



2026 SEASON

[Release Version: 26.1.4]

Disclaimer / Pilot Rules / Aircraft Classifications

All pilots must review these [Rules](#) in their entirety prior to participation in a National eSTOL Event

You are also advised to read prior to registration, participating in practices, and check for updates before any competitions.

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

By registering for ANY National eSTOL event, all participants agree to abide by the rules and to disclose any relevant AI or Assist features used during competition. Failure to disclose usage may result in penalties or disqualification.

National eSTOL Officials, Air Bosses, and the Competition Director have authority to disqualify any participant deemed unsafe or in violation of the rules.

** National STOL and National eSTOL reserve the right to add/remove events as necessary to fit the season schedule. Not all extra events will accumulate seasonal pilot points. Each event may vary.*

You WILL need to join the National STOL Discord at [National STOL](#)

ALL PILOTS **MUST** Click and Submit to the Pilot Agreement: [National eSTOL Rules](#)

The Registration Process

How To Register?

1. ***If a pilot (you) is a first time competitor, you must participate and attend the competitor eCertification class given by an official eSTOL Trainer.***
 - a. Once certified; You remain e-certified for eSTOL events.
 - b. We highly recommend returning competitors in our events.
 - i. To return, you must be up-to-date on eSTOL Procedures.
 - ii. You must register for the competition on-time.
 - iii. Returning competitors from the 2025 Season that received an eCert are exempt from the rookie class. ALL other competitors must receive certification and run the Rookie Class to be placed into a National eSTOL Series Aircraft Class.
 - c. What will happen if I miss any competitions after entering the series?
 - i. If you miss 2 (two) consecutive competitions without prior authorization; your position may be forfeited to allow incoming rookies placement.
 - ii. ANY no-call or no-show WILL result in your immediate suspension for (Two-2) consecutive competitions and your position in eSTOL will be filled with ANY rookie eligible to advance into your main class.
 1. Obtain authorizations or notify staff with the ModMail / STAFF option.
 2. IF YOU REGISTER FOR AN EVENT; YOU ARE REQUIRED TO SHOW.
 - a. IF YOU CANNOT
 - i. Contact Staff via MODMAIL Immediately.
 - b. IF YOU FAIL TO CONTACT STAFF via MODMAIL
 - i. A FEE will be applied for re-entry into the series upon registration to your next event.
 - d. PILOT AGREEMENT
 - i. **Upon CLICKING TO REGISTER you agree that:**
 1. You have read and agreed to the pilot agreement section in the rules.
 2. **You will select your competition class upon initial registration.**
 - a. Competition classes are outlined in Appendix A.
 - b. Please contact us prior to registration if you are unsure of the class in which you should compete.
 3. **Registration will close at 2400 UTC the evening before the official practice day.**
 - a. (2 days prior to competition)
 - b. late registrations will not be accepted. (Unless prior approval is made)
 4. **Upon registration, you may pick a race number from the National STOL List**
 - a. Numbers can be picked when you register on your pilot profile.
 5. **Pilots during the 2026 Season will ONLY be allowed to fly in ONE PLANE at a time.**
 - a. Pilots may compete in any (1) main category class.

- i. You may register your aircraft in ONE CLASS.
 - ii. If changing classes; you will forfeit any points accrued to the previous class.
6. **PC users will be REQUIRED to run the eSTOL eTOOL BY Cedric P. Located in the Discord.**
- a. NOT REQUIRED for Xbox competitors (Discord Enforced LIVE Feed)
 - i. Minimum of 2 Line Judges watching Xbox Competitors / Scoring

Preparing For An Event?

7. **Event Preparation Time:**
- a. You must report at least 1 hour prior to the event start time for Pre Competition Briefing. You may arrive early.
 - b. The entire event should be around three (3) hours including preparation.
 - c. Once your class is concluded; You are back in parking; You may exit.
 - i. Exiting should be done when no movement is being performed and you are cleared to exit by the Airboss.
 - ii. OFFICIAL practices should be treated with the same respect and seriousness as a live broadcast competition.

