



Aeroseum

GUIDE YOURSELF IN THE MOUNTAIN.

WELCOME TO THE AEROSEUM

Please use this numbered guide to the exhibits to obtain more information about them as you go through the Aeroseum. You are welcome to photograph the exhibits, but please note that smoking inside the Aeroseum is strictly forbidden. If the lights go out, it will be rather dark, but please in that case stay where you are and you will be guided out by the staff.

HISTORY

Kungliga Göta Flygflottilj F9 (the Royal Göta Fighter Wing, known as F9) was established in 1940. Construction began immediately on the first underground hangar, which was completed in 1942 and enclosed an area of 8,000 m². It is located just below the control tower, on the airfield, and still exists.

When peace was declared in 1945, the effects of the atom bomb were plain for all to see, and plans were laid to build a much larger and more protected hangar blasted out of the rock. Work began on the "New rock hangar" in 1950 and it was ready for inauguration by 1955. This hangar has a total enclosed area of 22,000 m², the size of three football pitches. All the workers were sworn to secrecy during its construction, and the existence of the hangar continued to be kept secret until 2003. The Swedish Defence Ministry decided to end its operational use in 1998. By then F9 had already been disbanded for a long time. F9 had been operational from 1940 to 1969, after which the airfield was used by the Navy's 2nd Helicopter Wing until 2006.

Just now you are in the Eastern tunnel, which was the most commonly used portal for aircraft to descend after completing their missions. The doors themselves, painted blue, are behind you. They are sliding doors on rails, which separate as they open. The doors are 70 cm (2 feet 4 inches) thick and they each weigh 70 tons. They are able to withstand the pressure wave from a nuclear weapon if one should explode outside. You may have noticed curtains outside; in the case of a threatened attack these would have been closed, to trap radioactive particles. After an attack these would have been washed down with water to flush away the particles. We know a bit more today!

THE NUMBERED EXHIBITS

Many of the exhibits you see here carry a number. If there is an information sign next to the exhibit, please refer to that, as the information is not repeated in this booklet. As you go down the ramp into the main part of the Aerozeum, you will pass some displays and side chambers on your left side. These include a display showing some important events that happened during the "Cold War", and a chamber containing photographs taken during the construction of the underground hangar. In the tunnel there are also some exhibits that are mobile; in other words they may not always be present, or in the same places as you can see them today. Those that are numbered are:

- 1. J 29F "Flying Barrel", built by Saab and called "Barrel" because its centrifugal engine had a large diameter.*
- 2. J 35J Draken, the first Swedish-built aircraft that could exceed Mach 1 ("the sound barrier") in level flight.*
- 3. The underground hangar was supposed to be fully equipped, so fuel tanks were installed to hold one and a quarter million litres (275,000 UK gallons) of jet fuel. However, when the Swedish Emergency Services found out about this, they prohibited use of the tanks, so aircraft have never actually been fuelled inside the underground hangar. Instead they were refuelled on the concrete outside.*
- 4. AJSH 37 Viggen, equipped for maritime surveillance, with a camera pod under the right side.*
- 5. Various starter trolleys for aircraft and helicopters.*
- 6. HKP2 Alouette II helicopter, designed in France and one of the very first helicopters with a turbine engine, instead of a heavy and bulky piston engine.*
- 7. HKP 3C Agusta Bell 204B "Huey" helicopter, with the US name "Iroquois" but called the "Huey" because of its US designation, UH-1H.*
- 8. HKP 6 Agusta Bell 206 Jet Ranger helicopter, which made visits to the Arctic aboard the ice breaker "Ymer" for polar bear research.*
- 9. MBB BO-105 HKP 9A helicopter carrying wire-guided anti-tank missiles.*
- 10. MBB BO-105 HKP 9A helicopter without missiles.*
- 11. Volvo BM Bv 202 tracked amphibious "go anywhere" vehicle, renovated by Aerozeum volunteers, equipped for rescue.*
- 12. Saab 99 equipped with a fifth wheel to measure runway friction, to check the braking capacity of runways.*
- 13. Behind these windows sat the "king of the hangar" who controlled all movements inside the hangar.*
- 14. You have now come down into the hangar area itself. You are now about 100 feet below the top of the hill. The dashed line on the wall at your right shows sea level.*
- 15. There is a turntable on the floor, with slots into which a pole could be inserted, to turn aircraft manually so they could be rolled into the servicing bays.*

