



### SAAB SF/SH 37 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 Draken, 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.

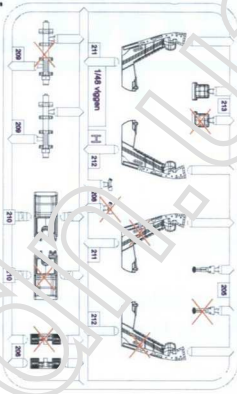
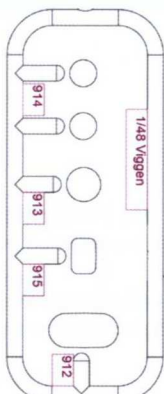
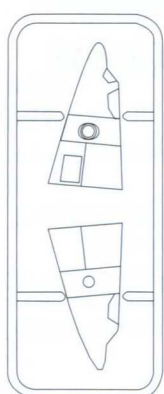
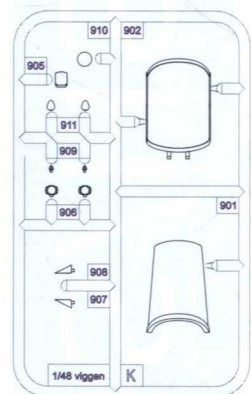
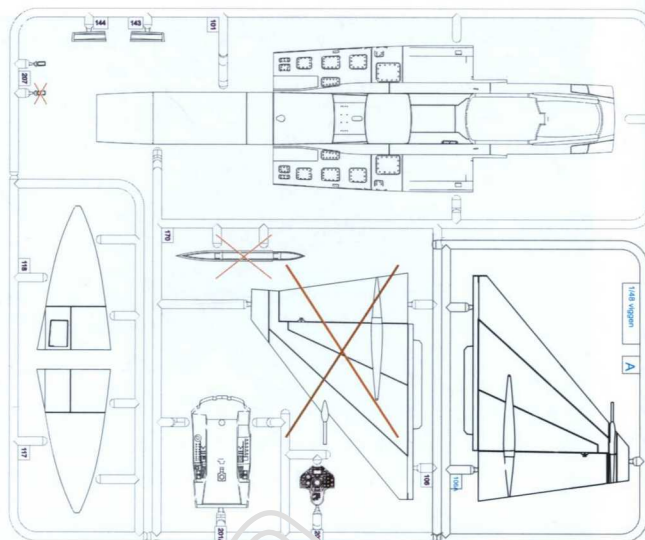
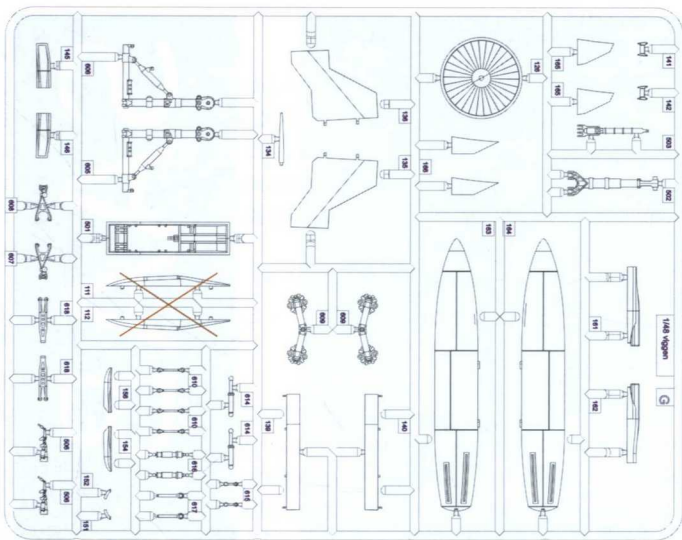
The SF 37 was a photo reconnaissance platform with seven different cameras able to take pictures in both daylight and at night. In order to accommodate the camera suite, the radar was deleted and instead it received a different nose to house the cameras. 28 aircraft were delivered between 1977 and 1980.

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.

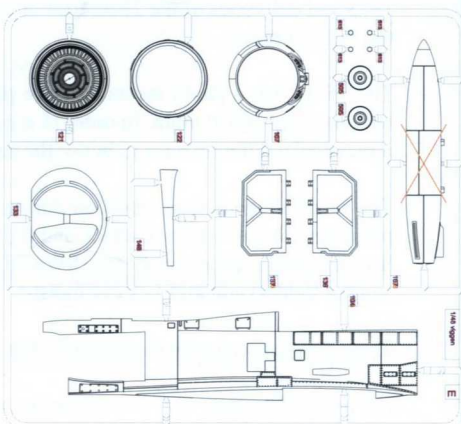
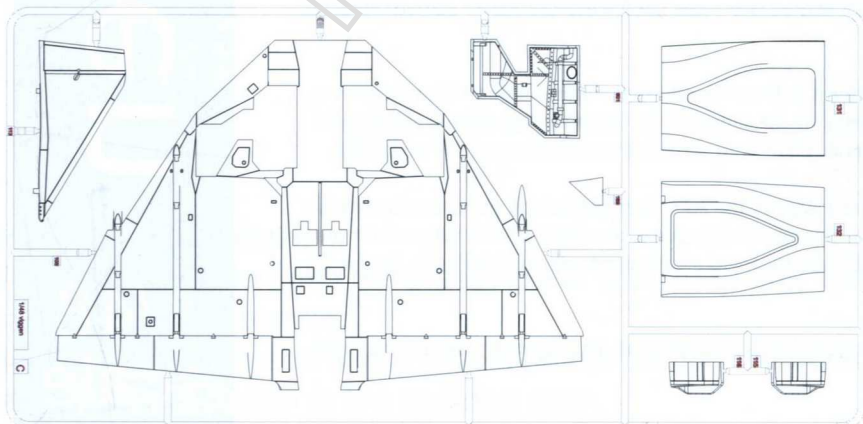
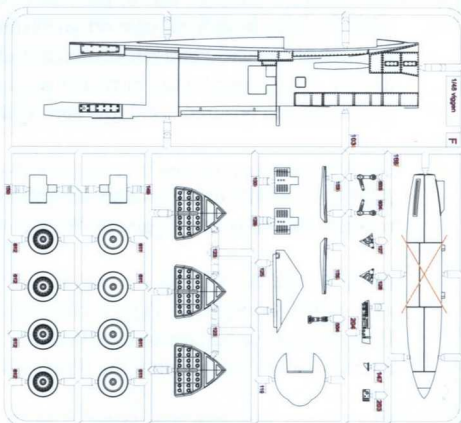
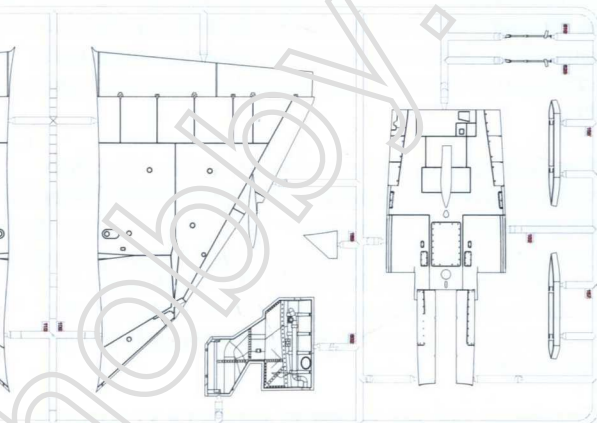
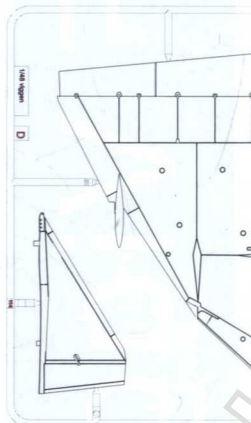
The aircraft served with the wings F10 in Ängelholm, F13 Norrköping, F17 Ronneby and F21 in Luleå.

For more references, visit [www.tarangus.se](http://www.tarangus.se).

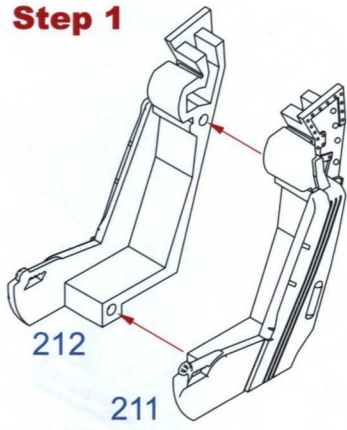
SAAB SH/SF Viggen  
1/48 scale



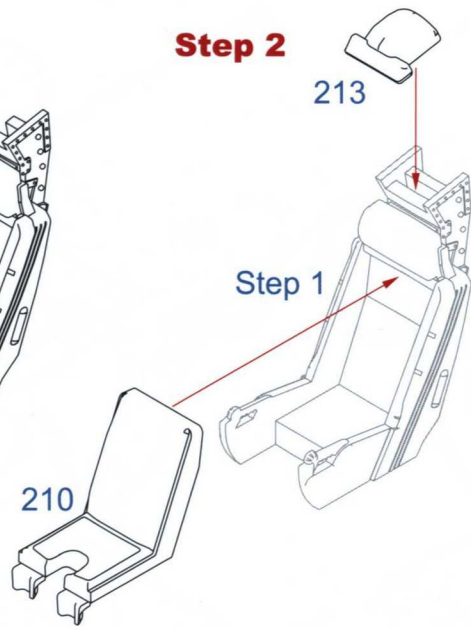
**Resin parts:**  
 Carefully remove parts from casting blocks (x). Sand and polish for a nice finish. Avoid inhaling dust. Must be glued with cyano or epoxy.



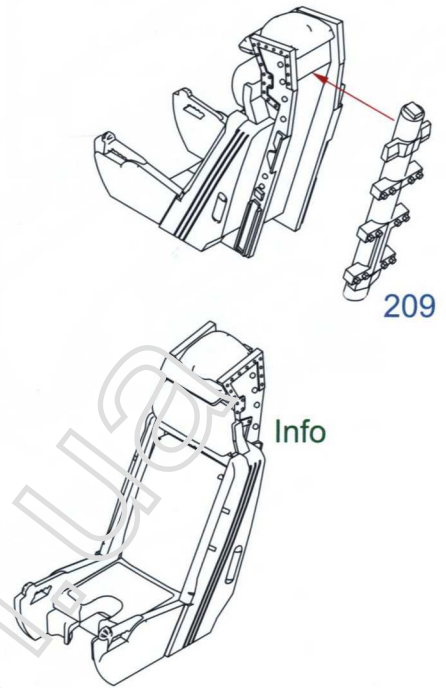
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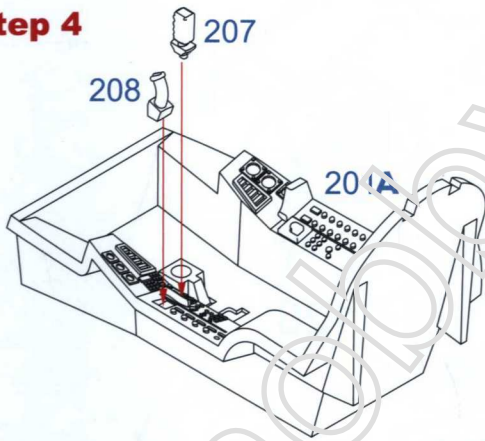
**Step 2**



