

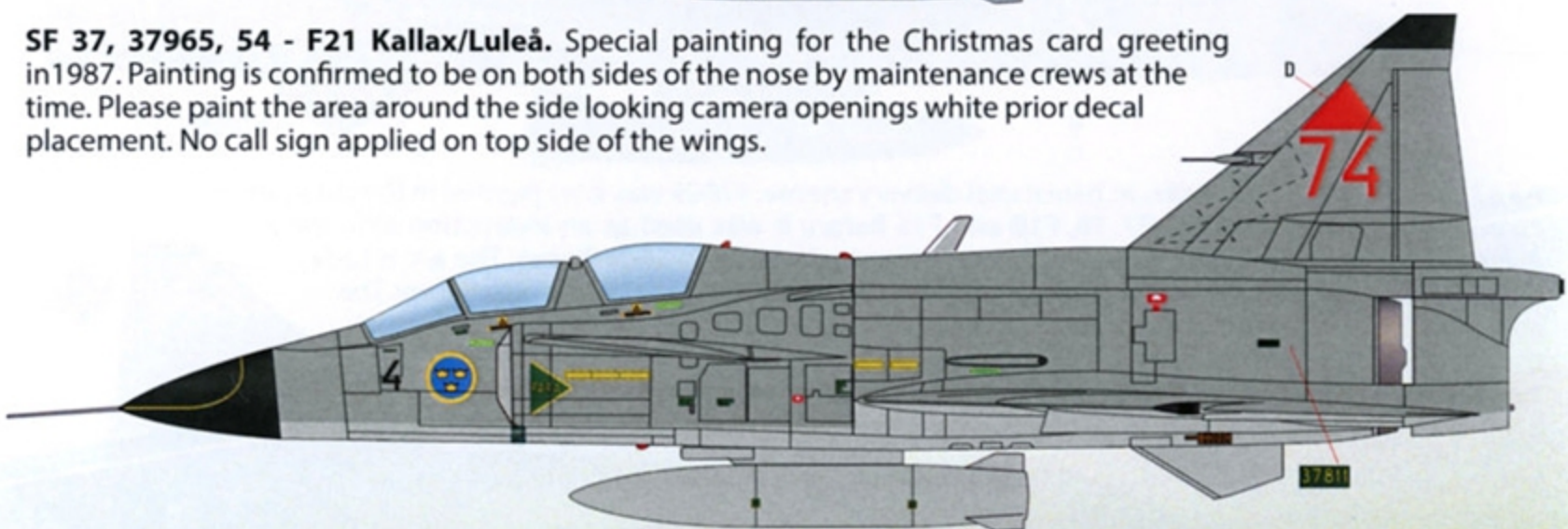
# AJ/AJS, SF/AJSF, SH/AJSH, SK/SK 37E Viggen



**AJ 37, 37034, 34 - F6 Karlsborg September 1984.** This aircraft (a/c) later got white call signs on the top side of the wings. The AJ 37 replaced A 32 Lansen in 1977 and was in service until F6 was decommissioned on June 30 1994.



**SF 37, 37965, 54 - F21 Kallax/Luleå.** Special painting for the Christmas card greeting in 1987. Painting is confirmed to be on both sides of the nose by maintenance crews at the time. Please paint the area around the side looking camera openings white prior decal placement. No call sign applied on top side of the wings.



**SK 37E, 37811, 74 - F4 Frösön/Östersund 2001.** Operated by the second squadron. The only grey painted SK 37. The grey paint scheme was applied at F21 in 1995 while the a/c still was operated by F15 with tail code 58 (before E-modification). The used colours were standard Gripen two tone grey acrylic paints (i.e. not JA 37 colours). Bottom side is Duvgrå 5431-17M and top side is Pansargrå 5431-17M. It was later transferred to F21 Luleå, tail code 73 where it received the red lightning on the fin after some years (dashed outline in this sketch). Tail code was never applied on top side of the wings on this a/c.

## AJ, SH, SF & SK 37 Viggen Painting and marking information

After the first flight in 1968 the attack version (AJ) of the Viggen had started to be delivered to the Swedish Air Force (7th wing Sätenäs) in 1973 in a green/black/brown splinter camouflage. The idea was to avoid detection from the air during low level sorties but it would also facilitate the camouflaging work when operating from some of the many road bases. Some a/c got their call sign repeated on the wings, this was not standard in the AJ-family but white numbers were used in some extent at F6, F10 and F21 and dayglo red numbers at F13 around 1990.

