

# RecWings

The Magazine of the Canterbury Recreational Aircraft Club



September 2016

## No Safety Corner

In the early days of the club magazine it was recommended that we have a Safety Corner in each issue. It seemed like an excellent idea and I have been very pleased to publish some of the safety-themed ideas over the past couple of years. These have ranged from such things as the insights of our club safety officer, through to the no-no's of Lithium Ion Batteries for aviation use. I've even volunteered the odd idea of my own, often ending up spending more time in subsequent correspondence than editing each magazine!

I have gone away from describing it as a safety 'corner', though. This isn't something that can be pushed into a dusty corner and forgotten about; it permeates everything we do. We make many risk assessments in everyday life, often the biggest ones involve transport: Is there enough space to drive out in front of that oncoming vehicle; is it safe to walk across the road; is the car safe enough to drive; am I driving too fast for the conditions.

In flying it is even more so; we scrupulously check the weather, and inspect the aircraft thoroughly before each flight.

We continuously scan the skies and the airwaves while we're flying. We listen to the tales of our friends and learn the lessons vicariously. We read the accident briefs for relevance to ourselves, we check the NOTAMS and AIP before planning a trip. In the circuit we're checking for other traffic, judging distances and speeds carefully, we even check the wind direction downwind and on finals just in case the sneaky beggar's changed on us.

Safety isn't a corner, it's an ideal that's achieved by managing the risks that we all encounter so frequently. It's an attitude and a mind-set. It's all pervasive.

So, without wishing to get preachy (too late, I hear you say!) that's the one thing I would like to push in this magazine: recognise the risks, and manage them by eliminating, reducing, or avoiding them.

You may think I'm telling you, but in fact I am thanking you. I'm the low time pilot, it's me who is learning from a club with a pretty damned good attitude and record, long may it continue.

*Cover, talking of safety, President Mike Sheffield is the lucky recipient of a passenger ride in Trevor Shadbolt's beautiful Calidus Autogyro.*

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## But – nobody did anything wrong!

An eye-opener by **Mike Sheffield**



On Sunday I arrived at the airfield for an afternoon flight. As I walked to the hangar I spied a familiar plane joining overhead. I watched as he continued to descend for 07. He turned onto downwind at what looked like the correct height. At the same time another plane came from below and behind and the two aircraft came closer and closer together,

suddenly the lower (now about the same height as the other) aircraft peeled off to the north in a very steep angle. It levelled out some way north on downwind. I guess he was now parallel to the other aircraft but some horizontal distance away. The original aircraft continued downwind and did not seem to see the action of the other. He continued his circuit and landed normally. The other aircraft was seen to disappear to the west.

This was what looked like a near hit event. I made my way to the landed aircraft and told him what I had seen. He had not seen anything! He reviewed his circuit and the radio calls he made but nothing seemed unusual except for a call from the chip mill by someone who was at 1300 feet. The pilot had done all the correct things, but who was the other pilot.

A couple of days later I had a call from the pilot who I had spoken to. He had had a call from ‘the other pilot’

This pilot was in a GA high wing aircraft, the other was in a low wing. So re capping on the event-

The low wing plane was descending to go onto downwind, the high wing had just taken off and made a max rate climb. As he intended to stay in circuit he turned left on crosswind and then downwind. The other aircraft was descending on crosswind. See the problem?

The high wing aircraft taking off and turning left could not see the plane above him who was

also on crosswind. He could not see the aircraft taking off and turning because he was a low wing. So we have two planes on crosswind not being able to see each other as the upper aircraft was low wing and didn't see above and the lower aircraft was climbing and didn't see above as he was a high wing.



**Above**, the editors take with a poorly painted graphic of the event that Mike saw. The High wing Aircraft (red) has taken off, climbed steeply, turned crosswind and then downwind to be close to the aircraft that had joined overhead and turned downwind. Pretend that I drew them correctly over the end of the runway!

Eventually they both ended up down wind and luckily 100ft horizontally apart. The lead aircraft saw nothing and the taking off plane made the evasive action.

So there you have it. It was a busy day there were a lot of radio calls and traffic. It seems both pilots made the correct calls but disaster was only 100m away.

