



SAAB JA 37 Viggen

Saab 37 Viggen took to the skies for the first time on February 8th 1967, in the hands of test pilot Erik Dahlström.

The first studies that lead to the Viggen were conducted as early as 1952. The Swedish Air Force (Flygvapnet) needed a replacement for Lansen and Draken, that at the time had yet 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. In order to ensure short landing distances, the aircraft was equipped with a thrust reverser, enabling the Viggen to reverse on the ground.

The fighter version of the Viggen, JA 37, differed significantly from the earlier versions. In fact, it was considered to be half a generation younger. Mods included a fixed 30mm Oerlikon automatic cannon, new pulse Doppler radar, new avionics, the fin from the Sk 37 trainer version and completely new electronics.

JA 37 had a more powerful engine, the RM8B, giving 12750kp in full reheat. The new engine was longer and required the fuselage of the fighter version to be lengthened.

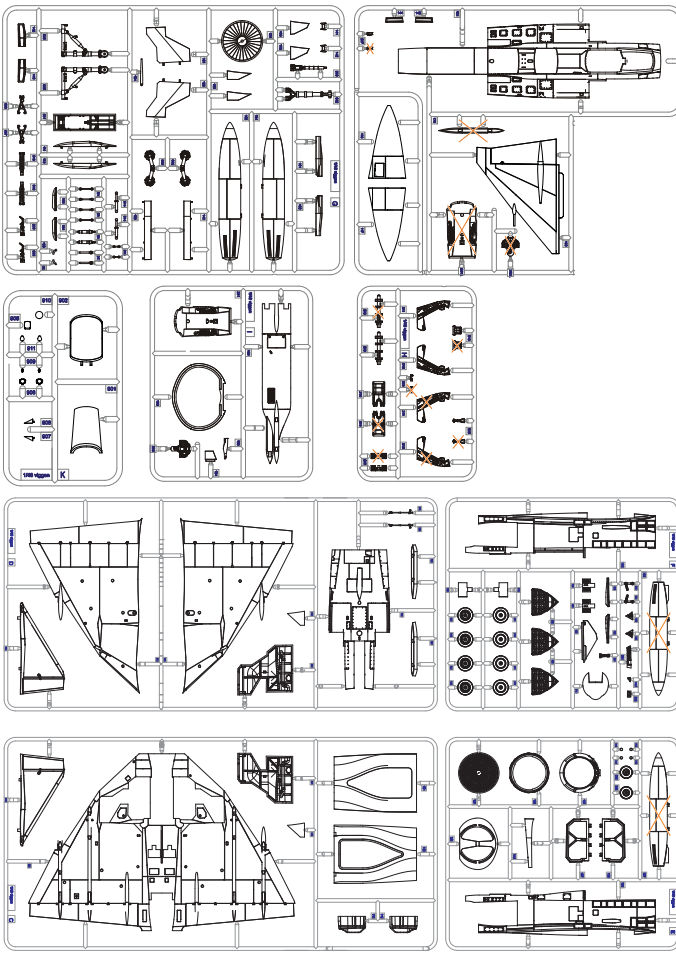
The first JA 37 was delivered to F13 wing in Norrköping in 1979. Production ended in 1990 after 149 airframes. At that time, JA 37 served with F4 Östersund, F13 Norrkö-ping, F16 Uppsala, F17 Ronneby and F21 Luleå. The JA 37 Viggen served in Flygvapnet until 2004.

Two of the aircraft on our decal sheet are preserved: 37338 at Vidsel and 37449 at the Air Force Museum in Linköping. Many other JA 37s are preserved at museums in Europe. However, only 37415 and 37449 are airworthy but due to the advanced electronics it's highly unlikely that any JA 37 will ever fly again.

For more references and a complete production list of all JA 37's, visit www.tarangus.se.

SAAB JA 37 Viggen

Scale 1/48



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

A large colour print with camo patterns and stencilling instructions is enclosed with this kit. The splinter camo was applied in a specified pattern so all Viggen were almost identical in appearance - at least when they were new! Some differences have been documented so check your references. Aircraft colours faded and got weathered over the years.

Gunze Sangyo acrylic Splinter camo

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

Two-tone camo

Dark Gray	H-307
Light Gray	H-338

Bare Metal finish

Use your favourite metal colour painting method.

Interior

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.	

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www.tarangus.com

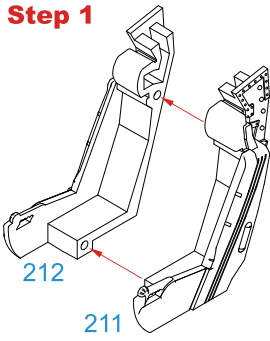
HINTS AND TIPS

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.

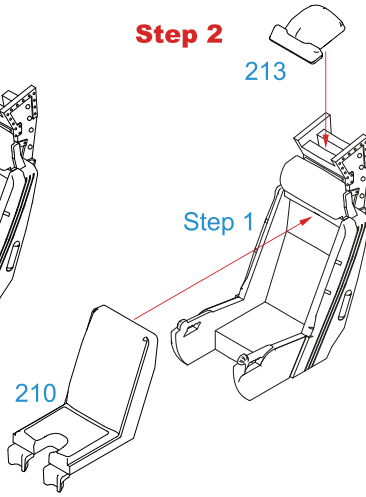
The above book lacks only one ingredient that the modeller looks for, namely close-up detail photos. You find more of that in Squadron Signals Viggen Walk Around.

On Facebook, there is a page devoted to Viggen. It is called Saab 37 Viggen and had over 4000 members in October 2014.

