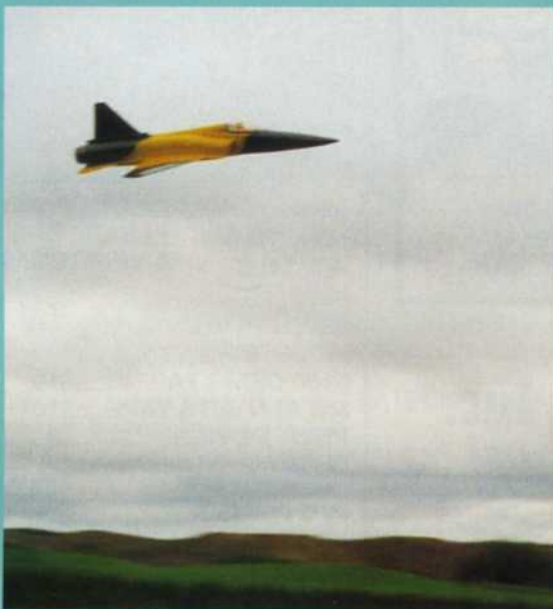




## David Hobbs reports on a D/F and Turbine event in the South Pacific.

New Zealand ducted fan and jet modellers extend greetings to RCJI readers and enthusiasts around the globe. This form of our hobby is alive and well down here in the South Pacific- around 2000 km east of Australia.

Tokoroa is the venue for our jet meets and is situated near the centre of the North Island. It is 240 km south of Auckland, New Zealand's largest city, and is the centre of a large radiata pine forest. Tokoroa is also only a short distance from Lake Taupo and the central mountains of the North Island.



F20 of David Hodges on 140mph pass.



David Hodges' F20 Tigershark. Built from Thorpe Bros plan. Powered by OPS 45 and Thorpe fan unit.



Peter Scowan built this Yellow Aircraft F18 Hornet, O S 91 Ramtec combination.

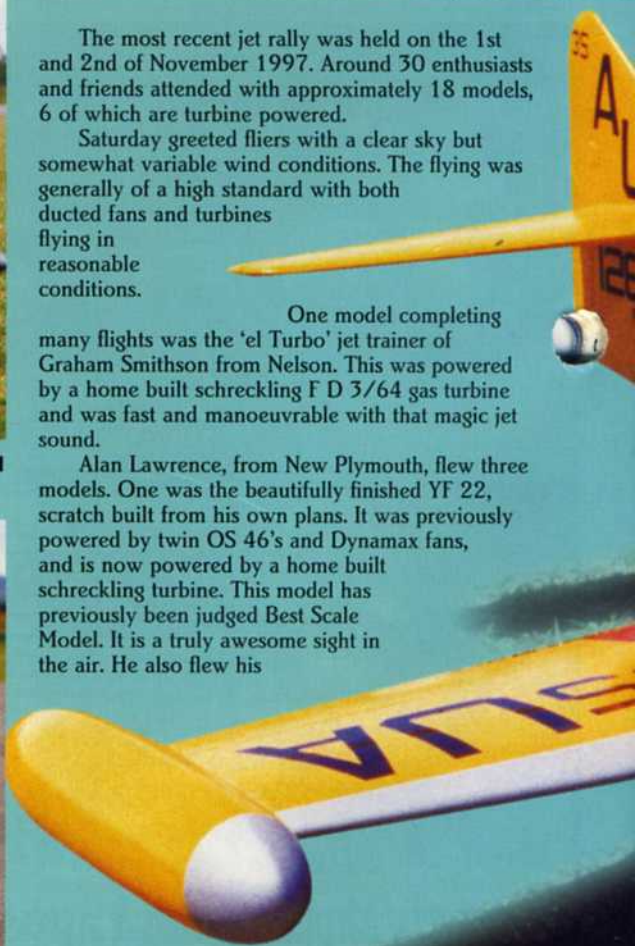


The most recent jet rally was held on the 1st and 2nd of November 1997. Around 30 enthusiasts and friends attended with approximately 18 models, 6 of which are turbine powered.

Saturday greeted fliers with a clear sky but somewhat variable wind conditions. The flying was generally of a high standard with both ducted fans and turbines flying in reasonable conditions.

One model completing many flights was the 'el Turbo' jet trainer of Graham Smithson from Nelson. This was powered by a home built schreckling F D 3/64 gas turbine and was fast and manoeuvrable with that magic jet sound.

