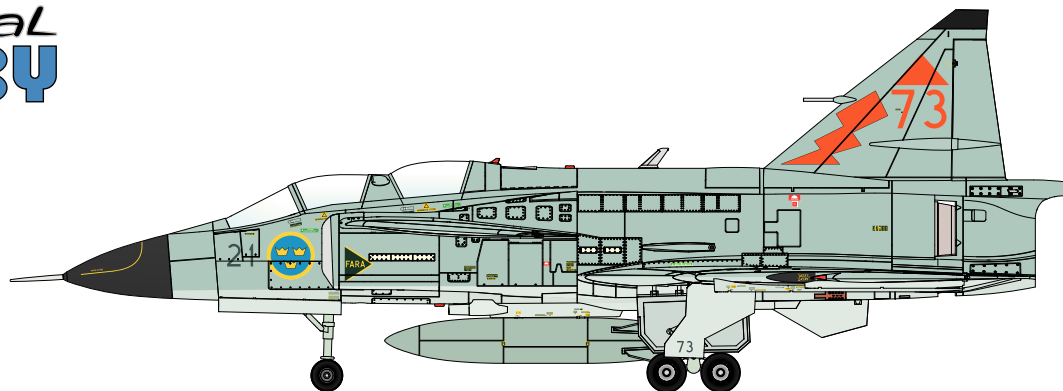




Saab SK-37E Stör-Viggen 'Electronic Warfare Aggressor'

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 turbopan, 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

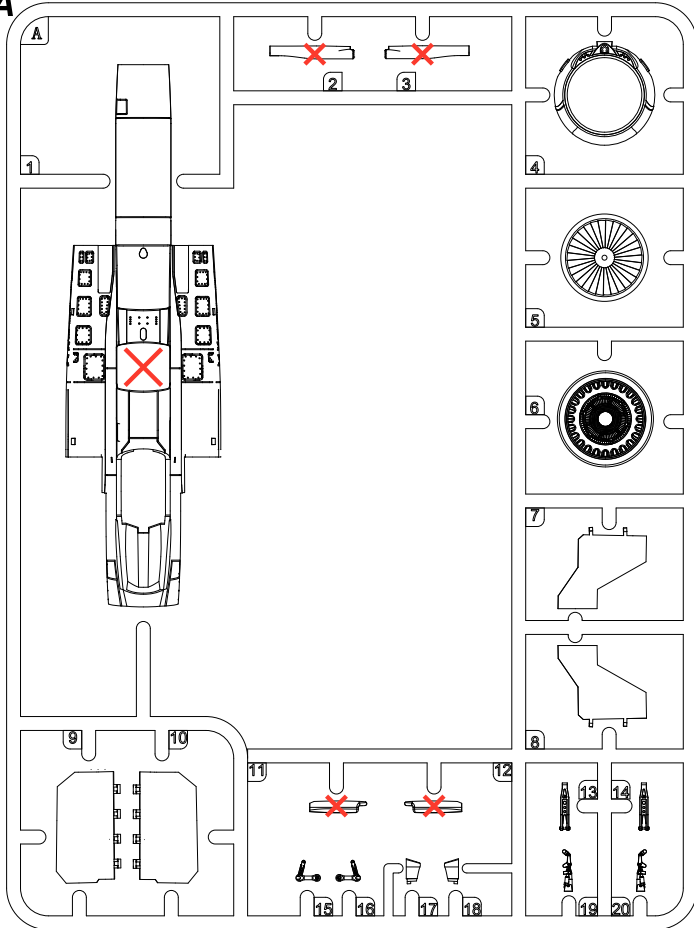
SAAB 37 Viggen je letoun, který předběhl svou dobu. Neortodoxní řešení, zvolená jeho konstruktéry, nejen umožnily Viggenu splnit požadavky na něj kladené, ale v některých parametrech je předčit. Švédské letectvo objednalo Viggen v několika verzích, s tím, že základní provedení letounu tvořilo univerzální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

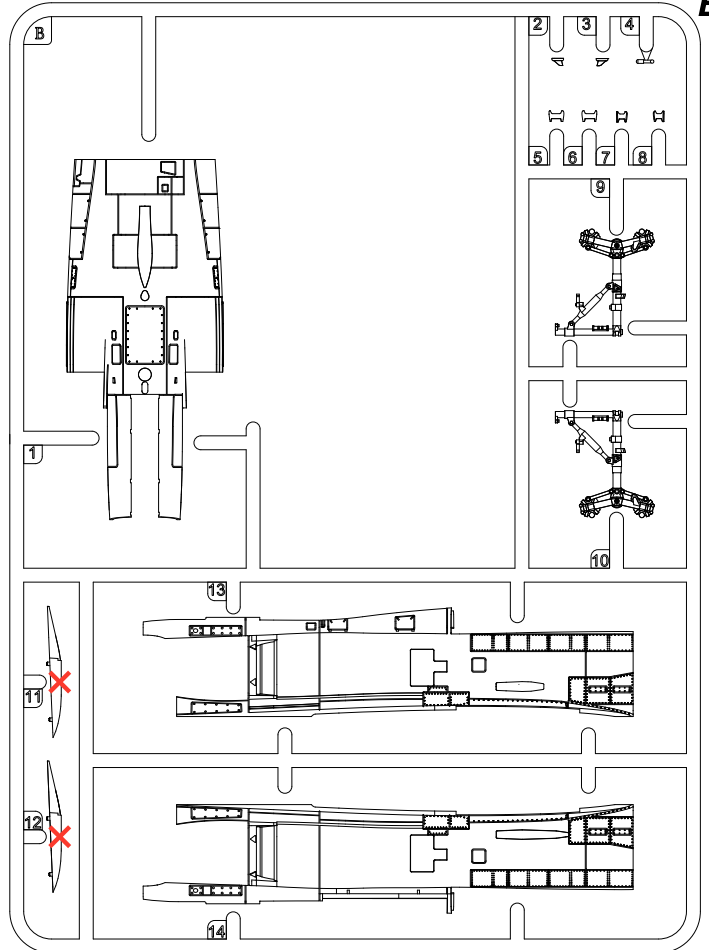
délka: 16,30 m, rozpětí: 10,60 m, max. rychlost: 2145 km/h, dolet standardní: 1000 km/maximální: 2000 km, dostup: 18 300 m, rychlost stoupání: 100 m/s

