TURN AND BANK

OFFICIAL NEWSLETTER OF RAAC CHAPTER 85 April 1998

Take Your Best Shot

Mark Munzel Explores One of Aviation's More Unusual Aspects

Technical Guy:

A Jammed Elevator Can Ruin your Day

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On The Cover:
Soon-to-be-shot-down F-4's on the ramp at Holloman AFB. Photo by Mark Munzel

The TURN AND BANK is the monthly publication of RAAC Chapter 85 and is intended to keep members informed as to the club's activities, and to promote safety and technical excellence in the field of sport aviation. No responsibility or liability is assumed, expressed or implied as to the content of articles contained in the Turn and Bank: the intention is to provide a forum for discussion and exchange of ideas.

Newsletter contributions should be mailed to George Gregory, 19470-88th Avenue, Surrey, B.C. V4N 3G5 no later than the 12th of each month. Business Fax is (604)-469-3495. Please remember to indicate "attention George Gregory" on your fax.

Enquiries to the Membership Chairman should be mailed to Rob Prior, #204-130 E.11th St., North Vancouver, B.C. V7L-4R3

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AIRCRAFT
ASSOCIATION
CANADA
Delta Heritage Airpark
Vancouver, B.C.

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For inspections of Amateur Built Aircraft Projects contact the Recreational Aircraft Association Headquarters at 1-800-387-1028

Regular Meetings are held on the first Tuesday of each month at 20:00 hours in the clubhouse at:
Delta Airpark, 4103-104th Street
Delta, B.C. Clubhouse phone: 596-3644
Mailing Address: Chapter 85, RAAC
c/o Delta Heritage Airpark, 4103-104th St., RR#3, Delta, B.C. V4K-3N3

Executive meetings are held on the third Tuesday of each month at 19:30 hours in the clubhouse.
Chapter aircraft pilots, mail cheques (Payable to RAAC Chapter 85) to:
Brad Short, 8052-122a Street.Surrey. B.C. V3W-7R4

President's Message

Pat O'Donnell

WELL, IT LOOKS LIKE THE WEATHER has broken, and flying may be possible again. This west coast rainfall certainly curtails all the fun for us grass strip flyers.

Speaking of grass strips, the drainage at Delta Air Park has been worked on and is now draining the ponds again, so the field is getting back to "normal", and the closed portion will soon be reopened.

Dirk is arranging some flyouts, the first being to LaConner fields of Tulips, etc for a flyover on April 19th. He is also contemplating a flyout to Chilliwack May 9th.

The Annual Bash is in Steveston at the "Casa Sleigh"... tickets are $25.00 per person; non members are also welcome to attend.

All of you who have not flown the Turbi in the last 90 days will have to be checked out by one of the check pilots before taking the plane out into the wild blue yonder.

We are still looking for the Continental carbs that have been borrowed from the engine shop.

The RAAC AGM will be held here in Vancouver in October; we should all thing about the issues that should be addressed at that meeting...NavCan user fees for instance!

Does anyone know the address/phone number for Jack Taylor? Call Rob Prior if you do.

Well, that's all the news that I have to pass along; let's get flying safely, which should be easier for you to do after the April meeting, because Francois leh will be giving a talk on Aviation safety/flying immediately after the business has been attended to.

Safe flying always... ***T&B***

Technical Guy

Tips from EAA's Technical Counselor News

Jammed Elevator Controls, A Potentially Life Threatening Problem
Gary Silver
The Eagle Exchange
February 1995
EAA 282395

