



TARANGUS

TA7206

The development work for Saab 29 had already begun in 1945 and was based on German research findings. Immediately after the end of the war, Saab's head of research, Frid Wänström, was on a study trip to Switzerland. There he received copies of German research reports that the Allies had come across. At the end of the war, the Germans had tried to hide and burn the technical documentation, but much became known.

German research had immediate significance for the development of both American and Soviet aircraft, but also for Swedish. An obvious result was the design of the wing of the Saab 29, that sported a 25-degree arrow shape and thus became the first aircraft type in Europe with backward-swept wings.

Saab 29 made its maiden on September 1, 1948 with the English test pilot Robert "Bob" Moore as pilot. He had previous experience of flying planes with jet propulsion. The aircraft, like all new products, had childhood diseases, but the problems were gradually resolved and the Saab 29 would be a very robust and popular aircraft.

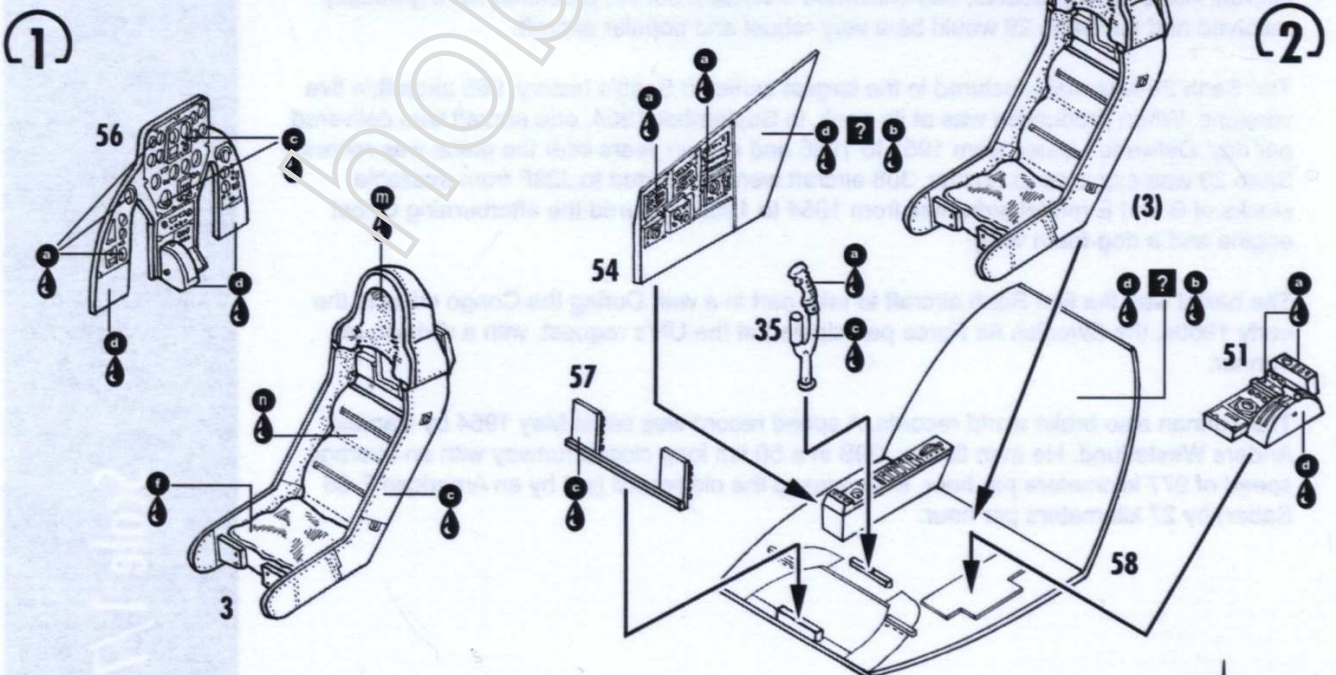
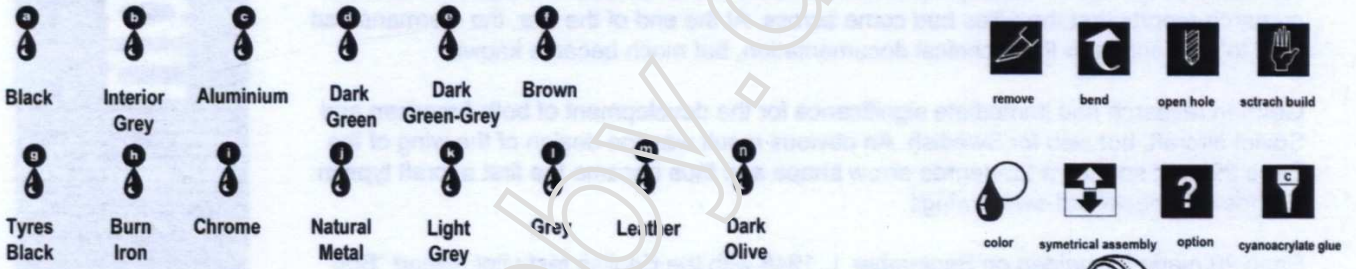
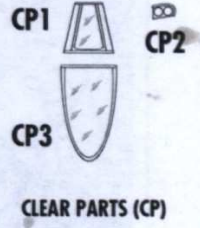
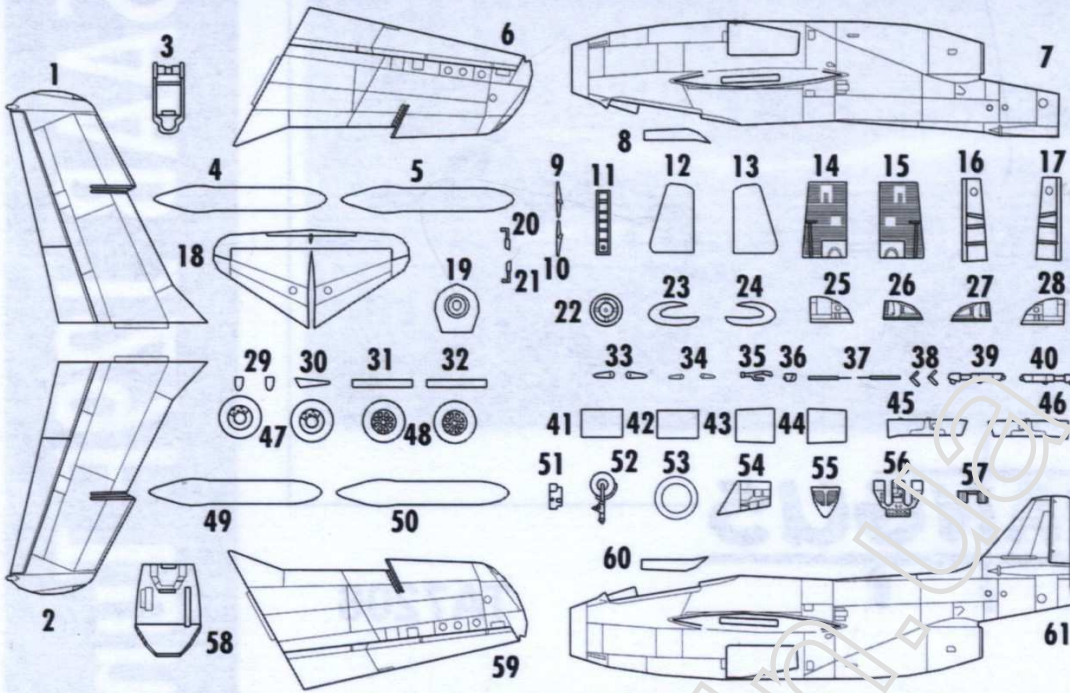
The Saab 29 was manufactured in the largest series in Saab's history, 665 aircraft in five versions. When production was at its peak, in September 1954, one aircraft was delivered per day. Deliveries lasted from 1951 to 1956 and eleven years later the plane was retired. Saab 29 was exported to Austria. 308 aircraft were converted to J29F from available stocks of B and E model airframes from 1954 to 1956; featured the afterburning Ghost engine and a dog-tooth wing

