

## SF-37 Viggen 'Swedish Eyes'

### 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

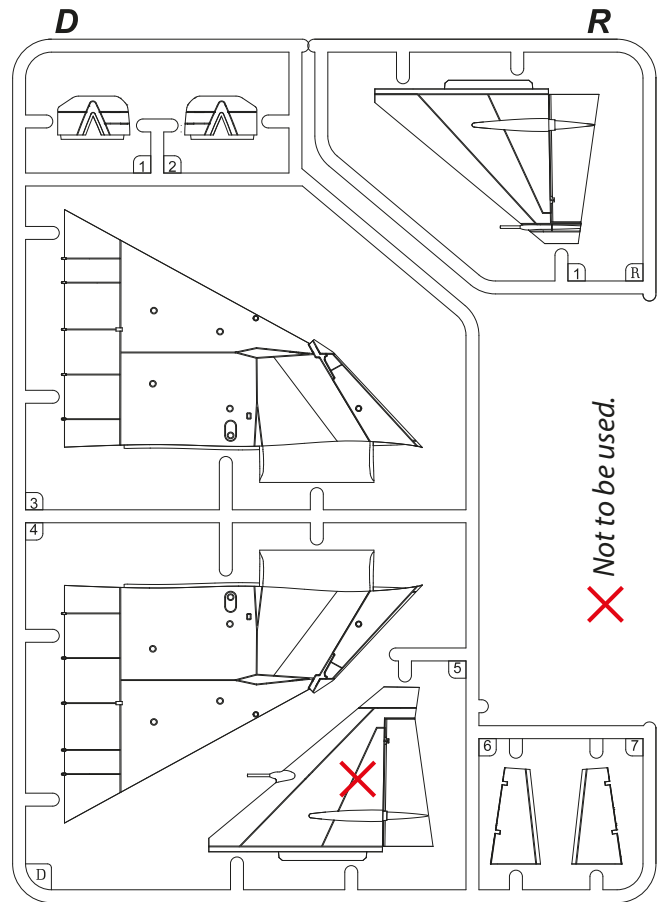
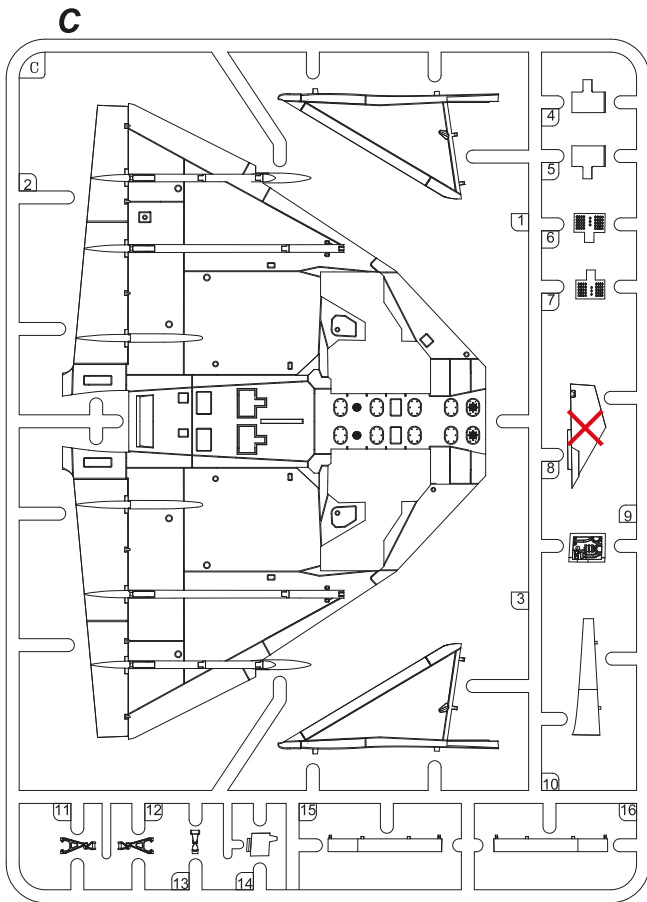
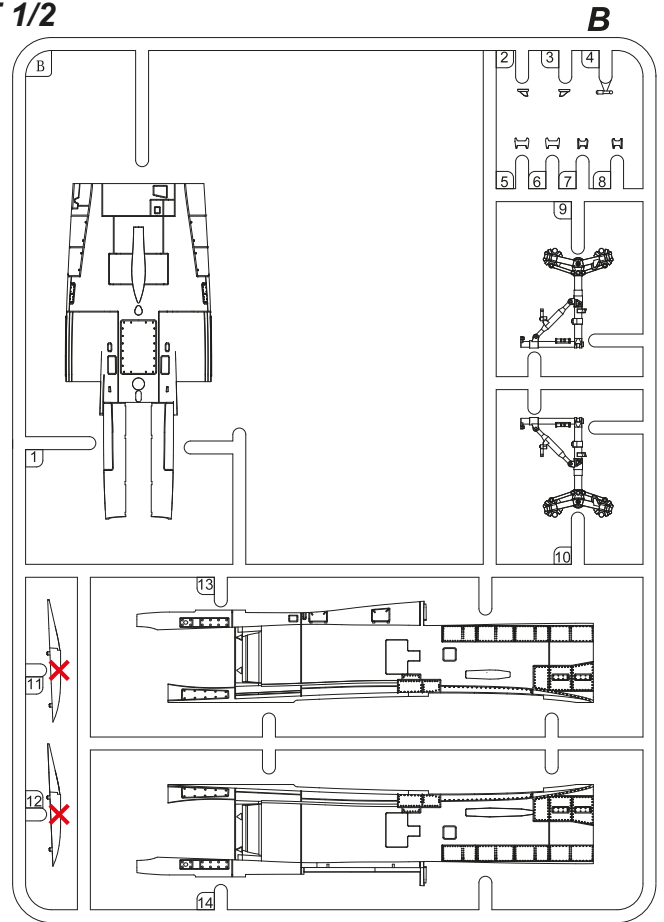
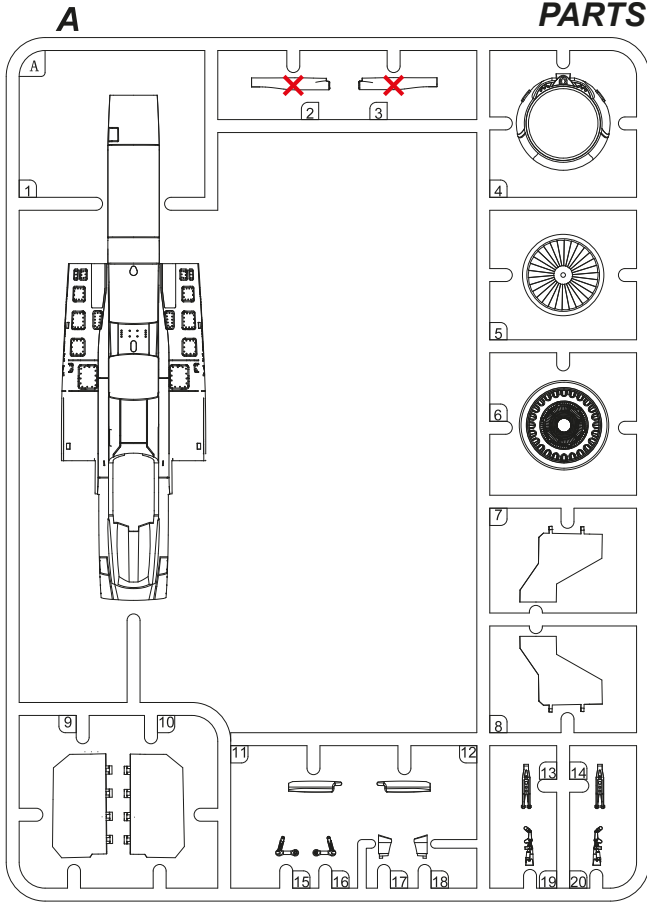
CZ

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 předčil. 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 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 přídi, 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 1/2



OPTIONAL  
MOŽNOST VOLBY  
NACH BELIEBEN  
OPTION



INSTANT CYANOACRYLATE GLUE  
POUŽÍŤ KYANOAKRYLÁTOVÉ LEPIDLO  
ZYANOAKRYLATKLEBER  
ADHESIF CYANOACRYLAT

## SYMBOLS



BEND  
OHNOUT  
BIEGEN  
COURBER



SCRATCH BUILD  
ZHOTOVIT NOVÉ  
FERTIGSTELLEN  
ACHEVER

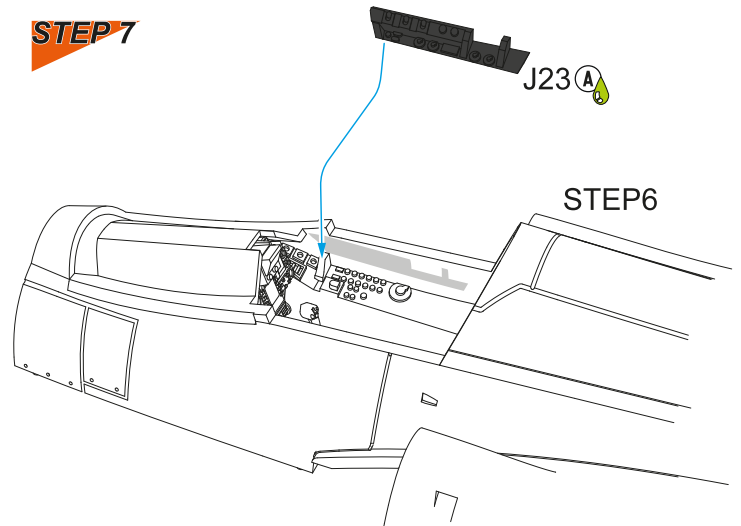
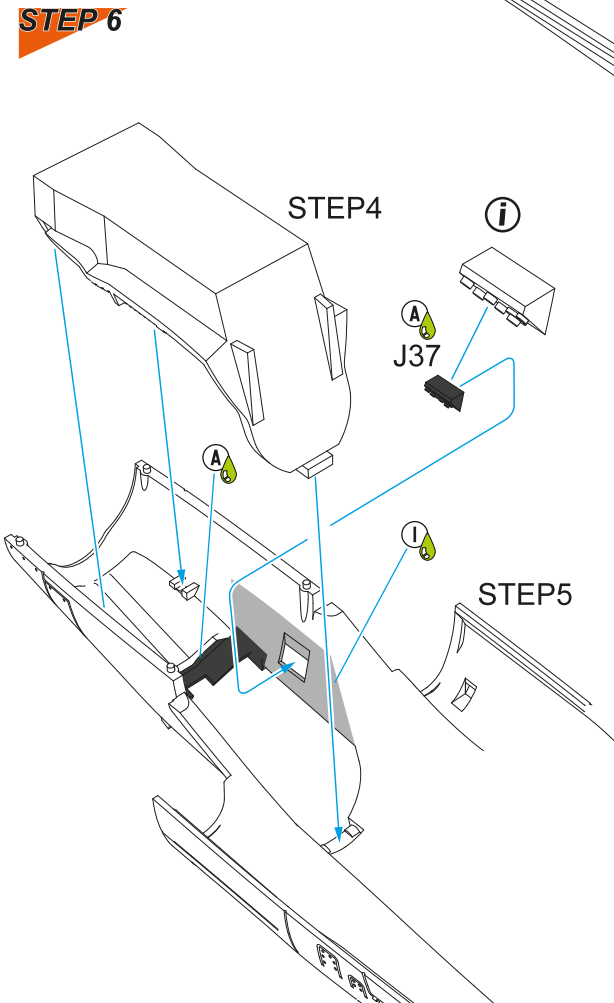
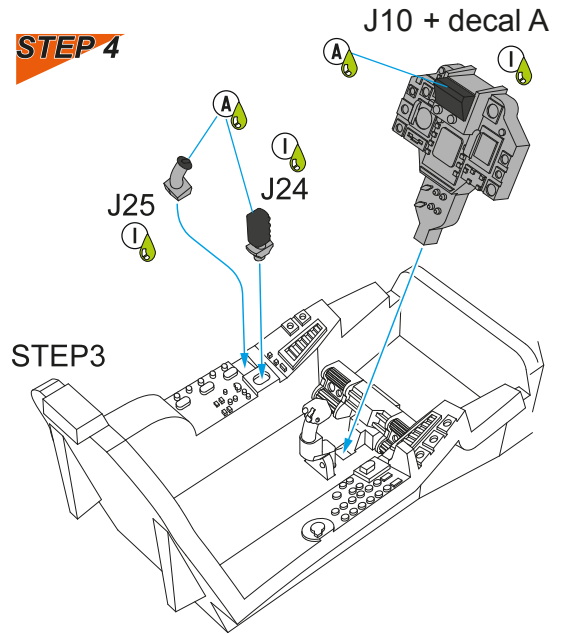
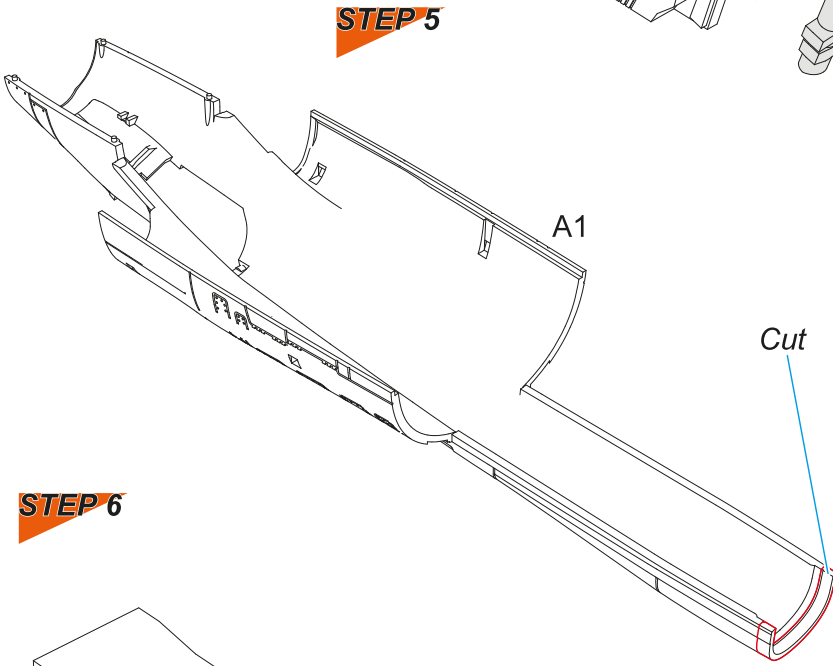
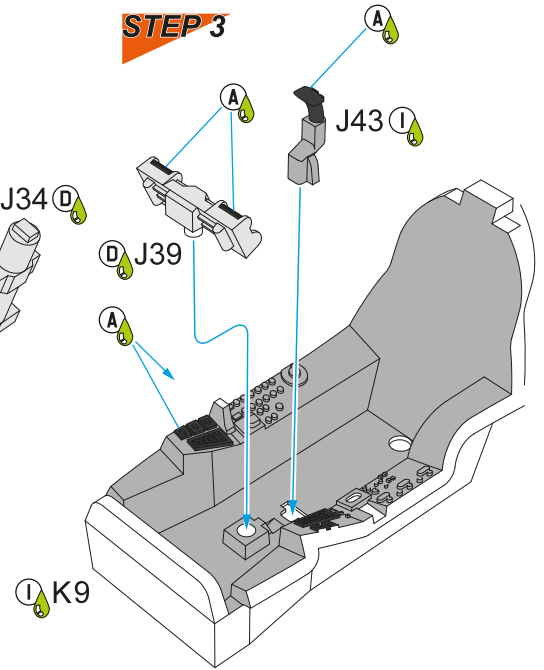
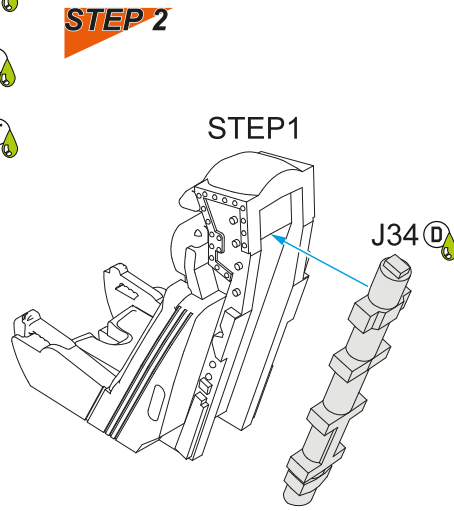
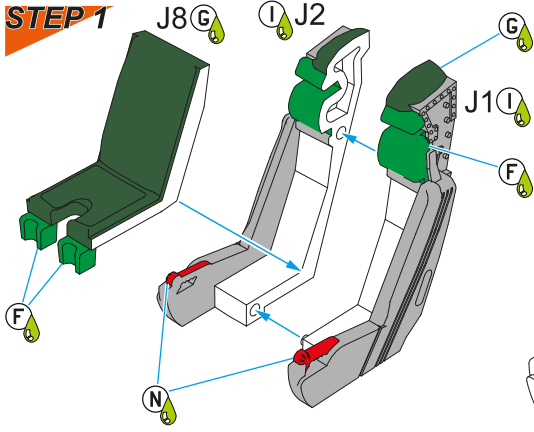