PLASTIC PARTS

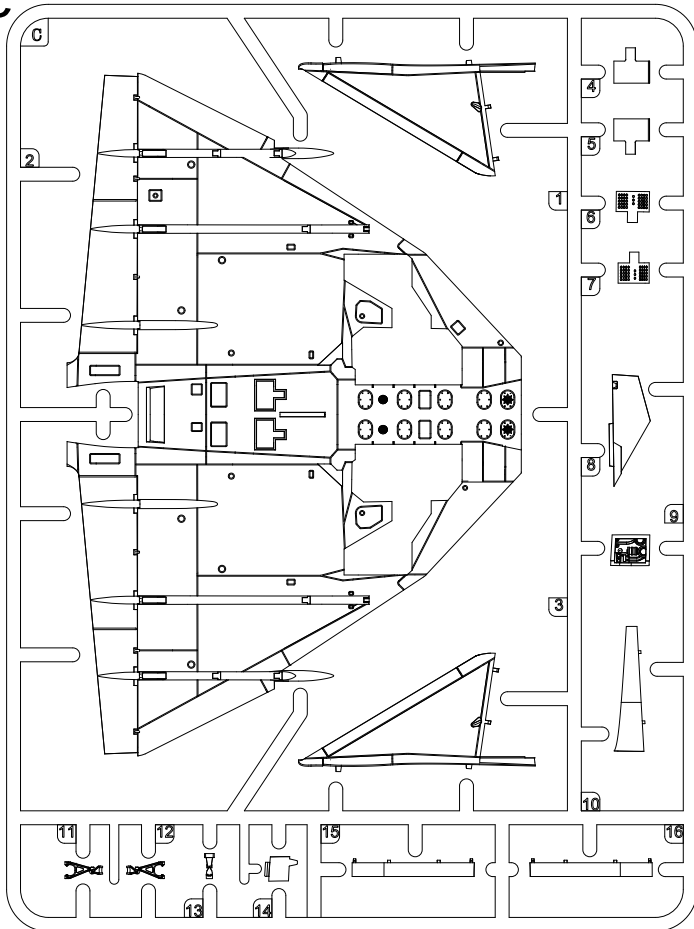
A



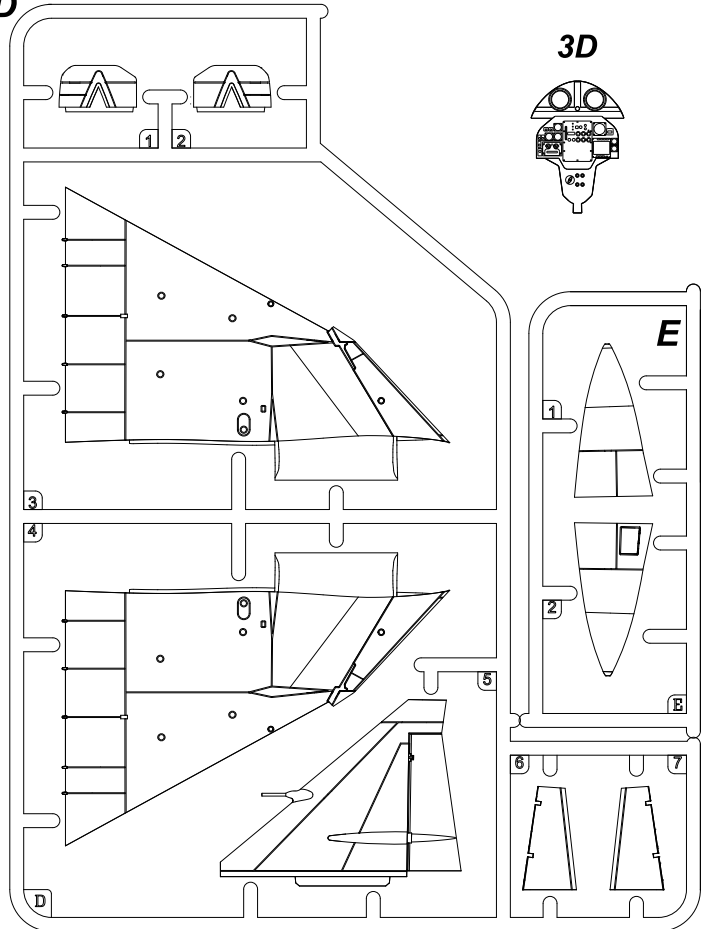
B



C



D



SYMBOLS

? MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
COLLE CYANOACRYLAT

OHNOUT
BEND
BIEGEN
COURBER

ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

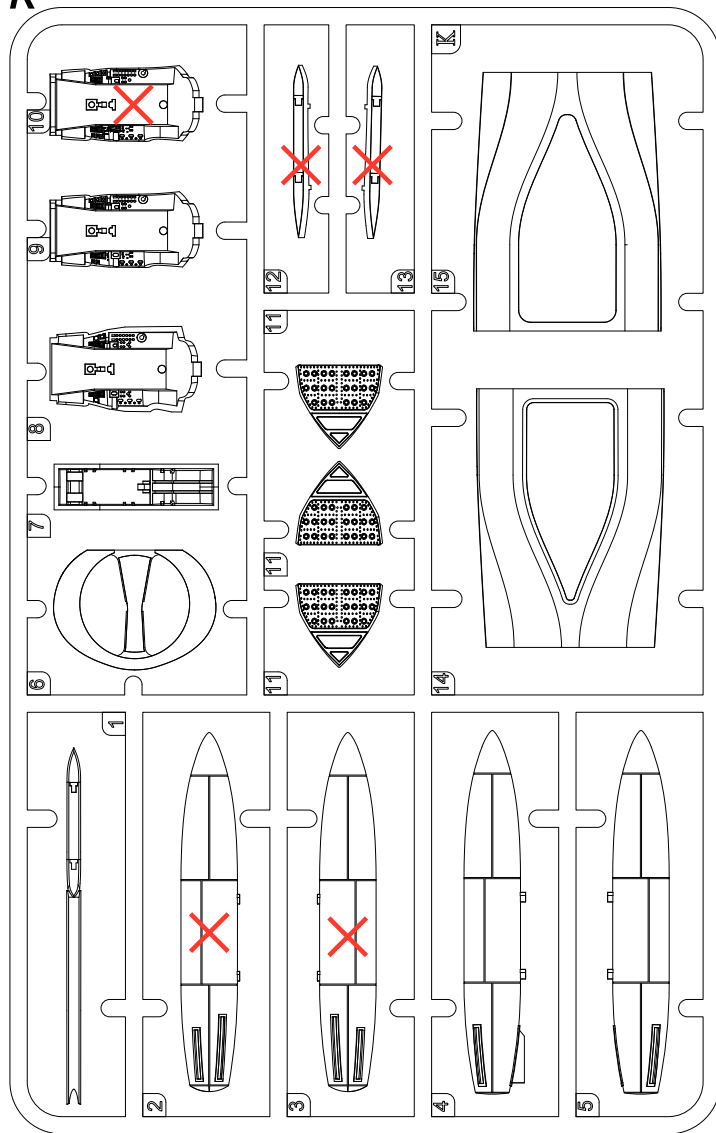


ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

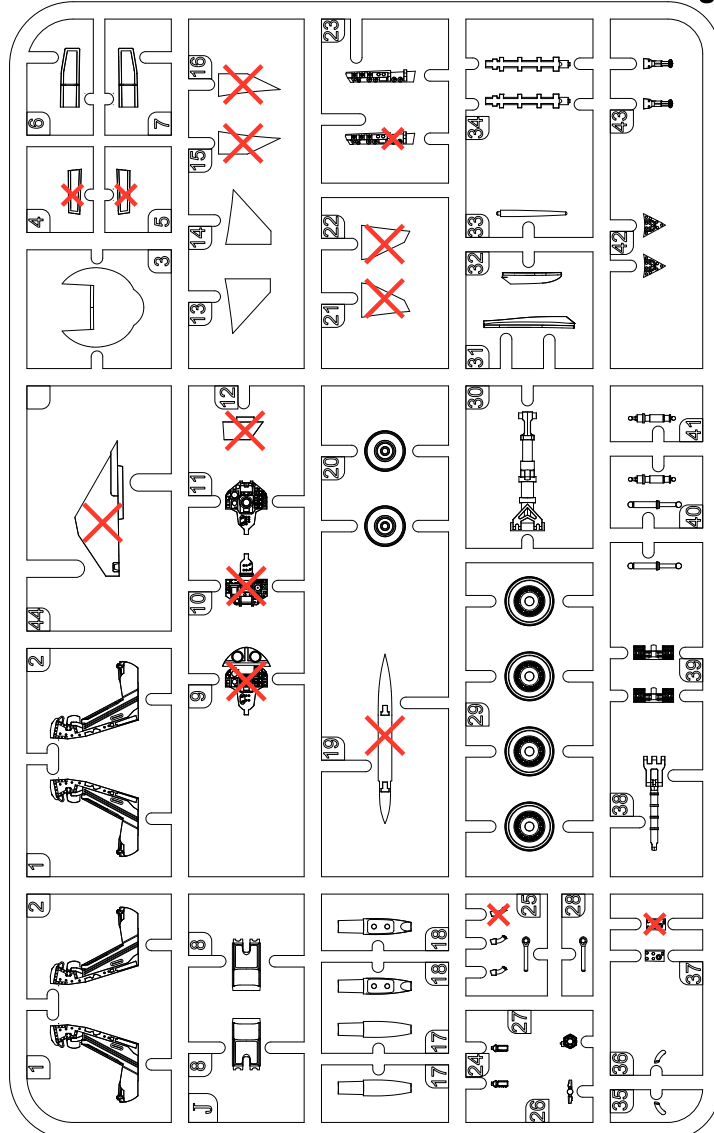
GSI
colour code

NATRÍT
COLOUR
FARBEN
PEINDRE

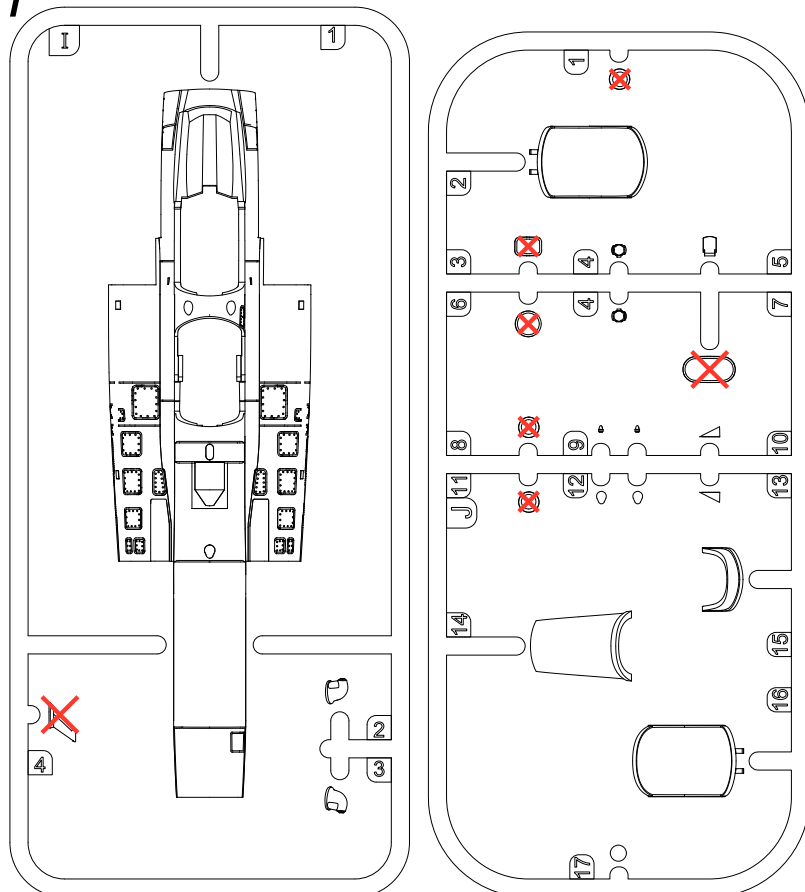
K



J



I



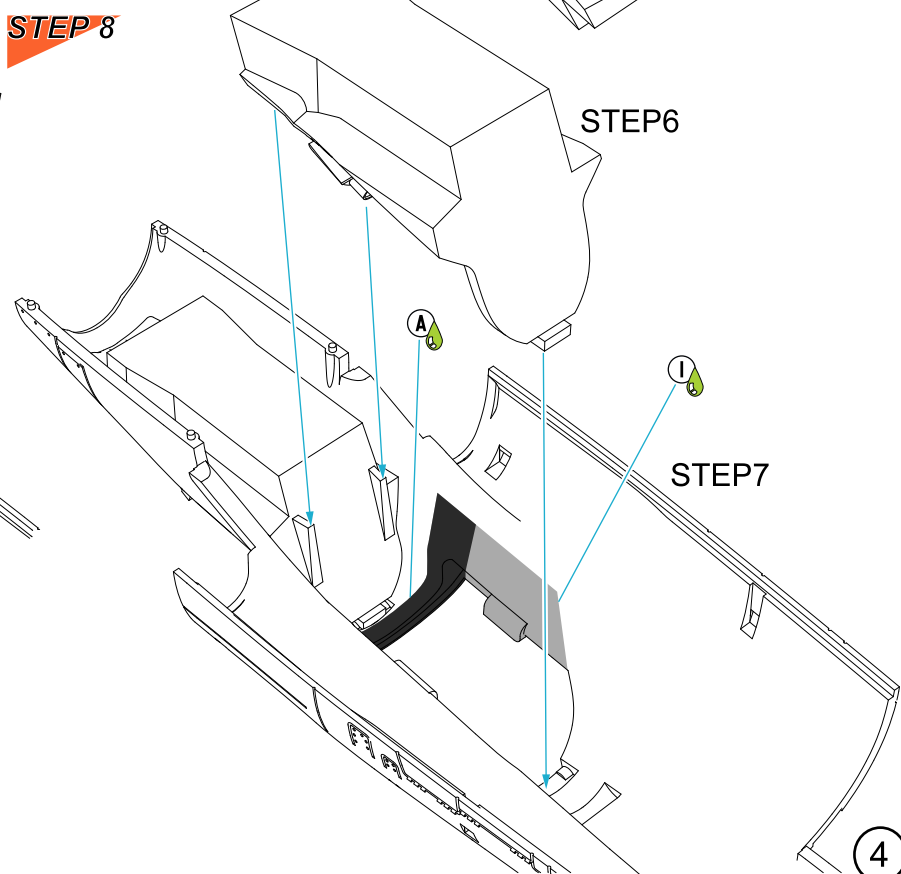
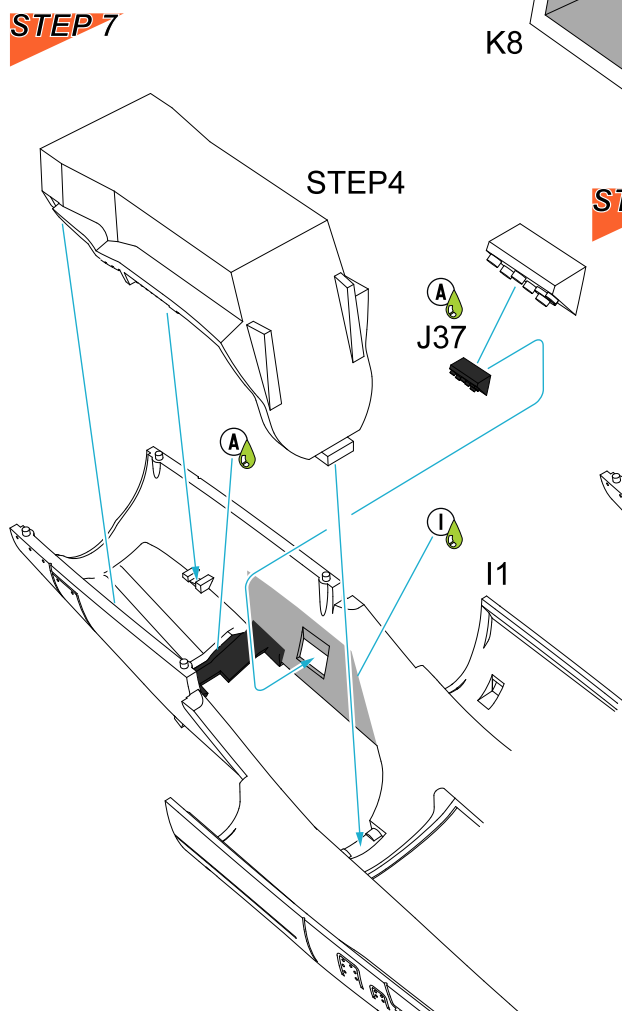
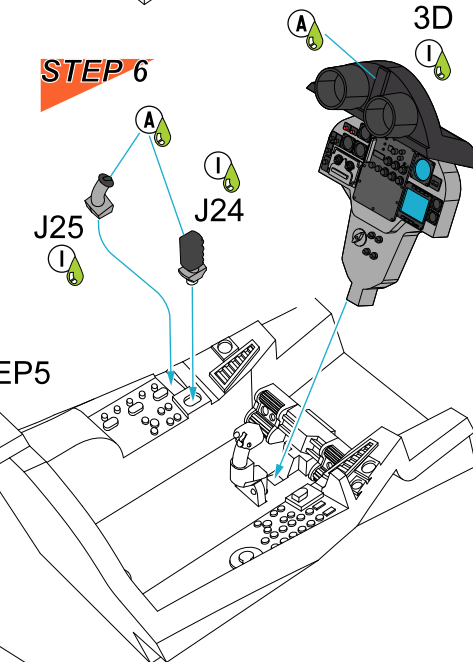
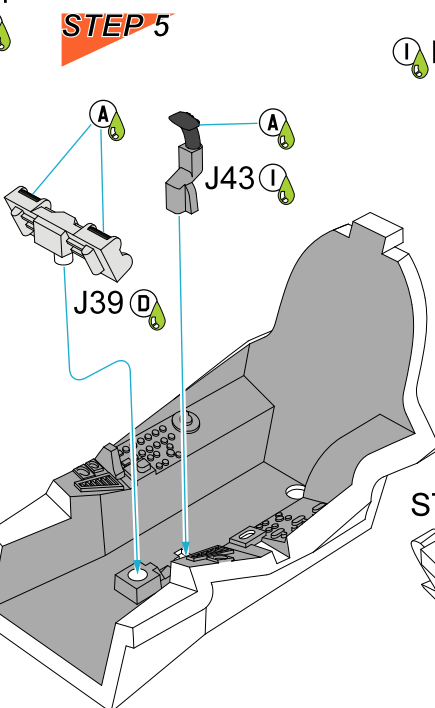
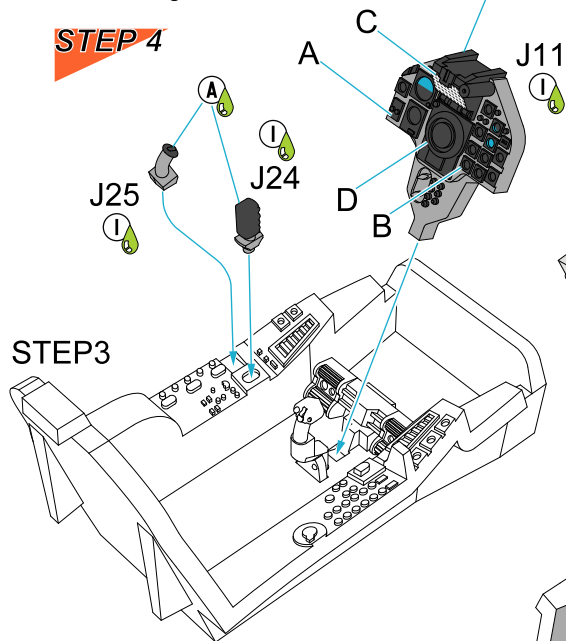
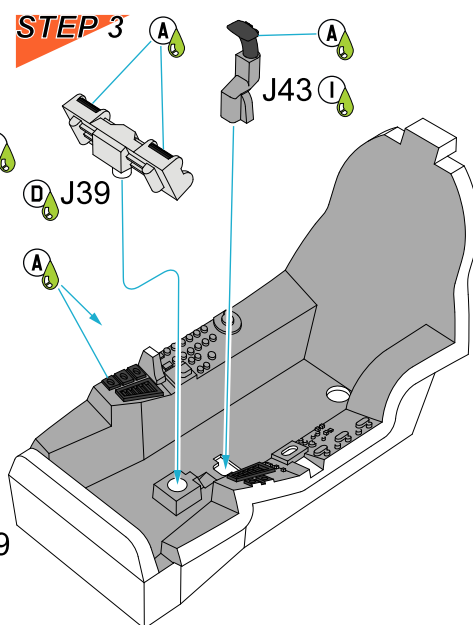
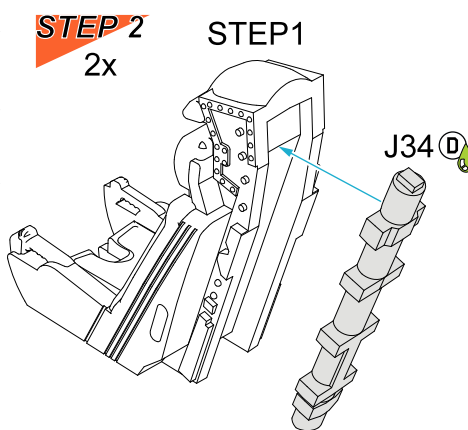
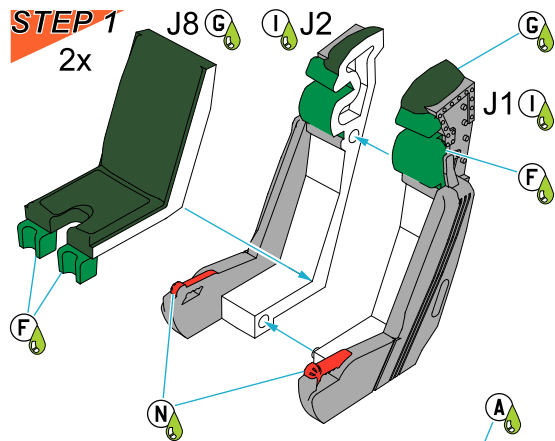
J

(Clear
Parts)

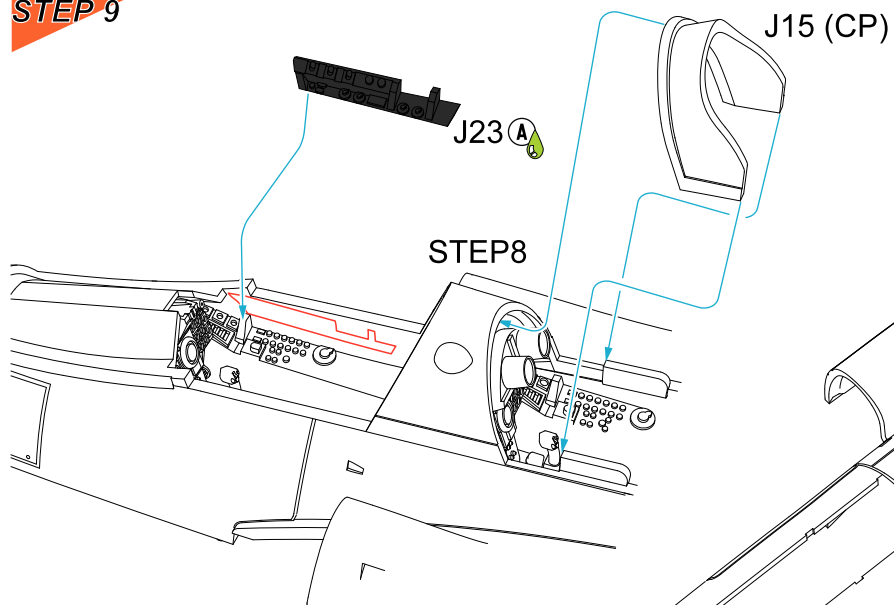
Do Not
Use

Barvy GUNZE/ GUNZE Colour No.

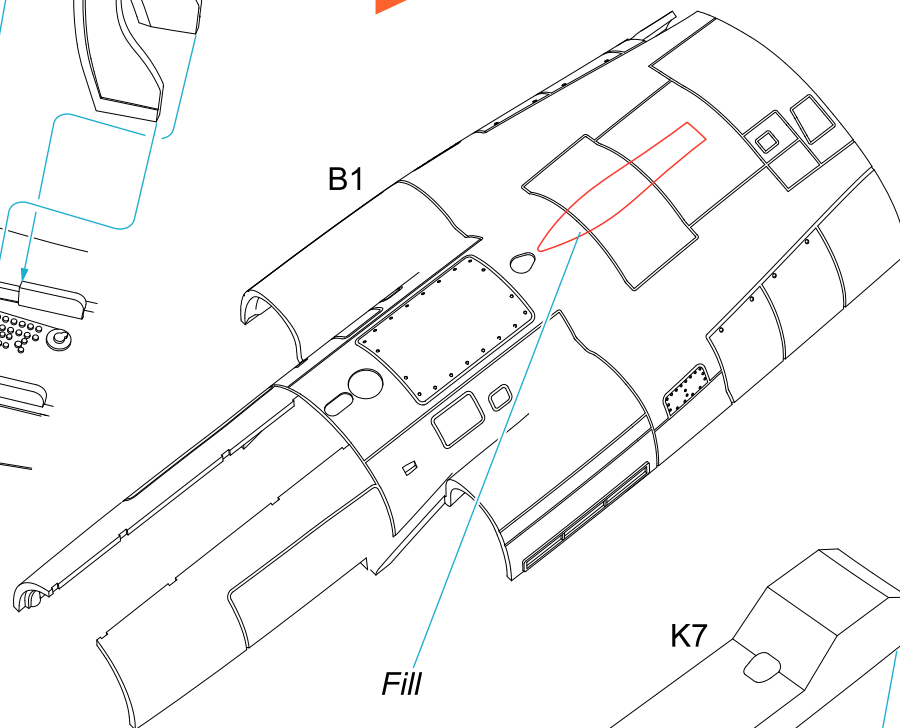
A	Černá/ Black	H12/ C33
B	Černá pneu./ Tire Black	H77/ C137
C	Ocel/ Steel	H18/ C28
D	Hliník/ Aluminium	MC218
E	Opálený kov/ Burnt Iron	H76/ C61
F	Zelená/ Bright Green	H26/ C66
G	Sv. zelená/ Light Green	H319
H	Sv. šedá/ Light Grey	H338
I	Šedá/ Grey	H308
J	Tm. zelená/ Dark Green	H309/ C309
K	Sv. zelená / 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