Gray Eagle Dan"Nasty" McClung, N181DM, of Waleska, GA reports that a very new Eagle owner with about 50 hours of aerobatic time called him after having departed nose down following an aileron roll. It took a hard push and 2500 feet of altitude to recover. They grounded the plane, checked all the linkages, reviewed the weight and balance, and the owner enrolled in some additional spin/stall training. Having completed all of the above, Dan and the owner conducted a thorough pre-flight, double checked the weight and balance and flew the aircraft to 5000 feet. They completed 5 different spins and some intermediate aerobatics. The owner was then asked to demonstrate a few rolls. He was pushing too hard resulting in a near outside snap-stall with nose down recover. Dan noticed that the owner did not use full aileron during the rolls, so he demonstrated some full deflection rolls, Following the second roll, the stick jammed forward "as if cement". Dan thought the owner had grabbed it. At 2000 feet AGL., he found himself suddenly 20 degrees nose down with a jammed elevator. With the airport ant 12 o'clock and 1 mile, they were down to 1200 feet. At 800 feet AGL, Dan rolled the airplane inverted and pushed full power, resulting in an inverted climb (see, aerobatic training is important). At 2000 feet AGL with enough altitude to egress, he rolled the Eagle upright and the elevator became "unstuck". The subsequent landing was uneventful. After complete tear down, the problem was found to be an incorrect AN3-7A bolt in the rear control lever. The last 1/8th of the bolt was jamming on the lip of the rear upper extension of the torque tube. When the aileron is fully and aggressively deflected, the entire assembly can be temporarily distorted just enough to catch the end of the over length bolt on the torque tube extension and prevent the control lever from moving back into the torque tube for up elevator. The bolt should be an AN3-6A, PN 50067-006 and thin nut PN 50241-001. See page B17 of Manual 906. Careful attention to an extremely tiny detail is warranted. Standard aviation practices usually have a good reason. ***T&B***

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http://home.istar.ca/~airframe
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BULLETIN BOARD

Re: Classified Ads: If you are running a business card size ad or larger in the Turn and Bank, there is a nominal charge. Rates are on page 7: see The club Treasurer to make payment.

If you have questions or problems with your aircraft construction, we have members who have developed some expertise in various fields who have volunteered to advise you on methods, procedures and pitfalls in the capacity of Builders' Counselors something along the lines of the former designee programme. Please respect the fact that these are volunteers who may not appreciate late calls, and will not return long-distance calls on their answering machines. Also, none are inspectors, and although experienced in their various fields, cannot be held responsible. It is and remains YOUR project. Their names and numbers are on page two and will be a regular feature of our contents page.

Please note that the locks for the clubhouse and the club hangar have been changed. If you want a key that works in both hangar and clubhouse, give Rob Prior a call at 980-7723.

Re: Border Crossing Permits: it's that time of year again!

Ask for: Foreign Civil Aircraft Special Flight Authorization (SFA) No. NE/AC-1013.

For permits contact:
Duty Officer
Federal Aviation Administration
Seattle Manufacturing Inspection District
Office ANM 108 S
1601 Lind Avenue SW
Renton, WA 98055

They will need your aircraft type, model, registration and serial number. A rough itinerary (eg: Arlington, Evergreen, etc.) is required along with point of departure and first landing destination in the States, but they seem to want it comprehensive to; so put in just about anywhere you are likely to go or wind up. Give also dates for which you need the permit. They will also require a photocopy of your C or R and of your journey log page containing your most recent annual.

They are willing to give 180 day coverage that should certainly take in the season. Mail you request to the above address or fax it to (206) 227-1159; or you can phone it in at (206) 227-2173.

Flyouts are planned for spring: Sunday, April 19 - Laconner, WA, Sunday, May 3 to Qualicum, and Saturday, May 9 to Chilliwack Contact Dirk Post for info. ***T&B***

Minutes

by Jim Hunter

Minutes of the General Meeting,
3 March, 1998

Call to order: 8:00 PM by President pat O'Donnell

Spence, G./Walker: that the minutes of the General meeting of 3 February 1998 be adopted as printed in the *Turn and Bank*. Discussion Carried.

Committee Reports:

Treasury: verbal for Treasurer Tim Novak, absent by Pat o'Donnell.

Membership: Rob Prior: Rob welcomed new members and visitors. We have 102 re-ups for '98 which is way ahead of this time last year. Rob spoke also of the $10 that the chapter will contribute towards membership in RAAC for any chapter member who has never belonged to RAAC before.

Library: Rob has some aircraft catalogues obtained at Puyallup that are available for perusal. Apparently, many suppliers will send free copies to organizations so we will look into this.

Buildings: Colin Walker: Fine. See Rob Prior if you are a member to get a key for clubhouse, hangar and shop. (Suggest don't loan your key to someone who just asks for it. Demand to see his DNA or membership card).

Aircraft: Brad Short: One whole hour in February. Flying members: check to see if you are over your 90 day period without which you need a fresh check-out. We are looking for two carbs that went missing from the engine shop. Please bring 'em back!

