

WoW STOL WARS Rules 2024

Disclaimer: This document may be updated without notice. It is the responsibility of each participant to regularly review the event website for any updates and/or changes to these rules.

STOL WARS Competitor Rules and Information

Registration & Safety Briefings

Registration for STOL Exhibition closes Sunday 8AM Aug 25th. Participant entries will NOT be accepted after the stated closing time above, and anyone not present at the safety briefing will not be allowed to compete.

- All competitors are required to complete the registration form including all waivers prior to the close of registration.
- The waiver can be viewed and downloaded from the event website and is included at the bottom of this document.
- Your agreement to these terms outlined by the event website and in this document is implied by virtue of registration and your participation in our event.
- Mandatory safety briefing for STOL pilots and ground crew on Sunday, Aug 25th, at 8:30 AM at the EAA 292 South Hangar (Location may change). Please check the event website for any updates regarding the briefing location.

Competition Classes

Classes are defined by Aircraft Make/Model and Gross Weight (GW). Categories may be adjusted to ensure the most compatible aircraft are grouped with each other in each category. With the exception of Rookie class, a class with less than 3 contestants may be combined with another class category.

Any competitor (excluding gyros) may opt to move up to the Unlimited class.

CLASS	Requirements & Limitations	Example Aircraft / Configuration
Rotary	Gyrocopters - Restricted Demo (cannot change category)	
Rookie	Open to all first time pilots new to STOL competition	
Certified Light	Certified, GW ≤ 1320	T-Craft, J-3, Luscombe, Ercoupe, PA-15/17, Vagabond
Certified Heavy	Certified, GW > 1320	C-120 thru 15, Super Cub, Citabria, PA-12, -14, -18
Touring	Certified, 4+ seats	C-170, thru -210, PA-28
Light Experimental	HP ≤ 100 HP	Rans S-21, Zenith 701 with Rotax 100HP
Experimental	GW ≥ 2000	Most 4+ seat experimentals
Unlimited	Modified OR Specialty Engine / Open HP / Open GW	Modified, HP Engine (Yamaha, Edge Performance)

Any competitor who does not agree with their assigned class must take this up with the STOL committee at least 24 hours prior to the event for safety reasons.

Safety Rules

1. Safety First! Aviate – Keep eyes peeled for traffic. Fly safe approaches. Go around if needed.
2. Navigate – Know where you are, and follow precise traffic patterns.
3. Communicate – Use following frequencies and keep communications crisp. CTAF 122.975 Air Boss / competition... **123.3**
4. Fuel Management: Ensure you have enough fuel on board for 30-min of flight time plus an additional 30-min reserve per FAA regulations.
5. Prohibited Maneuvers: No steep climbs, hot-dogging, or abrupt maneuvers on take-off or in the pattern.
6. SAFETY VIOLATIONS WILL BE AUTOMATIC “DQ”. Event safety officer has authority to disqualify any participant deemed unsafe.
7. Fly rectangular traffic patterns.
8. Pattern altitude is 500 AGL for competition only.
9. Event participants must use the tighter special traffic pattern: See ‘Safety Diagram (pattern)’. For North wind use runway 34 LEFT traffic, South wind use runway 16 RIGHT traffic. For additional details, see the STOL Action Plan document on the event website.
10. No hand propping of aircraft without someone at the controls.
11. No starting aircraft in the staging area without clearance from the **staging boss**.
12. Pilot license, current medical certificate (if required) must be in your possession and FAA required paperwork must be in your aircraft (AROW).
13. All pilots participating in the event MUST attend a mandatory pre-event safety briefing @ 8:30 AM. Attendance is required to participate.
14. Participants must rally in the staging area prior to competition.

General Short Field Takeoff & Landing (STOL) Rules

1. Each pilot/aircraft combination will be allowed **three*** takeoffs and landings (or cycles) in the STOL event. (* Rookie Class limited to two)
2. Score will be based on the best takeoff and landing cycle. (i.e. either the best set of the 1st takeoff and landing, or the second takeoff and landing.)
3. Each pilot will only be allowed one entry for an aircraft. A pilot may apply for a second entry in a second aircraft. The same aircraft may be entered by up to two different pilots. NO HOT SWAPPING. In the event that a pilot or aircraft is being flown twice, the aircraft, after its first run, will be cycled to the end and will compete out of sequence/class.
4. On the ground pilots are responsible to observe their assigned sequence.