CUT OFF/DRILL  
ŘEZAT/VRTAT  
ENTFERNEN  
DETACHER



COLOUR  
NÁTRIT  
FARBEN  
PEINDRE







**STEP 8**

STEP 2

**STEP 9**

STEP 7

Drill

Drill

B1

**STEP 10**

STEP 9

**STEP 11**

C9

STEP 10

D

L

N

C9

**STEP 13**

K7

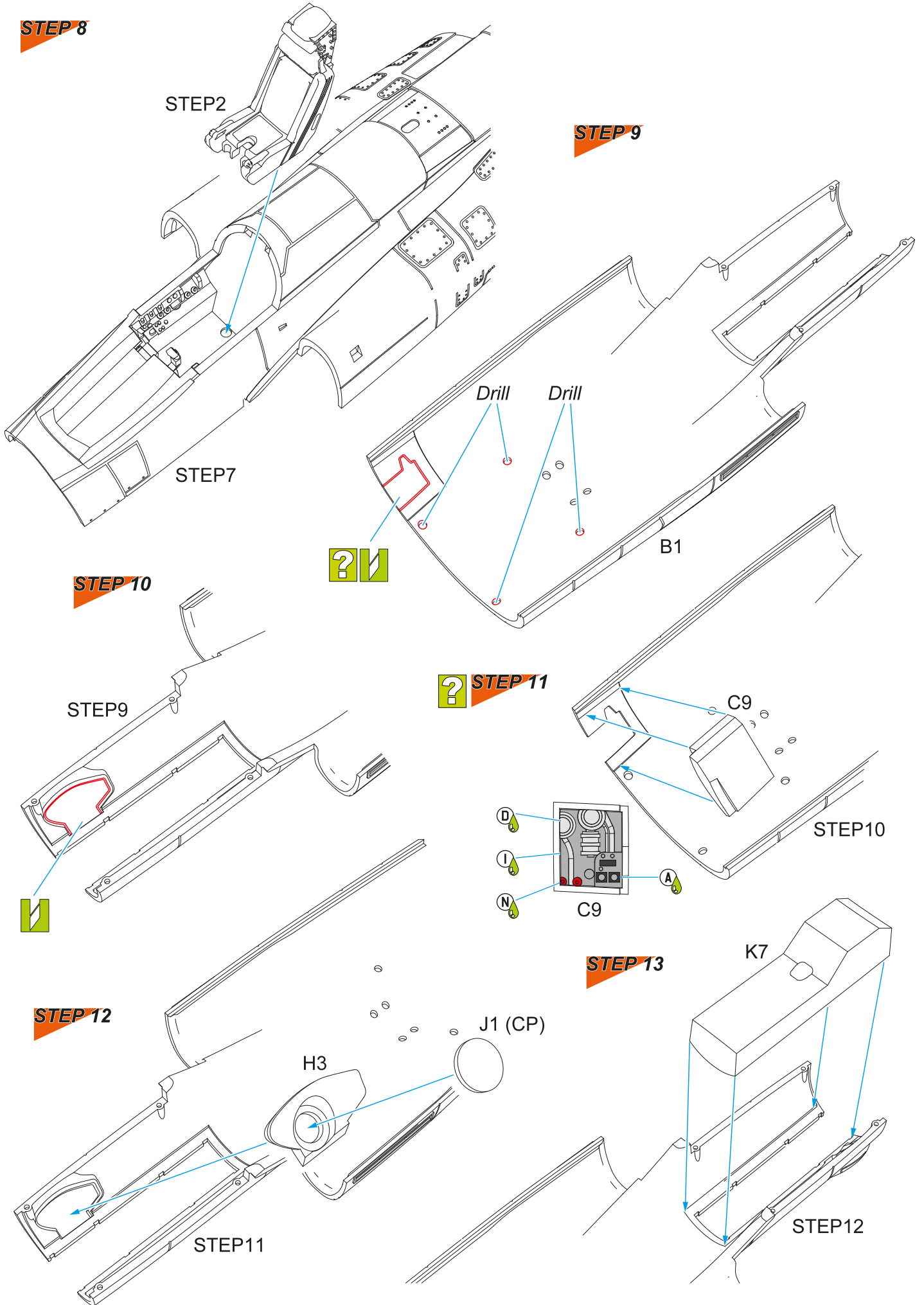
STEP 12

**STEP 12**

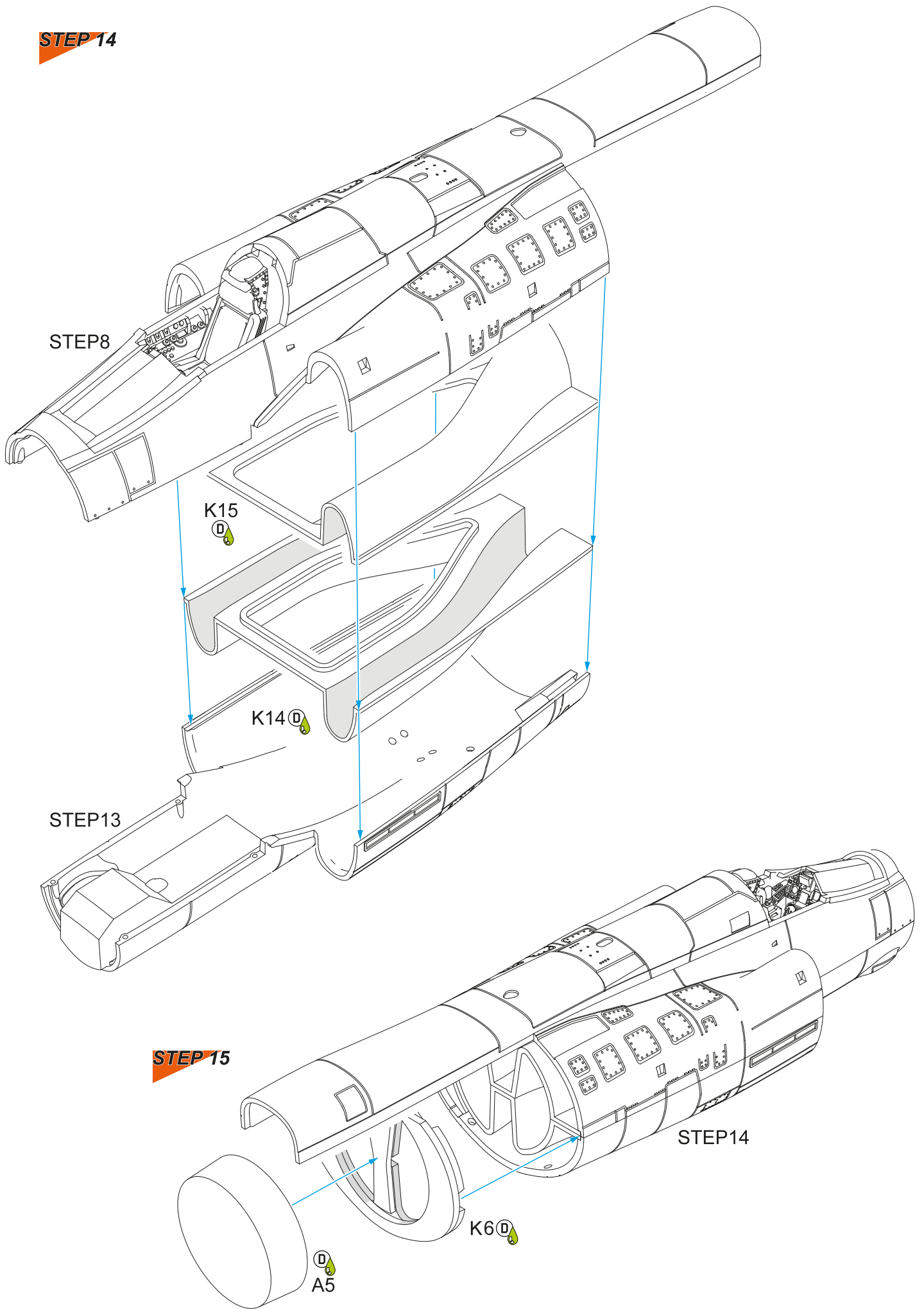
J1 (CP)

