

Jan/May 2017

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Tom and Emily Achieve Big For Their Birthdays

Birthday wishes recently came true for DDAC students **Tom Harris** and **Emily Taylor**. Tom passed his RPL flight test on his 16th birthday and Emily flew her first solo flight on her 15th birthday.

Tom Harris, from a property west of Roma, juggled his grade 11 studies whilst boarding at Toowoomba Grammar and flight training at DDAC. His dedication to his training saw him catch a taxi straight after school for an afternoon brief or fly multiple days a week.

He flew his first solo shortly after his 15th birthday and was ready for his RPL flight test only a few months later. Unfortunately for Tom, you must be 16 to hold an RPL.

Never fear, this proved no barrier to Tom, as he simply continued with his navigation training instead. After seeing the sights of south east

Queensland including two solo navs, Tom's 16th birthday finally arrived.

What better to celebrate your birthday than with a flight test? Tom passed his RPL flight test on his 16th birthday to make him the proud owner of a shiny new RPL.

To make the present extra special, he had a navigation endorsement added to the basic RPL, meaning he didn't have to wait an extra year to fly himself and friends around the countryside (you must be 17 to hold a PPL!).

Emily Taylor has been dreaming of flying since she was a young girl. At the age of 11, she took her first official flying lesson and hasn't looked back since.

Flying every couple of weeks, Emily slowly built up her hours and experience with the goal of flying first solo on her 15th

birthday.

Miraculously the weather gods were smiling on Emily when she arrived for her birthday lesson, as there was little wind and clear skies... Practically unheard of at Toowoomba!



After a few circuits with our CFI, Emily nervously taxied out for her first solo flight, making her the youngest student in DDAC history to fly solo.

This is just the start of her flying career. Emily has aspirations of flying commercially for an airline or joining the RAAF as one of Australia's few female military pilots.

It's Night Flying Season Saturday May 20th

Winter is fast approaching and that means only one thing... Night flying season!

DDAC will be holding three night flying experience evenings this year with the first being held on **Saturday 20th May**.

Neither a night rating, nor

any prior night flying experience is required as all flights are dual. Student pilots are also most welcome to participate.

This is a great opportunity to take up friends and family members and allow them to experience the beauty of Toowoomba by night.

The evening will commence with a **BBQ at 17:00** followed by the **first booking at 17:30** which will be a sunset flight.

Please phone or email reception to notify numbers for catering purposes and make a booking, only limited slots are available.

Recent Achievements:

FIRST SOLO

- BOB BEHRNDT
- LACHLAN WILDE
- ANNA MAGUIRE
- TIM BROWN
- LAUREN LOEFFEL
- DAN CHERRY
- EMILY TAYLOR
- WILL HAYES

RPL

- LACHLAN WILDE
- ANNA MAGUIRE
- TOM HARRIS

PPL

- ANNA MAGUIRE

CPL

- BRETT GORDON-BRANDER
- KADDIE CROSBY

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Slipstream

Matt's Moreton Island Adventure

I had been meaning to take my brother and his mate flying for some time, so when the opportunity arose one weekend I planned it all up, ready for a cracker flight to the coast.

The Saturday of the trip arrived with a planned wheels up from Toowoomba at 8:00am local. However, in typical T-Bar fashion the weather gods delayed us by around an hour due very low cloud. Eventually the clouds started lifting and I had a gap through to the coast.

We packed ourselves into TWB and flew low level until around Somerset Dam, at which point the weather gods smiled down and the sky cleared with only a few fluffy cumulus.

We flew to Caloundra for a quick touch and go before flying at 500ft along the eastern shore of Bribie Island.



We then climbed back up for a quick hop over to Moreton Island before resuming low level past the Tangalooma wrecks, over North Straddie and down

to where the old Jacobs Well VOR once was.

We tracked onto **Laravale VOR** before calling up Amberley and letting them know I was low level again back to Toowoomba.