RAAC: Bruce Prior:

1) Bruce has heard nothing of the results of the all members meeting in Brampton that supposedly happened on 21 February. maybe we will.

2) Bruce would like to meet with any members willing to serve on his committee to help plan the RAAC AGM in October. Members willing: meet at our Clubhouse Saturday, March 7, 10pm.

DHAPCOM: Terry Wilshire:

1) Apparently the worst winter of all time at DHAP. Some work has been done to improve drainage but a lot yet to do what with some severely plugged sump points.

2) Some fill will be brought in to raise ground level in some needy places.

3) The taxi-way upgrade requires a spell of dryish WX for grading and the bitumen paving material to set up properly.

4) Terry and associates working with other interested groups of the whole Boundary Bay LINEAR park. This park extends from the border at Point Roberts right around to Crescent Beach, with DHAP strategically in the middle of it (and thus very much a destination for people using the park).

5) We have a draft set of drawings for the proposed multi-use building to go along the dike. It has been designed in a "heritage style" to complement the field and would have club meeting facilities, habitat viewing areas and hopefully, a coffeeshop, and would be accessible to DHAP individuals and groups and to the public availing themselves of the LATERAL Park features. GVRD is interested and we want to be not just with but ahead of them on this. Obviously, much more to be learned about all of this. Note that this is a DHAPCOM initiative with Chapter 85 in a supporting position.

Old Business:

Annual Bash: Tim Nicholas. Bash is at the "Casa Sleigh" in Steveston on Thursday 16 April. 7:00 pm onward. Tickets: $25 per person. The place is all ours for the evening. Tickets at April GM or call Tim.

New Business:

Flyouts: Dirk Post: Some real fly-outs instead of drive outs will start in April. Watch *T&B* or come to a meeting.

Prior/Post: That we adjourn (Larry Thompson would call that Priority Post).

Jim Hunter, Secretary ***T&B***

Take Your Best Shot

Text and Photos by Mark Munzel

1. An F-4 drone shooting a practice visual approach. Note that the flaps and slats are up: this is a simulated emergency landing.

WHAT KIND OF FLYING is the absolute, farthest-away-you-can-get, most different imaginable from puttering along over the Fraser delta in the Turbi?

Perhaps flying jets? In the military? While people shoot missiles at you?

How about if the people doing the shooting were from your own country? And suppose your plane was being steered by remote control from the ground!

A disclaimer: the rest of this article has absolutely nothing to do with recreational flying, the RAA, or even Canada. But it's about a facet of aviation so bizarre that it is interesting in its own way.

The above questions allude to the story. In the sky above the New Mexico desert there lurks a band of US Air Force pilots with a thankless mission -- to be shot at. These "fortunate" aviators are assigned to the 82nd Aerial Target Squadron at Holloman Air Force Base.

The 82nd ATRS provides full-size aerial targets for the Army's White Sands Missile Range. This is where the Army tests new surface-to-air missiles, like the Patriot made famous by the Gulf War, and trains their launch crews. The Army also experiments with captured or purchased foreign (Russian, mainly) weapons here, to see how good they are. The Air Force uses the range too, to try out both new air-to-air weapons and ways of evading them.

"Full-size aerial targets" are surplus jet fighters. Real airplanes are used as drones for authenticity -- full-size planes are what the weapons under test would be fired at in wartime. A real plane can also manoeuvre to evade missiles, or drop chaff (strips of metal foil which reflect radar beams) and infrared flares to decoy them. Most importantly, testing new aerial weapons systems against real airplanes is mandatory under US Federal law -- new fighters and missiles must be proved in "live-fire" trials before they may enter production.

> It's...a facet of aviation so bizarre that it is interesting in its own way.

The Air Force's current drone of choice is the F-4 Phantom, its primary fighter from the 1960's and '70's. The USAF has hundreds of worn-out, fully-amortized "Rhinos" in storage in the Arizona desert. Airframes with enough flight hours left are selected to go out in a blaze of glory, rather than be smelted and made into pop cans. A civilian contractor converts the jets into drones at a cost of about $750 000 US per aircraft. The principal addition is a servo package which translates radio steering commands into autopilot inputs. After conversion, the fighter can be flown by remote control from the ground.

Once back in military service, the drones can be flown in any of three configurations:

- Manned, pilot-flown. A guy in the airplane drives for chase flights, cross-countries, and pilot proficiency checks.

