

## SAAB 17



[Saab 17 \(S 17BL\) préservé](#)

La firme suédoise AB Svenska (ASJA) conçut un appareil, le L10, dans les années 1930. Celui-ci fut conçu en grande partie par une équipe de 40 américains, ce qui explique un air de famille avec le Helldiver. Lorsque ASJA fut absorbée par SAAB en 1937, l'appareil fut rebaptisé Saab 17. 2 prototypes furent commandés. Le premier prototype effectua son vol inaugural le 18 mai 1940 avec un moteur Bristol Mercury XII de 880 hp. Il fut conçu comme avion de reconnaissance biplace afin de répondre à une demande de l'armée, mais Saab proposa de le transformer en bombardier en piqué, ce qui fut accepté. Les ailes furent renforcées autant que possible. Par ailleurs, ses capots de train d'atterrissage servaient également de freins de piqué. Il emportait 500 kg de bombes, et était armé de 3 mitrailleuses ksp m/22F de 8 mm, deux placées dans les ailes et une en position arrière. Sa construction était entièrement métallique. Il entra en service au sein de la force aérienne en 1942. La version bombardier devait recevoir la désignation B 8, et la version de reconnaissance S 15, mais la Flygvapnet décida qu'il était plus simple de donner un numéro unique : ce fut le 17. Le Saab B 17B recevait un moteur Bristol Mercury XXIV de 980 hp, et fut construit à 54 exemplaires. Ce fut la première version construite, entre 1939 et 1942. Elle emportait sa charge sous le ventre et sous les ailes, et était dotée d'un viseur SAAB M41. Une sous-variante destinée à l'assaut à basse altitude disposait d'une soute ventrale. Deux autres versions furent produites pour la reconnaissance à partir du B 17B : le S 17BL (pour "land", terre) à train classique fut construit à 21 exemplaires neufs, plus 44 B 17B modifiés. Elle fut en service de 1942 à 1949 et remplaça les S 5 et S 6 (Fokker CV). Le S 17BS (pour Sjö, lac) gréé en hydravion fut construit à 38 exemplaires neufs plus 18 S 17BL transformés et destiné à la patrouille maritime. Ils furent retirés du service en 1949. Le Saab B 17C, lui recevait un moteur Piaggio PXIbis RC 40D de 1040 hp et fut construit à 77 exemplaires en 1942 et 1943. Il était doté d'une soute interne. Les B 17C furent retirés du service dès 1947-1948 à cause du manque de pièces détachées pour les moteurs, qui venaient des Re 2000. Le Saab B 17A recevait un Pratt & Whitney Twin Wasp de 1200 hp et fut construit à 132 exemplaires. Il était doté d'une soute interne et pouvait emporter des roquettes. Les B 17A furent livrés de fin 1942 à 1944. Ils restèrent en première ligne jusqu'en 1948, et furent retirés du service en 1955 après avoir servis à des tâches secondaires comme le remorquage de cibles. Ils se révélèrent fiables et robustes.

Quelques exemplaires furent vendus à des opérateurs civils. La pénurie de moteurs fut telle que les avions venant d'être livrés voyaient leur moteur démonté pour être réutilisé pour une autre livraison... Les exemplaires basés à terre pouvaient recevoir des skis. Du fait de l'apparition des avions à réaction, sa carrière fut courte. Un Saab B 17A fut vendu à l'Autriche en 1957 pour du remorquage de cibles, 46 à l'Ethiopie (qui les utilisa contre la rébellion de 1947 à 1968, parfois avec du personnel suédois), et deux Saab 17A furent vendus à la Finlande. Le premier arriva en 1959, le deuxième en 1960. Ils servirent de remorqueurs de cibles, mais ils furent rapidement endommagés et immobilisés. Des Danois formèrent une brigade constituée de 15 pilotes au sein de l'armée suédoise à partir de 1943. Celle-ci reçut 15 B 17C, qui furent peints aux couleurs danoises le 4 mai 1945. Ces 15 appareils furent offerts au Danemark, mais celui-ci fit savoir qu'il n'était pas intéressé par les B 17, et ordonna à ses personnels de rentrer par le train... 323 exemplaires furent construits. Plusieurs ont survécu, dont un exposé aux couleurs danoises dans un musée danois à Helsingor. Un unique exemplaire, un B 17A, est en état de vol depuis 1997.