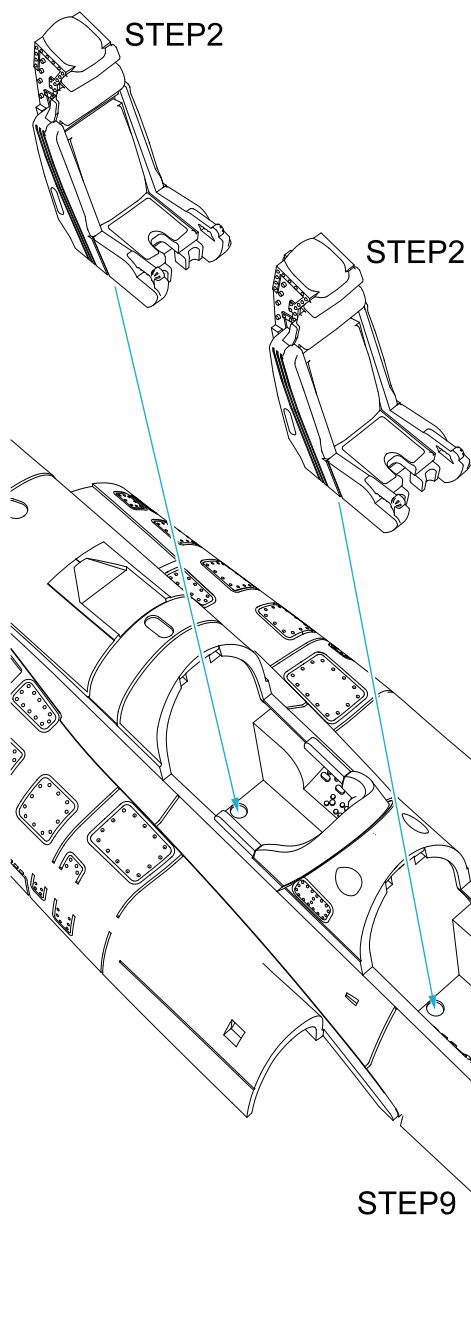
STEP 9



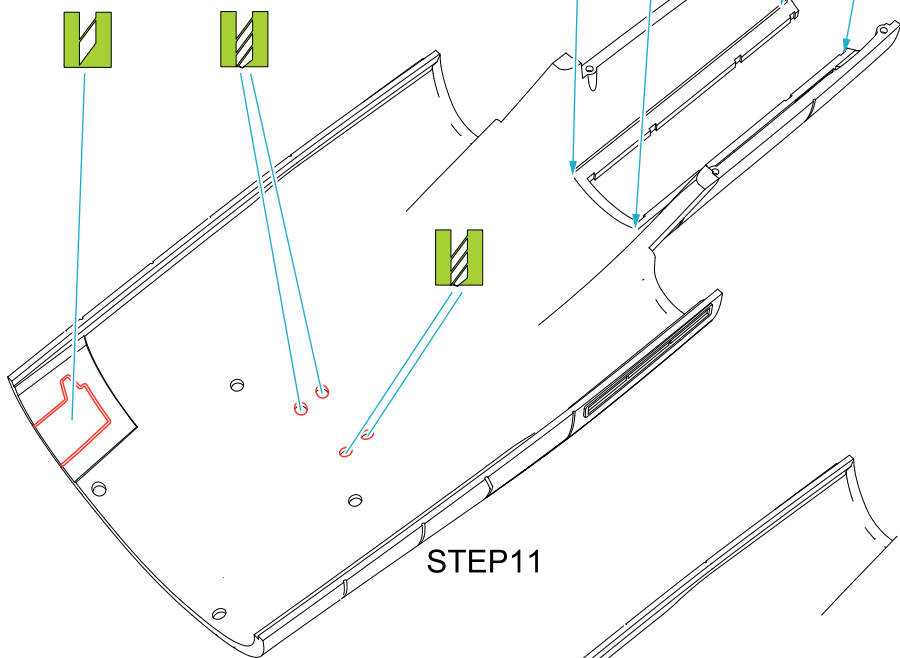
STEP 11



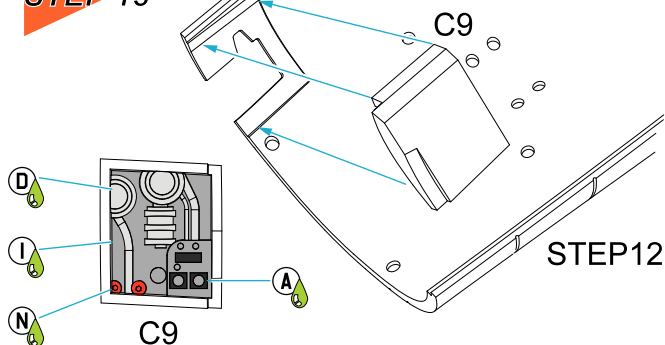
STEP 10



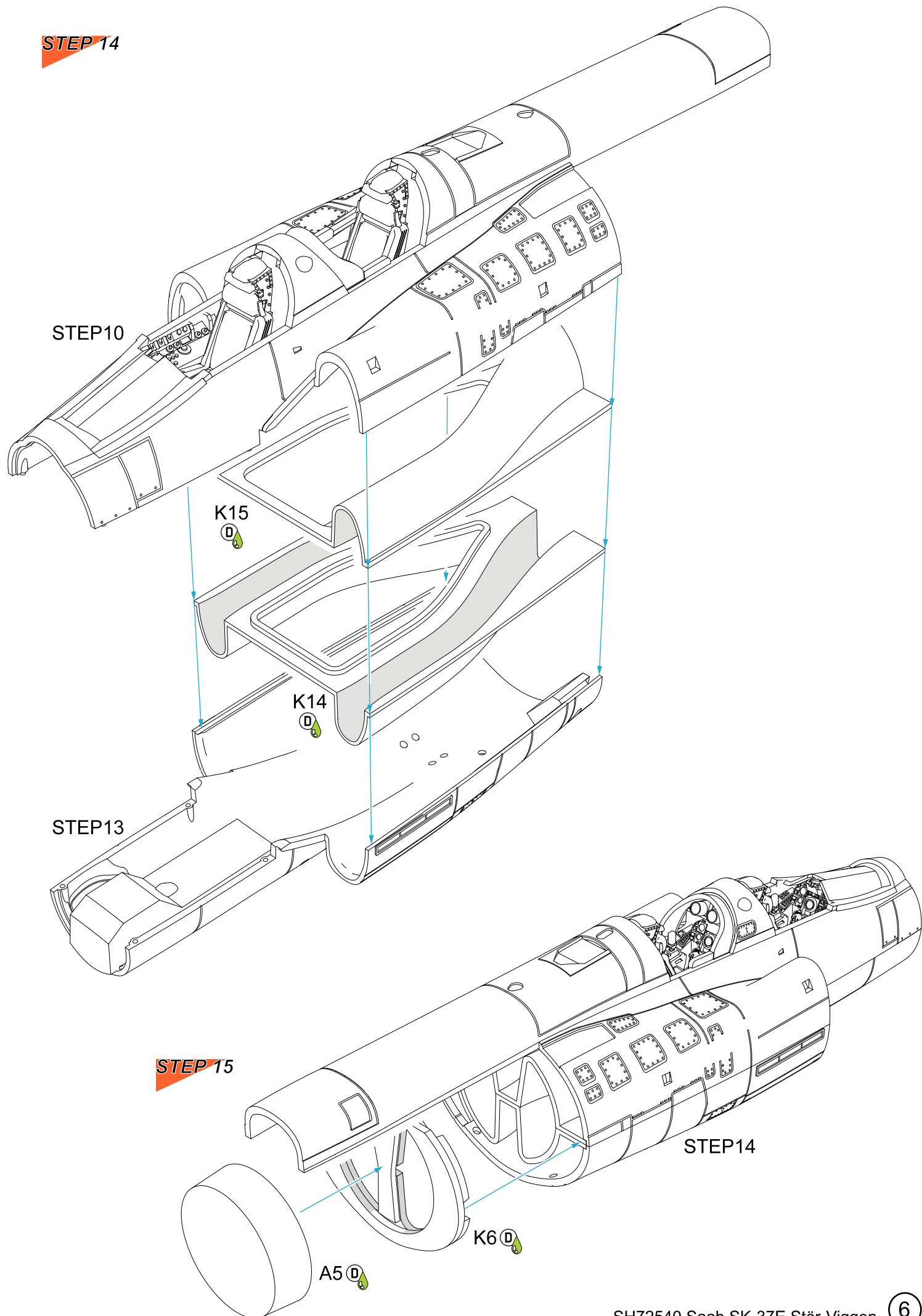
STEP 12



STEP 13



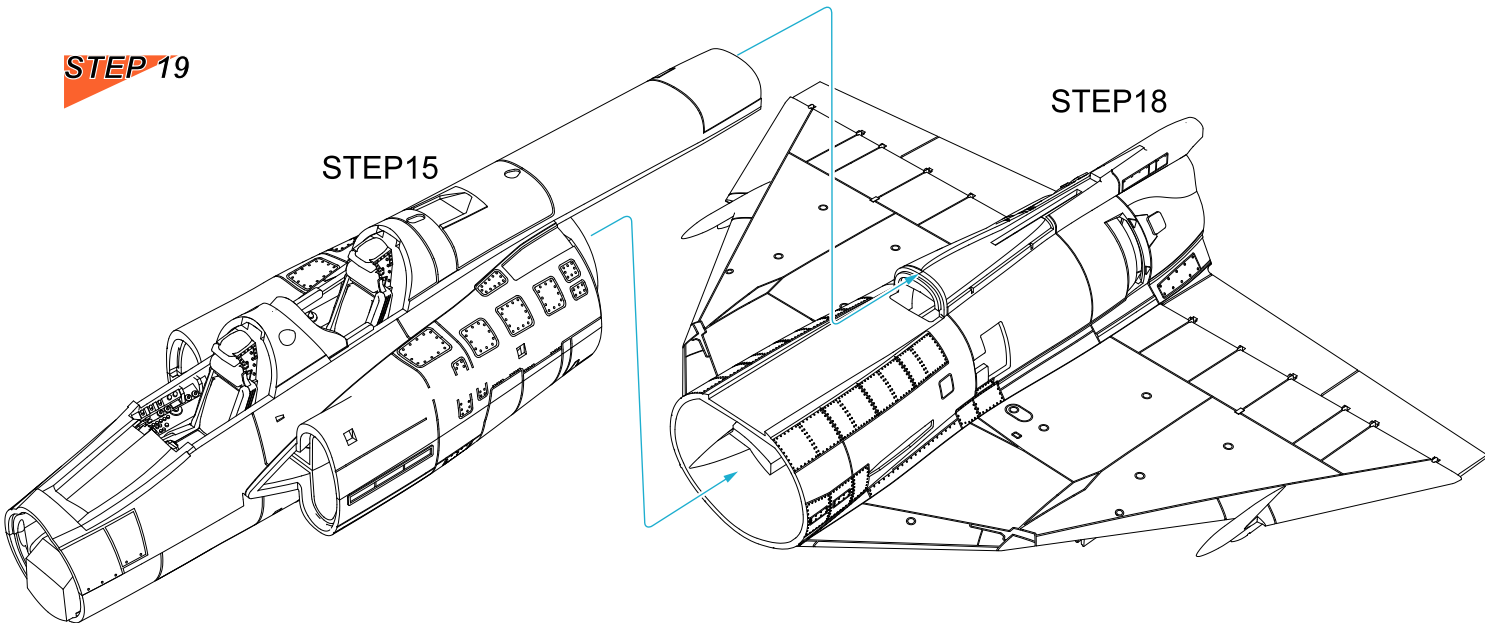
STEP 14



STEP 19

STEP15

STEP18



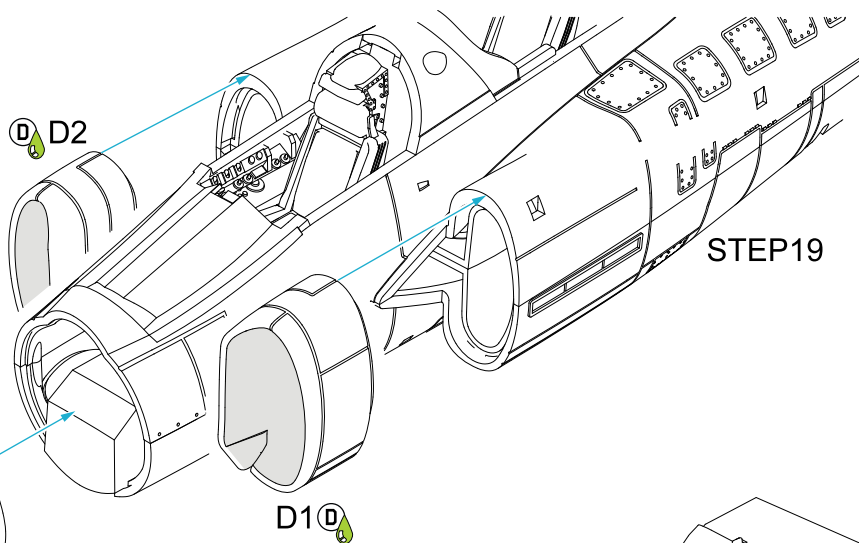
STEP 20

E2

E1

D2

STEP19



STEP 21

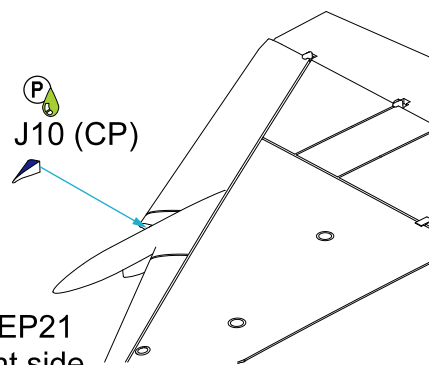
J3

D1

STEP 22

J10 (CP)

STEP21
right side



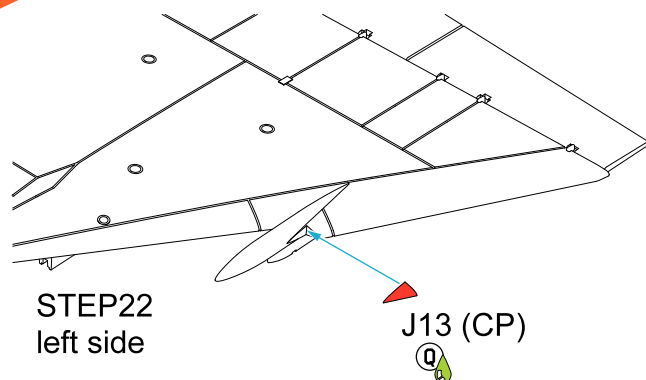
STEP20

D5

STEP 23

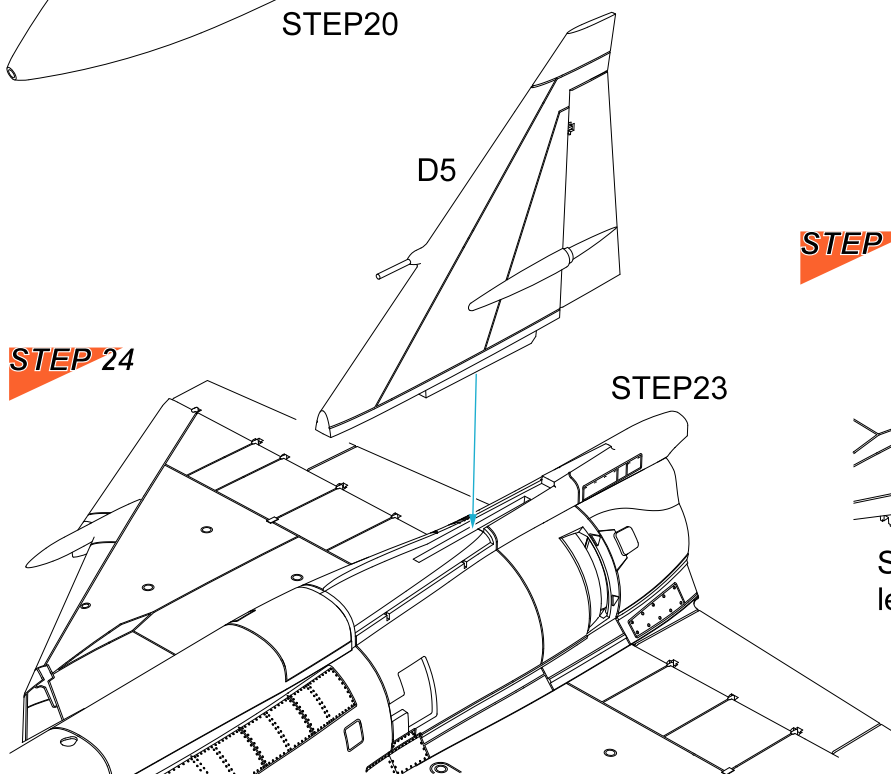
STEP22
left side

J13 (CP)

