

# Saab AJS 37 Viggen

## FlightGear Flight Manual



*Model by*

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# Introduction

## The Saab 37 Viggen

The Saab 37 Viggen is a Swedish, supersonic, single-seat military aircraft, notable for its short takeoff and landing capability offered by a thrust reverser. It was developed in the 1960's, entered service in 1971, and was retired in 2005. While the Viggen was intended as a multi-role aircraft, it never truly achieved that goal—unlike its successor the JAS 39 Gripen. Instead, the Viggen was developed into a multitude of versions for different roles: surface attack (AJ 37), reconnaissance (SF 37, SH 37), and fighter interceptor (JA 37).

### Specification (AJS 37)

|                    |                                      |
|--------------------|--------------------------------------|
| Wing span          | 10.60m                               |
| Length             | 16.30m                               |
| Height             | 5.81m                                |
| Main wing area     | 46.00m <sup>2</sup>                  |
| Max takeoff weight | ca. 20000kg                          |
| Max static thrust  | 65.6kN dry, 115.6kN with afterburner |

## FlightGear Model

This flight manual is intended for the Saab 37 Viggen model for the FlightGear flight simulator. The model is available through FlightGear's official hangar FGAddon. Alternatively, development versions can be found in the Github repository<sup>1</sup>. Two variants of the Viggen have been developed in this model:

**JA 37D** A modernised fighter interceptor version from the 1990's. It notably features some of the glass instrument panels used in the JAS 39 Gripen.

**AJS 37** Primarily a surface attack version, which resulted out of a modification programme providing some existing Viggens with limited multi-role (attack, fighter, and reconnaissance) capabilities.

This version of the manual is for the AJS 37.

**Compatibility Note** This manual was designed for version 5.4.0 of the Viggen model. Minimum supported FlightGear version is 2020.3.1. Using the latest stable FlightGear version is generally recommended.

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<sup>1</sup><https://github.com/NikolaiVChr/flightgear-saab-ja-37-viggen>

Part I

*Aircraft Description*

# 1. Cockpit Overview



- |                                         |                                                |
|-----------------------------------------|------------------------------------------------|
| 1. Thrust reverser status light         | 16. Backup attitude indicator                  |
| 2. Thrust reverser handle               | 17. Backup altimeter                           |
| 3. Autopilot pushbuttons/lights         | 18. Backup heading indicator                   |
| 4. Autothrottle lights                  | 19. 'Weapon released' light                    |
| 5. Airspeed/Mach indicator              | 20. G-meter                                    |
| 6. FR 22 comm. radio frequency selector | 21. Backup airspeed indicator                  |
| 7. Angle of attack indicator            | 22. RPM indicator (N2)                         |
| 8. Master warning lights and button     | 23. Afterburner zone lights                    |
| 9. HUD brightness knob                  | 24. Engine pressure ratio indicator            |
| 10. Attitude/director indicator (ADI)   | 25. Transonic / low speed reverse light        |
| 11. Altimeter                           | 26. Waypoint type / number indicator           |
| 12. Central indicator (CI)              | 27. Waypoint distance indicator                |
| 13. Parking brake handle                | 28. Fuel gauge                                 |
| 14. Clock / chronometer                 | 29. Left warning lights panel (cf. fig. 2.1).  |
| 15. HUD settings switches               | 30. Right warning lights panel (cf. fig. 2.1). |

Figure 1.1: Cockpit—front panel



- |                                           |                                        |
|-------------------------------------------|----------------------------------------|
| 1. Autothrottle lever                     | 14. Main mode selector knob            |
| 2. Landing gear lever                     | 15. Engine start switch                |
| 3. Cycle selected pylon button            | 16. Generator switch                   |
| 4. Warning sounds volume                  | 17. Master power switch                |
| 5. Air conditioning controls              | 18. Fuel cutoff switch                 |
| 6. Instruments light knob                 | 19. FR 22 comm. radio channel selector |
| 7. Panel light knob                       | 20. Warning lights test button         |
| 8. Backup trim controls                   | 21. Roll trim centered light           |
| 9. Yaw trim centered light                | 22. Pitch trim indicator               |
| 10. Trim reset button                     | 23. Brake pressure indicator           |
| 11. FR 24 comm. radio panel               | 24. Cabin pressure indicator           |
| 12. Canopy jettison button                | 25. Taxi/landing lights switch         |
| 13. Radar control panel (not implemented) |                                        |

Figure 1.2: Cockpit—left panel



- |                                     |                                      |
|-------------------------------------|--------------------------------------|
| 1. Automatic fuel regulator switch  | 14. DME switch—no functionality      |
| 2. Afterburner cutoff switch        | 15. Navigation panel                 |
| 3. Emergency ram air turbine switch | 16. TILS channel selection knob      |
| 4. Pitch gearing switch             | 17. TILS channel group switch        |
| 5. Fuses panel                      | 18. Windshield defogging knob        |
| 6. Weapons panel                    | 19. Test panel                       |
| 7. Transponder                      | 20. Data panel (not implemented)     |
| 8. Ignition plug switch             | 21. RWR control panel                |
| 9. Nozzle position indicator        | 22. Formation lights switch          |
| 10. Exhaust temperature indicator   | 23. Navigation lights switch         |
| 11. Oxygen pressure indicator       | 24. Anti-collision lights switch     |
| 12. Oxygen cutoff switch            | 25. Identification transponder panel |
| 13. Radar altimeter switch          | 26. Formation lights intensity knob  |

Figure 1.3: Cockpit—right panel

## 2. Instrumentation and Indicators

### 2.1 Flight Instruments

**Altitude Indicator (fig. 1.1:11)** The long pointer is graduated in 100m, the short one in 1000m. The indicator can only display altitudes in the range 0–10km, after which it will cycle back to 0.

The knob is used to set reference pressure, which is displayed in hPa on a digital counter. Pulling the knob (click the center of the knob) sets the altimeter to the standard reference pressure 1013hPa. The pressure counter is covered with the text ‘STD’ in this case.

The altimeter requires AC power. A red-white flag indicates power failure.



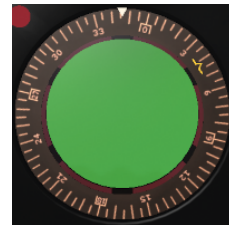
**Airspeed/Mach Indicator (fig. 1.1:5)** The airspeed indicator is graduated in km/h on a pseudo-logarithmic scale, up to 1400km/h. The airspeed indicator is fully mechanical.

The digital Mach indicator has a range of M 0–2.5. It is partially covered at M <0.4. The Mach indicator requires AC power. A red-white flag indicates power failure of the Mach indicator (but not of the airspeed indicator).

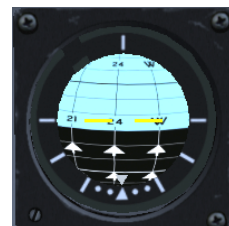
The knob controls an index on the airspeed scale, with no functionality.



**Heading Indicator (fig. 1.1:12)** The heading indicator forms a ring around the radar display (CI). The heading scale ring itself rotates, and is read against a fixed index. A second yellow moving index indicates bearing to the next waypoint. The heading indicator requires AC power. A red-white flag indicates power failure.



**Attitude/Director Indicator (fig. 1.1:10)** The ADI consists of a sphere which rotates in 3 axes, indicating pitch, roll, and course. The two flight director needles (horizontal and vertical) show ILS deviation for landing. The ADI requires AC power. A red flag indicates power failure.



**Angle-of-Attack Indicator (fig. 1.1:7)** The AoA indicator is graduated in degrees, from -4° to 30°. When on the ground, the indicator displays pitch angle instead of AoA. The AoA indicator requires DC power. In case of power failure, the pointer returns to the -4° position.



**Accelerometer (fig. 1.1:20)** The accelerometer shows G-load (acceleration along the vertical axis), between  $-2g$  and  $+9g$ . A second pointer shows the maximum (positive) acceleration reached. The button resets the maximum acceleration pointer. The accelerometer is fully mechanical.



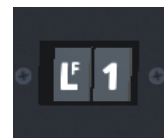
**Chronometer (fig. 1.1:14)** The chronometer has two scales. The inner scale and the white pointers indicate time. The outer scale and the yellow pointers are used for the stopwatch. The lower-left knob is used to adjust time. The top-right button controls the stopwatch. The first push starts the stopwatch, the second push stops it, and the third push resets it.



**Waypoint Distance Indicator (fig. 1.1:27)** Indicates the distance to the next waypoint. At distances  $<40\text{km}$ , the scale is graduated in km. At distances  $>40\text{km}$ , the scale is graduated in Nordic miles ( $1\text{mil} = 10\text{km}$ ), and indicates distances up to  $400\text{km}$ . A small screen indicates the unit in use, as either 'km' or 'mil'.



**Destination Indicator (fig. 1.1:26)** Indicates the type and number of the next waypoint. The first character indicates waypoint type: B for regular waypoints, L for departure and landing bases. The second character indicates the waypoint number, or S for the departure base.