Serial number 37--- could be repeated on two places on the airframe, either on the main landing doors (like 37104 in this instruction) or at the fin top (the font at this used was military vehicle registration numbers).



### Brown 507

Close FS number:  
0117 /30219 /30051  
Mr. Paint: MRP 179  
Hataka: HTK-A160  
HTK-C160



### Blue Grey 058

Close FS number:  
36314\* /36329\* /35237  
Mr. Paint: MRP 175  
Hataka: HTK-A029  
HTK-C029

60 mm black  
leading edges.



### Black 093

Black/Antrazit  
Mr. Paint: MRP 176



### Mid Green 322

Close FS number:  
34138 /34187  
Mr. Paint: MRP 178  
Hataka: HTK- A325



### Dark Green 326

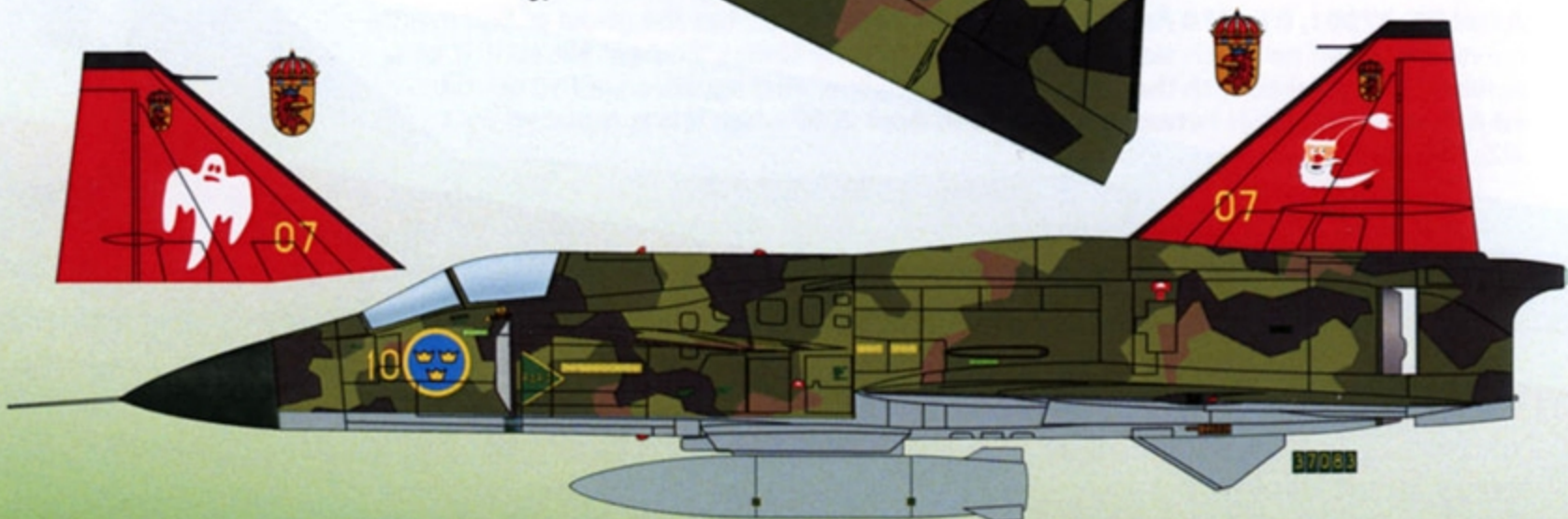
Close FS number:  
34092 /34128 /34079  
Mr. Paint: MRP 177  
Hataka: HTK- A324

### Especially thanks to:

Emil Lindberg  
Thord Jonsson  
Leif Fredin  
Jonny Andersson

37104  
both wings  
top side

Colour references  
are according to  
Urban Fredrikssons  
colour chart (♦) at ipms  
Stockholms web site and the  
excellent book Kronmärkt (\*)  
ISBN 91-7243-003-6



