



SF-37 Viggen 'Swedish Eyes'

History

EN

The SAAB 37 Viggen was an aircraft ahead of its time. Its designers used an unorthodox construction which enabled the plane to meet all requirements which had been laid on it and in some parameters even surpass them. The Swedish Air Force ordered several various versions of the Viggen jet fighter. Its basic design formed an universal platform which, using a specialized equipment, enabled the plane to be used for different roles.

The first of seven prototypes took off for its maiden flight on February 8, 1967 with E. Dalsröm at the controls. The aircraft was powered by Volvo RM8 turbofan, a licence-built variant of Pratt & Whitney JT8D with an afterburner and thrust-reverser which, in addition to a double-delta wing design, enhanced the aircraft's performance during the take-offs and landings on short airstrips. The tailfin was designed as foldable to make it easier to store in hangars, it also helped with handling the aircraft after the landing and with hiding at the emergency airstrips. The avionics of the type was one of the best in the world in the time, Viggen was the first type to be equipped with a computer with integrated circuits.

The first version of the Viggen which saw service with the Flygvapnet was the AJ 37 strike fighter, followed consequently by the SK 37 two-seat trainer, SF 37 reconnaissance version with cameras in redesigned nose section and anti-shiping SH 37 with different avionics and equipped with anti-shiping weapons. Ten years after the first version of the SAAB had entered service, a second generation of the Viggen came into being, which was the JA 37 fighter version. More modern avionics was used and also a more powerful engine in a slightly longer fuselage. The earlier versions became to be equipped with the modernised avionics too and this way the AJS 37, respectively ASFS and ASHS 37 versions were created. Some of the two seat airframes were converted to the SK 37 E electronic warfare trainers.

The last of the Viggens were phased out in 2007. Mainly for political reasons, no Viggen has ever been exported to another countries, although India, Japan and Scandinavian countries showed some interest in the type.

Length: 16,30 m, Wingspan: 10,60 m, Max. speed: 2145 km/h, Standard Range: 1000 km/ Max. Range: 2000 km, Ceiling: 18 300 m, Rate of Climb: 100 m/s

Historie

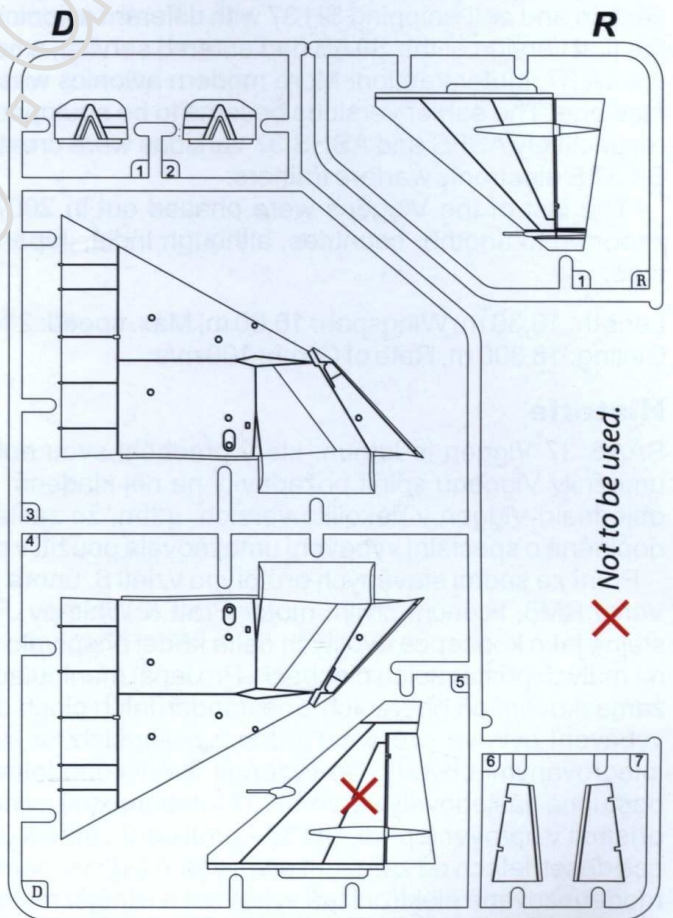
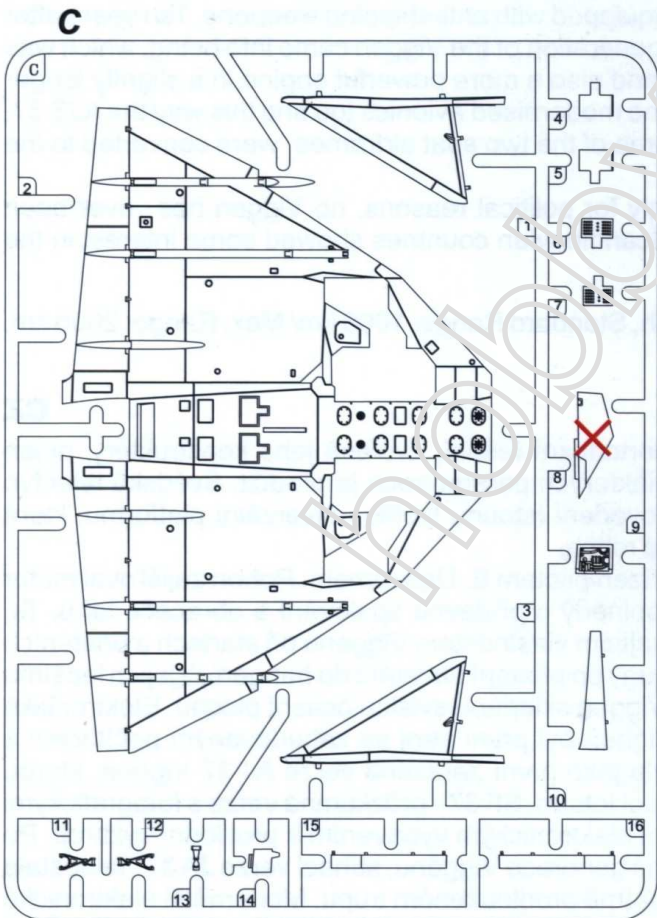
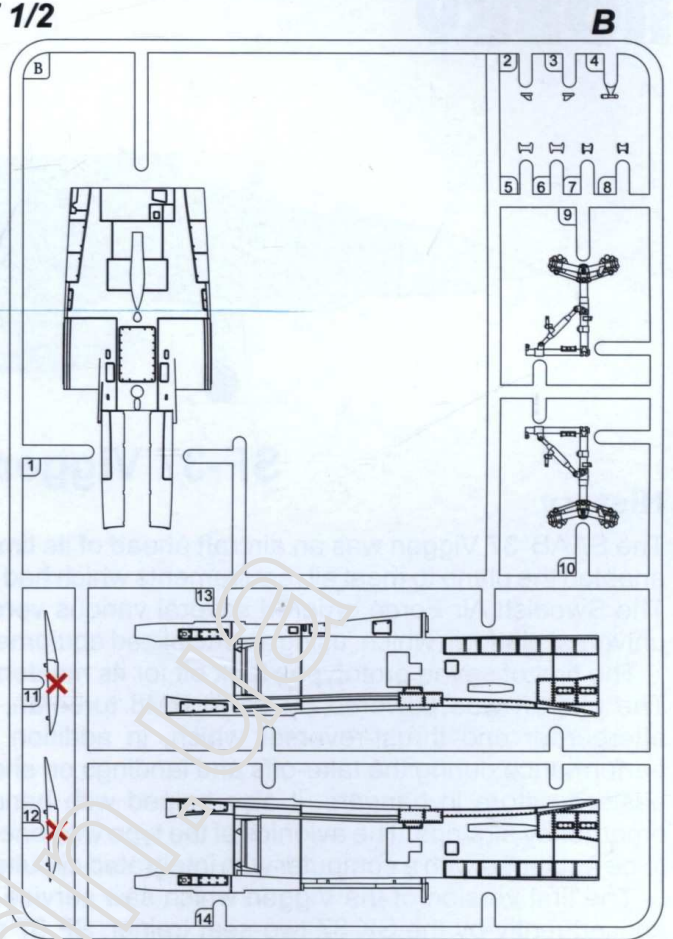
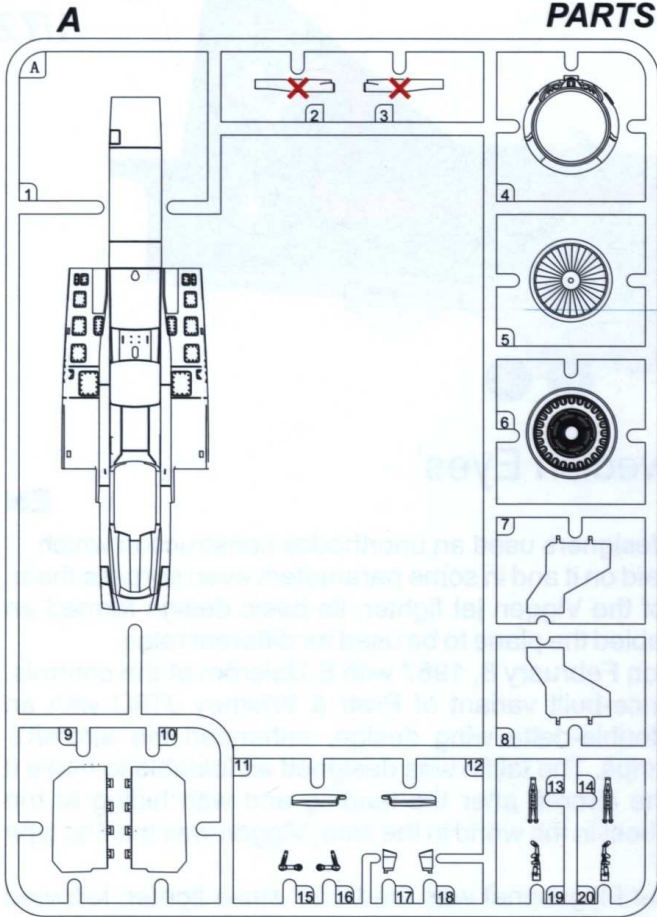
CZ

SAAB 37 Viggen je letoun, který předběhl svou dobu. Neortodoxní řešení, zvolená jeho konstruktéry, nejen umožnily Viggenu splnit požadavky na něj kladené, ale v některých parametrech je předčit. Švédské letectvo objednalo Viggen v několika verzích, s tím, že základní provedení letounu tvořilo univerzální platformu, která doplněná o speciální vybavení umožňovala použití v několika rolích.

První ze sedmi stavěných prototypů vzlétl 8. února 1967, řízen pilotem E. Dalsrömem. Pohon zajišťoval motor Volvo RM8, licenční civilní motor Pratt & Whitney JT8D doplněný o přídavné spalování a obraceče tahu. To, stejně jako koncepce dvojíých delta křídel přispívalo k vynikajícím vlastnostem Viggenu při startech a přistáních na malých přistávacích plochách. Pro lepší manipulaci s letouny po přistání umístění do hangárů či jejich lepšímu zamaskování při operacích z nestandardních ploch dostal Viggen sklopnou svislou ocasní plochu. Elektronické vybavení bylo ve své době jedno z nejlepších na světě, Viggen byl první stroj se zabudovaným počítačem s integrovanými obvody. Do výzbroje švédského letectva byla jako první zařazena verze AJ 37 Viggen, kterou postupně následovaly verze SK 37 - dvoumístný cvičný stíhací letoun, SF 37 - průzkumná verze s fotografickými přístroji v upravené přídi, SH 37 - protilodní verze s odlišným elektronickým vybavením a protilodní výzbrojí. Po cca deseti letech od zařazení první verze byla vyrobena druhá generace Viggenu, stíhací verze JA 37. Ta dostala modernizované elektronické vybavení a silnější motor v nepatrně prodlouženém trupu. Modernější elektronické vybavení dostaly i starší verze, přestavbou vznikaly stroje AJS 37, případně ASFS a ASHS 37. Část dvoumístných cvičných strojů byla přestavěna na verzi pro výcvik elektronického boje SK 37E. Švédské letectvo vyřadilo poslední Viggenu v roce 2007. Export Viggenu se nezdařil, většinou z politických důvodů. Mezi největší zájemce patřila např. Indie, ale zájem projevovaly i skandinávské země či Japonsko.

Délka: 16,30 m, rozpětí: 10,60 m, max. rychlost: 2145 km/h, dolet standardní: 1000 km/maximální: 2000 km, dostup: 18 300 m, rychlost stoupání: 100 m/s

PARTS LIST 1/2



Not to be used.



OPTIONAL
MOŽNOST VOLBY
NACH BELIEBEN
OPTION



INSTANT CYANOACRYLATE GLUE
POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
ZYANOAKRYLÁTKLEBER
ADHÉSIF CYANOACRYLAT

SYMBOLS



BEND
OHNOUT
BIEGEN
COURBER



SCRATCH BUILD
ZHOTOVIT NOVÉ
FERTIGSTELLEN
ACHEVER

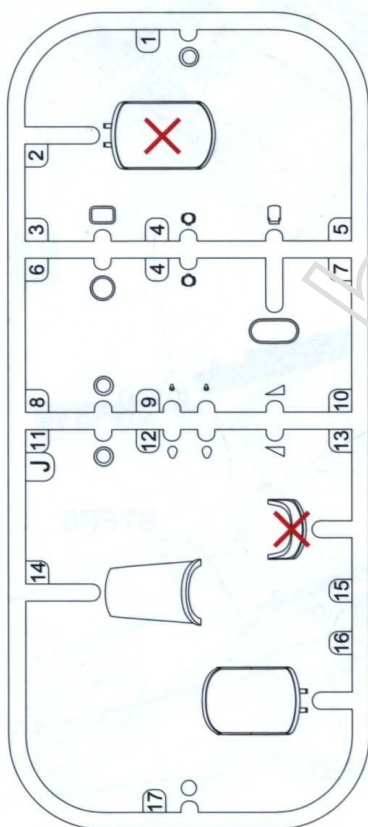
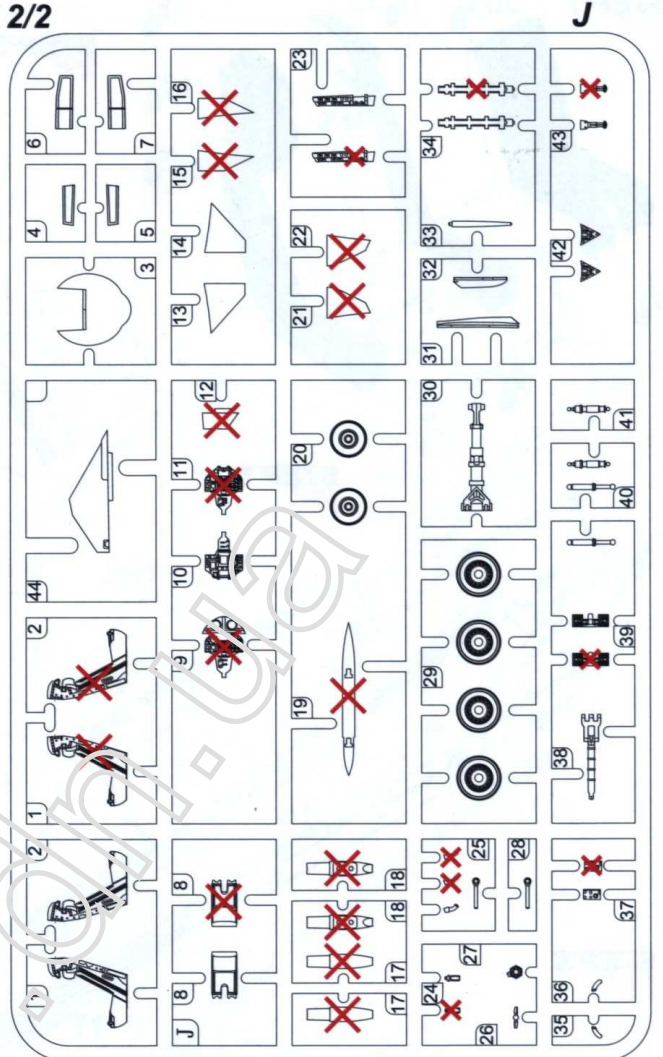
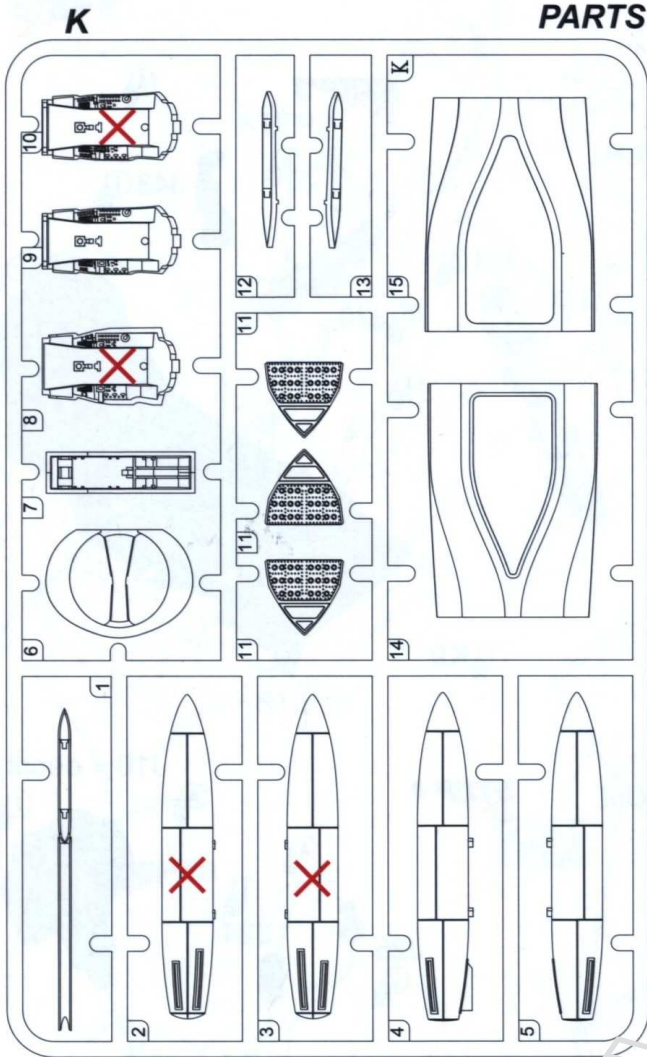