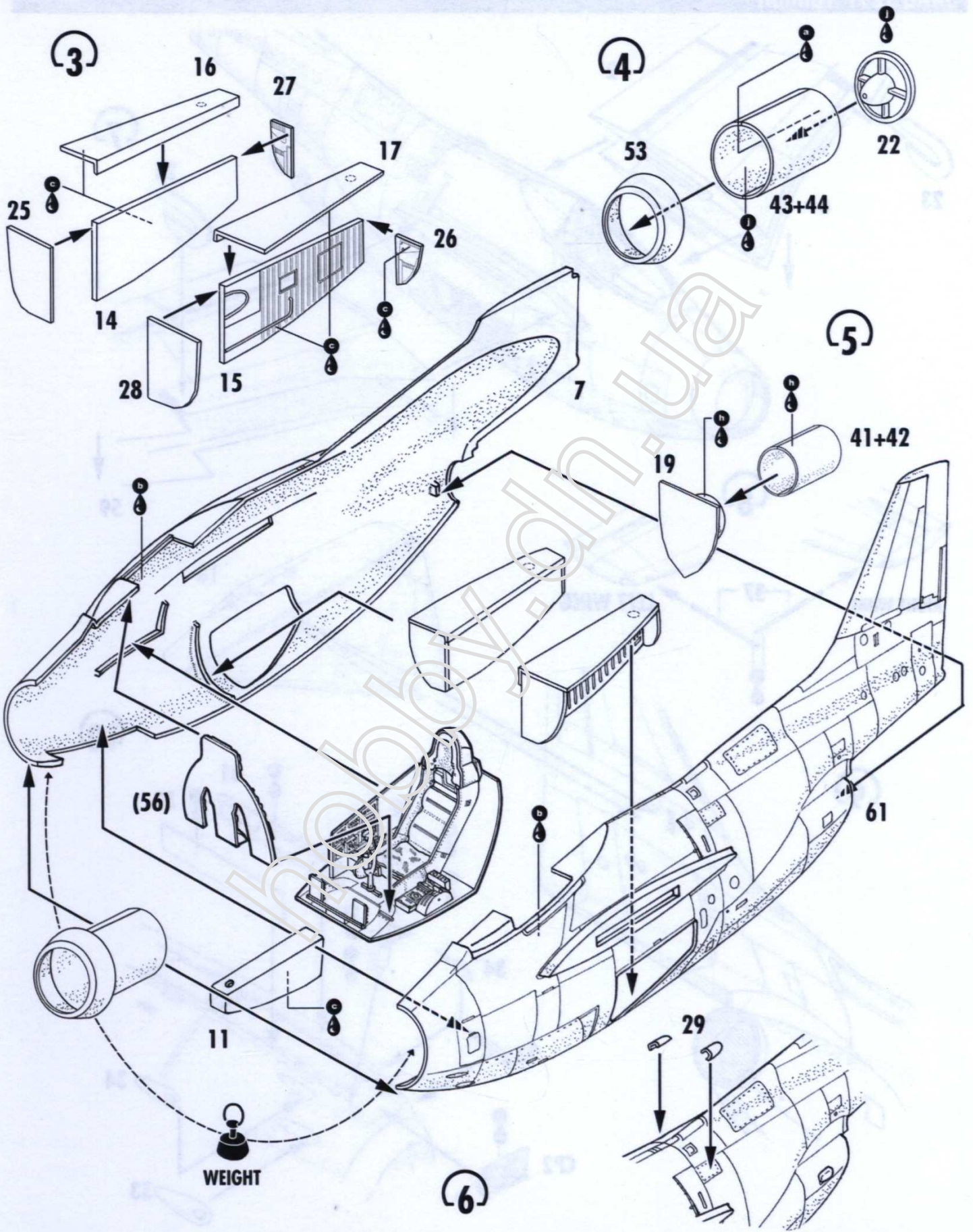
The barrel was the first Saab aircraft to take part in a war. During the Congo crisis in the early 1960s, the Swedish Air Force participated at the UN's request, with a division of Tunnan.