## 2.2 Backup Instruments

**Backup Altimeter (fig. 1.1:17)** The long pointer is graduated in  $100\text{m}$ , the short one in  $1000\text{m}$ . The indicator can only display altitudes in the range  $0\text{--}10\text{km}$ , after which it will cycle back to 0. The knob is used to set reference pressure, which is displayed in hPa on a digital counter. The backup altimeter is fully mechanical.



**Backup Airspeed Indicator (fig. 1.1:21)** The backup airspeed indicator is graduated in  $\text{km/h}$  on a pseudo-logarithmic scale, up to  $800\text{km/h}$ . It is fully mechanical.



**Backup Heading Indicator (fig. 1.1:18)** The backup heading pointer indicates aircraft heading on a fixed scale. The backup heading indicator requires AC power.



**Backup Attitude Indicator (fig. 1.1:16)** The backup horizon indicates pitch and roll angles. The display is mechanical, but the gyro uses AC power. A red-white flag indicates power failure. The instrument will continue to function with reasonable accuracy for a few minutes after loss of AC power.



## 2.3 Engine Instruments

**RPM Indicator (fig. 1.1:22)** The RPM indicator shows the high pressure compressor speed (N2), on a scale graduated up to 110%. It requires AC power.



**Engine Pressure Ratio Indicator (fig. 1.1:24)** The EPR indicator shows the pressure ratio between the intake and the outlet of the turbine (before the afterburner stage). It requires AC power.



**Exhaust Gas Temperature Indicator (fig. 1.3:10)** The EGT gauge indicates gas temperature after the turbine (before the afterburner stage) in °C. It requires DC power.



**Nozzle Position Indicator (fig. 1.3:9)** The nozzle indicator shows the position of the engine exhaust nozzle and the current afterburner zone. It requires DC power.



**Afterburner Zone Indicator (fig. 1.1:23)** The afterburner zone lights activate to indicate the afterburner zones (1 to 3) commanded by the throttle lever position. The lights are commanded purely by the throttle position, and not the afterburner zones which are actually lit: for instance moving the throttle in the afterburner zone during thrust reverse causes the lights to activate, despite afterburner being inhibited during reverse.



**Fuel Gauge (fig. 1.1:28)** The fuel gauge indicates fuel quantity as a percentage. Under standard conditions, the gauge indicates 107% with full internal tanks, and 132% with the external tank in addition. A second black-white pointer indicates required fuel quantity (not implemented). The fuel gauge requires AC power.



## 2.4 Warning Lights Panels



Figure 2.1: Left and right warning panels (fig. 1.1:29,30)

### Left Side

| Swedish         | English         | Description                                                                                               |
|-----------------|-----------------|-----------------------------------------------------------------------------------------------------------|
| BRAND           | FIRE            | Engine fire                                                                                               |
| BRÄ UPPF        | FUEL DIST       | Fuel distributor failure                                                                                  |
| X-TANK BRÄ      | X-TANK FUEL     | External tank pump low pressure                                                                           |
| TANK PUMP       | TANK PUMP       | Fuel feed pump low pressure                                                                               |
| LANDSTÄLL       | GEAR            | Steady: landing gear in movement.<br>Blinking: gear failure, or gear retracted at low speed and altitude. |
| FÖRV FÖRBJ      | NO REVR ARM     | Risk of reverser engaging without WoW                                                                     |
| NOS-/V-/H-STÄLL | NOSE-/L-/R-GEAR | Gear down and locked                                                                                      |
| TIPP VÄXEL      | PITCH GEAR      | Elevator reduction gearing failure.                                                                       |
| ELFEL           | ELEC FAIL       | Failure of electrical system                                                                              |
| RESERVEFF       | RES POWER       | Backup hydraulic pump low pressure or emergency ram air turbine failure                                   |
| HYDR-TR 1/2     | HYD PRESS 1/2   | Low pressure in main hydraulic systems                                                                    |
| AFK FEL         | A/T FAIL        | Steady: auto-throttle disengaged.<br>Blinking: A/T failure or abnormal disengagement.                     |
| EJ REV          | NO REVR         | Reverser or tertiary air intake failure                                                                   |
| OLJETRYCK       | OIL PRESS       | Low pressure in engine oil system                                                                         |
| OLJETEMP        | OIL TEMP        | High engine oil temperature                                                                               |

**Right Side**

| Swedish    | English      | Description                                                                         |
|------------|--------------|-------------------------------------------------------------------------------------|
| SPAK       | STICK        | Stability assist failure (press any autopilot button to reset after acknowledgment) |
| HÅLL-FUNK  | AUTOPILOT    | Autopilot failure (idem)                                                            |
| RHM FEL    | RAD ALT FAIL | Radar altimeter failure                                                             |
| ROLL VÄXEL | ROLL GEAR    | Roll reduction gearing failure                                                      |
| CK         | COMPUTER     | Primary computer failure                                                            |
| KABINHÖJD  | CABIN ALT    | Low cabin pressure                                                                  |
| HUV o STOL | CANOPY/SEAT  | Canopy open or ejection seat disarmed                                               |
| TÄNDSYS    | IGN SYS      | Engine ignition system active                                                       |
| STARTSYST  | START SYS    | Starting sequence in progress                                                       |
| MAN BR REG | MAN FUEL     | Manuel fuel injection regulation                                                    |
| SYRGAS     | OXYGEN       | Oxygen mask low pressure                                                            |
| BRÄ < 24   | FUEL < 24    | Low fuel quantity                                                                   |
| BRAND GTS  | FIRE GTS     | Engine starter turbine fire                                                         |
| TILS       | TILS         | Receiving TILS signal (blinking: no vertical signal)                                |
| NAV-SYST   | NAV-SYS      | Navigation systems failure                                                          |
| KB-V SLUT  | KB-L QTY     | Low chaff quantity in left pod (blinking at 10%, steady when empty)                 |
| KB-H/KA SL | KB-R/KA QTY  | Low chaff quantity in right pod (idem), or failure of KA / U-22 ECM pod             |
| FAKSL SL   | FLARES QTY   | Low flares quantity (idem)                                                          |
| MOTVERK    | CHAFF/ECM    | Releasing chaffs or ECM pod active                                                  |
| LUFTBROMS  | AIR BRAKES   | Air brakes extended                                                                 |

**2.5 Other Indicator Lights**

**Master Warning (fig. 1.1:8)** The master warning consists of two flashing red lights, together with a sound warning. It generally lights up together with a blinking light on the warning panels. Pressing the button between the lights acknowledges the warning, which causes the corresponding light on the warning panels to become steady.

**Reverser (fig. 1.1:1)** Green light, indicates that the reverser handle (fig. 1.1:2) is pulled, and the reverser is armed (but not necessarily active).

**Autopilot (fig. 1.1:3)** Three green pushbuttons/lights. Used to select one of the autopilot modes: stability assist (STICK/SPAK), attitude hold (ATT), altitude hold (ALT/HÖJD). When an autopilot mode is active, the light for it and any lower mode are lit. The lights can blink to indicate special flight conditions under which the autopilot is not fully functional.

**Autothrottle (fig. 1.1:4)** The orange A/T (AFK) light indicates that autothrottle is active. The pushbutton/light 15,5° is used to select the high-alpha landing mode (requires landing gear down).

**Transonic / Low Speed Reverse (fig. 1.1:25)** Yellow light, indicates that the aircraft is in the transonic regime.

On the ground, it instead indicates that the reverser is active at low airspeed, causing a risk of hot air ingestion and engine fire. A low throttle setting ( $EPR < 1.4$ ) should be maintained in this case.

**Weapon Released (fig. 1.1:19)** When using Rb 04, Rb 15, and m/71, a steady light indicates that the weapon release sequence is complete. The light goes off when securing the trigger safety.

A blinking light indicates that a weapon was not properly released.

## 3. Control Panels

### 3.1 Main Mode Selector

The main mode selector knob fig. 1.2:14 is located on the radar panel, next to the throttle. It selects an aircraft main operation mode, corresponding to different phases of a flight. The knob can be rotated with the keybindings **M** / **↑**+**M**.



**FK/TST** Built-in test. Not implemented (does the same as BER/PRE).

**BER/PRE** Standby mode used for start-up and taxi. Displays (HUD and CI) are turned off.

**NAV** Navigation mode. Used during most of the flight, including takeoff.

**ANF/CBT** Combat mode. See chapter 7.

**SPA/REC** Reconnaissance mode. Not implemented (does the same as NAV).

**LANDING NAV** Instruments landing mode. Enables landing guidance using inertial navigation and ILS, provided the destination is set in the route manager.

**LANDING P/O** Visual landing mode.

A typical flight may use the following modes. Initially, the mode is BER/PRE. Shortly before takeoff (when entering the runway), the mode is switched to NAV. In order to use weapons, the mode is switched to ANF/CBT, then back to NAV when resuming normal flight.