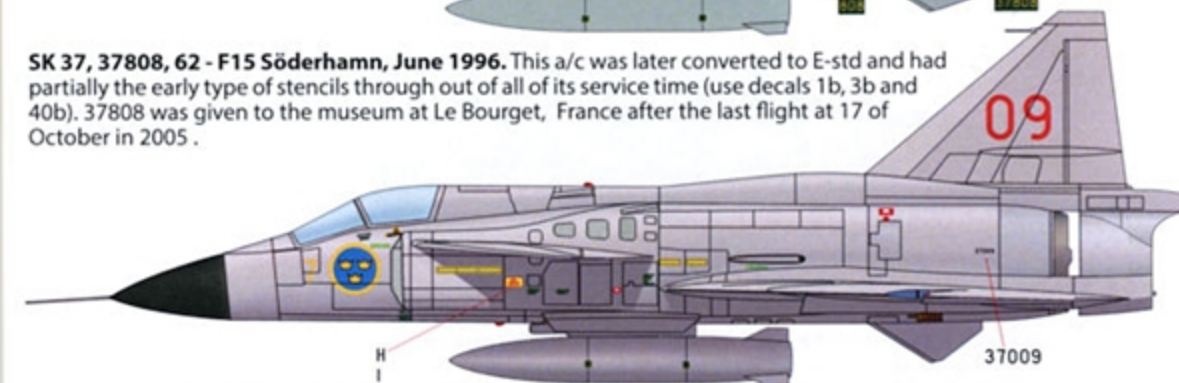
AJ 37, 37083, 07 - F10 Ängelholm, 1995. Special painting (design by "Prebben") for the yearly Christmas card greeting in 1995. This a/c had no call sign applied on the top side of the wings.



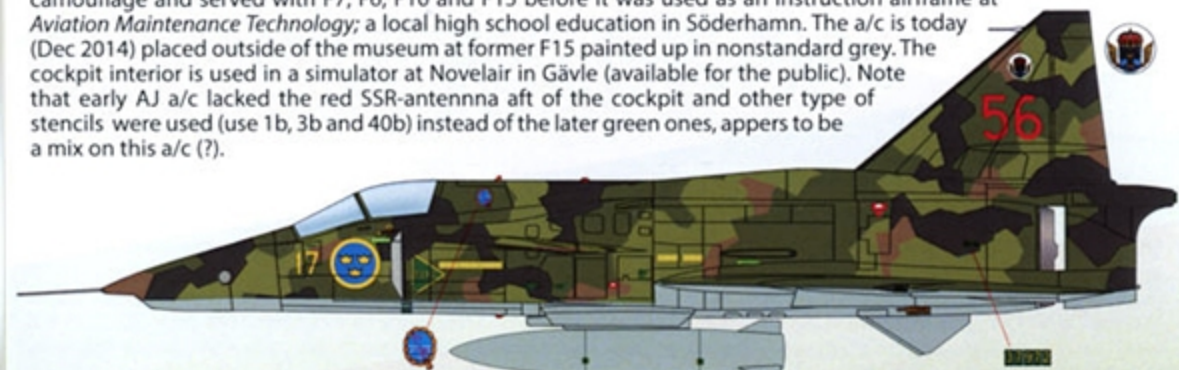
**SH 37, 37902, 03 - F13 Brävalla/Norrköping.** Operated by first squadron "red Martin". On the 5th of June 1985 this a/c out manoeuvred an Russian Su-15F Flagon (call sign "Yellow 36") which unfortunately ended with the a/c impacting the sea surface which killed the russian pilot. This a/c was later marked with large wing numbers on the top side of the wings (info from April 1992) in the same manner as JA 37 had (SH 37901/01 SF 37950/10 and 37953/02 also had this type of marking). This can be achieved with JA 37 decal sheet (72018 or 48011). It appears like the tail code on the fin can be either standard red or dayglo red at this time. At F13 SH a/c were given odd call sign numbers while SF a/c were given even call sign numbers.