Version anglaise Wikipédia

The **Saab 17** is a [Swedish](#) single-engine monoplane reconnaissance dive-bomber aircraft of the 1940s originally developed by [ASJA](#) prior to its merger into Saab. It was the first all-metal stressed skin aircraft developed in Sweden.

### Design and development



B 17s in [Trollhättan](#) assembly hall in 1944

The project was initiated in response to a 1938 request from the [Flygvapnet](#) (Swedish Air Force) for a reconnaissance aircraft to replace the obsolete [Fokker S 6 \(C.Ve\) sesquiplane](#). Design work began at the end of the 1930s as the **L 10** by [ASJA](#), but once accepted by the [Flygvapnet](#) it was assigned the designations **B 17** and **S 17** for the bomber and reconnaissance versions respectively, and it became better known as the Saab 17. The design chosen was a conventional [mid-wing cantilever monoplane](#) with a long greenhouse canopy and a single [radial engine](#) in the nose. Control surfaces were covered in fabric but the remainder was stressed-skin [duraluminum](#). It could be fitted with wheels or skis, both of which retracted straight to the rear along the underside of the wing, leaving prominent fairings, and when fitted with wheels the undercarriage doors could be used as dive brakes.<sup>[3]</sup> A retractable tailwheel was provided. A floatplane version was built in small numbers for coastal reconnaissance to replace the obsolete [Svenska S 5](#), with massive fairings joining the floats to the wings where the wheels would have been. To maintain stability small vertical fins were added to the [horizontal stabilizer](#). The wings were reinforced so that it could be used as a [dive bomber](#) and bomb racks were provided under the wings, along with a small bomb bay below the cockpit, although some examples used a conventional rack on the centreline, while on the bomber versions, a crutch was fitted to swing the bomb clear of the aircraft in vertical diving attacks, when the bomb could otherwise have passed through the propeller. The reconnaissance versions lacked the crutch. [Split flaps](#) broken into four segments were fitted to the underside trailing edge of the wing.

Two L 10 prototypes were ordered, the first being powered by a 880 hp (660 kW) [Bristol Mercury XII radial engine](#) built by [Nohab](#) in Sweden, and the second with an imported 1,065 hp (794 kW) [Pratt & Whitney R-1830 Twin Wasp C](#) radial. Supplies of suitable engines remained a major problem, and resulted in the aircraft being built in three versions with different engines. The definitive **B 17A** used the Swedish-built [STWC-3](#) (Swedish Twin Wasp C-3), an unlicensed copy of the R-1830. The **B 17B** used a [Bristol Mercury XXIV](#) built by [Svenska Flygmotor AB](#) (SFA) in Sweden, and the **B 17C** used an imported 1,060 hp (790 kW) [Piaggio P.XI](#) radial from Italy.<sup>[4]</sup> The [United States](#) government denied a request to purchase a licence to build the Twin Wasp, so an unlicensed, reverse engineered copy was built instead as the STWC-3 (Swedish Twin Wasp C-3) to supplement and replace the lower powered Mercury radials already being built under licence.<sup>[5]</sup> Until production caught up to demand, the earliest aircraft being delivered were flown to their destinations, the engines were removed and shipped back, to be used on the next aircraft to be delivered.