My calls on this are:

- Take off normally (not max rate) turn only when you reach 800 -1000 ft.
- Descending aircraft, go cross wind over the threshold at 1200ft.
- That way you have good separation over the threshold.

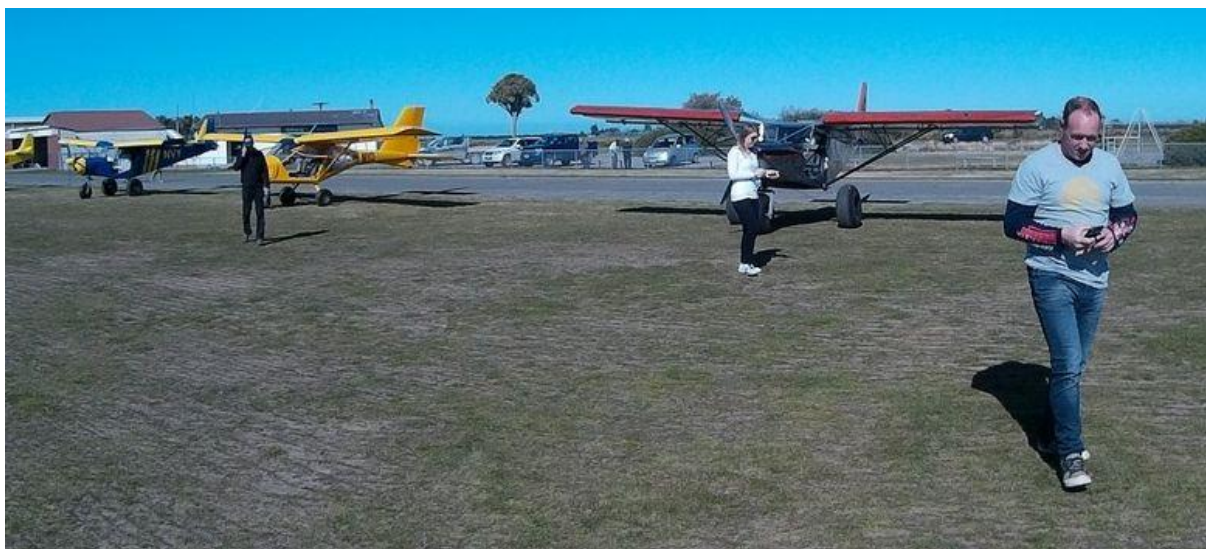
Both pilots did the correct thing but we still nearly had a disaster.

Be careful out there!!

## Ashburton Fly-in photos

Wayne Wilson, words by Brian Greenwood

September 3<sup>rd</sup> not only marked the 77<sup>th</sup> anniversary of the outbreak of that big event, but also was the day chosen for the CRAC fly-in to Ashburton Airfield. At least 8 CRAC aircraft/Pilots attended including Trevor Shadbolt's Autogyro, Volkmar in PKT, Wayne Wilson in SRS, Stewart in LSB, Buzz in ZUB, Frank in NVY, Mike in MYD, and Chris in TIA.





*Above and Right, the line up in front of the Mid Canterbury Aero Club house.*



*Left and Below, apart from the fine examples of human beings in these photos, there's a nose of a MiG or Lim poking out of the hangar, and the tail of ZK-ABK, a Simmons Spartan owned by Rangiora Airfield Safety Office, Pat Scotter, and on loan to the Ashburton Aviation Museum.*



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## CRAC Circumnavigates the North Island

Brian Greenwood

It all started a few weeks ago with someone (Paul Godfrey, perhaps?) posting a comment asking if anyone would like to do a North Island Circumnavigation trip. The main group left NZRT on Saturday 10<sup>th</sup> of September, and have been posting frequent updates and photos to the club chat group (CRAC Revolution).



*Above and Below, our intrepid aviators at 90 Mile Beach. The caption on WhatsApp read "90 mile beach, 85 mile take off"!*

And I must say how hard it has been to be tucking in to a particularly difficult work problem and seeing photos from your friends landing in all sorts of wonderful places!

About ten aircraft have participated, stops have included Kaikoura, Bridge Pa, Gisborne, Tauranga, Whitianga, Great Barrier, Whangerei, Kerikeri, 90 Mile Beach, and Dargaville.