- "Unmanned target presentation." Missile tests in which instruments of death will actually be fired at the drone are flow NULLO -- "Not Under Live Local Operation," i.e., pilotless. A computer on the ground steers the plane on a specified flight profile. Left back at base, the human pilot gets to lounge outside the Operations building with a Coke and a smoke, watching the flight from a safe distance. Surprisingly, the pilotless target aircraft usually comes back from its mission. As drones are expensive and available in limited quantities, tests are usually planned so that the plane survives. The missile might have no warhead, so only a direct hit will bring down the target, or it may be programmed to miss by a set distance.

Continued next page

Another drone taxies in after a mission over the White Sands Missile Range.

- "Manned target presentation" is the unpleasant job. This title covers all flying in which the pilot rides in the plane, but doesn't get to drive. At least, so long as everything is working. Should his mount go out of control -- radio control might be lost, or the fickle F-4 might depart -- the safety pilot must earn his paycheque by saving the plane. The pilot is a living insurance policy for the drone.

While the majority of drone flight are ground controlled, virtually all missions except live-fire ones (e.g., radar tests, simulated launches, and countermeasures trials) employ a safety pilot. Thus, the 82nd's pilots spend an inordinate amount of time flying over White Sands while some of the world's most sophisticated weapons systems track them, with the intent of knocking their plane out of the sky. And all they can do is watch, from the front row.

As if riding in the target airplane for a missile test wasn't bad enough, drone pilots must also survive ground-controlled landings. These are usually computer-guided, just like autopilot landings by an airliner. However, an approach can also be flown visually by a pair of human ground controllers. They sit in a van at the end of the runway and steer the plane as though it were an RC model. One person, called "elevator," controls the F-4's pitch and throttle settings. His partner is "rudder," controlling the plane's direction. The great amount of co-ordination needed by the pair is obvious. Unlike a computer, the controllers must practice to stay proficient. This means that many drone flight hours are consumed shooting visual touch and goes, with an unlucky non-flying safety pilot in the aircraft.

Ground-controlled landings, by computer or human, are not always on the mark; accordingly, Holloman's main drone runway is 11 000 x 300 feet. Nor are landings always smooth. Fortunately, the F-4 was designed for US Navy carrier operations. The plane is rugged enough to survive most any right-side-up landing. The pilots come through okay too -- usually.

Only a select few Air Force personnel are chosen to serve their country with the 82nd Aerial Target Squadron. The Holloman AFB detachment (the squadron's main base is in Florida) has three pilots, five maintenance people, and a few controllers; all but the pilots are civilian contractors. The pilots live at Holloman or in the adjacent town of Alamogorodo, a less-than-sprawling metropolis of 15 000 people in the middle of the New Mexico desert.

There's an expression among US military fliers that some duties are a "good deal" -- a detailer at the Pentagon shuffled through the available aircrew jobs, and handed a pilot an exciting, career-enhancing posting. For example, being picked to join the Air Force's "Thunderbirds" demonstration team would be a good deal. Being sent to the desert to ride in a 30-year old jet while someone shoots at you is probably not one. It seems more a sentence than a mission. Still, as the saying goes, "Somebody has to do it." ***T&B***

Going DOWN!

Another unlikely form of flying is practiced in the skies north of El Paso, Texas (just south of Holloman AFB). And this one is a "good deal," reserved for those chosen to be not merely astronauts, but space shuttle pilots.

This select few get to fly NASA's Gulfstream II STA; the suffix stands for "Shuttle Trainer Aircraft." This business jet has been modified with a shuttle instrument panel on the left side of the cockpit, and a computerized flight control system to make the plane handle like the spacecraft. Space shuttle pilots must shoot 500 practice approaches in the STA before they are allowed to bring the orbiter back from a mission.

And what approaches! The shuttle re-enters the earth's atmosphere at supersonic speed, dives towards the runway at Cape Canaveral, and then flares to slow down. The STA is flown to simulate the end of this profile. Starting at around 35 000 feet, a shuttle-driver-to-be pulls back the power, drops the gear to increase drag, and aims the nose at NASA's alternate shuttle runway at White Sands. He literally aims the nose, pushing forward until the STA reaches minus 18∞ angle of attack. To quote Monty Python, the STA "does not fly so much as plummet." The approach ends with a flare at 50 feet AGL, the height of the shuttle's cockpit at touchdown. Instead of landing, the STA climbs out to repeat the process -- 499 approaches to go! (The shuttle, being a glider, must always land on its first try.)