Short Field Take-Off Rules

Pilots must call Airboss from the Staging Area HOLDING POSITION (just short of taxiway). Failure to call on time is grounds for a DQ.

1. Taxi into position as directed by the Line judge, with main gear stopped on Start Line.
2. Begin take-off roll after being given the “thumbs-up” by the Line judge.
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)

Short Field Landing Rules

1. Main gear must land on or beyond the Start Line.
2. Main gear touchdown prior to Start Line is disqualifying (a scratch).
3. Tailwheel touchdown prior to the reference line is NOT disqualifying.
4. “Go Arounds” 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. For the STOL Expo, a “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 Line judge has the sole discretion to determine if the "Go Around" policy was abused and DQ that cycle.

5. 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. Landing distance will be measured from the reference line to the main gear.
7. Return to the staging area for a further attempt.

Waiver of Liability

In consideration for being permitted to participate in any way in the EAA Chapter 292 and Wings over Willamette STOL Expo and Competition, Participant, for themselves, their heirs, personal representatives, and/or assigns, does hereby release, waive, discharge, and covenant not to sue EAA Chapter 292, Wings over Willamette, their officers, employees, and agents from liability from any and all claims, including negligence of EAA Chapter 292, Wings over Willamette, their officers, employees, and agents, resulting in personal injury, accidents, or illness (including death), and property loss resulting from, but not limited to, participation in the EAA Chapter 292 and Wings over Willamette STOL Expo and Competition on the STOL Expo site.

Assumption of Risks: Participation in the EAA Chapter 292 and Wings over Willamette STOL Expo and Competition carries with it certain inherent risks that cannot be eliminated, regardless of the care taken to avoid injuries. The specific risks vary from one activity to another, including but not limited to, the operation of aircraft, ground handling, and proximity to aircraft operations. Risks range from: minor injuries such as scratches, bruises, and sprains; major injuries such as eye injury or loss of sight, joint or back injuries, heart attacks, and concussions; to catastrophic injuries including paralysis and death.

Participant has read the previous paragraphs and knows, understands, and appreciates these and other risks inherent in attending the EAA Chapter 292 and Wings over Willamette STOL Expo and Competition. Participant hereby asserts that their participation is voluntary and that they knowingly assume all such risks.

Indemnification and Hold Harmless: Participant also agrees to indemnify, defend, and hold EAA Chapter 292 and Wings over Willamette harmless from any and all claims, actions, suits, procedures, costs, expenses, damages, and liabilities,

including attorney's fees, brought as a result of their involvement in the EAA Chapter 292 and Wings over Willamette STOL Expo and Competition, and to reimburse them for any such expenses incurred. This indemnification includes, but is not limited to, any claims brought by third parties arising out of Participant's own actions, inactions, or negligence.

Emergency Medical Treatment: Participant consents to receive medical treatment deemed necessary if Participant is injured or requires medical attention during their participation in the EAA Chapter 292 and Wings over Willamette STOL Expo and Competition. Participant agrees to pay for any medical expenses incurred as a result of such treatment.

Severability: Participant expressly agrees that the foregoing waiver and assumption of risks agreement is intended to be as broad and inclusive as is permitted by the laws of the State of Oregon and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

Governing Law: This waiver of liability, assumption of risk, and indemnity agreement shall be governed by and construed in accordance with the laws of the State of Oregon, without regard to its conflict of laws principles.

Acknowledgement of Understanding: Participant has read this waiver of liability, assumption of risk, and indemnity agreement, fully understands its terms and conditions, and understands that they are giving up substantial rights, including the right to sue. By registering for this event and/or by virtue of participating in this event, Participant acknowledges that they are agreeing to this waiver freely and voluntarily, and intend to be a complete and unconditional release of all liability to the greatest extent allowed by law.

This document was prepared to ensure the safety and enjoyment of all pilots, participants, and audience members. Our goal is to host a safe and fun event, and we look forward to seeing everyone at this year's Wings over Willamette.