

## 1/72 SCALE PLASTIC KIT

**ProfIPACK**  
edition

# #7096



### INTRO

The onset of military jets necessitated new training airplanes, preparing student pilots for demanding machinery better than piston trainers. The Fouga Magister took off for first time during 1952 as the first successful example of this new breed. Shortly afterwards also the countries of the then Warsaw Pact (WP) realized the need for such an aircraft. The Czechoslovak Ministry of National Defense (MNO) specified the tactical and technical requirements for future jet trainer in 1955, demanding use of the domestic turbojet M710 engine with one stage axial-flow compressor, which was under the development at the time. The project took off under the C-29 designation with Zdeněk Rublič starting the work on the design immediately. Later on, Karel Tomáš joined him as a second main designer, and both were assisted by younger prospect Jan Vlček, who, in 1960, took the lead role in further development, as both the main designers retired. Later on Vlček used his experience from L-29 in design of successor L-39 Albatros. Shortly after the start of pre-design work the C-29 attracted attention of Soviet officials, who were acquainted with the project in early stage of development. The reason was obvious: while Czechoslovakia needed only some 100 of trainers, the demand of Soviet Union promised orders of thousands of them. The first consultations between Czech and Soviet representatives took place in Moscow in May 1956 and the requirement for turbojet engine with a robust radial-flow compressor instead of axial-flow one emerged as one of the main requests from Soviet side. A subsequent meeting in September 1956 confirmed it definitively, so engine designers of the Motorlet Jinonice company started work on engine M701 with radial-flow compressor. Other demands from the Soviet side included extension of the flight endurance from 70 minutes to 120 minutes and also reduction of the landing speed from 105 mph (170 km/h) to 81 mph (130 km/h) was required. The wing area had to be increased from 17.5 m<sup>2</sup> to 19.8 m<sup>2</sup> with original split flaps replaced by the more efficient slotted flaps to achieve such a low speed safely.

### First time airborne

At the beginning of 1957 production of the first five prototypes of L-29 (as the project was newly designated), was approved. Three of these were to be used for flight tests, one for structural tests and one, uncompleted, served as technological demonstrator. Since the M701 was not yet available, substitution had to be sought elsewhere and, as there was no suitable engine within the WP countries, it needed to be sourced from western (i.e. NATO) countries with the need to circumvent existing embargoes. Attempts to acquire two British Armstrong Siddeley Viper engines ended with smuggling them through Switzerland by Jaroslav Bejšovec, employee of the state owned Foreign Trade Company (PZO). The engines lacked technical documentation and also some parts like starter or gearbox, so they had to be manufactured locally without any technical support from the engine producer. The prototype No. 3 took off for the very first time on April 5th, 1959, at 2:50 pm with Rudolf Duchoň behind the controls. The XL-29.03 proved it was easy to fly, but later on, at higher speeds, problems with tail vibrations and aileron flutter emerged. During the attempts to solve the problems, prototype No. 1 was prepared to start flight tests with new M701 engine. The XL-29.01 conducted its maiden flight on July 12th, 1960, and later on also prototypes Nos. 2 and 3 got the new M701 turbojet. At the end of 1960 representatives of the MNO approved production of ten aircraft provided several lasting problems would be adjusted.

### Comparative trials success

The grounds for the success of L-29 lies in victory in comparative trials with two competitors: the Polish TS-11 Iskra and the Soviet Jak-30. The trials took place on August 21st, 1961, in Soviet Monino and the Czechoslovak team showed up with the prototype No.3 upgraded with most of latest changes adopted already for serial production. Although the L-29 proved to be inferior to the competitors in terms of performance, it demonstrated best flying characteristics and had also upper hand in operational reliability. Hence was L-29 found as the most suitable for pilot training and declared winner of the trials. After the return of the XL-29.03 from Monino (September 28th, 1961), work began on some last adjustments. The horizontal stabilizer was changed and the air brakes got eight, then sixteen circular holes. During 1962 the production of the first ten aircraft was under way and starting with 11th example a new front fuselage was adopted (by 9,8 inch/ 25 cm longer). Also the rudder was changed and air brakes returned to unperforated variant during the later series. The intergovernmental agreement on L-29 delivery was signed between Czechoslovakia and Soviet Union in February 1963 and it put production under high stress as the USSR demanded the delivery of 2500 pieces over five years. Because of that, final assembly took place not only in Aero Vodochody (total production of 1943 L-29s), but also in second factory Let Kunovice (total production of 1722 L-29s, all destined for the USSR and other WP countries). The next development of the L-29 led to the L-29 R reconnaissance variant, the L-29 A aerobatics lightweight version and one seater L-29 RS used for advanced training. The trade name Delfín (Dolphin) was adopted in 1963, NATO assigned the L-29 with code name Maya.

### Dolphin Warrior

Although the L-29 was a dedicated trainer, it has also been involved in several combat operations during its service, because it was exported to African and Middle Eastern markets with unstable countries. The first non WP customer was Syrian Arab Republic in 1964. The L-29 was used in combat for very first time in Nigeria, flown by government forces against the rebels led by General Ojukwu in 1967. Upon rebellion in Uganda, the L-29s attacked ground targets with rockets and bombs when used against the governmental forces of General Amin in 1978. L-29s were also used by Egypt in the Arab-Israeli wars. They were modified to allow two pylons, each with four 80mm rockets, under each wing. It was quite rough modification of the wing design, which luckily went well... All in all, the Aero L-29 Delfín served successfully with 24 air forces and many of them are still in flight condition in private hands. With the total of 3665 examples produced, the L-29 Delfín is so far the mostly produced jet trainer in history.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v době větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS



INSTR. SYMBOLY



INSTRUKTION SINNBILDEN



SYMBOLES

記号の説明

OPTIONAL  
VOLBABEND  
OHNOUTSAND  
BROUSITOPEN HOLE  
VYVRTAT OTVORSYMMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODRŽNOUTREVERSE SIDE  
OTOCITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE

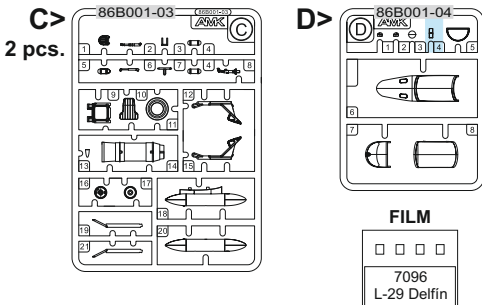
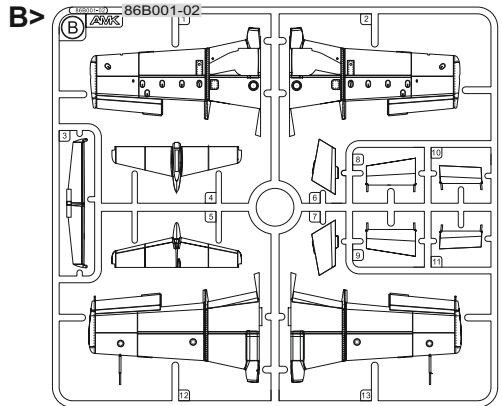
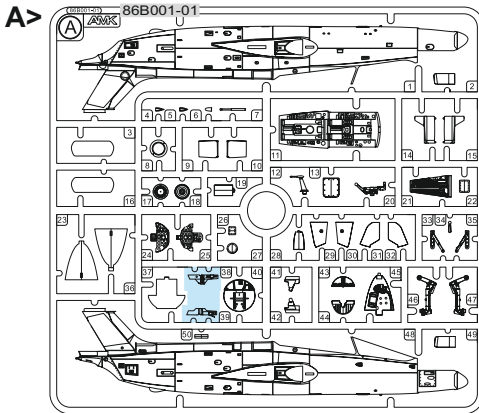


PIÈCES

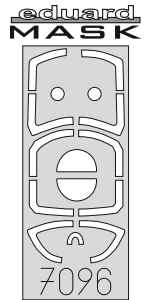
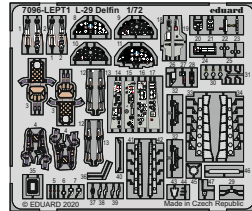


