



Approved For Release 1999/09/10 : CIA-RDP83-00423R000700900002-3

1930. An Aircraft Division is formed at AB Svenska Järnvägsverkstäderna (ASJA), which immediately begins designing aircraft, the first one being a three-seat touring aircraft, the Viking, and the second one a two-seat military trainer and general purpose aircraft, known as the Ö 9.
1931. The Viking and the Ö 9 are test flown.
1932. ASJA takes over the activities of Svenska Aero AB of Stockholm—Lidingö, while at the same time an order is received from the Swedish Air Force for a batch of the German Raab-Katzenstein Tigerschwalbe (Air Force designation: SK 10), primary trainer, to be built under licence.
1934. The Air Force orders a production quantity of the Jaktfalken single-seat fighter (AF designation: J 6), originally designed by Svenska Aero. The Jaktfalken was an excellent fighter for its time with a top speed of about 200 mph (320 km/h). Simultaneously, the prototype of a new four-seat touring aircraft, the Viking II, is test flown.
1935. Production under licence of the British de Havilland Tiger Moth (AF designation: Sk 11) trainer begins for the Swedish Air Force.
1936. Parliament decides that the strength of Sweden's defence, including the Air Force, shall be considerably increased. ASJA is asked whether its Aircraft Division can be expanded, and an affirmative reply is given. At the same time also other Swedish industrial circles — among which the so-called Bofors Group — are asked if they are willing to establish a new aircraft factory. ASJA starts manufacture under licence of the British Hawker Hart (AF designation: B 4) dive-bomber powered by a Swedish-built Bristol Mercury engine.
1937. The requested expansion of ASJA gets under way. The Government's endeavours to interest the Bofors Group in starting a new aircraft factory results in the foundation of Svenska Aeroplan Aktiebolaget, Saab, at Trollhättan. Saab's initial share capital is set at Sw. Cr. 4,000,000. A design and sales company, AB Förenade Flygverkstäder is formed in Stockholm jointly by ASJA and Saab, and all Air Force orders received by this company are divided between ASJA and Saab. ASJA starts licence production of the German Focke-Wulf Stieglitz (Sk 12) trainer for the Air Force.
1938. Saab's share capital is increased to Sw. Cr. 8,000,000. Saab starts production under licence of a series of German Junkers Ju 86K (B 3) twin-engined medium bombers. This aircraft marks the beginning of all-metal monocoque construction in Sweden. ASJA starts licence production of the U. S. North American NA-16-4 (Sk 14) advanced trainer. Design work commences at Förenade Flygverkstäder on a new single-engined reconnaissance aircraft.
1939. Saab takes over ASJA's activities, and at the same time work ceases at Förenade Flygverkstäder, which, however, still exists in name. In connection with this expansion, Saab's capital is increased to Sw. Cr. 13,000,000. Saab now operates factories both at Trollhättan and Linköping, but with its design and administration offices situated at Linköping. Design work starts on a new twin-engined dive-bomber and long range reconnaissance aircraft. Air Force orders production under licence of the U. S. Northrop 8A-1 (B 5) dive-bomber powered by a Swedish-built Bristol Mercury engine of 980 h.p.

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1940. Saab's capital is increased to Sw. Cr. 17,000,000. The company's first own design the Saab-17 dive-bomber and reconnaissance aircraft is successfully test flown. An all-metal design, the Saab-17 (B 17 and S 17) is available both with wheel-, ski- and float undercarriage, the former two retractable.
1941. Saab further expands its factories, and at the same time its capital is again increased to Sw. Cr. 21,000,000.
Design work starts on an unconventional single-seat pusher fighter.
The Saab-17 reaches squadron service with the Swedish Air Force. The aircraft is produced with different engine installations, the most powerful of which is the Flygmotor-built P & W Twin Wasp, which gives the aircraft a top speed of about 270 mph (435 km/h).
1942. Saab's twin-engined medium dive-bomber and long range reconnaissance aircraft, the Saab-18 (B 18 and S 18) makes its first flight. The aircraft is powered by two 1,065 h.p. Pratt & Whitney R-1830 Twin Wasp engines built by Svenska Flygmotor AB at Trollhättan. Top speed is 290 mph (465 km/h).
1943. Saab's pusher fighter, the Saab-21, makes its first flight. The unconventional layout of this aircraft with the engine behind the pilot allows a better forward view for the pilot, concentration of armament to the nose, and makes possible installation of a tricycle landing gear, which is also adopted for all later designs. The 400 mph (640 km/h) fighter, the Saab-21 (J 21) is powered by a 1,475 h.p. Daimler-Benz DB 605B in-line engine produced under licence by Svenska Flygmotor, and is also one of the world's first aircraft fitted with a pilot's ejection seat.
First production Saab-18 is delivered to the Air Force.
Saab's Trollhättan factory is expanded.
1944. A new and more powerful version of the Saab-18, the Saab-18 B (B 18 B) is test flown. Differing from its predecessor in having two 1,475 h.p. Daimler Benz engines, the aircraft has a top speed of 355 mph (575 km/h).
Design work starts on two civil aircraft, a twin-engined transport and a three-seat lightplane.
Saab undertakes conversion for ABA and SILA of a number of U.S. Boeing B-17 Flying Fortresses into stop-gap airliners.
1945. The Saab-91 Safir, a three-seat all-metal lightplane with retractable landing gear, makes its first flight. The production aircraft is powered by a 147 h.p. D. H. Gipsy Major four-cyl. in-line engine.
First production Saab-21 is test flown.
The second major modification of the Saab-18 series makes its first flight. Designated the T 18 B, the new version has the same power plants as the Saab-18B. Later, this series has been modified to take a 57 m.m. heavy-calibre cannon in addition to its original cannon armament.
Design work starts on a jet-propelled development of the Saab-21 pusher fighter.
A bomb-proof underground factory is ready for use at Linköping.
The existence of a sensational Saab-designed bomb-sight is revealed.
1946. The Saab-90 Scandia, a twin-engined medium transport originally designed to accommodate 24—32 passengers, makes its first flight. The prototype is equipped with two Pratt & Whitney R-2000 Twin Wasp engines of 1,450 h.p. each.
A new high-performance jet fighter reaches its design stage.
The first prototype of a small private car is completed.