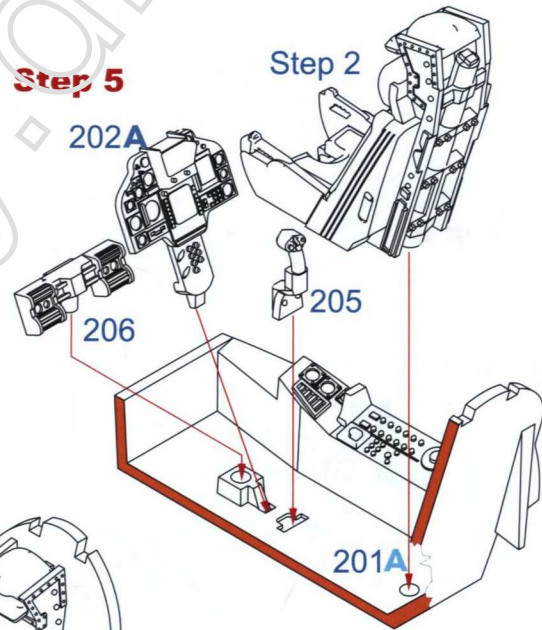
**Step 3**



**Step 4**



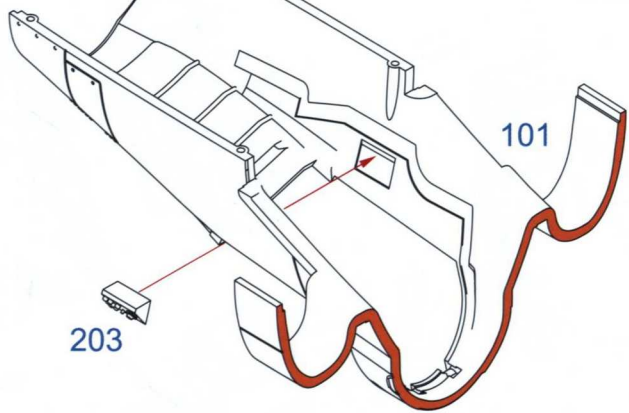
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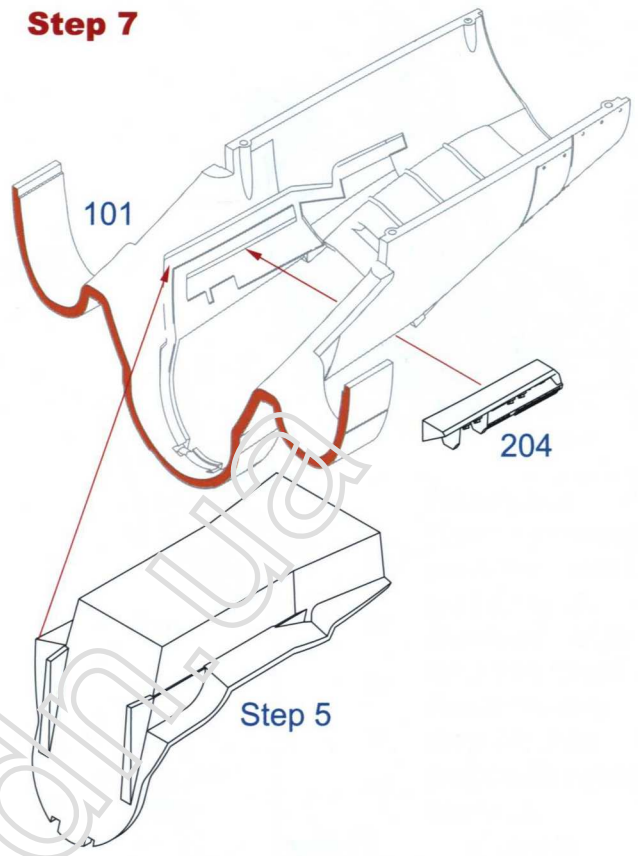
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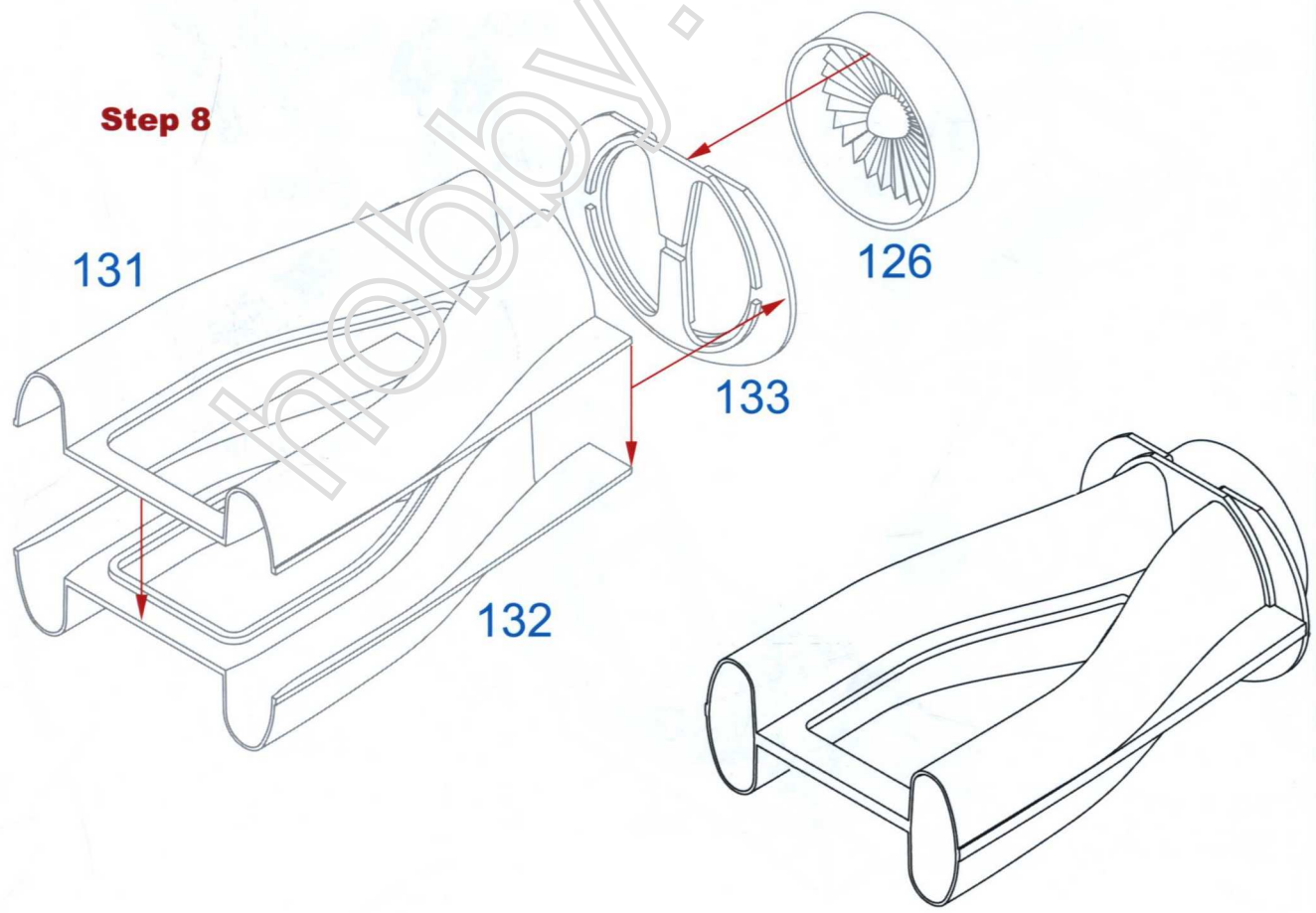
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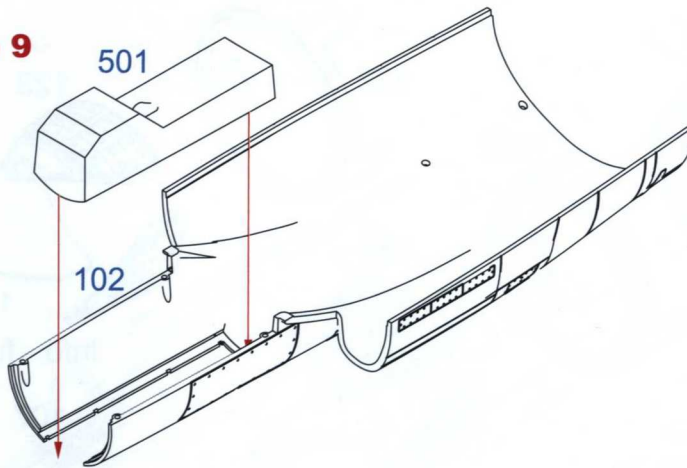
**Step 7**



**Step 8**



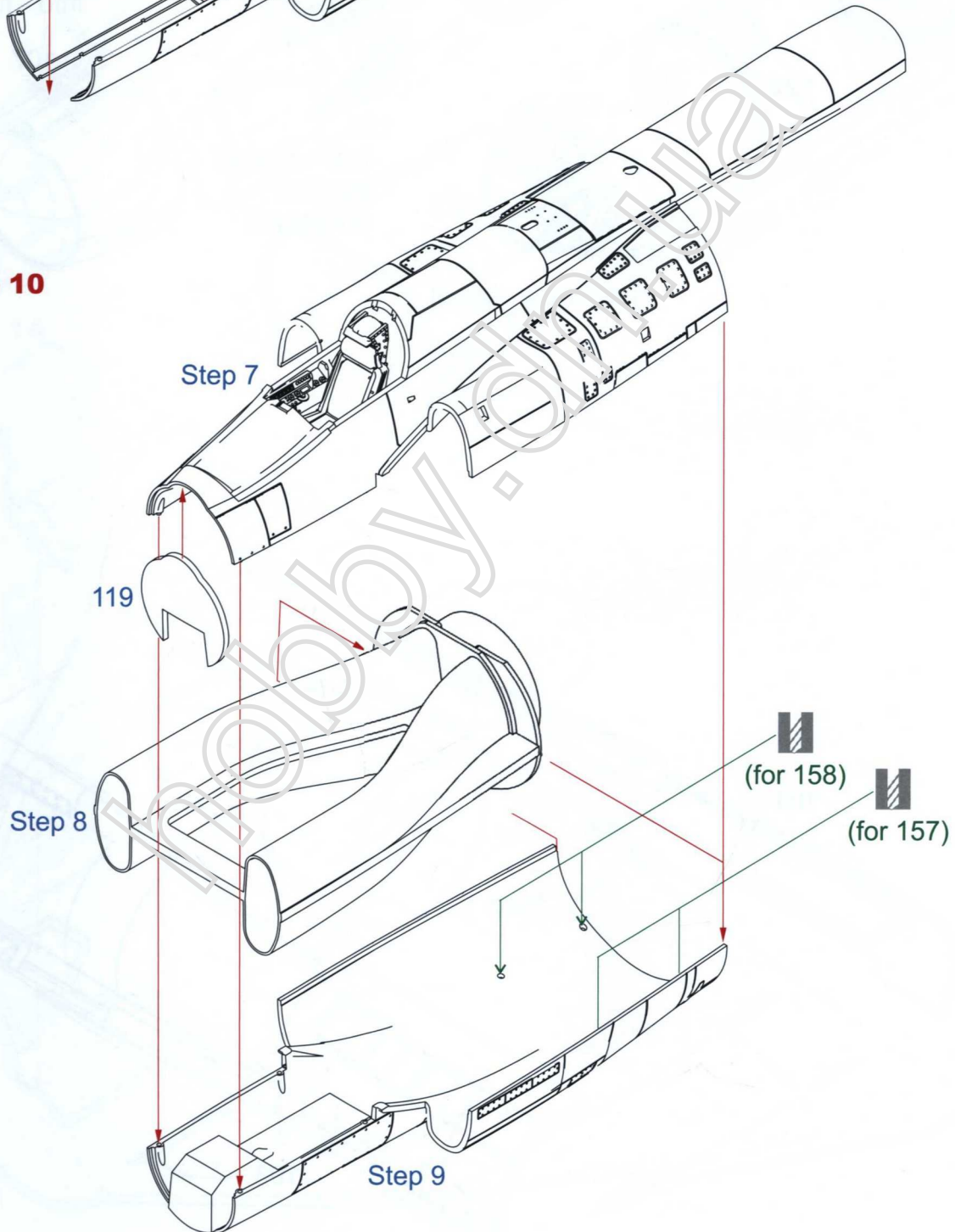
**Step 9**



Because the JA37 extension is not used on the recce version, the spine part has to be made slightly shorter at the rear end. There is an indent on the inside of the part to indicate where to shorten it.

