

Slipstream

The Magazine for Members

JUNE 2006

www.ddac.com.au



AIRCRAFT FUEL SURCHARGE

ALAC PICTURES

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**WHY BUILD
YOUR OWN
AIRCRAFT ?**

**RUNWAY STRUCK
BY
LIGHTNING**

**THE AUSTRALIAN
LIGHT AIRCRAFT CHAMPIONSHIPS**

2006

TOOWOOMBA



Well, another slipstream already. To those who were involved in helping with the ALACs, a big thank you - especially to Mick and Danette. The week went off very well, and we've had a lot of great feedback from the visiting competitors.

The rest of the year will be big as well. Remembering that it is the club's 60th anniversary year, the pilots' dinner promises to be a very special occasion. This will be one not to miss, and will be time to celebrate the rich history of the club. It is also a time to look forward to the future of the club.

Don't forget the end of month competitions - on the last Sunday of each month. These are a great chance to keep up those currencies, and a chance to fly with an instructor in a fun environment. There is always a BBQ and a chance to mix with other members in a social setting. The club house and bar is a great place to catch up and relax on a Friday or Sunday afternoon. Come along and meet some new friends, or renew some old ones.

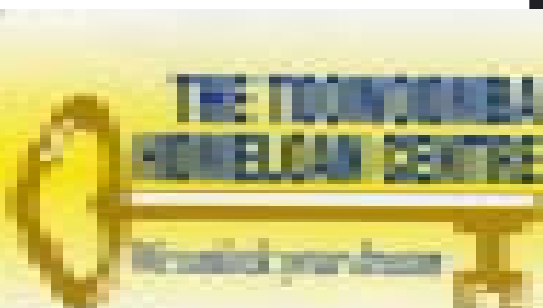
On the business side, the club is ticking along nicely. TOM has been sold, due to lack of utilisation. The rest of the office building and the engineer's office has been airconditioned, and there are plans for some sprucing up of the facilities.

Let's see the membership using all of the great facilities the DDAC has to offer.

*Safe flying,
Craig Schramm*

PRESIDENTIAL BUMPFH

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Mick McLean

Cover: Ray Garner & Jason Ortez
ALAC 2006 Dawn Maddock



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What's On at the Club!

NIGHT FLYING EXERCISES 2006

JULY 08 & AUGUST 12

**ALL MEMBERS CAN TAKE PART,
AS AN INSTRUCTOR ACCOMPANIES
EACH PARTICIPANT**

BOOKINGS ESSENTIAL

DDAC CLUBHOUSE BAR

**OPEN TO ALL MEMBERS
AND THE GENERAL PUBLIC**

**EVERY
FRIDAY 5 - 7PM
SUNDAY 5 - 7PM**

**DRINKS AT CLUB PRICES
\$2.50 STUBBIES**

GFPT ACHIEVED.... PPL NEXT

Many would have seen Ferdinand Bergman' at the club February / March this year and read his story in our last Slipstream. For those who don't know him He arrived from Holland at the beginning of the year as a result of searching on the internet for a flying school and he chose the Darling Downs Aero Club. His love for aviation began many years ago in Holland as a boy. This lead to begin his passion with gliders, a cost effective option for Ferdinand, as learning to fly powered planes in the Netherlands is an extremely expensive exercise.

By the time he reached his 22 nd birthday he had begun training in a K7 glider in his home town of Venlo in Holland. He finally went solo in a K8. This bought a lot of satisfaction and after 5 years of gliding , the idea of instructing seemed like the next step.

Now Ferdinand has over 2000 hours as a glider instructor and has flown in such countries as France, Italy, Spain and Australia.

For Ferdinand, gliding will always be a passion, however, he felt the need to move to the next challenge , "powered planes" and this is what lead him to search the internet for a cost effective flying school.

After much searching on the World Wide Web and given the fact that he had friends in Toowoomba and the



fact that he had already been to Toowoomba previously to visit those friends, Toowoomba was the next logical step to search.

As explained in our last Slipstream, he was more than surprised to discover that The Darling Downs Aero Club was half the price of the training centres in the Netherlands and surrounding countrys.

It was great to have Ferdinand with us and after spending eight weeks of training with the club, he achieved his restricted pilots license and almost finished his PPL. Ferdinand will return in November this year to complete his private license.



