



SAAB SK 37 Viggen

History

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

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 předčil. Švédské letectvo objednalo Viggenu v několika verzích, s tím, že základní provedení letounu tvořilo univerzální platformu, která doplněná o speciální vybavení umožňovala použití v několika rolích.

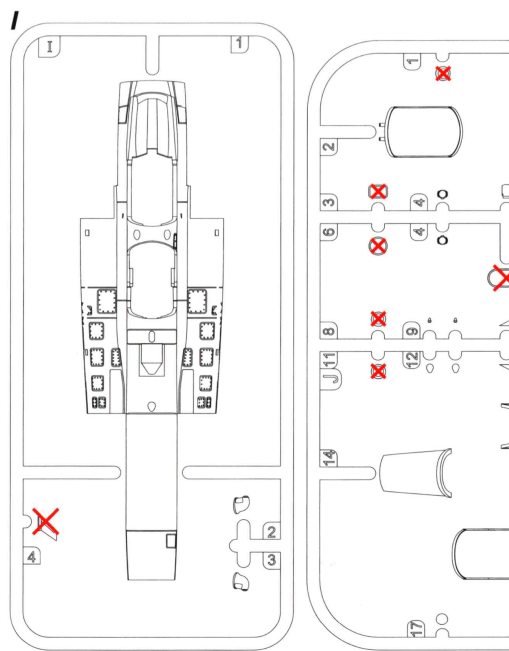
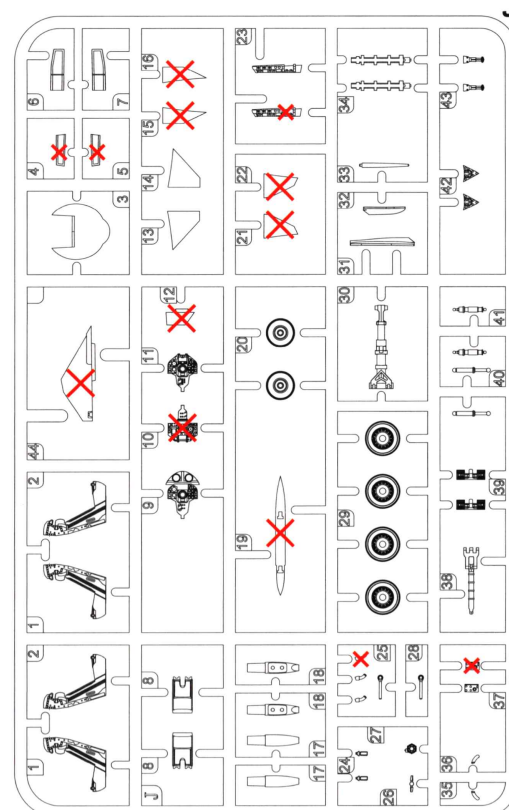
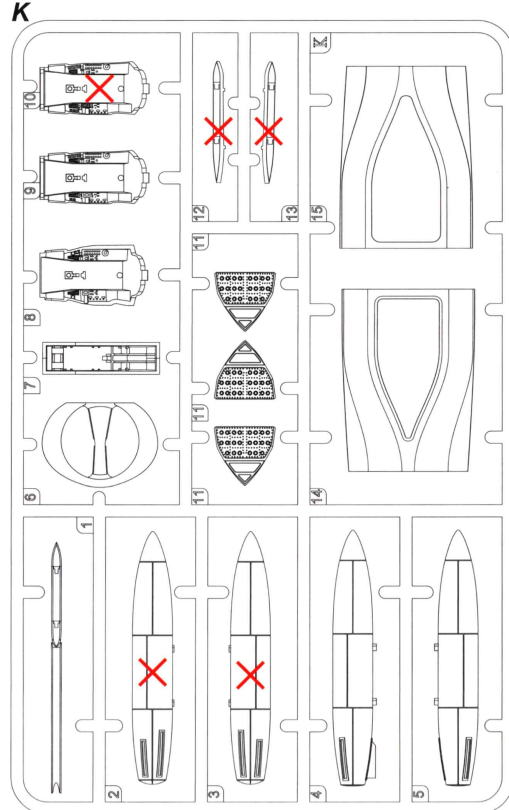
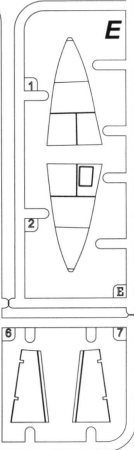
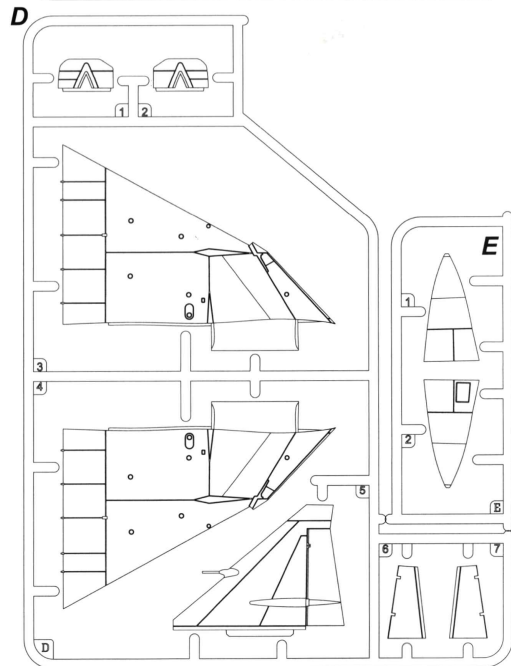
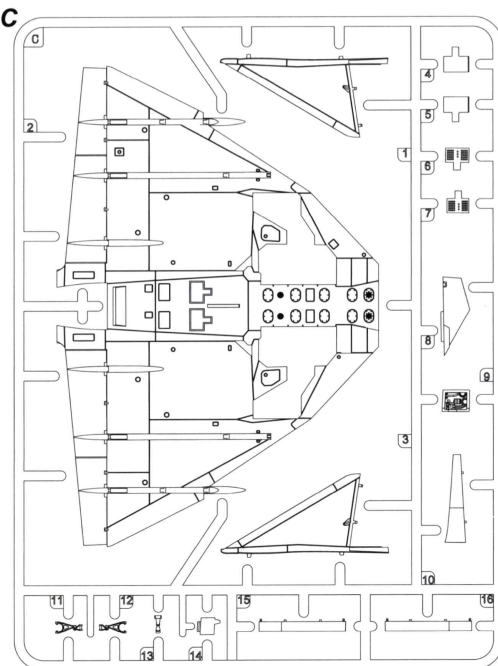
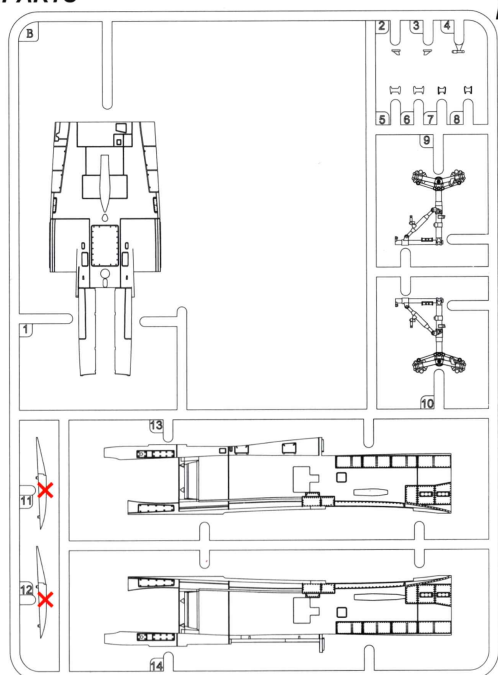
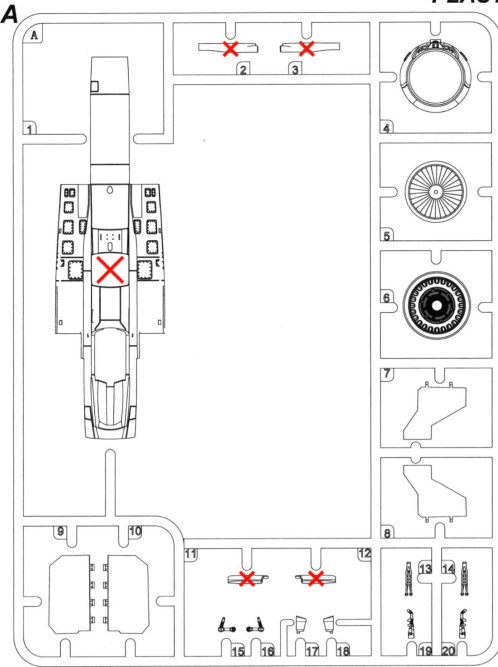
První ze sedmi stavěných prototypů vzletl 8. února 1967, řízen pilotem E. Dalsrömem. Pohon zajišťoval motor Volvo RM8, licenční civilní motor Pratt & Whitney JT8D doplněný o přídavné spalování a obraceče tahu. To, stejně jako koncepce dvojítech delta křidel přispívalo k vynikajícím vlastnostem Viggenu 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 výroba 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, přestavbov 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

