

JA-37 Viggen 'Fighter Version'

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-shipping SH 37 with different avionics and equipped with anti-shipping 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

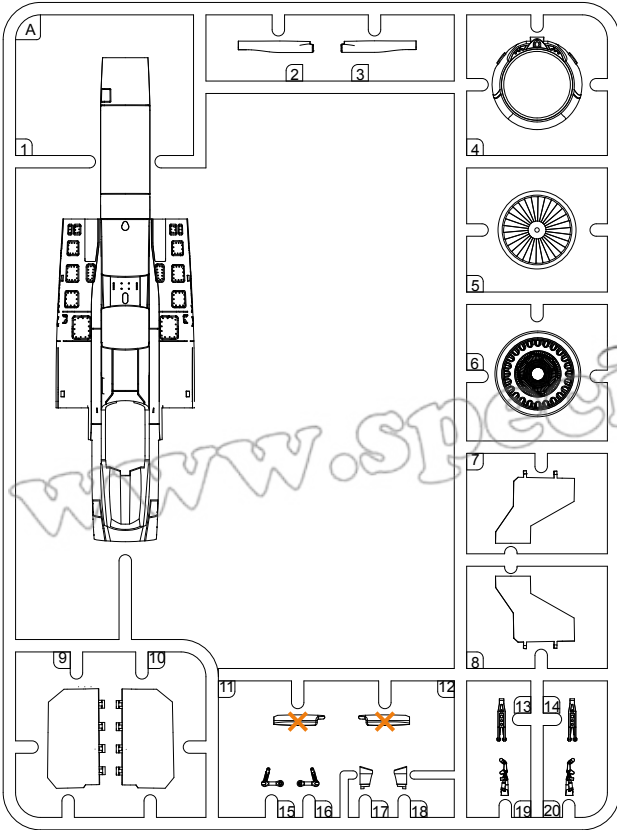
SAAB 37 Viggen je letoun, který předběhl svou dobu. Neortodoxní řešení, zvolená jeho konstruktéry, nejen umožnily Viggenu splnit požadavky na něj kladené, ale v některých parametrech je předčit. Švédské letectvo objednalo Viggen v několika verzích, s tím, že základní provedení letounu tvořilo univerzální 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 dvojitého delta křídla 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 přídě, 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.

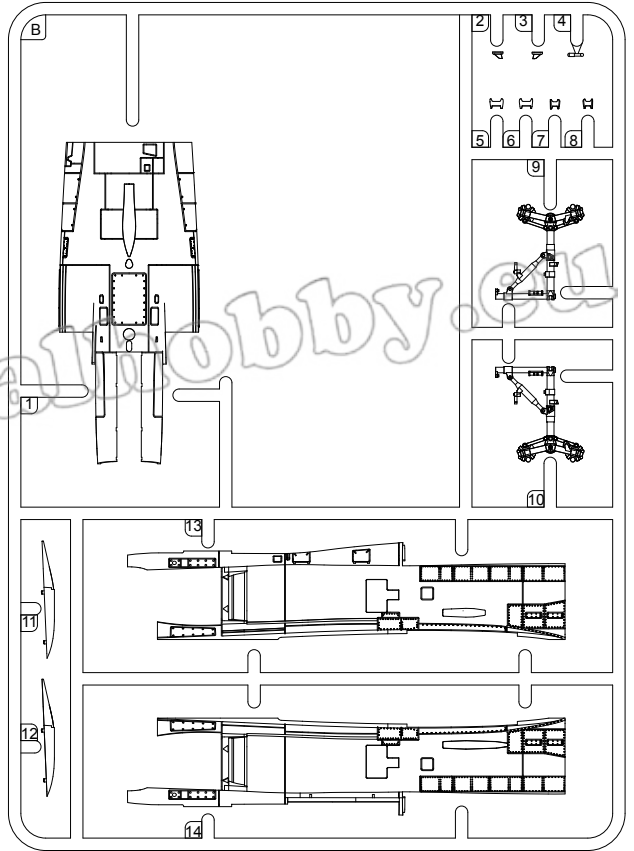
Délka: 16,30 m, rozpětí: 10,60 m, max. rychlost: 2145 km/h, dolet standardní: 1000 km/maximální: 2000 km, dostup: 18 300 m, rychlost stoupání: 100 m/s

PARTS LIST 1/3

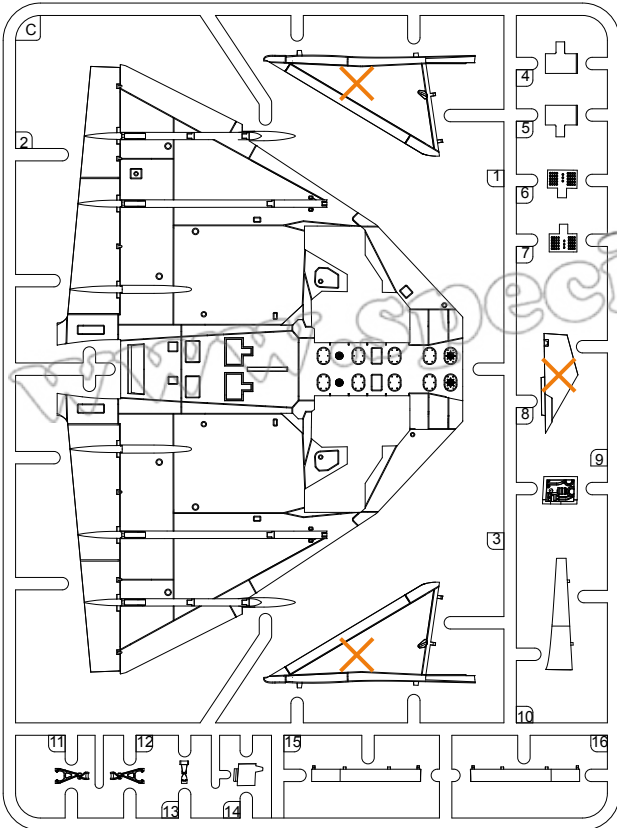
A



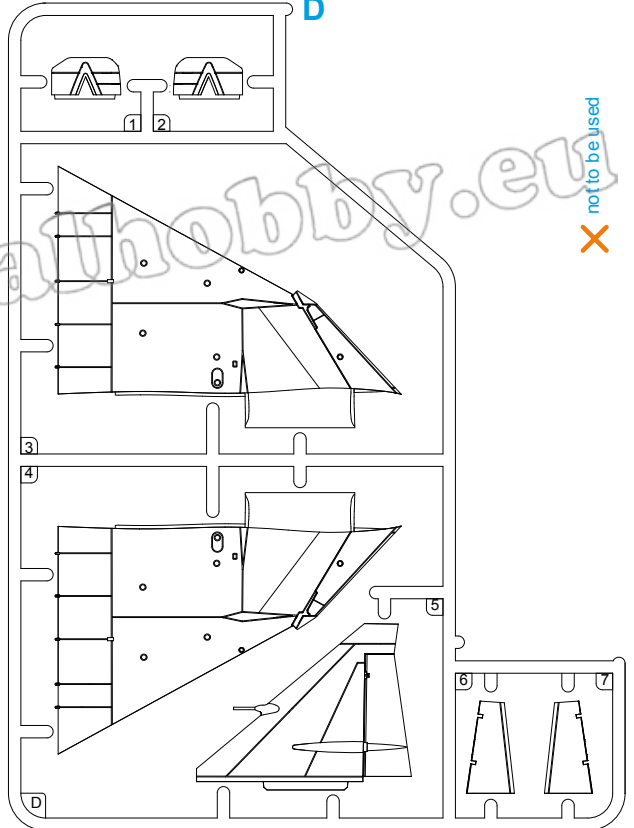
B



C



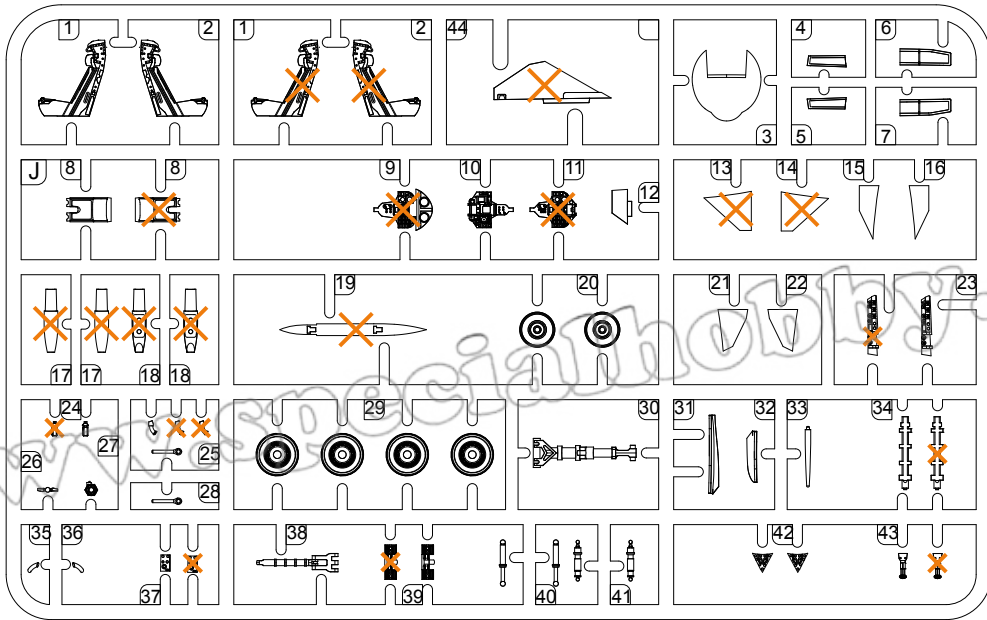
D



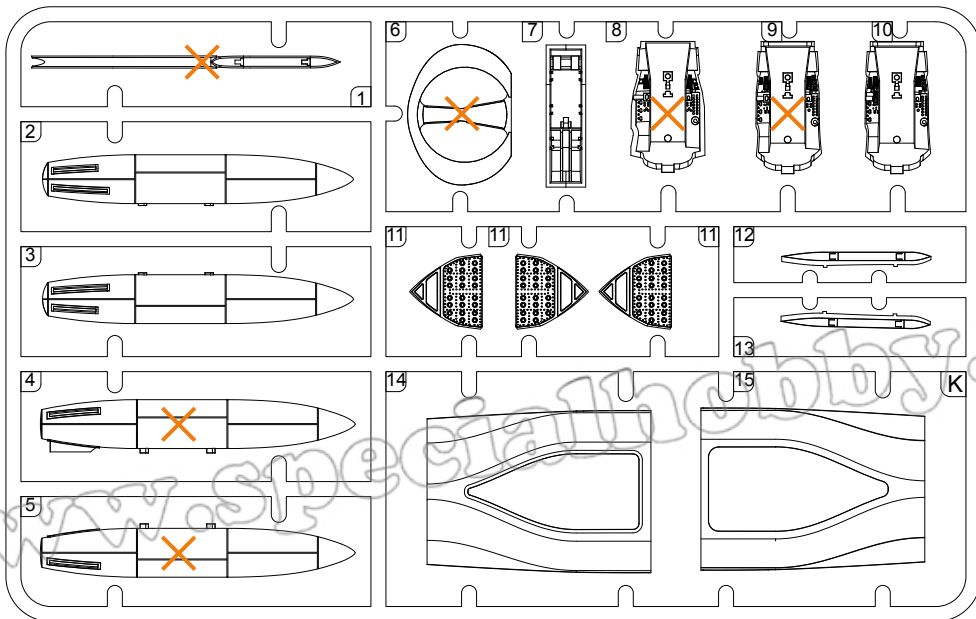
X not to be used

PARTS LIST 2/3

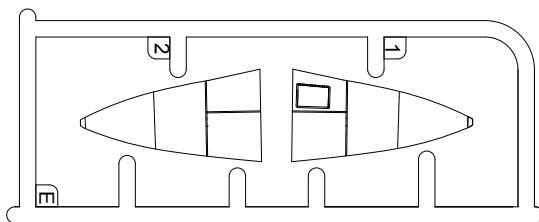
J



K



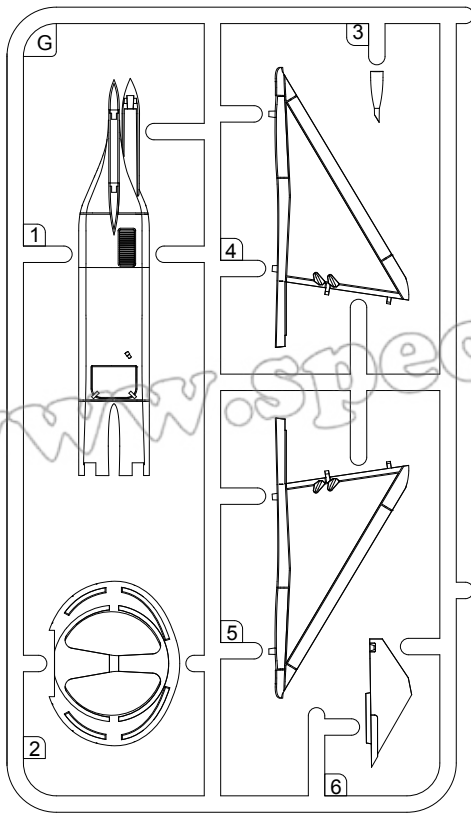
E



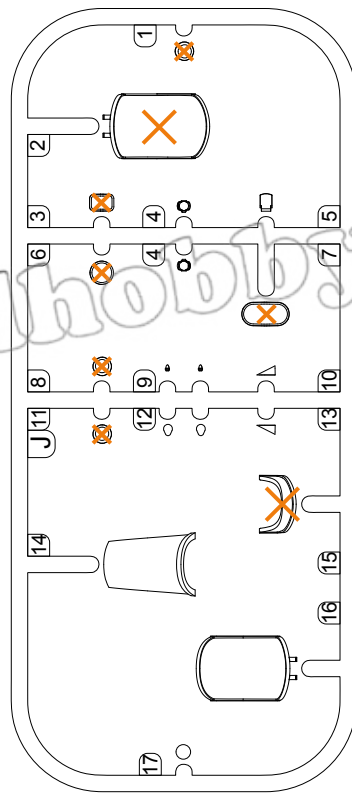
not to be used
X

PARTS LIST 3/3

G



J (CLEAR PARTS)



