

100 STORIES

PRÍBĚHŮ
PRŮMYSLŮVÝCH
LEGEND

DELFIN VLÁDNE ZVUDCHU

Je až neuvěřitelné, aby se v tak malé zemi, jakou bylo Československo, vyrábělo tolik typů letadel – od motorových kluzáků bez sportovní, turistické, zemědělské, akrobatické až po cvičné proudové a malé dopravní letouny. Většina z nich byla ve svých segmentech na světové špičkové úrovni. A stejně tak je zajímavé, kolik dalších souvisejících odvětví, podniků, ústavů a všeho dalšího na č. letectví bylo navázáno. A dnes je ČR velmocí – v našem letectví, v ústředních letadlech.

Válma se ale až do 50. let. Začátkem bylo zřejmě, že stavba odvětvích letounů s proudovým motorem je nezravná a že více rychlé novové potřebné cvičného letounu s proudovým motorem pro základní výcvik nových vojenských pilotů. Na základě tohoto požadavku byl sviněn první č. cvičný vojenský letoun s proudovým motorem, který dostal název L-29 Delfin.

Byl navržen tak, aby to bylo „Jedné ero“, které bude letounem vhodné čtyřech pilotních žánrů, a podle některých jeho předchůdců také jako letoun, který učil v kategorii přelátka. Za 11 let bylo vyrobeno 2500 kusů a stovky dodávek. Hlavními konstruktéry Delfina byli inženýři Zdeněk Rubín a Karel Tomáš, jejich asistentem byl Ing. Jan Vláka. Pro letoun L-29 byl vyvinut motor M-701, jehož konstrukce se ale zpozdila, a proto

Delfin tak vzletl poprvé 8. května 1959 s motorem Bristol Siddeley Viper.

V roce 1961 se Delfin účastnil v SSSR soutěže o nové malé dopravní letouny s proudovým motorem je nezravná a že více rychlé novové potřebné cvičného letounu s proudovým motorem pro základní výcvik nových vojenských pilotů. Na základě tohoto požadavku byl sviněn první č. cvičný vojenský letoun s proudovým motorem, který dostal název L-29 Delfin.

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AIRCRAFT “DELFIN” DOMINATES THE SKY

It is hardly believable that in such a tiny country, such as Czechoslovakia, so many different types of aircraft were produced – ranging from gliders, sports, tourist, agricultural and small airliners... Most of them reached world class excellence in their segment. Equally interesting is the fact how many other related industries, companies, institutes and other entities were linked to Czechoslovakian aviation.

Event today, the Czech Republic is a great power – in small aviation, ultralight aircraft.

Let's go back to the 1950s. At the beginning of the decade, the introduction of jet-engine interceptors was irreversible and the need of a jet-engine trainer for the basic training of new military pilots was felt. In response to this assignment, the first Czechoslovakian military jet trainer was developed, the L-29 Delfin. Designed

The trainer was designed as a "one-zero", tolerating fundamental errors of trained pilots, as a few vicious tongues said, also the aircraft changing an ordinary man to an army pilot. The aircraft undeniably succeeded. The main aerospace designers were Zdeněk Rubín and Karel Tomáš, assisted by Mr. Jan Vláka. The M-701 engine was under development for L-29 aircraft; however, its construction was delayed. Therefore, an initial prototype performed its maiden flight on 8 May 1959 powered by the Bristol Siddeley Viper turbojet engine.

In 1961, the Delfin participated in a comparative competition in the USSR, competing both with the Soviet Mi-39 and the Polish TS-11 Ikar. The Delfin hit the jackpot and became the standard trainer for all Warsaw Pact countries, except for Poland, which continued the development of the TS-11. In 1966, the Delfin astonished the jury of the Golden Medals in the International Engineering Fair. Victory in the Russian competition enabled mass production of the Delfin in quantities never planned for any aircraft of this category so far. In 11 years, a total of 3,500 units were manufactured, serving in eleven countries all over the world. Of course, the largest customer was the Soviet Union with two thousand units. However, many Delfin aircraft units are still flying today.