EN

CZ

PLASTIC PARTS



J
(Clear Parts)
Do Not Use

Barry GUNZE/ GUNZE Colour No.		
A	Černá/ Black	H12/ C33
B	Černá pneu./ Tire Black	H77/ C137
C	Ocel/ Steel	H18/ C28
D	Hliník/ Aluminium	MC218
E	Opálený kov/ Burnt Iron	H76/ C61
F	Zelená/ Bright Green	H26/ C66
G	Sv. zelená/ Light Green	H319
H	Sv. šedá/ Light Grey	H338
I	Šedá/ Grey	H308
J	Tm. zelená/ Dark Green	H309/ C309
K	Sv. zelená / Light Green	H58/ C27
L	Sv. hnědá/ Tan	H310/ C310
M	Červeno hnědá/ Red Brown	H47/ C41
N	Červená/ Red	H3/ C3
O	Žlutá/ Yellow	H4 /C4
P	Čirá modrá/ Clear Blue	H93/ C50
Q	Čirá červená/ Clear Red	H90/ C47

? MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

**POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
COLLE CYANOACRYLAT**

SYMBOLS

**OHNOUT
BEND
BIEGEN
COURBER**

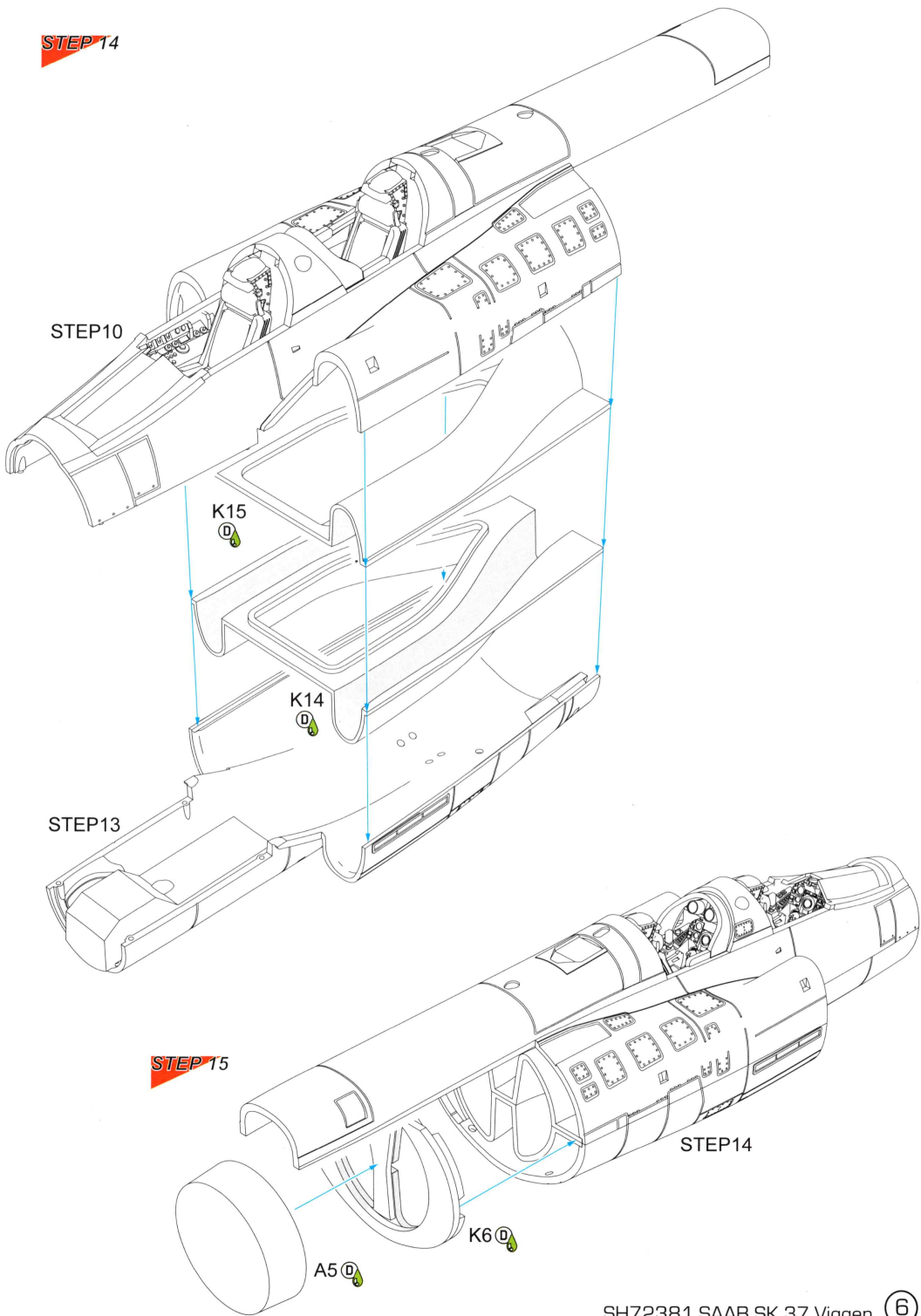
**ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER**

**REZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER**

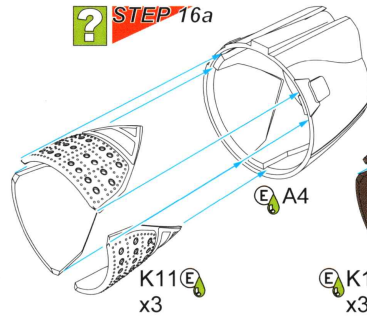
**NATRÍT
COLOUR
FARBEN
PEINDRE**

GSI colour code

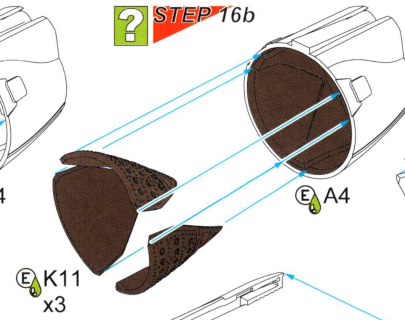
STEP 14



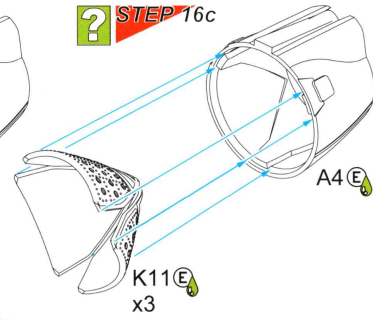
? STEP 16a



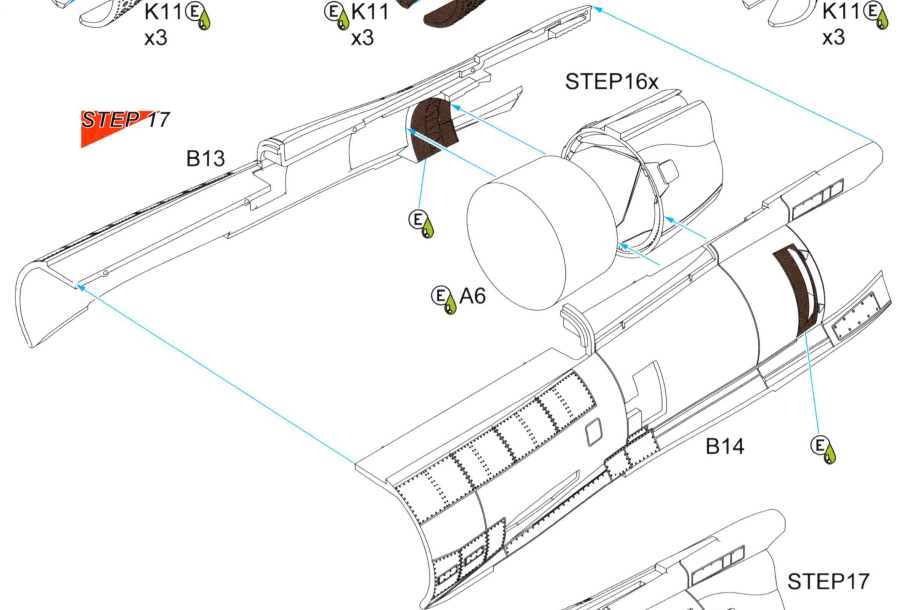
? STEP 16b



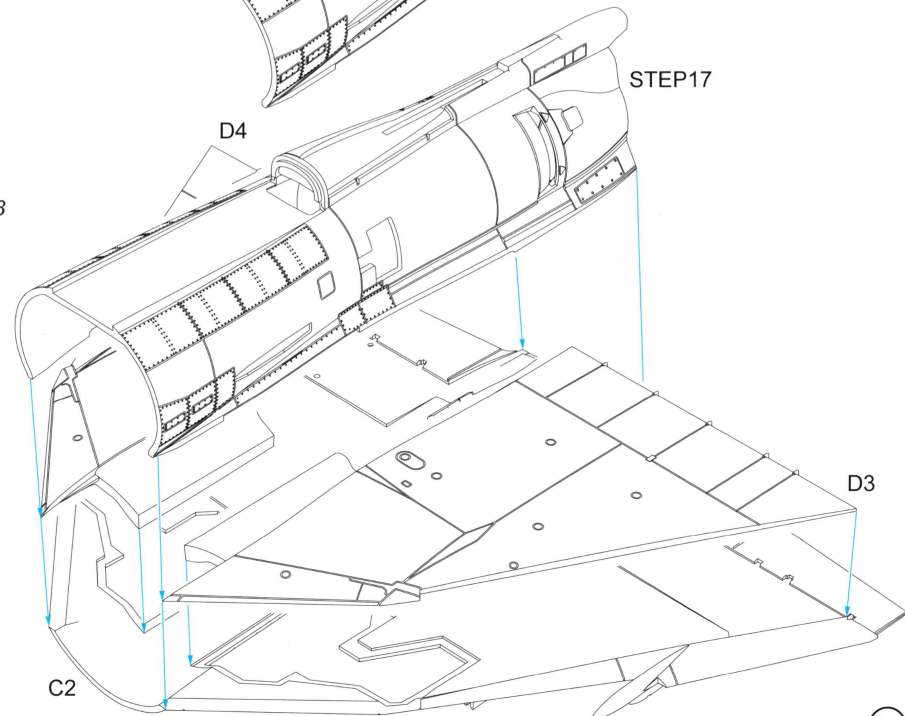
? STEP 16c



STEP 17



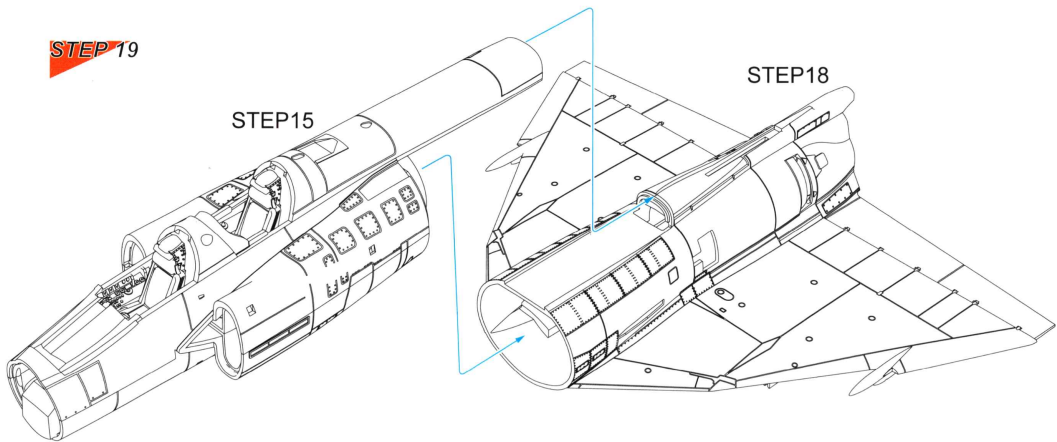
STEP 18



STEP 19

STEP 15

STEP 18



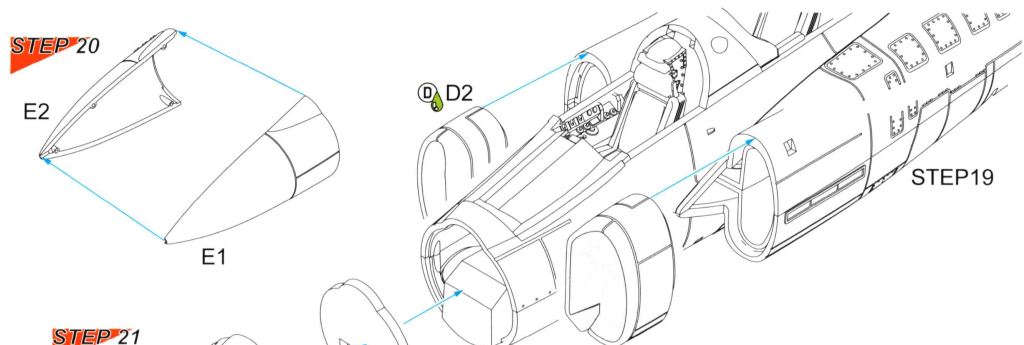
STEP 20

E2

E1

D2

STEP 19

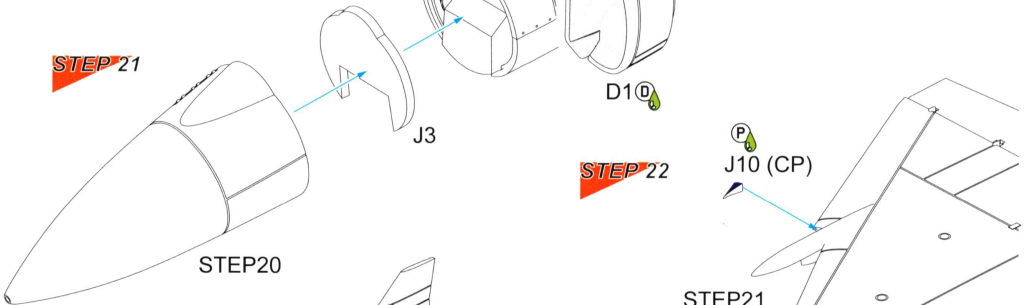


STEP 21

D1

D5

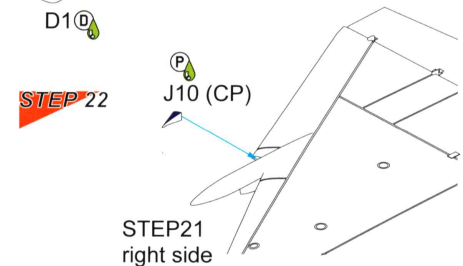
J3



STEP 22

J10 (CP)

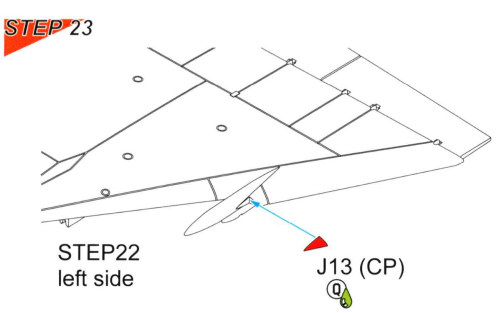
STEP 21 right side



STEP 23

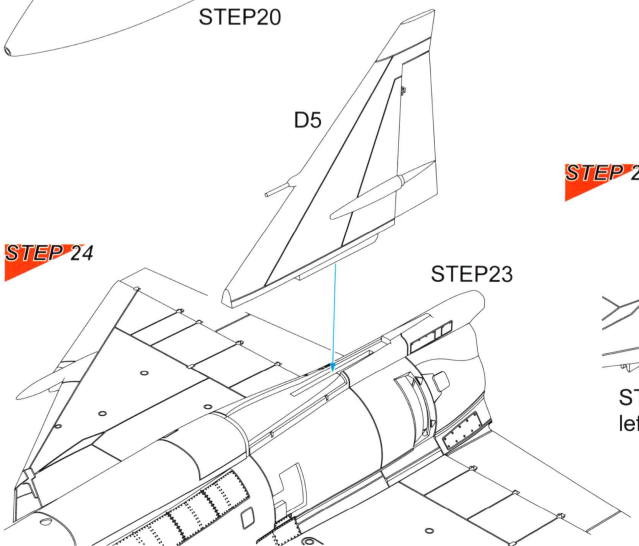
STEP 22 left side

J13 (CP)