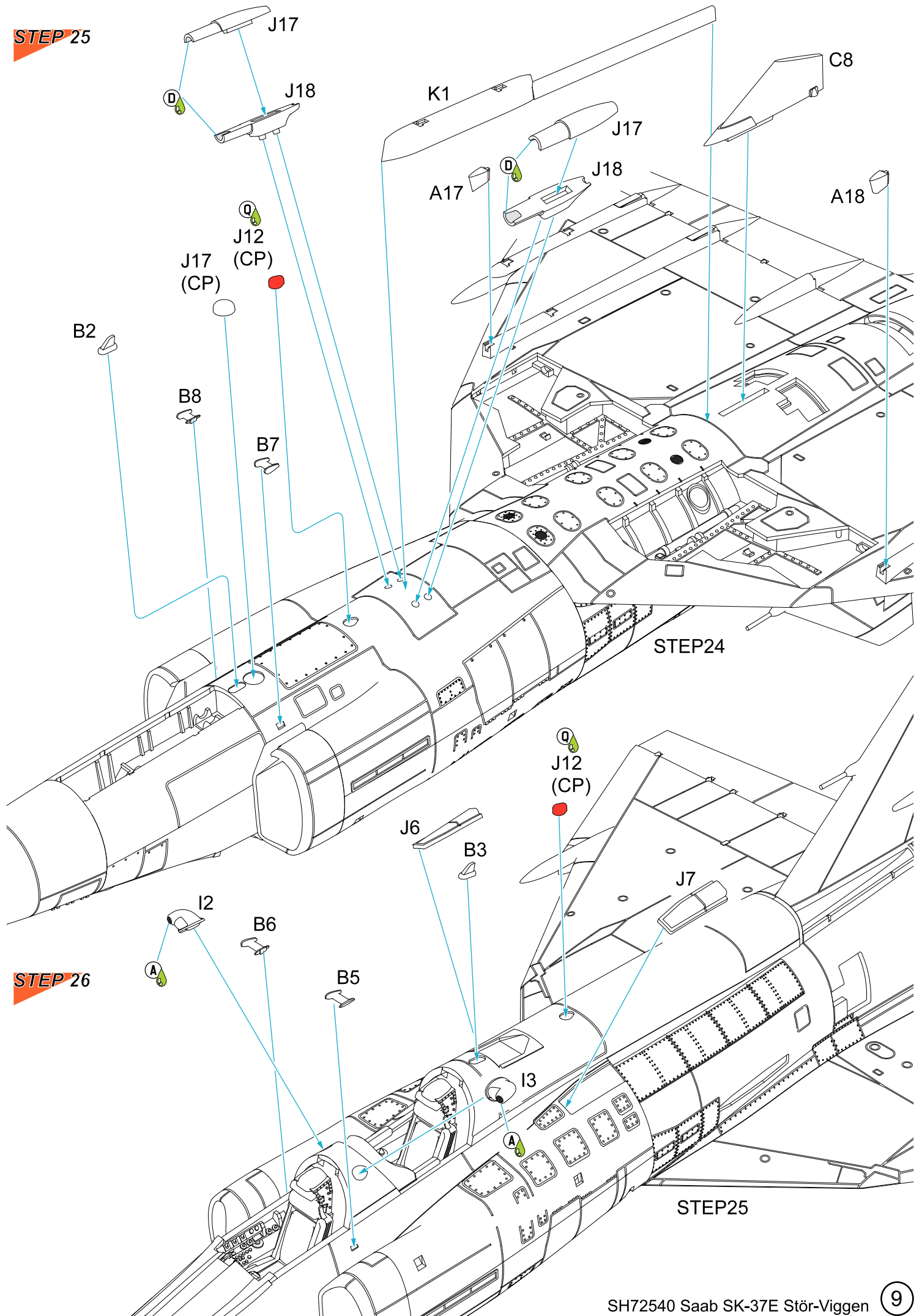


STEP 24

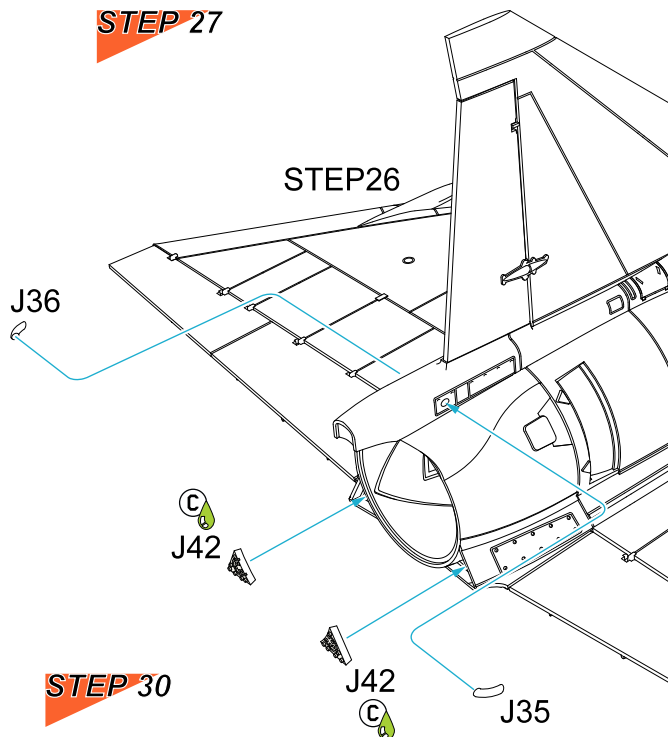
STEP23



STEP 25

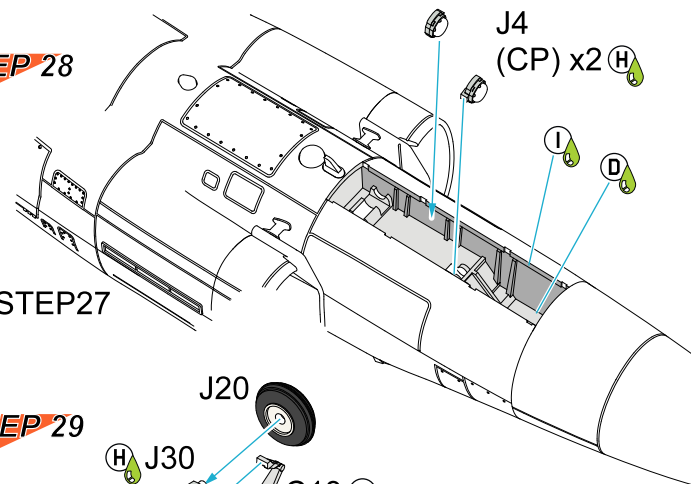


STEP 27



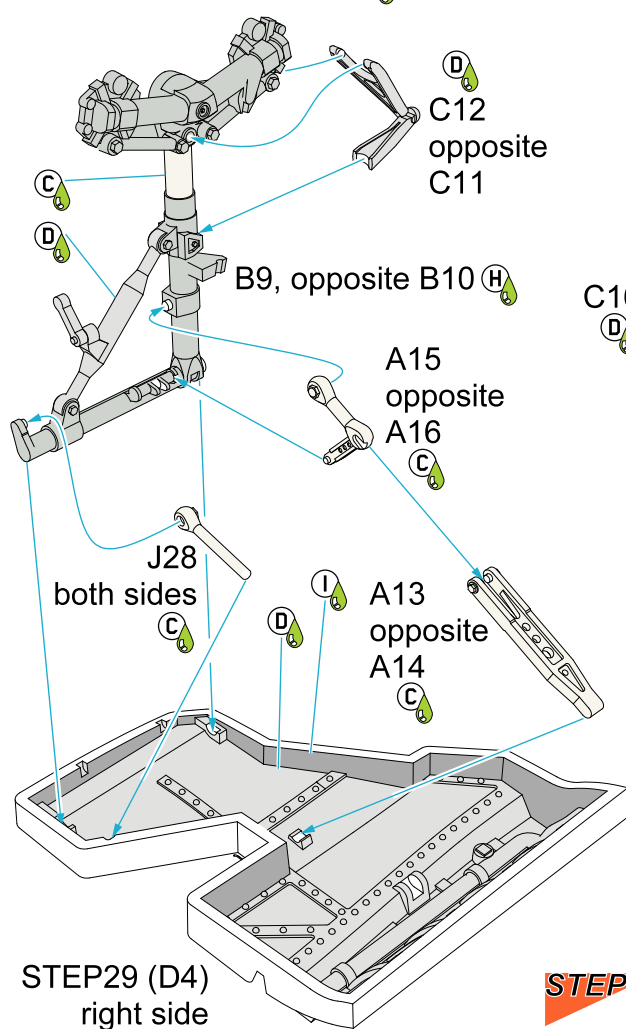
STEP 28

STEP 27



STEP 29

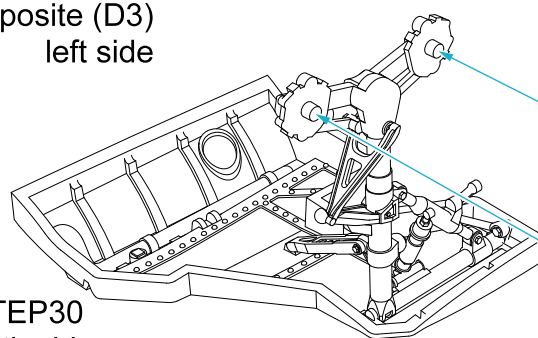
STEP 30



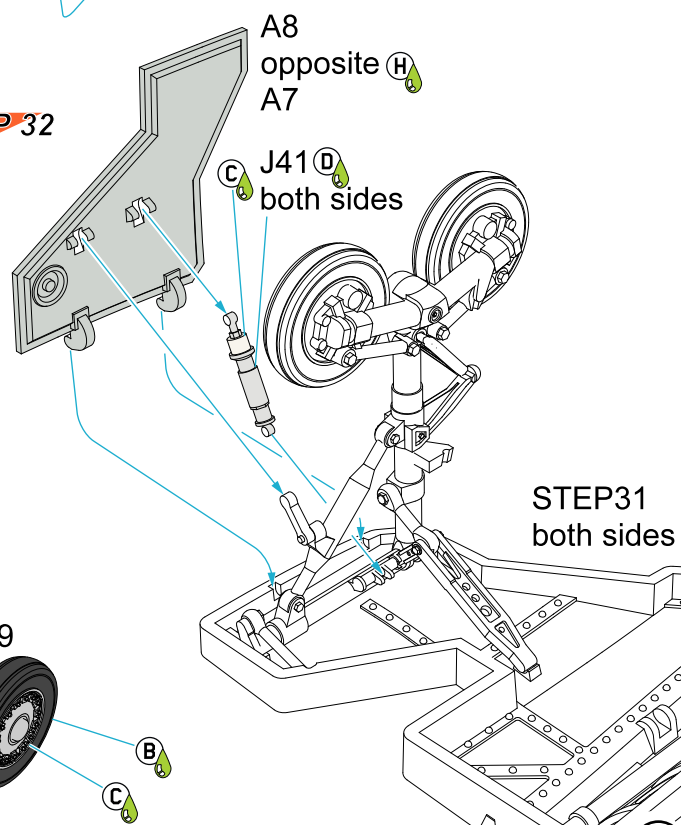
STEP 31

STEP29 (D4)
right side
opposite (D3)
left side

STEP30
both sides



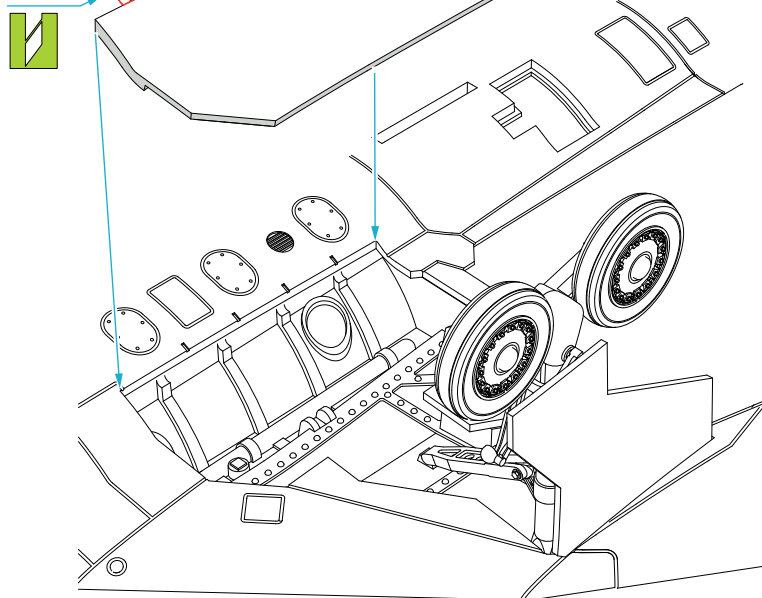
STEP 32



STEP31
both sides

STEP 33a

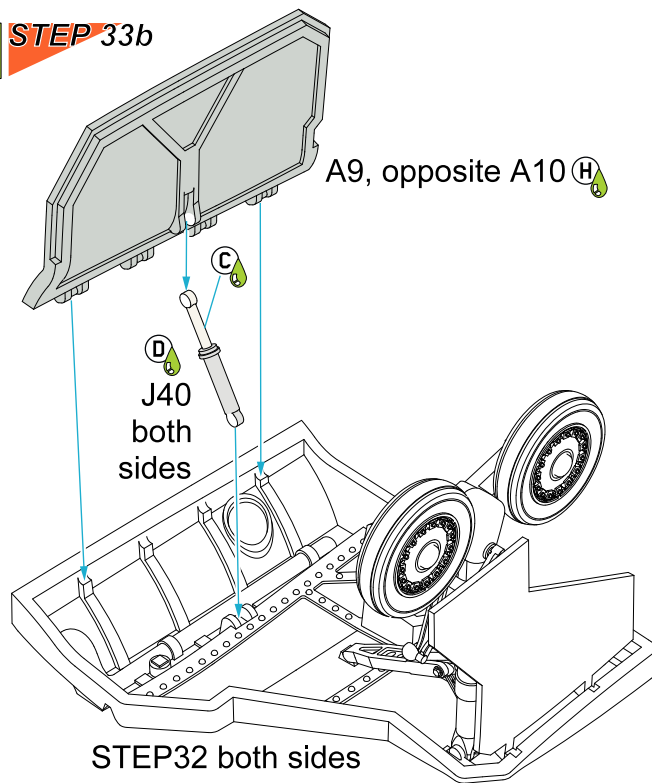
A9, opposite A10 



STEP32 both sides

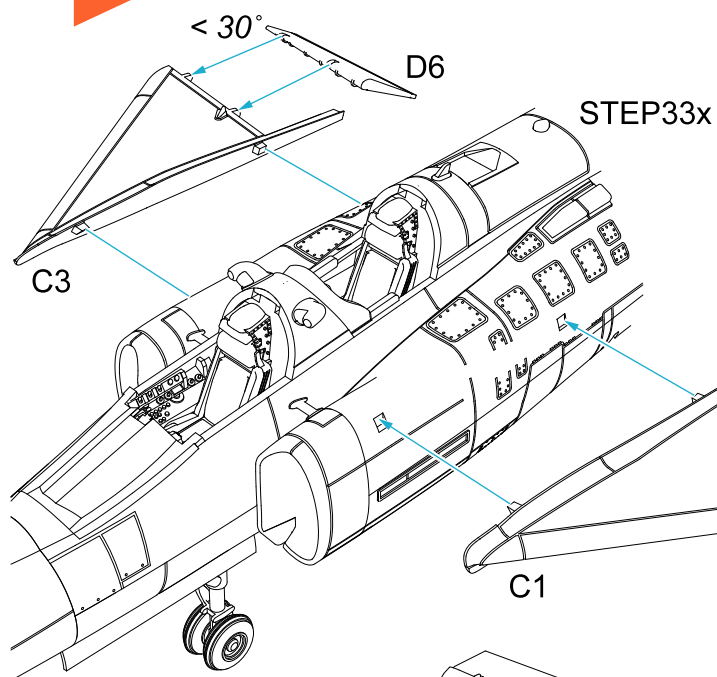
STEP 33b

A9, opposite A10 



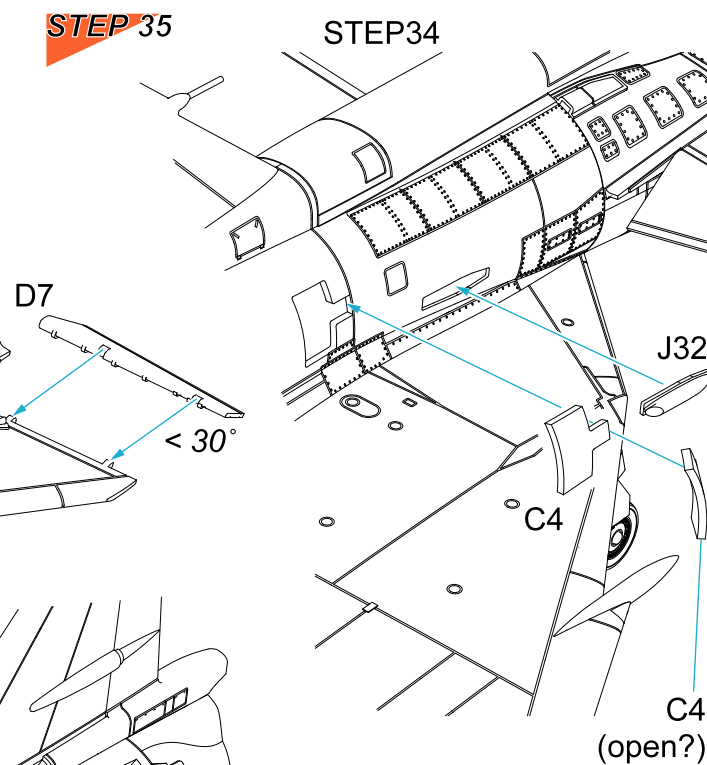
STEP32 both sides

STEP 34



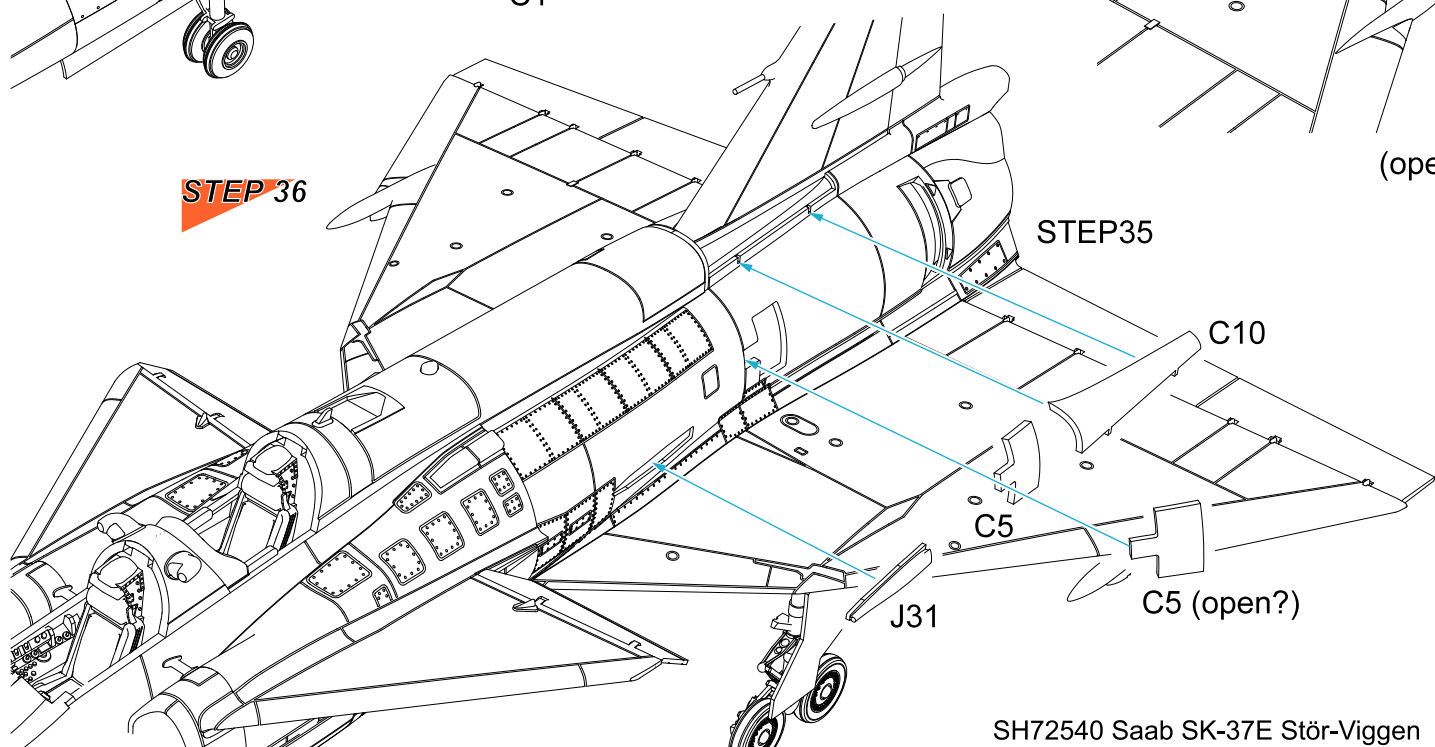
STEP33x

STEP 35



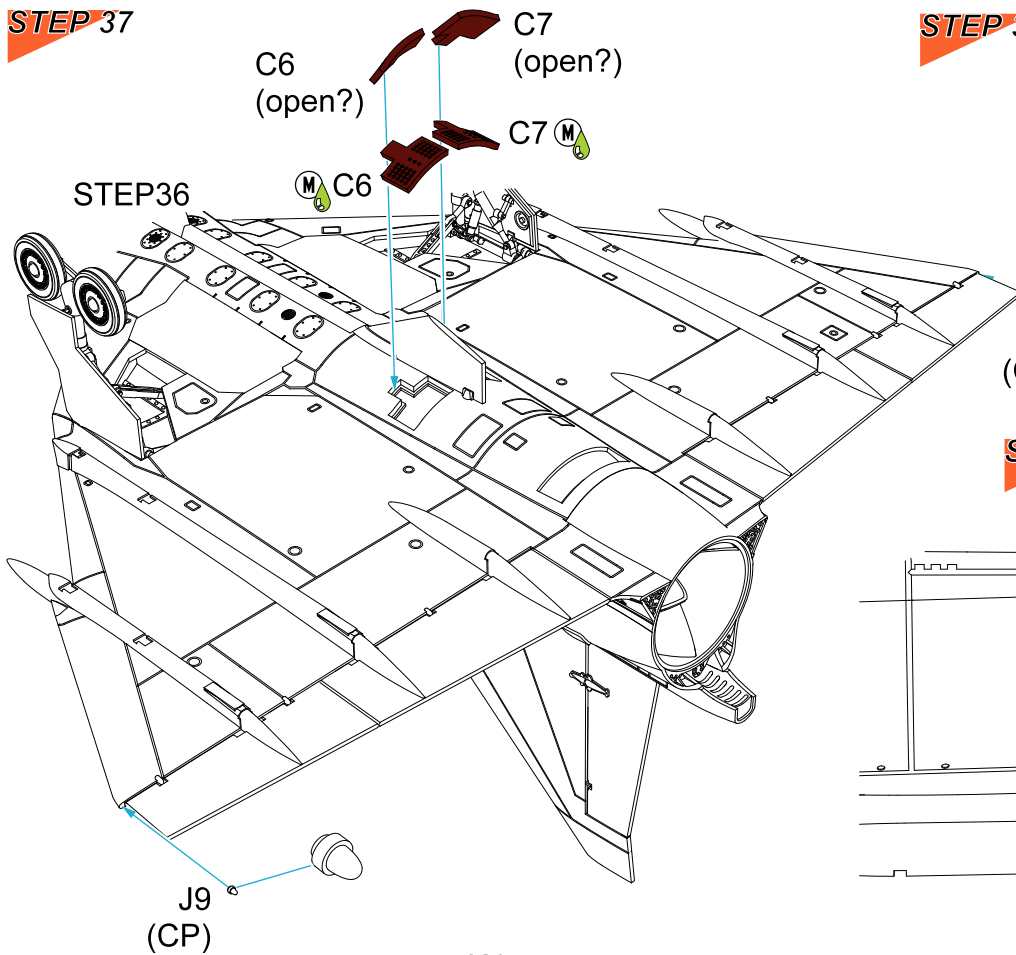
STEP34

STEP 36

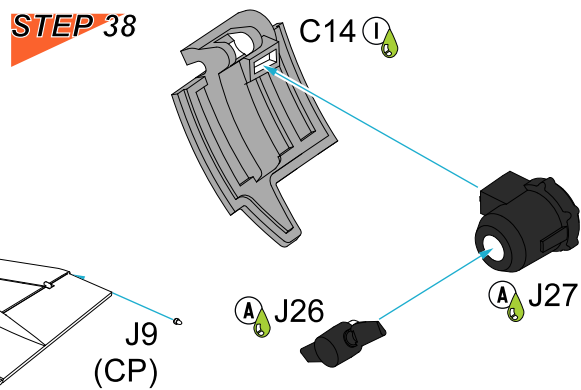


STEP35

