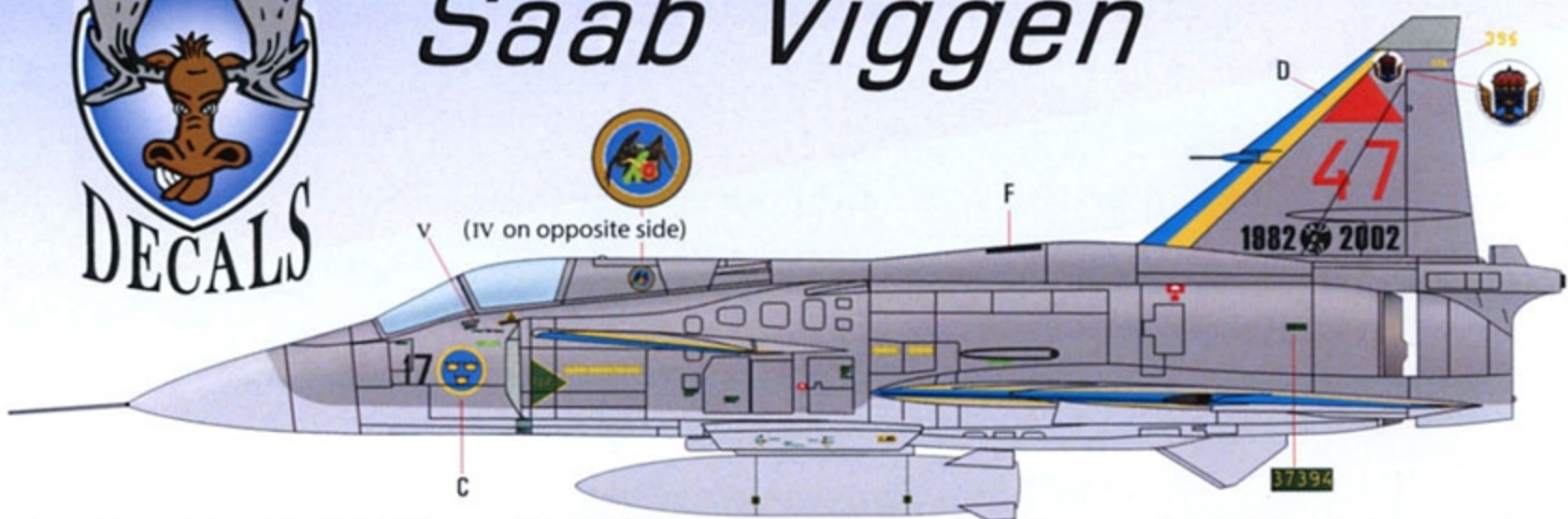
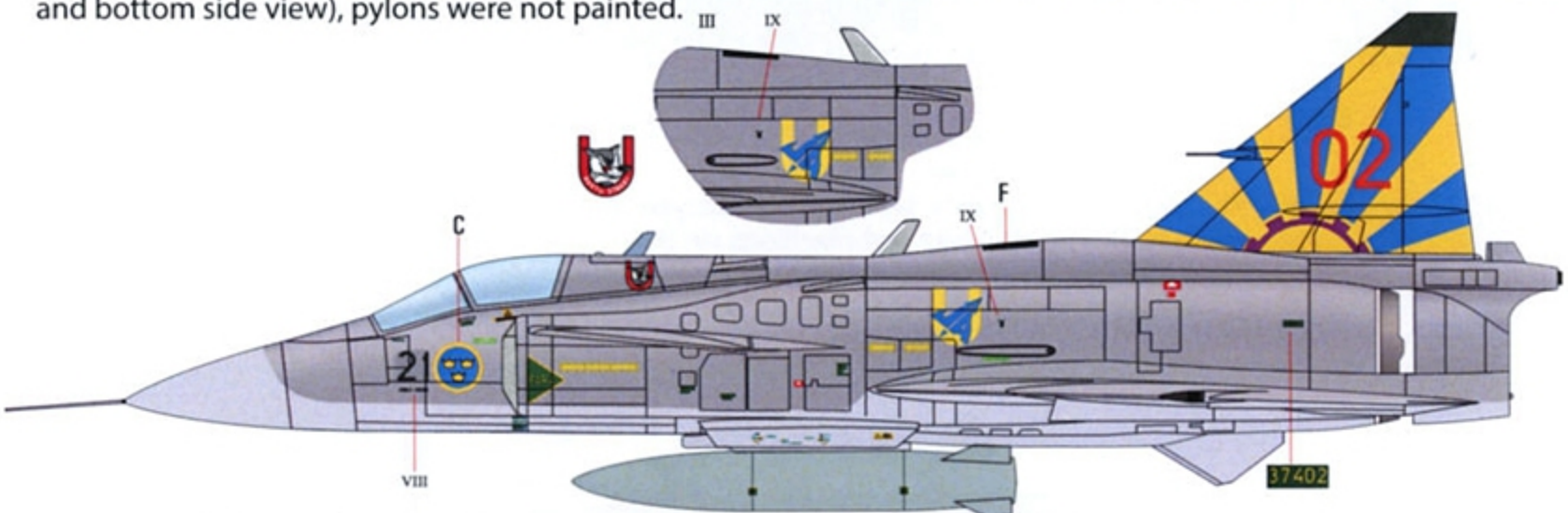


