

T-17 Supporter (SAAB/MFI-15-200a)

RDAF	C/N	Test	F/F	D/D	Wfu	Comments
T-401	15.201	SE-M15	28/08-75	11/09-75		
T-402	15.202	SE-M16	26/03-76	02/03-76		
T-403	15.203			31/03-76		
T-404	15.204			09/04-76		
T-405	15.205			21/04-76		
T-406	15.206			23/04-76	06/06-85	W/o Karup AB.
T-407	15.207			30/04-76		
T-408	15.208			24/06-76		
T-409	15.209			28/06-76		
T-410	15.210			02/07-76		
T-411	15.211			02/07-76		
T-412	15.212			13/08-76		W/o 6/11-92 at Vadum. Rebuilt (04-96).
T-413	15.213			23/08-76		
T-414	15.214			07/09-76		
T-415	15.215			07/09-76		
T-416	15.216			07/09-76	30/06-77	W/o at Give.
T-417	15.217			21/10-76		
T-418	15.218			21/10-76		
T-419	15.219			05/11-76		
T-420	15.220			25/10-76		
T-421	15.221			27/10-76		
T-422	15.222			25/10-76	05/07-94	W/o Lindeballe.
T-423	15.223			25/10-76		
T-424	15.224			09/11-76	29/10-86	W/o at Porsmose.
T-425	15.225			09/11-76		
T-426	15.226			09/11-76		
T-427	15.227			19/11-76		
T-428	15.228			19/11-76		
T-429	15.229			29/11-76		
T-430	15.230			11/03-77		
T-431	15.231			29/11-76		
T-432	15.232			19/01-77		

Comments

The T-17 aircraft is basically an MFI-15-200A with a new strengthened wing, including hard points for weapons and internal fuel tanks. They were built at Malmö Flygindustri (a part of SAAB). The designation T-17 originates from the factory's unofficial designation for this updated airframe, MFI-17 "Safari". The Army were allocated T-410 to T-418 until 1/1-91, where all were handed over to RDAF. To avoid any number confusion with the Cayuse helicopters the RDAF registrations is not the same as the construction numbers.