部品

## PLASTIC PARTS



## PE - PHOTO ETCHED DETAIL PARTS



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



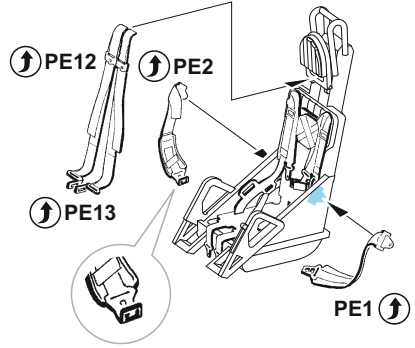
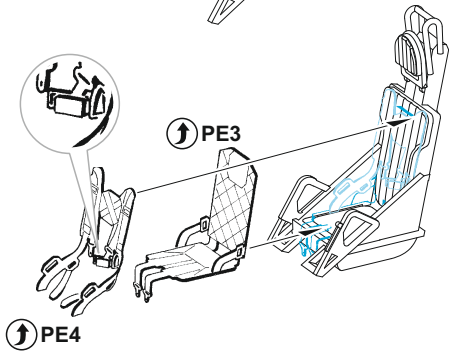
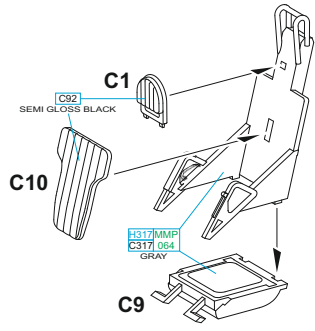
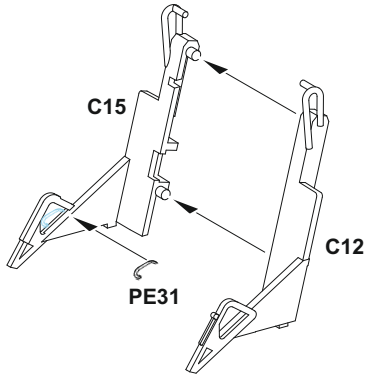
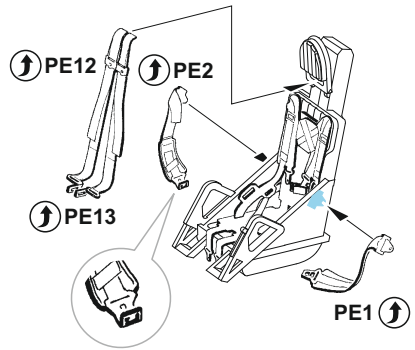
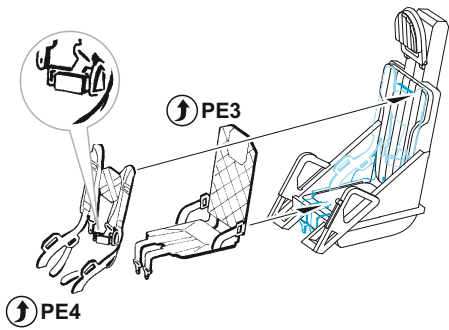
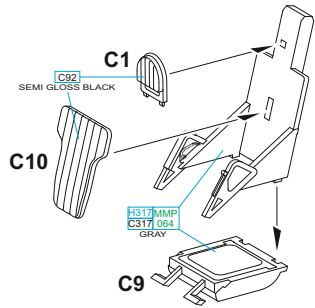
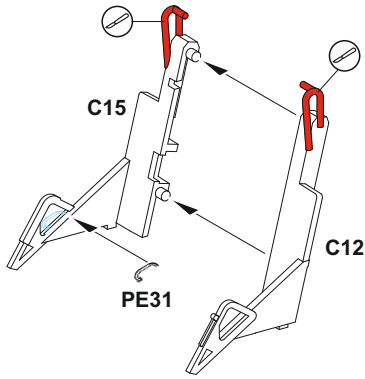
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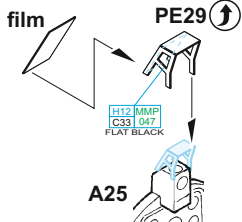
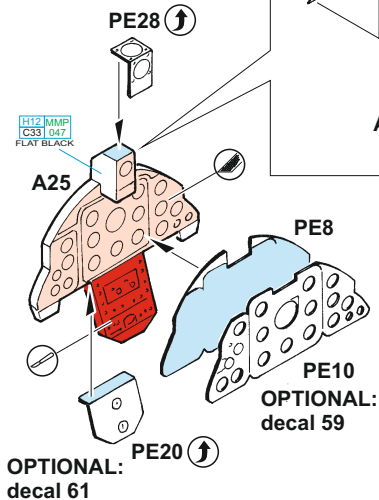
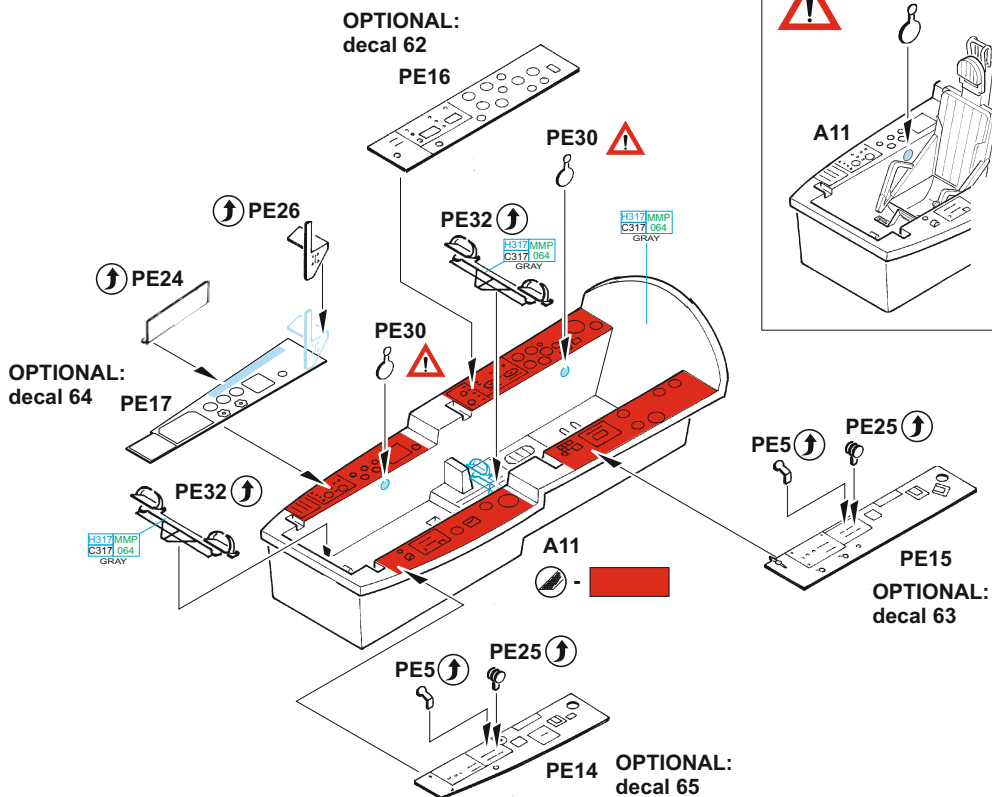
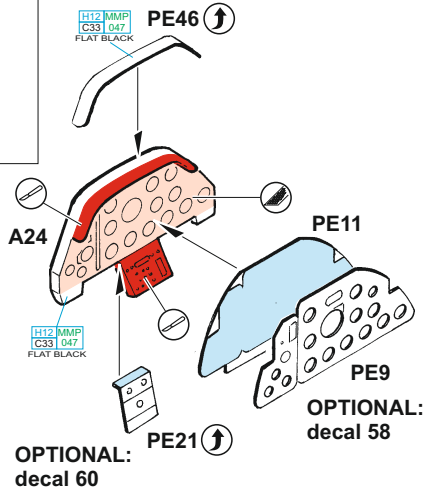


色

GSI Colors (GUNZE)		MISSION MODELS		
AQUEOUS	Mr. COLOR	PAINTS		
[H31]	[C3]	[MMP-003]		RED
[H11]	[C62]	[MMP-001]		FLAT WHITE
[H12]	[C33]	[MMP-047]		FLAT BLACK
[H29]	[C34]			SKY BLUE
[H47]	[C41]	[MMP-012]		RED BROWN
[H52]	[C12]	[MMP-091]		OLIVE DRAB
[H67]	[C115]	[MMP-057]		LIGHT BLUE
[H76]	[C61]	[MMP-061]		BURNT IRON
[H77]	[C37]	[MMP-040]		TIRE BLACK
[H80]	[C47]			CLEAR RED
[H81]	[C138]			CLEAR GREEN
[H302]	[C302]			GREEN
[H313]	[C313]			YELLOW
[H317]	[C317]	[MMP-064]		GRAY
[H323]	[C323]	[MMP-092]		LIGHT BLUE

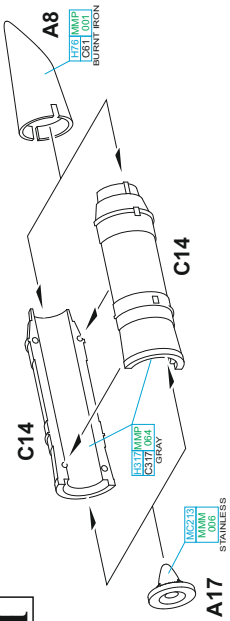
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[H329]	[C328]			BLUE
[H339]	[C332]			LIGHT AIRCRAFT GRAY
[H334]	[C334]	[MMP-102]		BARLEY GRAY
[H337]	[C337]			GRAYISH BLUE
[H338]	[C338]	[MMP-116]		LIGHT GRAY
[H413]	[C113]	[MMP-090]		YELLOW
	[C92]			SEMI GLOSS BLACK
	[C128]			GRAY GREEN
Mr. METAL COLOR		METALLICS		
[M213]	[MMM-006]			STAINLESS
Mr. COLOR SUPER METALLIC		METALLICS		
[SM201]	[MMM-001]			SUPER FINE SILVER
Mr. COLOR GX		METALLICS		
[GX05]				SUSIE BLUE

