



Race Course

- Race course judges 15 minutes prior to qualifying, practice or race will head to the race course for race prep. STOL Midway will call on GROUND to request a crew movement to the race course from the pits.
- STOL Midway will drop off the different line judges and timers in their specific locations.
- STOL Midway will be responsible for parking the transportation at the midway location just off the edge of the RNWY 5/23 and clear of race course.
- During this time that crew will put up the four corner flags and midway flag. As needed reapply chalk lines
- All communication between judges will happen on handheld walkie talkies

Pits: (see Drawing)

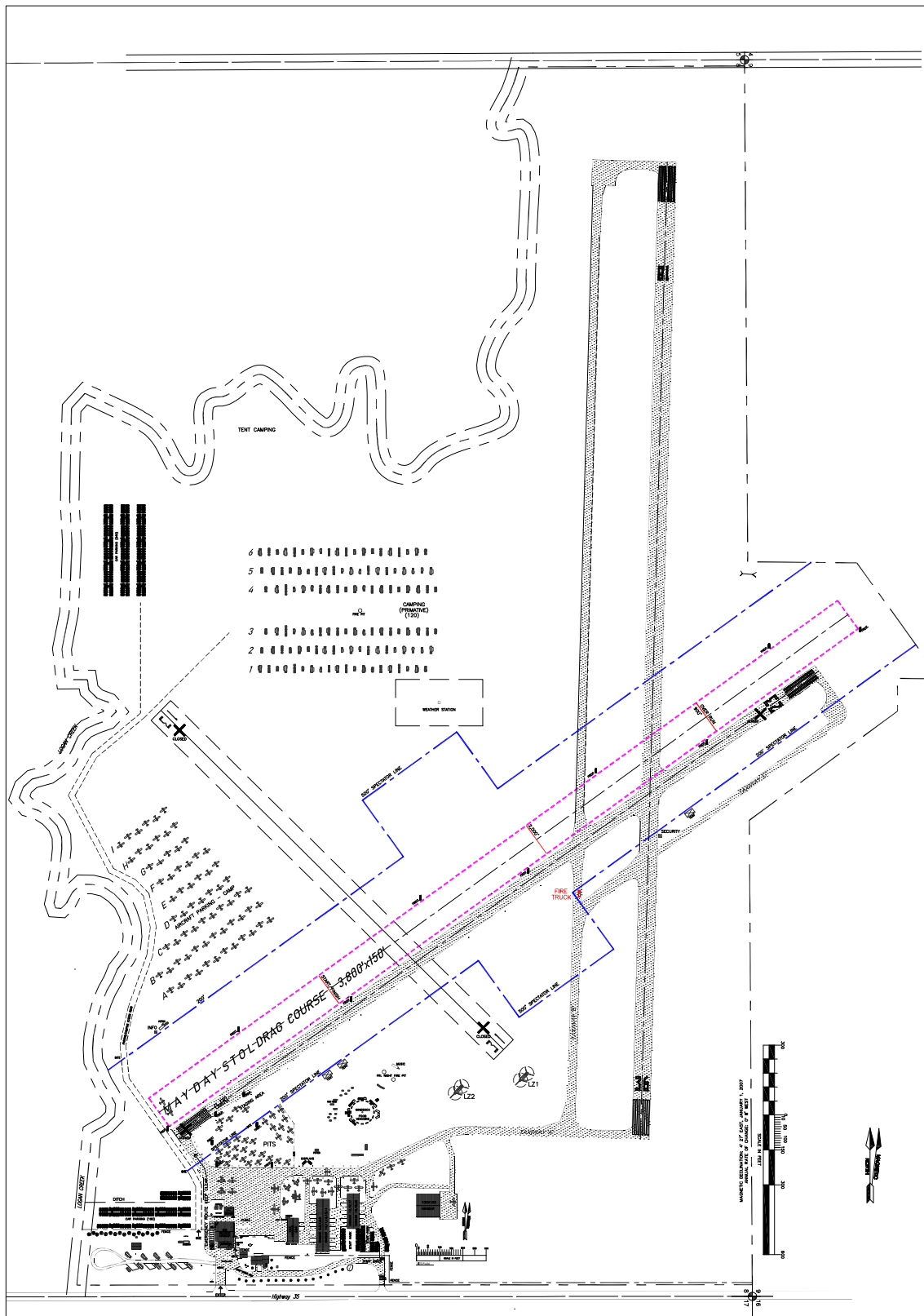
- Each Pit will be responsible for, and have their own pit area within the STOL Drag Pits.
- No Fueling or de-fueling within the pit/coral area (TBD, On grass prob OK)
- PITS area "no prop turn" area
- All race teams need to be mindful of spectators walking around in the pits and keep area clear of tripping hazards, FOD, and other items that could create a hazard to spectators.

PRE-Flight Brief:

- Prior to Leaving the pits. Starting order and taxi procedure will be briefed by **PIT BOSS (Kyle)**
- Course being used will be briefed (Two Way, One way , direction) all which are wind dependent.