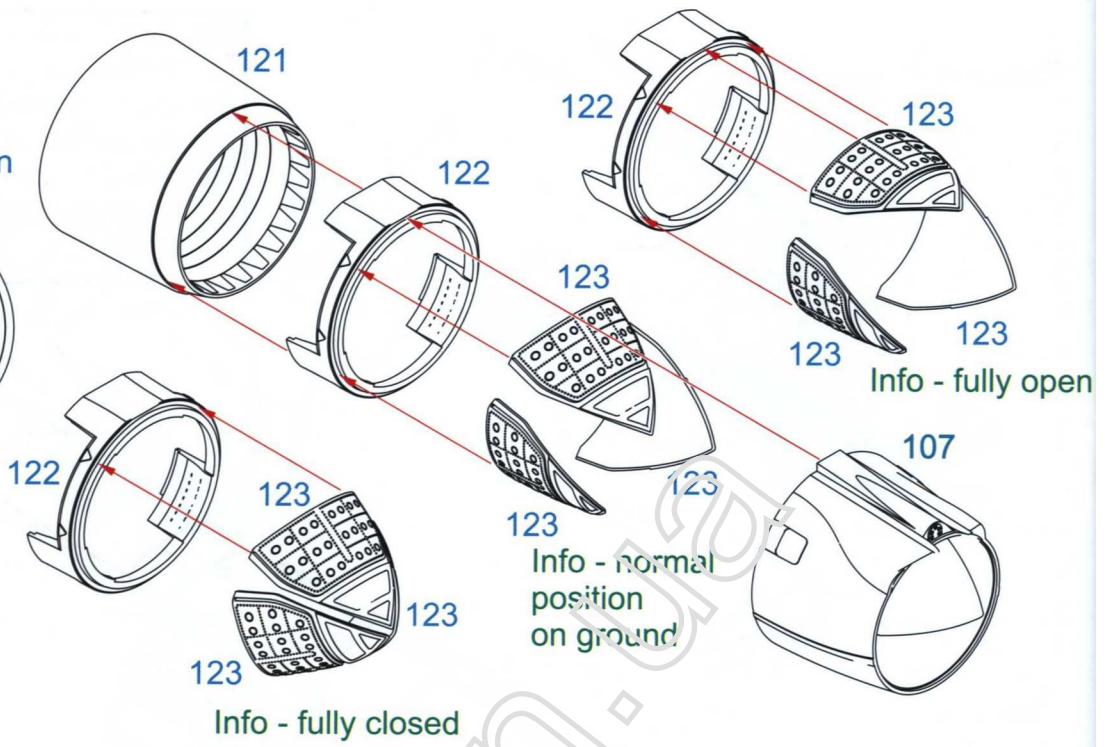
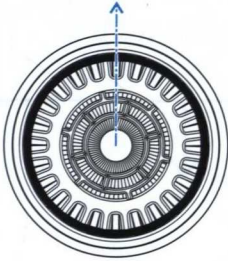


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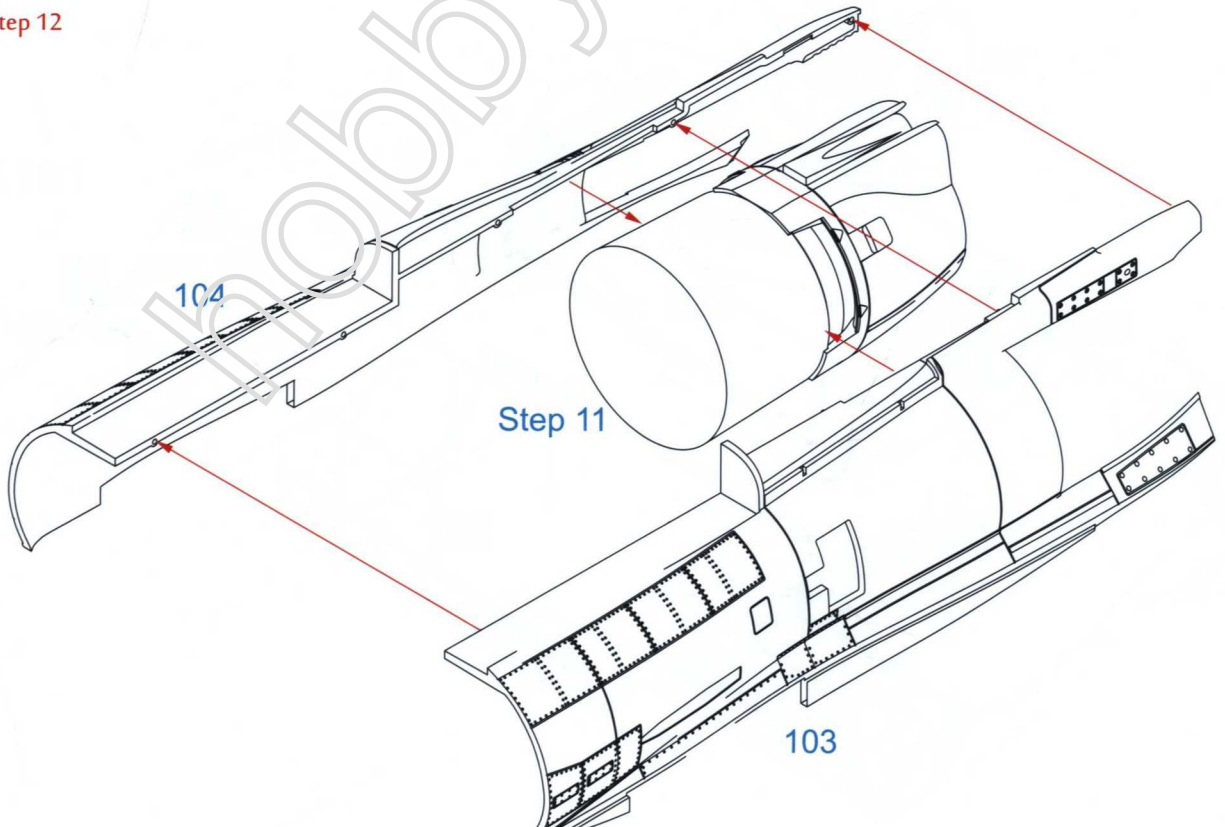


