



TARANGUS



TA4802

The Saab 32 Lansen (meaning the Lance) was a two-seater, high transonic aircraft produced by SAAB from 1955 to 1960 for the Swedish Air Force (Flygvapnet).

This model depicts the J32B Lansen, the all-weather fighter version.

The Flygvapnet had long relied on foreign equipment for its all-weather interceptors. However, a special version of the Lansen was developed to replace the ageing J33 de Havilland Venoms that were serving as all-weather fighters at the time.

The fighter version of the Lansen received a more powerful engine (the RM6A, with 40% more thrust), improved armament (four 30mm cannons replacing the 20mm cannons in the A32A) and improved avionics. The J32B was delivered to four air wings, F1 in Västerås, F4 in Östersund, F12 in Kalmar and F21 in Luleå. In active service, it was replaced by later versions of the J35 Draken.

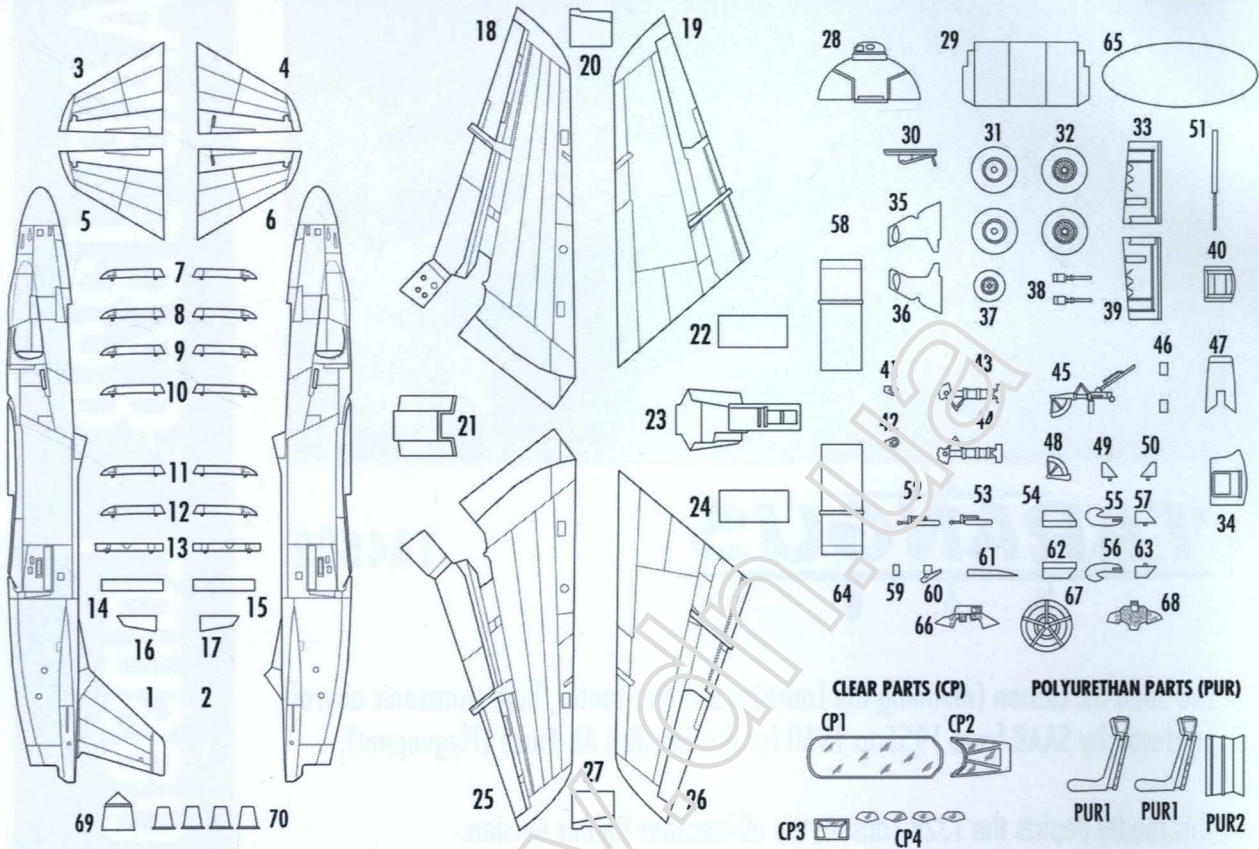
After its career on the front line, it remained in service with the Flygvapnet for close to 40 more years, being used as target tug (J32D) and for electronic warfare (J32E). The J32 Lansen is nowadays an important part of the Swedish Air Force Historical Wing, but is still occasionally called upon by the Swedish government to collect radiation samples.

SAAB J32B Lansen

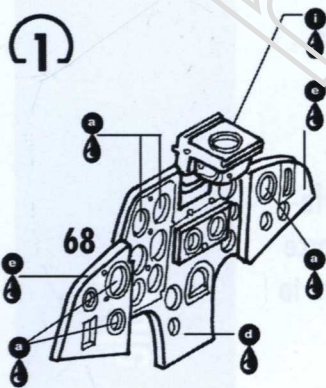
Scale 1/48

SAAB J32B Lansen

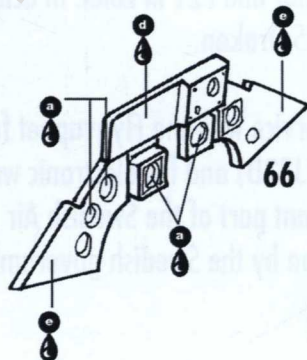
Scale 1/48



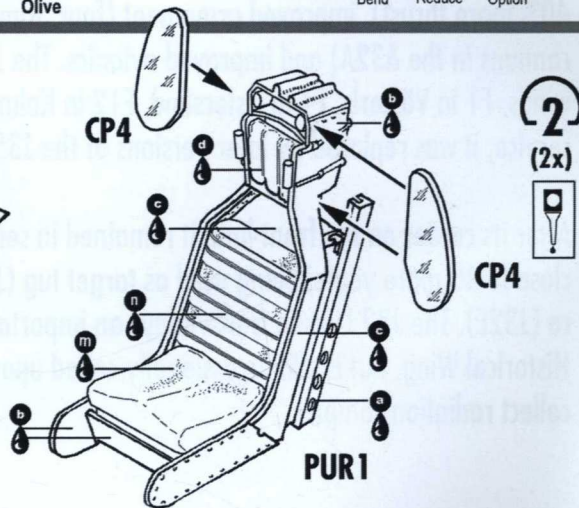
Black	Interior Grey	Aluminium	Dark Green	Dark Green-Grey	Brown	Tyres Black	Burn Iron	Chrome	Natural Metal	Light Grey	Grey	Leather (Brown)	Dark Olive	Cyanacrylate glue	Open hole	Remove
Bend	Reduce	Option														



