



SAAB AJ 37 Viggen 'Show Must Go On'

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 turbopfan, 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

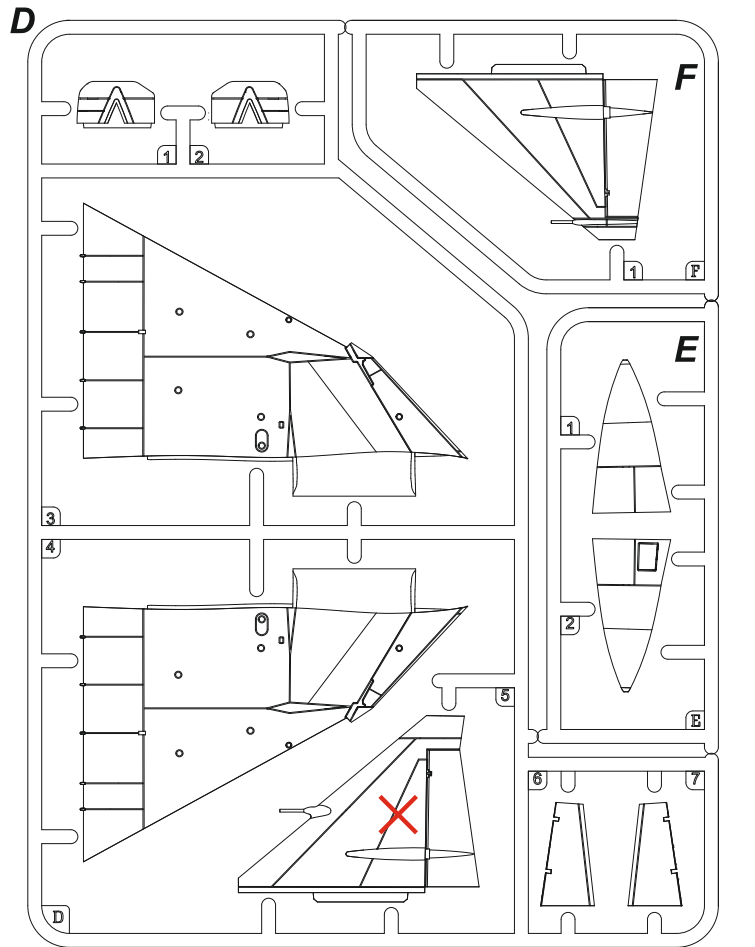
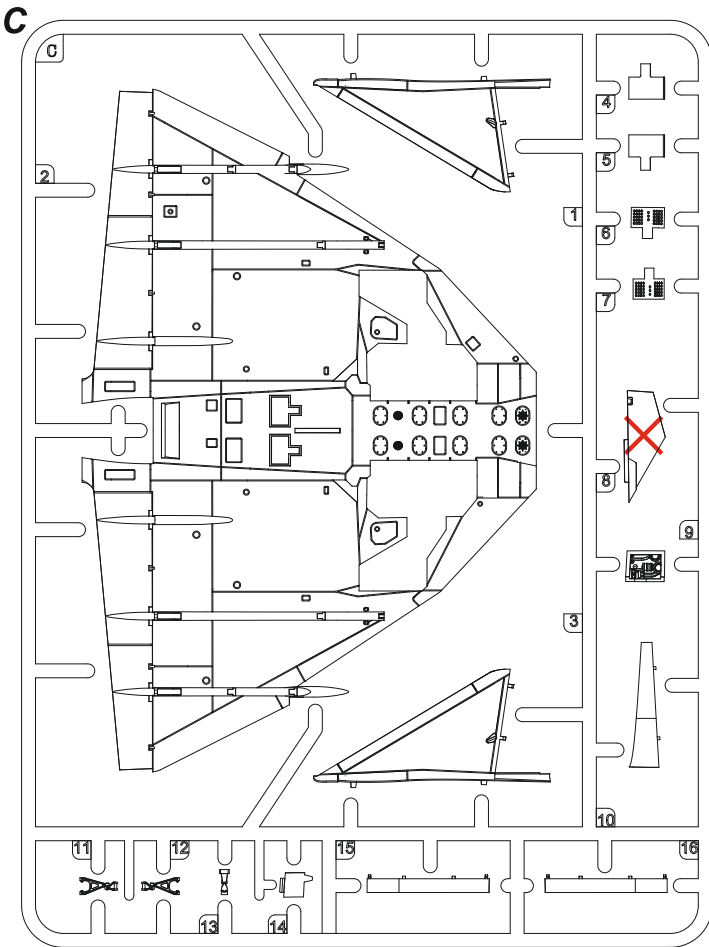
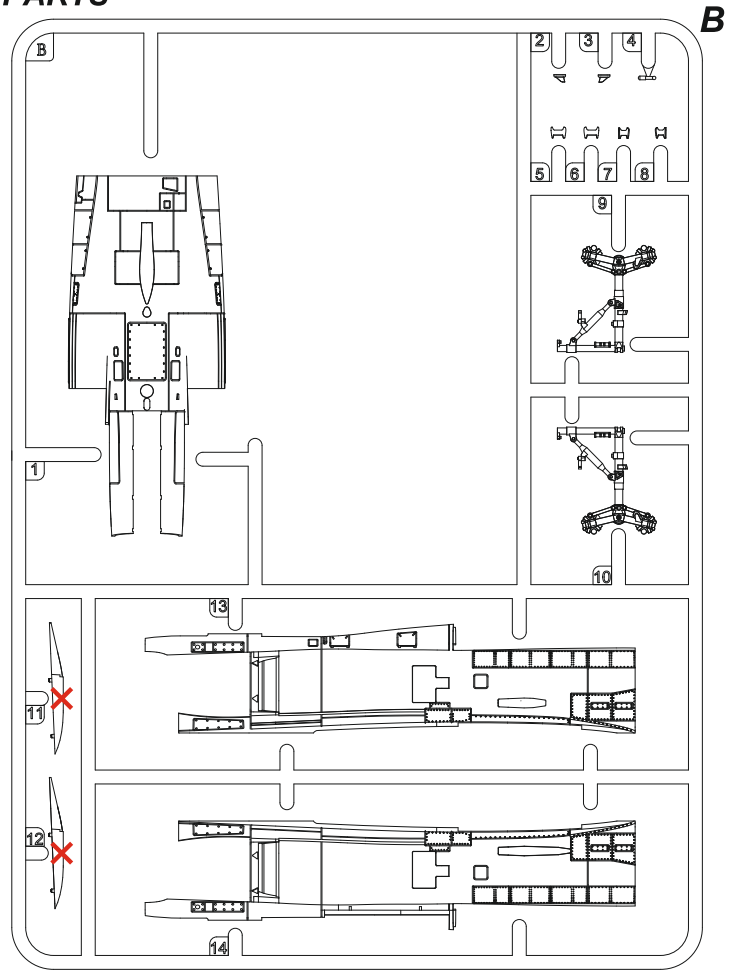
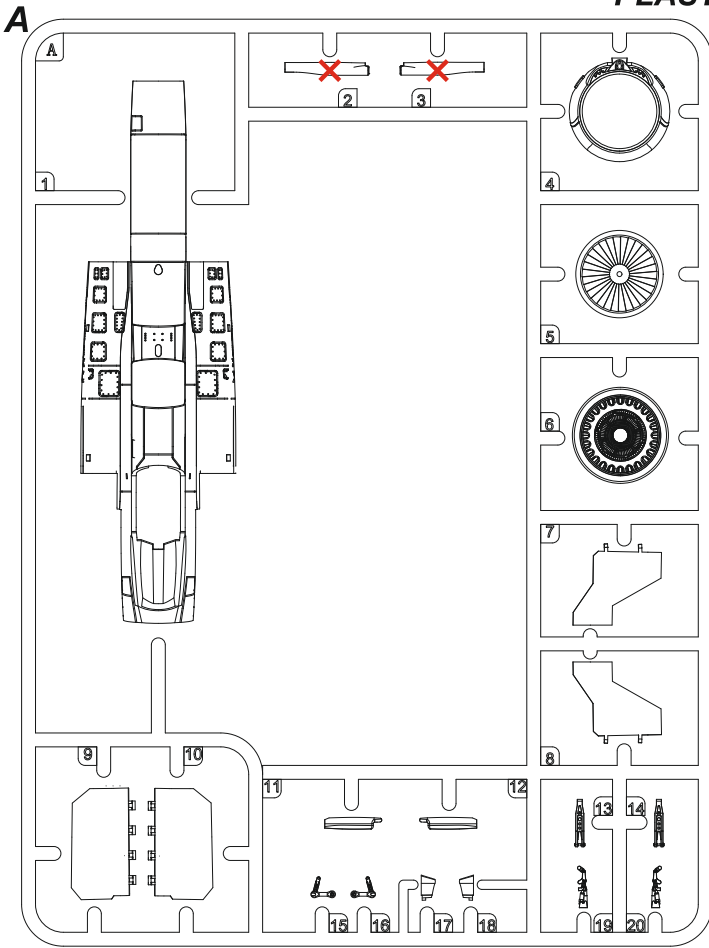
CZ

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 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 dvojitých delta křídel 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 stoupaní: 100 m/s

PLASTIC PARTS



SYMBOLS

? MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

🔹 POUŽÍŤ KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
COLLE CYANOACRYLAT

↻ OHNOUT
BEND
BIEGEN
COURBER

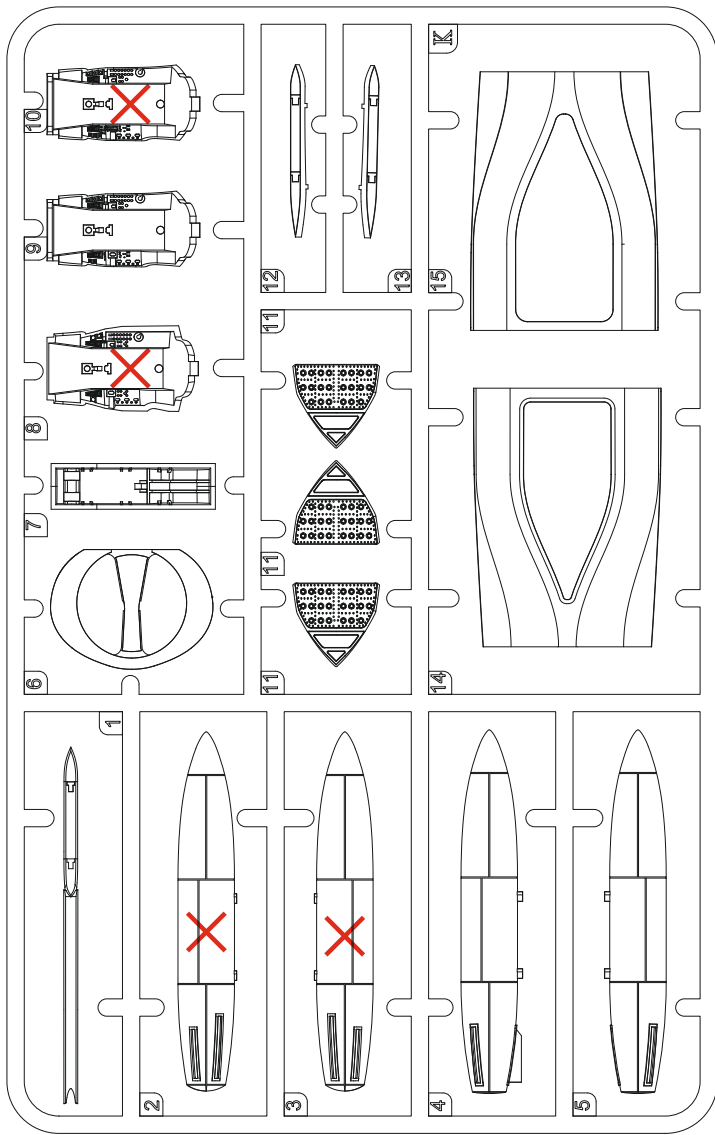
👉 ZHOŤOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

🔪 ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

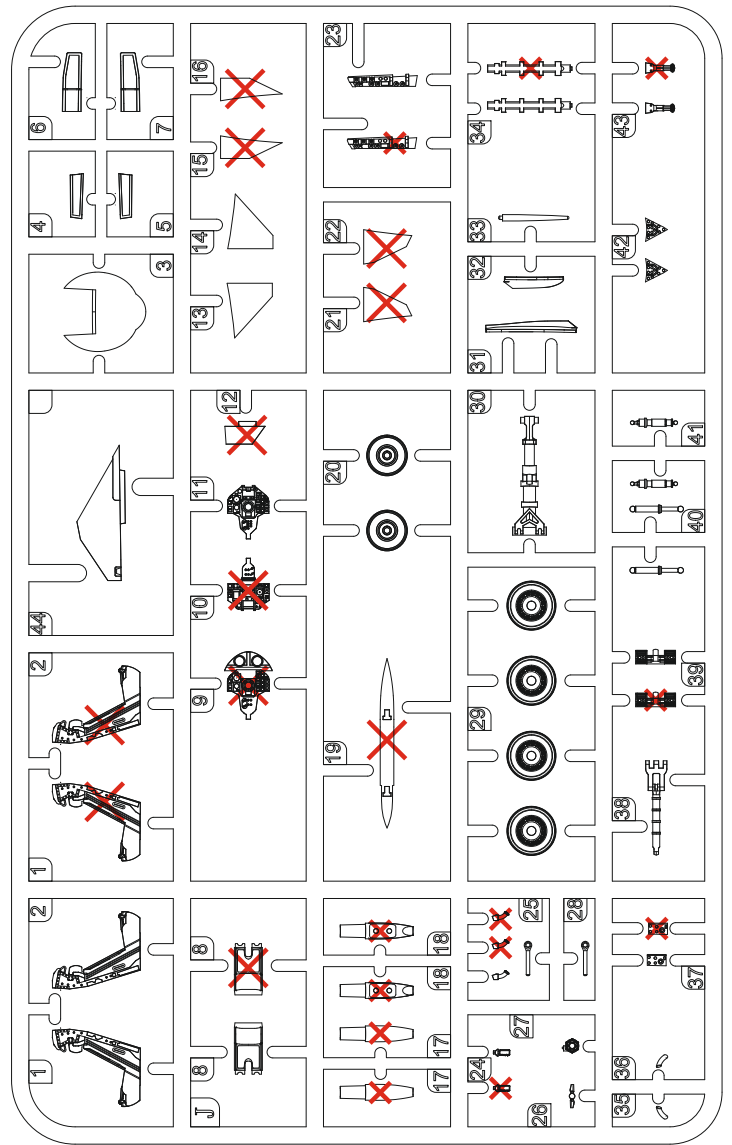
GSI **A**
colour code

🎨 NATŘÍT
COLOUR
FARBEN
PEINDRE

K

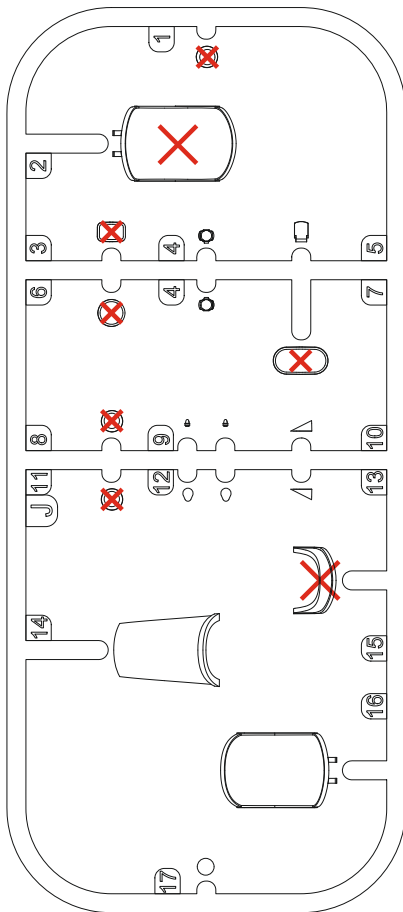


J



J
(Clear
Parts)

