

RUSSIAN WARBIKES



NORWAY




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RWON fakta

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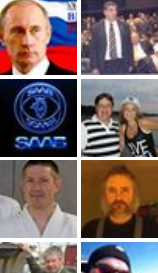
Russian Warbirds of Norway er en ideell forening stiftet av flygere og eiere av tidligere USSR maskiner som i dag opereres i Norge. RWON tilbyr display på en rekke Airshows hvert år i tillegg til å tilby medlemmer flyturer i foreningens fly.



Russian Warbirds of Norway

Like

1,900 people like Russian Warbirds of Norway.



Legg igjen en hilsen



Hjertelig takk for en fin mottakelse hos dere og en interessant brifing 1. juni 2013

. Og ikke minst flyturen. Det var en flott opplevelse. En stor drøm har gått i oppfyllelse. Det å få lov til å styre selv var topp. Jeg tar gjerne en tur til. Med hilsen Arne Søstumo

Arne Søstumo - 2013-06-22 22:02:24

Hadde en fantastisk turn med LN-ADA 6 april 2013. Dette anbefales på det sterkeste, fantastisk moro å få fly selv og gjøre min første roll :)!

Øystein Ellefsrød - 2013-04-15 13:13:59

For en hyggelig gjeng som utgjør RWON!

Vi ble godt mottatt, informert og traktert innen vi gikk på vingene.

En 38 år gammel drøm gikk endelig i oppfyllelse, å fly L-29 var en opplevelse uten like, jeg mener, det er ikke hver dag du trekker 5G. Eller henger vektløs opp ned. Eller stuper mot bakken i 550 knop. Eller.... Dette var stort, et skikkelig kick, selv om det føltes helt trygt. Jeg tar gjerne en tur til.

Nei, 10 turer til.

Bjørn Tollef Swang - 2012-10-27 17:42:28

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Besøk oss her



Flyplassveien 121,
Skien vis à vis Grenland Flyklubb. Tlf: 901 78 555

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RWON støtter:



Næs Consulting AS
bedriftsrådgivning

Hva er det ultimate flyet for RWON?



- MIG-15
- MIG-21
- YAK-9
- TU-95 Bear

Stem »

Se resultater



Aero L29 Delfin / LN-ADA
Publisert: 2010-09-07 av Anders Bergane

Type: Aero L-29 Delfin
Eier: Sameie innen Russian Warbirds of Norway
Operatør: Russian Warbirds of Norway
Base: Skien lufthavn/Geiteryggen

Denne maskinen er produsert ved den Tsjekiske fabrikken Aero Vodochody i 1972. Den ble bygget med tanke på å tjene som konverteringsjager for MIG 15/17/21 i det tidligere Sovjetiske luftforsvaret. Dette ser man også tydelig igjennom cockpit som er svært lik det man finner i de nevnte (og mer kjente) jagerflyene.

Flyet ble importert til Estland fra Ukraina på slutten av 90-tallet, og deretter dekonservert og satt i luftdyktig stand i regi av Terje Bakke, Geir Thyness og Terje Traaholt.

In the late 1950s, the Soviet Air Force was seeking a jet-powered replacement for its fleet of piston-engined trainers, and this requirement was soon broadened to finding a trainer aircraft that could be adopted in common by Eastern Bloc air forces.

Aero's response, the prototype XL-29 designed by Z. Rubli and K. Tom first flew on 5 April 1959, powered by a British Bristol Siddeley Viper engine. The second prototype was powered by the Czech-designed M701 engine, which was used in all subsequent aircraft.

The basic design concept was to produce a straight forward, easy-to-build and operate aircraft. Simplicity and ruggedness were stressed with manual flight controls, large flaps and the incorporation of perforated airbrakes on the fuselage sides providing stable and docile flight characteristics, leading to an enviable safety record for the type. The sturdy L-29 was able to operate from grass, sand or unprepared fields. Both student pilot and instructor had ejection seats, and were positioned in tandem, under separate canopies with a slightly raised instructor position.

In 1961, the L-29 was evaluated against the PZL TS-11 Iskra and Yakovlev Yak-30 and emerged the winner. Poland chose to pursue the development of the TS-11 Iskra anyway, but all other Warsaw Pact countries adopted the Delfin under the agreements of COMECON. Production began April 1963 and continued for 11 years, with 3,500 eventually built. A dedicated, single-seat, aerobatic version was developed as the L-29A Akrobat. A reconnaissance

version with nose-mounted cameras was built as the L-29R.

The Delfin served in basic, intermediate and weapons training roles. For this latter mission, they were equipped with hardpoints to carry gunpods, bombs or rockets, and thus armed, Egyptian L-29s were sent into combat against Israeli tanks during the Yom Kippur War. The L-29 was supplanted in the inventory of many of its operators by the Aero L-39 Albatros. More than 2,000 L-29s were supplied to the Soviet Air Force, acquiring the NATO reporting name "Maya."

As a trainer, the L-29 enabled air forces to adopt an "all-through" training on jet aircraft, replacing earlier piston-engined types. On October 2, 2007, an unmodified L-29 was used for the world's first jet flight powered solely by 100% biodiesel fuel. Pilots Carol Sugars and Douglas Rodante flew their Delphin Jet at Stead Airport, Reno, Nevada in order to promote environmentally friendly fuels in aviation.

General characteristics

Crew: 2: student and instructor
Length: 10.81 m (35 ft 6 in)
Wingspan: 10.29 m (33 ft 9 in)
Height: 3.13 m (10 ft 3 in)
Wing area: 19.8 m² (213 ft²)
Empty weight: 2,280 kg (5,030 lb)
Loaded weight: 3,286 kg (7,244 lb)
Max takeoff weight: 3,540 kg (7,800 lb)
Powerplant: 1 Motorlet M-701C , 8.7 kN (1,960 lbf)

Performance

Maximum speed: 820 km/h (443 knots, 510 mph)
Range: 900 km (486 nm, 560 mi)
Service ceiling 11,500 m (37,700 ft)
Rate of climb: 14 m/s (2,800 ft/min)
Wing loading: 166 kg/m² (34.3 lb/ft²)
Thrust/weight: 0.25

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Crew innlogging

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FLYDAGEN SKIEN



Lørdag 16. august 2014 arrangeres Flydag på Geiteryggen.

Sett av denne dagen, og gled deg til noen uforglemmelige timer på Skien Lufthavn, Geiteryggen.

[LES MER HER »](#)

MEDLEMSTURER!



- Jagerpilot for en dag!
- Historisk dobbeldekker!
- Akrobatikkflyging!

Hos RWON har du mulighet til å få bli med i en rekke forskjellige historiske fly.

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[16/8 - Flydag Geiteryggen](#)

Kalender