# Fokker S.IIa, resin kit master and prototype

## Biplane ambulance

Scale 1:72

The S.IIa was a Fokker S.II trainer, modified by the Dutch Army Air Department (Luchtvaart Afdeling, LVA) into an ambulance airplane. The S.II, which accommodated side-by-side seating of instructor and student, had been designed in 1922 as successor of the Spyker V.2 and 15 copies were delivered to the LVA. They served until 1930 and one of them has been modified to an ambulance aircraft, among other for reasons of budget limitations. The S.II was rather well fit for it thanks to its wide fuselage.


Changes incorporated were the replacement of the 110 HP Oberursel engine by a stronger Armstrong Siddeley Lynx of 220 hp and a construction made from Perspex panels between the top of the fuselage side and the wing. At the rear side the top side of this construction sloped towards the fin and the rear part could be removed, allowing for a stretcher to be slid in towards the front. Next to the pilot, seated at the left side of the cabin, the nurse was facing backwards. A modified access door was located at the right side and the comma-shaped rudder was replaced by a more rectangular shaped one.

The first flight took place in February 1932. The directional stability and the controllability appeared to be insufficient, so a small fin and a larger rudder were introduced. Later the rudder was replaced by a better shaped one, shown on most pictures of the aircraft. In the end the original wheels have been replaced by wheels with balloon tires to improve the comfort of the patients.

Only one copy of the Fokker S.IIa has been built. The aircraft has been used intensively, especially to transport patient from badly accessible islands in the north of the Netherlands and in the Zuiderzee. The S.IIa was captured in May 1940 undamaged by the German occupation forces. Its final fate is not known.

The overall dimensions of the S.IIa were the same as of the original S.II:

| | *references* | *1:72* | *model* |
|---|---|---|---|
| *Span (upper wing)* | 11.22 m | 155.8 mm | 138.6/147.5 mm |
| *Length* | 7.20 m | 100.0 mm | 102.4 mm |
| *Height* | 2.80 m | 38.9 mm | 44.0 mm |
| *Engine* | Armstrong Siddeley Lynx, 220 hp | | |
| *Crew/passengers* | 2/1 | | |

There is a 1/72 resin kit of the Fokker S.II by Omega Models, which I have built as the training variant in 2008[1]. I have used this kit as basis for the S.IIa. A comparison of this kit with S.II drawings in my possession did show that the span is rather too small (3-8 mm upper wing and 4-10 mm lower wing), but the fuselage a bit too long (2-8 mm). The dimensions of the parts do

not even agree with the three-view drawing provided in the Omega Models kit, which indicates also a larger span. Another discrepancy is the size and shape of the horizontal tail plane.

When building the S.II training variant I have corrected the shape and place of the cockpit, the horizontal tail plane and the position of the upper wing; span and length I have not changed. Shape and place of the cockpit was not relevant for the S.IIa; this had to be adapted anyhow. The tail plane I have adapted again and the wing position is dependent on the construction of the new fuselage.

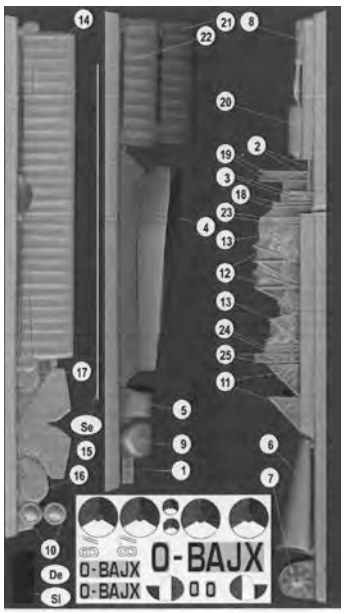
Other modifications are:

- New nose, engine, propeller and exhaust,
- New fin, horizontal stabilizer and rudders,
- Possibly balloon tires, if I can find suitable originals,
- And the fuselage top of course.

Boundary condition for the wing position is that the forward cabane struts must end at the forward end of the fuselage, just behind the new nose with engine and exhaust.

## Omega Models S.II box contents

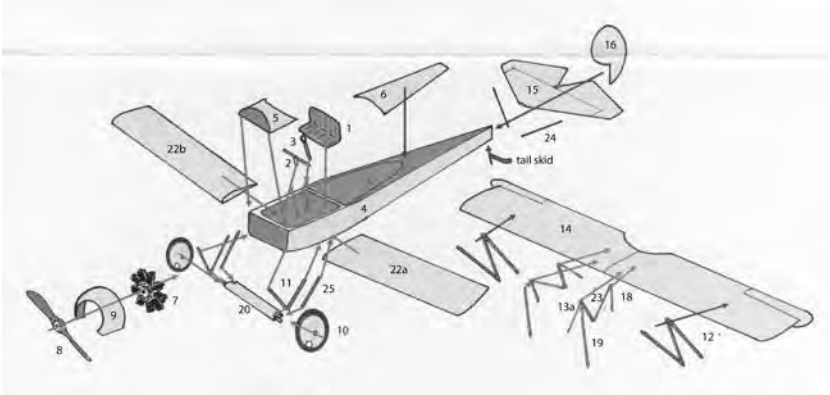
Box contents for the S.II is complete, as shown in the picture at the right. The resin used in the kit I bought was yellow coloured. The decal sheet was not relevant for the Fokker S.IIa variant; a custom decal sheet has been designed.