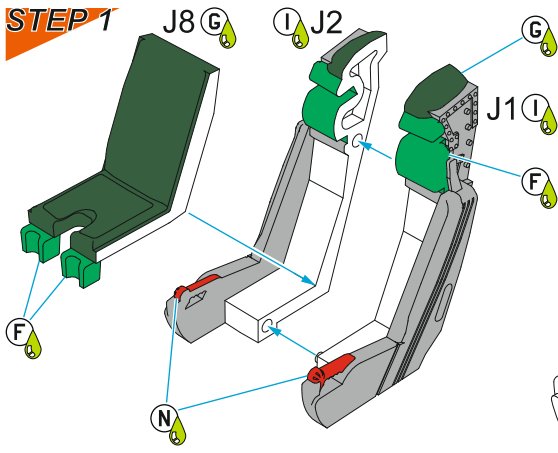
X
Do Not Use



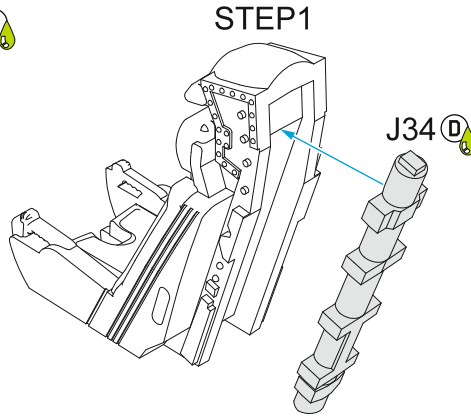
Barvy GUNZE/ GUNZE Colour No.

A	Černá/ Black	H12/ C33	J	Tm. zelená/ Dark Green	H309/ C309
B	Černá pneu./ Tire Black	H77/ C137	K	Sv. zelená / Light Green	H58/ C27
C	Ocel/ Steel	H18/ C28	L	Sv. hnědá/ Tan	H310/ C310
D	Hliník/ Aluminium	MC218	M	Červeno hnědá/ Red Brown	H47/ C41
E	Opálený kov/ Burnt Iron	H76/ C61	N	Červená/ Red	H3/ C3
F	Zelená/ Bright Green	H26/ C66	O	Žlutá/ Yellow	H4 /C4
G	Sv. zelená/ Light Green	H319	P	Čirá modrá/ Clear Blue	H93/ C50
H	Sv. šedá/ Light Grey	H338	Q	Čirá červená/ Clear Red	H90/ C47
I	Šedá/ Grey	H308			

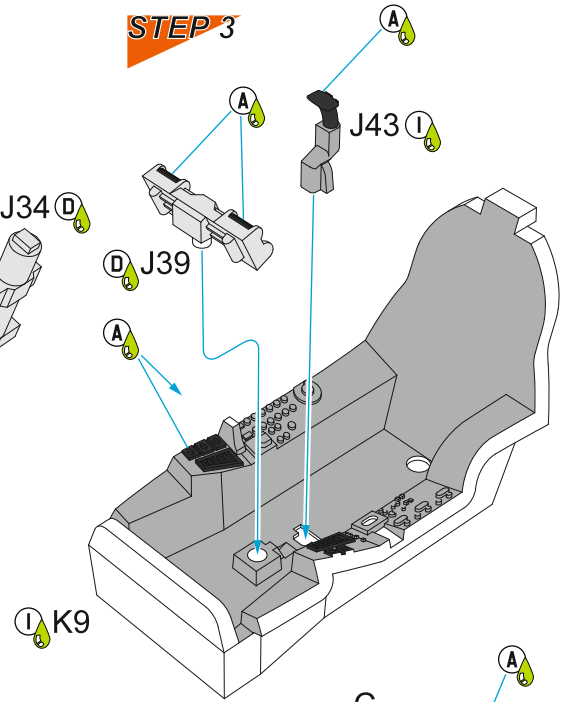
STEP 1



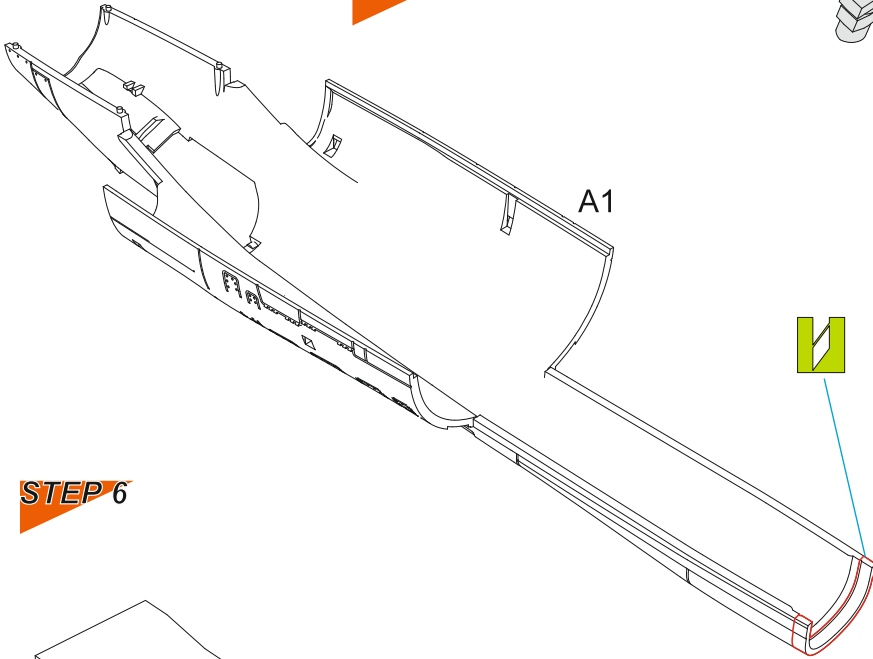
STEP 2



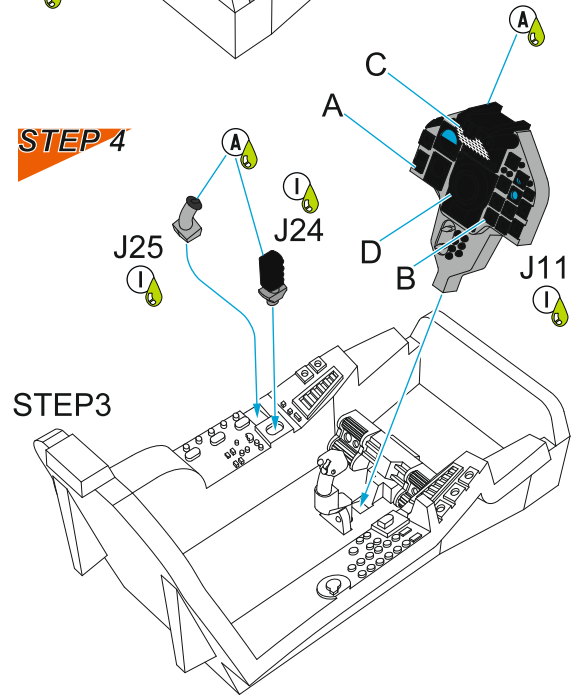
STEP 3



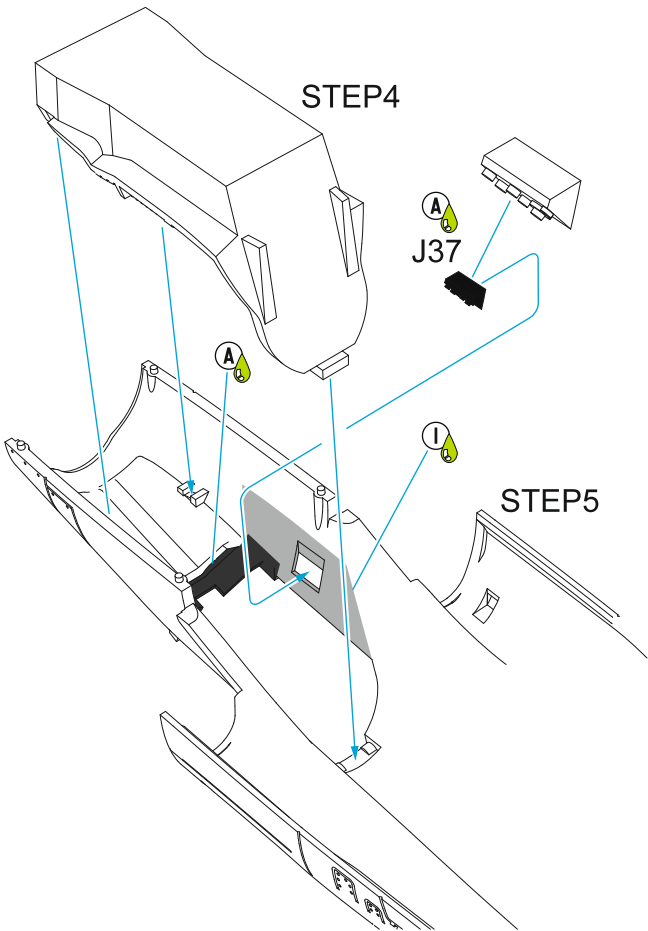
STEP 5



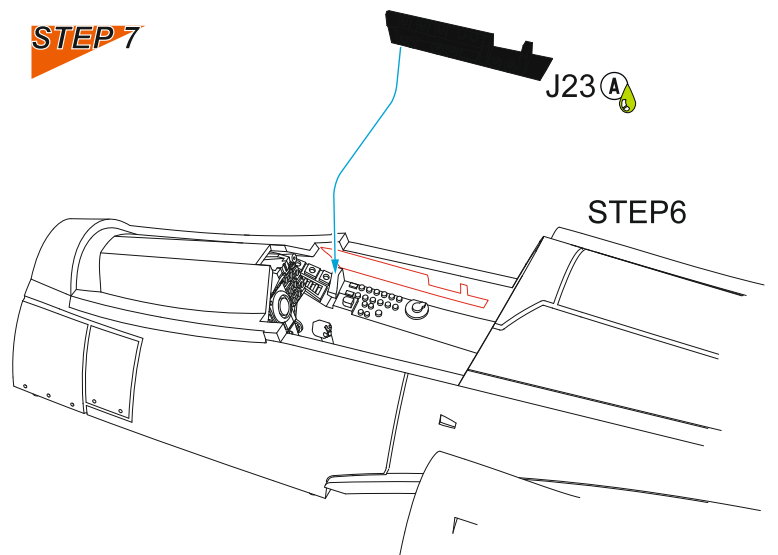
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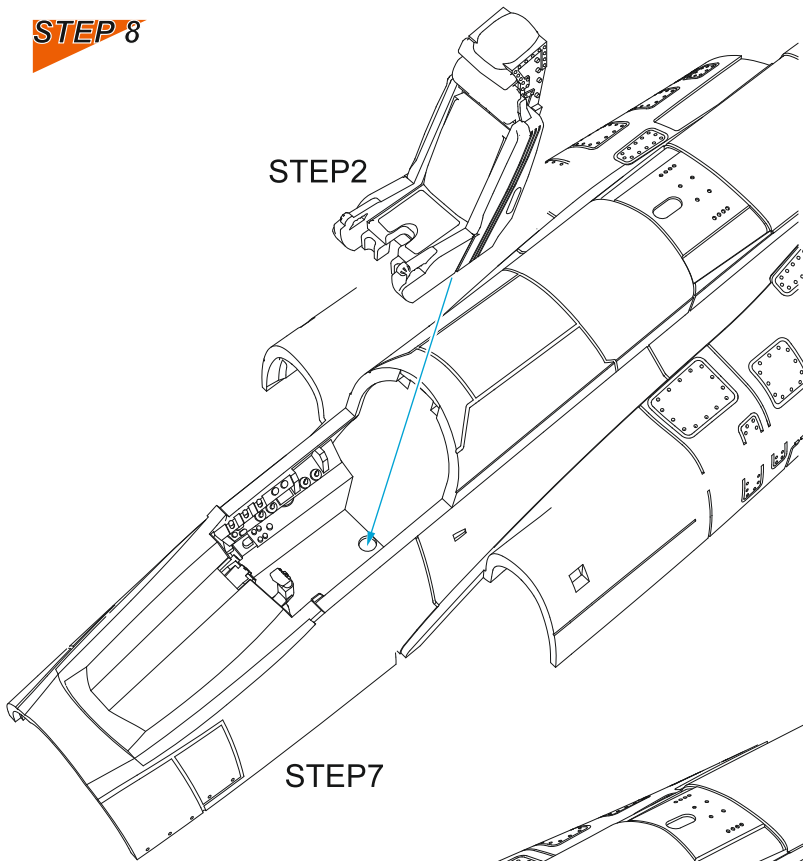
STEP 6