Practice Preparation Time: Practice Information Packet (PIP) - COMING SOON

9. **The event scenery can be purchased online through the Microsoft Marketplace.**
- a. The scenery will be available on the MSFS Marketplace for MSFS 2024.
 - i. Released by National STOL (2026)
 - ii. Sceneries are ALL being re-created for NATIVE 2024 use.
10. **You will select your competition Aircraft/ Aircraft Class & Livery, provide Twitch/YouTube name (wherever you plan to watch), and Email (so we can contact you if needed) upon registration.**
- a. A second Livery Update will be available mid-season (TBD)
 - i. This update is for competitors to update mid-season and new competitors to have a chance to update their livery into the series. (June-July)
 - b. You MUST provide livery during registration IF using custom livery
 - i. Place this livery in the MODS section of your aircraft profile.
 - ii. Send a link in via MODMAIL / or drop a file via MODMAIL.

11. Liveries will ONLY be available to update upon initial registration for the season.

- a. An eSTOL Livery pack should be released for the season. (TBD)
 - i. No Google drive links will be accepted unless prior authorized.
 - ii. Liveries are recommended to be released on flightsim.to for easy access.
- b. A list pack from .to may be available to update aircraft liveries ahead of the competition for competitor usage when time allows. ALL liveries can be acquired via stol.gg portal
 - i. NEW COMPETITOR LIVERIES:
 - 1. One Livery Update entering Main Classes/
 - 2. Mid-Season Update Week of June 29th, 2026 - July 5th, 2026)

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2026 National eSTOL Series Rules

- ii. PREVIOUS COMPETITORS:
 - 1. Season Entry (Prior to April 25th)
 - 2. Week of June 29th, 2026 - July 5th, 2026)
- iii. ALL ELIGABLE COMPETITORS WILL GET A CHAMPIONSHIP LIVERY UPDATE.
 - 1. For pilots that make and enter the championships.

12. ALL planes being flown in the competition MUST flown on the most current version *permitted by National STOL on the day of the event.*

- a. *This includes any aircraft downloaded off a third party site.*
 - i. *If applied, WILL ONLY run the latest version available on MSFS Marketplace.*

13. You are NOT allowed to alter/modify aircraft .cfg FILES

- a. *Self-Altered .cfg or other files*
- b. *Aircraft modifications from [Flightsim.to](https://flightsim.to)*

14. Shoulder harnesses are REQUIRED, when using a full motion simulator rig.

15. You will first receive instructions from the Airboss during the pre-competition briefing and prior to departure.

- a. Airboss will provide instructions while in flight and in the traffic pattern.
 - i. All other Discord radio traffic should remain silent during the competition unless directed to by a National eSTOL Official.
- b. *During the live event ALL players MUST have communication with AIRBOSS; Failure to communicate with Airboss during live event will result in DQ.*

16. Server will be SouthEast Asia unless instructed to do by a National eSTOL Official.

- a. *All players must be on LIVE PLAYERS or you will NOT be permitted to compete. PLEASE DO SO AT THE BEGINNING OF PRE-FLIGHT BRIEFING. (This ensures every competitor is on the same weather from the MS Server.)*

17. Plan your fuel

- a. *No alterations of fuel beyond the start of aircraft is allowed.*
- b. Use of unlimited fuel is not allowed and may result in a permanent ban from the series.
- c. *Aircraft Fuel should be set to Default Aircraft Fuel Settings (Ex. 50%)*

18. In the event of a technical difficulty;

- a. *An eSTOL Technical Advisor will help you in a separate channel immediately upon request*
 - i. *(You can request a Technical Advisor via your current Airboss when in Heat A/B Channels or via a Trainer/Staff when in a general VC Channel).*
- b. *You MUST request a Technical Advisor as soon as possible when you notice an issue, while still respecting quiet comms as to not interrupt other competitors' takeoffs and landings.*

