

GBRCAA Clubman Schedule

C-01 Racetrack Take-Off Sequence (K = 1)

The model is placed on the take-off area, parallel to the flight line and released. The model rolls along the take-off area until flying speed is achieved, then establishes straight climbing flight parallel to the flight line. The model then turns through 180 degrees in a continuous turn and flies back over the manoeuvring area centre line. Take-off is completed once the centre line has been crossed and the model then performs a 180 degree turnaround of the pilot's choice, which is not scored.

Notes: Box limitations do not apply to this manoeuvre. On rough surfaces or when there is a crosswind, it is acceptable for a helper to restrain the model on the ground until take-off power is applied.

Judging notes

- Model does not track straight on take-off: 1-2 points. (Disregard the effect of the take-off surface e.g. ruts and pot holes on grass sites)
- Wings not level after take-off: 1 point per 15 degrees
- Rate of climb too steep: 1-2 points above 30 degrees
- Model goes behind judge's line after take-off: zero points
- Model retouches runway after lift-off: 1 point
- Any part of the aircraft structure becomes detached on take-off: zero points for the whole flight

C-02 Inside Loop (K = 3)

From upright on the baseline at the centre line, pull through one inside loop to exit upright at baseline height.

Judging notes

- Loop should be of constant radius
- Entry and exit should be same height and start / finish on centre line.
- Loop should be centred on centre line

C-03 Half Reverse Cuban Eight (K= 2)

From upright on the baseline fly a horizontal line then pull through 1/8 of an inside loop into a 45° up line, half roll in the centre of this line. Pull through a 5/8 loop to exit upright on the baseline.

Judging notes

- All radii equal
- Entry and exit should be same height
- Half roll should be centred on the 45° up line
- Must remain in the box to avoid deductions

C-04 Slow Roll (K = 3)

From upright on the baseline perform a slow roll to exit upright on the baseline.

Judging notes

- Constant roll rate
- Roll should take 2 to 3 seconds as a guide
- Model should be inverted on centre line

C-05 Half Cuban Eight (K = 2)

From upright on the baseline fly a horizontal line then pull through 5/8 of an inside loop into a 45° down line, half roll in the centre of this line. Pull through a 1/8 loop to exit upright on the baseline.

Judging notes

- All radii equal
- Entry and exit should be same height
- Half roll should be centred on the 45° down line
- Must remain in the Box to avoid deductions

C-06 Immelmann and Split S Combination (K = 3)

From upright on the baseline pull up into a half inside loop immediately roll to upright, fly past centre on the top line then perform a half roll immediately followed by half an inside loop to exit upright on the baseline.

Judging notes

- Half roll immediately follows the half loop
- Half loop immediately follows half roll
- Constant radius through half loops
- Roll rates constant
- Lines straight, level and wind corrected

C-07 Humpty Bump Pull, Pull, Pull with Half Roll Up (K = 2)

Fly past centre on the baseline, pull up through a ¼ loop into a vertical up line. Half way through this line half roll, At the top of the vertical up line pull through a half inside loop into a vertical down line. At the bottom of the down line, pull through a ¼ loop to exit upright on the baseline

Judging notes.

- Half roll centre of the line
- Constant radius
- Must remain in the box to avoid deductions

C-08 Half Roll, Straight Inverted, Half Roll (K = 2)

Before centre half roll to inverted, fly through centre, half roll to upright

Judging notes

- Half rolls should be the same distance each side of centre
- Rolls rates consistent

C-09 Stall Turn (K= 3)

From upright on the baseline pull through a $\frac{1}{4}$ loop into a vertical up line, followed by a stall turn into a vertical down line. Pull through a $\frac{1}{4}$ loop to exit upright.

Judging notes

- If the stall turn radius is between half and 1 wingspan then downgrade 1 point
- If the stall turn radius is between 1 wingspan and 1.5 wingspans then downgrade 2-3 points
- If the stall turn radius is between 1.5 wingspans and 2 wingspans then downgrade 4-5 points
- If the stall turn radius is greater than 2 wingspans the score shall be zero
- If the aircraft exhibits a pendulum effect after exiting the stall turn then deduct 1 point
- Must remain in the box to avoid deductions

C-10 Half Roll, Outside Loop from Bottom, Half Roll (K = 3)

From upright on the baseline roll to inverted, on centre push through one outside loop to exit inverted on the baseline, roll to upright.

(Note there should be a pause between the half rolls and the start/ finish of the loop)

Judging notes

- Constant radius
- Entry and exit should be same height
- Loop should be on the centre line
- Rolls rates consistent and line length same before and after

C-11 Humpty Bump Pull, Pull, Pull with Half Roll Down (K = 2)

Pull up through a $\frac{1}{4}$ loop into a vertical up line. At the top of the vertical up line pull through a half loop into a vertical down line. Half-way through this line perform a half roll. At the bottom of the down line, pull through a $\frac{1}{4}$ loop to exit upright on the baseline

Judging notes

- Half roll centre of the line
- Constant radius
- Must remain in the box to avoid deductions

C-12 Cuban Eight with Half Rolls (K = 2)

From upright on the baseline fly past centre and pull through $\frac{5}{8}$ of an inside loop into a 45° down line. Perform a half roll then pull through $\frac{3}{4}$ of an inside loop into a 45° down line, perform a half roll then pull through a $\frac{1}{8}$ loop to exit upright on the baseline.

Judging notes

- All radii equal
- Entry and exit should be same height
- Rolls on 45° down lines must be over centre line

C-13 Half Square Loop, half roll on upline (K = 2)

From upright on the baseline pull through a $\frac{1}{4}$ loop into a vertical up line. Half roll in the centre of the line. Push through a $\frac{1}{4}$ loop to exit up right on the top line.

Judging notes

- All radii equal
- Roll to be centre of the upline
- Must remain in the box to avoid deductions

C-14 Three Turn Spin (K = 3)

From upright on the top line, on the centre line of the box perform three consecutive spins followed by a vertical down line. At the bottom of the vertical down line, pull through a $\frac{1}{4}$ loop followed by a well-defined, straight line to exit upright on the baseline.

Judging notes

- Climbing on entry into spin, downgrade 1 point per 15 degrees
- Yawing before entry into spin, downgrade 1 point per 15 degrees
- Snap-roll entry, zero points
- Forced entry, severe downgrade
- Spin under or over rotation, downgrade 1 point per 15 degrees

C-15 Racetrack Landing Sequence (K = 1)

On completion of the previous manoeuvre a short straight and level flight should be flown. At reduced power the model turns 180 degrees into a level or descending downwind leg and then executes a second 180 degree turn upwind for the final descending approach to the runway, touching down inside the landing zone.

Landing is complete after the model has rolled 10 metres or has come to rest inside the landing zone. The landing zone is an area described by a circle of 50 metres radius or lines across a standard runway spaced 100 metres apart where the runway is 10 metres wide.

Judging notes

- Model does not follow landing sequence: zero points.

- Landing gear retracts or wheels come off on landing, zero points
- Model lands outside the zone: zero points
- 90 or 180 degree turns not 90 or 180 degrees 1-2 points
- Wings not level in downwind and upwind legs 1 point per 15 degrees
- Model does not track on runway after touchdown 1-2 points
- Model bounces on touchdown 1-2 points
- Model climbs and dives on downwind leg or final approach to runway 1-2 points
- Model changes heading left or right on approach to runway 1-2 points

The landing will not be downgraded if:

- The pilot elects sideslip to land due to crosswind conditions, in which case the upwind wing will be low
- Wing dips due to cross wind turbulence and is corrected IMMEDIATELY