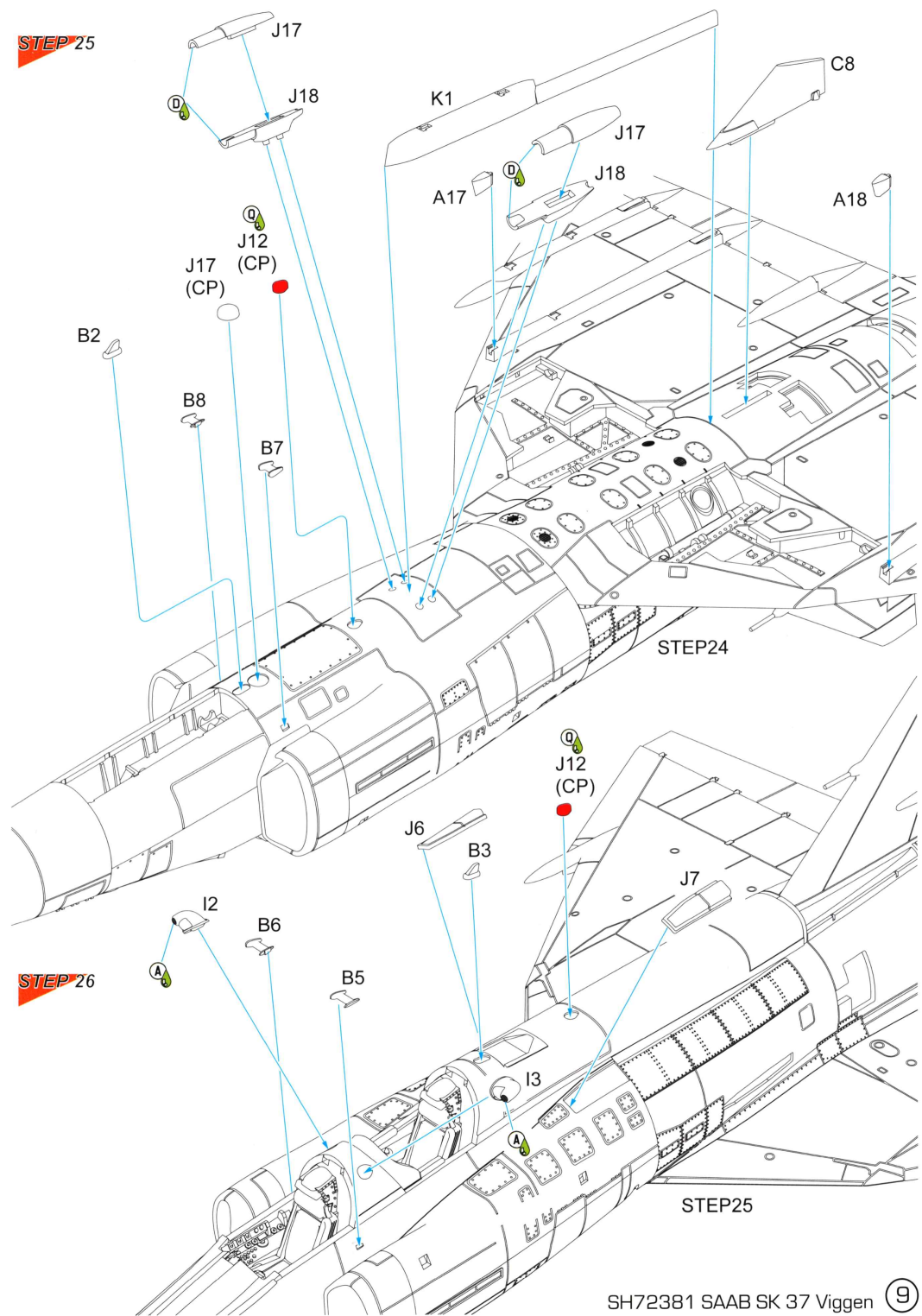
STEP 24

STEP 23

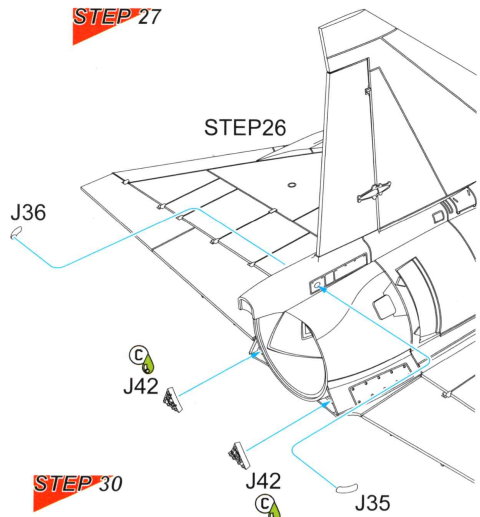


STEP 25

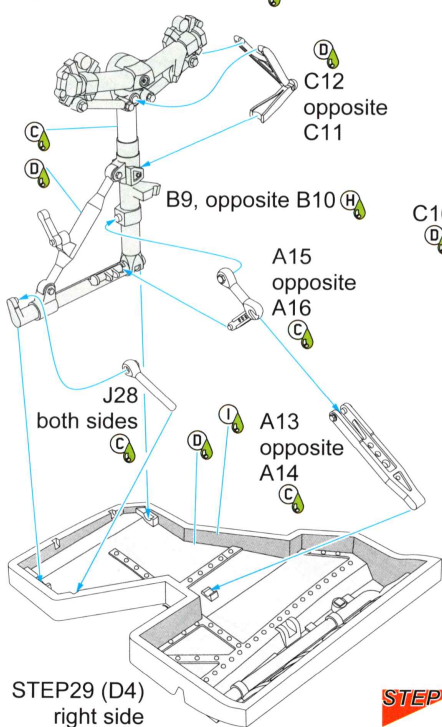
STEP 26



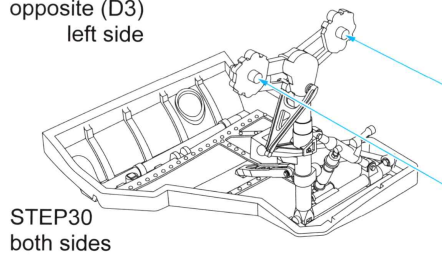
STEP 27



STEP 30

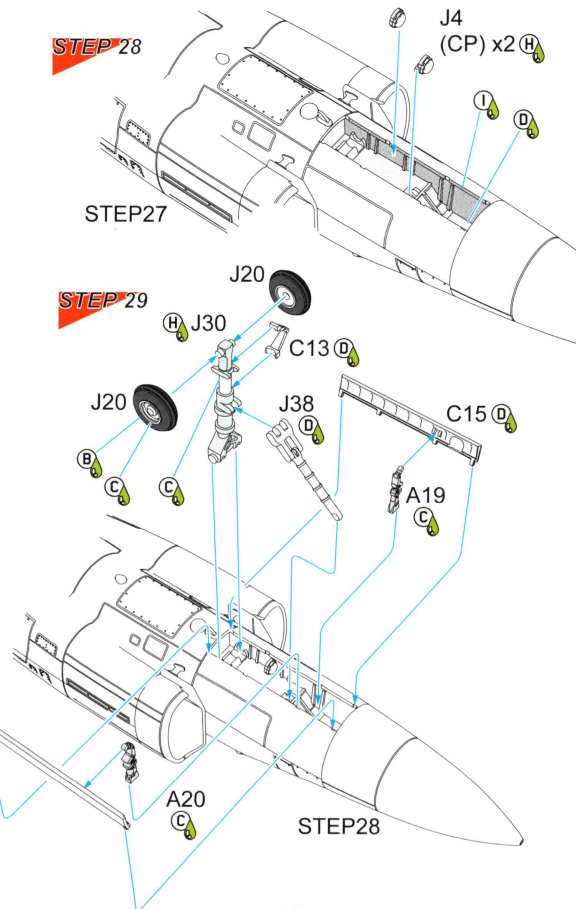


STEP 29 (D4) right side opposite (D3) left side

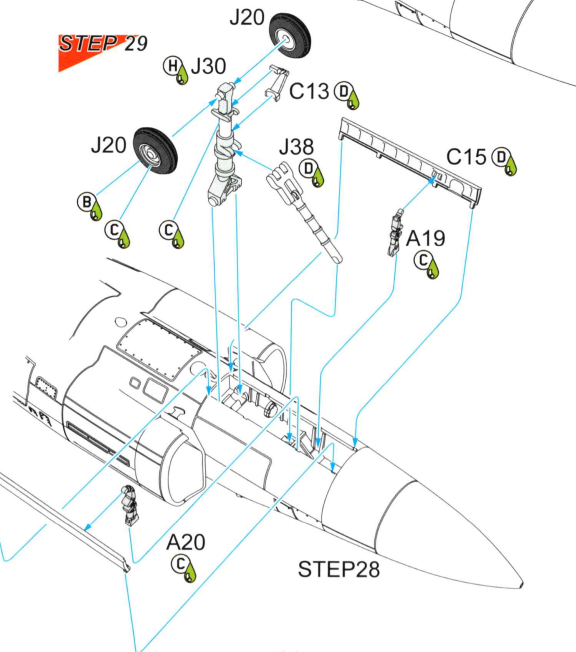


STEP 30 both sides

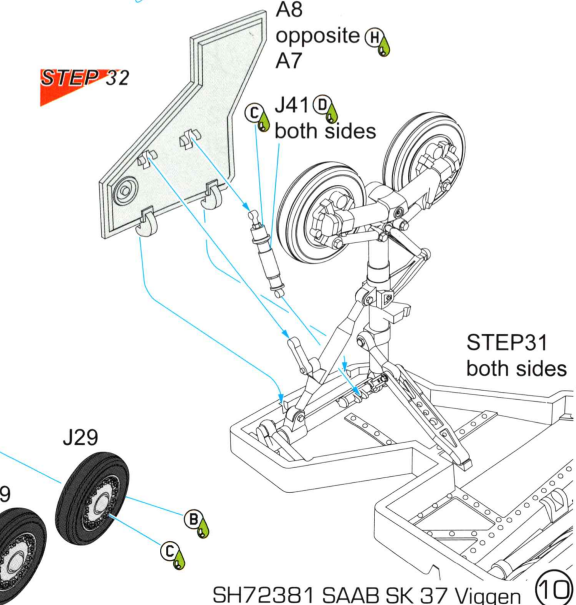
STEP 28



STEP 29



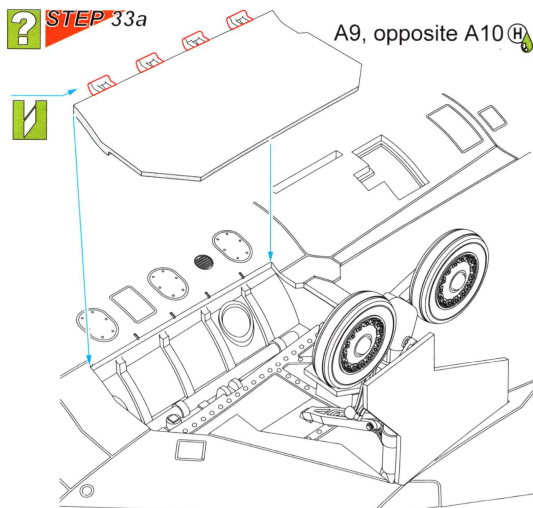