LANDING mode is typically selected within 20km of the destination. LANDING NAV mode will give indications to follow a full approach pattern, and enables ILS guidance for final, if available. LANDING P/O simply gives indications runway heading and nominal glide slope on the HUD, for visual landing. One can also begin the approach in LANDING NAV mode, and later switch to LANDING P/O to finish the approach visually.

For the LANDING NAV mode, the approach pattern can be changed by the following operations (called ‘flip-flop’).

- Switching to LANDING P/O, then back to LANDING NAV select the short approach mode, with a 10km final instead of a 20km final.
- Switching to NAV, then back to LANDING NAV starts a new approach pattern, with a long (20km) final. (NAV can be replaced by any non-landing mode).

### 3.2 Radios

The AJS 37 is equipped with two communication radios: the FR 22 primary radio, and the FR 24 backup radio.

The FR 22 operates in the VHF band 103.000–155.975 MHz with 25KHz spacing, and in the UHF band 225.000–399.950 MHz with 50KHz spacing. It can use 762 programmable channels, as well as direct frequency input.

The FR 24 operates in the VHF band 110.000–147.000 MHz with 50KHz, and is restricted to 4 pre-programmed channels. The FR 24 can be powered by the aircraft battery.

### 3.2.1 FR 24 Radio Panel

The FR 24 radio panel (fig. 1.2:11) is used to set the operating mode and volume of both the FR 22 and FR 24, as well as the FR 24 channel. In FlightGear, it is not correctly modelled, and is replaced by the FR 29 panel from the JA variant, which has a similar purpose.



1. Mode / channel knob
2. No functionality on AJS
3. Volume knob. Inner knob sets FR 22 and FR 24 volume. Outer knob sets warnings volume.

Figure 3.1: FR 24 Radio Panel

The radio operation modes, selected with the FR 24 panel knob (fig. 3.1:1) are the following.  
**N+L (NORM+LARM)** FR 22 radio is active, its frequency is set with the FR 22 channel and frequency selectors. FR 24 acts as a receiver for the guard channel 121.5MHz.

**N (NORM)** Same as N+L, without the guard channel receiver. FR 24 is inactive.

**E,F,G,H** Sets the corresponding global channel for the FR 24. FR 22 is inactive.

**M,L** No functionality.

### 3.2.2 FR 22 Channel and Frequency Selectors

Frequency or channel for the FR 22 radio is set through the FR 22 channel selector (fig. 1.2:19) and frequency selector (fig. 1.1:6).

To directly select a frequency, press button ‘-’ (fig. 3.2:3) and set the frequency on the frequency selector panel. Note that invalid frequencies can be set (e.g. outside of the FR 22 bands, or with invalid spacing in the UHF band) in which case the FR 22 will not work.

To select the guard channel H (121.5MHz) or one of the special channels S1,S2,S3, press the corresponding button (fig. 3.2:1 or fig. 3.2:2).

To select an airbase channel, set the airbase number with the airbase knob (fig. 3.2:6) and select the channel with one of the airbase channel buttons (fig. 3.2:4). For instance, set the airbase number to 21 and press button A/G for channel 21A.



1. Guard channel H.
2. Special channels S1,S2,S3 (unlabelled buttons).
3. Frequency selector button ‘-’.
4. Airbase channel buttons A/G, B, C/F, C2, D/E.
5. Channel group knob and display (showing channel group 06).
6. Airbase knob and display (showing airbase 21). Every sixth position shows ALLM/GEN.
7. Channel buttons 0 to 9.

Figure 3.2: FR 22 channel selector panel

To select one of the global channels E,F,G, set the airbase knob (fig. 3.2:6) to one of the positions ALLM (every 6th position), and select the channel with one of buttons A/G, C/F, D/E (fig. 3.2:4).

To select a generic channel, set the channel group with the group knob (fig. 3.2:5) and select the channel with one of the channel buttons (fig. 3.2:7). For instance, set the group number to 06 and press button 2 for channel 062.

### 3.2.3 Radio Channels

The different Viggen radios can use a number of configurable radio channels. Available channel names are the following.

**Generic channels** These channels are normally used to communicate between aircrafts, and with fighter control. Their name consists of 3 digits. Channels 010 to 419 can be used.

**Airbase channels** These channels are normally used to communicate with ATC. Their name consists of an airbase number (2 digits), followed by one of the letters A,B,C,C2,D. Airbase numbers 01 to 69 can be used.

**Guard channel** The international guard channel 121.5MHz, called channel H.

**Global channels** Three fixed, global channels, called E,F,G.

**Others** The FR 22 has three unlabelled channel buttons, nicknamed S1,S2,S3 in this manual.

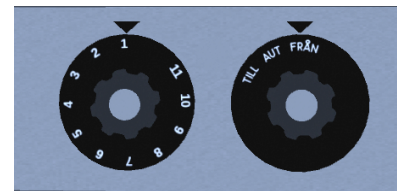
These channels (except for guard channel H) are defined in text configuration files, which can be loaded through [AJS 37] » Load radio channels. Configuration file syntax is described in Aircraft » JA37 » Doc » channels-example.txt. By default the file Aircraft » JA37 » Nasal » radios » channels-default.txt is loaded.

### 3.3 Identification Friend or Foe (IFF)

IFF is a radar system designed to identify friendly aircrafts.<sup>1</sup> Each aircraft can set a *query code* for its IFF system, and aircrafts with the same query code set will be identified as friendly. Thus, allied aircrafts can identify each other by using a shared code, chosen before the mission. In FlightGear, other aircrafts with a compatible IFF system include the F-16 and Justin Nicholson's MiG-21<sup>2</sup>.

The AJS variant of the Viggen is only equipped with the transponder part of the IFF system: it can be identified by other aircrafts, but can not identify them.

**Control Panel** The IFF control panel fig. 1.3: 25 is located on the rear right side of the cockpit. The right knob is the power knob, with 3 positions: OFF/FRÅN, AUTO (on when airborne), ON/TILL. The left knob is used to set the query code, between 1 and 11.



### 3.4 Weapon Panel

The weapon panel (fig. 1.3:6) is used to select weapons and adjust their settings.



- |                                            |                                                      |
|--------------------------------------------|------------------------------------------------------|
| 1. Jettison payload button (guarded)       | 5. Sequence release / ARAK long range                |
| 2. Jettison fuel tank (guarded)            | 6. Missile search pattern settings (not implemented) |
| 3. Weapon selection knob                   |                                                      |
| 4. Wingspan / bomb interval selection knob |                                                      |

Figure 3.3: Weapons panel

<sup>1</sup>Despite the name, IFF can by no mean identify foes. An enemy aircraft is undistinguishable from e.g. a civilian aircraft, or an aircraft with a non-functioning IFF system.

<sup>2</sup><https://github.com/10k1/MiG-21bis>

**Jettison Buttons** There are two jettison buttons, guarded by a cover. The first (fig. 3.3:1) jettisons all external load, except for the outer wing pylons. The second (fig. 3.3:2) jettisons only the external fuel tank.

**Weapon Selector** The weapon selection knob (fig. 3.3:3) is used to select weapon types, as well as special aiming modes for some weapons. The positions allow to select the following weapons.

**IR-RB** Rb 24, Rb 24J, and Rb 74 Sidewinders

**ATTACK** AKA cannon pods, ARAK rocket pods, Rb 04, Rb 15, or m/90

**AKAN JAKT** AKA cannon pods with A/A aiming mode

**LUFT / RR** Rb 05 with A/A aiming mode, or bombs with radar aiming mode.

**RB 75 / MARK / DYK** Rb 75, or Rb 05 in A/G mode, or bombs with dive aiming mode.

**SJÖ / PLAN** Rb 05 in A/S mode, or bombs with level release aiming mode.

Remarks:

- Most positions can be used to select several weapons. This means that these weapons are mutually exclusive (they can not be loaded together). See section 7.1 for more details.
- Position IR-RB is an exception: different types of sidewinders can be loaded together, and are selected simultaneously by this position. Use button IR-RB FRAMSTEGN (fig. 1.2:3) to cycle pylons.
- The different bomb aiming modes are not implemented. Only a generic CCIP exists.
- Rb 05 MARK and SJÖ modes differ only by the fuse setting, which is not implemented.

**Wingspan and Bomb Interval Selector** This knob (fig. 3.3:4) is used to set the bomb release interval, and the target wingspan for the HUD in A/A aiming modes. It is graduated in meters from 10m to 60m. The three leftmost positions (VÄ, RAKT, HÖ) are used for illumination bombs, which are not implemented.

**Sequence Release and ARAK Long Range Mode** The switch SERIE/IMPULS (fig. 3.3:5) has different functions depending on the selected weapon.

**Rb 04 / Rb 15** The switch controls sequence release. In position SERIE, both missiles are launched with 2 second interval. In position IMPULS, only one missile is launched at a time.