A very 'jet lagged' Ferdinand on his first day with us.



Well done Ferdinand !! see you in November.

First Solo

Fer Bergmans	Mike Gurdon	Peter Maddock
Ian Morris	Jeff Allen	Ben Harriman
Josh Kliese	Jemima Haxon	Alan Lane
Trevor Price	Krysta Gugenberger	



Ben Cartmill

GFPT

Bob McClelland	Ben Cartmill	Peter Maddock
Ben Fenner	Fer bergmans	Martin Fallon
Regan Lacey	Ben Harriman	Nick Butterworth



Krysta Gugenberger

PPL

Simon Wiggins	Adrian Hobbs	Peter Maddock
Bob McClelland	Ian Rigney	

NVFR

Peter Maddock



Peter Maddock



Fer Bergmans achieves GFPT

From Artie's Desk

Welcome to another edition of slipstream.

The year is 'flying' by very fast, as it only seems like yesterday that I was compiling my first edition of our magazine for the year. It proved quite a challenge.

This year is shaping up to be a busy one as our advertising is beginning to show a good number of interested people wanting to learn to fly.

So far the big event on our calendar was MayALAC being hosted by the club. This was an excellent event and all thanks to the members who worked tirelessly for many months to ensure a very successful week.

I would particularly like to thank our club captain Mick Mclean who led a great team and one cannot forget Mike's wife, Danette who also put in a commendable effort.

I would also like to thank Scott Williamson and Burnie Moore who were on deck during the Friday and

Saturday of ALAC, taking photographs and videoing the event.

We have made a DVD of the highlights and I hope to have it ready for release soon.

Thanks must also go out to Toowoomba Rotary Club who organised the breakfast for the Friday and Saturday competition days. I have received nothing but high congratulatory comments from all the clubs who participated.

The Event was celebrated with a dinner on Saturday night and a great time was had by all.

Thanks are also in order to those who sent in articles and photos. Slipstream is always looking for member contributions. If you could send an article of interest with photos, we would be more than interested. If you're heading off on a flight in the future take a camera.

Congratulations are in order to Benjamin Honan who won the Guild of Air Pilots & Air Navigators Australia flying scholarship. Benjamin is well under way with his GFPT training.



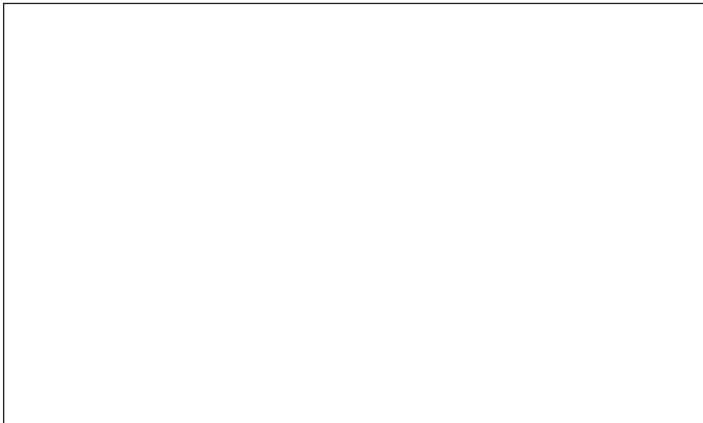
Mick & Danette on the night of the ALAC dinner



Stephan Ingham presents the scholarship to Benjamin

The next big event is the pilot's dinner, August 26th. This will be an exciting night as we will be celebrating our 60th anniversary as a club. We will have entertainment on the night from Toowoomba's own 'Countdowns'. These guys are a great band, why not invite some friends and bring your dancing shoes. It will be held at the Cathedral centre Neil Street Toowoomba, doors open at 6.30pm for a 7.00 pm start till late. The price per ticket is \$45.

Until next time,
Artie Bray



Burnie Moore & Scott Williamson

2006

AUSTRALIAN LIGHT AIRCRAFT CHAMPIONSHIPS

ARTICLE AND PHOTOS BY SCOTT WILLIAMSON

The airspace over Toowoomba QLD really came alive when the Darling Downs Aero Club hosted the 2006 Light Aircraft Championships held over the weekend of 11-13th of May. Lots of fun, lots of laughs, lots of OOOHHHH's, a few ouch's, a splash of controversy and a lot of hard work behind the scenes was the make up of ALACS 06'. And best of all there were no incidents to report. Competitors came far and wide to participate in the events.