CUT OFF/DRILL
ŘEZAT/VRTAT
ENTFERNEN
DETACHER



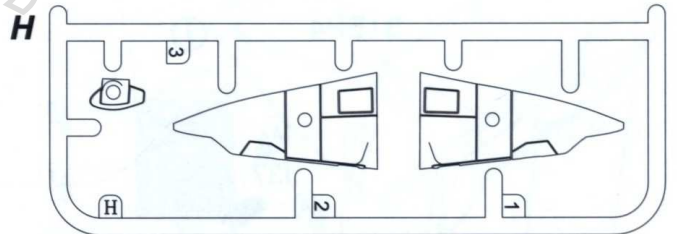
COLOUR
NATRÍT
FARBEN
PEINDRE

PARTS LIST 2/2



J
(Clear Parts)

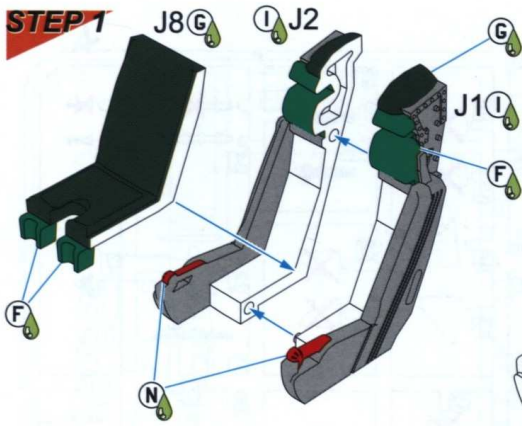
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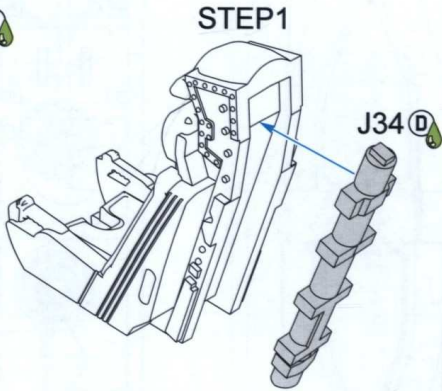
Barvy GUNZE/ GUNZE Colour No.

A	Black / černá	H12/C33	K	Light Green / sv. zelená	H58/C27
B	Tire Black / černá pneu.	H77/C137	L	Tan / sv. hnědá	H310/C310
C	Steel / ocel	H18/C28	M	Red Brown / červeno hnědá	H47/C41
D	Aluminium / hliník	MC218	N	Red / červená	H3/C3
E	Burnt Iron / opálený kov	H76/C61	O	Yellow / žlutá	H4/C4
F	Bright Green / zelená	H26/C66	P	Dark Grey / tmavě šedá	H306/C306
G	Light Green / sv. zelená	H319	Q	Light Gull Grey / světle šedá	H51/C11
H	Light Grey / sv. šedá	H338	R	Clear Blue / čirá modrá	H93/C50
I	Grey / šedá	H308	S	Clear Red / čirá červená	H90/C47
J	Dark Green / tm. zelená	H309/C309			

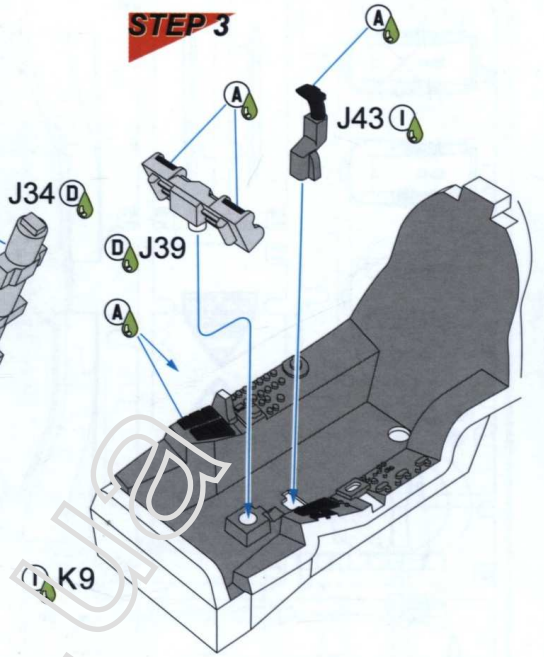
STEP 1



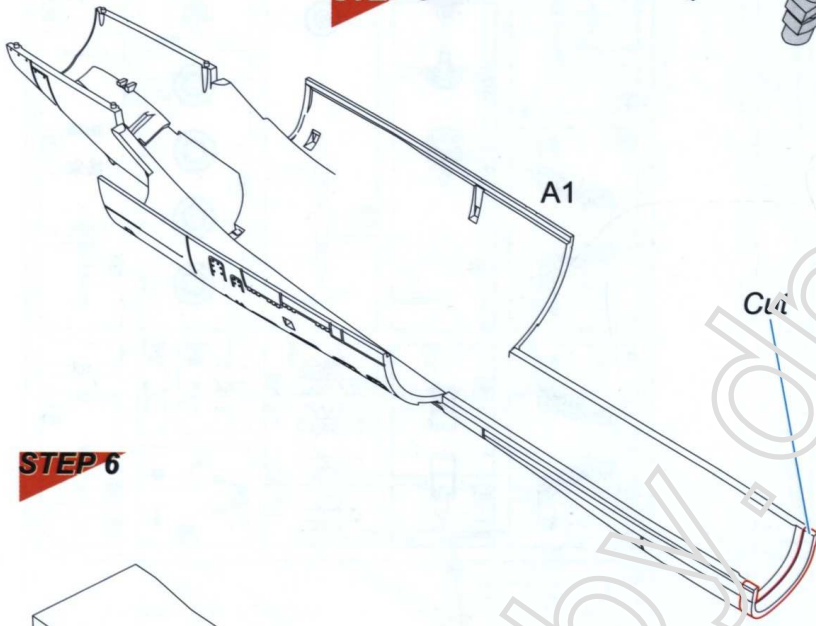
STEP 2



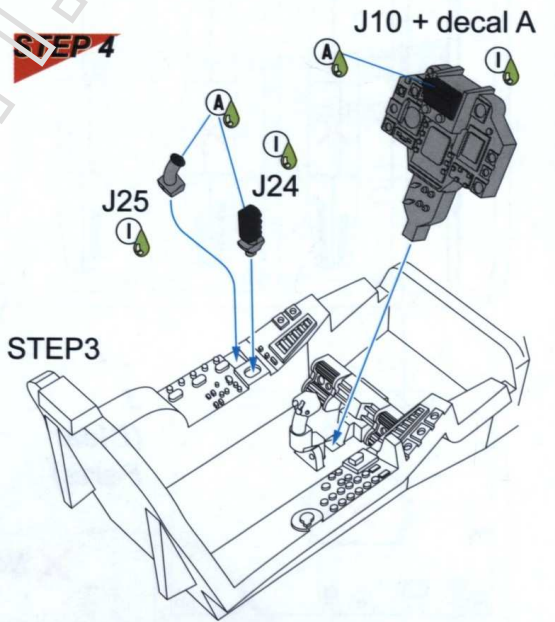
STEP 3



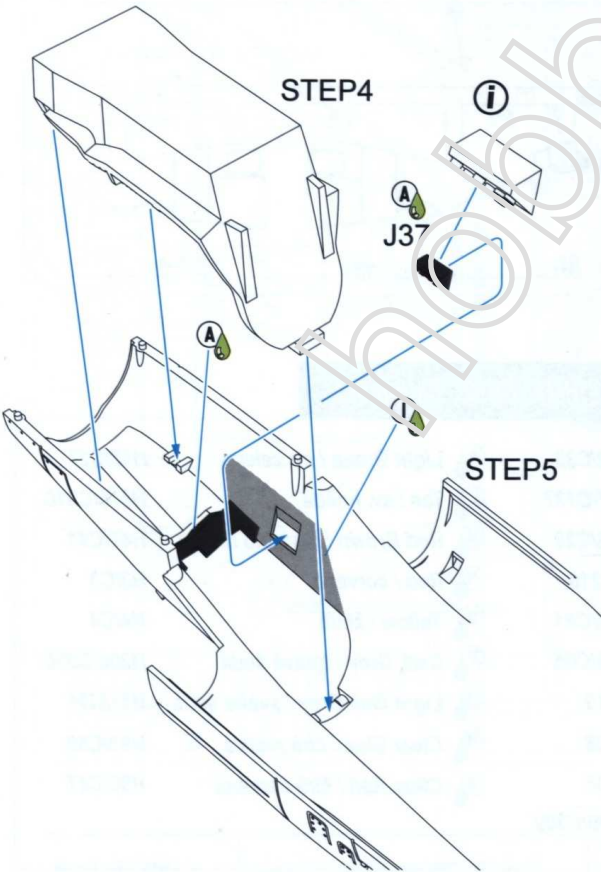
STEP 5



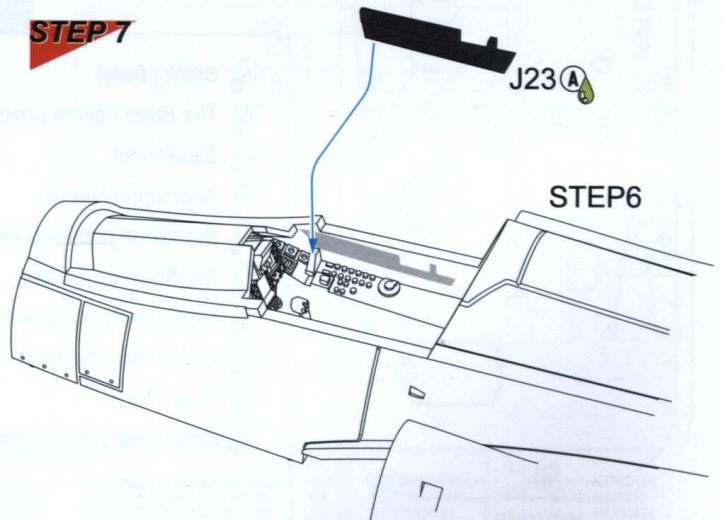
STEP 4



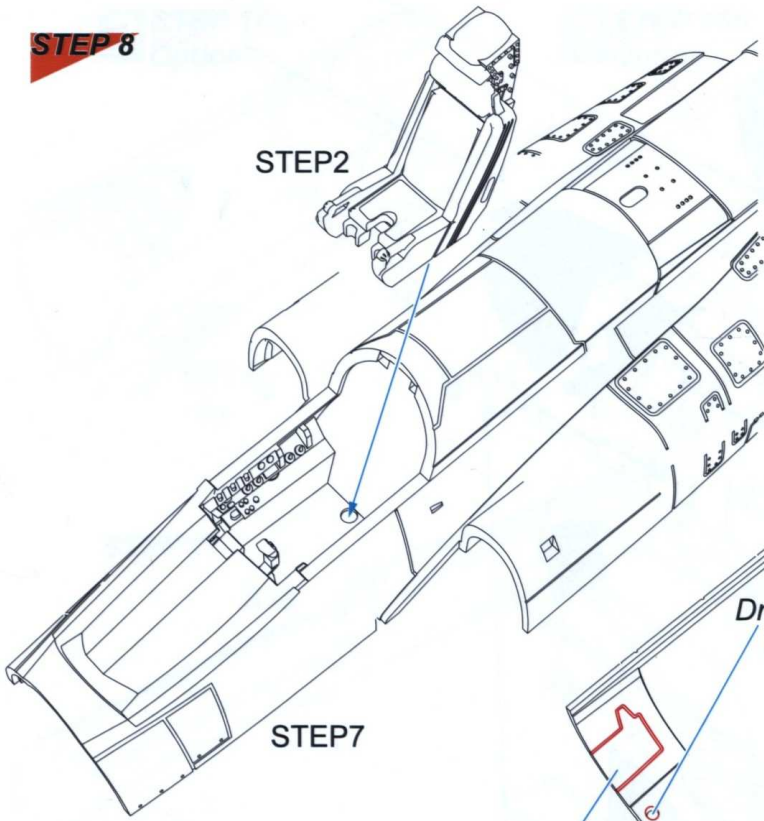
STEP 6



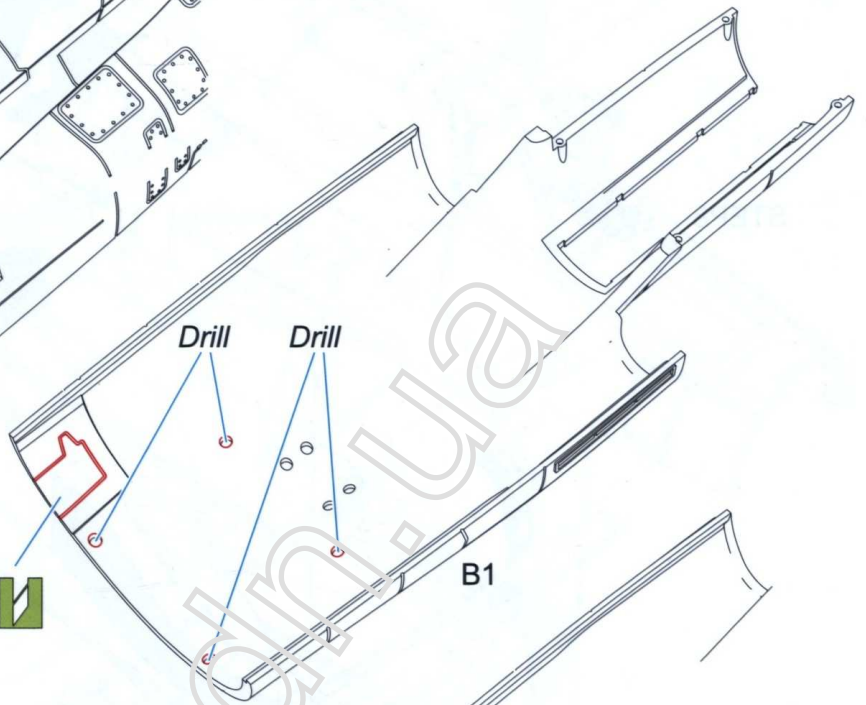
STEP 7



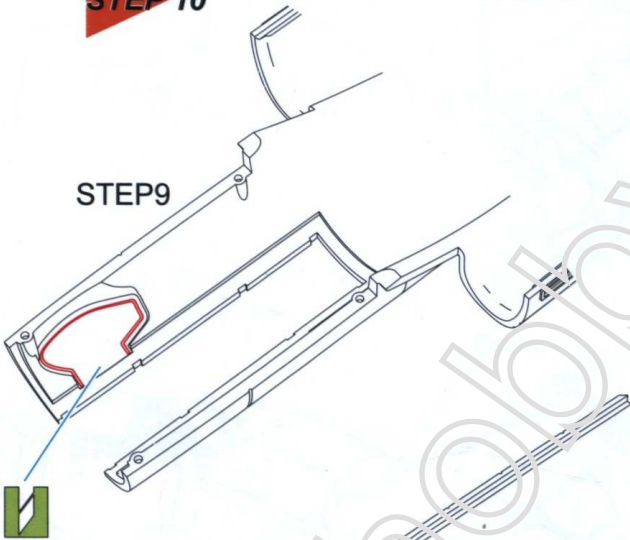
STEP 8



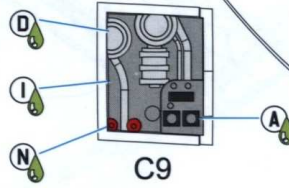
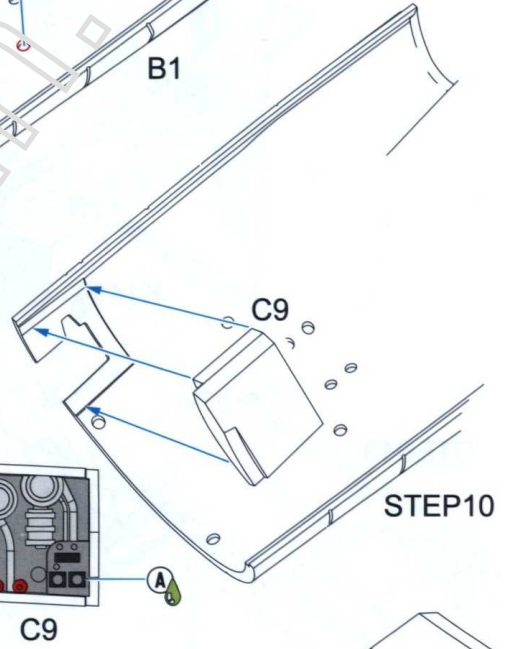
STEP 9