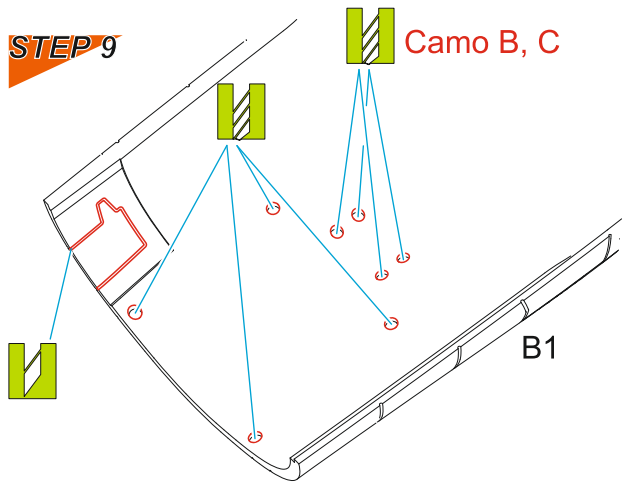
STEP 7



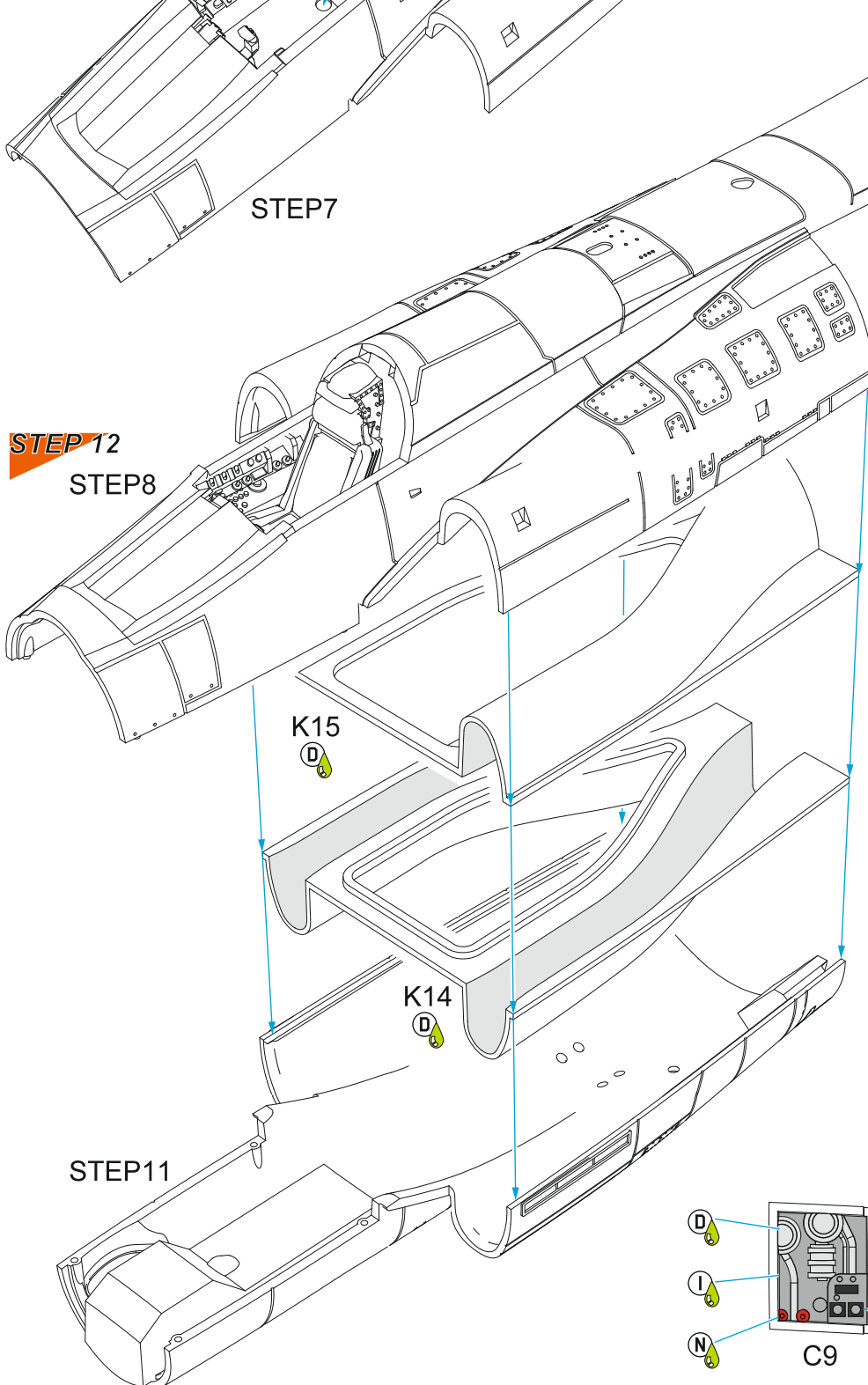
STEP 8



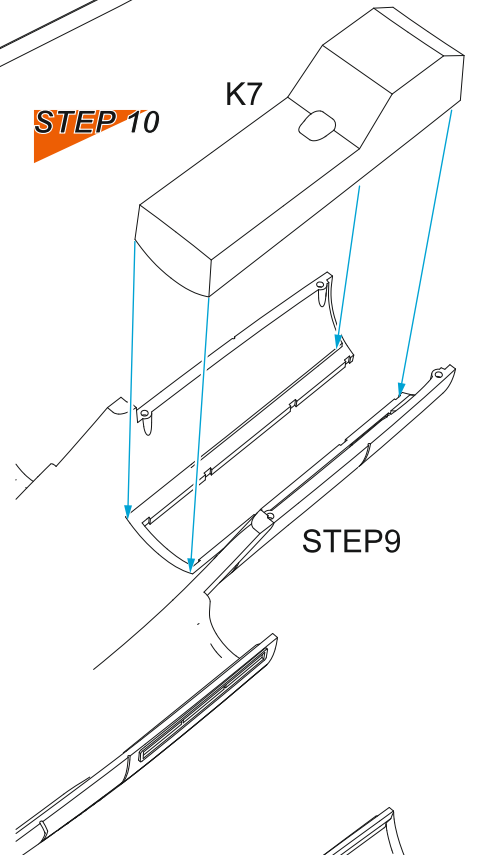
STEP 9



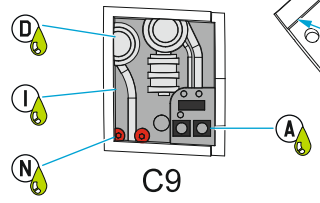
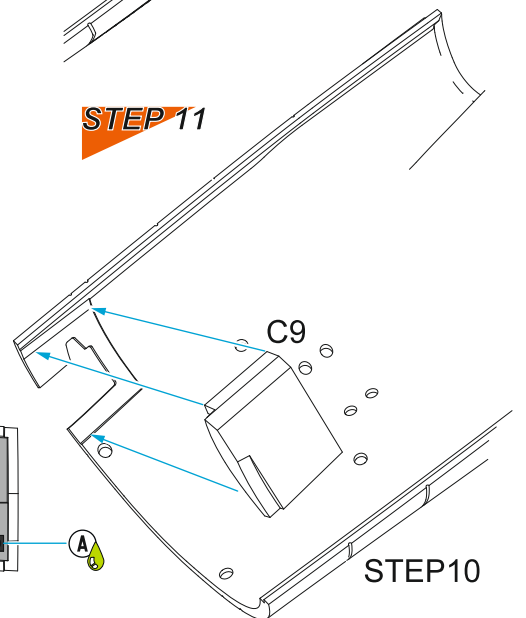
STEP 12
STEP 8