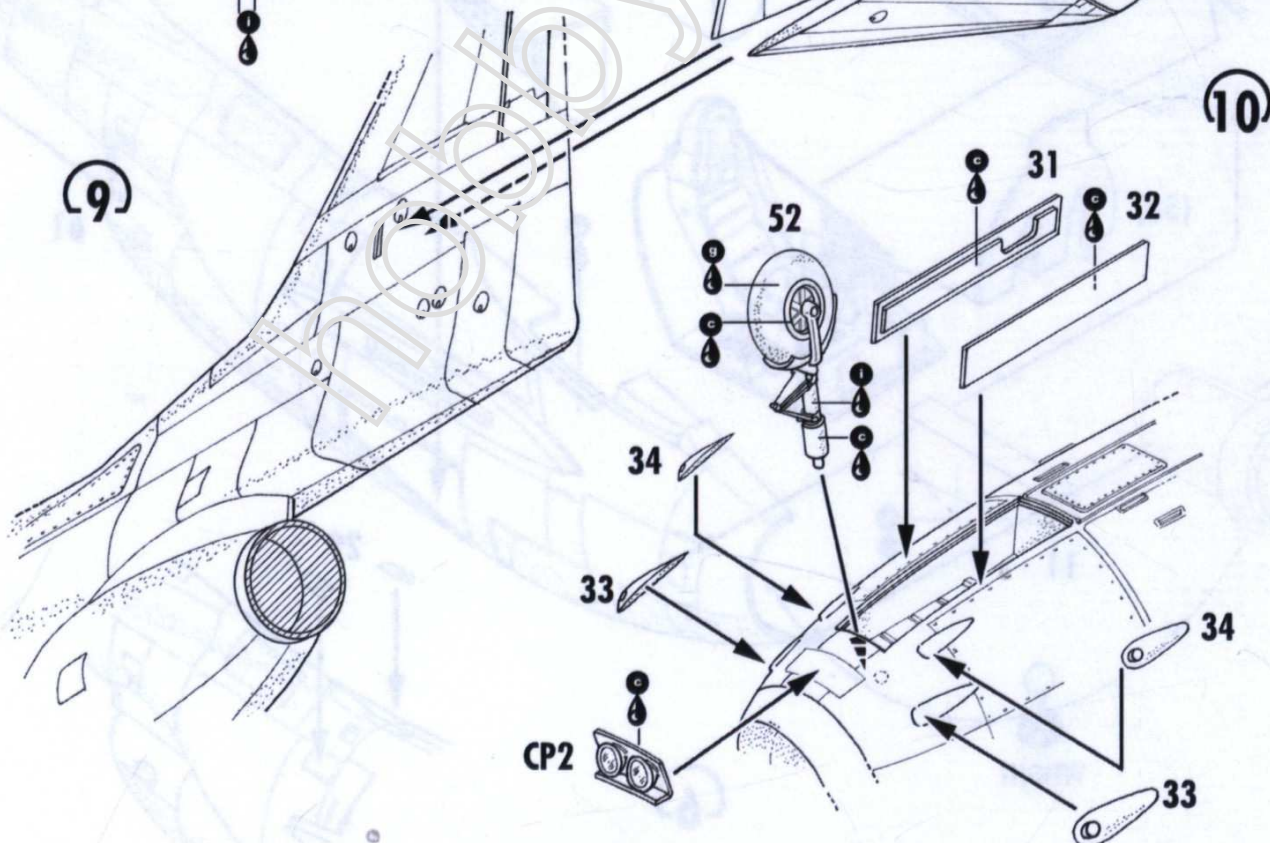
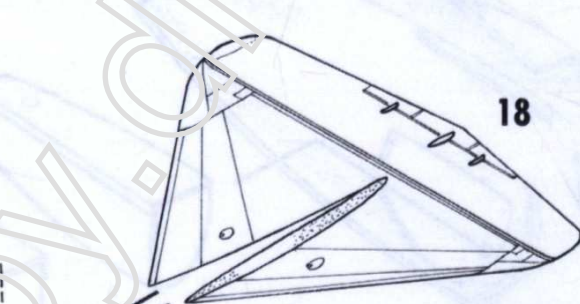
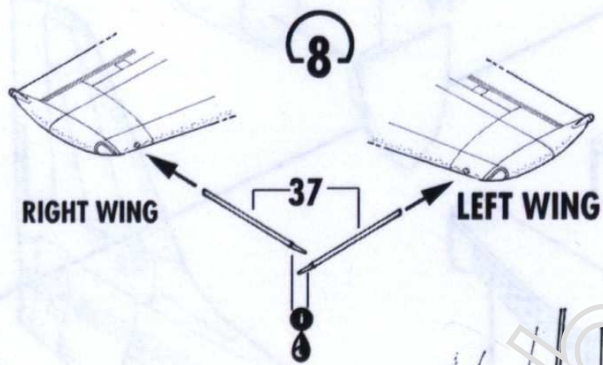
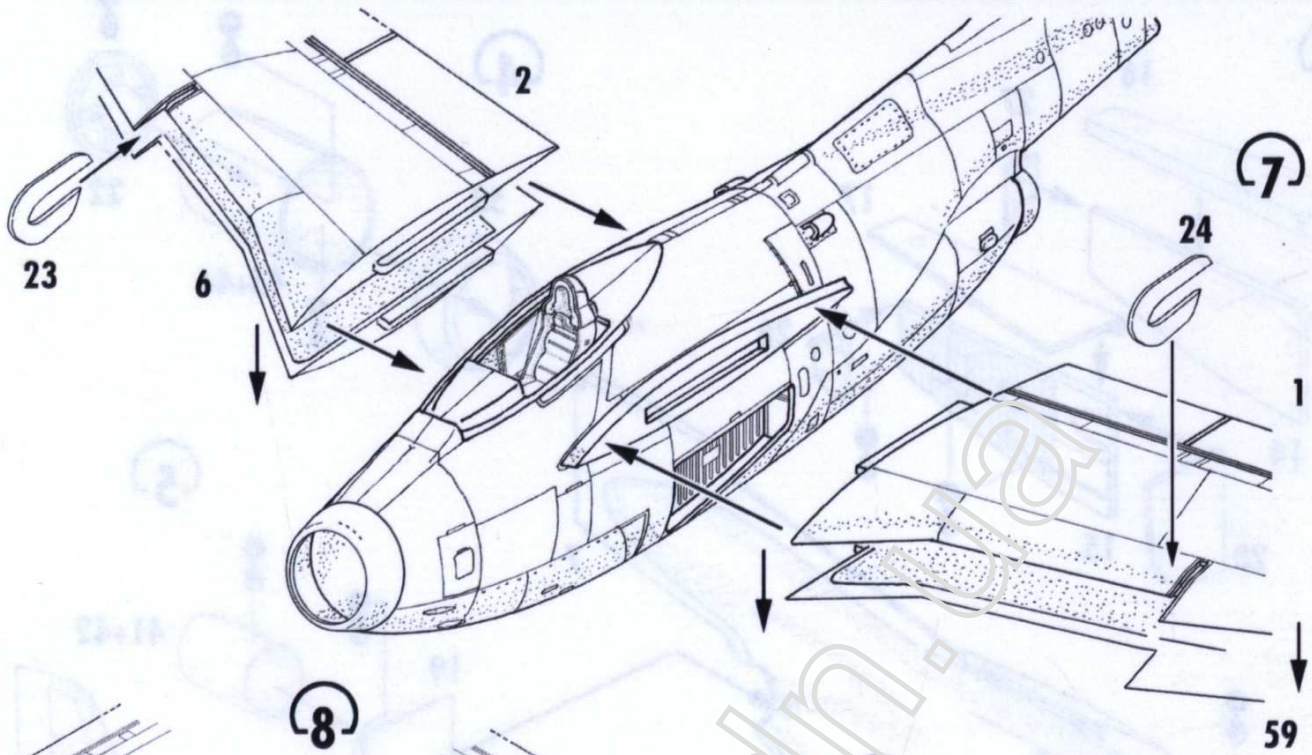
The Tunnan also broke world records. A speed record was set in May 1954 by Captain Anders Westerlund. He then flew a J29B in a 50 km long closed runway with an average speed of 977 kilometers per hour. It surpassed the old record (set by an American F-86 Saber) by 27 kilometers per hour.