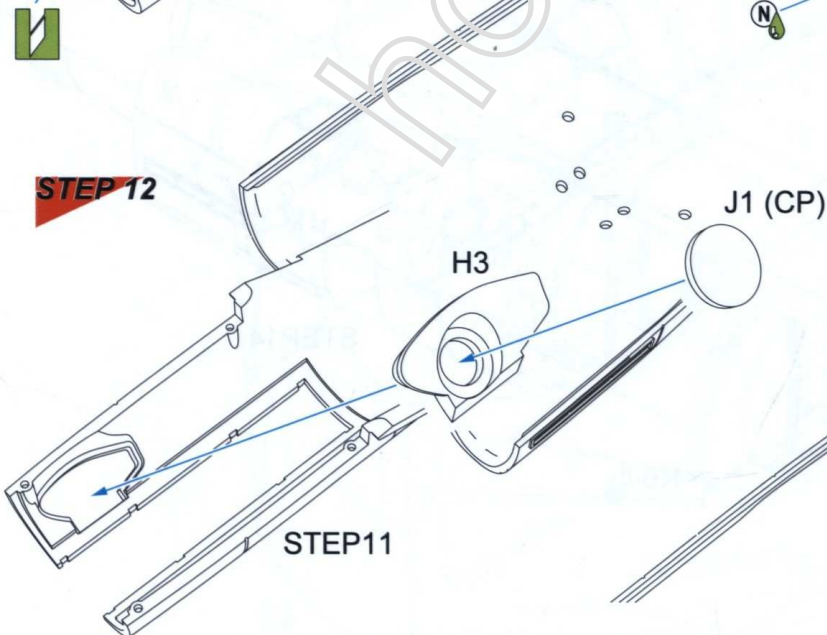
STEP 10



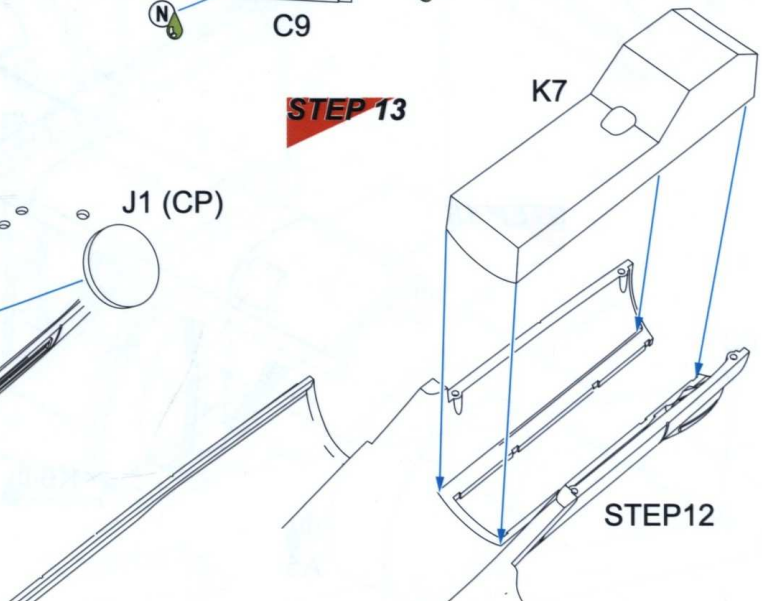
STEP 11



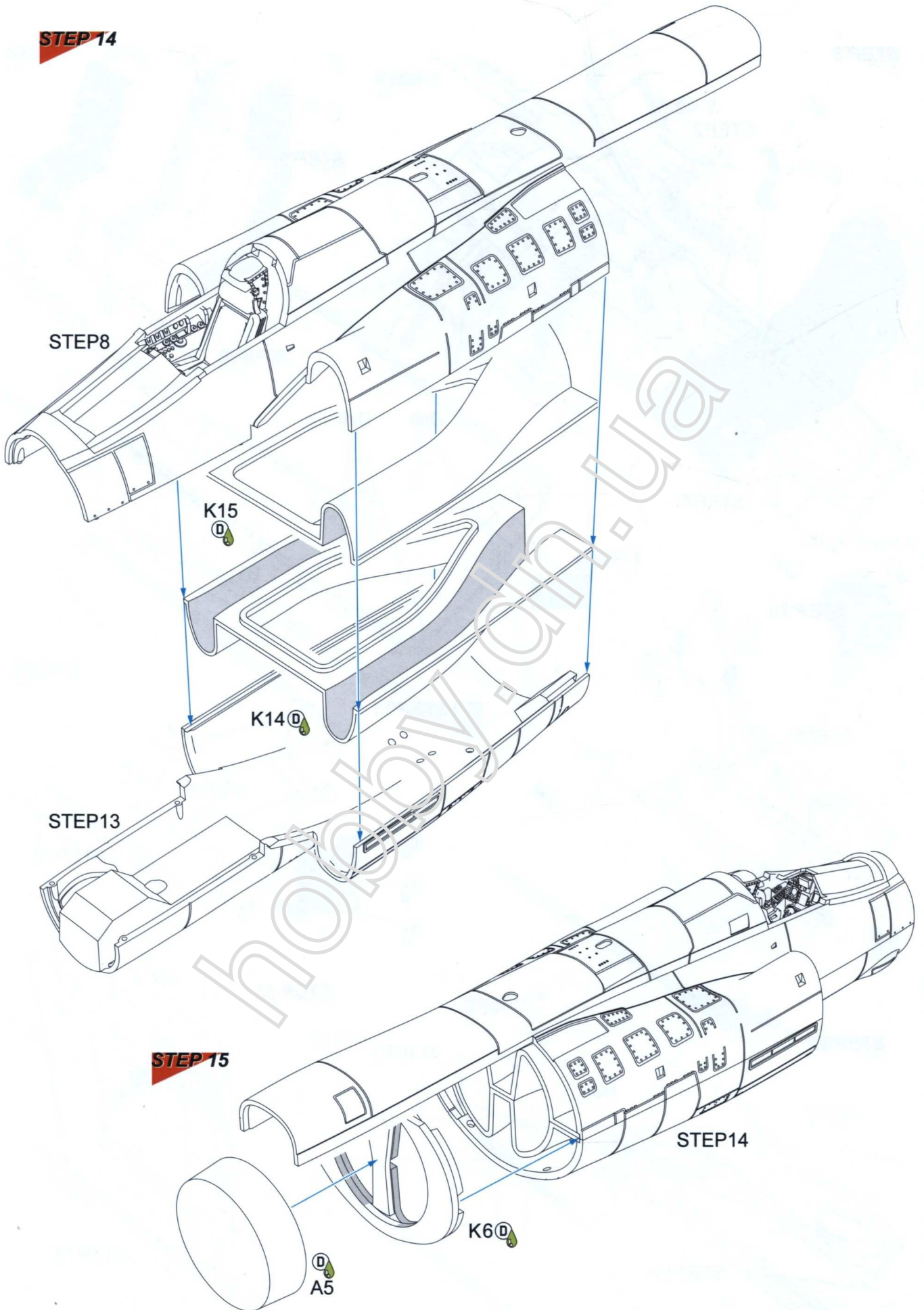
STEP 12



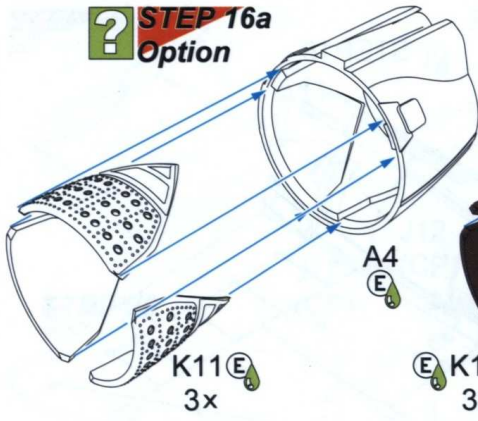
STEP 13



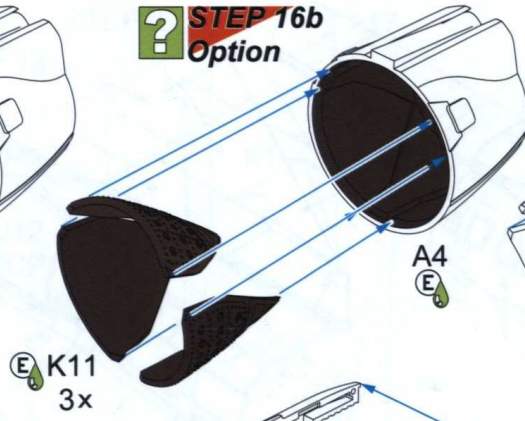
STEP 14



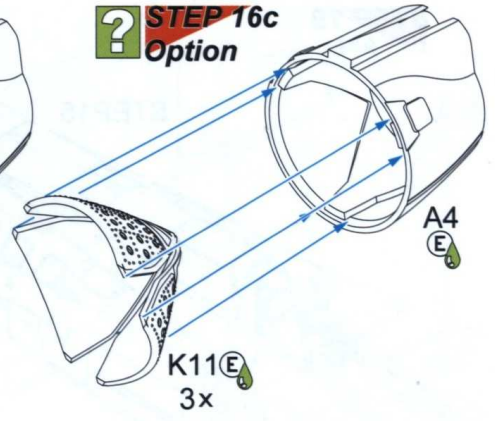
? STEP 16a
Option



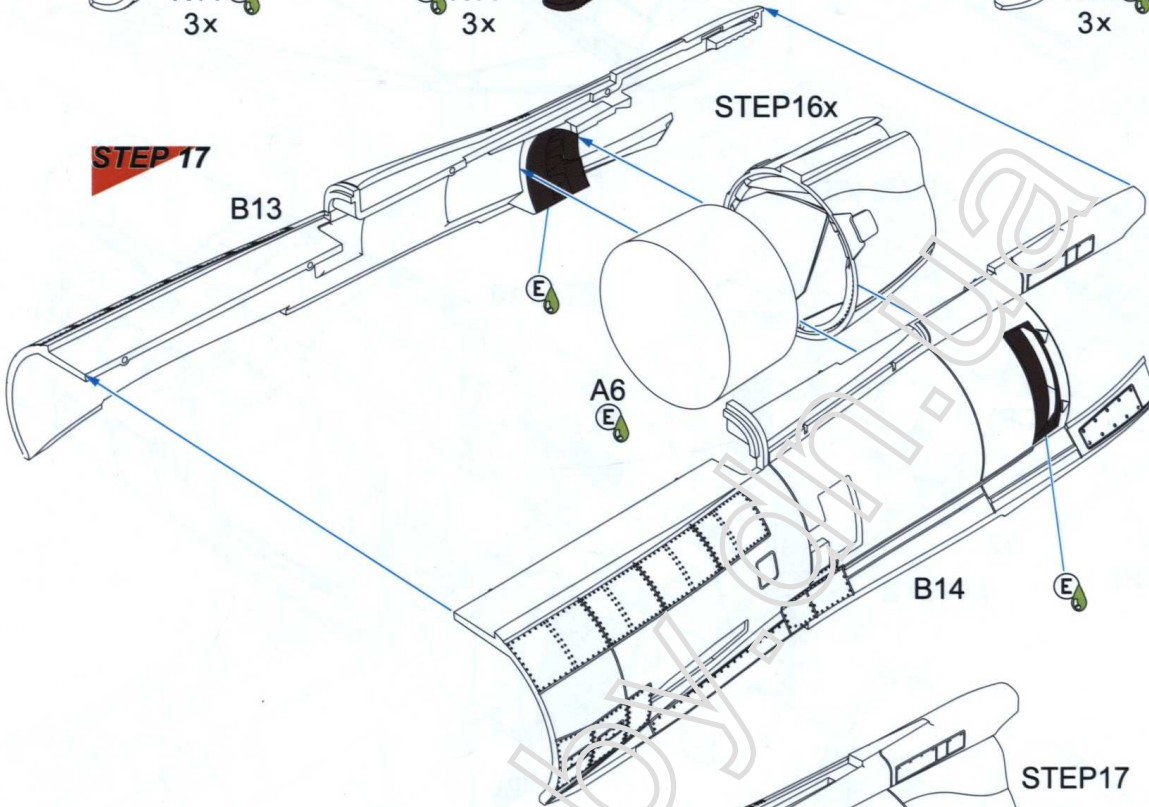
? STEP 16b
Option



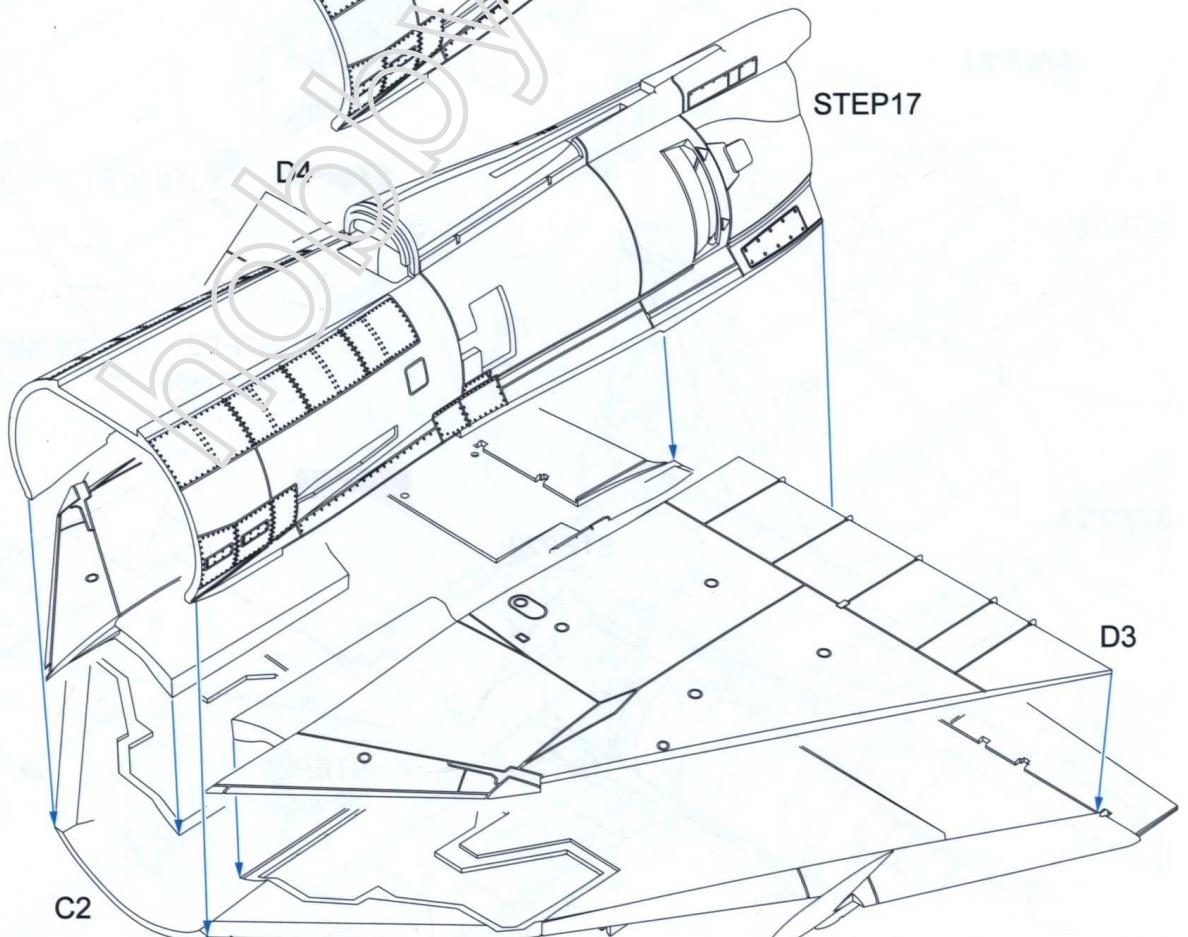
? STEP 16c
Option



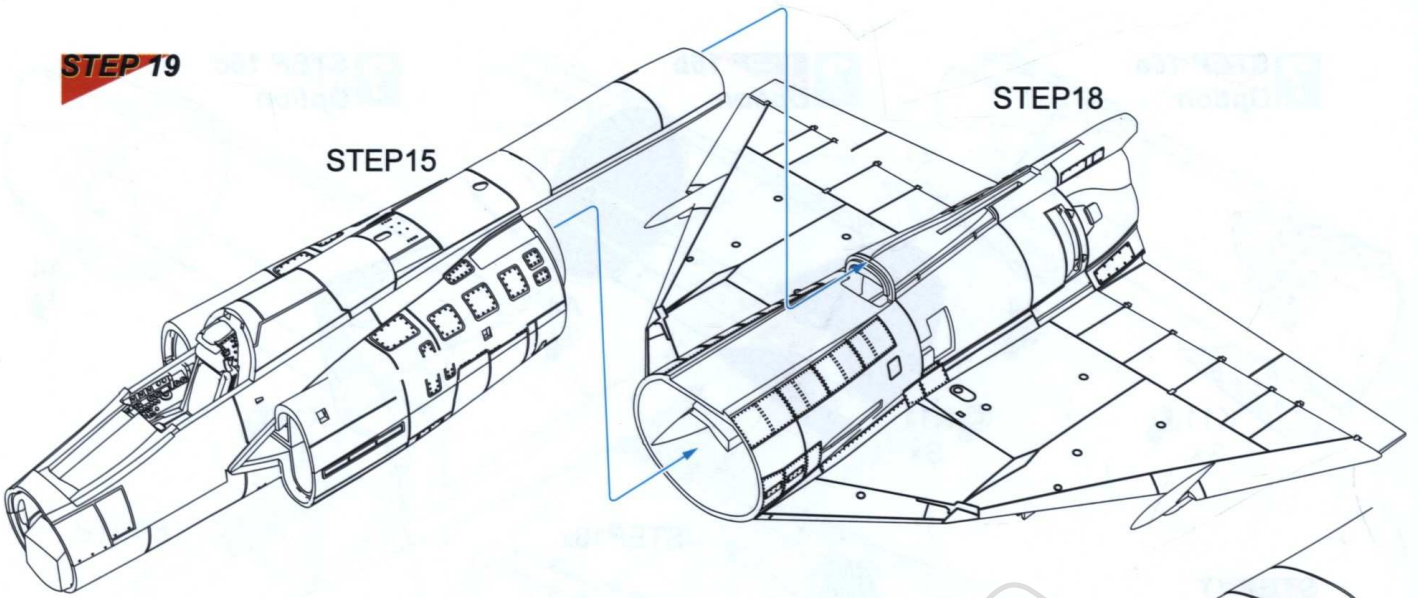
STEP 17



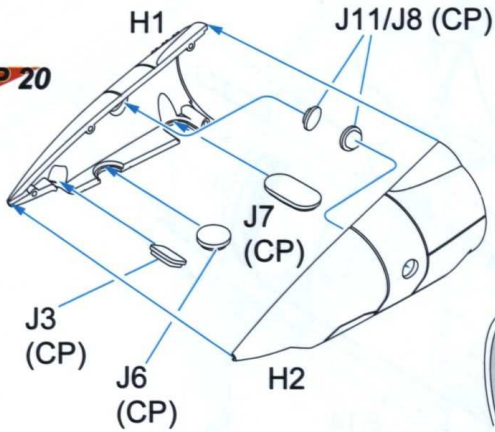
STEP 18



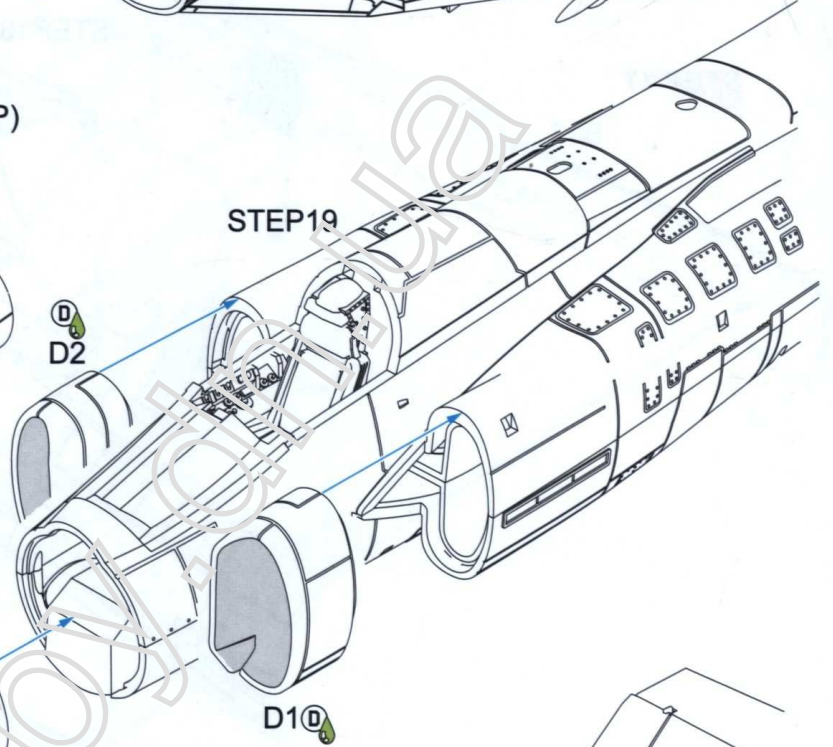
STEP 19



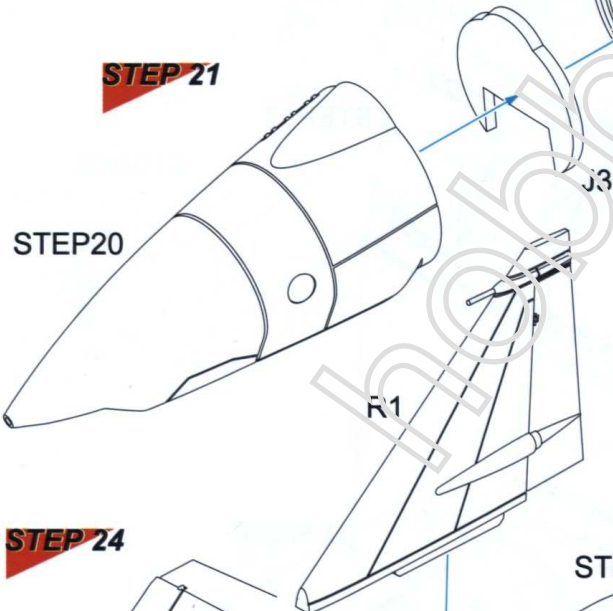
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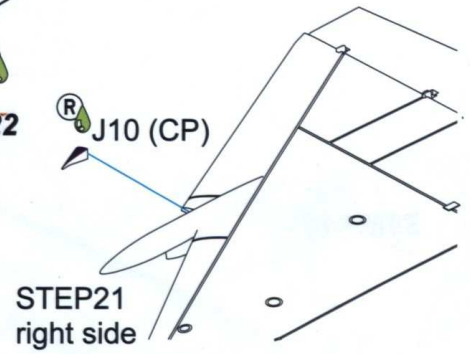
STEP 19