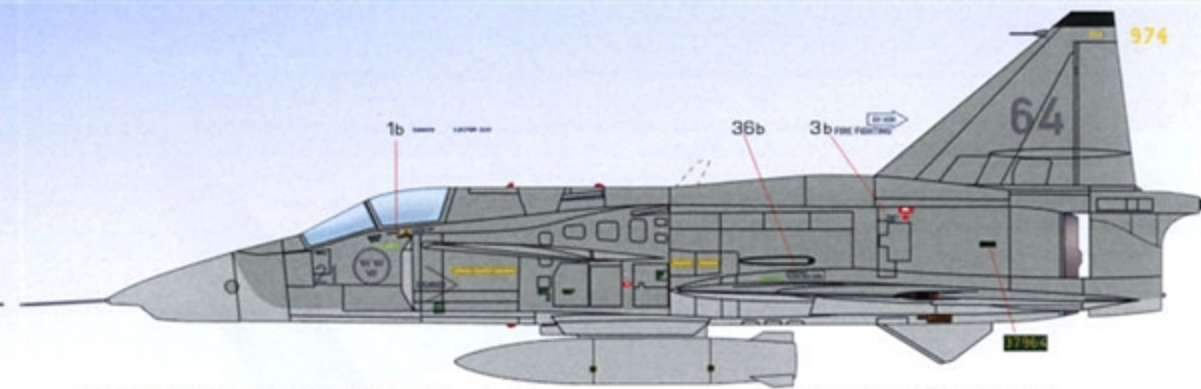
**SK 37, 37808, 62 - F15 Söderhamn, June 1996.** This a/c was later converted to E-std and had partially the early type of stencils through out of all of its service time (use decals 1b, 3b and 40b). 37808 was given to the museum at Le Bourget, France after the last flight at 17 of October in 2005.



**AJ 37, 37009, 09 - F7 Sätenäs.** in bare metal delivery scheme. 37009 was later painted in the std splinter camouflage and served with F7, F6, F10 and F15 before it was used as an instruction airframe at *Aviation Maintenance Technology*; a local high school education in Söderhamn. The a/c is today (Dec 2014) placed outside of the museum at former F15 painted up in nonstandard grey. The cockpit interior is used in a simulator at Novelair in Gävle (available for the public). Note that early AJ a/c lacked the red SSR-antenna aft of the cockpit and other type of stencils were used (use 1b, 3b and 40b) instead of the later green ones, appears to be a mix on this a/c (?).



**AJSH 37, 37972, 56 - F17 Kallinge/Ronneby, June 1992.** Operated by second squadron at F17, -Quintus blue flew SF and SH between 1978 and 1993 when it converted to air defence role and JA 37.



**AJSF 37, 37974, 64 - F21 Kallax.** Operated by the first squadron "red Urban" or "Akkto Stakki" (Finnish and translates to "Lone Wolf") at F21. The AJSF fleet at F21 was marked in low visibility markings to serve with SWAFRAP during Jan 2001-Jan 2004. This particular a/c was the lone example of grey painted AJSF a/c from F21 which had large wing numbers "64" applied on top side of the wings (see top side view). Note that the font of the large 4 on the wing was not according to standard, nor was the rest of the grey numbering on these airframes. Colours are the same as JAS 39 Gripen, i.e. top side Pansargrä 5431-14M and bottom side Duvgrå 5431-14M.



**SK 37E, 37813, 13 - FC Malmén/Linköping, April 2000.** Försökscentralen (FC) (the Test Establishment) also operated SK 37809 09 - FC with analogous markings (bare metal fwd canopy frame). These a/c had yellow call signs on the main landing doors. The orange ring around the nose is approx. 300 mm wide (4.2 mm in 1/72 and 6.3 mm in 1/48).



**AJSJH 37, 37901, 01 - F10 Ängelholm, April 2000.** The a/c has the ghost of first maintenance squadron on (both sides of) the fin (Design by Tomas "Preben" Nilsson), it was earlier (1996) marked with the county badge of Skåne. First squadron at F10 operated AJS, AJSF and AJSJH between July 1993 to April 2000 when it was replaced by JAS 39 Gripen.