STEP 32



STEP 31 both sides

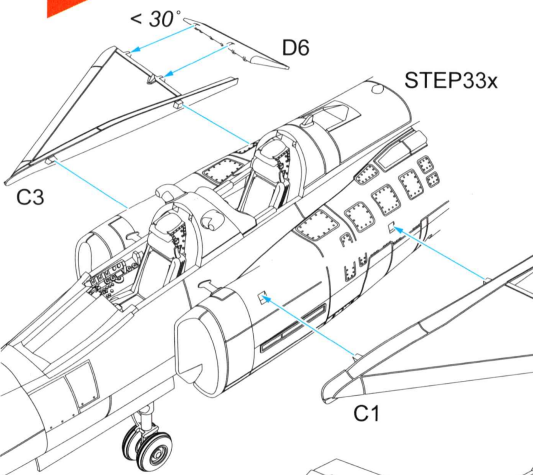
SH72381 SAAB SK 37 Viggen 10

? STEP 33a

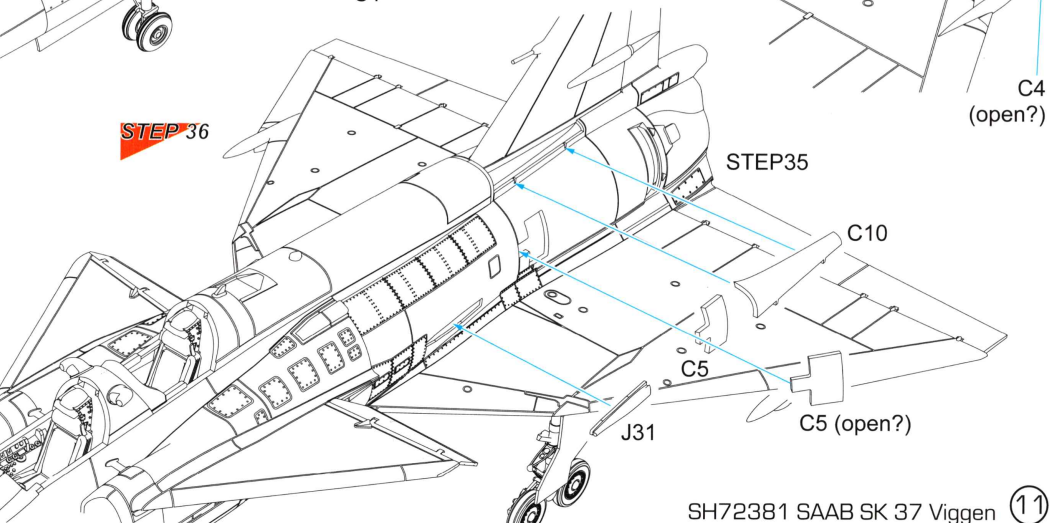


STEP 32 both sides

STEP 34

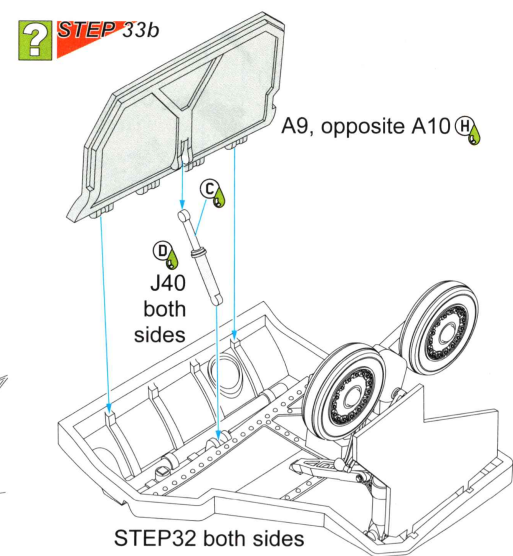


STEP 36



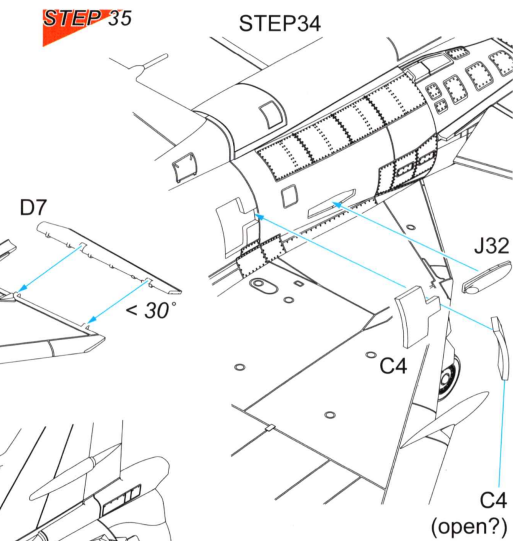
SH72381 SAAB SK 37 Viggen 11

? STEP 33b



STEP 32 both sides

STEP 35



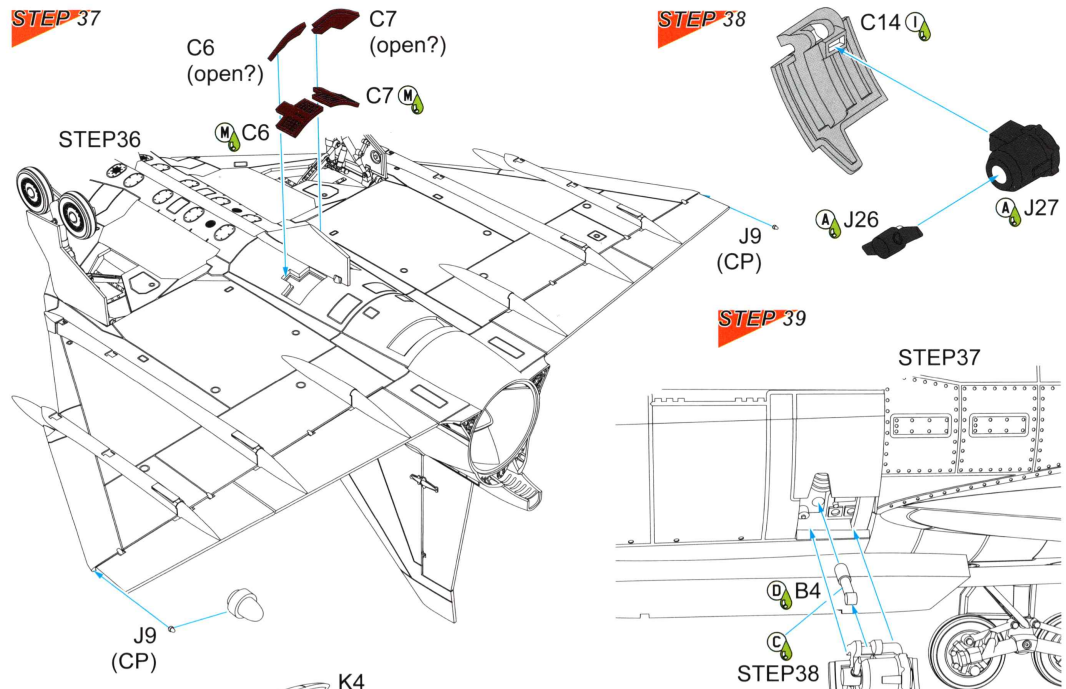
C4 (open?)

STEP 35

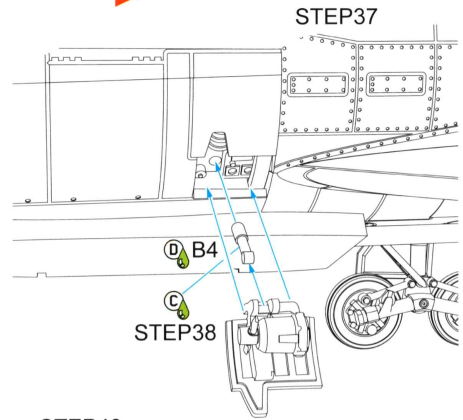
C10

C5 (open?)