Considering the majority of the flight was at low altitude and it was a rather bumpy day, becoming quite the rollercoaster ride at times, we arrived back home all happy with 3.0 more hours of flight time for my log book towards my CPL and some incredible photos.

- Club member **Matt Bowtell**

Angel Flight

Are you looking for a new way to give something back to your community? What if there was a way to combine your passion for aviation with your community spirit? **Angel Flight** might be just the answer.

Angel Flight Australia is a charity organisation established in 2003. It assists country people to access specialist medical treatment that would otherwise be unavailable due to vast distances and high travel costs, by coordinating non-emergency medical flights between country towns and city airports.

The organisation is seeking pilots

(private or commercial) with access to an aircraft (either their own or hired) to fly these medically and financially disadvantaged people for treatment.



Angel Flight volunteer pilots donate their time, their skills and the majority of their aircraft costs for each flight.

To help offset these costs, Angel Flight subsidises fuel and negotiates the waiver of landing fees and air navigational charges.

Aircraft must be 'VH' registered and pilots must have a minimum experience of 250 hours PIC with at least 5 hours (VFR) on aircraft type being flown.

If this sounds like a great way to help your community, whilst also fulfilling your love of aviation then head to the Angel Flight website for further information:

<http://angelflight.org.au/>

Arthur John Rowe - 4 July 1940 - 19 October 2016

It is with great sadness that we report of the passing of club member **Arthur John Rowe**.

John joined the RAAF at 17 years of age and served for 38 years (1957 – 1995). He worked in airfield maintenance, air movements and training.

He was a loadmaster, particularly with the C130 Hercules aircraft. He was a member of the 2000 hours fly-in club



in particular with the 36th squadron.

John also served as a UN peace-keeper.

After leaving the RAAF John passed on his skills and knowledge to the next generation and was very involved in the RAAF Cadets and in particular 210 Squadron here in Toowoomba where he became their Commanding Officer.

January/May 2017

Australia Day long weekend fly away — Rob Hannemann

As has become the tradition over the last few years, a few club members set off on the annual Australia day long weekend flyaway.

It took several sessions at the Club's bar to select the route. After much pondering we finally decided on Toowoomba (YTWB) – Mudgee (YMDG) – Moorabbin (YMMB) – Flinders Island (YFLI) – Mount Beauty (YMBT) – Toowoomba (YTWB).

This year's participants were Fred Carter and Rex Dent (Cirrus – FJD), Al and Carol McVinish (C172 - BSB) and Rob and Ange Hannemann (C182 - YRA).

Day 1 was **Toowoomba to Mudgee** with 2 nights booked at the Mudgee Hangar house.

FJD departed from Kingaroy and YRA from Toowoomba at 8am and BSB following from Toowoomba later in the day.

We had lovely clear conditions for our departure and through to the south of Tamworth. From here to Mudgee the weather below was overcast but the forecast at Mudgee under the cloud was quite good with 10km vis and cloud base of 1200 feet above ground level.

The conditions changed pretty rapidly on our approach with a spec being issued while we were flying the approach – lower cloud base, less vis and heavy rain. Very exciting for Ange who experienced her first instrument approach.

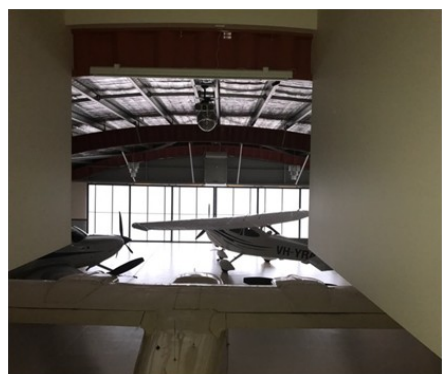
If ever there was a reason to convince you to follow approach procedures exactly - it was the sight of the terrain appearing around Mudgee as the cloud lifted later in the day.

The Hangar House is owned by Heath and Alex. They were the perfect hosts and we all enjoyed our stay with them – highly recommend a visit if you get the chance.

