

**“May Day” Fly-In & Airshow  
Valdez, Alaska  
2006**

**Competitors Information – Flour Bombing & STOL**

**Safety Rules**

1. Safety First!
2. Manage your fuel! – maintain minimum 30-minute reserve per FAA.
3. No steep climbs, hot-dogging, or abrupt maneuvers on take off or in the pattern.
4. Fly rectangular standard traffic patterns. Left-hand for 24; right-hand for 06.
5. Pattern altitude is 1,000 MSL.
6. See and avoid all traffic. Monitor 122.9 Unicom frequency.
7. No hand propping of aircraft without someone at the controls.
8. No starting aircraft in the parking area. Push out to the taxiway first.
9. Pilot license and current medical certificate must be in your possession.
10. FAA required paperwork must be in your aircraft (AROW).
11. Event safety officer has authority to disqualify any participant deemed unsafe.
12. All pilots competing in competition events (flour bombing & STOL) must attend pre-event safety briefing. Attendance is required to participate. There will be a roster that you will need to sign.

**Registration**

1. Registration can be accomplished at the Airport.
2. Registration for competition events (Flour bombing, STOL) will continue at the Airport until 12:00 Noon Saturday, just prior to Pilot Safety Briefing.
3. Competition entries will not be accepted after the Pilot Safety Briefing.
4. Late entry is possible if a competitor is late arriving due to a weather delay. This will be at the sole discretion of the event coordinator. Late arrivals will require a safety briefing prior to competing.

**Flour Bombing**

1. Minimum altitude – (250-ft MSL) – Altimeter settings will be provided on AWOS 118.8
2. Solo or team effort – your choice
3. Two passes only for each aircraft
4. Maintain runway heading during “bombing run”
5. Each aircraft allowed two attempts. Final score is best of the two.

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**STOL Competition Events:**

Best of two – Take-off attempts

Best of two – Landing attempts

*Note: Class definitions are under review and may change slightly for the 2006 event.*

**Bush Class:**

- Piper Cub, PA-22, T-craft, Stinson 105, Citabra, Tern, Scout, Maule M-4 & M5.
- Others determined by gross weight. From 1200 lbs up to 2300 lbs gross weight
- Must be able to carry usable cargo load of 300 lbs for the “super challenge” match
- Gross weight is determined by your airworthiness certificate.

**Light Touring Class:**

- C-150, C-152, C-170, C-172 C-175, C-177, C-180 '56, C-182 A-D to '61, Maule M-7, Stinson 108-2, etc.
- Others determined by gross weight. From 2301 to 2649 lbs gross weight.
- Gross weight is determined by your airworthiness certificate.

**Heavy Touring Class:**

- C-180A and later, C-185, C-182A '57 & later, C-206 C-210 and above, Maule M-9-230, etc.
- Others determined by gross weight. From 2650 to 3600 lbs gross weight
- Gross weight is determined by your airworthiness certificate.

**Experimental Class:**

- All ultralights
- All Light Sport Aircraft
- All Experimental Aircraft

There will be a specific class for various experimental aircraft. Your aircraft must be FAA certified to compete in Bush, Light, or Heavy STOL competitions. If there are experimental aircraft who wish to do demonstrations, they will be accommodated in the Experimental class.

There are no scheduled competition events for Beavers, Porters, Otters, etc, but there may be some demonstrations.

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**Short Field Take Off**

1. Take-off roll starts with main gear on the reference line.
2. Distance measured to where the last wheel leaves the ground for the last time.

**Short Field Landing**

1. Main gear must land on or beyond the reference line.
2. Main gear touchdown prior to reference line is disqualifying. Tailwheel may touch before the line.
3. Aircraft must come to a full stop, straight ahead, and remain until judges have a chance to measure and clear you from the runway.
4. Distance will be measured from reference line to main gear once stopped.

**Super Challenge Bush Match – (Sunday)**

1. Only the top three finishers in the Bush class short field take-off will compete in the Super Challenge.
2. Each aircraft will carry 300 pounds of “simulated moose” in addition to the pilot.
3. Cargo will be the same in each aircraft.
4. Each aircraft will get two take-off attempts and the best one will be counted.