

Valdez Fly-In & Air Show 2024
Participant / Competitor Information & Rules

Safety Rules:

1. Safety First!
2. Aviate – keep your eyes peeled for traffic. Fly safe approaches. Go around if needed.
3. Navigate – know where you are in general, and follow traffic patterns precisely.
4. Communicate – Use following frequencies and keep communications crisp.
 - a. AWOS 118.8
 - b. Juneau FSS 122.2
 - c. CTAF 122.9 when tower is CLOSED. Check AWOS for tower status
 - d. Valdez Ground 123.65
 - e. Valdez Tower 118.2
 - f. Air Boss 119.95
5. Manage your fuel! – Maintain minimum 30-minute reserve per FAA.
6. No steep climbs, hot-dogging, or abrupt maneuvers on take-off or in the pattern. If you do something stupid it will at a minimum be captured on video and from there ... 😊
7. Fly rectangular standard traffic patterns. Left-hand for 24; right-hand for 06.
8. Pattern altitude is 500 MSL for competition.
9. Competition events must use the tighter special traffic pattern: Turn crosswind at the numbers; fly downwind over the ball field; turn base at the numbers. Do not fly over crowd. Fly beyond the hangars on the west and east ends of the airport before turning.
10. No hand propping of aircraft without someone at the controls.
11. No starting aircraft in the parking area. Push out to the taxiway first. Ask for help.
12. No prop blast aimed at crowd. When taxing back for additional runs turn and stage in front of terminal.
13. Pilot license and current medical certificate (if required) must be in your possession.
14. FAA required paperwork must be in your aircraft (AROW).
15. Event safety officer has authority to disqualify any participant deemed unsafe.
16. All pilots in competition events (Flour Bombing, Balloon Bust and STOL) must attend a mandatory pre-event safety briefing. Attendance is required to participate. There will be a roster that you will need to sign.
17. SAFETY VIOLATIONS WILL BE AUTOMATIC “DQ”.

Registration & Safety Briefings:

1. Registration can be accomplished at the Registration Desk in the Airport Terminal. Signs will identify location of mandatory safety briefings for competitions.
2. When weather permits, registration for Beach Landing / Poker Run closes Friday, noon. Poker hands may be purchased until 5pm Saturday. Safety Briefing for Beach Landing / Poker Run is Friday noon. Online briefing is available if you fly directly to the beach.
3. Registration for STOL competition closes Saturday, Noon.
4. Mandatory Safety Briefing for STOL competition is Saturday, 1 pm.
5. Registration for Flour Bombing & Balloon Bust competition closes Sunday, 8:30 am.

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6. Mandatory Safety Briefing for Flour Bombing & Balloon Bust is Sunday, 9:00 am.
7. Competition entries will **NOT** be accepted after the stated closing times above.
Exception: Late entry may be considered if due to weather delays. This will be at the discretion of the Event Coordinator and/or Competitions Director. Late arrivals will require an individual safety briefing prior to competing.

General Short Field Takeoff & Landing (STOL) Rules:

1. Each pilot/aircraft combination will be allowed two takeoffs and landings (or cycles) in the STOL event. If number of participants allow a third take off and landing will be implemented and scored.
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. Only one combination of pilot/aircraft will be allowed. However, individual pilots will be allowed a maximum of two runs (for those wishing to fly two separate aircraft) and individual aircraft will be allowed a maximum of two runs (for those wishing to have their aircraft flown two separate times).
4. Heat and competitor assignments (example: "Heat B – Number 3") will be posted at the Safety Briefing. **THIS IS YOUR NEW IDENTITY!**
5. Pilots must call ground control 123.65 in time to taxi for staging for their heat. Failure to call on time is grounds for a DQ. Call ground using your heat and number. Example "Valdez ground, Bravo 3 is ready to taxi for staging, located in competition parking."
6. On the ground pilots are responsible to observe sequence and be ready to follow previous group (heat).

Short Field Take-Off Rules:

1. Taxi into position as directed by line judge, with main gear stopped on reference line.
2. Airboss will clear you for take off.
3. Take-off distance will be measured to where the furthest main wheel leaves the ground for the last time. (Rule change for 2017 Tail wheel is not measured)

Short Field Landing Rules:

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. "Go Arouns" 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 competition, 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 chief 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.

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6. Landing distance will be measured from the reference line to the main gear.
7. Return to staging area for second attempt. Be aware to not turn in front of crowd due to prop wash. Taxi to the east end of the staging area so as to not block the crowd.
8. Park after final attempt.

Rules for Classing of Aircraft (STOL Competition):

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. Competitions Director will make all classification determinations, which are final.

Turbine Class:

- Any FAA Certified or Experimental ASEL models powered by a turbine engine

Light Touring Class:

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

Heavy Touring Class:

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

Light Sport / Light Experimental Class:

- Just Super STOL, Piper J-3, PA-11, Cub Crafters Carbon Cub SS, Tcraft <1320
- Also, FAA certified and Experimental ASEL models as determined by gross weight up to 1,320 lbs.

Experimental Heavy Touring Class:

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

Experimental Light Touring Class:

- Backcountry Super Cub
- Otherwise, other FAA licensed Experimental ASEL models as determined by gross weight from 2,301 to 2,499 lbs.

Alternate Bush Class:

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

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Bush Class Prelims:

- PA-12, 14, 18, and PA-22; Stinson 105; Citabria; Huskies; Tern; Scout, Tcraft >1320
- Otherwise, other FAA certified ASEL models as determined by gross weight from 1,320 to 2,300 lbs gross weight.

Bush Class Finals:

- If there are 15 or more entrants in the Bush Class Prelims, the top five finishers in the initial heats will run together in a final heat (same time / same conditions) to determine the Bush Class winner.

Flour Bombing:

1. Solo or team effort – your choice.
2. Prepare to stage - 10 minutes prior to competition:
 - a. Push out to taxiway
 - b. Contact Valdez Ground 120.2 for taxi instructions
 - c. Identify yourself as your heat and number. Example “Ground B-3 is with you”
3. Two passes only for each aircraft. Stay in your heat’s traffic pattern.
4. Minimum altitude: 500 ft MSL (Approx. 400 ft AGL) – Altimeter settings will be provided on AWOS 118.8. Bombing below this altitude will be DQ.
5. Maintain runway heading during “bombing run”.
6. Each aircraft allowed two attempts. Final score is best of the two.

Balloon Bust:

1. Prepare to stage - 10 minutes prior to competition:
 - a. Push out to taxiway
 - b. Contact Valdez Ground 123.65
 - c. Identify yourself as your heat and number. Example “Ground B-3 is with you”
2. Pay attention to taxi instructions until your heat is staged and ready for departure.
3. Departure and landing will be from the main runway, not the taxiway used for STOL competition.
4. Two passes only for each aircraft. Stay in your heat’s traffic pattern.
5. Minimum altitude: 400 ft MSL (Approx. 300 ft AGL) – Altimeter settings will be provided on AWOS 118.8.
6. Maintain runway heading during “balloonbusting run”.
7. Each aircraft allowed two attempts. Each popped balloon earns a ticket for the prize drawing.
8. Use your heat number. Example call is: “Alpha 2 is on approach, release balloon now.”
9. Other aircraft in the heat should maintain radio silence so as not to interfere with the aircraft on approach.
10. If balloon drifts to the south of the taxiway centerline (toward the crowd), ABORT your attempt. Aircraft must remain north of the taxiway, preferably over centerline of the main runway.