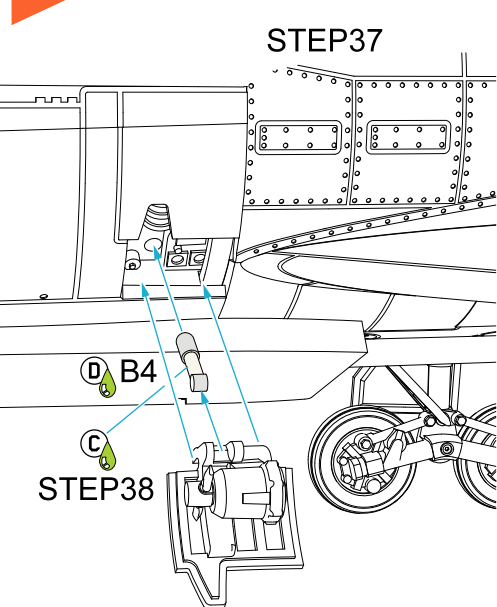
STEP 37



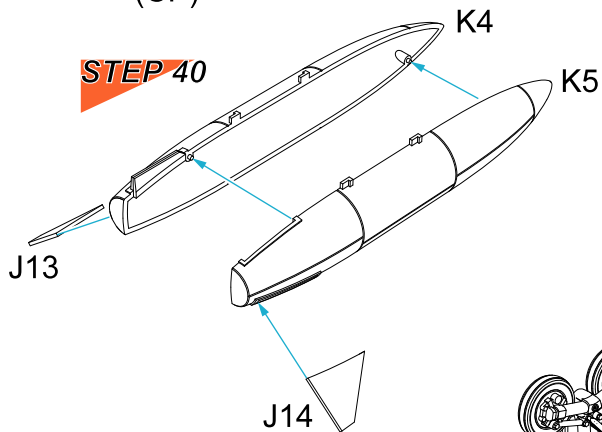
STEP 38



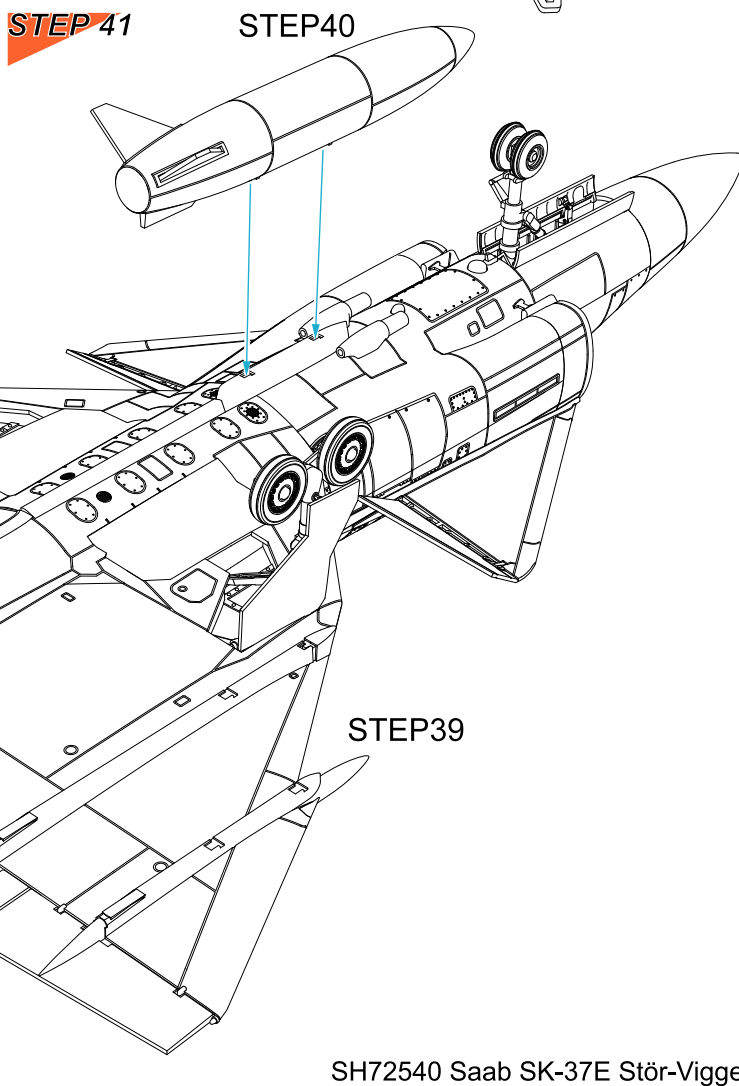
STEP 39



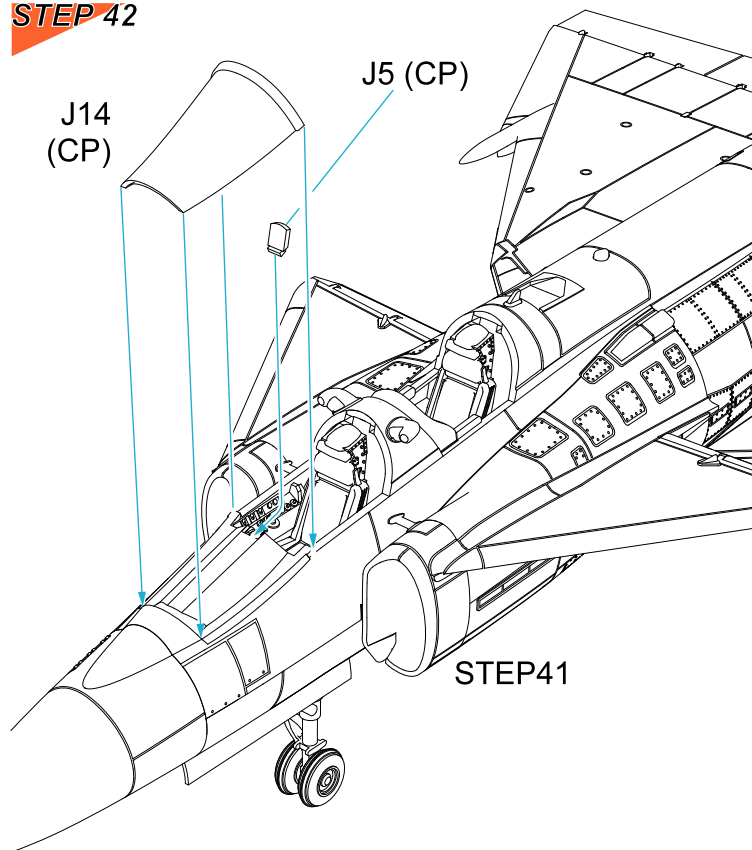
STEP 40



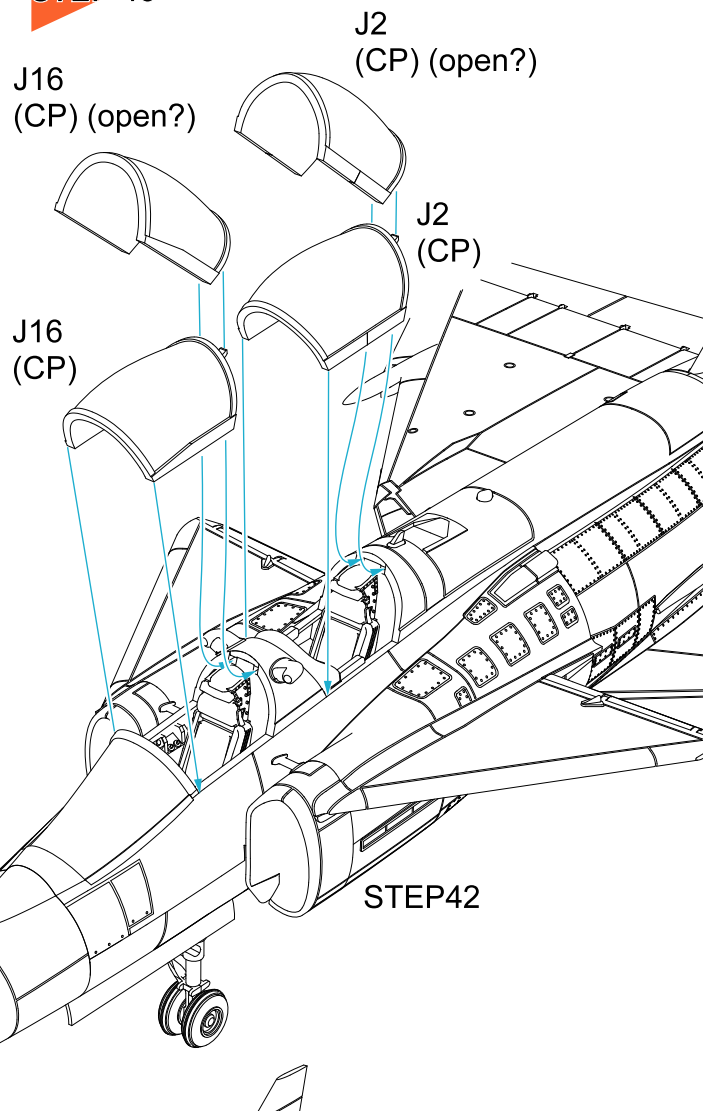
STEP 41



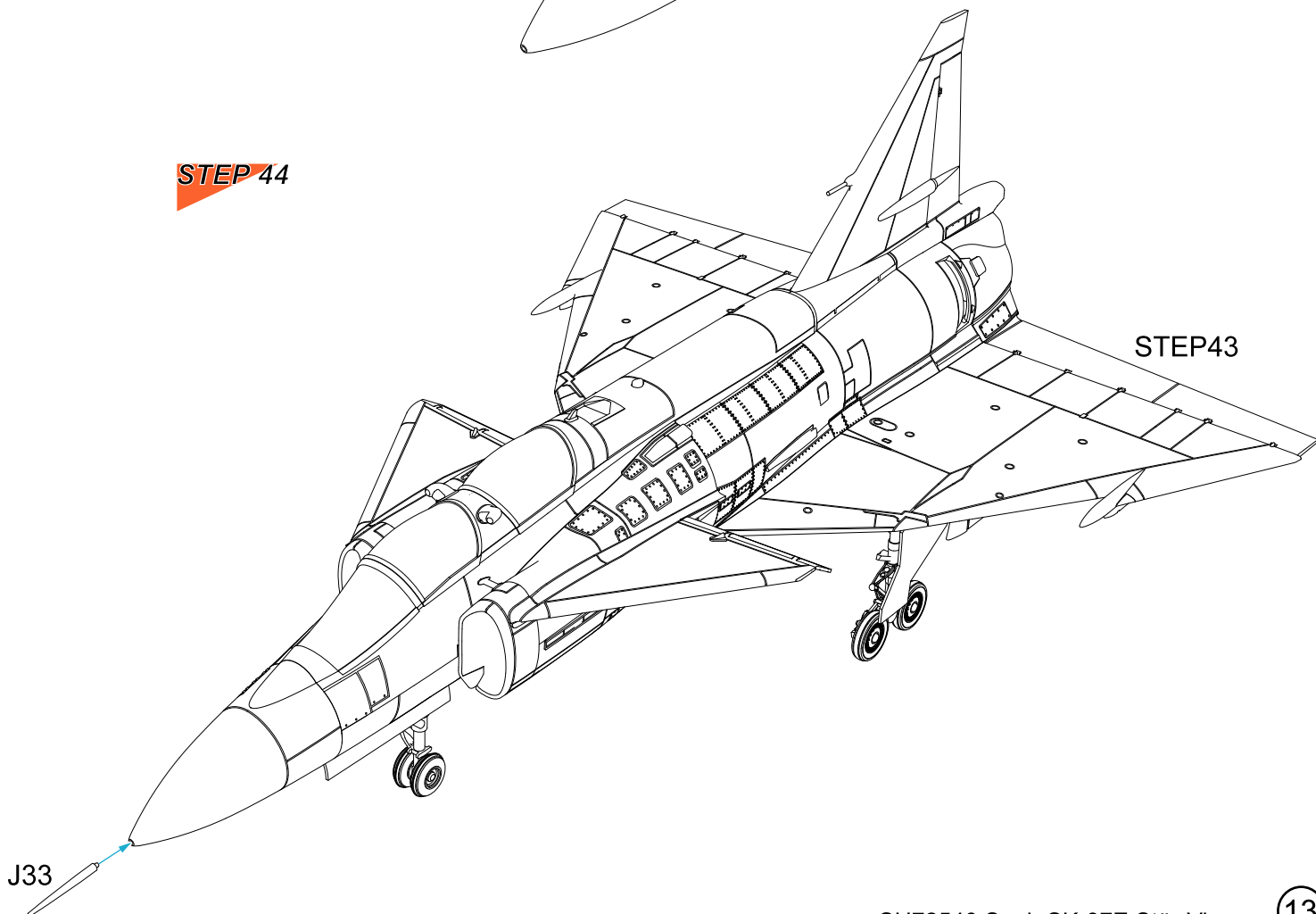
STEP 42



STEP 43

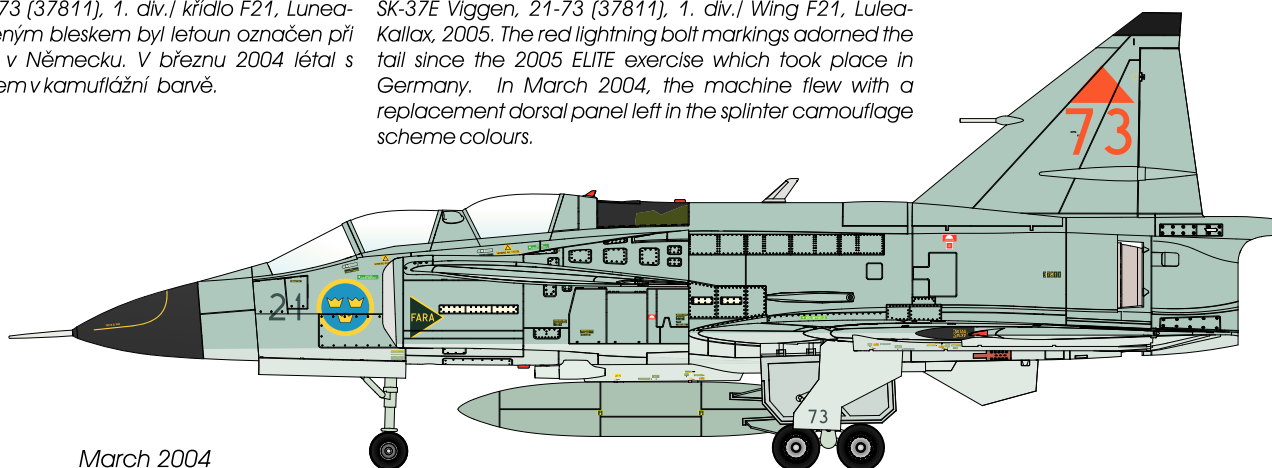


STEP 44



SK-37E Viggen, 21-73 (37811), 1. div./ křídlo F21, Lulea-Kallax, 2005. Červeným bleskem byl letoun označen při cvičení ELITE 2005 v Německu. V březnu 2004 létal s výměnným panelem v kamuflážní barvě.

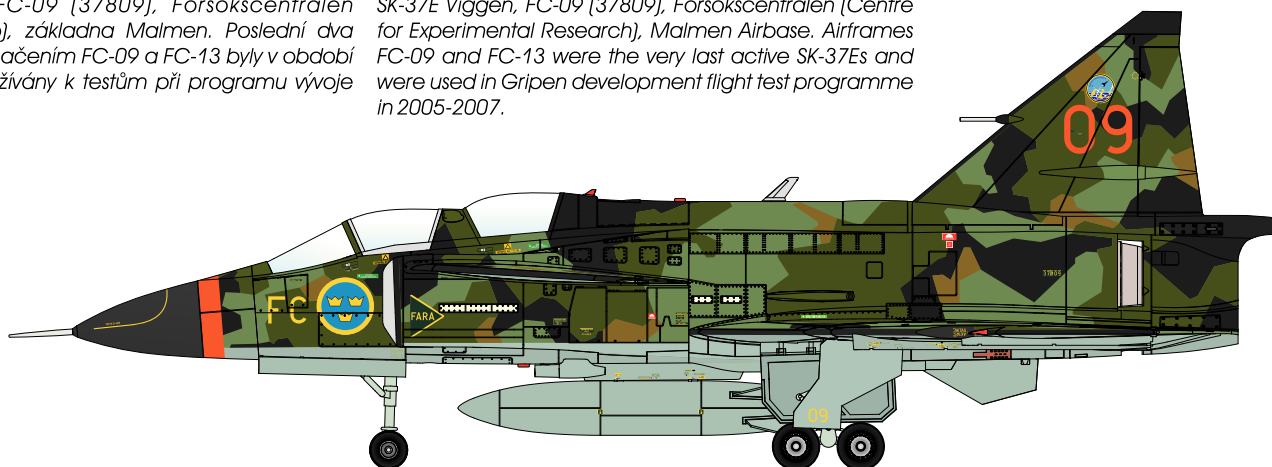
SK-37E Viggen, 21-73 (37811), 1. div./ Wing F21, Lulea-Kallax, 2005. The red lightning bolt markings adorned the tail since the 2005 ELITE exercise which took place in Germany. In March 2004, the machine flew with a replacement dorsal panel left in the splinter camouflage scheme colours.