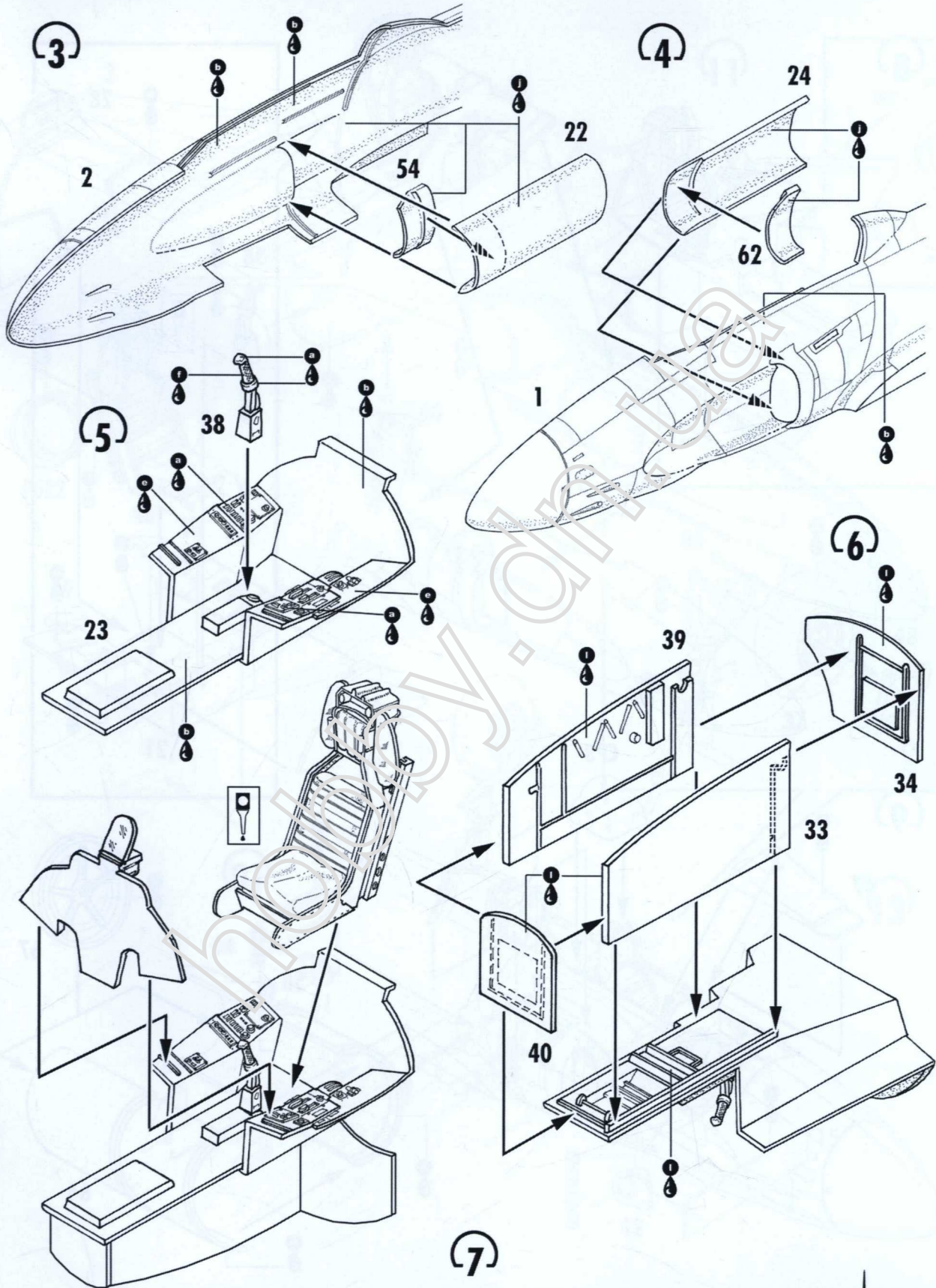
FRONT INSTRUMENT PANEL



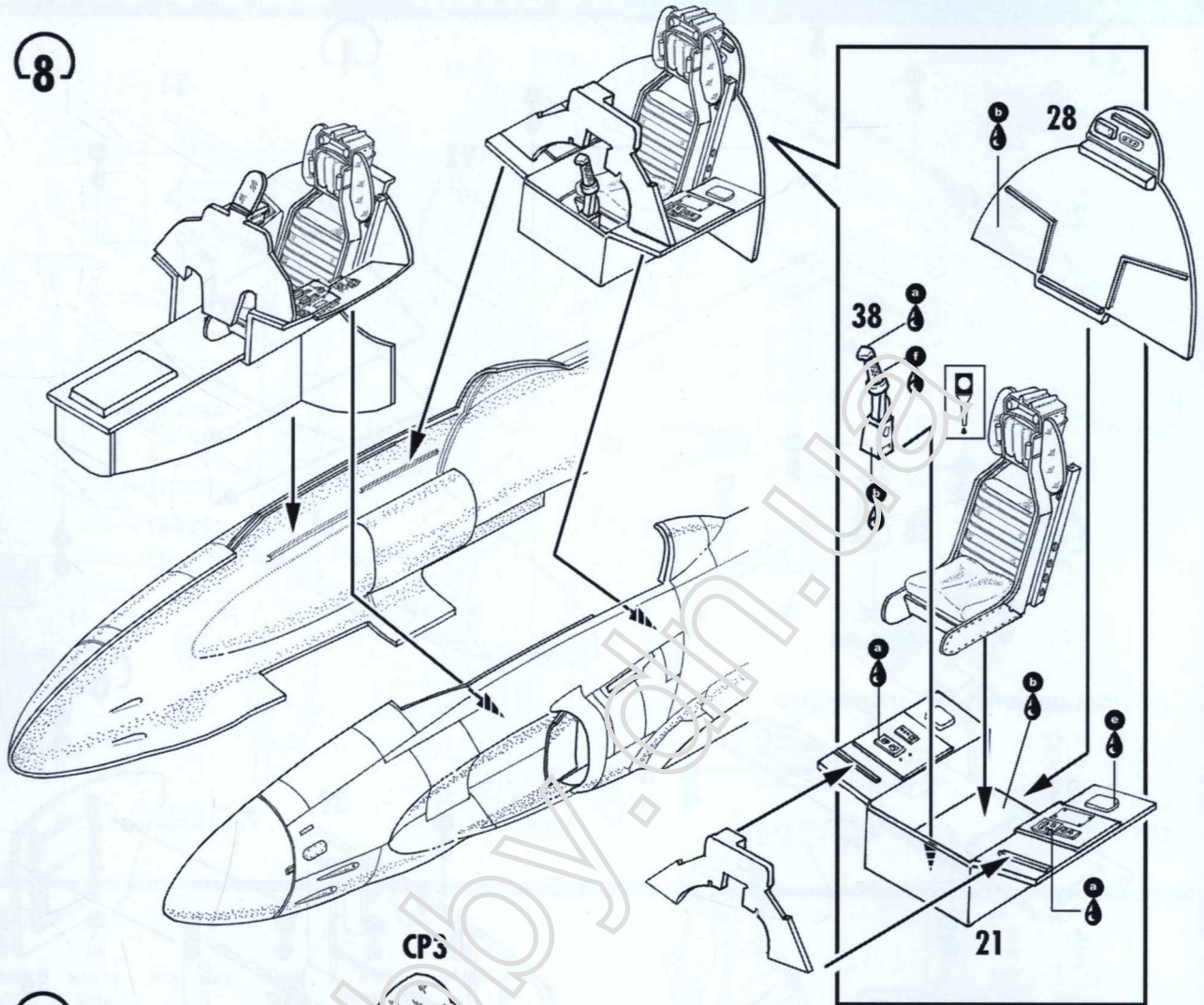
REAR INSTRUMENT PANEL