The instruction sheet is rather simple: a short history of the S.II training aircraft and (incorrect) painting instructions, again not relevant for the S.IIa, a photograph of the numbered parts still on the sprue and an exploded view without any part numbers.

For the S.IIa I have to indicate which S.II parts will be used, which will have to be modified and which parts are not required. The picture at the left is a copy of part of the instruction sheet. I have measured the dimensions of the struts and have estimated their location in the assembled model (I did not keep track of that, when building the training variant). The resulting table is shown above. I have also indicated whether the part is not needed or must be modified. The check on this preliminary assessment can only be made when all masters have been made or the prototype model has been completed.

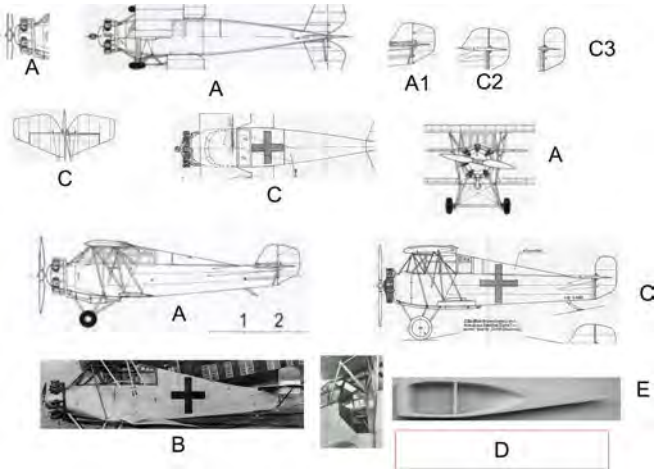
| ID | length | width | no. | function | remarks |
|---|---|---|---|---|---|
| 1 | | | 1 | bench | not needed |
| 6 | | | 1 | top aft fuselage | not needed |
| 7 | | | 1 | engine | not needed |
| 8 | | | 1 | propeller | not needed |
| 9 | | | 1 | cowling | not needed |
| 15 | | | 1 | horizontal tail plane | not needed |
| 16 | | | 1 | rudder | not needed |
| 2 | | | 2 | rudder bar | only one needed |
| 3 | | | 2 | control stick | only one needed |
| 4 | | | 1 | fuselage | to be modified |
| 5 | | | 1 | top forward fuselage | to be modified |
| 14 | | | 1 | upper wing | to be modified |
| 10 | | | 2 | wheels | |
| 11 | 13.8 | 13.6 | 2 | undercarriage V-struts | |
| 12 | | | 2 | N-struts | TBD |
| 13a | 13 | 14 | 1 | forward cabane V-strut | port |
| 13b | 13 | 14 | 1 | forward cabane V-strut | starboard |
| 17 | | | 1 | instrument panel | TBD |
| 18 | 16.4 | 0.78 | 2 | aft cabane strut | |
| 19 | 20.8 | 1.15 | 2 | forward wing support strut | |
| 20 | | | 1 | undercarriage axle | |
| 22a | | | 1 | lower wing | port |
| 22b | | | 1 | lower wing | starboard |
| 23 | 16 | 1.04 | 2 | aft cabane strut | |
| 24 | 14.2 | 0.85 | 2 | tail plane strut | TBD |
| 25 | 18.8 | 0.91 | 2 | undercarriage strut | |
| -- | | | 1 | tail skid | next to wheels |




Next I have included the part numbers in the exploded view. Again, the final check can only be made once the prototype model is completed.

**Modifications**

***Cabin***

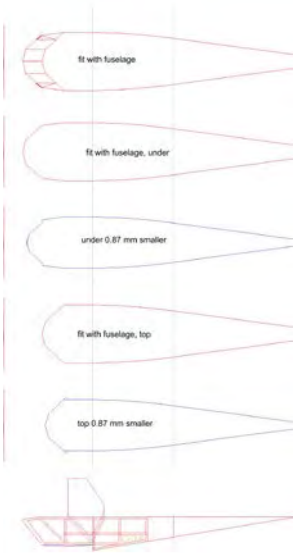



The major modification was the closed cabin. Between the two available drawings there were some important differences. To illustrate that I have collected scanned and scaled copies of the different parts of these drawings in CorelDraw. To judge the correctness of these drawings, I have added a photograph of a pure side view of the aircraft. B is the photograph, elements labeled A are parts of ref. 13, and those labeled C come from ref. 12. The side view of A certainly matches the photograph best, certainly the nose and forward cabin section. The rear part of the cabin is less accurate; the place where this part meets the fuselage top I have taken from C. E is a "scan" from the resin fuselage, D is the envelope of this fuselage. I have also included a photograph of the starboard side, showing the particular shape of the door. This is caused because the door has to pass between the aft inverted V of the canopy struts.

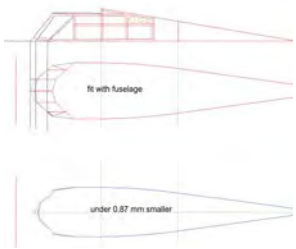
I have started to draw the port side view of the cabin in red over side view A, checking continuous the logics with the top and front view. The window frames are 0.5 mm wide. Next I have mirrored this drawing to construct the starboard side view, deriving the shape of the windows and the door from the detailed door picture. The green dotted lines indicate the place where the cabin will be separated in forward, mid and aft part.


