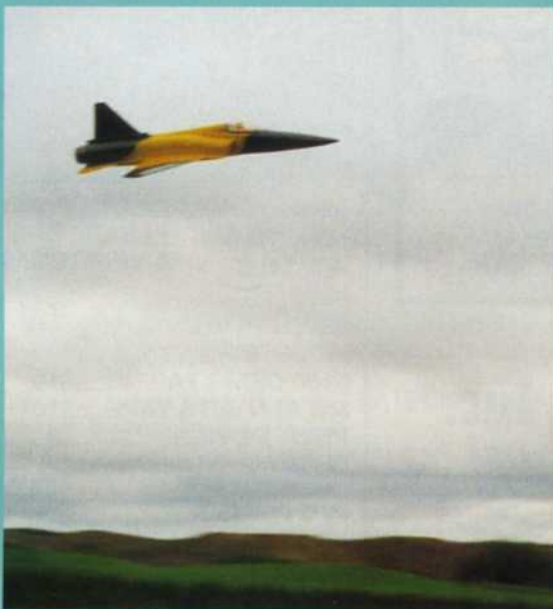




## David Hobbs reports on a D/F and Turbine event in the South Pacific.

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.

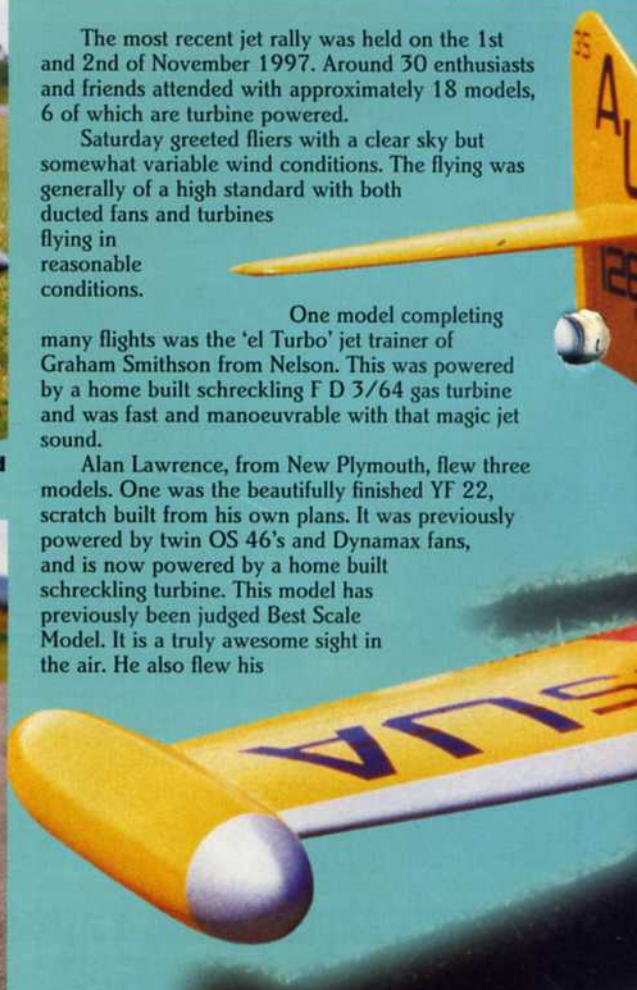


The most recent jet rally was held on the 1st and 2nd of November 1997. Around 30 enthusiasts and friends attended with approximately 18 models, 6 of which are turbine powered.

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.