As I write this they have stopped in Raglan due to



bad weather (Stop Press! All home safely now).

I'm hoping that one of the participants will write something up for the next RecWings! (hint hint).

Well done gents, and safe travels.

Next time: The South Island in Feb March?



*Left, an awesome shot of (I think!) Mike Small's ZK-KTO near the Auckland Sky Tower. All photos courtesy Paul Godfrey*

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## Glympse App Trevor Shadbolt



For those of you who would like a simple flight or trip following software that's free, download the Glympse app from the app store to your phone or iPad.

It's very easy to use, does not require the persons or person following you to have the app, they can just see where you are via the internet. You can nominate how long the people can track you for, up to a max of 4 hours.

The only down side of the app is that it does not show your height.

Anyway worth looking at?

[www.glympse.com](http://www.glympse.com)

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## Other Tracking Services

### Brian Greenwood

On Trevor's recommendation I am currently trialling Glympse, it seems pretty simple and accurate. As Trevor has mentioned the limitations are you only get to share your location for up to 4 hours (with the free version) and they don't see how high you are. However that's still pretty good for sending a tracking link to your loved ones before you go flying. Thanks for the tip, Trevor!

There are other free tracking apps available for smart phones; they all rely on having mobile data or Wi-Fi available. Other than this, you can always share your "Find my iPhone" or "Find my Android" log in before you fly. This is what I did for my first few solo cross countries, it works OK-ish!



## Humble Pie

Brian Greenwood

You don't get to be me in this life without knowing how to eat humble pie. For various reasons I have learnt that it tastes foul, chew it as little as possible and swallow quickly, and try to retain a shred of dignity!

All this is my way of introducing a correction, about an article erroneously suggesting that the Ashburton Aviation Museum was getting a Sea Harrier. This was in the October 2015 edition. I did say "it sounds as though" they might be getting one, but reading between the lines on Internet Forums is a bad news source! The Sea Harrier F/A 2 did come to New Zealand but is currently domiciled on a private property in Auckland. Better than a garden gnome! Just to be clear, the good folks at the Ashburton Aviation Museum do have a first generation Harrier (a GR3 model) in their collection, amongst other gems.



### Calling "Non-Standard" does not make it right – part 2

Brian Greenwood

The second piece of humble pie to swallow is about my lead item last month, stating that "Calling non-standard does not make it right". I stick by the theme and idea behind my writing, you can't turn a left hand circuit into a right-hand one just with a radio call!

However, I'm not setting myself up as any kind of

Judge, Jury, or Executioner (Or Judge Judy and executioner, as Homer Simpson said); **I am a low-time pilot in awe of the experience and expertise that I see around me.** I also must say that our own club seems pretty good; I haven't seen any transgressions involving our members.

I had four comments about the piece – three people said "hear-hear, and thank you!", and I had a fantastic e-mail from Mike Spruce with a contrary opinion.

If I can paraphrase Mike's e-mail successfully:

- Deciphering something unexpected is a core skill for us all, especially aviators
- People who defend things as "the one and only truth" have been proven wrong!
- A standard is different for a microlight, compared to (say) a long haul pilot or warbird
- You do not know the circumstances behind the decision for the other pilot to do what they do (for example a wide circuit or a long flat approach)
- Parachute dropping or Tourist operators have their own versions of "standard"
- Exposure to non-standard procedures is good training

Whilst I do not disagree with these points, I stick with my request to make things as "standard" as possible. I also applaud my instructors over the years (both CAC and CRAC) for passing on their experiences and teaching me to expect the unexpected. Even "standard" things such as watching for direct joining traffic as you approach each turn in the circuit is good stuff.



Chris Anderson and a special passenger touch down in his Zenair CH-701

## New Club Signage and web site

Buzz Harvey is arranging for new signage for the club, which will be introduced as finances and time permit. The current signs feature JOL (or JOR?) and they no longer represent the club appropriately. The new signs will show the two Tecnams which are much more attractive and up to date.

There will also be better guidance for people trying to find CRAC from the end of the sealed section of the airfield road to replace the “we have moved” one.