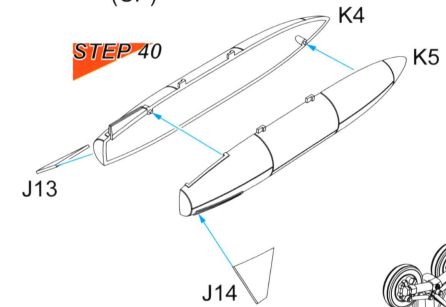
STEP 37



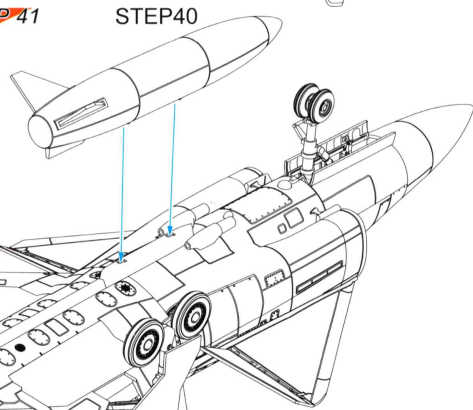
STEP 39



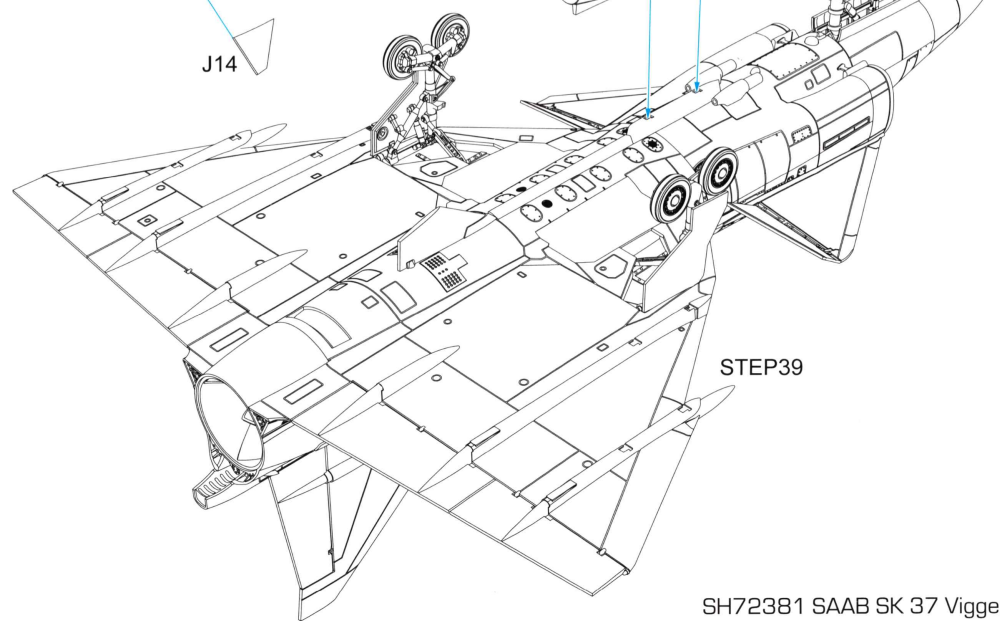
STEP 40



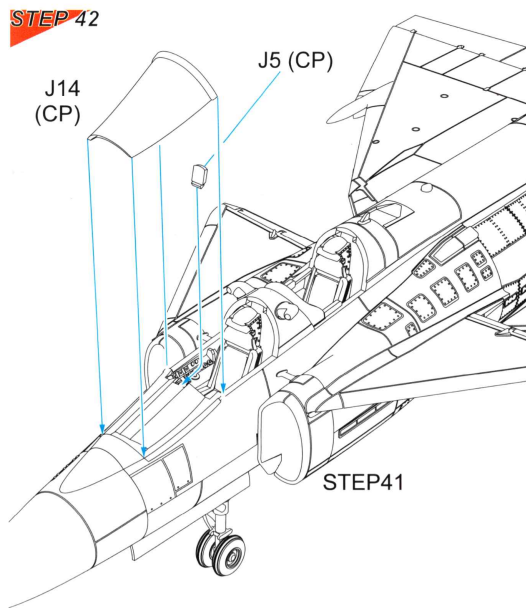
STEP 41



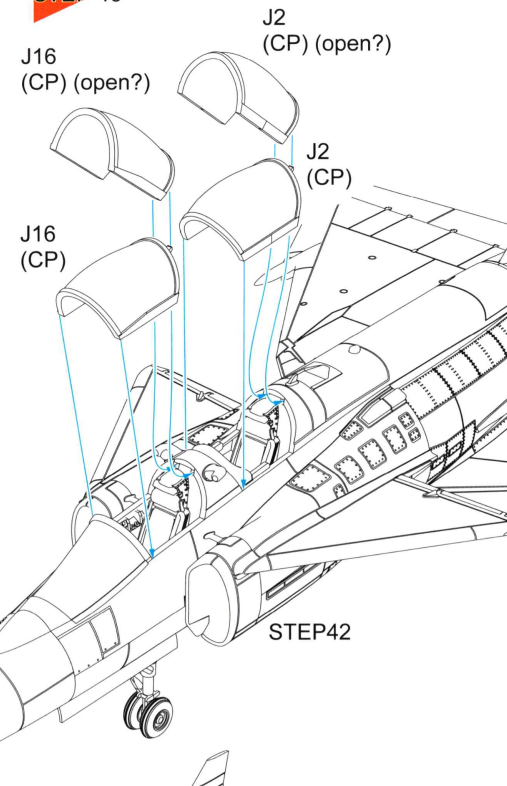
STEP 39



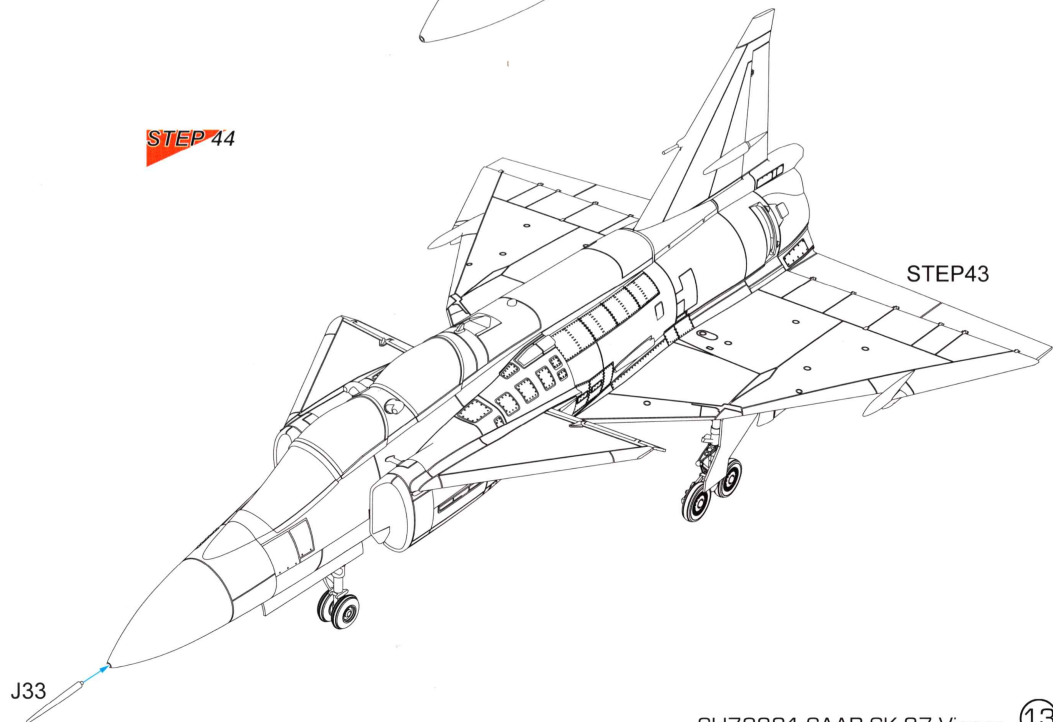
STEP 42



STEP 43



STEP 44



SCHEME A

SK-37 Viggen, 15-52 (37817), Wing F4, Östersund-Frösön, 1999. The machine still bears the markings of Wing F15 - its original operator although it had been transferred to F4 already in 1997.

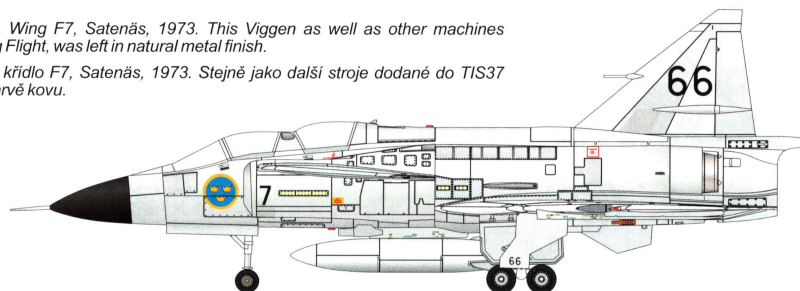
SK-37 Viggen, 15-52 (37817), křídlo F4, Östersund-Frösön, 1999. Ačkoliv byl tento letoun přesunut ke křídlu F4 v roce 1997, stále nesl označení křídla F15, kde létal původně.



SCHEME B

SK-37 Viggen, 7-66 (37804), Wing F7, Satenäs, 1973. This Viggen as well as other machines delivered to the TIS37 Training Flight, was left in natural metal finish.

SK-37 Viggen, 7-66 (37804), křídlo F7, Satenäs, 1973. Stejně jako další stroje dodané do TIS37 Training Flightu, létal 7-66 v barvě kovu.



SCHEME C

SK-37 Viggen, 15-58 (37811), Wing F4, Östersund-Frösön, 1998. Painted in the same greyish blue and grey scheme identical to that worn by JA-37 airframes. Later converted to the SK-37E electronic warfare trainer version.

SK-37 Viggen, 15-58 (37811), křídlo F4, Östersund-Frösön, 1998. Tento stroj dostal šedomodrošedou kamufláž, shodnou se stroji JA-37. Posléze byl přestavěn na verzi pro elektronický boj SK-37E.



H1011 CMK Sanding Sticks

Four different grits of sanding papers on one sanding stick.



H1020 Razor Saw Profi Set



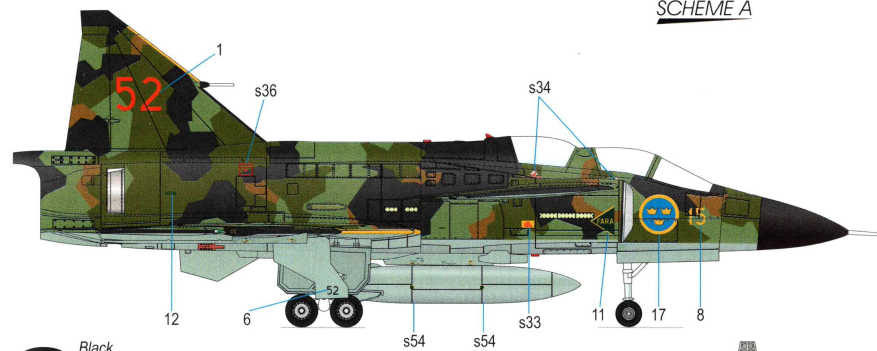
A new type handle for our razor saws. Also contains H1018 and H1019 spare saws.

