

STOL WARS

2024 - ACTION PLAN

EAA Chapter 292

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1. Introduction

The Experimental Aircraft Association (EAA) Chapter 292 located at Independence airport (7S5) is hosting a fly-in event with limited short takeoff and landing (STOL) Exposition (Expo) on Sunday, August 25, 2024, from 8:00 AM to 2:00 PM. This Action Plan essentially conforms to the same approved Plan used in 2017, 2018, 2019, 2021 and 2022, and 2203, (Action Plan – STOL EXPO 2018), with a few minor changes.

In 'fine tuning' the Plan for this year's STOL competition, EAA Chapter 292 leadership worked with the STOL sub-committee to research current STOL events, seek advice from competition pilots, and approval from appropriate aviation authorities. 2023's successful STOL once again provided much experience in planning this year's event.

2. Overview

A STOL fly-in is a traditional way for pilots and aircraft to gather for the day to learn more about STOL aircraft, new materials and methods of construction, and the modifications and techniques for flying them. That wow factor of what low budget homebuilt aircraft, certified aircraft, and experienced pilots are capable of. However, the event requires closing the runway from **9:30 AM to 1:00 pm on Sunday, August 25, 2024**, for the exclusive use of STOL aircraft and judging personnel. It is specifically for this reason that we structure this Action Plan as outlined in the document that follows.

3. Vision

EAA Chapter 292 seeks to continue developing a style of fly-in to include a STOL competition based on the 'Valdez'-model but much reduced in number, type, and classes of aircraft. It will be limited to a maximum of (30) STOL aircraft and experienced pilots. The competition is intended to promote public interest and foster ever safer short landing and takeoff aircraft. We intend this to be a fun, family event, for local communities along with aviation interests of the Pacific Northwest. The focus will be first and foremost on safety to the public, as well as to participants, while demonstrating operational capabilities of STOL aircraft in an environment where even inches matter.

4. Organization

Chapter 292's Fly-in Chairperson Aaron Moore, along with STOL Chairperson Ric Wilson, Chapter President Curt Anderson, and others, are working closely with the Oregon Dept of Aviation (ODA), the Federal Aviation Administration (FAA) and the National EAA.

We are also working with local organizations like the Community Emergency Response Team (CERT), Fire District, professional STOL competition pilots/advisors, and others in the STOL community, to present an interesting, educational, and safe event in accordance with all relevant authorities as outlined below.

5. Safety

Since the general public will also be attending this event, and assuming most will not be pilots or have a working knowledge of aircraft safety, the following structure has been developed for their personal safety as well as the safety of the flying public.

a. Ground Safety - General Public

'Safety Diagram-general public' handouts will be provided at the public entrance aka 'shuttle turnaround' indicating areas for public viewing of aircraft on display and the Expo itself (green boundary markings), which clearly separate areas restricted to the public, i.e. Staging area, taxiway and runway. (Please see attachment #1)

- i. EAA personnel will be trained and dedicated to monitoring and enforcing boundaries and areas restricted to the public as detailed in 'Staffing Diagram'. Staff will use hand-held radio communication. (Please see attachment #2)
- ii. Physical barriers (barrier, tape line, and cones) will be placed to augment handouts and monitoring.
- iii. A (200) foot distance from the runway CL to the 'viewing area' will be in effect.

b. Ground Safety - Aircraft

A ground safety plan for non-participating aircraft/pilots has been developed to provide a smooth flow of traffic while maintaining a separation from participating aircraft and their need for readiness and sequencing, diagrammed as the 'Staging area' prior to the STOL event.

- i. All arriving pilots will be greeted and given verbal parking instruction and handed the same 'Safety Diagram- general public' handout clearly separating general aircraft parking from the STOL Staging area. **(see attachment #1)**
- ii. All Expo pilots will receive a Safety Packet, which will include a 'Safety Diagram – Taxi' handout indicating the same parking information but also taxi instructions for a North wind using runway 34, **(see attachment #3)**, and taxi instructions for a South wind using runway 16, **(see attachment #4)**.
- iii. EAA personnel will staff the Staging area with a Staging Boss and personnel to maintain, exclusion of the general public, sequencing of aircraft, and separation from other aircraft.
- iv. Air Safety Northwest is providing an Aircraft Rescue Firefighting (ARFF) vehicle along with trained personnel to be on standby for the (3.5) hour competition. Polk County Fire District #1 will be notified of the event, and a representative of Air Safety Northwest will meet with them to coordinate emergency response for the day.

c. Air Safety

The Common Traffic Airport Frequency (CTAF) will be in use as usual, (122.975). During the STOL competition the operational frequency will be (123.3) for use by participating aircraft, the Airboss and Staging boss to ensure positive communication.

