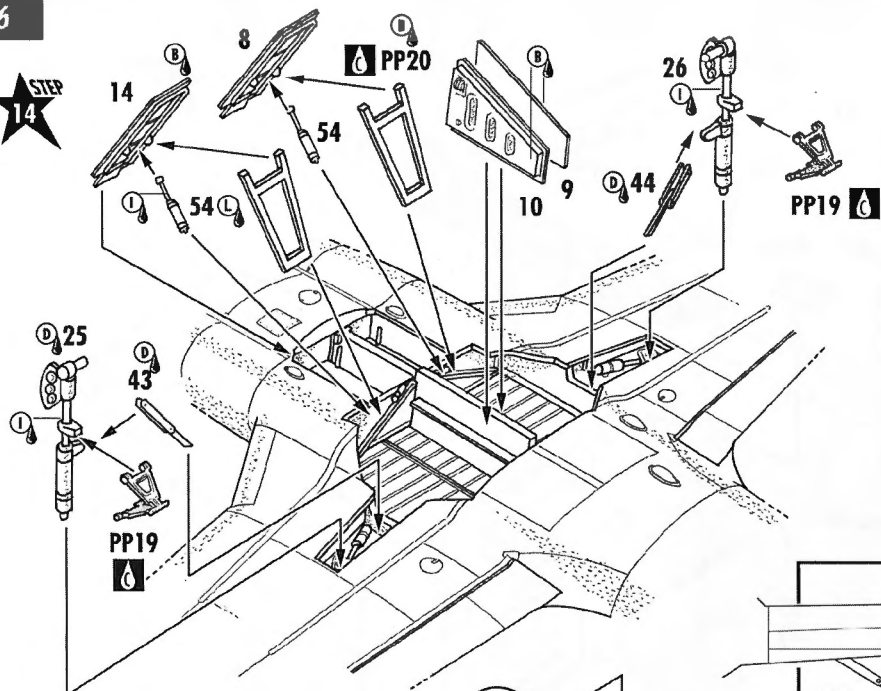
- A ČERNÁ/BLACK
- B INTER.ZELENÁ/ZINC CHROMATE
- C STŘÍBRNÁ/SILVER
- D HLINÍK/ALUMINIUM
- E ČERVENÁ/RED
- F ŽLUTÁ/YELLOW
- G ZELENÁ/GREEN
- H BÍLÁ/WHITE
- I CHROM/CHROME
- J HNĚDÁ/BROWN
- K KOV/GUN METAL
- L ŠEDÁ/GRAY
- M PNEU/TYRE BLACK