H3

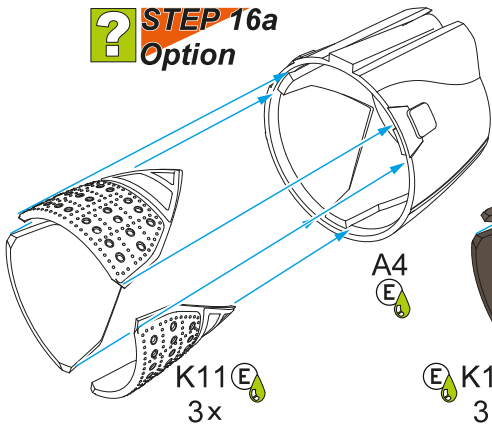
STEP 11



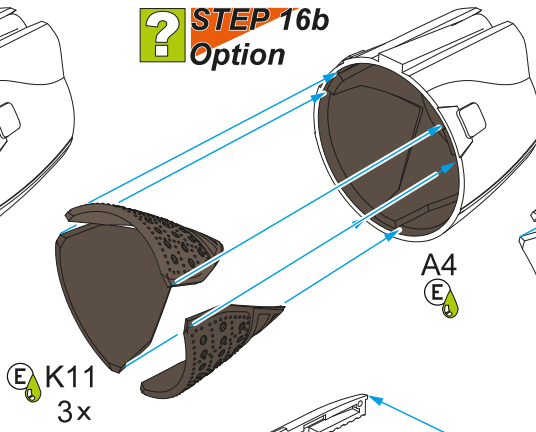
**STEP 14**



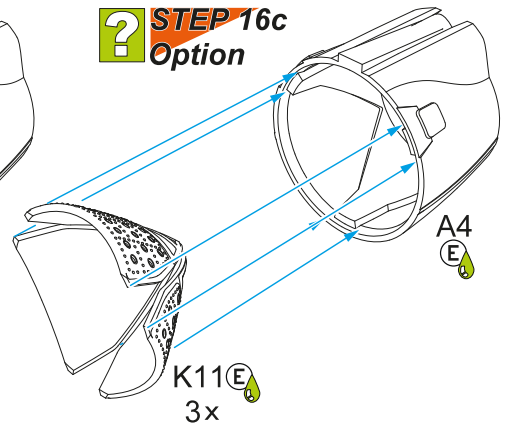
**STEP 16a**  
Option



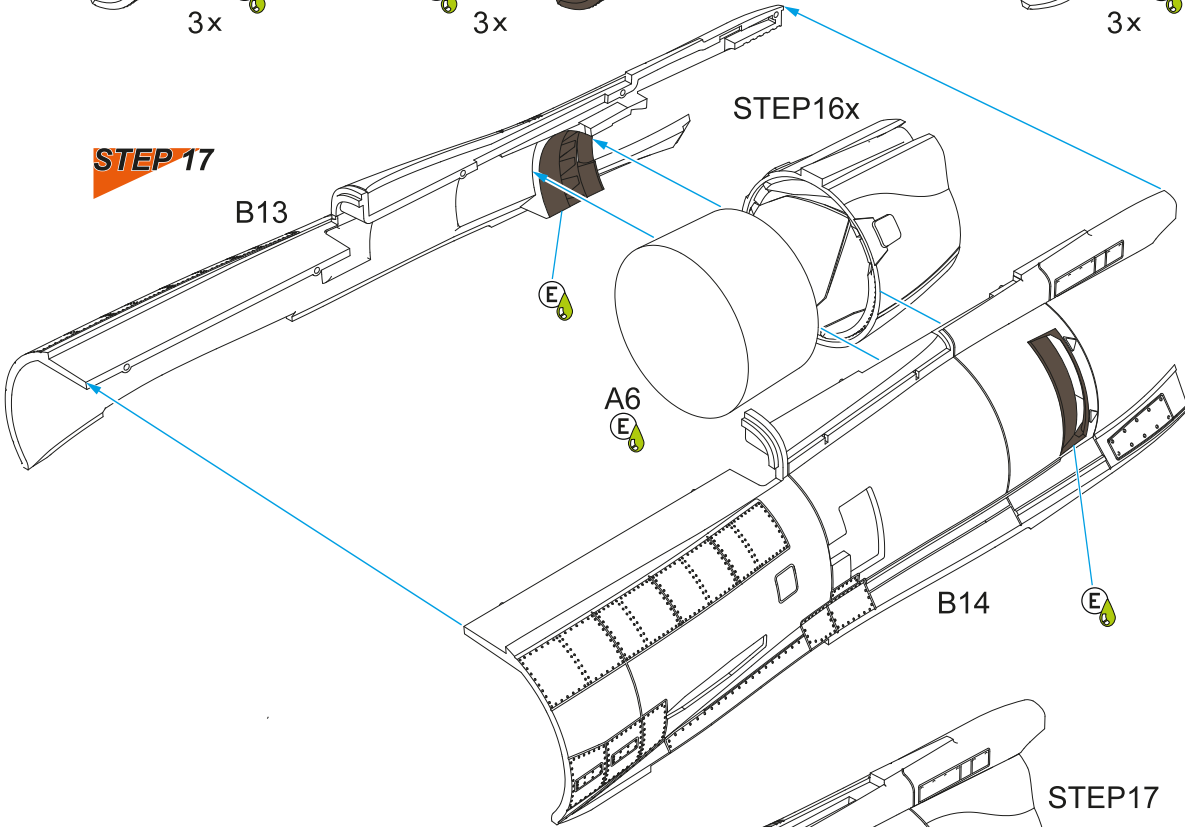
**STEP 16b**  
Option



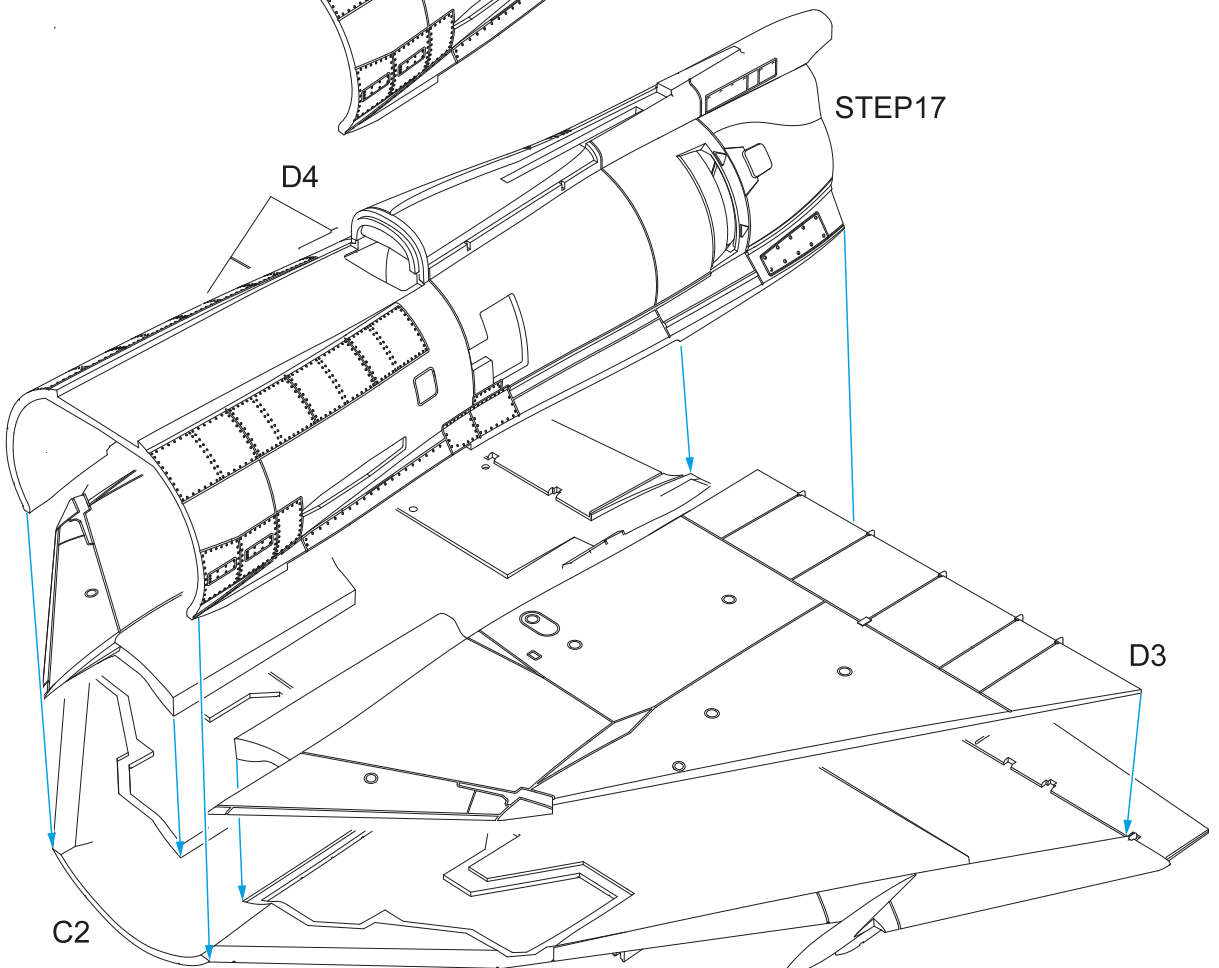
**STEP 16c**  
Option



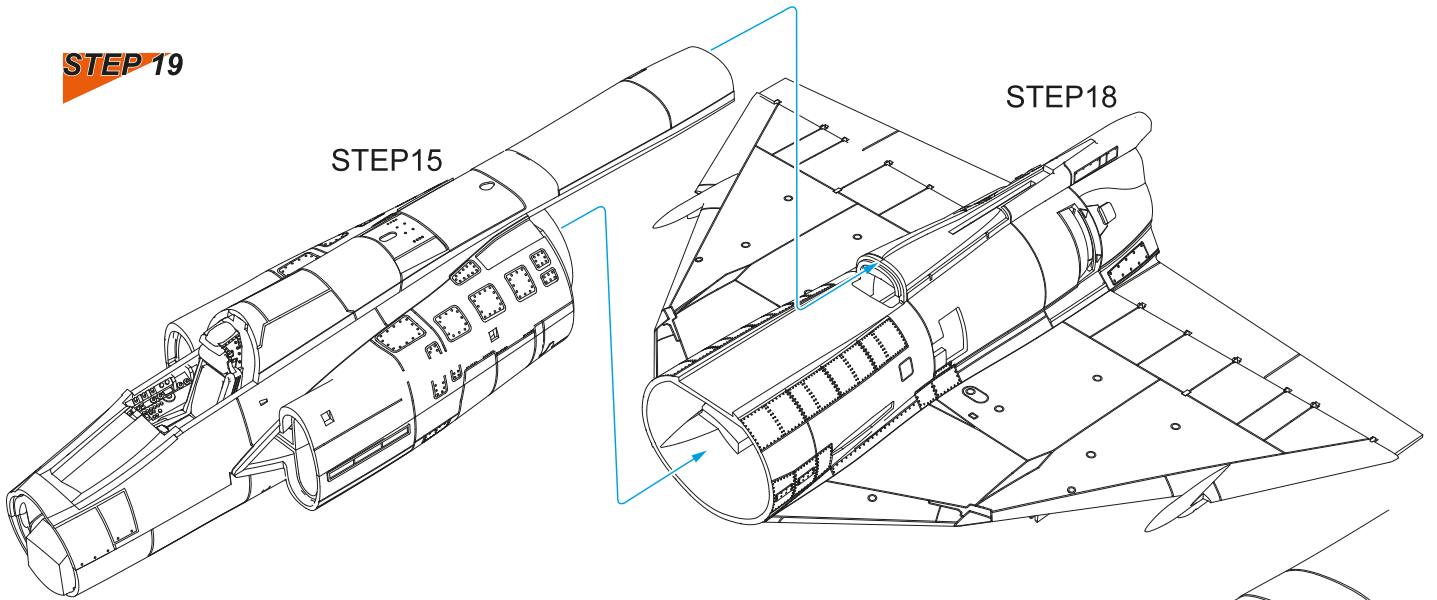
**STEP 17**



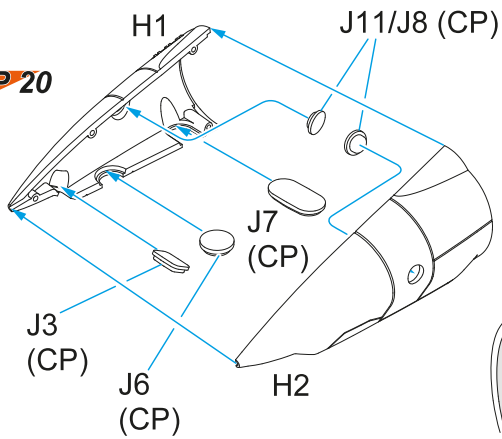
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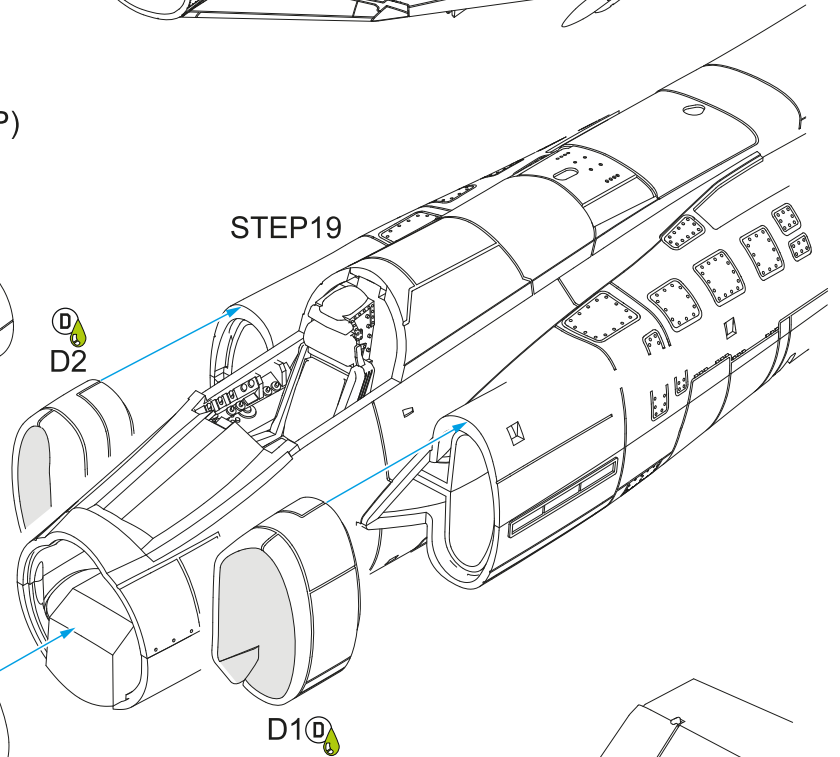
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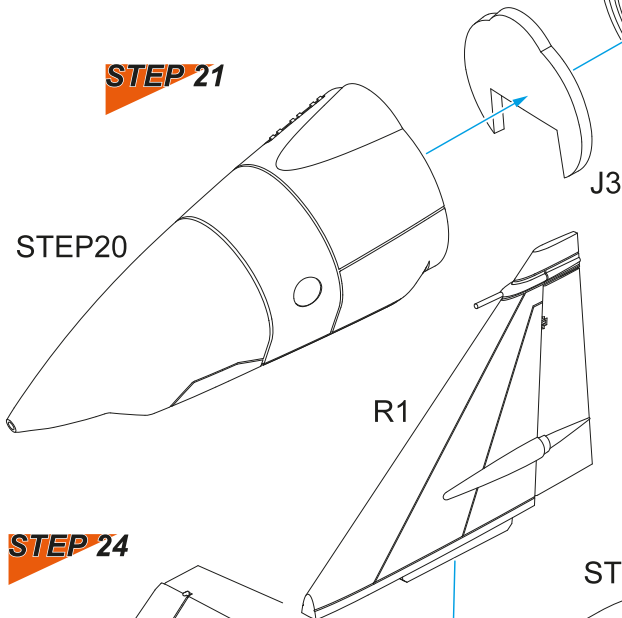
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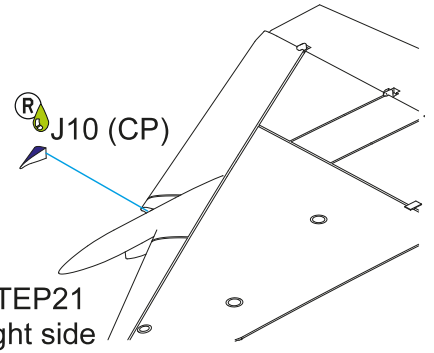
**STEP 19**



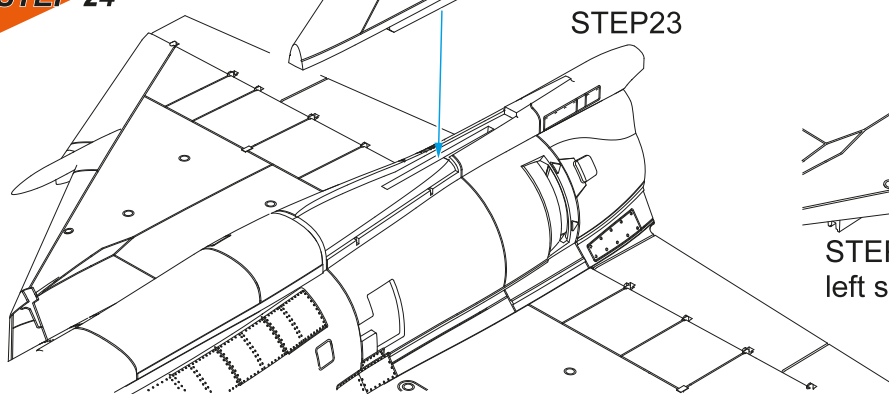
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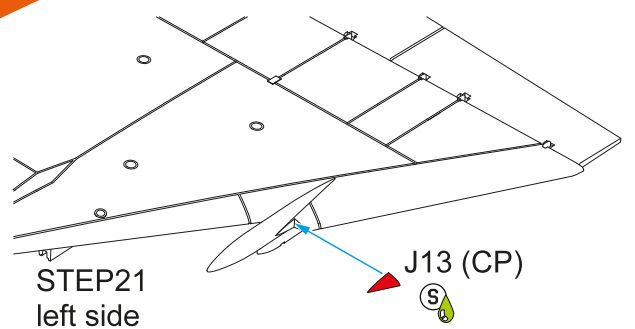
**STEP 22**