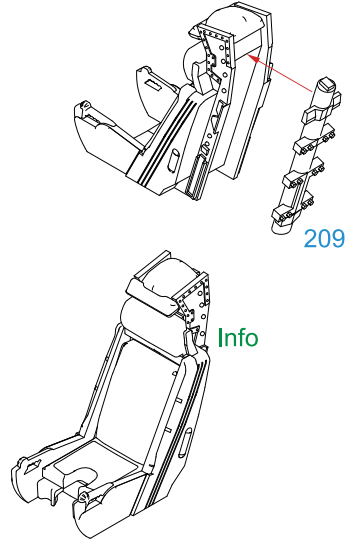
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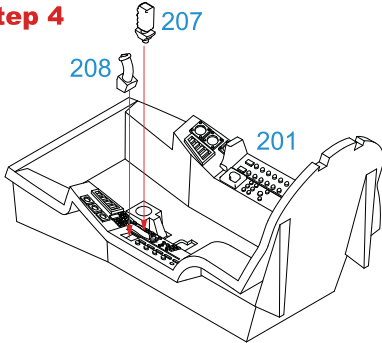
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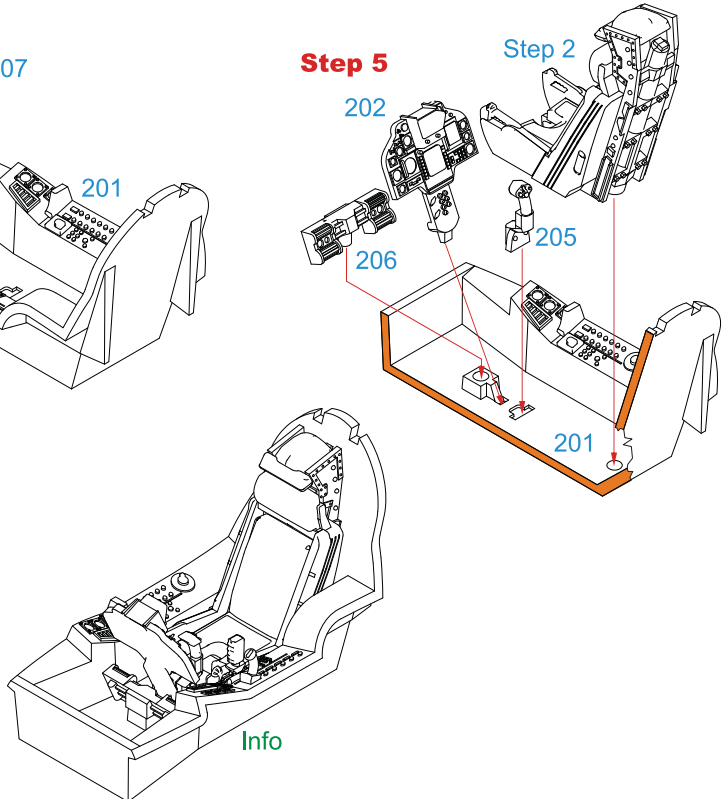
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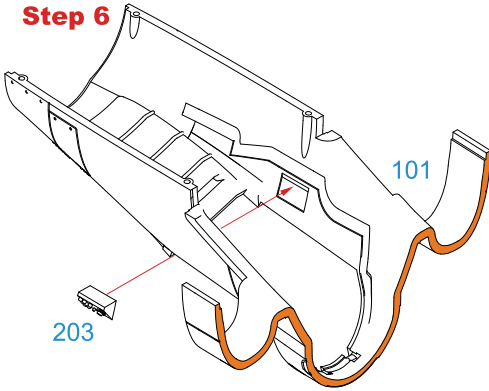
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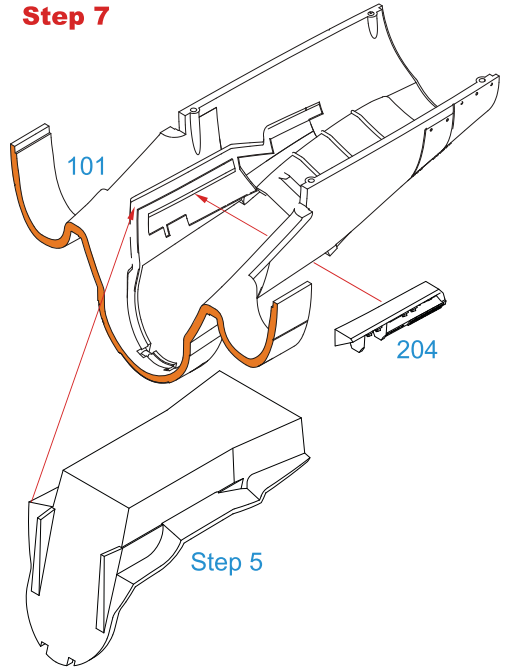
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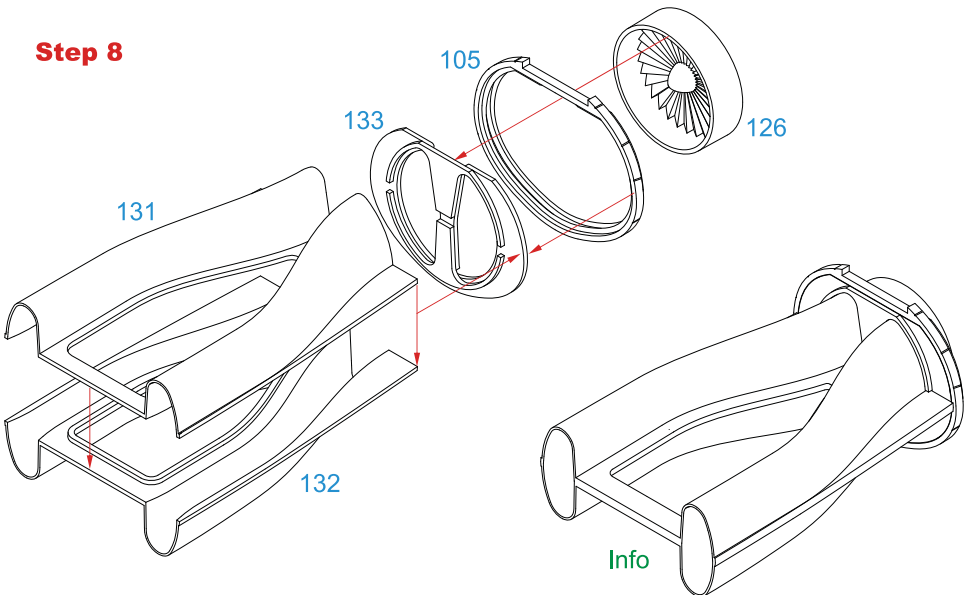
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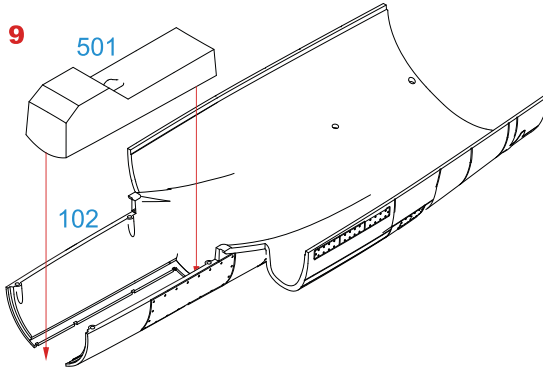
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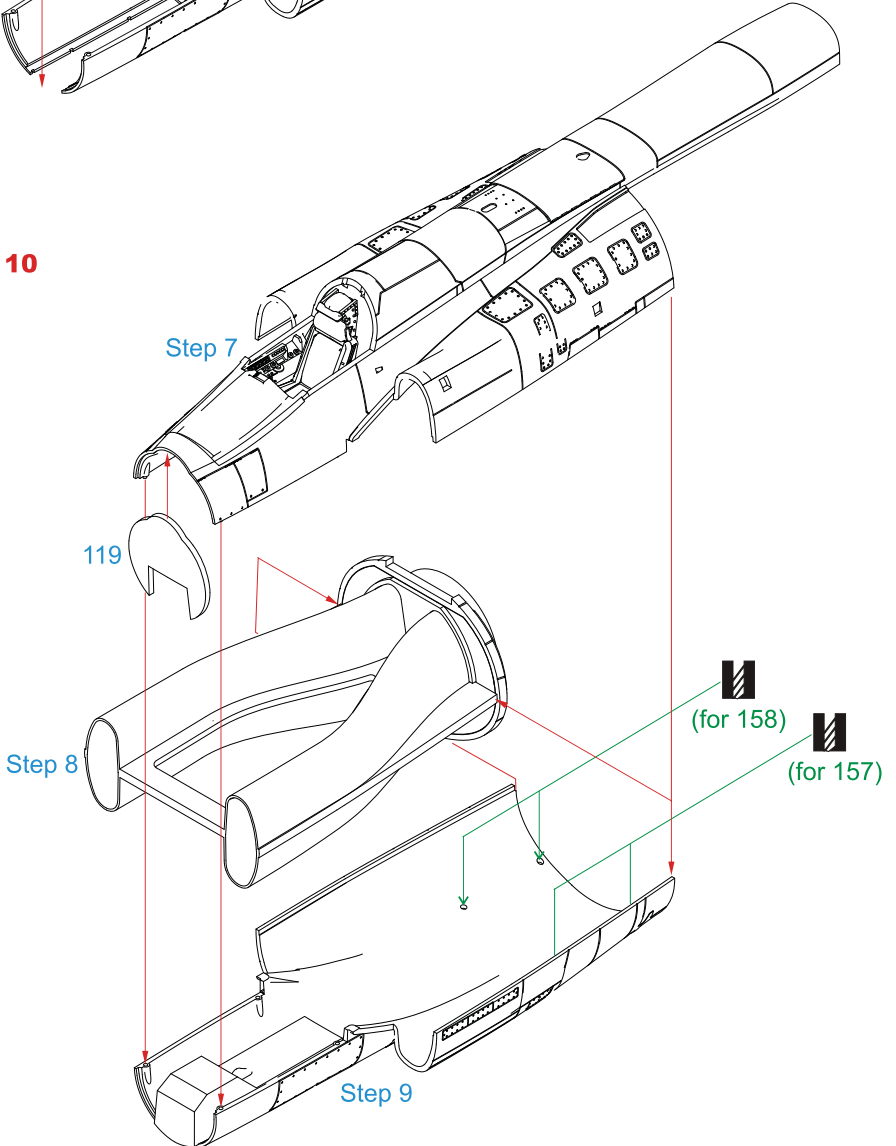
Step 8



