COMING SOON

Lockheed Martin F-22 Raptor

East Los Angeles, United States



STARTING PRICE	OPENING PRICE	BIDS PLACED	RESERVE PRICE
—	—	0	Yes

LOT	AUCTION	BRAND	CATEGORY
#210	#181	Lockheed Martin	Aircraft

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DESCRIPTION

Collector's note: This fighter jet has been featured on CollectAirs as a special showcase piece to spark interest and celebrate the fascination of aviation history. It is not presented as a standard active sales listing. For verified aircraft opportunities, please browse our available listings or contact the CollectAirs team. The F-22 Raptor is the fighter that made the word supercruise part of everyday aviation shorthand. Conceived at the end of the Cold War but delivered into a very different one, it combined sustained supersonic flight without afterburner, low observability, thrust vectoring and sensor fusion in a single-seat air-dominance platform. Plenty of fighters are quick; the Raptor's distinction was to remain difficult to detect while moving fast, manoeuvring hard and presenting one pilot with an unusually coherent tactical picture.

Lockheed Martin and Boeing developed the Raptor from the Advanced Tactical Fighter programme, which sought a successor to the F-15 for contested airspace. The Lockheed-led YF-22 won the competition in 1991, the first production-standard Raptor emerged later in the decade, and operational service began in December 2005. Production ended in 2012, leaving a small, highly specialised fleet. It was built to prove that stealth need not mean a compromised dogfighter, and that raw engine thrust could be turned into range, acceleration and control authority rather than simply noise and fuel burn.

F-22 Raptor: Quick facts

What made the F-22 Raptor different from every earlier fighter?

The Raptor was not merely designed around a radar, an engine or a stealth coating; its value lies in the way those elements work together. Its sensor suite and integrated avionics were intended to reduce the pilot's workload by combining surveillance, identification, navigation and weapons information. In practical terms, the pilot works from a fused tactical picture rather than a collection of separate instruments demanding separate interpretation. That was a serious step beyond the traditional arrangement of radar scope, warning receivers and mission displays competing for attention.

The aerodynamic answer is equally purposeful. Two powerful F119s drive rectangular two-dimensional thrust-vectoring nozzles, which deflect in pitch and supplement the conventional control surfaces at high angle of attack. Broad wing-root blending, clipped trapezoidal wings and widely spaced canted fins are not styling exercises: they serve lift, control, internal volume and radar-signature management together. The result is an aeroplane designed to arrive at the important part of a mission with energy in hand. It is not a machine built around leisurely touring manners; it is a tightly integrated weapons system whose engineering priorities are speed, signature control and combat geometry.

F-22 Raptor: Powerplant, systems and technical highlights

- Two Pratt & Whitney F119-PW-100 afterburning turbofans, each in the 35,000 lb thrust class.
- Supercruise capability above Mach 1.5 without afterburner, reducing the fuel penalty normally associated with sustained supersonic flight.
- Two-dimensional pitch-vectoring exhaust nozzles for additional control authority in manoeuvre.
- Internal weapons bays preserve the low-observable configuration; an air-to-air fit can carry six AIM-120 missiles and two AIM-9 missiles internally.
- Integrated avionics and sensor fusion were central to the programme, presenting tactical information through a unified cockpit system.
- Retractable tricycle gear and internal fuel carriage maintain a clean external form when configured for air dominance.

How it compares

Comparison rival: McDonnell Douglas F-15C Eagle. Figures and capability vary by model, upgrade standard, mission configuration and engine fitted.

Honest ownership note: The F-22 is not a realistic civilian ownership proposition. It is a tightly controlled U.S. military weapons system with classified low-observable, propulsion, software and avionics elements, rather than a surplus fast jet supported by an ordinary restoration market. Even a demilitarised example would demand formal government approvals, specialist facilities, controlled technical data, bespoke ground equipment and engineers familiar with military low-observable repair practice. A pre-purchase inspection, were one ever legally relevant, would need to establish demilitarisation status, custody of controlled components, structural condition around heat-affected and high-load areas, canopy and ejection-seat status, engine preservation, software configuration and the legal standing of every supplied part. The useful support network is military, manufacturer and government-led—not a conventional type club.

F-22 Raptor: Exterior and cabin

Exterior

- Low-mounted trapezoidal wings blended into a broad forward fuselage and wing roots.
- Long pointed nose, sharply raked canopy and faceted chine lines running aft from the cockpit.
- Twin widely spaced, outward-canted vertical fins with all-moving horizontal tailplanes.
- Two buried aft engines ending in flat, rectangular pitch-vectoring exhaust nozzles.
- Retractable tricycle gear with a single nosewheel and twin main-wheel units; no wheel spats or fairings.

Cabin and cockpit

- Single-seat cockpit beneath a large gold-tinted bubble canopy.
- One central pilot station with a head-up display and large multifunction displays.
- Side-stick controller and throttle arrangement, with the cockpit arranged for sensor and weapons management as much as pure flying.
- No passenger accommodation, baggage area or conventional cabin appointments.

Who is the F-22 Raptor for?

- Military aviation historians studying the transition from fourth- to fifth-generation fighter design.
- Engineers interested in the meeting point of low observability, propulsion and flight-control design.
- Museum curators or educators discussing modern air-dominance doctrine, subject to lawful acquisition and demilitarisation.
- Collectors who understand that the Raptor is principally a national-security asset, not a privately operable warbird.

The F-22 Raptor remains compelling because its engineering is so concentrated: engines, shaping, controls, sensors and internal carriage all pull in the same direction. It is an extraordinary study in what happens when a fighter programme refuses to treat speed, agility and survivability as separate subjects. For anyone considering the type in a collection or institutional context, the fascination is genuine—but so are the limits.

SPECIFICATIONS

General Information

Model	F-22A Raptor

Engine & Power Systems

Engine Type	Two Pratt & Whitney F119-PW-100 afterburning turbofan engines

PHOTOGRAPHS

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

EXTERIOR





MECHANICAL



EXTERIOR


AI Enhanced

HOW TO BID ON THIS LOT

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collectairs.com/auctions/lockheed-martin-f-22-raptor

Questions about this aircraft, the paperwork or the process can be sent to our team at any hour on WhatsApp, or by email at info@collectairs.com.

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