



AJS/AJSF/AJSH37 Recce Viggen

The Saab 37 Viggen took to the skies for the first time on February 8th, 1967, in the hands of test pilot Erik Dahlström. However, the first studies that lead to the Viggen were conducted as early as 1952.

The Swedish Air Force (Flygvapnet) needed a replacement for its Lansen and Drakens, which at the time yet had to enter service. The aim was to produce a multirole fighter able to replace all different aircraft types in the inventory.

The Swedish strategy was at the time based on dispersion of the aircraft, and this meant that the new fighter had to be able to take off and land on 800m long strips of roads. Combined with requirements for high speed and good performance at all altitudes meant that Saab had to choose an unconventional design. A large delta wing provided good performance at high speeds and a canard wing provided positive lift which ensured good low speed handling.

The Viggen was powered by a single Volvo Flygmotor RM8, an engine developed from the civilian Pratt & Whitney JT8D. In order to ensure short landing distances, the aircraft was also equipped with a thrust reverser, enabling the Viggen to reverse on the ground.

Even though the Viggen was heavily promoted to other countries during the 1970s, including a version called the Saab 37 Viggen "Eurofighter" for the joint purchase of fighters for Norway, Denmark, Belgium and the Netherlands, it failed to have any export success. The Flygvapnet remained the only operator of the Viggen until the types retirement in 2007.

The Viggen was also developed in two reconnaissance versions, the SH 37 and the SF 37. Although externally similar to the AJ 37, the SH 37 had a more powerful radar for sea surveillance. It first flew in 1973 and deliveries of the 27 aircraft on order started two years later, when the SH 37 started replacing the S 32C Lansen.

The SF 37 was a photo reconnaissance platform, with seven different cameras able to take pictures in both daylight and at night. In order to accommodate the camera suite, the radar was deleted and instead it received a different nose to house the cameras. 28 aircraft were delivered between 1977 and 1980.

The recce Viggens were modified during the 1990s to the AJS standard, which gave the aircraft the possibility to perform some attack and fighter missions. In this guise, the AJSF 37 was selected for the Swedish Rapid Reaction Force (SWAFRAP) and received a new paint scheme (similar to the JA 37 Viggen fighter) and all titles in English.

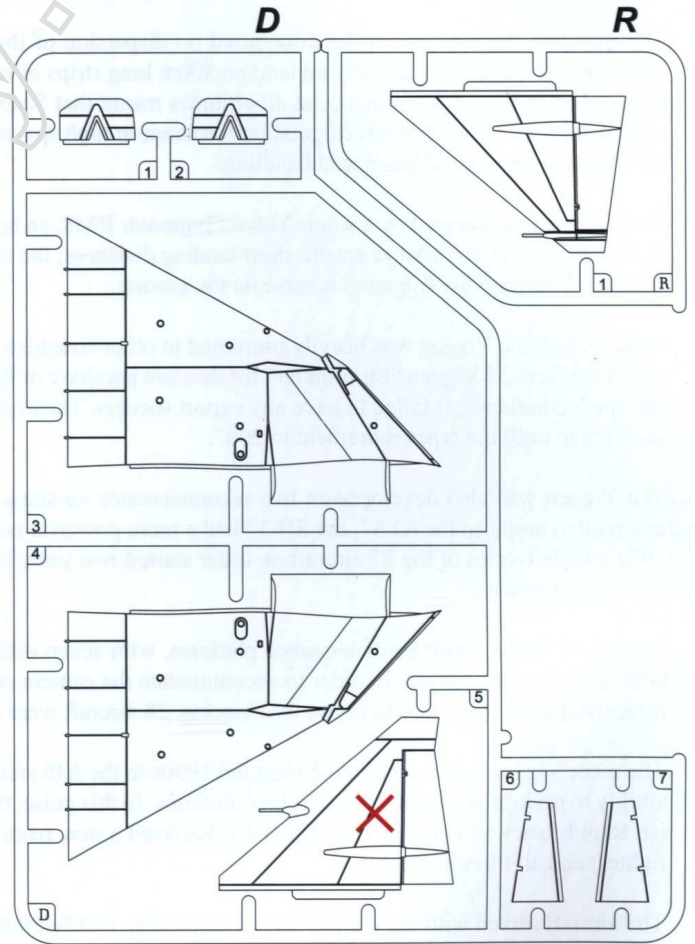
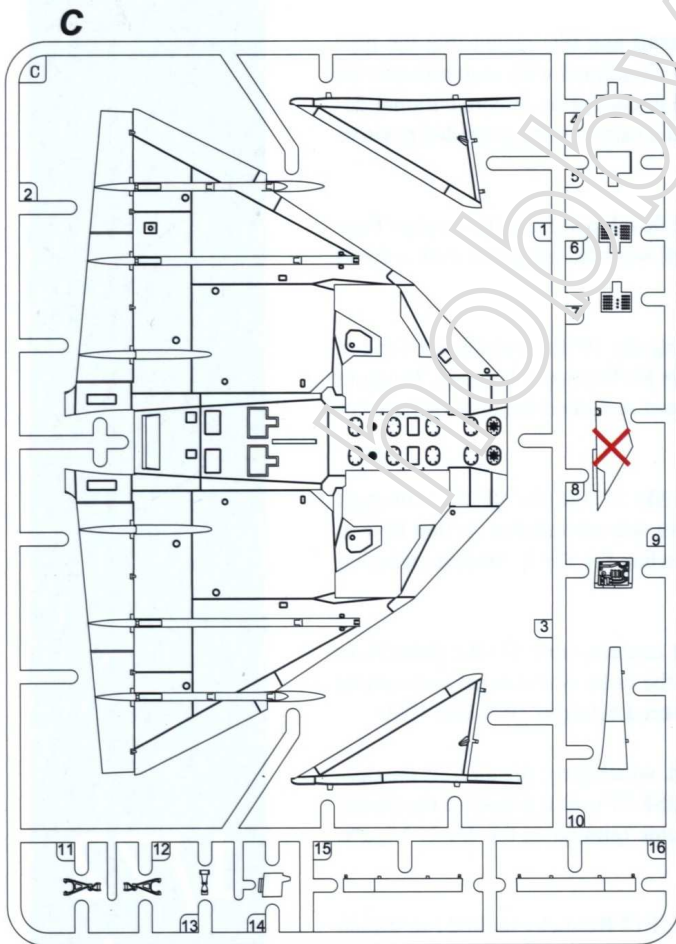
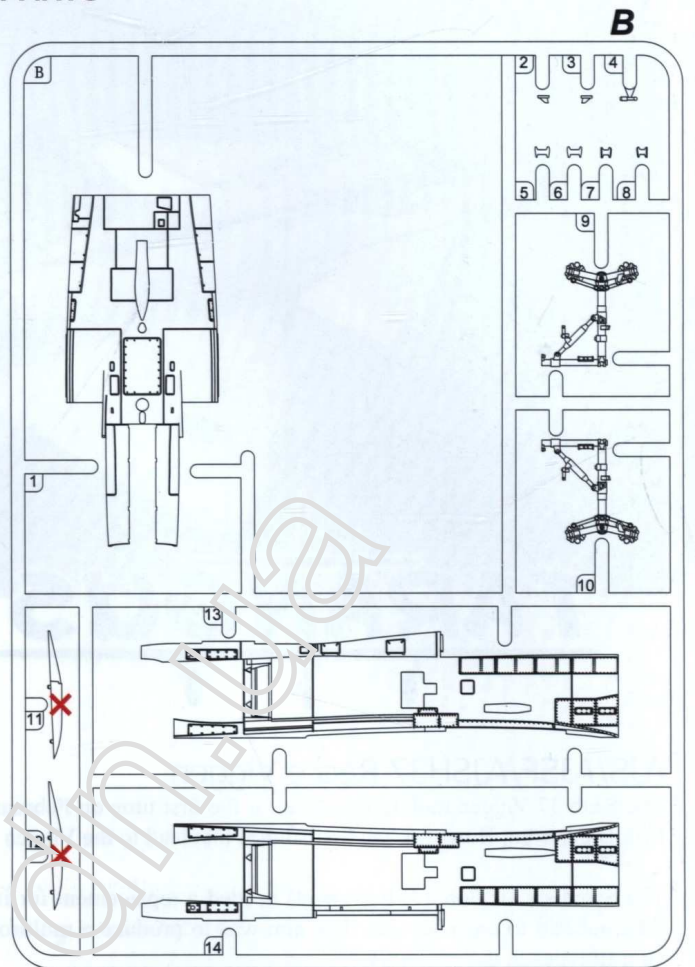
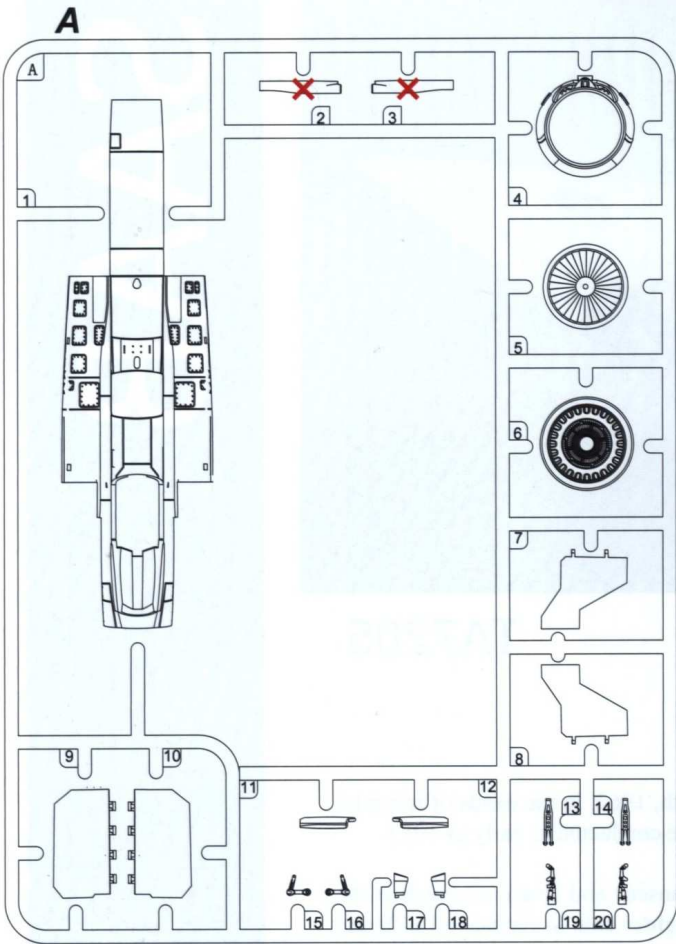
The aircraft served with the wings F10 in Ängelholm, F13 Norrköping, F17 Ronneby and F21 in Luleå.

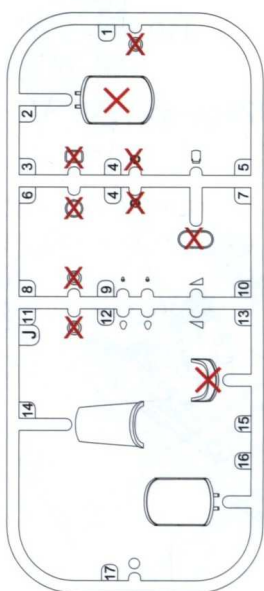
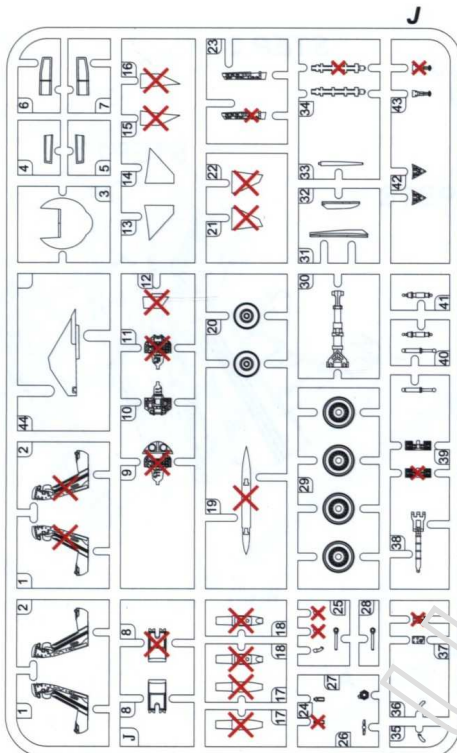
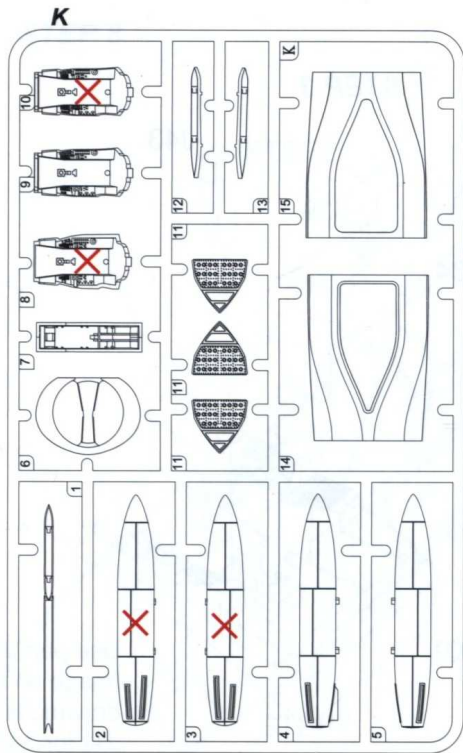
For more references, visit www.tarangus.se.

