68%

CENTRAL EXAMINATION BOARD.
RHODESIAN AIR TRAINING GROUP.

SERVICE FLYING TRAINING SCHOOL EXAMINATIONS.

Nos. 20, 21, 22 & 23 S.F.T.S. — 7th September, 1943. 09.30 - 12.30 hrs.

A R M A M E N T.

READ ALL QUESTIONS AND INSTRUCTIONS CAREFULLY. GIVE CONCISE ANSWERS, TABULATED WHERE POSSIBLE. ALL QUESTIONS TO BE ATTEMPTED.
Marks allotted to each question are shown in brackets after the question.

TOTAL MARKS : 300. TIME ALLOWED : 3 HOURS. PASS MARK : 50%.

Question 1: (a) Explain the importance of correct harmonization.
(b) What is bullet trail? When and how should allowance be made for it? (50 marks)

Question 2: What are the objects and advantages of the following methods of bomb release in medium level bombing attacks:-

(i) Stick.
(ii) Pattern.
(iii) Distributed.

(50 marks)

Question 3: (a) What is meant by the "step up" or "relay system" of initiation of H.E. bombs? Why is this system necessary?
(b) What is meant by :- (i) Blast. (ii) Fragmentation.

(50 marks)

Question 4: "Surprise is the main tactical advantage of low level bombing attacks".
(a) Explain how surprise may be achieved in these attacks.
(b) What are the disadvantages of low level attacks.

(60 marks)

Question 5: (a) What are the safety devices incorporated in the Browning Gun?
(b) How is the cartridge head space in the Browning Gun adjusted?

(40 marks)

Question 6: Two bombs, a "real" and an "ideal", are dropped simultaneously from an aircraft flying straight and level in a wind. Show by means of a diagram the following factors :-

(i) Where the "ideal" bomb would fall.
(ii) When the "real" bomb would fall.
(iii) Ground lag.
(iv) Trail distance.
(v) Air lag.
(vi) Time lag.
(vii) Trail angle.
(viii) Point of release.

(50 marks)

-------oOo-------

MBF.

43%

CENTRAL EXAMINATION BOARD
RHODESIAN AIR TRAINING GROUP.

SERVICE FLYING TRAINING SCHOOL EXAMINATIONS

6th September, 1943
09.30 - 12.30 hours.

Nos. 20, 21, 22 & 23 S.F.T.S.

AIRMANSHIP.

READ ALL QUESTIONS AND INSTRUCTIONS CAREFULLY before commencing to answer and give concise answers, tabulated where possible.

ALL QUESTIONS TO BE ANSWERED. ALL ANSWERS TO WRITTEN IN INK.

TOTAL MARKS: 300 PASS MARK: 50 % TIME ALLOWED: 3 hours

✓ Question 1: Sketch the navigation lights carried by an aircraft the span of which is greater than 65 feet, giving the colour, the minimum distance for which they are visible and the angles through which they are visible.

✓ Question 2: (a) Tabulate the six advantages of using Oxygen.
(b) Under what conditions should oxygen be used from ground level.

✓ Question 3: Sketch the layout of a standard flare path as used at your unit, giving the distances between each flare, the position of the floodlight, angle of approach indicator, and illuminated wind indicator.

✓ Question 4: State the seven special preparations to be made before take-off at night.

✓ Question 5: What do you understand by:- (a) Rated altitude,
(b) Service ceiling,
(c) Boost.

✓ Question 6: What is the difference in operation between adjustable pitch and constant speed propellors. (State make of propellor).

Question 7: Outline a daily inspection on the type of A/C on which you have been instructed.

✓ Question 8: Why is an Automatic Mixture Control necessary ?
How does it operate ?

✓ Question 9: You are approaching to land on a runway, the rest of the aerodrome being unserviceable.
At about 500' you notice that you are drifting to the right.
(a) How would you eliminate drift without applying any bank ?
(b) If you had touched down without eliminating your drift to the right, in which direction would the aircraft have swung?
(c) Although this type of swing may start quite slowly, it is liable to speed up considerably once it has started. Why is this ? NOTE: You can ignore the effect of the wind in causing the aircraft to "weathercock" Use diagrams wherever possible to illustrate your explanation.