Likewise Margo and Viktor are working hard to migrate the club web site to a new host, as the old host is going out of business. Viktor has developed a new booking system and they had to create a new design, as the old Content Management System isn't available. Obviously keeping it as familiar as possible (but updating it to a fresh new look) is part of the aim, but they have to work within the constraints of the systems available.

Look out for the new site as soon as the old one goes down. There may be a few hours of disruption while the internet catches up with the move (DNS change if you have to know). And **Well Done** to Margo and Viktor on their hard work – this stuff isn't easy.

## Please slow down

No, I'm not talking about stalling practice, rather the drive in on the NZRT airfield road. It's a sign-posted 20km speed limit along the unsealed portion.

Many vehicles speed along there, and some of the hangar owners have erected signs asking drivers to keep to the limit as a dust mitigation exercise.

The dust isn't the only issue; the road gets quite badly pot-holed at times which most of the four wheel-drive owners probably don't even feel. I drive a family saloon (hey, most of my money goes on my plane!) and I do feel them – every one.

Please keep your speed down out of respect for others. Apparently the road

along top of the river bank seems to pose less of a dust problem for the hangars.



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## September 2016 Committee Meeting notes

- Price obtained for replacement 80hp Rotax, will be used to calculate best course of action for eventual replacement/overhaul of RGA's engine.
- Water to Hangar 1 a work in progress (to make for easier aircraft washing)
- Confirmed that non club instructors and ATO's have to pay for check flights
- Airfield fuel storage quote still valid, finances still an issue.
- Interest in getting involved with supporting the Young Eagles program, Rob George (Pres. Of Flying NZ) to be invited to speak to the committee
- JOR sold to club member
- RGB paid for (from loan funds), insured, and CAA costs paid
- Bal approx. \$29K despite some hefty insurance bills for aircraft, hangers, and club house
- RGB flew 33 hours, RGA 63 for August. (Ed: This total of 96 hours flown is possibly a record for the club?)
- Two complaints about low flying this month over Loburn and Whiterock. Possibly Instructor led engine failure practise given the description of the flying.
- Clubhouse cleaning much improved with more frequent cleaning arrangement
- AV Equipment needs instructions, Mike Sheffield to follow up
- RGB's Altimeter has been replaced and Instruments moved for better viewing. Analog altimeter has fixed a radio interference issue. Stall speeds need recalibration due to differences with RGA.
- RGA front wheel spat cracked possibly after hitting a rut crossing runway 010.
- Impromptu fly-in to Stephen Fields' strip went well.
- Fly in to Ashburton a good success (see photos this issue)
- Possible spit roast BBQ planned for the CRAC house when WX improves
- North Island Circumnavigation trip planned
- Club now owns crac.co.nz domain. Will also keep recwings.com for the time being. New hosting purchased and web site set up, some content transferred including mail lists. Viktor developing a new booking system, to be transferred when testing complete.
- Discussion re use of GoPros and cameras in aircraft. Resolved that "Cameras not to be used in Club aeroplanes under single pilot use unless approved by the CFI". This allows for cameras to be mounted safely and not touched during the flight.
- Decided to look at navigation Apps to standardise on one, possibly to be used in training? Would have to be an airways approved App. Glenn to investigate.
- Rangiora Farmers Show attended by a number of CRAC members, a stand was set up with brochures, magazines, and posters on display. Some interested people, mostly ex-GA, but there was no way of knowing if the effort was worth it yet.
- Signage on aircraft, hangar, and billboards to be updated.
- Hangar 1 doors need removing and mounting properly, Stewart Bufton finding someone to quote on this
- Marshlands (Blenheim) want to establish a Microlight Club and have asked if we could send an ATO to train them. ATO's to be asked if they would like to do this.
- Nathan Clarke (CFI CAC) has granted our Instructors access to the CAC-administered low flying area for our training program.
- Wayne Wilson has equipped RGB with carpet
- Discussion about speeding vehicles on airfield access road (Merton Road)



## Kermit

Brian Greenwood

I'm often sneaking around the airfield with my camera if I'm not flying; I have to fill these pages somehow! I caught **Dave Mitchell** and **Mike Small** off for a flight in Dave's beautiful Rans S6, ZK-DYM "Kermit". It was a dull overcast day but there was the occasional bright patch (it was the same day as the cover photo this month, and the photos of Terry's Corby Starlet last month).



