



ArkanSTOL 2023 Competition Procedures Expanded

Practice Friday September 29th
Competition Saturday
September 30th

Taxi & Positioning:

From the competitor pit, marshaller will signal “cleared to start” and direct taxi to one of the “on deck circles” located on the North end of the parking lanes. Monitor Ground VHF frequency of 123.3 while in the Pit area and taxi out. During low traffic time the marshaller may direct you as needed, without VHF comm. If you need extra time for engine warmup, please coordinate with the ground staff before engine start.

Engine Run-ups: should be performed in the on-deck circles, holding short of the runway or on the Start line. *A cognitive awareness of what and who is behind you prior to commencing your Run-up is a must. Marshaller will assist as needed by communicating at initial engine start and advising the preferred location depending on traffic, traffic flow and position relative to the crowd.*

Hold short line: taxiing will be initially directed by the marshaller from the pit and/or the on-deck circle. Once at the hold short line of the taxiway and runway interconnect, **STOP THERE** and monitor the “Airside Advisory” frequency 123.5 for further instructions.

River Runway Start:

Airside Advisory will clear you up to the Starting Line on 123.5. The **Start judge; (located near the starting line)** will then provide visual assistance to taxi up and stop on the starting line with hand signals. Once at the starting line the start judge will make sure the downline is clear from the distance judges, the timers are ready at the timing table and the signal from the Airside Advisory that the course is clear.

After the “all clear” the start judge will signal to you the course is ready with a thumbs up signal. He will then be looking for an “**eye contact with head nod**” to begin your run. If you plan an engine spool up prior to the start, accomplish this before your “eye contact with head nod” to the start judge.

Your Run Starts with a Green Flag drop from the Start Judge; after your “eye contact with head nod” the run start judge will drop a green flag indicating for you to release your brakes and begin your run.

*Even after the flag has dropped to begin the run, the Airside Advisory could require/request an **ABORT** on the VHF radio. This may be the result of a last-minute communication of unsafe conditions existing on any runway, e.g., personnell, animals, traffic etc. Airside Advisory could also call for an abort, stop after landing, change landing runways or intervene with flight path instructions e.g., turns, climbs during your run to avoid traffic conflicts. If Airside Advisory intervene after the Green flag start, your run is canceled, and you will be given an addition run.*

Timing begins at the drop of the green flag. There are three manually operated timers. The timer’s record in minutes and seconds and will be converted to just seconds on the score keeper’s entry to the spreadsheet. Only the lowest time from any of the timers will be recorded by the score keeper.

We will have four volunteers at the timing and scoring table. The two timer judges will operate the digital timers and the score keeper or their assistant, will operate a conventional stopwatch. In addition, pending technical equipment availability, all four judges will have a remote TV view of the River Runway’s pylons with the same camera angle as the South side judge. In the event these four have consensus of a pylon bust (disqualifying DQ on the return to this runway), they will hold up a **Yellow Flag**, same as the South side judge (explained later).

Traveler Runway:

ARRIVAL:

Aim for the 200-foot Landing Zone! As you approach Traveler you will see a white 20-inch line painted across the approach end of the runway (this is the beginning of the runway on the South end). Moving North on the runway 200 feet will be the second 20-inch white line. The painted lines will be 200 feet apart from the beginning edge of the first line to the furthest, outer edge of North line. Main landing gear touchdown **ON** or **WITHIN** these lines is necessary to **avoid the 10-point penalty** added to your run time. The full runway (approx. 800’) is still available for landing and turn around for the next takeoff. The judges on this runway will hold up a **Yellow Flag** if you do not touch down on or within the 200-foot landing zone and radio in the bust for the score keeper’s recording. *It is acceptable to skip or bounce your main landing gear within the 200-foot zone, become airborne again, then touch down beyond the 200-foot landing zone with no penalty being applied, such a practice though may add to your overall run time.* The judges will hold up a **Green Flag** if the arrival was good.

DEPARTURE:

Once you've slowed to a controllable taxi speed, execute a 180 degree turn for departure. You do not have to come to a complete stop; however, you must maintain control of your aircraft. To **avoid an additional 10-point penalty**, you will need to be airborne by the end (South end) of Traveler. The end, meaning the southernmost 20-inch white line painted at the south end of the runway; the northern line means nothing on this takeoff. The judges on this runway will hold up a **Yellow Flag** if you are not airborne on or before the white line at end of the runway and radio in the bust for the score keeper's recording. The judge will hold up a **Green Flag** if the departure was good. You will now be in a continuous climb heading to Driftwood Runway.