When this had been done I have repeated the exercise with the top view, first making half the drawing, then mirroring it about the centerline. The blue rectangle indicates the envelope of the upper wing cross section.

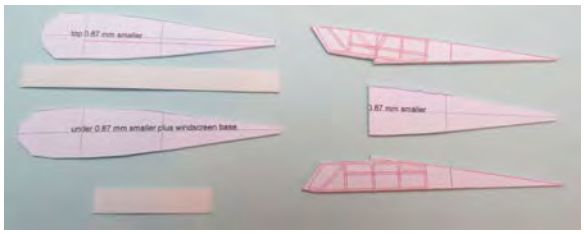
I have printed the top view twice on carton and have cut out the bottom and top cross section to fit it on the fuselage and fin. This showed that the sides of the fuselage at the location of the cabin windows were not straight, but slightly curved. I have trial and error adapted the top view until it fitted the fuselage.




Next I have split the top view in a planar cross section at the bottom of the cabin windows and one at the bottom. These I have modified to serve as a jig to assemble the cabin top by subtracting on all sides 0.87 mm, being the thickness of the walls (0.75 mm) plus the thickness of the window frames (0.12 mm).

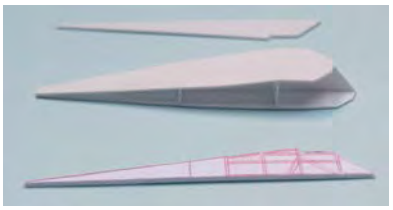



The drawings of the side walls show that the lower side of the windshield curves upward at the front. This is logical as it ends up at the top of the curved nose. But this means that for the jig the windshield frame should be extended to the planar surface, extending the bottom jig surface forward. This exercise is illustrated at the left. The rear part of the top view has been proportionally lengthened to fit the sloped top side of the cabin.

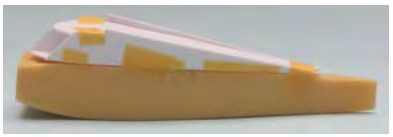



I have printed the drawing and have cut out the shapes. The parts that have to become the assembly jig I have glued on 0.5 mm styrene sheet with diluted Kristal Klear (at the left), the parts that will be used to build the master on 0.75 mm sheet (at the right). I have also cut a strip of 6 mm wide 0.5 mm styrene to mount between the top and bottom horizon-

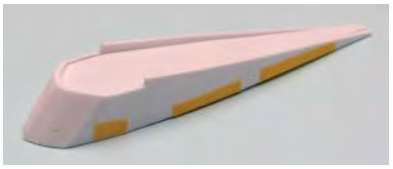
tal cross sections. The jig parts have been lightly carved on the dotted lines, the cabin side and top on all window frame lines and separation lines.



I have assembled the jig part, giving the aft part a slope downward to fit the sloped side walls. The side walls have been bent until they fitted the slight curvature of the forward fuselage. Next I have attached the side walls to the jig with tape; only the forward point of the lower side has been glued to the jig to obtain a rigid, but temporary connection during the assembly of the windscreen parts. A dry fit showed that the width of the upper structure fitted well that of the fuselage.



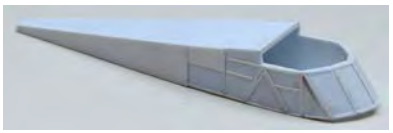
I have cut some strips of 0.75 mm plastic with a width slightly larger than needed to cover the windshield panes and have cut some pieces with oversized length from it. I have started with the central window panes and have adjusted the width and the edges such that they fitted well to the jig and to each other, and have glued them to each other and to the top and bottom surface of the . The two panes next to these I have treated the same way.



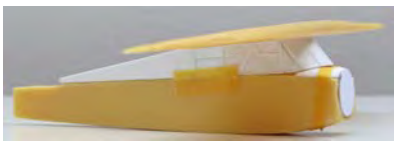
I have printed a 11 mm circle (the “footprint” of the nose section) on carton, have cut it out and glued it to the front of the fuselage. Fitting the forward top fuselage to it, this appeared far too high; the mark above the circle shows the height of the top surface of the forward fuselage of the S.IIa according the drawing. So a new forward fuselage top had to be made. I have produced it from a piece of 2 mm thick plastic, sanded to fit the fuselage sides and meeting the circular carton template. The pictures illustrate that quite some material will have to be removed from the S.II forward fuselage to fit the nose part of the S.IIa.

I have dry fitted the cabin part to the fuselage with the new forward top and have made it fit trial and error cutting and sanding the lower edge of the windshield. There is a small gap between side wall and fuselage just behind the top part, but that can easily be corrected during the building. The end result for the overall shape was quite acceptable.

Next I have cut 0.7 mm wide strips from 0.13 mm thick sheet material to use for the window frames. I have also covered the rear of the cabin part, where no windows are present, with 0.13 mm thick sheet. One by one the window frame parts have been applied on both sides and the front of the cabin, glued with ultra-thin Tamiya glue. Also the frame for the top window has been made. I have also removed the rest of the internal reinforcements of the cabin.