X not to be used

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			

SYMBOLS



OPTIONAL
MOŽNOST VOLBY
NACH BELIEBEN
OPTION



INSTANT CYANOACRYLATE GLUE
POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
ZYANOAKRYLÁTKLEBER
ADHESIF CYANOACRYLAT



BEND
OHNOUT
BIEGEN
COURBER



SCRATCH BUILD
ZHOTOVIT NOVÉ
FERTIGSTELLEN
ACHEVER

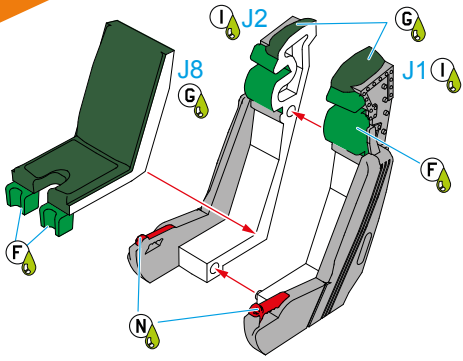


CUT OFF/DRILL
ŘEZAT/VRTAT
ENTFERNEN
DETACHER

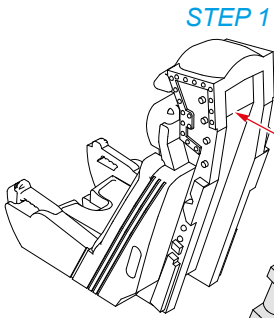


COLOUR
NATRIT
FARBEN
PEINDRE

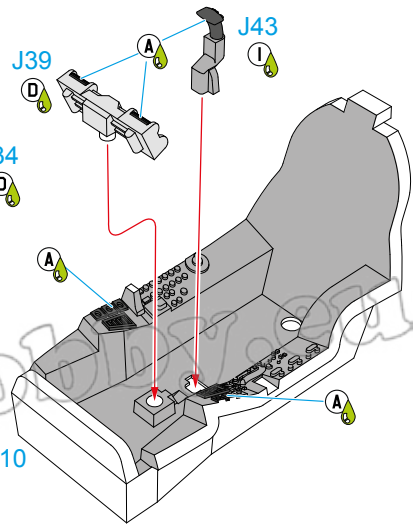
STEP 1



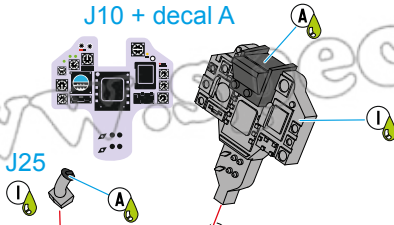
STEP 2



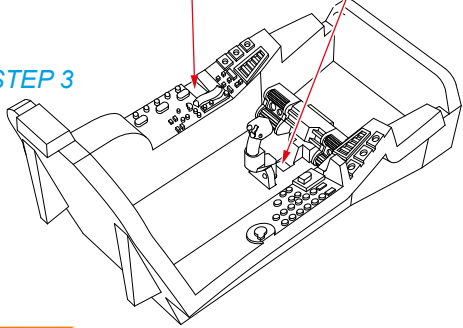
STEP 3



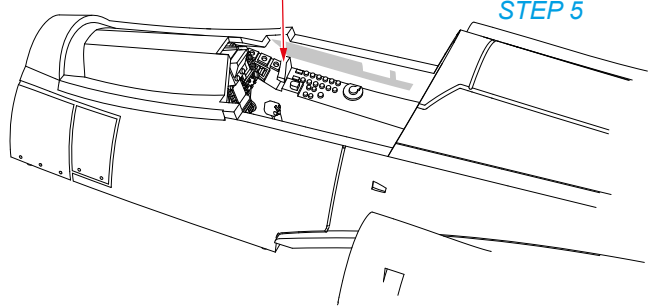
STEP 4



STEP 3

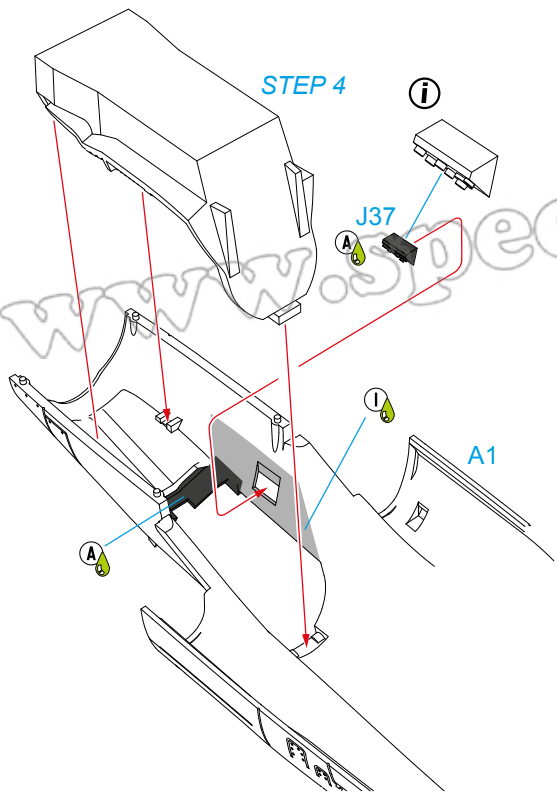


STEP 6



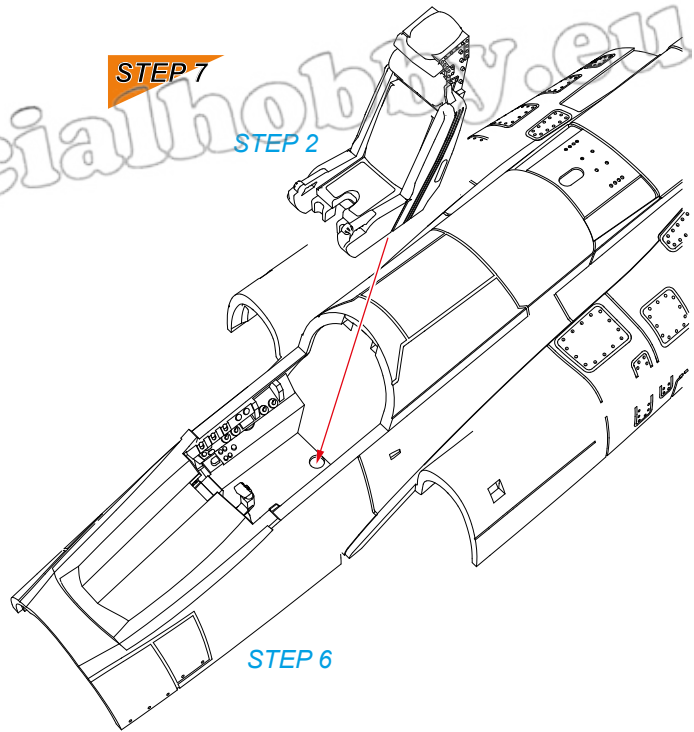
STEP 5

STEP 5



STEP 4

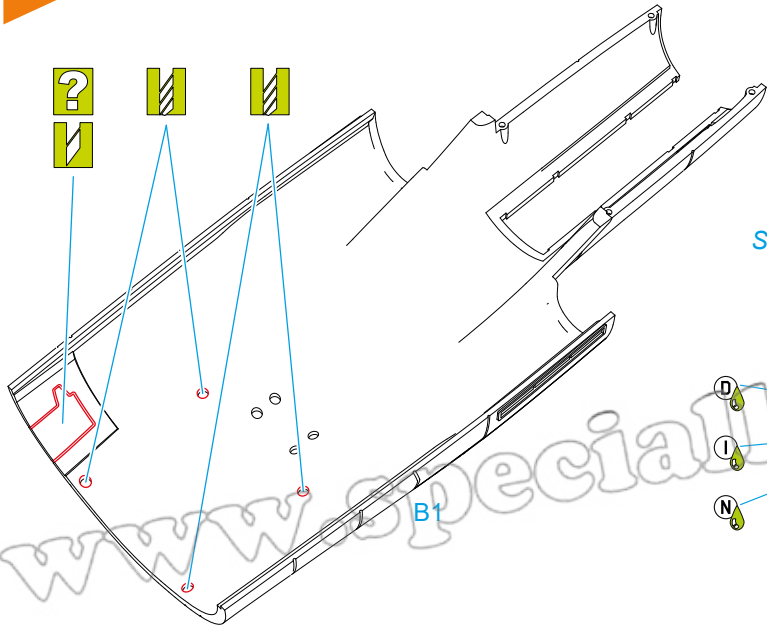
STEP 7



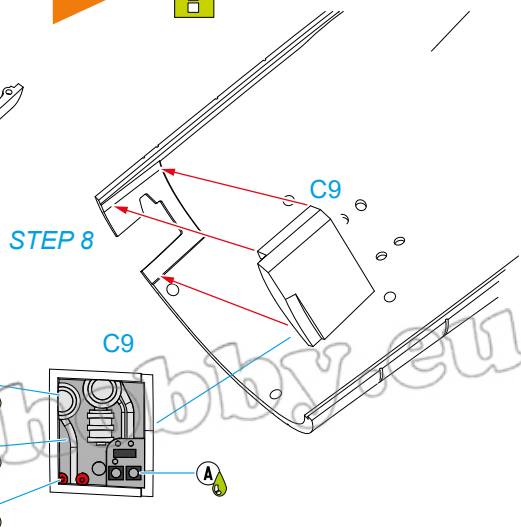
STEP 2

STEP 6

STEP 8

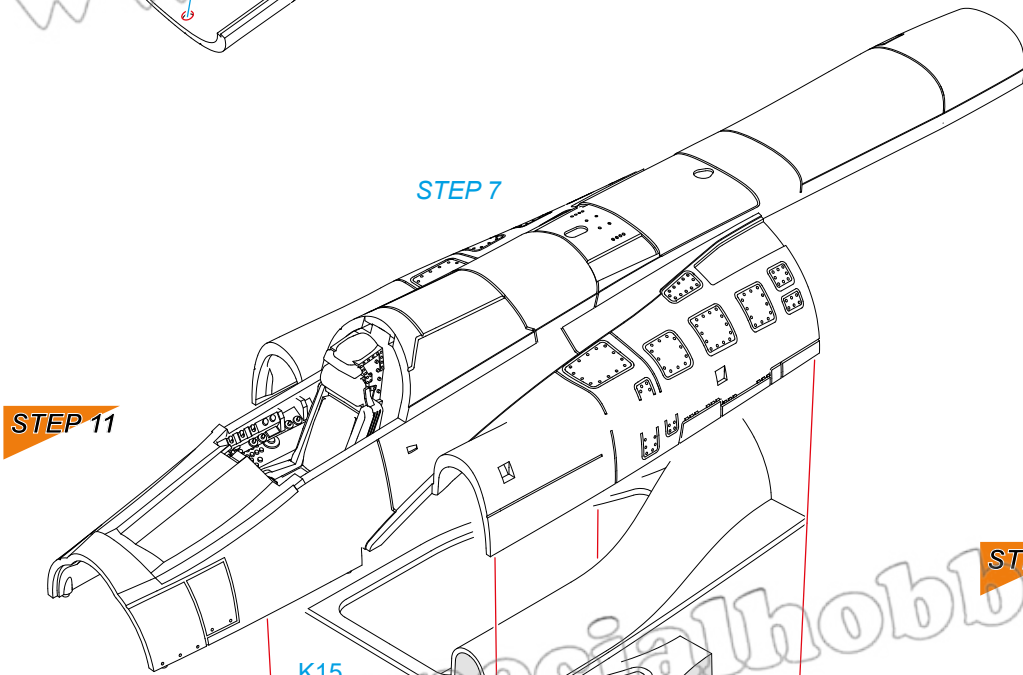


STEP 9 ?