Step 11

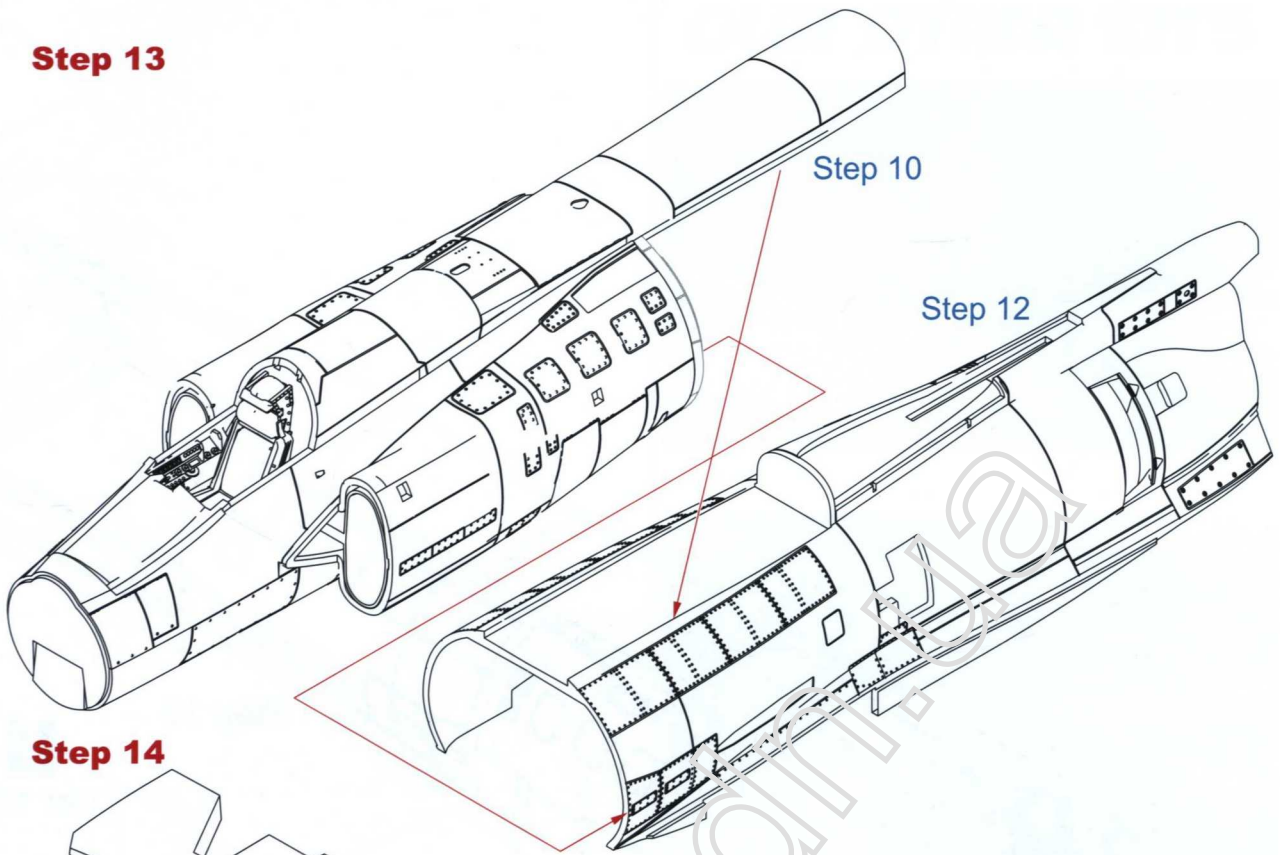
Info  
121-orientation



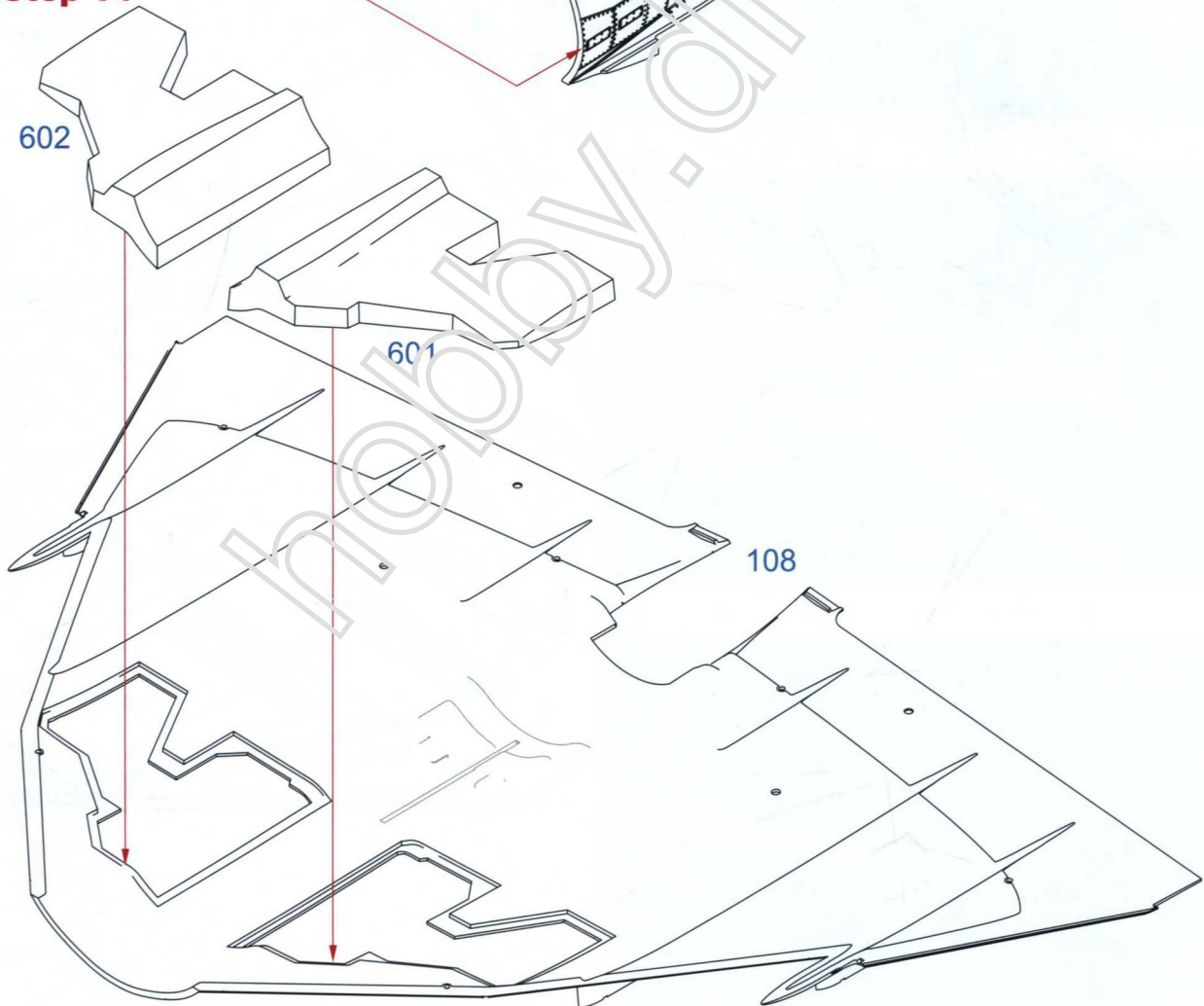
Step 12



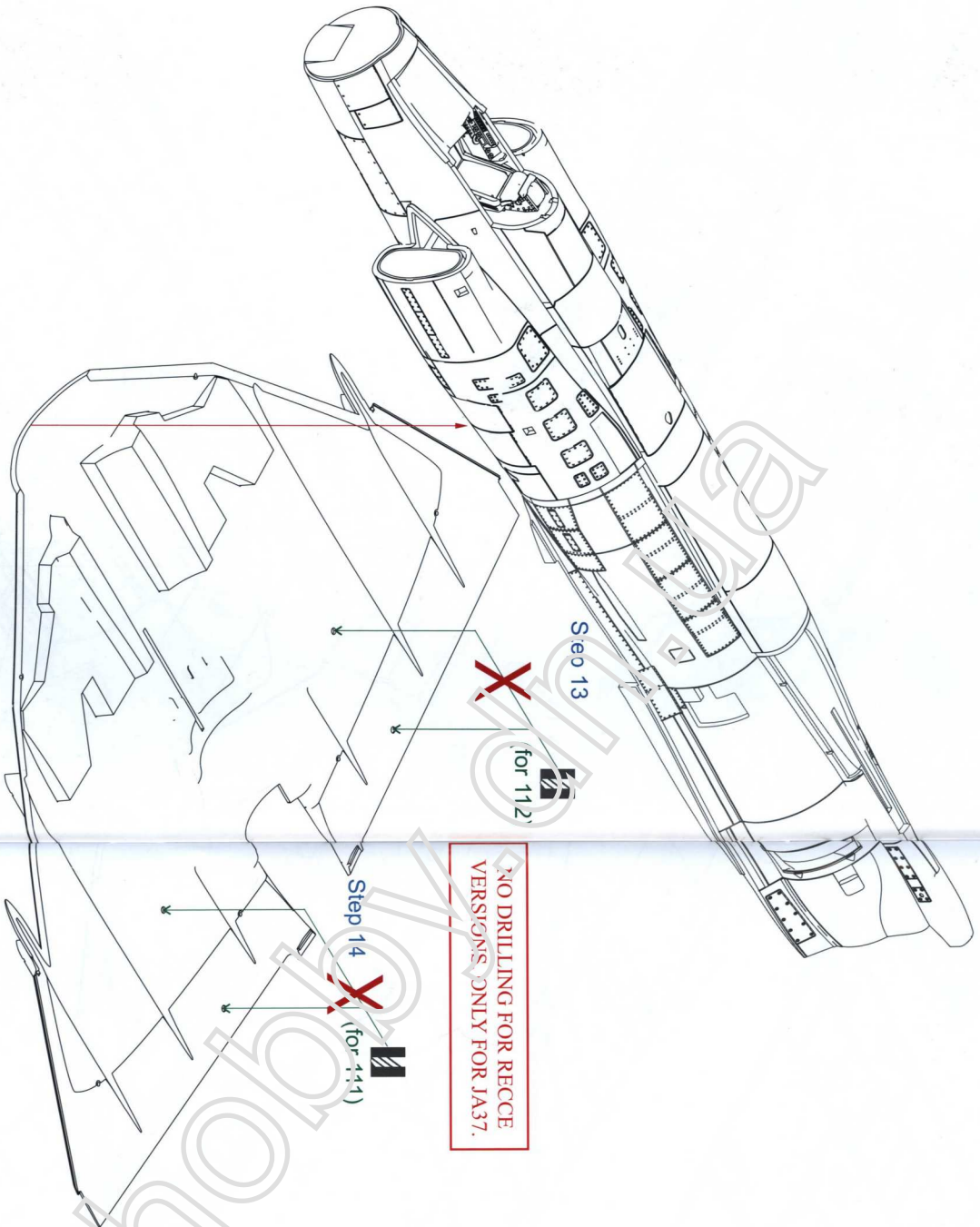
**Step 13**



**Step 14**



**Step 15**



**OUR OTHER KITS**

1/48 scale

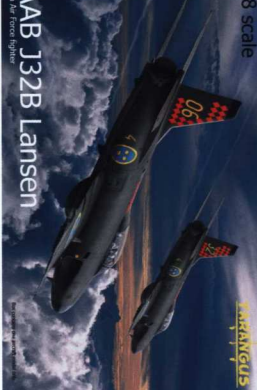


SAAB A32A Lansen

Specialty Air Force Models

TARANIGUS

1/48 scale



SAAB J32B Lansen

Specialty Air Force Models

TARANIGUS

1/48 scale



SAAB 91 Safir B/C/D

TARANIGUS

1/72 scale



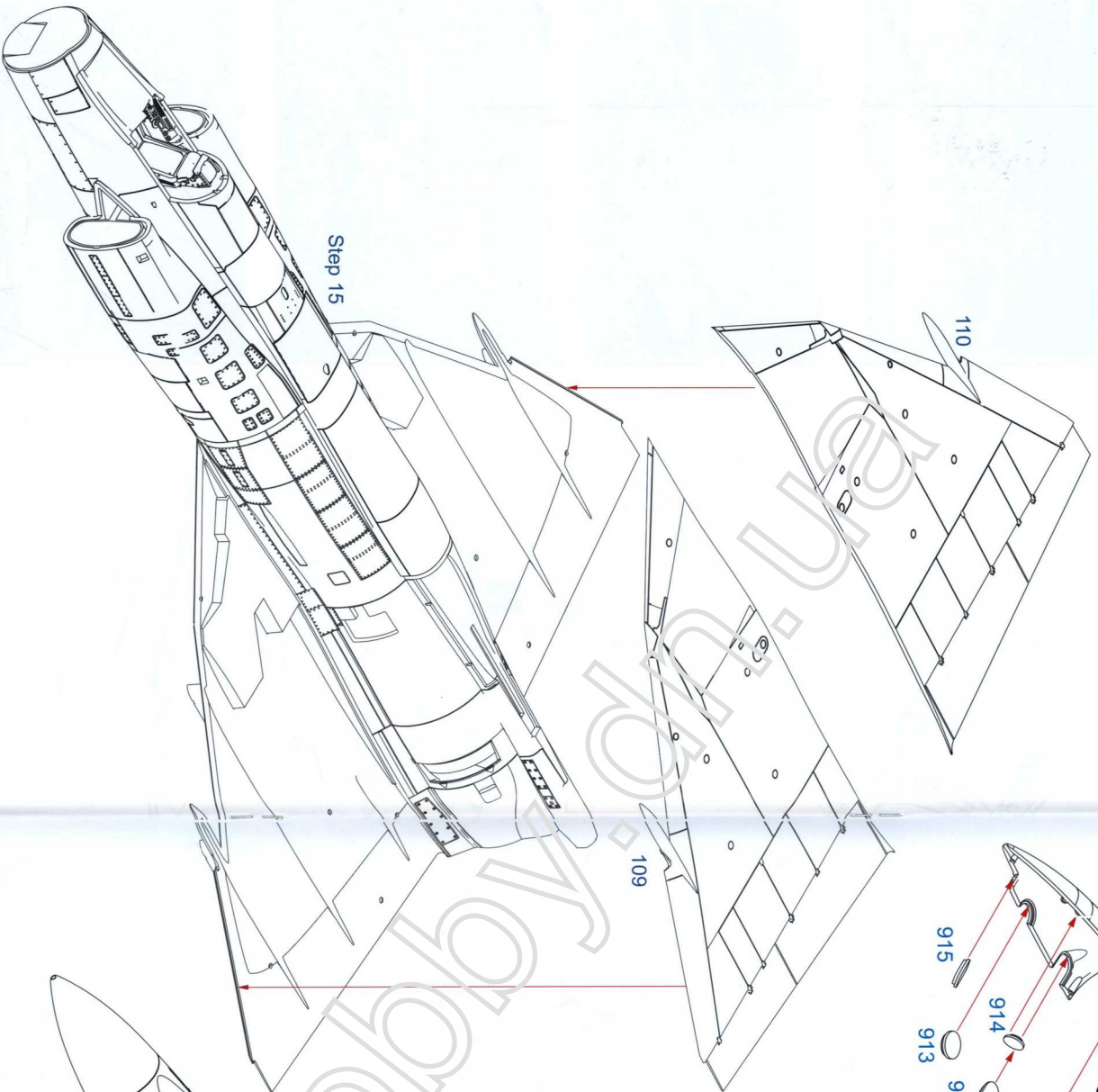
SAAB J29A/B Tunnan

Specialty Air Force Models

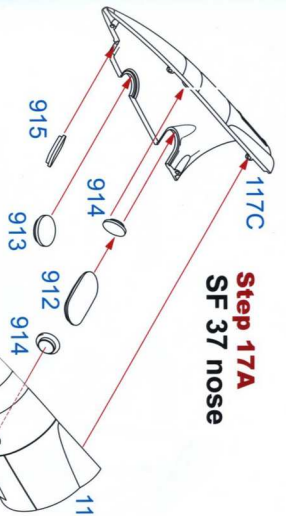
TARANIGUS



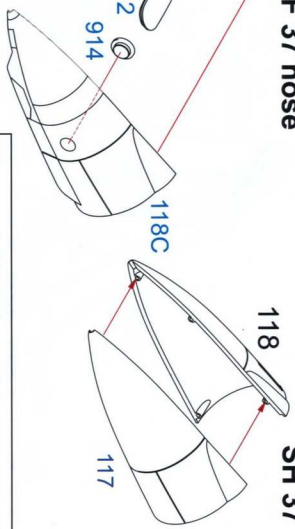
**Step 16**



**Step 17A**  
SF 37 nose

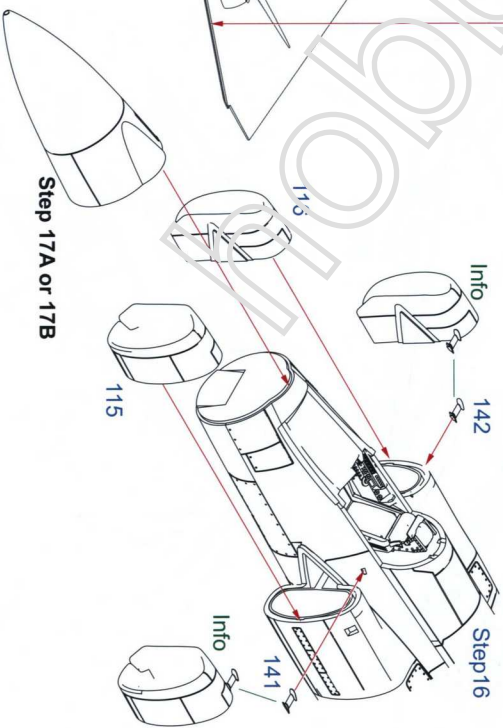


**Step 17B**  
SH 37 nose



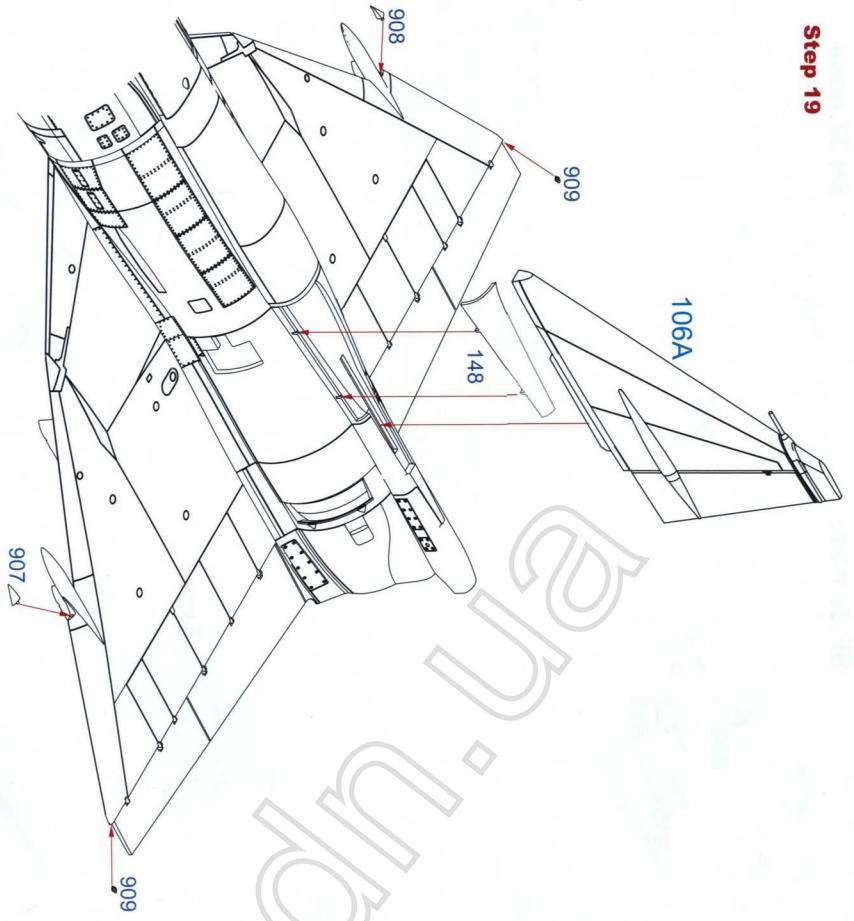
The model is balanced to correctly stand on its main landing gear. However, if you plan to add aftermarket equipment, it is a good idea to add some ballast in the nose to avoid model becoming a tail-sitter.