The Vic team

Thursday was practice day with Friday and Saturday being the main competition days. And even the weather was favorable for the event.

The first event was forced landings which provided spectators with some entertainment and for a little while not really bothering the scoring judges either, however, as the comp continued the guys and gals were putting some good scores on the board as they were getting used to the layout and conditions. The second event was the streamer cutting which proved challenging. For the third event on the card we ascended on to the Oakey Army Aviation Centre under the watchful eye of an army representative for the formation event, with

Member Contribution



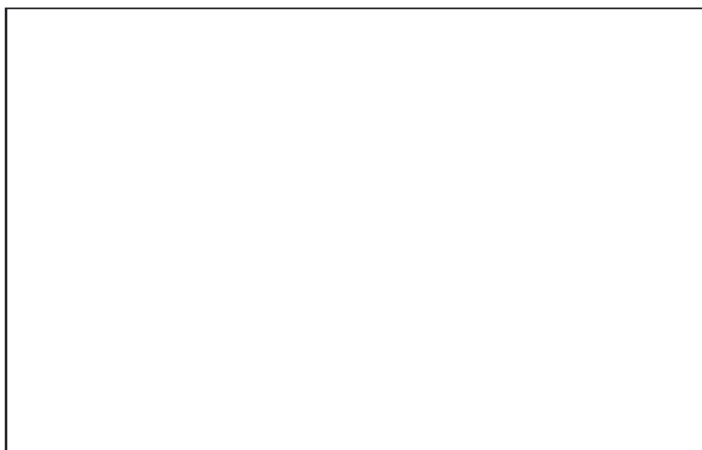
Our warriors in formation at Oakey

four teams entering, and for the Aerobatic section there were three competitors for this event which also was conducted at Oakey.

The final event was the Spot Landing. DDAC instructors going up with competitors were kept very busy with some good scores being put on the board.



The Tasie team ready to start for the formation event



The warrior touches down in the 'Forced Landings event

MONTHLY COMPETITION WINNERS

February: Spot Landings
 1st Robert Dull
 2nd Mike Gerlach
 3rd Greg Wilson
 4th Rob Bradbrook

March: Forced Landings
 1st Robert Dull
 2nd Mark Bagshaw

April: Washed Out

May: Balloon Bust
 1st Rob Dull
 2nd Mark Robertson
 3rd Nick Doveton
 4th Carol Cox

A great result for the competitors mentioned above. And a big thanks to all those who came and participated in the events as well. It was great to see so many come together from all parts of our wide land and including the guys from New Zealand. The Members of the Royal Federation of Aero Clubs of Australia and those of the Darling Downs Aero Club and volunteers are to be congratulated on the hard work that went on behind the scenes into such an event and have it run as smoothly as it did, as those that know what it is like to organize events know that it is not an easy task.

As an aviation photographer I had the privilege of being invited to cover this event, and the pictorial that I put together, hopefully, you guys will enjoy. And I hope all had a good time as I did, here in our part of the country and wish that all arrived home safely as well.

Until next time Safe Flying.
Scott Williamson

ALAC 2006 RESULTS

FORCED LANDING –

First place:
 Peta Garnaut RACWA Score 100.00

STREAMER CUT-

First place:
 Peter Fenton ACST factored points 100.00

FORMATION RESULTS-

First place: Bob Hayter RVAC
 points 739.16 factored score 100.00
 Rob Roisetter RVAC
 Andrew Stopp RVAC

AEROBATIC-

First place:
 Mick Harcourt RACWA Score 100.00

SPOT LANDING-

First place: Michael Tulk MRAC
 Score 96.67 factored points 100.00

FEDERATION TROPHY RFACA TEAM CHAMPIONSHIPS -

Events:
 Forced landing – Graham Martin 92.27
 Spot landing – Sue Davis 63.1
 Streamer – Peter Fenton 100.00
 Giving team ACST Team 3 a total of 255.37 points.