March 2004

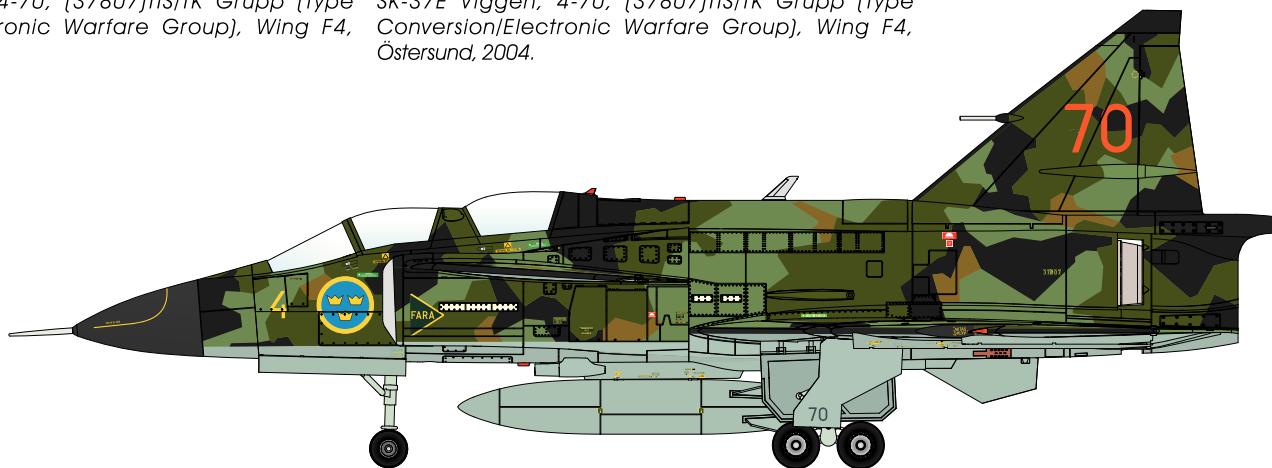
SK-37E Viggen, FC-09 (37809), Försökscentralen (testovací středisko), základna Malmen. Poslední dva létající SK-37E s označením FC-09 a FC-13 byly v období let 2005-2007 používány k testům při programu vývoje Gripenu.

SK-37E Viggen, FC-09 (37809), Försökscentralen (Centre for Experimental Research), Malmen Airbase. Airframes FC-09 and FC-13 were the very last active SK-37Es and were used in Gripen development flight test programme in 2005-2007.



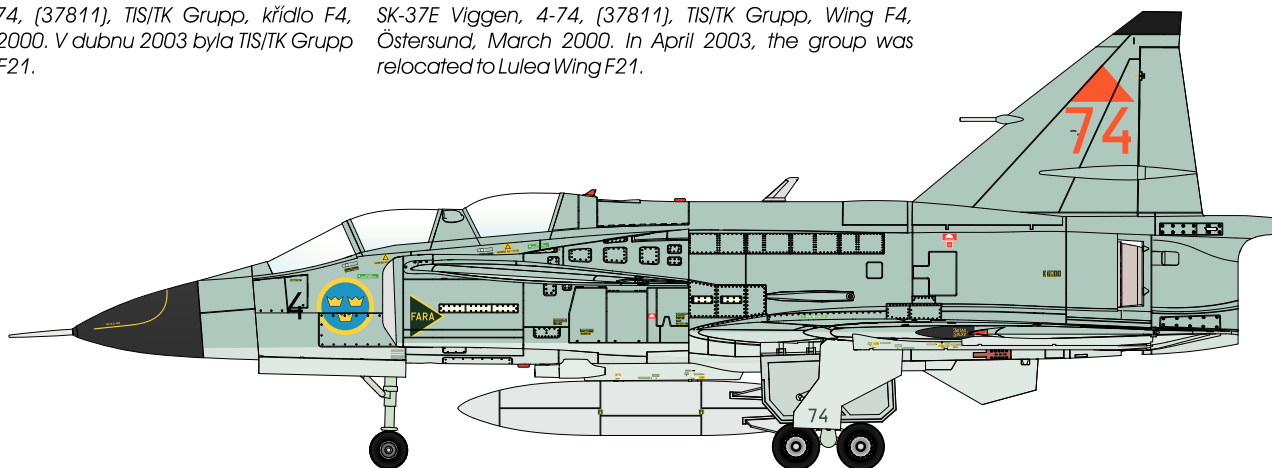
SK-37E Viggen, 4-70, (37807)TIS/TK Grupp (Type Conversion/Electronic Warfare Group), Wing F4, Östersund, 2004.

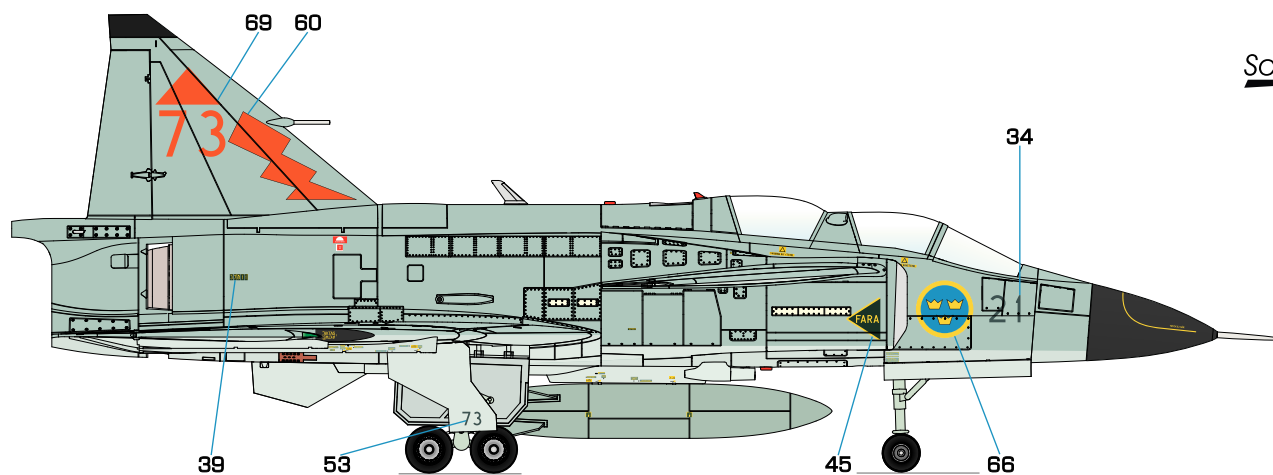
SK-37E Viggen, 4-70, (37807)TIS/TK Grupp (Type Conversion/Electronic Warfare Group), Wing F4, Östersund, 2004.



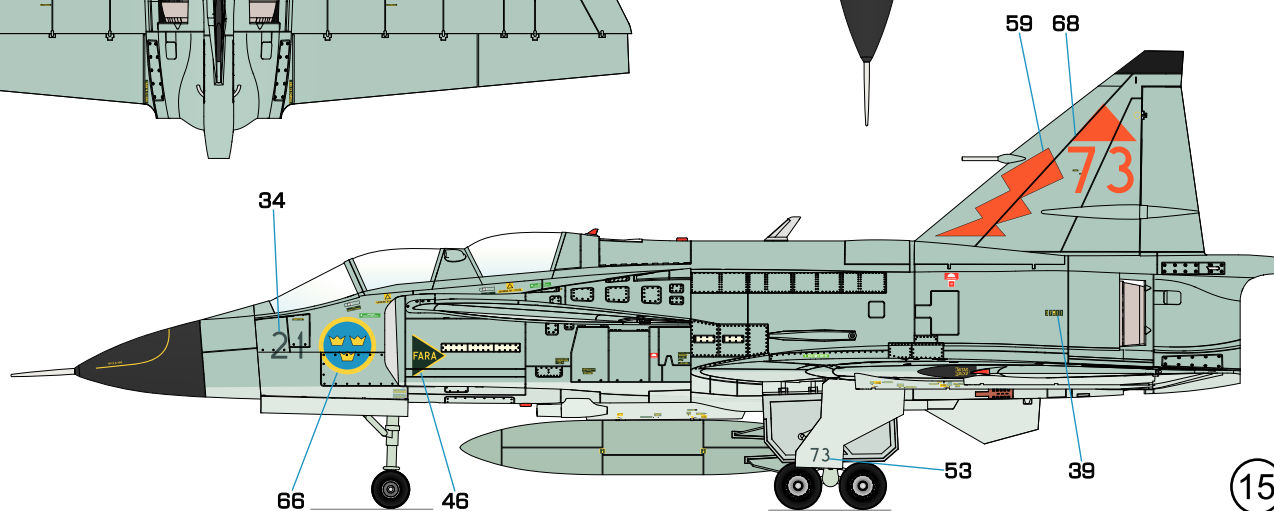
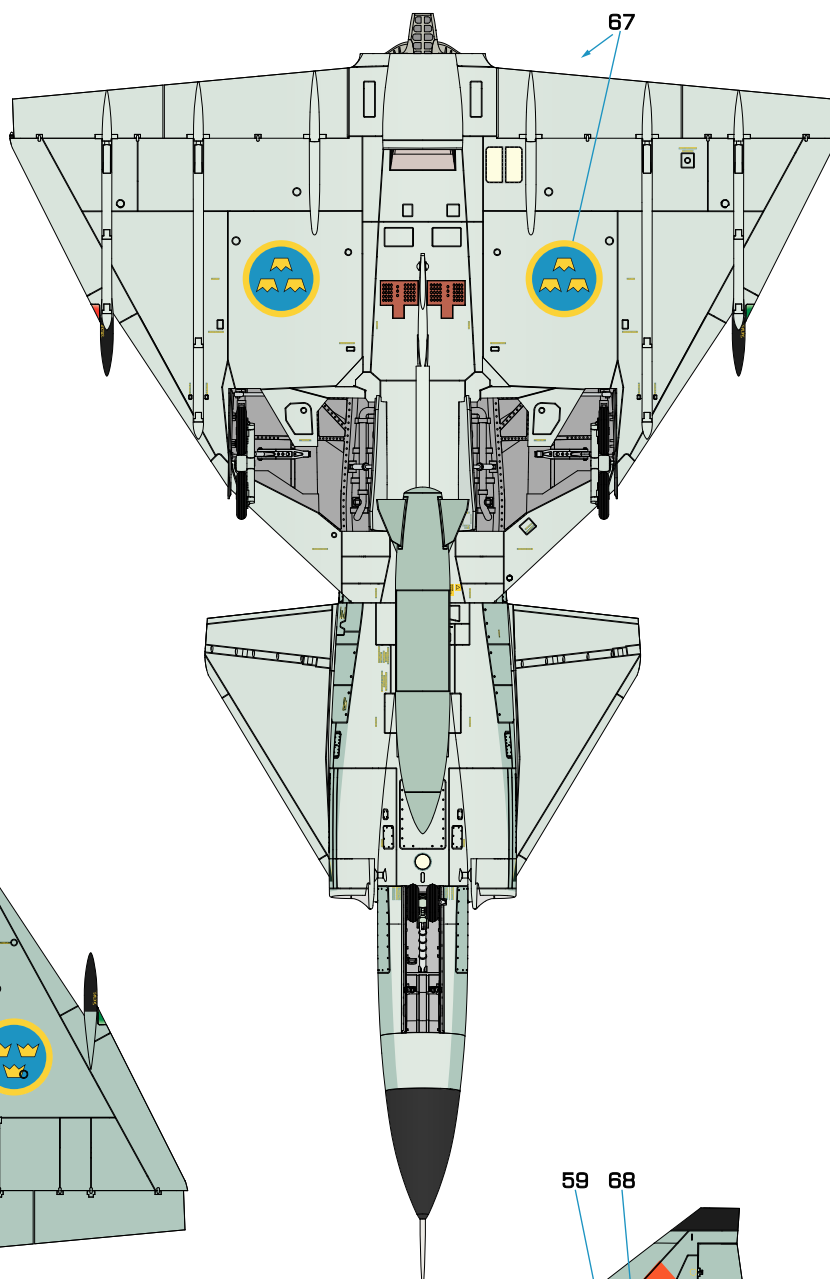
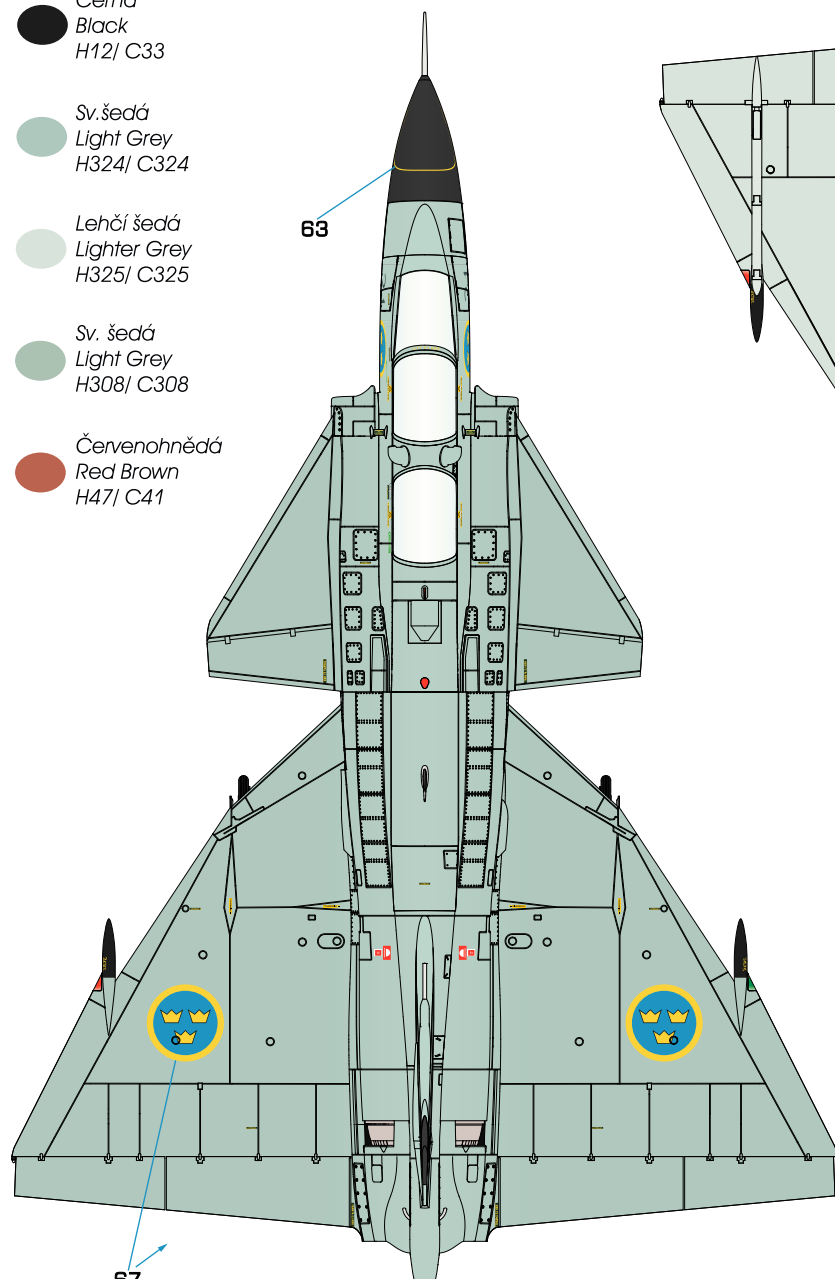
SK-37E Viggen, 4-74, (37811), TIS/TK Grupp, křídlo F4, Östersund, březen 2000. V dubnu 2003 byla TIS/TK Grupp přesunuta ke křídlu F21.

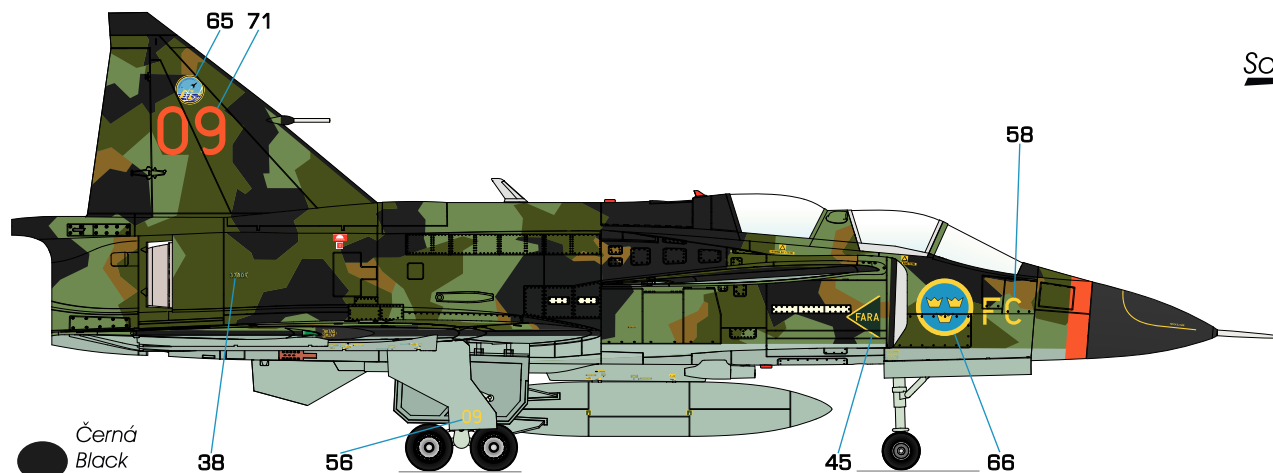
SK-37E Viggen, 4-74, (37811), TIS/TK Grupp, Wing F4, Östersund, March 2000. In April 2003, the group was relocated to Lulea Wing F21.