Step 9

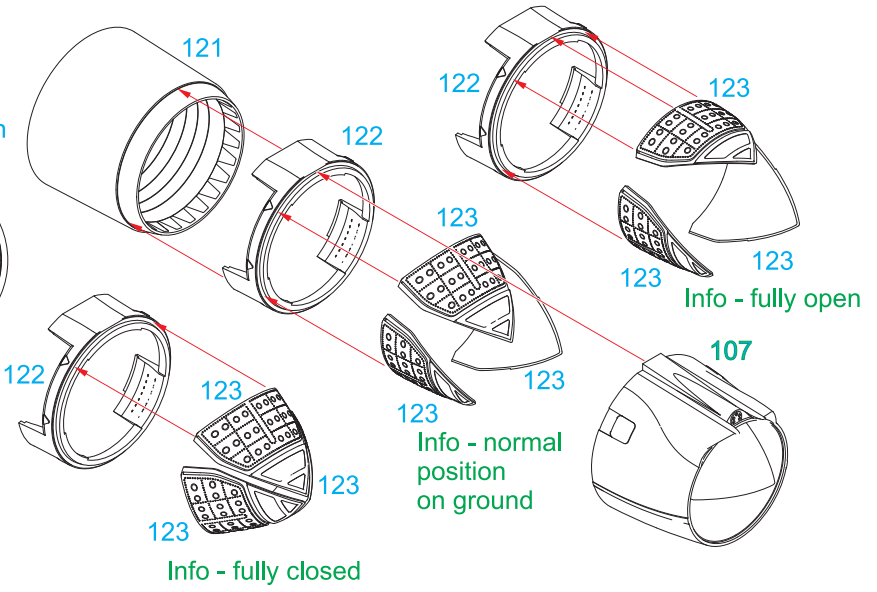
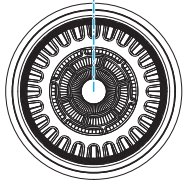