**A****B**

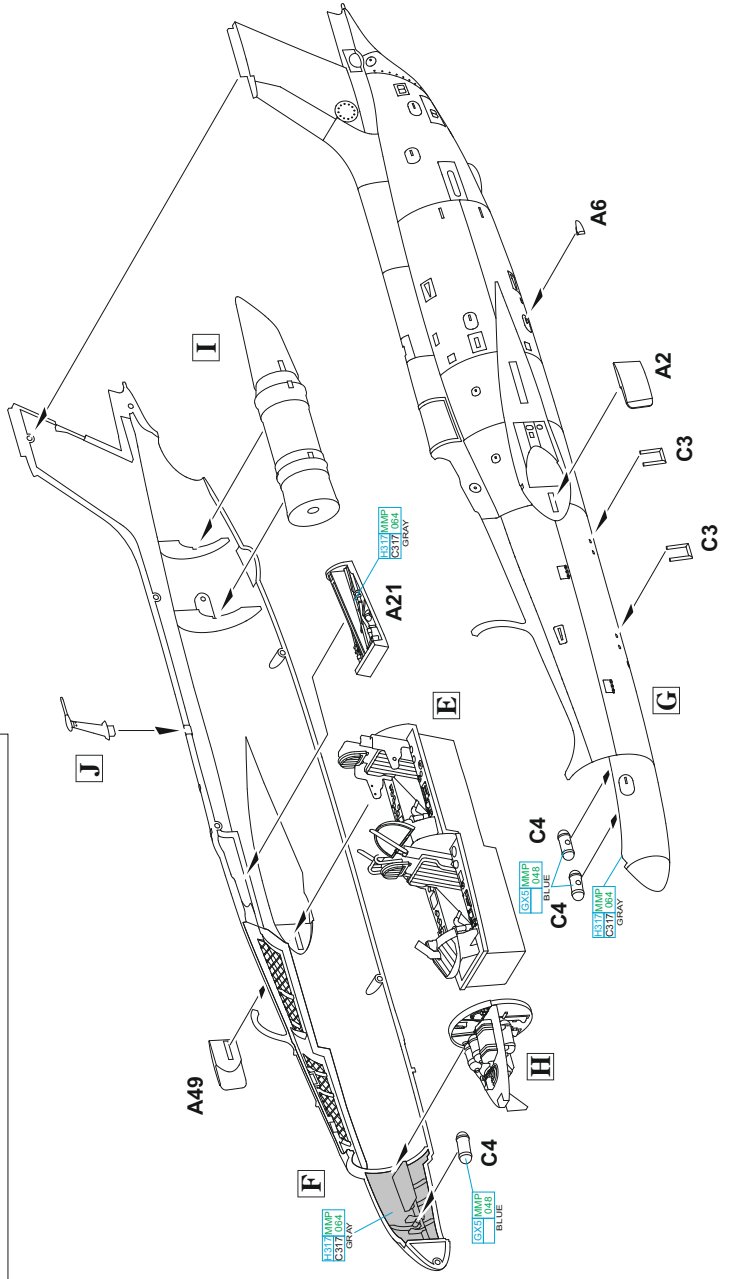
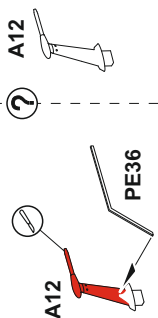
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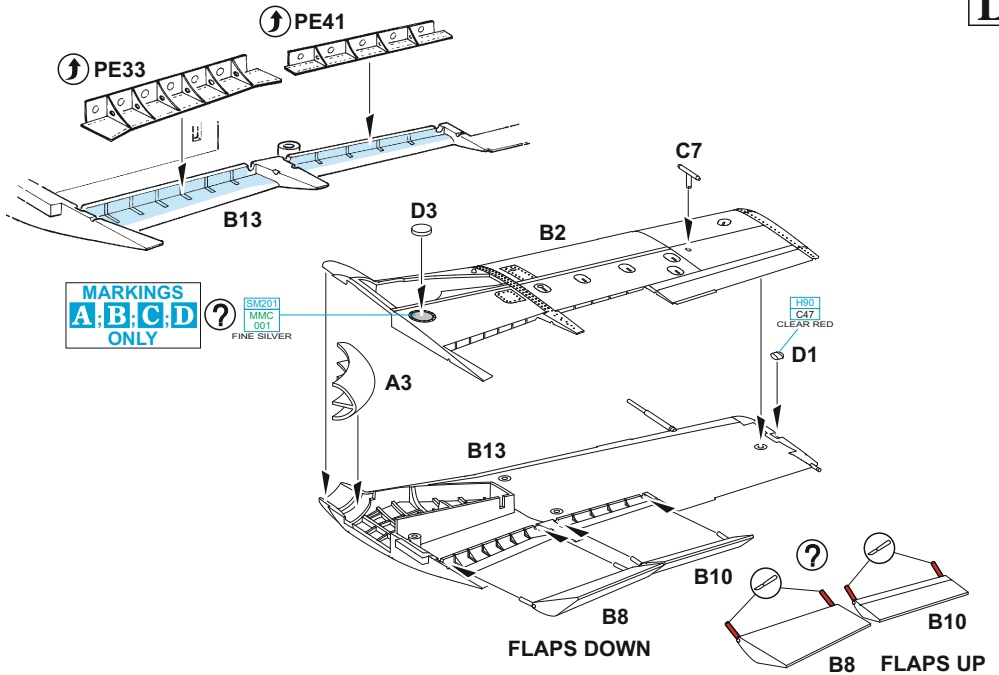
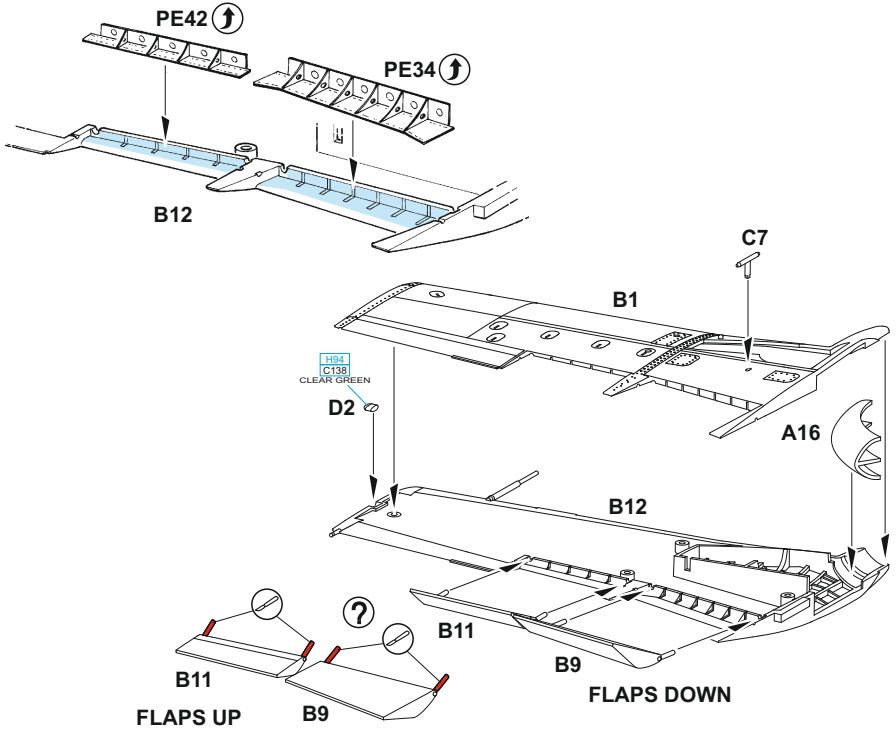


