



OFFICIAL RULES 2023 SEASON

Safety is our number one priority.
If you are in doubt of the rules, ASK QUESTIONS.

All pilots must review these rules in their entirety prior to participation in a National STOL Event.

National STOL Officials, Air Bosses, and the Competition Director have authority to disqualify any participant deemed unsafe. If you are disqualified over a safety concern, your registration fee will not be refunded.

Registration

1. You will select your competition class upon registration. Competition classes are outlined in Appendix A. Please contact us prior to registration if you are unsure of the class in which you should compete.
2. Registration fees are NON-REFUNDABLE.
3. Pilots may compete in multiple aircraft but must be able to do so in a way that does not hinder the competition. A registration fee will be charged for each aircraft.
4. Pilots may share an aircraft, but each pilot's score will count for that competitor. Each pilot must pay his or her own registration fee.
5. Each event has a separate registration closing time. No late registrations will be accepted.
6. Each pilot and volunteer must sign a liability waiver prior to each event.

Event Preparation

1. Upon registration, you will be assigned a competitor number. This number must be posted in the window of your airplane throughout the event.
2. FAA required paperwork (AROW), pilot license, and current medical certificate (if required) must be in your aircraft throughout the event.

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3. Indexing Tires: Aircraft without wheel pants and tires larger than 12 inches diameter are encouraged to mark their tires with yellow index markings of no less than 3 inches (such as tape) perpendicular to the outside edge of the tire. **This is required for the unlimited class.**
4. Bring your own chocks and tie downs. Tie downs and chocks are your responsibility. In addition, no hand propping of aircraft without someone at the controls and the wheels chocked or the tail tied down.
5. **Helmets are highly recommended for all competitors, and will be required for the unlimited class.** If you need a recommendation, please speak to a returning competitor.
6. **Shoulder Harnesses are not required, but are highly recommended.** Shoulder harnesses, like helmets, save lives. We strongly recommend installing shoulder harnesses prior to competition.
7. **Plan your fuel.** Maintain required reserves that are required by FAA regulations.

Event Guidelines and Scoring

1. All persons flying in the competition **must** attend a pre-flight safety briefing for each event. **If you miss the safety briefing, you will not be allowed to fly/compete and your registration fee will not be refunded.** Heat and competitor assignments (example: "Heat B – Number 3") will be posted and announced at the Safety Briefing.
2. Each competitor will fly in a set number of rounds (at least 3) during the competition. A round is defined as a takeoff, pattern, and landing. Further details can be found below.
3. Scoring will be based on the combined distance of the take off and landing of the best **round**. Takeoffs and landings from different rounds cannot be combined for scoring. **All measurements will be taken from the main gear axle.**
4. A DQ on landing will eliminate the score from that entire round. If a competitor DQs on all rounds, he or she will not have a valid score for event or series placements.
5. Pilots must call ground control in time to join the staging for their heat. Failure to call on time is grounds for a DQ.
6. No aircraft may practice or compete unless under observation by a National STOL Official.

STOL Competition Round

Take Off

1. Taxi into position as directed by line judge, with main gear stopped on the reference line.



2. Begin take-off roll after the airboss instructs, “Bravo 1 – go.” Once the aircraft starts its departure roll, the next aircraft will start their taxi towards the reference line.
3. Take-off distance will be measured from the reference line to where the furthest main wheel leaves the ground for the last time.
4. NO MAX RATE CLIMBS-Any climb over 10 degrees is subject to immediate disqualification.

Pattern

1. Pattern altitude will vary by event, but is typically 500 ft AGL.
2. Follow the person in front of you. Airbosses will give advice and suggestions, but you are ultimately responsible for your aircraft.
3. No steep climbs, steep turns, low passes, or abrupt maneuvers.

Landing

1. Main gear must land on or beyond the reference line. Main gear touchdown prior to the reference line is disqualifying. Tailwheel touchdown prior to the reference line is **NOT** disqualifying.
2. 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.**
3. Landing distance will be measured from the reference line to the main gear axle.
4. “Go Arouns” 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 round.