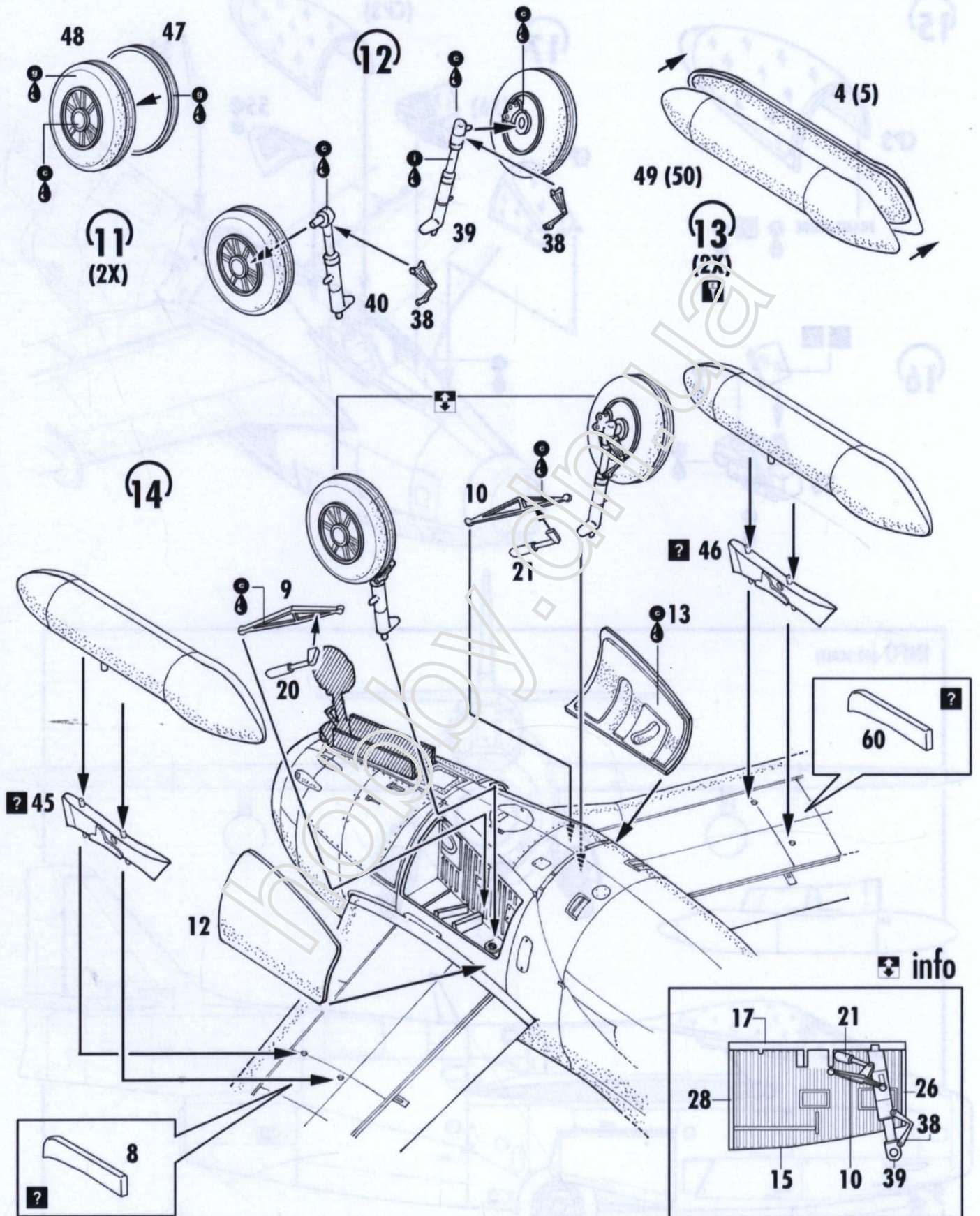
SAAB J29F Tunnan

Scale 1/72

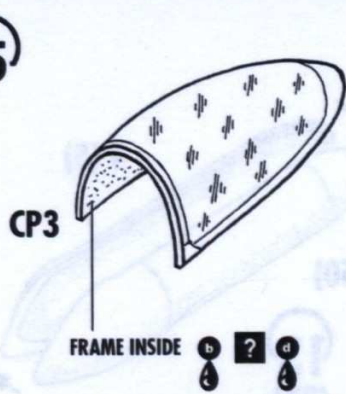




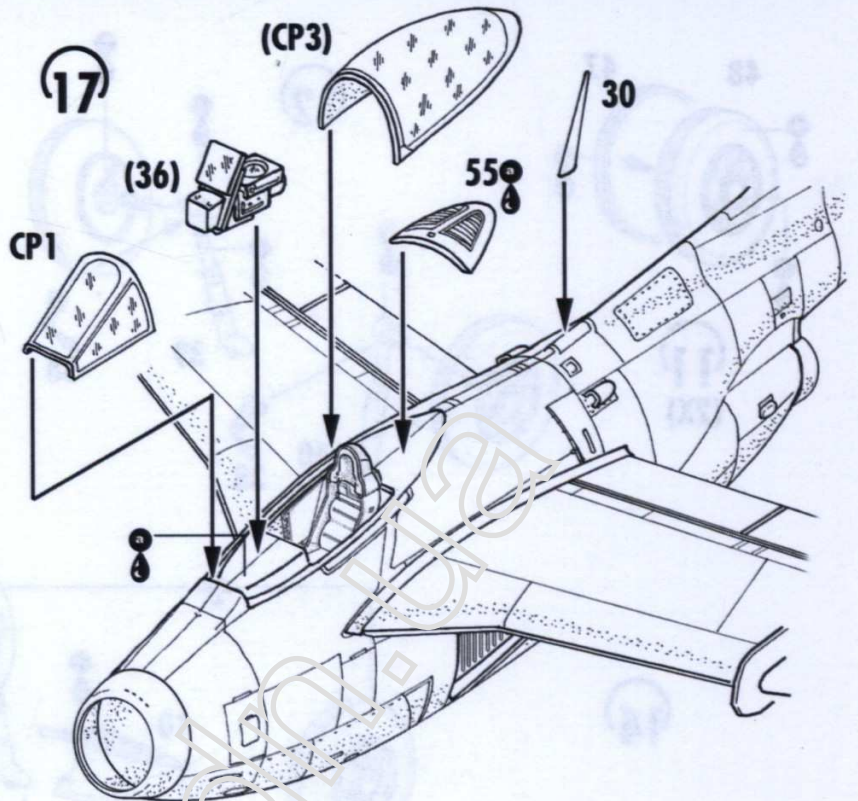




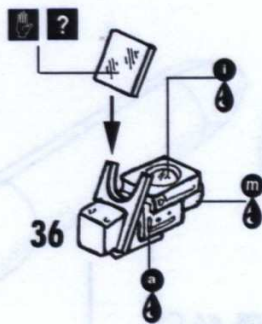
15



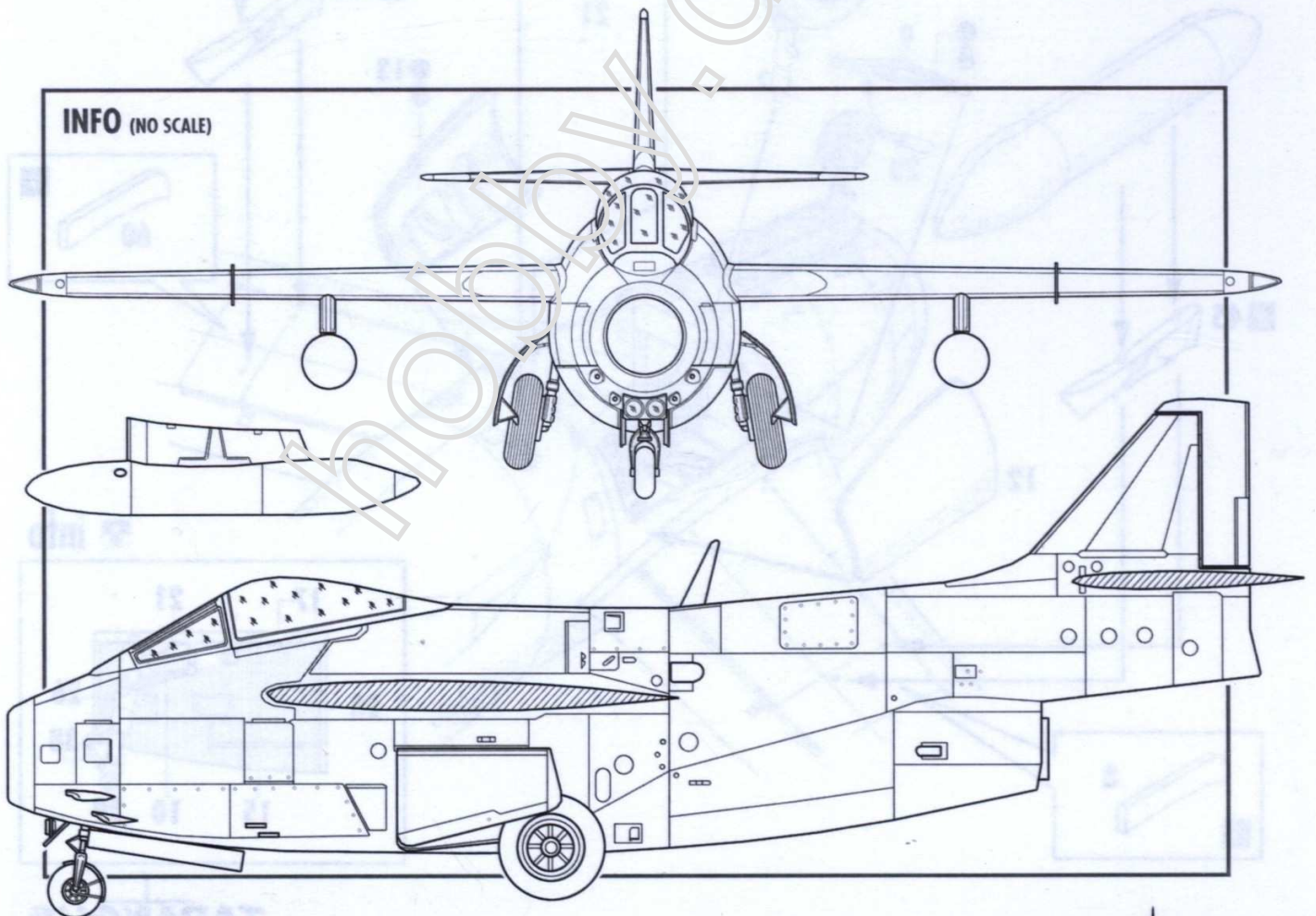
17



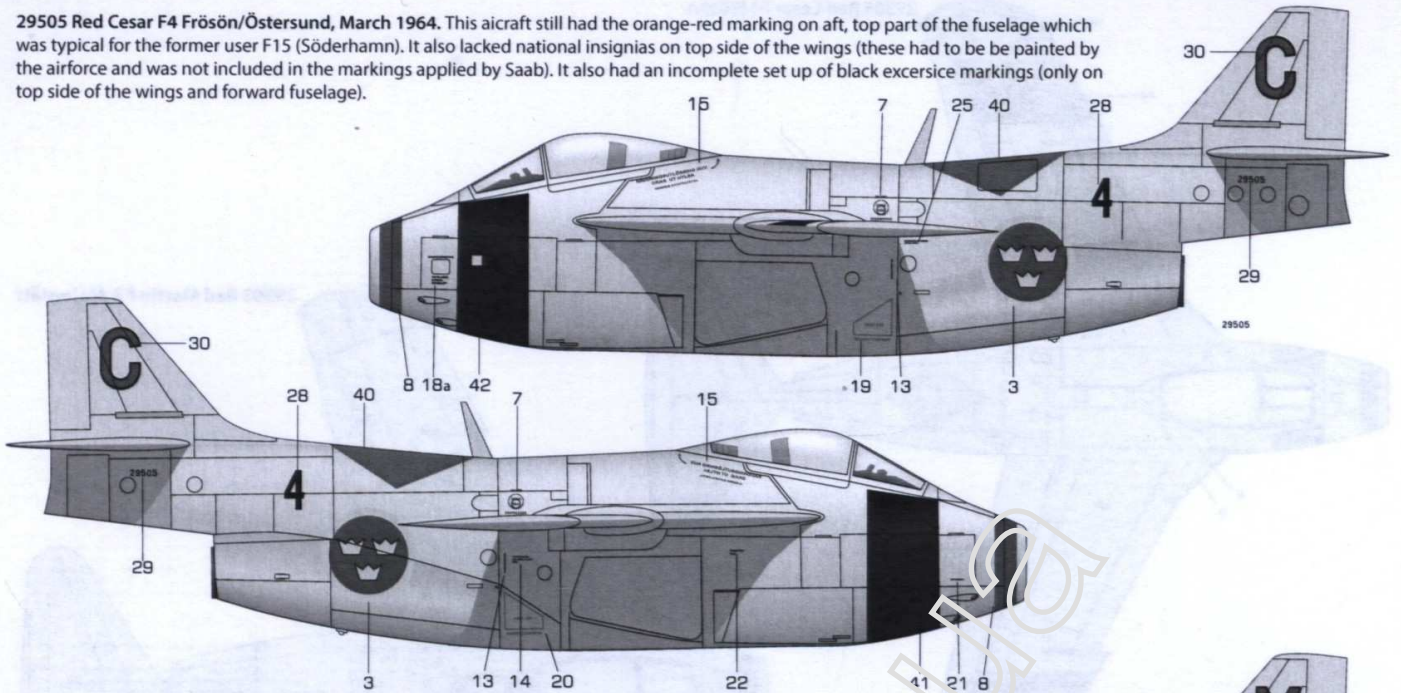
16



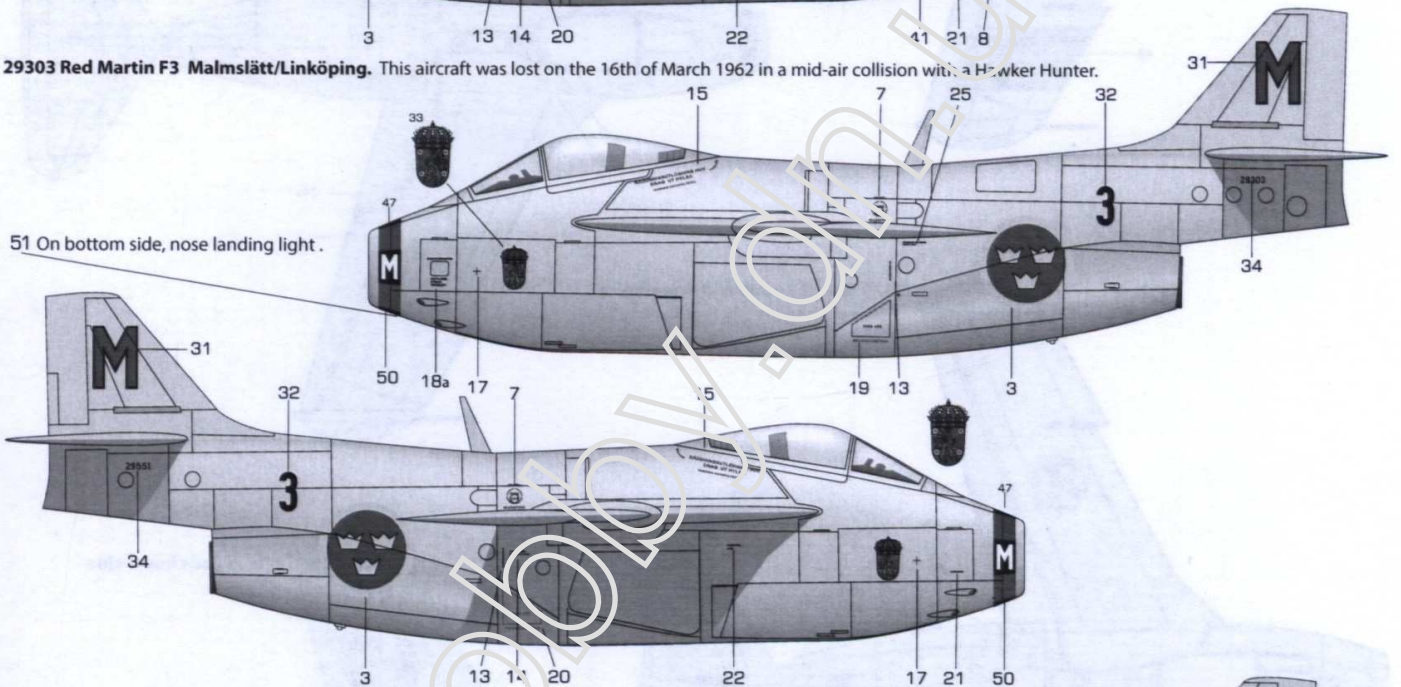