SAAB

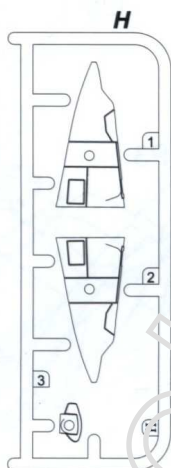
AJS/AJSF/AJSH37 Recce Viggen

1/72
scale





J (Clear Parts)
Do Not Use



Resin Parts

When building a Viggen version with NO camera nose, use the enclosed resin radar nose. Also, do NOT use the camera sight part number H3 and J1. And also not the clear parts for the camera nose, J2-11.



Resin parts CAN NOT be glued or attached with ordinary plastic cement. Use cyano acrylate or epoxy.

GENERAL INFORMATION

We suggest that you rinse the plastic parts with soap and water, to remove possible remains of release agents.

Plastic model glue and some model paints can be unhealthy to inhale. Make sure you have good ventilation in the building area.

This kit is not recommended for children under the age of 14 - if not accompanied by an assisting adult.

PAINTING

See profiles in the end of this booklet. The splinter camo was applied in a specified pattern so all Viggen were almost identical in appearance - at least when new! Some differences have been documented so check your references when building other decal versions than in the model kit. Aircraft colours faded and got weathered over the years.

A way to save some work when doing the splinter camo is using the camo paint mask set MMK7271 from www.maestro-models.com. They also have a lot of extra equipment on and around the Viggen aircraft and other Swedish subjects.

Gunze Sangyo acrylic:

Splinter camo:

Black	H-012
Dark Green	H-309
Light Green	H-058
Tan	H-310
Gray	H-308

Gray camo:

Gray	H-307
Gray	H-338

Mr.Paint laquer:

Splinter camo:

Black	MRP-176
Dark Green	MRP-177
Light Green	MRP-178
Tan	MRP-179
Gray	MRP-175

Gray camo:

Grå 032M	MRP-220
Mörkgrå 033M	MRP-221

Bare metal Viggen 37098

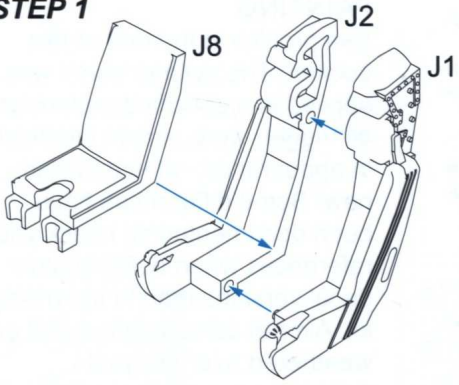
Use your favourite metallizer.

Interior colours (Gunze Sangyo)

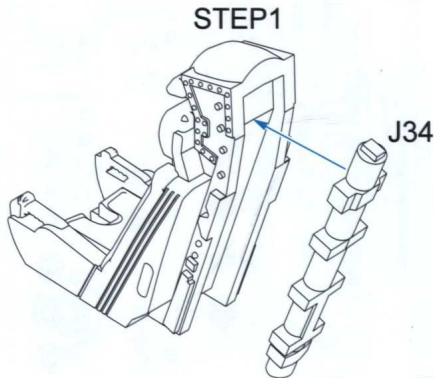
Cockpit interior grey	H-308
Seat cushions green	H-319
Pedals aluminum with black rubber details. Rudder stick handle black.	
Wheel wells are different tones of natural metal.	

See our website for detail photos.
www.tarangus.com

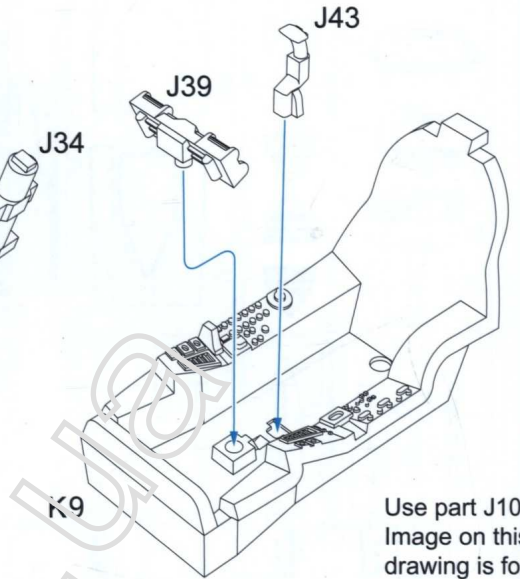
STEP 1



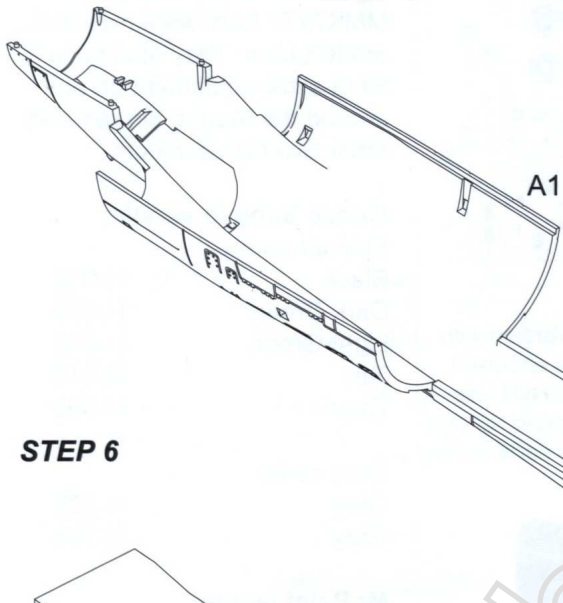
STEP 2



STEP 3

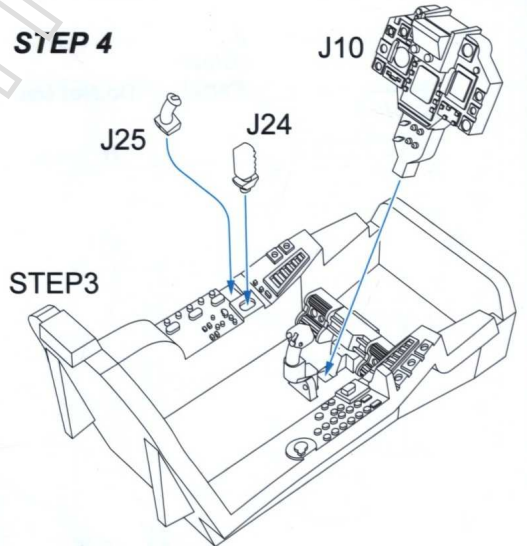


STEP 5

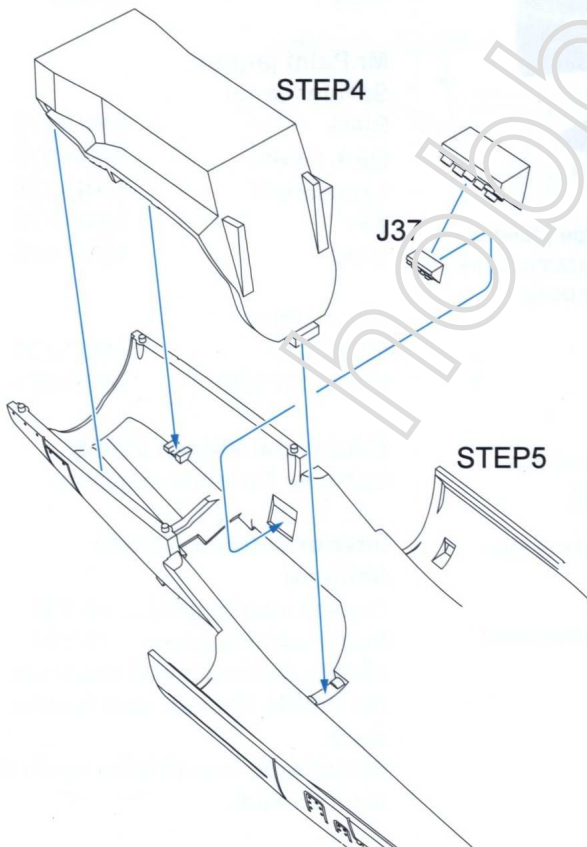


Use part J10.
Image on this
drawing is for
J11 for JA37.

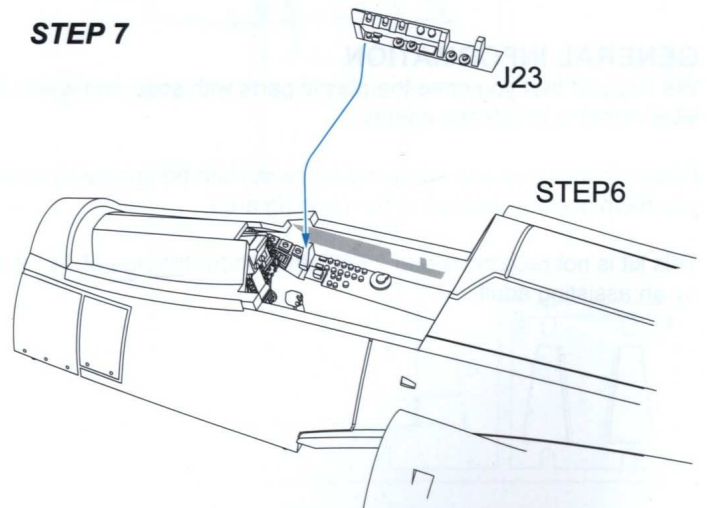
STEP 4



STEP 6

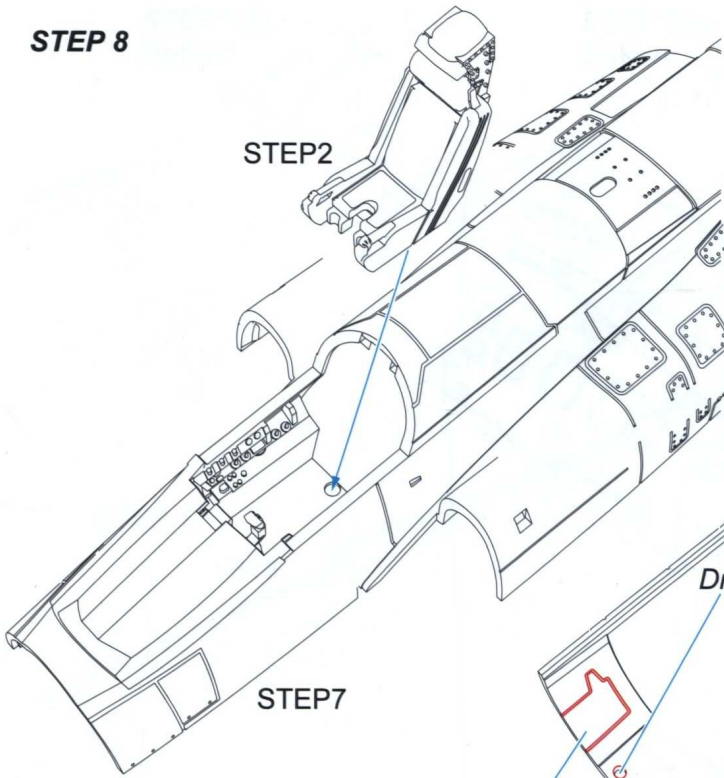


STEP 7

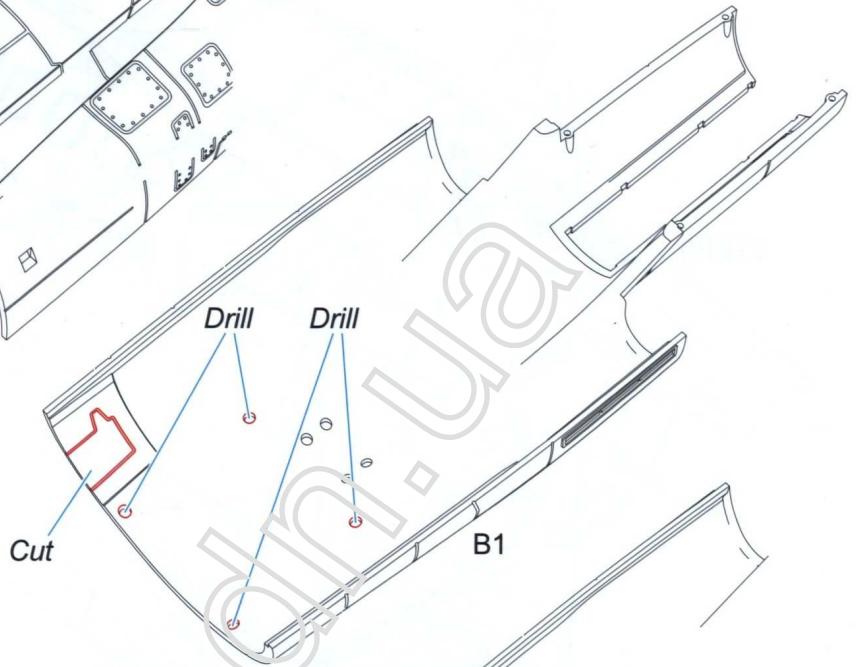


STEP 6

STEP 8



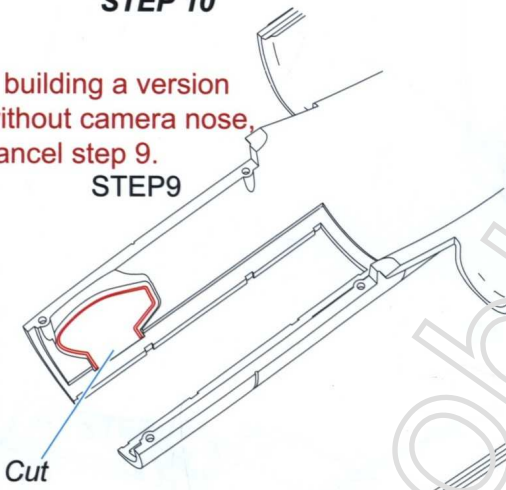
STEP 9



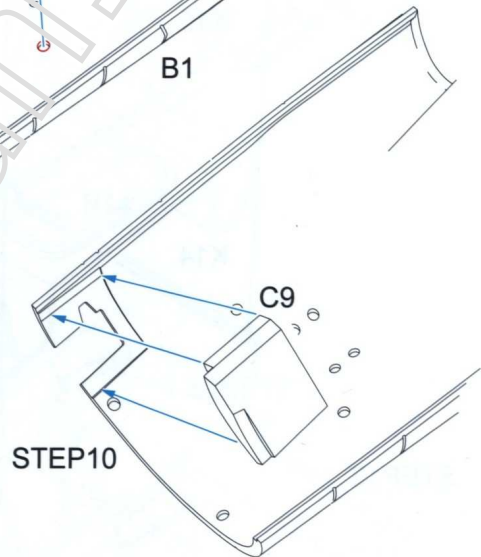
STEP 10

If building a version without camera nose, cancel step 9.