Kermit has to be amongst the best S6's in the country (although I haven't seen them all, it's probably THE best) and is an interesting comparison to my own JOL. You can see how Rans kept developing the design. Dave has fitted the later wing and larger tyres, plus there was a sale on vortex generators too. It's a very beautiful aircraft.



## 1928 Trans-Tasman Flight

Brian Greenwood

September 11<sup>th</sup> might be a notable aviation date for negative reasons, but it also marks the 88<sup>th</sup> anniversary of the first aerial crossing of the Tasman sea by (Sir) Charles Kingsford Smith, Charles Ulm, Harold Lichfield

The Southern Cross departed from Richmond (near Sydney) on September 10<sup>th</sup> 1928 and arrived at Wigram some 14 hours 25 minutes later. It had been a stormy flight which included icing conditions. About 30,000 people made their way to the airfield to greet them. This included many school children who were given the day off to attend, and apparently public servants were given time off (until 11:00am) to see the visitors.

The RNZAF (actually the NZPAF – NZ Permanent Air Force in those days)



overhauled the Southern Cross for free, whilst



the flyers were taken on a tour of New Zealand in Bristol Fighters.

They returned to Australia from Blenheim, flying through fog and very poor weather to Richmond. The conditions were so bad that the return journey took over 23 hours, and they only had 10 minutes of fuel remaining when they landed.

An earlier attempt by New Zealanders John Moncrieff and George Hood ended in their Ryan B-5 disappearing without trace. There is still some speculation that their aircraft was heard, and some of us hope to this day that the mystery will be solved.

## Next NZ Mosquito Restoration ready for flight

Brian Greenwood

As I write this the AvSpecs team at Ardmore are waiting patiently to get some good weather (the same as our intrepid North Island Circumnavigators) to commence the test flying of the latest



de Havilland Mosquito restoration.

A Mark III Trainer, TV 959 is temporarily marked as NZ2337 of 75 Squadron RNZAF scheme for the test flying. This one will be shipped to its new owner in the USA for final painting,

Photos courtesy <http://nzcivair.blogspot.co.nz/> and copyright to Keith Morris



## 90<sup>th</sup> Birthday Solo

### RNZAF Museum Facebook page

How's this for inspirational? Having previously held his Private Pilot's License many years ago, ex-RNZAF Engineering Officer and volunteer guide here at the Museum, **Derrick Hubbard**, was determined to 'go solo' once more for his 90th birthday. After months of refresher training, he finally achieved that goal yesterday.

He flew 11 hours dual with instructor **Dave Mitchell** (who incidentally, had worked under

Derrick as an airframe fitter in the RNZAF) on a Tecnam P92 aircraft at the Canterbury Recreational Aircraft Club in Rangiora, before making the solo flight in 'trying' conditions, with strong gusty cross-winds. He says he felt an enormous sense of relief and excitement to have made the solo flight on his birthday, as planned.

Happy Birthday Derrick, and congratulations - what an outstanding achievement!

## News from Foreign Parts

### Brian Greenwood

#### *Rans announces new Aircraft – S21*

Rans have added to their multitude of offerings by announcing the S-21 "Outbound". This is a good looking all-metal tandem two-seat aircraft that comes under the GA Sports category in the USA. Rans currently produce the S-6S, S-6ES, S7, S-9, S-10, S12XL, S-19, S-20, and now the S-21. You certainly can't complain about choice from Rans! The S-21 is powered by a 180 hp Titan engine..



#### *United Kingdom approves self-declared medical fitness for Microlight and Amateur-built aircraft*

The UK's Civil Aviation Authority has recently approved self-declared medical fitness forms, on the basis that the fitness required is similar to a drivers licence. These are only valid within the UK airspace, and excludes certain medial conditions.

#### *Team GB cleans up at the World Microlight Championships*

Who knew there was a world microlight championship? Not Me. Anyway it's called the FAI World Microlight Championship and was held alongside the FAI World Paramotor Championship. It was held at Popham Airfield in the UK. The Brits did pretty well (actually it was a UK team, but I refuse to say the "Uks") winning quite a few events and the Team event, ahead of Poland, Czech Republic, France, Russia, Spain, Hungary, Germany, Ukraine, Italy, and China. Should we raise a team?