OVERALL CHAMPION ALACS 2006 –
 Michael Tulk MRAC Total points 265.16



The Tomahawk takes the barrier fence

Chief Flying Instructor's Report

The Australian Light Aircraft Championships (ALACs) hosted recently by the Club were an outstanding success.



The weather was magnificent for the entire occasion, and whilst the Club did not take out any of the trophies this year, all participants (competitors, ground crew and spectators) thoroughly enjoyed the event. I would like to express my appreciation to all the Club members who contributed so much time and effort, which “made it all happen”.

Next year, the ALACs will be held in Bundaberg (just up the road!). Hopefully, we can arrange for a Club team to fly up and compete.

As a direct result of the escalating fuel prices, the Club has been forced to introduce an Aircraft Fuel Surcharge. The fuel surcharge is in common use in many industries today (road and air transport included), as the volatility of the fuel prices is such, that it is very difficult to predict future costs and therefore, quote costs for courses, etc.

The surcharge will be reviewed each month, and will reflect the difference in fuel costs as at the 1st January this year (when the last review of the aircraft hire rates was implemented) against the current price of fuel on the first day of each month.

The Surcharges applicable to the various aircraft for the month of June are:

Aircraft Type	Fuel Surcharge
PA-38 Tomahawk	\$5.00(+ GST if applicable)
PA-28 Warrior	\$8.00
Cessna C172	\$8.00
Cessna R182	\$12.00

Airservices Australia have modified their flight notification program, to allow pilots to submit flight notifications seven days in advance, as opposed to the previous maximum of 21 hours. This is a very useful feature, as pilots flying to (and over-nighting) at locations remote from briefing facilities, can submit flight notification in advance. This feature is only available through the Airservices web site – it is not available through the NAIPS program, which still has the 21 hour maximum notification limitation. (Hopefully, that will change in the near future). Contact one of the Club's instructors, if you need more information.

In the previous edition of Slipstream, I broke the joyous news of the CASA \$130 fee to issue a Class II Medical Certificate – seems that fee caused CASA to receive copious amounts of hate mail (I wonder why.....!). CASA are now conducting a review of the Class II medical certification process – hopefully, they will allow the doctor who performs the medical examination, to issue a medical certificate, rather than pay CASA \$130 to do it. Is it possible that common sense can prevail in a government bureaucracy? One can only hope! (There is a discussion paper on the CASA web site, if anyone wishes to obtain more info, or make a submission).

On the subject of medicals, the Club is currently in negotiations with one of the local Designated Aviation Medical Examiners, with a view to conducting pilot medicals at the Club premises on nominated days. If successful, bookings and payment for pilot medicals can be done through the Club.

The night flying event planned for Saturday night (June 10th) was cancelled due to weather. The Club will be holding another night flying evening on Saturday 8th July. The intent of these evenings is to allow pilots who have never flown at night (or those who have, but simply want to enjoy the experience rather than obtain a Night Rating), the opportunity to participate in the experience. It involves doing 3 circuits at night, with an instructor. You do not need to have passed your GFPT or PPL to participate - Student pilots are most welcome to join in. Please advise the Club if your are interested.

Until next time, safe flying.....!
Graeme Geraghty
CFI



Why build your own plane?

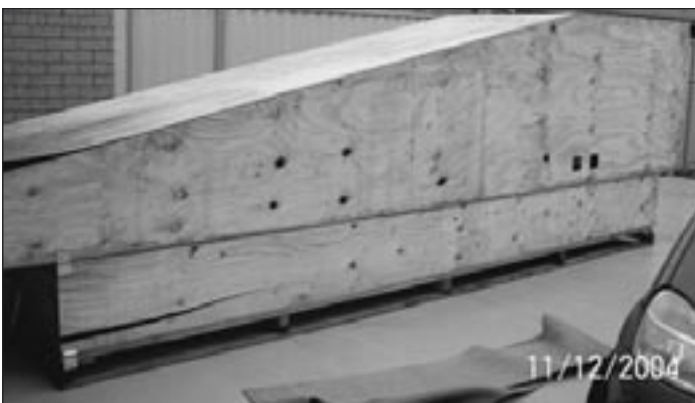
by John Lamb, DDAC Member

Flying club aircraft is fun, but there are sometimes drawbacks to hiring:

- The aircraft you want is not always available
- Running, maintenance and therefore hire costs are increasing
- There is sometimes financial pressure to return the aircraft on time in marginal flying weather.
- It is not practical to take club aircraft on a holiday for a couple of weeks, only to be hangared at your destination for most of the time.