STEP 9



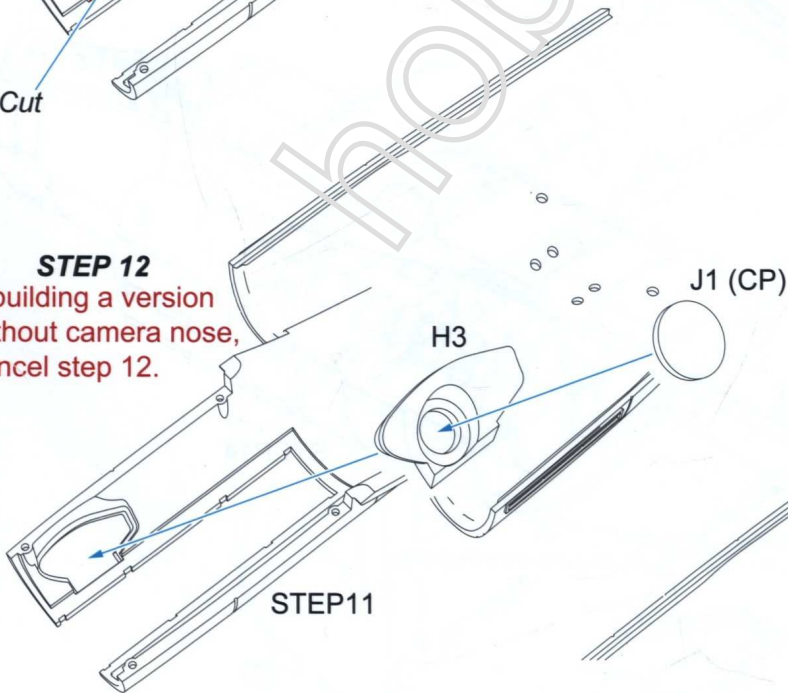
STEP 11



STEP 10

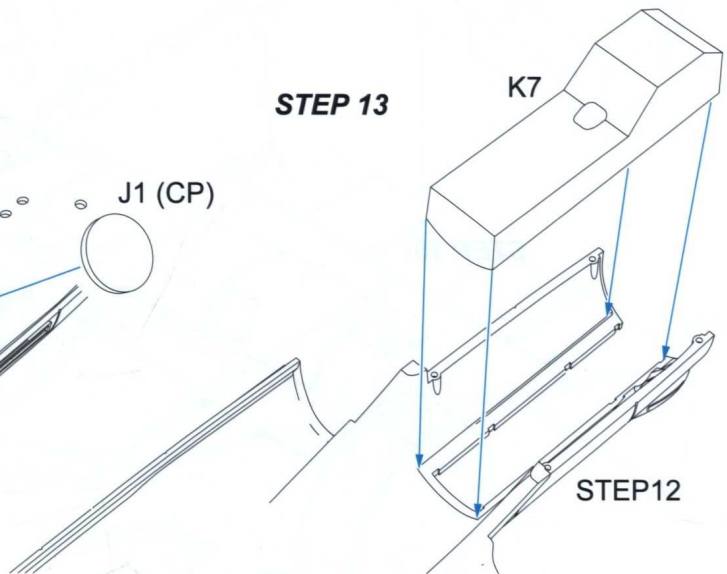
STEP 12

If building a version without camera nose, cancel step 12.



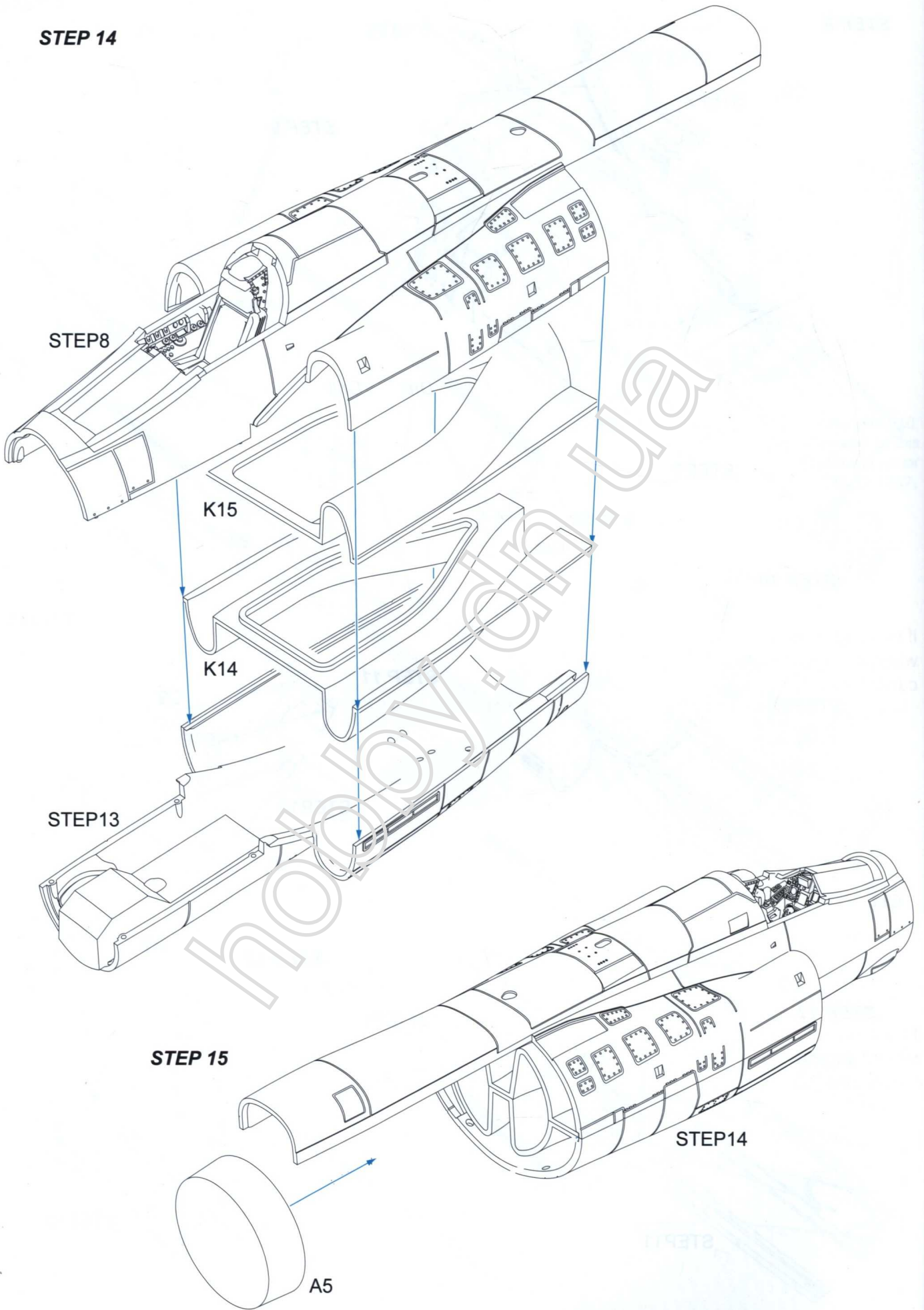
STEP 11

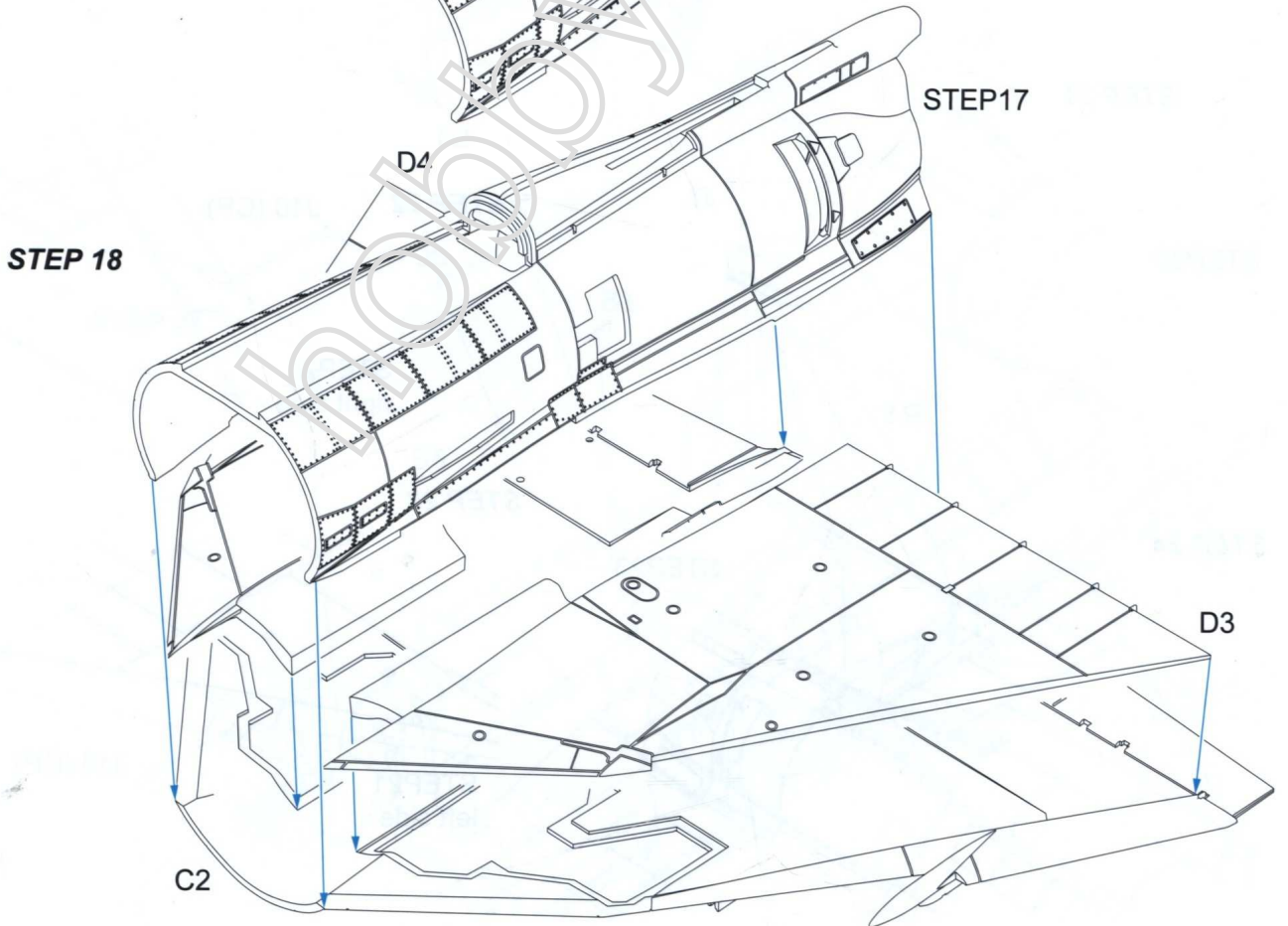
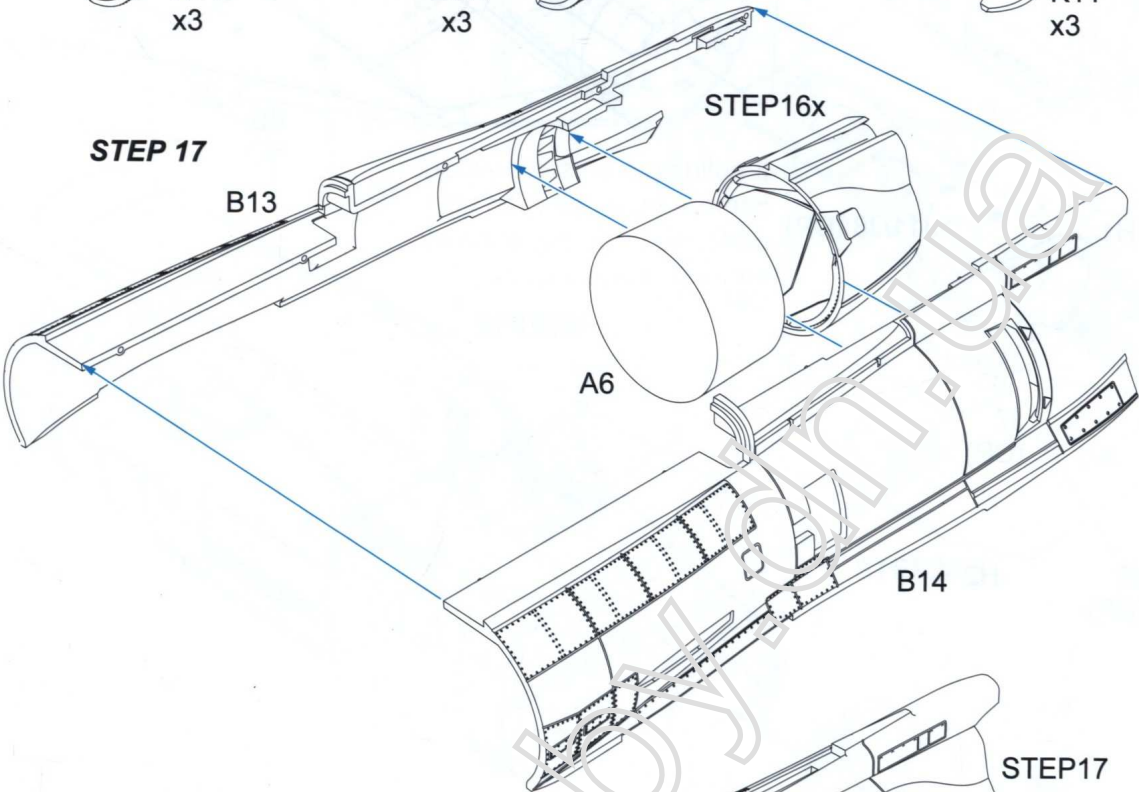
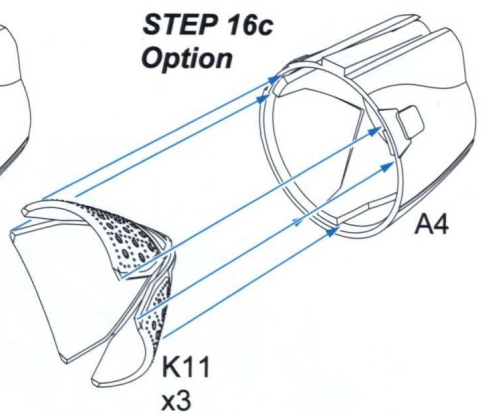
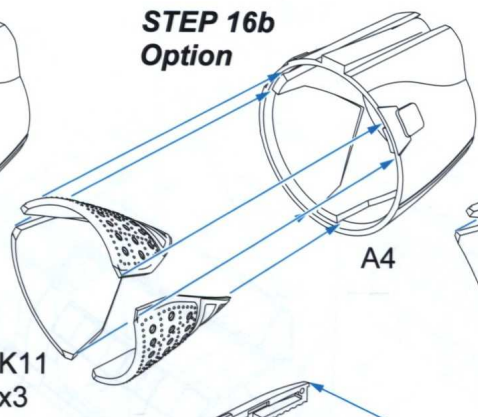
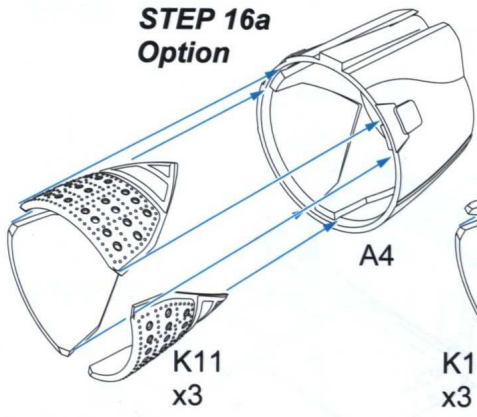
STEP 13