STEP 10



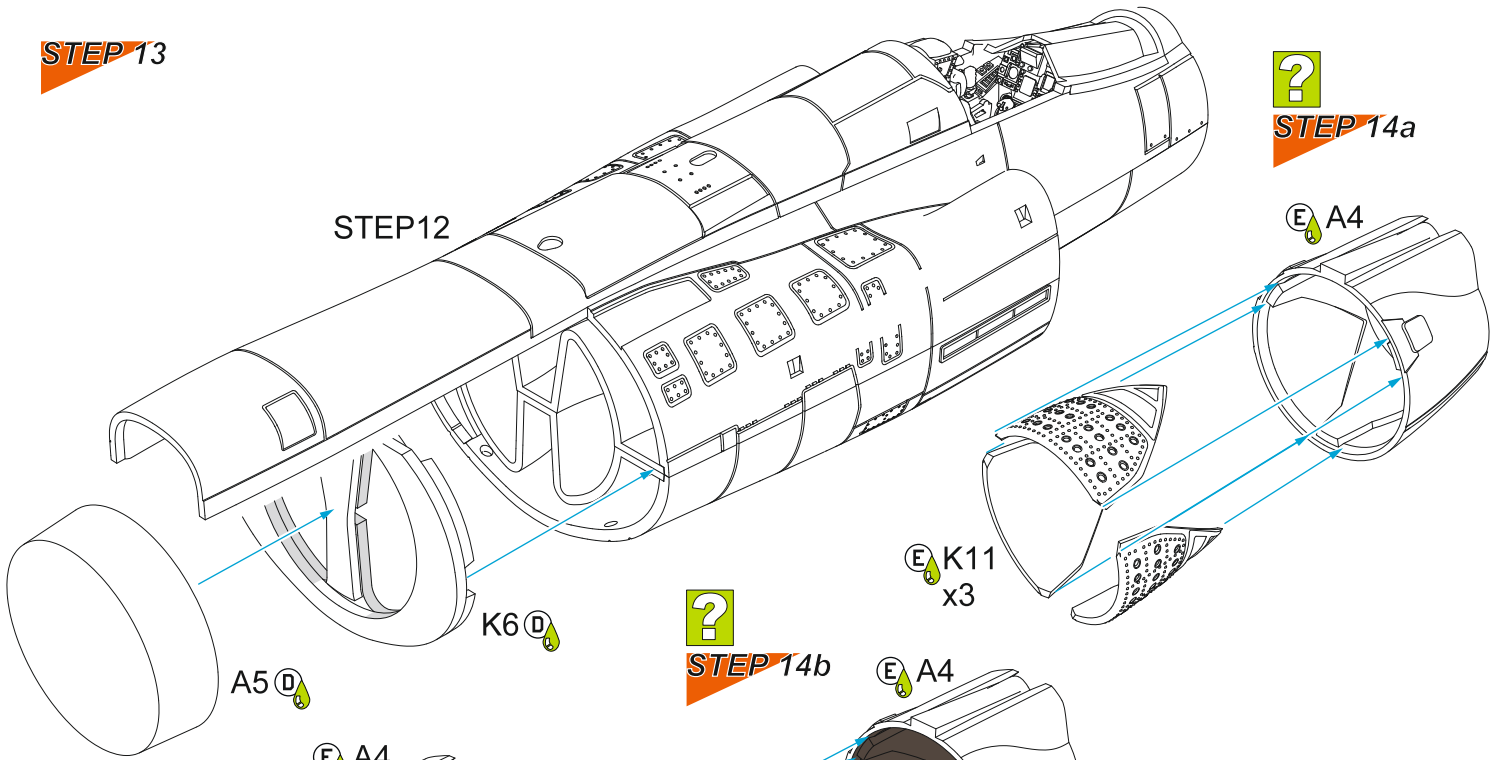
STEP 11



STEP 13

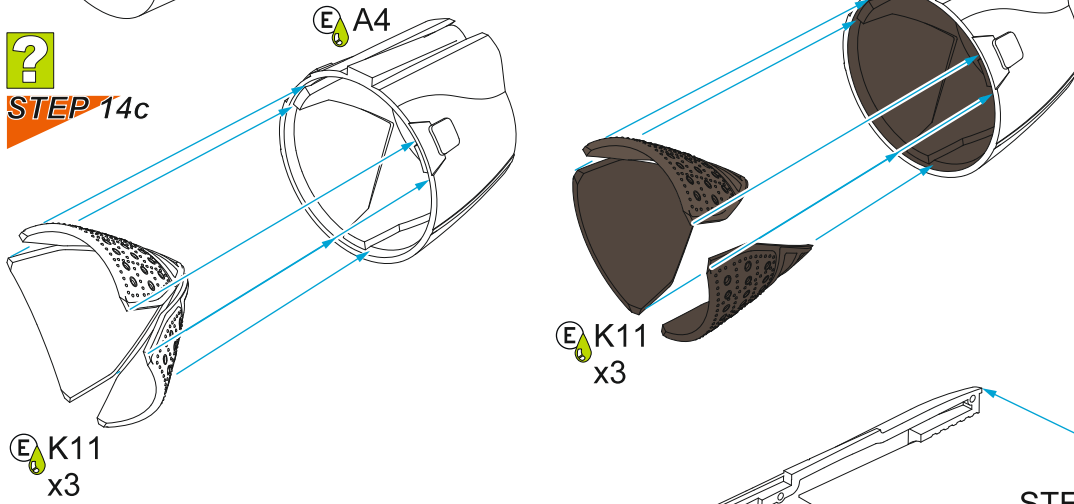
STEP 12

STEP 14a



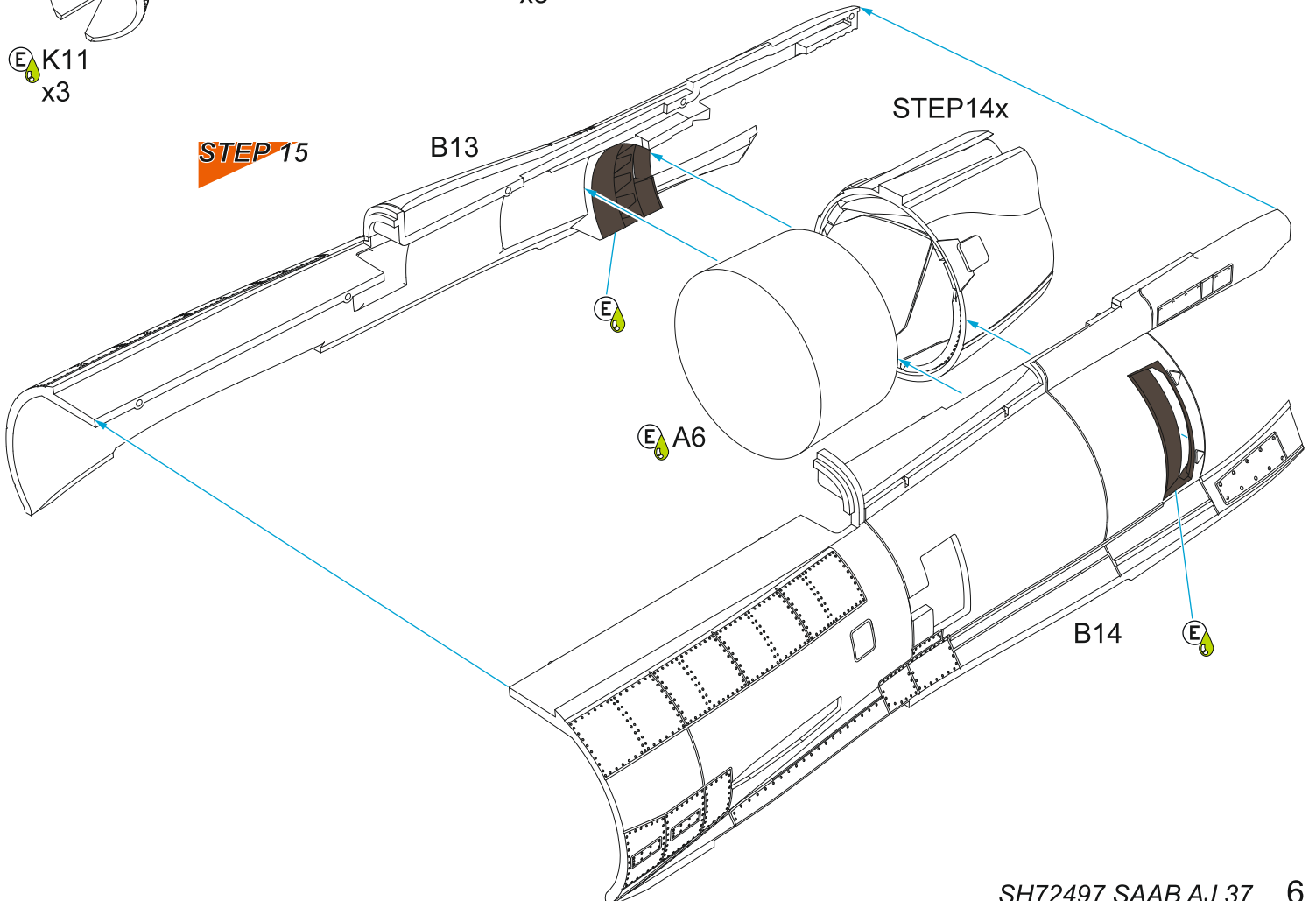
STEP 14c

STEP 14b

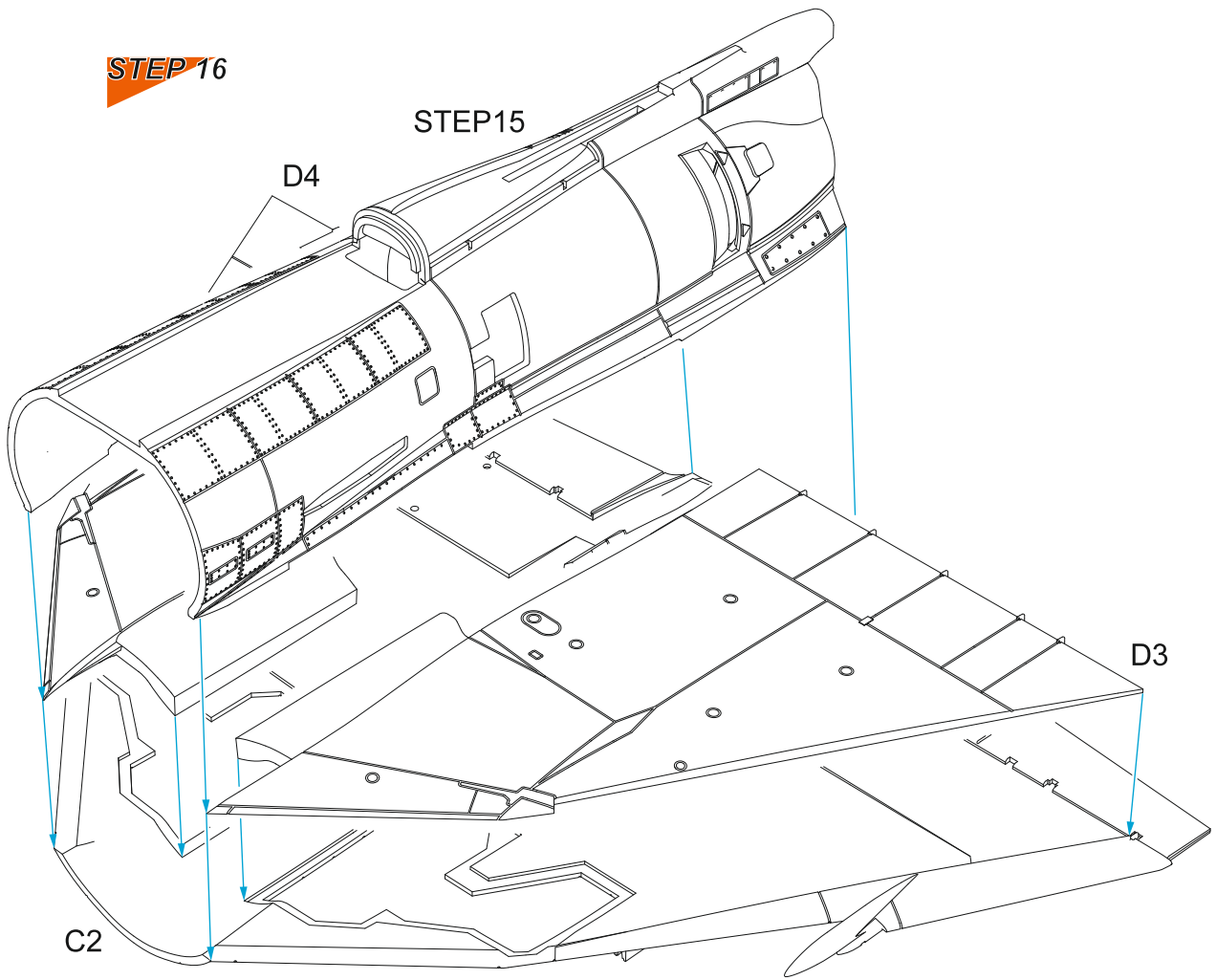


STEP 15

STEP 14x



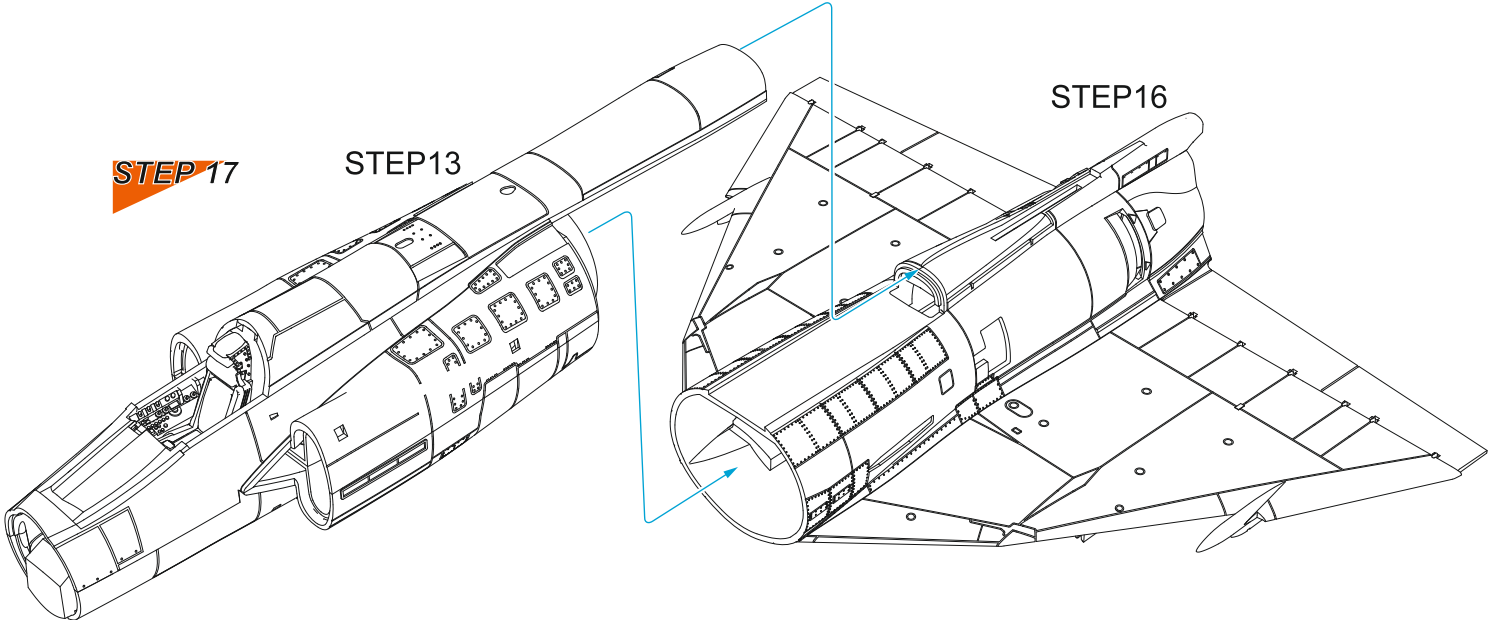
STEP 16



STEP 17

STEP 13

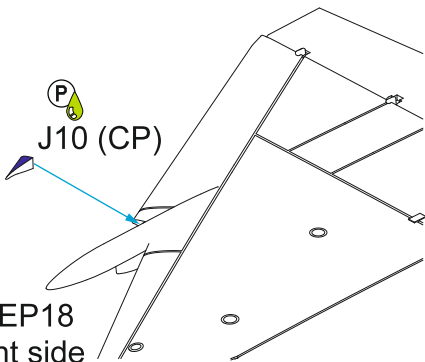
STEP 16



STEP 19

J10 (CP)

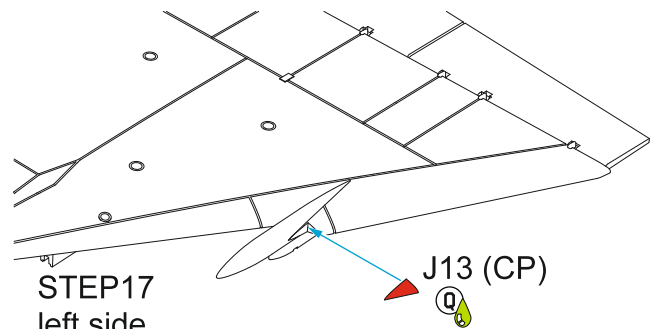
STEP 18
right side



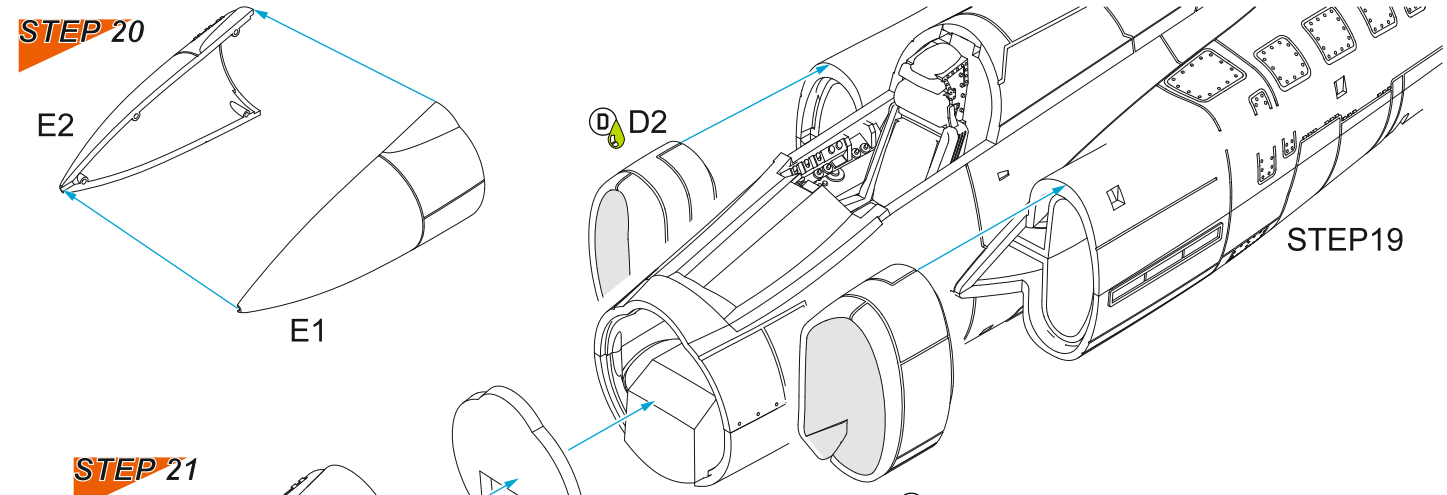
STEP 18

STEP 17
left side

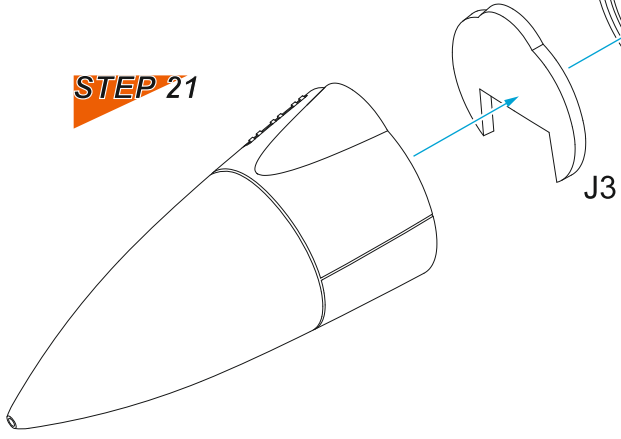
J13 (CP)