- c. If an issue arises during other competitors' takeoffs or landings please wait until they are completed to request a Technical Advisor.
 - i. You will be given **3 minutes** for re-connection attempt if you DID NOT attend any official prior preparation events. (Pre Competition Briefing)
 - ii. You will be given **5 minutes** for re-connection attempt if you ATTEND an official preparation event. (Pre Competition Briefing)
 - d. Once connection is re-established; you may be placed back in during the competition to finish any remaining heats.
 - e. Your pre-flight checks via Airboss will have to be re-verified before returning to competition, so please be patient!
 - f. If connection cannot be re-established within the time frame; your scores will be counted as they stand prior to the disconnect / issue.
 - i. ALL HEATS OR RUNS prior to the disconnection issue WILL BE counted.
19. **Reloading into the sim for the event should ONLY be done during stopped movement times or commercial breaks unless instructed to do so by a Technical Advisor.**
- a. This is to prevent stutters and frame issues during the competition.
 - b. Please respect others flying time;
 - i. Remain calm and notify Airboss of problems
 - ii. Contact tech support and work through issues
 - iii. Reload and continue with heat.
 - c. Remember: we are all here to have fun! Failure to do so can result in a warning or possible DQ. Staff will do everything possible to ensure you complete as many runs of your heat as possible (time permitting).

What Are The Guidelines?

20. **All persons flying in the competition must attend the entire pre-flight briefing and have an eCert prior to registering.**
- a. If you miss the briefing, you will not be allowed to fly/compete and your registration will be canceled. Exceptions: Previously discussed with admin through discord MODMAIL; in advance
 - b. *ALL PILOTS SHOULD SET VOICE TO PUSH TO TALK UNTIL END OF COMPETITION.*
21. **Heat and competitor assignments will be announced at the Briefing and will be distributed via Discord with parking assignments the morning of the competition BY 11AM EASTERN.**
- i. These numbers are assigned by HEAT and PARKING SPOT. They will be assigned before each competition.
 - ii. (example: "Alpha-One", First Heat; First Aircraft)
 - iii. [eSTOL Livery Lists and Parking Rosters](#)
 - 1. Liveries are located on the [stol.gg](#) website in the pilot portal.
 - a. Post all liveries under MODS in your aircraft.
 - 2. Rosters are located on the [stol.gg](#) website in the pilot portal.

- 22. Each competitor will fly in a set number of competition rounds (Three) during the competition.**
- a. A round is defined as a takeoff, pattern, and landing.
 - b. Scoring will be based on the combined distance of the take off and landing of the best round.
 - c. Takeoffs and landings from different Heats cannot be combined for scoring UNLESS directed by an Airboss and a Technical Advisor.

How Are We Scored?

- 23. The start/finish line (“reference line”) is a painted white line, typically 18 inches wide, in which measurements are marked from.**

- a. On takeoff and landing, distances are measured from the upwind side of the line.
- b. A scratch is defined as a landing in which any part of the tire touches any part of the painted white reference line.
 - i. A scratch on landing will eliminate the score from that round.
 - ii. All measurements will be taken from the main gear axle.
 - 1. Taildragger = Front Main Gear
 - 2. NoseWheel= Rear Main Gear
- c. Weight on wheels is not required; tire deformation or depression is not required.
- d. If a competitor scratches on all rounds,(s)he will not have a valid score for event or series placements.
 - i. Outer Main Wheel MUST be within the hash marking (either side)

- 24. If at any point during landing that the fuselage, tail, wing, propeller or nose of the aircraft comes in contact with grass, dirt, a ground based object or ground, the score for that round will be a scratch and the competitor will be disqualified from competing for the rest of the competition.**

- 25. IF an accident occurs due to any of the above reasons, follow the following list;**

- a. Quickly reset using the Official eSTOL Training Tool, and under a worst case scenario use the (SLEW) feature built into MSFS (Advise setting a key command for this) Only SLEW when advised to by Airboss.
- b. Restart engine, and proceed to taxi.
- c. Follow any instructions and reset once in a safe position to do so.