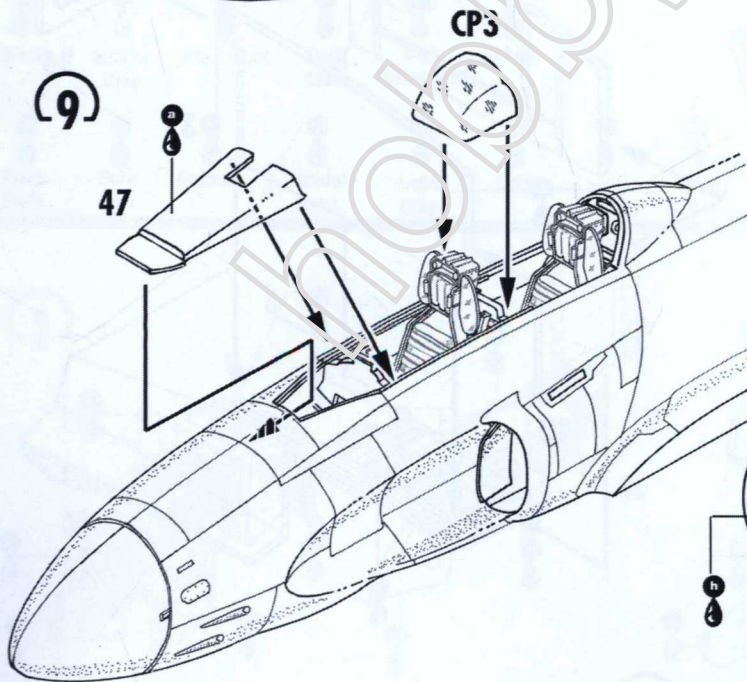
PUR1



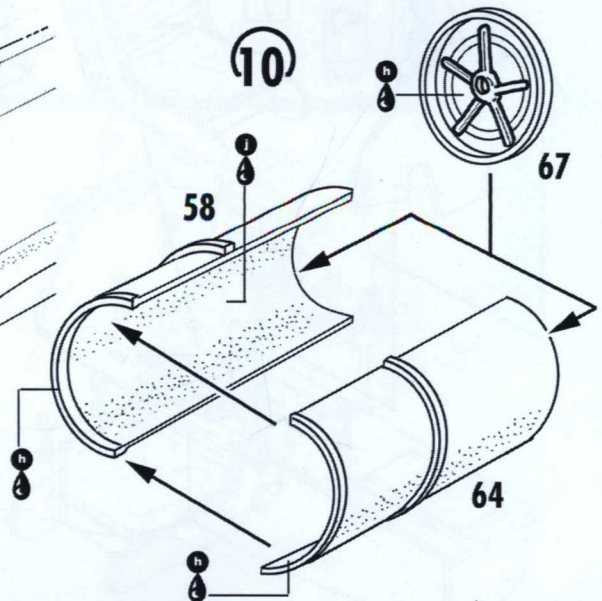
8

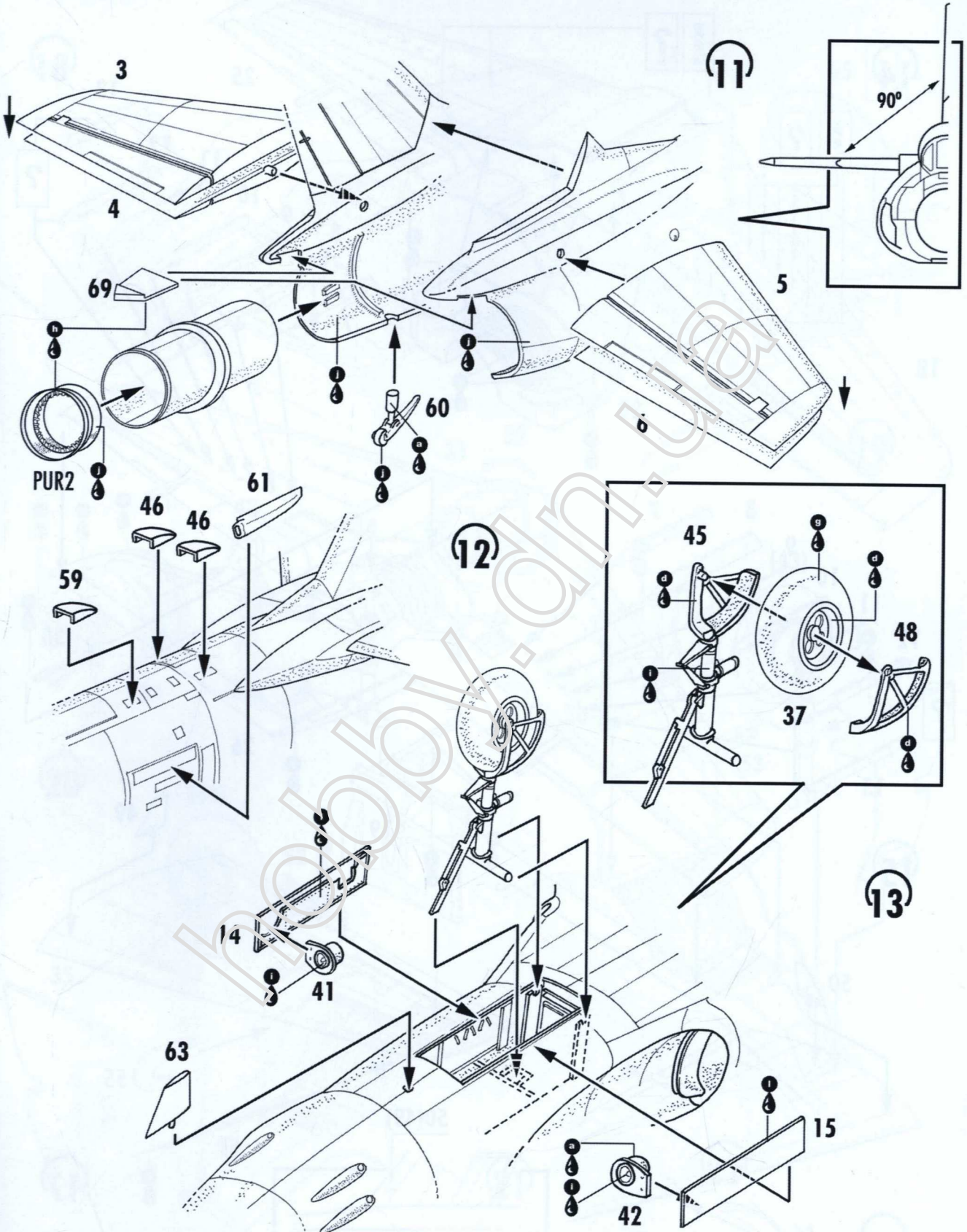