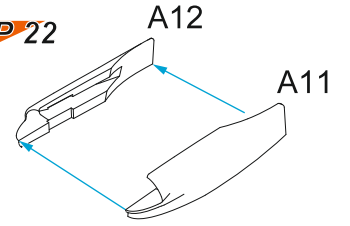
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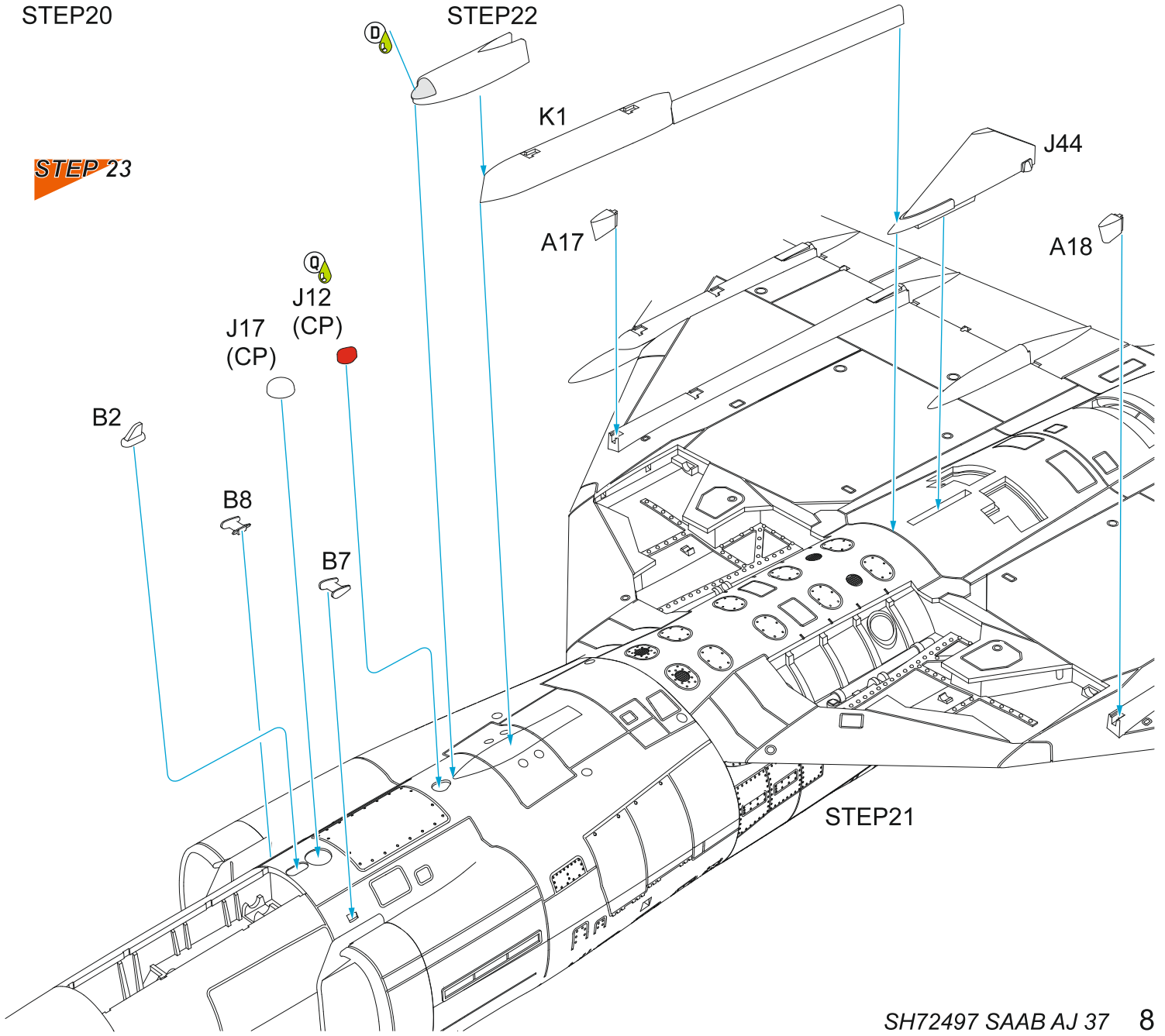
STEP 21