✓ Question 10: (a) Sketch the forces on an aircraft when gliding at a constant speed on a straight line.
(b) Show from your diagram the effect of the L/D ratio on the glide angle of the A/C.
(c) What effect does 10° of Flap have on the glide angle ?

69%

CENTRAL EXAMINATION BOARD
RHODESIAN AIR TRAINING GROUP.

Nos. 20, 21, 22 & 23 S.F.T.S.

INTERMEDIATE EXAMINATIONS

7th September, 1943
06.00 - 07.30 hrs.

METEOROLOGY

READ ALL QUESTIONS AND INSTRUCTIONS CAREFULLY before commencing to answer, and give concise answers.

ALL QUESTIONS TO BE ANSWERED. MARKS ALLOTTED ARE SHOWN UNDER EACH QUESTION.

Total Marks: 100. Pass Mark: 50% Time allowed: 1½ hours

You are detailed for a night bombing raid on Hamburg from a base situated in the centre of England. At briefing you are supplied with a route forecast on Form 2330, and you are told that over the North Sea an extensive warm front is lying in a North-South direction across your track. The front is moving in an Easterly direction at approximately 20 m.p.h.
Distance from base to target 420 miles.
Track 110°
Average speed of aircraft 225 m.p.h.
Study the Form 2330 carefully before attempting the question.
(Abbreviations : Ns - Nimbostratus As - Altostratus)

(a) Sketch approximately the synoptic situation showing isobars and front relative to your base and track.
Give also a detailed sectional view from base to target. (20 Marks)

(b) Explain the formation of the fog over the sea. (10 Marks)

(c) (i) If your aircraft was heavily loaded at what height would you choose to fly from base to target ? Give reasons.

(ii) What flying conditions with regard to wind, icing, visibility and bumpiness would you experience if you maintained a height of 3,000 feet throughout the flight ?

(iii) Describe the nature and appearance of the ice deposit which would form on the aircraft if you flew through the nimbostratus
a) at a height of 6,000 feet, temperature - 3°C.
b) " " " " 12,000 feet, temperature -12°C.
(24 Marks)

(d) (i) If the attack were to be high-level, explain carefully how you would obtain your true height over the target.

(ii) On returning to base you find your aerodrome fogbound, necessitating a landing by the beam approach method. State what essential meteorological information must be obtained before landing, and what use is made of it. If this information cannot be obtained by W/T, what use can be made of the information on the Form 2330 ? (16 Marks)

(e) Name the fog which has formed over base and give a brief explanation of its formation. (10 Marks)

(f) (i) Are the forecast winds given above ground or sea-level?
(ii) Are wind directions true or magnetic ?
(iii) What is the significance of the freezing level ?
(iv) Explain briefly the term "contrail". (12 Marks)

(g) If, on approaching base, you asked for a QAM (Aviation Weather Report), in what form would you expect to receive the information ? (8 Marks)

100%.

CENTRAL EXAMINATION BOARD.
RHODESIAN AIR TRAINING GROUP.

INITIAL TRAINING WING EXAMINATIONS.

MATHEMATICS. 8th February, 1943.
09.00 - 10.30 hours.

READ ALL QUESTIONS AND INSTRUCTIONS CAREFULLY. ALL QUESTIONS TO BE ANSWERED. MARKS ALLOTTED ARE SHOWN UNDER EACH QUESTION.

Total Marks : 100. Minimum Pass Marks : 60. Time Allowed: $1\frac{1}{2}$ hrs.

Unless otherwise stated answers are not required to greater accuracy than three significant figures.

Question 1: (a) $P = \frac{1 - bt^2}{b^2 - t^2}$ Calculate P if b = 0.5 and t = 0.15 4.35

(10 marks)

(b) $b^2 = u^2 + 2fs$. Transpose this expression to obtain a formula for calculating f. $f = \frac{b^2 - u^2}{2s}$

(10 marks)

Question 2: The ground temperature at an aerodrome is 65°F. If the temperature drops 3°F for every 1000 ft. increase in altitude, what would the temperature be in degrees centigrade at 9000 ft, given that 0°C corresponds to 32°F and 100°C to 212°F. $-3\frac{1}{3}$°C

(20 marks)

Question 3: A staff car is being driven from Alexandria to Derna, a distance of 561, leaving Alexandria at 21.30 hrs. and arriving at Derna at 15.30 hrs. the next day. If the first 280 miles of the journey were completed at an average speed of 35 m.p.h. what must be the average speed for the remainder of the journey in order that it may be completed in time. 28.1 mph.