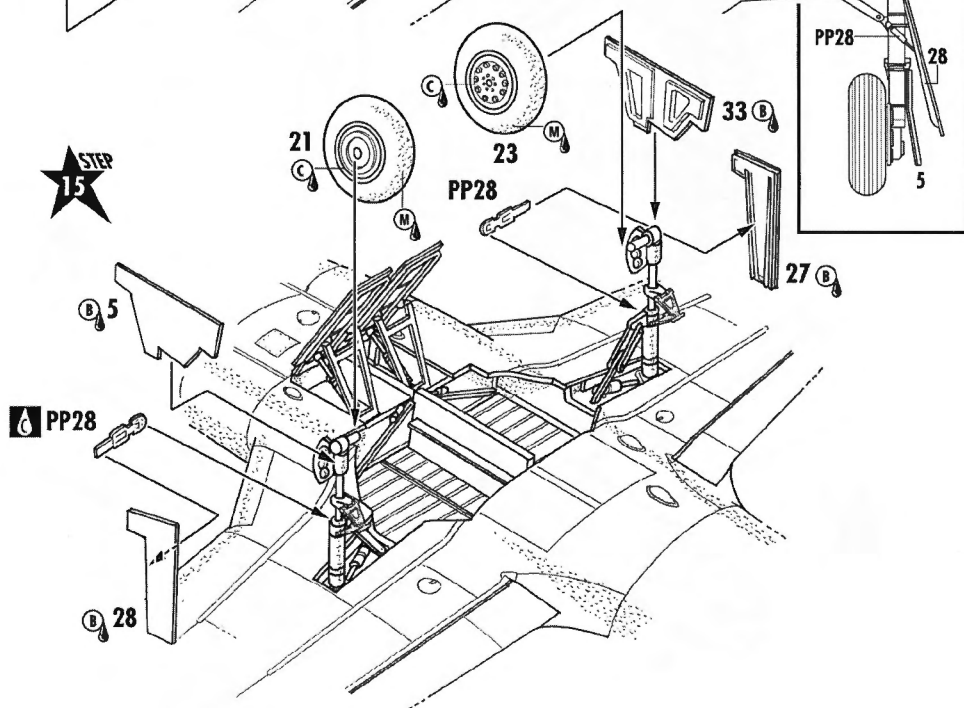


STEP
11STEP
13

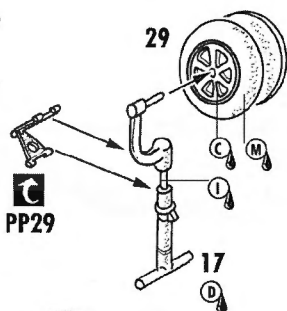
STEP
14



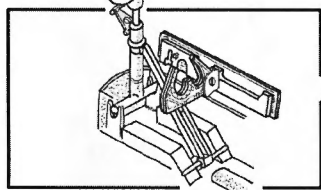
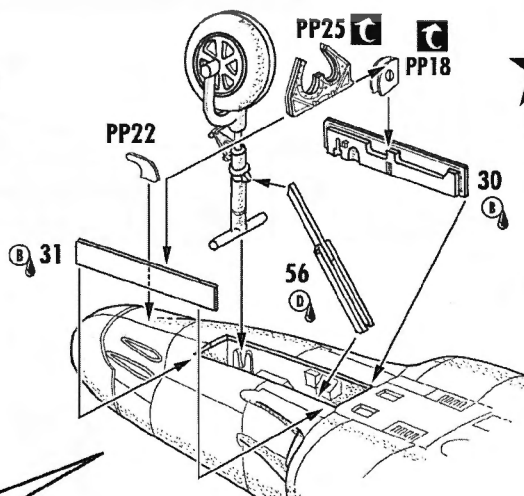
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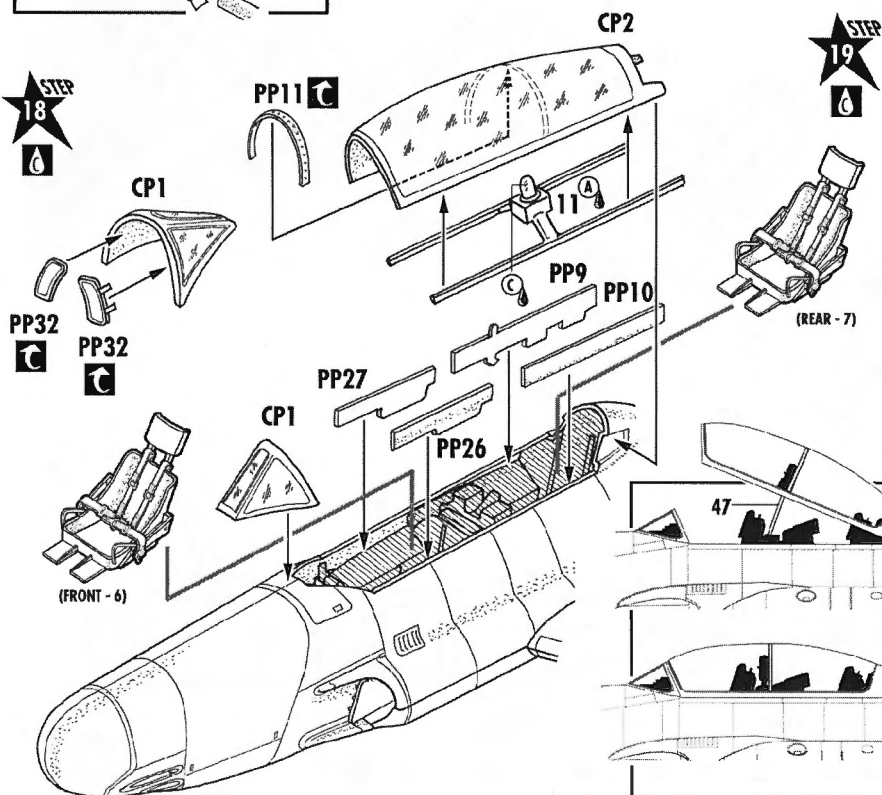
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6