Alan Lawrence, from New Plymouth, flew three models. One was the beautifully finished YF 22, scratch built from his own plans. It was previously powered by twin OS 46's and Dynamax fans, and is now powered by a home built schreckling turbine. This model has previously been judged Best Scale Model. It is a truly awesome sight in the air. He also flew his



# New Zealand Jet Meet

Line up of models on the Tokoroa airfield runway.

'Flying Wing', which is turbine powered. This model executed slow rolls with grace. Alan's third jet is a scratch built F4 Phantom using Saratoga markings. It is powered by a K & B 82 and Ramtec fan. It is finely detailed and very fast.

Also from New Plymouth, Steve Blackman flew his John Timmins (Australia) Panther. It flew very smoothly and was well rewarded by his fellow modellers for his effort. The model is powered by a Golden West gas turbine, as is his Trim Aircraft F86 Sabre.

This model is finished in red and white and both models look superb and are very easy to observe in flight due to their good size. He didn't have room to bring his T33, an equally excellent model in USAF Thunderbirds scheme and O S 91/ Ramtec powerhouse.

As with any jet meet, we have the high-speed bullets, and two nice examples are the BVM Aggressor and Viper built and flown by Roger Perrot and Mike Ryden of Auckland. The pair's faultless preparation and attention to detail has been well rewarded by increasing the life of their models. The BVM Viper has had over 200 flights to its

Grumman F9F Panther built by Steve Blackman and powered by a Golden West turbine.



**Trim Aircraft F86 Sabre  
Powered by a Golden West  
Turbine. Built and flown by  
Steve Blackman.**



**Blue Angels Jet Hanger A4  
Sky Hawk. Built by Justin  
Whalley. K & B 46 power unit  
and Turbax I fan.**



credit! The Viper and Aggressor have BVM 91/ fan units and are extremely fast examples.

Highly accomplished and respected pilot, Jeremy Madley of Auckland, flew a Yellow A/C F18 (tenth scale) powered by an O S 91 and Ramtec fan. It was built by the late Peter Scowan of Wellington. The F18 was the last plane Peter built before passing away earlier this year. He had fine examples, beautifully presented, of Jim Fox's Viggen, Yellow A/C F4 Phantom, BVM Maverick, BVM Sabre Jet and Yellow F 18. All these were test flown by his good friend Jeremy.

Peter Stevens of Auckland flew his new Bolly Scorpion very well. A good looking unit with a red, white and blue colour scheme, powered by a Rossi 105 mated to a Ramtec fan, which produced a good turn of speed.

David Hodges, formally of the Midlands, England, was enjoying many flights with his scratch built F 20 Tigershark. From Thorpe plans, it is powered by OPS 45 and Thorpe Jet unit. It performed very well and the yellow and grey paint scheme was effective in flight, even if only two feet above the seal! David has previously competed at the British Nationals.

**BVM Sabre. Powered by BVM 81 and Viojett fan. Model built by the late  
Peter Scowan. Flown by Jeremy Madley and David Ryden.**



Scratch built F4 Phantom by Alan Lawrence. Powered by K&B 82 and Ramtec fan.



Rob and Justin Whalley of New Plymouth flew their L 39 Albatross, Mirage, and Blue Angels Skyhawk. During previous meetings Rob has been credited with the only touch and go recorded by a model fan here - with wheels up(!), and was heard explaining about low cloud as the Mirage chewed up sky and was all but a shadow in the mist! Unfortunately, this time they didn't go home with their models in the same state as they arrived.

The Saturday evenings are an enjoyable and entertaining time of food, NZ's best ales, and recounting glories and past encounters. Video taken on the day used as proof for some tales!

Sunday was cloudy, but equally enjoyable, with many safe flights completed. The turbine powered models tending to use up the most airspace.

We all left looking forward to the next meeting, which will most likely be held on the first weekend in March 1998.

D Hobbs, Wanganui, New Zealand

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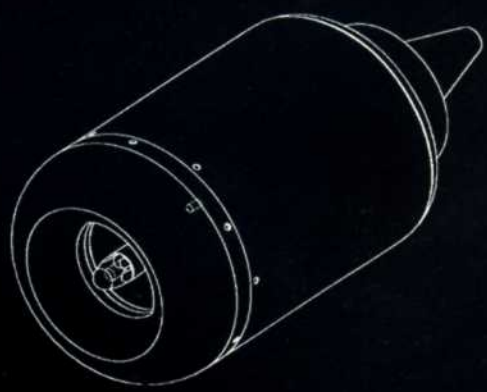
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