One solution is to buy a plane. Unfortunately an aging GA aircraft can be expensive to maintain, and a new aircraft is prohibitively expensive. Joining a syndicate is another solution, but revisits the problem of aircraft availability when you want it.

The alternative is to build your own. A home built plane can be serviced and modified by its builder, massively reducing ownership costs. On the down side, it cannot be used for commercial purposes – effectively the same limitations as a private pilots licence.



The arrival of the kit

In Australia, home built planes can be registered in one of two ways: as a recreational aircraft (previously “ultralight”) or as a GA (VH registered) “experimental” category aircraft.

Member Contribution

Recreational aircraft are restricted to 544kg MTOW and 2 POB, and are prohibited from flying over urban areas. The responsible body for registration is the Recreational Aircraft Association of Australia. VH experimental aircraft do not usually have those limitations (except for the testing period), and are registered by CASA on the GA register. They require an Airworthiness Certificate from a CASA Authorised Person. There is no legal requirement for supervision during building, but it is a good idea to have supervision from an organization like the Sports Aircraft Association of Australia or the Experimental Aircraft Association. Apart from the safety aspect, they have a lot of resources for builders, and can often get special deals for insurance etc.

Eighteen months ago I took the plunge and bought a Jabiru J400 kit, with supervision from SAAA. I had absolutely zero experience in composite construction, mechanics and avionics, and a fair amount of experience with hobby electronics.



The work begins

The J400 is a four seater high wing single propeller aircraft designed and manufactured in Bundaberg. It is powered by a Jabiru 3300 engine also designed and built in Bundaberg by Jabiru. Several hundred of these have already been built, including VH-ABZ by Koji Masuda, a DDAC member. The J400 outperforms a C172, at about a quarter of the new cost.



Continued page 12>>

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The Jabiru 3300 engine

Jabiru have now built over four thousand engines, most of which have been exported. Jabiru have a large international distributor network with many customers in the USA, UK, Europe, South Africa and Scandinavia, and several other countries.

The Kit comes complete with everything except paint, upholstery – it includes VFR instruments ASI, ALT, VSI, Compass, OT, OP & CHT & tacho, and even a battery. It even includes resin mixing cups, mixing sticks, applicators and brushes. Jabiru quote the kit build time as 600–700 hours from start to finish, and in my experience this is pretty close to correct.



John checking it out for size

Member Contribution

Jabiru supply what they describe as “a very detailed constructors manual” on CD. It is detailed, and well illustrated with hundreds of photographs, but written in a peculiar style, and often missing key diagrams and details of many modifications introduced since publication. On the other hand I have found Jabiru very helpful answering phone queries. Another invaluable source of help has been the international Jabiru builder community and even some of the international dealers over the Internet via email and forums.



The J400 nearing completion

During construction, I have made a lot of mistakes, and learnt valuable lessons:

- The construction manual is only a starting point.
- Loctite lives up to its name.
- The kit is not like a Meccano set. Almost every part has to be reamed, sanded, trimmed, or manufactured from scratch before it can be used.
- Reading the manual and doing the work a step at a time does not work. You must read the WHOLE manual through from cover to cover many times before commencing work, then gather as much expert advice as you can. Other builders, LAME's and technical articles are invaluable.

An advantage is that by the time I finish building I will have total familiarity with the plane's systems and structure. For one thing, building has made me realise how many critical parts there are in a plane, so I won't be tempted to exceed the design parameters when I fly it!