This flying gives the STA airframe an incredible beating. The vertical tail and horizontal stabs take the worst of it. NASA contractors at El Paso disassemble and inspect the tail every 85 hours. Usually, repairs like stop-drilling new cracks and installing doublers are needed even at this interval

T&B

CLASSIFIED ADVERTISEMENTS

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Classified Ads are free (within reason) to members. Display Ad rates are:

Business Card:	*$25 per year*	
1/4 page:	*$10/month*	*$100/yr*
1/2 page	*$15/month*	*$150/yr*
1 page:	$25/month	$250/yr

FOR SALE: KR2S. Plans built. Approximately 40% completed including lower fuselage, empennage, wing roots, spars, landing gear, and controls. $4500 and 600 hours invested. Has already completed one inspection and is almost ready for a second inspection. Asking $3000.00 obo. Jamie 467-0870 or 467-6646

FOR SALE: New 4130 Tubing - most sizes available. Used - Tripacer Fuselage (comes with logs), metal prop off 150 hp Tripacer (comes with logs) Cessna spring steel gear legs, misc. wheels, axles, brakes and parts, misc. instruments (no altimeters!) A75 engine case, 7 Continental cylinders, some Lycoming cylinders (big), carbs, mags, pumps, old radios, etc. Call Pat at home, 533-1839.

Avian Graphics
Layout, Logo Design, Letterheads, Business Cards, what-have-you.
George Gregory 882-8016

WANTED: Medium size air compressor, with or without tank.
Doug 275-1405

FOR SALE:
One pair of Taylorcraft wheels/brakes $275.
Bob 275-1603

FOR SALE: SIROCCO PROJECT
Fuselage, canopy, tail group complete. Air frame control components done except for cable. Main-wheel gear, wheels and brakes done. Tail-spring and wheel included. Panel made, no instruments. Lycoming 0-290 GPU Zero-timed. Will Neubert stainless cross-over exhaust with stainless muffler/shrouds. Bendix PSC5 carb. Bendix mags with non-shielded leads. no starter, starter ring or alternator. Weldtech engine mount. McCauley prop.
Wings: ribs and minor spars done. Spar diaphragms done. Two spar-grade spruce planks. No other wing parts.
$15,000 firm, complete and not interested in parting-out
Jim Hunter 576-2678

FOR SALE:
1 set (8) 60810 (68763) M10 main bearings $295 per set
1/2 set (4) of same $150 per set
1 set (8) 60810 (68763) M003 main bearings $295 per set
1 set (8) 61662 M10 Rod Bearings $175 per set.
All bearings fit Lycoming 0-235 and 0-290 (without C/S prop). All are new, perfect but certs mislaid,
Gogi (604) 823-6428

FOR SALE:
1957 Tripacer Wings uncovered, all reworked. New leading edge. New ash tip. All Zinc Chromate ready to fabric. Included: 2-18 gal. gas tank, 2 - gas tank cover, landing light, aileron and flap, front and rear struts. Asking $4000 Canadian.
Roger Gauthier (Kelowna) (250)-763-1529
(250) 212-0832 (cel)

WANTED: PA 18 or PA 20/22 Wings. Some damage OK. 946-5881

FOR SALE: Tailwind Project. I hate to let it go! All wood for wings, spars and ribs done, new wing fittings, control system, Cougar fuselage mostly modified for Tailwind use.
George Gregory 882-8016

FOR SALE: Lycoming GPU good jugs, crank and case (modified for A/C use), mags, turn and bank indicator. Fuel tank with gauge, lots of other stuff.
George Gregory 882-8016

FOR SALE: 1/4 share in 1960 C-172 $4500 obo.
Grant Neal 536-6945

FOR SALE: Fleet F7 Biplane replica. Very

Classified continued on page 8

Classified Ads

(Continued from page 7)

close to original copy except for uncowled engine. Engine: Kinner R55 160 hp. Aircraft is modified for solo operation from rear cockpit. Extra bellytank with wobble pump. Original Fleet wheels, brakes, pedals and stick column. Original parachute accommodating bucket seats, oversize tires, Stits covering, voice activated intercom. Ted Hendrickson Propeller, manual and extra key magswitch.

