

Ozark Backcountry Fly-In²⁰¹⁵

May 22nd - 24th at:



Gaston's White River Resort
www.gastons.com

Competitors' Information – Safety & Registration

Safety Rules:

1. Safety First!
2. **CTAF 122.8 will be in effect. You are encouraged to monitor if able**
 - a. Use 123.42 for taxi to competition freq..
 - b. Show Control (competition flights) will be on frequency 123.42.
3. Manage your fuel! – Maintain minimum 30-minute reserve per FAA.
4. No, hot-dogging, or abrupt maneuvers on take-off or in the pattern.
5. Fly rectangular standard traffic patterns. Left-hand for 24; right-hand for 06.
6. Pattern altitude is 1270 MSL for competition.
7. **Each event will have a special traffic pattern: Turn crosswind at the of departure end numbers; fly downwind over south of river; turn 1 mile base to final, ½ mile seperation.**
8. No hand propping of aircraft without someone at the controls.
9. No starting aircraft in the parking area. Push out to the taxiway first.
10. Pilot license and current medical certificate must be in your possession.
11. FAA required paperwork must be in your aircraft (AROW).
12. Event safety officer has authority to disqualify any participant deemed unsafe.
13. All pilots competing in competition event (Flour Bombing and STOL) must attend a pre-event safety briefing. Attendance is required to participate. There will be a roster that you will need to sign.
14. SAFETY VIOLATIONS WILL BE AUTOMATIC "DQ".

Registration:

1. Registration can be accomplished at the picnic table on arrival or prior to competition.
2. All PIC participants must register and sign event waiver to receive black wrist band which must be displayed in order to sign up for any activity and receive fly out package.
3. Registration for STOL competition events will be open Wednesday, May 20th, thru the Safety Briefing for STOL competition is Saturday, May 23rd, 5 pm.
4. Registration for Flour Bombing events will be available Wednesday May 20th, through Saturday, May 23rd.
5. Registration for Breakfast-Valley Airport will be available Wednesday, May 20th, through Saturday, May 23rd, Safety Briefing for Breakfast –At Valley Airpark is saturday, May 23rd, 7:00 am.
6. Competition PIC entries must be registered and display blue wrist band.
7. Late entry is possible due to weather delays. This will be at the sole discretion of the Event Coordinator. Late arrivals will require a safety briefing prior to competing.

All competition will begin from designated STAGING AREA, at departure end of runway in use.

We will run competition by class and only one class at a time competing in the following order.

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Rules for Classing of Aircraft:

1. Classes are defined below by model and certification type. If model is not indicated, then gross weight will be used, as defined by the aircraft's airworthiness certificate.
2. Note that classes below may not necessarily accommodate all aircraft.
3. New entries will NOT be allowed after STOL registration closes (see Registration).
4. There must be at least two aircraft in a class for the class to compete.
5. The organizing committee will make all determinations, which are final.
6. Gliders, unmanned aerial vehicles, rotorcraft, powered parachutes, weight-shift, and lighter-than-air craft may not compete.

Certified classifications

Heavy Touring Class

- C-180, C-185, C-182, C-206, and C-210; Maule M-9-230
- Otherwise, FAA certificated ASEL models as determined by gross weight from 2,500 to 3,600 lbs.

Light Touring Class

- C-150, C-152, C-170, C-172, C-175, and C-177; Stinson 108-2; Maule M-4, M-5, M-6, and M-7
- Otherwise, FAA certificated ASEL models as determined by gross weight from 2,301 to 2,499 lbs.

Bush Class

- PA-12, 14, 18, and PA-22; Stinson 105; Citabria; Huskies; Tern; Scout; Top Cub
- Otherwise, FAA certificated ASEL models as determined by gross weight from 1,321 to 2,300 lbs.

Light Sport Class

- Carbon Cub SS, Sport Cub S2; Rans S-7LS; Super Legend
- Otherwise, FAA certificated ASEL as determined by a maximum gross weight 1,320 lbs.

Experimental classes

Experimental Heavy Touring Class

- Murphy Moose
- Otherwise, FAA licensed Experimental ASEL models as determined by gross weight from 2,500 to 3,600 lbs.

