Saab Scandia 90A

The Saab 90 was a project started at the end of the second world war by Saab. The Scandia was to be a successor to the DC-3 and to replace the diminishing military production of fighters and bombers anticipated at Saab.

Saab Scandia 90 was a twin-engine monoplane with Pratt & Whitney R-2180 14-cylinder radial engines with four-bladed propeller. As opposed to the DC-3 it had a main landing gear extending from the engine nacelles and a retractable nose wheel. First flight was on November 16 1946. SAS was launch customer, and as it turned out the only one of two customers for the mere 18 Saab Scandia 90As produced. SAS bought 11 and VASP of Brazil 6 aircrafts. Larger version planned, the Scandia 90B, was never produced.

The aircraft did not offer any particular advantages over the DC-3 and did not cause interest from airlines at the time. SAS used them on Swedish domestic routes and for the European short network during the fifties. VASP utilised them until 1969.

The last Scandia 90A was built in 1954. By then the cold war had started and Saab´s production had turned military again with the highly successful jet fighter Saab J29 Tunnan (Barrel). Over 600 J-29s were produced. So this ended Saab´s civil aspirations until the regional turboprop Saab 340 came along in the eighties.

VASP used 6 Scandias in the 50s, 60s and 70s

SAS used 11 Scandias in the 50s

Saab Scandia 90A specifications

Wingspan: 28.0 m
Length: 21.3 m
Height: 7.1 m
Wing area: 85.7 sq. m
Engines: 2xPratt & Whitney R-2180-E1, 1650 hp each
Empty weight: 9960 kg
Payload: 32 passengers
Takeoff weight: 16500 kg
Max. speed: 450 km/h
Landing speed: 130 km/h
Climb rate: 6.5 m/s
Ceiling: 7500 m
Range: 2510 km

This is the Flight Simulator Saab Scandia model by Bertil Nilsson

A VASP of Brazil Saab Scandia in Rio de Janeiro, Santos Dumont (SDU) airport 1962

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