$35,000 Canadian. (604) 478-6048

Will consider small antique aircraft engine as trade-in.

FOR SALE: Some Cont.0-200 parts: Case (checked, no cracks) Camshaft, Gears, Rods and Pistons; Carb and spider, Starter (pull type) and Generator, mags (one is disassembled). $2500 for the package, offers considered on individual parts. Also, Prop hub for Cont. tapered shaft, $350, Wing parts for Taylorcraft BC-12D (disassembled) including ribs, spars, compression struts, brace wires and strut fittings. Offers?

Contact David Smith (604) 513-0353
(604)513-0373 (fax)

FOR SALE: 1 pair David Clark Helicopter headset, 1 Telex MRB-2400 headset,1 Marvel Schebler MA3-SPA and 1 MA4-SPA carburetors. June McMann 943-5369

Aircraft Painting

Will paint, finish off aircraft for cash or part share in airplane. Prefer Cessna or Piper. Value of work is $6-8000 depending on condition of aircraft.

Kevin 580-6264

FOR SALE: 1967 Cessna 172. 4100 TT, 1750 SMOH, on condition, runs great. Dual NavComs, ADF, Transponder Mode C, Asking $28,000 obo. Chuck 826-8898

FOR SALE: One set of 1500 Murphy floats ready to go.

Ole #45-3931 198 st. Langley BC 514-1280

FOR SALE: 6 Factory new Franklin 180 hp cylinders includes installed valves $300 each, will not part out.

Tim Novak 271-8586

FOR SALE: RV 6 400 hrs on Lycoming 0-360 180 hp. Always hangared, $60,000 Canadian funds

Graham McKean 1-250-248-4507

Dear Chapter 85 Members and Friends,

DEMEL AIRCRAFT Corp., being a Poly Fiber distributor would like to hold a Poly Fiber Basic Fabric Covering Seminar and a Composite Construction Workshop in 1998. We are very pleased to be able to sponsor these excellent workshops which are taught by factory trained experts that do this for a living. You won't be disappointed!

The dates have not been decided as of yet. That's where you, the enthusiasts come into the role. We have picked a few weekends for you to think about: They are:

May 23 and 24
May 30 and 31
June 6 and 7
Sept 12 and 13
Sept 19 and 20

Please let us know what weekend will be the best; we will pick a weekend after we hear back from you. Include your phone number and the date that suits you.

There will be a fee of $275 for each 2 day workshop. this includes all the materials and supplies needed. Travel to and from Penticton and accommodations and meals are NOT included. See our ad on page 7 for our phone and fax numbers.

Annual Bash

Casa Sleigh Restaurant

April 16, 1998
Doors open 7pm
3711 Bayview Street
Steveston Village, Richmond BC
Call Tim at 572-1845
or 275-3314 to reserve
$25 per ticket
Available next meeting

LAST WORD

GEORGE DIETRY

THIS IS GOING TO BE QUICK: pardon me if I ramble.

It's been an unbelievable spring so far for your humble editor. To say I've been busy would be a gross understatement.

There has been a lot of overtime at work, so the money's been good, but behold the Great Irony of the flying life: often, with sufficient funds to wing aloft comes a definite lack of time to do it: as it is it's 5:15 pm a week and a half before the meeting; the printer is coming in special on Saturday to do the newsletter (Delair Family Printers in Langley, by the way. They deserve mention because they have always gone out of their way to help me get the *Turn and Bank* out. I'm rather notorious for zooming in there 15 minutes before quitting time and giving them sad eyes with a request that could-you- please-do-it-before-you-go-home). As well, we are adding a bedroom to our little abode; for those who don't know, we are expecting another little aviator in early October. Our house is getting crowded: most of the Tailwind is in storage in the barn as the new room encroaches into the shop area. Things will eventually settle down. I hope.

I got a few responses to my series of articles on Roadable Aircraft, which absolutely thrilled me. Thanks again for those who took enough of an interest to explore the issue with me. I know it's a nutty idea, but I'm afraid I'm hooked.

Don't forget the annual cleanup! I haven't heard anything official, but if I remember, it's the beginning of May. Contact Colin Walker for details.

And with that I'm outta here.It's going to be a great spring See you at the meeting! ***T&B***