(20 marks)

Question 4: The lift (lb) of an aerofoil for various angles of attack α is given in the table below :-

α	-3	0°	4°	8°	12°	14°	16°	18°	20°
L	-100	+30	+200	+360	+ 470	+ 500	+ 510	+ 480	+ 430

$15\frac{1}{2}$°

(a) Draw the lift, α, graph on an angle base.

513 lbs.

(b) For what angles of attack is the lift greatest and what is the greatest lift ?

(20 marks)

Question 5: The angle of incidence of the wing of an aeroplane increases from 4.5° to 7.5° when that of the tailplane increases from 2.5° to 5.5°.

$66\frac{2}{3}$%.

120%.

Compare the % increase of the incidence of the tail to that of the wings.

(20 marks)

OXFORD.

COCKPIT DRILL.

Existing Formulae as taught by the Central Flying School as Aide Memoire for Vital Actions by pilots when taking-off etc., is to be abandoned in favour of the following :-

Before Take-off. T. for Trim
M. for Mixture.
P. for Pitch.
Fuel and Flaps.

(i) NOTE. Check contents of Port and Starboard Tanks. Top Petrol cocks on. Bottom Petrol cocks off. (Note; If main tanks contain 20 gallons or less. auxiliary tanks should be ON.)

Undercarriage Warning Lights showing Green, White lights showing.

Tighten quadrant screw. Pitch Control lever "COARSE". Mixture Control lever in Take-off position. Air Intake "COLD" Fully "UP".

Tail trimming wheel full forward and back until stud is 1" below oil pressure gauge. Check rudder bias. "UNCaged".

After Take-off. U. for Undercarriage.
M. for Mixture.
P. for Pitch.
Flaps.

NOTE. Raise Undercarriage. (at 500 ft.) Mixture slowly Normal. Boost - Zero.

Approaching to Land.
U. for Undercarriage.
M. for Mixture.
P. for Pitch.
Flaps.

NOTE. (Down Wind Leg). Lower Undercarriage. Check Warning Lights. Both Green Lights ON.(Across Wind). Unscrew Quadrant screw slightly. Mixture Control to Take-off. Air Intake "COLD". Lower Flaps as required. Trim as required.

U. for Undercarriage.
M. for Mixture.
KEY ; T. for Trim.
P. for Pitch of Airscrew.
Fuel. for Fuel Cocks and Gauges.

ADDITIONAL NOTE. Although pupils being instructed in Night Flying are taught to take-off with Directional Gyro set to Zero, they must be told that this is only a safety training measure and that operational pilots take off with the Gyro set to the magnetic compass.

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69%

CENTRAL EXAMINATION BOARD.
RHODESIAN AIR TRAINING GROUP.

SERVICE FLYING TRAINING SCHOOLS EXAMINATIONS

Nos. 20, 21, 22, & 23 S.F.T.S's.

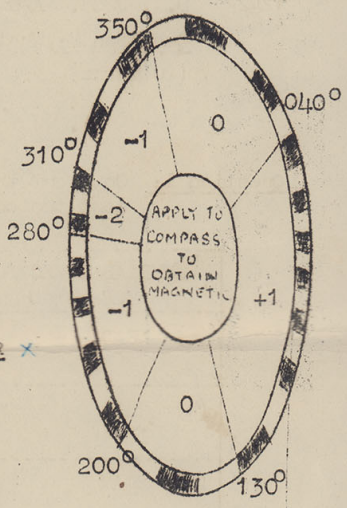
AIR NAVIGATION

6th September 1943
0600 -- 0800 hrs.

