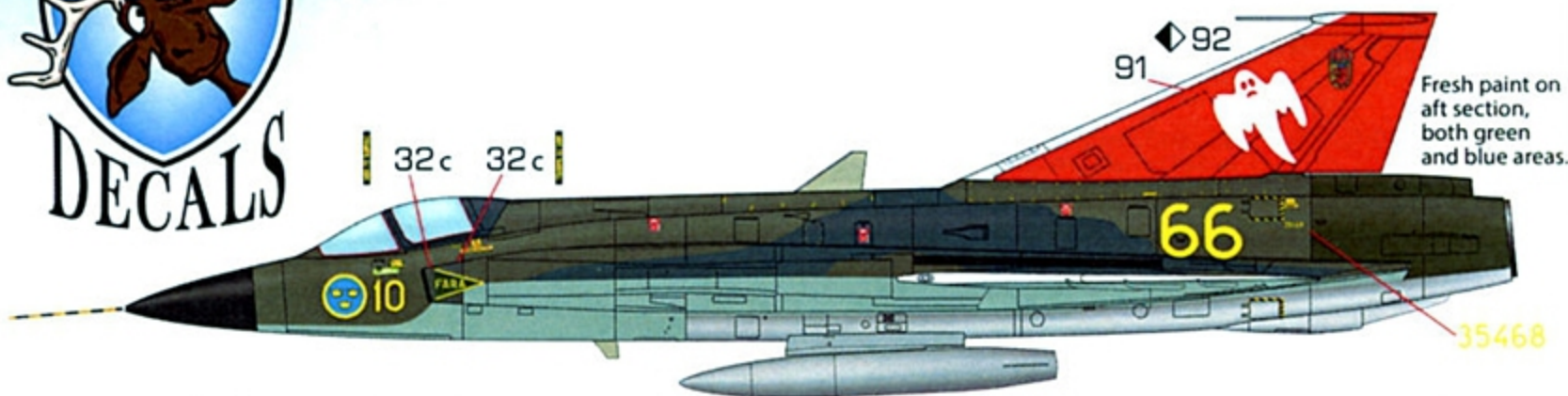
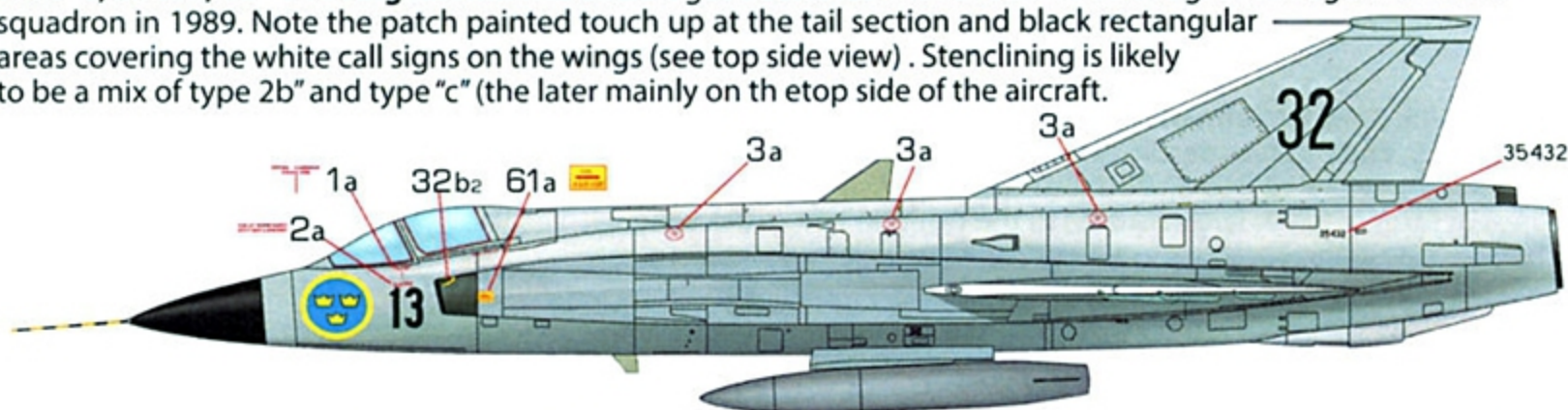


J 35F1 & F2 Draken



J 35F-1, 35468, 66 - F10 Ängelholm. This aircraft got decorated with a red fin and the ghost badge of the first squadron in 1989. Note the patch painted touch up at the tail section and black rectangular areas covering the white call signs on the wings (see top side view). Stenciling is likely to be a mix of type 2b" and type "c" (the later mainly on the top side of the aircraft).

