COMING SOON

F-15 Eagle

Minnewaukan, United States



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LOT	AUCTION	BRAND	CATEGORY
#213	#184	McDonnell	Aircraft

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DESCRIPTION

The McDonnell Douglas F-15 Eagle was the Cold War air-superiority fighter built around an unusually direct proposition: carry a serious radar and missile load, retain the energy to fight hard, and give a single pilot the information needed to use it. Its lasting reputation rests less on delicacy than on excess thrust, low wing loading and a design that made acceleration part of the tactical equation. In the classic single-seat F-15A and F-15C form, it is remembered as the large American land-based fighter that could climb, turn and keep working at altitude without the complication of variable-geometry wings or a second crewmember.

The programme grew from the U.S. Air Force FX competition, shaped by the air-combat lessons of Vietnam and the need for a dedicated fighter able to establish air superiority. McDonnell Aircraft was selected for the next competition phase in 1967, won the Advanced Tactical Fighter contract in December 1969, and flew the first Eagle in July 1972. The original A/B models entered service in the mid-1970s; the C/D series followed in 1979 with more internal fuel, provision for conformal fuel tanks and a higher maximum take-off weight. The result was not a light fighter in the minimalist sense, but a purpose-built interceptor and air-combat platform with the range and systems depth its mission demanded.

F-15 Eagle quick facts

What made the F-15 Eagle stand out from other Cold War fighters?

The Eagle's essential trick was to combine a large fighter's fuel, radar and missile capacity with the thrust response normally associated with a much smaller aeroplane. The two afterburning F100 turbofans gave the design a thrust-to-weight relationship that allowed vertical acceleration under the right conditions, while the broad wing kept wing loading low enough to support hard turning without immediately trading away all its airspeed. That combination matters because air combat is often an argument about energy: who can climb, accelerate, reposition or recover speed after a turn. The F-15 was designed to keep making that argument.

Its cockpit philosophy was equally important. The Eagle concentrated radar, navigation, identification, electronic-warfare and weapons information around a head-up display and hands-on-throttle-and-stick controls. Rather than making the pilot manage a collection of unrelated boxes, the system was intended to shorten the chain from detection to engagement. Later C-model Eagles gained more fuel and increasingly capable avionics, but the airframe's character remained consistent: a high-altitude, high-energy fighter whose size was there to serve sensors, fuel and weapons rather than cabin comfort. Comfort was never invited to the briefing.

F-15 Eagle powerplant, systems and technical highlights

- Two Pratt & Whitney F100-series axial-flow afterburning turbofans provide the defining twin-engine layout and the Eagle's rapid acceleration.
- The single-seat air-superiority versions pair a pulse-Doppler radar with a head-up display, inertial navigation, UHF communications, tactical navigation and instrument-landing equipment.
- The radar is designed for look-up and look-down target detection, allowing it to track aerial targets against ground clutter as well as clear sky.
- Integrated electronic-warfare, identification-friend-or-foe and countermeasures systems form part of the fighter's mission equipment rather than an afterthought hung beneath a wing.
- The fixed wing, twin vertical tails and retractable tricycle undercarriage favour a clean land-based fighter layout; C/D aircraft added capacity and provision for conformal fuel tanks.
- Armament provisions include an internally mounted 20 mm M61A1 cannon and external stations for air-to-air missiles, with exact stores and systems depending on variant and operator configuration.

How the F-15 Eagle compares

The comparison uses the F-14A Tomcat as a representative contemporary rival; figures and equipment vary materially by production block, engine fit and operator modification.

Honest ownership note: An F-15 is not a conventional private-aircraft proposition. Its military systems, controlled technical data, demilitarisation requirements, export restrictions, specialist ground equipment and turbine support place it in an entirely different category from civilian warbirds. Any acquisition discussion needs legal and regulatory advice before engineering enthusiasm takes over. A pre-purchase inspection should be led by personnel with direct Eagle or comparable fast-jet structural experience, with particular attention to wing-spar inspection access, titanium skin and spar condition, engine records and configuration, flight-control integrity, hydraulic and environmental systems, corrosion, and the status of every removed or controlled subsystem. Parts traceability, specialist tooling and approved technical support are not details to solve later; they are the project.

F-15 Eagle exterior and cabin

Exterior

- High-mounted swept wing with prominent leading-edge extensions blending into the forward fuselage.
- Long pointed radome, broad forward fuselage and two rectangular side air intakes.
- Two widely spaced engine nacelles run aft beneath the fuselage and end in circular exhaust nozzles.
- Twin outward-canted vertical fins, all-moving horizontal tailplanes and a retractable tricycle undercarriage.

Cabin and cockpit

- Single pilot cockpit in the F-15A/C beneath a framed, rear-hinged clamshell canopy.
- High canopy line and raised seat position give the pilot a commanding forward and lateral view.
- Head-up display sits ahead of the main instrument panel, with radar, navigation and weapons controls arranged for fighter workload.
- F-15B/D versions extend the canopy and fuselage cockpit section for a second crewmember.

Who is the F-15 Eagle for?

- A museum, institutional collection or specialist operator able to manage a complex military-aircraft preservation programme.
- A technically sophisticated collector interested in a defining fourth-generation fighter rather than a recreational aeroplane.
- An organisation with access to regulated logistics, experienced fast-jet engineers and secure specialist storage.
- A buyer who values the Eagle's historic significance as much as the airframe itself.

The F-15 Eagle remains compelling because its design priorities are so legible. Everything visible—the twin engines, generous intakes, broad wing, tall fins and elevated cockpit—serves the same intent: find the threat, arrive with energy, and retain options. As an object of aviation history, it is one of the clearest expressions of the air-superiority fighter idea. As an ownership undertaking, it asks for the same seriousness that created it.

SPECIFICATIONS

General Information

Model	**McDonnell Douglas F-15 Eagle**

Engine & Power Systems

Engine Type	**Two Pratt & Whitney F100-series afterburning turbofan engines**

Avionics & Equipment

Avionics	**Head-up display, pulse-Doppler radar, inertial navigation, tactical navigation, IFF, electronic-warfare and countermeasures systems**

PHOTOGRAPHS

4 of 5 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR




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