In front of you there are three pilots' seats. They are all ejection seats, one being powered by an explosive cartridge, and the others by rockets. The large model hanging from the ceiling depicts a Saab J 21. This was the first Swedish aircraft with an ejection seat, as the propeller and engine

were behind the pilot. It was powered by compressed air. Although this type of aircraft was based here with F9, it was never inside this underground hangar.

To your left is a J 35 Draken, and you are welcome to climb inside and sit in the cockpit. Further into this bay you can see a Reims Cessna F 337G Skymaster which used to be operated by the Swedish Coastguard. Note that it has two engines, one tractor type at the front, and another, a pusher type, at the rear. Further into this bay you see a helicopter mock-up with a rescue winch. We use this to winch up children who are visiting the Aerozeum, and it is very popular! At the far end you can see several model helicopters with their rotors turning. These were part of the stage set for a musical, staged in the Gothenburg Opera House, called "Miss Saigon", set during the Vietnam War. They represent "Hueys" and there is a real one in front of them.

16. If you leave this bay and turn left, in front of you is a HKP 2 Alouette II. It used to serve on the destroyer Småland, which you may have seen at the Maritime Museum in the centre of the city.

17. These are anti-aircraft cannons; a Bofors 20mm and a Bofors 40mm.

18. Anti-ship missile Type RB 08 (this example as used by the Coastal Artillery).

19. J 32 Lansen; this is the "sports" model with an afterburner.

20. Simulator bay.

21. Exhibition area.

22. HKP 4 helicopter, built in Japan by Kawasaki to a Vertol design. The type was in Swedish service for 49 years.

23. In this bay you can see a de Havilland DH-60 GIII Moth Major, a Focke Wulf Fw-44 Stieglitz, used by the Swedish Air Force as a trainer, designated Sk 12, and a replica of a Thulin A as used in the film about Sweden's first female pilot, Elsa Andersson.

24. The Western portal. This (because it is nearest to the runway outside) was where the quick reaction aircraft were lined up. The pilots were strapped into their aircraft for 2 hours at a time, each behind its towing tractor equipped with a special generator to start the aircraft engine. It was only a matter of minutes after the start signal before the aircraft were up in the air.

25. This bay is used by the Gothenburg Veteran Flying Association for its aircraft. During the summer it is quite empty here, but many aircraft fill this space in the autumn and winter.

26. You have now reached the café, so please take a pause with a cup of coffee and a bite to eat. Here you can also purchase aviation DVDs, books and small toys.

If after your coffee break you go out at the other end, there is a childrens' play area. Directly in front of you is another Viggen, the AJ37 (Attack/Fighter) type, where you are welcome to sit in the cockpit. Beside it are various types of radar-equipped aircraft nose cones and some engines.

27. RM 8B afterburning turbojet for the Fighter/Attack version of the Viggen (JA 37).

28. Rolls-Royce Avon RA 7 R engine for the Lansen prototypes (built in Sweden under licence).

29. Rolls-Royce Avon RM 6 Motor built in Sweden under licence by Volvo Flygmotor for the series version of the Lansen.

30. Stal Laval Dovert RM 4, the engine that was originally intended to power the Lansen.

31. J 35F-2 Draken. You are welcome to sit in the cockpit and experience the workplace of a fighter pilot.

AEROSEUM

The Aerozeum Foundation was set up in 1999 on the basis of an idea by Roger Eliasson.