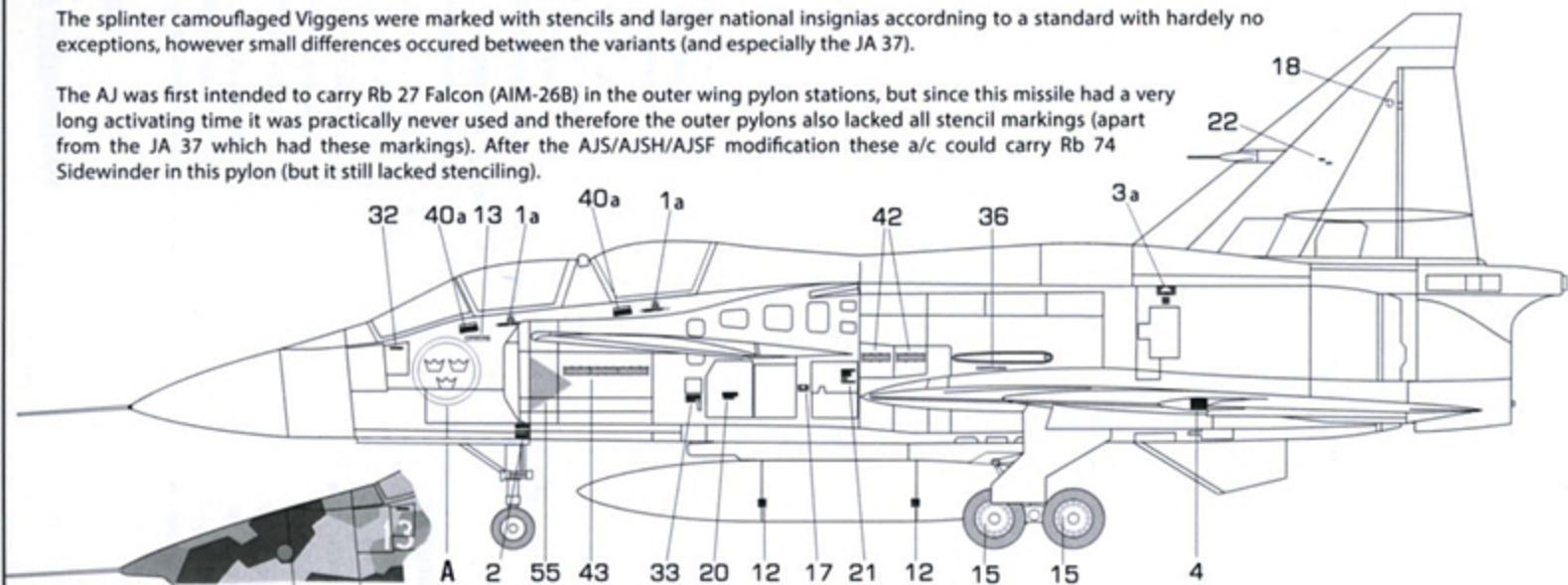
**AJS 37, 37104, 45 - F15 Söderhamn.** This a/c had white square formed markings on top side of the wings (see top side view) in June 1996. F15 operated a mixed fleet of AJS/AJSJH/AJSF (AJ/SH/SF before the modification) and also SK 37 until its decommission in 1997.

# AJ/AJS, SF/AJSF, SH/AJSH & SK/SK37E

## Viggen Decal placement guide

The splinter camouflaged Viggens were marked with stencils and larger national insignias according to a standard with hardly no exceptions, however small differences occurred between the variants (and especially the JA 37).

The AJ was first intended to carry Rb 27 Falcon (AIM-26B) in the outer wing pylon stations, but since this missile had a very long activating time it was practically never used and therefore the outer pylons also lacked all stencil markings (apart from the JA 37 which had these markings). After the AJS/AJSH/AJSF modification these a/c could carry Rb 74 Sidewinder in this pylon (but it still lacked stenciling).



- 55 Unclear what this red square indicated but the warning signs were missing when this dot was used
- 39a This appears to be an early style of the jet exhaust warning sign.
- 39b This appears to be a later style of the jet exhaust warning sign and may have been introduced simultaneously as the JA 37.

Fuselage pylon (S7V)



44 46  
( 45 47 opposite side of pylon inside)

Inner wing pylon (V7V)



44 46 54  
( 45 47 54 opposite side of pylon inside)

Centre pylon (C7)