It is a fantastic facility right on the airstrip. You can taxi up and park your plane in your accommodation.



My type of office



Where your aeroplane gets to sleep

Your non-aviation travelling companions will think you're weird, but it is very convenient to give your plane a little hug before retiring to your luxurious room every night.



We spent our time in Mudgee exploring the wineries, cafés and hotels. A very pleasant area and a great time had by all.

I'm not sure if it was the wine consumed, or the wine purchased to bring home, but it was decided that we would leave BSB at Mudgee with the newly acquired payload (wine) and for Al to join Fred and Rex in the Cirrus and Carol to join team Hannemann in the 182 for the rest of the trip south. BSB and the perhaps most importantly, its precious cargo, to be collected on the way back.



*Souvenir shopping
Yep – I'd vote for this bloke*

Our second flying leg was Mudgee to Moorabbin. We elected an IFR plan as there was a little cloud on our departure from Mudgee.

Nothing that couldn't be avoided VFR but as I'm quickly learning with my recently acquired instrument rating its sometimes much easier to go IFR and have ATC tell you what to do.

It was a great flight with a little course deviation required by ATC around Albury to allow for traffic.

We managed to find Moorabbin and negotiate the taxi ways for refuelling and parking without too much trouble.

Nice food with ample beer and rum saw the afternoon disappear quickly. It was interesting to see that a local car club used this facility as their meeting place and certainly added to the atmosphere and numbers.

Slipstream



RVAC beer garden with the locals

We then drove into St Kilda in our borrowed car (thanks James and Kristy) to catch up with the rest of the crew.



St Kilda funky townhouse



Despite somewhat dubious appearances, funky townhouse was actually pretty cool inside

Mudgee is a lovely quiet little country area where one can feel quite safe wandering around at any time of the day or night. Fred and Rex spent the early evening walking around the area surrounding our accommodation and reported that St Kilda is not.

Despite this, we managed to walk down to Acland Street where we enjoyed a great dinner and great company with plenty of interesting people about.

We spent a couple of hours on Saturday morning exploring St Kilda beach and streets before heading back out to Moorabbin for our departure across Bass Strait to Flinders Island.



Flight planning is super serious stuff

Once again we had beautiful conditions for our departure and we elected on a VFR flight for this leg. We put on our sexy life jackets as is required and headed south.

There was some cloud on our approach to Flinders. Easily avoided by tracking a bit to the west or descending a little earlier but because we were lazy, or it's just easier, both aircraft contact ATC and changed to an IFR plan and flew the RNAV approach into Flinders Island.

We were met with a minivan by the local car hire bloke at the airport and we headed off to check into tonight's accommodation, the Finders Island Interstate Hotel at the nearby township of Whitemark.

Whitemark is an old-school country town. By this I mean that there is nothing opened after midday on a Saturday. This makes it very difficult to cater for lunch if you arrive after this time. We raided our supplies and managed to come up with enough BBQ shape biscuits and apples to keep us alive through the afternoon until our dinner, where thankfully, someone had booked a table.

We spent Saturday afternoon driving all the way to the northern end

of the Island – all of about 40 odd klm. It was quite cool and no one in our group took the opportunity for a swim in the cool Bass Strait waters.

Dinner back at the Interstate Hotel proved to be worth the wait and we all enjoyed what they had to offer. Despite some confusion from Rex about the brand of beer Al preferred, there was no doubt about our preferred brand of rum. Despite Rex's best efforts, Fred managed to convince him to leave some for the island residents.

Sunday was an early rise for breakfast and some more exploring. This time a drive over to the other town on the island, Lady Barron. We explored the jetty where we met a bloke on his trawler and learnt all about the intricacy of catching crab off the continental shelf and the subsequent marketing of the catch.

A visit to the local store/ service station/ post office/ coffee shop, actually everything retail I think as it was the only shop we saw at Lady Barron, where we filled the hire car up with fuel and purchased a few things we thought we needed and it was back to the airport for our departure north.

