

COMING SOON

F-35 Lightning II

Boston, United States



STARTING PRICE	OPENING PRICE	BIDS PLACED	RESERVE PRICE
—	—	0	Yes
LOT	AUCTION	BRAND	CATEGORY
#209	#180	Lockheed Martin	Aircraft
BIDDING CLOSES	SELLER		
—	C****s		

This document is a snapshot taken at the time and date shown. Prices, bid counts, closing times and availability change continuously. Always confirm the current position on collectairs.com before bidding or making any commitment.

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-35 Lightning II is the fighter that made sensor fusion, low observability and commonality across three services the central proposition rather than an optional upgrade. It is remembered less for raw top-speed theatrics than for bringing a pilot a fused tactical picture from radar, electro-optical sensors and offboard networks in a single-seat, single-engine airframe. In its conventional F-35A form it replaced the familiar idea of a lightweight multirole fighter with something closer to a flying mission system.

Built from the Joint Strike Fighter programme, the Lightning II had to satisfy three distinctly awkward customers: conventional-runway air forces, short-takeoff and vertical-landing forces, and carrier aviation. The result was the F-35A, F-35B and F-35C family. Sharing a common avionics architecture while differing in basing and airframe details was the programme's great ambition; making that shared architecture work across all three was the hard part. The A became the conventional-runway version, the B incorporated shaft-driven lift-fan STOVL machinery, and the C gained the larger wing and carrier-oriented configuration.

Quick facts

What makes the F-35 Lightning II different to fly and employ?

The defining feature is not simply stealth shaping; it is the way the aircraft gathers and presents information. The Distributed Aperture System gives all-round infrared coverage for warning and day/night viewing, while the internally mounted Electro-Optical Targeting System supports detection and targeting. Rather than asking the pilot to manage a collection of separate displays and sensors, the F-35's design philosophy is to combine them into one tactical picture. The helmet-mounted display is central to that approach, placing flight, targeting and sensor information on the visor rather than relying on a conventional head-up display.

That changes the cockpit workload. The Lightning II is still a supersonic fighter with a large, hot afterburning turbofan behind the pilot, but its value lies in reducing the need to look down, cross-check several instruments or mentally reconcile competing sensor returns. It is an aircraft designed for pilot decision-making and networked employment, not simply for making a dramatic pass at an airshow. The trade-off is a profoundly software-dependent machine whose capability, support and configuration are inseparable from the wider programme.

Powerplant, systems and technical highlights

- A single Pratt & Whitney F135 afterburning turbofan powers every member of the family; the F-35B uses the F135-PW-600 installation with its shaft-driven LiftFan system.
- All three variants are rated at Mach 1.6 with a full internal weapons load, although their fuel capacity, structural limits and basing roles differ.
- The F-35A and F-35B use a 35 ft wing; the carrier F-35C has a 43 ft wing and greater wing area.
- The airframe combines aluminium, titanium and carbon composites, with low-observable surface treatment and tight manufacturing tolerances forming part of the design.
- Typical mission systems include the Distributed Aperture System, Electro-Optical Targeting System, helmet-mounted display and secure tactical data links.
- The F-35A is conventional takeoff and landing, the F-35B is short takeoff/vertical landing, and the F-35C is the carrier variant.

How it compares

The rival shown is the Lockheed Martin F-22 Raptor. Figures and capabilities vary by F-35 variant, production standard, operating authority and engine installation.

Honest ownership note: This is not a conventional second-hand civilian aircraft proposition. Any legitimate transfer, operation, technical-data access, support arrangement or cross-border movement would be subject to government approval, export-control obligations and programme-level security restrictions. Even within authorised military use, sustainment depends on specialist facilities, controlled software and data systems, trained F-35 maintainers, approved supply channels and engine support. A serious technical review would need authorised access to the propulsion installation, low-observable surfaces, thermal-management and cooling systems, canopy, landing gear, mission-system interfaces and corrosion-control condition. Parts availability and depot capacity have been persistent programme concerns, so an ordinary warbird mechanic, however talented, is not an adequate answer.

Exterior and cabin

Exterior

- Blended fuselage with trapezoidal wings, widely spaced canted twin vertical tails and all-moving horizontal stabilisers.
- Single circular exhaust nozzle at the rear; the F-35B adds lift-fan doors behind the cockpit and a swivelling rear nozzle.
- Retractable nosewheel and main gear, with no fixed gear or wheel fairings.
- Flush panel treatment, sawtooth door edges and internal bays dominate the airframe rather than external stores.