**Step 18**

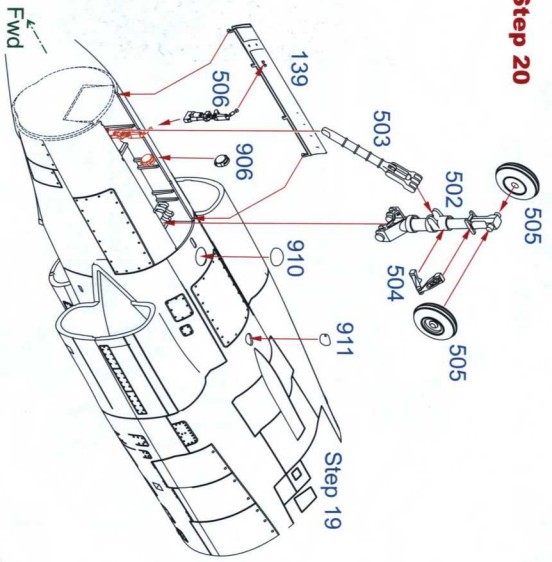


**Step 17A or 17B**

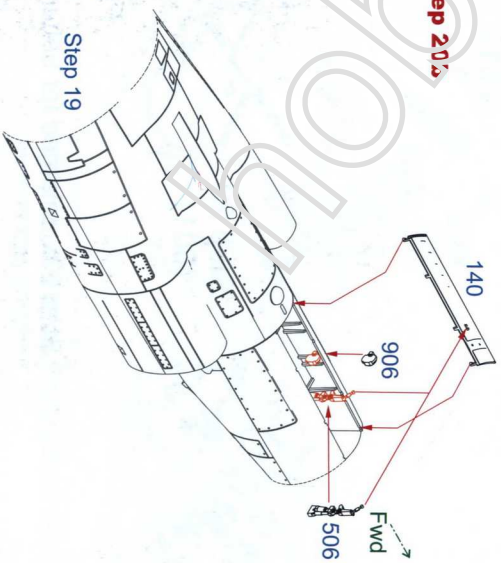
**Step 19**

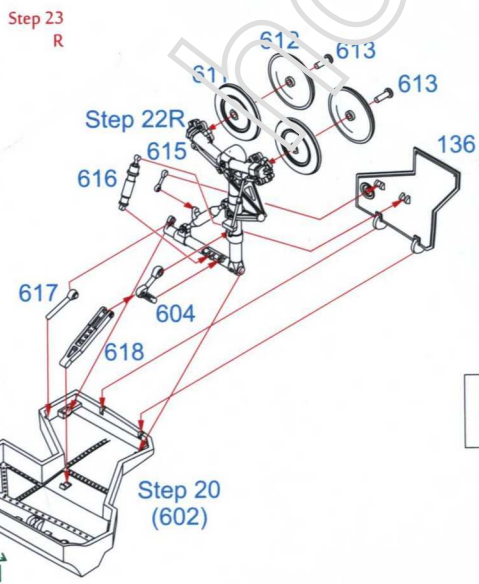
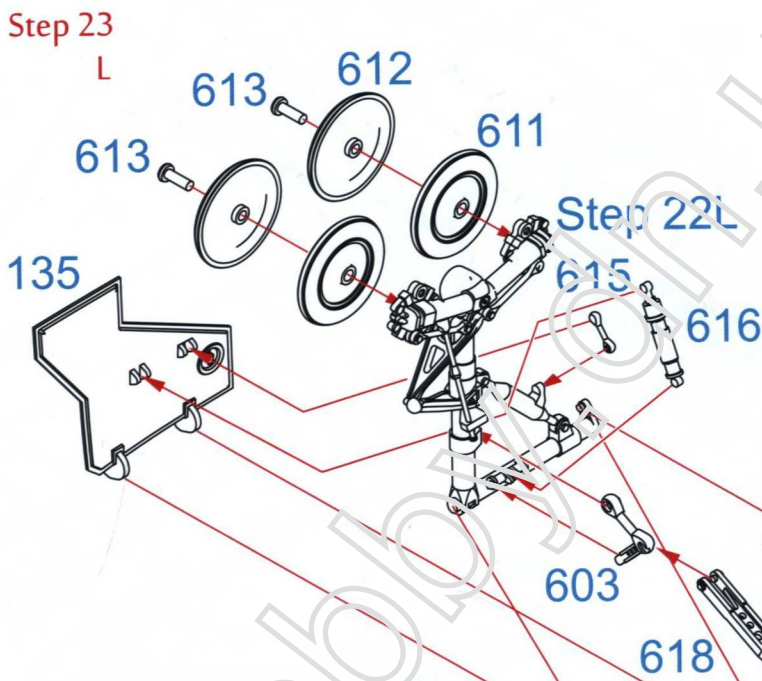
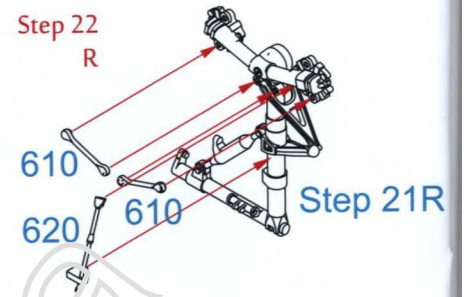
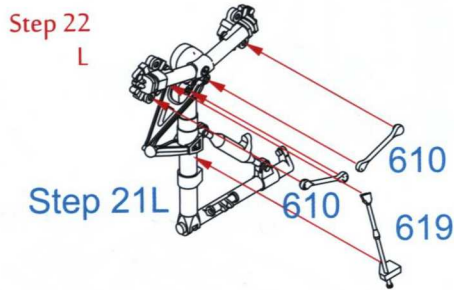
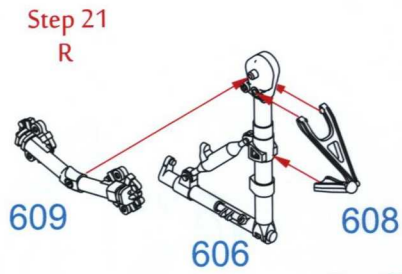
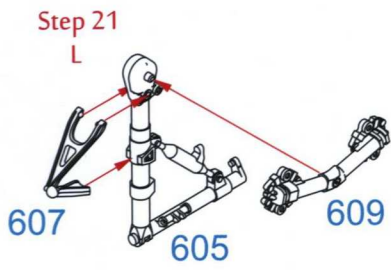


**Step 20**

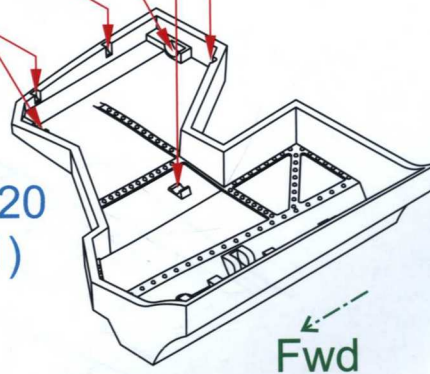


**Step 20**



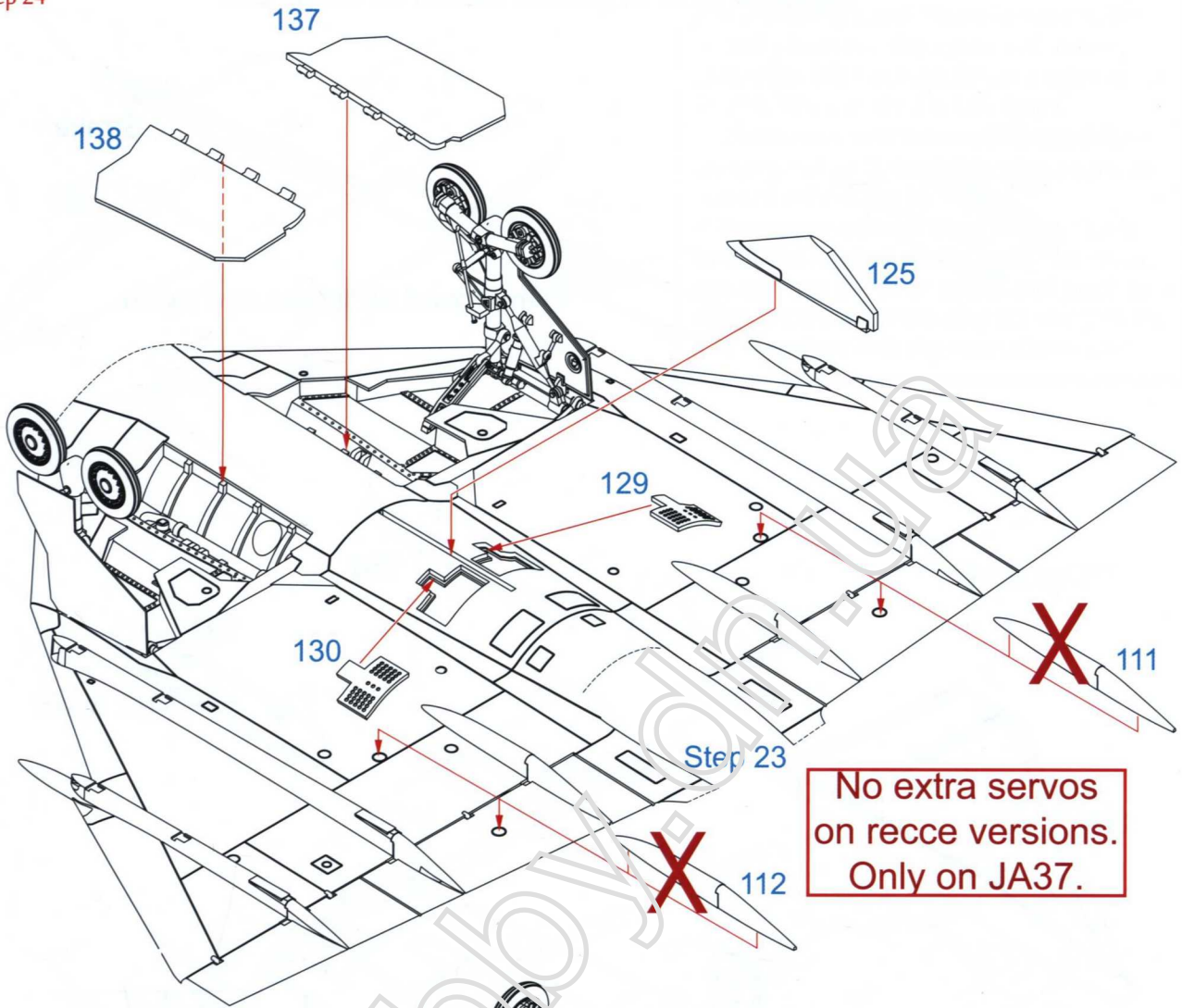


Step 20  
(601)

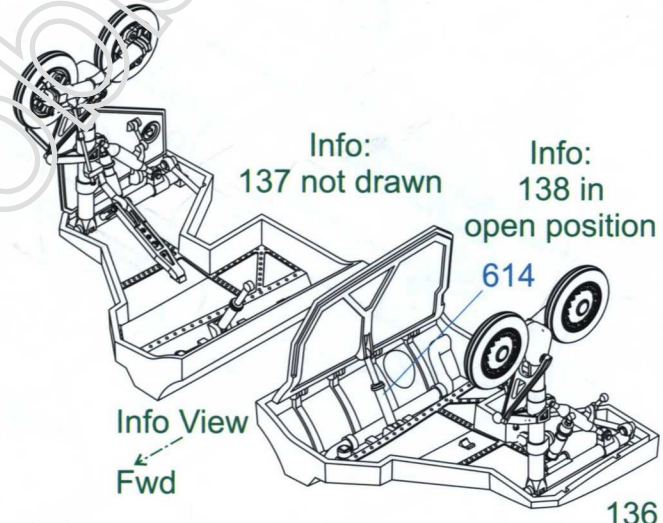


Step 23L enlarged for better detail view.