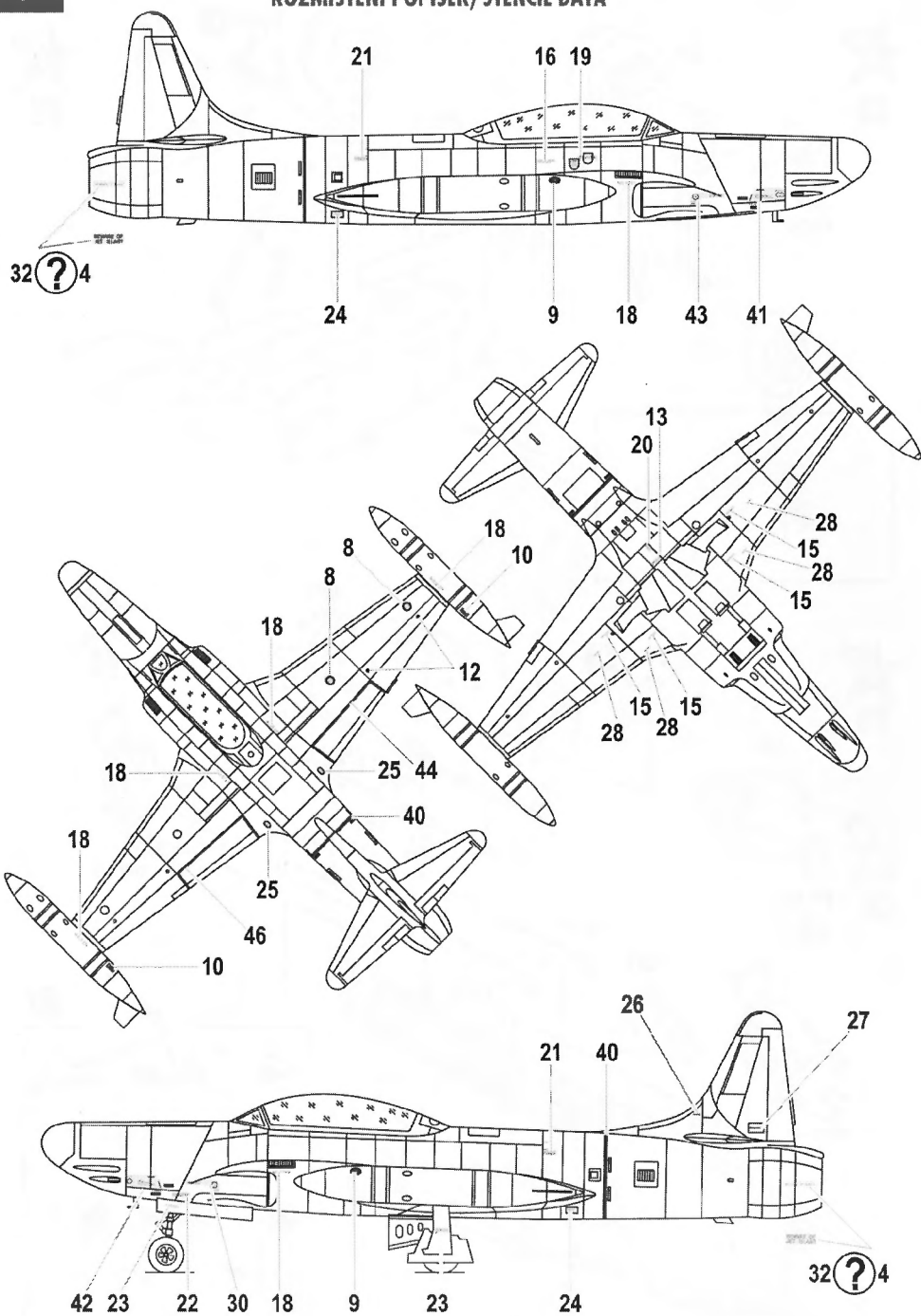
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6