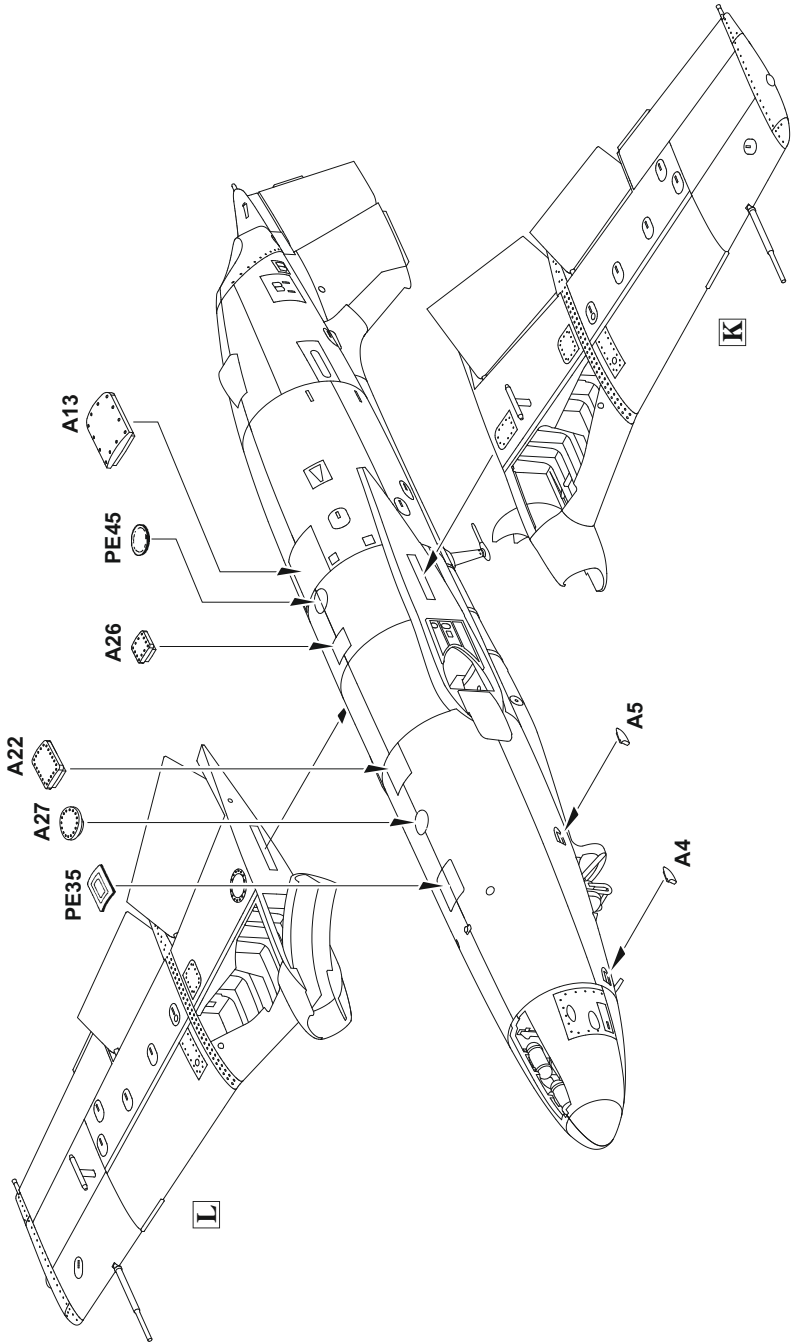
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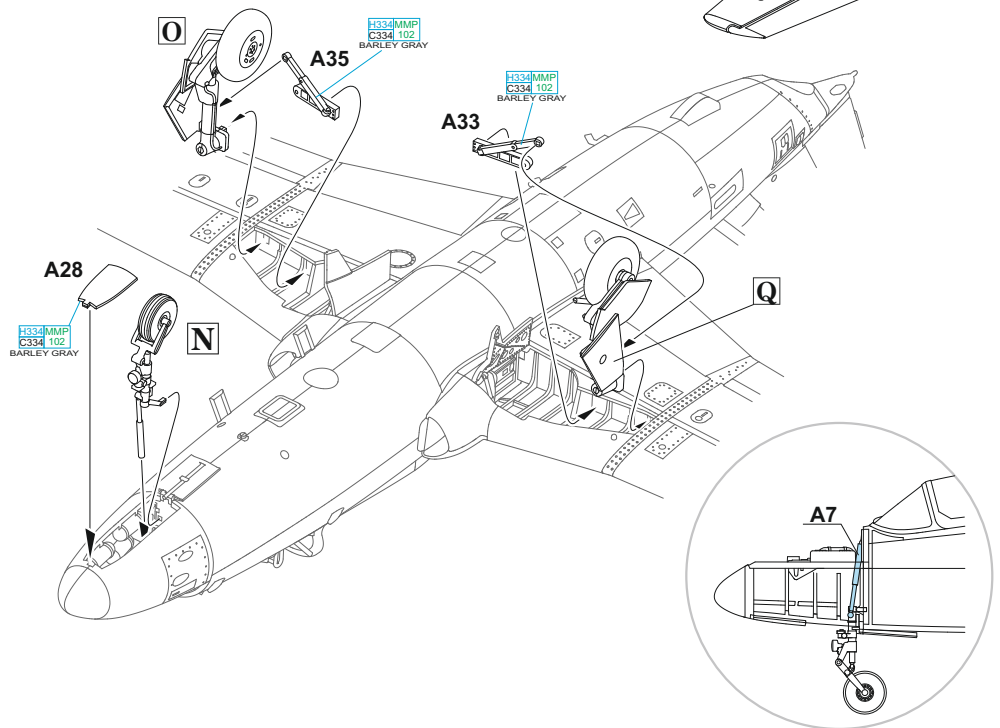
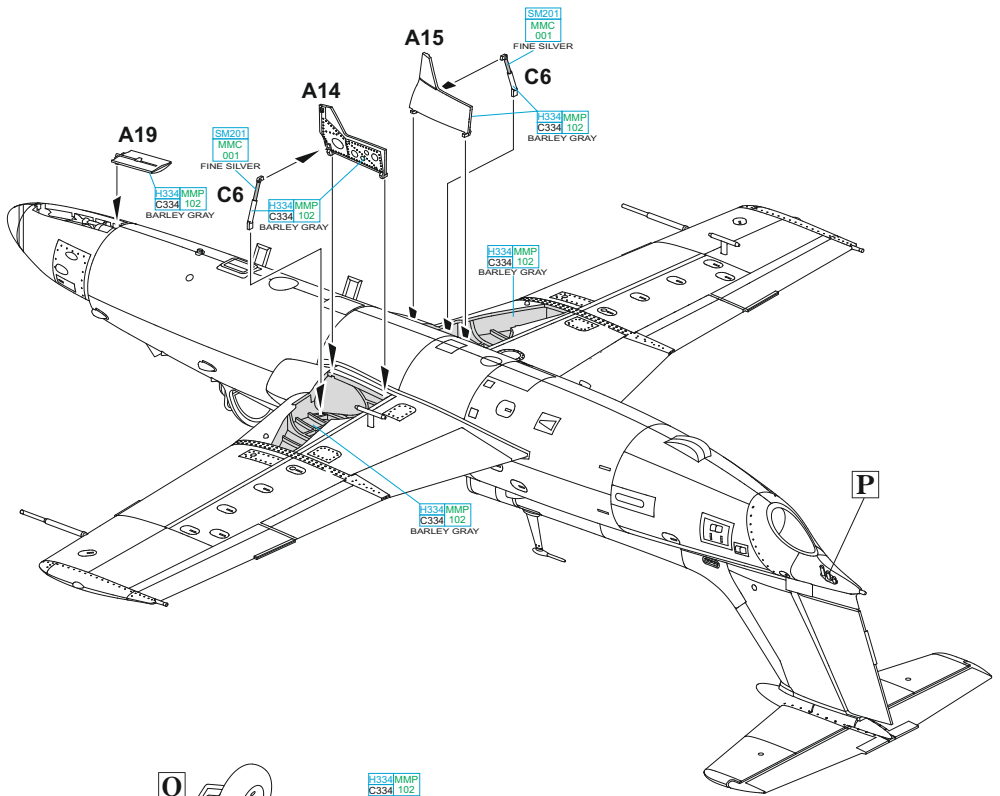
**J** MARKING **D** ONLY