**ARAK** The switch controls long range aiming mode. In position SERIE, the normal aiming mode is used. In position IMPULS, a long range standoff aiming mode is used. It allows firing at up to 7km from the target, but with reduced accuracy and more restrictive aiming conditions.

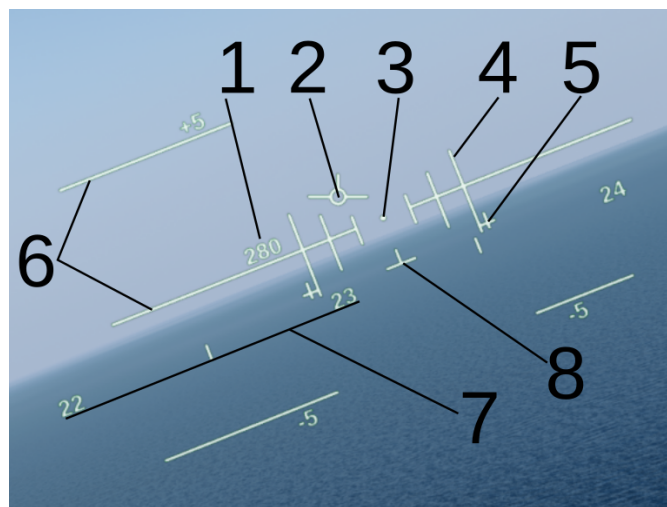
Despite the label, this switch has no functionality for bombs (it is only used for training bombs, which are not implemented).

## 4. Displays

### 4.1 Head Up Display (HUD)

The HUD is turned on when switching the main mode selector (fig. 1.2:14) from BER/PRE to NAV. It is powered by the secondary AC bus, and requires 30 seconds with AC power available before starting.

#### 4.1.1 Overview



- |                       |                                            |
|-----------------------|--------------------------------------------|
| 1. Digital altitude   | 5. Reference bars and radar altitude index |
| 2. Flight path vector | 6. Artificial horizon and pitch lines      |
| 3. Reference point    | 7. Heading scale                           |
| 4. Altitude bars      | 8. Time / distance scale                   |

Figure 4.1: HUD overview

#### 4.1.2 Controls

HUD brightness is adjusted with knob fig. 1.1:9.

The following two switches located on the lower right of the HUD (fig. 1.1:15) affect the HUD presentation.

**SLAV SI (SLV HUD)** In navigation mode, this switch enables a decluttered low-altitude mode when in position T (ON), see section 4.1.4.

During optical landing, when in position T (ON), the HUD reference point will be aligned with the flight path vector, instead of indicating runway heading.

**HÖJD CI SI (ALT DISP)** When in position RHM (RAD), the radar altimeter is used to compute a ground corrected altitude, which is displayed on the HUD. Otherwise, displayed altitude is the same as on the main altimeter.

The switch automatically goes back to position LD (BAR) at altitude  $>2450\text{m}$  and during landing final phase.

### 4.1.3 Navigation Mode

**Artificial Horizon (fig. 4.1:6)** The artificial horizon and the  $\pm 5^\circ$  pitch lines provide an attitude reference. The HUD does not have a full pitch scale, only the horizon and the  $\pm 5^\circ$  lines.

Horizontally, the artificial horizon is pointing towards the current destination, indicated by the reference point (fig. 4.1:3).

**Flight Path Vector (fig. 4.1:2)** The FPV marker indicates the aircraft path direction relative to the ground. When on the horizon, the aircraft is in level flight. When covering the reference point, the aircraft track coincides with the destination.

**Digital Altitude (fig. 4.1:1)** Displays the aircraft altitude. Below  $1\text{km}$  the altitude is displayed in meters with a precision of  $10\text{m}$ . Above  $1\text{km}$  the altitude is displayed in kilometers with a precision of  $100\text{m}$ . Above  $10\text{km}$ , the digital altitude cycles back to 0, thus  $1500\text{m}$  and  $11500\text{m}$  are both displayed as '1,5'. Negative altitude down to  $-90\text{m}$  can be displayed.

**Altitude Bars (fig. 4.1:4)** The 6 altitude bars indicate the aircraft altitude relative to the reference altitude (also called commanded altitude).

The top of the bars represents the reference altitude, and the bottom of the bars represent ground level (to be exact, indicated altitude  $0\text{m}$ ). The aircraft altitude is indicated by the horizon line. Thus, if the top of the bars is aligned with the horizon, the aircraft is at the commanded altitude, and if the bottom of the bars is aligned with the horizon, the aircraft is at ground level.

One can imagine the top, resp. bottom of the bars as forming a horizontal plane in a perspective drawing, located at reference altitude, resp. ground altitude. In this perspective drawing, the vanishing point is the reference point.

If the reference altitude is higher than  $500\text{m}$ , the bottom of the bars represents the reference altitude minus  $500\text{m}$  instead of ground level.

**Reference Altitude** The reference altitude displayed by the altitude bars is set as follows.

- During takeoff, reference altitude is fixed at  $500\text{m}$ .
- During flight, the reference button (keybinding  $\boxed{\uparrow} + \boxed{\text{R}}$ ) sets it to the current altitude.
- If autopilot altitude hold mode is active, the reference altitude is the autopilot altitude.
- When entering landing mode, reference altitude is set to  $500\text{m}$ . It can still be modified with the reference button or by engaging autopilot altitude hold.

If the difference between reference altitude and current altitude is too large, the displayed reference altitude will differ from the actual reference altitude.

**Reference Altitude Bars (fig. 4.1:5)** The reference altitude bars are located just next to the outer altitude bars. The length of the reference altitude bars varies to indicate reference altitude: if the length of the outer altitude bars (which is fixed to  $3^\circ$ ) represents the reference altitude, then the length of the reference altitude bars represents  $100\text{m}$ .

For instance, in fig. 4.1, the length of the reference altitude bars is  $0.6^\circ$ , i.e.  $1/5$  of the outer altitude bars. Thus 100m is  $1/5$  of the reference altitude, i.e. the reference altitude is 500m.

At reference altitudes higher than 500m, the reference bars are hidden.

**Radar Altitude Index (fig. 4.1:5)** When available, radar altitude is indicated by a horizontal index on the outer altitude bars, which can be read on the outer altitude bars or the reference altitude bars.

When the index is at the bottom of the altitude bars, radar altitude and indicated altitude coincide, which can be used to calibrate the altimeter in flight. However this method is only accurate when reference altitude is at most 500m (reference altitude bars are displayed).

**Heading Scale (fig. 4.1:7)** Indicates current heading. Every  $10^\circ$  is indicated by a number, and every  $5^\circ$  between them by a vertical mark. The scale is 1:1, i.e. the bearing of a world object can be read directly on the scale.

**Time and Distance Scale (fig. 4.1:8)** Indicate time or distance to an event or waypoint. The line shrinks and grows horizontally around the center to indicate time or distance to the event. A vertical center mark, and in some modes two side marks, represent the events.

- During takeoff roll, the line grows to indicate aircraft speed. The side marks indicate recommended rotation speed.
- In navigation mode, the line represents time to the next waypoint. It appears 60 seconds before the waypoint, and shrinks until reaching the waypoint.
- In aiming modes, the line represents distance to the target. See chapter 7 for details.

#### 4.1.4 Low Altitude Declutter

If the switch SLAV SI is in position T (TILL), a decluttered HUD is displayed at altitude  $<100\text{m}$ . In this decluttered mode, only the flight path vector, artificial horizon, and digital altitude are displayed. Pressing the reference button (keybinding  $\boxed{\uparrow} + \boxed{\text{R}}$ ) in decluttered mode toggles the heading scale.

#### 4.1.5 Takeoff Mode

Takeoff mode is enabled when the nose gear is compressed, provided the master mode selector is not in mode LANDING.

During takeoff, the FPV is fixed  $10^\circ$  below the aircraft forward axis, and the FPV marker vertical fin is hidden. The artificial horizon reference point is aligned with the aircraft forward axis. Time line and heading scale are fixed  $10^\circ$  below the horizon. The time line indicates airspeed, with the side markers corresponding to rotation speed.

When the rotation angle reaches  $5^\circ$ , the time line is hidden and the heading scale moves to its normal position. Takeoff mode stops once the airspeed exceeds M 0.35, when the climb angle is at least  $3^\circ$ , or at landing gear retraction.

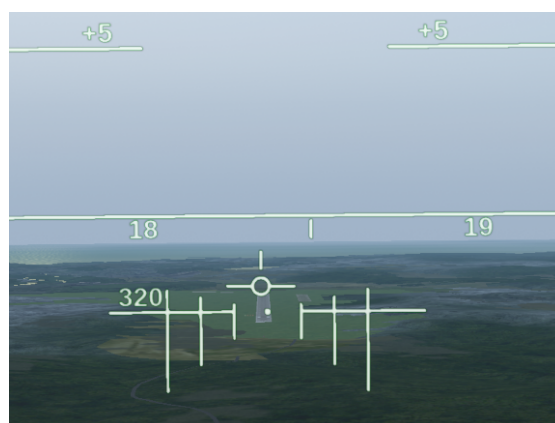


Figure 4.2: HUD during final

### 4.1.6 Landing Mode

In landing mode, the HUD changes when starting the final. The  $-5^\circ$  pitch lines are removed, and a glideslope line is added  $2.86^\circ$  below the horizon (corresponding to a slope of 5%). Altitude bars and digital altitude are moved from the horizon to the glideslope line, and the heading scale is moved under the horizon.