H1018 Triangle Razor Saw (1pc)

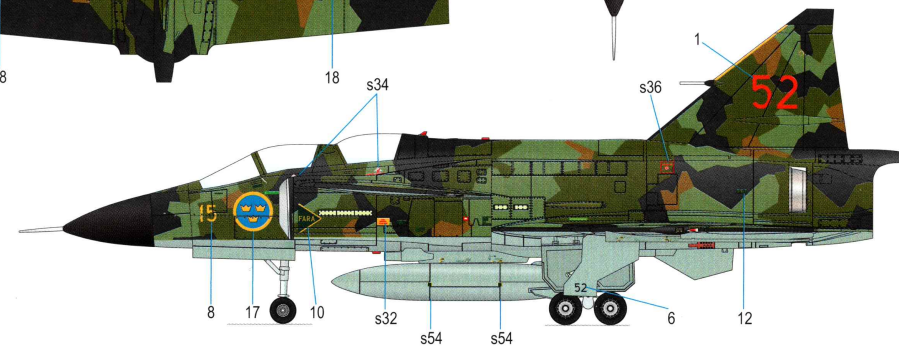
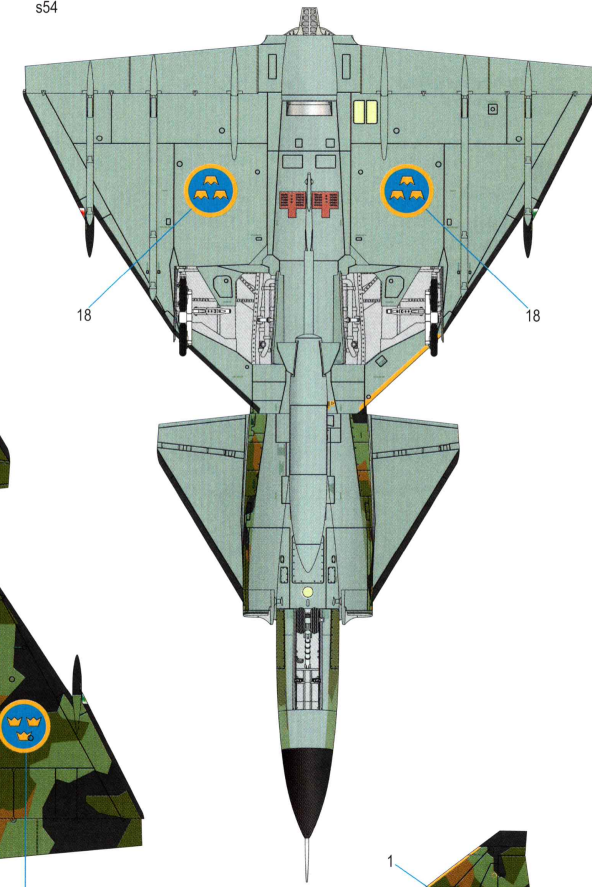
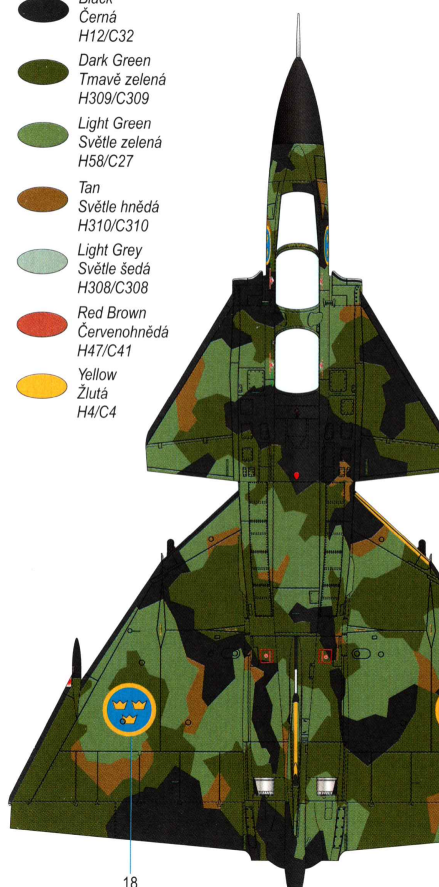
H1019 Multi-Shift Razor Saw (1pc)



SCHEME A

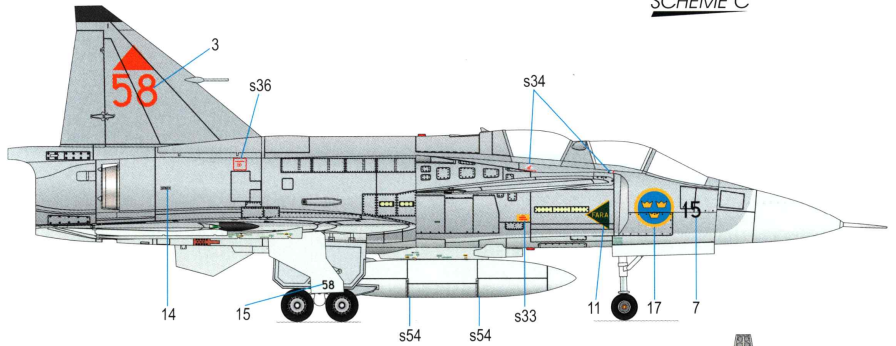
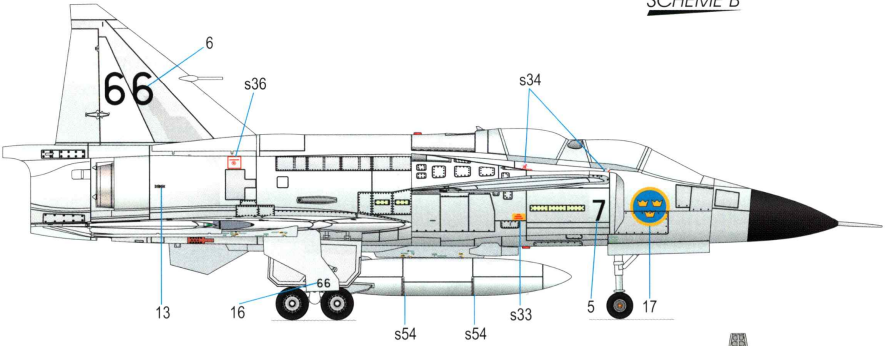


- Black Černá H12/C32
- Dark Green Tmavě zelená H309/C309
- Light Green Světle zelená H58/C27
- Tan Světle hnědá H310/C310
- Light Grey Světle šedá H308/C308
- Red Brown Cervenohnědá H47/C41
- Yellow Žlutá H4/C4