## Operational history



Saab B 17B showing bombing crutch under the fuselage needed to allow the bomb to clear the propeller during a dive, and the large undercarriage doors which acted as dive brakes



Saab B 17B in flight

The first flight was on 18 May 1940 and first deliveries of dive bombers to the *Flygvapnet* began in March 1942,<sup>[1]</sup> while deliveries of reconnaissance versions began in June 1942, and the type was operational by September 1942 when the first exercises were carried out.<sup>[2]</sup> Problems immediately arose with wing failures, and additional modifications were needed before it could be cleared for dive bombing, which remained limited to shallow attacks thereafter.<sup>[2]</sup> The final aircraft was delivered on 31 August 1944.<sup>[6]</sup> A B 17 was used to test the [ejection seat](#) Saab had developed for use in the [Saab 21](#) pusher fighter, which was first successfully fired on 27 February 1944 with a dummy.<sup>[7]</sup> [Stig Wennerström](#) gained some fame in Sweden for successfully bailing out from a B 17 from low altitude, with his gunner, but would later become a spy for the Soviet Union.<sup>[8]</sup> For several months in late 1944 and early 1945 fifteen B 17As were operated by the [Danish Brigade in Sweden](#) (Danforce) a unit of 5000 men (including 50 airmen) in Sweden which had been formed to assist in liberating occupied Denmark from the Nazis, and preventing the retreating German soldiers from using civilians as human shields, and carrying out [scorched earth](#) tactics as they had done elsewhere. However, due to the [German surrender on 7 May 1945](#), the aircraft were no longer needed and were returned to *Flygvapnet* control a couple of months later.<sup>[9]</sup> Rapid advances in aviation related to improved aerodynamics, higher engine power and finally the introduction of jet engines, resulted in it having a short career, and it was gradually withdrawn from frontline service between 1948 and 1950,<sup>[2]</sup> while the last examples were retired from secondary roles by 1954. Over the next few years, examples would be sold off to various operators. Due to the efforts of [Carl Gustaf von Rosen](#), the [Ethiopian Air Force](#) bought 47 which were operated from 1947<sup>[2]</sup> until 1968. From 1951, 19 B 17s were loaned to [Svensk Flygtjänst AB](#) and AVIA for use as [target tugs](#) and painted yellow with civilian markings.<sup>[2]</sup> One of these, a B 17A SE-BYF was sold to the Austrian [Österreichische Luftstreitkräfte](#) in 1957, where it continued to be used as a target tug until retired in 1963. Two B 17As were also sold to the Finnish [Ilmavoimat](#) in 1959 and 1960, also as target tugs. Neither of the Finnish aircraft lasted long before being destroyed in accidents.<sup>[10]</sup>

## Specifications (B 17C)

### General characteristics

- **Crew:** Two
- **Length:** 10 m (32 ft 10 in)
- **Wingspan:** 13.7 m (44 ft 11 in)
- **Height:** 4.5 m (14 ft 9 in)
- **Wing area:** 28.5 m<sup>2</sup> (307 sq ft)
- **Empty weight:** 2,680 kg (5,908 lb)
- **Gross weight:** 3,870 kg (8,532 lb)
- **Powerplant:** 1 × [Piaggio P.XIbis R.C.40D](#) 14 cylinder air-cooled radial piston engine, 790 kW (1,060 hp)
- **Propellers:** 3-bladed Piaggio P.1001 variable pitch propeller

### Performance

- **Maximum speed:** 435 km/h (270 mph, 235 kn)
- **Cruise speed:** 370 km/h (230 mph, 200 kn)
- **[Minimum control speed](#):** 125 km/h (78 mph, 67 kn)
- **Range:** 1,700 km (1,100 mi, 920 nmi)
- **Service ceiling:** 9,800 m (32,200 ft)
- **Rate of climb:** 10 m/s (2,000 ft/min)
- **Wing loading:** 139 kg/m<sup>2</sup> (28 lb/sq ft)
- **[Power/mass](#):** 0.220 kW/kg (0.134 hp/lb)