**Speed / AoA Indicator** In landing mode, the vertical fin ('tail') of the flight path vector symbol moves vertically to indicate deviation from the target speed or angle of attack. The speed is correct when the bottom of the tail is on the FPV circle (default position in navigation mode). If the tail is higher than the circle, the aircraft speed is too high. If the tail is lower (inside the circle), the aircraft speed is too low.

While the landing gear is up, the target speed is 550km/h. Once the landing gear is down and locked, the target angle of attack is  $12^\circ$ . If the  $\alpha 15, 5^\circ$  button (fig. 1.1:4) is pressed (light lit), the target angle of attack is  $15.5^\circ$  instead.

When the landing gear is down, the fin will blink if the angle of attack is critically high.

**ILS Guidance** If ILS guidance is used, the reference point indicates the heading to follow to align with the localizer, and the altitude bars indicate ILS glideslope deviation: if the top of the bars is above, resp. below the glideslope line, the aircraft is below, resp. above the ILS glideslope.

If ILS is not used (optical landing mode), the reference point indicates runway heading and the altitude bars are hidden.

**Touchdown** Below 30m, the HUD switches to optical landing display (ILS indications disappear). Below 15m radar altitude, the HUD switches to flare mode. The glideslope line moves up to indicate the descent angle which gives a vertical speed of 2.96m/s, the maximum for touchdown. If radar altitude is unavailable, transition to flare mode occurs at 30m.

### 4.1.7 Tactical Information

Some weapons have specific combat HUD presentations (aiming mode), enabled by switching to ANF/CBT mode or arming the weapon. See chapter 7 for details.

## 4.2 Radar Display (CI)

The PS-37/A radar mounted on the AJS-37 is an X-band monopulse non-doppler radar. It is designed as navigation aid, and to detect ships—and to some extent aircrafts. It is somewhat similar to the radars commonly found on ships for navigation and collision avoidance. The radar picture is displayed with only relatively basic filters applied: interpreting it is up to the pilot. In particular, the radar is not capable of locking or tracking targets.



1. Altitude warning light
2. Heading indicator (see section 2.1)
3. Radar Warning Receiver (6 lights in a ring)
4. Radar range indicator, in km
5. CI polarizing filter (adjusts brightness and color of display)

Figure 4.3: Overview of the CI display

### 4.2.1 Display

**Radar Picture** The CI radar display is a Plan Projection Indicator (PPI), showing an undistorted map of the terrain in front of the aircraft. The aircraft position is represented by the bottom corner. The radar sector spans  $61.5^\circ$  on either side of the center line, and extends to up to 120km, depending on the radar range. Dark parts of the radar picture correspond to strong radar echoes.

**Radar Symbols** The following reference lines are displayed in black on the radar picture.

- Three azimuth reference lines, straight ahead and  $30^\circ$  on either sides.

- Up to four distance reference arcs, at 10km, 20km, 40km, and 80km. These distances remain the same regardless of the radar range: when radar range is 15km only the 10km arc will be visible, while when radar range is 120km all four arcs are visible.

**Navigation Symbols** The following bright navigation symbols are overlayed on the radar picture.

- Whenever a waypoint is selected as destination, it is displayed as a circle (fig. 4.4a).
- In addition, when the selected waypoint is the departure or arrival airbase, a 20km long line representing the approach path for the selected runway is added (fig. 4.4b).
- In landing mode, during the initial approach phase, a circle with radius 4.1km is displayed tangent to the approach line, at the end opposite of the runway (fig. 4.4c). The aircraft should fly along the border of this circle until it is aligned with the approach line.

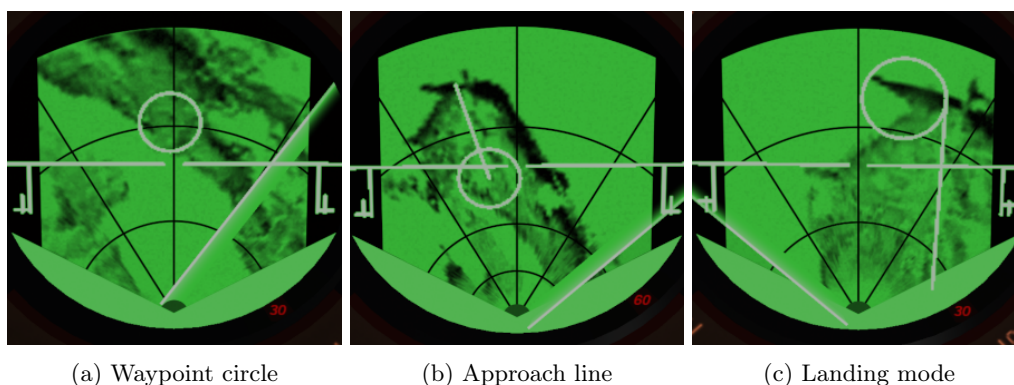


Figure 4.4: CI navigation symbols

**Artificial Horizon** An artificial horizon is displayed across the CI with bright symbols. It consists of a fixed reference mark (two short horizontal lines in the center) representing the flight path vector, the horizon itself moving around this mark, as well as altitude bars, altitude reference bars, and radar altimeter indices. These display the same information as the HUD, see section 4.1.3.

## 4.2.2 Radar and CI Operation

**Power** The CI is powered by the secondary AC bus. After switching from mode BER/PRE to NAV with AC power available, the CI begins a 30 seconds startup and preheating sequence. After this, the CI is turned on/off with ☐R/☐F. In landing modes, or when passive reconnaissance is selected on the radar panel, The CI will also always remain on.

The radar itself is also turned on/off with ☐R/☐F, when the following conditions are met:

- Secondary bus AC, secondary bus DC, and hydraulic power are available.
- Power has been available for 3 minutes, for the radar to complete startup and pre-heating.
- Nose landing gear is uncompressed.
- Main mode selector (fig. 1.2:14) is not in mode BER/PRE or FK/TST.

**Radar Modes** The following radar modes are obtained with main mode selector in position NAV, SPA/REC, or LANDING.

**Normal mode** This is the radar mode obtained when starting the radar. The radar scans a sector of  $61.5^\circ$  on either side, at a rate of  $110^\circ/s$ . The radar antenna is tilted between  $0.5^\circ$  and  $3^\circ$  down depending on altitude and radar range. This angle is convenient to scan the terrain at altitudes of a few hundred meters.

To return to normal mode, turn the radar off and on again.

**Memory mode** Obtained by pressing  $\boxed{\uparrow} + \boxed{F}$  in normal mode. The radar turns off, and the CI continues to show the last radar image. This image will slowly decay, it remains readable for at least 30 seconds.

**Terrain mode** Obtained by pressing  $\boxed{\text{Ctrl}} + \boxed{F}$  in normal or memory mode. Similar to normal mode except (1) the radar antenna tilt angle is  $0^\circ$ , and (2) the radar beam is narrower in height. This strongly highlights any terrain at the same altitude as the aircraft, thus helping to avoid collision with terrain in low level flight.

When the main mode selector is in position ANF/CBT, the radar mode depends on the selected weapon:

**Rb 04, Rb 15, m/90** Similar to normal mode. The CI center line rotates slightly to indicate the aircraft ground track, thus helping with aiming. For the Rb 04 only, two short arcs are added to the center line, indicating minimum and maximum firing range. The memory submode is available, but not the terrain submode.

**A/A mode** (Sidewinders, AKA or Rb 05 in A/A mode) Similar to normal mode, but the radar antenna is tilted  $1.5^\circ$  up, and the radar beam is narrower in height. Memory and terrain submodes are unavailable.

**A/A ranging mode** In A/A mode, press  $\boxed{L}$  to enter A/A ranging mode. The radar antenna is aligned with the HUD aiming reticle, and measures range to an aircraft behind this reticle (if any). The range is displayed by the distance line on the HUD. The CI is off in this mode. Turn the radar off and on again to return to A/A mode.

**A/G ranging mode** (AKA, ARAK, bombs, Rb 05, Rb 75) CI turns off. Depending on the weapon and aircraft attitude, the radar may be used to measure distance to ground, which is displayed by the HUD distance line.

**Antenna angle** The radar antenna default tilt angle is determined by the radar mode, see above. This tilt angle can be adjusted  $\pm 10^\circ$  from the default position with  $\boxed{<}/\boxed{>}$ . A ‘click’ is heard when returning to the default position. In A/A mode only, an antenna tilt angle indicator is displayed at the top of the CI. It consists of a mark moving along an horizontal line (left is down, right is up).