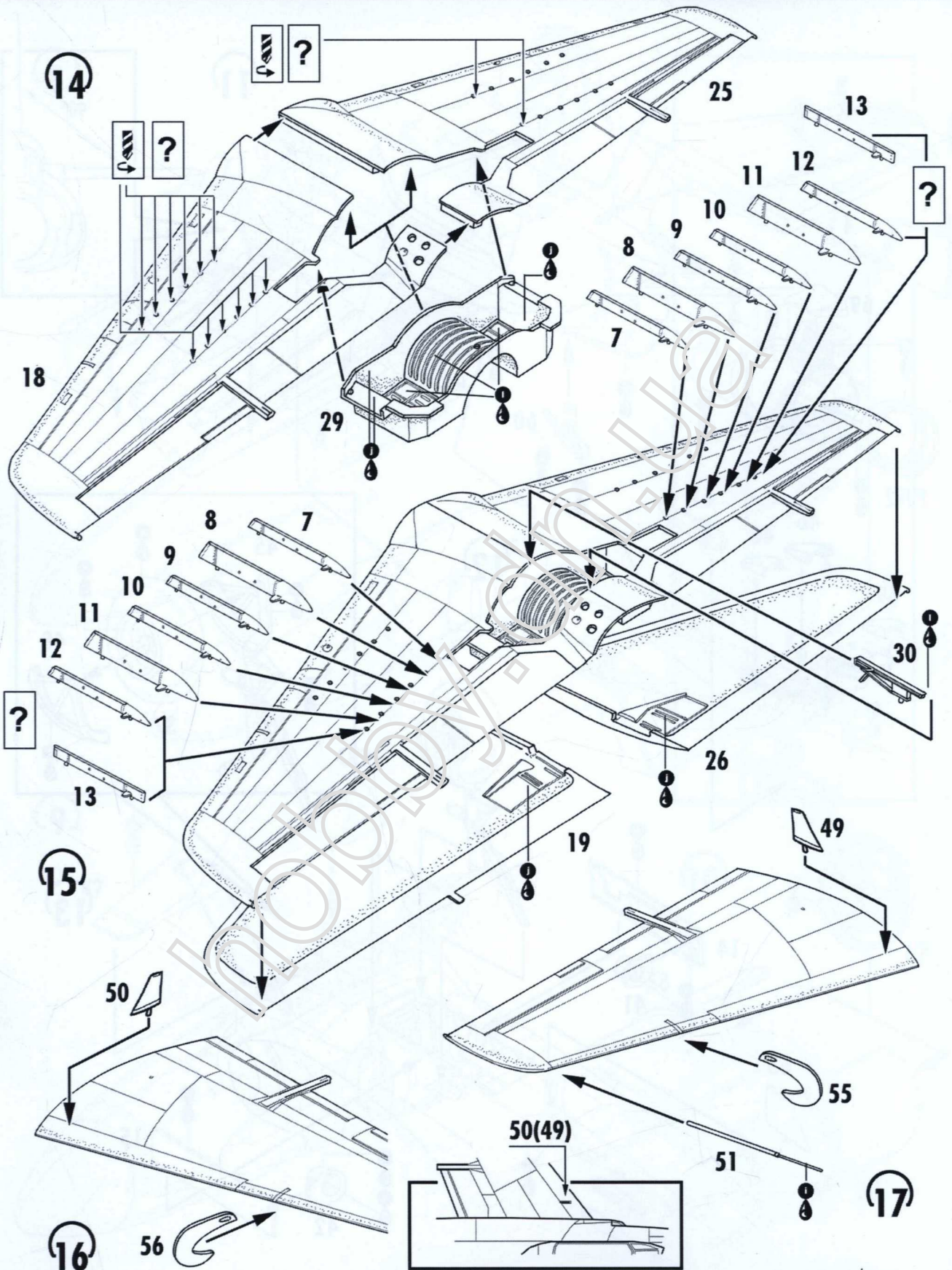
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