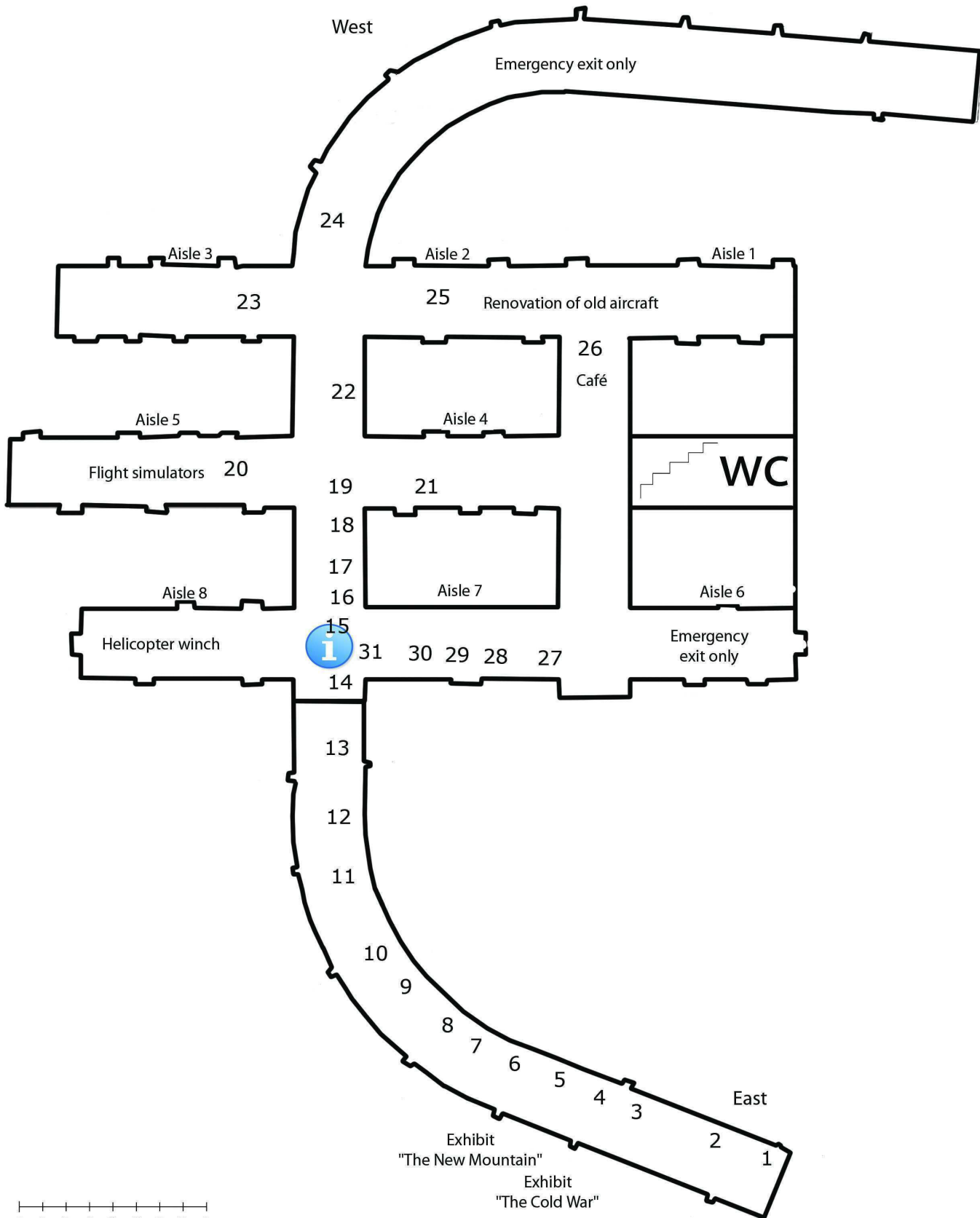
The Aerozeum is to be a hands-on aviation activity centre, where you can experience this special environment and the sense of flying.

We want to stimulate the interest of children and young people in the natural sciences as applied to technology, and we work in harness with several educational co-ordinators.

Families can spend an entertaining and exciting day in surroundings that once were top secret.

Aerozeum thanks you for visiting and hopes that it was rewarding. We would like to welcome you back again one day.

If you have any suggestions or opinions on how we could improve the Aerozeum, please write them into our Visitors book at the entrance. Thank you.



The New Mountain Hangar, Säve