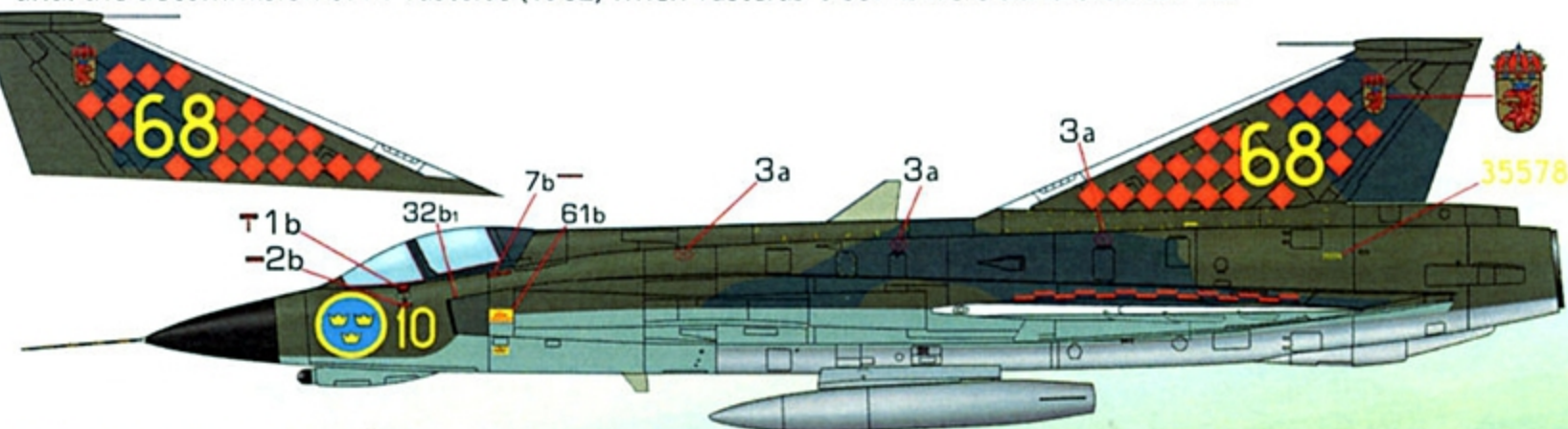


J 35F-1, 35432, 32 - F13 Bråvalla/Norrköping. F13 was always the first wing to receive the newest versions of the Draken and this is an example of the initial delivery livery, use stencils marked "a" on decal sheet exclusively (no stencils marked "b" or "c").

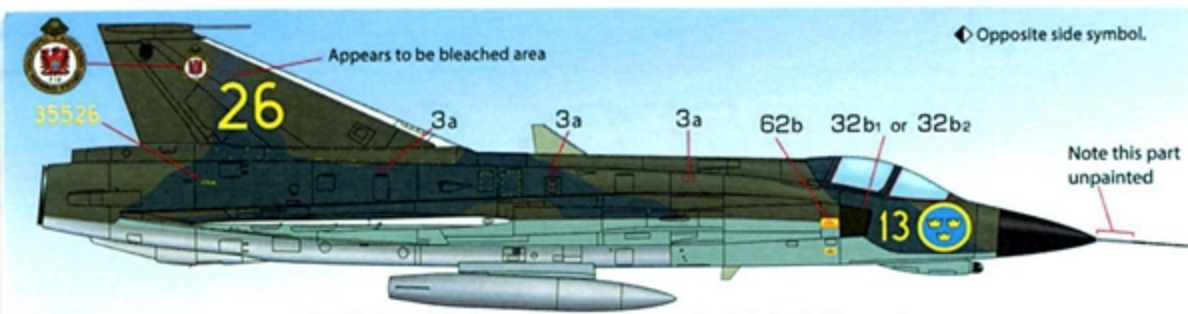
J 35F-1 35407, 07 - F13 and 35409, 09 - F13 had analogous markings.



J 35F-1, 35456, 38 - F16 Uppsala. Aircraft from "Huvudstadsjakten" - "The capital guard" with the tail badge from F18 Tullinge where Huvudstadsjakten was stationed (F18 was decommissioned as an active unit in 1974). F16 flew J 35F-1 until the decommission of F1 Västerås (1982) when Västerås' J 35F-2 were transferred to F16.