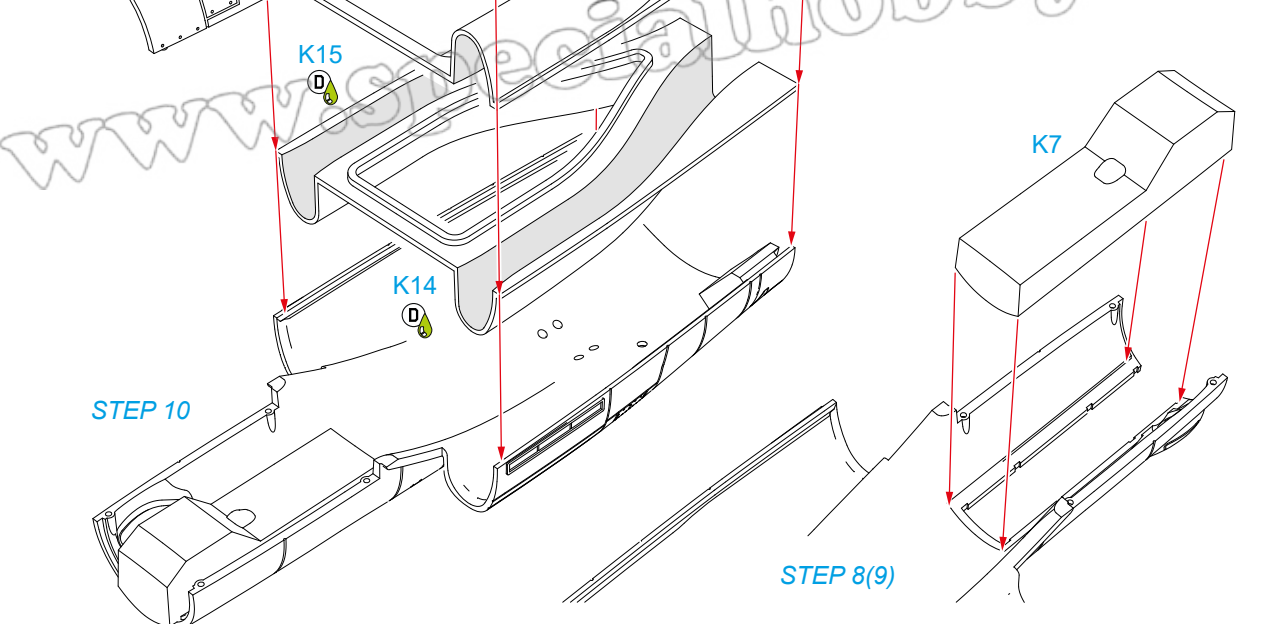


STEP 7

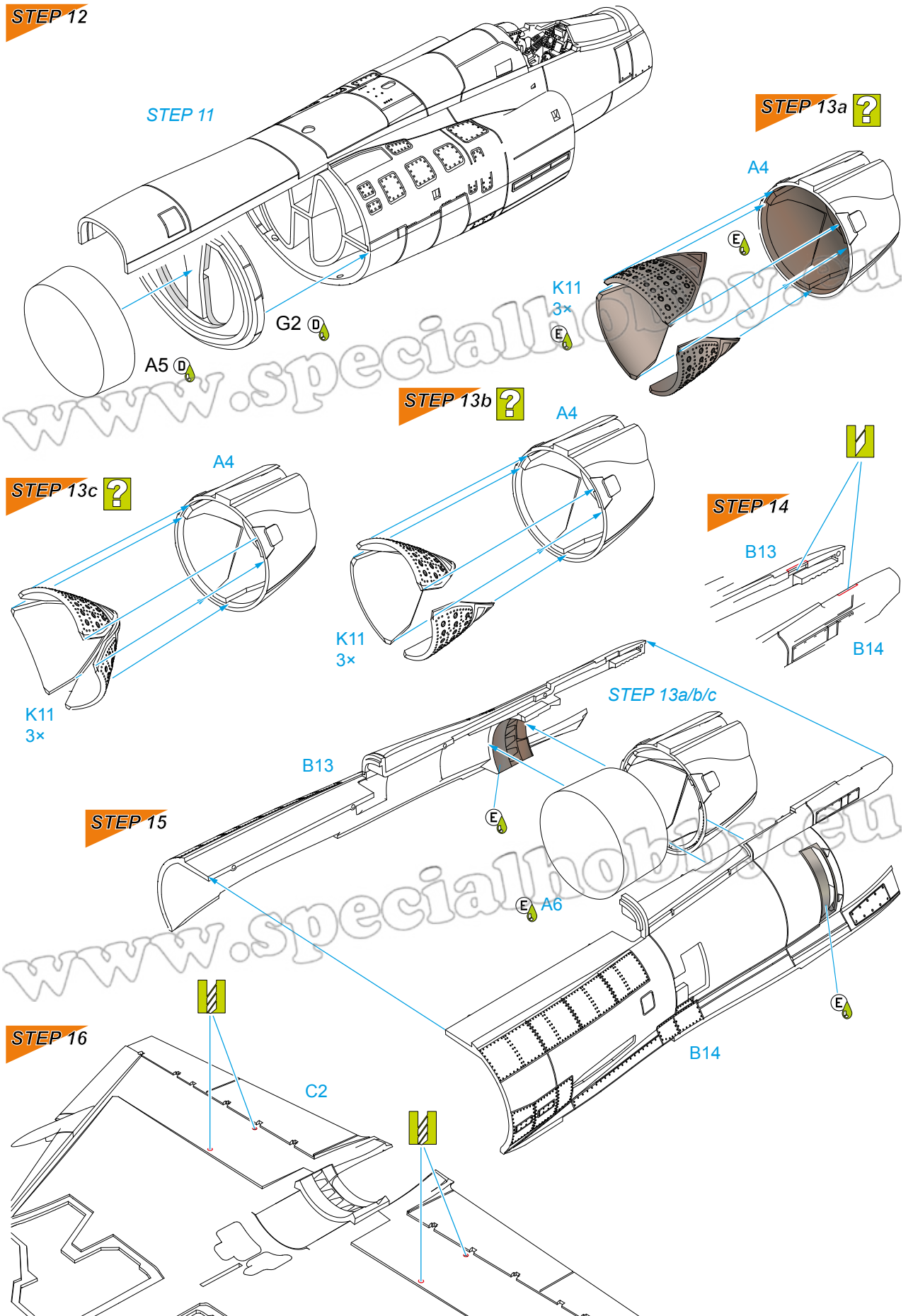
STEP 11



STEP 10



STEP 12



STEP 11

STEP 13a ?

A5

G2

K11
3x

A4

STEP 13b ?

A4

STEP 13c ?