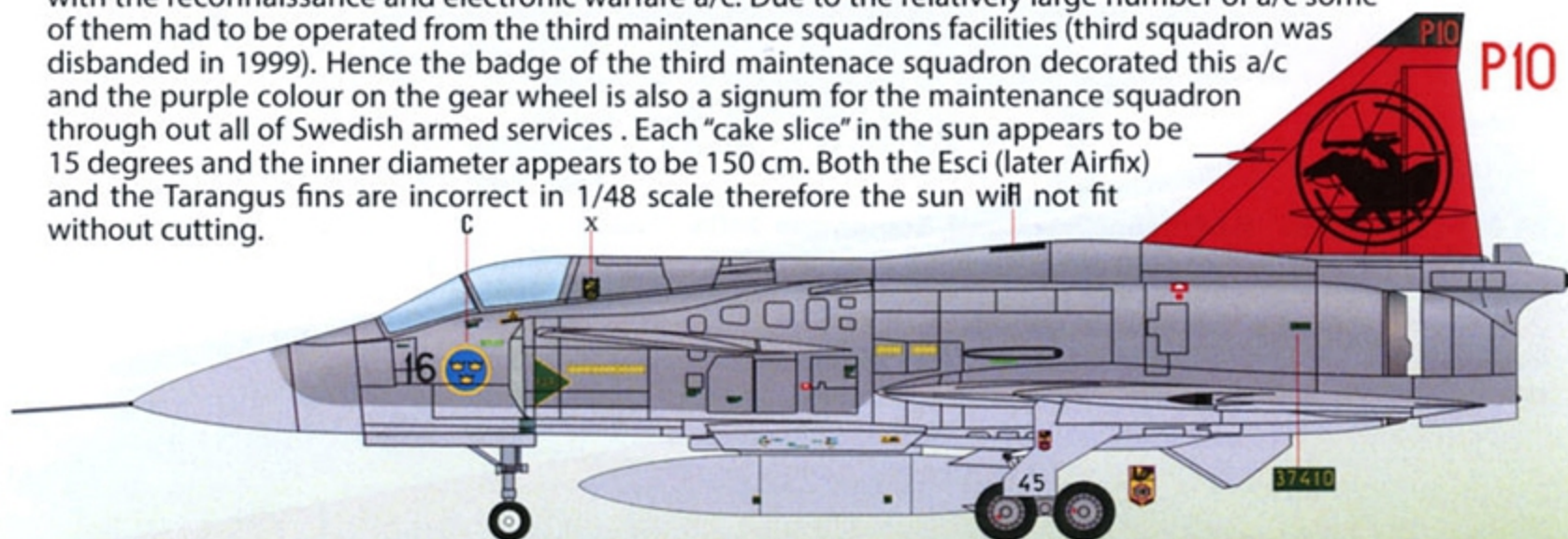
JA 37/D/Di Saab Viggen



JA 37D, 37394, 47 - F17 Kallinge 2002. This a/c had this special painting for a very limited time before scrapping on the 29th of August 2002. Blue/yellow leading edges on top and bottom side of wings and canard wings (see top and bottom side view), pylons were not painted.



