



MiG 29UB/GT Twin Seater

Die Entwicklung der MiG 29 begann bereits 1973, aber erst mit ihrem Erstflug am 6. Oktober 1977 erfassten die westlichen Geheimdienste das hier ein revolutionärer Luftüberlegenheitsjäger seinen Einzug hielt der sehr schnell zur Grundausstattung fast aller östlichen Luftwaffen wurde. Insgesamt wurde die MiG 29 an 16 Länder verkauft. Nach dem Zusammenbruch der Sowjetunion (DZSFR) und der Gründung neuer Republiken gelangte auch ein Großteil der in diesem Ländern stationierten Maschinen der russischen Luftwaffe in deren Besitz. So verfügt heute die Ukraine über 185 Maschinen und Weißrussland über 65 MiG 29, nachdem ein Teil der übernommenen Maschinen in andere Länder verkauft wurde. Mit der Wiedervereinigung der beiden Teile Deutschlands im Jahre 1990 wurden auch die Luftbestände der NVA (National Volksarmee) der DDR aufgelöst und teilweise in der Luftwaffe der Bundesrepublik Deutschland übernommen, von besonderem Interesse waren dabei die Abfangjäger MiG 29 „Fulcrum-A“, die erst im Mai 1990 beim Jagdgeschwader 3 in Jechow in Dienst gestellt worden waren. Insgesamt wurden 20 MiG 29-9.12A, 20 MiG 29-9.12B und vier zweisitzer MiG 29UB ausgeliefert. Die Ausbildung der Piloten erfolgte in Russland. Da die MiG 29 zum besten gehörten, was der russische Flugzeugbau zu bieten hatte, wurde zunächst entschieden, die MiG 29 in einer Flugerprobung auf ihre Verwendung in der Luftwaffe zu testen – gegen den erklärten Willen einer einflussreichen Lobby. Bei diesem Test sollte auch die Frage geklärt werden, wie sich westliche Jäger gegen die MiG 29 im Luftkampf behaupten würden. Die Erkenntnisse der Flugerprobung waren für die westlichen Luftwaffen ein Schock – die MiG 29 erwies sich gegen F-15 und F-16 in nahezu allen Belangen als überlegen. Nach langen Diskussionen entschloss man sich bei der Bundesregierung zur Aufstellung eines Kampfförverbands mit MiG 29 in der Luftwaffe. Aus dem Jagdgeschwader 29 wurde so die 2. Staffel des Jagdgeschwaders 73 „General Steinhilber“ in Laage, deren 1. Staffel mit F-4E Phantom ausgestattet war. In der Luftwaffe erhoben die Maschinen die neue Typenbezeichnung MiG 29G für die Einsitzer und MiG 29GT für die vier Doppelsitzer. Im Rahmen der NATO verlegte die MiG 29 des Geschwaders auch mehrmals in die USA. Mit dem Verkauf der ersten MiG 29 an Polen, für einen symbolischen Preis von 1 Euro pro Maschine, ging am 4. August 2004 mit der Landung von neun MiG 29 in Bydgoszcz, Polen auch diese Jäger in die Hände der russischen Luftwaffe. Heute steht immer etwa 300 Maschinen der verschiedenen MiG 29-Versionen im Einsatz. Ein Großteil wurde in den letzten Jahren kampffähig gemacht und alle Einsatzeigenschaften. Neben dabei in die auch nach 30 Jahren noch immer laufende Serienfertigung. Neben der MiG 29 für die Luftwaffe steht inzwischen auch eine spezielle Version – MiG 29K – im Einsatz, die für die russische Marineflieger gebaut und auf dem Flugzeugträger „Admiral Kornejow“ eingesetzt werden.

MiG 29UB/GT Technische Daten:

Länge über alles	13,42 m
Höhe über alles	4,73 m
Spannweite	11,36 m
Flügelstrecke	2 x 5,505 m (SD-33)
Startleistung	2 x 8.340 kgp
Leertgewicht	15.340 kg
Startgewicht normal	14.600 kg
Startgewicht max.	18.200 kg
Höchstgeschwindigkeit	2.330 km/h in 11.000 m
Höchstgeschwindigkeit G-Belastung max.	2.400 km/h in Meereshöhe
Landegeschwindigkeit	260 km/h
Startgeschwindigkeit	17.500 m
Steigrate	1.800 m/s
Reichweite	40.450 km ohne Zusatztanks
Reichweite	2.900 km mit Centerline Tank
Bewaffnung	6 Luft-Luft-Raketen, 1 GSh-301 Kanone, Kaliber 30 mm