**STEP 24**

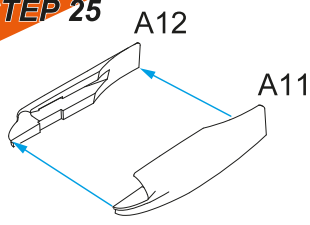


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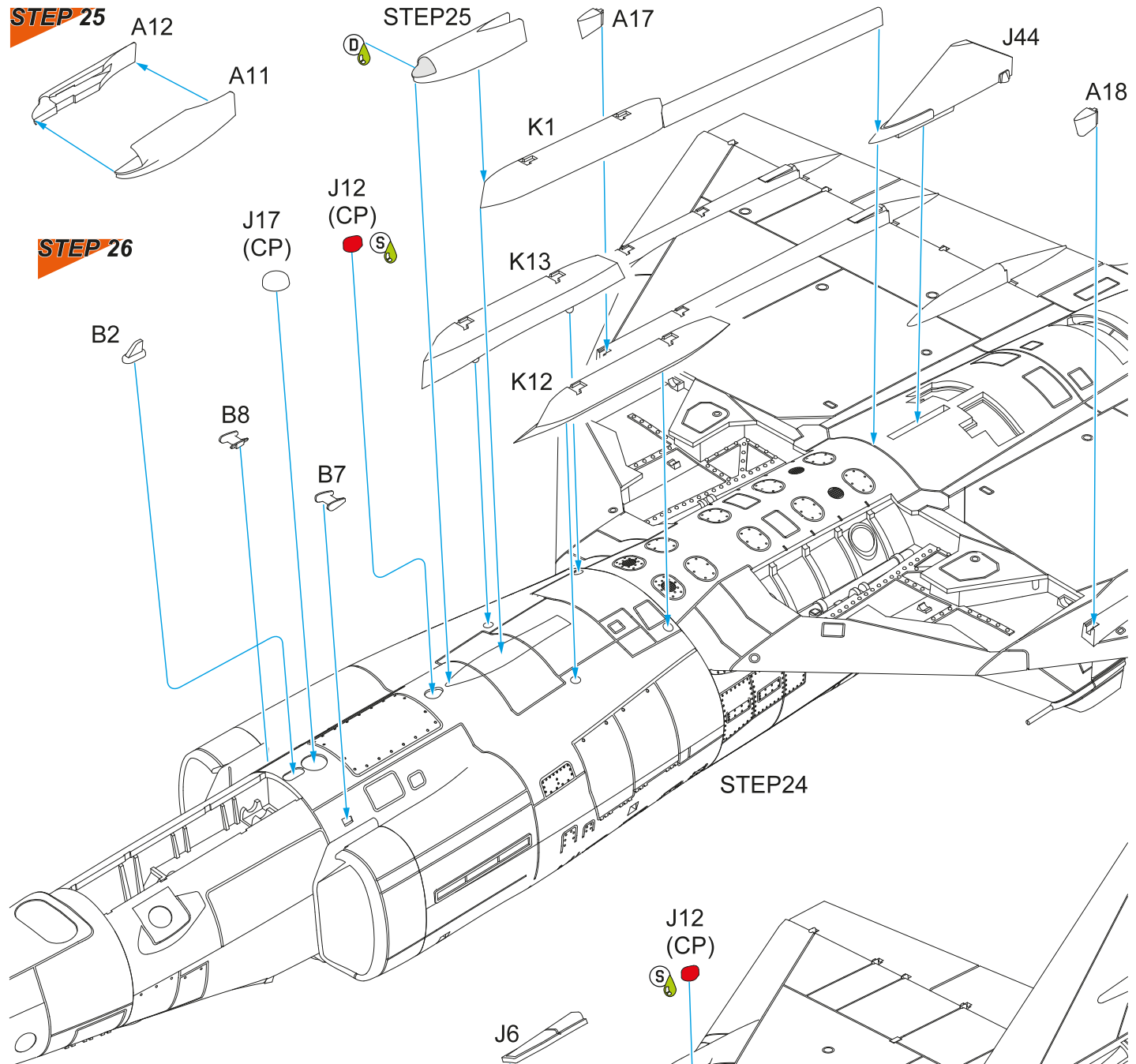




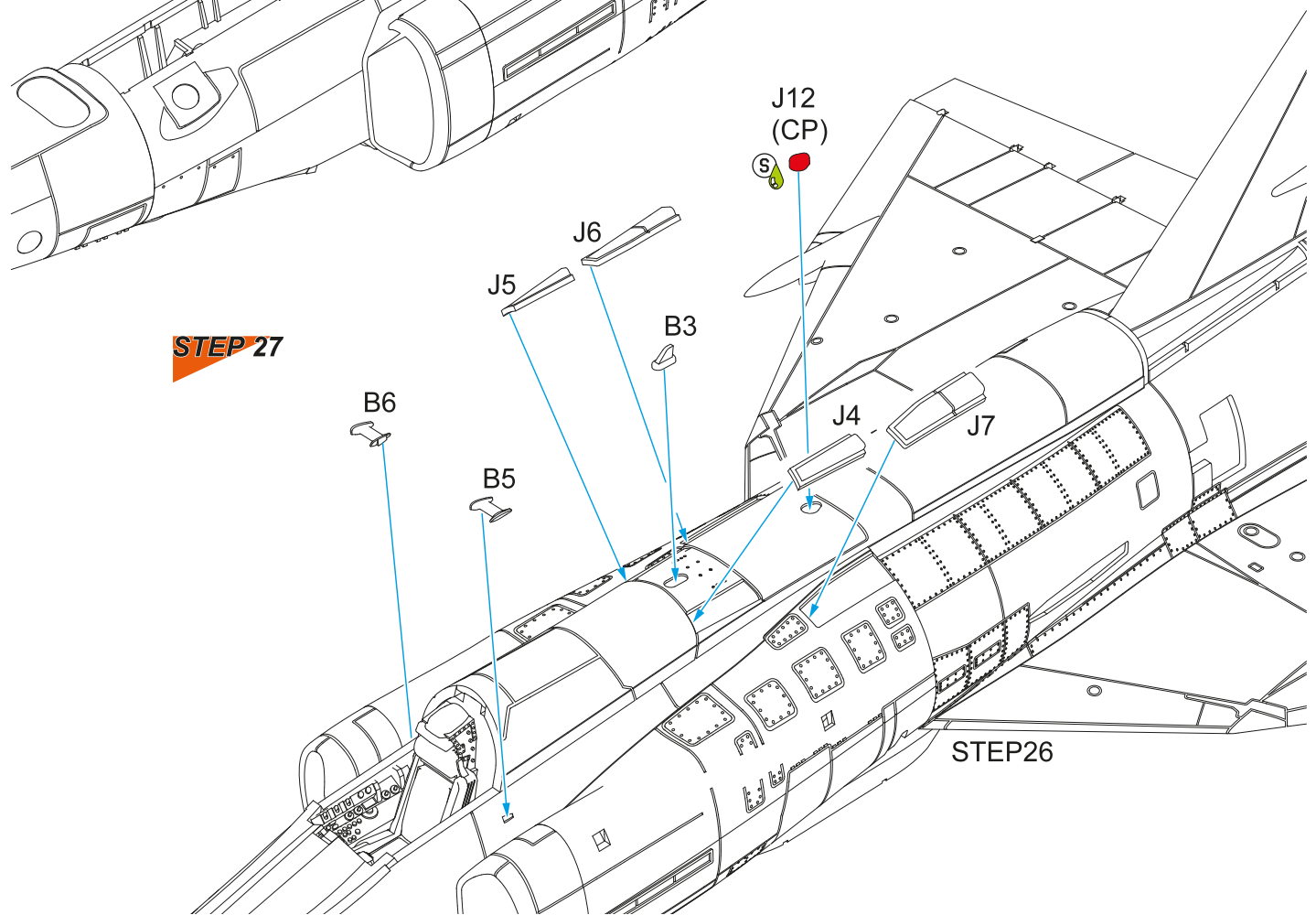
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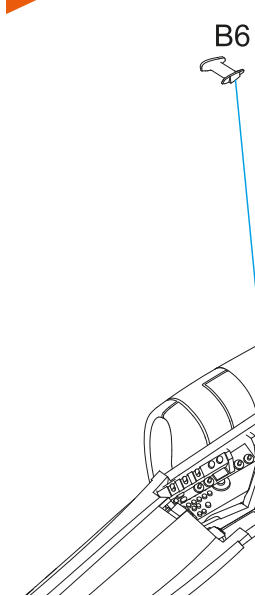
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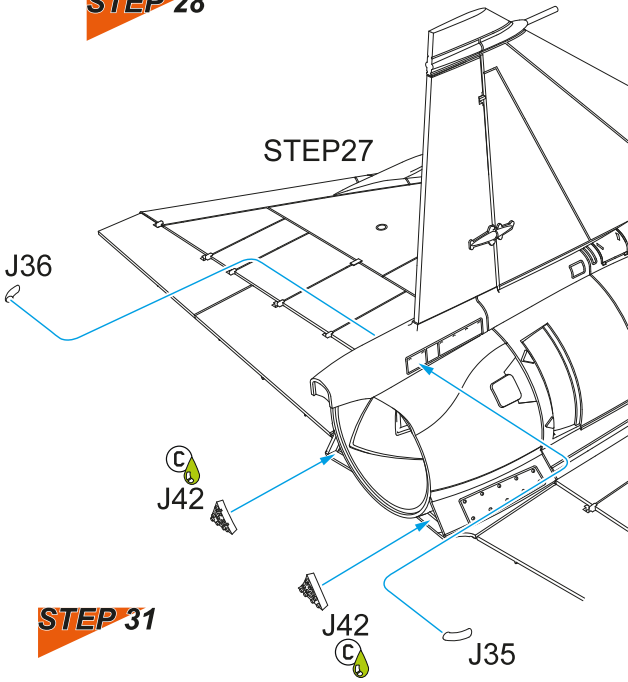
**STEP 26**



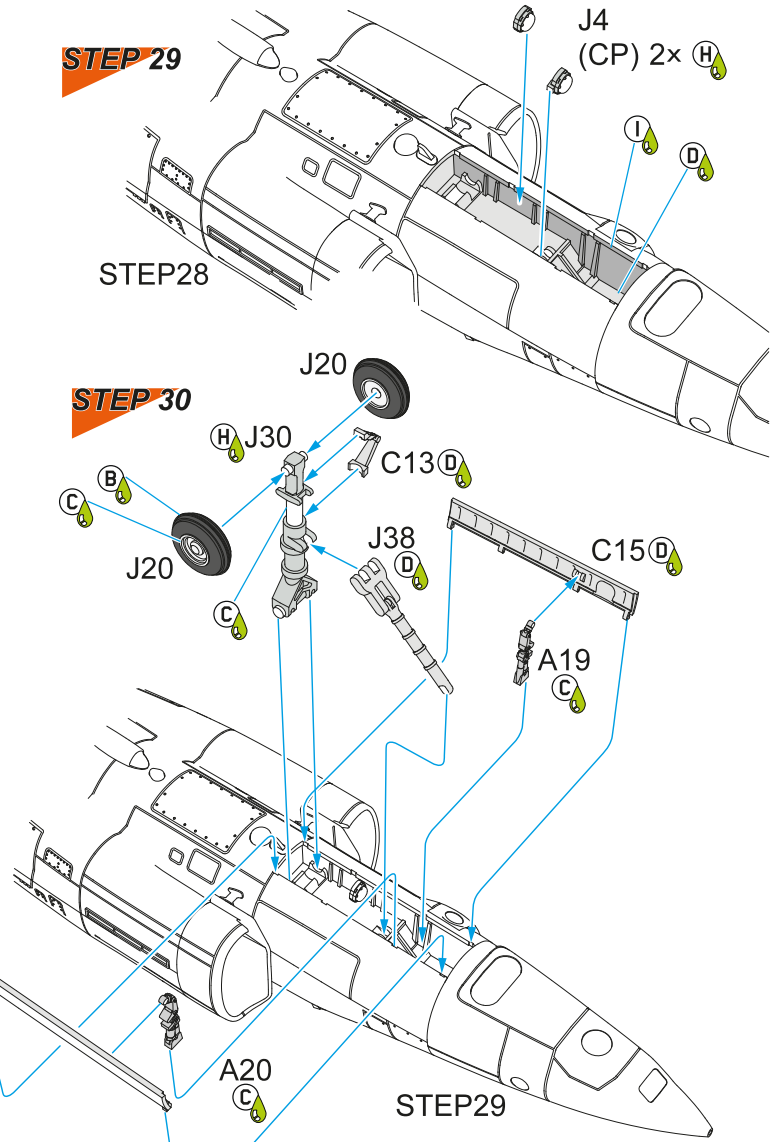
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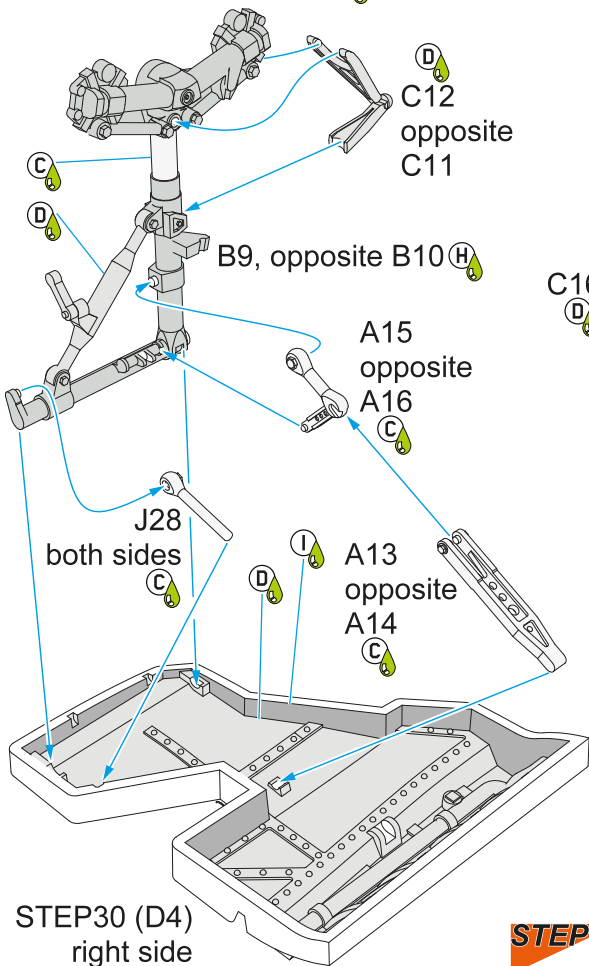
**STEP 28**