JA 37D, 37402, 02 - F21 Kallax in 2004. The first squadron at F21 operated a small number of JA 37 parallel with the reconnaissance and electronic warfare a/c. Due to the relatively large number of a/c some of them had to be operated from the third maintenance squadrons facilities (third squadron was disbanded in 1999). Hence the badge of the third maintenance squadron decorated this a/c and the purple colour on the gear wheel is also a signum for the maintenance squadron through out all of Swedish armed services. Each "cake slice" in the sun appears to be 15 degrees and the inner diameter appears to be 150 cm. Both the Esci (later Airfix) and the Tarangus fins are incorrect in 1/48 scale therefore the sun will not fit without cutting.



JA 37, 37410, 10 - F16 Uppsala. The second and third squadron (blue and yellow respectively) and the accompaniment maintenance squadron merged and recreated the first squadron (red colour) in August of 2000. The badge painted on the fin was the former squadron commander Knut Lindalhs badge (which was painted on his Mustang 26046). This a/c had the wing numbers in a more aft position than standard, the bottom of the numbers were close to the ailerons hinge.



JA 37Di, 37347, 47- FC 2002. This airframe served as prototype for the Di modification. ED 36 indicates the Edit 36 software. The black/white dot-markings on the right side are test validation markings. The modification included capability to carry the Rb 99 AMRAMM Air to Air missiles. Later the F16 wing numbers were removed and an orange band applied around the nose (300 mm wide and black dashed in this view) indicated that the a/c was operated by the FC (Försökscentralen - The Test Establishment).



JA 37Di, 37442, 52 - F4 Frösön/Östersund, September 2004. While F4 received Gripen 39C a/c the use of updated JA a/c continued. Only grey a/c were modified to D/Di standard and since these airframes had quite some flight hours they could look very weathered. First wings' badge is on left side on this a/c and (second on right) but it could be the opposite way around, the first and second maintenance badges on the doors followed the same side



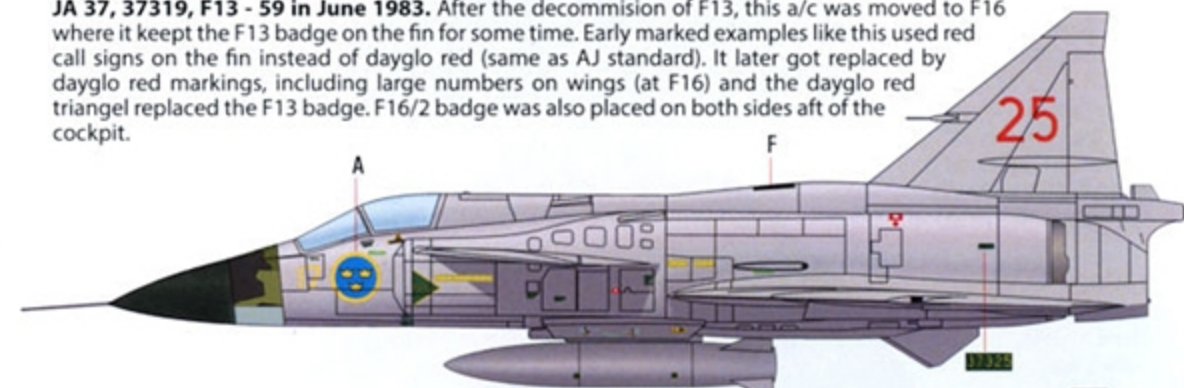
JA 37, 37377, 37 - F4 Frösön/Östersund October 2000. Large national insignias.



JA 37, 37348 F13 - 38 in 1982. Off white test scheme. This was one out of six test painted a/c at F13, 37347 was also painted off white while 37328 (F13 - 68) and 37349 (F13 - 39) were painted light grey. 37328 was nicknamed "White lady" at its later user F16. 37329 (F13 - 69) and 37350 (F13 - 40) were painted medium grey.



