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The jet in wooden construction from Phoenix

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Uwe Kannapin has consistently pursued the goal of building up a specialist service for turbines. In 2022 he will be able to celebrate twenty years of existence, a success story!

20 YEARS RESCUE Turbinen- Service EUROPE

A success story has a name!

It all started 20 years ago, in 2003, with the specialist service for jet and turbine model sport. Since then, thousands of satisfied jet pilots from over 38 countries have made use of the service. Uwe Kannapin's customers come from the Pacific region, from New Zealand, Japan, India or Hong Kong, from across the Atlantic from the USA or Curacao in the Caribbean and of course from all over Europe. But engines from Namibia and the island of Mauritius have also found their way to his workshop. In the two decades of his business RESCUE Turbinen-Service EUROPE, Uwe Kannapin has made a name for himself as a reliable partner for renowned manufacturers of jet and shaft-driven turbines from overseas and Europe. In addition, there are also activities and work for engineering offices, universities and institutes such as the DLR. With a high quality standard and sustainability in his activities, it is guaranteed that the work on the high-performance engines is carried out professionally.

The beginnings

Already two to three years before the official foundation of the company RESCUE Turbinen-Service EUROPE, Uwe Kannapin was working part-time for the former company JetWelt and manufactured aluminium landing gear constructions in various designs, such as swing-arm landing gears, which did not exist like that at that time. The landing gear legs were Uwe Kannapin's own developments or were made to customer specifications. It was the time of the self-builders and enthusiasts when Uwe Kannapin started to build the first model turbines or to develop them further. Until then he flew impeller models with OS 91 VR DF combustion engines with Ramtec or Dynamax impellers. Like many others in the self-built turbine scene, he built turbines according to Schreckling specifications or the KJ 66 with modifications. This with a very good success, they worked perfectly. They were flown successfully in his own jet models.

Based on his experience, the then JetWelt company approached Uwe Kannapin and offered him to assemble or complete turbines for the company. The offer was accepted and soon the first jet turbines of the type PJ130 were assembled, which in the early days were manufactured as parts sets by the Jakadofsky company. Thus, during the assembly work, it was necessary to produce some turbine components from drawings or to modify them so that they could be run. Final test runs ensured that the turbines reached the trade and thus the customer in perfect condition.

As already mentioned, Uwe Kannapin had carried out his model building activities alongside his full-time job as a mechanical engineer. Naturally, this did the rounds in the jet model aviation scene and it was not long before the first enquiries came from model pilots asking for help in assembling and operating home-made turbines and the first industrially manufactured turbines. The first repairs and technical advice on these turbines were also forthcoming. In the course of time, the number of customer requests increased so that it became more and more difficult to reconcile this with his full-time job. Especially as the requirements for highly qualified work on the turbine systems became more and more demanding. After much deliberation, the decision was made to become self-employed with his model-making activities. This consideration then became reality with a kind of preliminary company with the name, "UK Präzi TEC", (Uwe Kannapin Präzisionstechnik), which at that time still primarily manufactured, in ad-



With his factory jet Viper, Uwe Kannapin actively participates in model flying events all over Europe.



Uwe Kannapin is present at many trade fairs and exhibitions, where he offers his services and products. He accompanied the JetPower fair from the very beginning.

dition to the work on turbines, the robust swing arm landing gears in small series.

The market for landing gears was changing. Landing gears were manufactured and offered in large series, so that individual production hardly made sense any more. Uwe Kannapin shifted the focus of his activities to the assembly and repair of turbines, especially as more and more turbine manufacturers were establishing themselves on the market and he had to record a correspondingly higher order intake. Technical consulting also became more and more important. The decision was

When Uwe Kannapin gives lectures on turbine technology, he is always surrounded by interested people, as here at the Intermodellbau in Dortmund.



WEB INOS
www.rescue-turbinenservice.de



The dynamic turbine components can be finely balanced from 10 to 400 N on the balancing centre.

At the end of a repair or inspection, the turbines are put through their paces on the turbine test stand.

made to focus his business on turbine service. Due to his work as a technician for aircraft in the German Armed Forces and at MTU (Münchener Turbinen Union) in Langenhagen, Uwe Kannapin acquired knowledge about the repair of turbines for large aircraft and was able to apply this knowledge to the maintenance and repair procedures for model aircraft turbines. An idea was to become reality and so various activities were first necessary to build up an adequate customer base. In 2002, he set out for the model building fair in Sinsheim to arouse interest in his idea of a turbine specialist service among the manufacturers, suppliers and exhibitors of jet turbines at the time, who were increasingly entering the market.