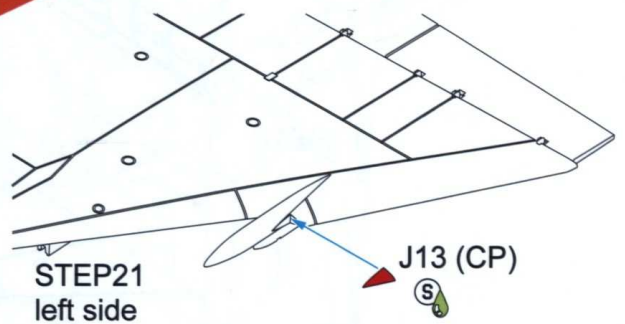
STEP 21



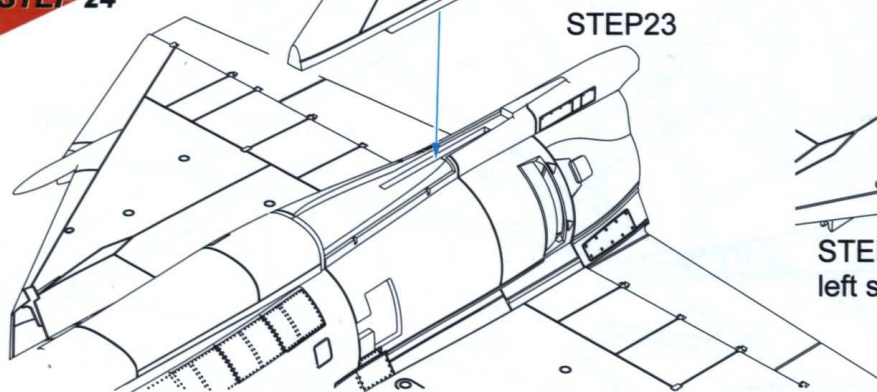
STEP 22



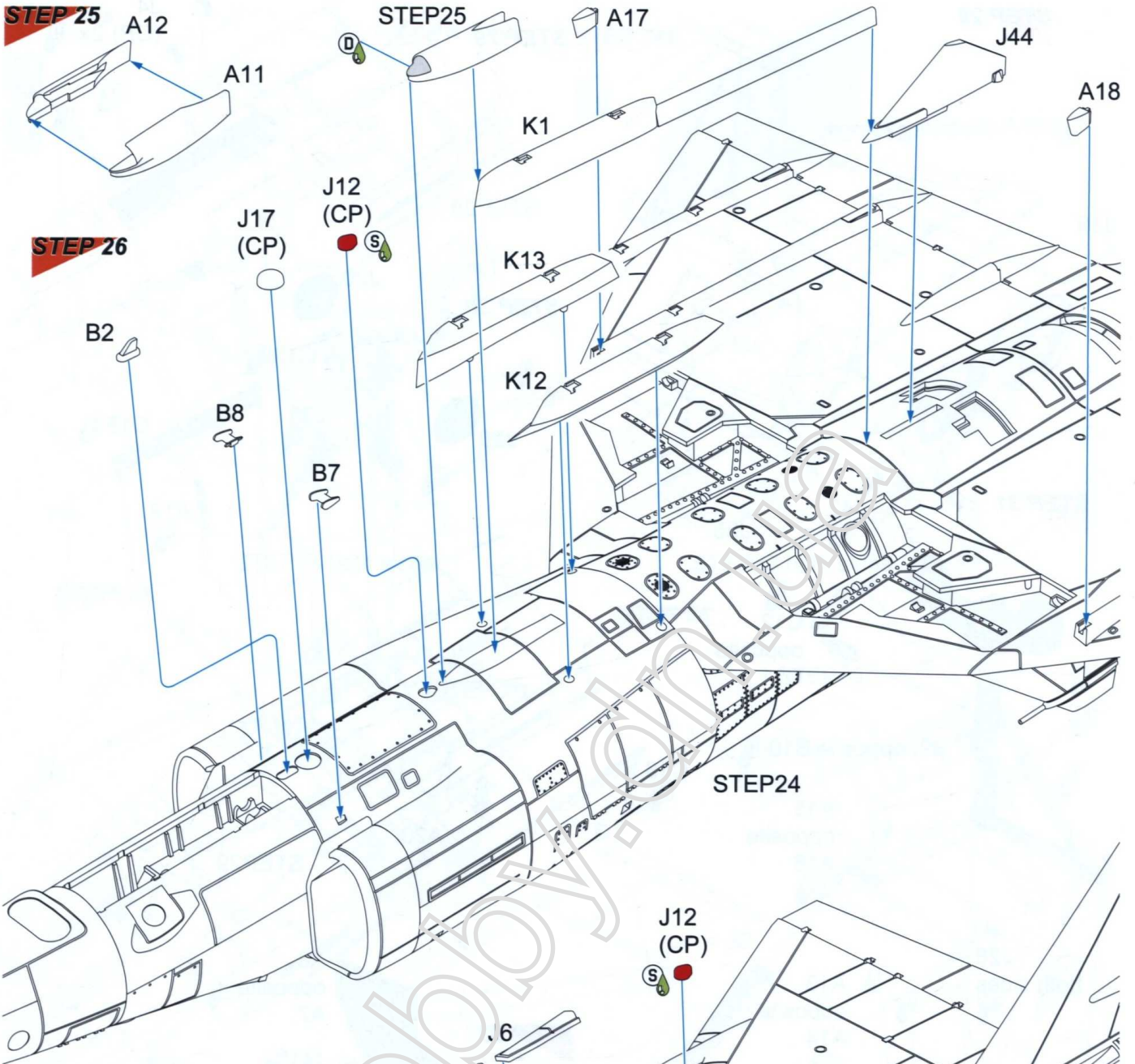
STEP 23



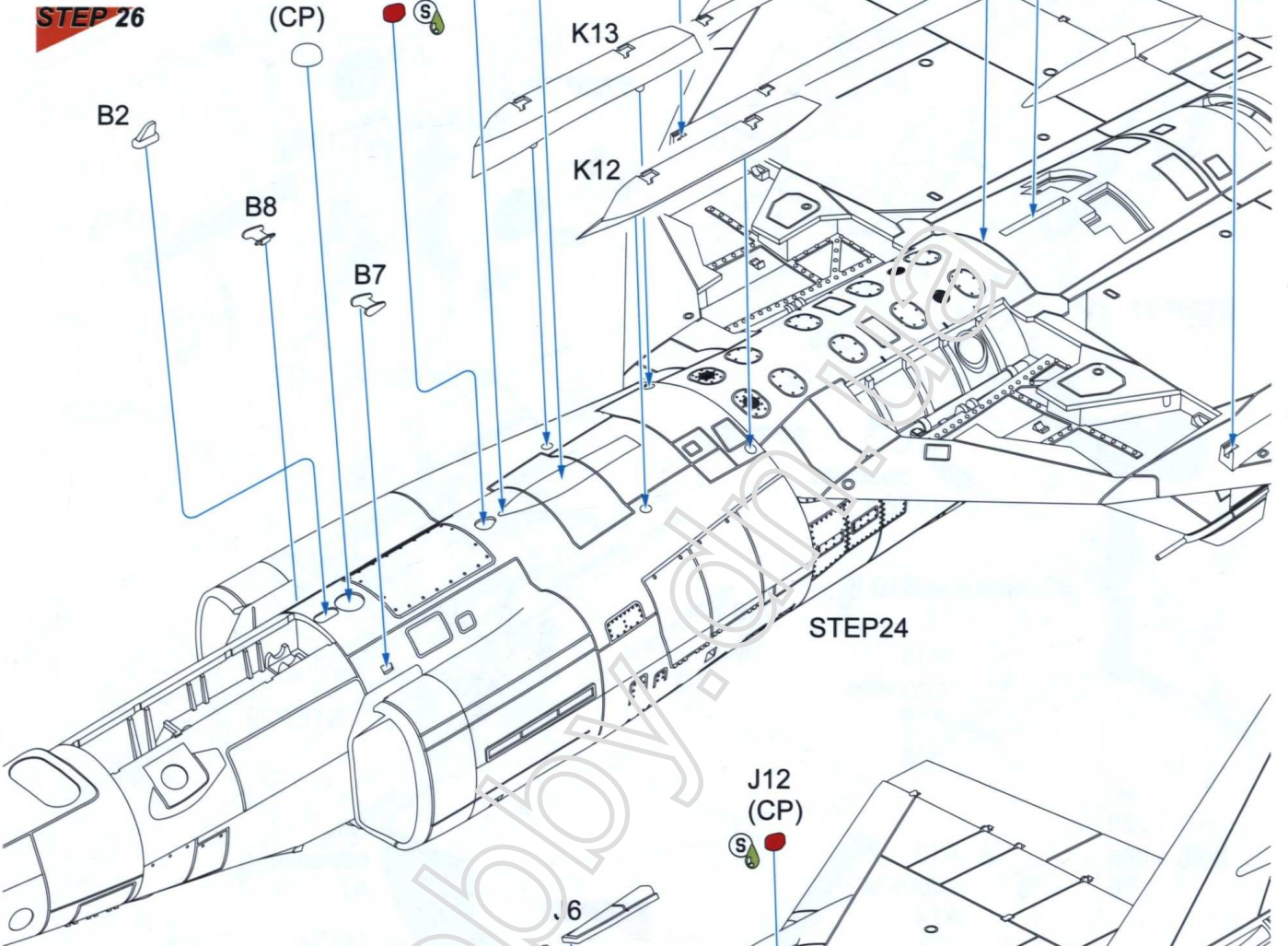
STEP 24



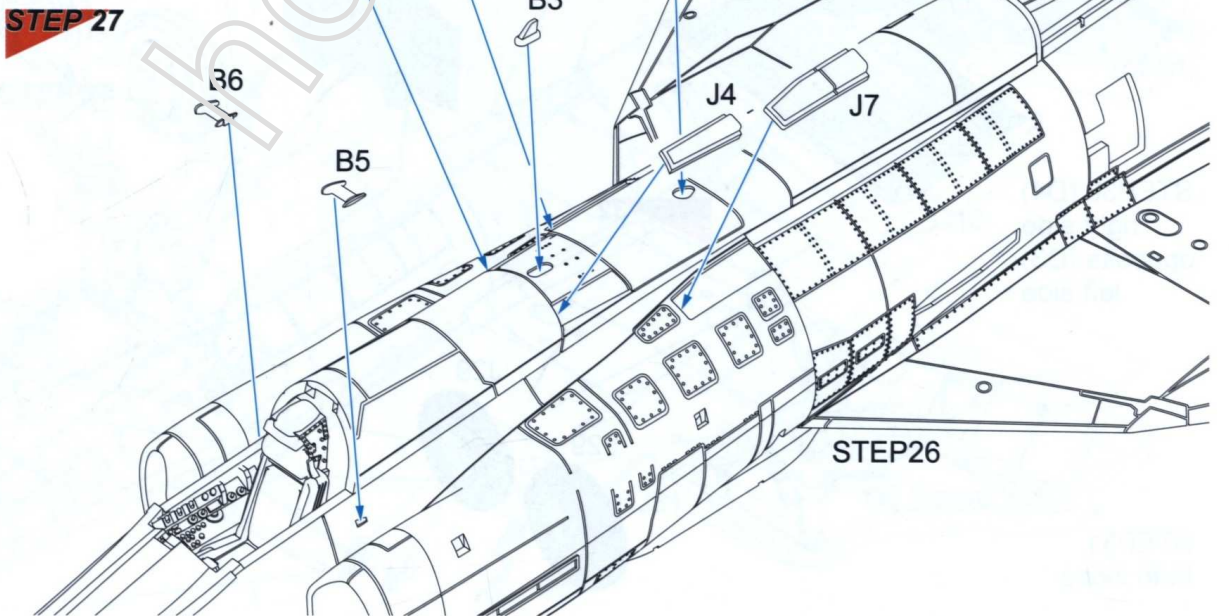
STEP 25



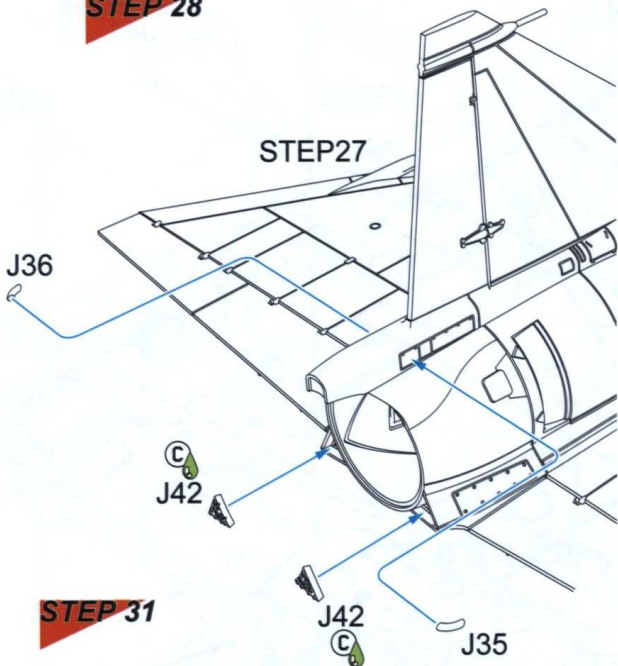
STEP 26



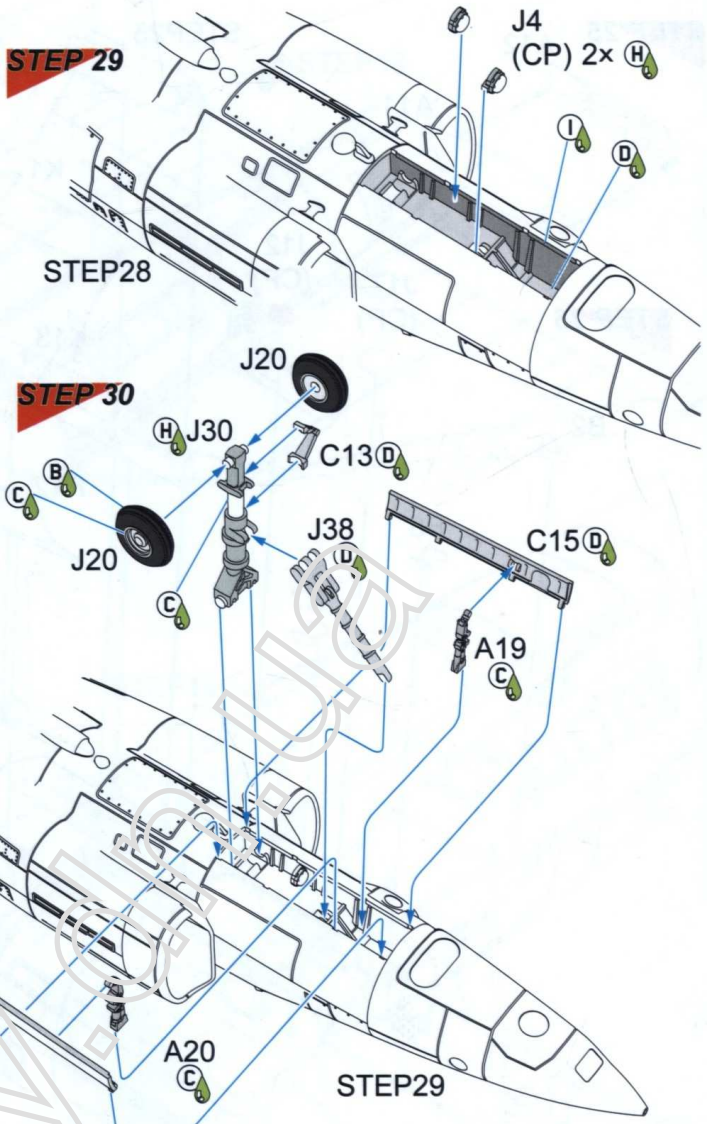
STEP 27



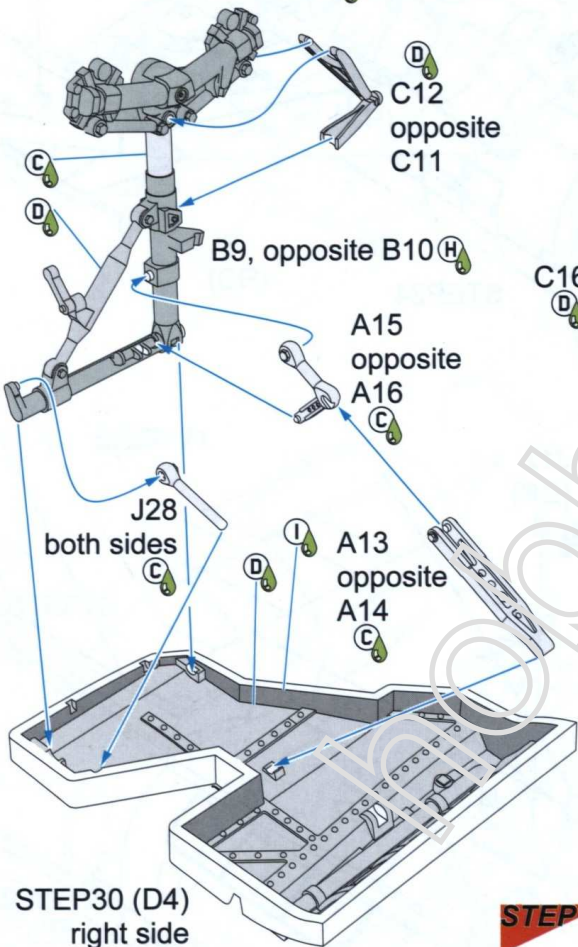
STEP 28



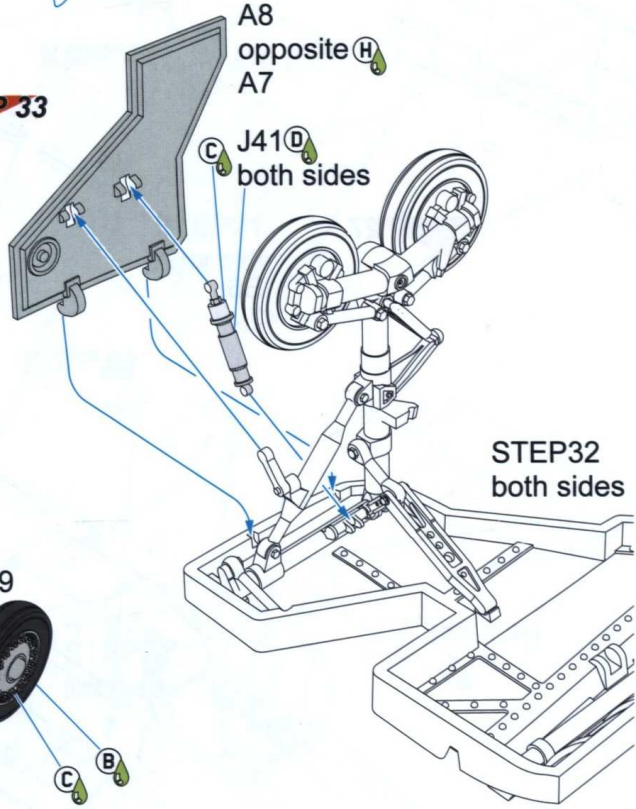
STEP 29



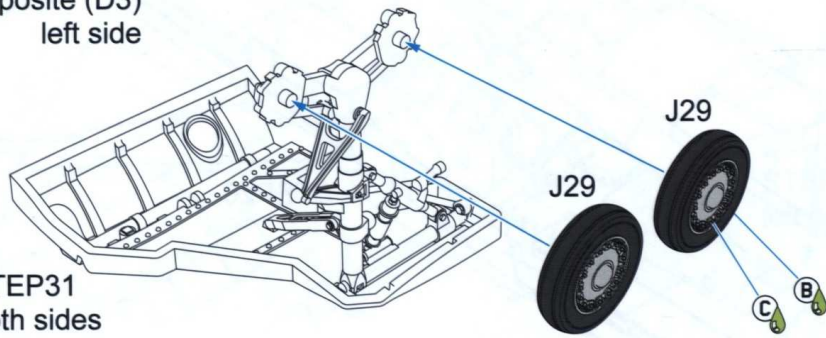
STEP 31



STEP 33



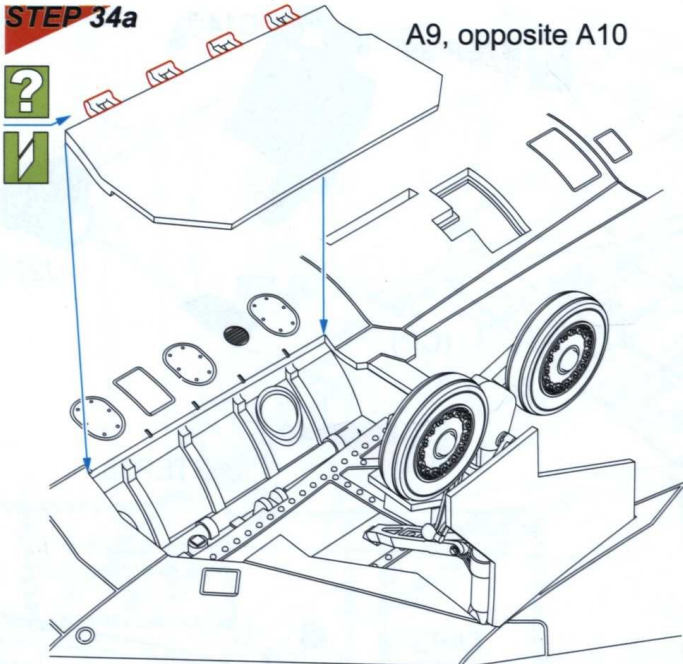
STEP 32



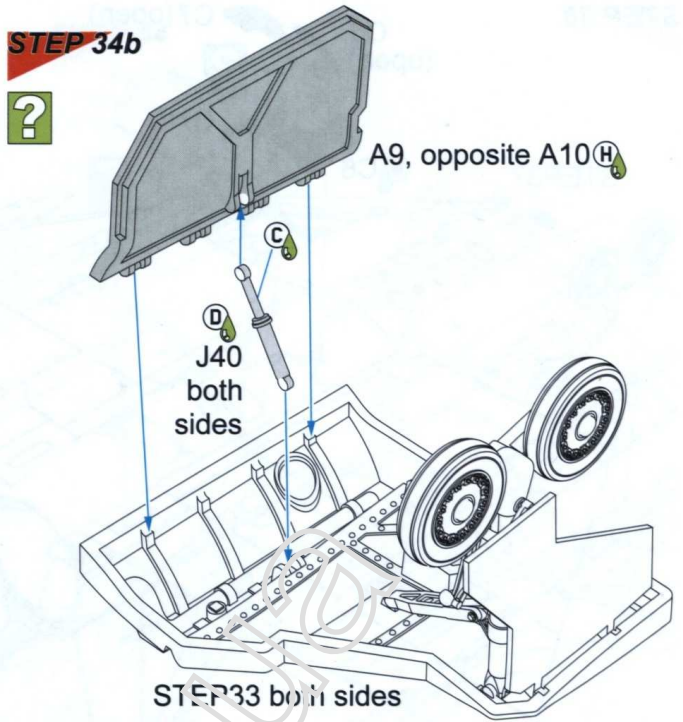
STEP30 (D4)
right side
opposite (D3)
left side