Event Placements

1. Each competition class will have 1st, 2nd, and 3rd place winners (pending sufficient registration) at each event.
2. Winners will be based on the lowest combined ROUND (combination of take off and landing) distance.
3. Prizes may vary from class to class and event to event.
4. Only the Unlimited Class has a guaranteed cash prize.
5. The Rookie class has no prizes and no tracking of season standings.

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Protests

1. Competitors may file a protest regarding a score (measurement of a takeoff/landing; foul line disqualifications) or the violation of a rule by a competitor.
2. The individual initiating the protest must submit it in writing and pay a protest fee of \$125.
3. In the event the competition was recorded, replay video will be used in determining the result of the protest.
4. All reviews from a protest are final and at the sole discretion of National STOL Officials.

Scoring Protest

1. Scoring protests must be filed within 4 hours of the scoring issue.
2. Protests must include adequate detail to find the issue and the round in question (Touring, Cessna 182, Black and Red, #04, First Run, Landing - "I believe it was not a foul").
3. A protest is for a single event, and each discrepancy requires a separate protest to be filed.
4. There are 3 possible outcomes from a scoring protest:
 - a. If the protest is sustained, the original call is overturned. The protest fee will be refunded and the event result will be updated with the change.
 - b. If the protest is inconclusive, whereas there is not enough evidence to overturn the ruling, the protest fee will be refunded and the result will remain the same as called at the time of the event.
 - c. If the protest is unfounded, whereas the evidence supports the original scoring decision, the original scoring stands. The protest will be dismissed and the protest fee is retained by National STOL.

Rules Protest

1. A competitor may protest a rule violation by another competitor, but may only file one protest per rule violation (a pilot may not file one protest for multiple rules broken, but may file multiple protests).
2. Protests for rules violations shall include any supporting evidence, such as photos, videos, or specific details that can be used to identify the rule violation.
3. A rule violation protest follows the same scheme as a scoring violation:
 - a. If the protest is sustained, the matter is referred to National STOL Officials for a Rule Violation. The protest fee will be refunded and National STOL will determine discipline for the violation.
 - b. If the protest is inconclusive, whereas there is not enough evidence to overturn the ruling, the protest fee will be refunded and no action will be taken.



- c. If the protest is unfounded, whereas the evidence supports no rule violation, no action is taken. The protest will be dismissed and the protest fee is retained by National STOL.
4. Discipline for rule violations may result in being disqualified from an event, a warning letter, a warning letter with a corrective action required, event scoring or standings change, or disqualification from the series. Violations may result in other action being taken by National STOL Officials.

Season Scoring-Points System

At the end of the season, an annual champion will be named in each competition class. The annual champion is determined by the number of points accumulated at individual events throughout the year, as outlined below. Please note: You do not have to be present at the final event ("annual championship") to win; however, points earned at this event will be added to the existing standings.

Point Earned by Placement (Within Class)									
1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
25	18	15	12	10	8	6	4	2	1

Each competitor will accumulate season points for the Class(es) in which they compete. If a competitor moves back and forth between the Unlimited and Standard Classes throughout the season, they will accumulate points in both Classes. For example, if a competitor competes in the Unlimited Class and places 1st, they would earn 25 points in the Unlimited Class. If they compete and place 2nd in their Standard Class at the next event, they would have 25 points in the season standing for the Unlimited Class and 18 events in their Standard Class. Points do not transfer in between Classes.

The most consistent competitor of the event will earn 1 additional point toward the season standings. Most consistent is determined by the competitor with the lowest average variation between all rounds AND no DQs.

Pilot Performance Index

The PPI Winner of each event shall be determined by a Pilot Performance Index. This is scored based on the winning total score by the class leader, as compared to the class leader of the shortest distance (including unlimited class).



PPI is calculated based on a class winning score of a previous set of events (in our case, we're using the previous season average scores.) For example, if the Unlimited Class average from the previous season is a distance of 50 feet, and the Experimental Bush winning average is 200 feet, the season PPI would be .25 for Experimental Bush. This means that in the next event, the Experimental Bush scores would be divided by 4.