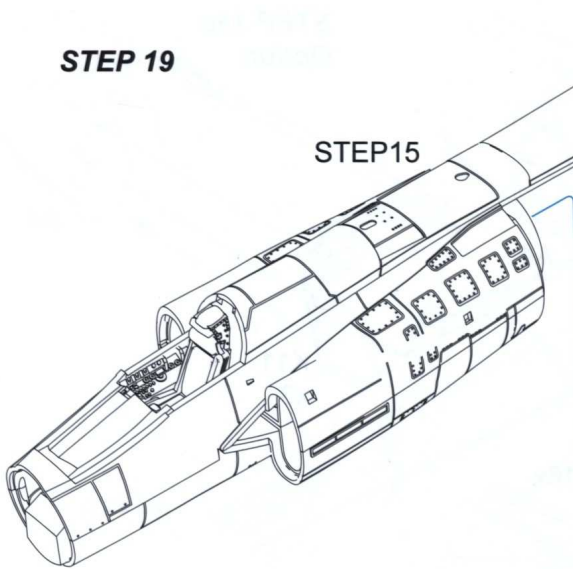
STEP 12

STEP 14

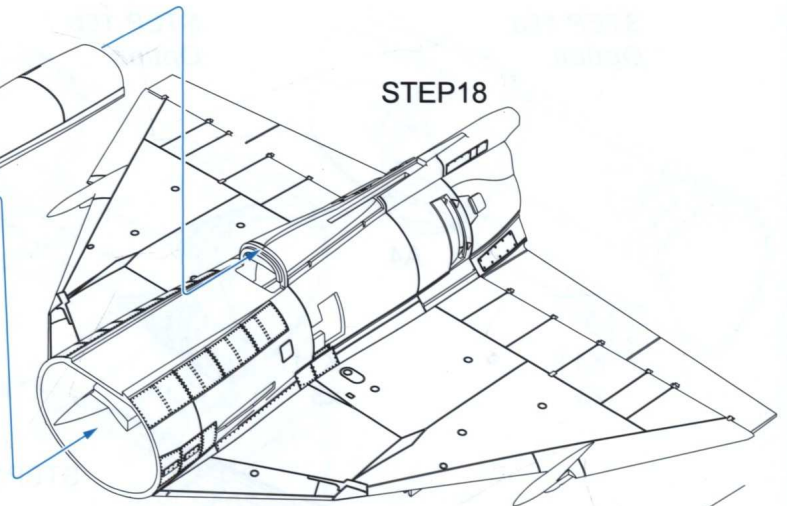




STEP 19

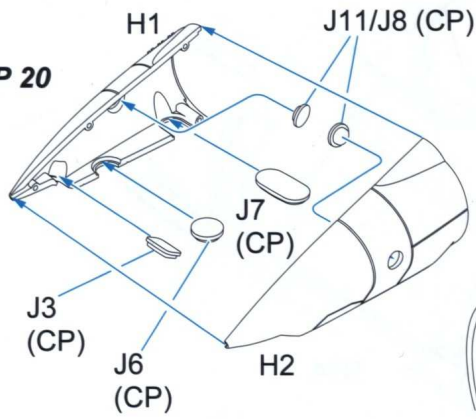


STEP 18

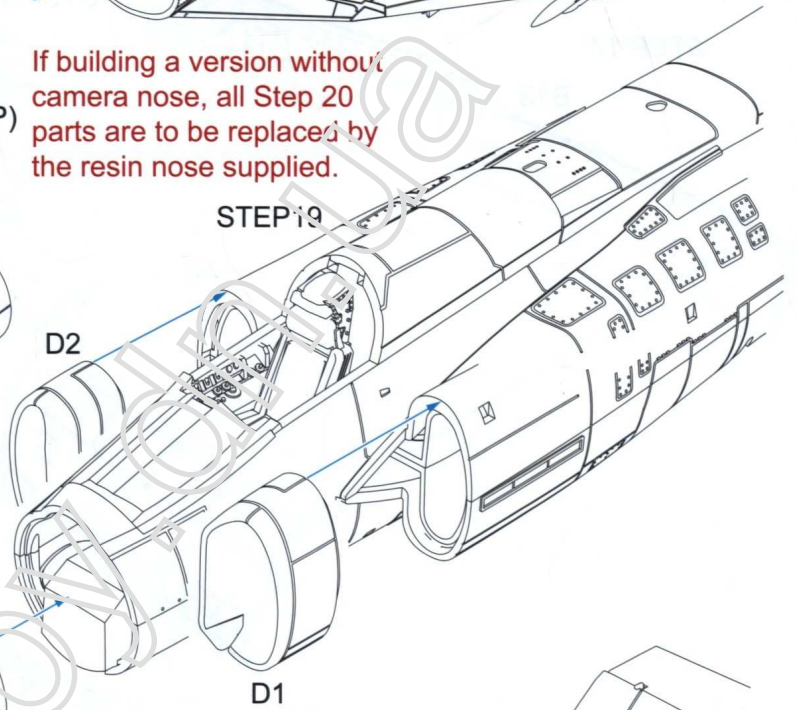


If building a version without camera nose, all Step 20 parts are to be replaced by the resin nose supplied.