READ ALL QUESTIONS AND INSTRUCTIONS CAREFULLY BEFORE COMMENCING TO ANSWER THE PAPER. PLOTTING TO BE DONE ON PLOTTING SHEET N.W. 48/4. Put your number in PENCIL in the top margin. Use correct symbols; note the times against each point and mark clearly.
Certain problems are to be solved entirely by the Navigation Computor Mk III. It is indicated against each question whether the solution is to be obtained by plotting or by use of the computer. ALL ANSWERS TO BE WRITTEN IN INK.
ALL POSITIONS TO BE RECORDED IN LATITUDE AND LONGITUDE.

CHARTWORK 10 Marks. TOTAL MARKS 200 PASS MARK 50%

You are the Navigator of a CATALINA based at NORTH COATES (53°30'N: 00°03'E) and are ordered to search for a Dinghy believed to be in position 54°30'N: 05°40'E)



Form 316A.

HOURS

0900 Airborne BASE

0920 SPU LT (53°34'N: 00°14'E) S/C DINGHY
HT. 1,500' I.A.S. 145 K P.E.C. +2 TEMP +15°C
MET W/V 340/30 M.P.H.

Question 1: What is:- (a) T.A.S. 151
(10 Marks) (b) Co (T) 065
(c) E.T.A. 1040.
SOLVE BY COMPUTOR

0950 You observe the drift to be 8°S

0955 A bearing of the windlanes is 330° by 02 compass

Question 2: What is W/V 330/22
(15 Marks) SOLVE BY PLOTTING

1000 D.R. POSN. A/C DINGHY.

Question 3: What is:- (a) D.R. POSN. 1000 5405
(15 Marks) (b) Co (T) 0300
(c) E.T.A. .067
1038
SOLVE BY PLOTTING

When your E.T.A. is reached you see no sign of the dinghy and so you commence a left hand square search using W/V 300°/20 K (which you estimate to be the mean W/V experienced since 0920) and steering your first course into wind.
Visibility 5 n. miles. T.A.S. 160 K.

1058 You sight Dinghy below you

Question 4: What is:- D.R. POSN. of DINGHY at 1058 5428
(20 Marks) SOLVE BY PLOTTING 0557

You land on the sea and pick up survivors.
While you are stationary on the sea your W/O P. hands you the following loop bearings. Your heading is 045°(T).

1110 HAM +(53°31'N: 10°06'E) bears by loop 066° Q.E.C. +1

1115 PUL +(52°24'N: 01°14'E) bears by loop 192° Q.E.C. NIL.

...../2

C D M V T
330 -1 329 9°W 320°

NAVIGATION PLOTTING S.F.T.S. (Cont). 6th Sept. 1943.

HOURS. Question 5: What is FIX 1115 (15 Marks)
You check this FIX by ASTRONOMICAL observations and decide that it is accurate enough to re-start an air Plot from

1130 FIX S/C for CER LT. (52°56'N; 01°20'E)
HT 2000 ft. T.A.S. 160 K. W/V 320°/20K

Question 6: What is:- (a) Co(T) (5 Marks)
(b) E.T.A.

SOLVE BY COMPUTOR X

1215 A/C 130°(T) Drift 3°P.
1224 A/C 200°(T) Drift 10°P.
1236 A/C 270°(T) Drift 4°P.

Question 7: What is:- W/V (15 Marks)

SOLVE BY PLOTTING

1242 D.R. POSN. A/C BASE

Question 8: What is:- (a) D.R. POSN. 1242 (20 Marks)
(b) Co (T) X
(c) E.T.A. X

SOLVE BY PLOTTING

GENERAL

Question 1: Copy out the following table in your answer book and fill in the last two columns:-

GENERAL DIRECTION OF WIND	WIND CHANGE OF	EFFECTS ON GROUND SPEED	EFFECTS ON DRIFT
(a) HEAD	Direction		
	Speed		
(b) TAIL	Direction		
	Speed		
(c) BEAM	Direction		
	Speed		
(d) QUADRANTAL	Direction		
	Speed		

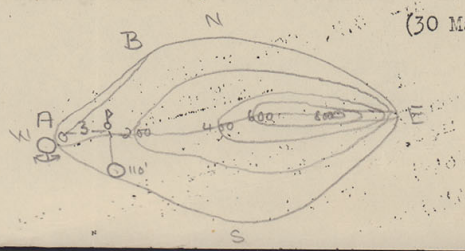
(15 Marks)

Question 2: Describe the effects that Components P & Q have on an aircraft's Compass. Illustrate your answer. (30 Marks)

Question 3: Draw a neat sketch to illustrate how the following would appear on a R.A.F. ¼" map. Pay particular attention to scale and conventional signs. DO NOT attempt to show relief by Layer Tinting.

