

J35E

After the J35D, the next Draken variant was the J35E reconnaissance platform. In Flygvapnet service it was designated S35E, the S standing for Spaning, meaning reconnaissance and the E standing for Erik. These aircraft had a total of seven French OMERA/Segid cameras mounted throughout the airframe: one SKa 24-600 long focal length camera in the port side of the nose; one forward-looking long focal length SKa 16B in the nose; one downward/vertical looking wide-angle SKa 24-44 in the nose and two sideways-looking long focal length SKA 24-100 cameras mounted in the starboard side of the nose. In place of the cannons were two SKa 24-600 long focal length vertical cameras, which focused through periscopes just inside and forward of the outer wing sections.

In order to ease access to the cameras, the nose cone was mounted on rails that enabled it to slide out for servicing. The pilot had a downward-looking periscope sight to help aim the aircraft/cameras and a cockpit voice tape recorder to comment on the imagery. Apart from the addition of the cameras and deletion of the radar and cannons, the J35E was the same as the J35D, since it was a development of the David. The only other difference was that a chaff/flare dispenser could be carried in place of one of the wing-mounted fuel tanks. Although the J35E had no armament, it could carry four 530 litre (140 gallon) fuel tanks and six 80 kg (176 lb) magnesium flash bombs for night photography.

Early production J35Es had the RM6C engine with the less powerful EBK 66 afterburner, but later J35Es had the improved EBK 67 afterburner. These later models were also fitted with a bulged canopy to improve the pilot's view.

The first J35E, a converted J35D, took off on its maiden flight on 27 June 1963 and the first production variant flew for the first time on 13 May 1965. Between 59 and 60 J35Es were produced with deliveries beginning in 1963 or 1964. It appears that between 28 and 30 were converted J35Ds and the rest (most likely 32) were newly built.

The J/S35E was operated by three Reconnaissance Squadrons and these were 1 and 2 Spaningsdivisions of F11 Wing at Nyköping-Skavsta and 1 Spaningsdivision of F21 Wing at Luleå-Kallax.

In the early 1970s the Flygvapnet's J35Es were upgraded and given a modernised film/camera suite and the ability to carry the Vinten Blue Baron multisensor night photography pod on a centreline pylon. They also had more sophisticated countermeasures including chaff/flare dispensers attached to the sides of the engine exhaust and two small jammer pods on the outer wing pylons. The J35Es served until 1979.