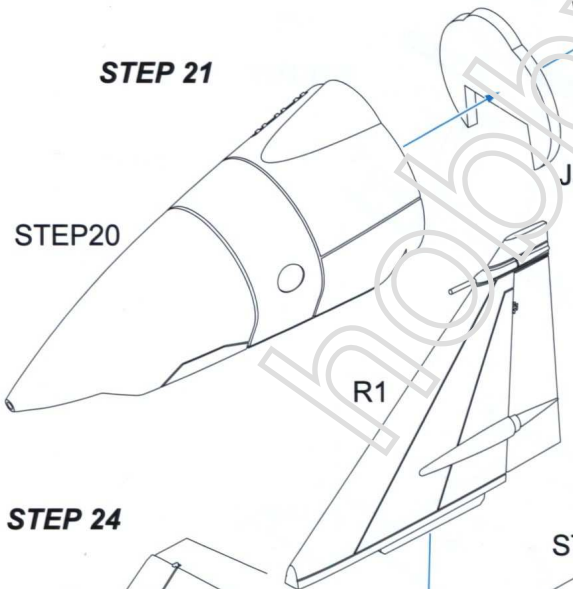
STEP 20



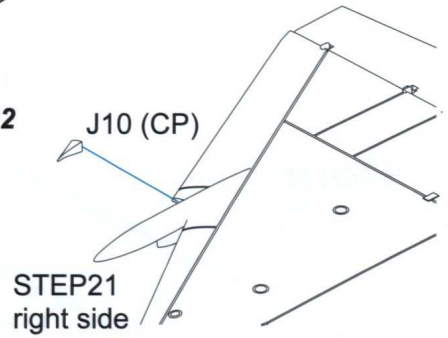
STEP 19



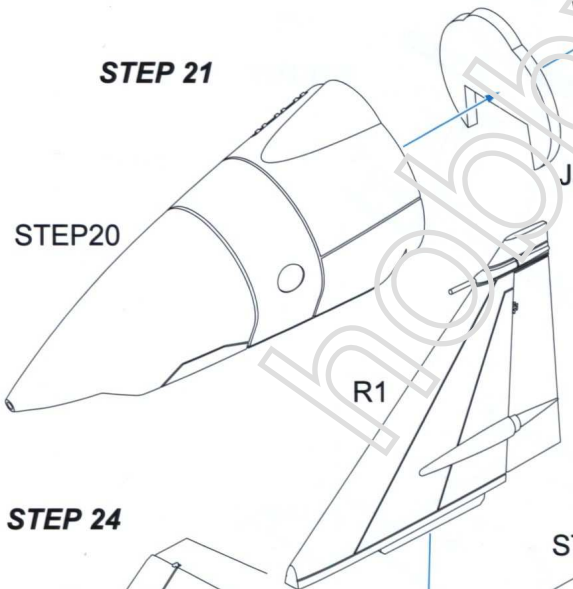
STEP 21



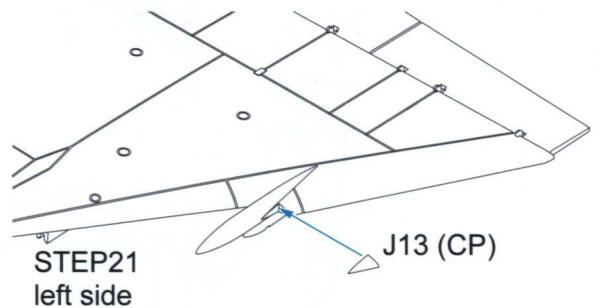
STEP 22



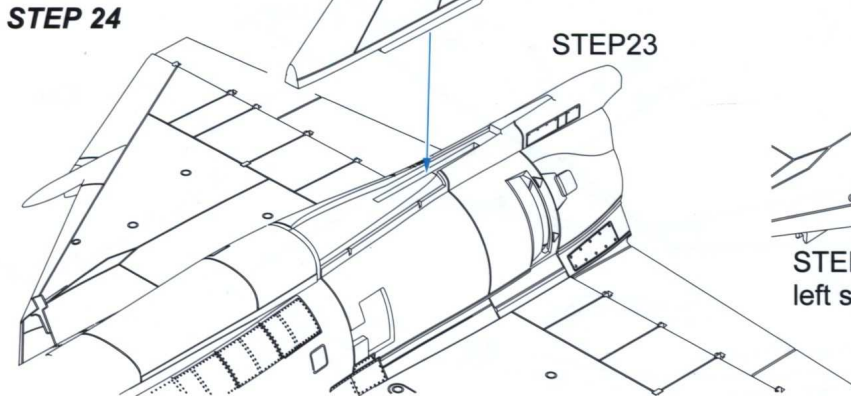
STEP 20



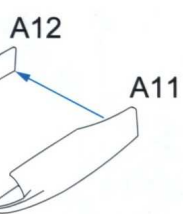
STEP 23



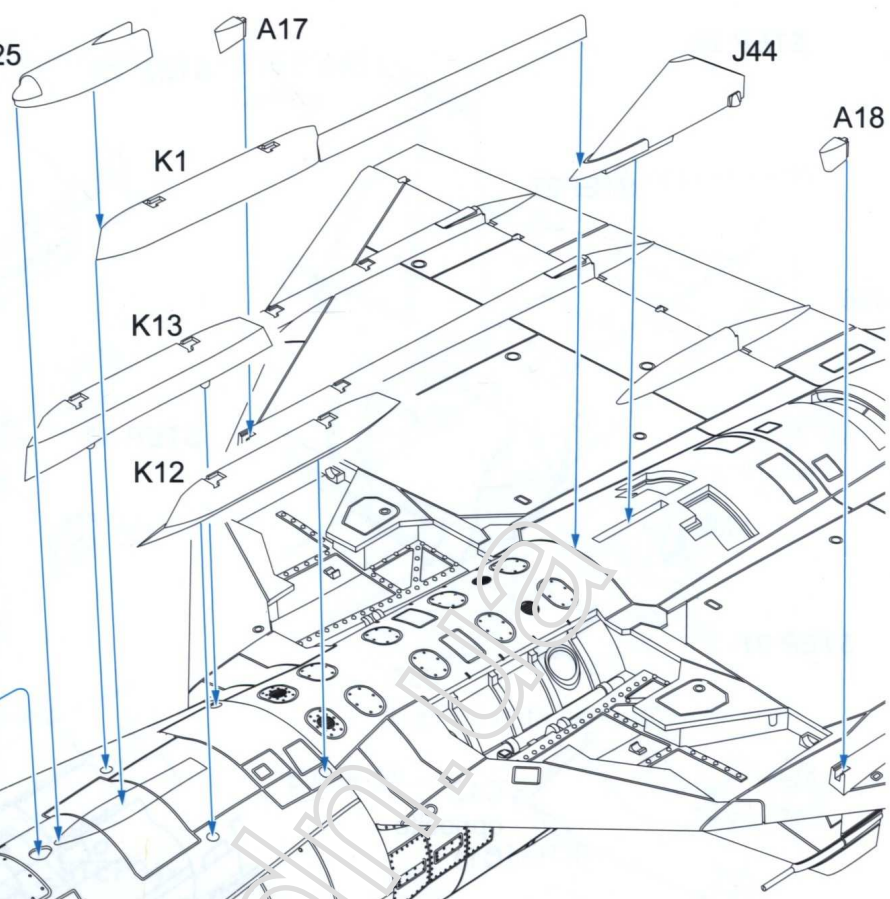
STEP 24



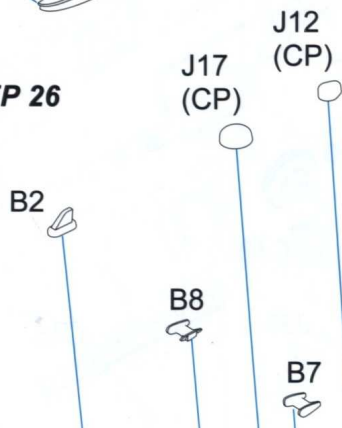
STEP 25



STEP25

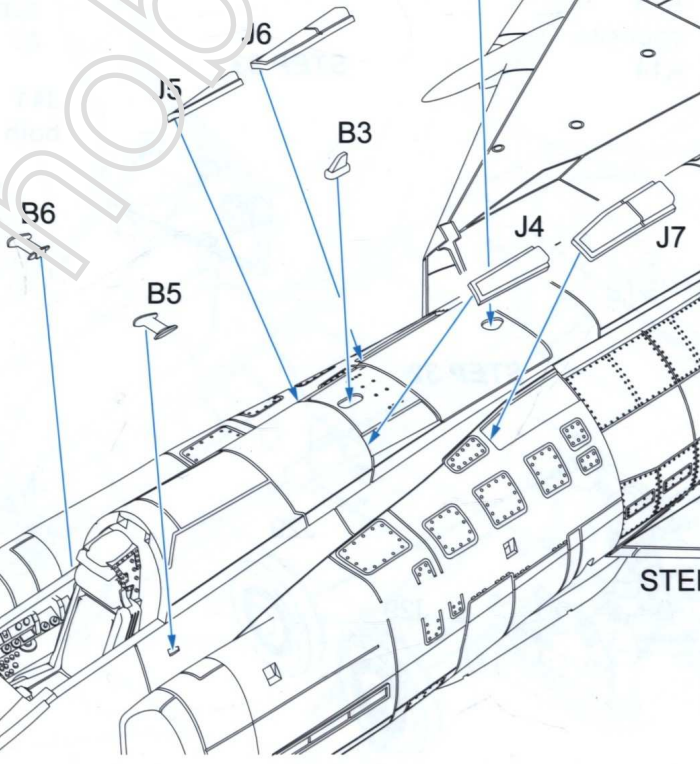


STEP 26



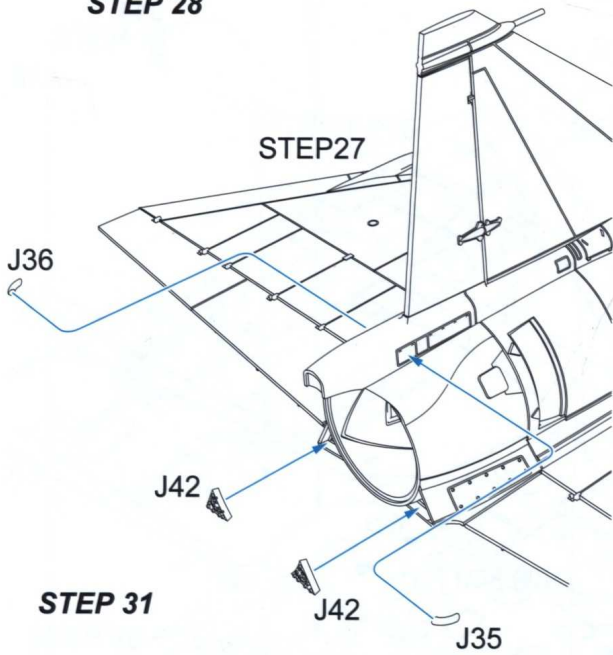
STEP24

STEP 27

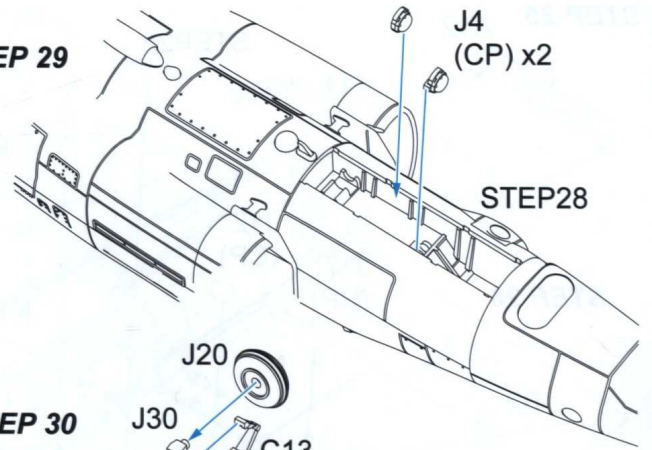


STEP26

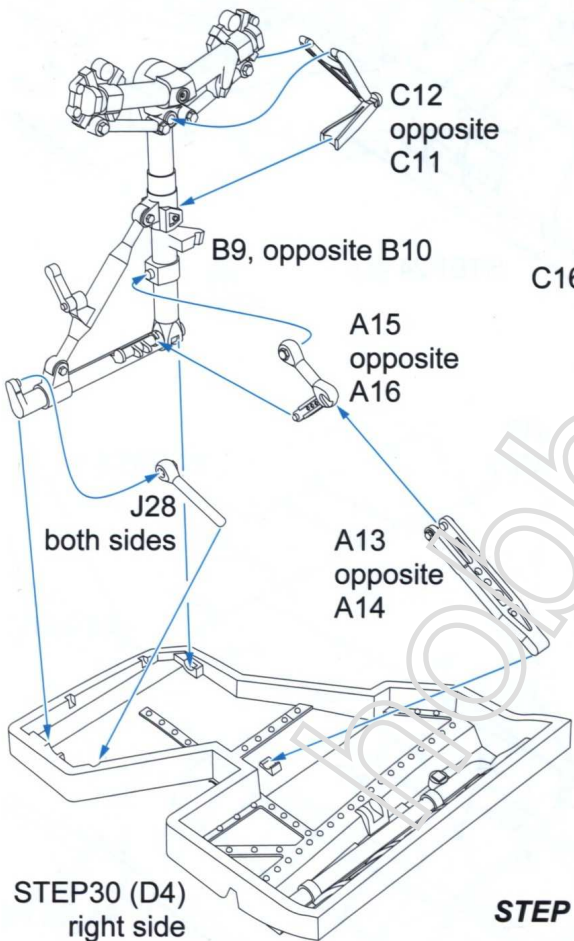
STEP 28



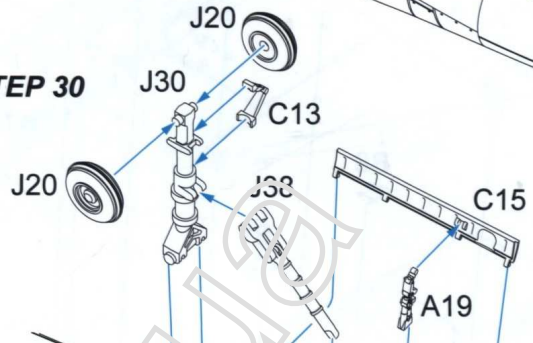
STEP 29