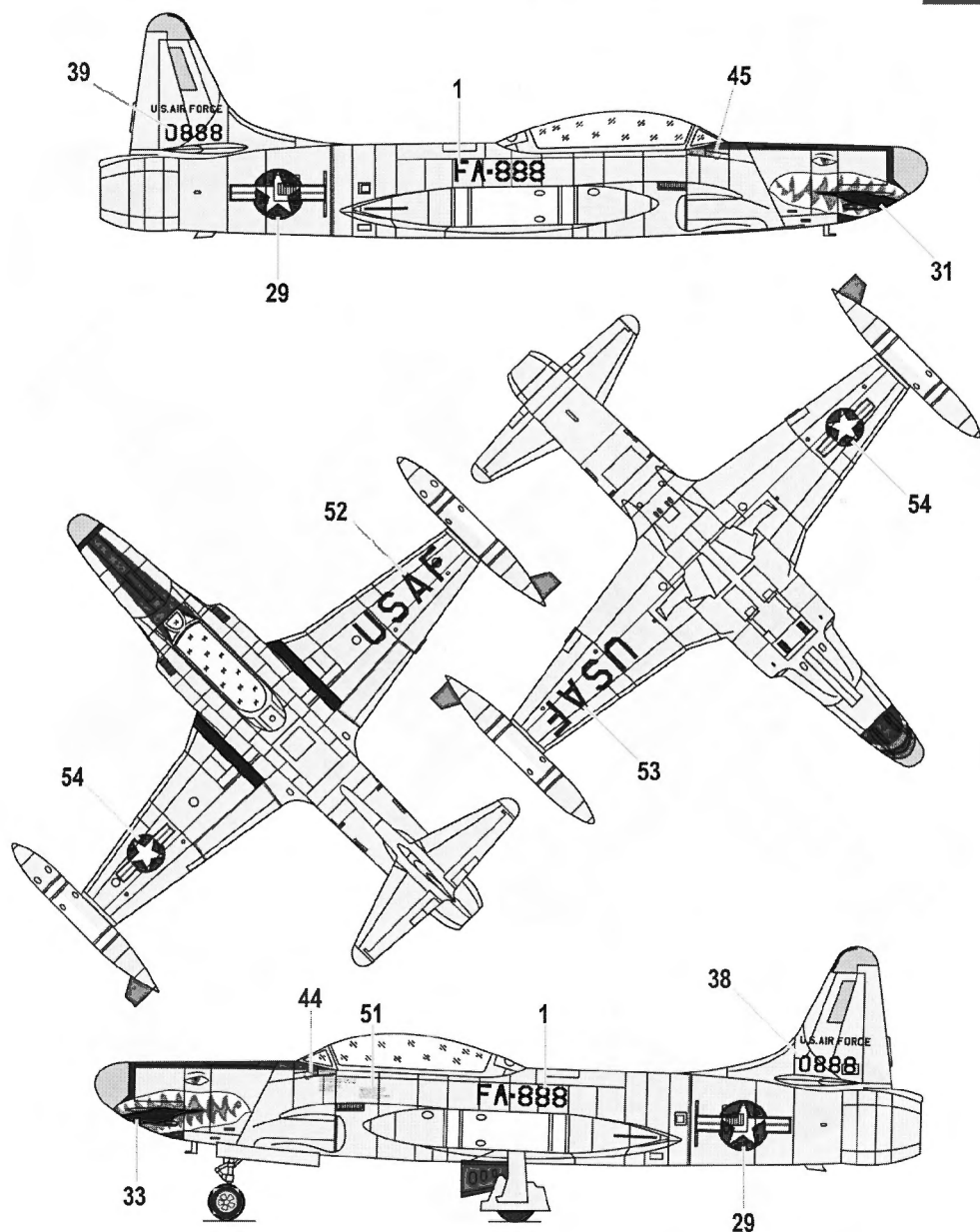


STEP
18
6



ROZMÍSTĚNÍ POPISEK/STENCIL DATA





Bílá
White



Hliník
Aluminium



Krémová
Ivory