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1947. Sweden's first jet fighter, the Saab-21 R (J 21 R) is successfully test-flown. The aircraft is a development of the Saab-21 pusher fighter with a Swedish-built D. H. Goblin jet unit replacing its piston engine. In order to increase the speed and payload of the Scandia, it is decided to re-design the production model to take two 1,800 h.p. Pratt & Whitney R-2180 Twin Wasp engines in place of the earlier R-2000s.
1948. The first of three Saab-29 (J 29) swept-wing jet fighter prototypes makes its first flight. Powered by a D. H. Ghost jet engine (Swedish-built in the production model), the aircraft has a design top speed of 650 mph (1,050 km/h) plus (Mach 0.86). During subsequent tests this speed is exceeded under full control. An order for ten Scandia airliners is placed by ABA, Swedish Section of SAS. The Air Force decides to equip all aircraft of the Saab-18 B series with ejection seats for the pilot and radio operator.
1949. The first production-type Scandia is test flown. Saab enters the automobile market with the Saab-92, a four-seat private car powered by a 25 h.p. two-stroke engine of Saab's own design. The safety factor is high owing to the steel body which is welded to a self-supporting unit. The first production-type Saab-21R is test flown.
1950. Further Scandias are ordered by two Brazilian airline companies. The Scandia enters scheduled airline service. Further expansion under way at the Trollhättan Division, while at the same time a factory is purchased at Jönköping, some 80 miles (130 km) from the main establishment at Linköping. The factory produces apparatus, and special equipment. Saab's private airfield at Tannefors, Linköping, is equipped with a new concrete runway for a cost of Sw. Cr. 2,500,000.
1951. The first of a large series of Saab-29 swept-wing jet fighters are delivered to the Royal Swedish Air Force. The Swedish Air Force adopts a new and more powerful Safir version, the Saab 91B, (AF designation Sk 50) as its new standard primary trainer. Because of heavy military commitments, Saab sub-contracts Safir production to the Dutch De Schelde factory at Dordrecht, near Rotterdam. The first Swedish delta-wing aircraft, the experimental Saab-210, makes its initial test flight. In its annual report for the 1950—51 fiscal year, the Saab Aircraft Company reports a net profit of Cr. 1,212,000 as compared to a profit of Cr. 831,773 for the preceding year.
1952. A unique transonic wind tunnel driven by four jet engines is completed in Linköping. It is intended for research at speeds up to Mach 1.4. In addition to being produced in large quantities for the day-fighter units, the Saab-29 is ordered also for attack wings of the Swedish Air Force. The Saab airfield at Linköping is further expanded for a cost of Cr. 1,200,000. New export orders are received for the Saab-90 Scandia twin-engined airliner. Production is sub-contracted to the well-known Dutch Fokker factory in Amsterdam. The First De Schelde-built Safirs of the new series are delivered. New assembly plant expansion for a cost of nearly Cr. 4,000,000 gets under way in Linköping. Saab reports a net profit of Cr. 1,950,000 for the 1951—52 fiscal year. The Saab-32, a new two-seat all-weather jet attack aircraft makes its first test flight. Powered by a Rolls-Royce Avon jet engine, the aircraft has a top speed in the region of 700 mph (over 1,100 km/h).