

The logo features the word "OHUSKY" in a large, bold, black font with a red outline. The letter "O" is replaced by a circular emblem containing a black and white husky head. Below "OHUSKY", the word "NATIONAL" is written in a bold, blue, italicized font. To the right of "NATIONAL", the letters "STOL" are rendered in a large, black, stylized font with a thick red brushstroke underline that extends across the bottom of the "STOL" text. Below the logo, the text "SHORT TAKEOFF & LANDING" and "COMPETITION SERIES" are stacked in a bold, black, sans-serif font. At the bottom, "2022 SEASON OFFICIAL RULES" is written in a large, black, sans-serif font.

OHUSKY[®]

NATIONAL STOL

SHORT TAKEOFF & LANDING COMPETITION SERIES

2022 SEASON OFFICIAL RULES

All pilots should have a copy of these rules in their airplane prior to the start of the competition. Safety is our number one priority. These rules may be changed or modified at any time.

If you are in doubt of the rules, ASK QUESTIONS.

- **Aviate** - keep your eyes peeled for traffic. Fly safe patterns. Go around if needed.
- **Wear a helmet!** We recommend many brands of helmets. Ask any competitor what they're wearing and get one. Helmets are not required, but are highly recommended.
- **Manage your fuel!** - Maintain minimum 30-minute reserve per FAA.
- **NO MAX RATE CLIMBS:** When the wheels leave the ground, your performance is over. Any climb over 10 degrees is subject to immediately disqualification.
- No hot-dogging, low passes, or abrupt maneuvers on take-off or in the pattern.
- **Pattern Altitude:** Will vary by event, but typically is 500 ft AGL.
- **HAND PROPPING:** No hand propping of aircraft without someone at the controls and wheels chocked, or the tail tied down.
- Pilot license and current medical certificate (if required) must be in your possession.
- FAA required paperwork must be in your aircraft (AROW).
- All persons flying in the competition events, must attend a pre-event safety briefing for each event that you are participating in. Attendance is required to participate.
- Every pilot or volunteer must complete a waiver prior to each event.
- **Chock your plane!** Tie downs and chocks are your responsibility.
- National STOL Officials, Air Bosses and the Competition Director have authority to disqualify any participant deemed unsafe.

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SAFETY VIOLATIONS WILL BE AN AUTOMATIC DISQUALIFICATION.

General Short Field Takeoff & Landing (STOL) Information:

1. Each pilot/aircraft combination will be allowed a set number of takeoffs and landings (typically 3 cycles) in the STOL event.
2. Score will be based on the best takeoff and landing total, as a pair. (i.e. first landing and takeoff, second landing and takeoff, or third landing and takeoff)
3. Pilots may complete in multiple aircraft but must be able to do so in a way that does not hinder the competition.
4. Pilots may share an aircraft, but each pilot's score will count for that competitor. A pilot cannot share a score with a teammate.
6. Pilots must call ground control in time to join the staging for their heat. Failure to call on time is grounds for a DQ.
7. No aircraft may practice or compete unless under observation by a National STOL Official.

Short Field Take-Off Rules:

1. Taxi into position as directed by line judge, with main gear stopped on reference line.
2. Begin take-off roll after the airboss instructs, "Bravo 1 – go". Once the aircraft starts their departure roll, the next aircraft should already have started their taxi towards the starting line.
3. Take-off distance will be measured to where the furthest main wheel leaves the ground for the last time. **All measurements will be taken at the main gear axle.**

Short Field Landing Rules:

1. Main gear must land on or beyond the reference line.
2. Main gear touchdown prior to reference line is disqualifying.
3. Tailwheel touchdown prior to reference line is **NOT** disqualifying.
4. "Go Arounds" are common real-world safety decisions. If conditions deteriorate on short approach and you are too close to the edge of the safe flight envelope, **GO AROUND**. For the STOL competition, a **"Go Around" is encouraged and expected**. If no contact of any landing gear has been made, the pilot can circle around for a second landing attempt and still be scored. The Competition Director has the sole discretion to determine if the pilot is abusing this rule and may DQ a pilot for that cycle.
5. Aircraft must come to a full stop, straight ahead, and remain stopped until judges have had a chance to measure the distance and wave the aircraft clear of the runway. **Do not move until cleared ahead by the judge.**

6. Landing distance will be measured from the reference line to the main gear axle.
7. Tailwheels can touch down before the reference line. These do not count against you.

Registration and Safety Briefing:

1. Each Event has separate closing times and mandatory briefing times. It is your responsibility to know when to be there.
2. Heat and competitor assignments (example: "Heat B – Number 3") will be posted at the Safety Briefing.

Classes:

Classes are defined below by model and certification type. If an aircraft model is not indicated, then gross weight will be used, as defined by the aircraft's airworthiness certificate.

1. There must be at least two aircraft in a class for the class to compete.
2. Gliders, unmanned aerial vehicles, rotorcraft, powered parachutes, weight-shift, and lighter-than-air craft may not compete.
3. FLYING IN THE WRONG CLASS MAY RESULT IN DISQUALIFICATION.
4. The Competition Director will make all class determinations, which are final.

Exhibition Class (Compete for Pride, not Prize)

Any FAA certificated Single engine aircraft models as determined by gross weight over 3,600 lbs, Twin Engine Aircraft, or other aircraft that are not covered by the classes below.

Heavy Touring Class:

- C-180, C-185, C-182, C-206, and C-210; Maule M-9-230
- Otherwise, other FAA certificated ASEL models as determined by gross weight from 2,500 lbs to 3,600 lbs.

Light Touring Class:

- C-150, C-152, C-170, C-172, C-175, and C-177; Maule M-4, M-5, M-6, and M-7; Stinson 108-2
- Otherwise, other FAA certificated ASEL models as determined by gross weight from 2,301 to 2,499 lbs.

Bush Class:

- Citabria; Huskies; PA-12, 14, 18, and PA-22; Scout; Stinson 105; T-Craft (over 1,320 lbs); Top Cub; Tern X Cub, Tony Zorn's Swamp Monster
- Otherwise, other FAA certificated ASEL models as determined by gross weight from 1,321 to 2,300 lbs.

Alternate Bush/Experimental Class:

- Mackey SQ-2; Bearhawk Patrol; Carbon Cub EX, Carbon Cub FX,; Dakota Super 18; Legend (EAB); Savage Outback Shock; Super Cruiser; Murphy Moose; Backcountry BOSS; Bearhawk
- Otherwise, other FAA certificated ASEL as Experimental with a gross weight above 1,320 lbs.

Light Experimental Class:

- CSport Cub S2; Rans S-7LS; Super Legend; T-Craft (1,320 lbs); Bearhawk LSA; Carbon Cub SS; Dakota Super 18-LT; Legend (ELSA); Rans (ELSA); Just Aircraft Highlander & SuperSTOL
- Otherwise, other FAA certificated ASEL as determined by a maximum gross weight up to 1,320 lbs.

Light Sport Class:

Aircraft with less than 109 horsepower, without flaps or pilot operated lifting devices. – i.e. PA-11 / J3, AL-3.

Replay Information

Camera Replays may be used to challenge distance measurements and line judge calls. The National STOL Officials have the ultimate say in whether a line or distance call stands or is overturned.

BRING YOUR OWN TIEDOWNS.