Driftwood Runway:

ARRIVAL:

Driftwood is designed to simulate a narrow backwoods runway, gravel bar or sand bar landing. Pylons (25 feet tall) will be located at 240 feet from the South end of the runway, one each side. **To avoid a 10-point penalty** you will need to clear the top of the pylons **as viewed by the Pylon Judges**. Any part of an aircraft below a path between the top of one pylon to the adjacent pylon will be considered a pylon bust. The Pylon Judge will hold up a **Yellow Flag** if the pylon was busted and radio in the bust for the score keeper's recording. No recorded playback to resolve a dispute will be offered at the Driftwood Runway. The judge will hold up a **Green Flag** if the arrival was good.

For pilot reference, the approach end of the Driftwood Runway is 240 feet from the 25-foot-tall pylons, representing an approximate 6° glide path.

DEPARTURE:

To avoid an additional 10-point penalty added to your overall run time on the subsequent takeoff from Driftwood Runway in a continuous climb heading back to the River Runway, you will need to clear the top of the pylons on departure **as viewed by the Pylon Judges**. The Pylon Judge will hold up a **Yellow Flag** if the pylon was busted and radio in the bust for the score keeper's recording. No recorded playback to resolve a dispute will be offered at the Driftwood Runway. The judge will hold up a **Green Flag** if the departure was good.

River Runway Finish:

ARRIVAL:

Pylons (25 feet tall) will be located approximately 200 feet from the approach end of the runway, one each side. **To avoid a DQ (disqualification for the entire run)** you will need to clear the top of the pylons **as viewed by the Pylon Judges**. Any part of an aircraft below a path between the top of one pylon to the adjacent pylon will be considered a pylon bust. The primary Pylon Judge for the River Runway will be located on the South side of the River Runway

at the base of the lift supporting the camera viewing the top of the pylons. The Pylon Judge will hold up a **Yellow Flag** if a pylon bust is observed and radio in the bust for the score keeper's recording. The judge will hold up a **Green Flag** if the arrival was good. The North side Judges pending technical equipment availability, will be observing the same camera feed and also hold up a **Yellow Flag** if these four Judges have consensus of a pylon bust. If there is a dispute from the South and the North side Judges on a pylon bust OR if the pilot requests to dispute the called pylon bust, a recorded replay of the event will be viewed, and the Airside Team will make a final ruling. In the event of a pylon bust or a dispute, Pylon Judges will be asked to take a photo with their personal device of the camera's recording time on the TV screen for ease of reviewing retrieval. A dispute between the judges will be brought to the Airside Team awareness, a.s.a.p. after the run. A pilot will be notified a.s.a.p. after returning to the Pit area on engine shutdown. If the pilot requests a playback review, this request will need to be made within 30 minutes of being notified of the DQ event, to the Pit Boss or Airside Leadership, names located at the bottom of this document. The Airside Team will make every effort to review the recording a.s.a.p. but has the right to delay until after the final run of the event. If the Airside Team determines the event was a DQ, the pilot if requested, will be offered to view the recording after the event.

For pilot reference, the start line on the River Runway is 240 feet from the 25-foot-tall pylons, representing an approximate 6° glide path. This line has no meaning on arrival other than the reference.

LANDING DISTANCE MEASUREMENT & FINAL RUN TIME

At the completion of your run, when the airplane comes to a full stop. **Stay in this position** until the Distance Judge indicates cleared to taxi back to the pit. *If at any time the Airside Advisory overrides taxi instructions on the VHF radio, comply with the Airside Advisory's instructions.*