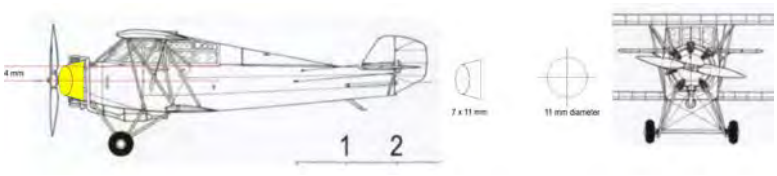
A dry fit on the fuselage and the wing of the Omega Models Fokker S.II kit gave the correct impression. Next I have separated the removable aft part from the forward part of the cabin. The aft part will be reproduced in standard resin, the forward part in transparent resin. After consultation with the casting company I have closed the “ceiling” with 0.13 mm styrene sheet to make casting the transparent part easier. The “ceiling” will disappear in the casted parts.



A final check has been made on the quality of the surface of the forward part of the cabin, which will be casted in transparent resin by spraying it with black lacquer. The result was satisfactory.

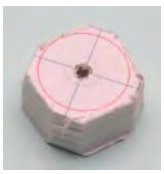
***Nose, engine and exhaust***

I have made a drawing on the side view and front view for the parts required to build the nose. Both the Aeroclub Models and the Radial Engines & Wheel Lynx engines had a slightly larger diameter than that on the drawing, indicated by the blue circle on the drawing.




The conical part of the nose has a diameter of 11 mm, the total length of the nose including the elliptical part is 7 mm. I have also measured the propeller axis relative to the underside of the window frames. I have marked that position on the front of the fuselage. I have also made a template to check the shape of the nose part after production.

To form the nose I have glued three pieces sheet of 2 mm thick and one piece of 1 mm thick styrene sheet together and have glued the drawing of the 11 mm diameter base on it. I have cut off the corners of the piece and have drilled an a 1.5 mm hole in the middle, which fitted the screw in the shaft of the Proxxon drill bit for a circular saw. I have cut a M1.5 bolt to the required length and have mounted the styrene part. I have put the drill stand in a horizontal position, put the drill in it and have started to sand down the part until the 11 mm diameter.



Next I have sanded the required slope in the part, while frequently checking the diameter. I have rounded the front part according to the drawing. In the end the base diameter measured 10.4 mm, but this fitted well the side and front view of the nose.

I have used the Armstrong Siddeley Lynx engine of Radial engines & wheels 72 as a basis. This part was very finely detailed, but in separating the part from its base some details got lost. The valve rods and part of the intake ducts did not survive the handling. As these parts were anyhow to fine to be reproduced in casting, this is not a problem.

I have glued the engine well centered to the nose base and have marked the place of the cylinders. At three millimeters from the base I have marked the position of the cylinders on the circumference. I have cut off one cylinder from the engine, which surely eliminated the remainder of the valve rods and the lower part of the inlet duct. At the marked place I have drilled a hole in steps from 1.2 mm via 2.3 and 2.4 mm to 2.5 mm and have fitted the cylinder in it. This worked well, so I have completed all holes in this way.

The exhaust is composed of a ring behind the cylinders and a short or long exhaust pipe under the fuselage. According to the drawing the diameter of the ring is 12.5 mm and the tube has a diameter of 1.2 mm. I have first attempted to produce the ring exhaust from styrene, bending it around a wooden rod of 12 mm diameter and heating the styrene to stay in the desired form, but that did not work very well; the shape was rather irregular.

After considering solder as a base material, I have finally decide for 1.25 mm brass rod, again bent around the wooden rod. I have drawn a template indicating the ring diameter and the location of the seven cylinders, glued the ring on the template and have drilled with the drill in the drill stand 0.8 mm superficial holes on the marked locations. 3 mm piece of 0.8 mm styrene rod have been glued in those holes to complete the exhaust ring.

The S.IIa has on the photographs two different exhausts; a long one present on the aircraft with the small rudder or the rudder with the small fin, and a short one with a muffler present on the aircraft with the large vertical tail plane with normal wheels and with balloon tires. I have made both exhausts from 1.2 mm brass rod. The muf-

fler has been made from 2.4 mm styrene tube, made to fit the brass rod.

***Fuselage and cabin interior***

I have marked the location of the door on the fuselage. This showed that the rear wall of the S.II cockpit was placed too far forward, so I have removed it. With this change and the required change of the forward fuselage I have decided that it was not useful to include the unmodified Omega Models fuselage in the kit, but to use the modified fuselage as a master for the kit part.

I have deepened the fuselage a bit more and have sanded the forward fuselage until it fitted the streamlined forward body. I have also modified the top panel of the forward fuselage a bit to make place for the instrument panel and the wall against which the seat of the nurse will be mounted. The picture shows the parts that will form the fuselage (excluding the cylinders to be mounted in the nose).

For the cockpit furnishing I had only one picture available, shown at the right. It shows a cabinet just behind the door, probably to store the nurse's equipment. The pilot seat is not mounted against a wall, but on a frame, which probably is attached to the fuselage frame tubes further back in the rear fuselage. The seat of the nurse is visible and one of the seat belts lying on the floor. It probably is a folding seat to give the nurse sufficient room to take care of the patient on ground and during the flight. This implies it should be mounted to a wall panel. Both the pilot and nurse seat are leather covered.

The instrument panel is not visible, neither are the pilot's controls. Quite enough is left to the imagination of the modeler.