Today's destination is Mount Beauty. A call was needed to the local ARO to get the gate code, which in hindsight would have been much easier had we known that he was the bloke we were having a beer with the previous evening. You can pay your landing fees by cash in envelopes provided at the GA entrance gate and save yourself a few dollars.

It was an IFR plan for this leg – again not for the sake of the weather but just because it's easier.

It was another spectacular day for

flying. Looking down on the areas on Flinders we had driven to the previous afternoon then out over the ocean and out into the blue until eventually the southern coast line of Victoria came into view – always a very welcome sight.

We flew on past East Sale and onto the Victorian mountains. Of course, there was a brisk westerly and we had plenty of bumps to keep us alert. I actually find flying around the mountains



a little more disconcerting than crossing Bass Strait!

Mount Beauty airstrip is located in the Kiewa Valley – elevation 1100 feet and at the base of Mount Bogong – elevation 6516 feet and other interesting terrain all around 6000 feet.

It's not very difficult to get into. Basically, one way in and one way out and if you're going to go around you had

want to do it early rather than later.

This is the group's second visit to Mount Beauty, we stopped here last year and such is the hospitality of local aviation enthusiasts and businesses that we didn't hesitate to put it on this year's agenda.

We joined locals Kathy and Tony for a healthy lunch at the bakery followed by a little shopping – mostly fudge from the fudge shop. Rex and Rob risked the walk home past the bikini girls swimming in the creek with the others hitching a lift.

Dinner was at the pub – same as last year, great meals, cold beer and great company. After dinner Fred, Rex, Ange and Rob headed back to our motel accommodation. Al and Carol stayed with Kathy and Tony.

I'm not sure what happened at their accommodation because Al and Tony presented a little bleary eyed and worse for wear when we met them at the airport on Monday morning.

Today's adventure just left the flight home. YRA needed a drink so we chose to go via Albury for fuel. Carol aban-

doned the Cessna 182 and joined the Cirrus team who were heading direct to Mudjee to collect (in order of importance) - wine, BSB and fuel.

Both routes proved to be enjoyable and uneventful. We refuelled at Albury and were slightly delayed as the Avgas bowser decided it wasn't going to work after only filling one tank.

There was a big showing of various types of firefighting aircraft sitting around the airfield ready for the fire season. Unfortunately they were put to work in the month following our visit.

We chose to stop at Gunnedah to stretch our legs and top up with fuel. The Gunnedah aero club operate the fuel facility here, currently on a call out basis. This is about to change with the Gunnedah Aero club about to upgrade to a 24/7 card reader similar to DDAC's.

Should make it a more popular and easier fuel stop for the future. This year's adventure was once again a fun and successful trip.

Old Station Fly-In and Heritage Show — 26th, 27th, 28th May

Looking for somewhere different to fly to one weekend? Well look no further than the **Old Station Fly-in**. Held every year by the Old Station Flying Club based at 'Old Station Cattle Station' just west of Gladstone, this fly-in and Heritage Show combines the fun and camaraderie of a fly-in with a heritage machinery and truck show.

Campers can fly-in on the Friday afternoon and set up camp. Although there is no formal dinner organised this year, there will be an informal meet and greet with an Old Station traditional beef stew and damper dinner available, as well as an all important bar to quench your thirst!

Aircraft will continue to arrive on the Saturday as the fun kicks off. There will be warbird adventure flights available in addition to an air display commencing at 3:00pm. This display will feature the likes of **Matt Hall, Paul Bennet** as well as **warbird** aircraft.

The **RAAF Roulette** formation display team have confirmed they will be in attendance this year.

This event isn't just for the aviation enthusiasts. There is also a heritage machinery and truck show. A **vintage tractor pull** will be happening on Saturday morning and **vintage machinery, cars and motorbikes** will be on display with the public helping to vote for the 'Truck of the Show'. A Grand Parade of Tractors will commence at 2:30 pm prior to the air display.