A4

STEP 14

B13

B14

K11
3x

K11
3x

STEP 13a/b/c

STEP 15

B13

E

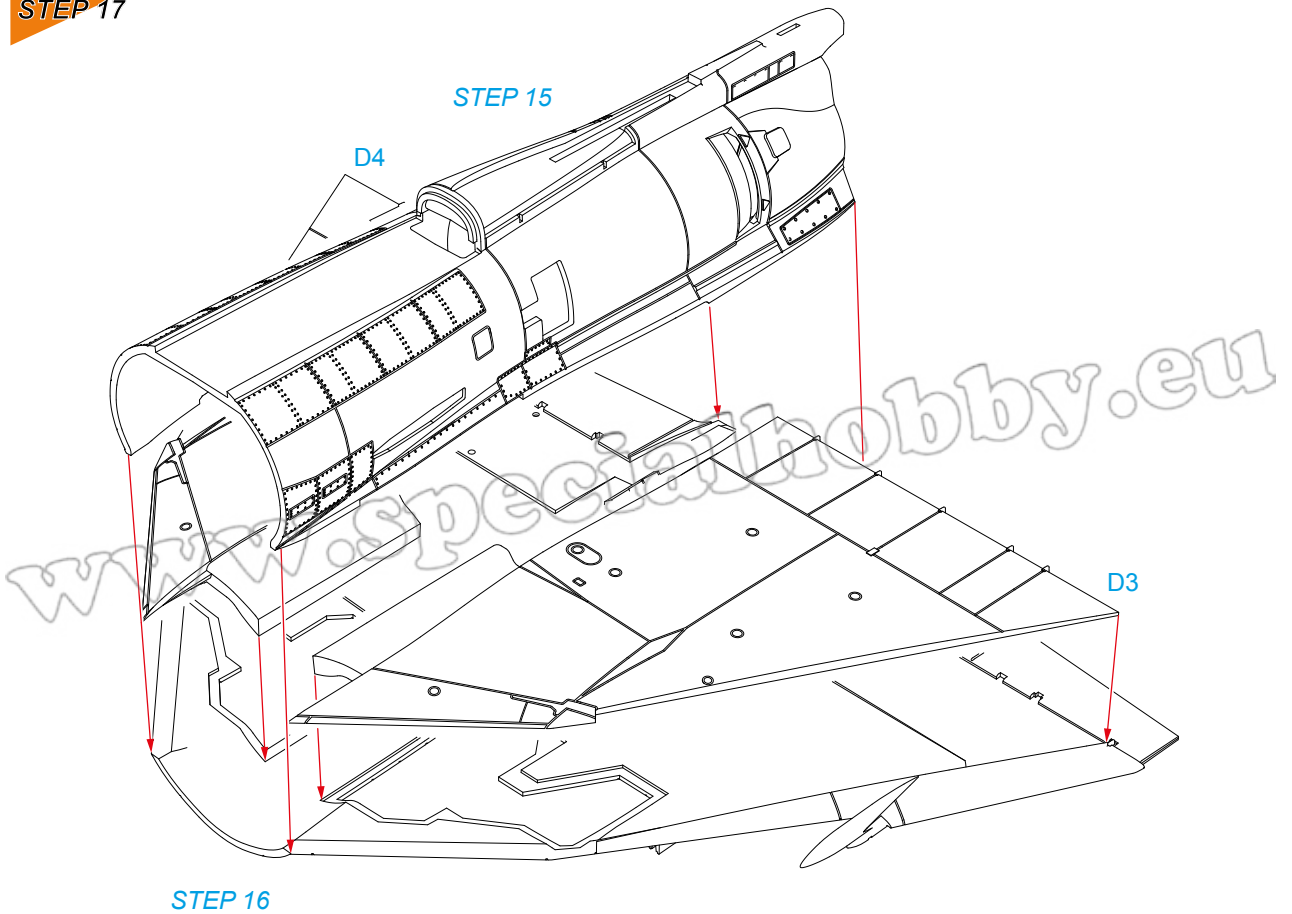
A6

STEP 16

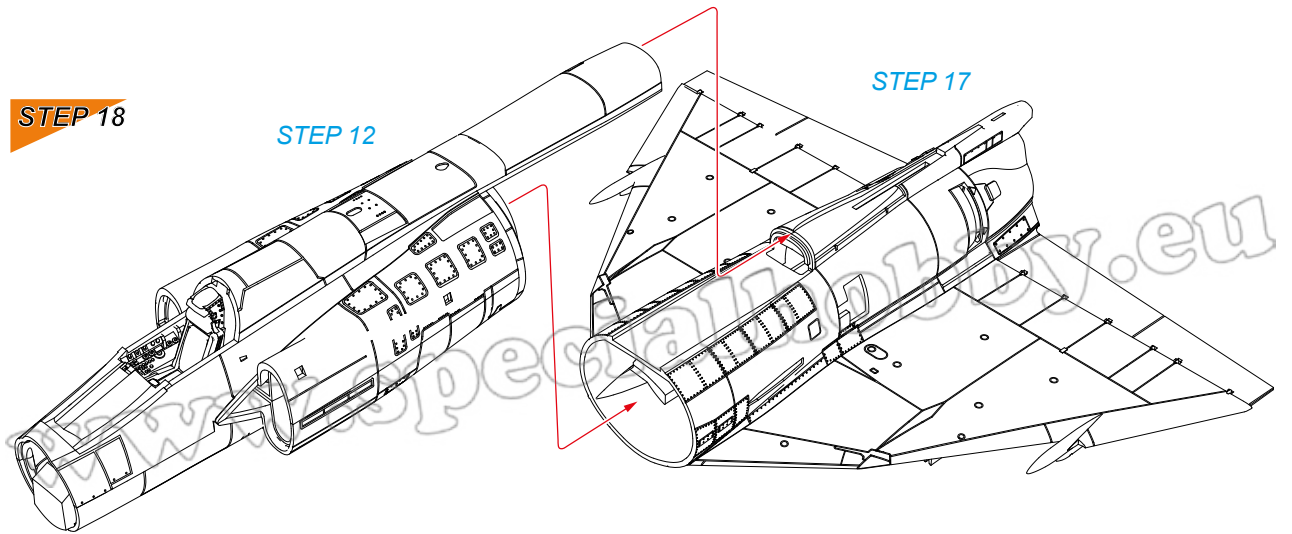
C2

B14

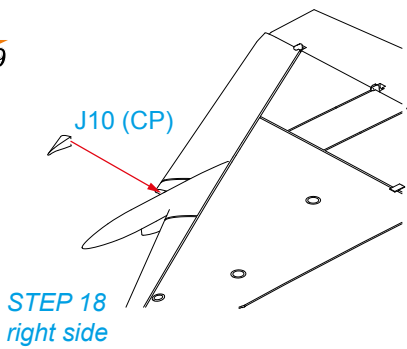
STEP 17



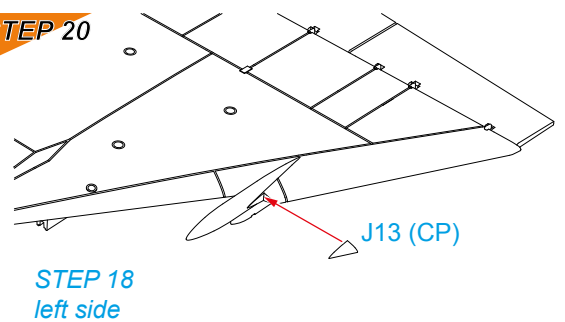
STEP 18



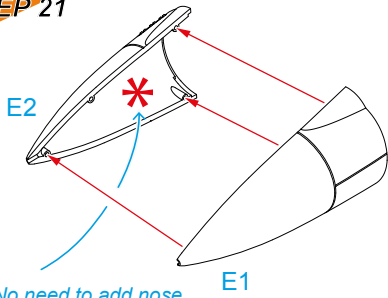
STEP 19



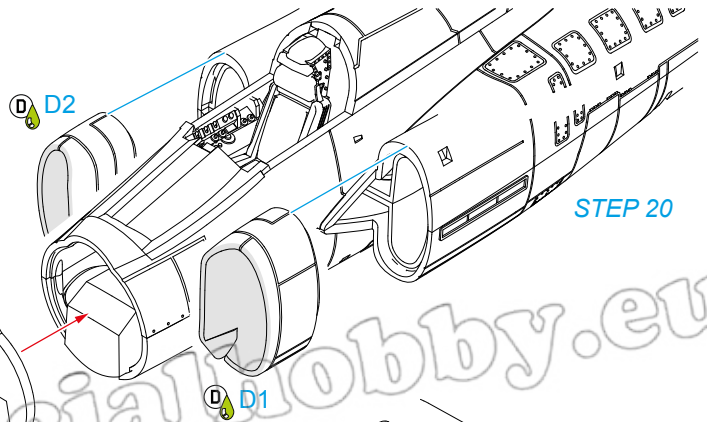
STEP 20



STEP 21



No need to add nose ballast unless aftermarket underwing stores are used.