LETOUN L-39 ALBATROS

Jak dostat proudové letadlo z Vodochod na brněnské výstavě? Je to letadlo, tak tedy přiletí, má podvozky, tak zbytek dojezdí. A přiletět tak to je třeba. Už v roce 1972, kdy letoun L-39 v průběhu čísla R006 přistál na rovném úseku dálnice D1 u Rosic a po 18 kilometrech se přes Nový Lískovec a Pisárky dostal na výstavu. Aby se nemusel rozestít, transportovat po silnici a zase svinout, aby se vyhnulo riziku poškození náteru, bylo rozhodnuto, že letoun do Brna přeletí. Albatros byl tenkrát jedním z nepřetržitě exponovaných MSV.

L-39 Albatros je nástupcem stroje L-29 Delfin, kterých bylo vyrobeno celkem 3465 kusů. Od počátku byl vyvinen celý výcvikový systém, který zahrnoval letoun L-39, pilotní trenážer TL-39, katapultážní trenážer NKTL 29/29 a kontrolní zařízení KL-39. První vzlet prototypu M-02 proběhl 4. srpna 1968.

L-39 s dvoumístným dletovéholetím s tandemovým uspořádáním motorky.

s tříbodovým hydraulicky zatahováním podvozkem průhledného typu. Konstrukce letounu je protiběžná, výhledová. Je poháněn jedním dvojproudovým motorem Ai-25TL. Katapultážní sadzka Československé konstrukce V51-B80 umožňuje záchranu pilotů od nulové výšky až do hranice dostihu 11 500 metrů a o rychlosti 130 až do 750 km/h.

Základní, cvičná verze C byla postupně doplněna i zbrannými variantami L-39Z0 a ZA, pro výcvik letáčích žánrů KT-04 byla vyrobena B kvasd verze L-39V.

Sériová výroba L-39 probíhala v letech 1971 až 1997 a celkem bylo vyrobeno 2 900 letounů. Na jeho výrobě se podíleli všech 19 podniků sdružených v tehdejší VAV Aero. VSSR, jako hlavní zákazník, objednal 2 081 kusů, včetně verze L-39C. Objem výroby postupně narůstal až na rekordních 254 letounů vyrobených v roce 1988.

Letoun byl dodán celkem osmiaceti státům, primárním uživatelům, která Česko letouny připravovalo čes. takto se stal základním cvičebným rozlišením, která a dosud která se spojujícími uživatelé ve všech klimatických podmínkách – od polárního kruhu až po poušť a tropy.

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THE L-39 ALBATROS AIRPLANE AERO VODOCHODY

How to get a jet plane from Vodochody to the Brno fairground? It is a plane so it can fly over, and it has an undercarriage, so it can drive the rest of the way! And this is exactly how it went on 1 September 1973, when the L-39 aircraft with the serial number 000A landed on a flat part of the D1 motorway near Rosice and drove for 18 kilometres via Nový Lískovec and Pisárky to the fairground. In order not to have to dismantle it, transport it across the road and then reassemble it, and to prevent the risk of damage to the paintwork, it was decided to fly the plane over to Brno. The Albatros was at that time one of the most prestigious exhibits at the MSV.

The L-39 Albatros is the descendant of the L-29 Delfin, of which a total of 3,465 units were produced. From the beginning, the entire training system was developed, comprising the L-39 itself, pilot simulator TL-39, ejector seat trainer NKTL 29/29 and the control device KL-39.

The plane was delivered to a total of eighteen states, the primary users who often resided the plane further on, so it eventually became a global phenomenon, it flew and still flies to users' satisfaction in all climatic conditions – from the polar circle to deserts and the tropics.