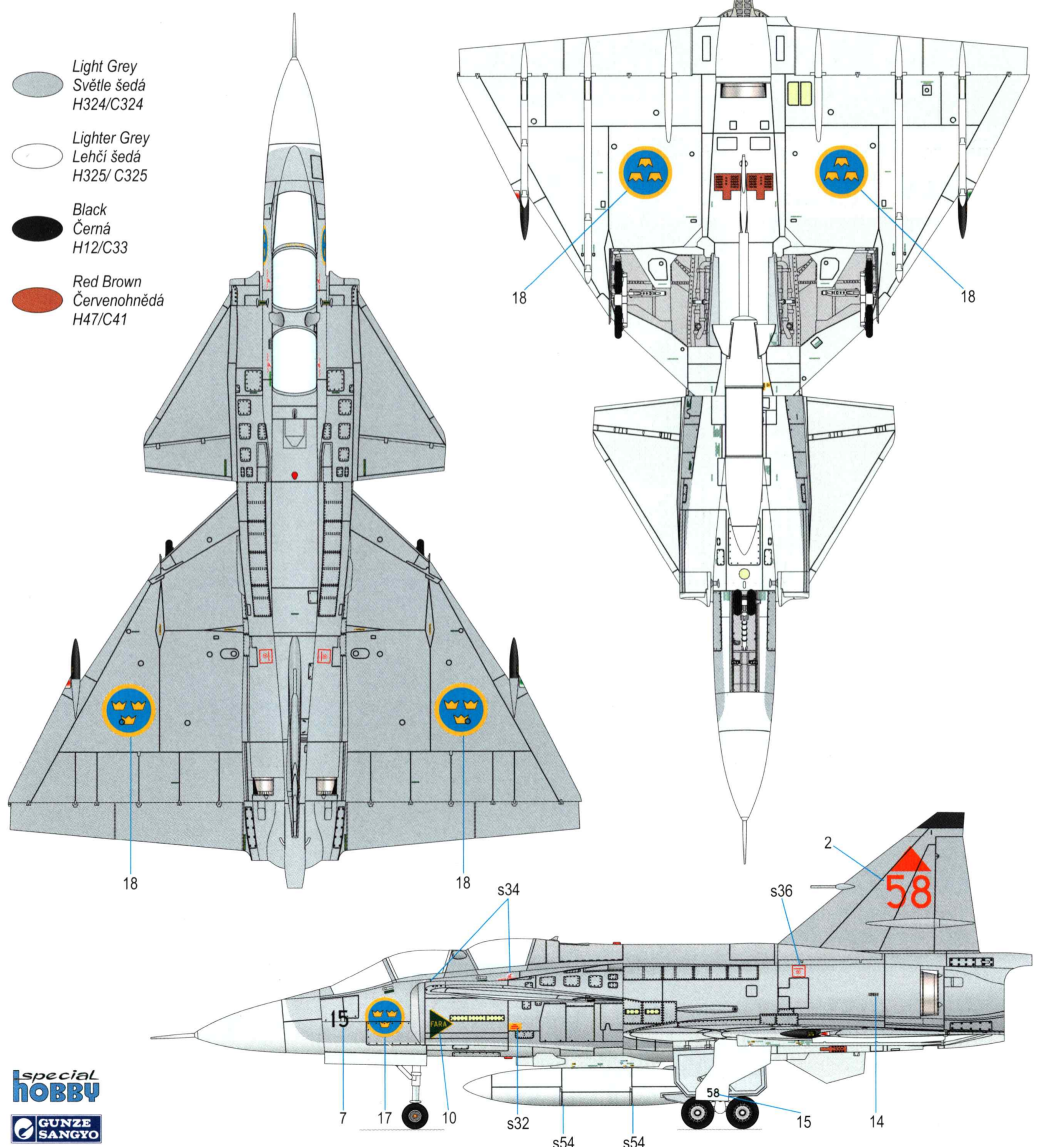
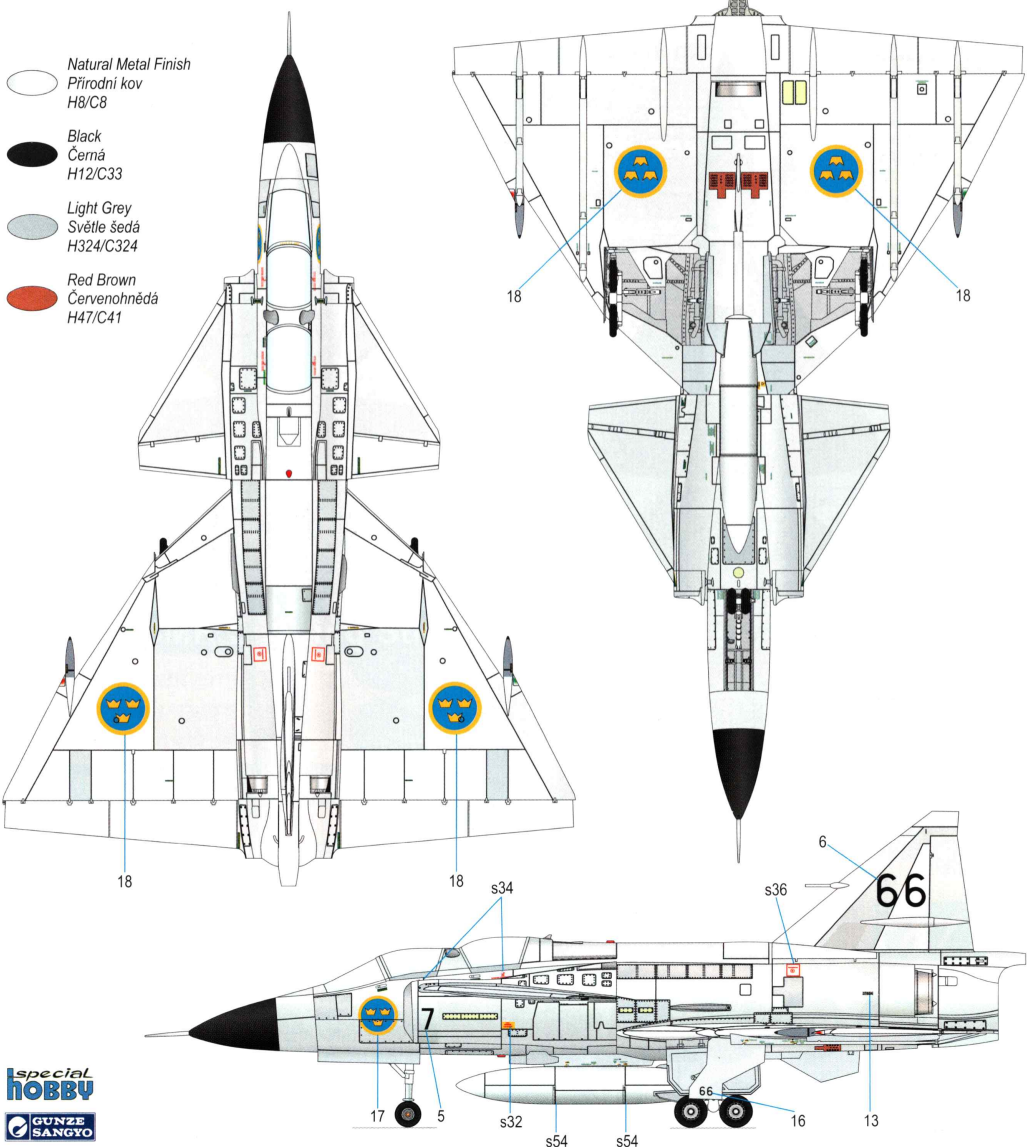
SCHEME B

SCHEME C



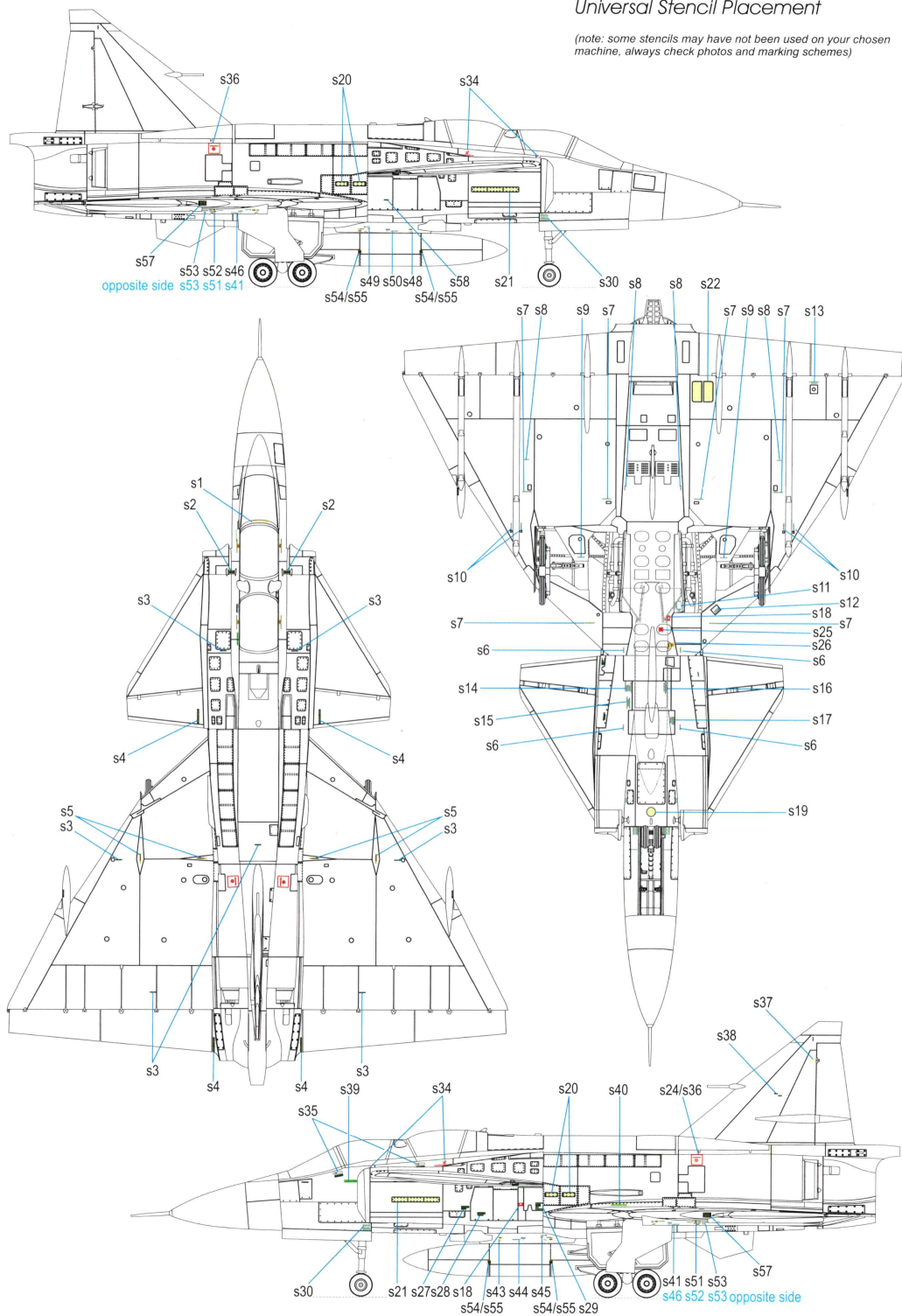
- Natural Metal Finish
Přirodní kov
H8/C8
- Black
Černá
H12/C33
- Light Grey
Světle šedá
H324/C324
- Red Brown
Červenohnědá
H47/C41

- Light Grey
Světle šedá
H324/C324
- Lighter Grey
Lehčí šedá
H325/ C325
- Black
Černá
H12/C33
- Red Brown
Červenohnědá
H47/C41



Universal Stencil Placement

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



Special MASK
M72033 DH.100 Vampire Mk.3/5/9 and export variants MASK

K72029 Vampire F Mk.3
Coloured photo-etched parts

1/72 SH72453 DH.100 Vampire Mk.3
'European and American Operators'

Q72313 Vampire Mainwheels and Nosewheel
Q72325 Vampire Mk.5/9/T.11 Mainwheels and Nosewheel

1/72 SH72437 M72031 A.W. Meteor NF Mk.11/12/13 MASK

A.W. Meteor NF Mk.11
'RAF Squadrons'

1/72 SH72435 M72013 Mirage F.1 Single Seater MASK

Mirage F.1AZ/CZ
'The South African Commie Killers'

Q72251 Mirage F.1 - Wheels set
Q72252 Mirage F.1 - Afterburner Unit and Engine
Q72253 Mirage F.1 C/C-200 - MB Mk.4 Seat (1pcs)
Q72311 Remora - Radar Jammer Pod for Mirage F.1 and Mirage 2000
Q72312 Sycomor - Chaff/Flare Dispenser for Mirage F.1