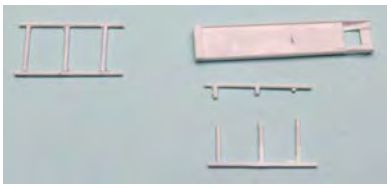
I have made the forward wall panel from 1 mm styrene and have fitted that trial and error under the forward fuselage deck. The lower part of the port side has been removed to accommodate the pilot's legs and the rudder bar. I have drilled holes of different diameters in the upper port part of the panel to represent the instrument panel. I have glued a piece of 0.25 mm styrene sheet behind it to facilitate the modeling of instrument dials. From styrene rod of 0.5 and 0.7 mm diameter and pieces of scrap plastic I have modeled the control stick and the rudder bar.

On the starboard side of the panel I have glued two notches, on which the seat of the nurse will be mounted. The back rest of the nurse's seat I have glued against the starboard side of the forward fuselage deck. The nurse's seat itself has been modeled from 1 mm styrene, the (slightly oversized legs from 0.7 mm plastic rod. The cabinet for the medical equipment has been built from pieces of 1 mm styrene, the front side being engraved to resemble the roll door in the picture.

The pilot seat itself has a bottom part of 1 mm styrene, the rear side of which I have sanded in a curved. Around the bottom I have folded some 0.25 mm thick sheet, glued it in place and have held it so until the glue had set. The picture at the left shows the rough product. A second layer of 0.25 mm styrene sheet gave the seat its final shape. The supports for the seat I have produced from 0.7 mm rod.

I have simulated the frame tubes on the inner side of the fuselage with thin strip material and have marked the attachment locations of the seat supports, the control stick and the rudder bar with superficially drilled holes. I have also glued two pieces of strip to the starboard inner wall and the floor to attach the medical equipment cabinet to. A piece of 0.7 mm rod has been glued to the cabinet represents the fuselage tube connecting it to the other fuselage wall.

The stretcher I have made from a piece of 0.8 mm styrene, cut to the size shown in the drawing of NVM. The sliding rails have been made from 1 mm angle profile. The actual configuration of the frame tubes in the aft fuselage



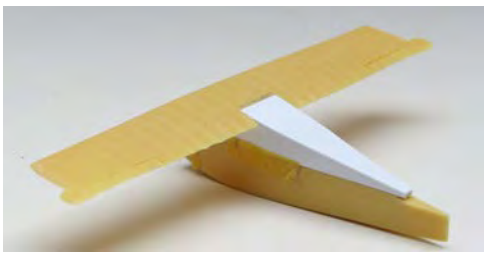
cannot be modelled on this scale, so I have limited myself to producing the supports to place the stretcher under an angle. The part at the left will be included in the kit; the modeler has to change it as indicated at the right in the picture.

I have also modeled a cabin door from 0.8 mm styrene sheet to include the option of building the model

with an open door. Using the door and triangular window cut out from fuselage and cabin for this purpose is probably unfeasible. The last item to be modeled was the table or luggage storage device, located at the port side behind the pilot.

***Wings***

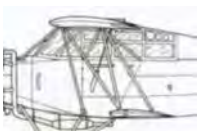
The aft part of the wing center section had to be modified to fit the top part of the cabin in it. I have drawn a rectangular cut-out of 7 mm deep from the wing trailing edge and have cut in the sides with a razor saw and have cut in the forward edge with a knife on the top and bottom surface. A small pressure with a set of pliers removed the piece. When dry fitting the fuselage in it, the wing thickness appeared to be almost a millimeter greater than the cabin side wall height. I have solved that by cutting a new cabin roof from 0.75 mm sheet of the size of the "fit with fuselage under" template. Gluing it in place eliminated the height difference, as is shown in the dry fit.

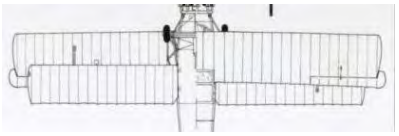


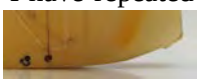
I wanted to have a well-defined location and a firm connection of the lower wing halves, so I have drilled a 0.75 mm hole in the wing root at the place of the forward spar, where the wing struts are attached. For the masters I have glued a 0.75 mm brass rod in it, for the kit this will be reproduced in resin, but the builder has the choice to replace it with a piece of brass rod.

To determine the place of the hole corresponding with the pin on the fuselage sides I have used the wings as a stamp, dipping it in black lacquer. I have assumed that the middle strut of the wing struts was vertical. I have drilled the 0.75 mm holes and have dry-fitted the wings to the fuselage.

However, looking to the photographs and the drawings my assumption turned out to be completely wrong: the lower wing is shifted more backward. So I have repeated the process with the correct shift of the lower wings, using the top view of the drawing.

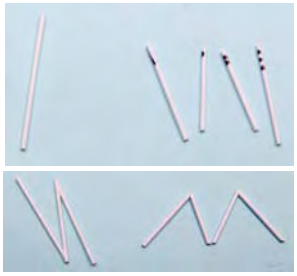


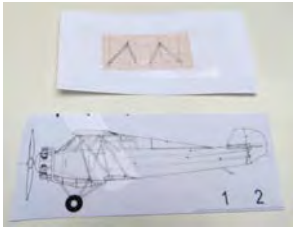




I have attached the lower wing provisionally to the fuselage. This showed a gap between lower wing and fuselage at the trailing edge. I have filled that up with slivers of 2 mm styrene sheet.