Cabin and cockpit

- One-seat cockpit beneath a broad, single-piece tinted bubble canopy.
- Wide forward view, a large central panoramic display and side-stick/HOTAS controls.
- Helmet-mounted display replaces the conventional fixed head-up display as the principal flight and targeting presentation.
- No aft passenger accommodation, baggage cabin or conventional civilian cabin fittings.

Who is this aircraft for?

- Government operators needing a common fighter family across land bases, amphibious ships and aircraft carriers.
- Air forces prioritising low-observable multirole capability and information-sharing with allied forces.
- Organisations able to fund the secure infrastructure, specialist training and supply support the type requires.
- Collectors or institutions interested in modern combat-aircraft history, subject to lawful demilitarisation and government permissions.

The F-35 Lightning II is best understood as a combat-aircraft system rather than merely an airframe: a single-seat fighter whose most consequential features sit in its sensors, software, support ecosystem and three-variant design. For the properly authorised operator, that integration is the point. For anyone seeking uncomplicated ownership, it is also the answer.

SPECIFICATIONS

General Information

Model	F-35 Lightning II family: F-35A, F-35B and F-35C
-------	--

Engine & Power Systems

Engine Type	Pratt & Whitney F135 afterburning turbofan
Propeller Type	None — jet propulsion

Avionics & Equipment

Avionics	Integrated sensor-fusion suite with Distributed Aperture System, Electro-Optical Targeting System, helmet-mounted display and secure tactical data links
----------	--

PHOTOGRAPHS

5 of 6 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR





INTERIOR



EXTERIOR



HOW TO BID ON THIS LOT

Bidding is online at CollectAirs. Register and complete verification in good time before the lot closes, verification is reviewed by our team rather than granted instantly.

collectairs.com/auctions/f-35-lightning-ii

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.

OTHER LIVE AUCTIONS

Live when this document was prepared. Stages and availability change: check the site for the current position.



AERO DESIGN PULSAR XP100

Bad Vöslau, Austria

€20,000 CURRENT PRICE

Closes 8 October 2026, 13:00 UTC



Ikarus Comco C42

Kirn, Germany

€65,000 CURRENT PRICE

Closes 8 October 2026, 19:00 UTC



Rare UTVA AERO 3

Büren, Germany

€20,000 CURRENT PRICE

Closes 8 October 2026, 19:00 UTC



Robin HR 100 210D

Nordhorn, Germany

€49,000 CURRENT PRICE

Closes 15 October 2026, 19:00 UTC

Every lot above opens its own page. Browse all live lots at collectairs.com/auctions/live

IMPORTANT INFORMATION

Closing times can change

The closing time shown is indicative. Auctions may be extended automatically when bids arrive close to the deadline, and CollectAirs may reschedule, pause or withdraw a lot at any time. The time shown on the website governs.

Prices are indicative

Starting prices, current bids and any reserve are subject to change and may be corrected, revised or withdrawn. Where a lot carries a reserve, the amount is confidential and the lot will not sell below it. Figures here exclude applicable fees, taxes, duties, transport and registration costs.

No offer and no contract

This document is provided for information only. It is not an offer, a valuation, an appraisal, or an invitation to treat, and it forms no part of any contract. Bidding and sale are governed solely by the CollectAirs Terms and Conditions in force at the time of the auction.

Condition and airworthiness

Aircraft are sold as they stand. Descriptions, specifications, hours, dates and maintenance status are supplied by the seller and, while CollectAirs curates and verifies listings, they are not warranted as complete or accurate. Buyers are expected to carry out their own inspection, records review and pre-purchase survey before bidding.

Export, registration and compliance

Deregistration, export, import, customs, tax and re-registration are the buyer's responsibility, as is confirming that the aircraft can be lawfully imported and operated in the intended jurisdiction. Requirements vary by country and can affect both cost and timescale.

Photography and written content

Photographs are supplied by the seller and may have been edited for exposure, colour, straightening or the removal of background distractions, in some cases with AI-assisted tools. Parts of the written description and specification summaries may also have been drafted or edited with AI assistance for clarity and consistency. Such enhancements are made to present the aircraft clearly and are not intended to conceal, add or alter any physical feature, damage or defect. Photographs are illustrative, treat the aircraft itself, and its records, as the only authority on condition.

Seller identity

Seller names are shown in the partially masked form used across the platform. Full counterparty details are exchanged through CollectAirs once an auction concludes.

This document is a snapshot taken at the time and date shown. Prices, bid counts, closing times and availability change continuously. Always confirm the current position on collectairs.com before bidding or making any commitment.