INFO (NO SCALE)



29505 Red Cesar F4 Frösön/Östersund, March 1964. This aircraft still had the orange-red marking on aft, top part of the fuselage which was typical for the former user F15 (Söderhamn). It also lacked national insignias on top side of the wings (these had to be painted by the airforce and was not included in the markings applied by Saab). It also had an incomplete set up of black exercise markings (only on top side of the wings and forward fuselage).

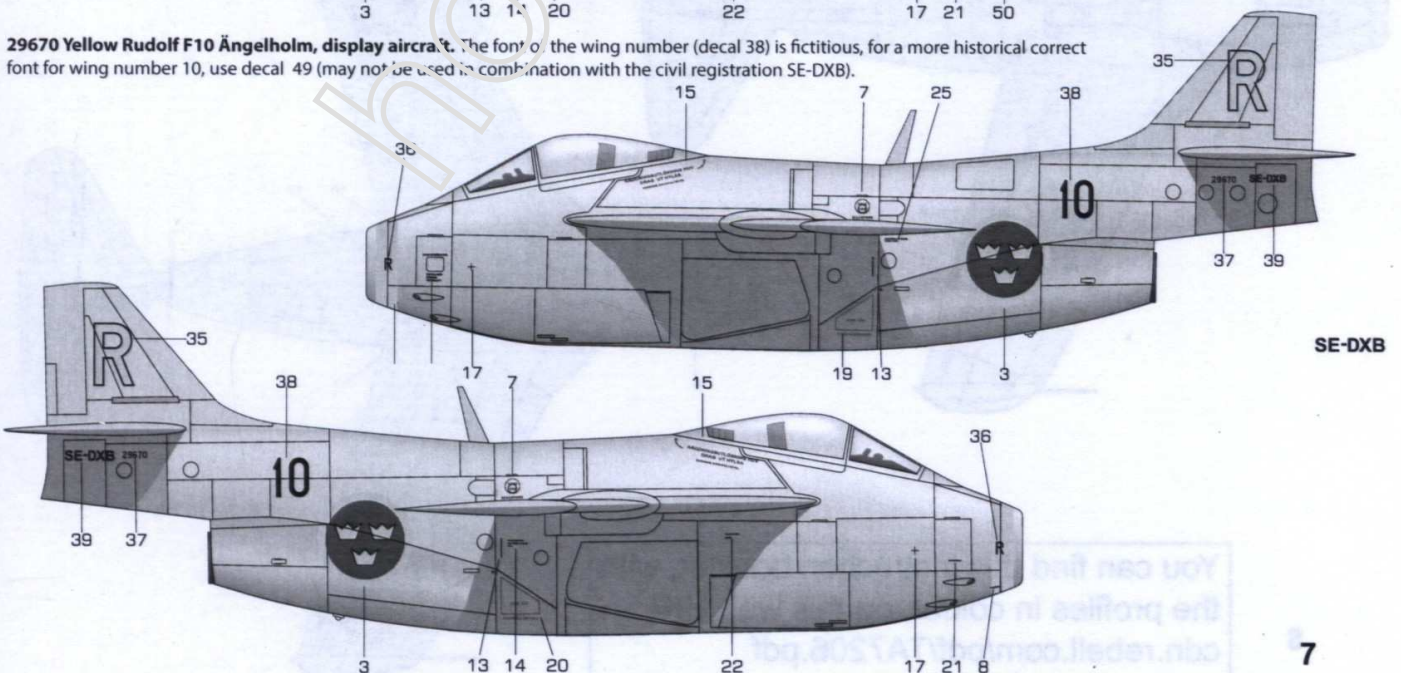


29303 Red Martin F3 Malmslätt/Linköping. This aircraft was lost on the 16th of March 1962 in a mid-air collision with a Hawker Hunter.