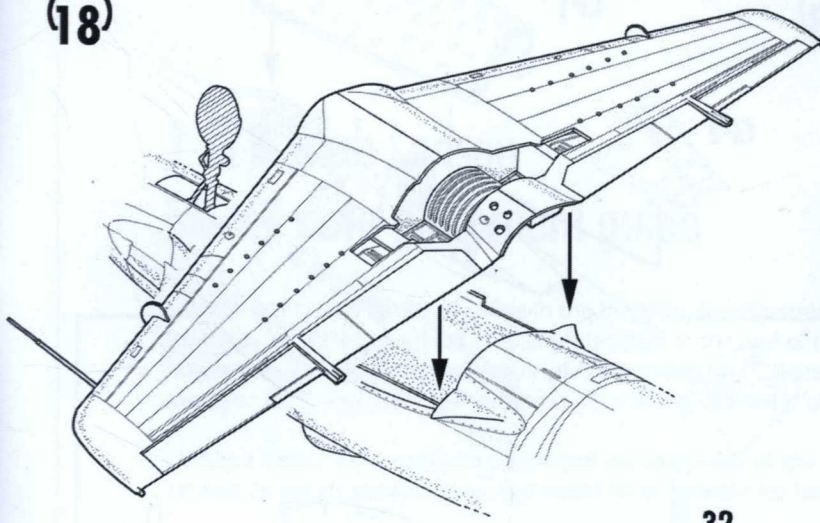
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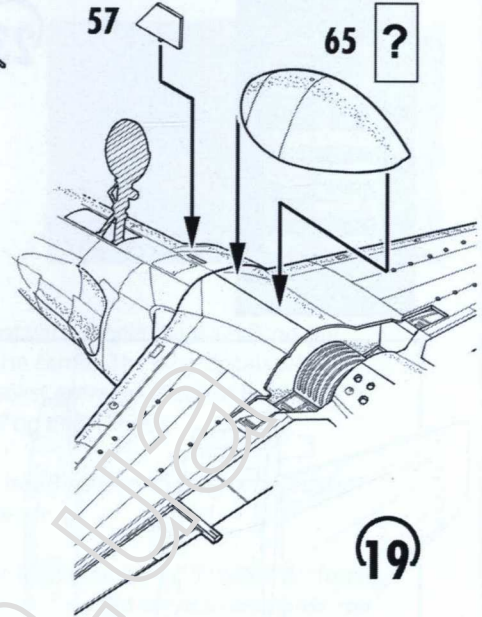