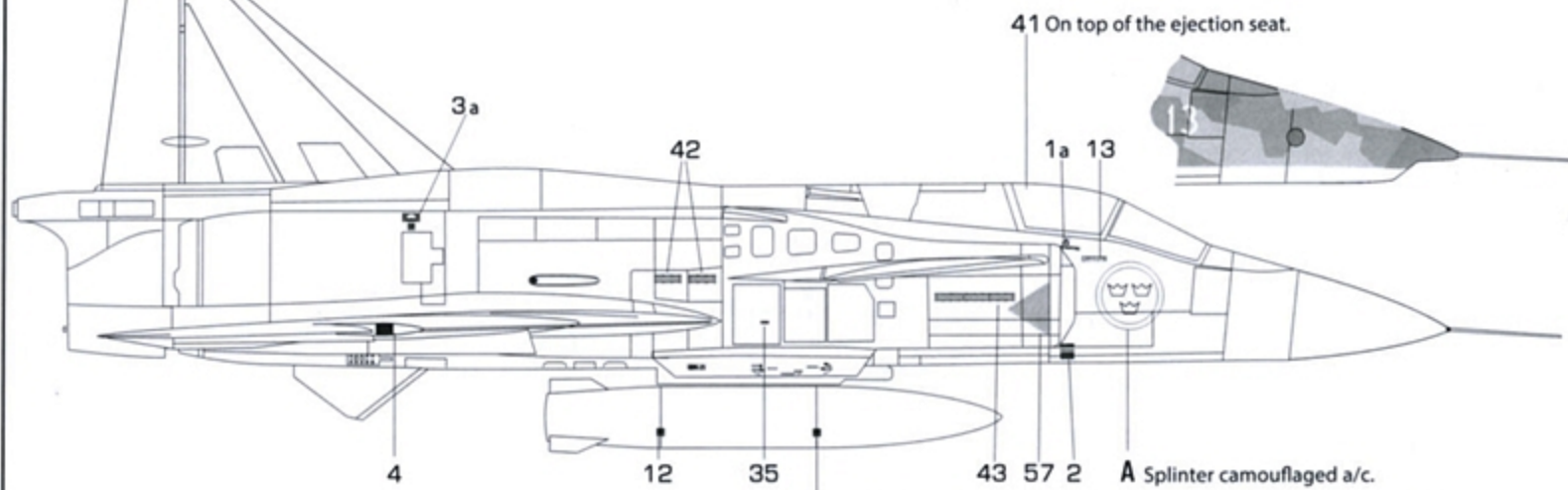
49 51 53

39b Mandatory on SK, appeared some times on AJ/SH/SF

Outer Wing Pylon (R7V)  
(no markings on AJ family)



Early markings for the bare metal Viggen had a little different style of stencils and warning signs. Most of the stencils had red text on silver background, a few of them are included on this decal sheet but since the a/c were not marked in the same extent as later standard it is somewhat hard to tell which of them that really were represented in the early days. Bare metal AJ attack a/c mostly had black tail code numbers (630 mm) and black (400 mm) wing number on air intake. Yellow tail codes and wing numbers on air intake also occurred at F7 for a short time.



41 On top of the ejection seat.

12 This stencil could be placed in three different rotation angles but not upside down.

Note: Both wing pylon stations are too low on the Tarangus/Special Hobby kit, i.e. these pylon decals will not fit without modifications.

- 55 Unclear what this red square indicated but the warning signs were missing when this dot was used
- 39a This appears to be an early style of the jet exhaust warning sign.
- 39b This appears to be a later style of the jet exhaust warning sign and may have been introduced simultaneously as the JA 37.

Inner wing pylon (V7H)



54 46 44  
( 54 47 45 opposite side of pylon inside)

Fuselage pylon (S7H)



46 44  
( 47 45 opposite side of pylon inside)

Outer Wing Pylon (R7H)  
(no markings on AJ family)



Centre pylon (C7)



