



Short Take-off & Landing Competition

1. SAFETY GUIDELINES

- 1.1. Safety First!
- 1.2. Aviate - keep your eyes open for traffic. Fly safe approaches. Go around if needed, you will not be penalised.
- 1.3. Navigate - know where you are and follow circuit precisely.
- 1.4. All circuits to the East
- 1.5. Follow the fly neighbourly requirements.
- 1.6. All aircraft must not initiate take-off roll until the preceding aircraft has either commenced its crosswind turn or past the upwind end of the active runway.
- 1.7. All aircraft must not must not land unless the preceding aircraft has vacated the active runway.
- 1.8. Communicate - Use following frequencies and keep communications short.
- 1.9. CTAF 128.0
- 1.10. Air Boss 128.0 (if the Air Boss or a competitor calls "Knock it off" you must hold in the holding area and await instructions from the Air Boss)
- 1.11. Manage your fuel - Maintain minimum 30-minute on landing as per regulations. You will disqualify if you land with less than minima. All aircraft will be checked on completion of their cycle.
- 1.12. No steep climbs, hot-dogging, or abrupt manoeuvres on take-off or in the circuit. If you do something stupid it will at a minimum be captured on video for everyone to see and you will probably be disqualified and asked to leave the event.
- 1.13. See ERSA for full circuit and fly neighbourly requirements.
- 1.14. No hand propping of aircraft without someone at the controls.
- 1.15. No starting aircraft in the parking area. Push out to the taxiway first. Ask for help.
- 1.16. Pilot license and current medical certificate (if required) and Maintenance Release must be in your possession.
- 1.17. The Competition Coordinator has authority to disqualify any participant deemed unsafe.
- 1.18. All pilots in competition and ground support must attend the mandatory pre-event safety briefing. Attendance is required to participate. There will be a roster that you will need to sign.
- 1.19. Competitors must rally in the Staging Area prior to competition events. It's up to you to follow the schedule and be ready to fly in your slot.
- 1.20. SAFETY VIOLATIONS WILL BE AUTOMATIC "DQ".

2. REGISTRATION & SAFETY BRIEFINGS

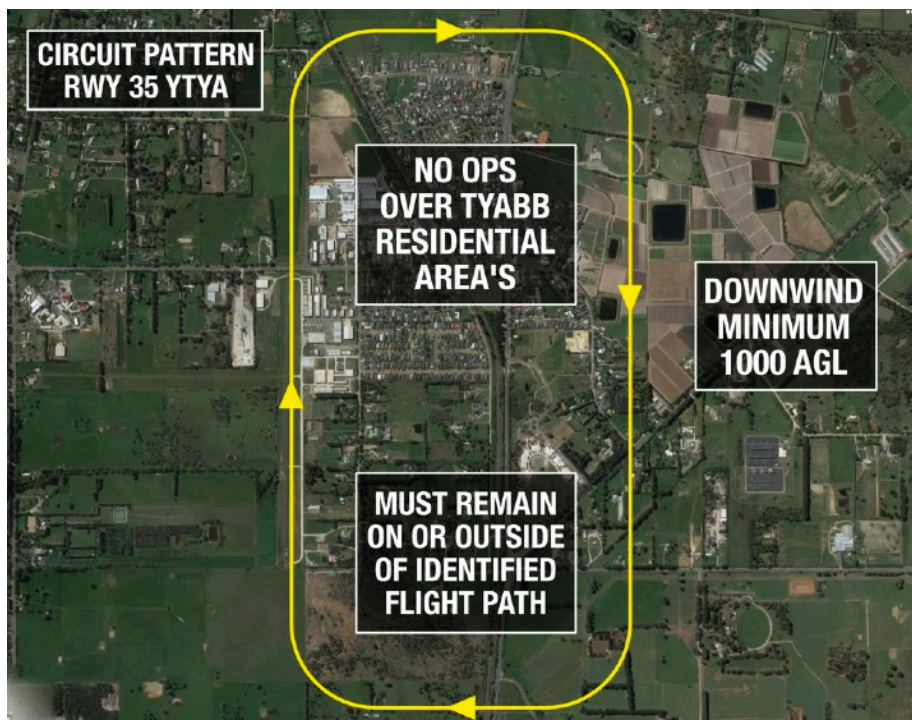
- 2.1. Registration must be received by COB Wednesday 10th April.
- 2.2. Free practice will be available Saturday 13th April.
- 2.3. Briefing location and times will be communicated at a later date.