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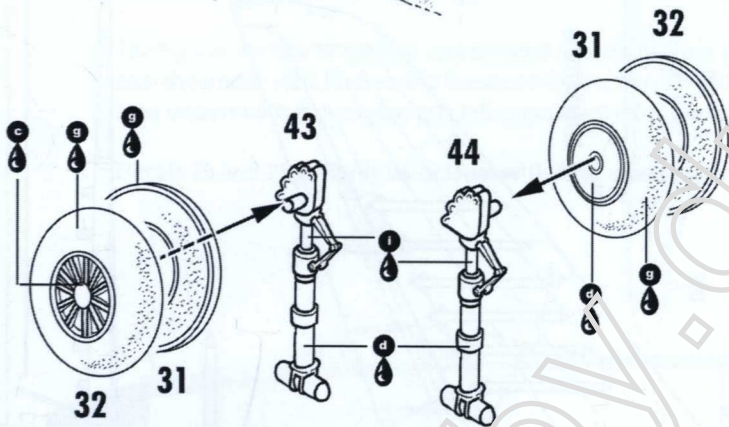


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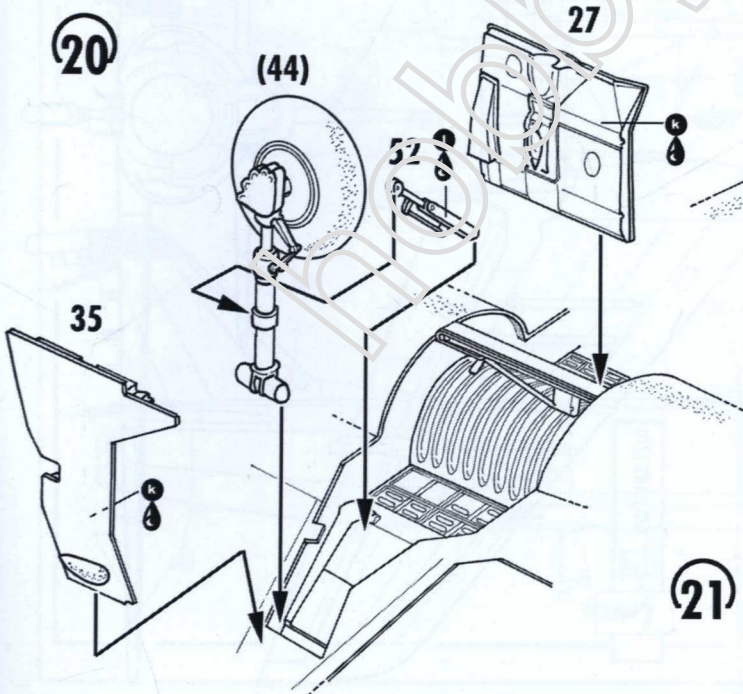
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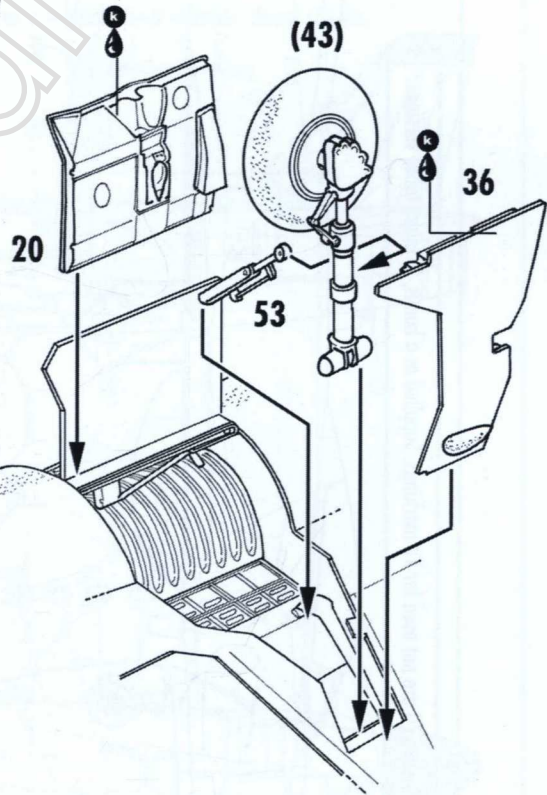
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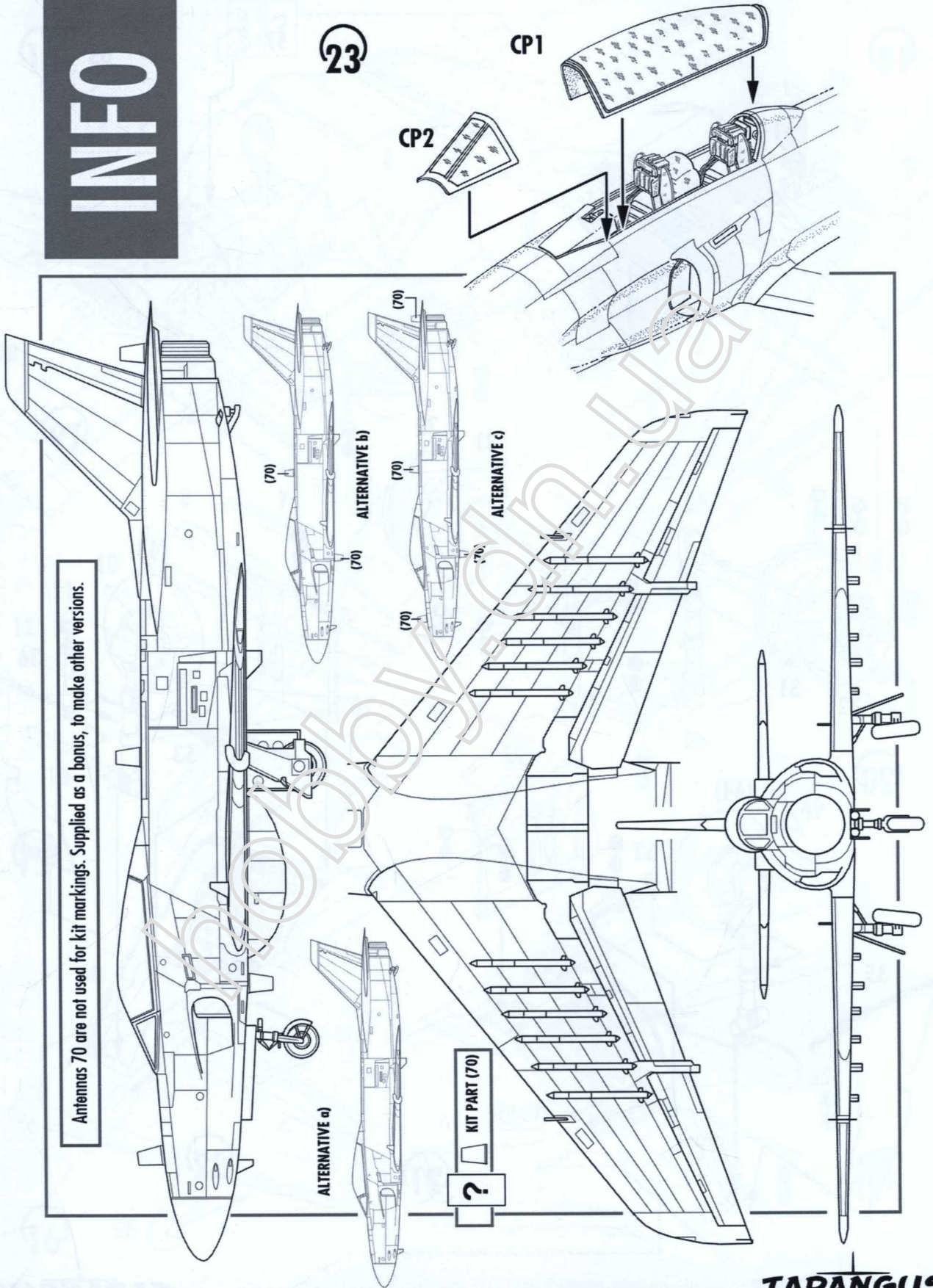
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INFO

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J 32B Saab Lansen Stencil data placement guide