An island oval in shape, measuring 20 miles from East to West and 12 miles from North to South, rises from Sea Level in the West to a steep cliff, height 890 ft. in the East. A small river flows down from the high ground in the East and enters the sea at a small town "A" on the West coast. A Water aerodrome is situated at the mouth of the river at "A". Three miles East of "A" is a golf course, four miles south of which is a landing ground, height 110 ft. A single line railway follows the coast North - East from "A" and runs to a village "B" on the coast 12 miles from "A". A light ship is situated 8 miles due WEST of "A" and has a light showing one white flash and one red flash every 30 seconds and is visible for 11 miles but is uncertain of operation. (30 Marks)

Lt Fl. W.R. EV. 30 secs VIS 11 m. (U)



SECONDARY I.T.W. EXAMINATION. 88%.

ARMAMENTS.

19th March 1943.

All questions to be attempted TIME 1½ HRS.

✓1. Browning Gun. Describe in detail the functions of the following parts:- ✓(a) Transporter Guide Spring (b) ✓Muzzle attachment (c) ✓Rear Sear (d) Ejector ✓(e) Transporter Ramp (f) ✓Locking piece Cam (g) ✓Barrel return spring and plunger (h) Buffer Spring. ✓

25 40 marks.

✓2. V.G.O. Explain (a) the Locking of the Breech (b) Describe how you would load. (c) Describe how you would Unload the Gun.

25 35 marks.

✓3. Cannon. Describe in detail the functions of the following:- (a) The Cotter (b) The Recoil Reducer (c) The Pneumatic Cocking Piston.

20 30 marks.

✓4. Bombs. (a) What is meant by (i) Blast Effect (ii) Fragmentation Effect.
(b) Why is it necessary to have a detonator and exploder in an H.E. Bomb.
(c) Why is a G.P. Bomb fuzed nose and tail.

6 15 marks.

✓5. Theory of Sighting. (a) Describe method of use of a Ring & Bead Sight.
(b) Show by diagram the following (i) Angle of Deflection (ii) Line of Sight (iii) Sight Base (iv) Deflection Distance (v) Point of intersection.

15 15 marks.

✓6. Theory of Bombing. Explain the following:- (a) Time Lag (b) Air Lag (c) Trail Distance (d) Trail Angle (e) Bombing Angle.

15 15 marks.

24 4 72

CENTRAL EXAMINATION BOARD.
RHODESIAN AIR TRAINING GROUP. 100%.

INITIAL TRAINING WING EXAMINATIONS.

21st March 1943.
07.30 - 09.00 hrs.

SECONDARY COURSE. THEORY OF FLIGHT.

READ ALL QUESTIONS AND INSTRUCTIONS CAREFULLY before commencing to answer, and give concise answers, tabulated where possible.
ALL QUESTIONS TO BE ANSWERED. ALL QUESTIONS CARRY EQUAL MARKS.

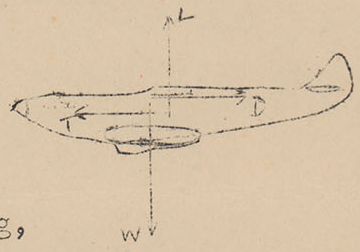
Total marks : 150. Pass 50% Time allowed : 1½ hours.

Quest. 1. (a) Prepare a sketch illustrating the three fixed axes of aircraft.
(b) What are the three Planes of Reference?

Quest. 2.
(a) Draw a graph to show how the Lift Coefficient of an Aerofoil varies with Incidence.
(b) On the same axis, draw a graph to show how the Drag-Coefficient varies with Incidence.

Quest. 3.

The aircraft shown is flying horizontally with no force acting on the tail plane. The weight W = 6000 lbs and the Thrust T = 600 lbs. If the Thrust is 6" below the drag, find how far L is behind W.



3/5"

Quest. 4.