For the fashion conscious amongst us, there will be a **fashion parade** at 12 noon.

Once the sun goes to bed, the fun continues into the evening with the bar in full swing, **fireworks, bonfires, a live band and mechanical bull...** All the ingredients for an entertaining night!

The vintage machinery and vehicles

will still be on display into Sunday morning, with the show concluding around 2pm.

Admission for those flying in is just \$20 per person for the whole weekend with children under 12 years old free. All landing and camping fees have been waived for aviators flying in, however a donation is requested with all proceeds donated to the **Capricorn Helicopter Rescue Service**. Food and drinks will be available on site.

There are a number of DDAC members interested in flying in to this great event, so feel free to contact the Club if interested in cost-sharing the flight.

For airstrip details and further information, head to the Old Station Fly-in website at:

http://
www.oldstationflyingclub.com.au/

SLIPSTREAM

UPCOMING EVENTS

MAY 2017

- 20 DDAC night flying
26-28 Old Station Fly-In

JUNE 2017

- TBA DDAC Night Flying
10 Murgon (Angelfield)
Breakfast fly-in
11 Watts Bridge 'Watts for
Breakfast'
17 Straddie Breakfast Fly-in
25 Watts Bridge 'Watts for
Breakfast' Fly-in

JULY 2017

- TBA DDAC Night Flying
23 Warwick 'Jumpers and Jazz
Fly-in Breakie'

AUGUST 2017

- 5 Gympie Fly-in
10 Murgon (Angelfield)
Breakfast fly-in
17 Straddie Breakfast Fly-in
26 Peter Lloyd Practise Club
Comp

SEPTEMBER

- 9 Wings Over Warwick
9 Goondiwindi Fly In
9 Chinchilla One Long Table
Multicultural Food Festival
30 Peter Lloyd Club Comp



'Looking for traffic... traffic not sighted.'

This issue's 'Caption This' is pictured below.



Did you know?

The winglets on an Airbus A330-200 are the same height as the world's tallest man (2.4m).

TAILWHEEL

• Flying Funnies

Both optimists and pessimists contribute to the society. The optimist invents the aeroplane, the pessimist the parachute. - George Bernard Shaw

The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline luggage. - Mark Russell

Basic Flying Rules:

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

- Don't forget "Caption This". Club members are invited to send in their witty one liners to caption the photo pictured to the bottom left. The favourite entry will be announced next issue.

• Answers to Previous Quiz:

1b; 2a; 3c; 4a; 5c.

Congratulations to 'quizmaster' **Ian Collett** who submitted the first correct entry!

Visit us at

www.ddac.com.au

Quiz

1. When turning, an increase in airspeed at a constant angle of bank will:
 - A. Increase your radius of turn & increase your rate of turn.
 - B. Decrease your radius of turn & increase your rate of turn.
 - C. Increase your radius of turn & decrease your rate of turn.
2. A Day VFR pilot must plan to arrive at their destination airfield at the latest:
 - A. 10 mins before last light.
 - B. 20 mins before last light.
 - C. 30 mins before last light.
3. You are planning a flight to Warwick for a picnic, then returning to YTWB later in the day. The YTWB TAF indicates BKN 1400. Which of the following requirements apply:
 - A. Alternate fuel is required.
 - B. 30 mins holding fuel is required.
 - C. No holding or alternate fuel is required.
4. You have just become airborne on a private day VFR flight and you notice your vacuum gauge is reading 0. Can you continue the flight?
 - A. Yes
 - B. No
5. When climbing, which of the following factors will not reduce your rate of climb?
 - A. An increase in weight.
 - B. An increase in altitude.
 - C. An increase in headwind.
 - D. An increase in temperature.
6. What colour is the letter 'C' on PBO's tail?
 - A. Red
 - B. Maroon
 - C. Orange

The first correct entry emailed to instructor@ddac.com.au will receive a prize!

(Answers will be published in the next newsletter).