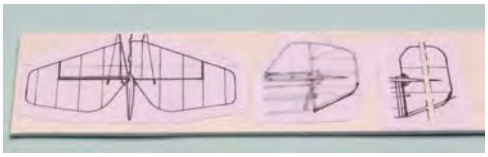
I have marked the attachment points of the canopy struts to the fuselage with superficial holes and have cut pieces of 0.7 mm styrene rod to the correct length of the middle strut of the N-strut and the V-struts between fuselage and upper wing. I have constructed the V-struts scale 2:1 on paper and have reduced this drawing 50% to serve as a template. For the N-strut I have used the side view drawing with a small correction at the lower wing as a template. The struts have been made slightly longer than required to enable exact fitting when building the kit. The remaining struts will be included in the kit in the form of styrene rod of several diameters.






***Tail planes***

I have used the small vertical tail plane and the horizontal tail plane from the NVM drawing and the large one from the Russian website drawing; these seemed to me to correspond best to the photographs.



I had no clear drawing or photograph of the intermediate situation with a fin and the small tail plane, I have tentatively modeled this variant. Both rudders had to be modified slightly to fit the fuselage and the photographs better. I have glued a copy of the drawings on 1 mm sheet and have cut them out. I have also reconstructed the small fin, which has been combined with the small rudder after initial flight testing, from the one picture it showing it.

I have cut the tail planes from the plastic sheet and have marked the ribs and the separations between control surfaces and the fixed parts first with a knife and afterwards with a panel line scriber.

***Undercarriage***

The photographs show that the S.IIa flew with two different types of undercarriage. The earlier versions with the small rudder and the rudder with the small fin had the same landing gear as the Fokker S.II trainer. This landing gear apparently was also still used when the rudder had been enlarged until it was replaced by a landing gear with balloon tires.

I have used the almost perfect side view of the aircraft to establish the correct size of the wheels and the landing gear struts. The diameter of the wheel is 8.4 mm, that of the rim is 2.1 mm. The height (equal to the width for a balloon tire) is than 3.15 mm. It can also be clearly seen that all three landing gear struts converge to one point in this later version. The configuration of the V-struts for both versions appeared to be (almost) identical. I have constructed the V-struts the same way as the V-struts for the wing, taking into account the outward slope of the struts.

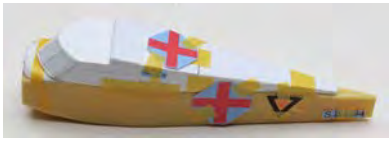
The wheel axle in the earlier version is covered by a streamline body as with the S.II. The axle for the balloon-type landing gear is composed from three parallel tubes, of which the middle one serves as axle suspended to the two outer tubes, which are firmly connected to the V-struts. So there is a slight difference between the two configurations. The undercarriage struts bracing the V struts to the rear will be included in the kit as styrene rod, and will have to be cut to size and fitted by the builder of the kit. To get the wheel axle at the same height for both configurations I have lengthened the V-strut for the configuration with the balloon tires a bit.

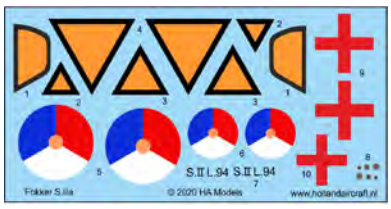
The tail skid is conventional; I have modeled it from assorted pieces of rod and strip.

To construct the master for the balloon tires I have used the same method as for constructing the nose. I have glued three pieces of 1 mm styrene together and have glued the print of the tire on top. I have drilled a 1.5 mm hole in the middle and have mounted it on the Proxxon bit of the tool for sawing and grinding. The outside of the wheel has been shaped by sanding it down, the inner side has been shaped roughly by means of a countersink drill and a normal drill bit. The hub is a circle of 2.5 mm diameter punched from 0.25 mm thick sheet and the diameter of the hole for the axle has been decreased by inserting pieces of styrene and brass tube.

***Decals***

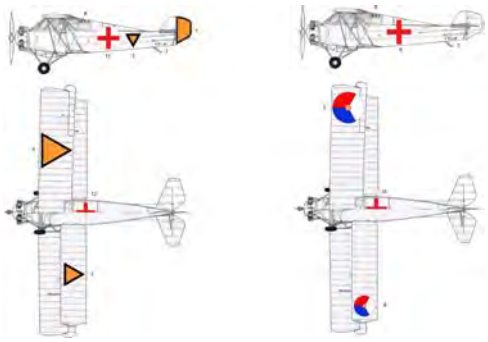
I have made a drawing for the decals. One picture showed also the S.IIa with orange triangles, so I have included also the decals for that version. Also, in those pictures the red cross was set in a white circle, so I have included that also in the decal set. I have made a print on paper, cut them out and attached them on the model to check their correct dimensions. I have sent the drawings to Arctic Models to have them checked and to get a quotation.

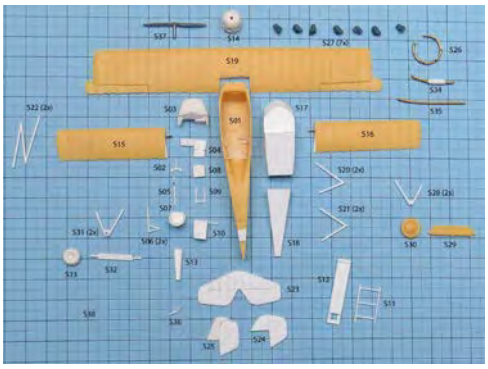





However, a new picture of the S.IIa with orange triangles surfaced, which made it very clear that in that configuration the red cross was placed in a white circle. So I have drawn this configuration also, and shipped them to Arctic Models for print.