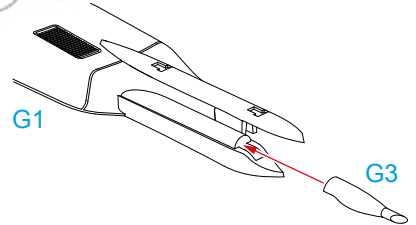
STEP 20

STEP 22



STEP 21

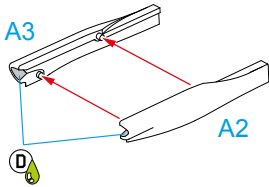
STEP 23



G1

G3

STEP 24

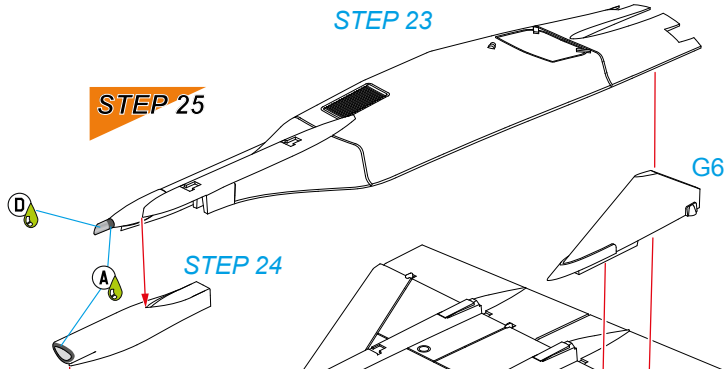


A3

A2

D

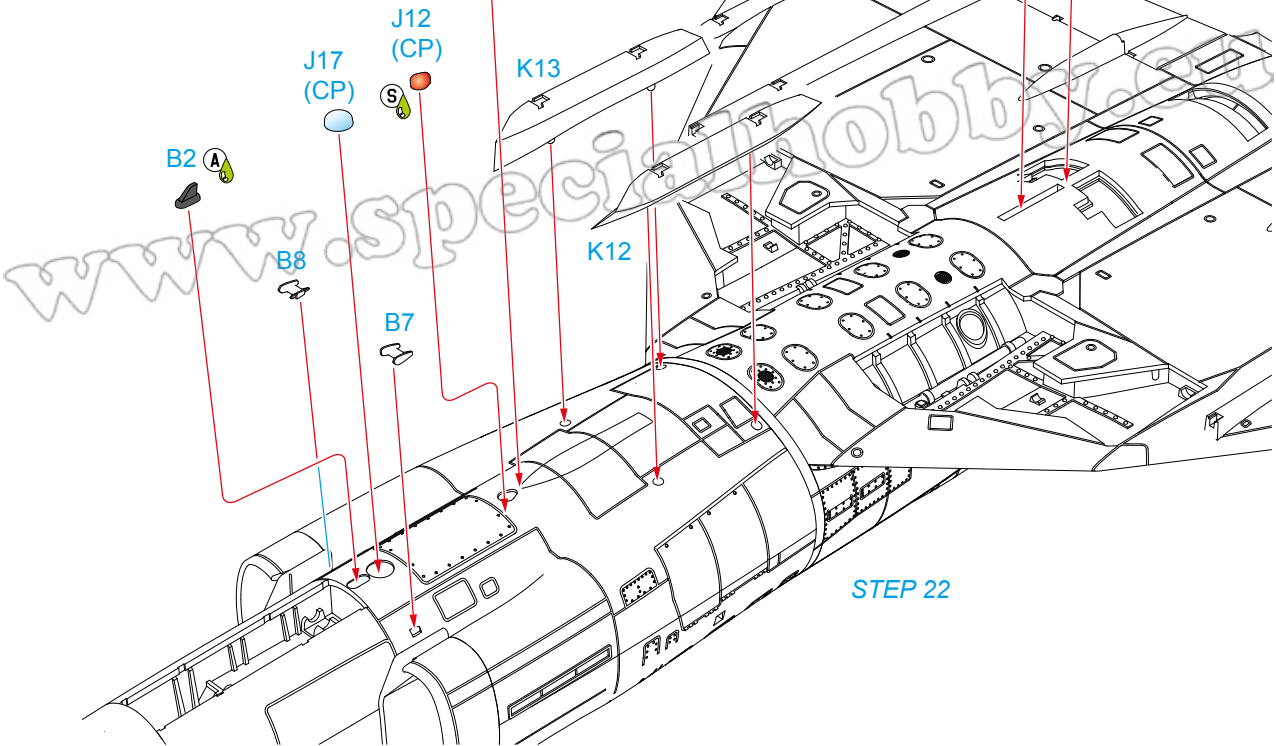
STEP 25



STEP 23

STEP 24

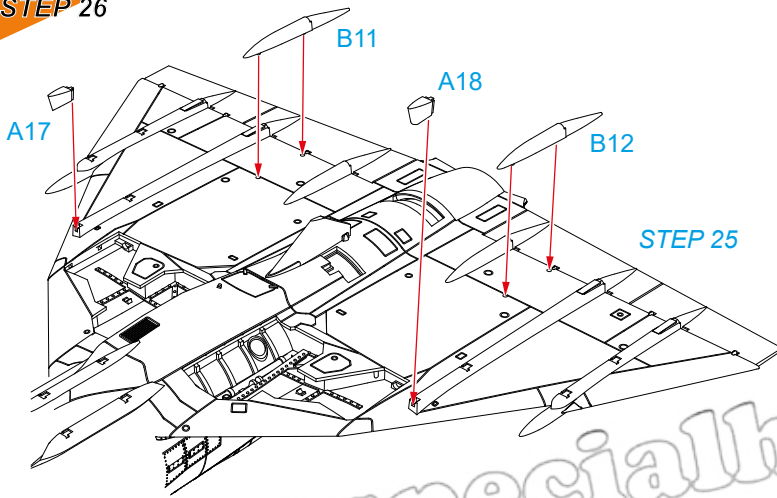
G6



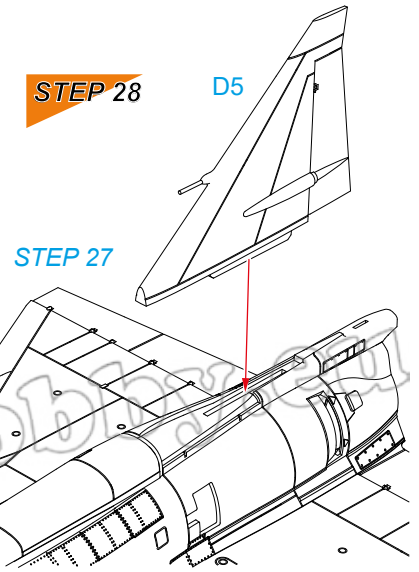
STEP 22

- J12 (CP)
- J17 (CP)
- B2 (A)
- B8
- B7
- K13
- K12

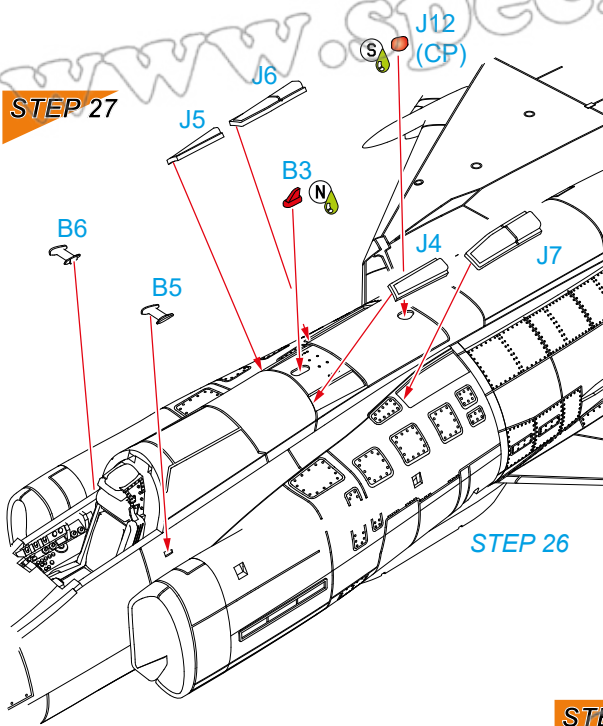
STEP 26



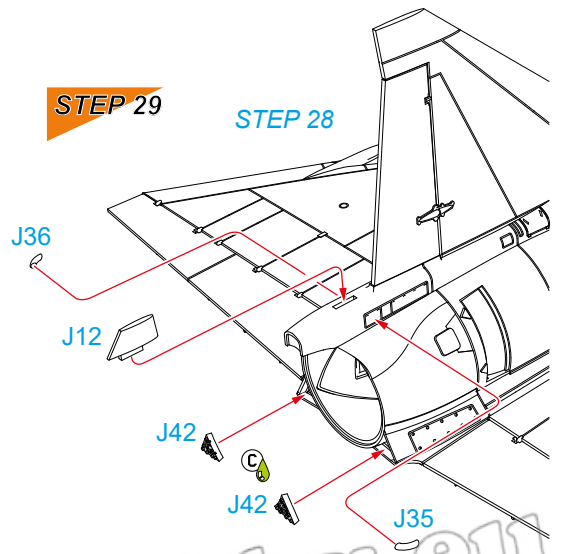
STEP 28



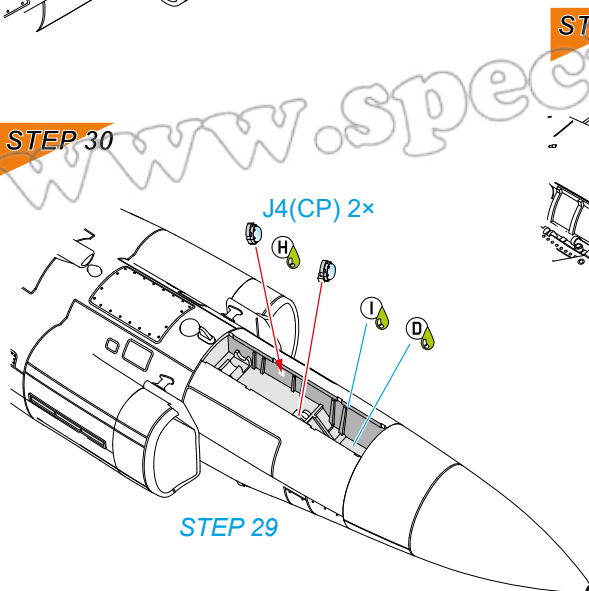
STEP 27



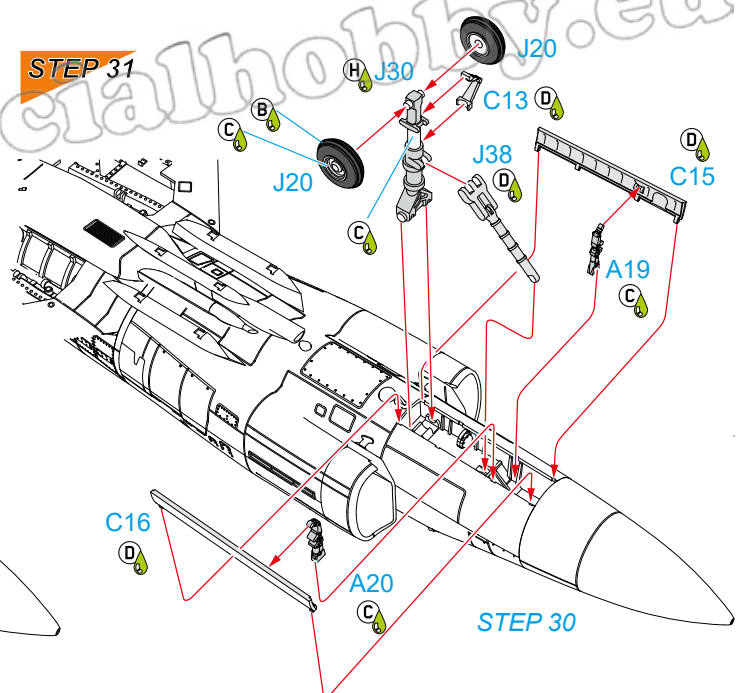
STEP 29



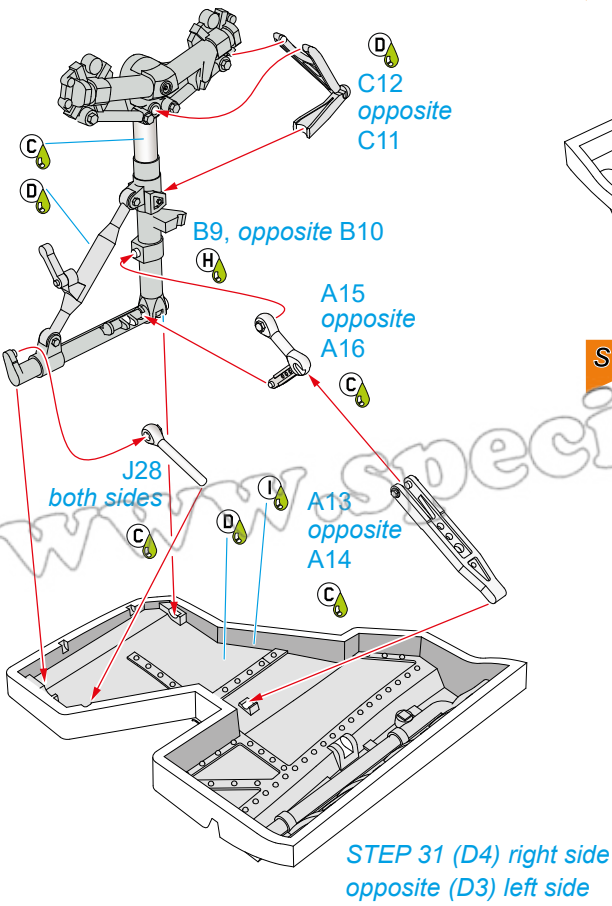
STEP 30



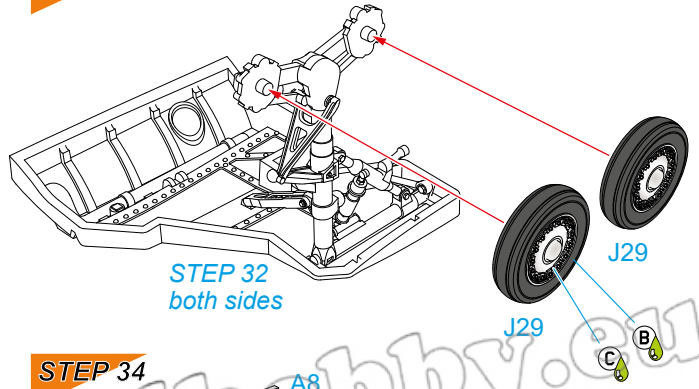
STEP 31



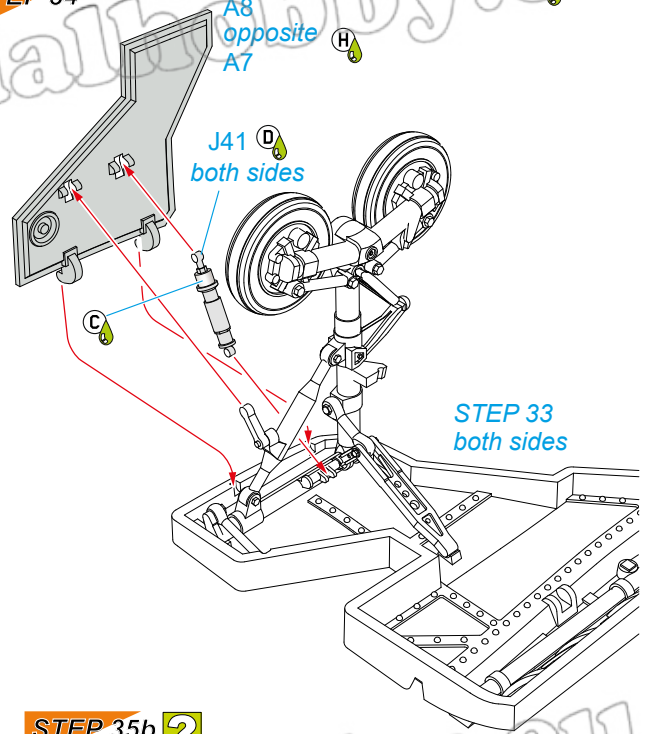
STEP 32



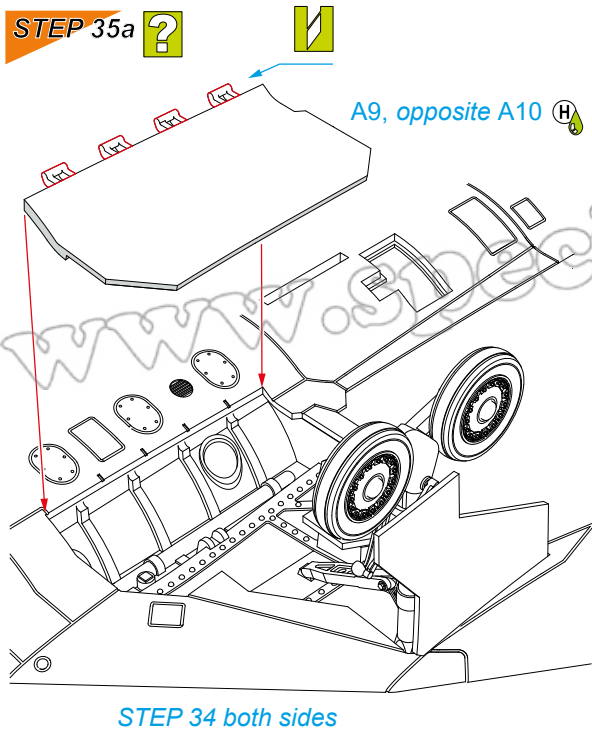
STEP 33



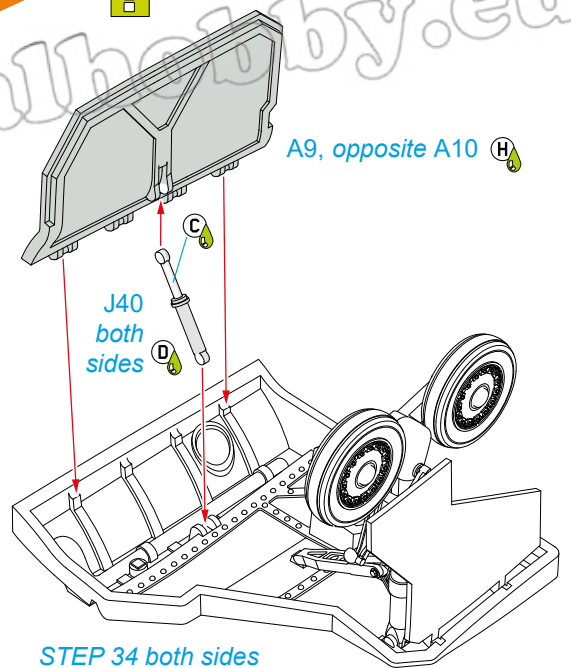
STEP 34



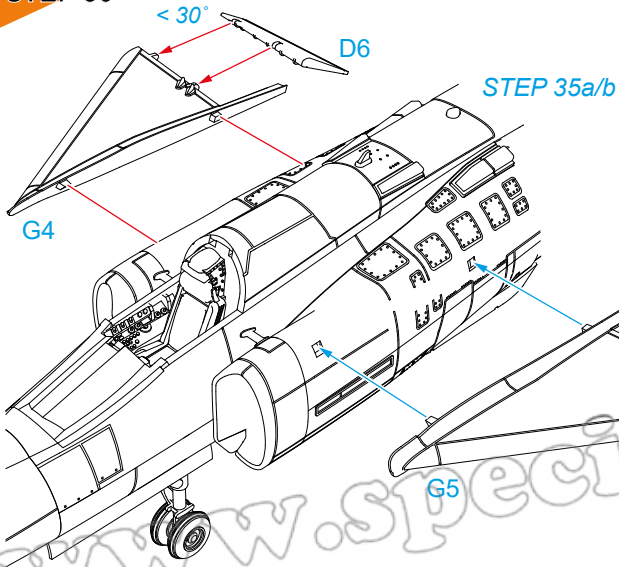
STEP 35a ?



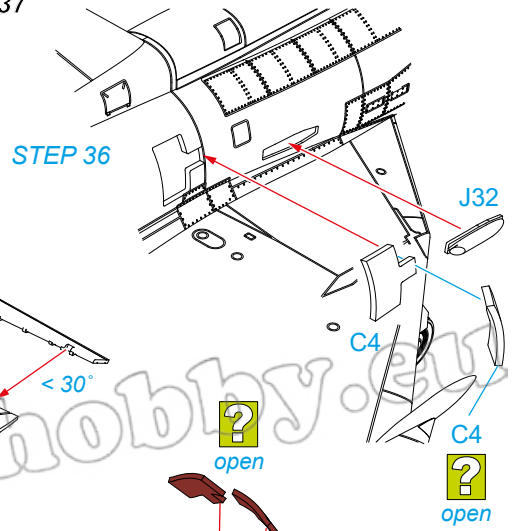
STEP 35b ?