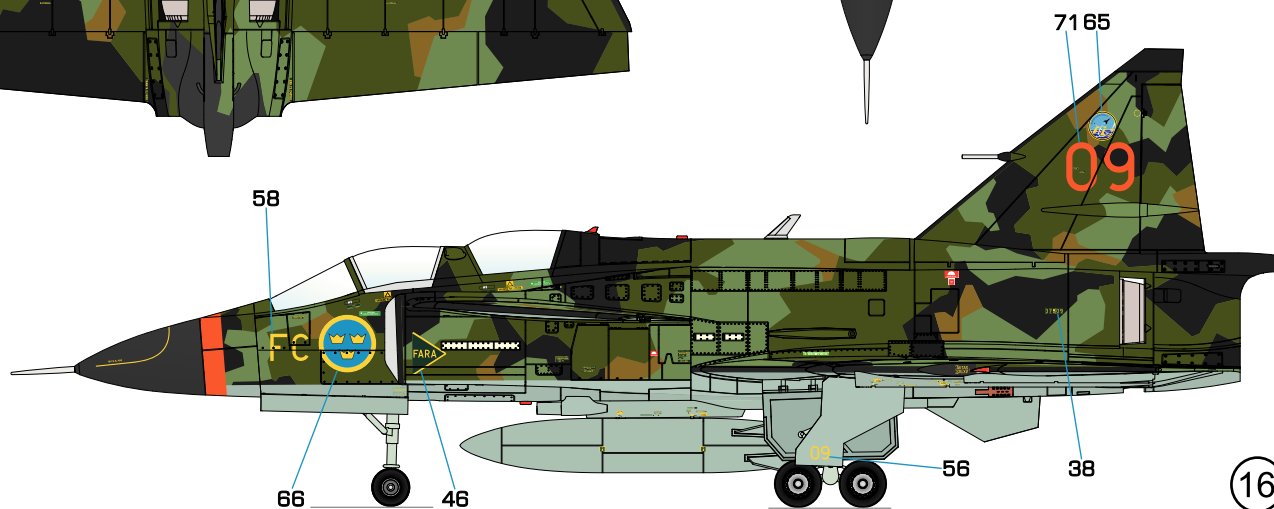
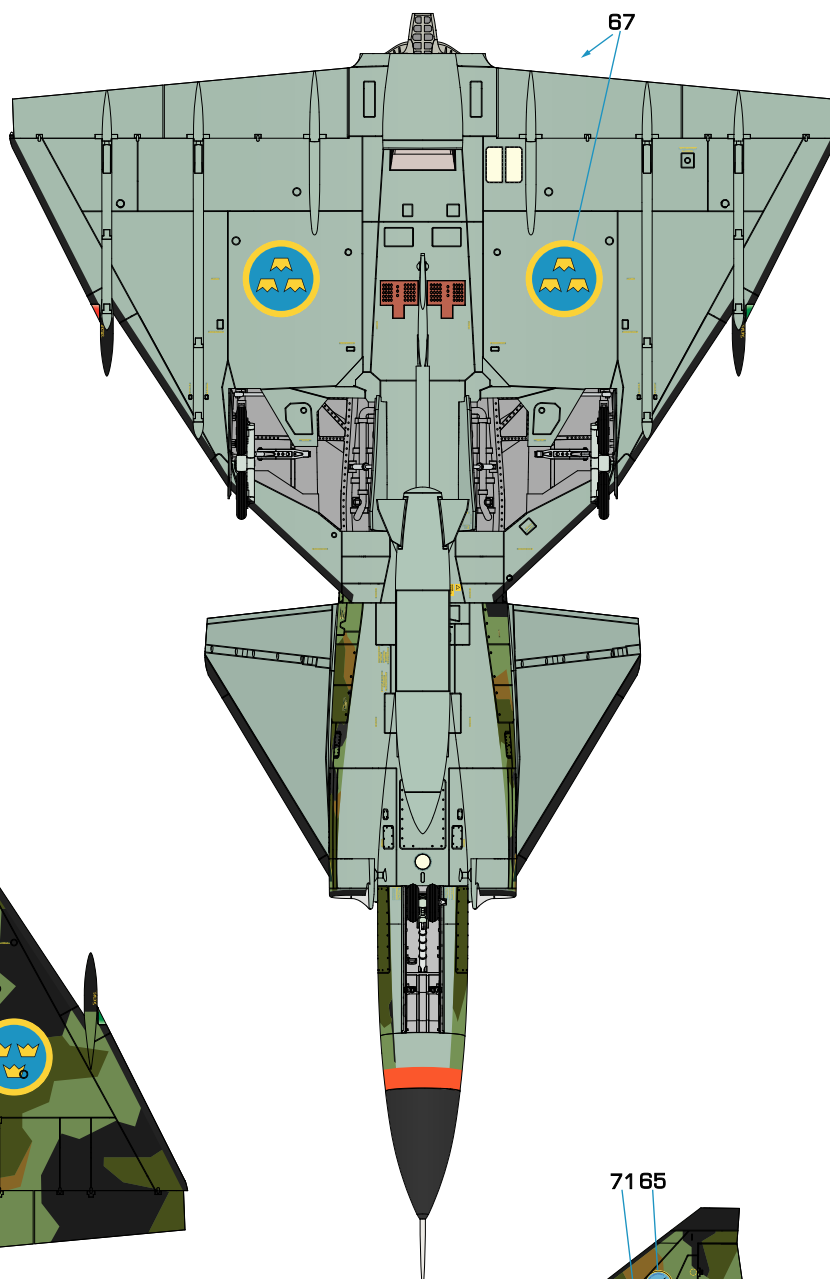
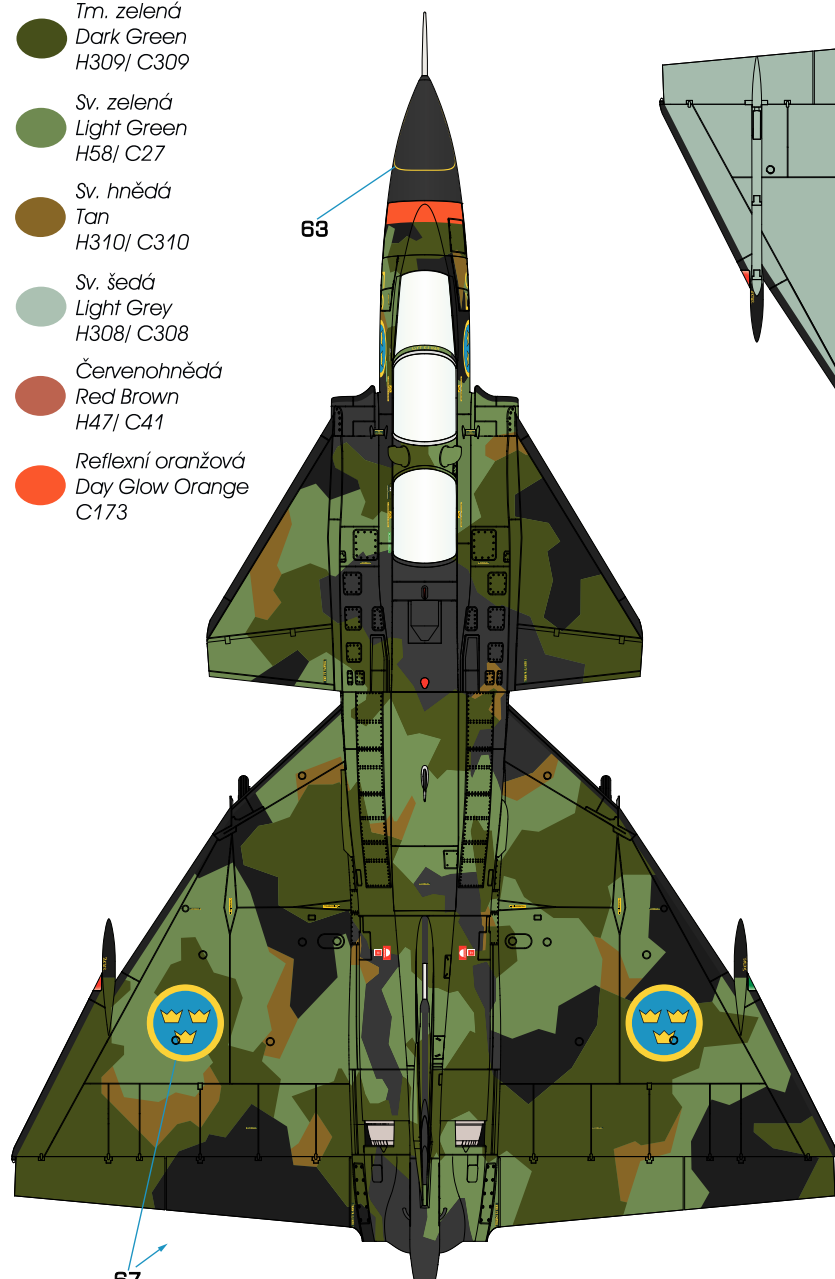


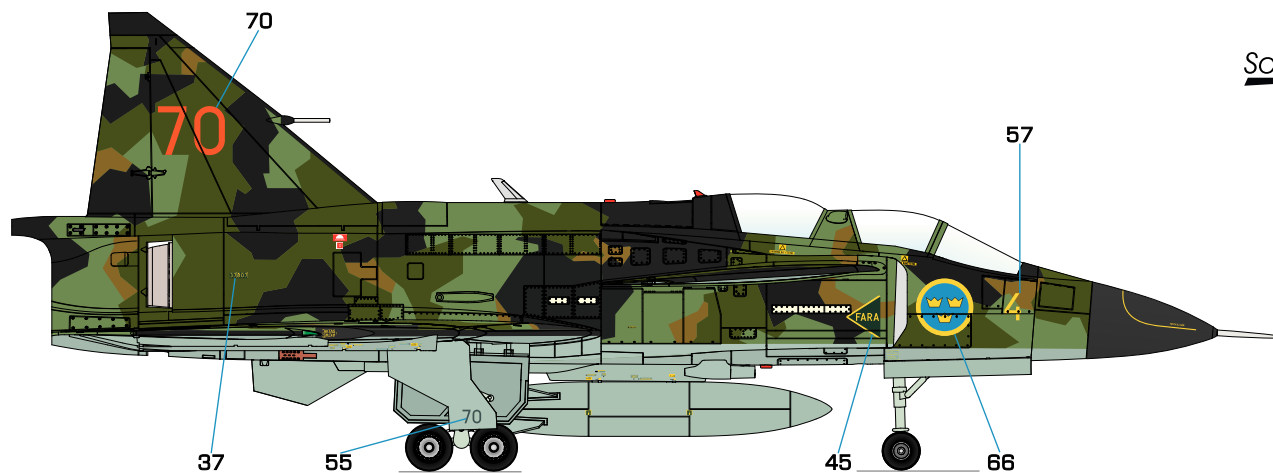
- Černá
Black
H12/ C33
- Sv. šedá
Light Grey
H324/ C324
- Lehčí šedá
Lighter Grey
H325/ C325
- Sv. šedá
Light Grey
H308/ C308
- Červenohnědá
Red Brown
H47/ C41



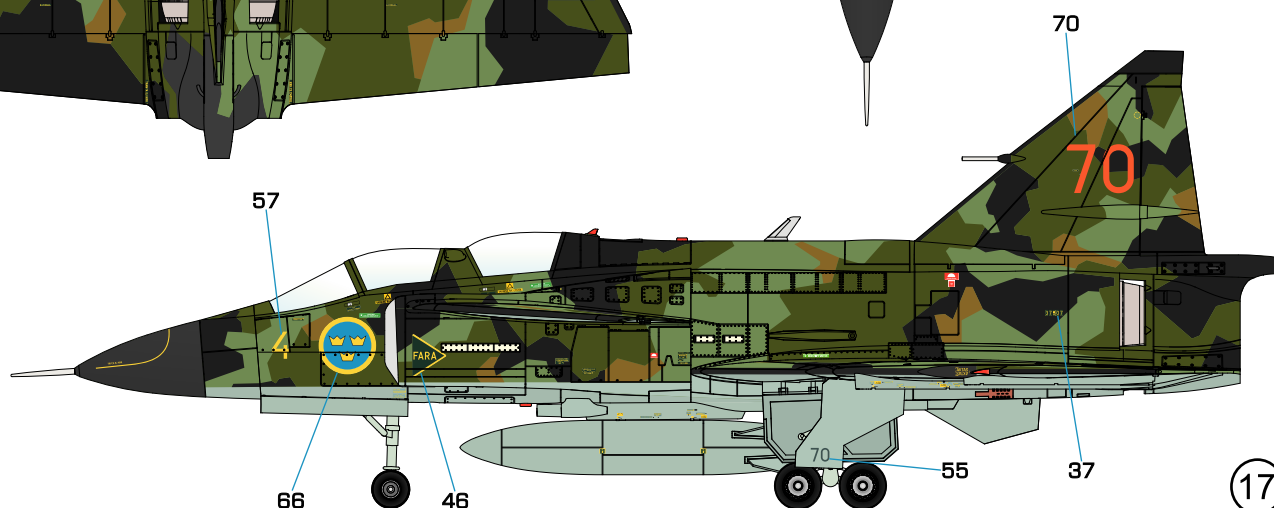
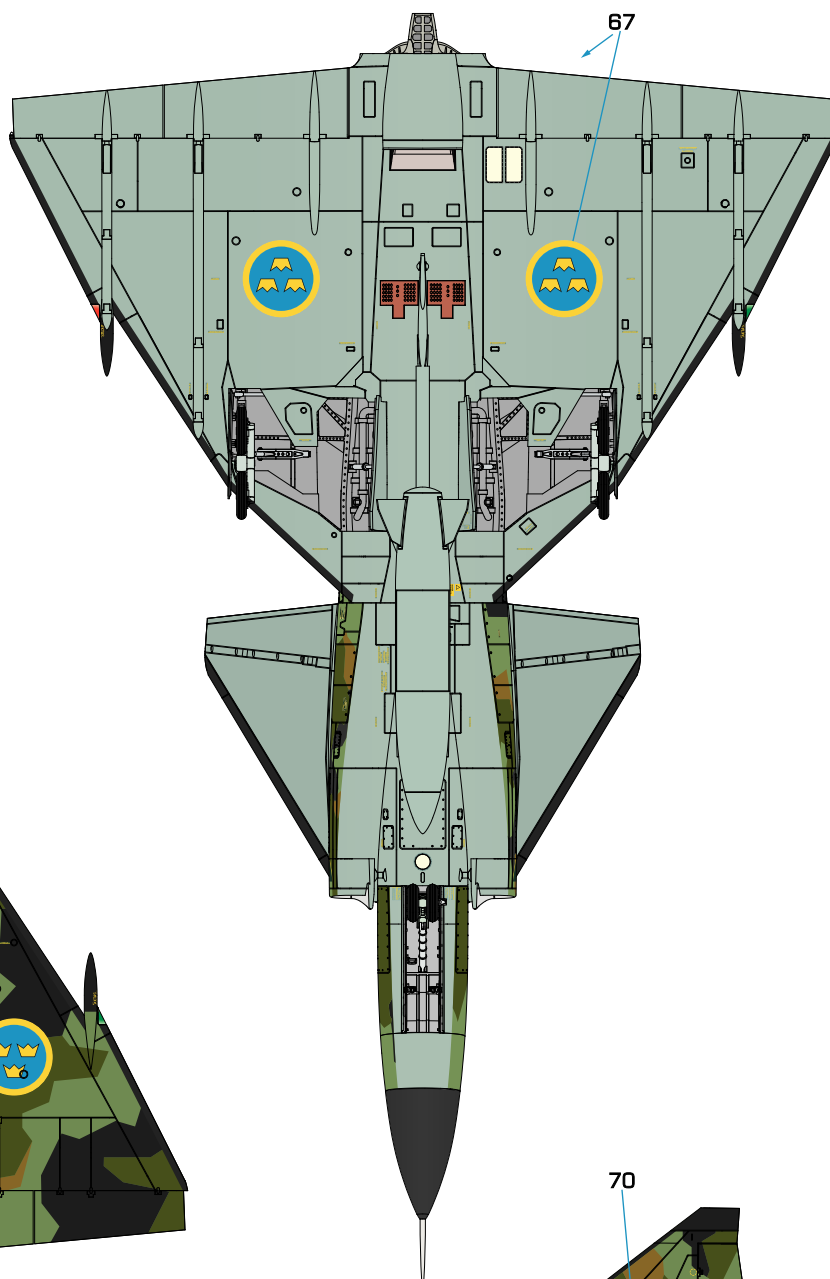
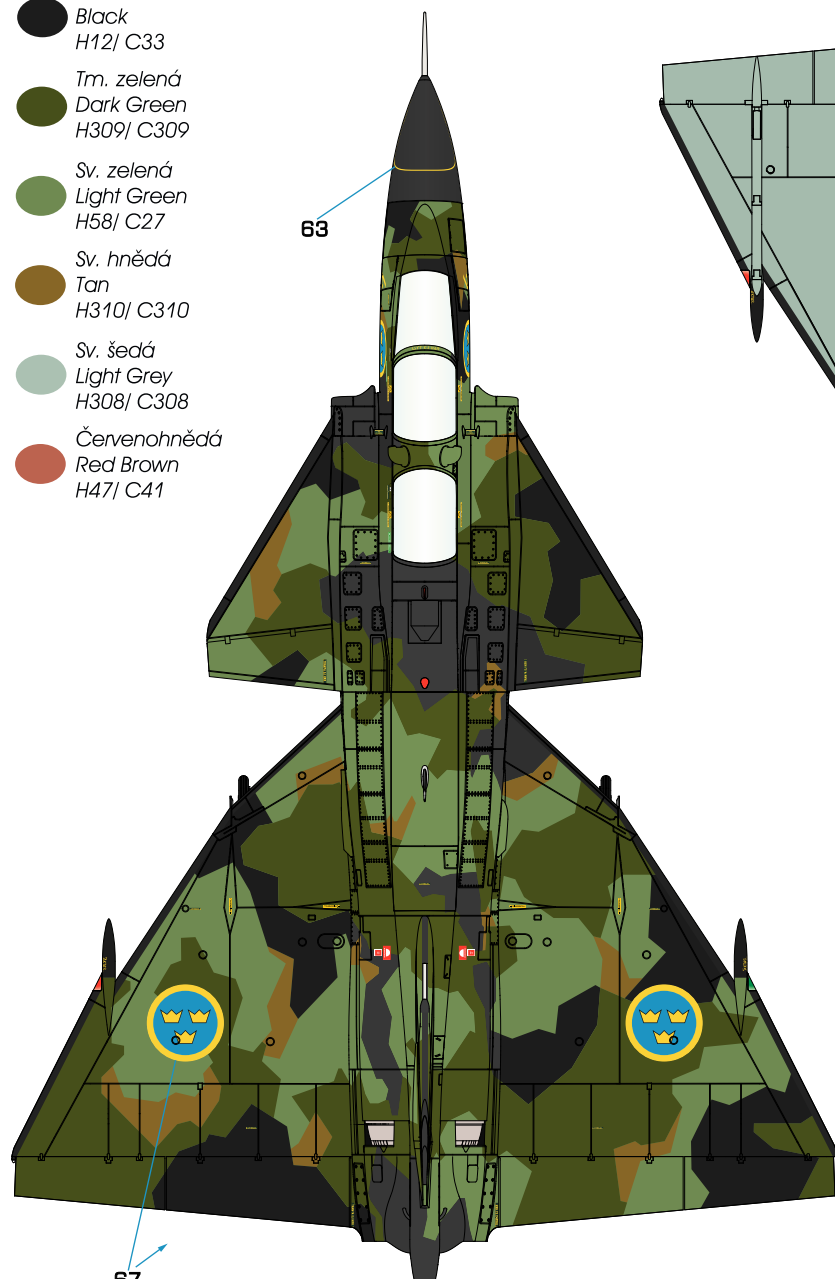