Calendar of Events 2006

Darling Downs Aero Club

Ph: (07) 4634 2777

JUL

- 01 *DAWN PATROL*
08 *NIGHT FLYING*
30 *PETER LLOYD TROPHY AND BBQ (BBQ AT 1PM)*

AUG

- 12 *NIGHT FLYING*
19 *OPEN DAY*
26 *ANNUAL GENERAL MEETING*
26 *PILOT'S DINNER*
27 *CLUB COMPETITION AND BBQ (BBQ AT 1PM)*

SEP

- 02 *DAWN PATROL*
16 *TIM'S MOVIE NIGHT*
25 *CLUB COMPETITION AND BBQ (BBQ AT 5PM)*

OCT

- 15 *CLUB FLYAWAY - ????*
29 *CLUB COMPETITION AND BBQ (BBQ AT 5PM)*

NOV

- 04 *DAWN PATROL*
18 *GAMES NIGHT*
26 *CLUB COMPETITION AND BBQ (BBQ AT 5PM)*

DEC

- 02 *DDAC CHRISTMAS PARTY*
17 *CLUB COMPETITION AND BBQ (BBQ AT 5PM)*

*NOTE: This is the planned schedule of events for 2006.
Events may be added or removed based on member's participation and feed back.*

For more information contact Arthur Bray
Ph: (07) 4634 2777
E-mail: pr@ddac.com.au
www.ddac.com.au

ALAC 2006 SNAPS



The New Zealand Formation Team



Mick McLean & Wayne Quinn



Wayne Baytes (in the orange vest) ready for breakfast



Part of The Victorian group, a husband & wife team



Mick Mclean & team going over last minute details



Early morning briefing on the first day of the comp.

ALAC 2006 SNAPS



ALAC Conference



Graham King one of our ALAC Judges on the day



Our president, Craig & Club captain, Mick



The Tasmanian Formation team



Our Judges in Oakey



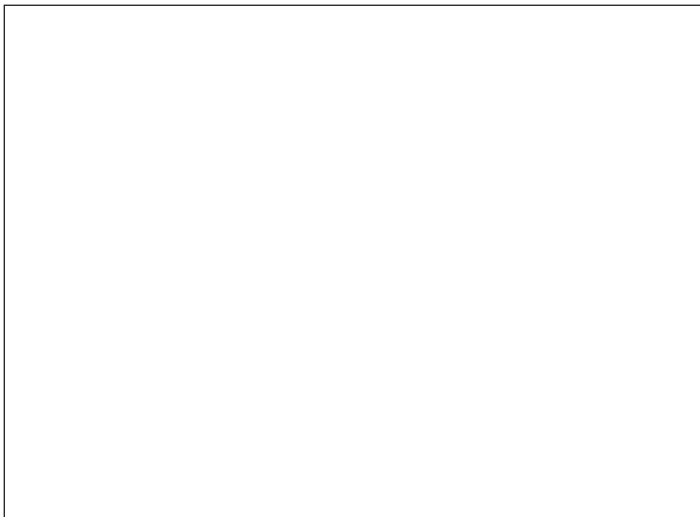
Our Judges in Toowoomba

RUNWAY STRUCK BY LIGHTNING

All at the club were going about their business, aircraft were placed in the hanger and hanger doors shut as a storm was about to hit the Toowoomba city area.

As usual there was the normal amount of wind blowing and then the rain came down rather heavily as the lightning flicked its' vicious tongue around the city area with the standard associated rolls of thunder with every strike.

All of a sudden it seemed as though the office of the club was filled with white light accompanied by an immediate thunderous explosion. Various comments were made as to the close proximity of the strike and then quickly forgotten.



The next day debris was noticed on the runway. After close inspection it was discovered that the runway was the area that had been struck the previous day and quite a reasonable hole was left, such as could cause damage to aircraft should they come in contact with it .

Repairs were quickly underway by the Toowoomba City Council shortly after the discovery.

CLUB CAPTAIN'S REPORT

Hello everyone, I hope you are well. The first thing I would like to address in this Club Captain's report is, to thank all those people who assisted in making the 2006 Australian



Light Aircraft Championships a success. Whether it was by donating your time or resources it was all appreciated. Special thanks must go to the members of the ALAC committee who worked on this project for the last 18 or so months. Wayne Quinn deserves a special mention for his tireless effort throughout. It was Wayne along with Paul Coulthard who were largely responsible for putting together the awards dinner. The forgotten people in this event were the DDAC staff who apart from keeping the business going, had to contend with all the out-of-towners requests for aircraft, fuel and general help, not to mention the long days that the flying staff put in. It was all above and beyond the call of duty, for this I thank you, it would not have been possible without you. There were so many volunteers and I am not going to name you all, you and I both know who you are and I thank you. However the one person I am going to name is my wife Danette. Danette not only put in a huge effort during the week of ALACs but for the 18 months previous she put up with a neurotic, anxious and stressed husband with a one tracked mind.