PRE-Flight, Engine Start:

- PIT BOSS will communicate with Kevin Q. that Planes are being pushed to Hot Start/Staging area. Staging Area to be cleared by event organizer
- Pilots/planes for an upcoming heat will push their plane from the pits WEST onto the arrival end of RNWY 5/Grass Adjacent
- All aircraft will face nose toward Crowd line (South) to mitigate prop blast back towards the crowd
- Once in the Staging/warm up/cooldown area, only idle power runs are permitted.
- All times during engine starts fire extinguishers will be in staging area near starting aircraft. (Provided by event organizer)





Communications:

- All Communications for STOL Drag will be on 121.05 for Taxi, T/O, Taxi Back.
- NO Frequency Changes will be necessary for pilots
- All Communications are to RACE CONTROL will be on (121.05)
- EVENT STAFF will Monitor UNICOM for incoming traffic and advise of racing.
- RACE CONTROL will call a "knock it off" if an airplane needs to make a landing during racing.
- Communication between judges will be done on handheld walkie talkies.
- STOL Drag A/C call signs are "STOL XX" where XX is their Race #

Kevin Quinn	STOL DRAG START
John Walker	STOL DRAG OPS
Kyle Bushman	STOL DRAG PITS
Juan Browne	STOL DRAG ANNOUNCER/MIDWAY
Bryan Forsyth	STOL DRAG TIMER

Taxi:

- Pilots will line up in heat order and taxi single file. All Pilots will monitor 121.05
- STOL DRAG START (Quinner) will call UNICOM To Announce Racers about to Take the course
- Each heat pairing will consist of 2 planes, the lead plane of each pairing will take the outside lane .
- Lead plane for the Heat will taxi (TAIL DOWN) at slow pace dictated by the lead plane.
- Planes Will Taxi onto the course as Called by STOL START
- Each succeeding plane will pull to fill in the spot of the previous plane(s)
- STOL START calls AIRBOSS on UNICOM



POST Heat:

- After each heat race, once both planes have come to a full stop and the judges have scored, the plane FURTHEST down the landing area from the start finish line will turn and taxi to the pavement.
- Pilots will not Taxi Util they are "Cleared to Taxi" by the start line
- If at anytime there is confusion if the racer is cleared to turn across his lane to taxi to pavement, racer is permitted to ask on 121.05 if other aircraft is at a full stop.
- Once both planes are back on pavement/staging area, they will hold and allow the remaining heats to run (engine shutdown is allowed).

Inflight Emergency/go around procedure

- In the event of a go around or Mayday. Racer will contact AIRBOSS on 121.05 with race number and request what they are needing.
- Inflight emergency contact AIRBOSS on 121.05 if possible land the aircraft straight ahead on STOL Drag course. If landing on course is not a possibility climb to pattern altitude and UNICOM will take over on getting racer down on the ground safely.
- If the need for a go around or over run, pilot will add power, climb to traffic pattern altitude, turn to the north (away from grandstands), and contact tower for runway assignment.

Taxi Back:

- Once all heats are complete, and all planes are on pavement, STOL DRAG PITS will Call UNICOM for taxi clearance.
- STOL Line will give clearance for the STOL flight to taxi back to pits
- Taxi Back order may differ from the initial taxi order based on the order the planes pulled off the course

Cool Down:

- Planes will enter the PRE-/POST STAGING AREA where they will shut down all engines
- Pilots will have time to relax outside the STAGING area prior to re-entering the pits
- To Re-Enter the pits, Pilots (with Ground Crew Assist) will push planes across the movement area into the pits to designated parking.



Fueling plan

- Fueling will be provided by trailer mounted fuel tank at designated staging area POST race.
- -De-fueling may be done in the pits, with personal containers, outside of operational times.

Racing: See Diagrams for reference

- Pilots will be called out to course in their respective lanes.
- Each plane will be lined up on the start finish line.

START / FINISH Line

- The start and finish line for the STOL Drag (down and back format) is the same. Racers line up on the line and start on the drop of an arm or descending "light tree". Pilots fly down to the halfway point (never above 40'), **land on or after the halfway point line and come to a complete stop on heading (otherwise DQ).** The pilot then turns his/her aircraft 180 degrees on the ground and adds power to the far start line that now becomes the finish. (same line rules apply). This time **the first aircraft to make a complete stop on heading with the tail down wins.** Same rules would apply in the event the race was one way / one direction.

HALFWAY Line / FINISH Line

- The halfway line is just that, the halfway point of the race. In some occasions, the halfway line can be turned into the finish line. In the event winds / weather do not allow for a down and back run, the halfway line can be utilized as the finish line. This would create a straight drag race to a complete stop at the halfway / finish line.

Did Not Finish (DNF) and Did Not Start (DNS)

- Racers that Did Not Finish (DNF) or Did Not Start (DNS) are DQ'd.
- If a racer is DQ'd during Heat races, they will be disqualified from the Races. If a racer is DQ'd during the qualifications (2 times), the next fastest aircraft (alternate) will be moved up in sequence to race as will all other racers in sequence be advanced. The next fastest aircraft in alternate status will be placed last in.

Manipulating Speed (Sandbagging)

- Defined as "to change or present something in a way that is false, but personally advantageous."



- In the spirit of fairness in competition, all competitors are expected to operate their aircraft so as to extract the maximum speed during qualifying and racing. Manipulating speed for personal advantage, (i.e. sandbagging), will not be tolerated and may result in disqualification.

Certificate of Waiver Attachment

Wayne Municipal Airport(KLCG)/NorthEast Nebraska Aviators

Effective Date Waiver Times Airport Closed Times (All Times CDST)

05/19/2022	0900-1700	1300-1700	STOLDrag class and practice runs for competitors.
05/20/2022	0800-1900	0800-1100	STOLDrag Class 1600-1900 Qualifications - Waivered event)
05/21/2022	1200-2000	1200-2000	Alternate time block in the case of inclement weather, between 1200-1600. Waivered event (STOLDrag from 1600-1900)
05/22/2022	1000-1500	1000-1500.	*ALTERNATE* in the case of delays caused by inclement weather. Otherwise, non-waiver event from 1000-1500, airport will remain OPEN during non-waiver event.

****NOTE**** Para-motor team is scheduled to present the Colors prior to the start of STOLDrag competition on 05/22/2022. Para-motors will depart as soon as airspace is closed, climb to 1000' AGL, descend in loose formation, display Colors and land on STOLDrag course - This will take place during the waived event time, but no additional waiver requested.**