Step 10

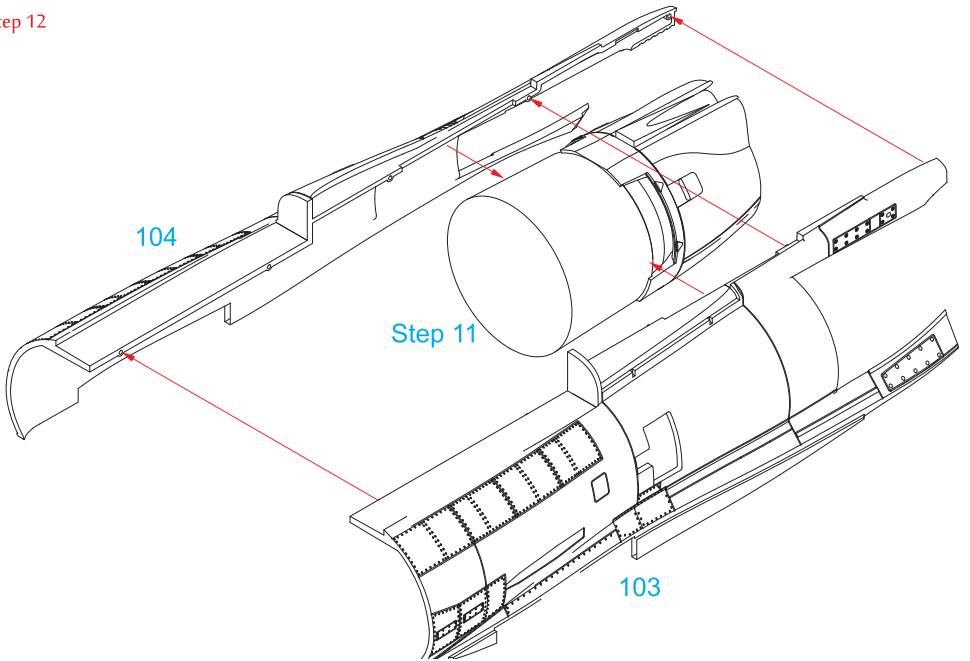


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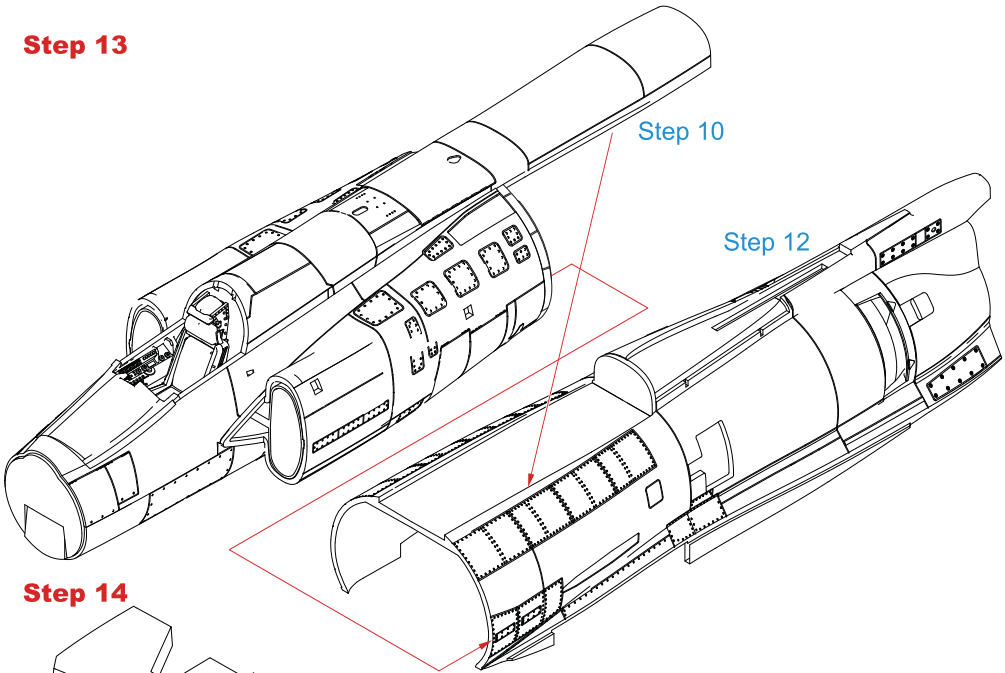
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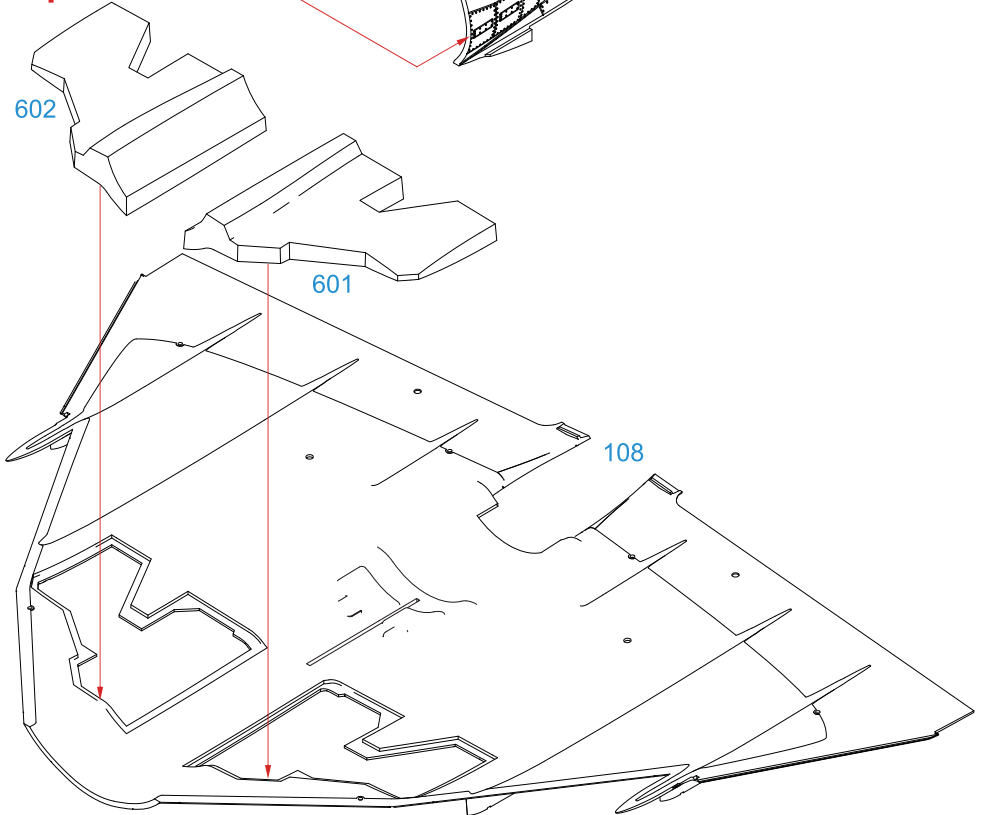
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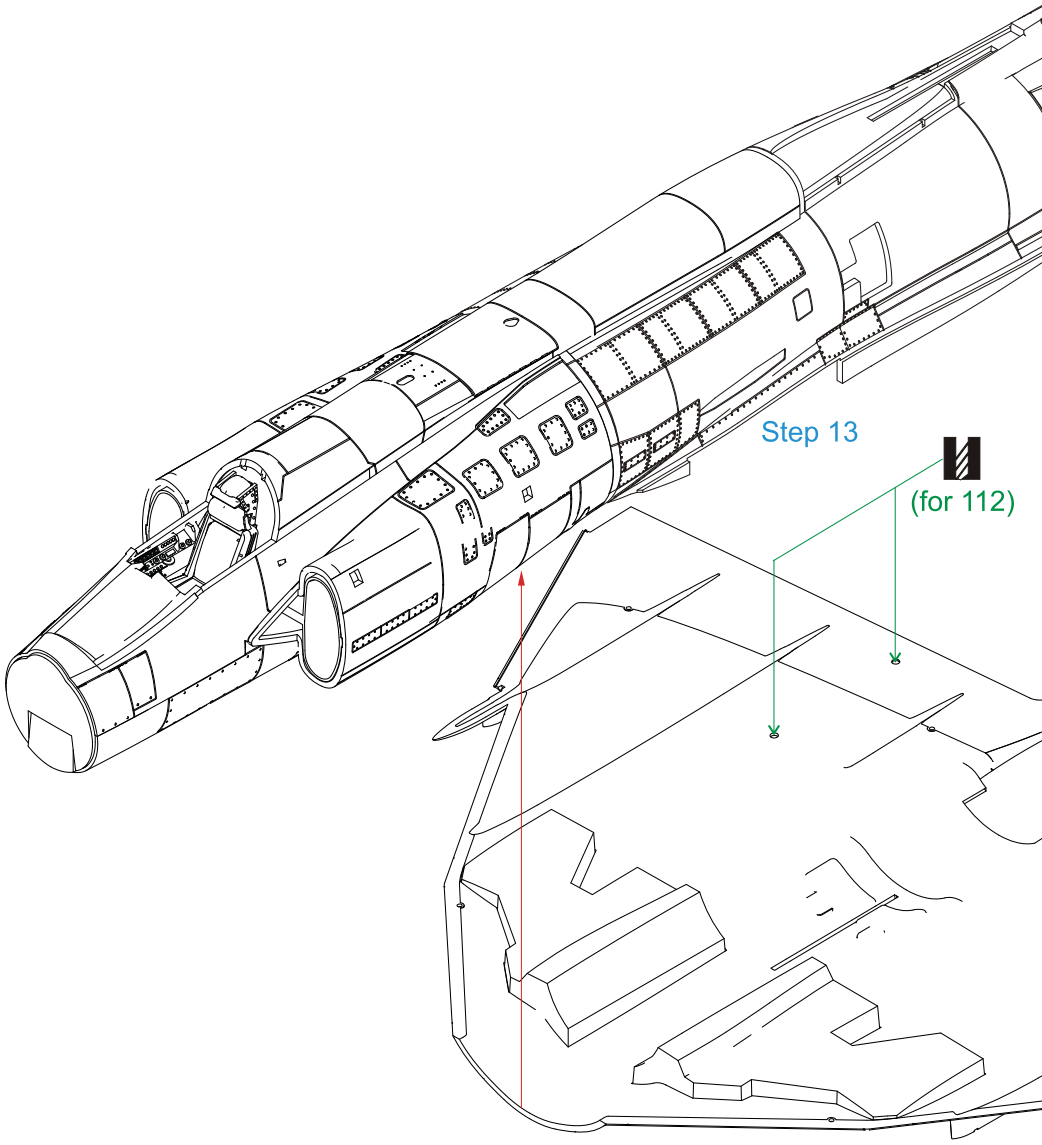
Step 13



Step 14

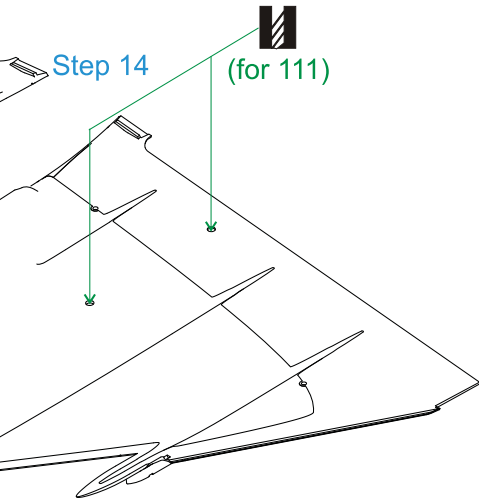
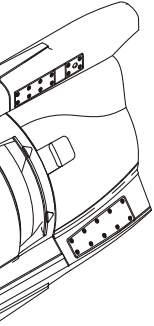


Step 15



Step 13


(for 112)