JA 37, 37319, F13 - 59 in June 1983. After the decommission of F13, this a/c was moved to F16 where it kept the F13 badge on the fin for some time. Early marked examples like this used red call signs on the fin instead of dayglo red (same as AJ standard). It later got replaced by dayglo red markings, including large numbers on wings (at F16) and the dayglo red triangle replaced the F13 badge. F16/2 badge was also placed on both sides aft of the cockpit.



JA 37, 37325, 25 - F17 Kallinge, February 1985. Bare metal livery (except the nose). Large national insignias. Use red tail code from AJ decal sheet 72017 or 48010 respectively.



JA 37, 37403, 03 - F16 Uppsala. This was the last JA 37 to leave F16 at 200 for scrapping at F14 Halmstad. The first squadron badge was applied at four positions, landing gear doors and aft of canopy. The black version of the badge was also applied at the fin. Note the late style of wing number "16" (long "hook" on 6).

JA 37 Viggen Painting and marking information

The JA 37 was painted both in the green splinter camouflage and the grey two tone camouflage. The splinter camouflage was applied onto the early delivered JA 37 in the Experiments however settled that a grey camouflage is consuming (and relatively expensive) painting process splinter camouflage paint work was initially carried out at own maintenance facilities.

It is not likely that any green camouflage a/c were for the test a/c 37327-37329). The large dayglo red visibility and should be removed in the event of on this decal sheet represent the standard font by drawings and were sent from central maintenance-sometimes cut out locally and could consequently be found in a wide variety of designs.

37302-37326 Splinter camouflage.

37327-37329 Test, grey camouflage.

37330-37346 Splinter camouflage.

37347-37350 Test grey camouflage.

37351-37381 Mixed splinter and grey camouflage (37351, 37353, 37362, 37363, 37374 were for example grey).

37382-37449 Grey camouflage

and the grey two tone camouflage. The splinter same way as the precursor a/c in the AJ family. favorably in the air defense role. Due to the time many a/c were initially unpainted bare metal. The Saab but was later changed to be done at the Air Force

repainted in grey camouflage (possible not the case wing markings where introduced to improve hostilities. The dayglo red wing numbers included (improved Superstar font), which were specified nance office. The dayglo numbers were however



Mid Green 322

Close FS number:

34138♦/34187♦

Close Tamiya:

-

Close Humbrol:

117♦



Dark Green 326

Close FS number:

34092♦/34128♦/34079★

Close Tamiya:♦

XF-26/58?

Humbrol:

22*Hu:150 + 7*Hu:33 +

3*Hu:34

(Alt. 105)



Brown 507

Close FS number:

30117♦/30219♦/30051★

Close Tamiya:♦

XF-52

Humbrol:♦

32*Hu:150 +

7*Hu:60 +

6*Hu:25 +

3*Hu:34

(Alt.118)



Black 093

Black/Antrazit



Blue Grey 058

Close FS number:

36314♦/36329♦/35237★

Close Tamiya:♦ XF-66? (53)

Close Humbrol:♦

14*Hu:27 + 3*Hu:94 +

2*Hu:34 + 1*Hu:109

(Alternatively 175)

60 mm black leading edges.

Especially thanks to:

Emil Lindberg

Thord Jonsson

Johnny Andersson

Colour references

♦ Urban Fredrikssons colour chart at ipms Stockholms web site

★ Kronmärkt, L Fredin, L Hellström
ISBN 91-7243-003-6

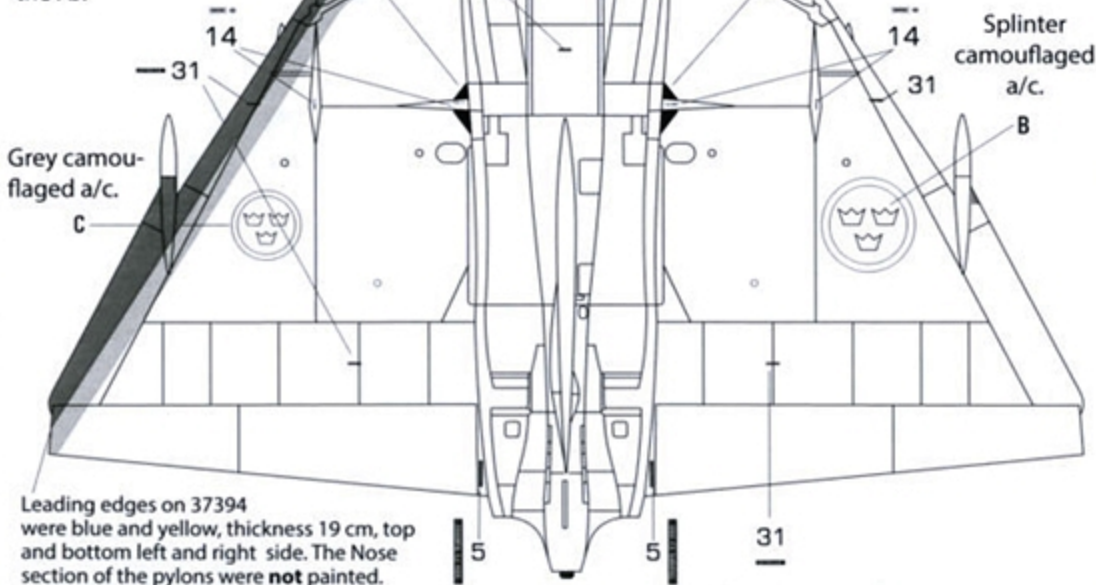
JA 37/AJ 37

Main external differences

The JA 37 Viggen:

- Left/right (port/starboard) position lights at the wing tips (the AJ 37 had them just outside of the wing placed radar warning pods).
- The outer wing section meets the radar warning pod at more aft position compared to the AJ.
- No dopler radar antenna (the AJ had on bottom side of right wing doppler radar).
- The elevons rigidly fixed together (with a clamp) and worked as one piece (and not separated as they are on JA 37).
- Four cylinders to operate the (rigidly attached) elevons (the AJ 37 had three on each wing).
- "Jaktlänk" radio antenna aft of the vertical stabilizer.
- 14 cm extended fuselage due to the upgraded RM8B engine (with additional compressor stages) compared to the AJ.