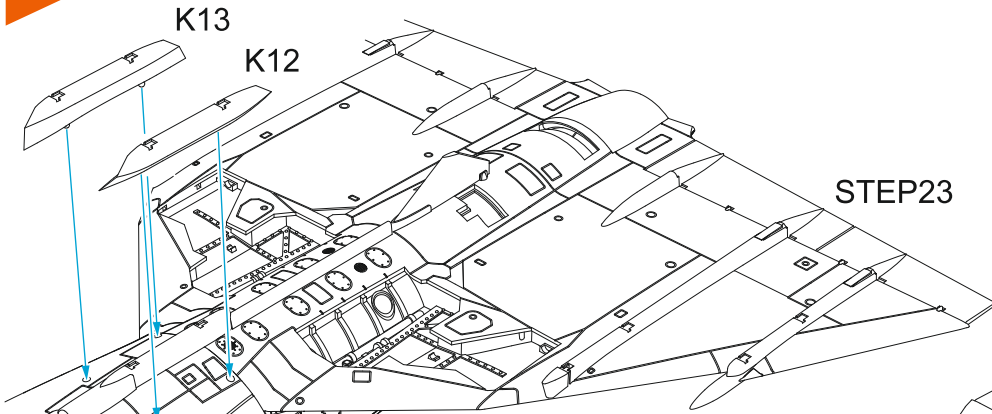
STEP 22



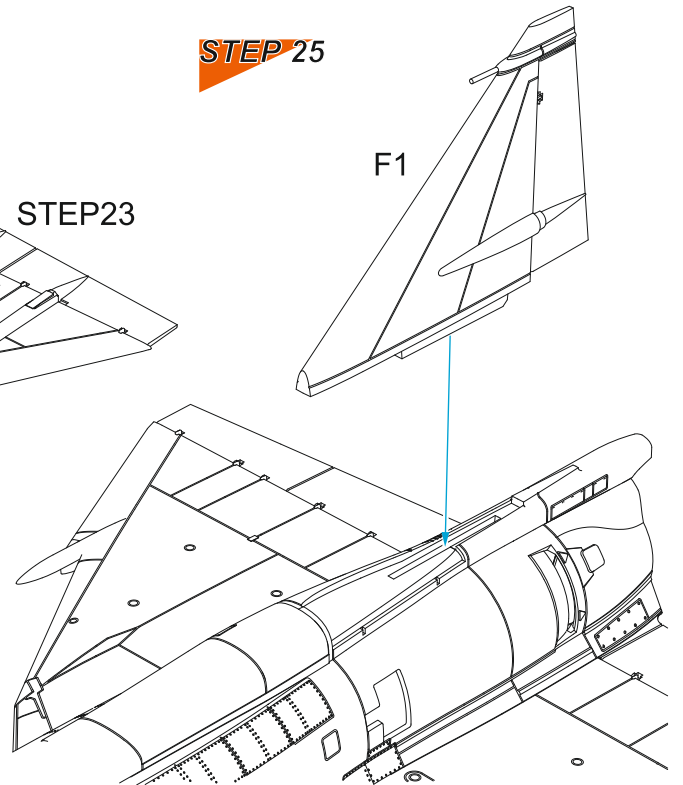
STEP 23



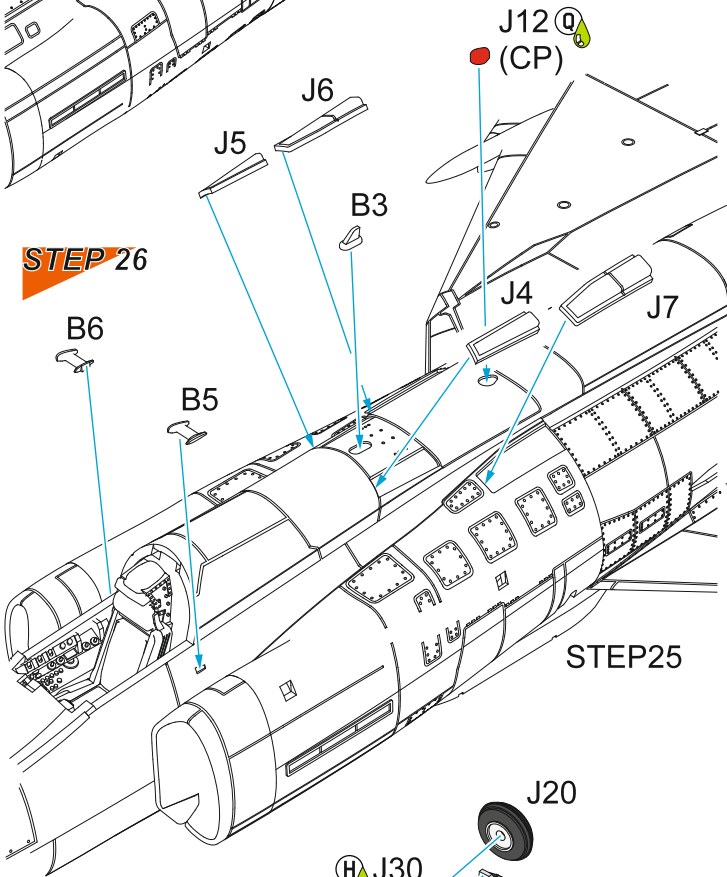
STEP 24



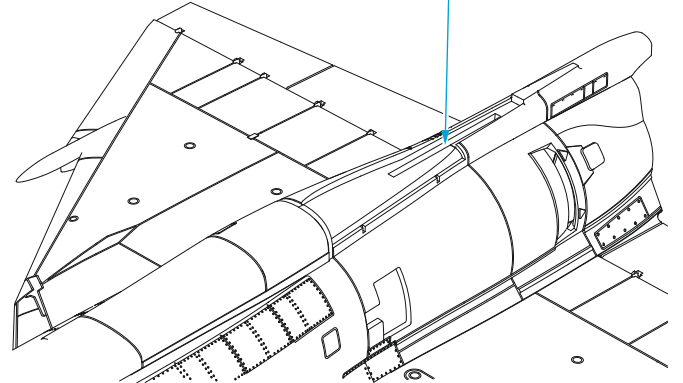
STEP 25



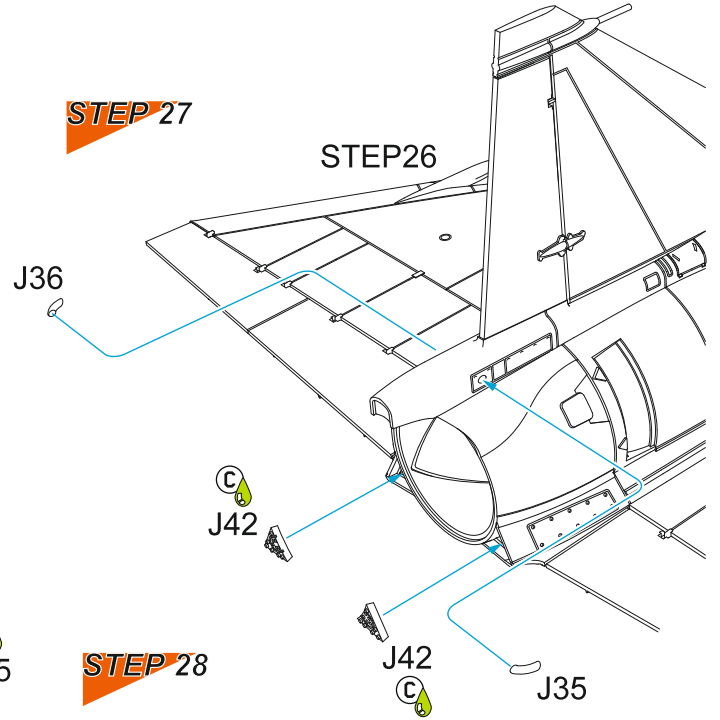
STEP 26



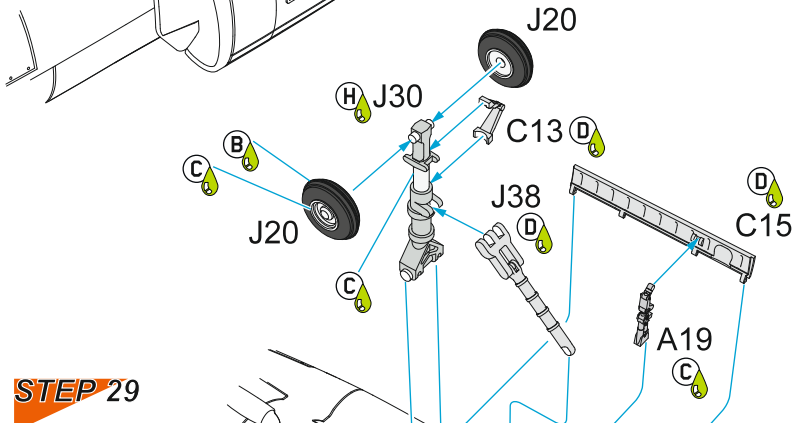
STEP 24



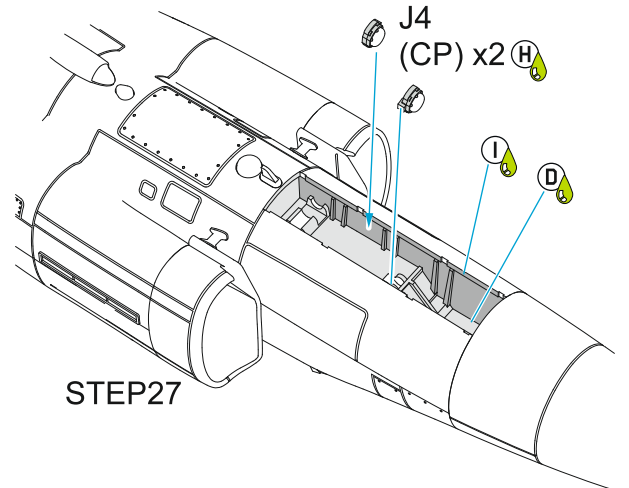
STEP 27



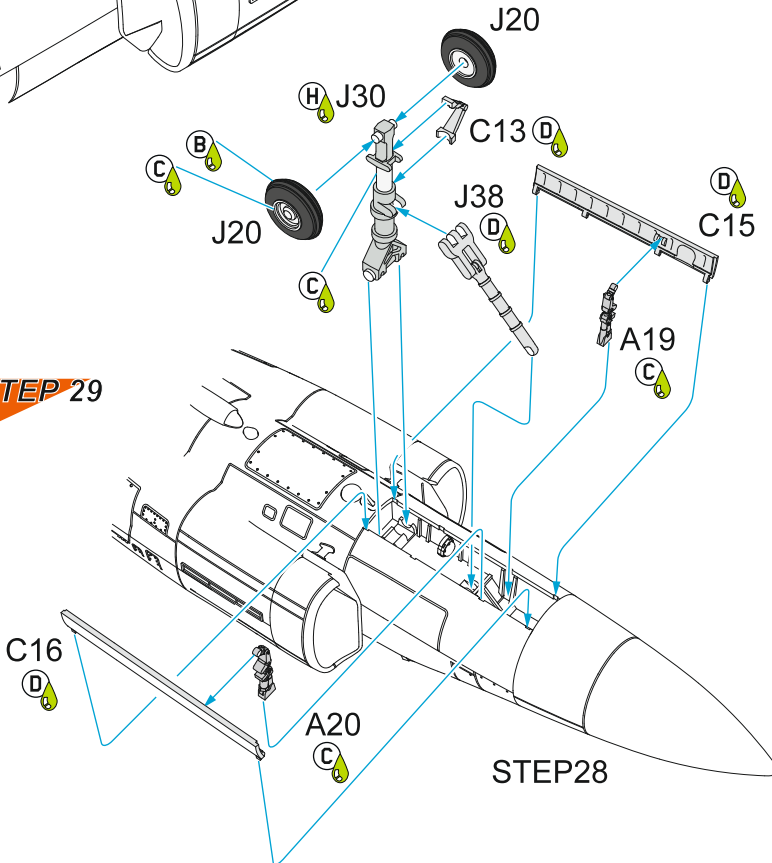
STEP 25



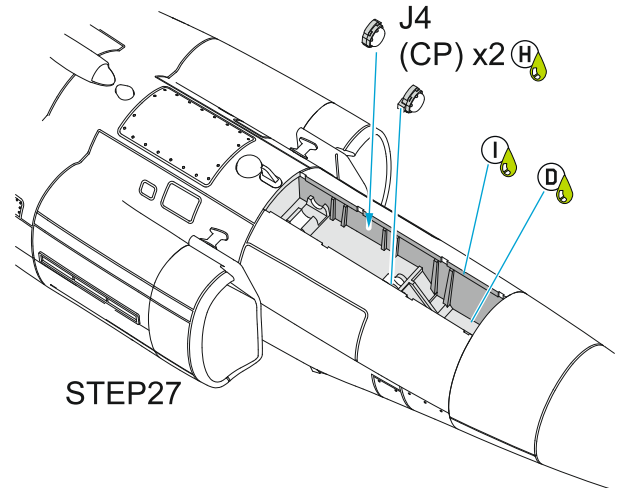
STEP 28



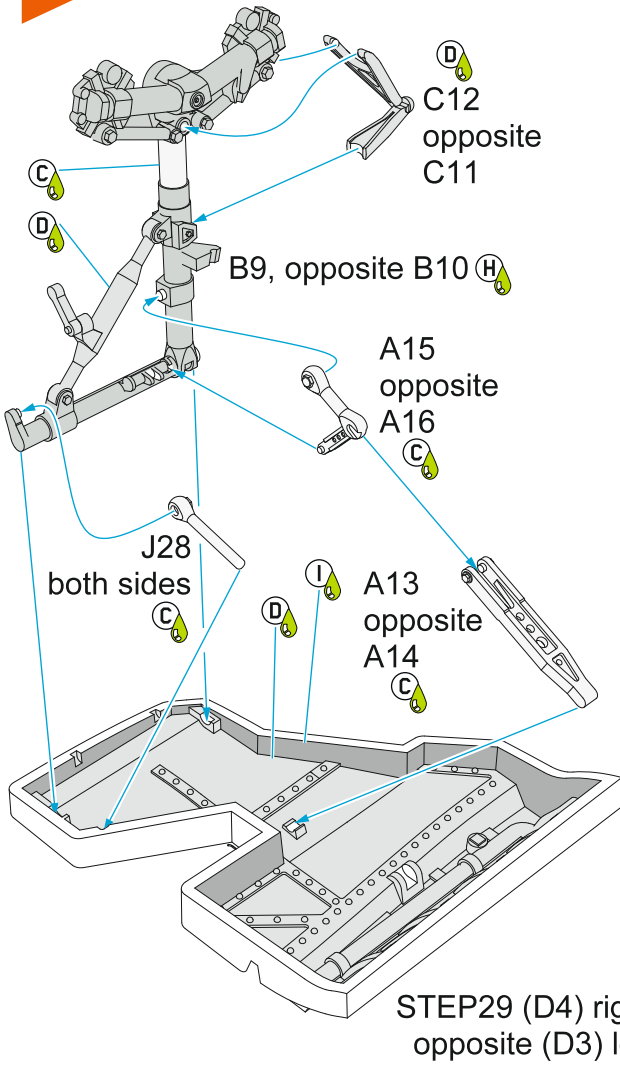
STEP 29



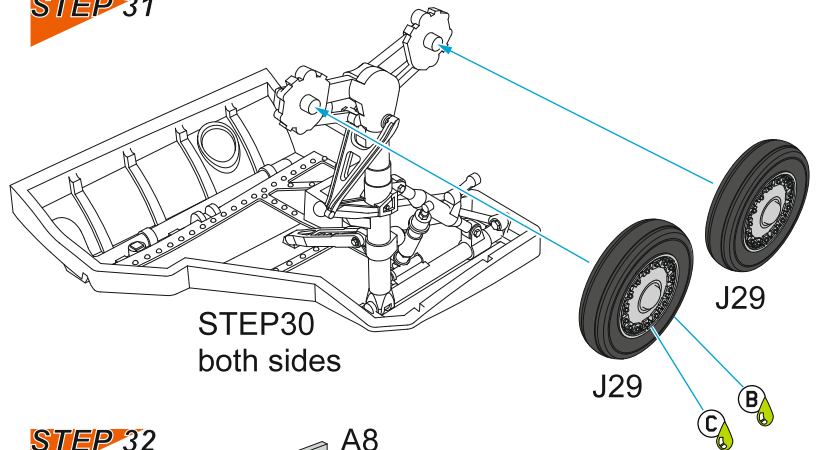
STEP 27