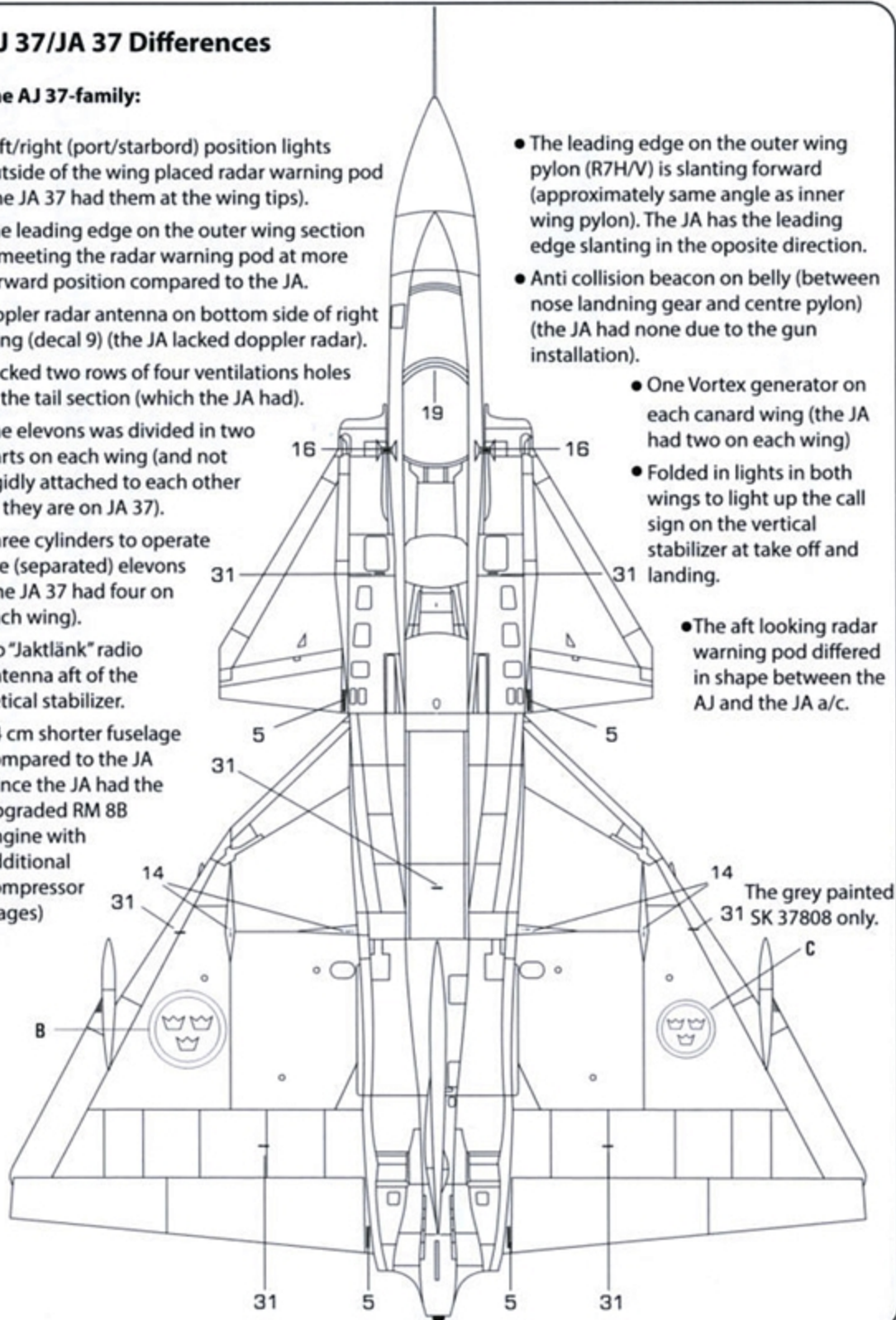
Mandatory on SK, appeared some times on AJ/SH/SF 39b 52 50 48



## AJ 37/JA 37 Differences

### The AJ 37-family:

- Left/right (port/starbord) position lights outside of the wing placed radar warning pod (the JA 37 had them at the wing tips).
- The leading edge on the outer wing section is meeting the radar warning pod at more forward position compared to the JA.
- Doppler radar antenna on bottom side of right wing (decal 9) (the JA lacked doppler radar).
- Lacked two rows of four ventilations holes in the tail section (which the JA had).
- The elevons was divided in two parts on each wing (and not rigidly attached to each other as they are on JA 37).
- Three cylinders to operate the (separated) elevons (the JA 37 had four on each wing).
- No "Jaktlänk" radio antenna aft of the vertical stabilizer.
- 14 cm shorter fuselage compared to the JA (since the JA had the upgraded RM 8B engine with additional compressor stages)



- The leading edge on the outer wing pylon (R7H/V) is slanting forward (approximately same angle as inner wing pylon). The JA has the leading edge slanting in the opposite direction.
- Anti collision beacon on belly (between nose landing gear and centre pylon) (the JA had none due to the gun installation).