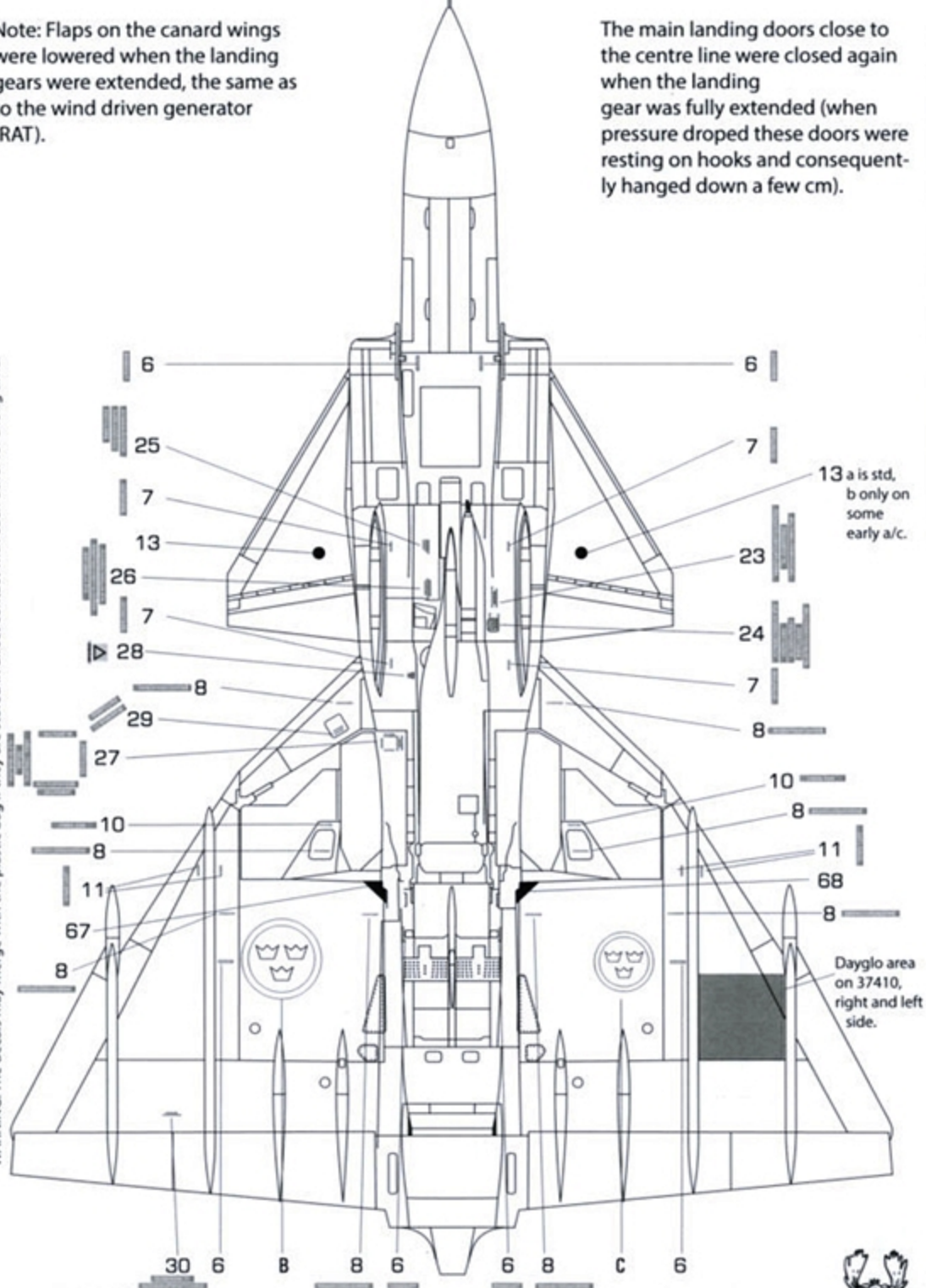
- The leading edge on the outer wing pylon (R7H/V) slanting backward. (The AJ has the leading edge slanting in the same angle as the inner wing pylon.)
- Two Vortex generator on each canard wing (the AJ had one on each wing)
- Different aft looking radar warning pod compared to the AJ airframes.
- Two rows of four ventilations holes in the tail section (which the AJ lacked).
- Four finned droptank (the tank fitted to the AJ had three fins)



Note: Flaps on the canard wings were lowered when the landing gears were extended, the same as to the wind driven generator (RAT).

The main landing doors close to the centre line were closed again when the landing gear was fully extended (when pressure dropped these doors were resting on hooks and consequently hanged down a few cm).