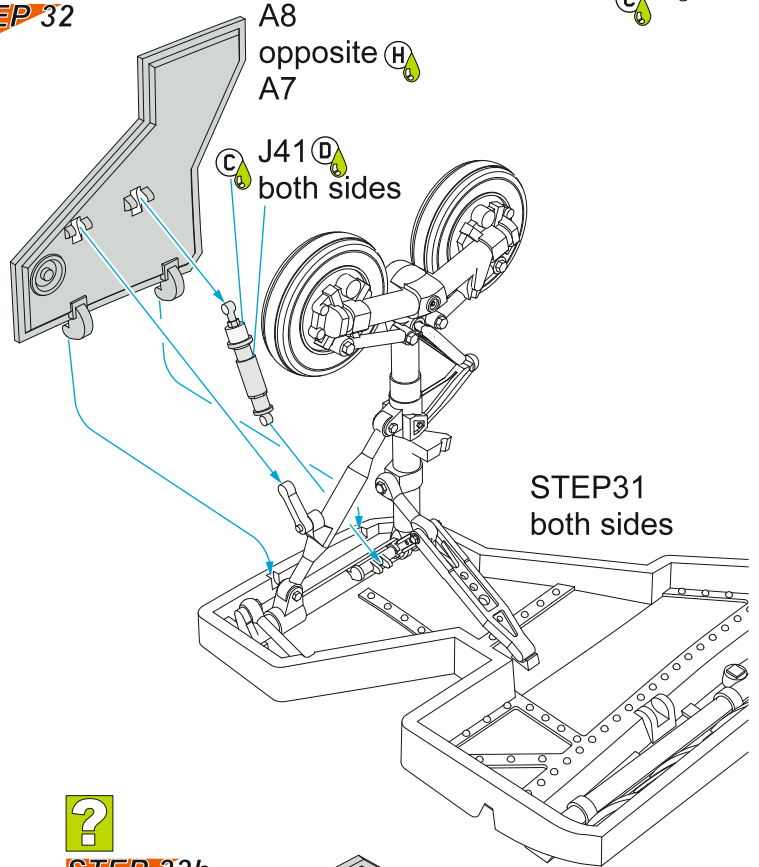
STEP 30



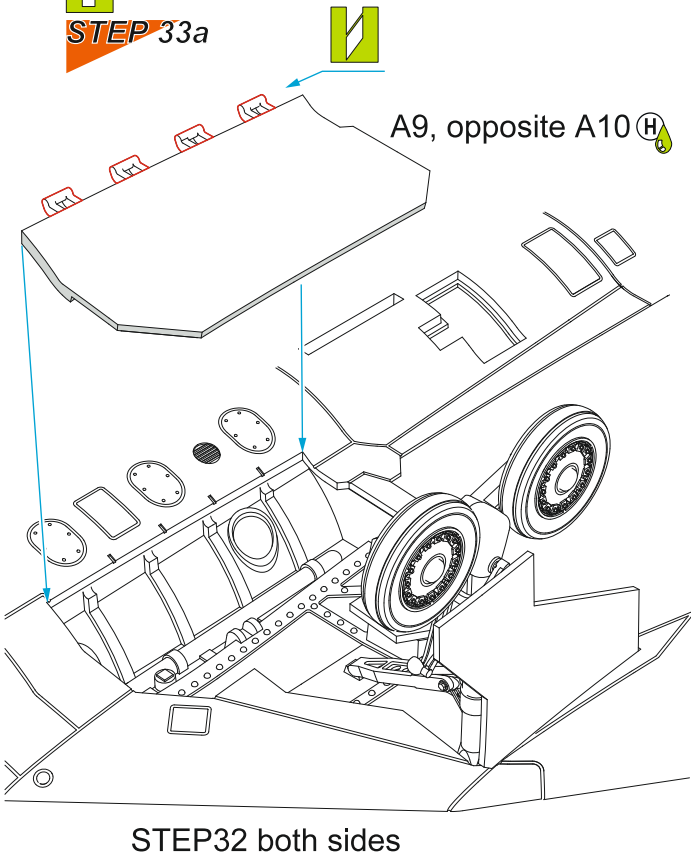
STEP 31



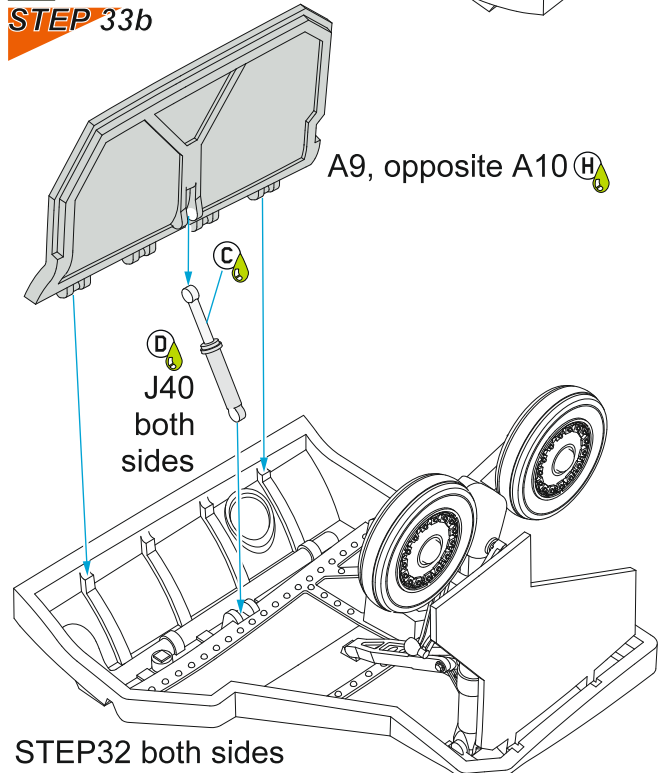
STEP 32



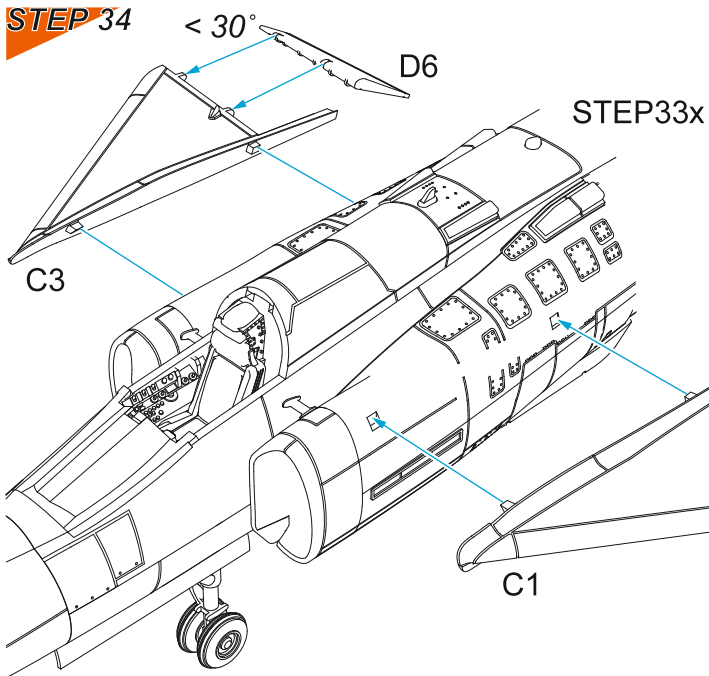
STEP 33a



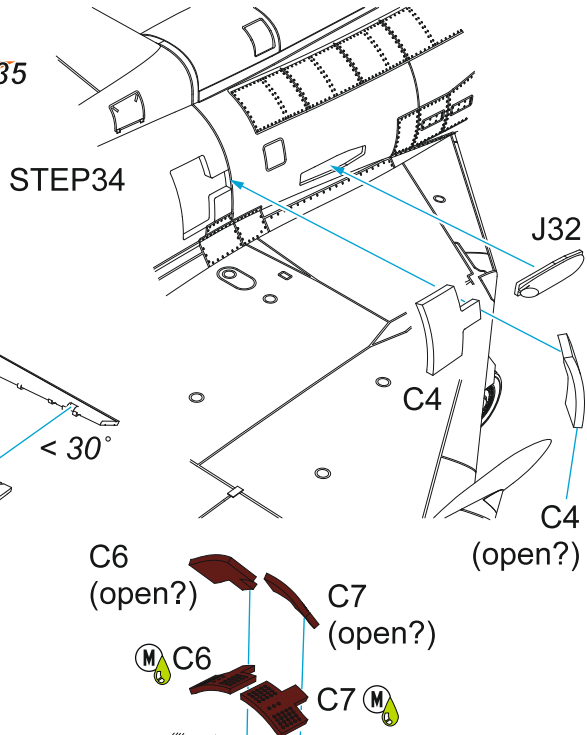
STEP 33b



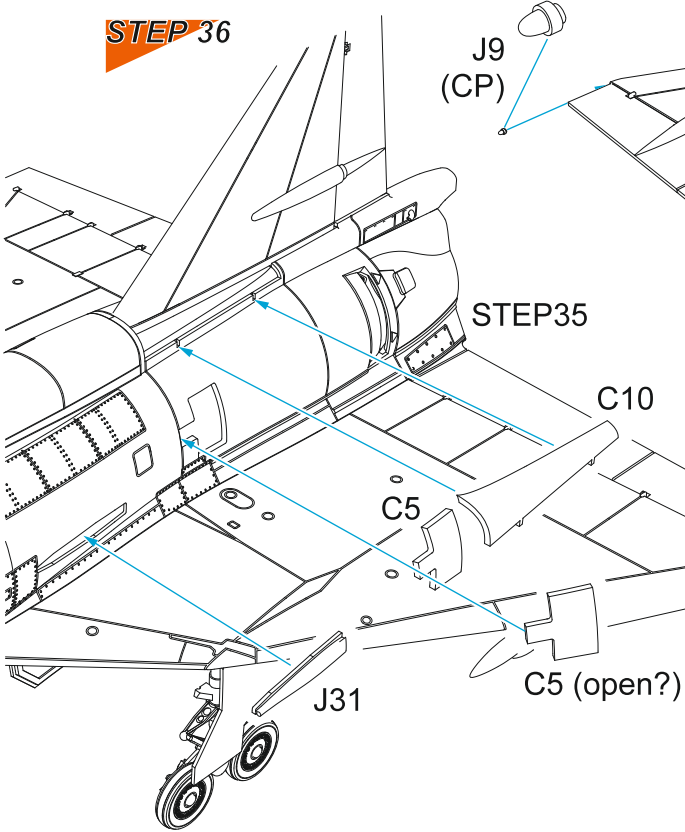
STEP 34



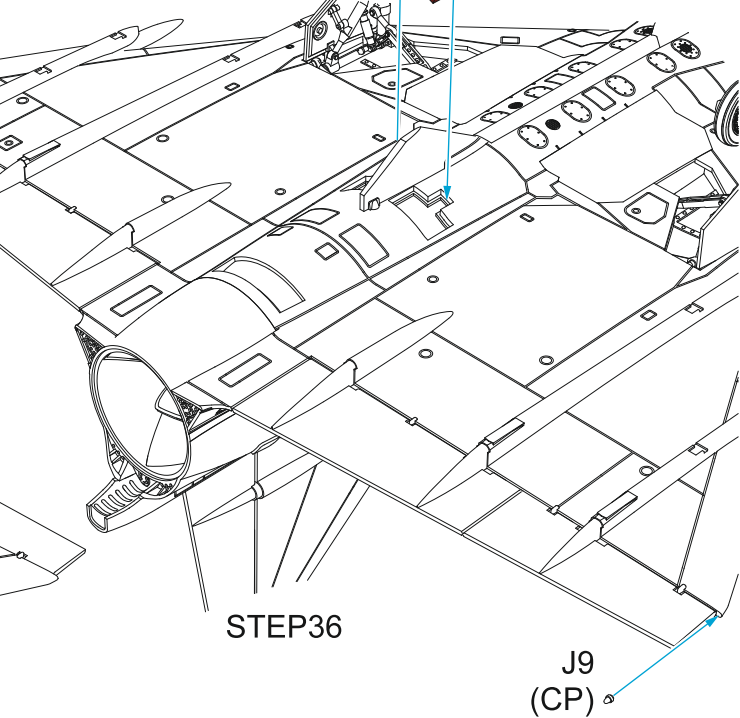
STEP 35



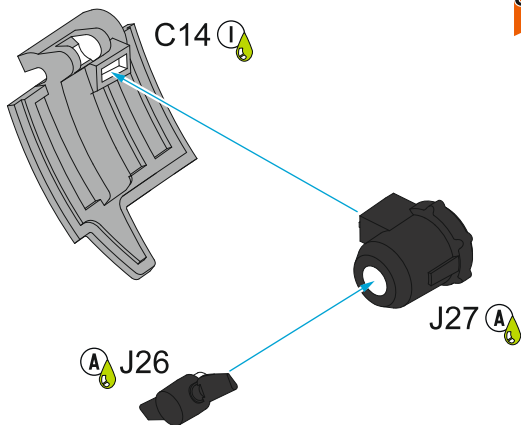
STEP 36



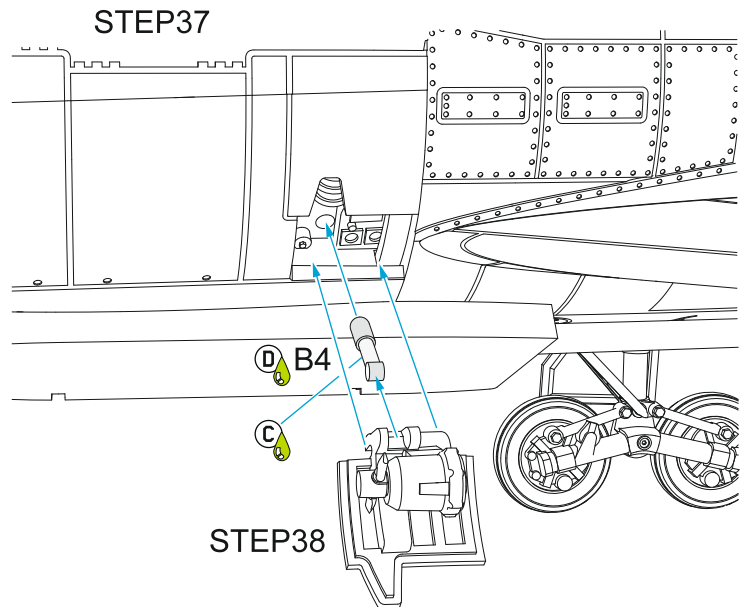
STEP 37

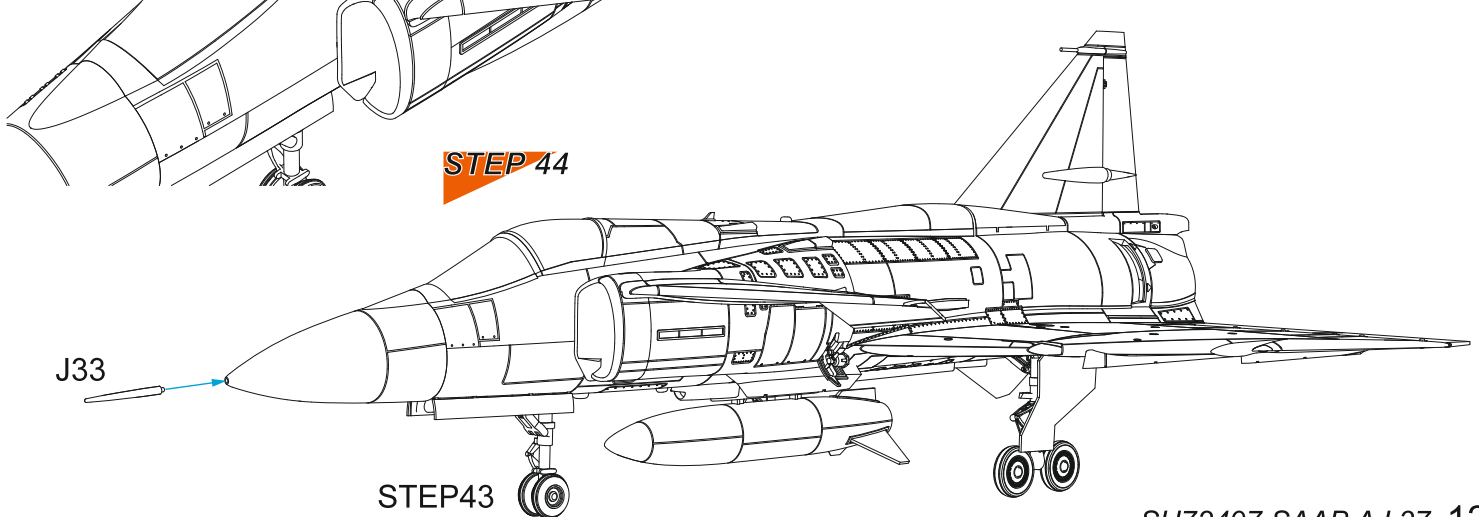
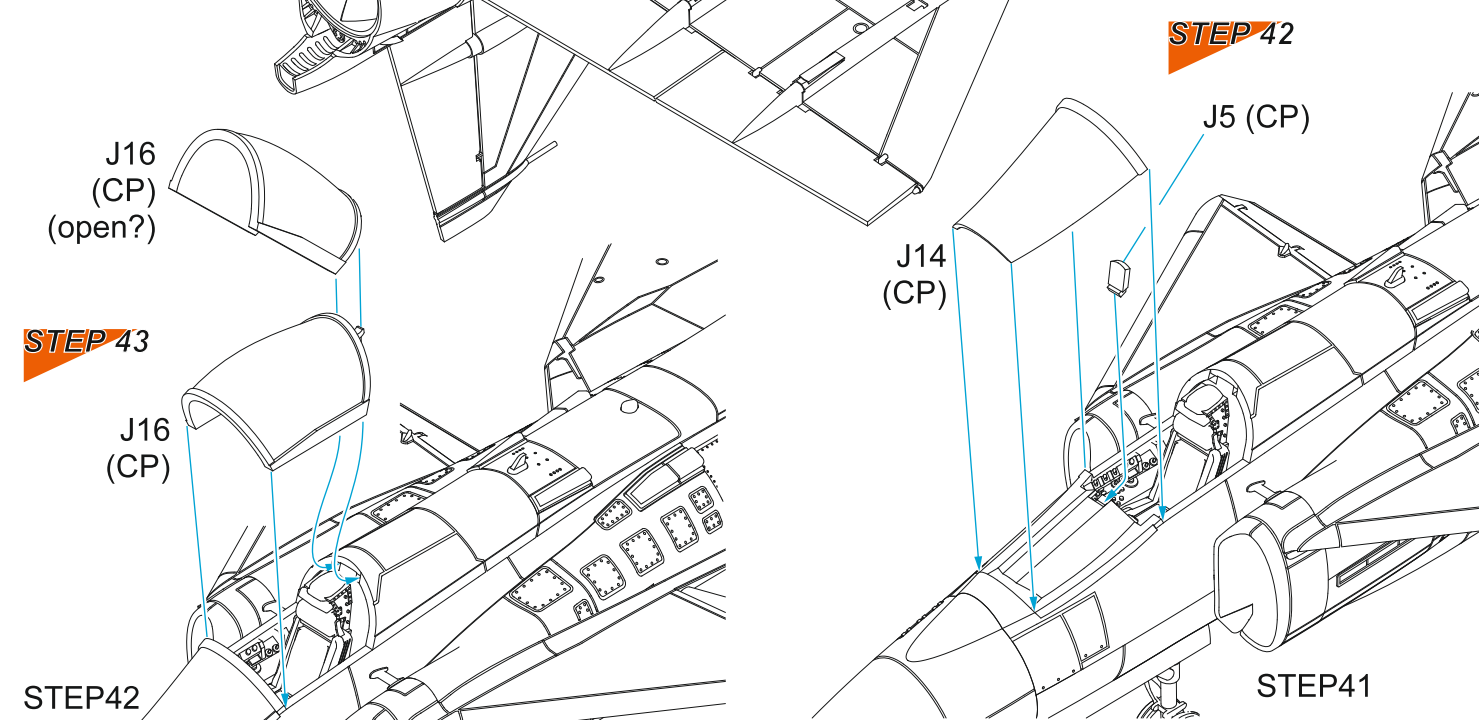
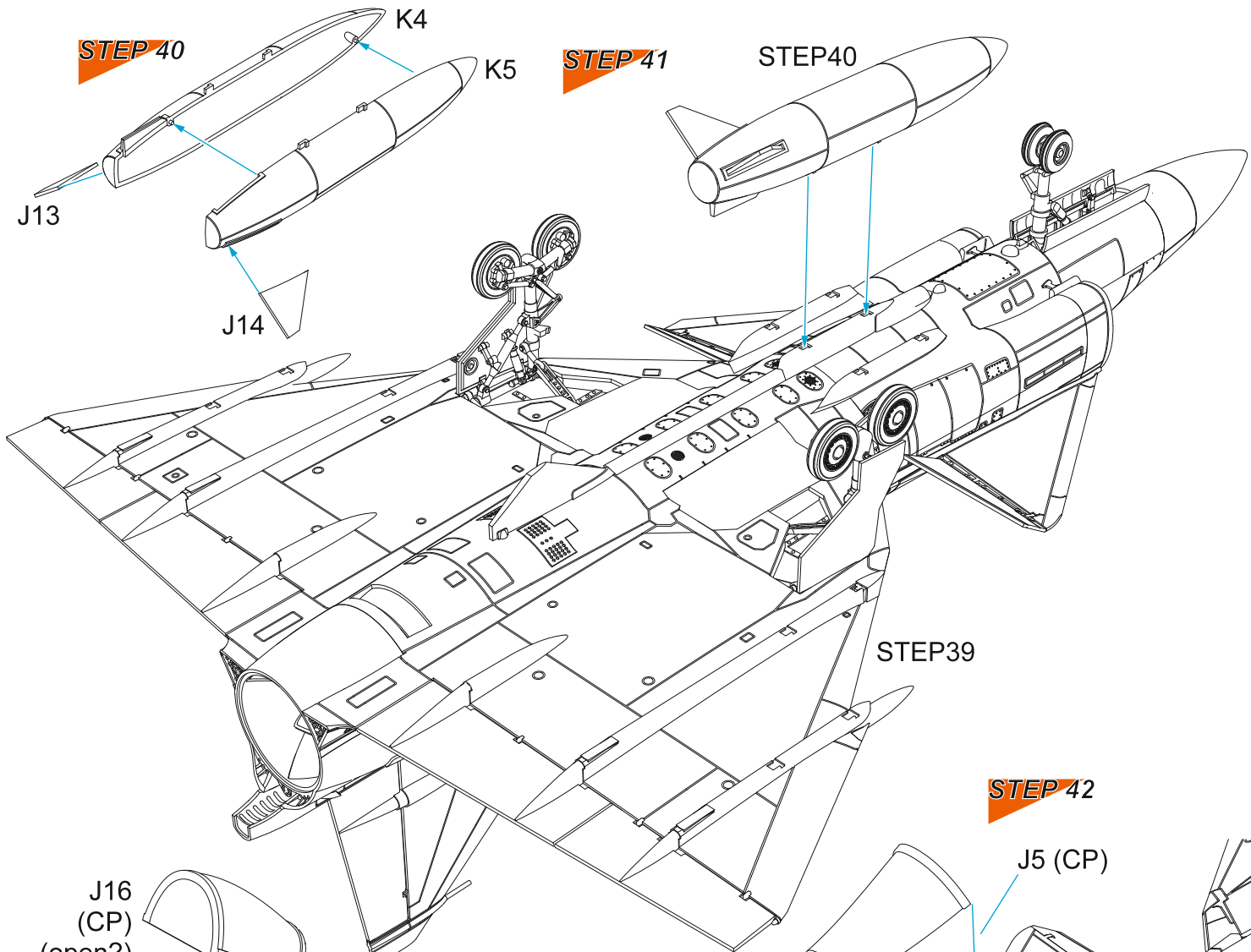