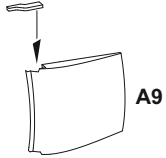








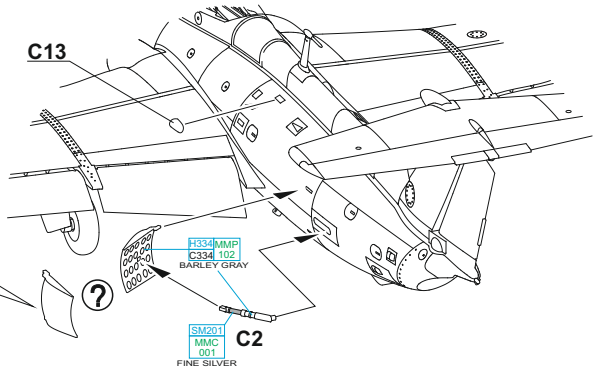
PE39



A9

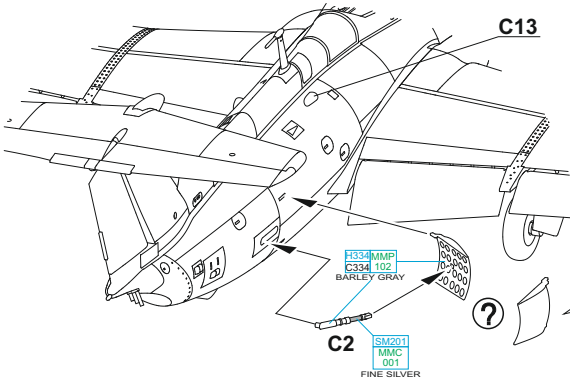
PE38

C13



SM201  
MMC  
001  
FINE SILVER

C13



C2  
SM201  
MMC  
001  
FINE SILVER

PE39

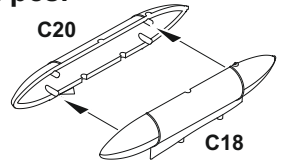
A10



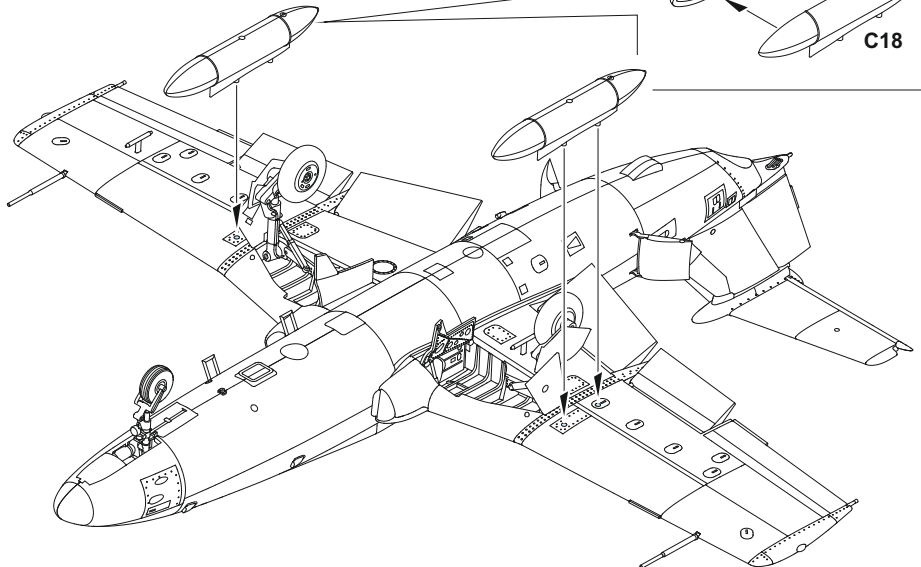
PE38

2 pcs.

C20

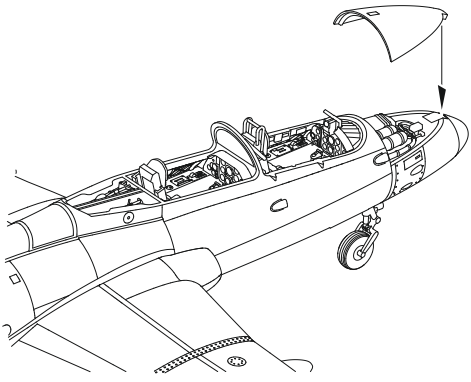


C18



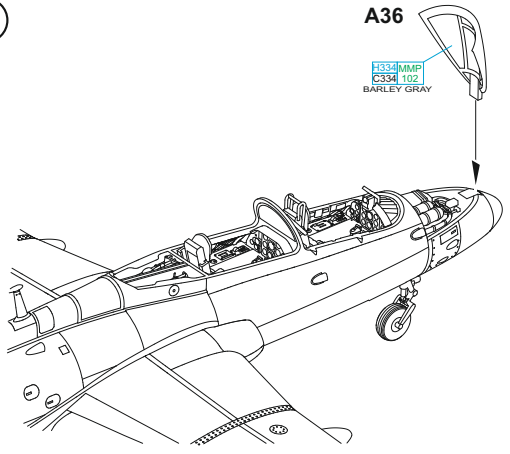
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A23



A36

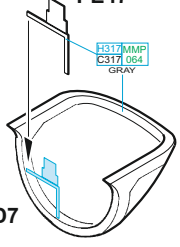
H317/MMP  
C317 064  
GRAY



R

PE47

H317/MMP  
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GRAY

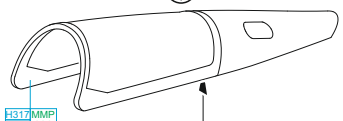


D7

S

D6

H317/MMP  
C317 064  
GRAY



A43

H317/MMP  
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GRAY

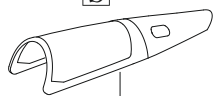


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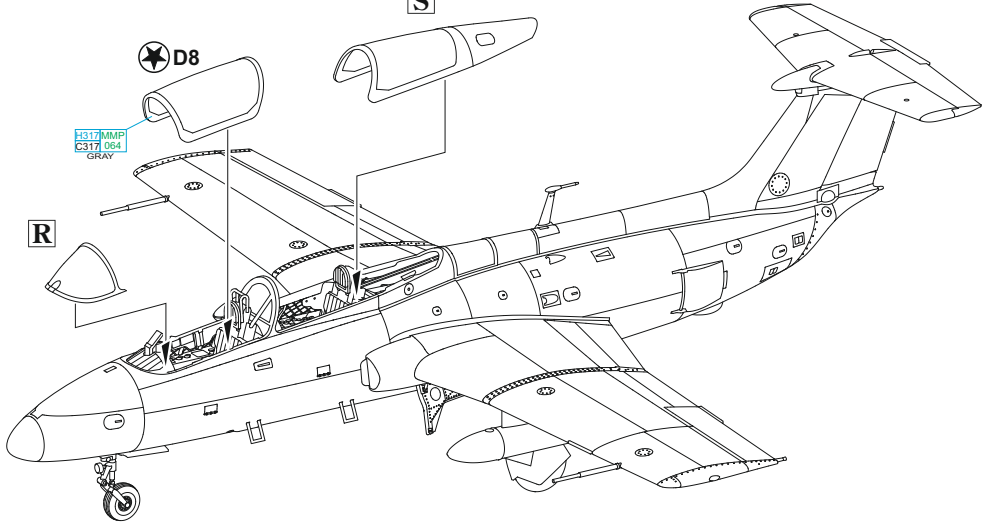
S

D8

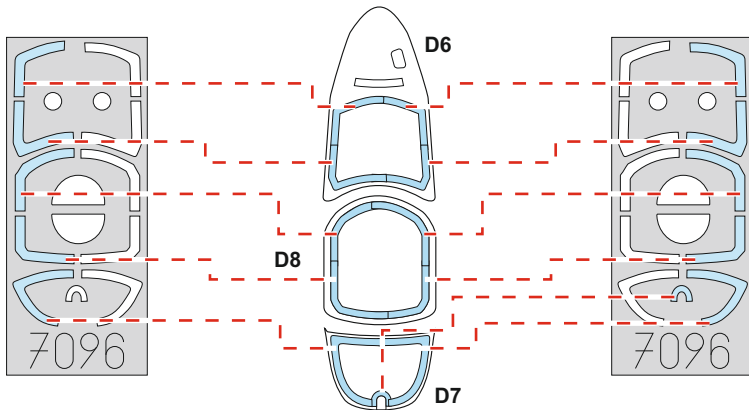
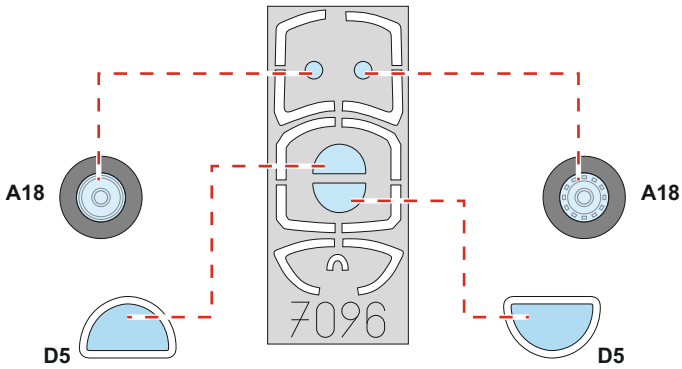
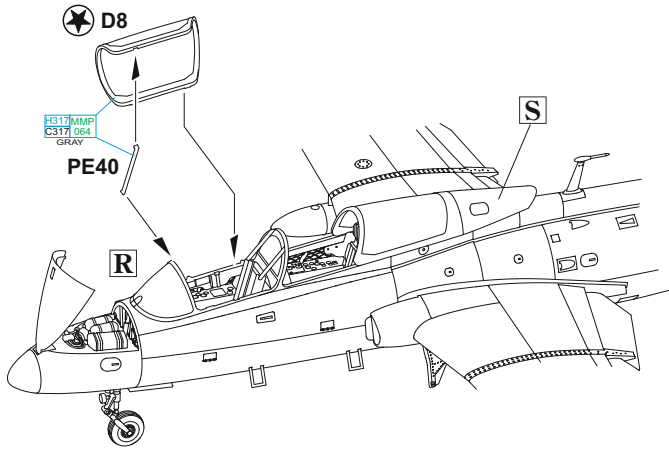
H317/MMP  
C317 064  
GRAY