Step 24



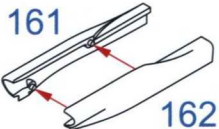
No extra servos on recce versions. Only on JA37.



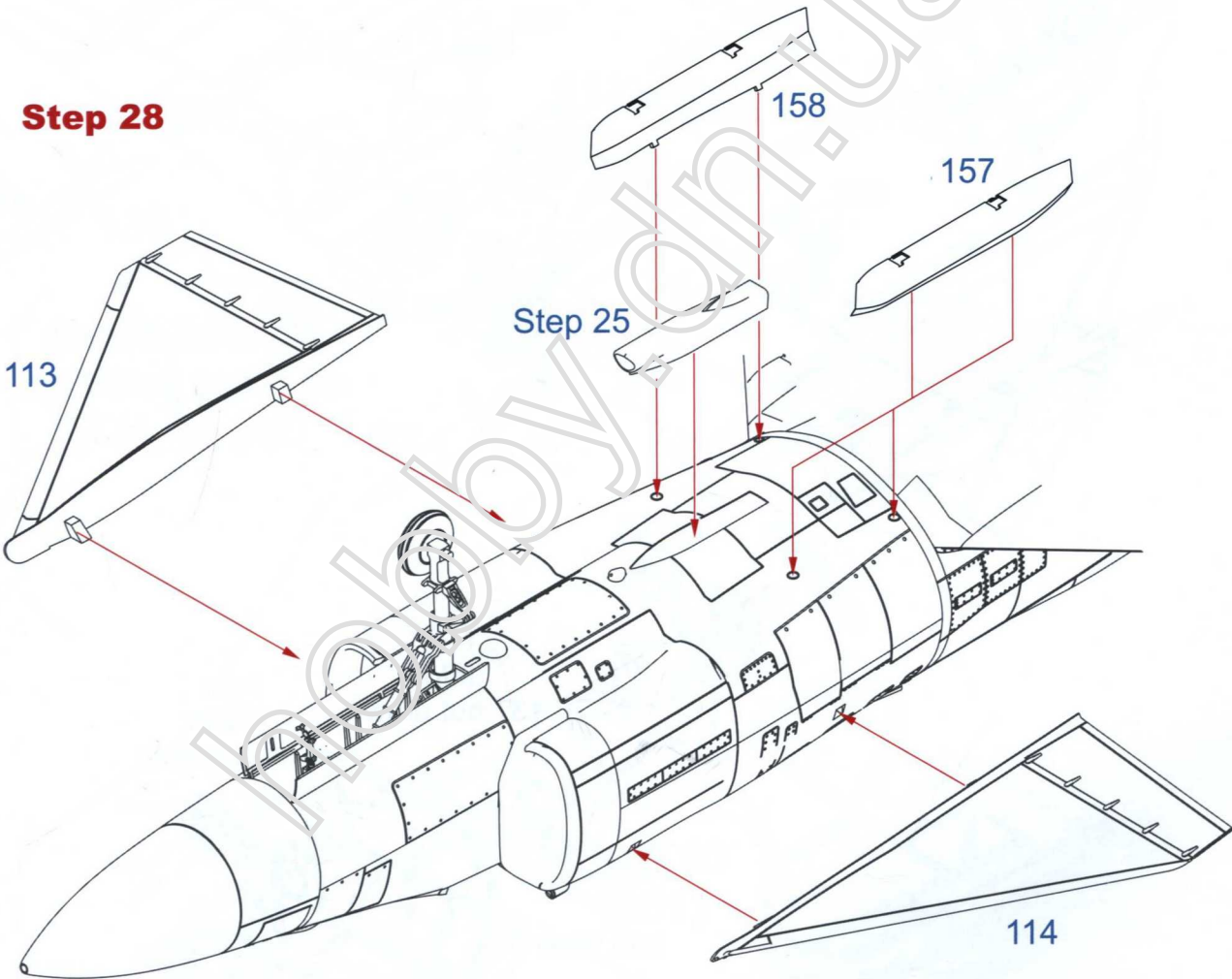
Inner doors were normally closed when aircraft was parked.

Resin air intake and pylon can be used to replace and improve detail of Step 25.

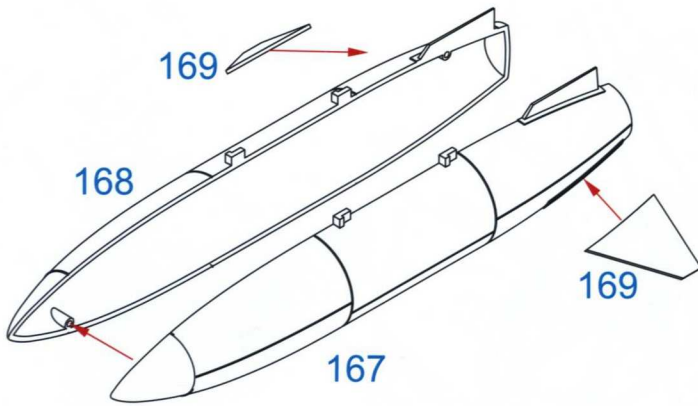
**Step 25**



**Step 28**



### Step 27

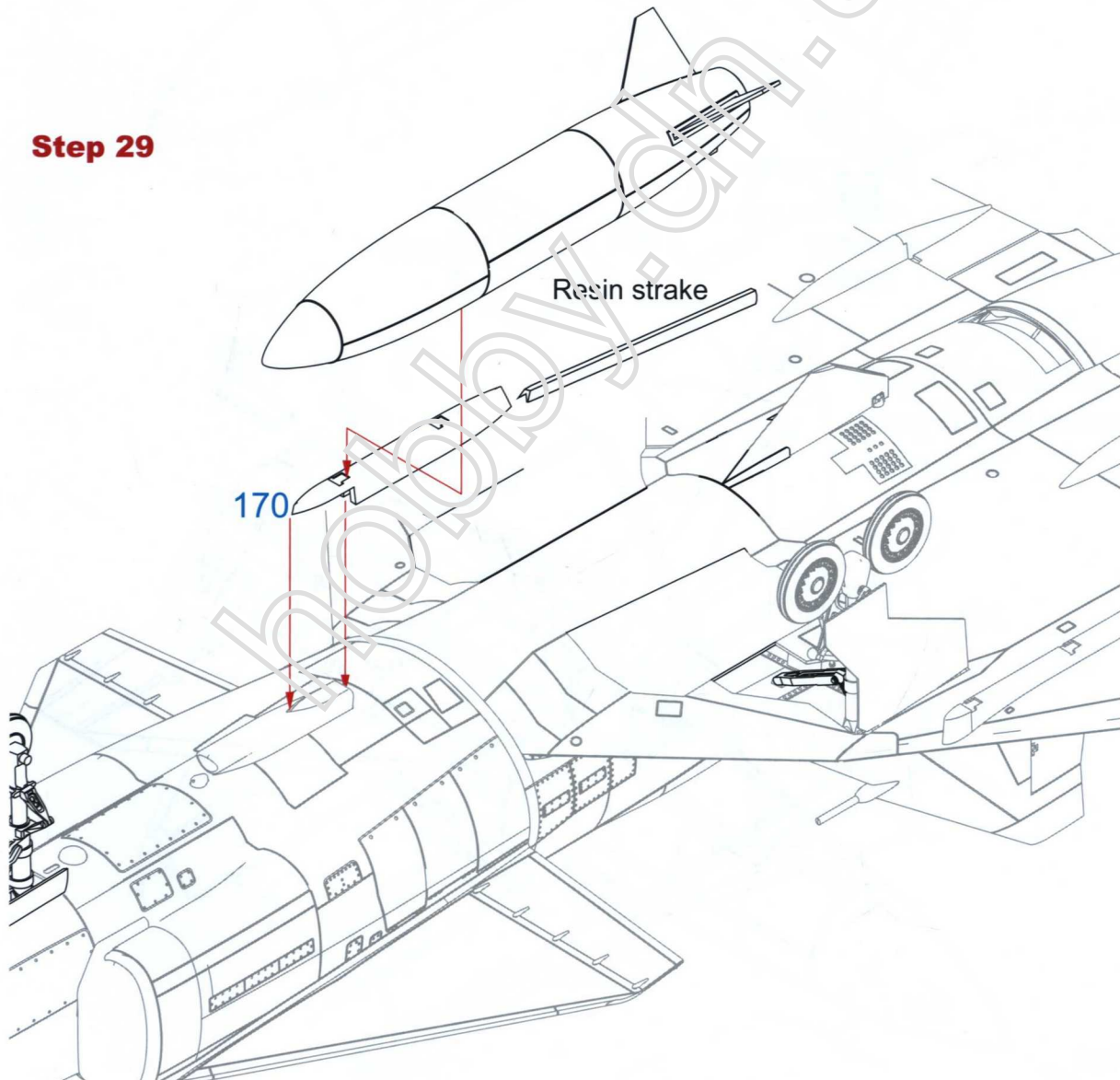


### Please take note in this section!

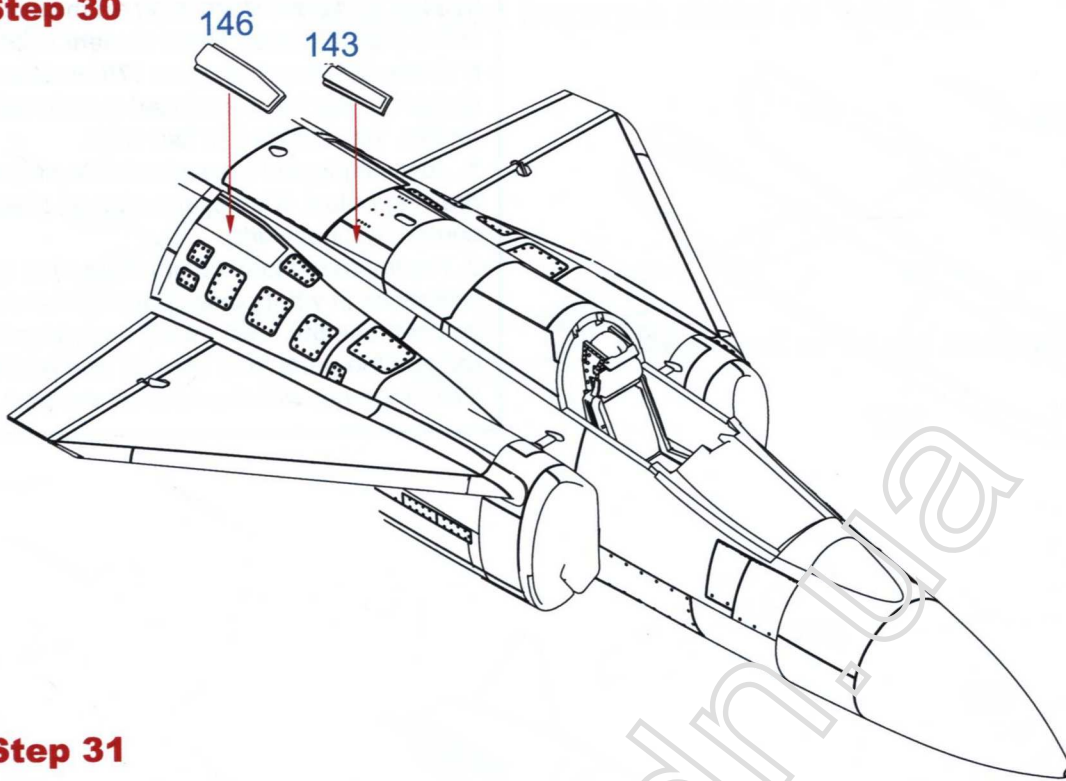
In Step 29 below, there is a part missing in the plastic model. There is meant to be a strake between the pylon 170 and the dorsal fin. We have enclosed a resin set to fix this. You can do it in two ways.