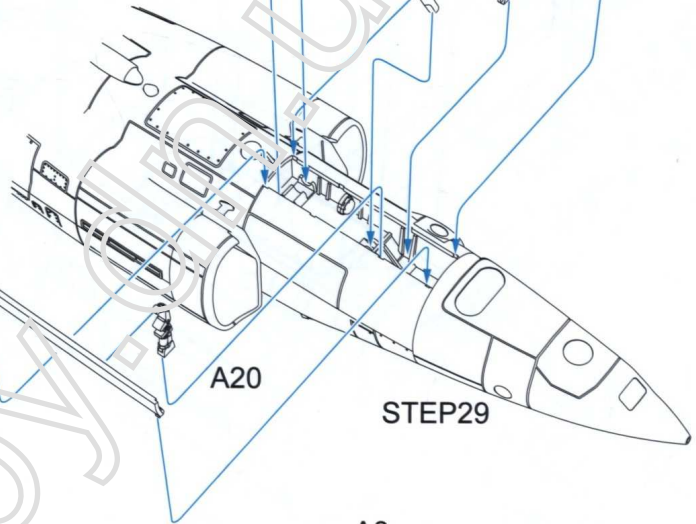
STEP 31



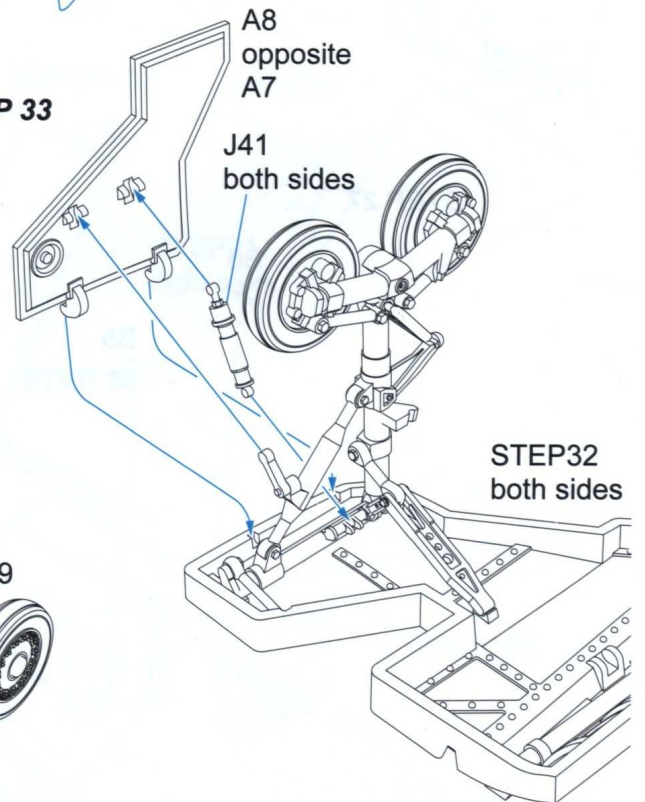
STEP 30



STEP29

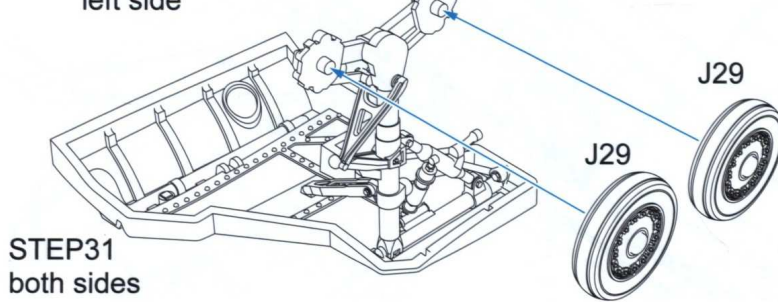


STEP 33

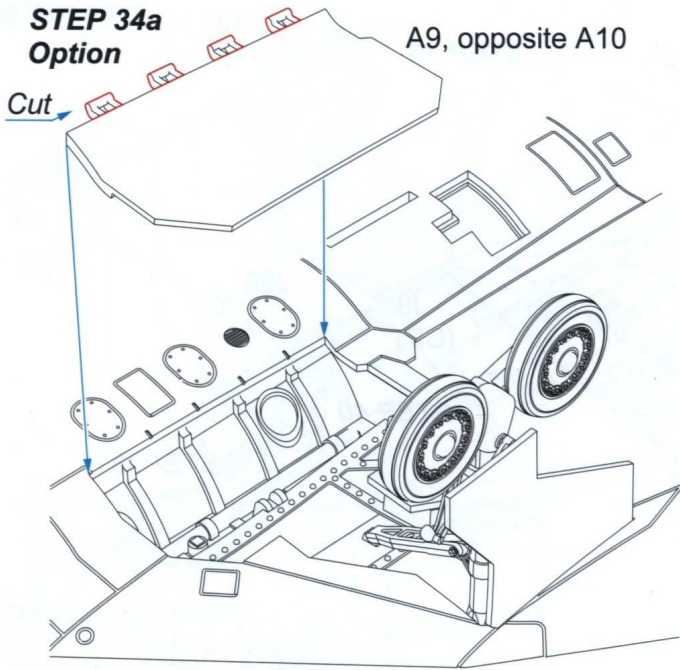


STEP30 (D4) right side opposite (D3) left side

STEP 32

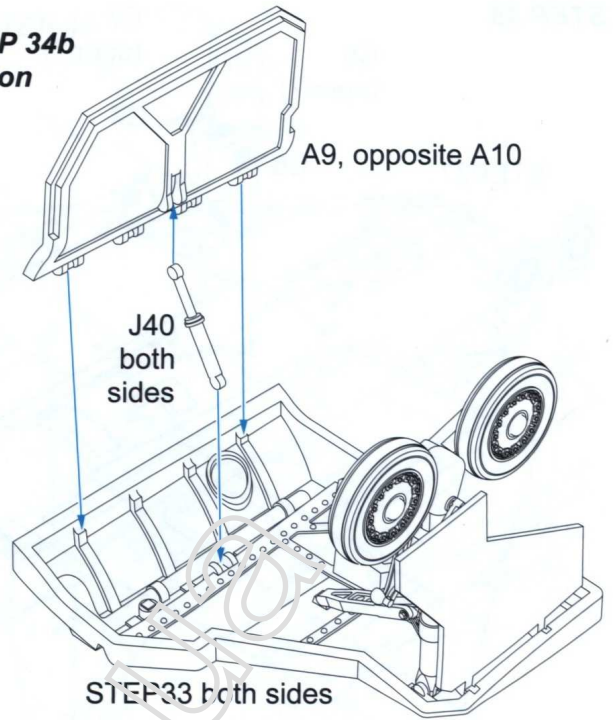


STEP31 both sides



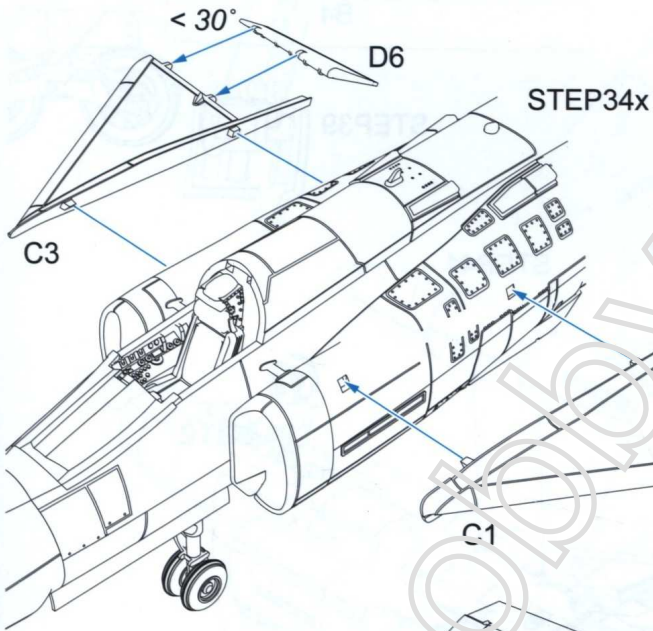
STEP33 both sides

STEP 34b
Option

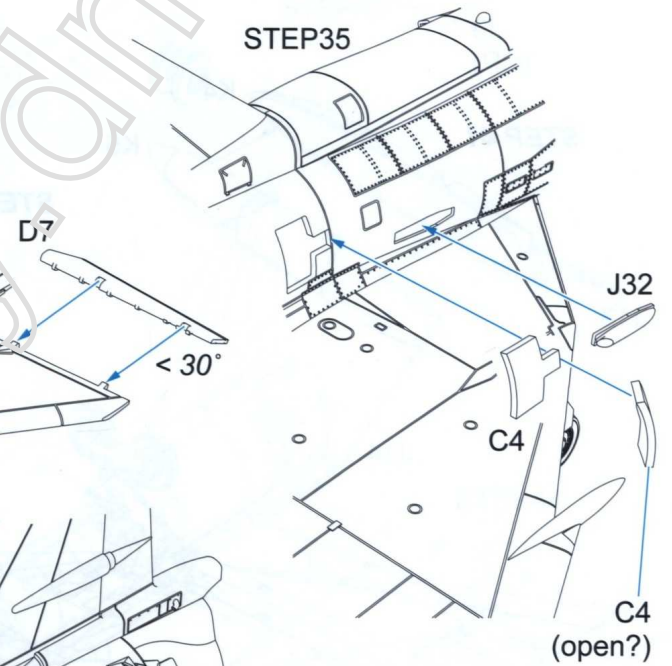


STEP33 both sides

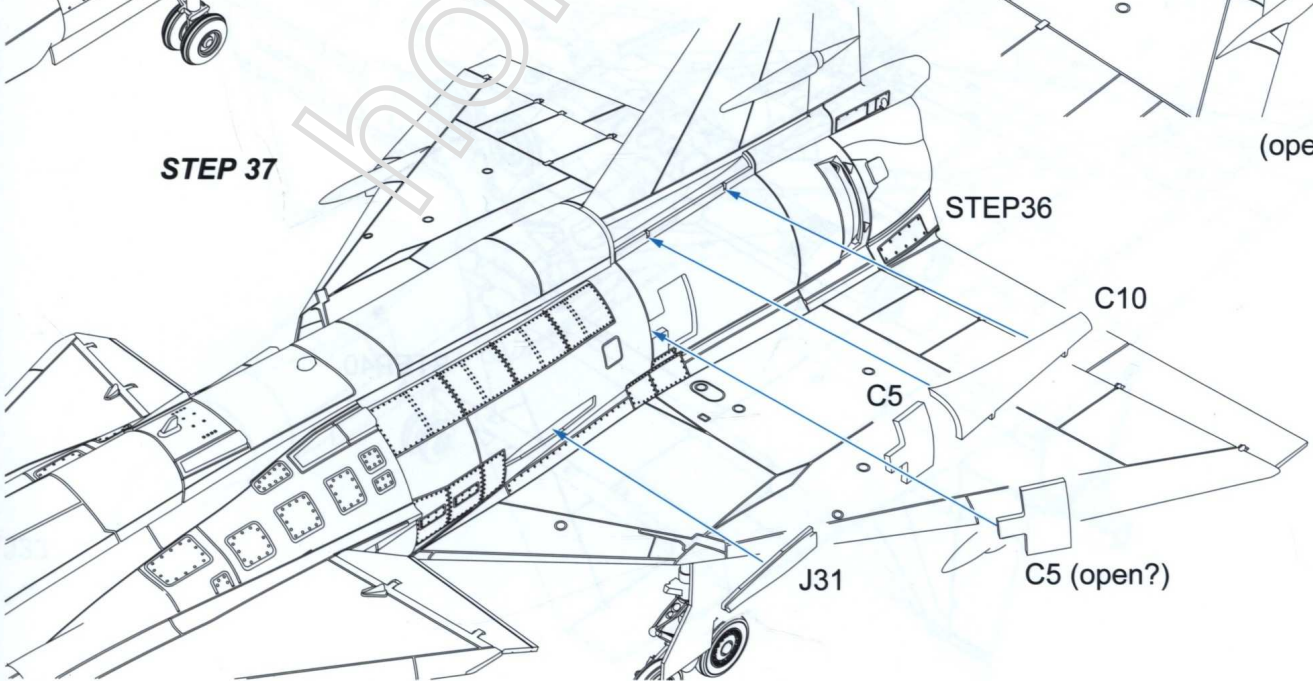
STEP 35



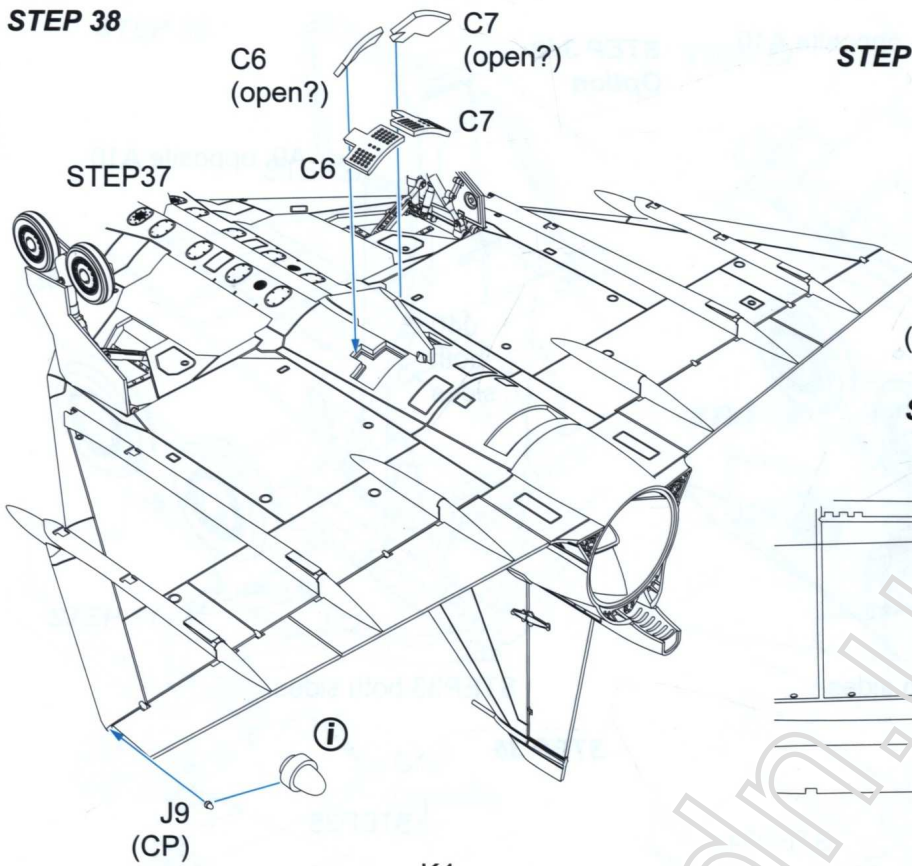
STEP 36



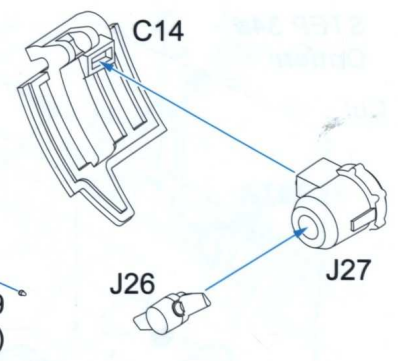
STEP 37



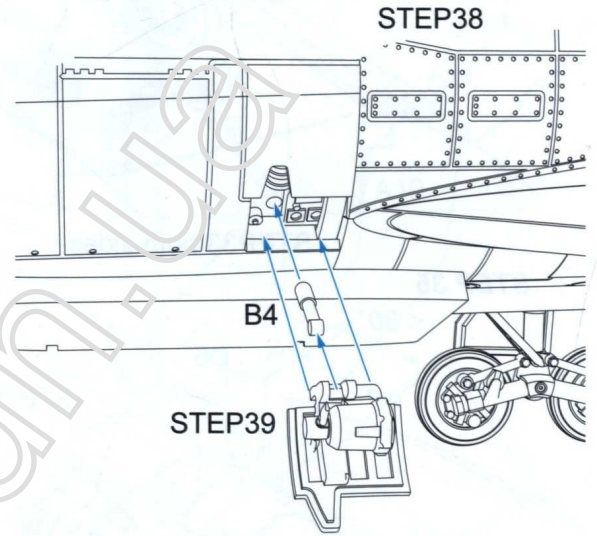
STEP 38



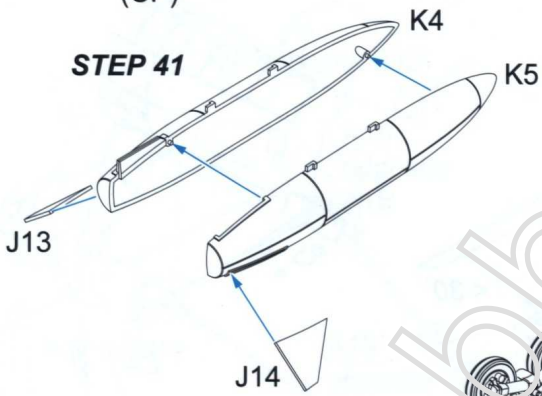