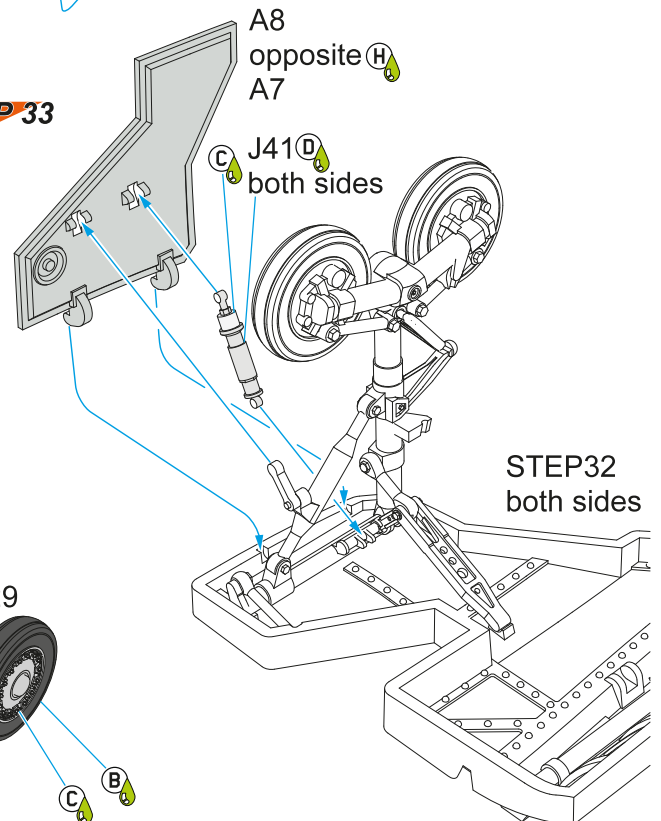
**STEP 29**



**STEP 31**



**STEP 33**

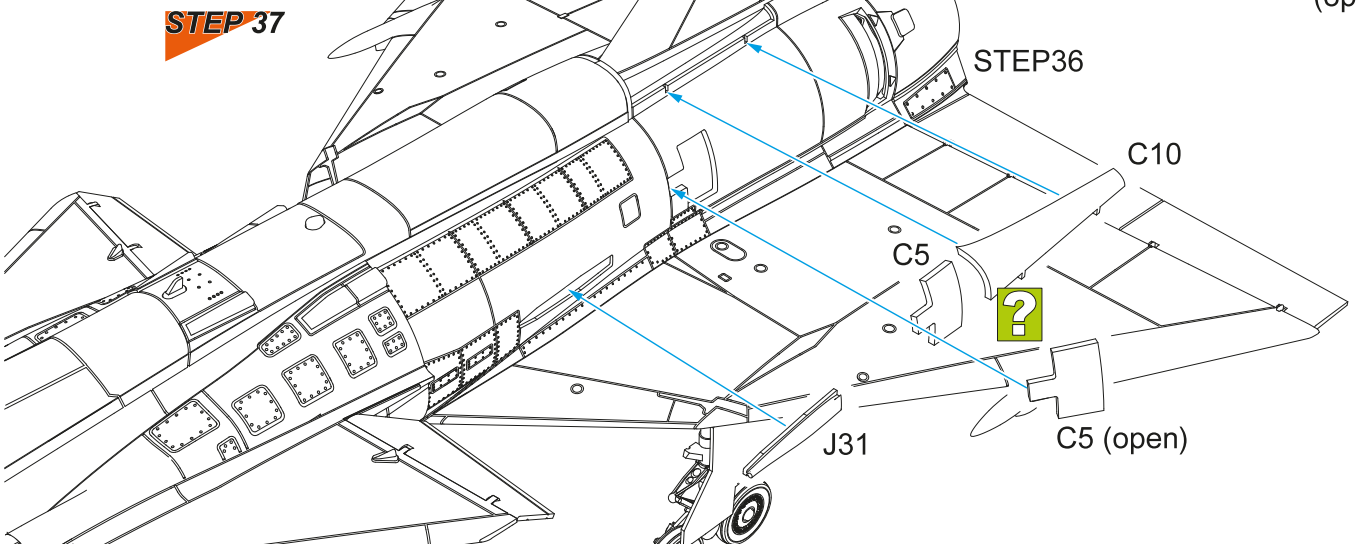
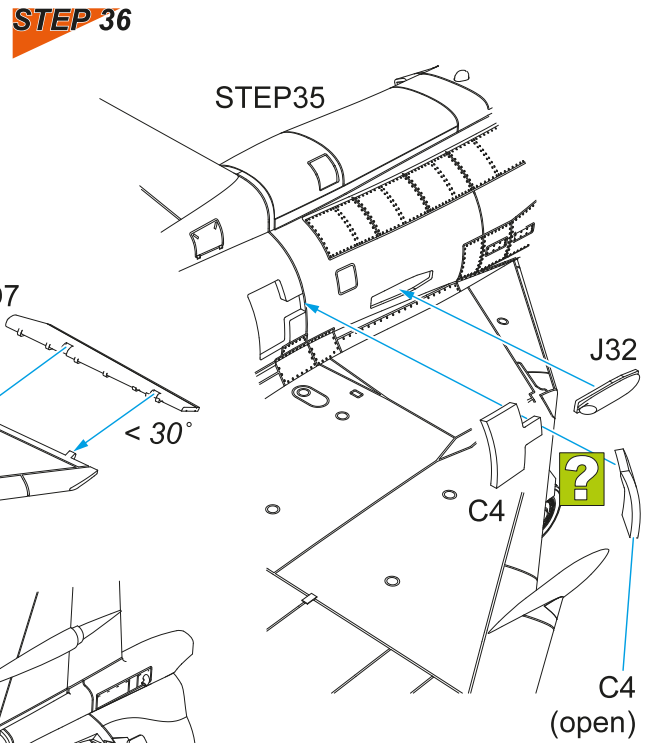
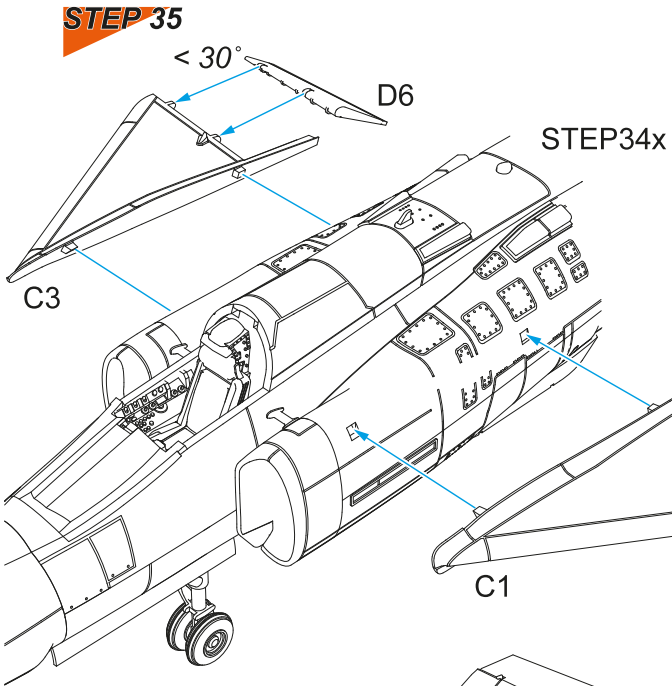
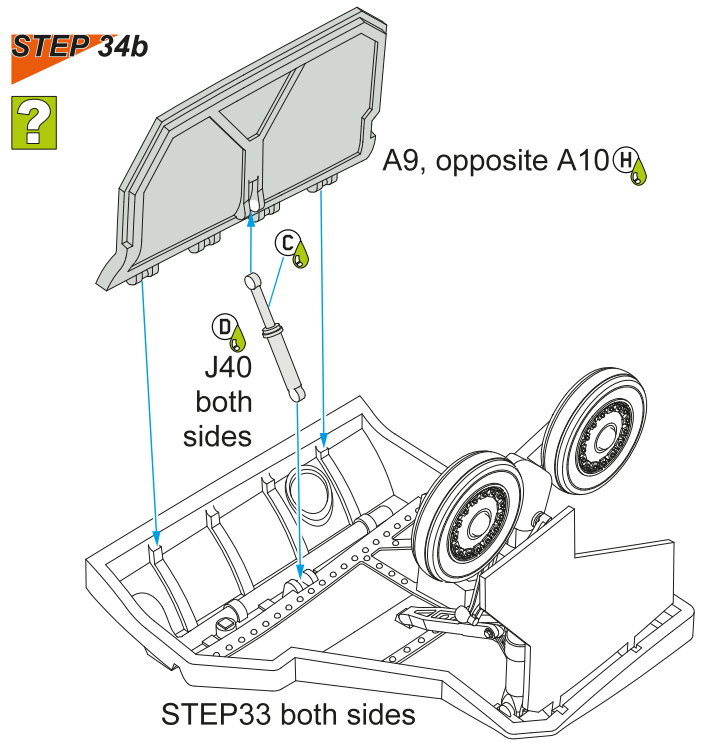
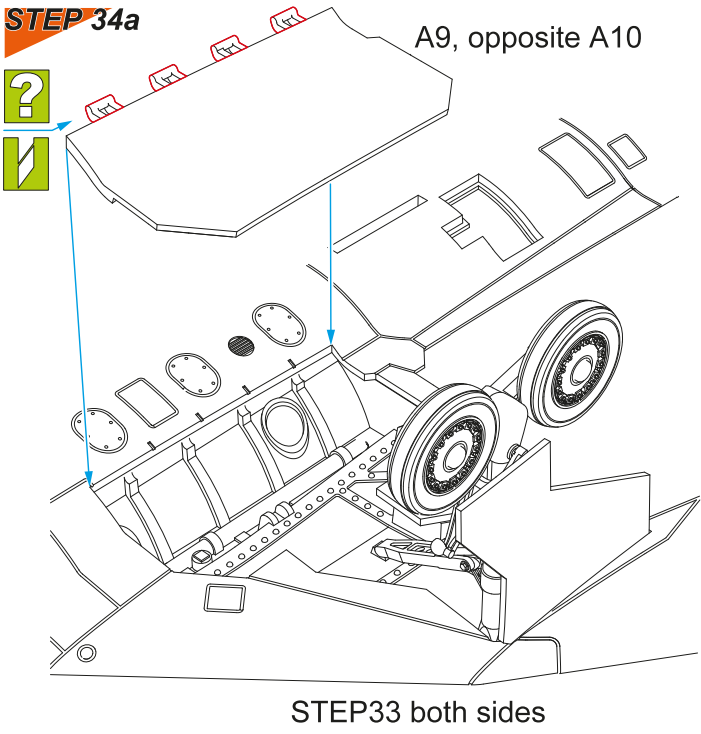