R

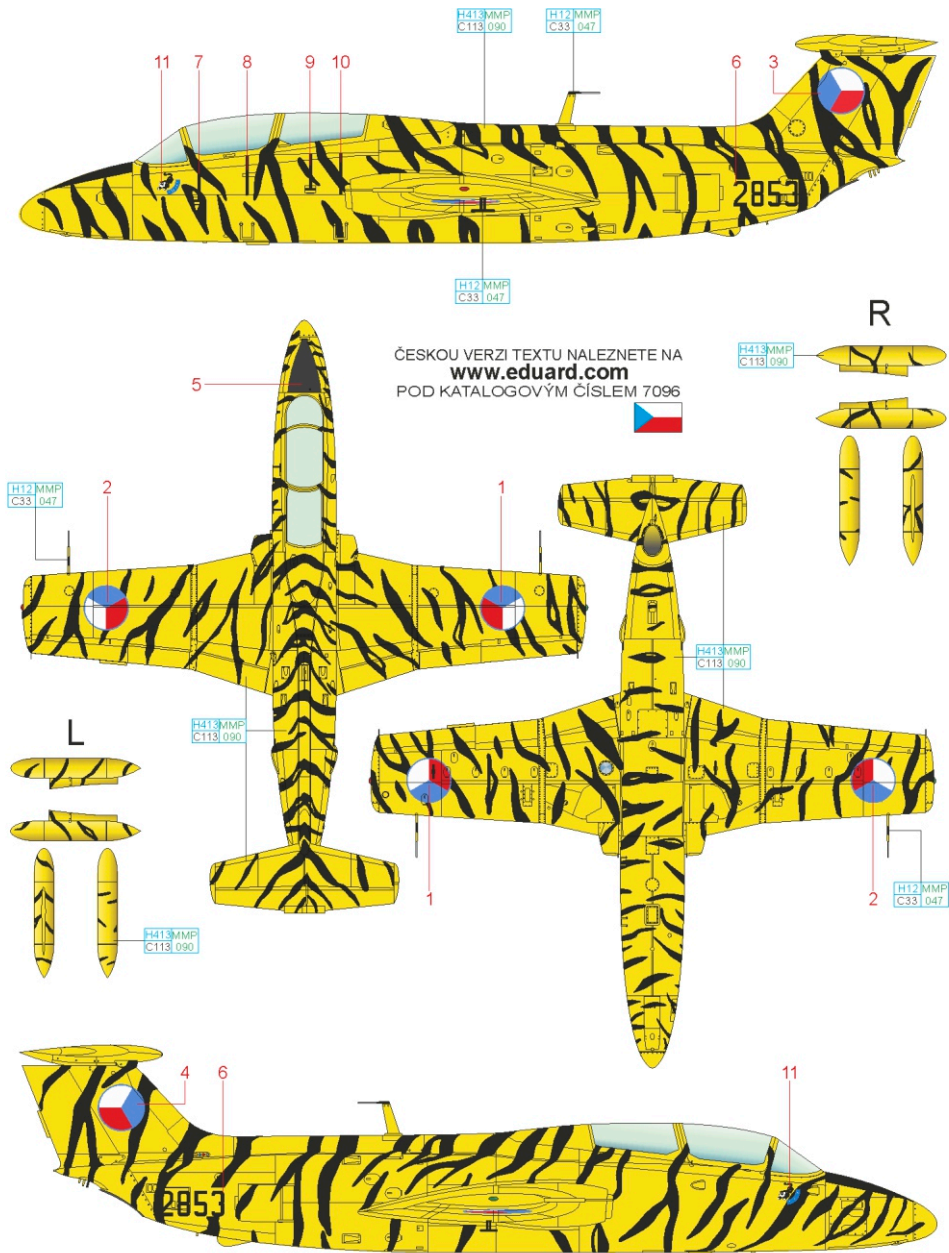


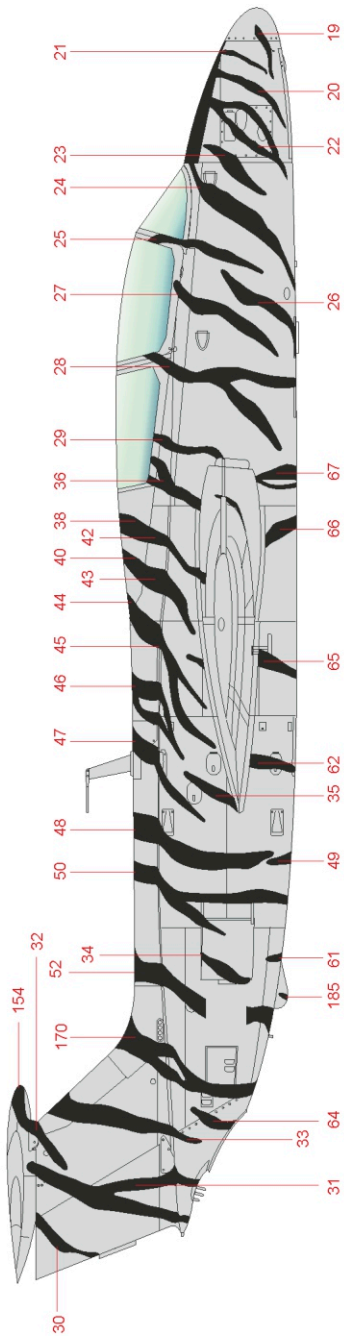
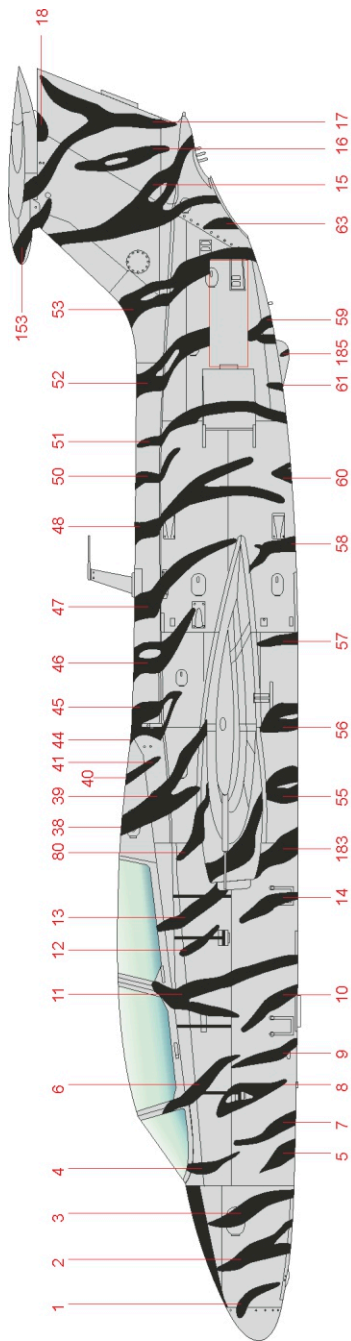
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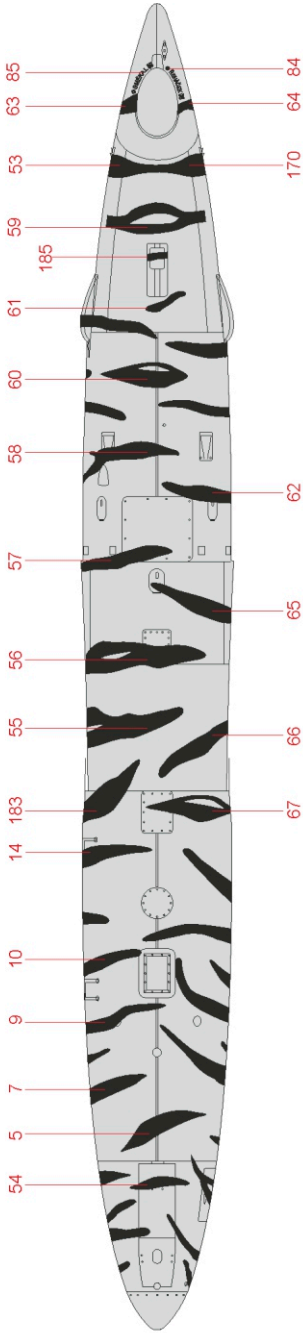


# A/c No. 2853, 1st Flight, 11th Fighter Regiment, Žatec, Czech Republic, 1993

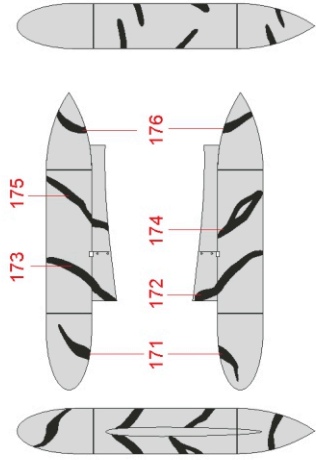
This Zatec Delfin received this finish at the beginning of June 1993. Its development was undertaken by the ground crew under the leadership of Capt. Karel Krejčí. Its introduction to the public came on July 10th of the same year at an airshow in Žatec. After the disbandment of the 11th Fighter Regiment, the aircraft was transferred to the 1st Training Regiment at Přerov. The entire aircraft, including the drop tanks, was cleaned and degreased and the national insignia and fuselage number were covered by tape. After that, the aircraft was painted yellow, followed by the black tiger stripes.