- 26. Any scores made before this round WILL STILL BE counted.**

FLAGS: (Green, Go) (Yellow, Caution Object) (Black, Disqualified) (Red, ALL MOVEMENT STOP)

Take-Off Procedure

27. **Taxi into position as directed by line judge, with main gear stopped on the reference line.**
 - a. Wait for Airboss instructions and then the countdown “5 Seconds... Bravo 4, Go”
 - i. All instructions by the airboss or groundboss should be followed.
 1. ie. Tool Users- Wait for Airboss instructions.
28. **Begin take-off roll after the Airboss instructs, “Bravo 4 – go.”**
 - a. Once the aircraft starts its departure roll, the next aircraft will start their taxi towards the reference line.
 - i. Aircraft have approx 30 Seconds in between each competitor
 - b. Aircraft must stay within the boundaries of the runway.
 - i. Possible discipline or points fine may be imposed for reckless violations
29. **Take-off distance will be measured from the reference line to where the furthest main gear wheel leaves the ground for the last time.**
 - a. Section ([23i.1-2](#))
30. **NO MAX RATE CLIMBS-**
 - a. Any climb deemed unsafe by National STOL Officials is subject to immediate disqualification.
31. **The width of the competition area is defined as the area between the feather flags on the reference line.**
 - a. Aircraft wing tips may not extend beyond the feather flags at any point during takeoff or transitioning to the pattern.
 - b. While lining up on the runway, the nose of the aircraft cannot be pointed further left or right than the furthest flag on the runway opposite side.

Pattern Procedure

32. **Pattern altitude will vary by event**
 - a. **Typical pattern altitude is 500 ft AGL using runway altitude.**
33. **Airbosses are there for safety in the pattern and to monitor distance between pilots.**
 - a. Follow the competitor in front of you safely (unless your first in pattern)
 - b. No steep climbs, steep turns, low passes, or abrupt maneuvers.
 - c. You are responsible for your own aircraft at all times.

Landing Procedure

34. **Main gear must land beyond the reference line.**
 - a. Main gear touchdown on or prior to the reference line results in a *scratch*.
 - b. Tailwheel touchdown prior to the reference line is NOT a scratch.

35. **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 and or the Airboss, and then safely and rapidly clear the competition runway.
 - Clear the runway as AND when instructed.
36. **Landing distance will be measured from the reference line to the main gear axle.**
- Section ([21.ij.1-2](#))
37. **At no point during landing should the tip of your aircraft wing extend past the side lines and/or flags.**
- During landing, your aircraft should come to a stop no more than 45 degrees to the runway direction
 - (Angle between corners of opposite sides)
38. **“Go Arounds” are common real-world safety decisions.**
- Go-Arounds, encouraged, listen to Airboss instructions.
 - If conditions deteriorate on short approach and you are too close to the edge of the safe flight envelope, **GO AROUND**.
 - AIRCRAFT ON THE RUNWAY.... HAVE THE RIGHT OF WAY.
 - For the STOL competition, a *“Go Around” is encouraged and expected.*
 - AVIATE, NAVIGATE, COMMUNICATE !! (What does this mean?)**
 - Execute Go Around Procedure
 - Maintain Runway Heading until FULLY clear of the runway
 - Announce Going Around when Comms are clear.
 - All communication in Airboss Channels will be PUSH TO TALK
39. **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.
40. **Vertical Speed Restrictions/Rules**
- The tool currently detects a hard VS or vertical speed at a standard () FPM. If you land harder than this value, you will be given the following as a rule violation.
 - 1st offense, WARNING - RUN STILL COUNTS
 - 2nd offense, RUN DOES NOT COUNT - SCRATCH
 - 3rd offense, DQ' - but is the third heat anyway, and broke something GO TO GARAGE !! Need inspection

41. USE OF PARKING BRAKE

- a. Competitors shall not use the parking brake when landing their aircraft at any time.
- b. Parking brake is only to be used when parked, stationary, or waiting for movement in the event movement zone.

Rule: AI and Assist Features – Disclosure and Usage

@eSTOL Competitors must adhere to the following guidelines regarding the use of AI and Assist features in Microsoft Flight Simulator:

42. AI Use Disclosure Requirement for Competitors with Physical Disabilities

- a. If using **ANY** of the AI or Assist features listed below, competitors are **required to request prior authorization before registering.**
- b. **Use of any AI feature will be determined by an @Official On a case by case basis. If you need this authorization:**

- i. **Contact Staff on Discord Link ->**

Contact Staff

(There will be an approval session in VC, and a video conference)

- c. This ensures fairness and transparency across all participants.