OUR OTHER KITS

1/48 scale

TARANGUS



SAAB A32A Lansen

Swedish Air Force attacker

1/48 scale

TARANGUS



SAAB J32B Lansen

Swedish Air Force fighter

for complete see product page only

1/48 scale



TARANGUS



SAAB 91 Safir B/C/D

Swedish Air Force primary trainer & liaison aircraft

1/72 scale

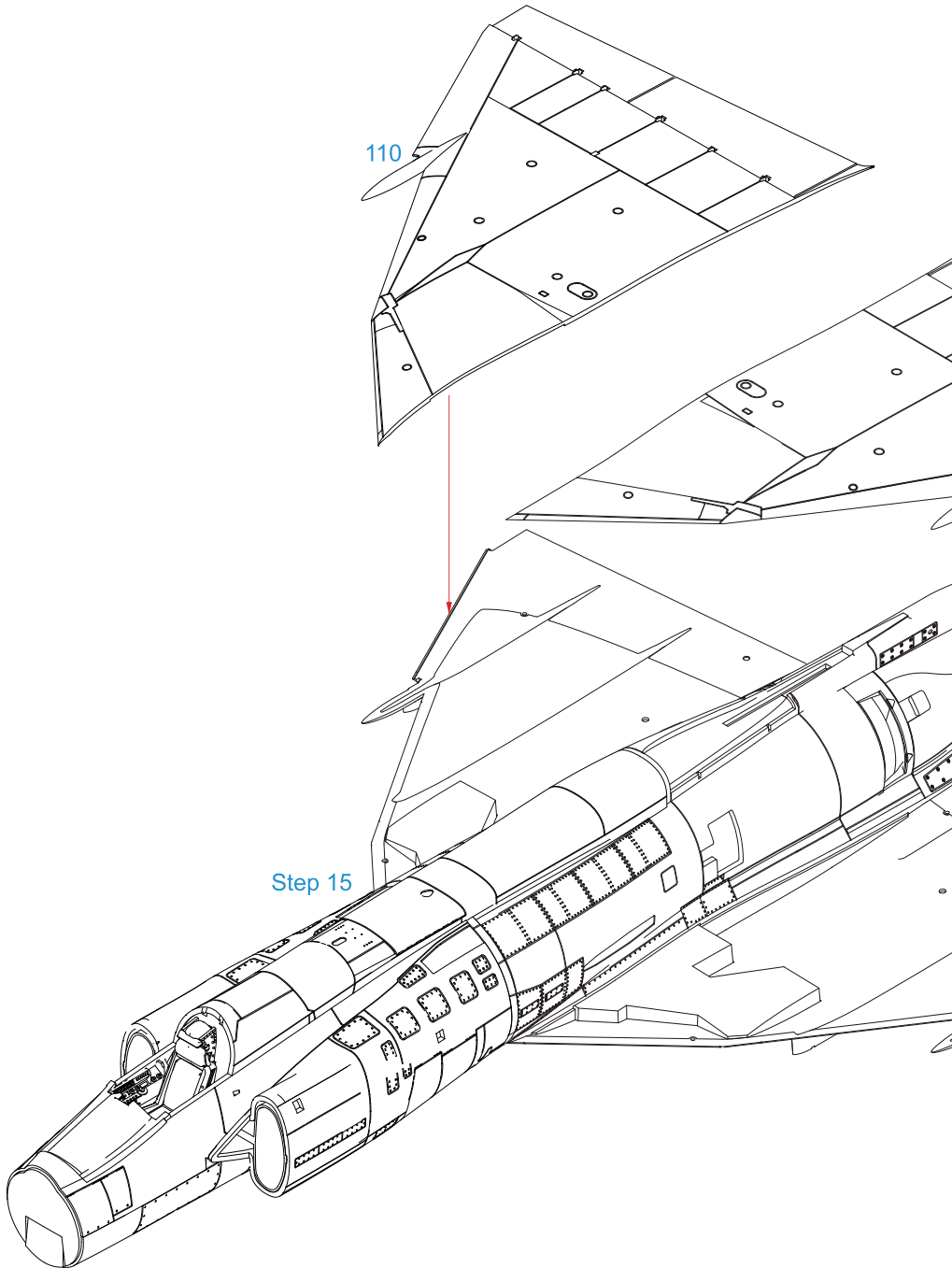
TARANGUS



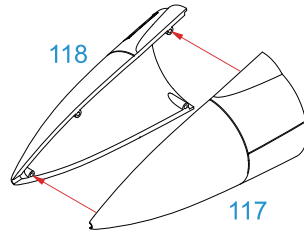
SAAB J29A/B Tunnan

Swedish Air Force fighter

Step 16

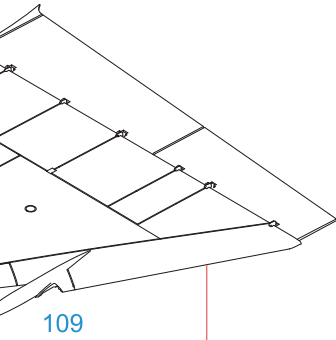


Step 17

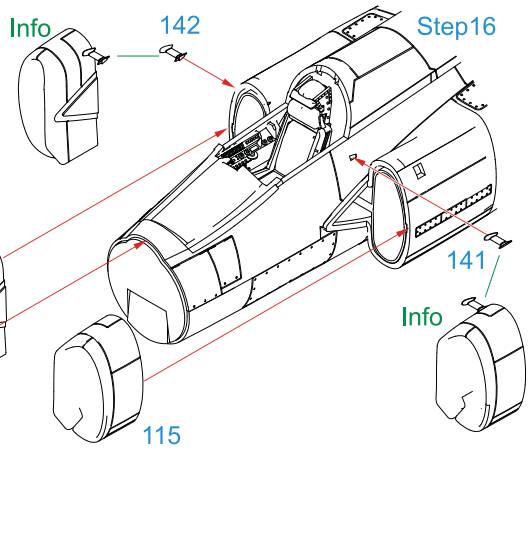
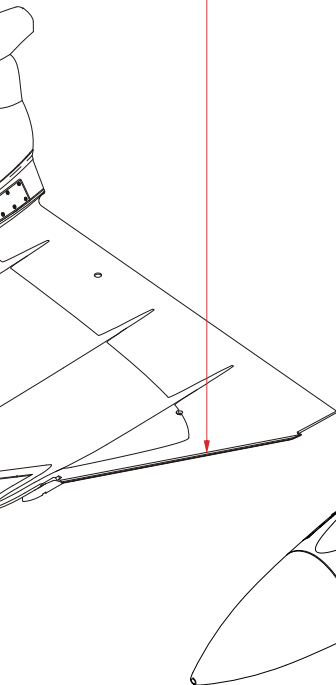


The model is balanced to correctly stand on its main landing gear.

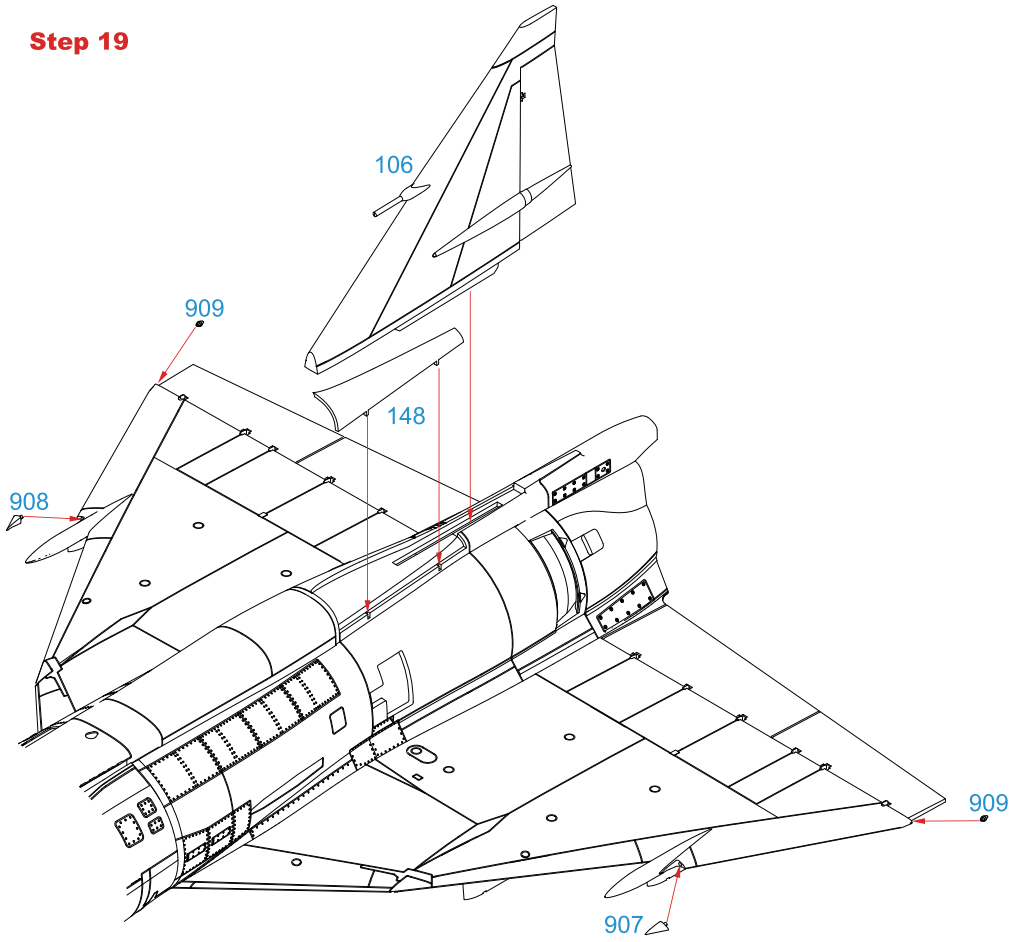
However, if you plan to add aftermarket equipment, it is a good idea to add some ballast in the nose to avoid model becoming a tailsitter.