STEP30 (D4)  
right side  
opposite (D3)  
left side

**STEP 32**

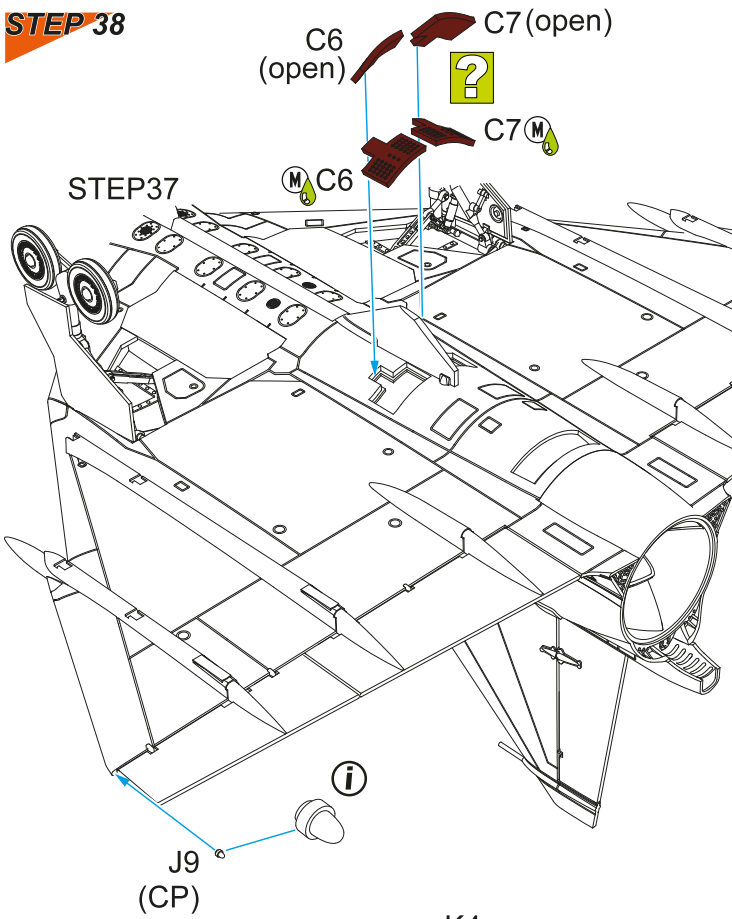
STEP31  
both sides

STEP32  
both sides

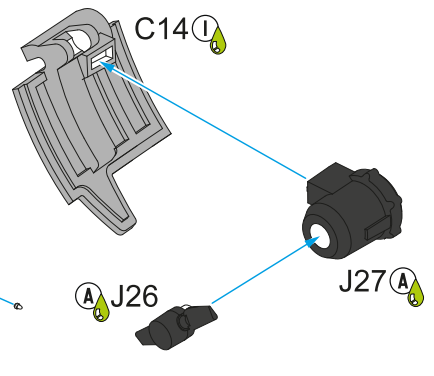




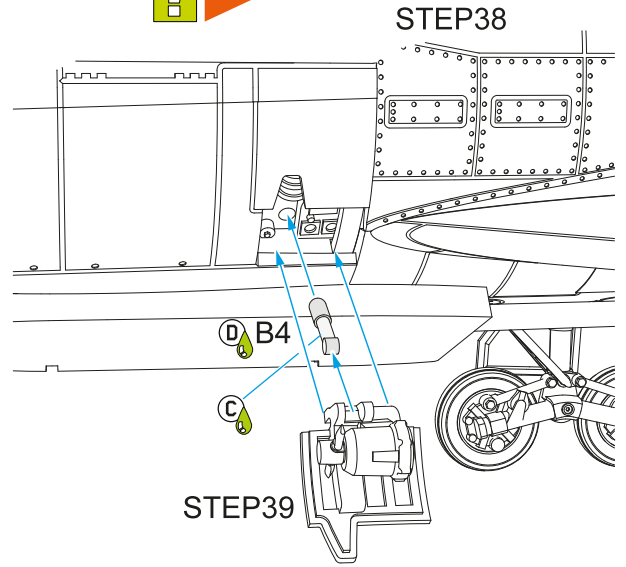
**STEP 38**



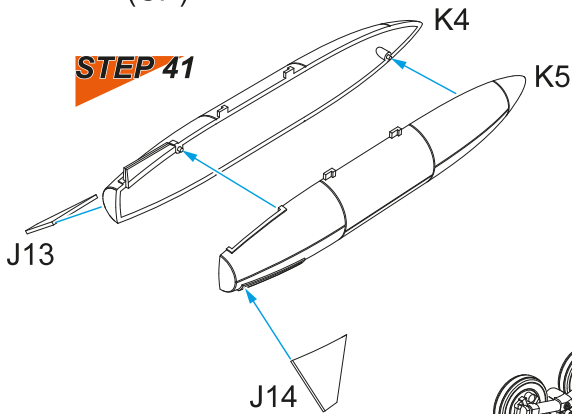
**STEP 39**



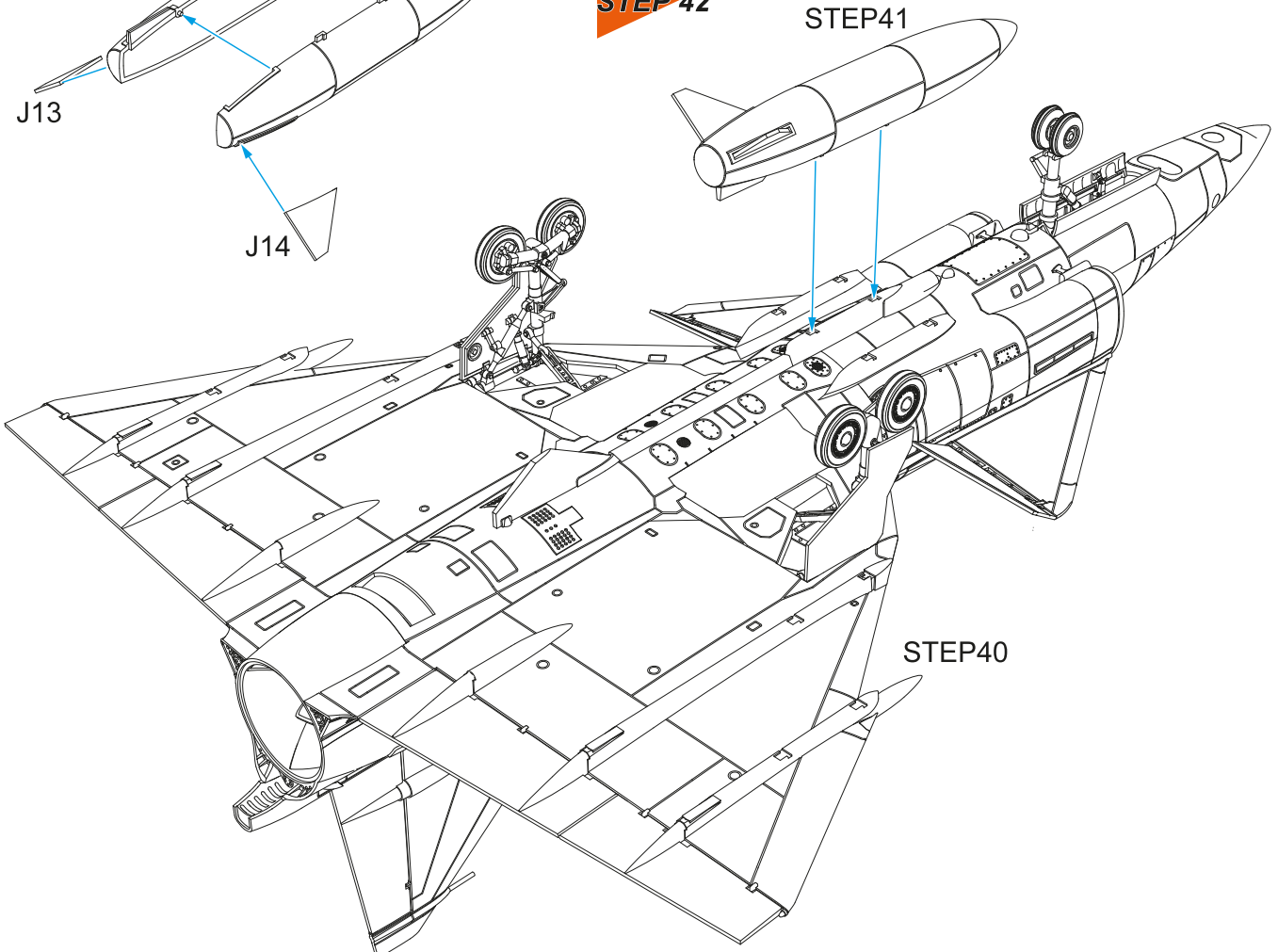
**STEP 40**



**STEP 41**

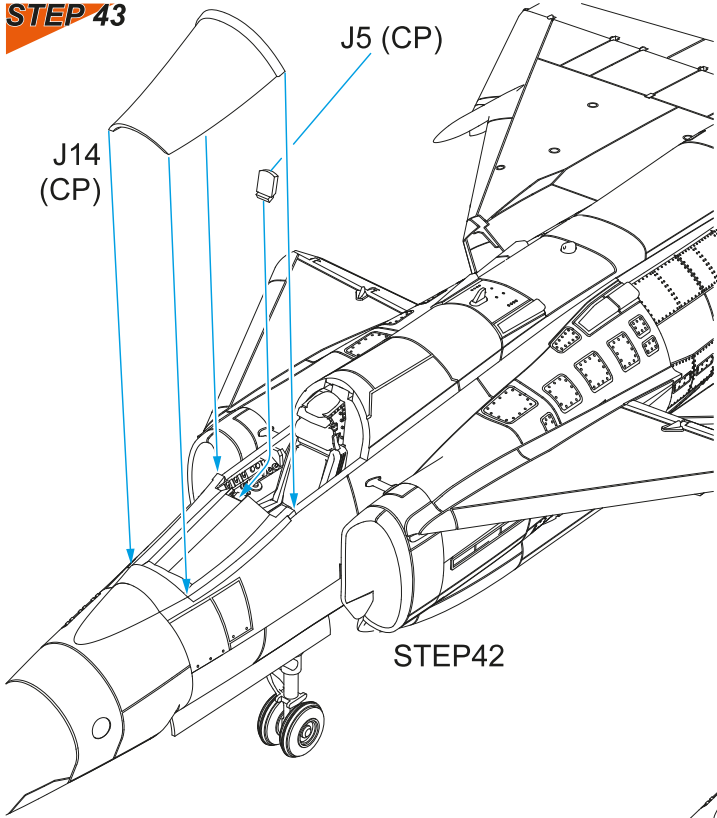


**STEP 42**

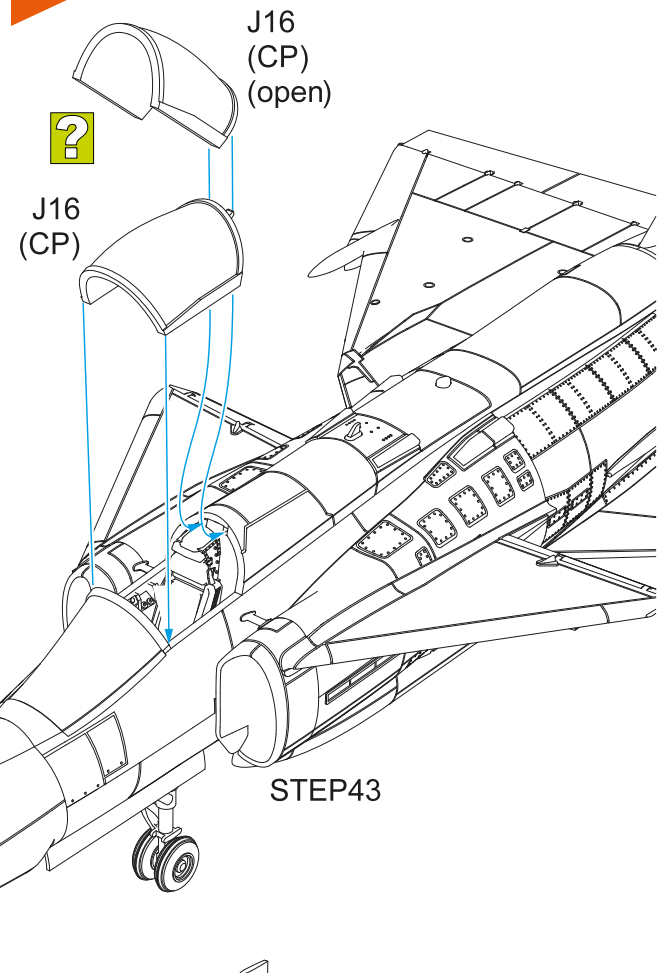




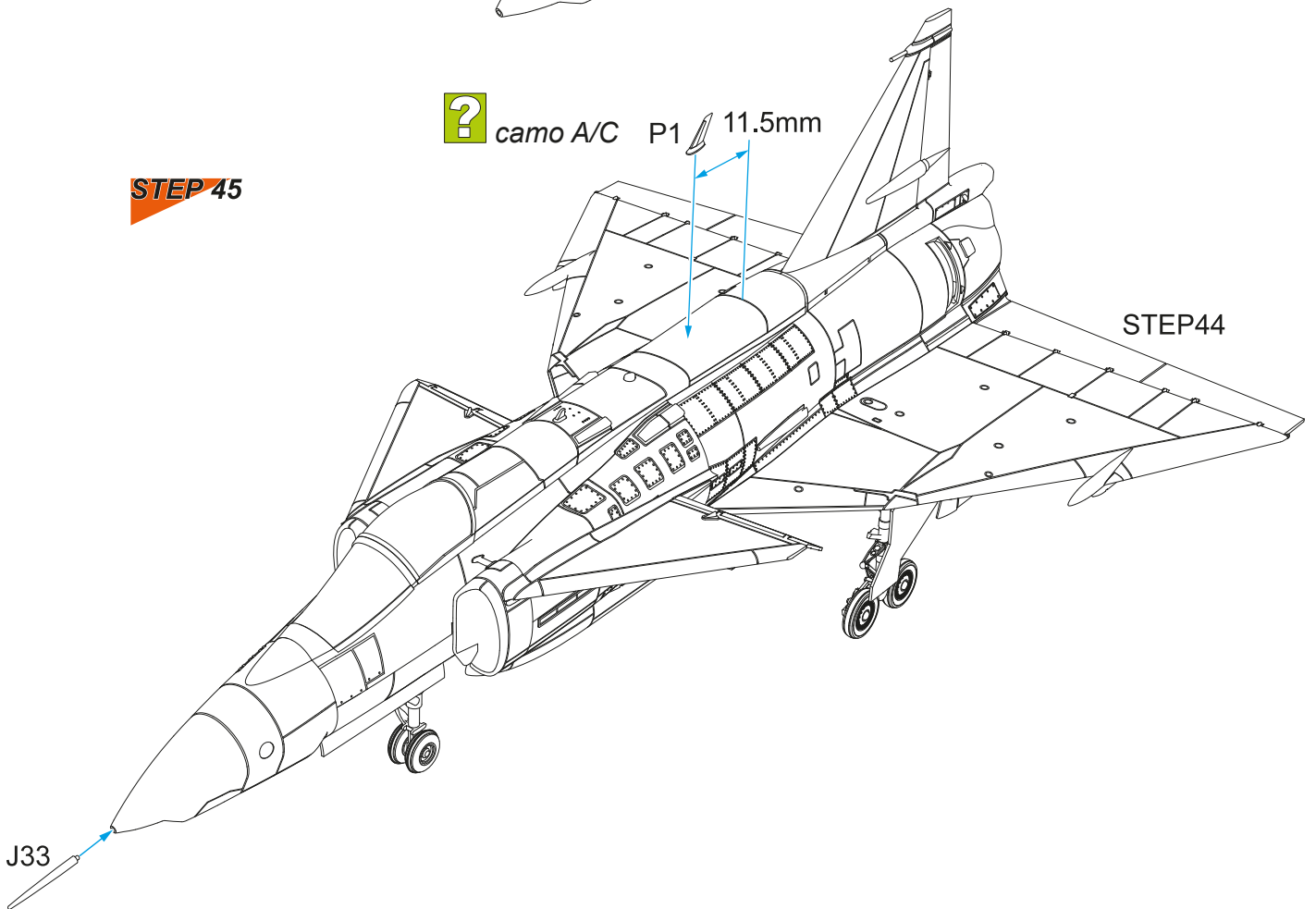
**STEP 43**



**STEP 44**



**STEP 45**

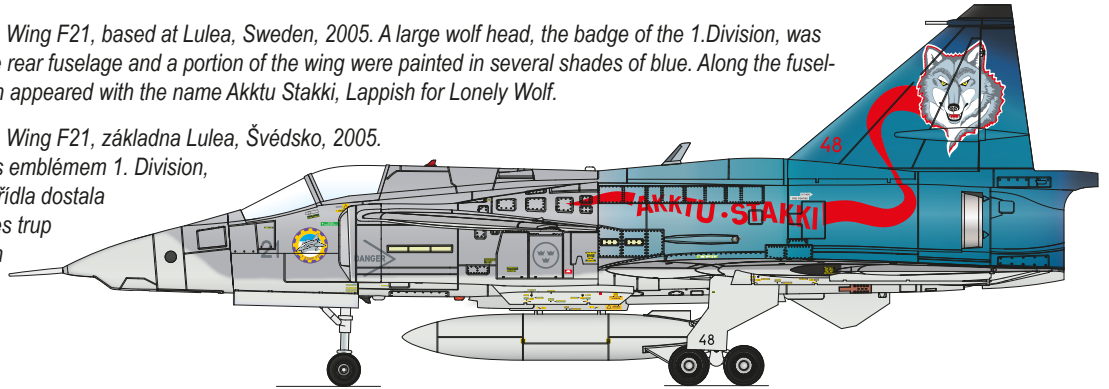


## Camo A

SF-37 Viggen 37950/21-48, 1. Division, Wing F21, based at Lulea, Sweden, 2005. A large wolf head, the badge of the 1. Division, was painted on either side of the tail fin. The rear fuselage and a portion of the wing were painted in several shades of blue. Along the fuselage sides and up to the fin, a red ribbon appeared with the name Akktu Stakki, Lappish for Lonely Wolf.

SF-37 Viggen 37950/21-48, 1. Division, Wing F21, základna Lulea, Švédsko, 2005.

Tento Viggen dostal speciální marking s emblémem 1. Division, vlčí hlavou, na SOP. Zád' trupu a část křídla dostala přechodový nástřik modrou barvou. Přes trup byl nastříkán červený pruh s laponským nápisem Akktu-Stakki (osamělý vlk).



## Camo B

SF-37 Viggen 37960/10-52, 1. Division, Wing F10, Ängelholm, Sweden, March 2000. It was rather rare for reconnaissance Viggens to wear large code numbers on the upper surface of the wings. This one had white 52 painted on its wing.

SF-37 Viggen 37960/10-52, 1. Division, Wing F10, základna Ängelholm,

Švédsko, březen 2000. Průzkumné Viggény nenosily příliš často velká čísla na horní ploše křidel. Tento stroj měl na křídle nastříkanou číslici 52 v bílé barvě.