STEP 38



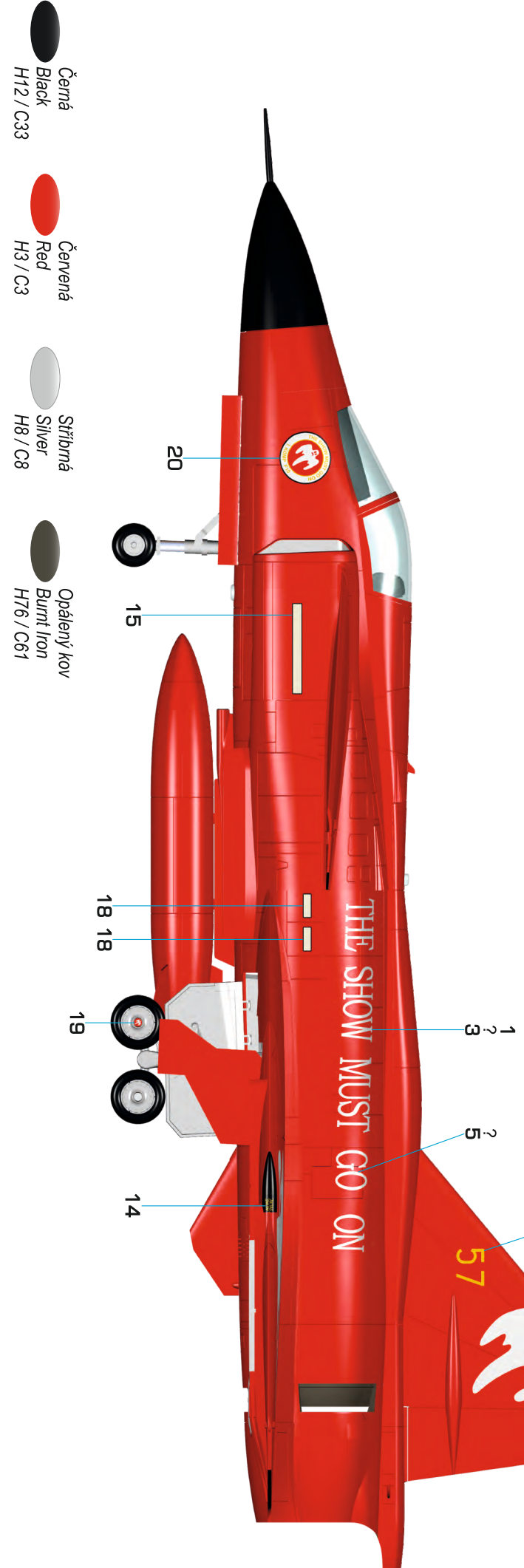
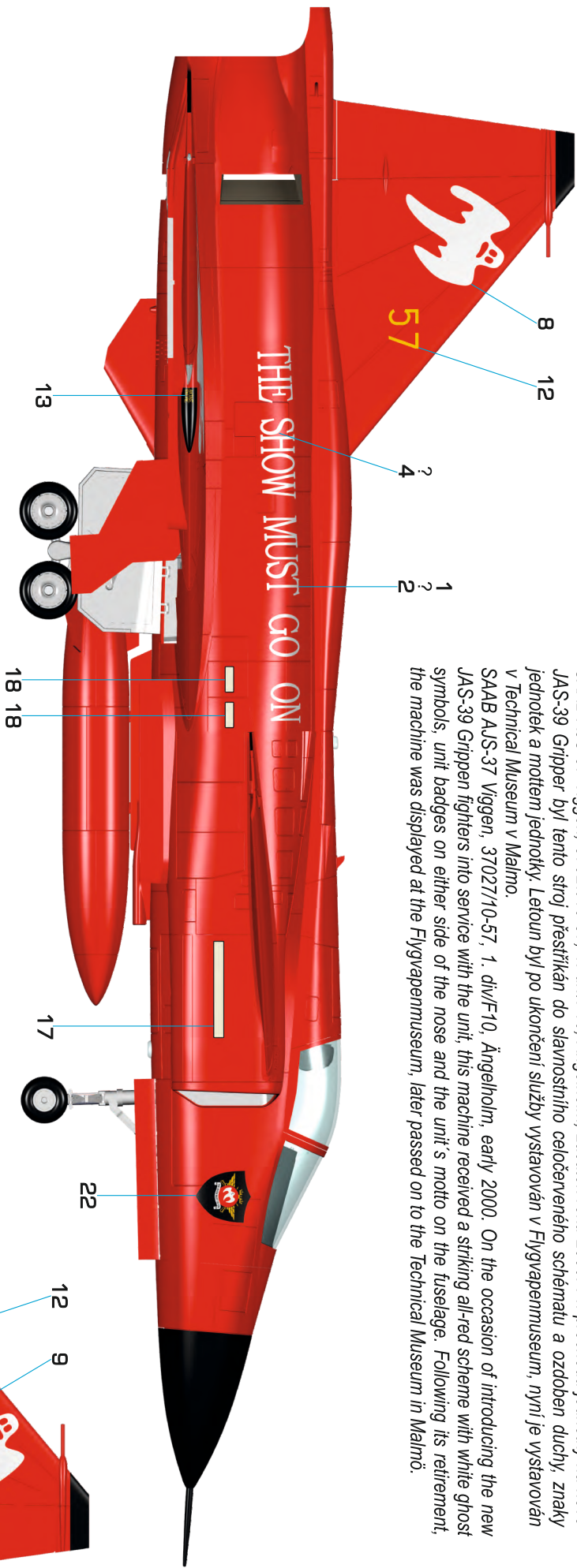
STEP 39





SAAB AJ-S-37 Viggen, 370271/0-57, 1. div/F-10, Ängelholm, začátek roku 2000. Při přechodu jednotky na nové JAS-39 Gripper byl tento stroj přestříhán do slavnostního celočerveného schématu a ozdoben duchy, znaky jednotek a mottem jednotky. Letoun byl po ukončení služby vystavován v Flygvapenmuseum, nyní je vystavován v Technical Museum v Malmö.

SAAB AJ-S-37 Viggen, 370271/0-57, 1. div/F-10, Ängelholm, early 2000. On the occasion of introducing the new JAS-39 Gripper fighters into service with the unit, this machine received a striking all-red scheme with white ghost symbols, unit badges on either side of the nose and the unit's motto on the fuselage. Following its retirement, the machine was displayed at the Flygvapenmuseum, later passed on to the Technical Museum in Malmö.

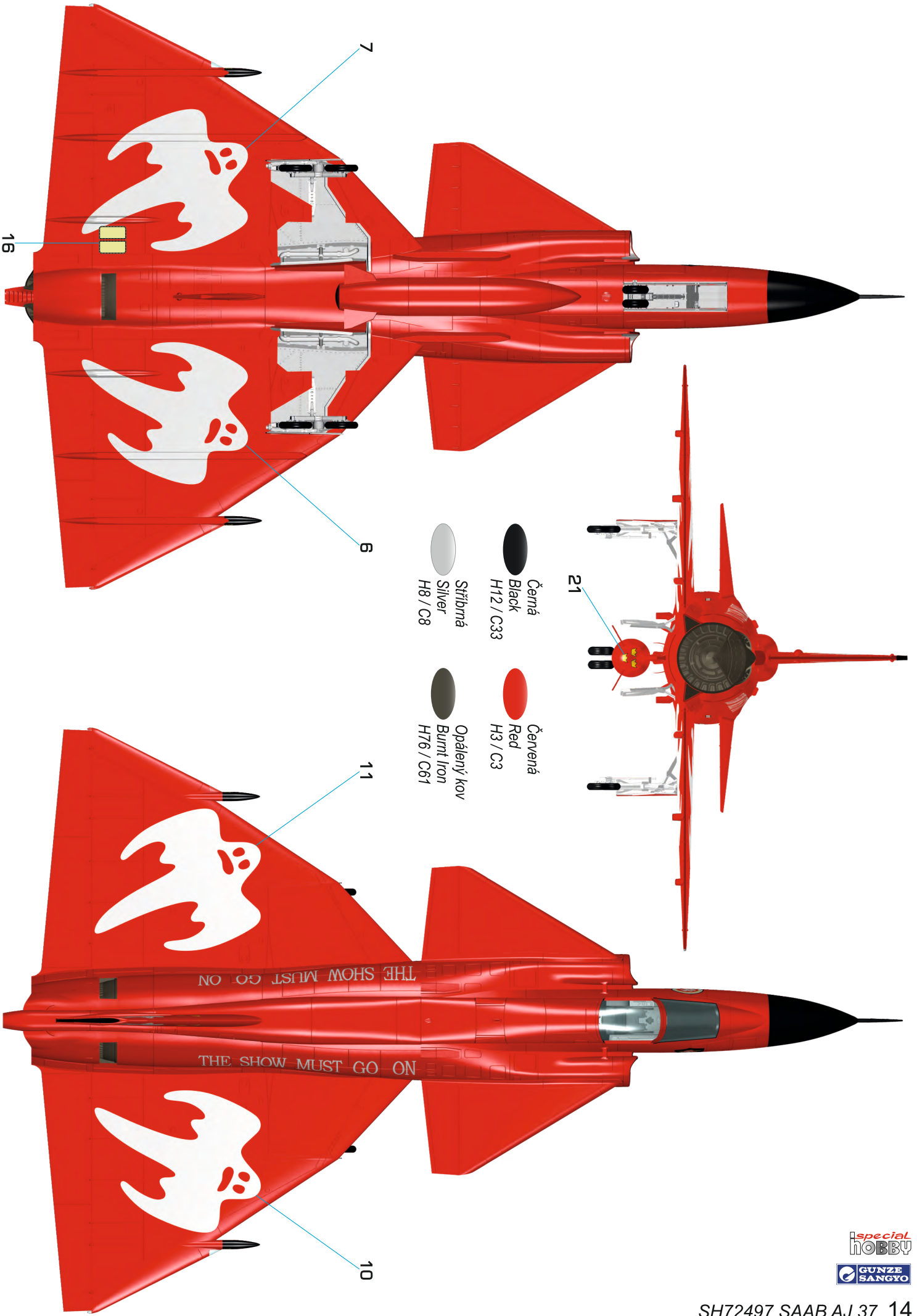


Černá
Black
H12 / C33

Červená
Red
H3 / C3

Stříbrná
Silver
H8 / C8

Opálený kov
Burnt Iron
H76 / C61



16

7

6

11

10

21

- Černá
Black
H12 / C33
- Sříbrná
Silver
H8 / C8
- Červená
Red
H3 / C3
- Opaleny kov
Burnt Iron
H76 / C61

THE SHOW MUST GO ON

THE SHOW MUST GO ON

CMK SETS for VIGGEN kits 1/72

Q72343
SAAB Viggen
Thrust Reverser



Q72346
SAAB Viggen
Ejection
Seat



Q72344
SAAB Viggen
Air Brakes
Set



7328
Bofors m/70
Rocket pod (2 pcs)



Q72347
SAAB Viggen
Ram Air Turbine (RAT)



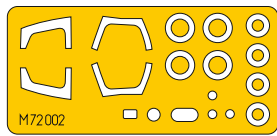
Q72355
AJ/SK/SH-37 Viggen
Control Surface



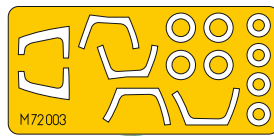
Q72345
SAAB Viggen Wheels



F72352
1/72 SK-37/SK-37E
Viggen Instructor/
Operator (seated in
rear cockpit) and
Pilot Climbing
Ladder into cockpit



M72002
SAAB 37 Viggen
Single Seater Mask



M72003
SAAB 37 Viggen
Two Seater Mask

**Special
MASK**



SAAB J-21A

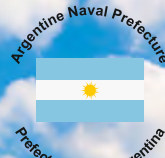
SH72215
1/72



SAAB J/A-21R 'First Swedish Made Jet'

SH72480
1/72

SH72489
1/72



CASA C-212-300/400 'Long Nosed Casas'

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Mirage III C 'Armée de l'Air'

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F-84F Thunderstreak 'US Swept-wing Thunder'

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