



Karlheinz Feldmeier's F-16 on the landing approach.



Uwe Osterkamp from Cloppenburg with his "Sportliner" (left), developed by Uwe Ralle Modellbau. The large model weighs less than 20 kg, and was demonstrated in flight with great skill by Uwe.

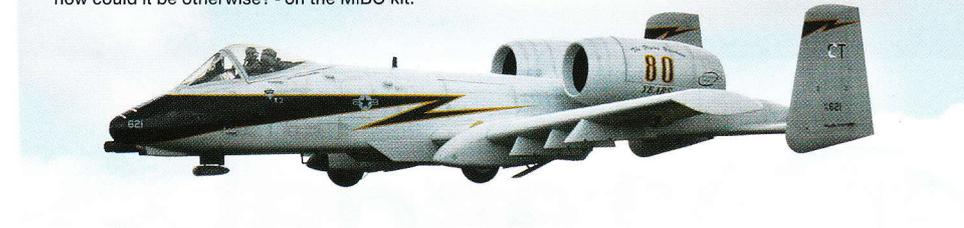
In the air after just a few metres: that's the J-10 flown by Marco Becker from Frankfurt an der Oder.



The sinister profile of the F-15 Eagle during a low pass.



A highlight on the Saturday was Florian Keilwitz's Fairchild A-10. The machine is perfectly modelled on the full-size, and is based - how could it be otherwise? - on the MIBO kit.



gave an impressive performance in the extremely blustery wind.

Of the many outstanding contributions only a few can be mentioned here: Axel Penkus of the Oldenburg model flying club MCOE had brought along his Viper MK2 from Skygate Collection and a Turbo Raven. In spite of the gusty sidewind he was able to demonstrate both machines in a skilful manner. The Viper is powered by a G-Booster 160 Plus and weighs 17 kg. The Turbo-Raven is fitted with a JetCat SPT-5 and weighs 12 kg.

Uwe Osterkamp of the Cloppenburg model flying events in North Germany. He gave a convincing demonstration of his Sportliner, which is equipped with a Frank TK 70/16 turbine. The very large model was developed by UR-Modelltechnik, and weighs only 18 kg.

Sönke Steffen of the Bremerhaven model flying club flew his F-15 Eagle in impressive style. Like the "full-size" at an airshow, Sönke

kept the throttle lever fully forward at all times, as was clear by the glow from the afterburner. The F-15 is fitted with a JetCentral Mammoth turbine developing 21.5 kg of thrust.

Marco Becker had travelled all the way from Frankfurt an der Oder with his Chinese J-10. The machine is from the Losemann / Thäter formation team stable, is ultra-light, and is more than adequately powered by a JetCat 160 SE. Marco produced a flight which impressed everyone - and included hovering manoeuvres.

Things really got moving with Karlheinz Feldmeier's Cougar; the all-GRP model was launched using a catapult, is fitted with a Jet-Cat P-20 turbine, and is fantastically fast. His stock of models also included an F-16, powered by a JetCentral Rhino turbine generating 16.5 kg thrust.

One Modeller who could not be overlooked was Florian Keilwitz with his A-10 Thunderbolt II, powered by two JetCentral

Rabbit turbines. The model is built from the MIBO kit, and Florian managed to keep its weight below 25 kg in order to avoid the need for official approval. According to Florian, the model flies as if on rails; it certainly looks terrific in the air, and provides a performance of which the full-size aircraft would be proud.

Uwe Kannapin had sponsored four cups for the event, which were awarded to Axel Penkus for the best flight, Karlheinz Feldmeier for the longest journey, Florian Keilwitz for the finest model, and the Pröll team for technical achievement. The winners were selected by the participants at the meeting.

All in all this was an extraordinarily successful jet meeting carried out in a calm, relaxed atmosphere, and congratulations are due to Uwe and his organising team. JetPower wishes Rescue Turbinenservice good fortune and continued business success for the coming years.