STEP31
both sides

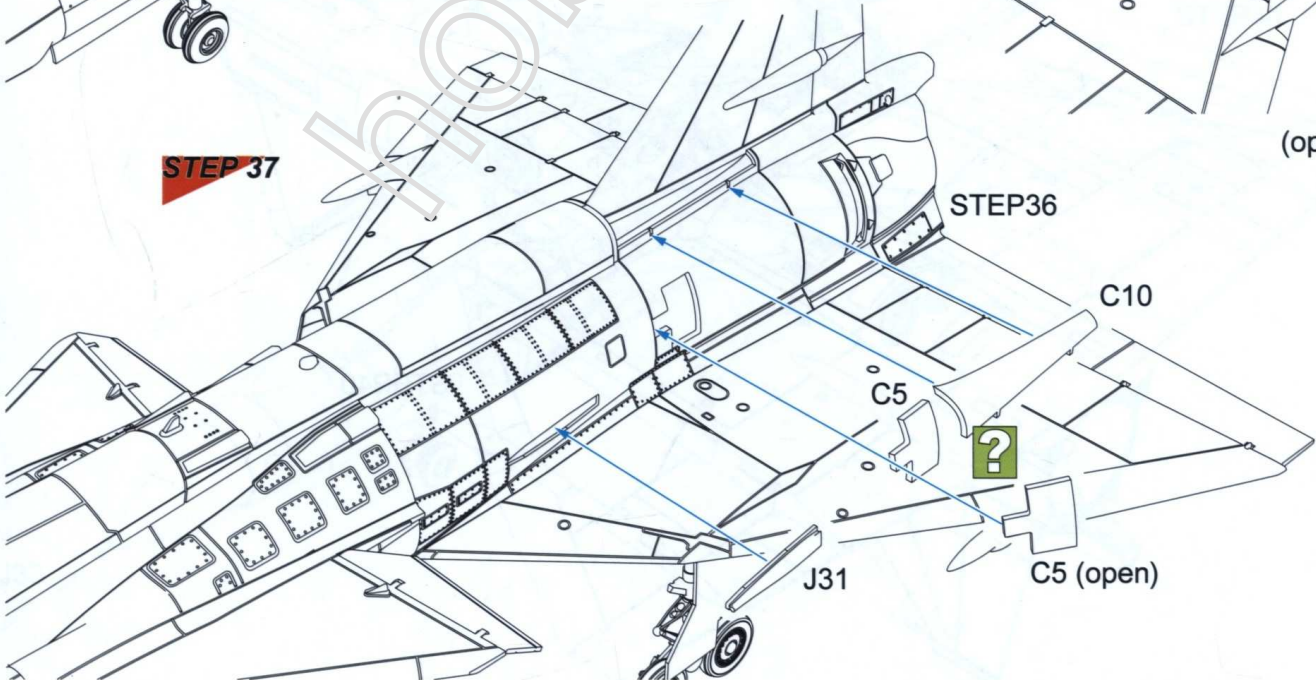
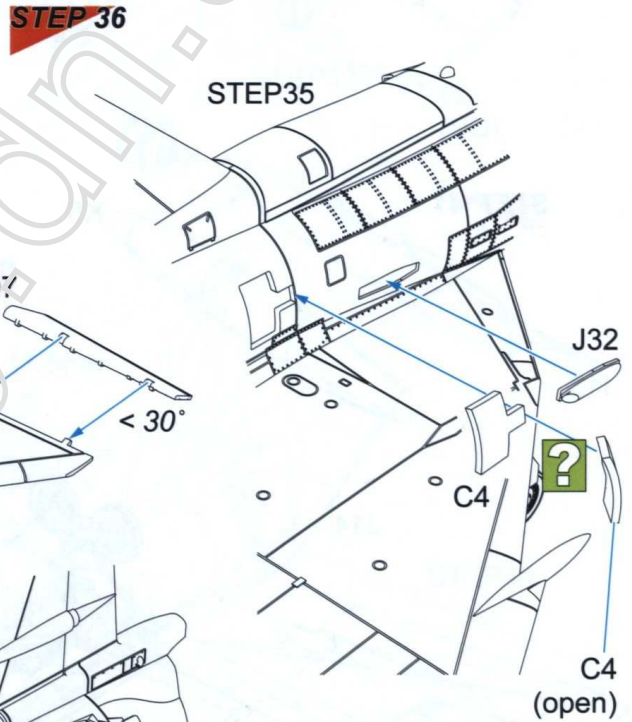
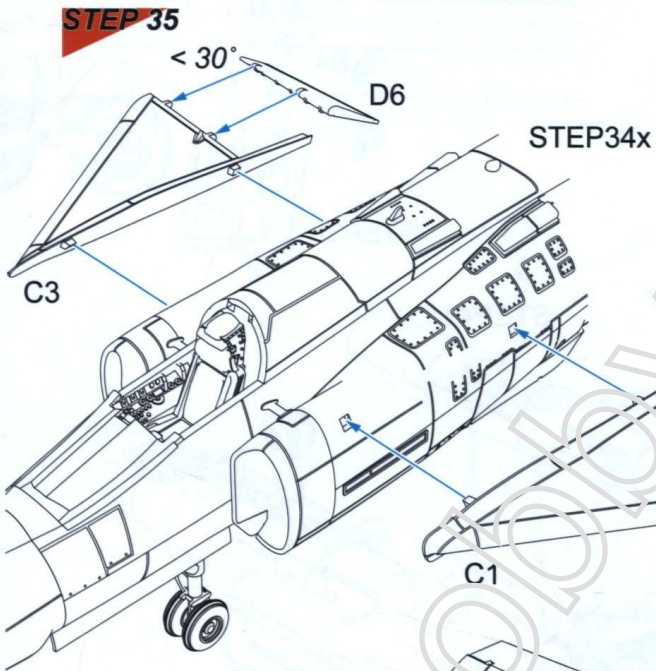
STEP32
both sides