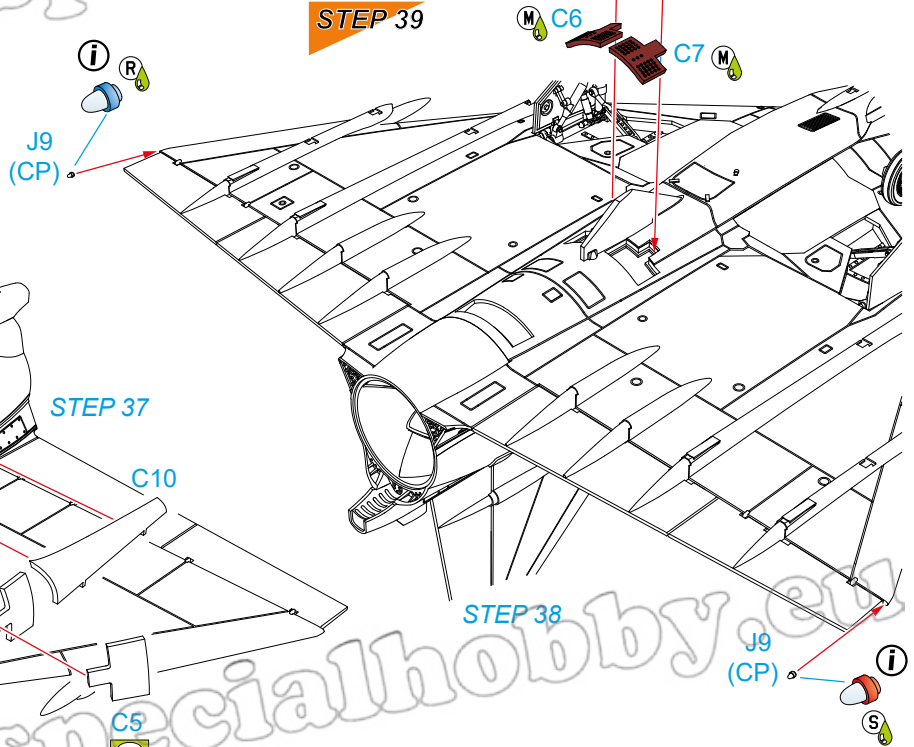
STEP 36



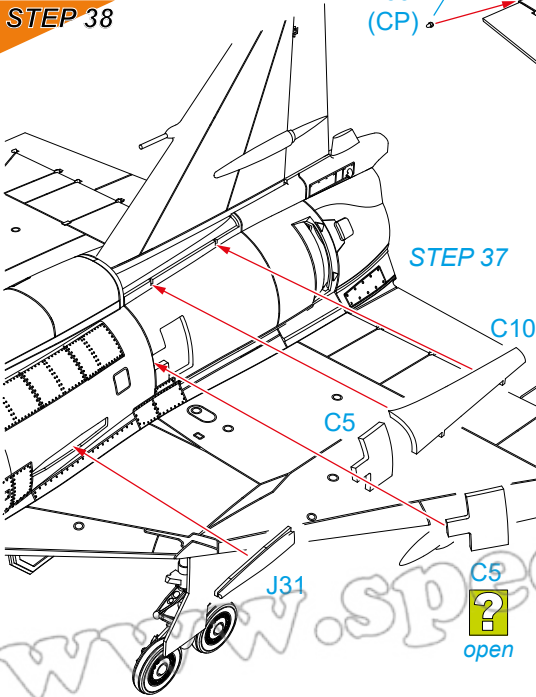
STEP 37



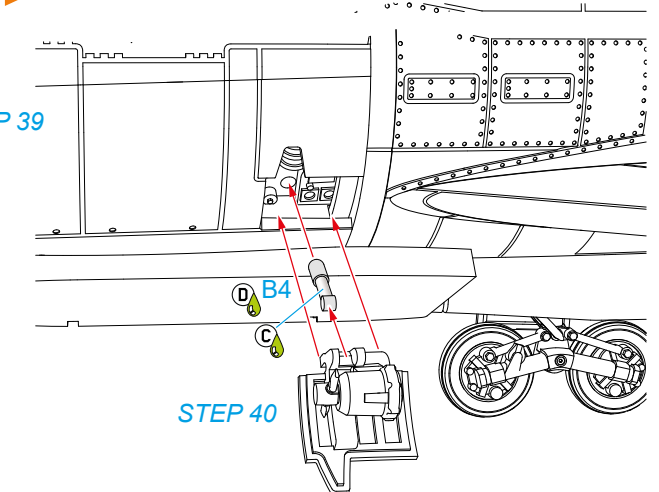
STEP 39



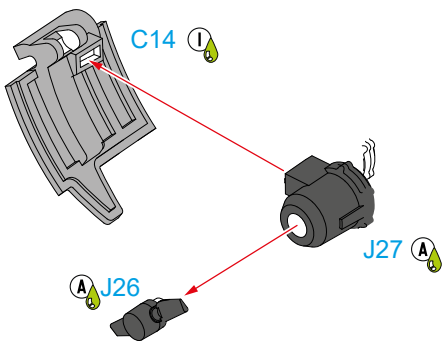
STEP 38



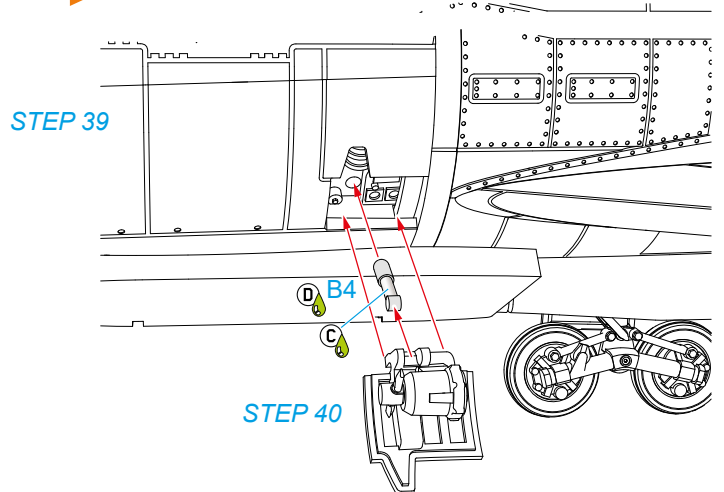
STEP 41 ?



STEP 40 ?

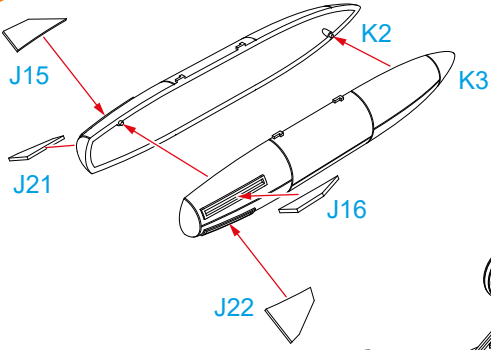


STEP 39



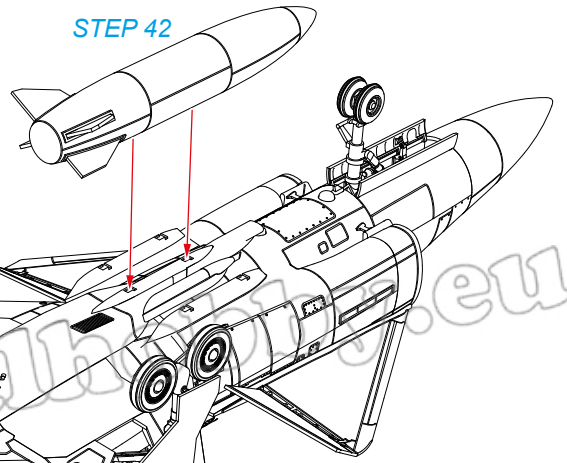
STEP 40

STEP 42

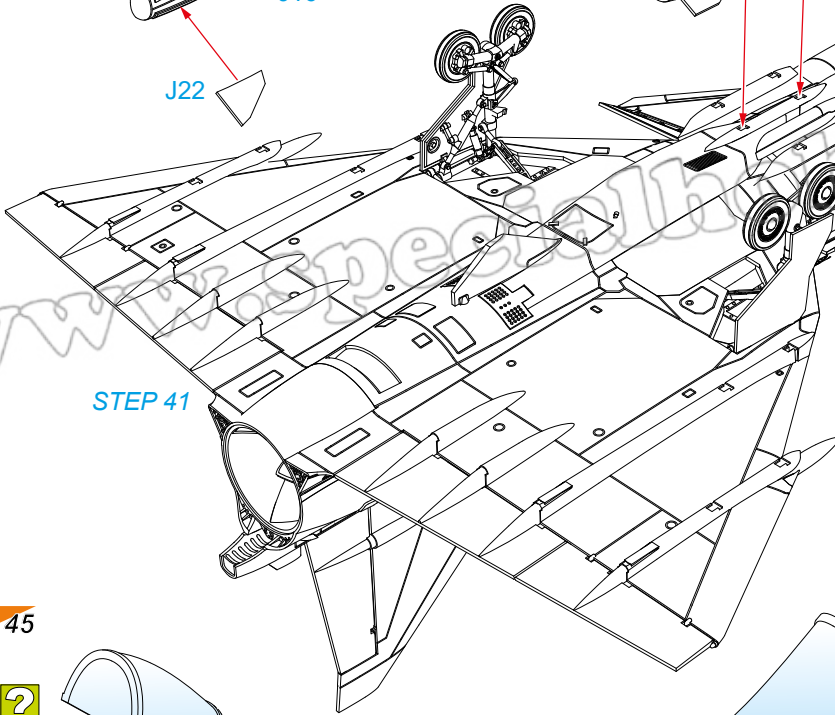


STEP 43

STEP 42



STEP 41

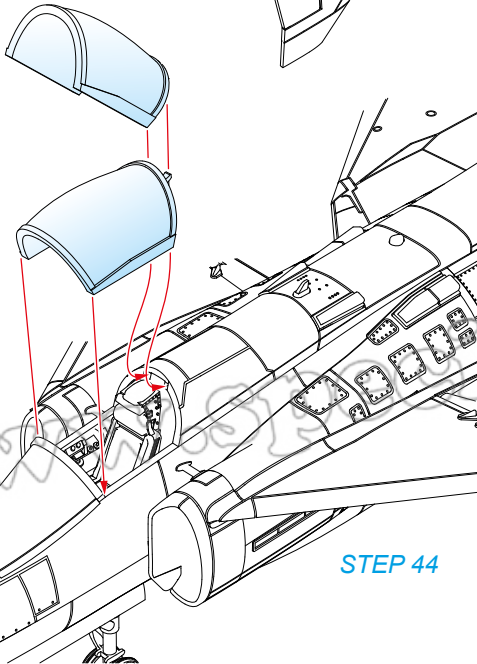


STEP 44

STEP 45

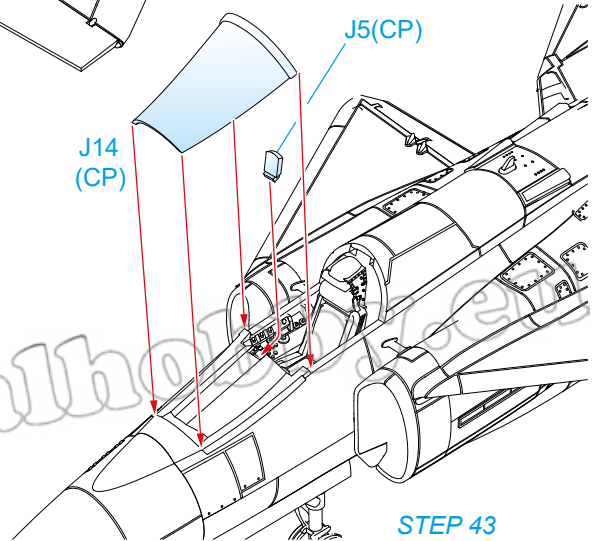
?
open

J16
(CP)



J14
(CP)

J5(CP)



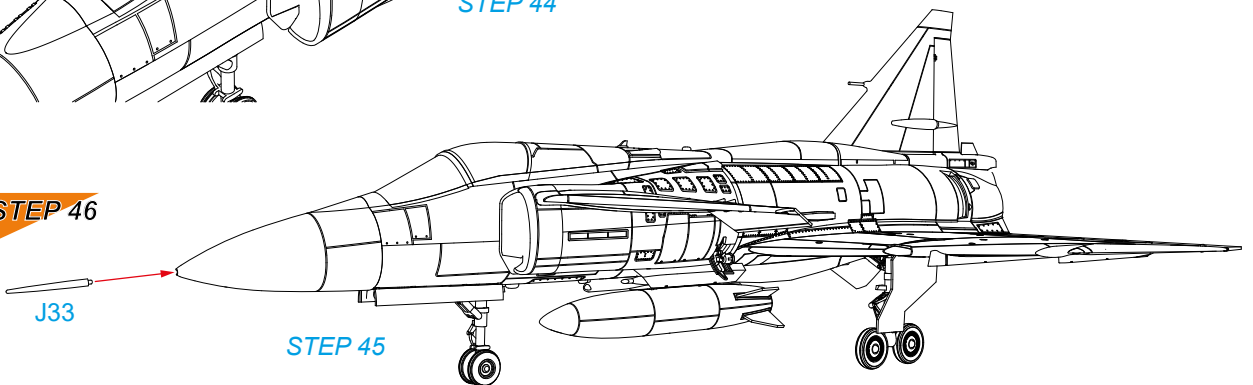
STEP 43

STEP 44

STEP 46

J33

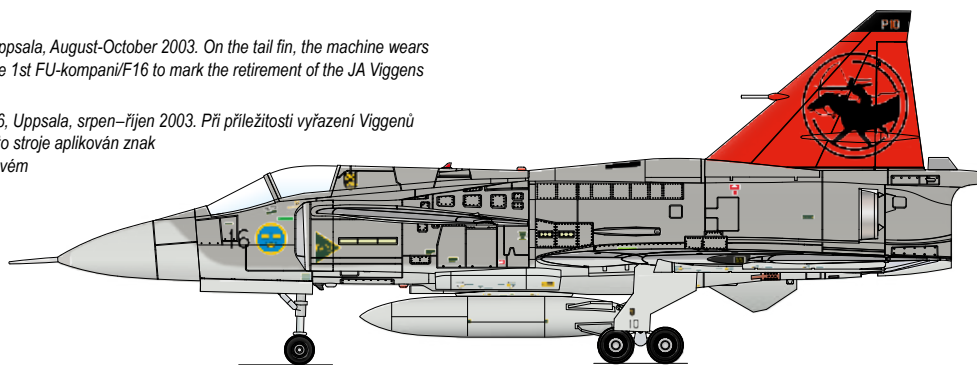
STEP 45



CAMO. A

JA 37, s/n 37410, Red 10, Wing F16, Uppsala, August-October 2003. On the tail fin, the machine wears the famous Mustang Indian badge of the 1st FU-kompani/F16 to mark the retirement of the JA Viggens from the service with Wing F16.