43. Allowed Features

- a. Rudder Assist: Allowed with authorization
- b. Assisted Yoke: Allowed with authorization
- c. Assisted Mixture: Allowed with authorization
- d. Assisted Controller Sensitivity: Allowed with authorization

44. Prohibited Features

- a. Assisted Landing: NOT ALLOWED
- b. Assisted Takeoff: NOT ALLOWED
- c. AI Anti-Stall Protection: NOT ALLOWED
- d. AI Auto-Trim: NOT ALLOWED

45. Additional Rules

- a. More rules regarding AI and Assist feature usage may be applied and added as deemed necessary by the National STOL Officials.


46. LIVE STREAMING eSTOL Trainings, Practices, and/or Competitions (is it allowed?):

- a. **During competition: NO**, we don't want to draw any attention from the official stream and break pilots' communication/concentration on their heat/event.
- b. **During Official Practices, YES**, but I would rather enjoy Kat's commentary and support the stream.
- c. **During Privately streamed, Public (Twitch,YT,FB): YES**,we encourage you to grow the STOL family, support National eSTOL and National STOL.
- d. **During Official Trainings: NO**, some instructions regarding the rules should be confidential AND training is meant to provide instructions on an individual basis.

Event Placements

47. Winners will be based on the lowest combined ROUND (combination of take off and landing) distance.
48. Prizes may vary from class to class and event to event.
 - a. *PRIZES ARE NOT GUARANTEED*
49. Exhibition Class has been terminated as of 4/9/2024

Protest Instructions and Protest “Fee” (How To Protest)

50. **Protests CAN ONLY BE SUBMITTED thru the Modmail System (Pages 16-18)**
 - a. **WE WILL NOT** accept or acknowledge any evidence submitted otherwise.
 - b. **ALL** Protest Type submissions must be within (24 Hours) to allow for a review.
 - c. Instructions on how to use the Modmail system are described in this document.
51. **In the Title of the protest submission please indicate the type of Protest being submitted (Scoring or Rule).**
 - a. After you have placed a title and explanation;
 - i. Submit evidence as an additional message thread under your claim. Evidence would include:
 - ii. Videos, pictures, or other forms of support please submit as a message in the same submission.
 - iii. Contact Staff Discord Link -> 

52. ***Failure to complete these steps will result in possible termination of your submission by National STOL OR National eSTOL and your protest will be rejected.***

53. ***In the event the competition was recorded, replay video will be used in determining the result of the protest. We encourage pilots to use a recording program for playback and can be found on Flightsim.to (Live recording posted on YouTube from broadcast)***

<https://flightsim.to/file/8163/flight-recorder>

- a. The protest fee is 5 season points.
 - i. If the protests result in a ruling against the pilot who submitted a protest, then 5 points will be deducted from the pilot’s 2026 Season Points.
 - ii. A second protest that goes against the pilot filing will result in (10 Points) being deducted.
 - iii. A third and subsequent protests that go against the pilot filing will result in (15 Points) being deducted.
- b. *All reviews from a protest are final and at the sole discretion of National STOL Officials. If a protest rules the way of the pilot, no points are deducted.*

Scoring Protest

54. **Scoring protests must be filed within ONE DAY of the scoring issue. (24 Hours)**
 - a. Protests must include adequate detail to find the issue and the round in question.
 - i. (Touring, Cessna 182, Black and Red, #04, First Run, Landing - “I believe it was not a foul”). This evidence must be included with the protest statement.

- b. A protest is for a single event, and each discrepancy requires a separate protest to be filed.
- c. *There are 3 possible outcomes from a Scoring and/or Rule protest:*
 - i. If the protest is sustained, the original call is overturned.
 - 1. The protest fee will be refunded and the event result will be updated with the change.
 - ii. If the protest is inconclusive, there is not enough evidence to overturn the ruling.
 - 1. The protest fee will be refunded and the result will remain the same as called at the time of the event.
 - iii. If the protest is unfounded, whereas the evidence supports the original scoring decision, the original scoring stands.
 - 1. The protest will be dismissed and the protest fee is retained by National STOL.