J 35F-2, 35578, 68 - F10 Ängelholm. Marked with "Ö68" checkers according to the exercise scheme in the autumn of 1968, the airframe appears to be marked with a mix of stencils of type "a" and type "b".



J 35F-2, 35526, 26 - F13 Bråvalla/Norrköping. This aircraft was depicted in the early markings, what appears to be a mix of type "a" and type "b".



J 35F-2, 35536, 36 - F12 Kalmar. This aircraft was mainly marked with stencils of type "c". F12 flew Draken between 1968 and 1979, and F12 was decommissioned the following year.

J 35F-2, 35546, 46 - F12 had analogous markings but also had exercise markings in form of white large squares in the position where the wing numbers usually were placed.



J 35F-2, 35559, 57 - F10 Ängelholm. This airframe was used by the display group "Ghostriders" which had small ghosts on bottom side (right and left) of the fuselage but this is the only known aircraft which had the red decoration on the fin. Note the call signs on top side of the wings, this aircraft was mainly marked with stencils of type "c".



J 35F-2, 35519, 19 - FC Malmen/Linköping. Försökscentralen, the test establishment. This aircraft shows considerable weathering but canopy frame and nose appears to be repainted, the aircraft was mainly marked with stencils of type "c".



J 35F-2, 35626, 53 - F10 Ängelholm. This aircraft was marked up with second squadrons badge in september 1985



J 35F-2, 35608, 16 - F17 Ronneby/Källinge. Mainly marked with stencils of type "c". F17 converted from attack role with A 32A Lansens to interceptor role with J 35F in 1973, and flew Draken until 1981.



J 35F-2, 35629, 38 - F1 Västerås/Hässlöv. The markings on this airframe is an example from June 1974, stencils appears to be a mix of type "a" and type "b", also note the exercise markings in form of large white rectangles on both wings, appears to be the same size as the wing numbers markings; 1.2 x 2.5 m. The serial number has to be completed with individual number decals.



J 35F-1, 35425, 37 - F16 Uppsala. This airframe was mainly marked with the stencils of type "c" and large numbers on wings.

J 35F-1, 35471, 63 - F16 also covered on decal sheet has analogous markings, including call sign (63) on wings. The unpainted leading edge on the fin of this 35471 was extended all the way to the top.



J 35F-2, 35608, 08 - F3 Malmen Linköping. This airframe appears (?) to be marked with a mix of type "a" and type "b" stencils. The serial number has to be completed with individual number decals.



J 35F-2, 35537, 02 - F12 Kalmar have been depicted on the 28 of September 1979 with fresh paint and the dark blue areas look almost black, it was mainly marked with stencils of type "c" in this livery.

J 35F1 & F2 Draken Painting and marking information (Generic Top View)

The J 35F was the sixth version of the Draken, "the Kite" as it was originally named by the wife of the chief engineer; Erik Bratt. The name Draken was later translated or its interpretation misunderstood to the more vicious "Dragon" since "Drake" means both "Kite" and "Dragon" in Swedish.

Aside from the initial bare metal airframes (introduced summer of 1964) Dark blue while the bottom side was Blue grey. The typical generic pattern which could vary a

only one standard painting scheme was used, and Dark olive green painting on the top side top side paint scheme shown here is the little between airframes.