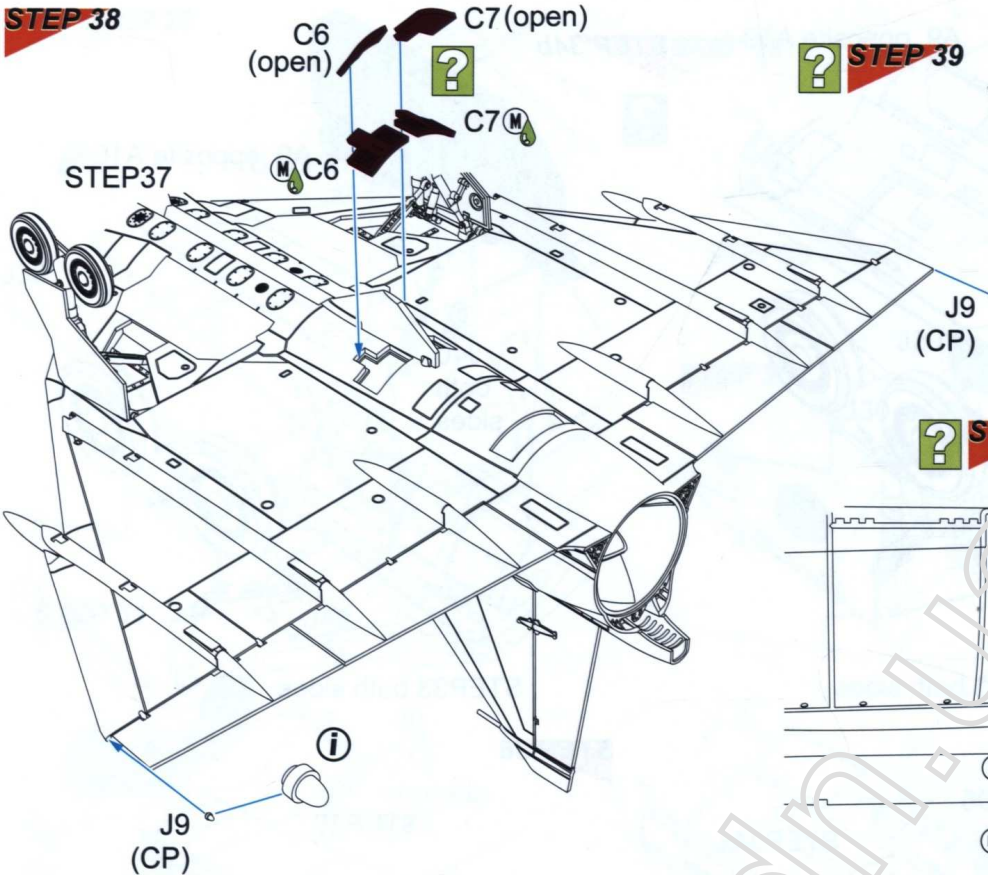
STEP33 both sides



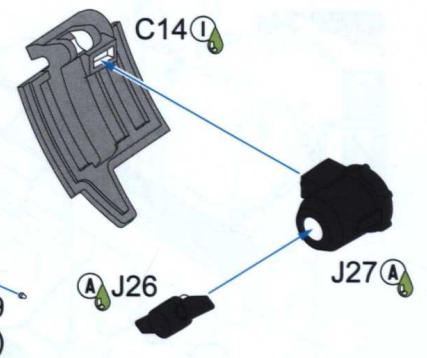
STEP33 both sides



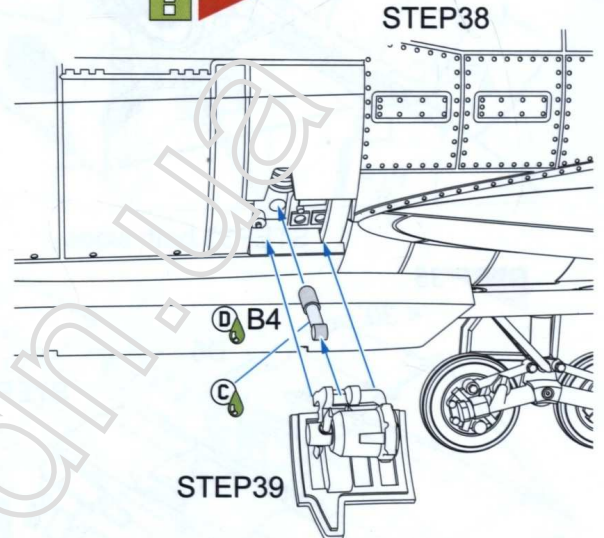
STEP 38



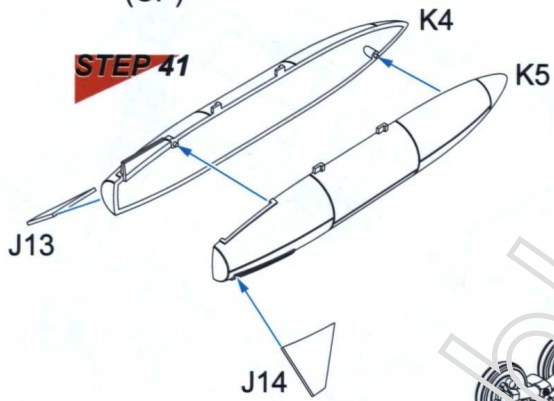
STEP 39



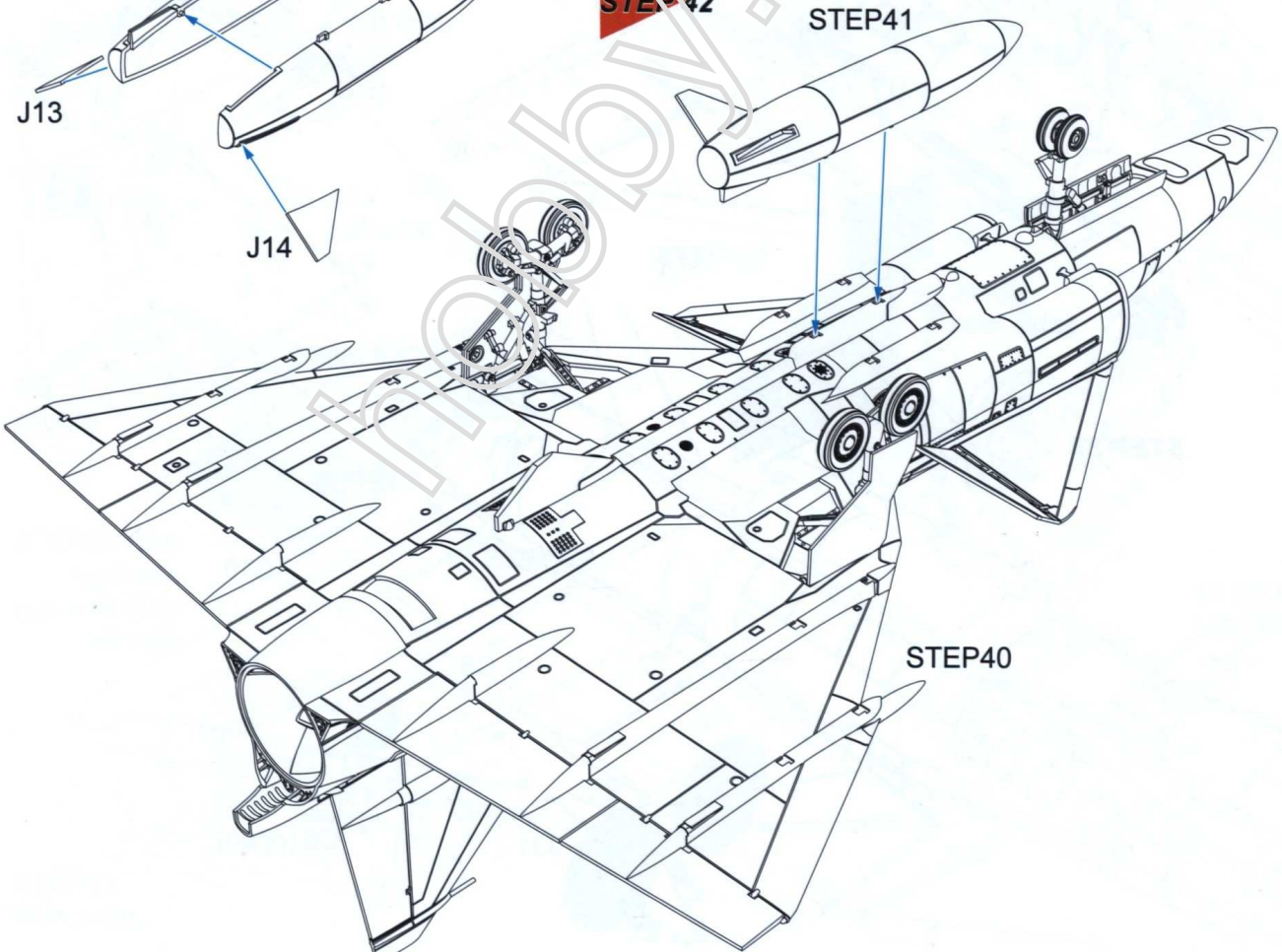
STEP 40



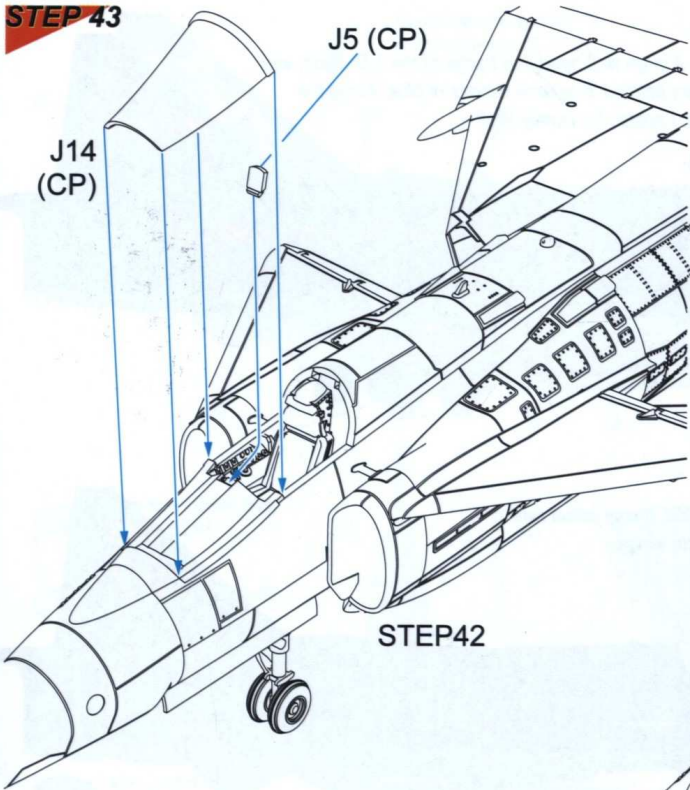
STEP 41



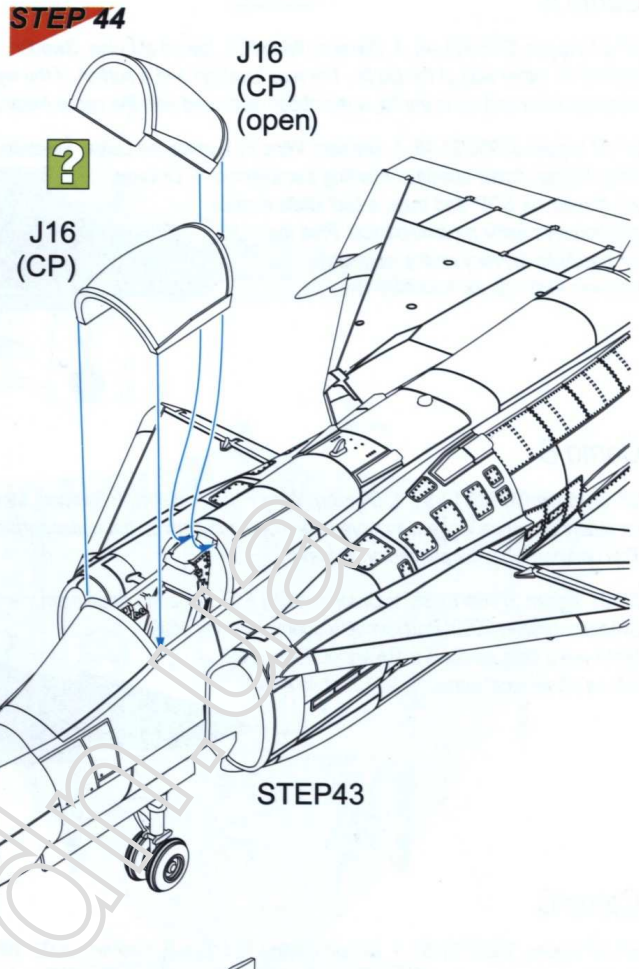
STEP 42



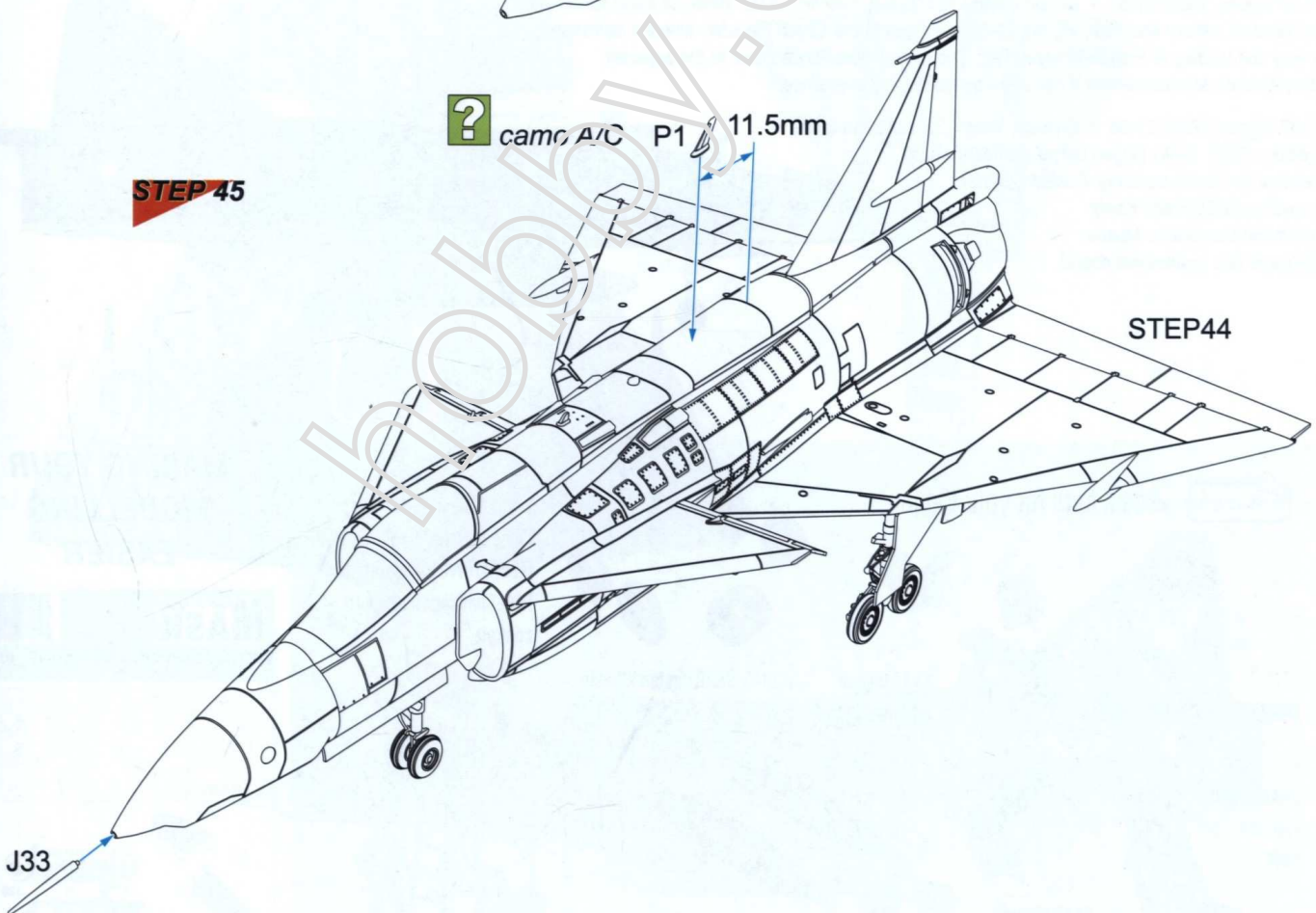
STEP 43



STEP 44



STEP 45

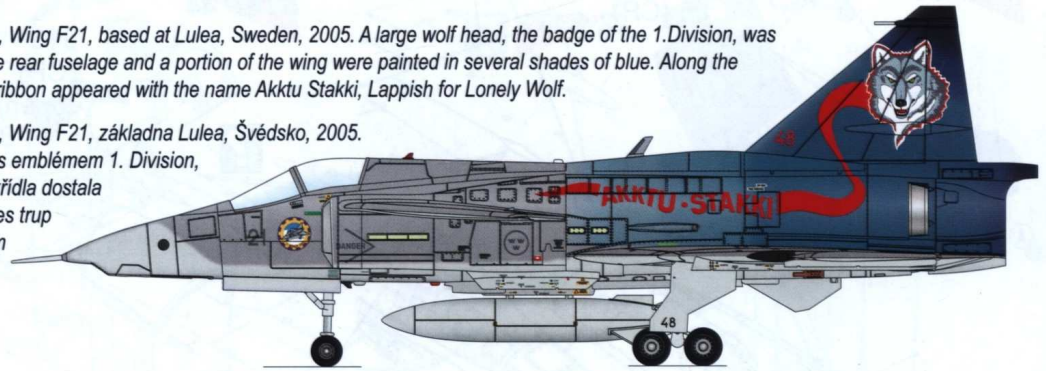


Camo A

SF-37 Viggen 37950/21-48, 1. Division, Wing F21, based at Lulea, Sweden, 2005. A large wolf head, the badge of the 1. Division, was painted on either side of the tail fin. The rear fuselage and a portion of the wing were painted in several shades of blue. Along the fuselage sides and up to the fin, a red ribbon appeared with the name Akktu Stakki, Lappish for Lonely Wolf.

SF-37 Viggen 37950/21-48, 1. Division, Wing F21, základna Lulea, Švédsko, 2005.

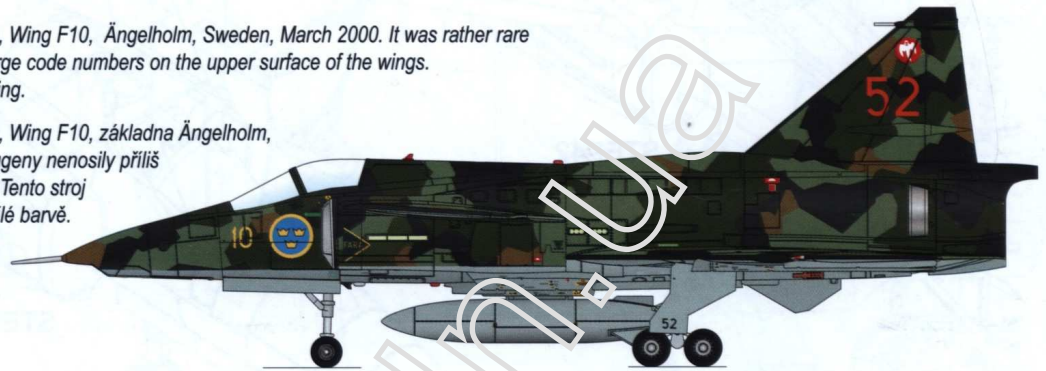
Tento Viggen dostal speciální marking s emblémem 1. Division, vlčí hlavou, na SOP. Zád' trupu a část křídla dostala přechodový nástřik modrou barvou. Přes trup byl nastříkán červený pruh s laponským nápisem Akktu-Stakki (osamělý vlk).



Camo B

SF-37 Viggen 37960/10-52, 1. Division, Wing F10, Ängelholm, Sweden, March 2000. It was rather rare for reconnaissance Viggens to wear large code numbers on the upper surface of the wings. This one had white 52 painted on its wing.

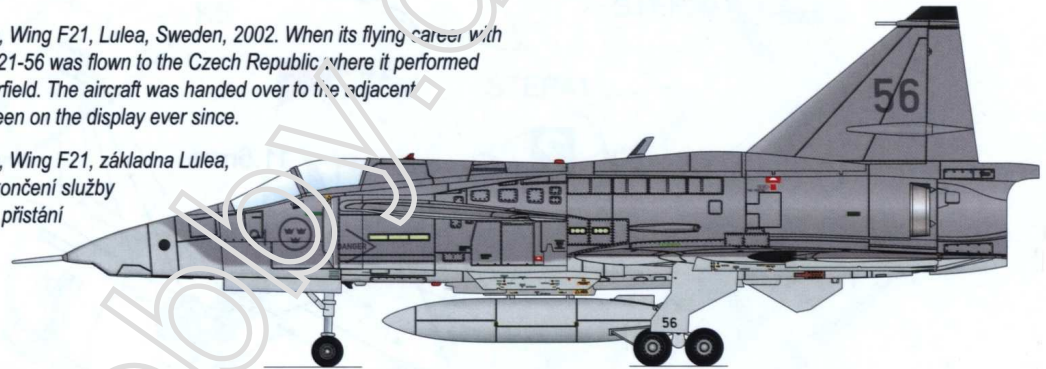