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MiG 29UB/GT Twin Seater

Development of the MiG 29 began in 1973 but it was only after its maiden flight on 6th October 1977 that Western intelligence agencies realised that this was the debut of a revolutionary Superiority Fighter which quickly entered service as the basic equipment of almost all Eastern Block Air Forces. The MiG 29 was sold to a total of 16 countries. After the collapse of the Soviet Union (USSR) and the establishment of the new republics, the majority of these aircraft stationed in the republics became the property of the Russian Air Force. Today, after selling a number of their acquired aircraft to other countries the Ukraine possesses over 185 and Belarus over 65 MiG-29. After the reunification of the two Germany's in 1990, the Air Force of the NVA (National People's Army) in the GDR (German Democratic Republic) was dissolved and partially incorporated into the Air Force of the Federal Republic of Germany. Of particular interest were the MiG 29 „Fulcrum-A“ interceptors that initially entered service with Fighter Wing No.8 in Paderborn in May 1990. A total of 20 MiG-29-9.12A and four two-seater MiG 29UB were handed over. Pilot training took place in Russia. Since the MiG-29 belonged to the best of what the Russian aircraft industry had to offer it was initially decided – against the express wishes of an influential lobby – to conduct flight testing with the MiG 29 in order to assess its suitability for use in the „Luftwaffe“. During these tests the question of how fighter aircraft from the West could prevail over the MiG29 in aerial combat was also to be addressed. The results of these flight tests came as a shock to the Western Air Forces – the MiG-29 proved to be superior to the F-15 and the F-16 in almost all respects. After lengthy discussion it was decided at Federal Government level to establish a MiG 29 Fighter Unit within the „Luftwaffe“. Flight Test Squadron No.29 became the 2nd Squadron of the 73rd Fighter Wing „General Steinhilber“ stationed in Laage, whose first Squadron was equipped with the F-4E Phantom. In the „Luftwaffe“ the aircraft received the new type designation MiG 29G for the single-seater and MiG 29GT for the four two-seater versions. Within the framework of NATO the Squadron's MiG-29s often visited the United States. The era of the MiG29 in Germany came to an end on 4 August 2004 when nine MiG 29s landed in Bydgoszcz, Poland after being sold to Poland for the symbolic price of 1€ per aircraft. About 300 MiG-29 in various versions are still in use in the Russian Air Force today. A large number of these aircraft have in recent years been given an updated performance incorporating previous Russian experience. After 30 years it is still being mass produced. As well as the Air Force MiG29s, a special version – the K model – is now also in service. Built for Russian Naval Aviation they are stationed aboard the aircraft carrier „Admiral Kornejow“.

MiG 29UB/GT

Overall Length	13,42 m (SD33 2nd)
Wing Height	4,73 m
Wingspan	11,36 m (SD33 3rd)
Engines	2 x 5,505 m (SD-33)
Take-off Power	2 x 8.340 kgp
Weight Empty	15.340 kg (33.625 lbs)
Take-off Weight - Normal	14.600 kg (32.190 lbs)
Take-off Weight - Maximum	18.200 kg (40.130 lbs)
Maximum Speed at Altitude	2.330 km/h (1.320 mph) at 11.000m (36.000ft)
Maximum Speed at Sea Level	1.800 km/h (1.115 mph) at Sea Level
Maximum „g“ Loading	+ 9g
Landing Speed	260 km/h (160 mph)
Service Ceiling	17.500 m (57.400 ft)
Rate of Climb	300 m/sec (1080 ft/sec)
Range	1.450 km (715 miles) without additional fuel tank. 2.900 km (1.180 miles) with Centerline Tank. 6 Air to Air Missiles, 1 GSh-301 30 mm Cannon.

Armament

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Mig 29 Ub Manual

JG Myers



Mig 29 Ub Manual:

Mikoyan MiG-29 Fulcrum E. Gordon, Yefim Gordon, 1999 Developed to meet the Soviet Union's requirement for a dual fighter and ground attack aircraft the MiG 29 entered operational service in 1983 Russian author and aviation expert Yefim Gordon interviews Mikoyan design and engineer personnel to reveal the development and operational history of the MiG 29 With access to all design and production records as well as declassified technical drawings and photographs Gordon has assembled the ultimate reference to this Cold War fighter of which an estimated 500 are still believed to be in service around the globe including in Russia Bulgaria Cuba Czechoslovakia Hungary India Iraq Iran Poland and Malaysia The Military Balance 2009 IISS, 2018-01-17 The Military Balance is The International Institute for Strategic Studies annual assessment of the military capabilities and defence economics of 170 countries worldwide It is an essential resource for those involved in security policymaking analysis and research The book is a region by region analysis of the major military and economic developments affecting defence and security policies and the trade in weapons and other military equipment Comprehensive tables detail major military training activities UN and non UN deployments and give data on key equipment holdings and defence expenditure trends over a ten year period Key Features Region by region analysis major military issues affecting each region changes in defence economics weapons and other military equipment holdings and the trade in weapons and military equipment Comprehensive tables key data on weapons and defence economics such as comparisons of international defence expenditure and military manpower Analysis significant military and economic developments Wallchart detailed world map that shows current areas of conflict with explanatory tables This new edition of The Military Balance provides a unique compilation of data and information enabling the reader to access all required information from one single publication