STEP 39



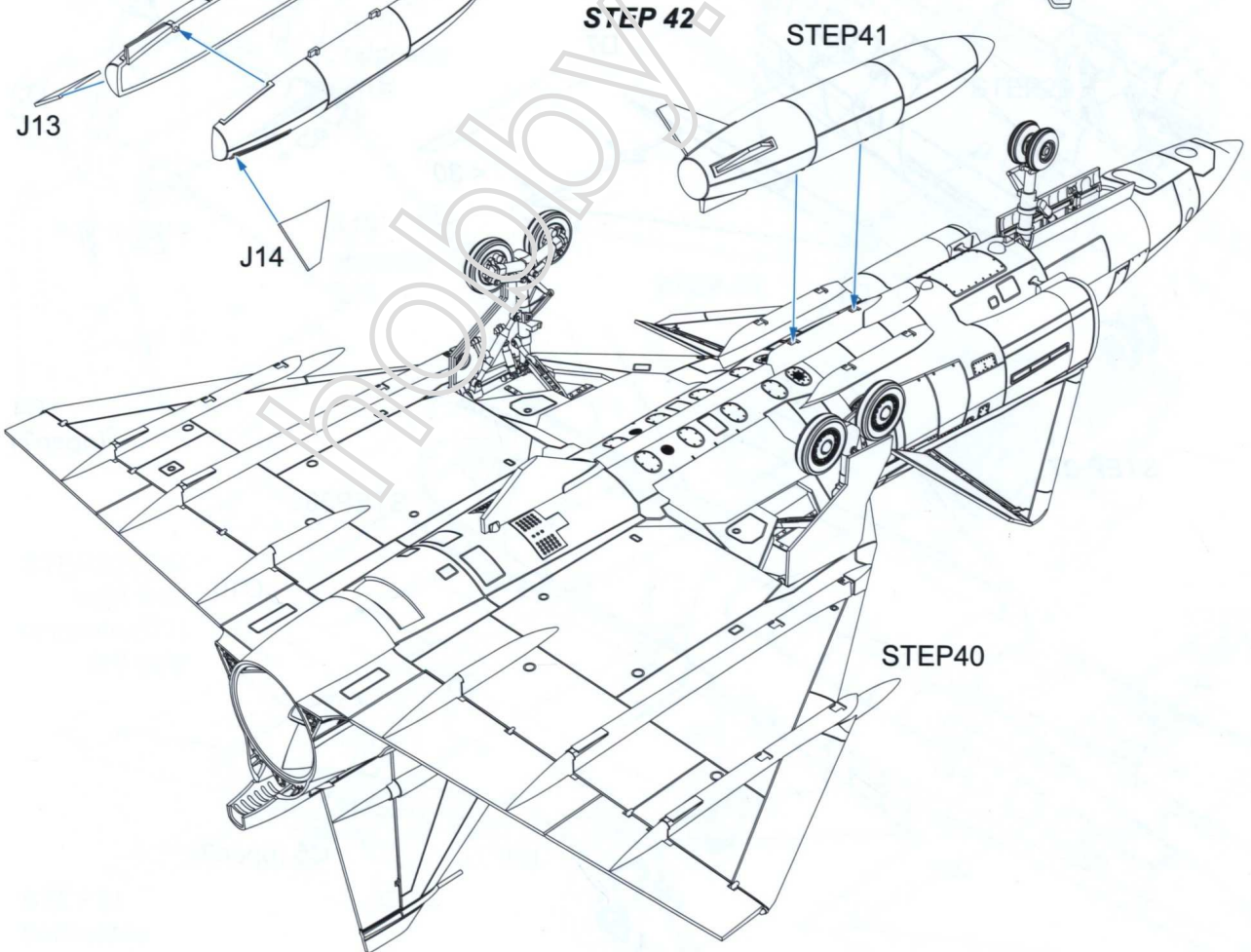
STEP 40



STEP 41

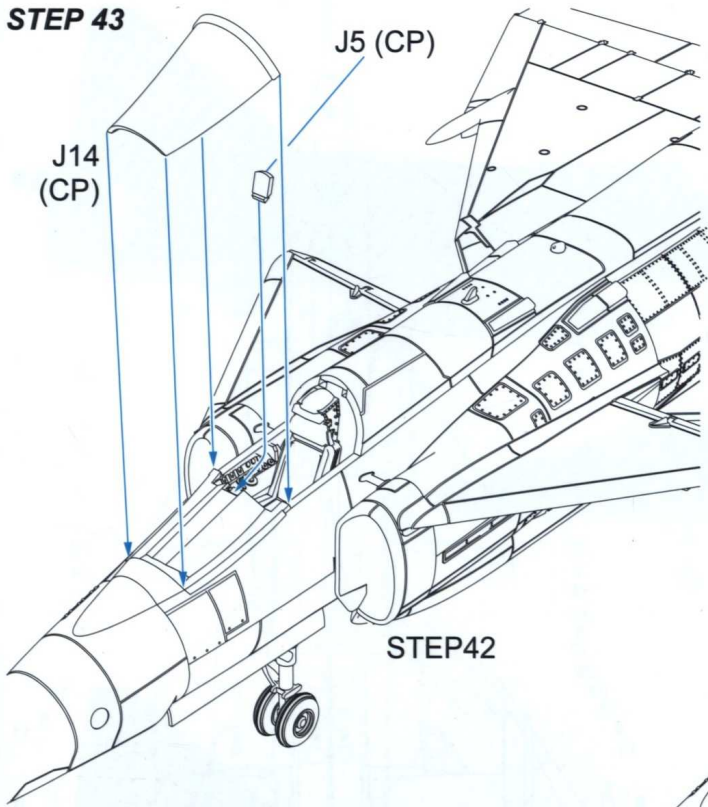


STEP 42

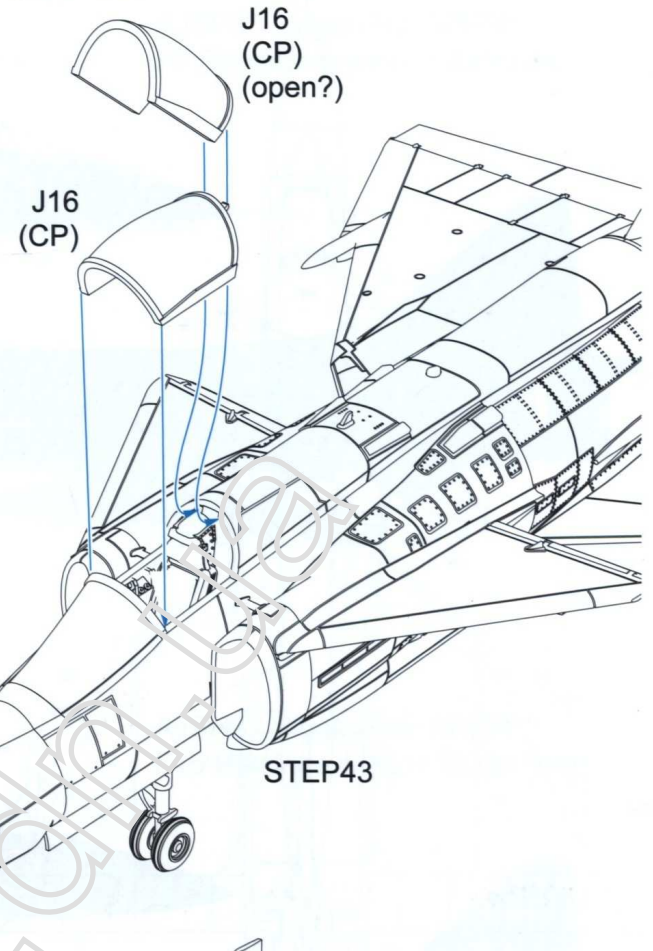


STEP40

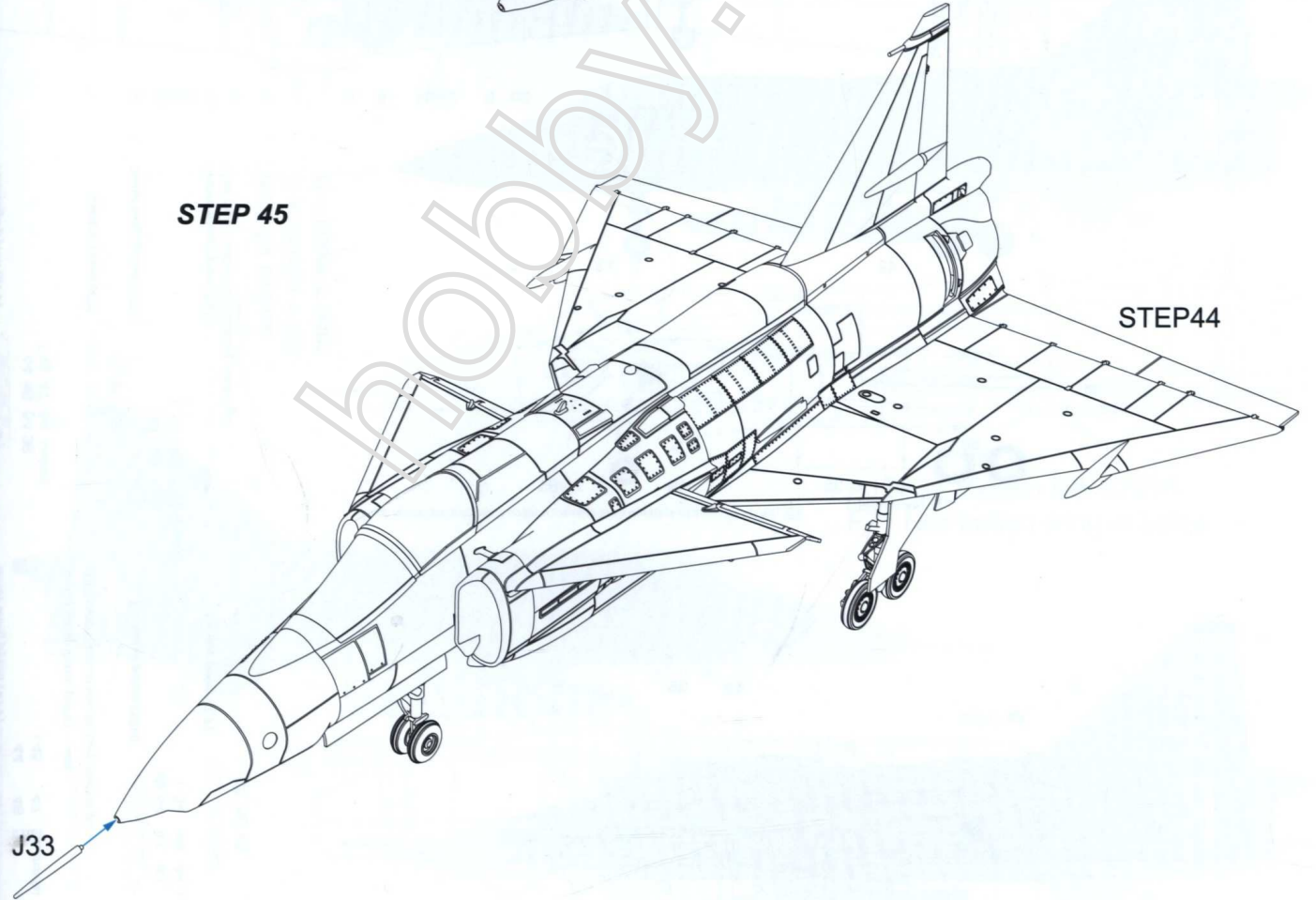
STEP 43

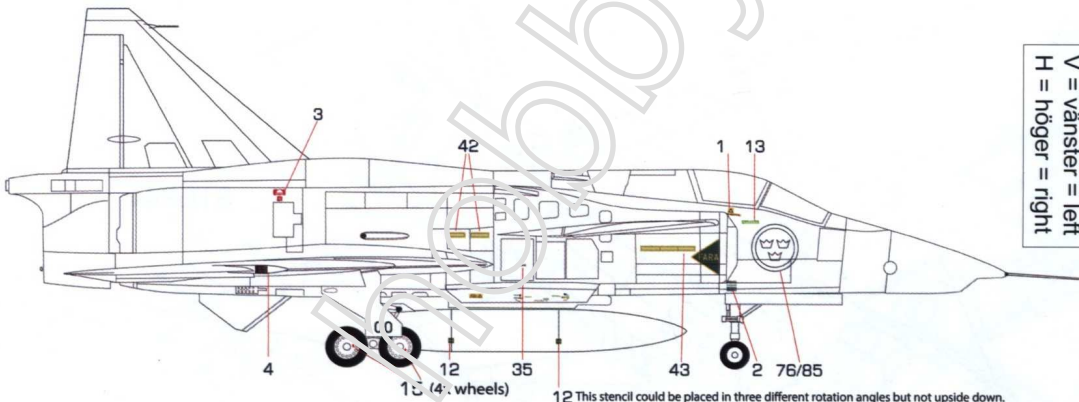
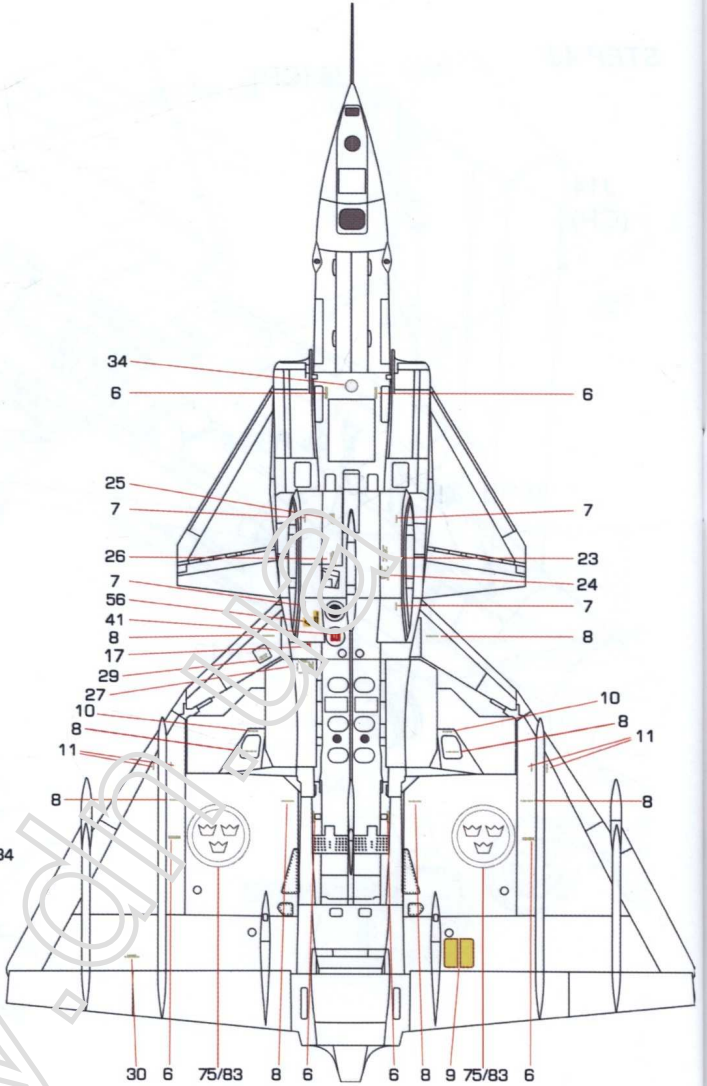
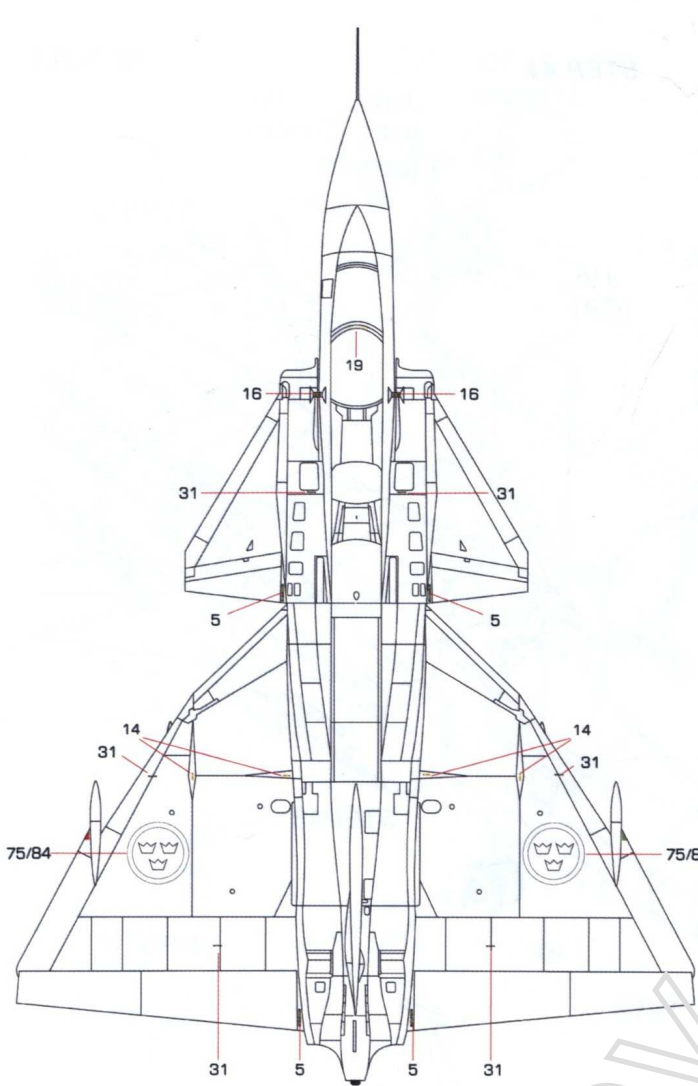


STEP 44



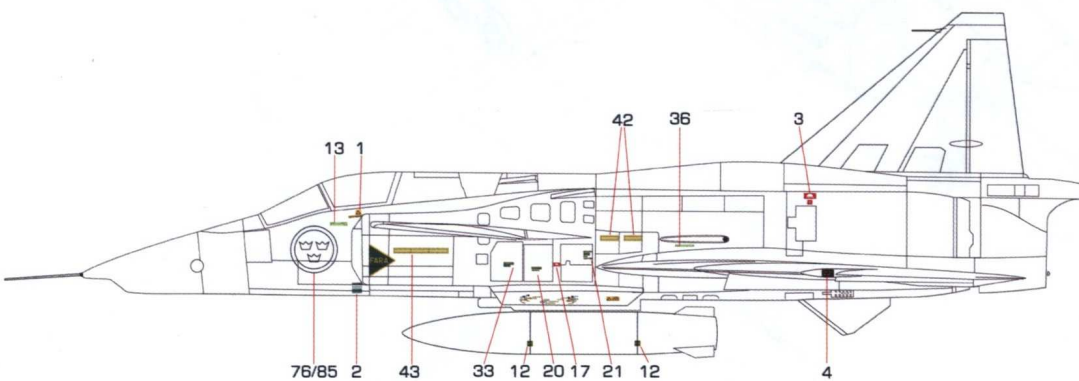
STEP 45





11 (4: wheels)

12 This stencil could be placed in three different rotation angles but not upside down.



Note for pylons:
 V = vänster = left
 H = höger = right

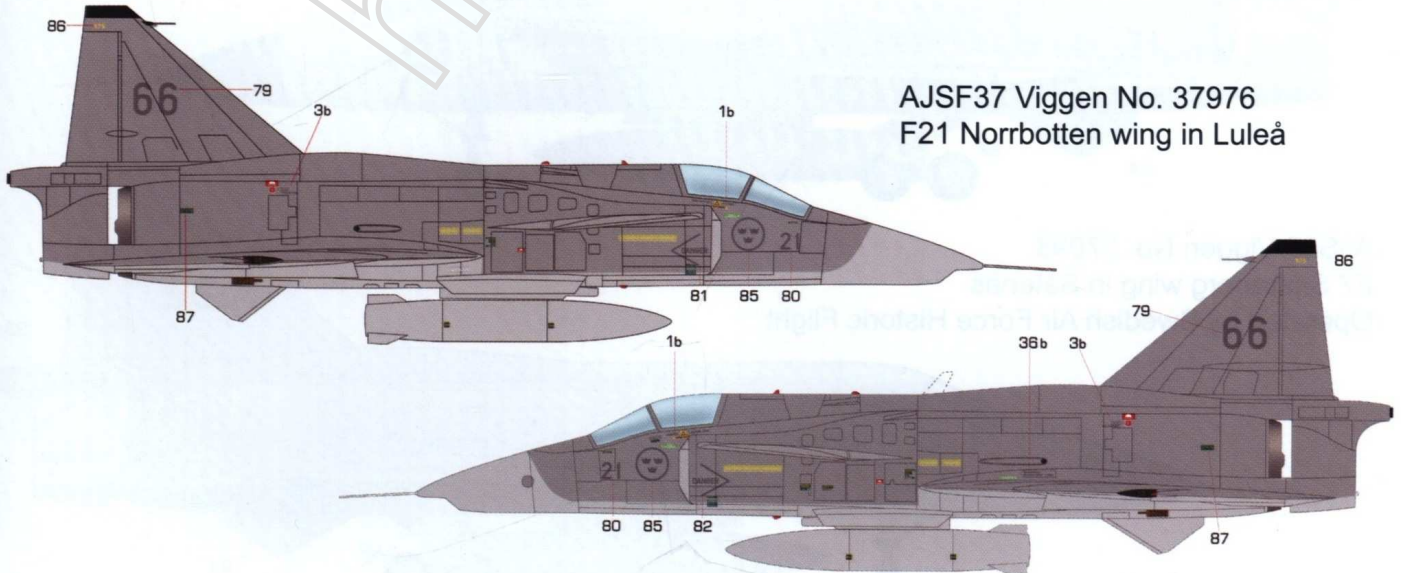
- Fuselage pylon (S7V)**
 44 46 54 39
 (45 47 54 inside)