How To Submit A Rule Violation or Rules Protest

55. A competitor may protest a rule violation by another competitor.

- a. You may only file one protest per rule violation (a pilot may not file one protest for multiple rules broken, but may file multiple protests).
 - i. 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.
 - ii. This evidence must be included with the protest statement.
- b. If the protest is sustained, the matter is referred to National STOL Officials for a Rule Violation.
 - i. The protest fee will be refunded and National STOL will determine discipline for the violation.
- c. If the protest is inconclusive, there is not enough evidence to overturn the ruling.
 - i. The protest fee will be refunded and no action will be taken.
- d. If the protest is unfounded, whereas the evidence supports no rule violation, no action is taken.
 - i. The protest will be dismissed and the protest fee is retained by National STOL.

56. Discipline for rule violations may result in:

- a. Being disqualified from an event
- b. A warning letter
- c. A warning letter with a corrective action required
- d. Event scoring or standings change / POINTS REDUCTION
- e. Disqualification from the series.
 - i. ** Violations may result in other action being taken by National STOL Officials as needed.*

Annual Points System

57. At the end of the season, an annual champion will be named in each competition class.
- i. The annual champion is determined by the number of points accumulated throughout the year, as outlined below.

Points 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

IF switching Classes, please contact Staff ModMail immediately

58. When and if you are changing classes:

- a. You are ONLY allowed to switch classes ONE TIME, during the entire season.
- b. You WILL lose your season points from the previous class if changing classes with your move.

59. Competitors that change aircraft during the season will retain their points as long as they remain in the same class.

- a. You are allowed to change your aircraft within your class as long as you use any prior submitted livery or default livery.
- b. *IF National STOL changes the class location of your plane at ANY point during the season but does NOT reject it from use; we will transfer any accumulated points you may have with that plane upon the change.*

60. The most consistent competitor of the event will earn 1 additional point toward the season standings.

- a. Most consistent is determined by the competitor with the lowest average variation between all rounds AND no scratches or DQs.
- b. If a competitor does not compete in a round, that would count as a scratch for the purpose of this rule.

61. Effort will be made to have the pilots at the top of the season points standings compete in the same heat as one another within each class.

- a. *The highest ranking pilot will have the benefit of choosing where in the heat (s)he wishes to fly.*

Pilot Performance Index (Starting 2027 Season)

- 62. The PPI Winner of each event shall be determined by a Pilot Performance Index.**
- a. 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).
- 63. 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.)**
- a. For example, if the Unlimited Class average from the previous season is a distance of 50 feet, and the Backcountry winning average is 200 feet, the season PPI would be .25 for Backcountry.
 - i. This means in determining the PPI score, the Backcountry scores would be divided by 4.
- 64. PPI shall be determined by the previous Season (No PPI will be calculated for Season 1 in 2024, will be recalculated once a year or at the discretion of National STOL Officials.**

Rookie Class (New for 2026 eSTOL)

- 65. The "Rookie Class" is designed to bring new pilots into the National eSTOL series by introducing them to the combined environment of aviation, competition, and live-streamed broadcasting. All in one bundle under a controlled and relaxed environment for all ages. (Recommended 14+)**
- a. Rookie competitors will ALL be in ONE plane. (*Standard MSFS*)
 - i. Standard Cub Crafters X-Cub
 - ii. eSTOL Livery, or default of your choice
 - b. To move out of "Rookie Class"; a pilot, MUST meet the following criteria:
 - i. A rookie MUST compete in AT least TWO competitions.
 - ii. A rookie MUST WIN; ONE competition (*1st Place; Rookie Class*)
 - c. Once you meet the above requirements; National eSTOL Staff will work with you to move into the "Main Class" of your choice (When positions are available)
 - i. IF, There are NO OPEN POSITIONS in the class you wish to fly; you can:
 1. Choose another class (*airplane*) to fly in the competition.
 2. Wait for an open position in the class of your choice.
 - ii. Main Classes are described in Appendix A

By registering for ANY National eSTOL event, all participants agree to abide by the rules and to disclose any relevant AI or Assist features used during competition. Failure to disclose usage may result in penalties or disqualification.



Ask Yourself... ..

Do you understand the rules and instructions?

Have you received an eCertification Certificate?

Have you registered? And taken a race number?