SF-37 Viggen 37960/10-52, 1. Division, Wing F10, základna Ängelholm, Švédsko, březen 2000. Průzkumné Viggenny nenosily příliš často velká čísla na horní ploše křidel. Tento stroj měl na křídle nastříkanou číslici 52 v bílé barvě.



Camo C

SF-37 Viggen 37957/21-56, 1. Division, Wing F21, Lulea, Sweden, 2002. When its flying career with the Swedish military was over, Viggen 21-56 was flown to the Czech Republic where it performed its very last landing at Prague-Kbely airfield. The aircraft was handed over to the adjacent Kbely Aviation Museum where it has been on the display ever since.

SF-37 Viggen 37957/21-56, 1. Division, Wing F21, základna Lulea, Švédsko, 2002. Tento Viggen byl po ukončení služby přelétnut do České republiky. Poslední přistání provedl na letišti Praha Kbely. Byl předán Leteckému Muzeu Kbely a je tam vystavován dosud.



CMR Resin sets for your Viggen

Q72343
SAAB Viggen Thrust Reverser

Q72344
SAAB Viggen Air Brake Set

Q72345 SAAB Viggen Wheels

Q72346
SAAB Viggen Ejection Seat

Q72347
SAAB Viggen Ram Air Turbine (RAT)

7328
Bofors m/70 Rocket pod (2 pcs)

F72352 SK-37/SK-37E
Viggen Instructor / Operator (seated in rear cockpit) and Pilot Climbing Ladder into cockpit

**MAKING YOUR
MODELLING
EASIER**

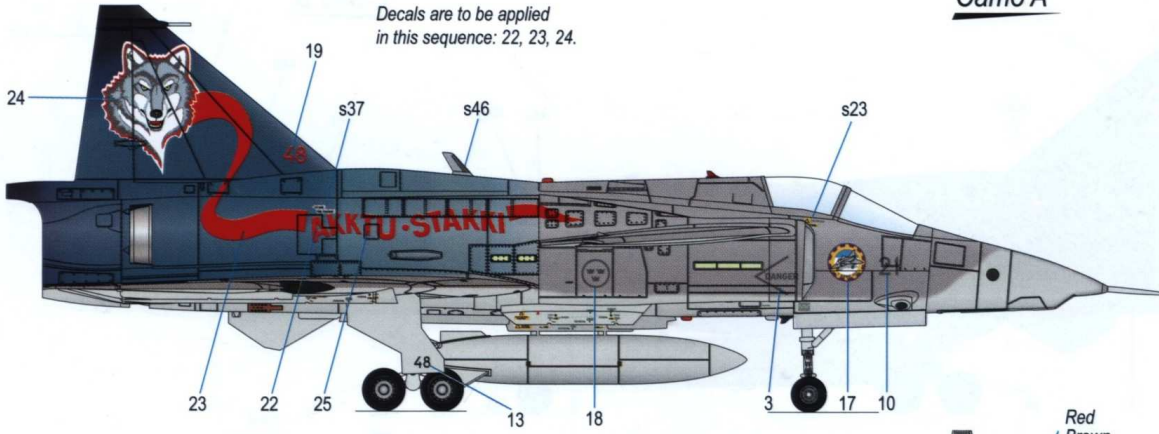
Special MASK

M72002 SAAB AJS 37 Viggen 1/72
For Special Hobby kits

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Camo A

Decals are to be applied in this sequence: 22, 23, 24.



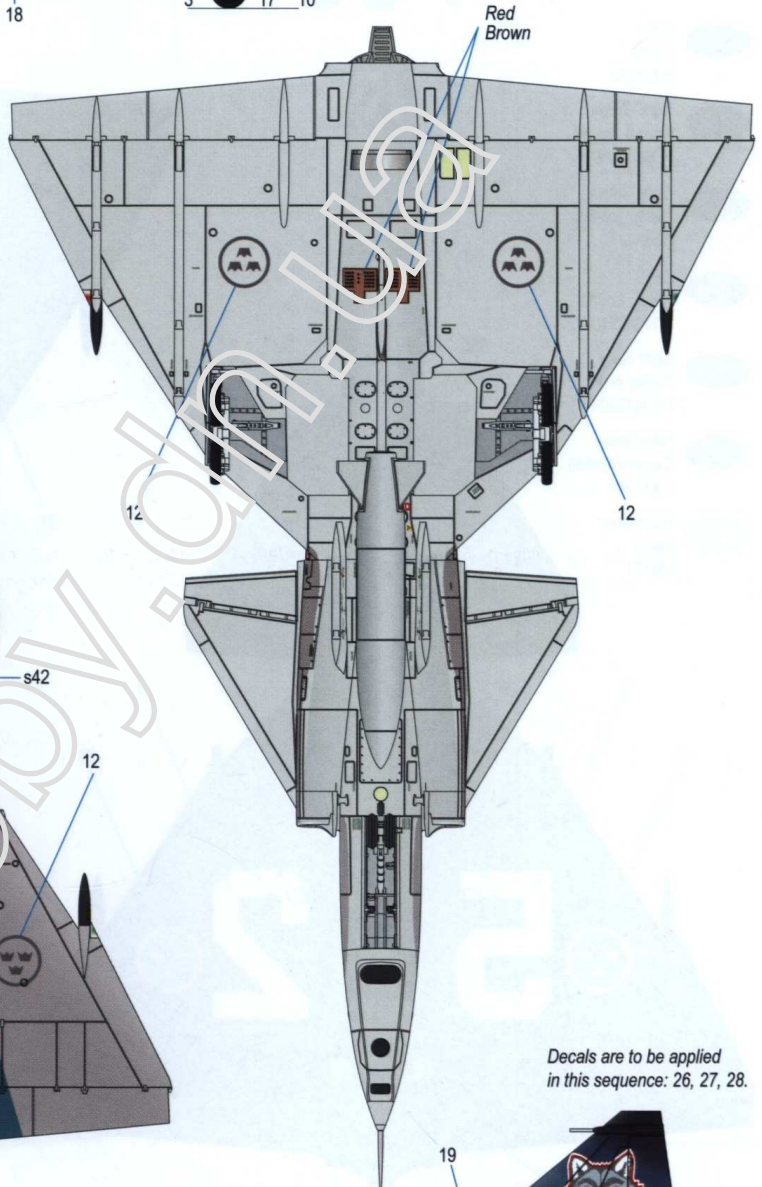
Dark Grey / tmavě šedá
mörkgrå 033M
H306/C306