The Distance Judge will approach the North edge of the runway on a Golf Cart to assess the final landing distance measurement from the **most forward main landing gear axle**. The Timer judges will focus on the Distance judge that has engaged in pursuit of the landing plane, keying off the Distance judge **raising a Red Flag** indicating that forward main gear movement has stopped. All timers will be stopped at the first sign of the Red Flag being raised. The judge will be using an angled bracket to capture a precision 90° angle from your axle to the conventional measuring tape secured to the ground. We will use a sophisticated measuring device with camera, the camera's crosshairs to your axle and the bracket's arms to the ground for the measurement. A photo will be taken of your axle; a second photo will be taken of your plane, a third photo of the **distance shown on the conventional measuring tape that is controlling**, a fourth photo will be taken with this device of an electronic distance back to the base of the North side pylon. This photo is primarily for ArkanSTOL's use as an accuracy gauge for possible digital measurement in the future. There will be an inherent slight difference between the conventional measuring tape and the digital device as the measuring tape (**controlling**) is secured to the ground with terrain levels along the runway's North edge. The digital device will be shot from the same location to the base of North pylon, but this pylon is located further North of the runway's North edge. *Photos one and four will be taken with the measuring device*

with camera, photos two and three will be taken with smartphones for ease of Bluetooth capabilities if needed.

There are two Distance Judges, both equipped with a separate Golf Cart, angled bracket and measuring device with camera and smartphones. The judges will be positioned approximately 300 feet apart to assist in a quicker response to determine landing distances.

The conventional measuring tape will be secured to the ground on the North edge of the River Runway, perpendicular to the base of the North pylon. The distance from pylon marking cones, numbered 2 through 8, will be positioned by this measuring tape to assist the Distance Judge with quick measurement.

Taxi Back to Parking:

Taxing back to the competitor pit parking: will be directed by the marshaller to the pit area. A planned taxi route is entering on the East side of the pit area and taxi around to enter your parking lane from the South side.

Additional Notes

Distance indicators from the “arrival end” of the Traveler and Driftwood Runways will be provided on left side of the runway at two, three and four hundred feet, marked with a safety cone with a 2, 3 & 4 on the cone. Driftwood Runway’s pylons are 240 feet South of Runway. **River Runway will also have distance markers** beginning at two hundred feet from the pylon (the start line paint on the runway is 240 feet) at one-hundred-foot intervals through eight hundred feet. These will be the same style (18 inch white) safety cones, numbered with black numbers. The intent of these markers is more for the distance judge’s convenience but offer awareness to competing pilots. The right side (South side) of the River Runway will also have white cones but these will be positioned with the numbers to the spectators.

These markers are strictly for your convenience, to help gauge the distance you will need for the next takeoff. **THEY DO NOT INDICATE REMAINING RUNWAY AVAILABILITY. The remaining runway available is equal to, or greater than these markers on all runways. These distance markers will be available on Traveler and Driftwood Runways with a mowed turnaround just past the markers. You are not obligated to use these mowed turnarounds. Keep in mind the ArkanSTOL’s rule that main gear must stay on the mowed runways area excluding a taxi speed turnaround.**

Your ArkanSTOL Airside Team:

Team Lead - Chris Eads
Former Senior Director - AOPA
Lovettsville, Virginia
[\(703\) 999-4845](tel:7039994845)
chriseads3798@gmail.com

Event Judging - Robbie Hill
Airline Pilot
Searcy, Arkansas
[\(501\) 278-7719](tel:5012787719)
robbie.hill.mail@gmail.com

Air Operations - Errett Rush
Former Certified Airshow Boss
Paola, Kansas
[\(316\) 377-9223](tel:3163779223)
erush13@gmail.com

Ground Ops - Josh Gwenap
Business Owner (Mowing!)
Springfield, Missouri
[\(417\) 844-2720](tel:4178442720)
jgwennap1@gmail.com

Safety – Josh Tuel
Communications
Springhill, Kansas
[\(913\) 205-4004](tel:9132054004)
josh@tuel.com

Production - Rusty Coonfield
Corporate Pilot
Fayetteville, Arkansas
[\(501\) 831-7421](tel:5018317421)
rusty@coonfield.net

Advisor - Joe Edwards
Retired Troublemaker
Austin, Arkansas
[\(501\) 690-3636](tel:5016903636)
joepilot1223@gmail.com

Advisor - John Young
Aircraft Dealer/Consultant
Olathe, Kansas
[\(913\) 210-9793](tel:9132109793)
john@goyoungaviation.com

The ArkanSTOL Backwoods Challenge, where “SPEED MEETS PRECISION”.