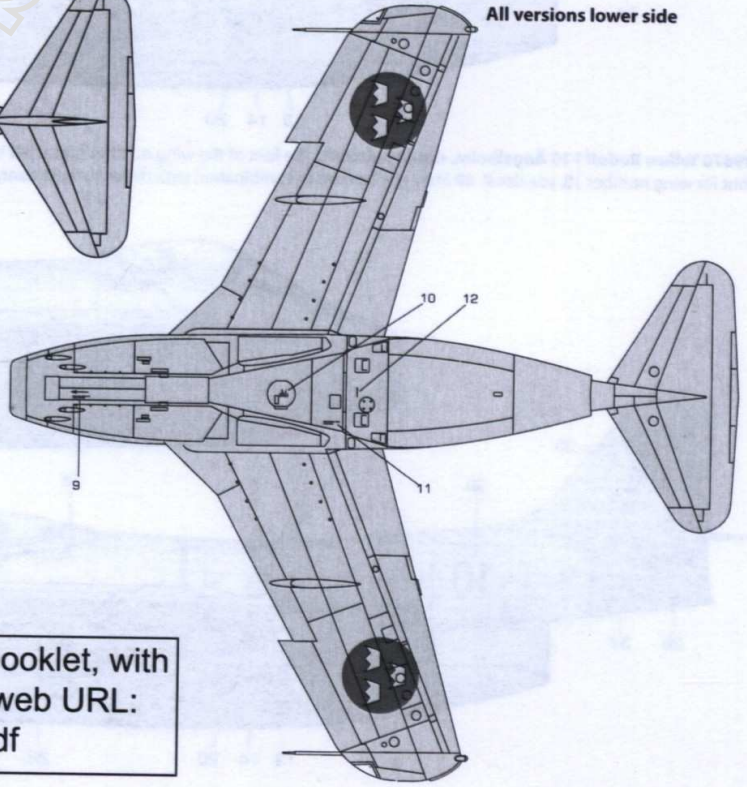
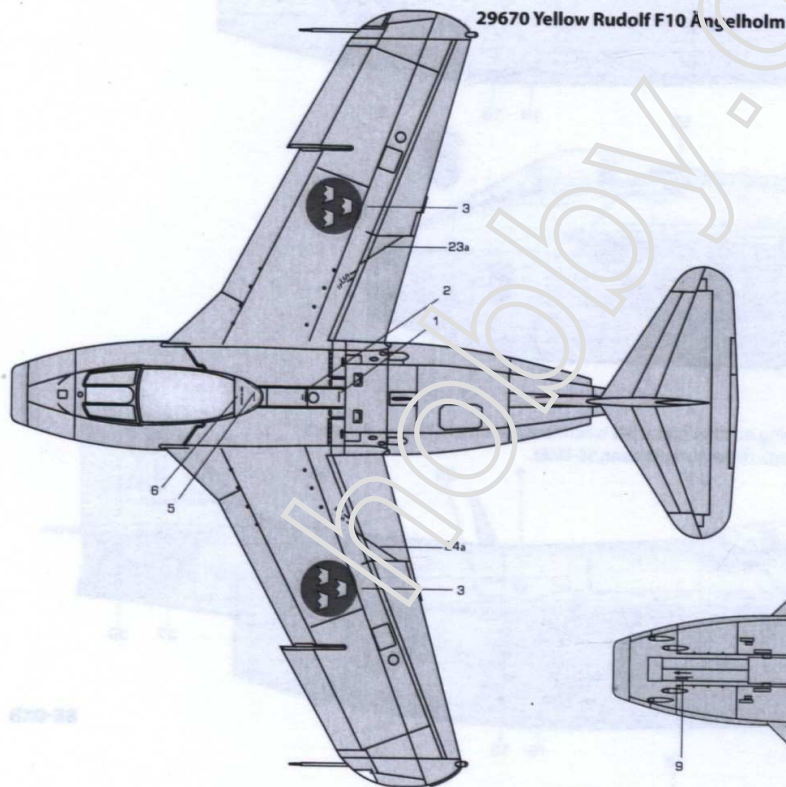
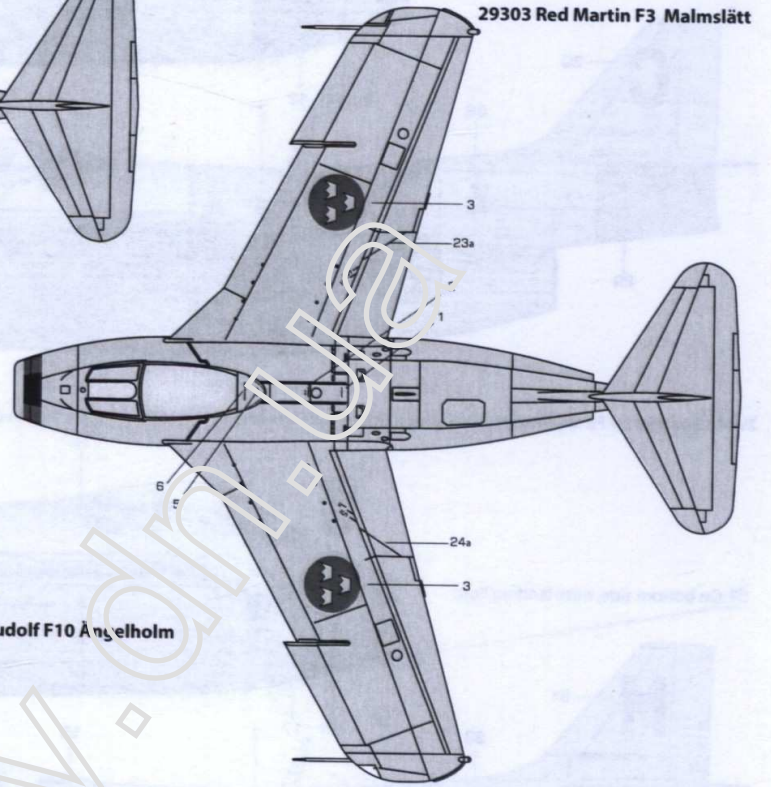
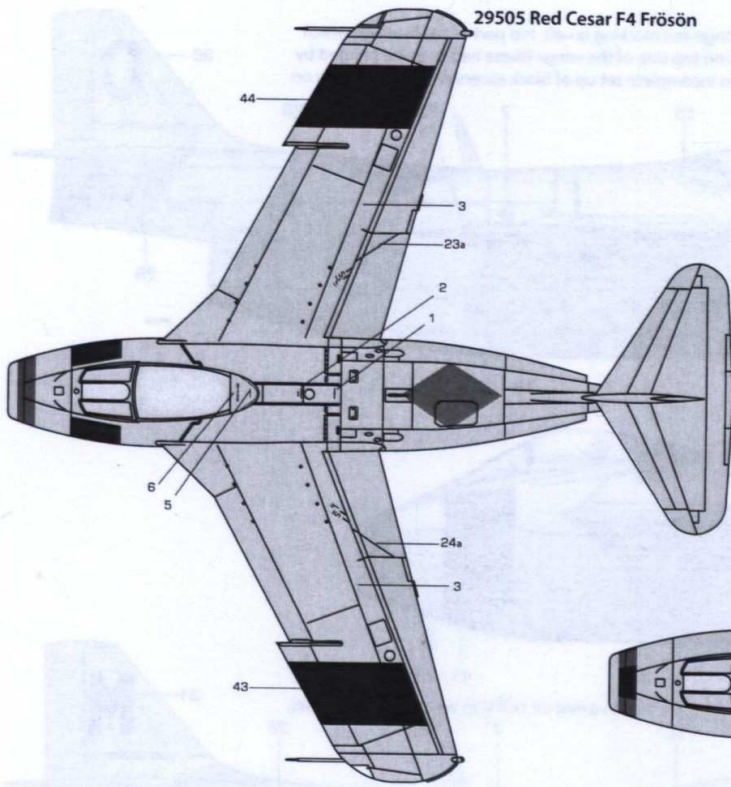