Appendix A: Competition Classes

1. We currently have four main classes
 - a. Unlimited
 - b. Sport
 - c. Touring
 - d. Backcountry
2. Aircraft are placed into these classes based on their performance in standard conditions by the eSTOL testing committee.
 - a. National eSTOL reserves the right to adjust an aircraft's placement as needed.
3. If you are unsure about aircraft placement contact staff before registering via modmail.
4. In order for a class to run there must be a minimum of two competitors in the class.

Appendix B: Weight and Ballance

1. Weight and balance will be managed through the tablet.
2. Fuel must be set to 50%
 - a. Note the Zlin Savage cub only pulls fuel from the right tank.
3. Pilot weight must be set to default
 - a. If there is no pilot weight a default 170lbs (77.1kg) must be used.
4. Copilot weight can be removed
5. You can add weight as long as you do not exceed your aircrafts MTOW.
6. Center of gravity can be adjusted.
 - a. Remember aircraft in sim can handle closely to their IRL counterparts. Adjusting center of gravity could lead to an accident resulting in disqualification.

Classes: Unlimited

Monster NX	Got Friends
Zlin Shock Ultra	Asobo
Savage Gravel	Got Friends
Norden	Asobo
Zenith 701	SWS
Savage Carbon	Got Friends
Kit Fox Competition	//42

Sport

Sirius TL3000	FSReborn
Chinook	CRZ
Minimax 1500R	Emerald Scenery Design
Aeroprakt A-32	Got Friends
Zlin Savage Cub	Asobo

Touring

Kit Fox Low 'n Slow	//42
Cub Crafter Xcub	Asobo
Cap4	Asobo
Wilga 35/80P	Got Friends
Wilga 35/80X	Got Friends
Scout Denali	Hangar Studios
Cessna 185	Asobo

Backcountry

Navion B	Hangar Studios
Robin Cap 10	Asobo
Cessna 170B	Carenado
Rans S6S (all configurations)	Fly Boy Simulations
Maule M7-235	Pilot Experience Simulations
Scout	Hangar Studios
Wilga 35/80A	Got Friends

Appendix D: Agreements

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Pilot Registration Agreement: Next Page

2026 Pilot Agreement Information



I would like to be the first to welcome you to the National eSTOL Series. This exciting series is brought to you in coordination with National STOL, National eSTOL Sponsors, and Pilots alike. Joining National eSTOL as a pilot will require following certain guidelines and a level of professionalism that we would expect from any one of our staff or current team members.

Training is done on an individual basis, Submitted through Trainer ModMail.

Each Pilot must complete the eCertification course with an authorized National eSTOL Trainer who will assign them a rookie status and a certification card number upon completion.

- **Each PILOT is responsible for reading and understanding the rules and regulations.**
- As a National eSTOL Pilot; You should:
 - Have a high standard of professionalism at all times while a part of the Series.
 - Maintaining a professional image is important for both National STOL and National eSTOL; as we grow, the way our pilots behave on and off the field is a huge factor in maintaining good healthy relationships with the community, our partners, and our sponsors.
 - Remember; you are a reflection of yourself and of all of us at National eSTOL.
 - You should have the highest level of integrity, and hold yourself accountable.
 - Behave ethically according to the Discord guidelines at all times.
 - Be a problem solver, use developed coping skills, and manage challenges with a positive attitude. Think through solutions and maintain a calm demeanor.
 - Be Honest; This should be of most importance.
 - Communicate; Communication is a key requirement for participation.
 - Maintain any confidentiality with staff or other pilots as directed.
 - Please, respect others and their time as they should be respecting yours.

All pilots should be open to sharing any skills with others. Even amongst fellow competitors. This promotes good values within National eSTOL and reflects outward into the community.

By registering for an event, you agree to keep yourself within these standards and respect this position within National eSTOL given to you by the Training Representative and Community Manager. If at any time a pilot does not maintain the level within these standards; you may be subject to disciplinary terms defined in the National eSTOL Rules and Regulations. This may or may not come with a verbal / written warning, or letter of disqualification

YOU MUST CHECK THE BOX UPON REGISTERING TO AGREE.

APPENDIX E: MODMAIL USER GUIDE

Modmail Bot User Guide (General USER Reference)

1. Introduction

Welcome to National STOL's Modmail Bot! This bot facilitates private communication between server members and various staff teams through a ticket system. Users can create tickets to speak with Moderators, Trainers, or senior staff, and all conversations are logged for quality and training purposes.

