

NORTH ALTA STOL & SHOW 2021 - CYPE

Peace River Airport July 16-18,2021

Competitor Information & Rules

SAFETY RULES:

1. Safety First! SAFETY VIOLATIONS WILL BE AUTOMATIC "DQ" (Disqualification)
2. Event Safety Officer has authority to disqualify any participant deemed unsafe.
3. Aviate – keep your eyes peeled for traffic. Fly safe approaches. Go around if needed.
4. Navigate – know where you are, and follow traffic patterns precisely.
5. Communicate – Use following frequencies and keep communications crisp.
 - a. Competition Marshal 1XX.XX
 - b. Peace River Radio 122.00
6. Manage your fuel! – Maintain 30-minute reserve per Transport Canada Regulations.
7. No steep climbs, hot-dogging, or abrupt maneuvers on take-off or in the circuit. (If you do something stupid it will at a minimum be captured on video.)
8. Fly rectangular standard traffic patterns. Left-hand for 22 and RIGHT HAND for 04, no overflight of spectator area!
9. Competition circuit altitude is 500 FT AGL or 2400 ASL or as determined for safety.
10. Competition events may use a tighter traffic pattern.
11. No engines running in the parking area. Push in from/to hot pit first. Ask for help.
12. No hand propping of aircraft without someone at the controls.
13. Pilot license and current medical certificate must be in your possession.
14. Transport Canada required paperwork must be in your aircraft
15. All pilots in competition events must attend a mandatory pre-event safety briefing. Attendance is required to participate. There will be a roster that you will need to sign.
16. In the event of adverse weather, the event may be cancelled or postponed by the event authorities, however it is still the pilot's responsibility to self-cancel their participation in the event the conditions are beyond their capabilities.
17. All pilots will be required to demonstrate recent practice in executing STOL type flying and the ability to use 75 Ft "lane keeping", for the drag racing.

Registration & Safety Briefings:

1. Contestants are expected to arrive Friday.
2. Check in for all contestants and non-contestants (All fly-in observers) is at the Registration Desk in the Airport Terminal.
3. Check in for competition closes Friday July 2, 8:00 pm. (Weather is only exception and decisions of Competition Director are final)
4. **Mandatory Briefing and Practice Sessions; STOL Saturday Morning, Drags Sunday Morning.**
5. **Mandatory Safety Briefing for STOL competition is Saturday, July 17 11:00 am.**
6. **Mandatory Safety Briefing for STOL DRAG is Sunday July 18, 11:00 am.**

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STOL COMPETITION RULES

Short Takeoff & Landing (STOL) Rules:

1. There will be classes of aircraft as noted above.
2. The winners will be determined by class and shortest Total distance. There will be a first place prize awarded in each class. Overall prize for shortest takeoff and landing distance.
3. Each pilot/aircraft combination will be allowed two takeoffs and landings (or cycles) in the STOL event.
4. Score will be based on the best takeoff and landing cycle. Total distance. (i.e. either the best set of the 1st takeoff and landing, or the second takeoff and landing.)
5. Only one combination of pilot/aircraft will be allowed.
6. **Mandatory Briefing and Practice Session 8:00 am Saturday Morning**
7. **Mandatory Safety Briefing for STOL competition is Saturday, July 17 11:00 am.**
8. Competitor sequence assignments will be posted at the Safety Briefing. For example, # 1, 2, 3, 16 etc.
9. Pilots must call "Boss" in time to taxi for staging with their sequence number. Example "Boss, Yankee Foxtrot Oscar Competitor# XX is ready to taxi for staging, located in competition parking." Failure to call on time is grounds for a DQ.
10. On the ground pilots are responsible to observe sequence and be ready to follow previous competitor.
11. "Go Arouns" are not an uncommon real-world safety decision if conditions deteriorate on short approach and you are too close to the edge of the safe flight envelope. For the STOL competition, a "Go Around" is encouraged and expected if it is necessary. If no contact of any landing gear has been made, the pilot can circle around for a second landing attempt and still be scored. This rule is not to be abused for practice approaches. The chief line judge has the sole discretion to determine if the "Go Around" policy was abused and DQ that cycle. Remember, **Absolutely no flight over the spectator area.**

Short Take-Off Rules:

1. Taxi into position as directed by line judge, with main gear stopped on Start/Stop line.
2. Begin take-off roll after being given the GO signal (Green Flag up) by the line judge.
3. Take-off distance will be measured to where the furthest main wheel leaves the ground for the last time.

Short Landing Rules:

1. Main gear must land on or beyond the Start/Stop line.
2. Main gear touchdown prior to Start/Stop line is disqualifying.
3. Tailwheel touchdown prior to reference line is **NOT** disqualifying.
4. Aircraft must come to a full stop, straight ahead, and remain stopped until judges have had a chance to measure and clear you (Green Flag up) from the runway.
5. Landing distance will be measured from the Start/Stop line to the main gear.
6. Return to staging area for second attempt. Be aware to not turn in front of crowd due to prop wash.
7. Park after second attempt.

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STOL DRAG Rules

General STOL Drag Rules:

1. Any deviation from the posted rules is an immediate disqualification (DQ) in your race, and subject to further penalties. Safety is our primary concern!
2. Prizes for first place and second place.
3. **Mandatory Briefing and Practice session Sunday 8:00 am**
4. **Mandatory Safety Briefing for STOL DRAG is Sunday July 18, 11:00 am.**
5. Pilots fly straight 2000' down and back in a drag racing format side by side in 75 ft "lanes". The first plane to complete the course with stop and tail (nose) down is the winner
6. The competition is a single knockout style with winners advancing to the next round.
7. Pilots must call "Boss" in time to taxi for staging for their heat. Example "Boss, Yankee Foxtrot Oscar is ready to taxi for heat 2, located in competition parking." Failure to call on time is grounds for a DQ.
8. On the ground pilots are responsible to observe sequence and be ready to follow previous group (heat).
9. "Go Arouns" are not an uncommon real-world safety decision if conditions deteriorate on short approach and you are too close to the edge of the safe flight envelope. For the Competition, a "Go Around" is encouraged and expected if it is necessary.
10. **ON THE CROWD SIDE LANE, "Go-Rounds" will fly runway heading until circuit altitude, then join the appropriate circuit for normal landing.**
11. **ON THE LANE AWAY FROM THE CROWD, "Go arouns" will make an immediate climbing turn away from the crowd to join the circuit.**
12. **Absolutely no over flight of spectators!**

STOL Drag Race Rules

- ❖ The Start-----Pilots line up with main wheels on Start/Stop line. Start is on signal from line starter (Green Flag pointed down track). Then fly a designated straight track and land on or after a marked line.
- ❖ The Stop-----Landing short of the line is disqualification. Pilot must come to a complete stop, on runway heading tail (nose) down.
- ❖ Turn Around-----Next, pilot will perform a 180-degree turn within your lane, "away" from the centerline and watching for the other contestant, and race back to the Start/Stop line.
- ❖ Finish Line Stop-----Pilot must land on or after the Start/Stop line. The first pilot that comes to a complete stop, tail (nose) down, wins that heat.
- ❖ Markers-----On the 2000ft course, there is Start/Stop and 2000' turn around line for the pilots, consisting of white marked line. There will be ground markings to indicate lanes.
- ❖ Distance may be adjusted to suit site. Rules may be adjusted prior to the event.

Thanks to STOL DRAG website. <https://www.stoldrag.com/> Good videos as well.