Not only for its flight capabilities but also for its high reliability and low maintenance. It is still in use by top aerobatic groups (BRETSLING, RUS, Baltic Bees) and dozens of Brno aerobats are in private ownership.

The famous LET Kunovice factory Back then SPP – The Machinery Works of the First Five-year Plan, Aerocast Industries today began to develop the low-seater zero-tail aircraft in 1955. The design group led by Ladislav Smětek, who was already working on the modernization of the

L-39X-02. Snižovací a přehledné letadlo letounu pro výcvik archy Miroslava Hančara



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L-200 Morava na strojírenském veletrhu v roce 1958 / L-200 Morava at the International Engineering Fair in 1958 archy OTV / SVV Zlín

THE AGELESS CELESTIAL BEAUTY OF THE L-200 MORAVA

On 9 April 1957, the legend of legends of the Czechoslovak air industry – the L-200 Morava, first took to the heavens. If there was a Czechoslovak machine that excited the whole world by its elegance and designer skill, it was surely this twin-engine "kunovice two-ton".

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precursor of the Moravia, the Aero 45, was assigned the task. The documentation was transferred from Prague directly to Kunovice. The first Moravia struggled with weak Morava 4-08, in-line six-cylinder engines with an output of 118 kW. They became the queen of the air after the M-337 engine

with a compressor and fuel injection and output of 154 kW was completed, which is referred to as the Morava's heart. Until 1964, about 340 "two-ton" flew out of Kunovice, and were produced in two versions: A with a 4-10 two-bladed propeller and D with a 5-04 three-bladed propeller.

Its technical qualities aside, the world was amazed by the limited loss of the cabin, designed by Mr. Dušan Dibák. A designer personality par excellence, who then worked in Kármán György Mfg., participated also on the unique cabin of the Zetor Crystal, on the locomotive of the 220 line called The Laminaria and the interior of the Karsna RTD Lux used especially for the Ergo 58 exhibition.

After many test flights under the direction of the experienced chief pilot Mr. Ladislav Šulák, the L-200 Morava enjoyed a premier premiere in September 1957 at the 3rd Machinery Fair in Brno. At that time visitors were stunned by the aerobatic tricks performed by the exhibit over their

heads in the air. These Czech aero-taxis flew land sometimes 4800 ft by Britain, Argentina, Australia, Germany, South Africa and Indonesia, the greatest proportion of them went to the former Soviet Union due to the time of their creation. The Morava arrived in the US in a slightly obscure way-one of the ten machines delivered to Cuba was hijacked to Florida, and after testing at the Wright-Patterson USAF base it was handed over to the National American Air Museum.

Ten years ago, pilots Petr Běloh and Richard Šantus demonstrated that the Moravia is definitely not destined for the scrapheap. With a 1940 aircraft, they travelled nearly 10,000 kilometres around the North Pole and with this expedition they celebrated the 50th anniversary of the Czech Republic. There are very many planes that originated from Kunovice, for example the L-13 Blaník glider (hangar above your head) and the L-45 Turbulet.

Also Jan Antonín Bába scored with his machines, and did not come to hate this

branch even after the tragic air crash of his half-sister and "father-founder" Tomáš Bába. Another man who died in this accident in 1952 was the chief engineer Jindřich Brodský who was at the head of the company's planned aircraft-building programme. In fact, Tomáš Bába worked, as in the case of his shoes, to offer cheaper and more economical machines. Since 1933, Jan Antonín has requested permission to manufacture aircraft but has not received it. Whether the economic crisis or lobbying of his competitors was behind it is not clear today. In 1936, however, Zlínská letecká továrna was established and became renowned for its predominantly tourist low-wing 2-300 airplanes and their successors, the Z-302-303 without proper permission. Jan Kryšpín built his Z-1 glider here.

During the war, the factory of course, was seized by the Luftwaffe and could breathe again only after liberation-also time unfortunately without the Bábaf. More than seven thousand machines came out of the Otrokovice factory which, in their respective categories, were among the best in the sky.

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