Červená
Red



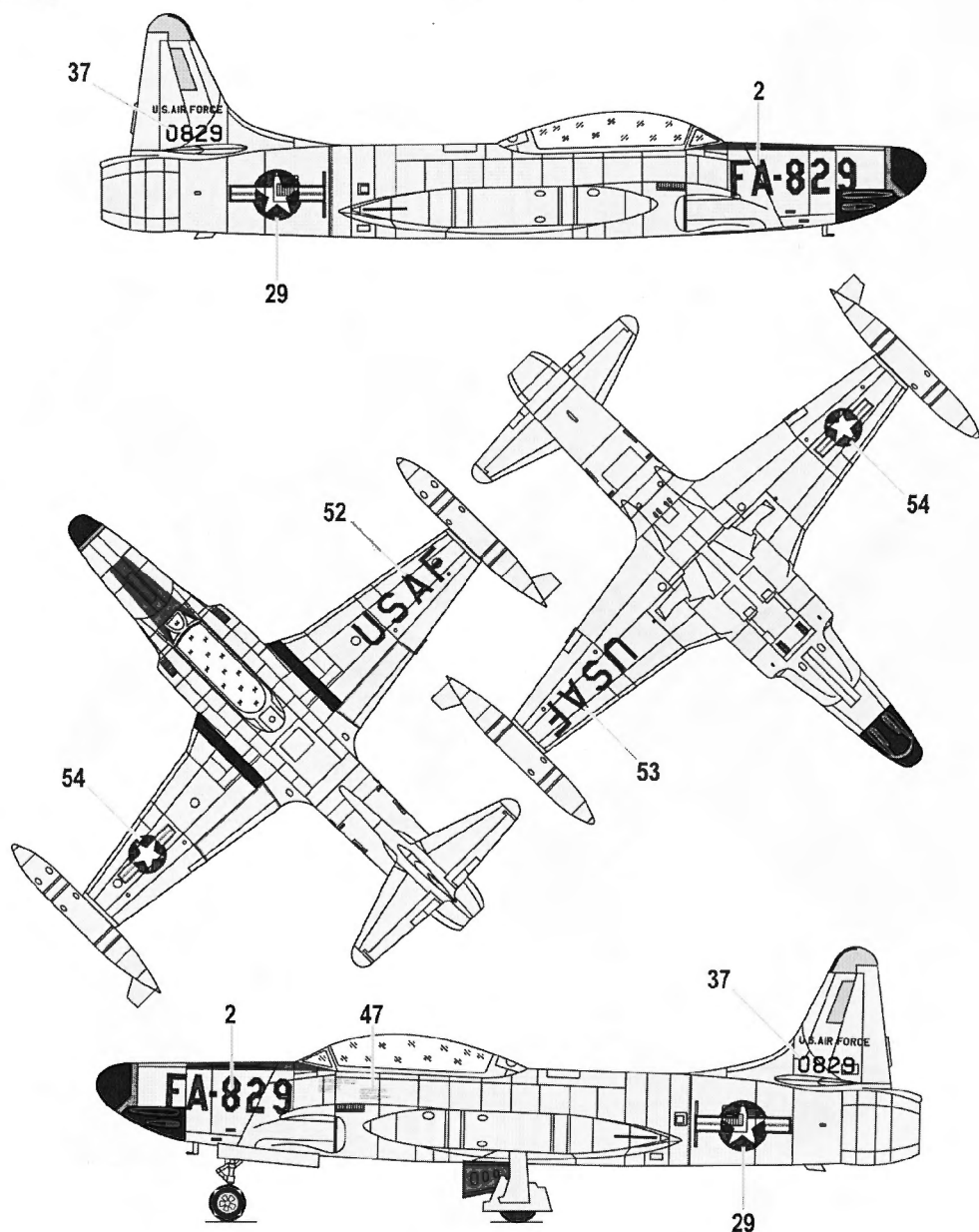
Olivová
Olive Drab



Tmavá Ocel
Dark Steel

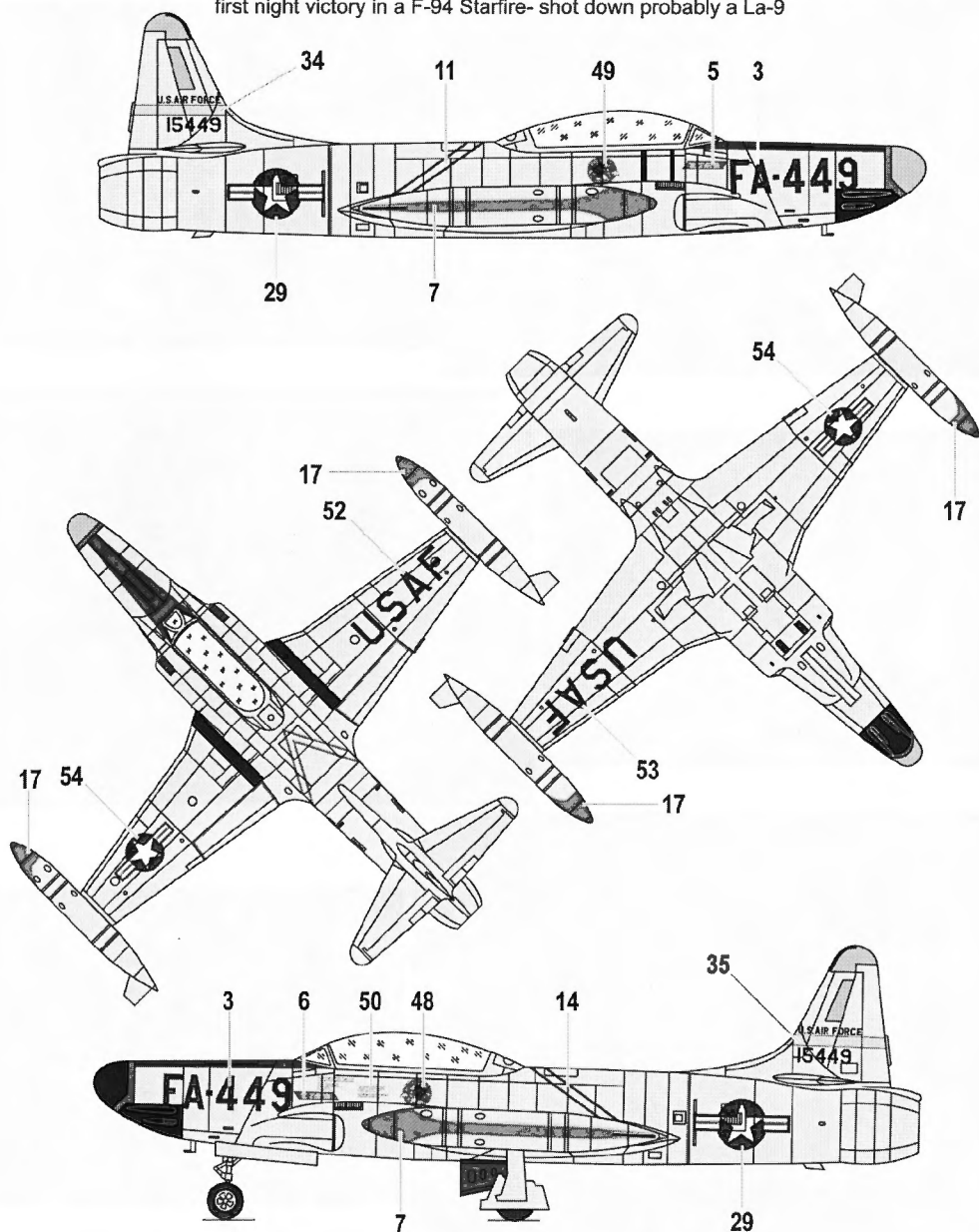


Matná černá
Matt Black



					
Bílá White	Hliník Aluminium	Světle šedá Light Gray	Tmavá Ocel Dark Steel	Olivová Olive Drab	Matná černá Matt Black