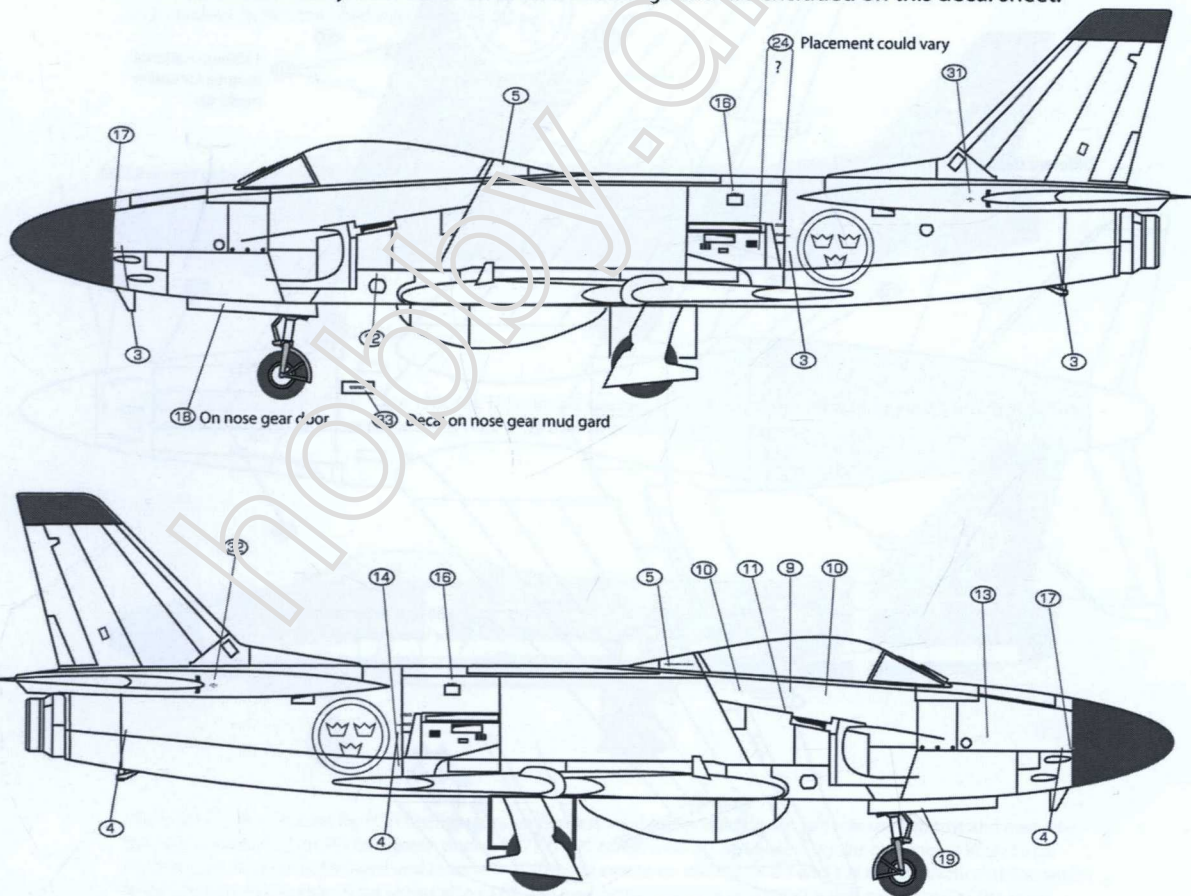


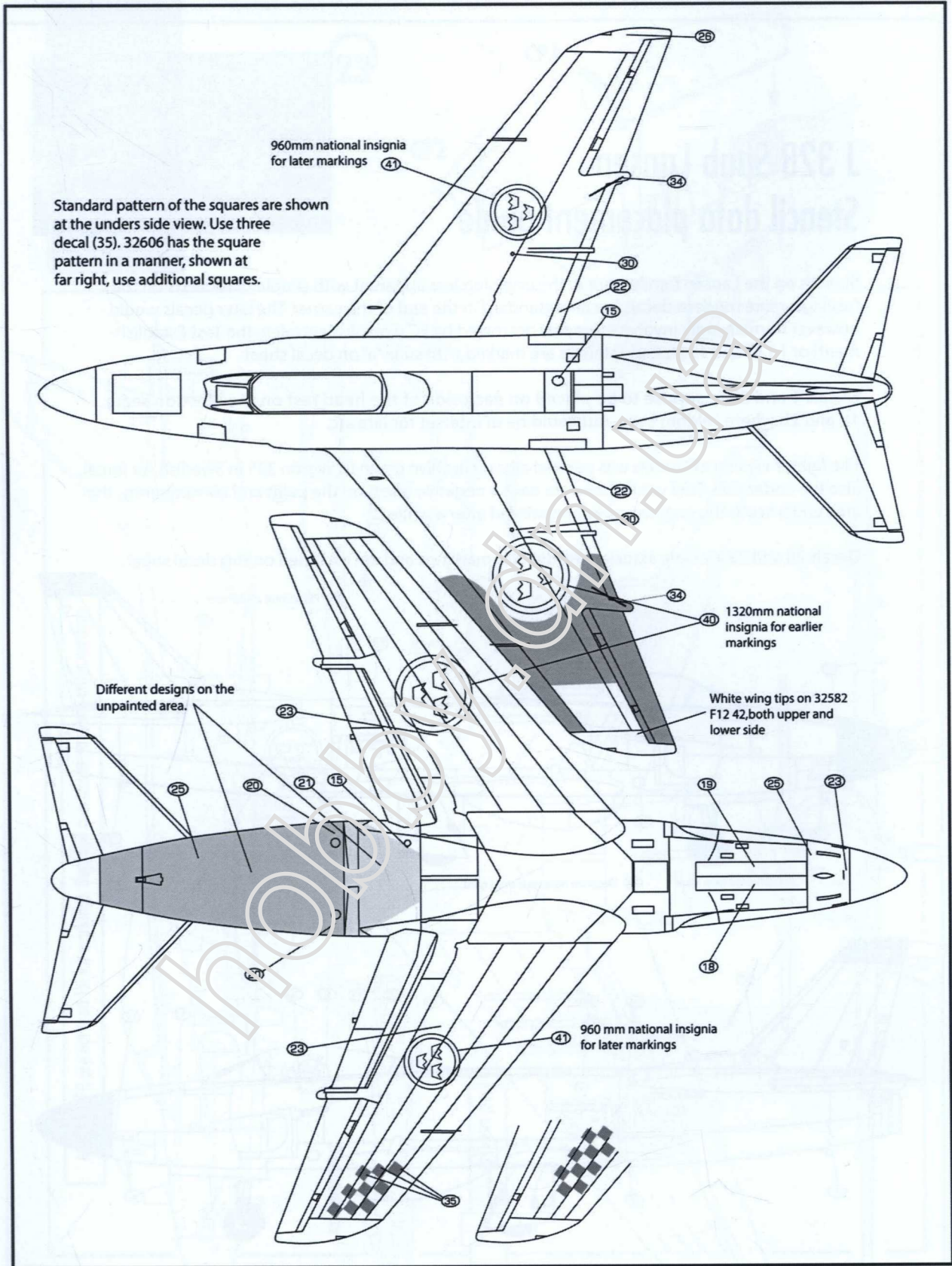
Stencils on the Lansen family were in the beginning less apparent with simple black texts on the fuselage, more modern decals became standard in the end of the carrier. The later decals would however normally only involve examples borrowed by FC (FörsöksCentralen (the Test Establishment) or J 32D and J 32E. Early stencils are marked with suffix "a" on decal sheet.