An aircraft weighing 5,000 lbs is gliding at constant speed in a straight line. If the Drag is 1000 lbs, what is the angle which the aircraft's path makes with the horizontal, assuming there is no wind? 12°

Quest. 5.

An aircraft is executing a correct turn at an angle of bank of 60°. What is the Load Factor? 2

3/5"

12°

Altimeter
oil pressure
Head indicator

CENTRAL EXAMINATION BOARD.

RHODESIAN AIR TRAINING GROUP.

42%

INITIAL TRAINING WING EXAMINATION.

AIRMANSHIP, ENGINES AND MAINTENANCE.

20th March, 1943.
09.30 - 10.30. hrs.

SECONDARY COURSE.

READ ALL QUESTIONS AND INSTRUCTIONS CAREFULLY before commencing to answer and give concise answers, tabulated where possible. ALL QUESTIONS TO BE ANSWERED. ALL QUESTIONS CARRY EQUAL MARKS.

Total Marks. 100 Pass mark 50% Time allowed - 1 hr.

✓ Question 1. Draw a sketch to illustrate how you would picket a Tiger Moth in the open (Snow procedure not required). (20 marks)

20

✓ Question 2. Sketch the instrument-panel of a Tiger Moth, showing positions of all the instruments and giving their names. (20 marks)

15

✓ Question 3. Prepare a sketch of a Diffuser Jet. Explain its action. (20 marks)

~~5~~ 10.

✓ Question 4. (a) What is the purpose of the Change of Serviceability and Repair Log on the Form 700.?
(b) What Personnel can place an aircraft U/S.? (20 marks

16

✓ Question 5. (a) At what height are you allowed to fly over a town?
(b) If, when carrying out a cross-country flight you find that there is an aerodrome on your track, what action would you take when passing it?
(c) What constitutes a breach of the Low Flying Regulations? (20 mar

12

88%

CENTRAL EXAMINATION BOARD.
RHODESIAN AIR TRAINING GROUP.

INTERMEDIATE EXAMINATIONS.

Nos 20,21
22 & 23
S.F.T.S.

SIGNALS

7th September, 1943
08.15 - 09.15

READ ALL QUESTIONS AND INSTRUCTIONS CAREFULLY before commencing to answer and give concise answers, tabulated where possible.

ALL QUESTIONS TO BE ANSWERED. ALL QUESTIONS CARRY EQUAL MARKS.

Total Marks: 50 Time allowed: 1 hour

✓ Question 1: Draw a full page diagram showing a controlled approach through cloud (QGH), filling in the signals procedure including the Q code and their meanings.

✓ Question 2: Explain fully the directional properties of a loop aerial. How is the 180 degree ambiguity overcome when using this type of direction finder.

✓ Question 3: Give the appropriate R/T phrases used for the following:-

(i) A request for a repetition of a complete message.
(ii) A request for a repetition of part of a message.
(iii) The acknowledgement of an order.
(iv) Message received.
(v) A request for signal strength.
(vi) The answer to a request for signals strength.
(vii) The closing down of a station.
(viii) The ending when an answer is required.
(ix) The ending when an answer is not required.
(x) The offer of a message.

✓ Question 4: What are the three component parts of a R/T message. What does each component comprise. Give an example of a R/T message showing each component separately.

PROCEDURE FOR CONTROLLED DESCENT THROUGH CLOUD.

(Q.G.H.) (Revised July 1943)

CALL SIGNS:- FLYING CONTROL:- "WARFARE B"
AIRCRAFT:- "SLAVEY GREY 14"

1. ON PASSAGE TO STARTING POINT OF EXERCISE:-

Pilot:- "HULLO WARFARE B, HULLO WARFARE B, THIS IS SLAVEY GREY 14, REPORT MY SIGNALS, OVER."
Control:- "HULLO SLAVEY GREY 14, THIS IS WARFARE B, LOUD AND CLEAR, OUT." (or if signals faint -"UNDER 2,OVER.")