Manual de informaciones, 2001 **Air Force Magazine**, 1991 Civil Airworthiness Certification Miguel Vasconcelos, United States Department of Transportation, Federal Aviation Administration, 2013-09-19 This publication provides safety information and guidance to those involved in the certification operation and maintenance of high performance former military aircraft to help assess and mitigate safety hazards and risk factors for the aircraft within the context provided by Title 49 United States Code 49 U S C and Title 14 Code of Federal Regulations 14 CFR and associated FAA policies Specific models include A 37 Dragonfly A 4 Skyhawk F 86 Sabre F 100 Super Sabre F 104 Starfighter OV 1 Mohawk T 2 Buckeye T 33 Shooting Star T 38 Talon Alpha Jet BAC 167 Strikemaster Hawker Hunter L 39 Albatros MB 326 MB 339 ME 262 MiG 17 Fresco MiG 21 Fishbed MiG 23 Flogger MiG 29 Fulcrum S 211 DISTRIBUTION Unclassified Publicly Available Unlimited COPYRIGHT Graphic sources Contains materials copyrighted by other individuals Copyrighted materials are used with permission Permission granted for this document only Where applicable the proper license s i e GFD or use requirements i e citation only are applied **The Military Balance 2013** The International Institute for Strategic Studies (IISS), 2020-12-14 The Military Balance 2013 is the annual assessment of the military capabilities and defence economics of

171 countries world wide New features of the 2013 edition include reorganised and expanded analytical essays New sections on trends in contemporary armed conflicts in Afghanistan and Syria as well as trends in defence capability areas with a focus on equipment technological or doctrinal developments There is also an essay on trends in defence economics and procurement one on European defence industries and another on anti access area denial detailed analysis of regional and national defence policy and economic issues for selected states updated graphics feature on comparative defence statistics with focus on defence economics and major land sea and air capability concerns tables graphics and analysis of defence economics issues additional national capability summaries additional data on land forces combat support and combat service support new graphics and maps on defence capability issues and additional data on cyber capabilities *The Military Balance 2023* The International Institute for Strategic Studies (IISS),2023-02-15 The Military Balance has been published annually since 1959 The 2023 edition provides an open source assessment of the armed forces and equipment inventories of 173 countries with accompanying defence economics data Alongside detailed country data The Military Balance assesses important military issues region by region and includes graphics to illustrate these as well as noteworthy equipment developments Maps this year include a focus on Russia s full scale invasion of Ukraine and select China Russia military cooperation activities The book draws on the range of data carried in the Military Balance online database particularly the procurement features in each regional section The accompanying wallchart explores the military use of outer space an increasingly important element of defence capabilities focusing on China Russia and the United States For those involved in defence and security policymaking analysis and research The Military Balance is an indispensable source Jane's All the World's Aircraft ,2009 Defense & foreign affairs handbook Gregory R. Copley,2002 *From Farnborough to Kubinka* Benjamin S. Lambeth,Rand Corporation,1991 At the September 1988 Farnborough Air Show the author met the chief test pilot of the Mikoyan Design Bureau Valery Menitskii who had accompanied the Soviet team to supervise the first flight demonstrations of the MiG 29 in the West That contact led to several more encounters between the author and Menitskii during the ensuing year culminating in an invitation from Menitskii to the author to fly the MiG 29 On December 15 1989 the author flew with Menitskii at Kubinka Air Base near Moscow thus becoming the first U S citizen to fly the MiG 29 and the first Western pilot invited to fly a combat aircraft of any type inside Soviet airspace since the end of World War II This report documents that experience in detail **Pacific Defence Reporter** ,1988 **Aeronautical Engineering** ,1990 A selection of annotated references to unclassified reports and journal articles that were introduced into the NASA scientific and technical information system and announced in Scientific and technical aerospace reports STAR and International aerospace abstracts IAA **Construction Methods** ,1975 International Aerospace Abstracts ,1990 *The United States Catalog* ,1921 California. Court of Appeal (2nd Appellate District). Records and Briefs California (State)., Received document entitled APPENDIX FOR RESPONDENT S BRIEF Catalog of the Avery Memorial Architectural Library of Columbia

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