PPI shall be determined by the previous Season, will be recalculated once a year or at the discretion of National STOL Officials.

Standard Classes

These rules may be changed or modified at any time. National STOL will make every effort to inform participants of rule changes by posting an update on the National STOL website and announcing via social media and/or email listserv to registered participants.

Competition classes are defined by airplane make, model, certification type and weight. Please read below for further details. If you are unsure of what class you fall into, please contact National STOL in advance of your registration.

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. National STOL Officials will make all class determinations, which are final.

Exhibition Class-No Prizes or Season Standings

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.

Touring Class

- C-180, C-185, C-182, C-206, C-210, Maule M-4, M-5, M-6, M-7, M-9, C-150, C-152
- If not listed: FAA certificated ASEL models as determined by gross weight from 2,301 lbs to 3,600 lbs.

Bush Class

- Citabria; Huskies; Scout; Stinson 105, Stinson 108-2; T-Craft (over 1,320 lbs); Swamp Monster; Cessna 170, C-172, C-175, C-177,
- If not listed: other FAA certificated ASEL models as determined by gross weight from 1,321 to 2,300 lbs.

Adventure 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, PA-12, 14, 18, and PA-22, Top Cub; Tern X Cub

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- If not listed: other FAA certificated ASEL as Experimental with a gross weight above 1,320 lbs.

Sport 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, PA-11 / J3, AL-3.
- If not listed: other FAA certificated ASEL as determined by a maximum gross weight up to 1,320 lbs.

Unlimited Class

- New in 2023 is the creation of an Unlimited Class, an open class for any pilot and any airframe to join.
- The class is scored in feet (distance) and follows traditional scoring.
- Each aircraft gets at least 3 runs to score the shortest total distance.
- Tires must be marked with a yellow line, such as tape, no less than 3 inches long, perpendicular to the edge of the tire.
- Helmets and shoulder harnesses are required to be worn by competitors in the unlimited class.

The Unlimited Class is the premier Class for prizes and awards. As such, the entry fee will be raised \$500 for this class (in addition to the \$125 Standard fee, resulting in a registration cost of \$625 in total). This additional \$500 will be split as the **guaranteed cash** purse for the Unlimited Class. The cash prizes are in addition to any other sponsored prize or trophy.



The cash purse will be scaled based on the number of entrants, outlined on the chart below:
Cash Prize Award Chart

	2 Competitors (Winner Take All) - \$1000	3 Competitors \$1500	4 Competitors (50% Rule takes effect) - \$2000
1st Place	\$1000	\$1000	\$1000
2nd Place	No Cash Prize	\$500	\$750
3rd Place	N/A	No Cash Prize	\$250

	5 Competitors \$2500	6 Competitors (start of fixed 2nd and 3rd place prizes)- \$3000	7 Competitors \$3500
1st Place	\$1250	\$1500	\$2000
2nd Place	\$750	\$1000	\$1000
3rd Place	\$500	\$500	\$500

	8 Competitors \$4000	9 Competitors \$4500	10 Competitors \$5000
1st Place	\$2500	\$3000	\$3500
2nd Place	\$1000	\$1000	\$1000
3rd Place	\$500	\$500	\$500

*With 4-6 competitors, prizes are given out as “The 50% Rule”, meaning 50% of the total purse goes to the 1st place winner..

*After 6 competitors, the first place finisher will always get the balance of the 2nd place (fixed at \$1000) and 3rd place (fixed at \$500).

*In the event there is a single competitor, they will automatically win back their \$500

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entry fee.

Rookie Class

The Rookie class is an optional, relaxed class for all aircraft models and types (as long as they fit into a traditional standard class, i.e., no helicopters or twins) for new competitors. Rules in the Rookie class are relaxed and if time allows, pilots in this class may have a separate practice session ahead of the competition. Competitors may continue to participate in the Rookie class until they place first in the class. The Rookie class has no prizes and no season points.

The goal of the Rookie class is to educate newcomers to the series and encourage them to grow as pilots. While pilots should be experienced aviators in their aircraft type, this will help them learn the National STOL competition format and standards in a fun, low-stress environment.