1. Just simply add the resin strake as per drawing below. (Use cyano glue as plastic cement will not work).
2. For improved look of air intake, due to limitations in what plastic parts can show, you can use the resin intake and pylon to replace the parts from step 25 and part the 170 - together with the resin strake part.

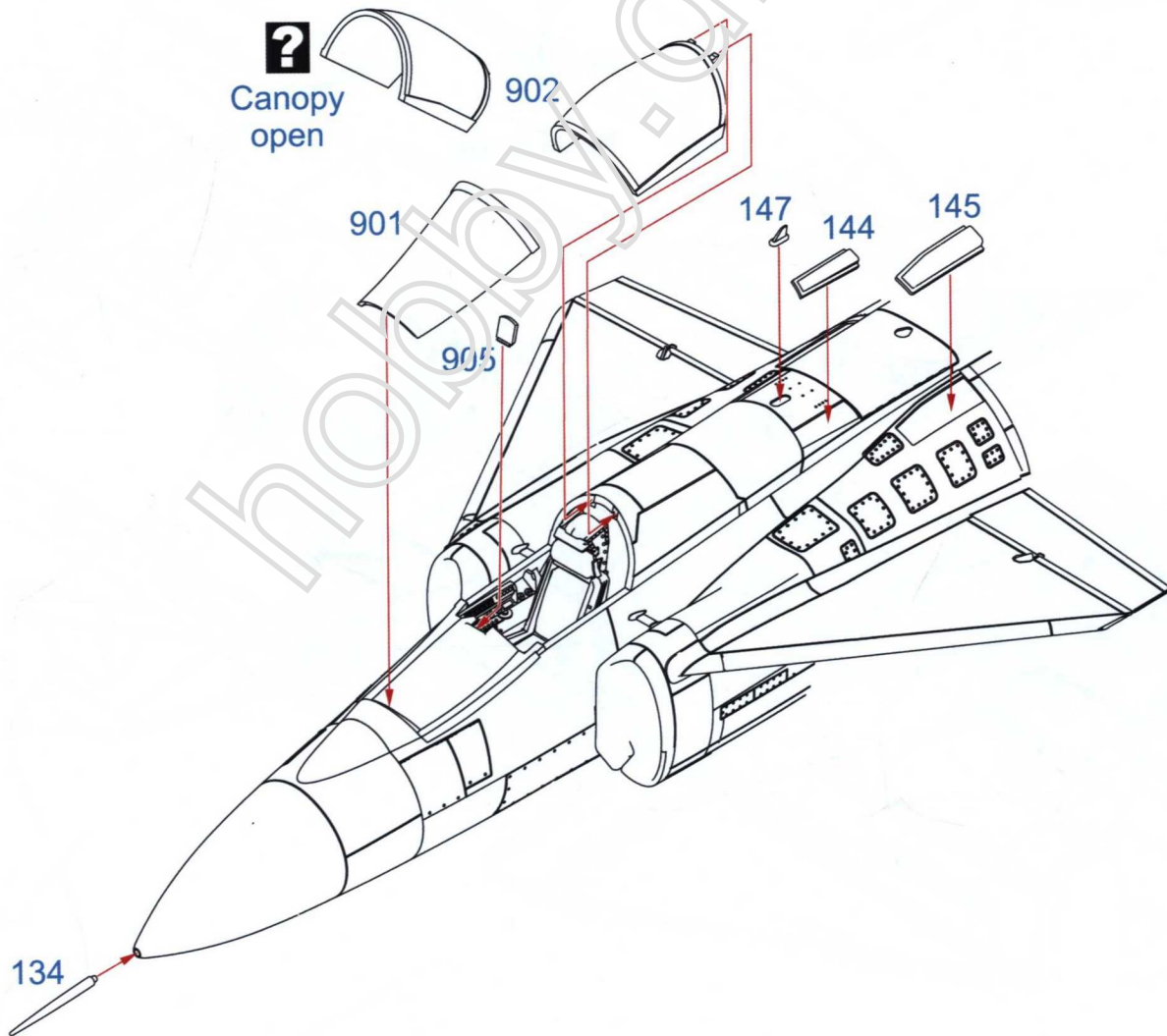
### Step 29



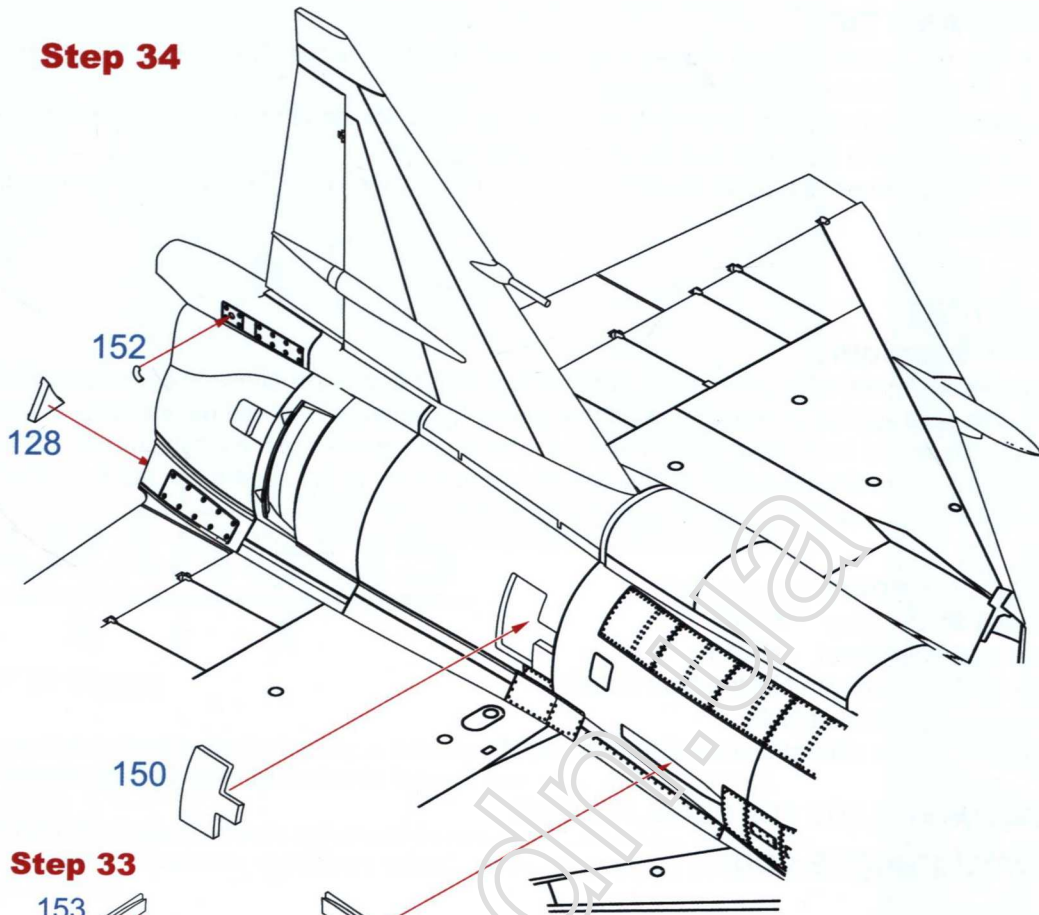
**Step 30**



**Step 31**



**Step 34**



**Step 32**



**Step 33**

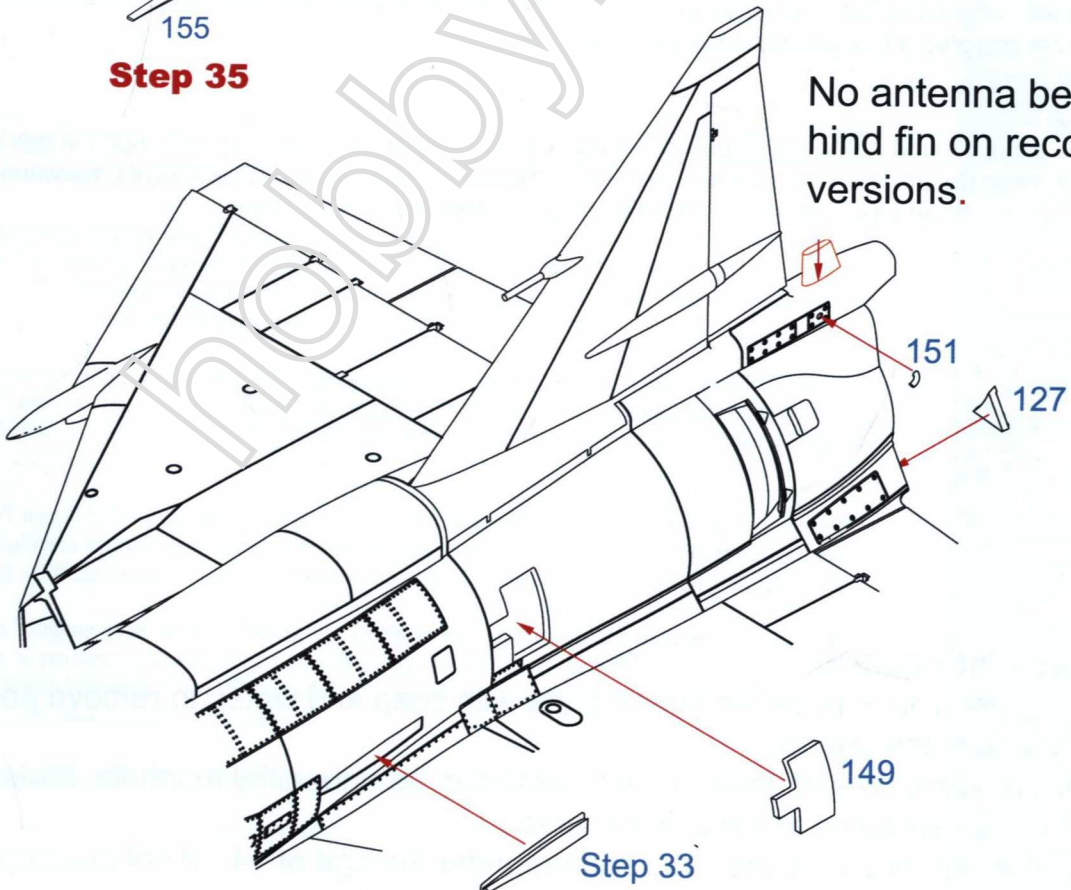


Step 32



**Step 35**

No antenna behind fin on recce versions.



Step 33



## HINTS AND TIPS

An extremely useful book on Viggen was released in 2014; Nordic Airpower #5 SAAB 37 Viggen, The ultimate portfolio. It is one of the best Viggen book released.

The above book lacks only one ingredient that the modeller looks for, namely close-up detail photos. You find more of that in Squadron Signals Viggen Walk Around.

On Facebook, there is a page devoted to Viggen. It is called Saab 37 Viggen and had over 8000 members in April 2017.

## PAINTING

### Exterior colours

A large colour print with camouflage patterns and stencilling instructions is enclosed with this kit. The splinter camo was applied in a specified pattern so all Viggen should be almost identical in appearance. Some small differences have been documented so check your references. Aircraft colours faded and over the years. A great tool to help making the splinter camo easier is the paint mask set from Maestro Models, [www.maestromodels.com](http://www.maestromodels.com).

### Interior colours

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 WEB SITE FOR DETAIL PHOTOS!

[www.tarangus.com](http://www.tarangus.com)

### EXTRA DETAILING

For the very ambitious model builder, there is a multitude of extra details, conversions, armament and other equipment on the market. The largest range can be found at Maestro Models, [www.maestromodels.com](http://www.maestromodels.com) and there are also a few others, like Eduard and CMK.