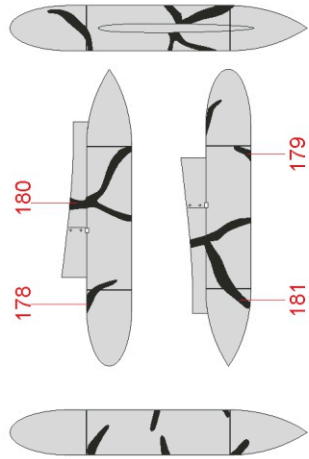


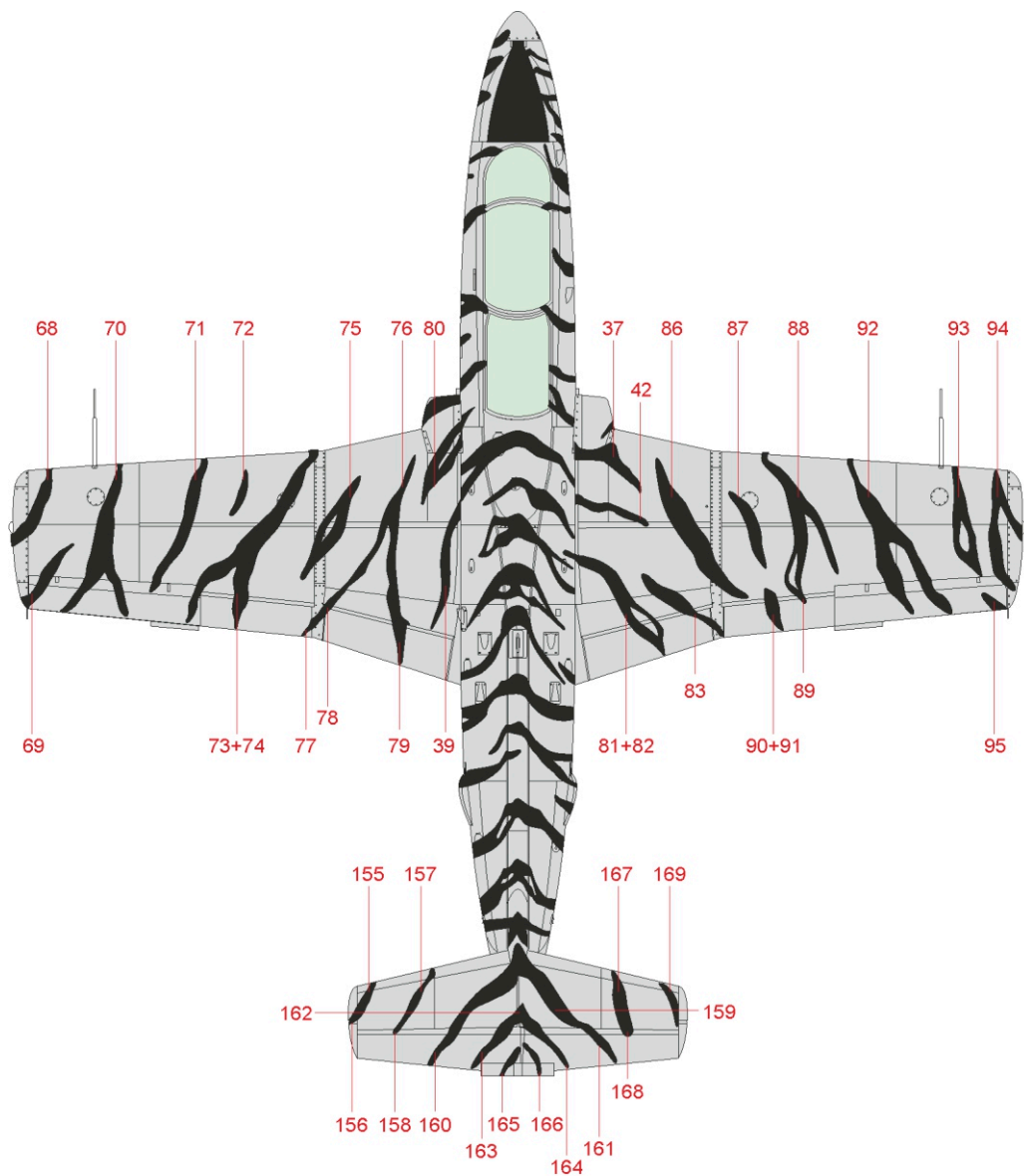


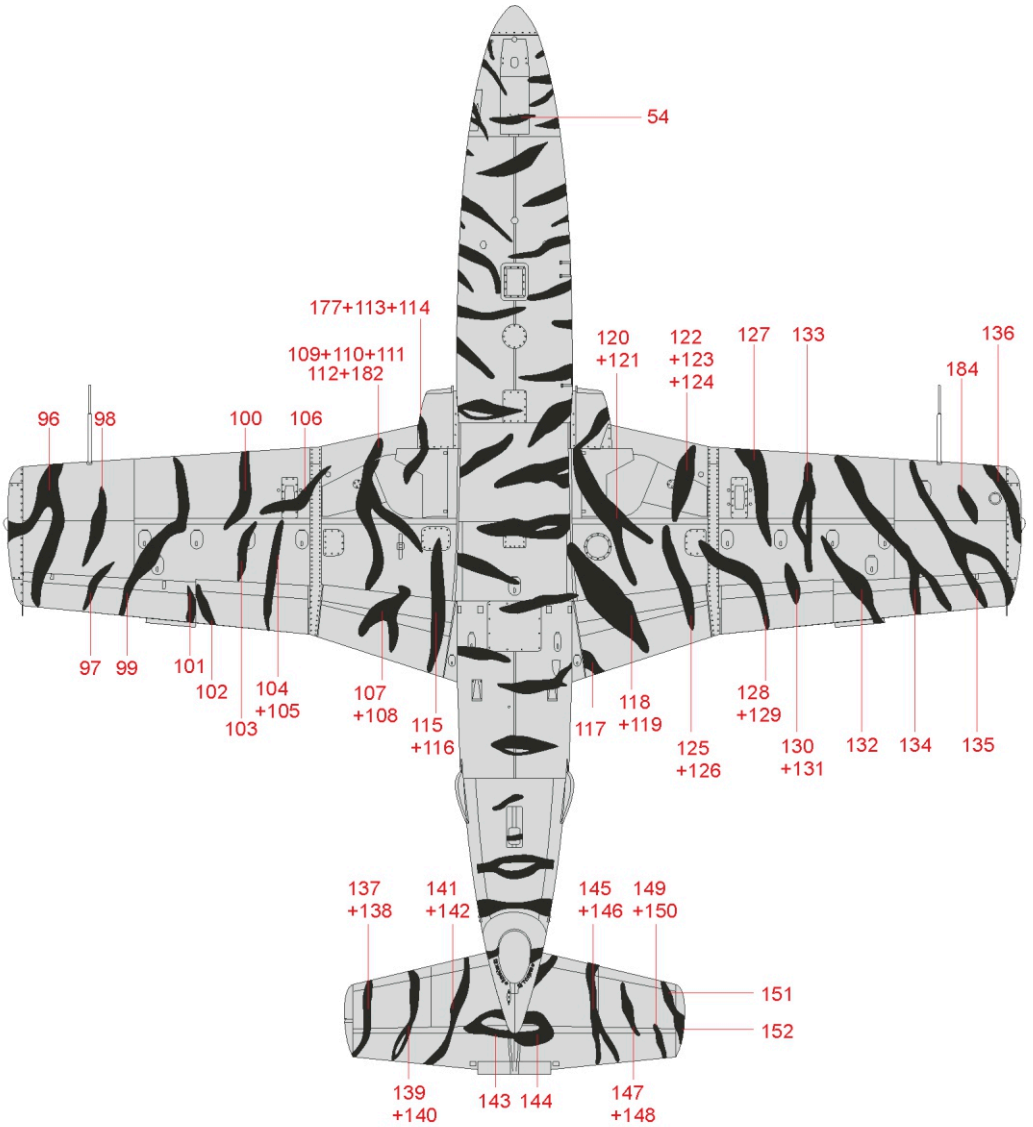
## L



## R



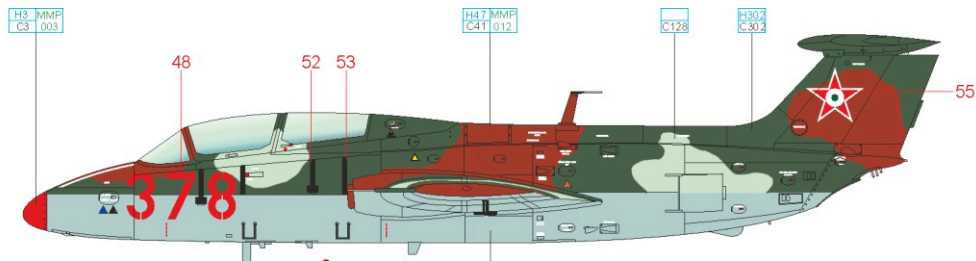




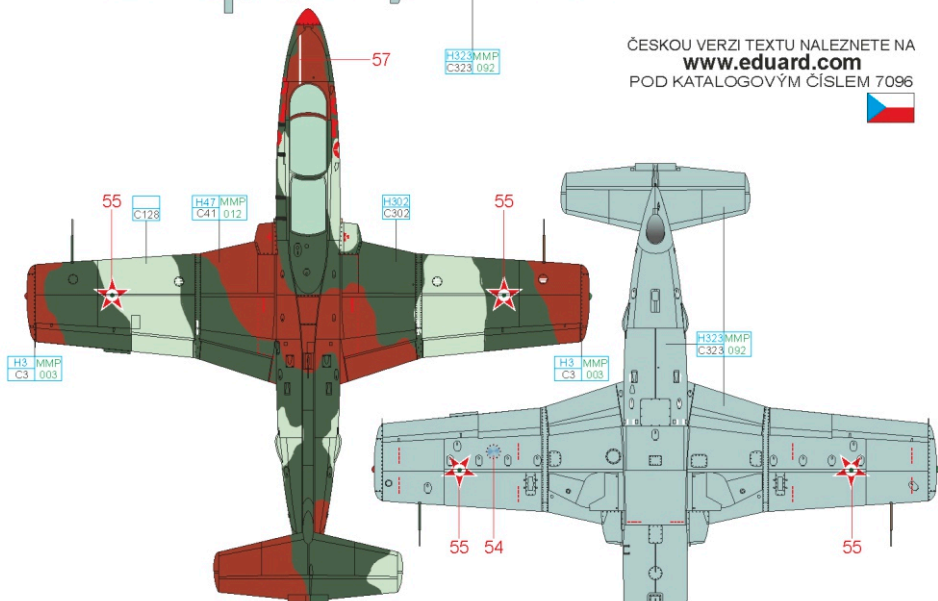


## C 378, 101st Fighter Reconnaissance Wing, Szolnok Air Base, Hungary, Summer 1978

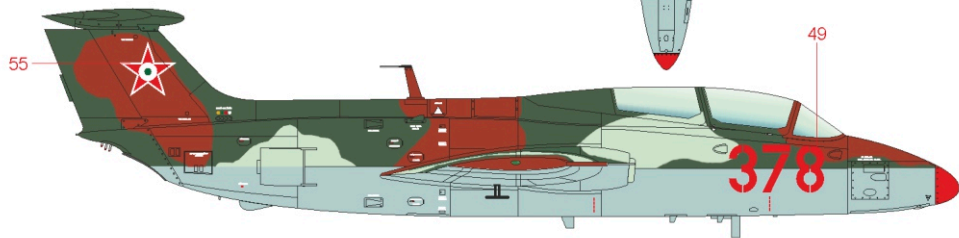
L-29 factory number 591378 was built in 1965 and delivered to Hungarian AF to serve its whole carrier at Szolnok Air Force Base with 101st fighter reconnaissance wing. In the first part of its active life aircraft flew in natural metal colours with Red 378 board number. The aircraft returned twice to Czechoslovakia for overhaul in the Trenchen factory, in 1971 and 1978. After the second overhaul it received a new camouflage scheme represented here for summer of 1978. These are Czech colours which were very different from Hungarian AF official colours. Later several new patches of dark green were added by Hungarian technicians for repairs. It is interesting that this aircraft is still in service but this time in private hand in USA as N21KE. After withdrawal from Hungarian AF in March 1983 it was sold in summer of 1984 and had a colourful after-life: flying in VVS colour as 09 with red star. With breakup of Soviet Union it received YL-PAD registration to be shipped eventually to Scotland in mid 1990's and kept in open storage for many years. It was sold again and shipped to the US, after refurbishment flew as Red 09 from Minnetonka and in 2020 is still going strong!



ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 7096



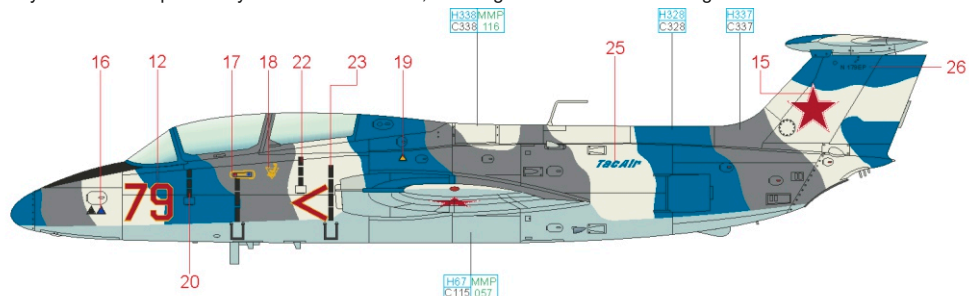
Researched by Gabor Szekeres



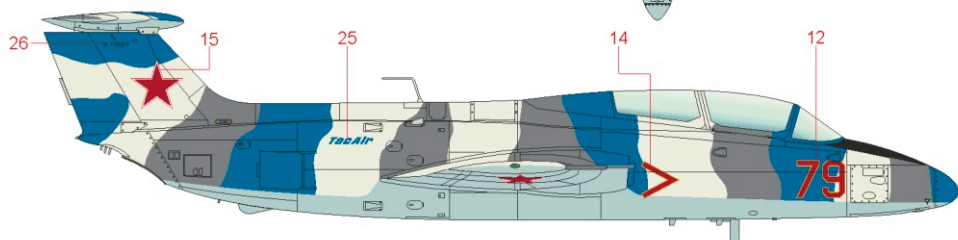