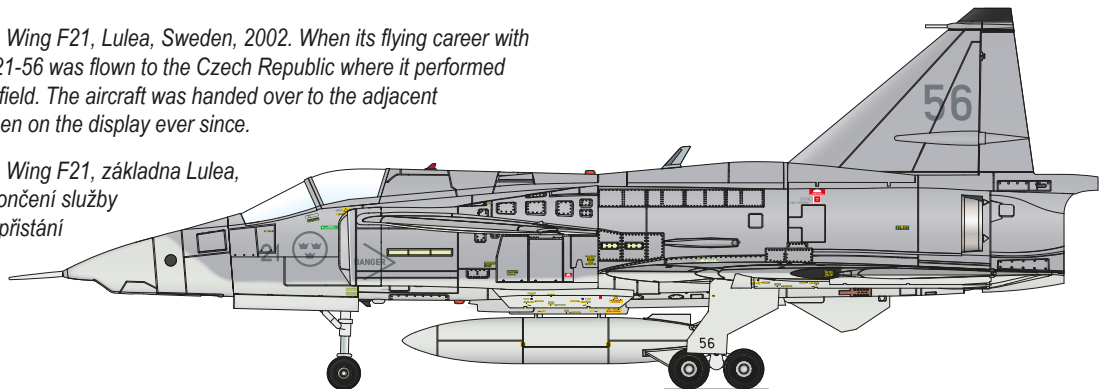


## Camo C

SF-37 Viggen 37957/21-56, 1. Division, Wing F21, Lulea, Sweden, 2002. When its flying career with the Swedish military was over, Viggen 21-56 was flown to the Czech Republic where it performed its very last landing at Prague-Kbely airfield. The aircraft was handed over to the adjacent Kbely Aviation Museum where it has been on the display ever since.

SF-37 Viggen 37957/21-56, 1. Division, Wing F21, základna Lulea,

Švédsko, 2002. Tento Viggen byl po ukončení služby přelétnut do České republiky. Poslední přistání provedl na letišti Praha Kbely. Byl předán Leteckému Muzeu Kbely a je tam vystavován dosud.



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

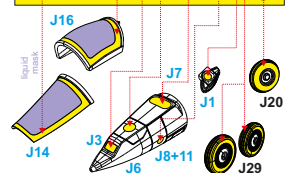
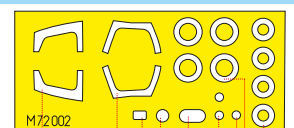
Viggen Instructor / Operator (seated in rear cockpit) and Pilot Climbing Ladder into cockpit

MAKING YOUR  
MODELLING  
EASIER

Special  
MASK

M72002 SAAB AJS 37 Viggen 1/72

for Special Hobby kits



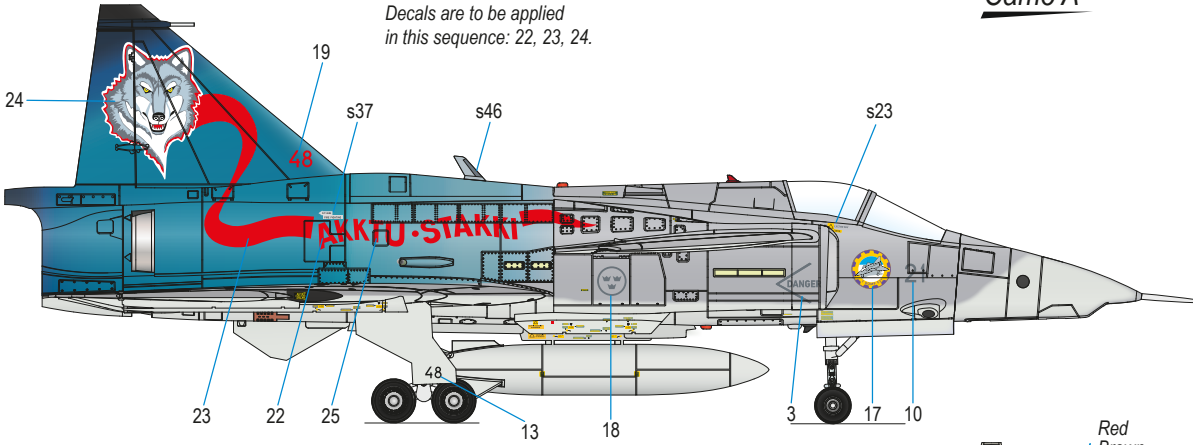
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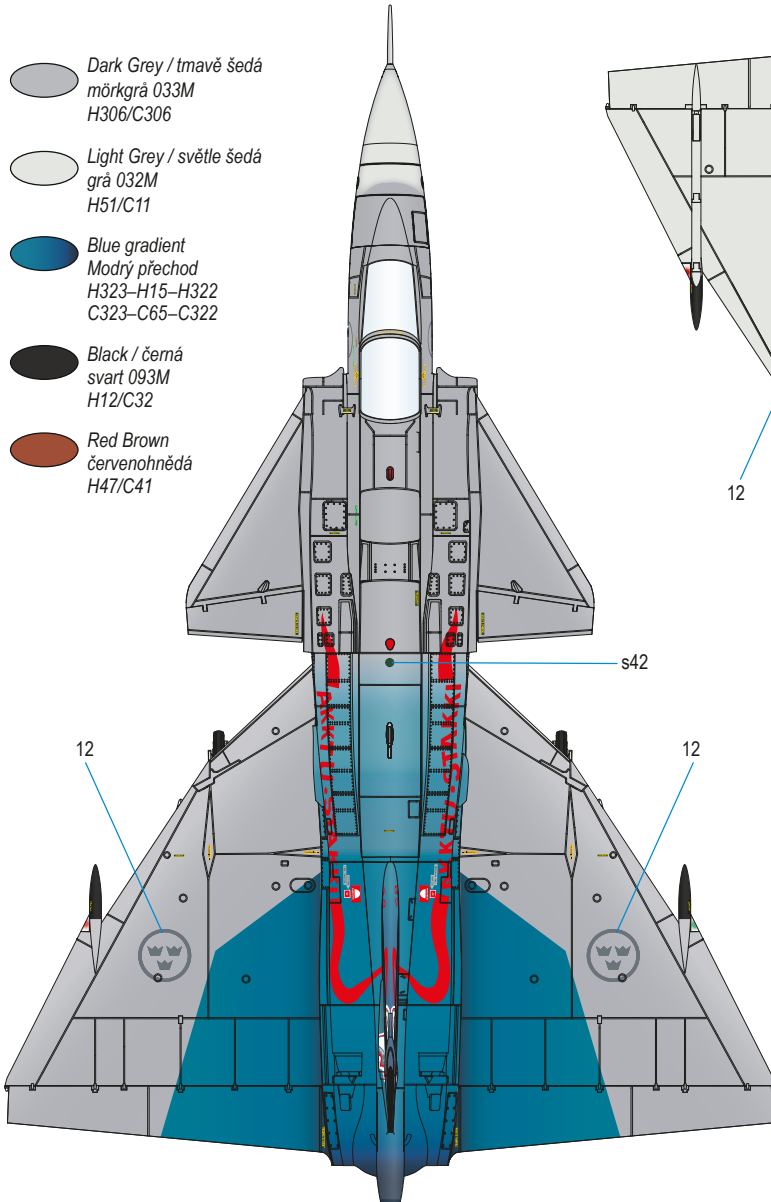
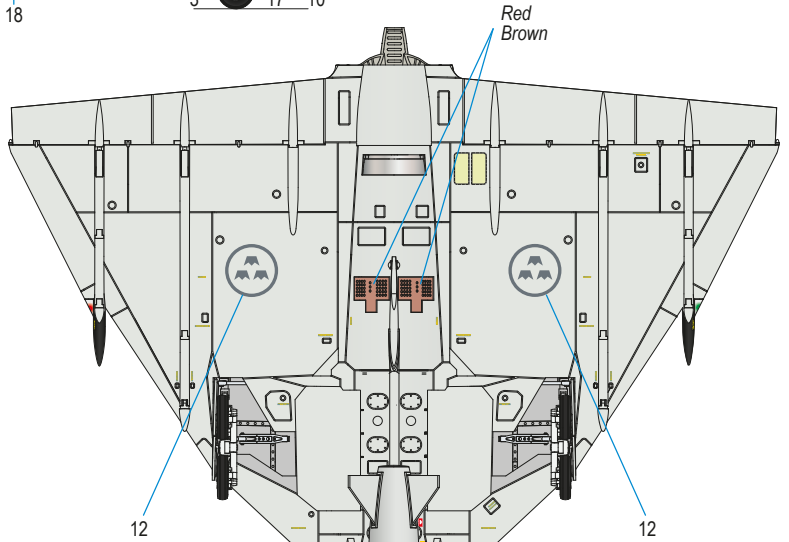
Made in the Czech Republic

# Camo A

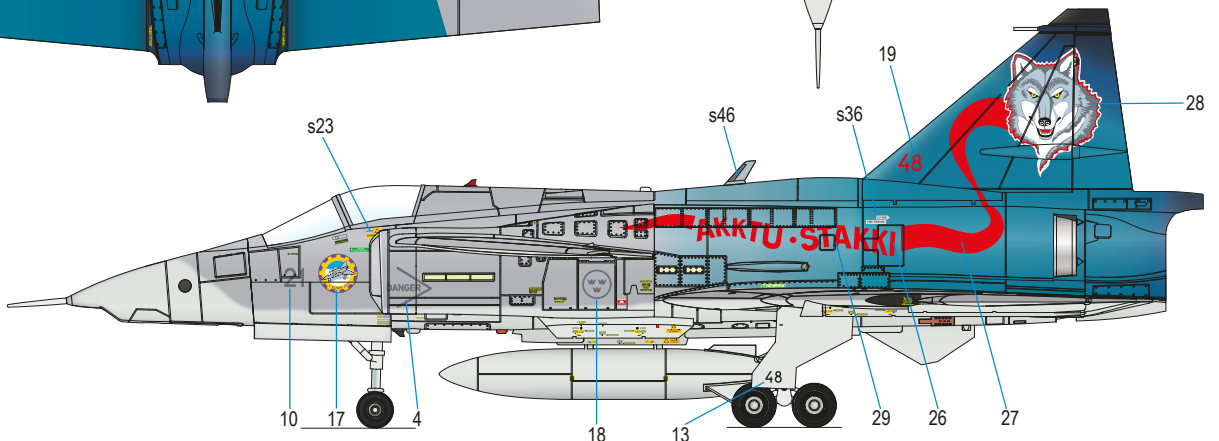
Decals are to be applied in this sequence: 22, 23, 24.



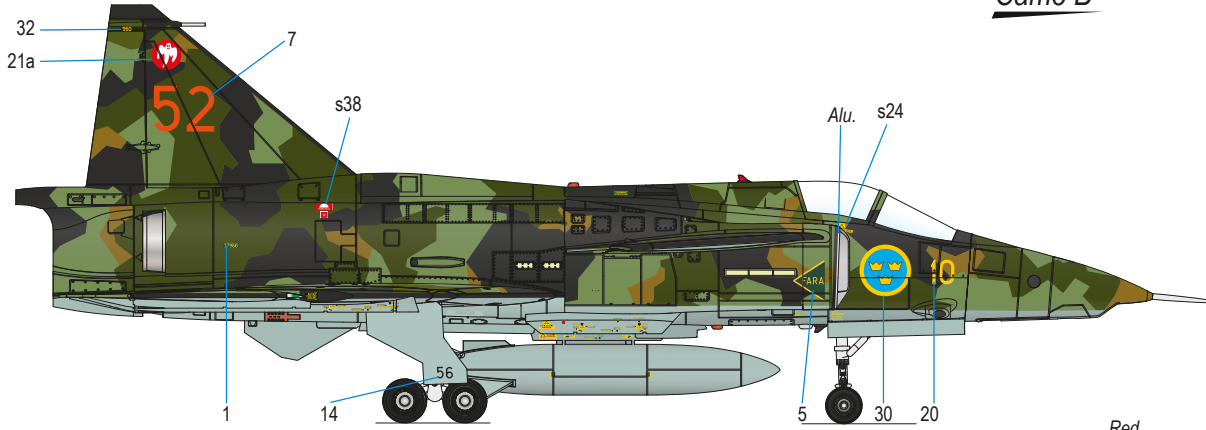
-  Dark Grey / tmavě šedá  
mörkgrå 033M  
H306/C306
-  Light Grey / světle šedá  
grå 032M  
H51/C11
-  Blue gradient  
Modrý přechod  
H323-H15-H322  
C323-C65-C322
-  Black / černá  
svart 093M  
H12/C32
-  Red Brown  
červenohnědá  
H47/C41



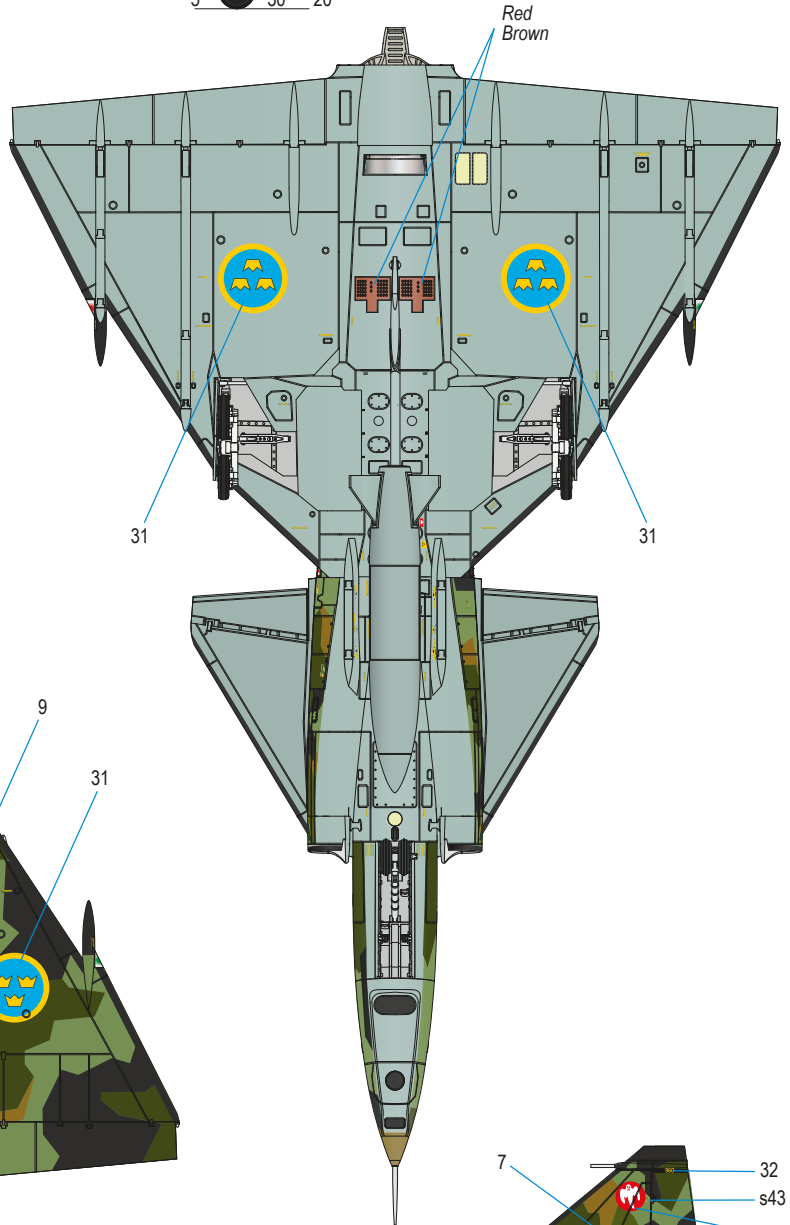
Decals are to be applied in this sequence: 26, 27, 28.