As I was drawing anyhow, I decided to also make the illustration for decal placement for the building instructions. From the first version of this drawing it became clear, that the registration number was too large, so I changed it from 2 mm high to 1.3 mm, and have printed them on my inkjet printer in 50+ copies.





***Overview***

There are some 51 parts to be reproduced in resin, as shown in the picture at the right. I have numbered them in the most probable assembly order, starting with the cabin interior, followed by the attachment of the nose. Then the forward fuselage can be finished and the cabin roof attached. Next follow the tail planes and the lower wings. The upper wing will be attached and the wing struts made to size and installed. Then the exhaust ring and the engine can be assembled. After having chosen the undercarriage and exhaust pipe configuration they can be installed under the fuselage. Finally the propeller is mounted.

Actual assembly of the prototype will learn if this is the right way of doing it.

## Building the prototype

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12. NVM drawing 50.10.008
13. Website http://alternathistory.com/sanitarnyj-samolet-fokker-s-iia-niderlandy/ (Russian)
14. IPMS NL website www.ipms.nl
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16. Private communication Edwin Hoogschagen

## Appendix Fokker S.IIa documentation

### Paint table

H = Humbrol, V = Valejo, R = Revell Aqua

| *Code* | *Colour* | *Where* |
|---|---|---|
| V | Aluminium | Fuselage and wings |
| H | Black | Engine cylinders; fin (of variant with orange triangles) |
| R | Tank grey | Tires |
| H | Light grey | Cabin floor and interior walls |
| H | Dark grey | Window frames; stretcher frame and rails; instrument panel, control stick, rudder bar |
| H | Gun metal | Engine cylinders (dry brushed) |
| H | Rust | Exhaust |
| H | White | Edge of removable cabin roof |
| H | Leather | Pilot and nurse seats |
| | | |

### Photographs and drawings

If no reference is given, the pictures have been taken from the Internet/Wikipedia.

*[Source: ref 11]*

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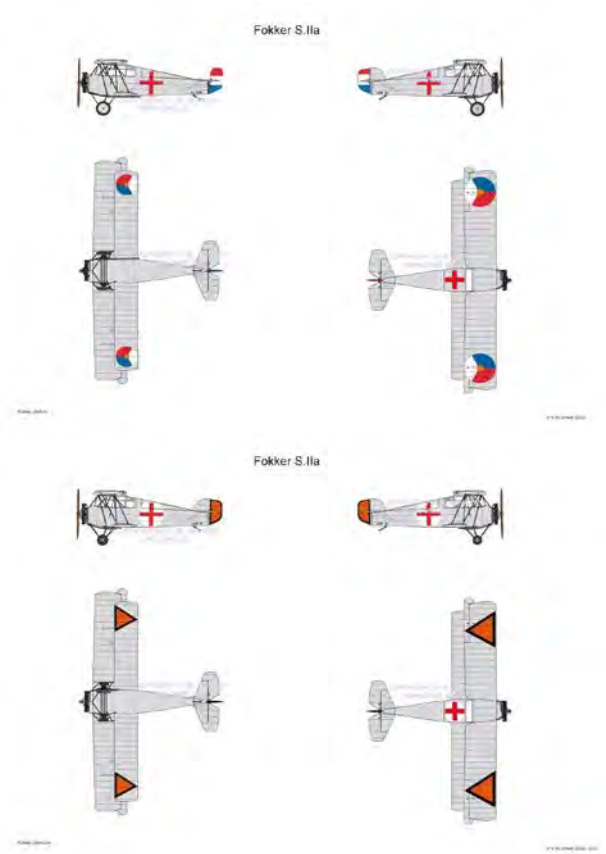
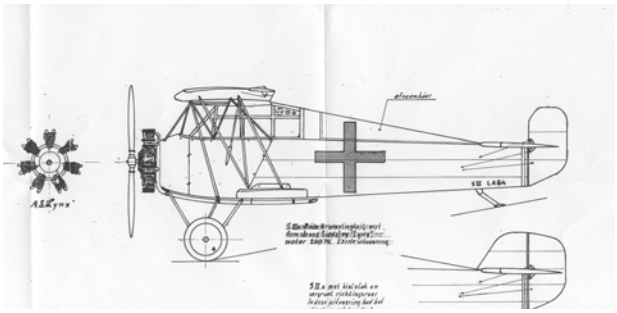
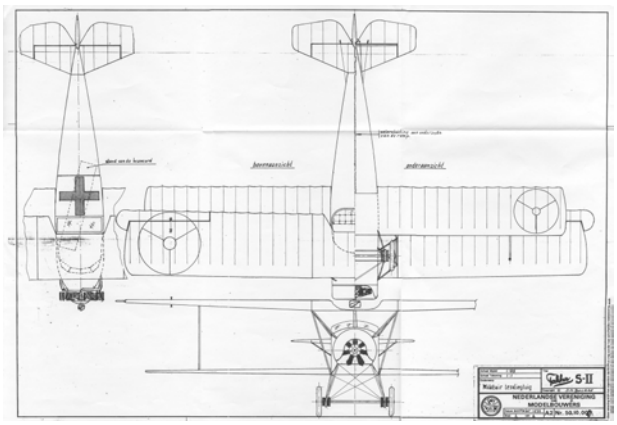