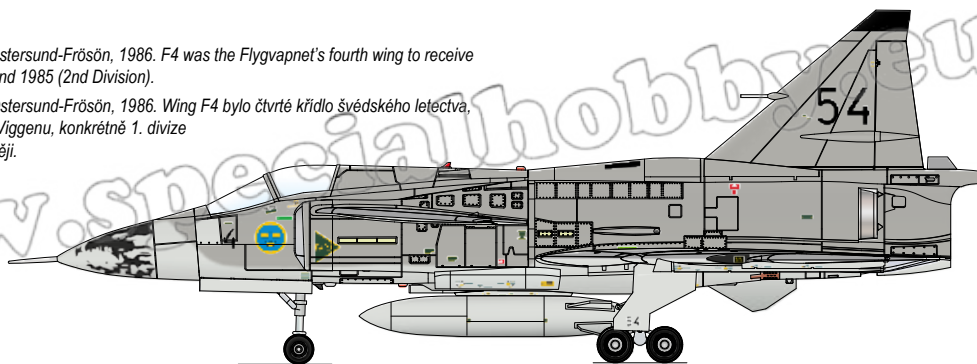
JA 37, s/n 37410, červená 10, Wing F16, Uppsala, srpen-říjen 2003. Při příležitosti vyřazení Viggenu z Wingu F16 byl na ocasní plochu tohoto stroje aplikován znak 1. FU-kompani/F16, indián jedoucí na svém věném mustangovi.



CAMO. B

JA 37, s/n 37386, Black 54, Wing F4, Östersund-Frösön, 1986. F4 was the Flygvapnet's fourth wing to receive the Jakt-Viggen in 1983 (1st Division) and 1985 (2nd Division).

JA 37, s/n 37386, černá 54, Wing F4, Östersund-Frösön, 1986. Wing F4 bylo čtvrté křídlo švédského letectva, které bylo přezbrojeno na stíhací verzi Viggenu, konkrétně 1. divize v roce 1983 a 2. divize o dva roky později.



CAMO. C

JA 37, s/n 37332, Red 12, operated by Wing F16, Uppsala, 1992. In 1986, F16 became the fifth Wing to operate the fighter version of the Viggen. Note the 2. division – Petter Blå badge on either side of the fuselage, aft of the cockpit.

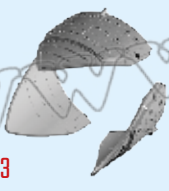
JA 37, s/n 37332, červená 12, Wing F16, Uppsala, 1992. V roce 1986 se F16 stal pátým křídlem Flygvapnetu vyzbrojeným JA-37. Za kokpitem, po obou stranách trupu byl aplikován znak 2. divize – Petter Blå.



Resin sets for your Viggen

Q72343

SAAB Viggen Thrust Reverser



Q72346

SAAB Viggen Ejection Seat



Q72344

SAAB Viggen Air Brake Set



Q72347

SAAB Viggen Ram Air Turbine (RAT)



Q72345 SAAB Viggen Wheels



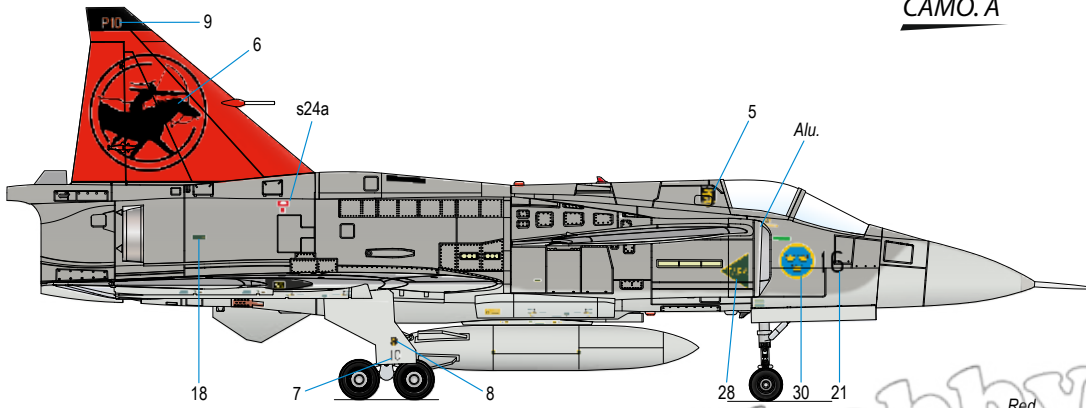
7328







Bofors m/70 Rocket pod (2 pcs)

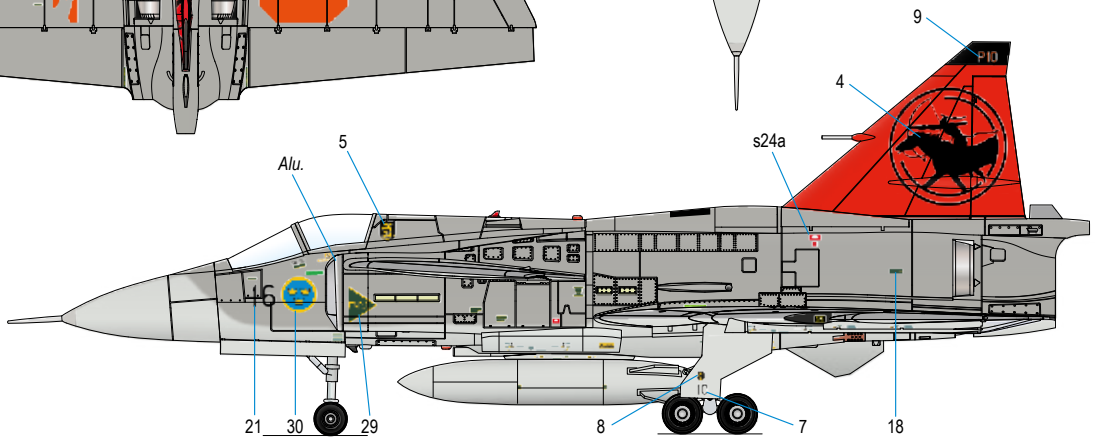
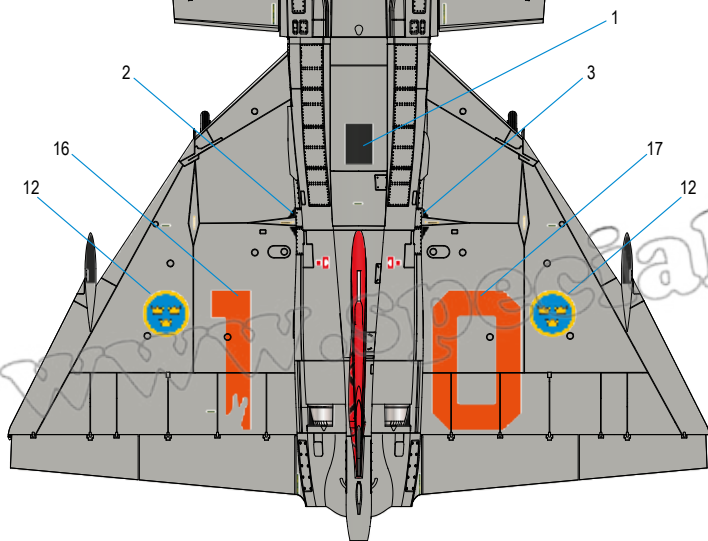
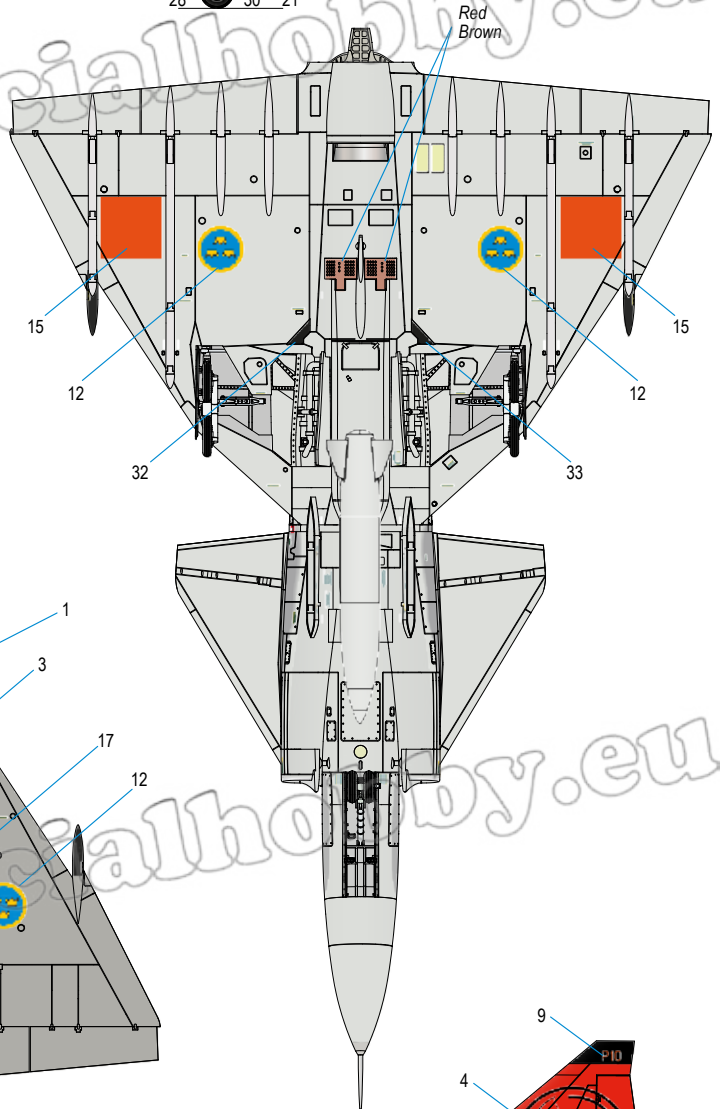
F72352 SK-37/SK-37E

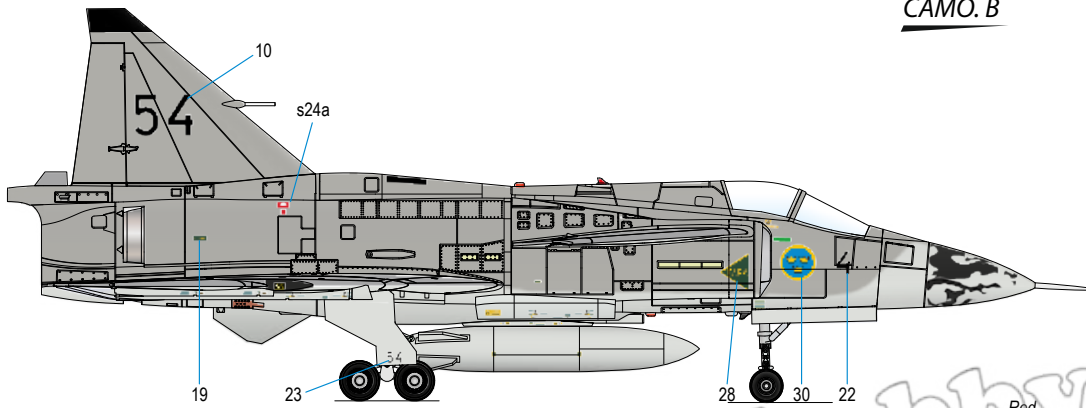
Viggen Instructor / Operator (seated in rear cockpit) and Pilot Climbing Ladder into cockpit





-  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
-  Aluminium
hliník
H8/C8
-  Red / červená
H3/C3



