

J35J1 Red Dragons

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J35J1 Draken 35351 F18-11 "Puffin-Bait"

F18 wing in fullings was in 1974 reduced from a real fighter wing to a center for some of the Sea4F subjets. These squadrons were either disbanded or moved to other wings.

In 1979 it was decided that the F18 wing in fullings would be closed by the summer of 1985. The 2nd squadron "Aster Feltzer" of F18 and J35F Draken were transferred and given 108 to F18 jet fighters. The squadron was disbanded in 1982 when it was transferred to F18 wing as replacement, but stayed stationed at F18. The squadron was "transferred" into the F18 squadron of F18 and received "Puffin-Bait". Most of the squadron aircraft became marked with F18 wing number 118 on the nose. F18 and "Puffin-Bait" would be disbanded by the end of June 1985.

To commemorate the 10th anniversary of the manufacturer's company at F18 wished to apply a special paint scheme to one of the squadron's aircraft. Of course the color of the aircraft would be red. The paint manufacturer Aires was contacted, which willingly donated paint to the project. An aircraft with four hours left to shipping was selected, J35F Draken serial number 33078. The "aircraft" even got approval from a senior commander of the Sea4F. It was very rare thing in the Sea4F. Almost the whole aircraft was painted red, using the color Aires Serenitec or 36 "Lackoch", gloss. 23 Aires were used. Even the lower surface of the fuselage, normally bare metal, was painted in red.

The fin tip, the leading edge of both wings and both wings tips were painted white, but the leading edge

of the wings in fullings was white. The drop tanks were also painted in white, but model builder should note that the paint didn't quite cover the "belly" of the tanks and the lower surface of the drop tank wings (hard to reach during the paint job). The drop tank pylons were left bare metal. The radomes, some antennas, the engine air pipes and the air part of the intake duct "inlets" were left unpainted. The paint scheme was entered in black and white, identified on SA48 26 Draken.

A 48th J35 "LACK OCH IDE BTK KOMP F18" (Swedish: "Me and you" job maintenance company F18) was applied on the fuselage beneath the vertical fin, both left and right side of the aircraft. F18 wing edge and "Puffin-Bait" squadron badge was applied to both sides of the vertical fin. The number "11" on the vertical fin was red. The wing number "11" (although the aircraft and squadron belonged to F18 wing) was painted in yellow on the nose scales. The font was different than normal numbers used on Draken at this time.

Squadron leader Alvar Nyren's name, although somewhat abbreviated, was painted in white below the vertical fin, both left and right side of the aircraft. 43 other markings were standard, but most markings were on the lower surface of the rear part of the fuselage were prior to the paint job missing. Also to its end, the fin had disintegrated the glue and edge sealer.

The airplane at this time had 2009.37 hours on it. The final "contact" was called "Puffin-Bait". The crew was quite unique in such way that it was the first more comprehensive special paint scheme applied to a Swedish military aircraft since the 1980's.

J.3021 Dornier-ahn 30489 Z10-68 "White Ghost"

Prior to an open day at F10 wing in Angelenos in the summer of 1988 the vertical fin of a 33P1 Dornier serial number 30489 was provided with special markings and colors.

The aircraft belonged to the 1st maintenance company at F10 wing / Angelenos. The squadron company color was red, and a white ghost was the common symbol for both the 1st Maintenance Company and the 1st Squadron at F10.

Firstly, large parts of the vertical fin and outer wing were covered with white self-adhesive film. The film was applied on top of the existing markings. This was done in order to easily and quickly be able to remove the paint and markings in case the commanding officers would disapprove with the job. A few, visible film special paint schemes were intended to stay on for only one or a few flights.

A ghost was marked out on each side of the fin. Then the fin, rudder and fin lights were...

FS37875
Testors 1768
Humbrol HU130
Gunze Sangyo H11
Xtracrylics XA1141

Note:
Carbon composite color
No FD # assigned

FS11136
Testors 1705
Humbrol HU80
Gunze Sangyo H327
Xtracrylics N/A

Natural Metal

Natural Metal

301
306
Air side of several
foot lines

FS34964
Testors NA
Humbrol NA
Gunze Sangyo H52
Xtracrylics NA

FS35942
Testors 1717
Humbrol HU181
Gunze Sangyo NA
Xtracrylics XA1121

White
Booth Aircraft

White
#4 each wing

Natural Metal

FS35237
Testors 1721
Humbrol HU145
Gunze Sangyo H337
Xtracrylics XA1120

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Costs:
was painted in gloss red. A F10 wing badge was applied to each side of the fin. The vertical fin EE was "revised" to a position in front of the antennas on the fuselage.

The big materials on the upper surface of the wings were prior to this covered with rectangles of semi-gloss black tape. All other markings were standard. The pilot tube was edged in black and yellow (Humbrol).

The commanding officers apparently did not disapprove with it, and the markings got to remain that it stayed on for the whole display seasons of 1988 and 1992. 30489 became the standard also to display aircraft from F10 for those two seasons, the display pilot was Curt Vincent-Arén.

After the aircraft was withdrawn from active duty the fin was preserved for some years at F10 wing, displayed outside 1st Company Squadron.

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