F-94B-5-LO BuNo 51-5449, Capt. Ben Fithian, Lt. Samuel Lyons,
319th FIS, Suwon A.B., South Korea, 1952. January 30, 1953 score the first
first night victory in a F-94 Starfire- shot down probably a La-9



Bílá
White



Hliník
Aluminium



Světlá šedá
Light Gray



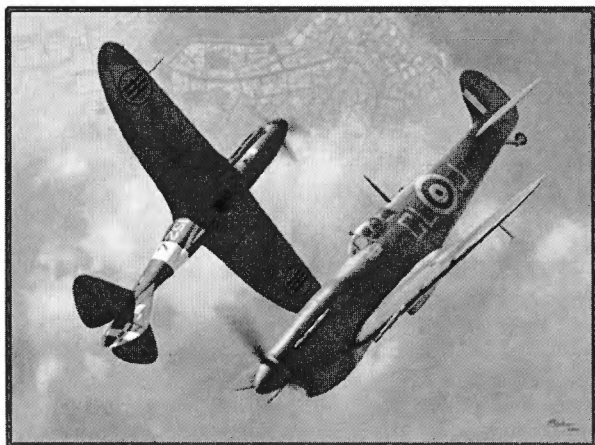
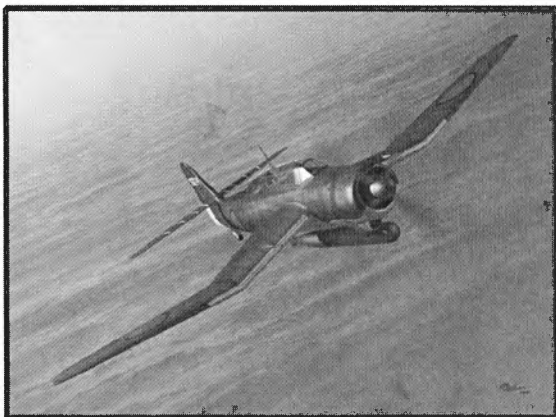
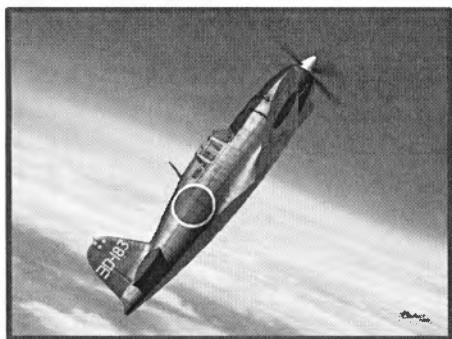
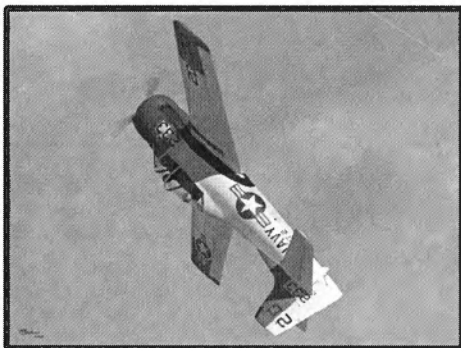
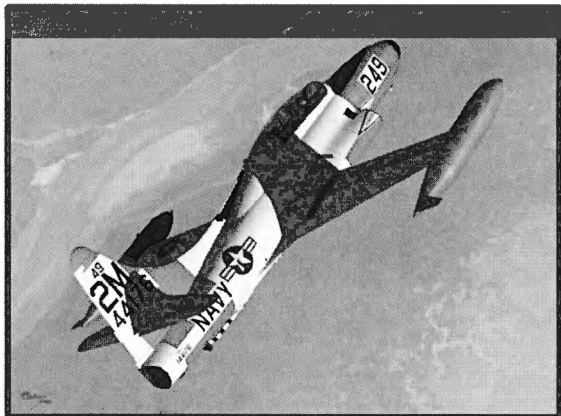
Tmavá Ocel
Dark Steel



Olivová
Olive Drab



Matná černá
Matt Black



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