**Radar gain** The radar gain (strength of displayed radar echoes) can be adjusted with  $\boxed{\{}/\boxed{\}}$ . The default setting is appropriate for sea navigation, with all coastline giving fairly strong returns. Over land, it is usually convenient to lower the radar gain to get better contrast between different types of terrain. A ‘click’ is heard when returning to the default gain position.

### 4.2.3 Interpreting Radar Pictures

To understand what is displayed by the radar, it is useful to know how different types of terrain reflect radar waves.

**Water** forms a relatively smooth surface, which tends to reflect radar waves *away* from the aircraft. Thus water gives very little radar returns, and shows as bright areas. Strong waves may make it more noisy.

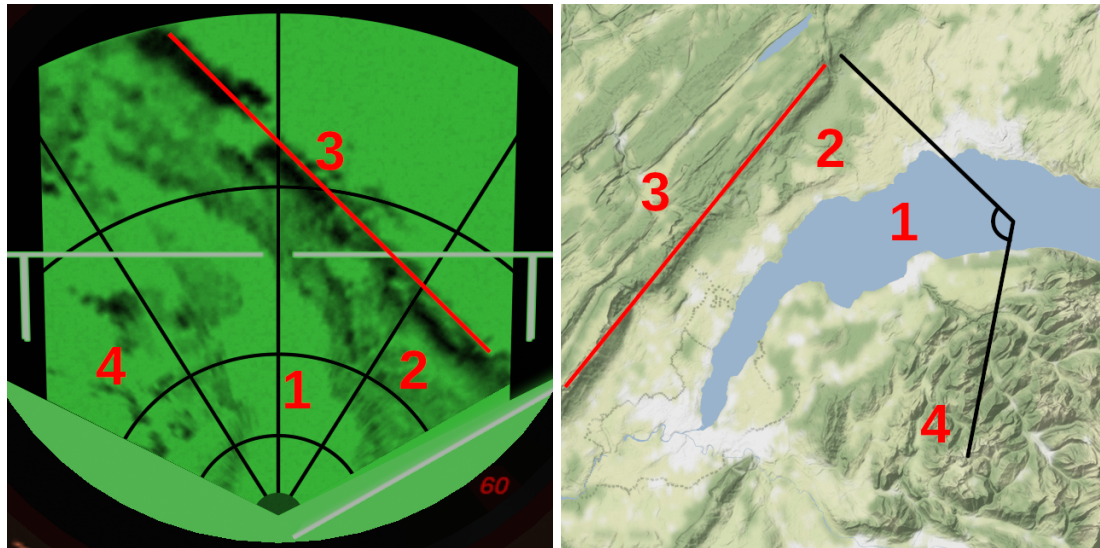
**Land** is more irregular, and tends to diffuse radar waves in all direction, thus giving stronger radar returns than water. They appear in intermediate tones, varying with relief and terrain type.

**Hills** facing the aircraft have a significant area which can reflect or diffuse radar waves towards the aircraft, thus giving very strong radar returns. Furthermore, the area behind the hills is obstructed, and gives no radar returns. Thus close side of hills appears as a very dark band, followed by an empty area for the obstructed side.

**Urban areas** tend to give strong radar returns because buildings can reflect radar waves towards the aircraft, and even act as corner reflector. They appear as dark and noisy areas.

See fig. 4.5 for an example of such terrain types:

1. The bright area in the middle is a lake.
2. Immediately to the right of the lake is some relatively flat land, in mid tones.
3. Further is a large ridgeline, appearing as a black band. Terrain beyond this ridge is not visible, the corresponding area of the CI is empty.
4. On the left is a more irregular terrain, which shows as a mix of dark patches (hills facing the aircraft) and empty zones (hidden terrain).



(a) Radar picture.

(b) Map of the same area.

Map tiles by Stamen Design, data by OpenStreetMap.

Figure 4.5: Example of radar picture over Lac Léman with easily identifiable terrain features.

# Part II

## Operation

# 5. Generic FlightGear Operations

## 5.1 Key Bindings

A summary of the key bindings can also be found in [Help >> Aircraft Help](#).

### General

- M** / **↑** + **M** Rotate main mode selector knob clockwise/counterclockwise.
- K** / **J** Extend/retract airbrakes (press for ca. 2s for full extension). When the landing gear is down, airbrakes retract as soon as **K** is released.
- Ctrl** + **B** Toggle airbrakes (simplified airbrakes control). When the landing gear is down, airbrakes retract as soon as **Ctrl** + **B** is released.
- ←** Toggle thrust reverser.
- ↑** + **PageUp** / **↑** + **PageDown** Raise/lower seat position.
- Ctrl** + **O** Open/close canopy.
- Ctrl** + **E** ×3 Eject
- J** Jettison drop tank (in flight only).
- ↑** + **S** Acrobatic smoke.
- Ctrl** + **Y** Display landing airport informations (requires runway selected in route manager).

### Displays

- ↑** + **R** Set reference altitude (cf. section 4.1.3) .
- H** Toggle HUD up/down position.
- I** Toggle HUD low altitude declutter (cf. section 4.1.2).
- ↑** + **I** Toggle radar or barometric altitude on HUD and CI (cf. section 4.1.2).
- ↑** + **H** Cycle HUD brightness.
- Y** Use flight controls to controls cursor.

### View

- ↑** + **Q** Reset view.
- Ctrl** + **Q** Zoom on radar display.
- Ctrl** + **↑** + **Q** Zoom on HUD.

**Autopilot**

- Ctrl** + **T** Autopilot stability assist mode.
- Ctrl** + **W** Autopilot attitude hold mode.
- Ctrl** + **A** Autopilot altitude hold mode.
- Ctrl** + **D** Disengage all autopilot modes.
- Ctrl** + **S** Toggle autothrottle lever.
- U** Autothrottle quick disengage (gear up: IR missile quick select).
- Ctrl** + **←** / **Ctrl** + **→** Trim yaw, or adjust autopilot heading/bank angle.

**Radar Controls**

- R** / **F** Radar on/off.
- I** / **J** Decrease/increase radar range (positions: 15km, 30km, 60km, 120km).
- <** / **>** Adjust radar elevation down / up.
- ↑** + **F** Memory mode.
- Ctrl** + **F** Terrain navigation mode.
- {** / **}** Decrease/increase radar picture gain.

**Radar Stick** See also section 5.1.1.

- O** Press T1 (radar stick click stage 1).
- ↑** + **O** Toggle T1 *holding*.
- L** TV select/click.

**Combat**

- C** / **↑** + **C** Rotate weapon selector knob clockwise/counterclockwise.
- U** IR missile quick select (gear down: autothrottle quick disengage).
- ↑** + **E** Toggle trigger safety.
- E** Fire weapon.
- ↑** + **U** Uncage IR missile seeker (requires lock). Hold for 1s: cage/reset IR missile seeker.
- (** / **)** Decrease/increase A/A sight wingspan / bomb interval.
- Q** Release flare/chaff.

### 5.1.1 Radar Stick Controls

The radar stick is used to control the cursor on the CI. It is also used to control the Rb 75 seeker and to fly the Rb 05A remote controlled missile.<sup>1</sup>

**cursor movements** There are three ways to move the cursor:

- Enable the option `AJS-37 >> Options >> Arrow keys control radar cursor`, and use the arrow keys to move the cursor, `↵` to click/select.
- Add joystick bindings to control the cursor. This can be done under `File >> Joystick Configuration`, the controls are named `Cursor Horizontal`, `Cursor Vertical`, and `Cursor Click`. Alternatively, manually edit joystick configuration files to bind the properties

```
/controls/displays/cursor-slew-x
/controls/displays/cursor-slew-y
/controls/displays/cursor-click
```

- Press `Y` to use the main flight controls (joystick, mouse, arrow keys, whatever you use to control the aircraft) to instead control the cursor. In this mode, elevator and aileron controls are used to move the cursor. Normal flight controls are restored by pressing `Y` again. A ground collision warning will also immediately restore normal flight controls.

Consider using autopilot when controlling the cursor in this way.

In all cases, `L` can also be used to click.

**Two-stage trigger** The AJS radar stick trigger has two stages. The positions are called

- T0 (released)
- T1 (1st stage)
- TV (fully pressed)

The idea is that whenever the cursor is used, the pilot holds T1. TV actually 'clicks'. For example:

- For a waypoint fix, holding T1 enters fix mode, releasing it cancels, pressing to TV confirms the new position (see section 7.3).
- For the Rb 75, holding T1 allows to move the seeker, releasing it recenters, pressing TV locks (see section 7.5).

In the FlightGear model, the corresponding controls are

- `O` for T1
- `↑`+`O` to toggle *holding* T1. A reminder message is displayed when using this.
- `L` for TV (alternatively `↵` with the `AJS-37 >> Options >> Arrow keys control radar cursor` option).

