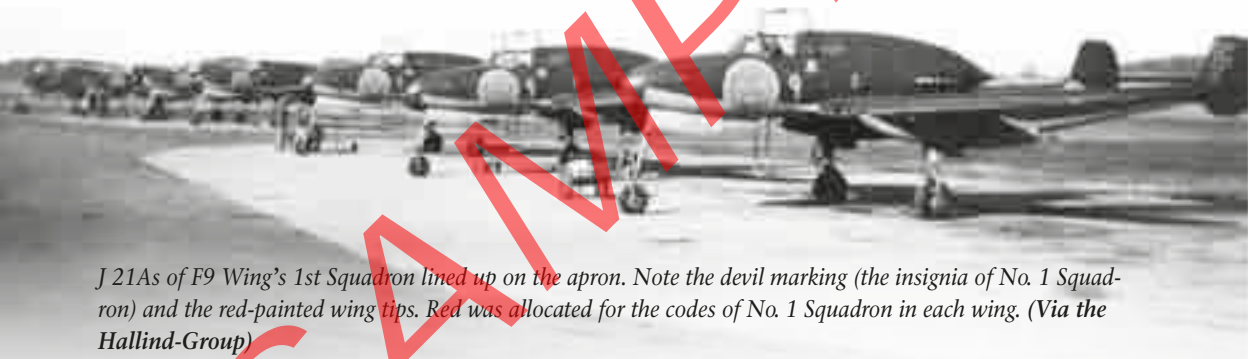




Another F9 Wing J 21A, this machine nicely demonstrates the truncated '9', as well as the retractable, telescopic boarding ladder. The muzzle of the starboard boom-mounted 13.2-mm machine-gun is also prominent. (Via the Hallind-Group)

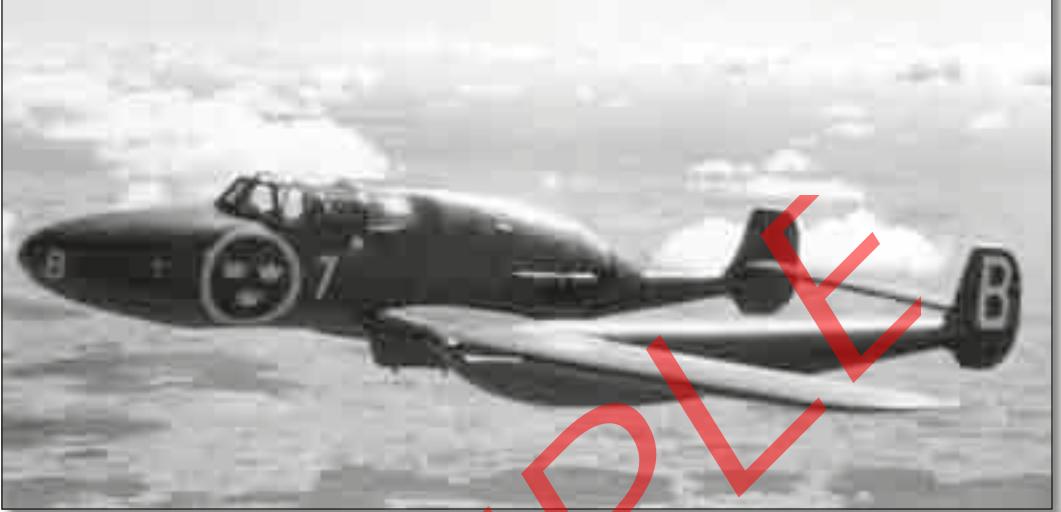


J 21As of F9 Wing's 1st Squadron lined up on the apron. Note the devil marking (the insignia of No. 1 Squadron) and the red-painted wing tips. Red was allocated for the codes of No. 1 Squadron in each wing. (Via the Hallind-Group)



'White B', was a J 21A assigned to the Air Staff section of F9 Wing. The barrel of the 20-mm cannon protruded some way outside the aircraft's nose. (Styrbjörn Ericson)

An A 21A-3 belonging to F7 Wing shows the large bomb rack that could be beneath the fuselage of this attack variant. A bomb of up to 600 kg could be carried, combining with underwing stores and the type's internal firepower to make the A 21A-3 a formidable attack machine. (Via Pelle Lindqvist)



The same machine shows off not only its bomb rack, but also the bank of radiators in the inner leading edge of its port wing. Immediately outboard of the radiators on each side of the aircraft, in the very tip of the booms, was mounted a landing light. (Via Pelle Lindqvist)





The canopy, from the port side.