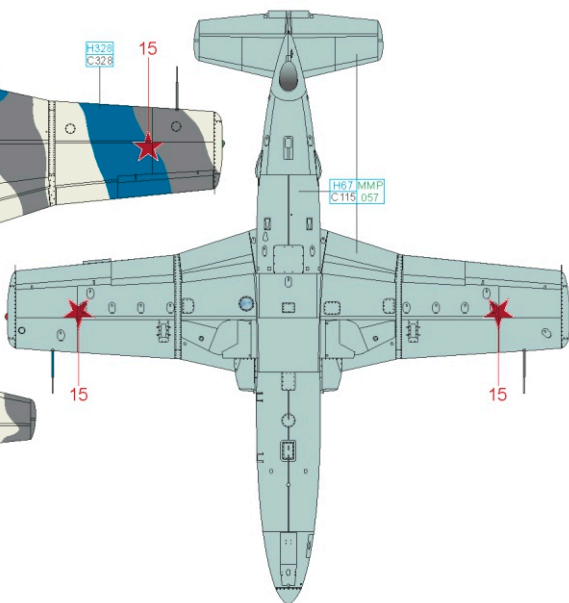
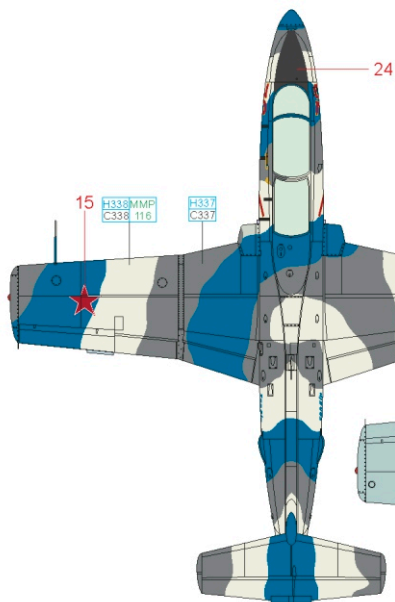
LIGHT BLUE	H323 MMP C323 092	GRAY GREEN	C128	RED BROWN	H47 MMP C41 012	GREEN	H302 C302	RED	H3 MMP C3 003
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# D N179EP, Reno AFB, United States of America, 2009

The American firm Tactical Air Services owns two L-29 Delfins, and these are used to train army and navy elements by simulating incoming anti-shiping or air-to-surface rounds. During RIMPAC 2010 (Rim Of The Pacific - the largest international naval exercise) they were photographed on the deck of USS Bon Homme Richard (LHD-6). Aircraft N179EP is camouflaged similarly to the aircraft operated by the Russian Air Force, including Russian stars on the wings and fin.



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LIGHT BLUE	H67 MMP C115 057	LIGHT GRAY	H338 MMP C338 116	GRAY	H337 C337	BLUE	H326 C326
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# E 3246, 3rd Flight, 1st Fighter Regiment, Planá Air Base, Czechoslovakia, 1969-1970

While most L-29s served as trainers with training units, some aircraft were allocated to combat units to aid in maintaining ratings at a minimal expense. One such aircraft was this L-29 coded 3246, which was assigned to Ceske Budejovice's 3rd Flight of the 1st slp (Fighter Regiment) right from its acceptance in 1969 up to the mid eighties. Later, it was transferred to a training regiment in Kosice and flew in Slovakia up to 2003. During 1969-70, the Flight badge was carried, consisting of a devil on a dark blue background, not only by the unit's MiG-21PFMs, but also this L-29. The red trim was part of the standard scheme in which the L-29s were delivered to the main client, the Soviet Union.