3. GENERAL SHORT FIELD TAKEOFF & LANDING (STOL) RULES

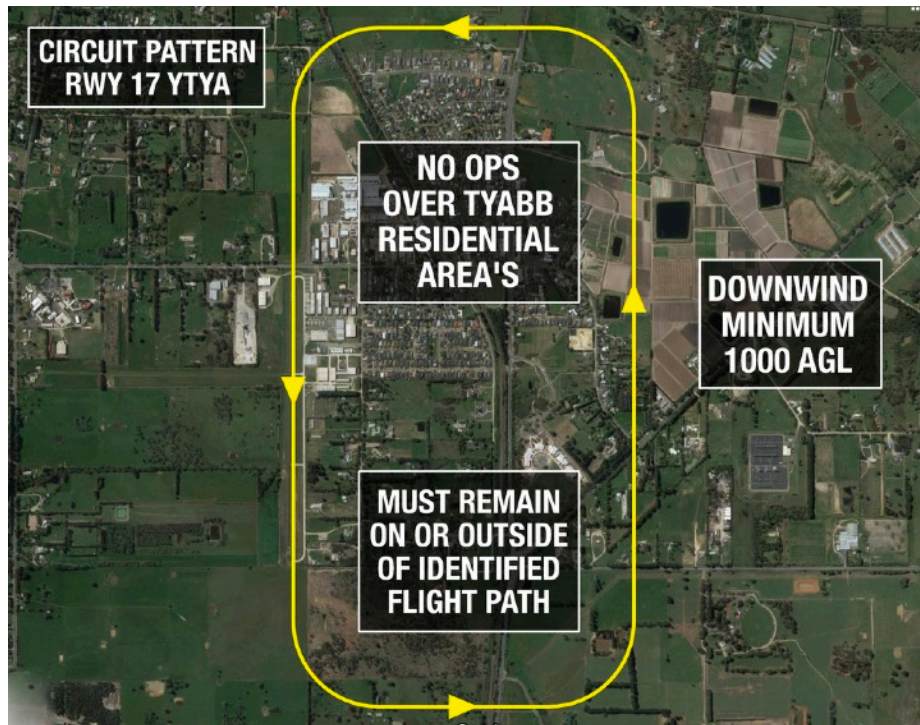
- 3.1. Each pilot/aircraft combination will be allowed three (3) takeoffs and landings (or cycles) in the STOL event.
- 3.2. Score will be based on the best takeoff and landing cycle. (i.e. either the best set of the 1st takeoff and landing, second or third takeoff and landing)
- 3.3. Only one combination of pilot/aircraft will be allowed. However, individual pilots will be allowed a maximum of two (2) runs. (for those wishing to have their aircraft flown two separate times.)
- 3.4. Heat and competitor assignments (example - "Heat B - Number 3) will be posted at the safety briefing.
- 3.5. Pilots must call ground control in time to taxi for staging for their heat. Failure to call on time is grounds for a DQ. Call ground using your heat and number. Example "Tyabb ground, Bravo 3 is ready to taxi for staging, located in competition parking."
- 3.6. On the ground, pilots are responsible to observe sequence and be ready to follow previous group (heat).

4. CIRCUIT OPS

- 4.1. Runway 35 Circuit Pattern



4.2. Runway 17 Circuit Pattern



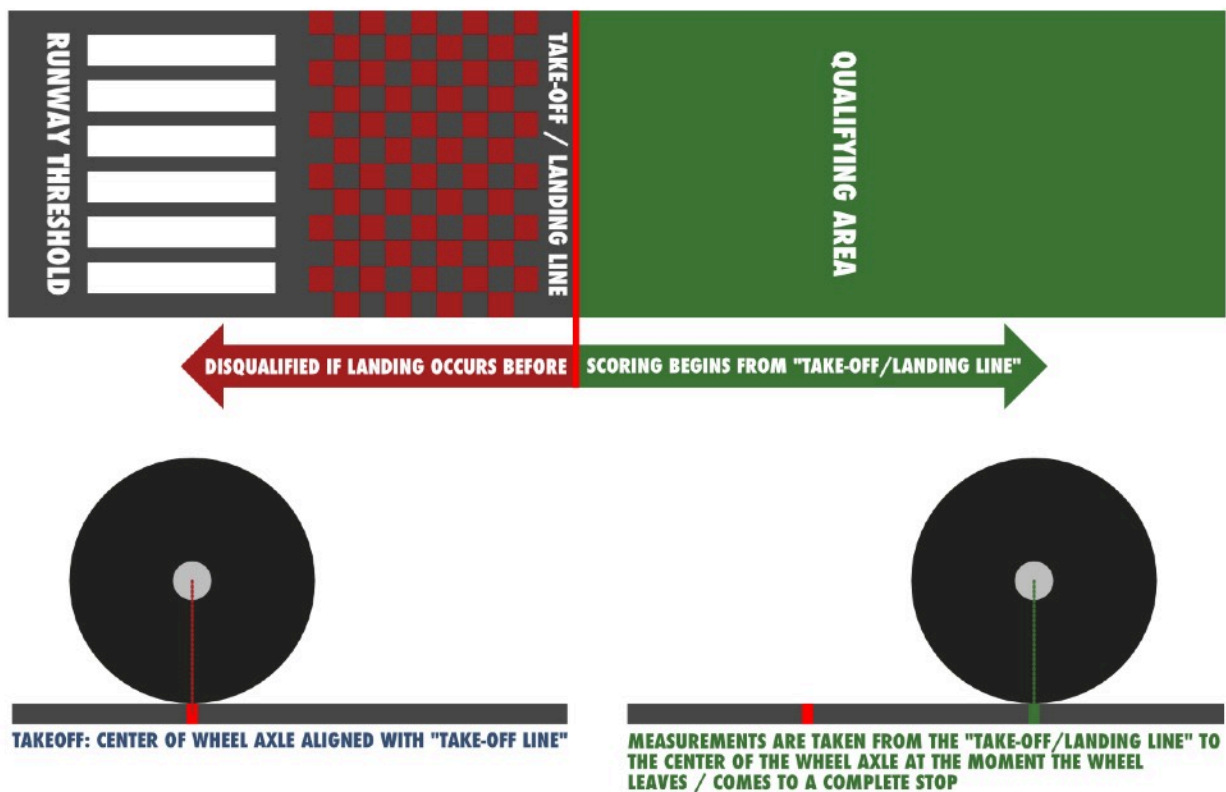
5. SHORT FIELD TAKE-OFF RULES:

- 5.1. Taxi into position as directed by line judge, with main gear stopped on Take-off/Landing Line.
- 5.2. Begin take-off roll after being given "thumbs-up" by the line judge, if you move before the a "thumbs up" you will be disqualified from the round of that heat.
- 5.3. Take-off distance will be measured to where the furthest main wheel leaves the ground for the last time. (Tail wheel is not measured) Measurement will be taken from the center of the wheel axle.

6. SHORT FIELD LANDING RULES:

- 6.1. Main gear must land on or beyond the first Take-off/Landing Line.
- 6.2. Main gear touchdown prior to Take-off/Landing Line is disqualifying.
- 6.3. Tailwheel touchdown prior to Take-off/Landing Line is NOT disqualifying.
- 6.4. No low powered approaches over the Mornington-Tyabb Road.
- 6.5. If approach is lower than power poles or deemed unsafe by the Airboss , a "Go Around" call will be issued by the Airboss. A single "Go Around" will not be deemed as disqualification. Two "Go Around" in a single cycle will deem the competitor disqualified.
- 6.6. "Go Arounuds" 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.

- 6.7. A pilot initiated "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.
- 6.8. Aircraft must come to a full stop, straight ahead, and remain stopped until judges have had a chance to measure and clear you from the runway.
- 6.9. Landing distance will be measured from the Take-off/Landing Line to the center of the main gear axle .
- 6.10. Return to staging area for second attempt. Be aware of your prop wash!



7. SCORING:

- 7.1. Each competitor will have 3 cycles in which they are able to score.
- 7.2. Each cycle will consists of a take-off score and landing score being combined. eg. Round 1: Take-off 27.54m + Landing 22.34m = 49.88. (see section 4 & 5 for measurement guidelines)
- 7.3. A competitor's lowest score from the 3 cycles will be put forward in the competition.

8. RULES FOR CLASSING OF AIRCRAFT (STOL COMPETITION):

- 8.1. Classes are defined below by model and certification type. If model is not indicated, then gross weight will be used, as defined by the aircraft's airworthiness certificate.
- 8.2. Note that classes below may not necessarily accommodate all aircraft.
- 8.3. Experimental (non-certified) aircraft will only be allowed in the Light Sport Class or in the Experimental Bush Class.
- 8.4. The Competitions Director may decide not to run a class if less than 3 entrants.
- 8.5. Competitions Director will make all classification determinations, which are final.

Light Touring Class:

C-150, C-152, C-170, C-172, C-175, and C-177; Stinson 108-2; Maule M-4, M-5, M-6, and M-7

Otherwise, other CASA certified models as determined by gross weight from 1000kg to 1,200kg gross weight.

Heavy Touring Class:

C-180, C-185, C-182, C-206, and C-210; Maule M-9

Otherwise, other CASA certified models as determined by gross weight from 1,200kg to 1,700kg gross weight.

Light Sport / Light Experimental Class:

Just Super STOL, Piper J-3, PA-11, Cub Crafters Carbon Cub SS, Tcraft <600kg

Also, CASA certified, Experimental, RA-AUS, LSA registered aircraft as determined by gross weight up to 600kg

Alternate Bush / Experimental Class:

Aircraft CASA licensed as Experimental with gross weight above 600kg.

Bush Class Prelims:

PA-12, 14, 18, and PA-22; Stinson 105; Citabria; Huskies; Tern; Scout, Tcraft >600kg

Otherwise, other CASA certified models as determined by gross weight from 600kg to 1,000kg gross weight.

Bush Class Finals:

If there are 15 or more entrants in the Bush Class Prelims, the top five finishers in the initial heats will run together in a final heat (same time / same conditions) to determine the Bush Class winner.

Foxbat Class:

A special type class for Foxbat manufactured aircraft.