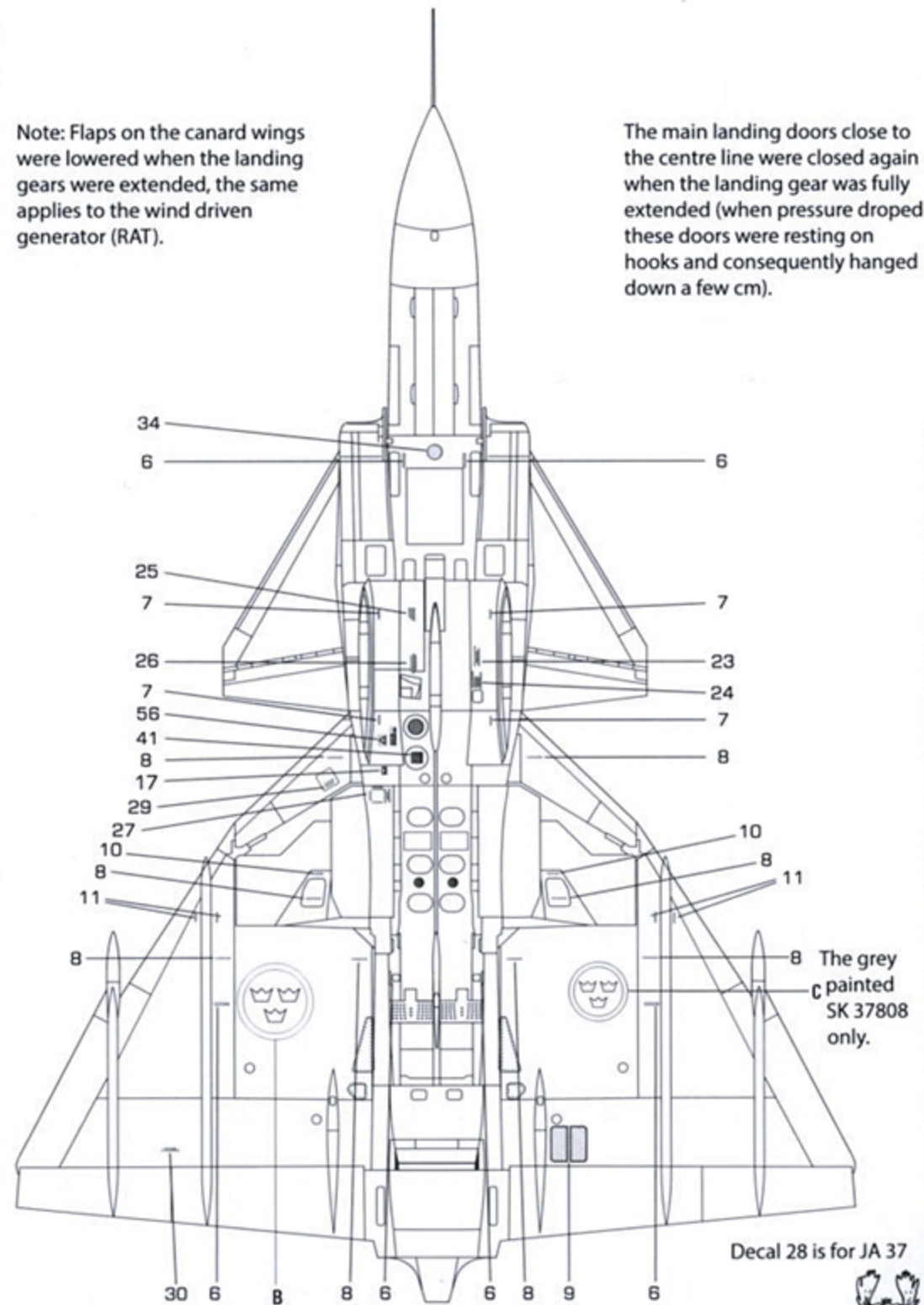
- One Vortex generator on each canard wing (the JA had two on each wing)
- Folded in lights in both wings to light up the call sign on the vertical stabilizer at take off and landing.

- The aft looking radar warning pod differed in shape between the AJ and the JA a/c.

The grey painted 31 SK 37808 only.

Note: Flaps on the canard wings were lowered when the landing gears were extended, the same applies 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).



The grey painted SK 37808 only.

Decal 28 is for JA 37