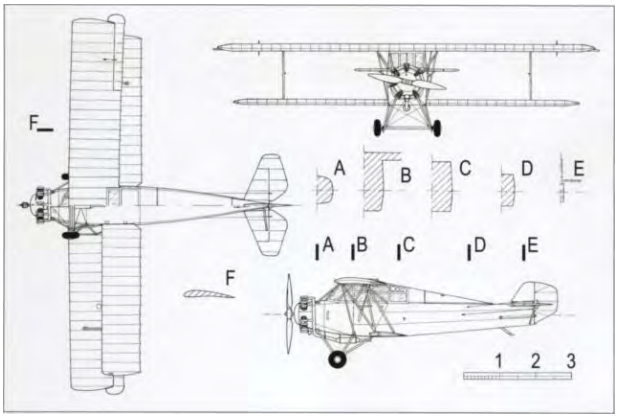

*Note that the position of the triangles in this drawing of Wilco Jonker are not the regulatory ones. Photographic evidence shows thatthey were correctly placed half way the wings.*



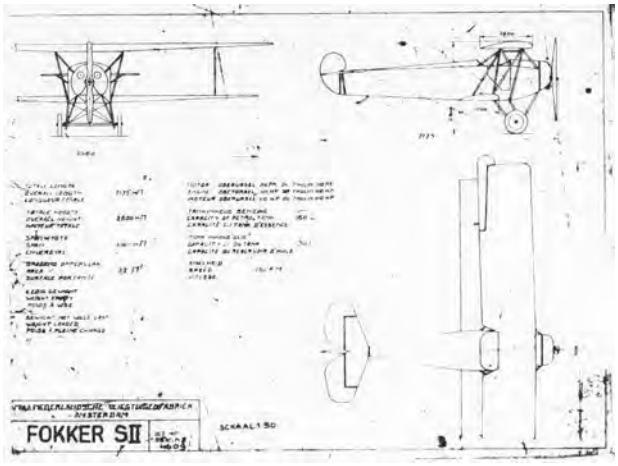
*[Source: ref 12]*



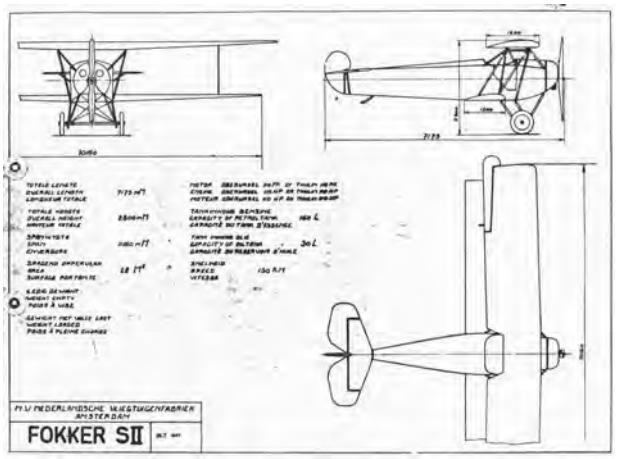
*[Source: ref 12]*




*[Source: ref 13]*

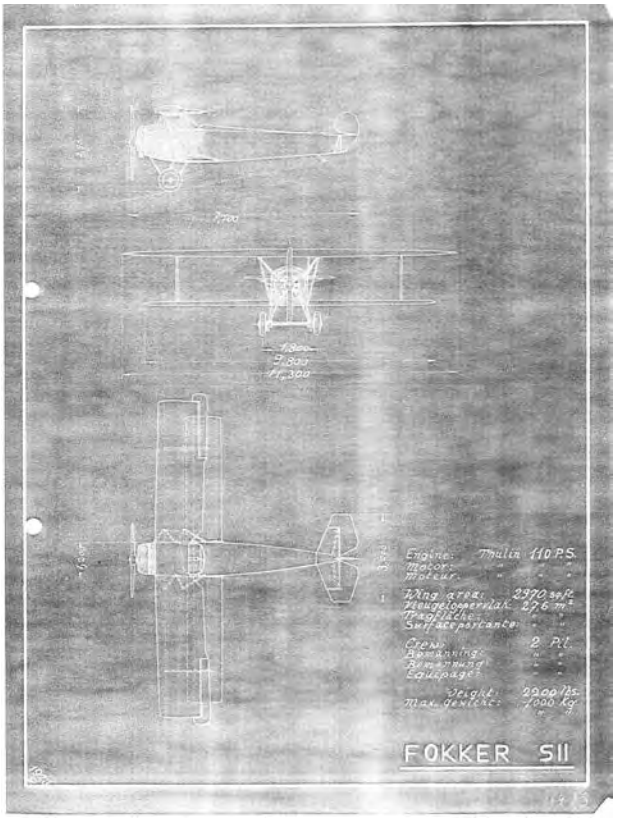



*[Source: ref 15]*




*[Source: ref 15]*

*[Source: Wikipedia]*

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[1] C.f. the building report at http://www.hollandaircraft.nl/F35_Fokker_SII.pdf