Blue Grey 058

Slightly darker than 35237

Mr. Paint: MRP 175

Hataka: HTK-C029



Dark Olive Green 328

Close FS number: Slightly more

grey than 34064

Mr. Paint: MRP-218

Hataka: HTK-C065



Dark Blue 438

Close FS number: 35042

Mr. Paint: MRP-219

Hataka: HTK-C145

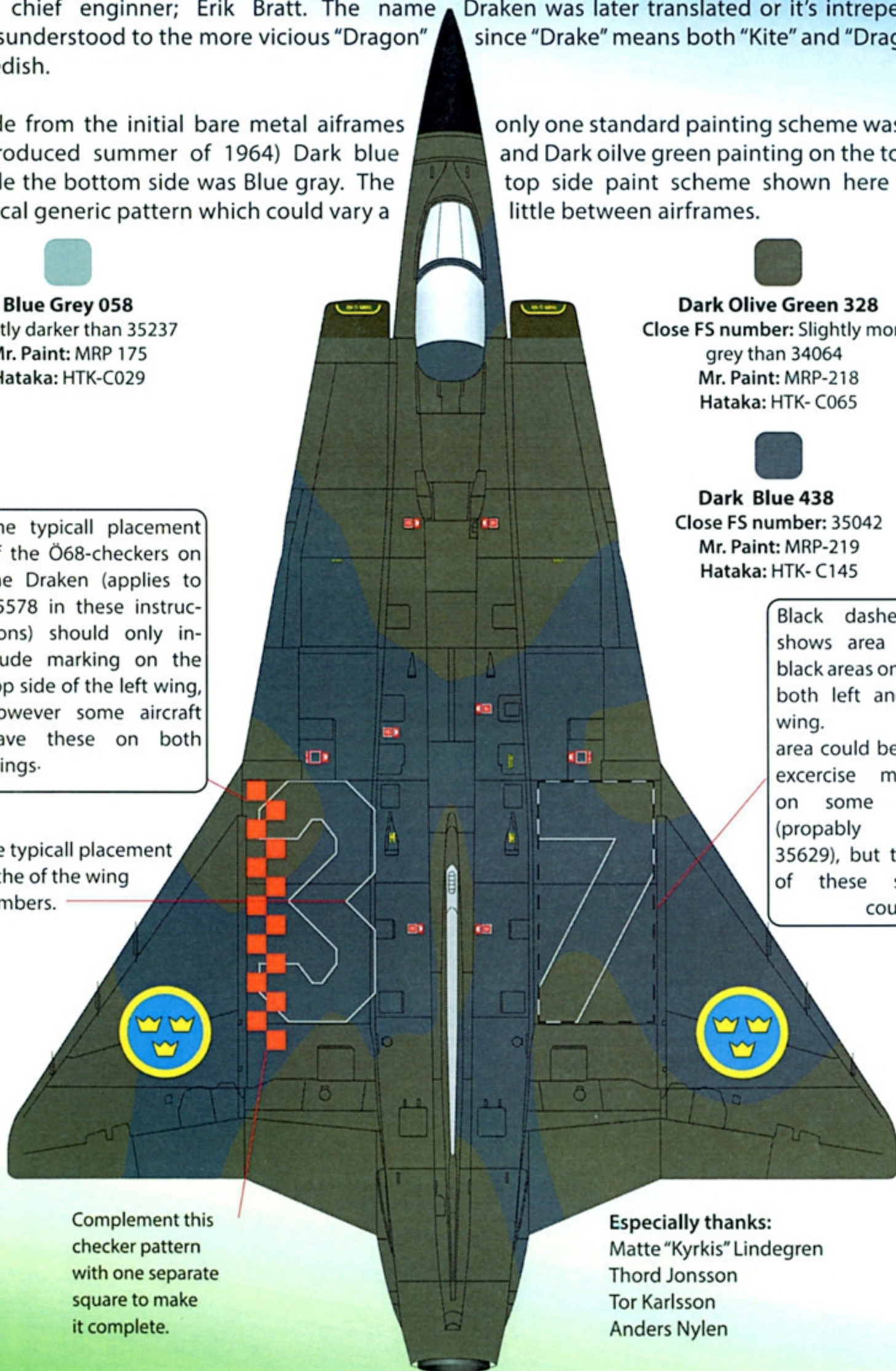
The typical placement of the Ö68-checkers on the Draken (applies to 35578 in these instructions) should only include marking on the top side of the left wing, however some aircraft have these on both wings.

The typical placement of the of the wing numbers.

Black dashed line shows area of the black areas on 35468, both left and right wing. (same area could be white exercise markings on some aircraft (probably also 35629), but the size of these squares could vary.