Experimental Light Touring Class

- Backcountry BOSS; Bearhawk
- Otherwise, FAA licensed Experimental ASEL models as determined by gross weight from 2,301 to 2,499 lbs.

Experimental Bush Class

- Mackey SQ-2; Backcountry Super Cub, Super Cruiser; Bearhawk Patrol; Carbon Cub EX; Dakota Super 18; Legend (EAB)
- Otherwise, FAA licensed Experimental ASEL models as determined by gross weight from 1,321 to 2,300 lbs.

Experimental Light Sport Class

- Bearhawk (ELSA); Dakota Super 18-LT; Legend (ELSA); Rans (ELSA)
- Otherwise, FAA licensed Experimental ASEL as determined by a maximum gross weight 1,320 lbs.

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General STOL Rules:

1. Each pilot/aircraft combination will be allowed two takeoffs and landings (or cycles) in the STOL event, and two takeoffs and landings (or cycles) in the Obstacle STOL event.
2. Score will be based on the best takeoff and landing cycle of each event. (i.e. either the best set of the 1st takeoff and landing, or 2nd takeoff and landing.)
3. Only one combination of pilot/aircraft will be allowed. However pilots may fly two different aircraft and individual aircraft may be flown by two different pilots (for those wishing to have their aircraft flown two separate times).
4. Certificated and Experimental Aircraft of the same Class will fly together, but be scored with their type (certificated or experimental).
5. PILOTS MUST BE TUNED TO 123.42 WHEN ON DECK. Failure is grounds for disqualification.
6. Pilots are responsible to observe sequence and be ready to follow previous group.
7. Sequence will be announced at the Safety Briefing.

Short Field Take-Off Rules:

1. Taxi into position as directed by the line judge, with main gear stopped on reference 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 of any wheel leaves the ground for the last time.

Short Field Landing Rule:

1. Main gear must land on or beyond the reference line.
2. Main gear touchdown prior to reference line is disqualifying.
3. Tailwheel touchdown prior to reference line is **NOT** disqualifying.
4. Aircraft must come to a full stop, straight ahead, and remain until judges have had a chance to measure and clear you from the runway.
5. Landing distance will be measured from the reference line to the main gear once stopped.
6. Return to staging area for second attempt.
7. Park after second attempt.

Obstacle Landing Rules:

1. Main gear tires going below the "safe" section before passing the pylons is disqualifying.
2. Aircraft must come to a full stop, straight ahead, and remain until judges have had a chance to measure and clear you from the runway.
3. Landing distance will be measured from the landing line to the main gear tires once stopped.
4. Return to staging area for second attempt.
5. Park after second attempt.

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Flour Bombing:

1. **Minimum altitude: 200 ft AGL** – Altimeter settings PIC choice set 0 or field 479'. Bombing below this altitude will be DQ.
2. **10 minutes prior to competition: Contact 123.42 before startup for competition. Use 123.42 for taxi to competition staging.**
3. **Show Control (competition flights) will be on frequency 123.42**
4. Solo or team effort – your choice.
5. Two passes only for each aircraft. Stay in your heat's traffic pattern.
6. Maintain runway heading during "bombing run".
7. Each aircraft allowed two attempts. Final score is best of the two.

General Information

1. **Bring your own tie-downs capable of anchoring to a grass field. Tie downs and chocks are your responsibility.**
2. **ALL AIRCRAFT MUST BE TIED DOWN...NO EXCEPTIONS!!**
3. The Air Boss and Mini Boss will be wearing Yellow T-shirts.
4. Plane handlers will be orange vested volunteers.

From Air Boss Jimmy Gist

We want to emphasize that all flying will be FAR compliant. Pattern altitude is 500' AGL minimum. Sufficient VFR fuel reserves are to be carried in the event of an emergency and loitering is necessary.

"Go Arounds" are allowed as long as no wheels touch the ground. This is not so you can make practice approaches, but rather to simulate real world STOL conditions where a go around might be required. Abusing the "Go Arounds" policy will disqualify that Takeoff/Landing cycle, determination is at the discretion of the Air Boss.