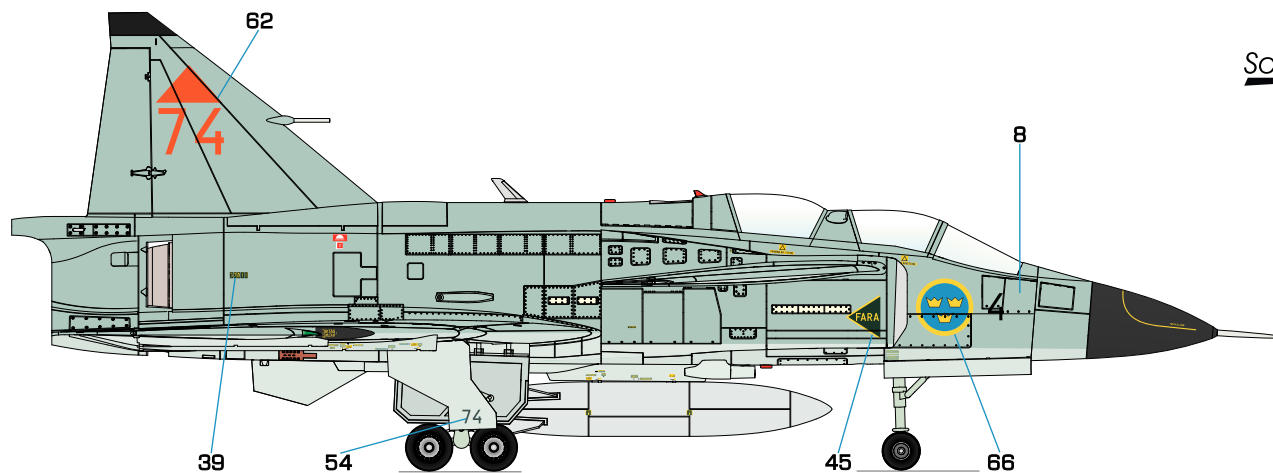
- Černá
Black
H12/ C33
- Tm. zelená
Dark Green
H309/ C309
- Sv. zelená
Light Green
H58/ C27
- Sv. hnědá
Tan
H310/ C310
- Sv. šedá
Light Grey
H308/ C308
- Červenohnědá
Red Brown
H47/ C41
- Reflexní oranžová
Day Glow Orange
C173



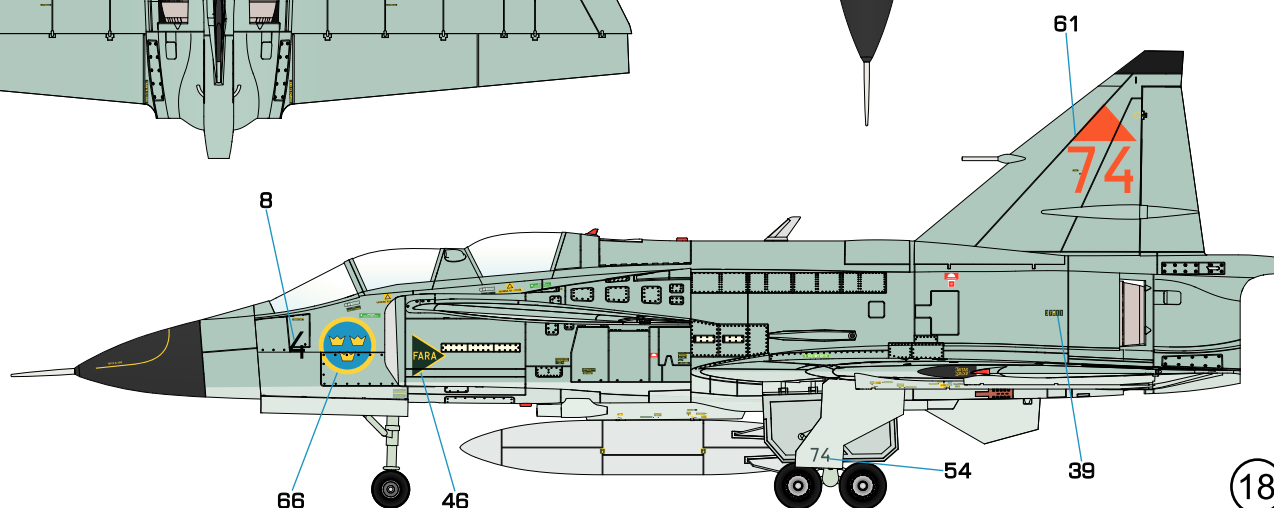
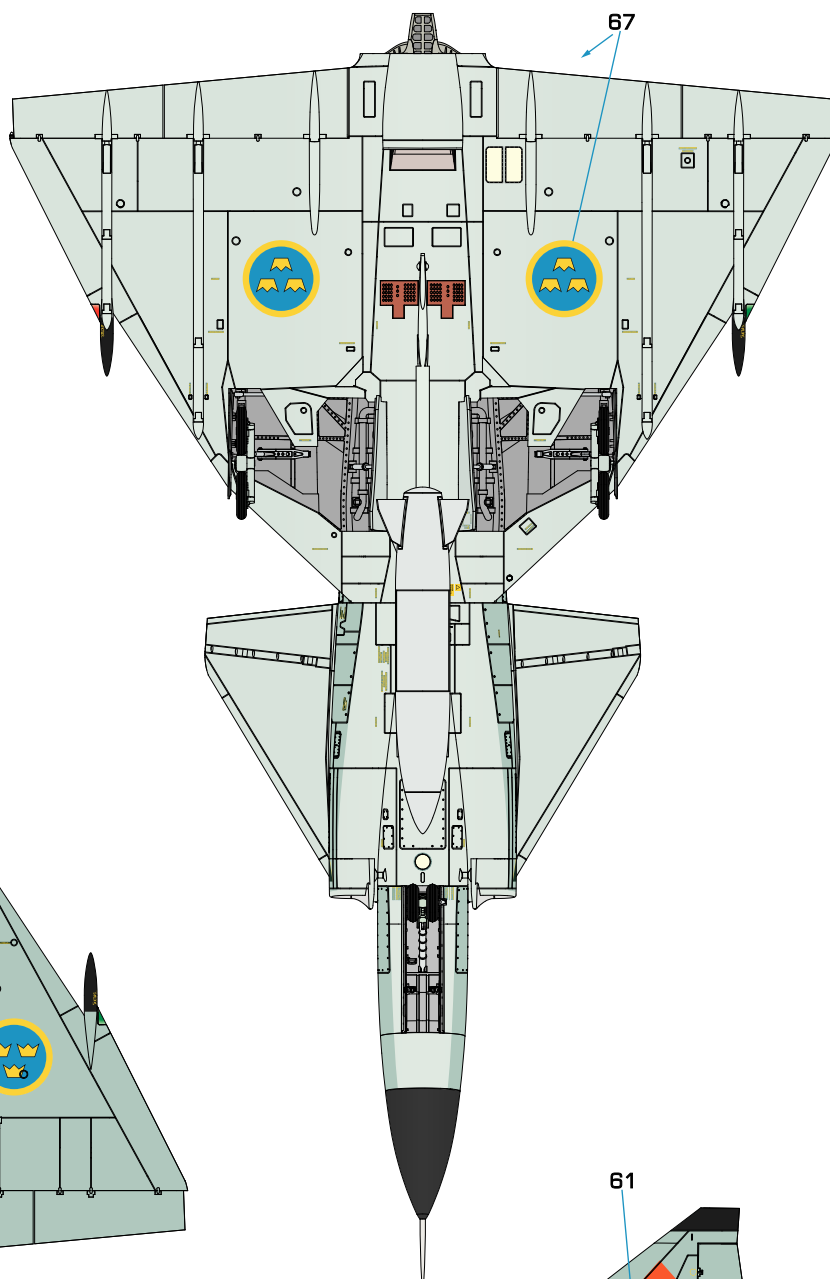
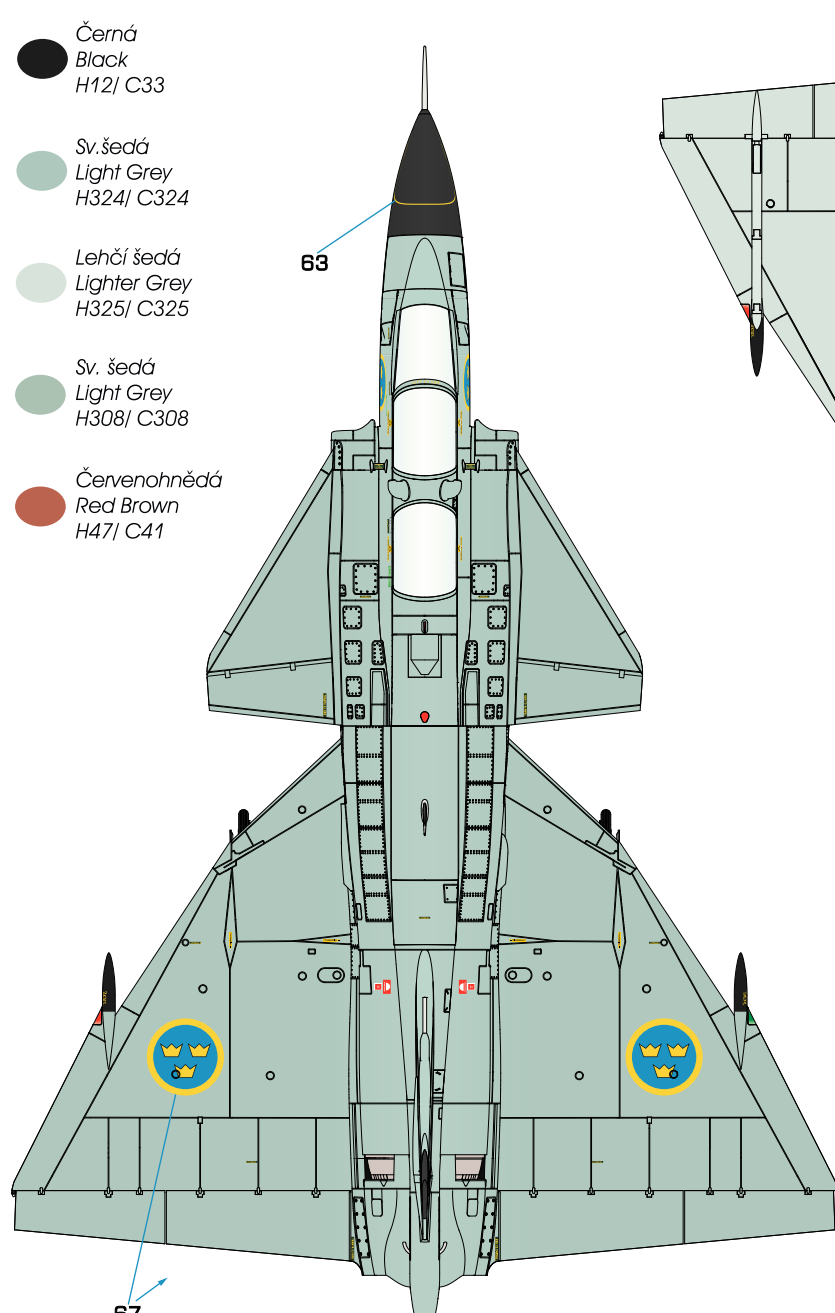


- Černá
Black
H12/ C33
- Tm. zelená
Dark Green
H309/ C309
- Sv. zelená
Light Green
H58/ C27
- Sv. hnědá
Tan
H310/ C310
- Sv. šedá
Light Grey
H308/ C308
- Červenohnědá
Red Brown
H47/ C41



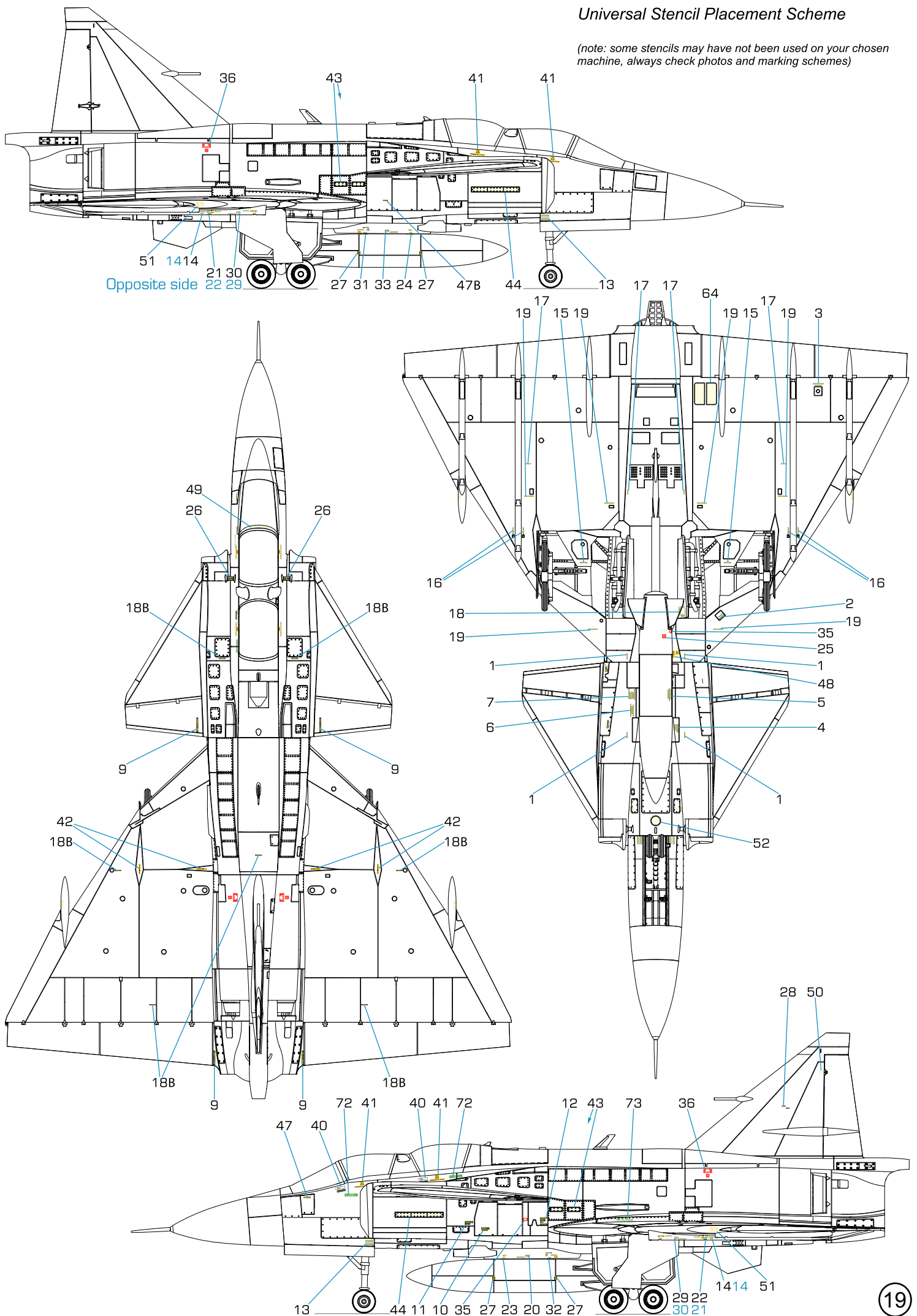


- Černá
Black
H12/ C33
- Sv. šedá
Light Grey
H324/ C324
- Lehčí šedá
Lighter Grey
H325/ C325
- Sv. šedá
Light Grey
H308/ C308
- Červenohnědá
Red Brown
H47/ C41



Universal Stencil Placement Scheme

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



1/72 SH72402



SH 89 / CASA C.212
'ASW & Maritime Patrol'

M72019 Casa C.212/C-41 Mask

special
MASK



1/72
SH72487



Gloster Meteor TT Mk.20

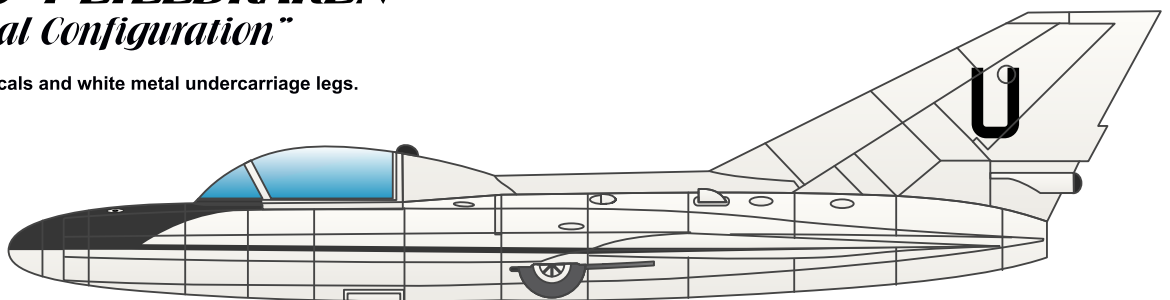
M72031 Meteor NF Mk.11/12/13 Mask

special
MASK



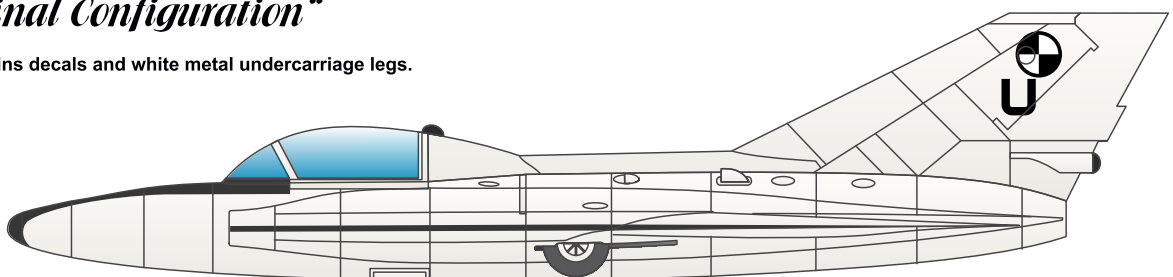
SAAB 210-1 LILLDRAKEN *"Initial Configuration"*

Resin kit contains decals and white metal undercarriage legs.



SAAB 210-2 LILLDRAKEN *"Final Configuration"*

Resin kit contains decals and white metal undercarriage legs.



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