51 On bottom side, nose landing light.

29670 Yellow Rudolf F10 Ängelholm, display aircraft. The font of the wing number (decal 38) is fictitious, for a more historical correct font for wing number 10, use decal 49 (may not be used in combination with the civil registration SE-DXB).

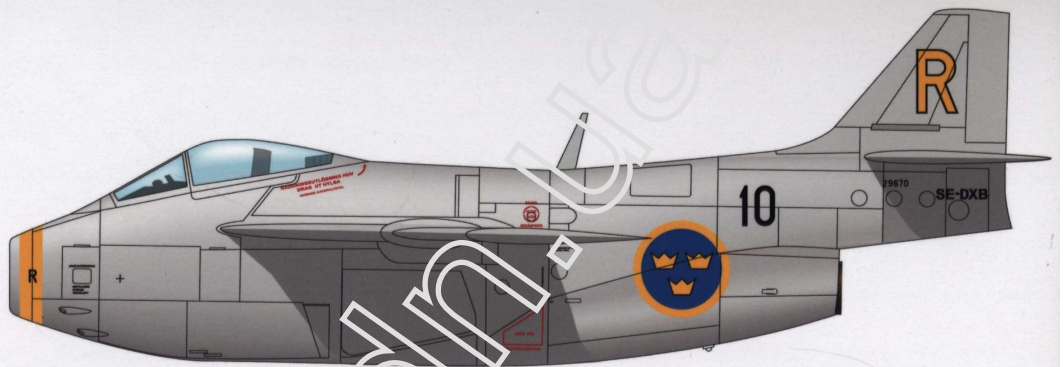


SE-DXB

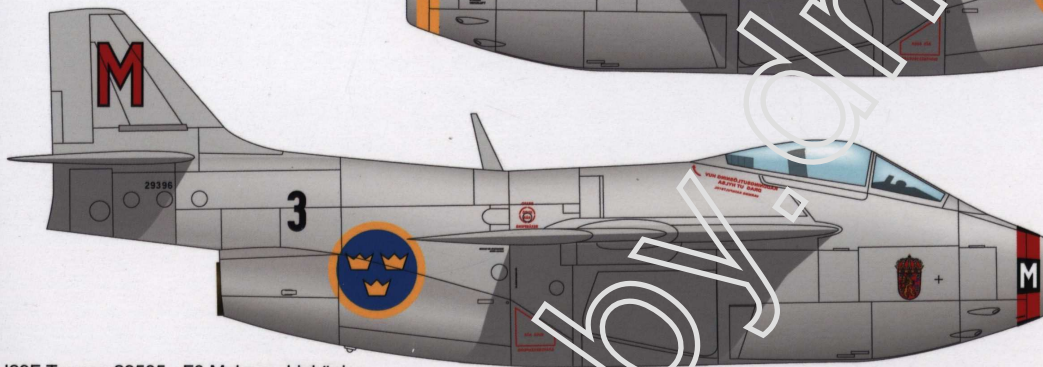


You can find this instruction booklet, with the profiles in colour, on this web URL:
cdn.rebell.com/pdf/TA7206.pdf

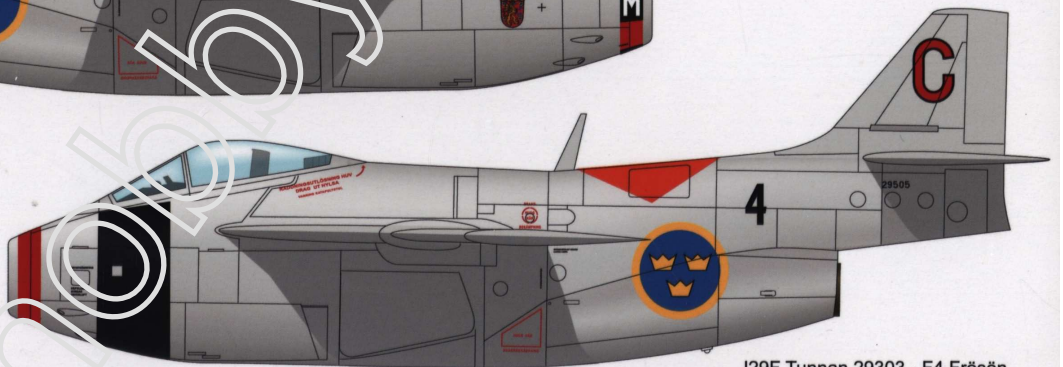
SAAB J29F Tunnan



J29F Tunnan 29670 - F10 Ängelholm



J29F Tunnan 29505 - F3 Malmen, Linköping



J29F Tunnan 29303 - F4 Frösön