To her goes my biggest thanks, one, because she didn't move out and two, she kept me sort of sane. All the reports I have had from other clubs have been nothing but positive. The Club has received a letter of commendation and certificate from Marj Davis, the President of the Royal Federation of Aero Clubs Australia, congratulating the Club on a job well done. To everyone who took part thank-you, you should be very proud.



The Judges

Unfortunately, the night flying event scheduled for the 10th of June, the only real social / flying event since the ALACs, had to be cancelled due to, believe it or not, rain and poor visibility (more poor visibility). The next night flying event is set down for the 8th of July. Book early as there are only limited slots available. This is a good opportunity for day VFR pilots to experience night flying as an instructor is with you.

It is nearly that time of year again, that's right, its Peter Lloyd Trophy time. The Peter Lloyd Trophy is a Spot Landing Competition held on the last Sunday of July every year. The winner is announced at the DDAC Pilot's Dinner. This year the Pilot's Dinner will be held at the Cathedral Centre on Saturday the 26th of August. This year's dinner will be an extra special occasion as the club will celebrate its 60th Birthday. There will be live entertainment, excellent food and good company. So bring your friends and family to what is going to be a great night! Tickets are \$45 each so book now!

For those of you are not aware, the club has merchandise for sale. You can now have your very own DDAC stubby cooler or polo shirt. Shirt sizes range from small to XXL and are blue with the DDAC logo embroidered on the pocket. They are great value for just \$30. If the ladies don't like the style of the shirts available Danette is willing to place an order for a number of ladies style shirts if there is enough interest. So if you are, please contact her via ClubCaptain@ddac.com.au. The Stubby coolers are also great value at just \$5. The items can be purchased from the Club house or the office.

We are always looking for new ideas for things to do as a club flying or otherwise. So, if you have an idea, don't hesitate to come forward!

See you around the club. *Mick.*



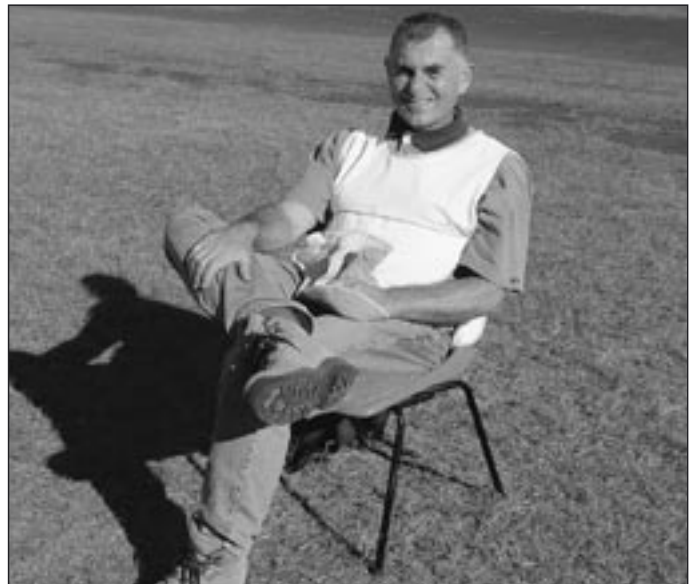
Graem Geraghty receives an award (?) at the ALAC dinner.



Mick Mclean being interviewed by Win News during ALAC.



Wayne Baytes getting excited at



Tim Dillion sitting down on the job during ALAC.



Grahan Hadley on a club comp. afternoon.



Wendy arrives to help with ALAC .

