

# 353 Swordfish Drakens

## WHAT'S OUT THERE?

1/48th Hasegawa J-35 Draken  
Two-blade Propeller Intake Plugs  
Aires FLIR Sensor  
Aires Wheel Bays  
Aires Cockpit  
Aires Exhaust Nozzle  
Eduard Accessories  
Maestro Models Flaps  
Maestro Models Brass Pilot Tubes  
Scale Aircraft Conversions Metal Gear



43511 Drake 32541 F10-40 'John Yellow'

J 353 Draken serial number 35411 was delivered to the Swedish Air Force in September 1988 and was painted as F10 wing in Norweping, marked F10-41. Later the aircraft was transferred to F12 wing in Kåller and re-marked F10-08. In October 1989 the aircraft, now with 1541 flying hours, was placed in a underground storage facility outside Örebro, awaiting its further destiny. Several severe parts hit on the 2<sup>nd</sup> of April 1993. 35411 was transported to Linköping and SAAB to be equipped to 2551 version. On the 2<sup>nd</sup> of January 1999 the aircraft was delivered as a J 353 to F10 wing in Ängelholm and got marked F10-42. In August 1999 it was painted in the new grey-green paint scheme.

1996 was decided that the 2<sup>nd</sup> squadron and 2<sup>nd</sup> maintenance company at F10 wing in Ängelholm should be disbanded by the 31<sup>st</sup> of March 1997. During two weeks prior to the disbandment the squadron and company should be temporarily attached to F21 wing in Luleå. The technicians came up with the idea to equip an eye catching paint scheme to one of their aircraft during this stay at F21, to commemorate the disbandment. The paint job was done in secrecy on the evenings of the 1<sup>st</sup>-1<sup>st</sup> of March 1997, in a hangar aircraft shelter at F21 wing. The paint job was done and paid for by the personnel at the 2<sup>nd</sup> maintenance company with F10 wing.

Yellow is the squadron color for the 2<sup>nd</sup> squadron, and the swordfish was (since 1994) the common symbol for



Note: Marking only on port side of air

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both 3<sup>rd</sup> squadron and 2<sup>nd</sup> company at F10 wing. 35411 was chosen as a suitable candidate. First the aircraft was washed and then rubbed with thinner. As necessary standard markings were masked with tape. To get extra better in the final paint scheme the aircraft was first primed with white color, Alcor-Makrolux or 796 Wt using a roller. Then 25 times of yellow Alcor-Makrolux or 328 Rugholm, was applied. Everything that earlier was painted grey, now got painted yellow, in addition the wheel hubs on each main wheel was painted yellow. Further more, one big black inscription was painted on the upper surface on each wing. The tactical code on the vertical fin and the wing number on the nose was painted black. All other markings were standard. The pilot tube was striped in black and yellow (branded).

On the 30<sup>th</sup> of March the new yellow 35411 was flown back to F10 wing by Maj John Larsson, squadron leader of the 3<sup>rd</sup> squadron, in formation with eight other J 353 Drakens. Back home at F10 a strict ceremony was held marking the end of the 2<sup>nd</sup> squadron and the disbandment of the second maintenance company in the J353. A few days later an informal air display was held, dedicated to all pilots who had served with the 2<sup>nd</sup> squadron at F10 wing since it was formed in 1965. 35411 led a big formation of Drakens in front of 80 other pilots when attached to the event.

The aircraft was scheduled to be air-released and scrapped. Fortunately it was saved from this destiny. The 25<sup>th</sup> of May 1997 the aircraft was flown by Capt Bengt Bengtsson to the Swedish Air Force museum in Luleå, where it was put on display outdoors. It received a total of 2007 hours and 28 minutes flight hours.



FS33538  
Testors 1708  
Humbrol HU121  
Gunze Sangyo H329  
Xtracrylics N/A



FS37638  
Testors 1749  
Humbrol HU33  
Gunze Sangyo H12  
Xtracrylics XA1012



FS34064  
Testors NA  
Humbrol NA  
Gunze Sangyo H52  
Xtracrylics NA



FS35042  
Testors 1717  
Humbrol HU181  
Gunze Sangyo NA  
Xtracrylics XA1121

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Natural Metal



Natural Metal

108 109  
All end of external  
fast lines



Note:  
No speed brake decal



108 111  
All end of external  
fast lines



Note:  
Both Aircraft,  
both wings

Note:  
14 each wing

Note:  
Fuselage Strip Decal

Note:  
Right

Note:  
Inside  
Nose Gear Door

Note:  
Right

Note:  
Inside  
Nose Gear Door

Note:  
Right

Note:  
Inside  
Nose Gear Door

Note:  
Right

Note:  
Inside  
Nose Gear Door

Note:  
Right

Note:  
Inside  
Nose Gear Door

FS35237  
Testors 1721  
Humbrol HU145  
Gunze Sangyo H337  
Xtracrylics XA1125

Note:  
Use green/yellow  
nose gear struts for  
each aircraft, black  
struts for yellow  
aircraft

Note:  
All other markings were standard, but their markings here on  
the lower surface of the rear part of the fuselage were missing,  
due to it not being finished. The aircraft had residues of edge  
sealer that I had dissolved the glue and edge sealer.  
The aircraft had residues of edge sealer that I had dissolved the  
glue and edge sealer. The aircraft had residues of edge sealer  
that I had dissolved the glue and edge sealer.

Note:  
The forward part of the fuselage shows the canopy and forward  
was not painted. The rest of the aircraft had a weathered  
appearance.  
The lower surface of the Goshige fuselage shows the engine,  
the wing tanks, the wing tank pylons and the leading edge of  
the vertical fin and both wings were heat lance metal.  
The rear side was all yellow (probably the rear side was striped  
in red and yellow, but not on this level).  
The aircraft had residues of edge sealer from five squares  
of yellow markings on the cockpit. Near visible on the right side.  
The aircraft was not striped with a green and black pattern of  
each wing, but red.  
On some displays figures the aircraft carried drop tanks and drop  
fuel tanks, sometimes red.

The aircraft, a 3U serial number 8886, belonged to the 1<sup>st</sup>  
maintenance company at F33 wing in Angkor Wat. The  
apartment company color was yellow. June 1968 a aircraft  
was the special for the 3<sup>rd</sup> squadron at F33 wing.

Four to an aircraft 1962 big yellow identification was painted  
on the upper and lower surface of both wings. The  
identification on the lower surface were somewhat smaller and  
were not visible.

A yellow ribbon was painted around the nose. Also the pilot  
side was painted yellow. Further from the tip of the vertical  
fin was painted yellow.  
To finish it off the aircraft for 2<sup>nd</sup> squadron and 2<sup>nd</sup> maintenance  
company was painted on both sides of the vertical fin. - Curt