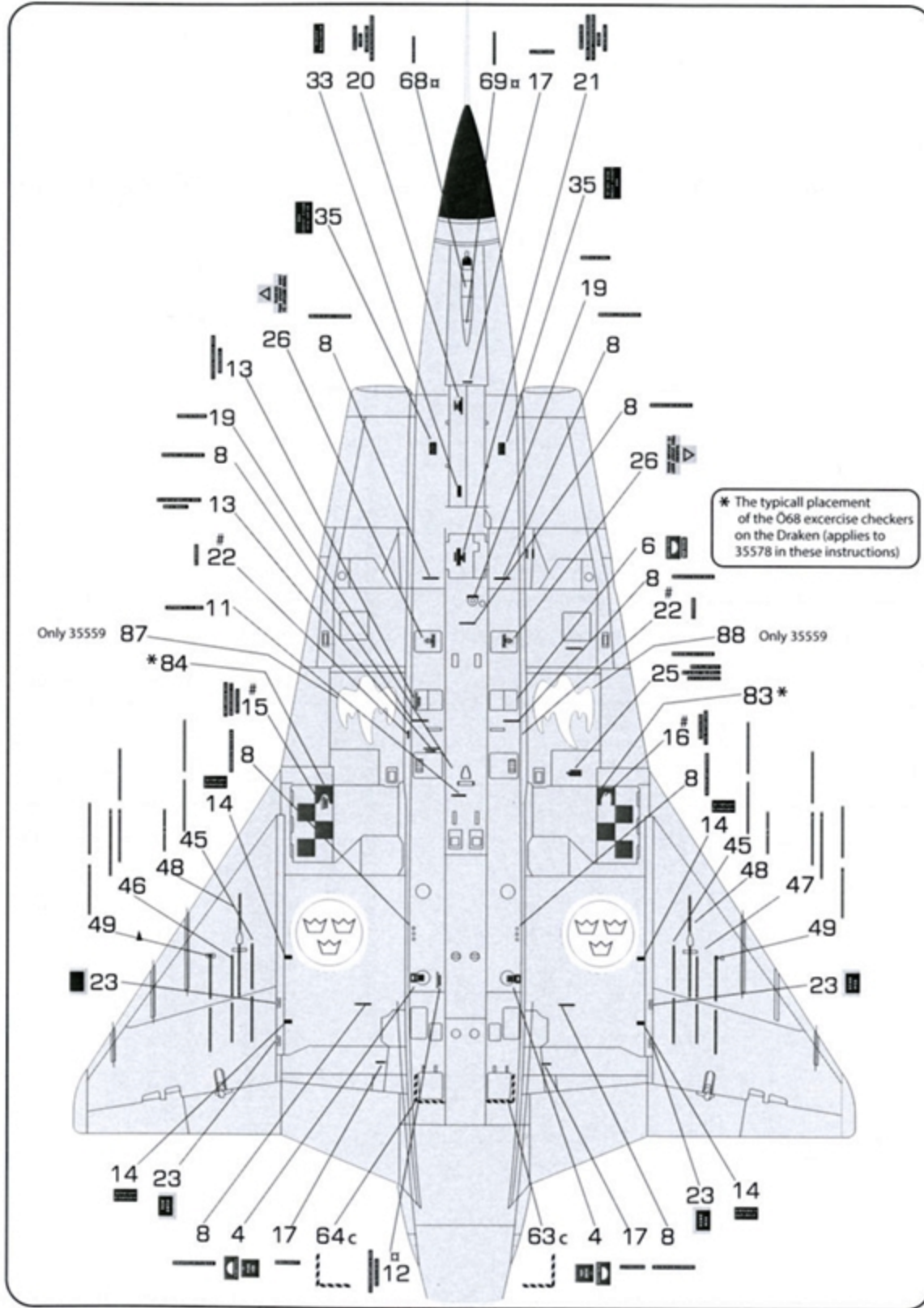
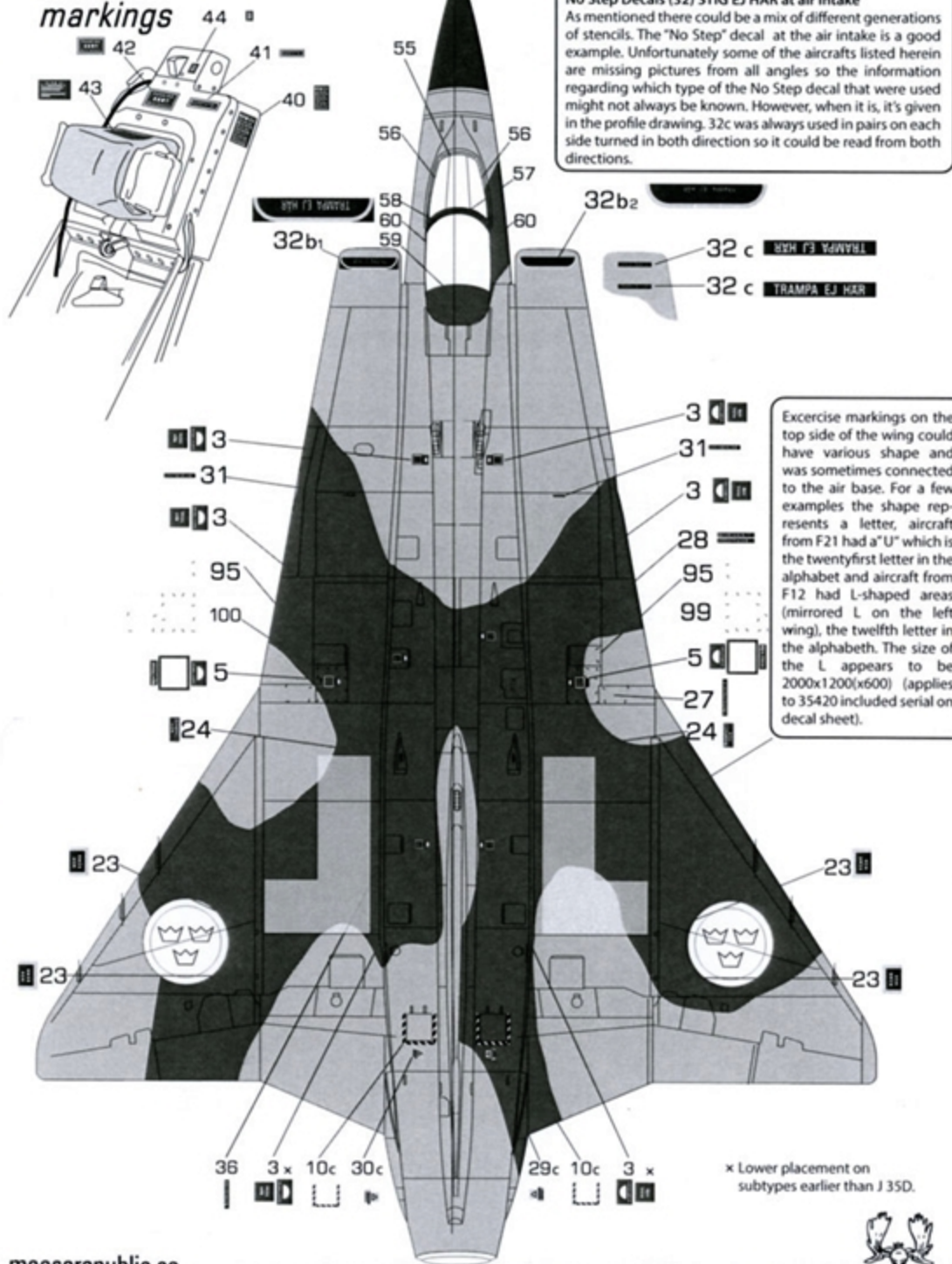
Complement this checker pattern with one separate square to make it complete.