#### *Keith Skilling Unhurt after UK Accident*

One of our favourite airmen, Keith Skilling, had to force land the replica WW1 Albatros Fighter he was flying back from France to the UK on September 15<sup>th</sup>. He had been attending the Somme Commemoration event along with another WW1-era aircraft.

The Albatros appears to have suffered an engine failure and Keith put it down in a field (between Plucky and Bethersden), where it flipped on to its back. Reports say that the pilot was uninjured but photos show a couple of badly damaged wings on the aircraft. *Photo Credit Kent Police, Ashford, England*



## Birthday Celebrations

**Brian Greenwood**

I managed to squeeze in a few circuits on my birthday recently (it was a slight cross-wind and I need the practice!) but wanted to do something a little more exciting the next day. As usual I was limited to a couple of hours spare time due to other commitments.

On the wonderful WhatsApp **CRAC Revolution** group our club Safety Officer, **Duncan Fraser**, had invited any passing aircraft to drop in to Forest Field (NZFF) for fresh Pikelets and jam. Problem solved.

Whilst I was late departing, Forest Field isn't very far.

My navigation skills are... improving! I aim to the right of the Fonterra plant in Darfield to find my way to Cust. This massive white building is visible for kilometres, if they ever plant vines over it, I'm lost! There's a change of frequencies around Cust so I call up Rangiora Traffic a couple of miles out from Cust with a position report, and tell them I'm tracking for Forest Field and changing to 119.2. A similar report on the new frequency and we're set for comms for a while.



Cust is a nice wee town, whenever I fly over it I think of my brother winning a fishing competition at the Cust pub. Turning South, there's a road heading almost directly for NZFF with a distinct bend in the middle to the right. I follow the average line of the road and look for the Eyre River at the end, while climbing to joining height (1900'). This is as close as I get to IFR – I Follow Roads! Another intentions call for Forest Field Traffic so they know to get the pikelets ready.

NZFF appears right on the nose, perfect. Too perfect, it'll

disappear under the aircraft! Right wing down a little so I can see the windsock, knock out a radio call, and do a standard re-join and land. One problem – which house is Duncan's? I've missed all of the other visitors and there's no planes parked anywhere.

I park in front of the first house I see, and a familiar face wanders out to greet me – Pam Collings.

I'm very pleased to see Pam, when I was slightly younger I used to have a poster of her aircraft (a Pitts Special) on my wall. She was fundraising at the time to attend the 1976 World Aerobatic Championships in the Soviet Union, Kiev if I recall. A decade later she was one of my Instructors with the Canterbury Aero Club. This is a major bonus, it's was great to catch up with someone who has been an excellent mentor. Pam points out Duncan's house so I leave JOL parked into the wind and wander over.



Duncan and I chew the fat for well over an hour (sorry to hold up your lunch, Duncan!), and the pikelets were superb.



Apparently there'd been quite a few visitors earlier on, but as always I was late.

All too soon it was time to depart. This time I tracked directly back to Rangiora, using the console mounted GPS and map to ensure I kept out of Controlled Airspace.

A very enjoyable day, to me it highlights one of the best aspects of club flying – damned good company! Duncan and his wife were perfect hosts, a huge thank you.



So what was the point of this essay about an almost trivially easy flight? We do have students who go solo and disappear from the club. To a beginner, Cross Countries can be quite daunting, but not all flights have to be huge trans-continental epics, or adventures into controlled airspace. If you're feeling a little overwhelmed, speak to your instructor about doing some more local stuff without launching further afield.

We're lucky here in Te Wai Pounamu that there are lots of places to explore without going too far.

We all learn the same way: Crawl, Walk, Run. Don't be afraid to go for a few good walks before you run away.

## Should I go flying today?



### I'M SAFE!

I'M SAFE over-rides the cartoon on the left.