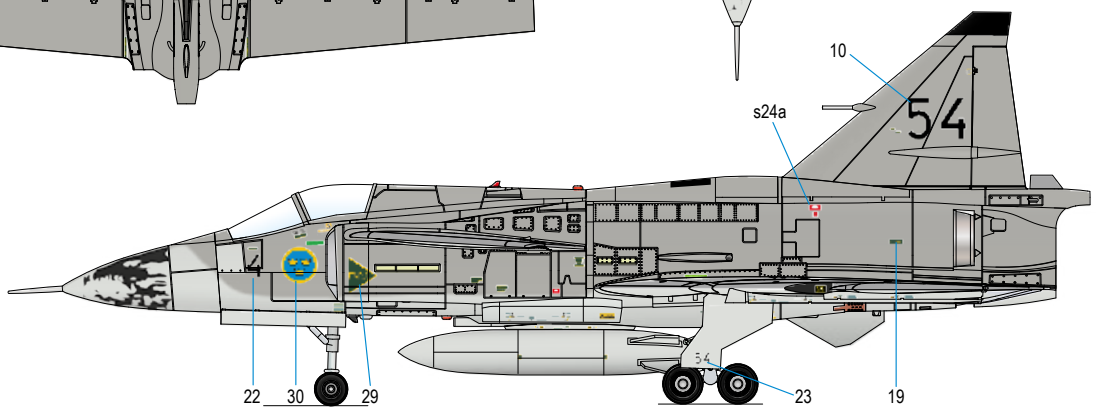
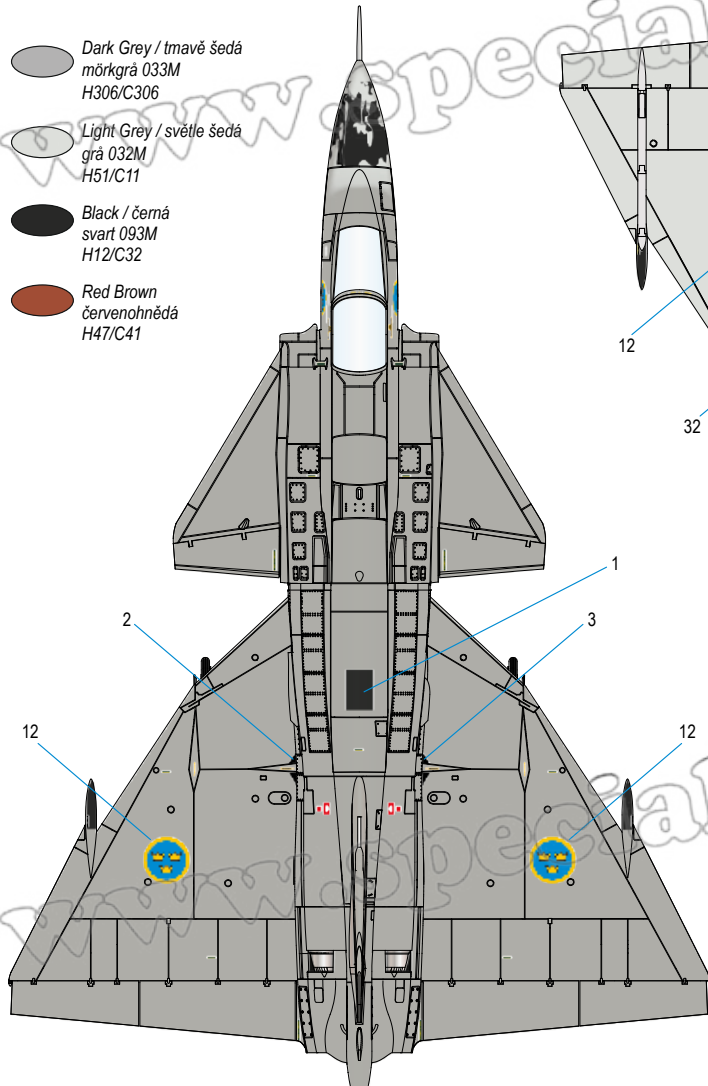
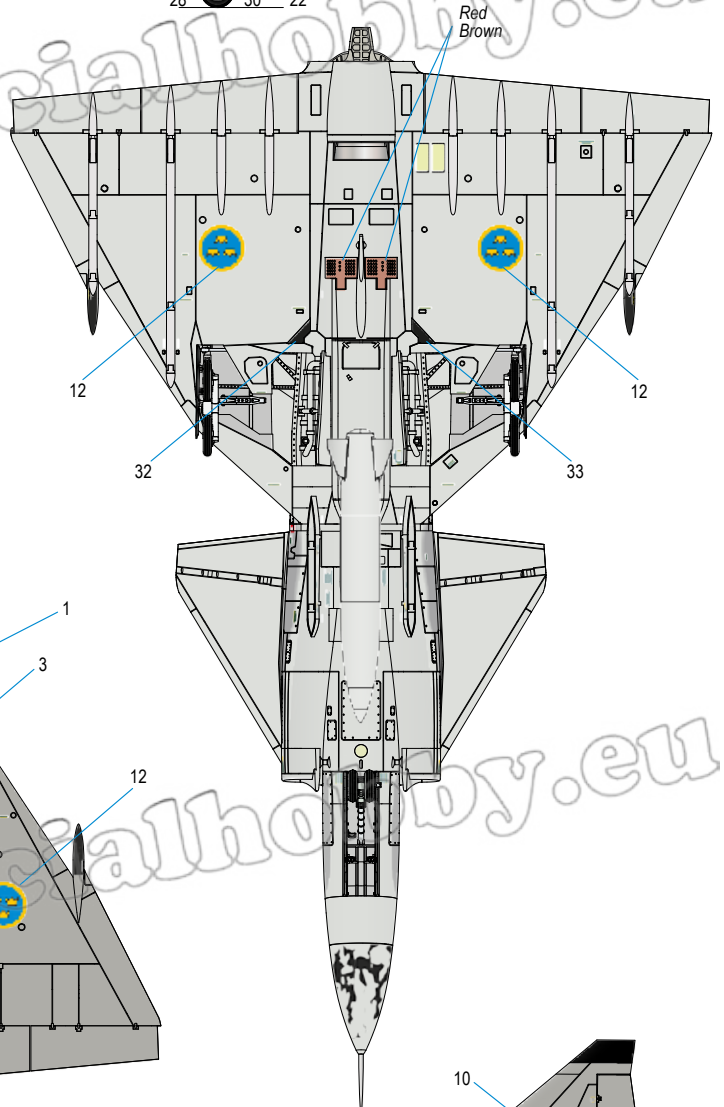


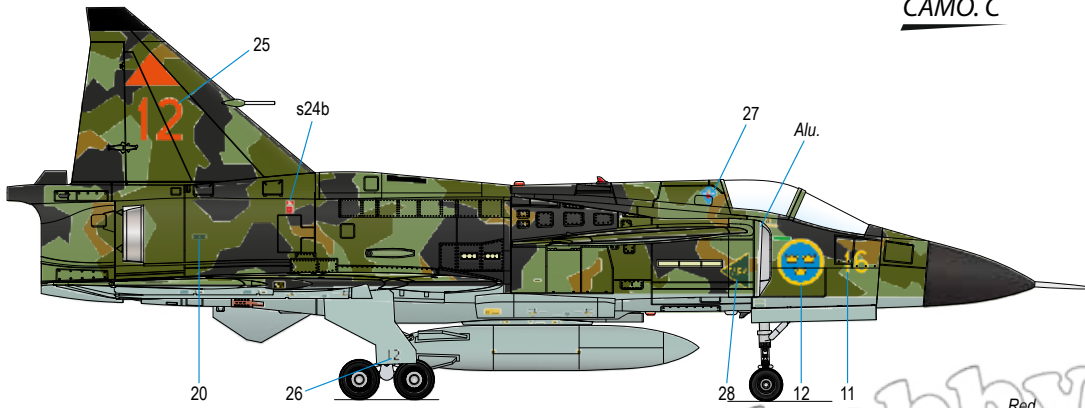
Dark Grey / tmavě šedá
mörkgrå 033M
H306/C306

Light Grey / světle šedá
grå 032M
H51/C11

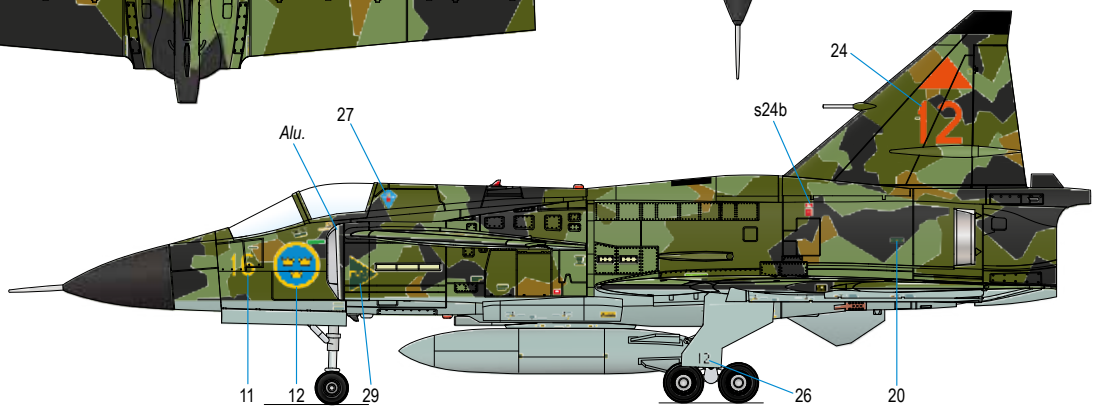
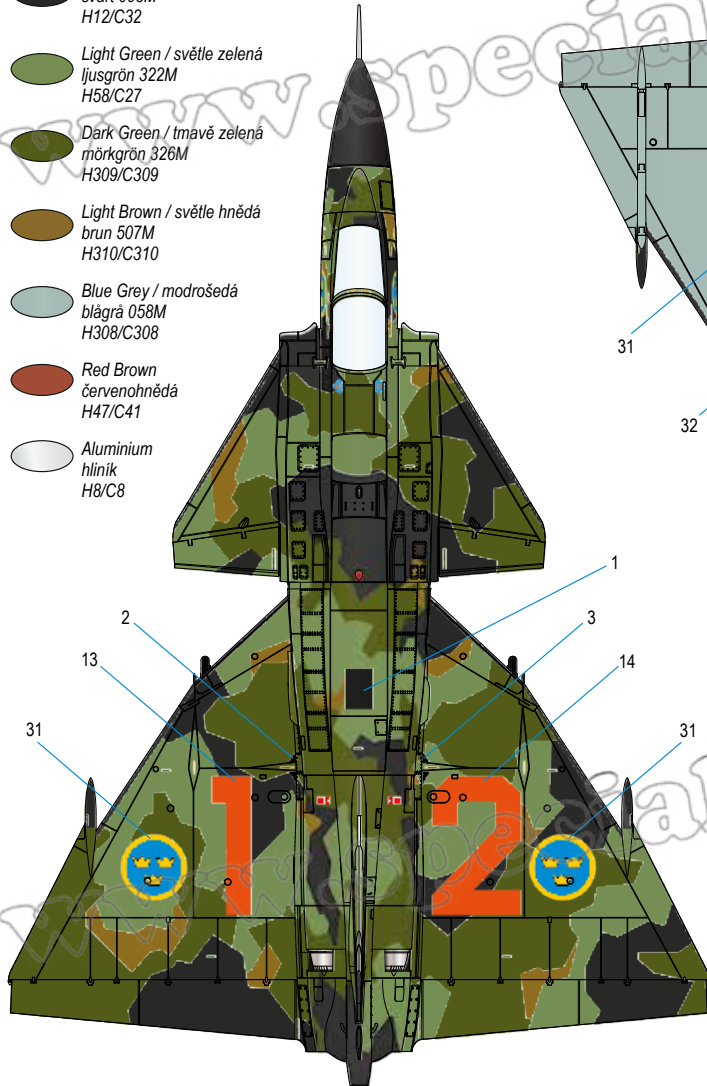
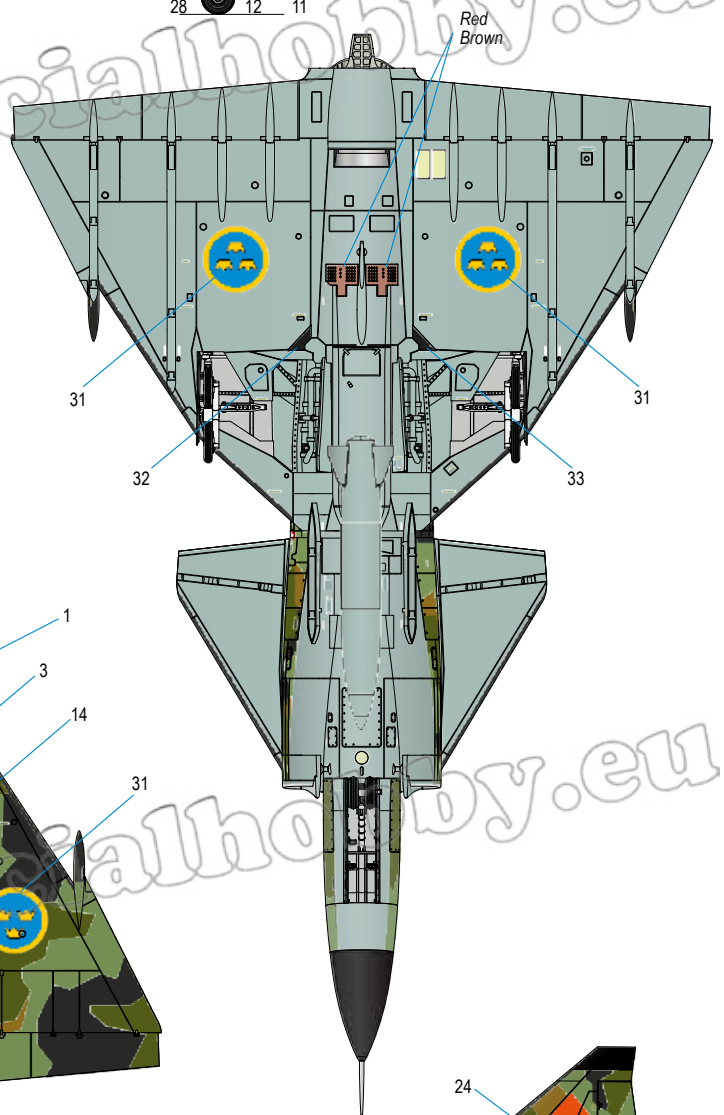
Black / černá
svart 093M
H12/C32

Red Brown
červenohnědá
H47/C41





-  Black / černá
svart 093M
H12/C32
-  Light Green / světle zelená
ljusgrön 322M
H58/C27
-  Dark Green / tmavě zelená
mörkgrön 326M
H309/C309
-  Light Brown / světle hnědá
brun 507M
H310/C310
-  Blue Grey / modrošedá
blågrå 058M
H308/C308
-  Red Brown / červenohnědá
H47/C41
-  Aluminium
hliník
H8/C8



Universal Stencil Placement Scheme

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