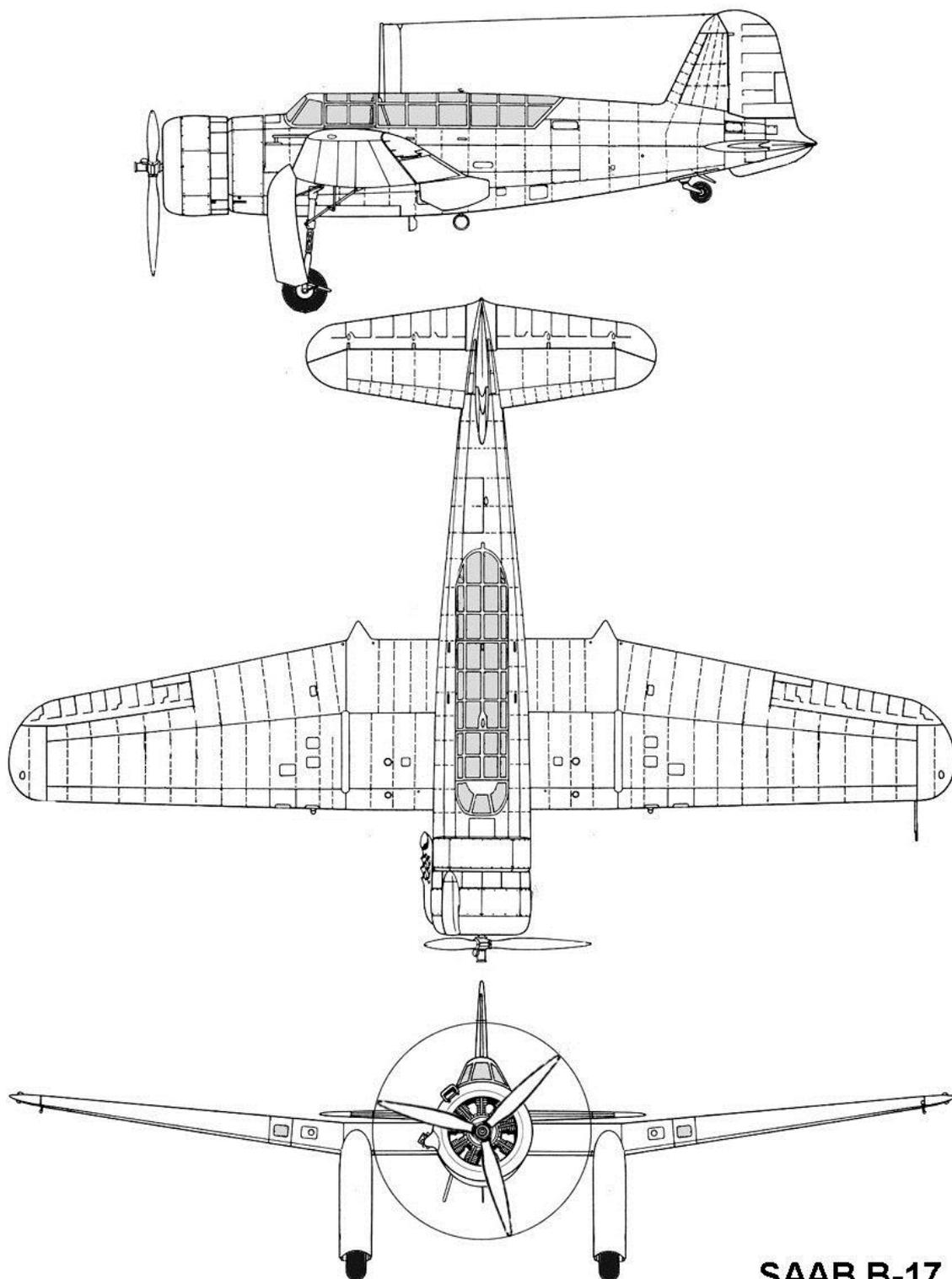
## Armament

- **Guns:**

- 2 × fixed forward-firing 8 mm (0.315 in) [Flygplanskulspruta Ksp m/22F \(M1919 Browning AN/M2\) machine guns](#)
- 1 × rear cockpit flexible 8 mm (0.315 in) Flygplanskulspruta Ksp m/22R (M1919 Browning AN/M2) machine gun

- **Bombs:**

- 700 kg (1,500 lb) of bombs could be carried. Racks were provided under the wings, in an internal bomb bay and externally on the fuselage centreline.



**SAAB B-17**