MiG-29 Fulcrum „Reunion”

The MiG 29 Fulcrum has purely and simply been a synonym for the class Russian fighter since the mid 80s. The flying capabilities and fantastic maneuverability that made it a feared opponent also made the NATO pilots green with envy. The MiG 29 was legendary. After the fall of the iron curtain and the reunification of the two Germany, the former East German army was disbanded. All its hardware was transferred to the Federal German armed forces which suddenly found themselves equipped with the planes that until recently had been owned by the other side.

Naturally great interest was aroused in the MiG 29 which was available in large numbers and was now tested for its suitability for use within the NATO missions of the Federal German armed forces. Before all the tests had been completed it was clear that this fighter would continue to serve in a German air force. On 19.10.1990, the first day that the Federal German air forces flew jointly with the former GDR units, the MiG 29 was still in its customary green/brown camouflage, but shortly after that it was painted grey camouflage of the Federal German armed forces and allocated to 73 fighter squadron. In the meantime the MiG 29 bearing the national emblem of the Iron cross has become a familiar sight at all NATO bases. The MiG 29 was also used by a whole range of other Eastern bloc air forces in addition to the former USSR and GDR, including Poland, Romania, Yugoslavia and Czechoslovakia in addition to countries such as Syria, India, Iraq, Cuba and North Korea. With 2 Izoitov R-33D engines with 8,300 hp thrust the MiG 29 develops a maximum speed of 2,700 km/h, max. flying weight 17,660 kg.
MiG-29, NVA, JG3 „Wladimir Komarow“, am 27.9.1990 in Preschen in den Markierungen ihres letzten Fluges.
änderungen an der mig-29
des jg3 der nva
nach übernahme in die
bundesluftwaffe der brd
mit dem datum der ersten
anbringung des eisernen kreuzes.
MiG-29, JG 73,
Lage im neuen Luftwaffenanstrich.

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