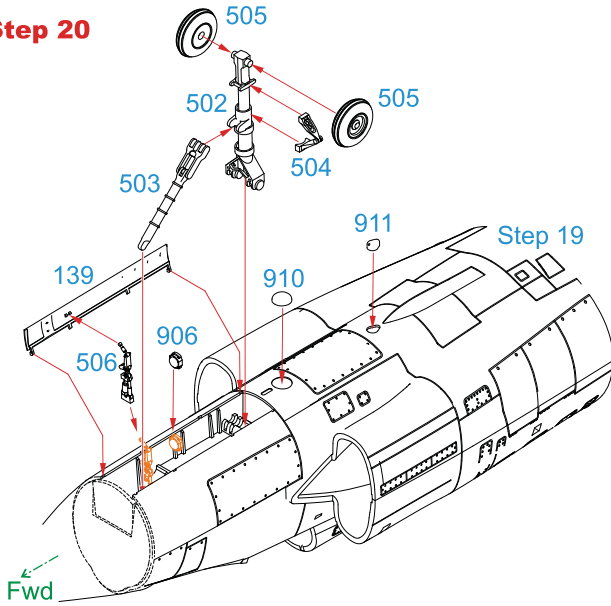
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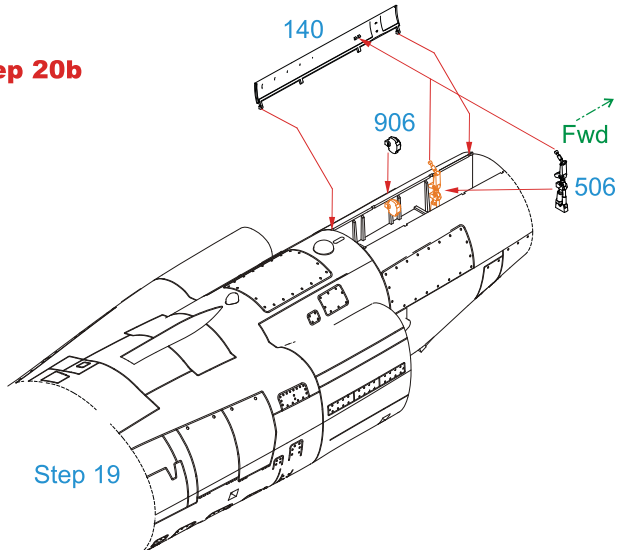
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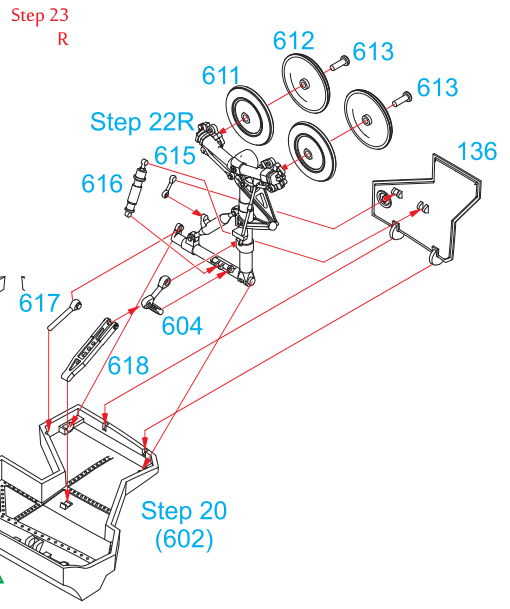
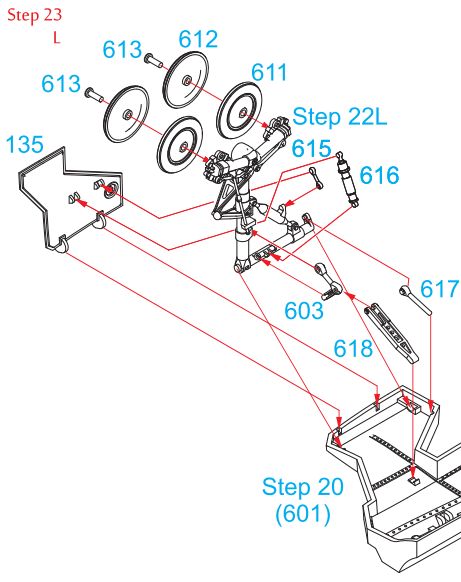
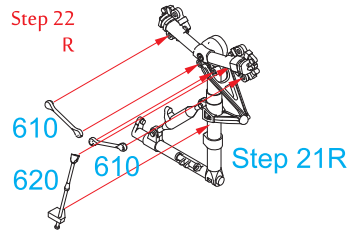
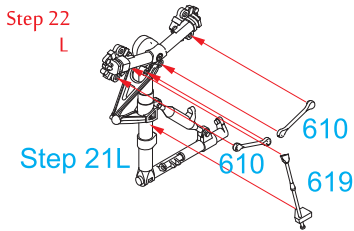
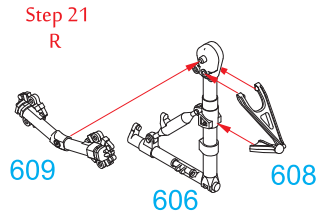
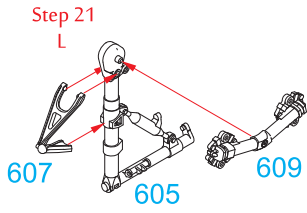