Initial scepticism turned into interest, and thanks to his coherent business concept, Uwe Kannapin was very pleased to book cooperation with two companies. The then manufacturer SimJet from Denmark and the Austrian manufacturer Jakadofsky were looking for a service centre in Germany. A success! The beginnings were made and so the turbine service could start.

Due to the guidelines and specifications from large-scale aviation, which also apply to manufacturers of model aircraft turbines, training measures were necessary, which took place

on site at the company headquarters of SimJet and Jakadofsky in their turbine production facilities, which were concluded with official certificates for specialist service. Consequently, restructuring was necessary to meet customer demands on its business. This also meant that investments were necessary, such as special machines for professional repairs. While still in the start-up phase, other turbine manufacturers became aware of his turbine service and approached Uwe Kannapin at trade fairs, jet world championships and events, showing interest in working with him or being prepared to supply spare parts for his service or to service the manufacturers' turbines. As a result, it was turbine manufacturers such as FrankTurbinen, JetCat, JetCentral, Jets Munt, FunSonic, SPS, Wren, EVOJet, Behotec, Jet Italia, Lambert, Trefz, Xicoy or AMT Netherlands with whom a cooperation could be realised. It was the right strategy that led Uwe Kannapin to this success.

Always at his side was his wife Astrid, who supported him in his endeavours and gave him advice and support. This was also the case when it came to finding a new name for the company. Inspired by the warning sign "RESCUE" on jets with ejection seats, which saves the lives of the pilots of the big ones, Uwe

The sample of a final inspection protocol provided with each repair or inspection measure.

Kannapin saves the functionality and preservation of model turbine drives with his service company. A contribution to the sustainability of model building products! Since 2004, the RESCUE company logo can be found everywhere. Be it in advertisements in trade magazines, at flying events and competitions, as well as every year at the JetPower trade fair. Since the beginning of the JetPower fair in Bad Neuenahr / Ahrweiler he was there with his information and sales stand and presented his turbine service, made contacts, wrote orders and thus became known worldwide.

This did not always lead to positive results, as there were dubious enquiries from the Asian region regarding the use of his logo for similar service companies. Research showed that the enquiries were dubious and were therefore rejected. This made trademark protection necessary, which was granted for the company logo at the German Trademark Office in 2015.

Currently, more than two years of the Corona pandemic have left their mark. There is a lack of trade fairs and air shows to make contacts and acquire new customers. But thanks to his high profile in the scene, Uwe Kannapin can look positively into the future with regard to his order situation, because his motto is: "Sooner or later, all turbines have to be inspected or repaired". At the moment, turbines from Curacao and France are in his workshop waiting to be repaired. Almost all types of turbines that can be bought have passed through his hands, from 20 to 250 N thrust. Repairs or maintenance on turbines with a thrust of more than 250 N are not possible due to their sizes and the machinery required for this.

These are the most important stages in the development history of the company RESCUE Turbinen-Service EUROPE,

Comment from the editorial team

Yes, what Uwe Kannapin set up 20 years ago with his RESCUE Turbine Service EUROPE is something to be proud of. A globally satisfied clientele makes use of his services and honours his quality work with letters of thanks. What more could you want?

The initial critics of his idea have been proved wrong by his perseverance and determination, and his company RESCUE is now the only independent model turbine service company in the world that is not manufacturer-related.

The editorial staff of JetPower congratulates Uwe Kannapin on 20 years of RESCUE Turbinen Service EUROPE and wishes him continued success!

Turbinen [®]

Service

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Mr. XXXXXXXXX
XXXXXXXXXX
XXXXXXXXXX
FRANCE

<small>Your ref.</small> XXXXXX	<small>My ref.</small> UKpTEC	<small>Customer - No.</small> XXXXXXA	<small>Date</small> 09. September 2020
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Dear Mr. XXXXXXXX,

with reference to the maintenance of your turbine ATJ 190 SV turbine (S/N XXXX) we could establish following values during test run:

Turbine temperature: at 123000 rpm = approx 658 °C full speed	<small>Fuel consumption</small> ml/min. = 539
at 35000 rpm = approx 482 °C	ml/min. = 107

Thrust at full speed: 17,94 kg = 175,9 N

Test conditions: Air humidity = 40 %, Air pressure = 1022hPa, temperature = 18 °C
Altitude: 40m height above sea level.

Fuel : Zibro Kristal + 5% Blue - Line oil for modelturbines

Electronics: customer electronic, type: Xicoy electronica FADEC AU 108 K, V 6.18 i

Pump : customer pump, type : ATJ turbines Taiwan, JF 301219

It is necessary to do a new „Set-up“ adjustment of your RC-transmitter!
If you have any further questions, please do not hesitate to contact me again.

Many turbine greetings, Uwe Kannapin

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