Decals 1 and 2 are suppose to be placed on each side of the head rest on the ejection seats. 1b and 2b where seldom seen, but could be of interest for late a/c.

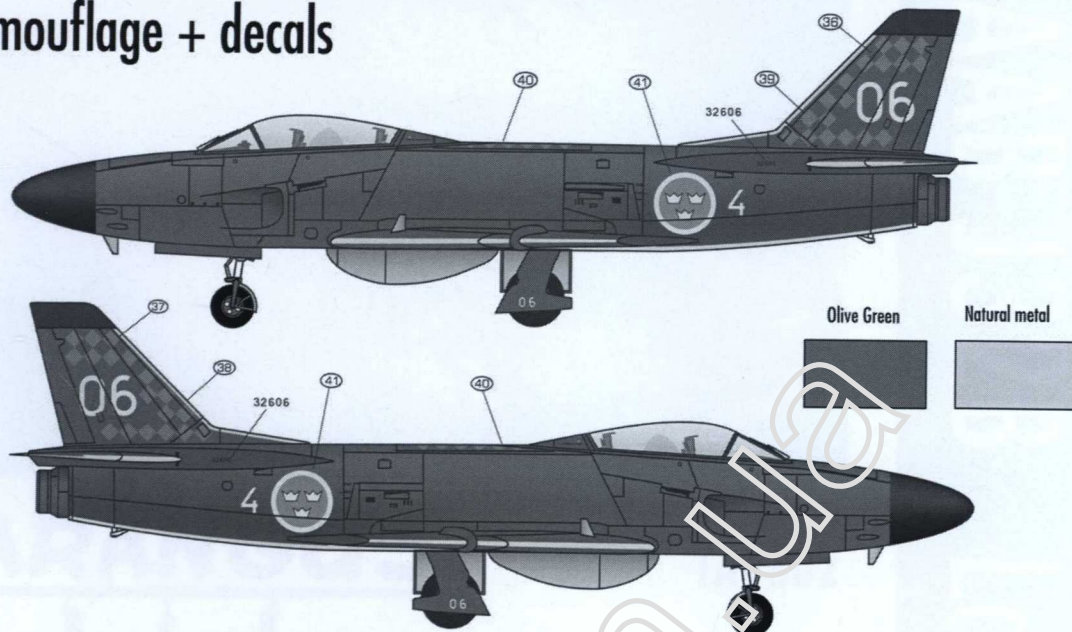
The fighter version of Lansen was painted all over in Olive green (Olivgrön 325 in Swedish Air force), also the under side. Fuel would however have a negative effect on the paint and consequently, the area underneath the engine was left unpainted after a while.

Decals 28 and 29 are only associated with later markings and are excluded on this decal sheet.

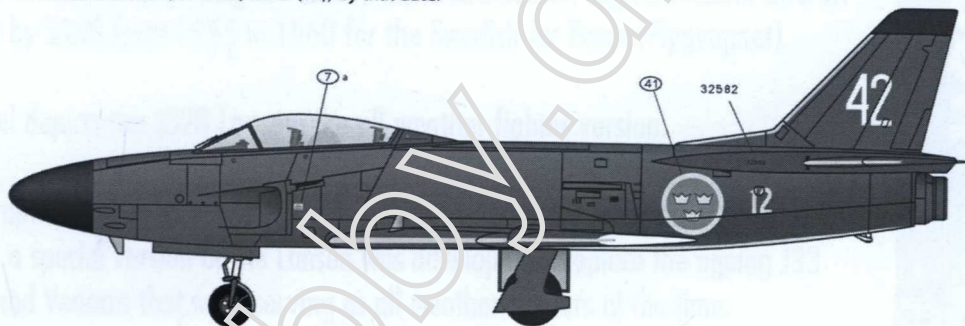




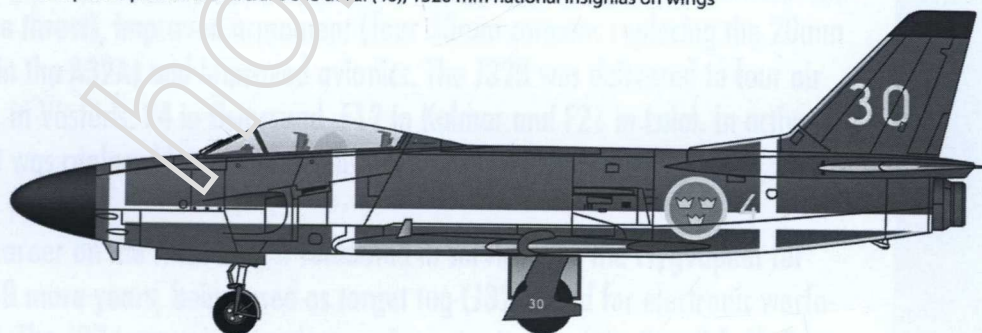
Camouflage + decals



J 32B, 32606, 06 - F4 Frösön During the autumn exercise in 1968, this aircraft (and) is still flying by the date of July 2012 and the "Ö68 square pattern" is according to that scheme. National insignias on wings is today 1320 mm decal (40) and is likely to be the same back in 1968 even if they were supposed to be changed to a smaller size (960 mm, decal (41)) by that date.



J 32B, 32582, 42 - F12 Kalmar. Late 1960s. This aircraft crashed 11th of May 1969. White wing tips, pattern according to top view plan of the aircraft. Use decal (40), 1320 mm national insignias on wings



J 32B, 32570, 06 - F4 used by FC (Försökscentralen the Test establishment). This aircraft was used to test and evaluate the new parachute (Fask54) for Lansen during 1971-09-25 to 1972-06-20. National insignias on wings is likely to be 960 mm size, decal (41). Forward and rear vertical stripe seams to be 250 mm wide and the middle vertical stripe seams to be 350 mm. Horizontal stripe seams also to be 250 mm. Notice that the rear stripe is painted on top of the serial number (32570), hence this is not visible.