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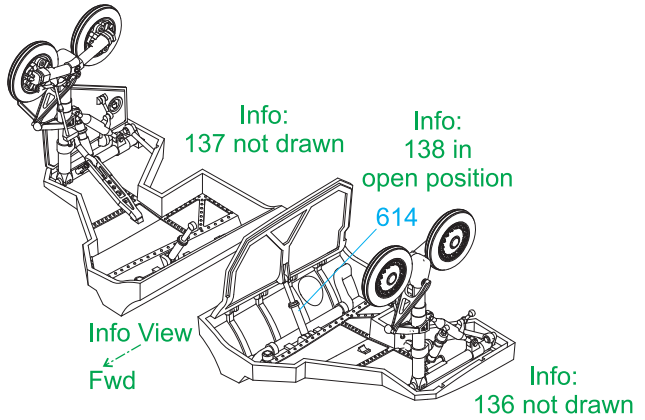
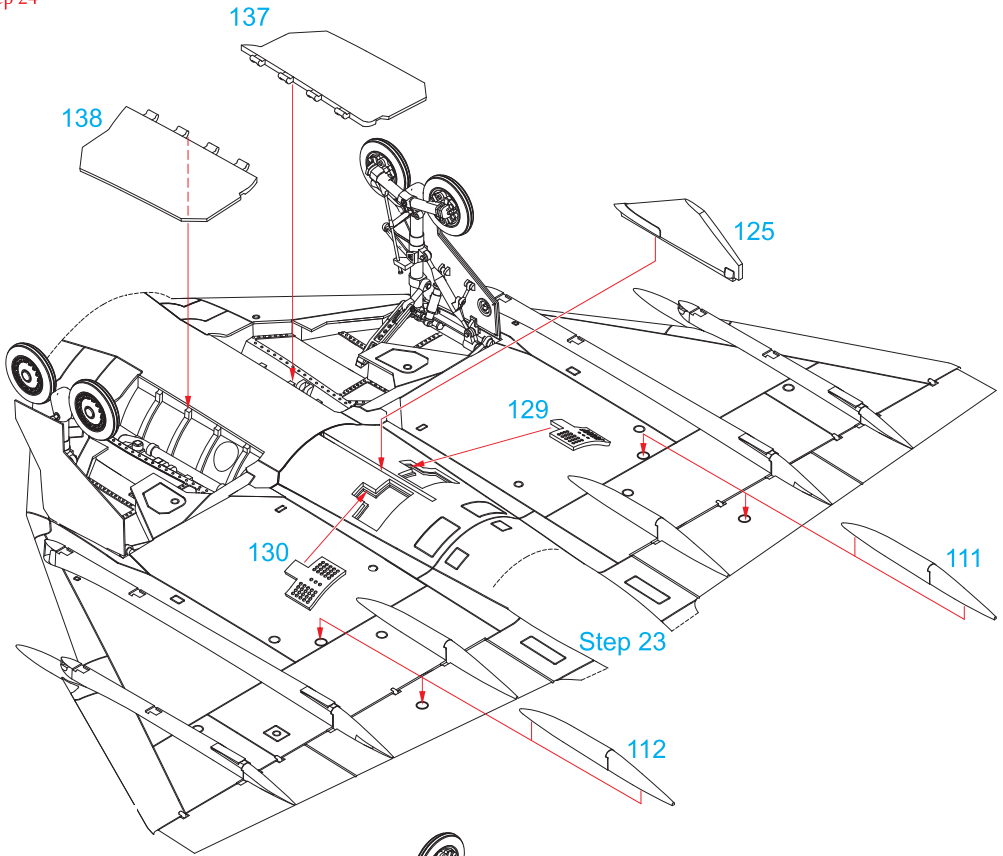


Step 20b



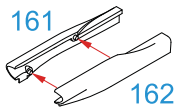


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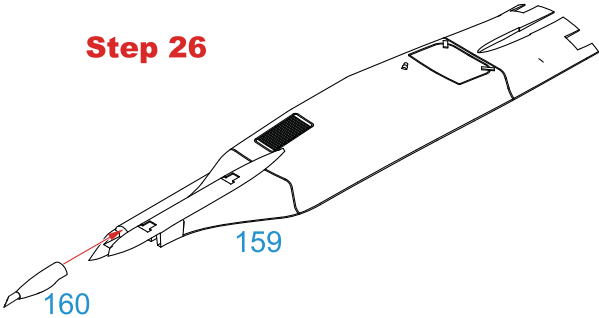


Inner doors were normally closed when aircraft was parked.

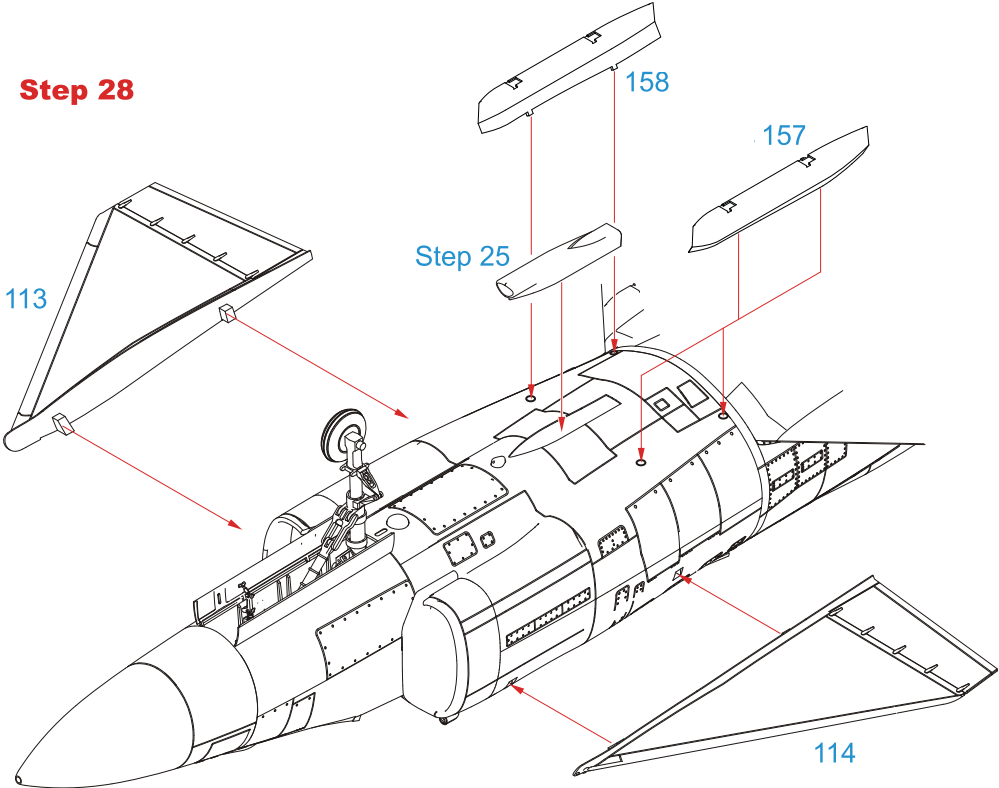
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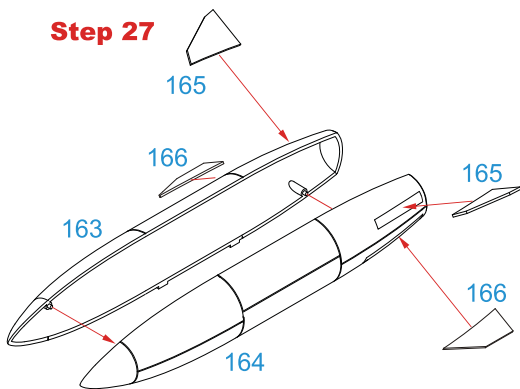
Step 26