Camo B

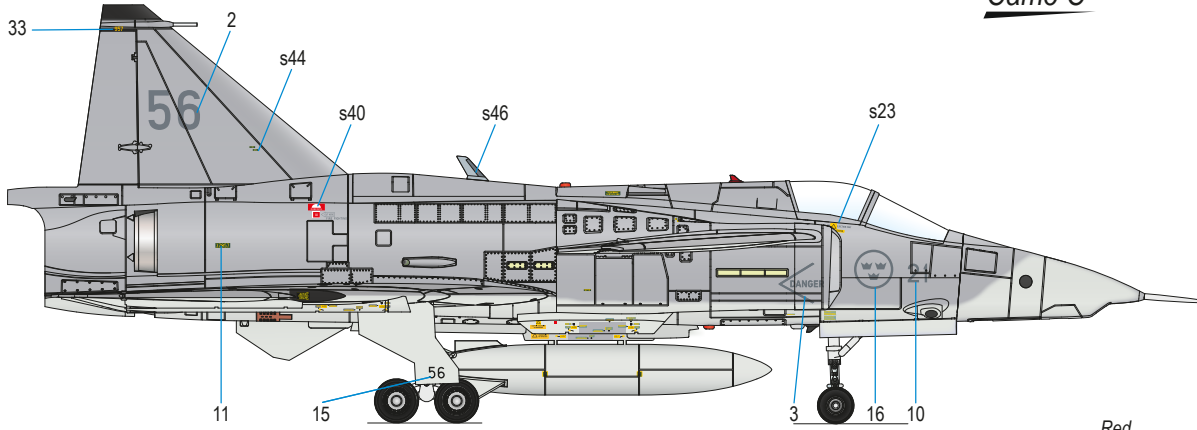


-  Black  
Černá  
H12/C32
-  Dark Green  
Tmavě zelená  
H309/C309
-  Light Green  
Světle zelená  
H58/C27
-  Tan  
Světle hnědá  
H310/C310
-  Light Grey  
Světle šedá  
H308/C308
-  Red Brown  
Červenohnědá  
H47/C41
-  Aluminium  
Hliník  
H8/C8

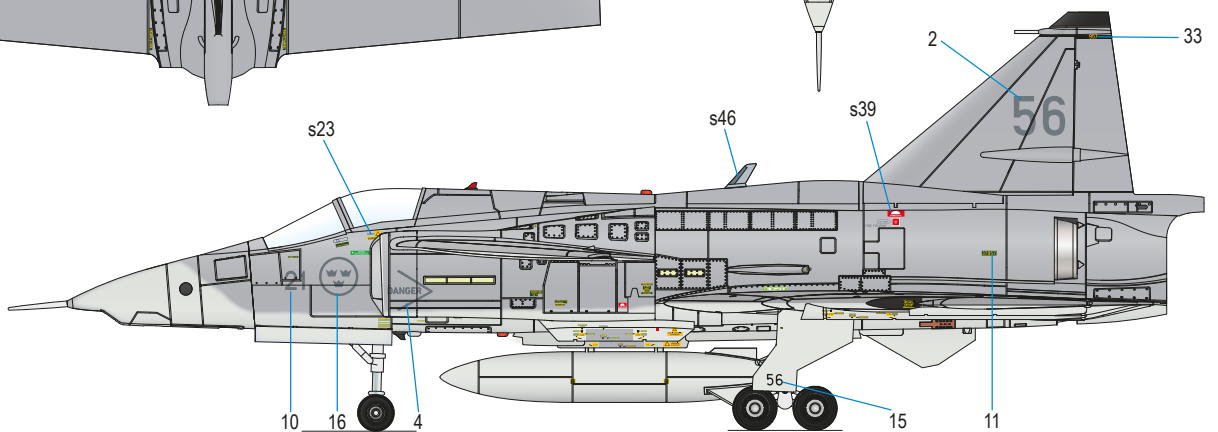
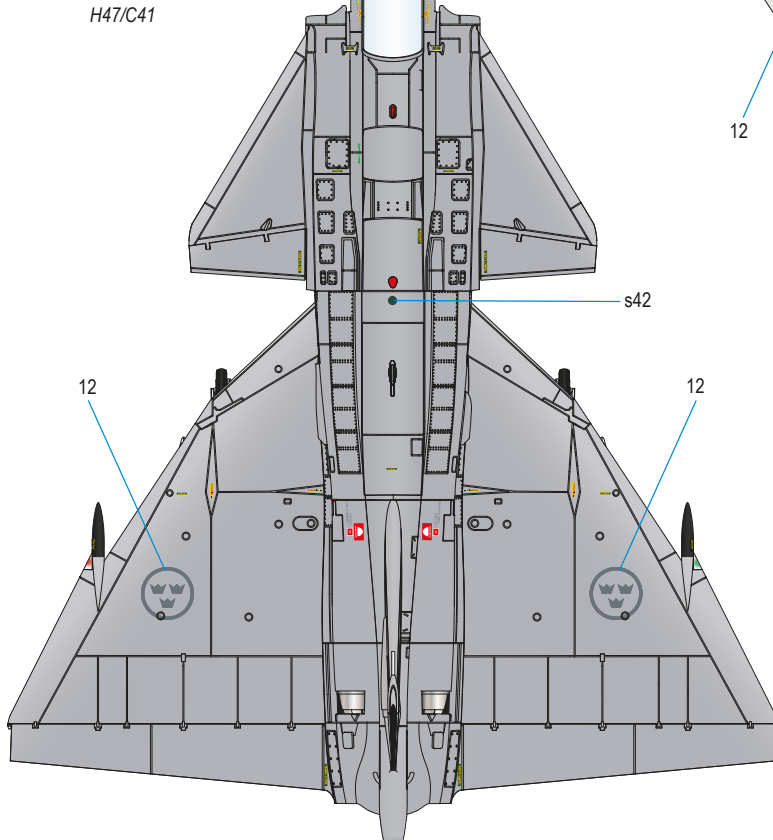
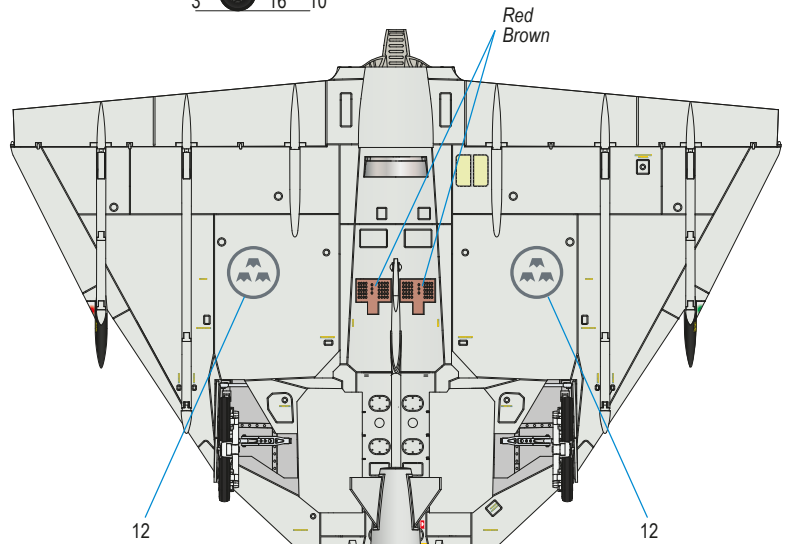




**Camo C**

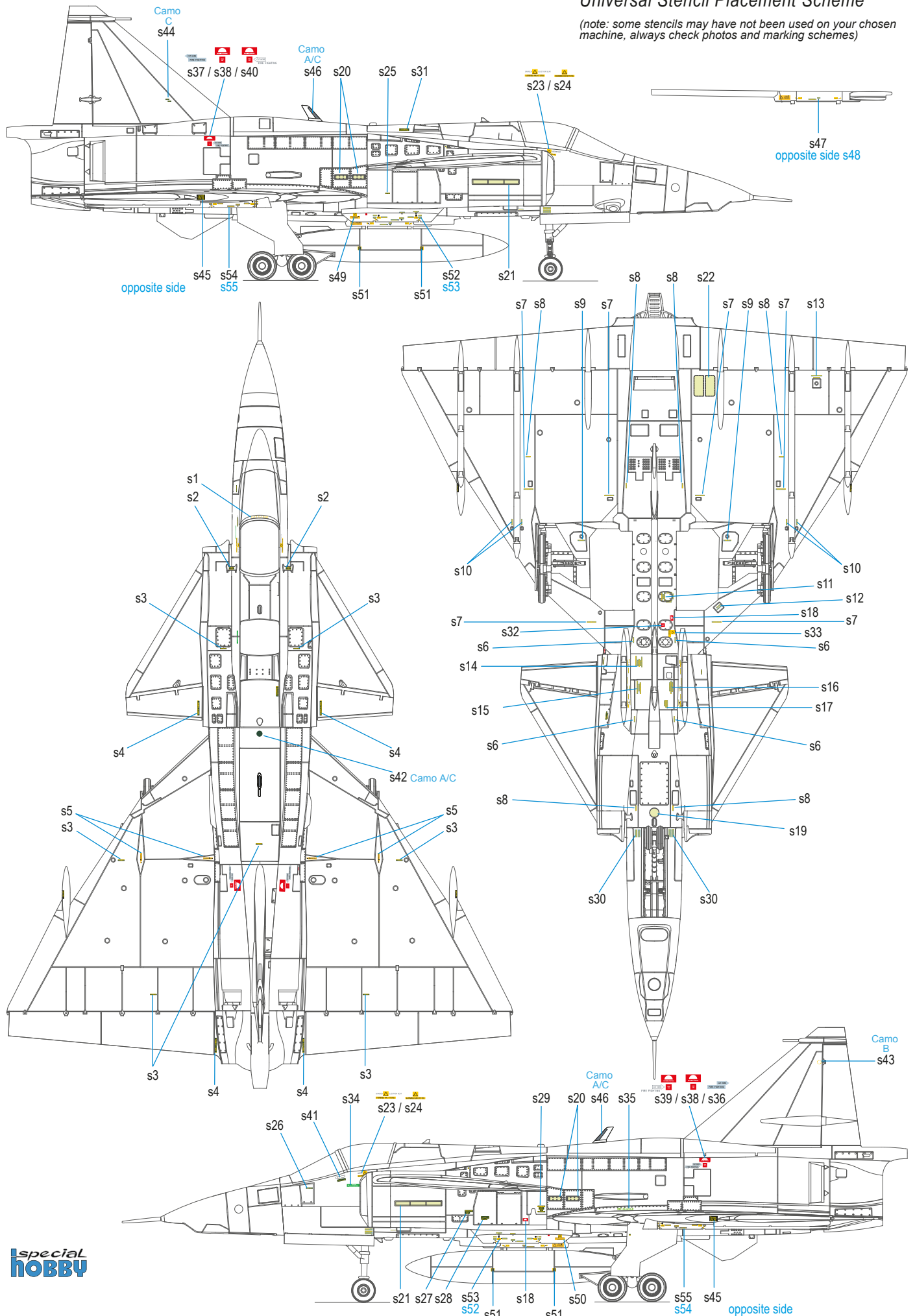


-  Dark Grey / tmavě šedá  
mörkgrå 033M  
H306/C306
-  Light Grey / světle šedá  
grå 032M  
H51/C11
-  Black / černá  
svart 093M  
H12/C32
-  Red Brown  
červenohnědá  
H47/C41



## Universal Stencil Placement Scheme

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





# ATTRACTIVE 1/72 SCALE MODELS OFFERED BY **Special HOBBY**



**SAAB 210-I LILLDRAKEN** 'Initial Configuration'

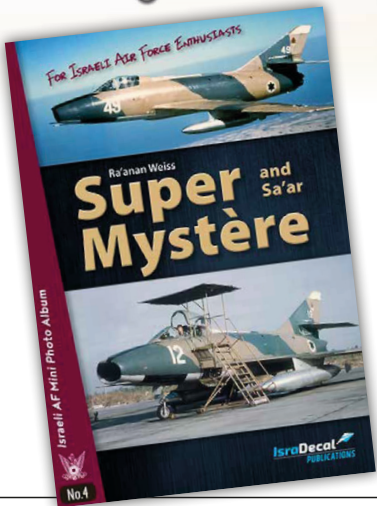
**SAAB 210-II** 'Final Configuration'



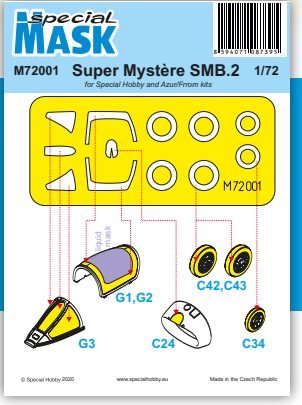
# SH72417 1/72 SMB-2 Super Mystère / Sa'ar Duo Pack @ Book



*Super-Mystère*

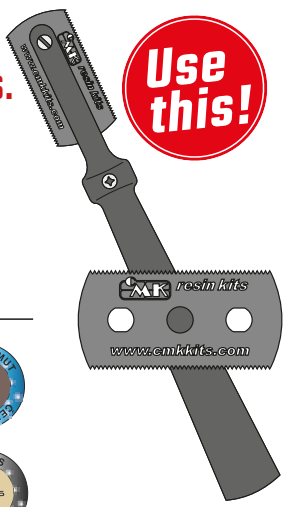


**MAKING YOUR MODELLING EASIER**  
**M72001 Super Mystere SMB.2**  
 for Special Hobby and Azur/From kits



**The Razor Saw with Handle (cat. n. H1010) is a great tool for cutting both plastic and resin. CMK also offers a wide variety of coarse/medium/fine saws.**

- H1000** Ultra smooth and extra smooth saw (2 sides – 70 teeth / 42 teeth) 1 pc
- H1001** Ultra smooth saw (both sides – 70 teeth / 70 teeth) 1 pc
- H1002** Very smooth saw (both sides – 42 teeth / 42 teeth) 1 pc
- H1003** Smooth saw (both sides – 31 teeth / 31 teeth) 1 pc
- H1004** Ultra smooth and extra smooth saw (2 sides – 70 teeth / 42 teeth) 5 pcs
- H1005** Ultra smooth saw (both sides – 70 teeth / 70 teeth) 5 pcs
- H1006** Very smooth saw (both sides – 42 teeth / 42 teeth) 5 pcs
- H1007** Smooth saw (both sides – 31 teeth / 31 teeth) 5 pcs
- H1010** Razor Saw with Handle



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