Especially thanks:
Matte "Kyrkis" Lindegren
Thord Jonsson
Tor Karlsson
Anders Nylén



J 35F1&F2 Draken Stencil decals placement guide

Ejection seat markings

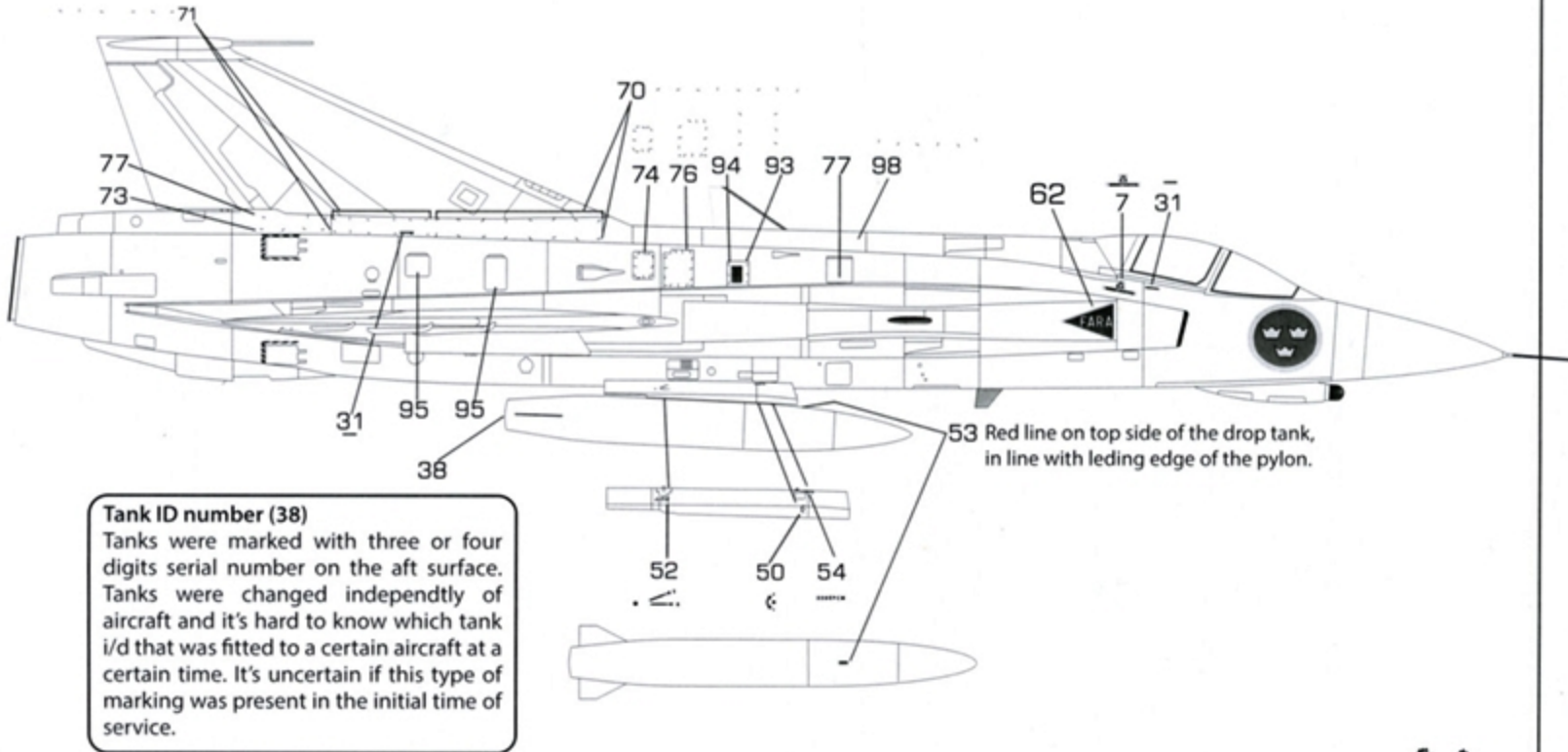


Stencils on these decal sheets may be used on earlier Draken sub types. J 35A,B, C and E had slightly different placement on some stencils. Exceptions are marked:

□ applies to J 35F & J 35J

applies to J 35D, J 35F & J 35J

Fire extinguisher markings, of the mid period type; decals 3b, 4b and 5b does not appear to be used in an extensive extent on J 35F (and J 35J), before type c was introduced, it appears to be more common with the earlier red rings **without** black bottom (3a, 4a and 5a) together with the silver decals (type b) on the bottom part of the aircraft.



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WARNING: The decals may merge with the plastic bag if they are stored in direct contact with each other for a long time.



The stencils on the F-versions covers three stencil versions, the early initial type included painted black or red text (marked "a" on this decal sheet) which later was replaced by silver decals with black or red text (marked "b" on this decal sheet). In the late years of the service, stencils with yellow text on green bottom was used for the informative stencils, while the warning signs and critical information gave a more pronounced appearance (all these late stencils are marked "c" on this decal sheet). A mix of stencils (of type "b" and "c") was more rule than exception on late airframes since it was only regulated that the warning signs should be replaced. Normally the silver decals were not replaced if they were not worn of. It was very uncommon (probably non existing) that all stencils were changed to the latest type (c), airframes could be seen (even up to J 35J) with a mix of type "b" and "c". Older type "b" could mainly be seen on the bottom side of the aircraft. New serial numbers with green bottom also appears to be early used on the F-version.

Presented stencils here are all of the latest type "c" on decal sheet. When this standard was introduced some additional stencils and warning signs had been added, which means that the earlier types of stencils ("a" and "b") lacked some stencils that was present on type "c". (There would be NO early airframes with a combination of markings, i.e. mainly with type "a" and complemented with the "missing" stencils of type "c".)

Aircraft exclusively marked with stencils of type "a" would normally only include bare metal airframes.

The stencil types "a", "b" and "c" are created from a modellers perspective and markings were not necessarily developed to replace all stencils at the same time.

Markings appear to be developed over time and it does not necessarily replace all stencils at the same time.