**I** – Illness

**M** – Medication

**S** – Stress

**A** – Alcohol

**F** – Fatigue

**E** – Emotion (or Eating in some jurisdictions, covers hydration as well)

## A few thoughts from the Rangiora Airfield Safety Officer

Pat Scotter

- Aircraft accidents are almost always the result of some sort of inappropriate activity in the cockpit.
- Serious aircraft accidents are seldom caused by lack of flying skills.
- Serious accidents are almost always caused by silly (stupid?) behaviour which may or may not be deliberate.
- A pilot who crashes while flying under low cloud and in bad visibility knew that he/she shouldn't be doing it.
- Education and safety manuals will not prevent deliberate non-compliance.
- Appropriately applied peer pressure is the most effective tool to use on people whose behaviour is of concern.

### Look out

We had an aircraft fly straight across the airfield south to north last week at an estimated 300 feet AGL. There were three aircraft in the circuit at the time.

And

I flew south and return via the transit lane a couple of days ago and met opposite direction traffic at the same altitude in each direction.

### Good lookout technique is so very important isn't it?

*A couple of other thoughts:*

Whilst non-compliance with rules may not necessarily be unsafe, compliance on its own may not assure safety.

A radio call advising that you are making a non-standard direction turn in the circuit, is simply advising that you are going to break the rules!

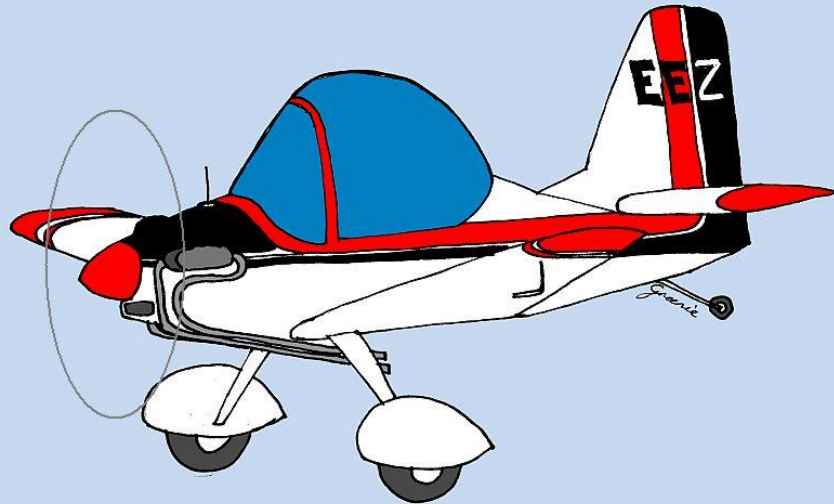
Fly safe and have fun!

Pat



P.S. We are aware that we are overdue to hold an Airfield Safety Meeting but this is being delayed pending the acceptance of a Safety Report which the Council has commissioned.





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Rangiora 7440

[www.crac.co.nz](http://www.crac.co.nz)

#### WhatsApp

[CRAC Drop Of The Hat](#)

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#### Facebook

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[www.crac.co.nz/photo-galleries](http://www.crac.co.nz/photo-galleries)



Interested in joining us?

E-mail [secretary@crac.co.nz](mailto:secretary@crac.co.nz) or use the online application form.

We can send you an information pack which includes membership details, costs, and joining forms. Membership enrolls you for the magazine, too.

## Upcoming Events

**26 October** Chch Tower Visit (Bookings full)

**TBA** Potential Chch Radar Centre visit

Keep your eye out for club e-mails, or join the **CRAC Drop Of The Hat** WhatsApp group for informal group fly-aways. And **CRAC Revolutionary** for chat and photos of flying cats.

### Contributions and Attributions

A heart-felt 'Thank you!' to the following contributors: **Mike Sheffield, Wayne Wilson, Pat Scotter, RNZAF Museum**

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## New Members

Welcome aboard to:

**Peter Cree**

**Carter Apas-Cree**

**Amy Sheppard**

**Emanuele Colognato**

**Shubhranshu**

Please make our new friends welcome.

## Congratulations

**Hamish Crowe, Adv Local**

**Margo Migirdichyan, Adv Local**

## Next Newsletter

Contributions requested, publishing deadline 5<sup>th</sup> October 2016.

Brian Greenwood, Editor  
([editor@crac.co.nz](mailto:editor@crac.co.nz))

*Disclaimer: This Magazine is prepared by dedicated enthusiasts; the opinions expressed herein are not to be taken as official club policy unless approved by the committee.*