The typical use, for example for a waypoint fix is:

1. Press `↑`+`O` (hold T1) to enter fix mode,
2. adjust the waypoint position by moving the cursor,

---

<sup>1</sup>In the real aircraft, the Rb 05A used a separate sidestick. In FlightGear the same controls are reused for simplicity.

3. press **L** (press TV) to confirm the new position,
4. leave fix mode by pressing either **O** or **↑**+**O** (release T1).

For joystick bindings, the properties are

```
/controls/displays/cursor-click-stage1
/controls/displays/cursor-click
```

## 5.2 AJS 37 Menu

The menu **AJS-37** contains Viggen-specific dialogs and menus. The following entries are present.

**Manual (open in browser)** Open this manual in a browser or PDF reader.

**Select Livery** There is a variety of liveries available, both historical and fictional.

**Auto start/stop** Lets you start and stop the plane without needing to switch switches etc. yourself. The progress is shown in the top centre of the screen in blue text. The final notification of the start-up sequence is ‘Engine ready’. The shut-down sequence is done, when the aircraft is dark.

**Repair** Repairs system failures. In case of a full crash, this option is of limited use; one should restart instead with **File** **Reset**.

**Ground Crew Panel** Ground crew weapon panel.

**Performance monitor** Display aircraft performance (mostly for development).

**Systems monitor** Display internal status of some systems (mostly for development).

**Combat log** Multiplayer damage log (damage dealt and received).

**Load radio channels** Load configuration files for programmable radio channels.

**Toggle chocks** Parking chocks. Only available when fully stopped.

**Toggle external power** External electrical power, normally used for startup. An electrical power truck is shown to the right of the aircraft when enabled. Only available when fully stopped.

**Options** Viggen specific configuration options, see section 5.3.

## 5.3 AJS 37 Options

The dialog **AJS-37** **Options** contains the following configuration options.

**Head shaking** Head shaking during ground roll and at high alpha. May conflict with other view control scripts, e.g. headtracking.

**Cockpit labels in Swedish** Enable historical Swedish cockpit, instead of the English translation. (Cockpit translation is incomplete.)

**Ground radar quality** Adjusts the resolution of the AJS ground radar. This significantly affects performances.

**Automatic ground crew weapon panel settings** Automatically adjust ground crew weapon panel for current loadout.

**Arrow keys control radar cursor** When enabled, the arrow keys will control the radar stick to move the cursor on the different displays, and  is used to ‘click’ (select the target under the cursor, or other depending on context).

When disabled, the arrow keys are used for elevator and aileron, and  is used for rudder (FlightGear default behaviour). Cf. section 5.1.1 for more details regarding cursor controls.

**Enable multiplayer damage** Allows to deal and receive damage from other compatible aircrafts (other Viggens, F-14, F-15, F-16, M-2000, MiG-21, etc.) in multiplayer. This requires *both* involved aircraft to enable damage.

For fairness, this option can only be toggled when stopped on the ground. It also enforces some realism options: blackout, normal simulation speed, no external views, and disabling fuel, payload, repair, and combat log menus while in flight.

## 6. Standard Procedures

To come! Please check FlightGear built-in checklists [Help >> Aircraft Checklists](#) in the meantime.

# 7. Weapons Operation

## 7.1 Loadout Restrictions

While the AJS 37 has access to a wide variety of weapons, they can not all be loaded at the same time. The following restrictions apply:

1. Only one type of primary weapon can be loaded at any time.
2. Primary weapons are everything except IR missiles (Rb 24, Rb 24J, and Rb 74 Sidewinders). Any combination of IR missiles can be loaded in addition to the primary weapons.
3. There is an exception to rule 1: AKA gun pods can be loaded together with either Rb 05 or Rb 75 missiles (but not Rb 05 and Rb 75 together).

Loading weapons which violate these restrictions triggers a warning text message, and will result in *all* weapons being unusable.

In the **Equipment** **Fuel and Payload** dialog, the **Loadout Presets** allows to quickly load several combinations of weapons, and gives a good overview of the allowed loadouts.

## 7.2 General Procedures

The generic weapon employment procedure is the following.

1. Select weapon type with the weapon selector knob (**C** / **↑** + **C**), cf. section 3.4. Alternatively, press **U** for A/A missiles quick selection.
2. Set main mode selector to ANF/CBT (fig. 1.2:14, **M** / **↑** + **M**).
3. Depending on the weapon type, lock on to the target.
4. Open trigger safety with **↑** + **E** to arm the selected weapon.
5. Fire the weapon with **E**.
6. Secure the trigger with **↑** + **E**.

Remarks:

- Upon switching to mode ANF/CBT, the HUD changes to a weapon-specific aiming presentation. For the Rb 04, Rb 15, Rb 05, and m/90, this aiming mode is the same as the usual navigation HUD.
- It is possible to fire in mode NAV instead of ANF/CBT. In this case, the aiming presentation is engaged when opening the trigger safety.

### 7.2.1 Trigger Safety Usage

The trigger safety role is not just to prevent unintentional fire. It is an important part of the fire control system as it arms the weapon. Improper use of trigger safety will prevent weapon usage.

General guidelines are:

- Only open the trigger safety once the target is in sight / on radar, and the decision to engage it has been made.
- Only open the trigger safety after the desired weapon is selected. If a new weapon is selected while the trigger is unsafe, the new weapon will not be armed (until the trigger is secured and unsecured again).
- Secure the trigger shortly after firing.
- When firing several missiles in succession, the trigger must be secured between each weapon.

## 7.3 Target waypoints

Any waypoint can be marked as being a target, with a checkbox in the route manager dialog.

1. On the waypoint indicator (fig. 1.1:26), target waypoints show as M1–M9 (swedish) / T1–T9 (english) instead of B1–B9 / S1–S9.
2. In air to ground aiming modes, the position of the target waypoint is shown on the HUD prior to unsecuring the trigger.
3. The position of target waypoints can be adjusted with the CI; this is called a *target fix*.

**Target waypoint in aiming modes** When using the m/71, ARAK, or AKA in A/G mode, the position of the current waypoint is displayed on the HUD as a small circle, under the following conditions:

- the current waypoint is marked as a target waypoint,
- main mode selector is ANF/CBT,
- and trigger is secured.

The waypoint is displayed as if its altitude was 0 (for whatever altitude the HUD is showing). Thus, for this display to be helpful, it is crucial for the altimeter to be correctly calibrated, by either 1. setting the altimeter to the target QFE, or 2. using radar-altimeter corrected altitude (switch HÖJD CI SI in position RHM).

**Target fix** A target fix allows to update a target waypoint position using the CI. Usually, this is done to move the waypoint on the precise location of a target spotted with the radar.

1. To start a target fix, the current waypoint must be a target waypoint, and the radar must be active, and neither in terrain avoidance or A/A mode.
2. Holding the radar stick trigger T1 (press  + ) starts the target fix. A black cross appears on the CI at the current waypoint position. Its position can be adjusted with the radar stick.
3. Releasing T1 exits fix mode, leaving the waypoint at its old position.

4. Pressing the trigger TV () confirms the new waypoint position. T1 can be released afterwards (press  +  again).

See section 5.1.1 for an overview of the radar stick controls.

## 7.4 AKAN and ARAK

The m/55 AKAN cannon pods and m/70 ARAK rocket pods share the same sighting mechanisms and firing procedures.

The m/55 AKAN is a 30mm ADEN cannon pod, with 150 rounds. Two can be carried on the main wing pylons.

The m/70 ARAK consists of six 135mm rockets, which are all fired in a 0.6 seconds salvo. Four pods can be carried on the main wing and fuselage pylons.

### 7.4.1 Ranging

The AJS combines two methods to compute the distance to the target (i.e. the point on which the aiming reticle is located).

**Ranging by Triangulation** Triangulation computes the distance to the target based on aircraft altitude and the angle between the aiming reticle and the horizon. Ranging by triangulation assumes that the target altitude is 0, thus it is essential to properly calibrate indicated altitude by 1. setting the altimeter to the target QFE, or 2. using radar-altimeter corrected altitude (switch HÖJD CI SI in position RHM).

Ranging by triangulation is only available if the aiming reticle is at least 5° below the horizon.

**Radar Ranging** The aircraft main radar is used to compute the range to the ground. Radar ranging is only used when the following conditions are met.

- Triangulation ranging is active, and computed distance is at most 7km.
- Main mode selector is ANF/CBT.
- Roll angle is less than 45°, or trigger safety is open.

**Remarks** Because triangulation ranging is required before radar ranging can be enabled, it is essential to at least approximately calibrate the altimeter.