This guide is divided into sections for regular users, staff members, and administrators.

2. For Server Members: Creating a Ticket

As a regular server member, their main interaction with the bot will be creating a ticket.

1. Navigate to the channel containing the **Contact Support** panel.
 2. Read the welcome message and choose the department they need to contact by clicking one of the buttons:
 - **Contact Staff:** Click this to create a private ticket to speak with the Moderator team about general server issues, questions, or to report a user.
 - **Receive Training:** Click this to create a ticket with the Trainer team to request or schedule a training session.
 - **Submit a Protest:** Use this for sensitive issues, such as protesting a staff action. This will create a ticket with Elevated staff members.
 3. After clicking a button, a new private channel will be created for them and the corresponding staff team. Both the user and team will receive a ping in this new channel. Click the channel link to begin conversation.
-

3. For Staff: Managing Tickets

This section covers the lifecycle of a ticket from a staff member's perspective.

Ticket Lifecycle

1. **Creation:** When a user creates a ticket, the relevant role is pinged in the new channel (e.g., the `@Moderator` role is pinged for a "Contact Staff" ticket). You can then communicate directly with the user in this private channel.
 2. **Closing a Ticket (`/close`):** Once the user's issue is resolved, any staff member with `Trainer` permissions or higher can use the `/close` command. This sends a confirmation message to the user with two options:
 - **Confirm Closure:** The user clicks this to close the ticket. They are removed from the channel, and a final message appears indicating staff can talk freely.
 - **I Need More Assistance:** If the user clicks this, the ticket remains open, and the Escalation Role is pinged to draw the attention of higher-level staff.
 3. **Force-Closing (`/forceclose`):** If a user is malicious, unresponsive or has left the server, a staff member with Escalation permissions or higher can use `/forceclose`. This immediately removes the user and closes the ticket without confirmation.
 4. **Re-opening (`/reopen`):** If a ticket was closed by mistake or the issue resurfaces, a user with Elevated permissions can use `/reopen` inside the ticket channel. This will add the user back to the channel and mark the ticket as open.
 5. **Archiving (`/archive`):** After a ticket is closed, an Elevated staff member can use the `/archive` command. This saves a full text transcript of the conversation to the designated archive channel and then permanently deletes the ticket channel. **A ticket must be closed before it can be archived.**
-

4. Permission Hierarchy

The bot uses a tiered role-based permission system. If you have a higher-level role, you can use all the commands available to the lower levels. The hierarchy is as follows:

- **Administrator (Discord Permission) (Dean & Tom Wolf):** Can use all configuration commands.
- **Elevated Role (Official):** The highest bot-specific role. Can manage sensitive tickets, archive, reopen, and clear ghost tickets. This role is pinged for new "Protest" tickets.
- **Escalation Role (Level 2 Customer Support):** Can force-close tickets and is pinged for assistance requests.

- **Staff Role (unused - as server grows, multiple tiers of support can be added):** General staff members.
- **Moderator Role (eSTOL Mod):** Can create tickets for others and close staff-related tickets. This role is pinged for new "Contact Staff" tickets.
- **Trainer Role (Trainer):** The base-level staff role. Can participate in trainer tickets and use the `/close` command. This role is pinged for new "Receive Training" tickets

Ticket Management Commands: NEXT PAGE (Mod Reference ONLY)

Ticket Management Commands:

Command	Description	Required Permission
<code>/close</code>	Proposes closing the current ticket to the user.	Trainer +
<code>/create</code>	Manually creates a "Staff" ticket with a specified user.	Moderator +
Open Modmail (User context menu)	Right-click a user -> Apps -> Open Modmail.	Moderator +
<code>/forceclose</code>	Immediately closes a ticket and removes the user.	Escalation +
<code>/reopen</code>	Reopens a closed ticket and adds the user back.	Elevated +
<code>/archive</code>	Archives a transcript of a closed ticket and deletes the channel.	Elevated +
<code>/force_clear_ticket</code>	Manually clears a user's "ghost" ticket from the database.	Elevated +

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