Light Grey / světle šedá
grå 032M
H51/C11

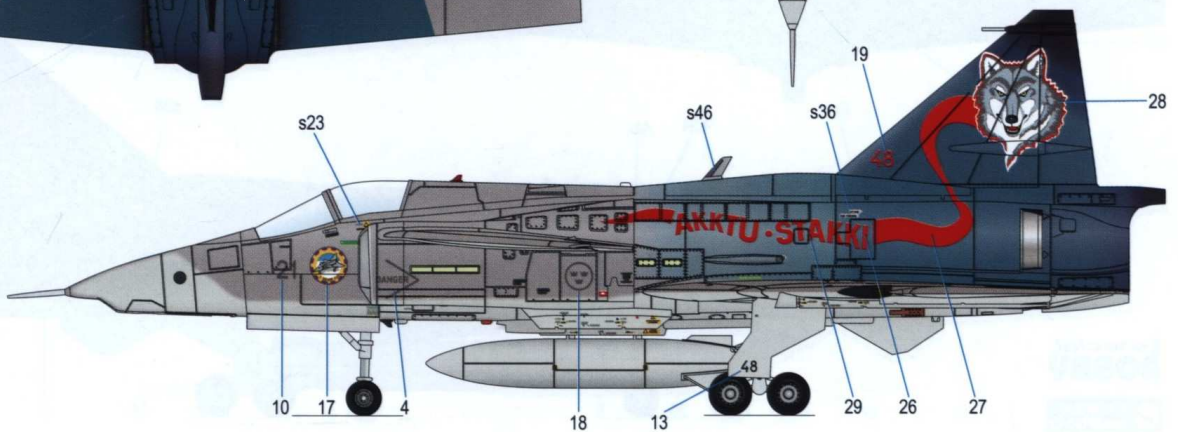
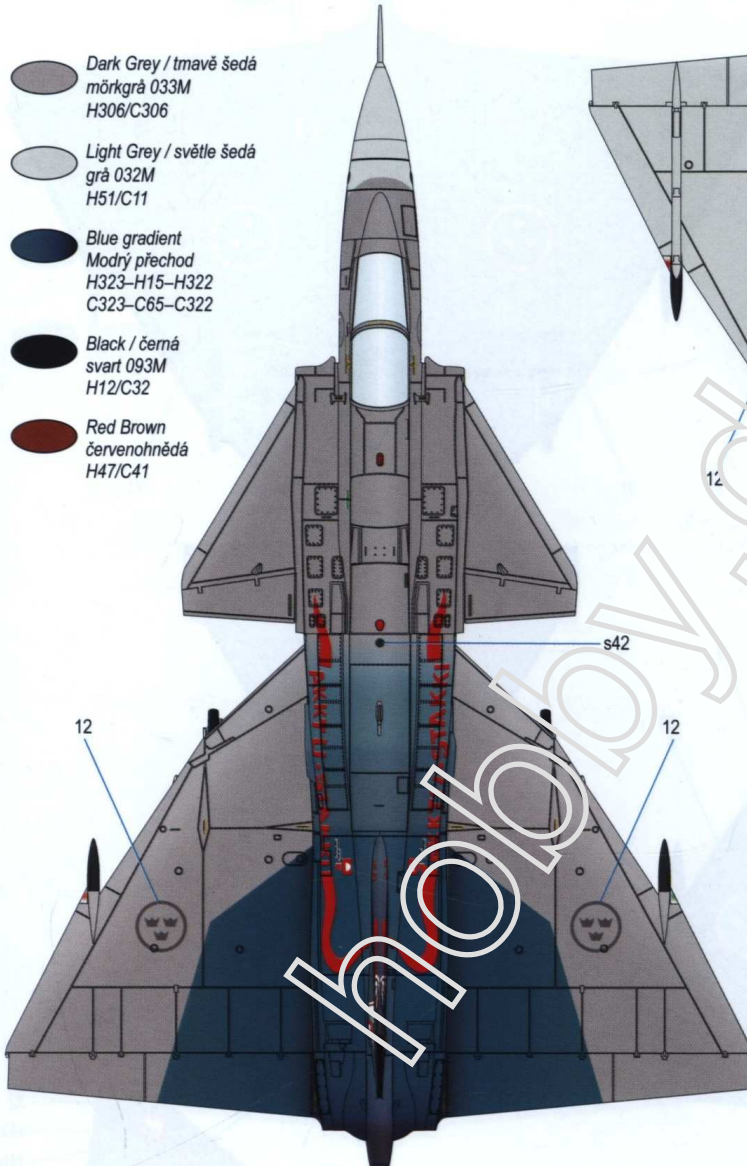
Blue gradient
Modrý přechod
H323-H15-H322
C323-C65-C322

Black / černá
svart 093M
H12/C32

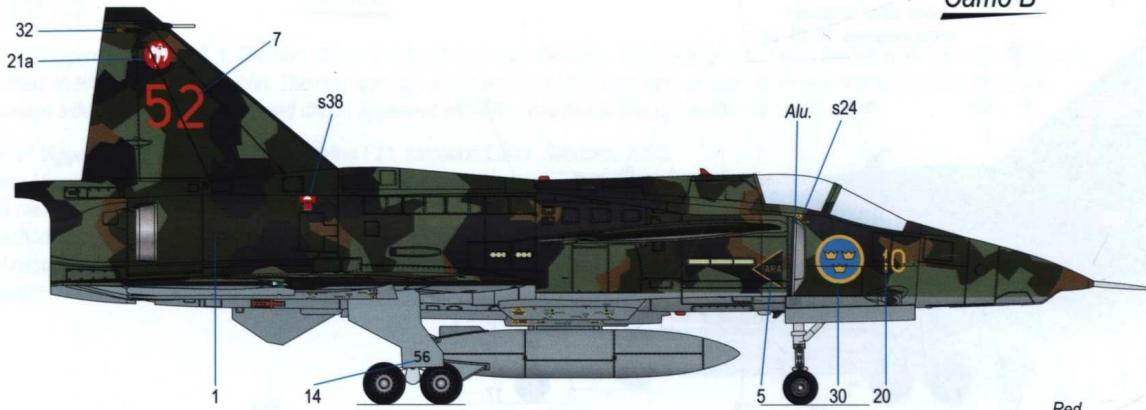
Red Brown
červenohnědá
H47/C41



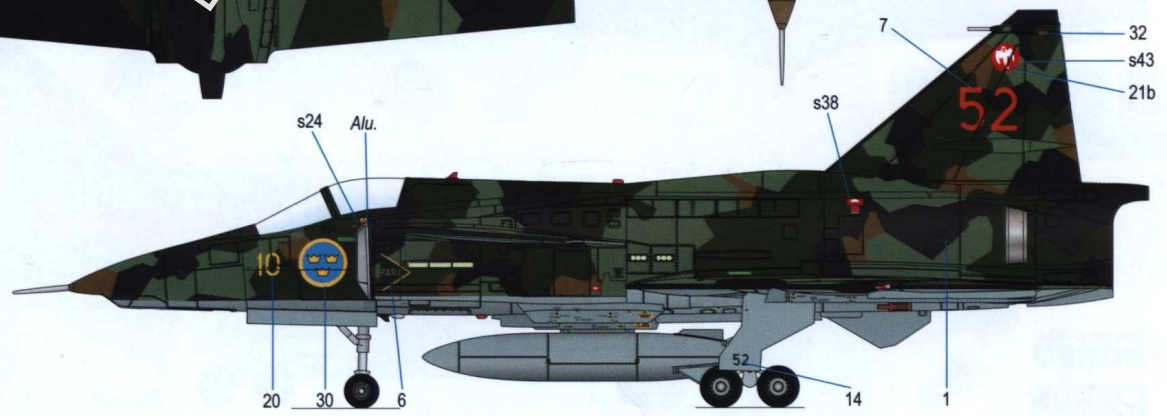
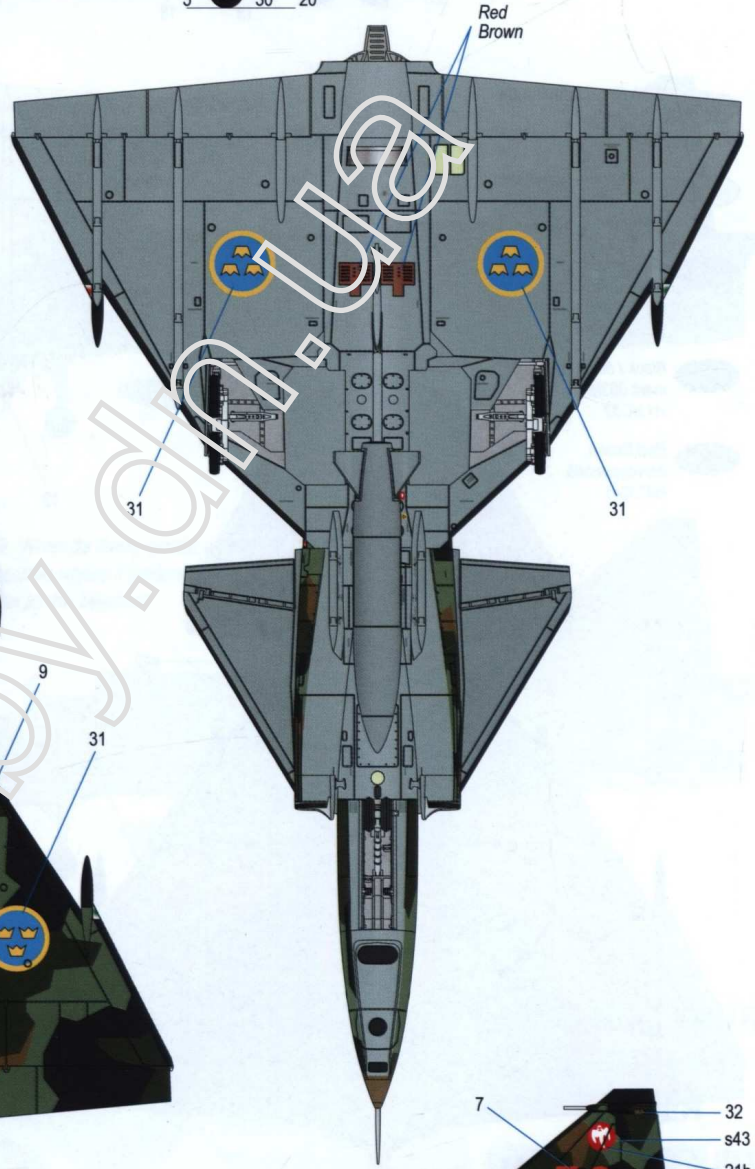
Decals are to be applied in this sequence: 26, 27, 28.



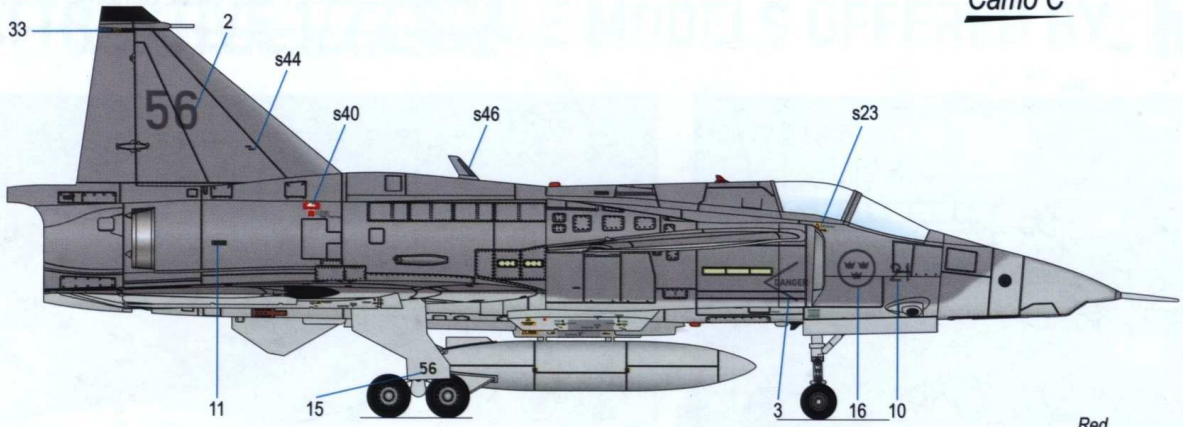
Camo B



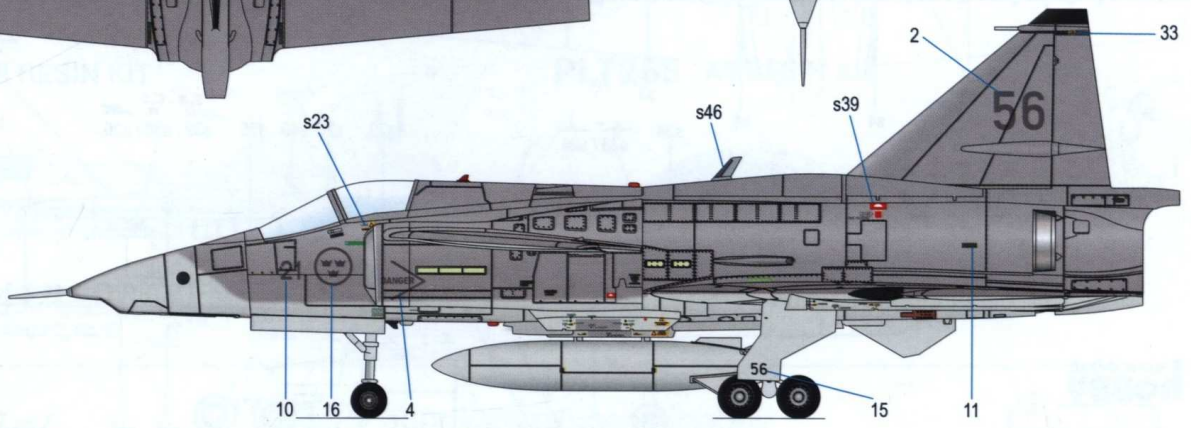
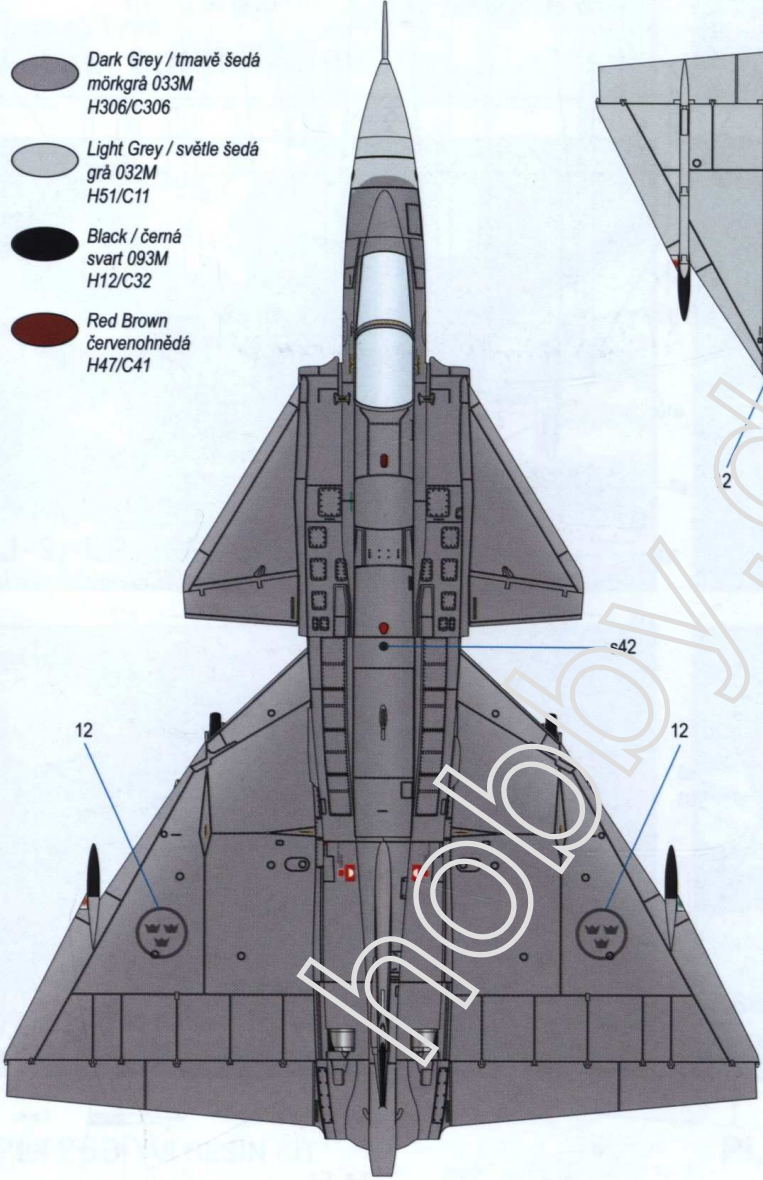
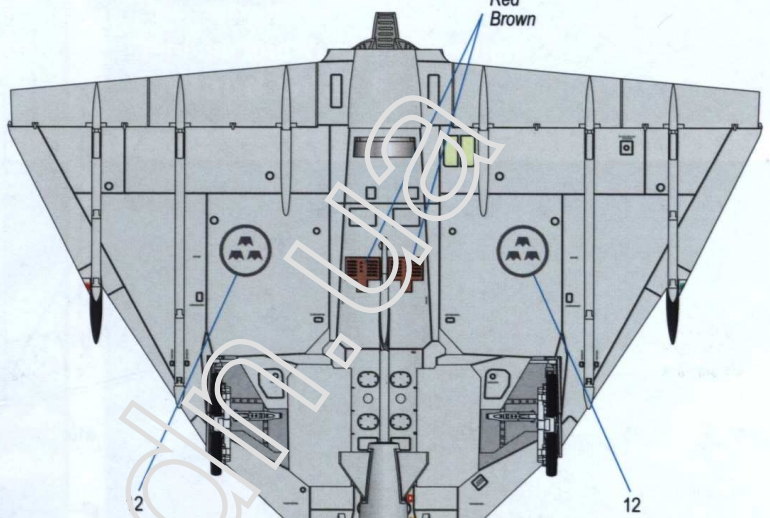
-  Black
Černá
H12/C32
-  Dark Green
Tmavě zelená
H309/C309
-  Light Green
Světle zelená
H58/C27
-  Tan
Světle hnědá
H310/C310
-  Light Grey
Světle šedá
H308/C308
-  Red Brown
Červenohnědá
H47/C41
-  Aluminium
Hliník
H8/C8



Camo C



-  Dark Grey / tmavě šedá
mörkgrå 033M
H306/C306
-  Light Grey / světle šedá
grå 032M
H51/C11
-  Black / černá
svart 093M
H12/C32
-  Red Brown
červenohnědá
H47/C41



Universal Stencil Placement Scheme

(note: some stencils may have not been used on your chosen machine, always check photos and marking schemes)