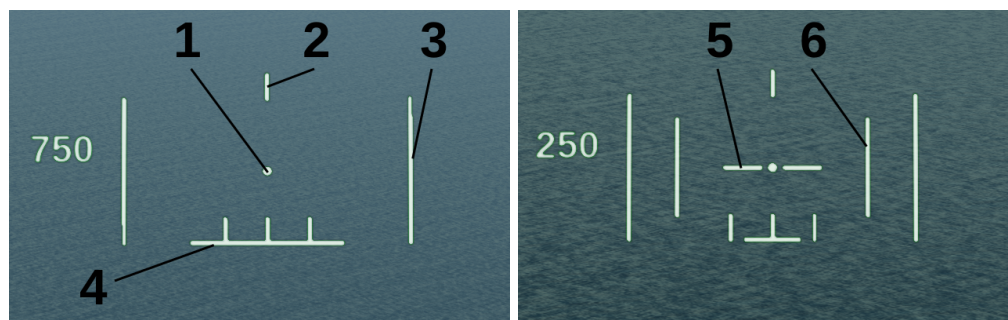
If triangulation ranging is unavailable (reticle is less than 5° below the horizon) a fixed distance of 1400m is used to compute reticle position.

### 7.4.2 HUD Aiming Mode

When AKAN or ARAK are selected, the HUD aiming mode (fig. 7.1) is enabled by switching to mode ANF/CBT, or arming the weapon (trigger unsafe) in mode NAV.

It comports an aiming reticle (fig. 7.1:1), the digital altitude indicator, and a number of indicators and cues for target range, which appear in the following order:

1. The distance line (fig. 7.1:4) indicates range to the target up to 8km when triangulation ranging is active. The side marks indicate the computed firing distance (minimum firing distance giving sufficient time for safe evasion).
2. When radar ranging is active, a vertical bar is displayed above the reticle (fig. 7.1:2).



- |                                 |                          |
|---------------------------------|--------------------------|
| 1. Aiming reticle               | 4. Distance line.        |
| 2. Radar ranging mark.          | 5. Firing command lines. |
| 3. Side bars, no functionality. | 6. Evasion warning bars. |

Figure 7.1: HUD aiming mode

3. 2 seconds before computed firing distance, the distance line blinks.
4. 0.5 seconds before computed firing distance, the firing command lines appear (fig. 7.1:5).
5. When the minimum distance for safe evasion is passed, the evasion warning bars start blinking (fig. 7.1:6). This indicates that the attack run should be aborted immediately.

Minimum distance for safe evasion is computed to keep the aircraft out of the explosion debris zone, and assumes a 5g pull, with some margin.

The position of the aiming reticle is correct starting 3 seconds before computed firing distance. The aiming reticle includes wind compensation.

## 7.5 Rb 75

The Rb 75 is a Swedish version of the AGM-65A television-guided missile. It is designed for use against ground targets. The pilot locks on the target by manually slewing the Rb 75 seeker head using the radar stick.

In the real Viggen, the EP-13 screen to the right of the HUD displayed the Rb 75 seeker image, and was used to lock on the target.

In FlightGear, the EP-13 screen is not functional. Instead, the seeker position is displayed as a small circle on the HUD. The seeker is controlled with the radar stick (see section 5.1.1):

- Initially, the seeker is locked straight ahead.
- Holding the radar stick trigger T1 (press  + ) unlocks the seeker, which is then controlled with the radar stick.
- Releasing T1 (press  +  again) re-centers the seeker.
- Pressing TV () locks to a target. After lock, T1 can be released without losing lock.
- To unlock the seeker, release T1, then press it again.

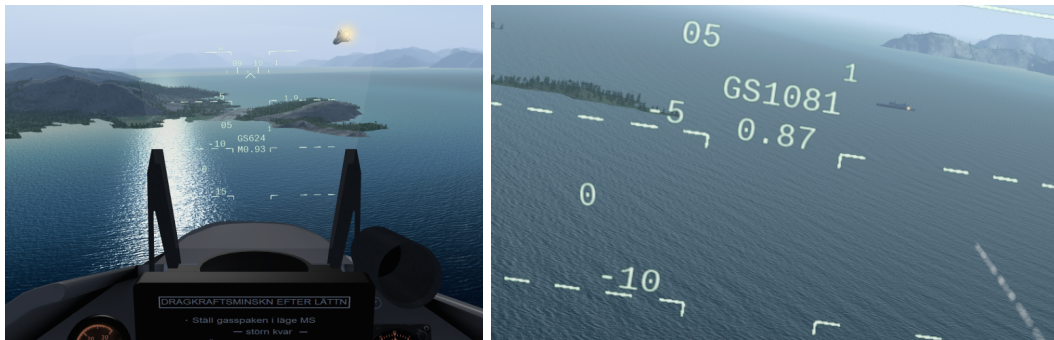


Figure 7.2: Rb 05A flare for visual guidance. On the left, the missile is entering the pilot's field of view just after launch. On the right, the missile is about to hit the target ship, and the missile flare is visible over the ship

## 7.6 Rb 05A

The Rb 05A is a remote-controlled missile. It is primarily intended for use against ground and naval targets, but can also be used against slow-maneuvring air targets thanks to a proximity fuse. The missile is guided visually by the pilot. A flare at the back of the missile helps the pilot to keep sight of it (fig. 7.2).

In FlightGear, the Rb 05A uses the same controls as the radar stick, cf. section 5.1.1.<sup>1</sup>

### 7.6.1 Procedure

1. Main mode selector to ANF/CBT. (fig. 1.2:14, shortcuts **M**/**↑**+**M**).
2. Select the Rb 05A (cycle weapons with **C**).
3. Once in firing position, consider engaging autopilot in ATT or HÖJD/ALT mode to reduce pilot workload.
4. Identify the target visually.
5. Unsafe the trigger and fire within 9km of the target.
6. After 1.7s, missile controls are enabled (cf. section 5.1.1 for control methods). At this point, it should be well within the pilot field of view.
7. When the missile hits, take evasive manoeuvres, secure the trigger, and switch to NAV mode.

Remarks.

- Recommended speed is 700–1150 km/h.
- Recommended attitude is a level flight or slight dive, so as to not lose sight of the target and the missile.
- Recommended altitude is 300–400 meters above ground.

<sup>1</sup>In the real Viggen, a separate control stick on the right console was used.

- The target do not need to be directly in front of the aircraft as the missile can be guided considerably to the side. However, doing so makes it harder to aim the missile, and reduces effective range.
- The missile flies for ca. 24 seconds, giving it a maximum effective range of ca. 9 km.
- It is easiest to aim the missile using the collimation principle: try to keep the missile flare covering the target at all time.

## 7.7 Rb-04E and Rb-15F

These sea target missiles are fire and forget without locking on a target by the pilot. The missiles will find their way to a target somewhat in the direction of the nose at release point. The Rb-15F was also able to follow a preset route, this is not currently modelled.

The release range for the Rb-04E is between minimum 12km and maximum 24km; for the Rb-15F it is up to 70km. Sufficient release speed (around M0.9) is important to reach maximum range.

To make sure that the missiles do not splash into the ocean after release:

- The launch speed should be M0.7–M0.9.
- Drop altitude should be above 50 metres, i.e. you need to pop-up somewhat. According to the original manual for the Rb-04 you need to be between 50–425 metres (recommended 240). For the Rb-15 the aircraft needs to be between 50–2000 metres (recommended 600).

## 7.8 m/90

The Bombkapsel m/90 is gliding stand-off submunitions dispenser (cluster bomb) with 72 submunitions. After release, it flies to and detonates over the current waypoint. Thus,

- Precise positioning of the waypoint is essential: consider doing a target fix (see section 7.3).
- The altimeter must be correctly set so that the m/90 aims for the correct altitude: set the altimeter to the target QFE, or switch the HUD to radar altimeter.

The m/90 can be released between 50 and 500 metres above terrain. Its range depends on the speed and height of the launching aircraft and how much the m/90 needs to turn during gliding. According to the original manual when releasing at 100 metres above terrain:

- At M0.7 the range is ca. 1.2–3km.
- At M0.9 the range is ca. 2–7km.

# A. Viggen Swedish Dictionary

|              | Swedish                       | English                               |
|--------------|-------------------------------|---------------------------------------|
|              | TILL                          | ON                                    |
|              | FRÅN                          | OFF                                   |
| Instruments: | Höjd                          | Altitude                              |
|              | Fart                          | Speed                                 |
|              | Kurs                          | Course/Heading                        |
|              | Varv                          | Revolution (RPM)                      |
|              | Bränsle                       | Fuel                                  |
| Autopilot:   | SPAK                          | Stability assist mode (lit. Stick)    |
|              | ATT                           | Attitude hold                         |
|              | HÖJD                          | Altitude hold                         |
|              | AFK (Automatisk FartKontroll) | Auto-throttle                         |
| Displays:    | SI (SiktlinjesIndicator)      | HUD                                   |
|              | CI (CentralIndicator)         | AJS radar screen                      |
|              | MI (MålIndicator)             | JA radar screen (lit. Target Display) |
|              | TI (TaktiskIndicator)         | JA Horizontal Situation Display       |