2. ON ARRIVAL AT STARTING POINT:-

Pilot:- "HULLO WARFARE B, HULLO WARFARE B, THIS IS SLAVEY GREY 14, AM OVER STARTING POINT. CAN I BEGIN EXERCISE? OVER."
Control:- "HULLO SLAVEY GREY 14, THIS IS WARFARE B, BEGIN EXERCISE - OUT." (If not ready - "WAIT" is ordered or "QGQ")

3. AFTER SETTING APPROACH COURSE FROM STARTING POINT & HOODING PILOT:-

Pilot:- "HULLO WARFARE B, HULLO WARFARE B, THIS IS SLAVEY GREY 14, AM OVER STARTING POINT STEERING.....MAG., QDM. OVER."
Control:- "HULLO SLAVEY GREY 14, THIS IS WARFARE B, QDM....OVER."
Pilot:- "HULLO WARFARE B, THIS IS SLAVEY GREY 14, STEERING..... OUT."

4. Pilot:- "HULLO WARFARE B, THIS IS SLAVEY GREY 14 QGH. OVER."
Control:- "HULLO SLAVEY GREY 14, THIS IS WARFARE B, QGH, OUT."

5. Pilot:- "QDL., QDM. OVER."
Control:- "QDM....., QFM 3,500 (three fife zero zero). OVER."

6. Pilot:- "STEERING..... ALTERING HEIGHT TO 3,500, QDM. OVER."
Control:- "QDM..... OVER."
Pilot:- "STEERING..... QDM. OVER."
(Pilot continues to request QDM's)

7. Control:- "AFTER QFG TURN (to port) ON TO QGU.....°, QFE.....(mbs.), QBB 1,200, STAND BY."

8. Control:- "QFG. OVER."

9. PILOT TURNS ON TO QGU AND THEN:-

Pilot:- "STEERING....., QFE....., QBB 1,200, QDL, QDR. OVER."
Control:- "QDR...., STEER....., REDUCE SPEED TO LOWEST SAFE CRUISING SPEED, REDUCE HEIGHT TO 3,000, LOWER UNDERCARRIAGE, OVER."
Pilot:- "STEERING....., SPEED....., REDUCING HEIGHT TO 3,000, UNDERCARRIAGE DOWN, QDR. OVER."
Control:- QDR....., STEER....., OVER."
Pilot:- "STEERING....., QDR. OVER."
(Pilot continues to receive QDR's and courses to steer.)

10. AT THE END OF 3½ MINUTES FROM COMPLETION OF TURN AFTER QFG, CONTROL CONTINUES AS FOLLOWS:-

Control:- "STAND BY TO TURN RATE 1 TO PORT ON TO QDM....."

AFTER 4 MINUTES, CONTROL CONTINUES:-

Control:- "TURN RATE 1 TO PORT ON TO QDM..... OVER."
Pilot:- "TURNING-TURNING-TURNING-TURN COMPLETED, QDL.QDM. OVER."

11. Control:- "QDM....., STEER....., REDUCE HEIGHT AT 500 ft. per min. DOWN TO 1,200, FLAPS DOWN. OVER."
Pilot:- "STEERING....., REDUCING HEIGHT AT 500 ft. per min. FLAPS DOWN. OVER."
Control:- "QDM....., STEER..... OVER."
Pilot:- "STEERING....., QDM. OVER."
(Pilot continues to request QDM's and receives courses to steer)
(OVER.)

(Q.G.H. Continued.)

12. TWO MINUTES AFTER COMPLETION OF TURN:-

Control:- "QDM....., STEER....., CHECK HEIGHT 2,000, CHECK QFE..... OVER."
Pilot:- "STEERING....., HEIGHT 2,000, QFE....., QDM. OVER."
Control:- "QDM....., STEER....., OVER."
Pilot:- "STEERING....., QDM. OVER."
(Pilot continues to request QDM's.)

13. AT 1,200 FEET, PILOT UNHOODED:-

Pilot:- "QFO. EXERCISE ONLY. OVER."
Control:- "QFO. EXERCISE ONLY OUT."
(No actual landing is made.)

14. AFTER BEING GIVEN QFO, THE AIRCRAFT IS TO MAINTAIN AN ALTITUDE OF 1,100 FEET AND AWAIT A BRIEF COMMENT ON THE EXERCISE BY CONTROL, AND/OR ORDERS FROM CONTROL FOR REPETITION OF EXERCISE OR FOR RETURN TO BASE.