- i. A NOTAM will be in effect closing general aviation traffic from landing at Independence.

- ii. Signage will be displayed at the runway departure area stating airport closure time and duration.
- iii. Also included in the Safety Packet for participants will be a 'Safety Diagram- Pattern' indicating pattern altitude and truncated style pattern specifically for the competition. **(see attachment # 5)**
- iv. EAA desires to staff the Airboss position with an individual having ATC experience.

6. Pilot/Aircraft qualification

Pilots must meet all FAA pilot medical and flight requirements and have a current medical certificate, valid pilot certificate, and proof of insurance in possession. After reviewing registration applications using Empty Weight and horsepower data (power loading), a determination will be made to approve or disapprove the aircraft. The best potential performers will be sequenced last in the competition. Each participating aircraft will have a unique number / sticker attached to facilitate efficient parking and staging.

7. Exposition Operational Procedure (EOP):

Staging, takeoff, landing and cycling steps or 'choreography' will be based on the following scenario.

a. Ground operation

- i. The Staging boss will sequence aircraft per a prearranged plan on a clipboard using assigned numbers with color coding and, when ready, clear each aircraft to the HOLDING POSITION (just short of the taxiway).
- ii. The Airboss, at his discretion, will clear the aircraft to the START LINE.
- iii. The Line Judge will position the aircraft onto the Start Line by hand signal to pilot if necessary. When in position, the Line Judge will give a THUMBS UP signal for the pilot to takeoff.

For clarification, the Airboss technically has already cleared an aircraft for takeoff when he has cleared the aircraft to the START LINE. However, to ensure uniformity of precision on the Start Line, the Line Judge will position the aircraft prior to takeoff via hand signal.

b. Air operation:

- i. Key to the procedure is the Airboss. Participating aircraft (from the Holding Position through takeoff and landing to exit off taxiway) will be controlled by the Airboss, similar to the steps used in the Valdez model, except there will be no separate ground frequency to monitor.
- ii. The Airboss will direct takeoff spacing to conform with safe aircraft spacing in the pattern through the landing cycle, giving the Line Crew sufficient time to safely measure and record takeoffs and landings distances

8. Judging

The Line Judge is responsible to guide the participating aircraft to the start line, immediately prior to takeoff. When the participating aircraft land, the line judge will verify that they land on or beyond the start line.

The spotters will determine where the main gear tires of the competing aircraft leave the runway during the takeoff roll. When the competing aircraft land, the spotters will determine where the main gear tires come to a stop on the runway. These numbers will be relayed to the scorekeeper, for recording.

The Line Judge's decision is final. All Personnel will remain clear of the runway (off the asphalt) at all times.

9. Exposition Rules, Pilot Requirements & Safety

(Please see WoW - STOL WARS Rules document)

10. Summary

Having experienced numerous previous STOL Expositions, researching other STOL competitions, and reviewing a plethora of advice, complaints, regulations, safety parameters and requirements from a variety of sources and authorities, the Committee offers the above plan as perhaps the best fit for a limited event. Considering specific dialogue with current National STOL competitors we learned a lot, not the least of which, were various complaints, i.e. poor judging and scoring errors primarily. Therefore, it is hoped we have addressed these concerns by selecting and training a well-qualified Judging team utilizing current 'best practices' procedures based on the Valdez and EAA Airventure STOL events.

Priority number one of course is safety, and in keeping with that rubric we believe we have structured this event anticipating and meeting that need. Recognizing there is always room for improvement, we are open to any recommendations that help to ensure this STOL EXPO will be a safe and fun experience for everyone while making a positive contribution to the sport and science of STOL flight.

Attachment 1



1. Shuttle turn-around
2. Café
3. Public restroom
4. Vendors, Expo T-shirts, Hot Dogs, Drinks

Safety Diagram
 (General Public / Aircraft Parking)

Please stay within the GREEN BOUNDARY lines, they
 Are monitored for your PERSONAL SAFETY

Attachment 2



Attachment 3





attachment 5