- Inner wing pylon (V7H)**
 49 51 53
 (54 47 45
 54 48 44 inside)
- Centre pylon (C7)**
 49 51 53
- Outer Wing Pylon (R7H)**
 (This pylon station was lacking markings)
- Inner wing pylon (V7V)**
 44 46 54
 (45 47 54 inside)
- Outer Wing Pylon (R7V)**
 (This pylon station was lacking markings)
- Fuselage pylon (S7H)**
 39 54 47 45
 (54 46 44 inside)
- Centre pylon (C7)**
 52 50 48



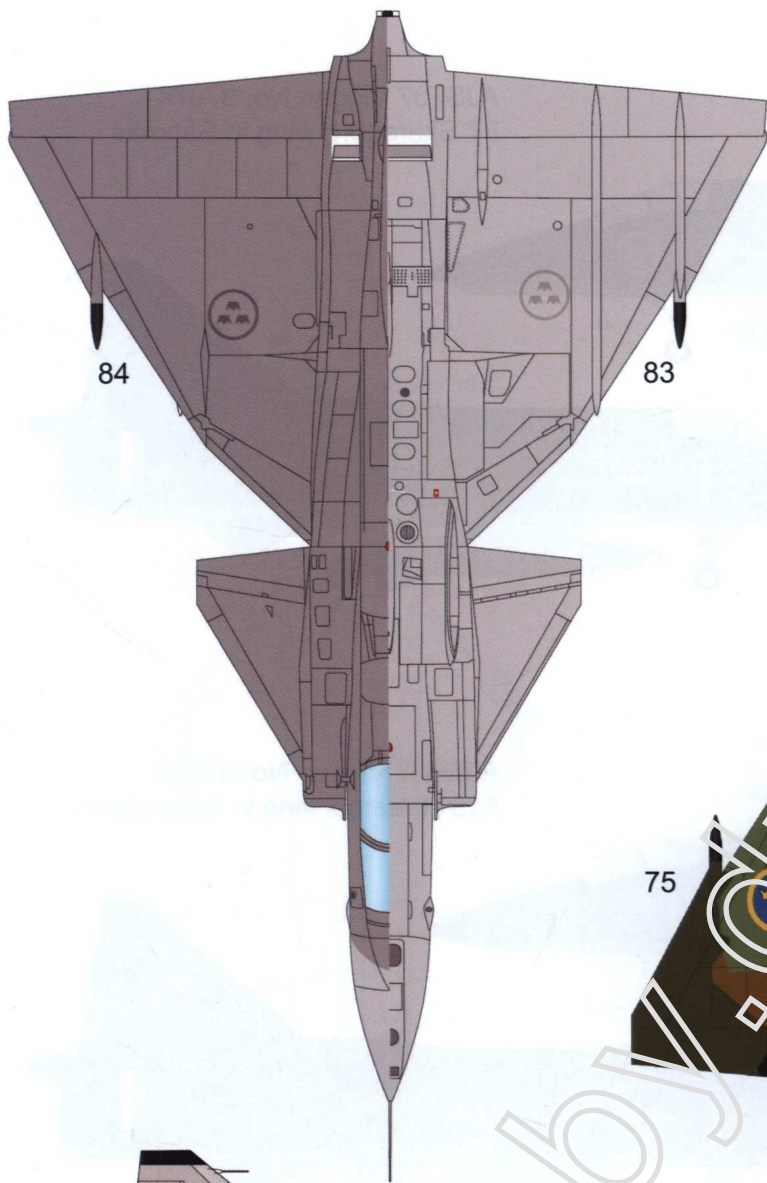
AJSF37 Viggen No. 37974
F7 Skaraborg wing in Sätenäs



AJ37 Viggen No. 37908
F15 Hälsinge wing in Söderhamn



AJSF37 Viggen No. 37976
F21 Norrbotten wing in Luleå



AJS37 Viggen No. 37098
F7 Skaraborg wing in Sätenäs
Operated by Swedish Air Force Historic Flight