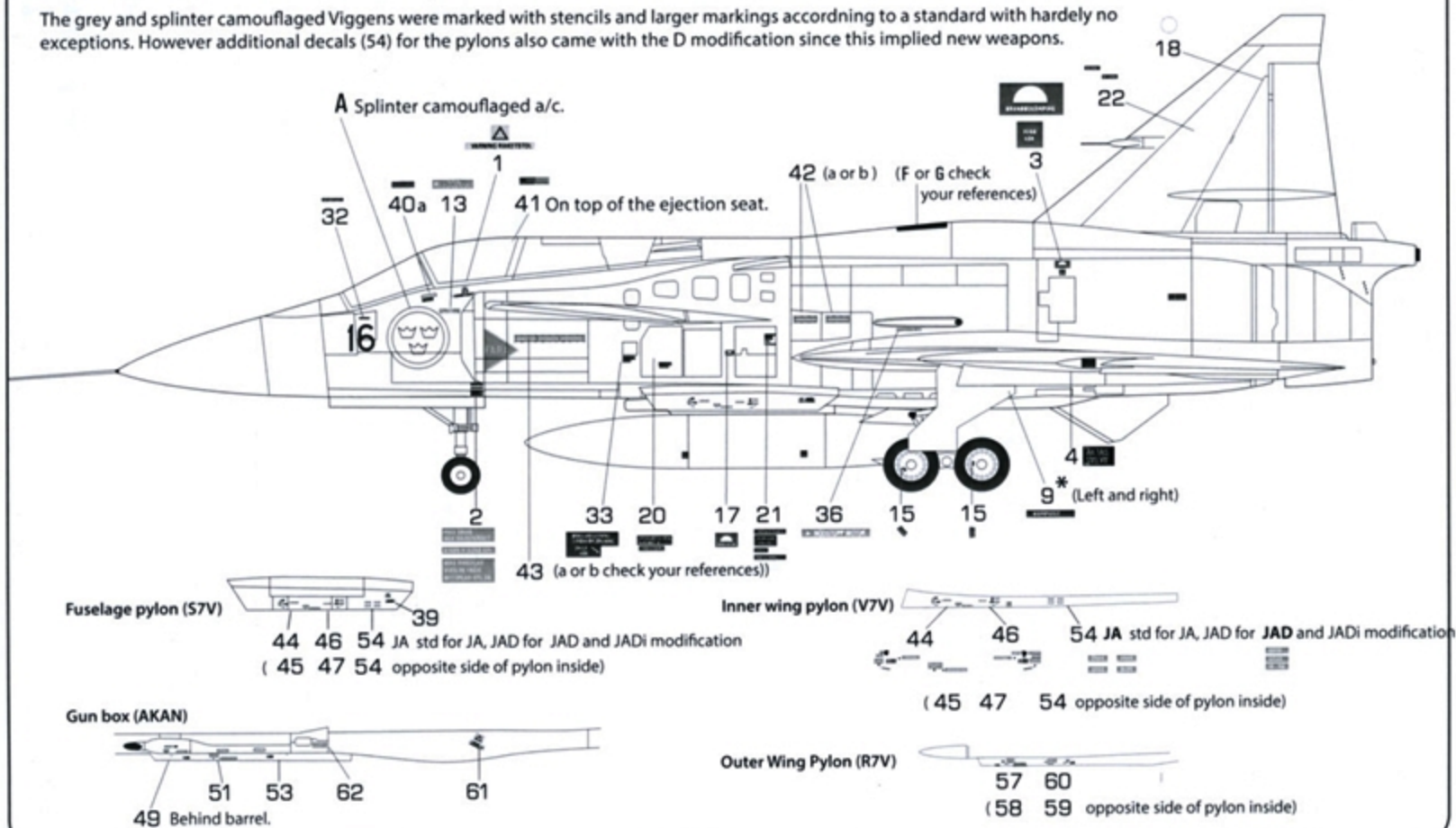
WARNING: The decals may merge with the plastic bag if they are stored in direct contact with each other for a long time.



JA 37 D/Di Viggen

Decal placement guide

The grey and splinter camouflaged Viggens were marked with stencils and larger markings according to a standard with hardly no exceptions. However additional decals (54) for the pylons also came with the D modification since this implied new weapons.



* Decal 9 indicates if a particular a/c was fitted with composite rudder and/or composite outer main landing gear doors. There is no clear regulation or rule for which a/c that were fitted with such parts. Nor is it clarified if initial set up implied both fin and landing gear doors in composite or if initial mix could appear. Parts were also damaged and changed which meant that a/c fitted with composite details one year could have a different set up the next year. Mixed type of doors (on left and right side) could appear. For example, doors could be damaged when RB 71 Skyflash were raised to pylon V7R/V.

Some examples from 1998:

- 37302: Fin in composite, outer main landing gear doors in sheet metal, black fintip
- 37331: Fin in sheet metal, outer main landing gear doors in composite, black fintip
- 37351: Fin in composite, outer main landing gear doors in composite, white fintip.
- 37354: Fin in sheet metal, outer main landing gear doors in composite, white fintip
- 37394: Fin in sheet metal, outer main landing gear doors in composite, black fintip
- 37421: Fin in composite, outer main landing gear doors in composite, white fintip
- 37437: Fin in sheet metal, outer main landing gear doors in composite, black fintip
- 37441: Fin in sheet metal, outer main landing gear doors in composite, white fintip