Canopy clearly visible, from starboard. (All Mikael Forslund)



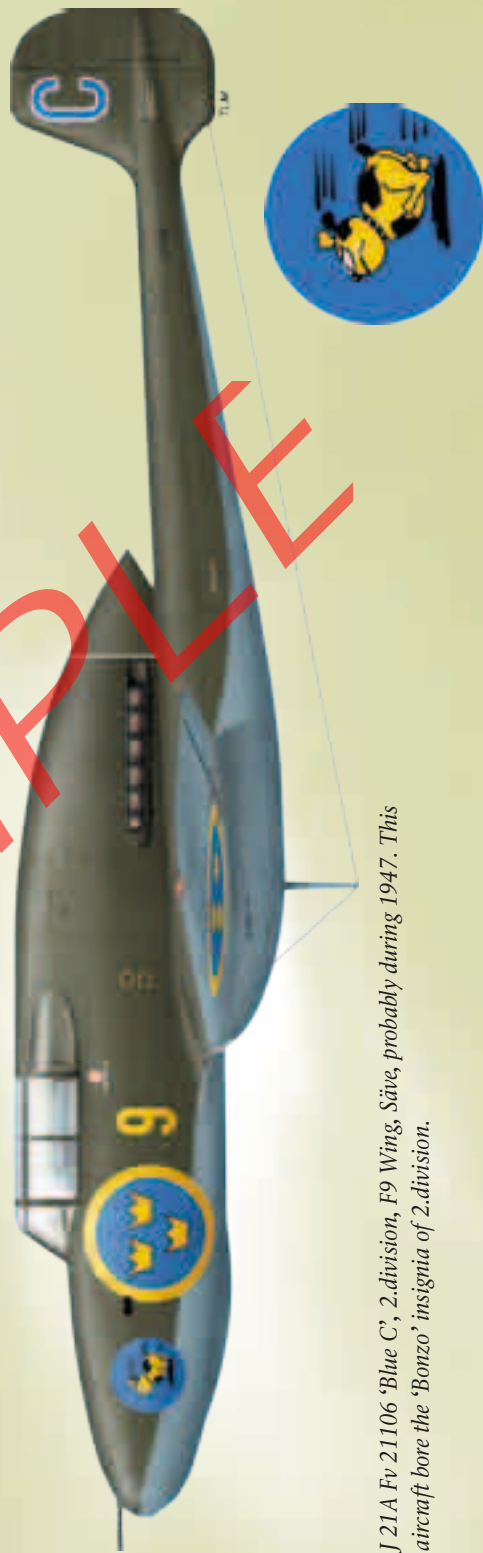


The port main undercarriage. (All Mikael Forslund)





J 21A 'Yellow T', 3.division (No. 3 Squadron), F9 Wing, Säve, 1946. Based at Säve, north of Gothenburg, probably during 1946, 'Yellow T' bore the wasp insignia of 3.division on its nose.



J 21A Fv 21106 'Blue C', 2.division, F9 Wing, Säve, probably during 1947. This aircraft bore the 'Bonzo' insignia of 2.division.

F7 Wing

During the summer of 1950, the fighter pilots of F10 Wing ferried their J 21Rs to F7 Wing. Word of the J 21R's fantastic performance and excellent handling qualities had reached the pilots of F7 Wing. One F7 pilot later said of the A 21R: *'For an old prop pilot the first flight was like a dream, and I became great friends with the A 21R right from the start.'*

The introduction of jet aircraft in the air-to-ground role indicated the advent of a new era, not only for the operational units but also for *Flygvapnet* in general, its HQ and *Eskader 1* (Tactical Air Group 1, responsible for the attack wings). New tactics and operational techniques were ironed out and introduced, while management and organisation were also affected, with the ground-support system having to be developed to fit the new aircraft. New modes of attack were tested, particularly stressing the importance of low-level missions.



A 21R 'Yellow A' of F7 Wing totes a full set of nose guns. Internal weapons fits were identical to those of the J 21A. (Via Pelle Lundqvist)

A 21R 'Blue P' of F7 Wing taxis out for take-off. The carefully re-engineered J 21R retained the benign landing and take-off characteristics of the J 21A, albeit with restrictions on formation take-offs which mostly related to the type's high fuel consumption. (Via Pelle Lindqvist)



Saab J 21R In Detail



Fuselage

'Blue Ö', an unusual code, was worn by this F7 A 21R. 'Ö' is the last letter of the Swedish alphabet and very rarely used in aircraft codes). (Via Pelle Lindqvist)

Among the rare Saab aeroplanes on static display during the company's 60th Anniversary airshow, held at Linköping on 7 September 1997, were J 21A-3 Fv 21311 and A 21RB Fv '21463'. Note that the typefaces for the respective Wing numbers are not those used when the Saabs were in active service during the 1950s. (Mikael Forslund)





J 21R 'Yellow H', 3. division, F10 Wing, Ängelholm, probably 1950



A 21RB Fv 21455 'Yellow G', F17 Wing, Ronneby, 1954. F17's A 21RBs were used as trainers for the Saab A 32A Lansen.