### DECALS

Decals can be found at Moose Republic Decals, [www.mooserepublic.se](http://www.mooserepublic.se). To create special markings, find a lot of general decals like national insignias and numbers at Flying Colours Aerodecals, [www.fcadecals.com](http://www.fcadecals.com). Fantasy Print Shop has a general sheet with dayglo patterns and large digits.

### General information:

We suggest you to 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 instructions for TA4808  
SAAB SH/SF37 Viggen**

The splinter camo was applied in a specific pattern so all Viggen were close to identical in painting. The SF37 was slightly different at the nose, because of the camera nose. See profiles.

**COLOUR REFERENCE**

**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

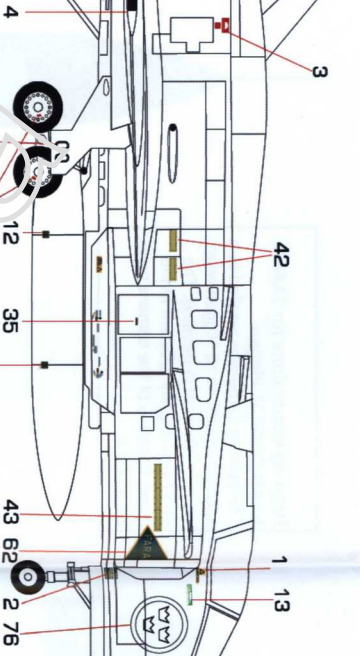
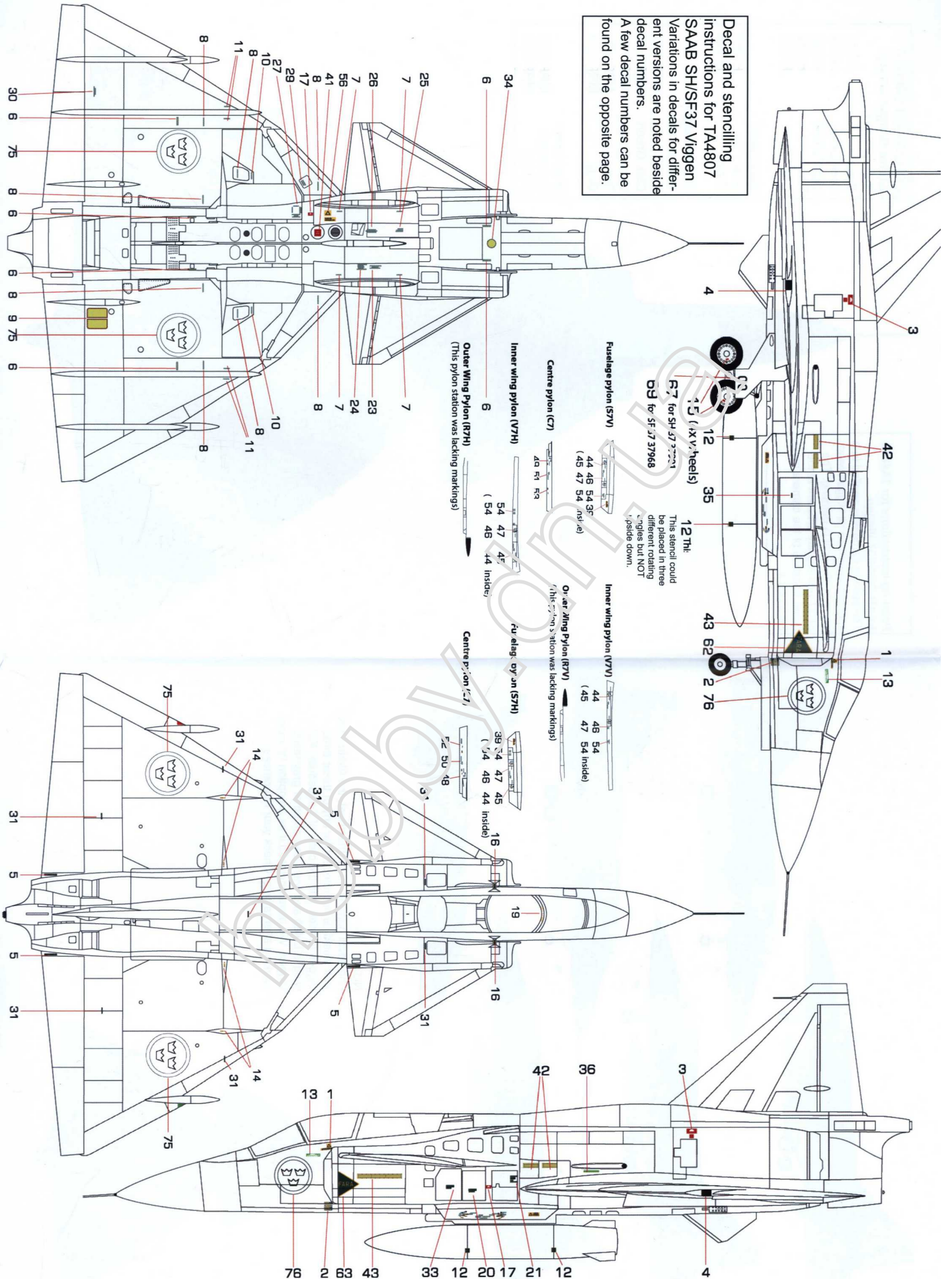
Gray camo:

Pansargrå MRP-222

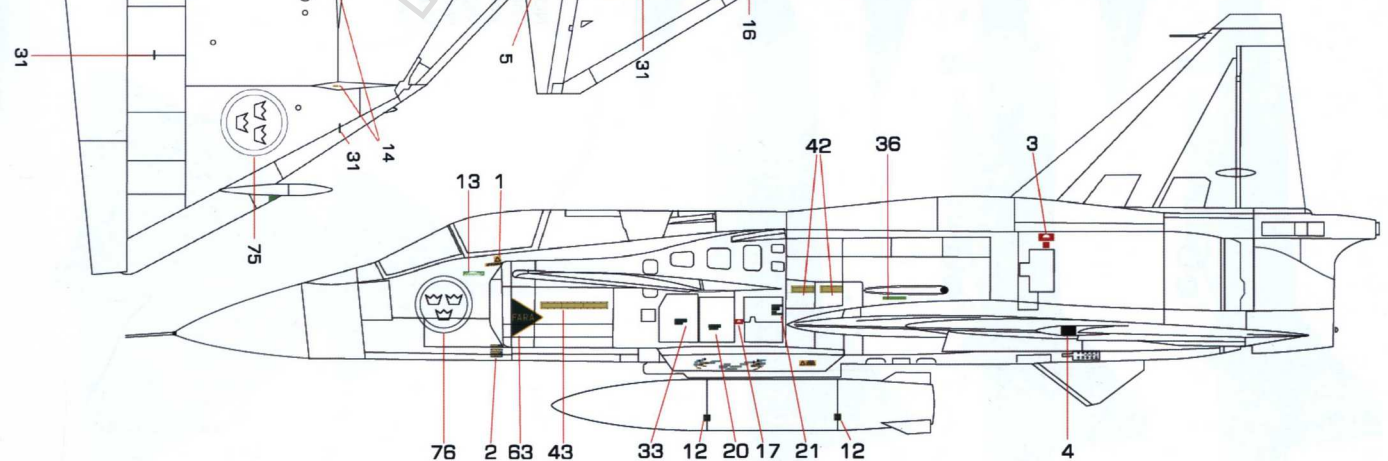
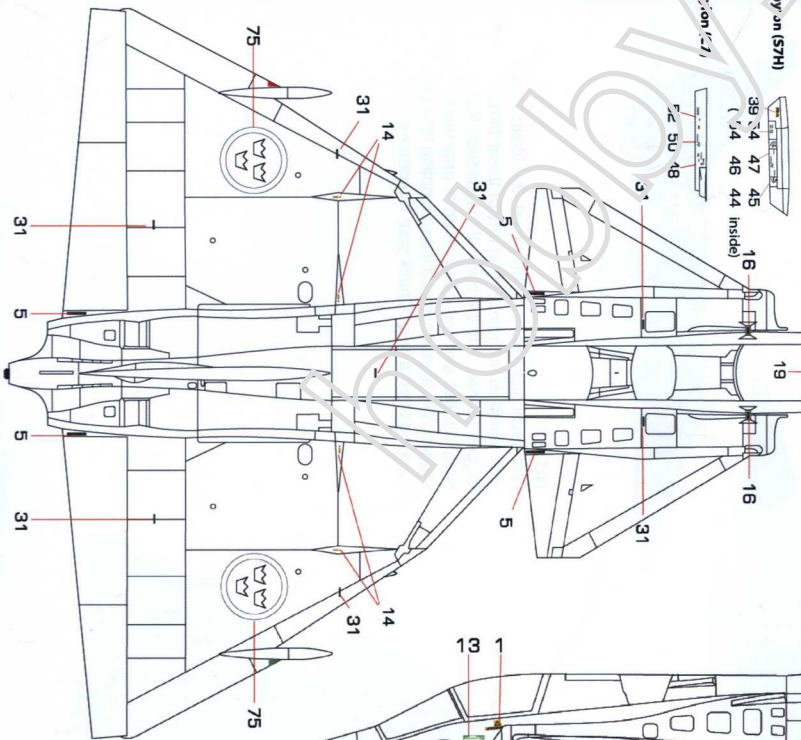
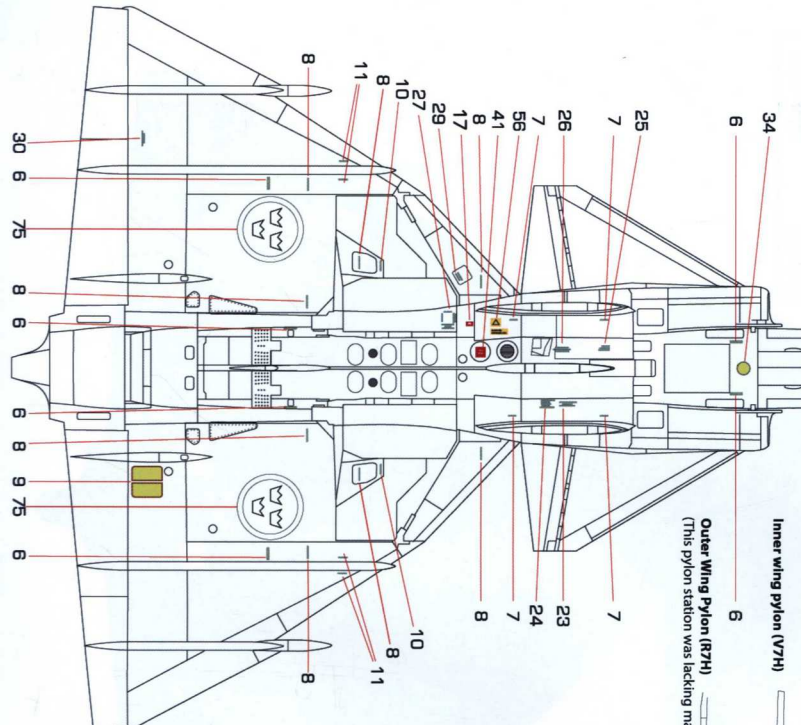
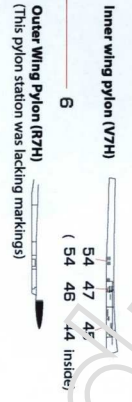
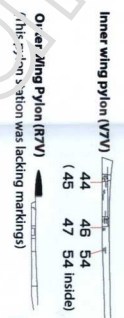
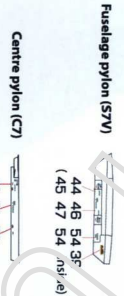
Duvgrå MRP-223



**Decal and stenciling instructions for TA4807 SAAB SH/SF37 Viggen**  
 Variations in decals for different versions are noted beside decal numbers.  
 A few decal numbers can be found on the opposite page.



12 Th:  
 This stencil could be placed in three different coating angles but NOT upside down.





**NOTE!**

The decal number 78 on the sheet, the Akktu Stakki wolf shield, is not relevant for any of these three Viggen liveries. It is the crest of 1 squadron, F21 wing in Luleå and was used on other gray recce Viggen. We have enclosed it as an option for more marking alternatives. Check your references.