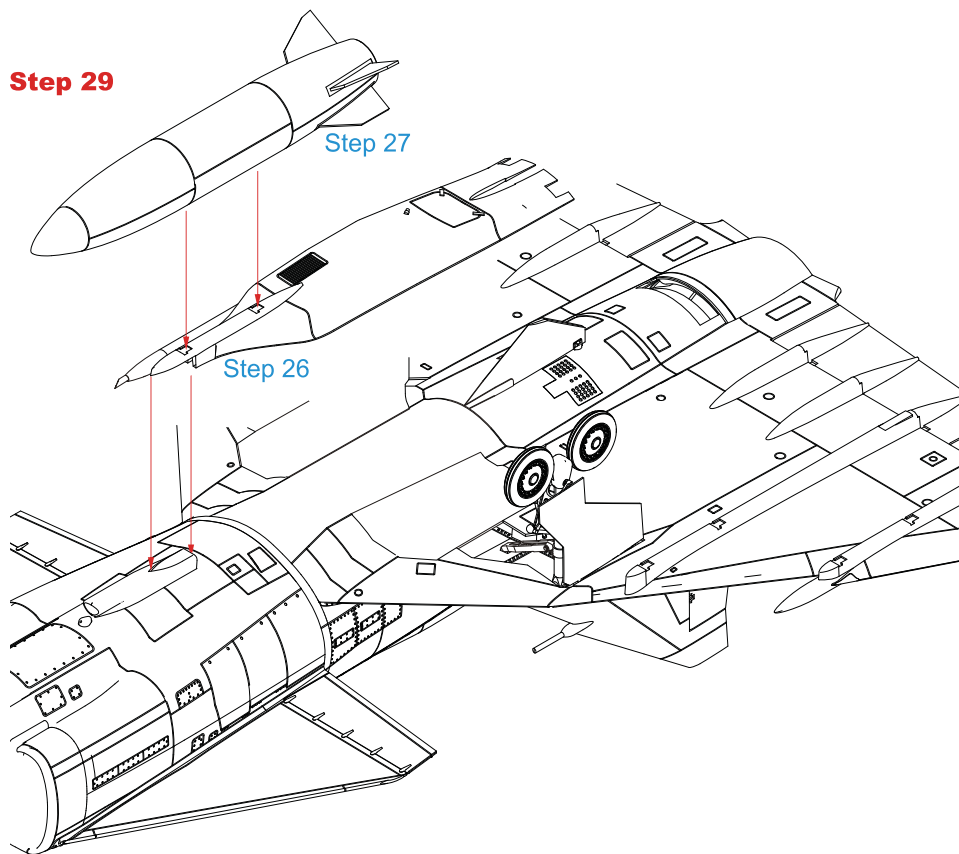
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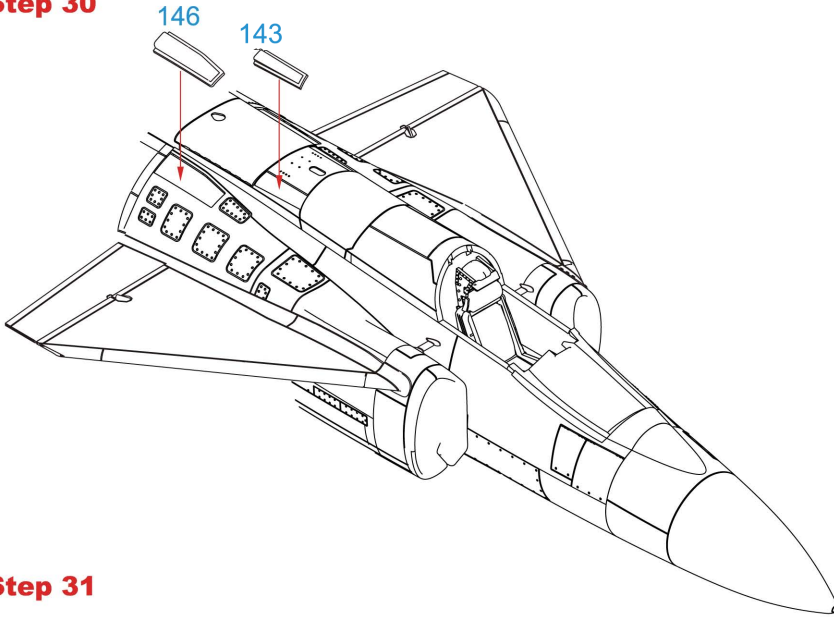
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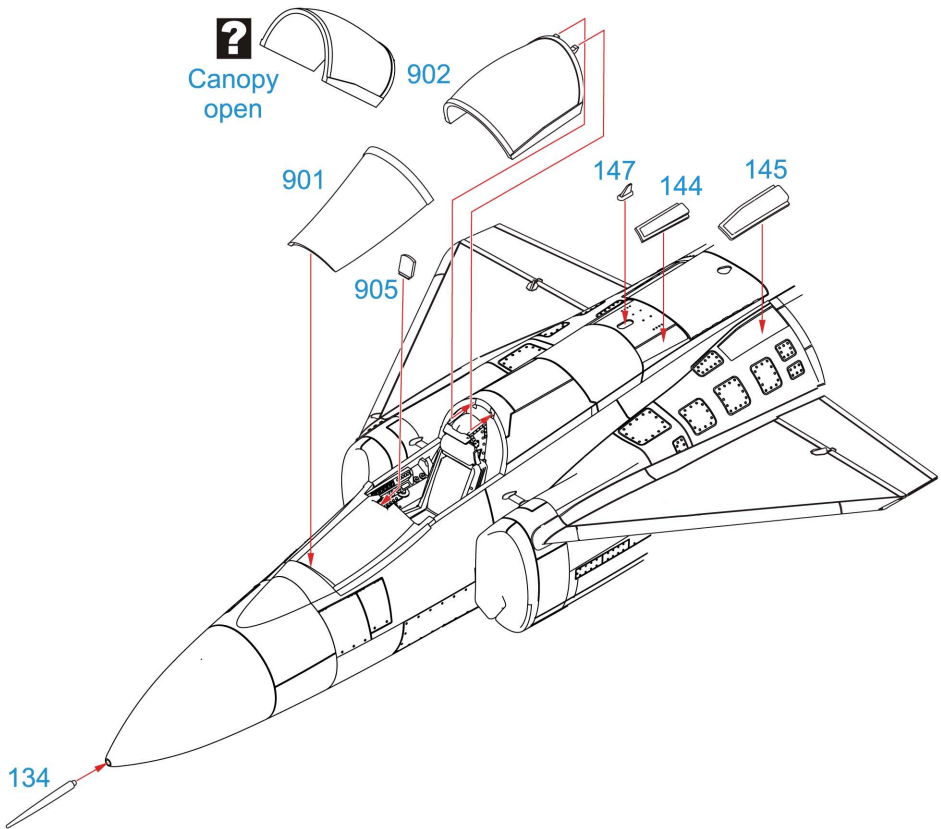
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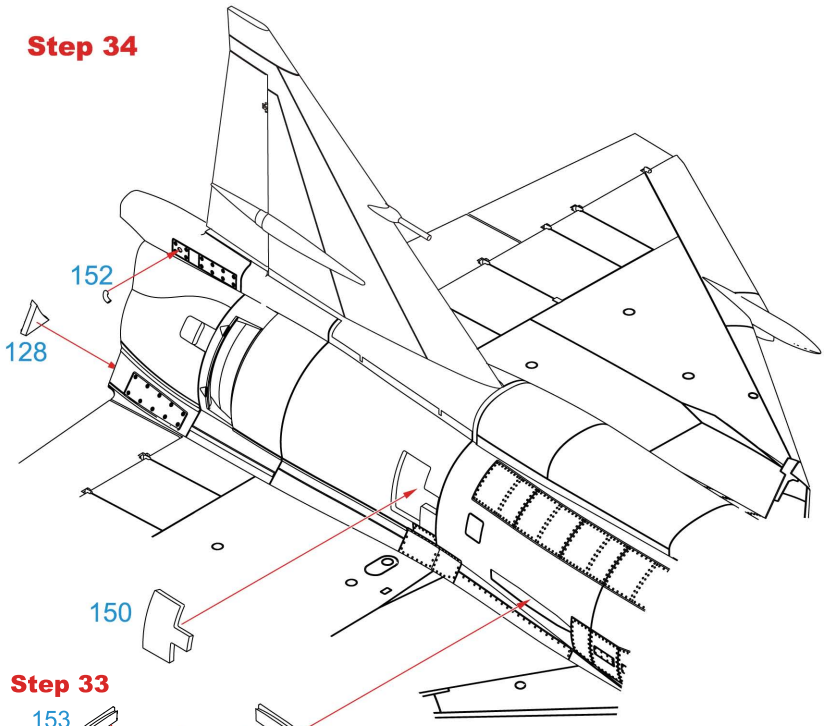
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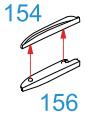
Step 31



Step 34



Step 32



Step 33



Step 32



Step 35