FOR SALE

RADIO CONTROLLED AIRCRAFT

1. Cadet Senior Trainer
2 metre wingspan
Ready to fly

\$175



2. Vintage Aircraft
"BARNSTORMER"
Fully equipped including
Transmitter
Lots of spares
Special deal for both

\$525

Phone Graham Hadley
46334014



SCOTT WILLIAMSON AVIATION PHOTOGRAPHER



PH: 07 4633 2192
EMAIL - scott.williamson10@bigpond.com

CLUB SNAPS



All eyes on Graeme looks like a tall story



Rob poses for the Courier Mail



Judges set up on a very cold start to ALAC compition day



Martin Fallon after he goes solo



Mark Robertson taking the quicker way back to ALAC HQ



Martin & Emily Whitby on thier wedding day last year

THE DARLING DOWNS AERO CLUB 2006 PILOTS' DINNER

CELEBRATING 60 YEARS OF FLYING



**SATURDAY
AUGUST 26TH**

THE CATHEDRAL CENTRE
NEIL STREET
TOOWOOMBA

TICKETS \$45 PER PERSON

GREAT ENTERTAINMENT FROM

THE COUNTDOWNS

DOORS OPEN 6.30 PM
FOR A 7.00 PM START

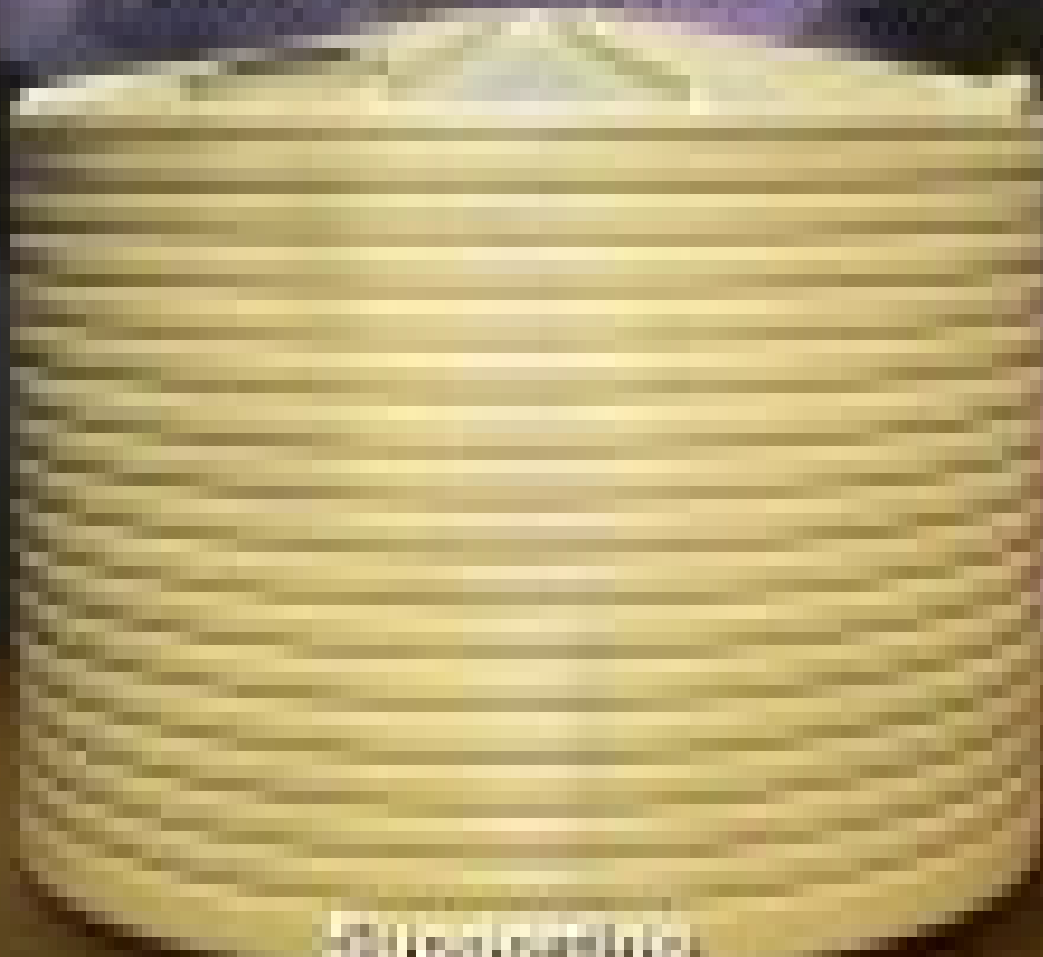
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