

INCIDENT RESPONSE PLAN

World Aerobatic Championships

Contest Location: Mason City, Iowa

Contest Dates: August 18 - September 2, 2026

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International Aerobatic Club, Inc.

A Division of the Experimental Aircraft Association



Objectives

The IAC Incident Response Plan Goals are to:

- ✓ Ensure an immediate and effective incident response,
- ✓ Avoid additional damage or injuries,
- ✓ Care for affected people and their families,
- ✓ Manage the flow of information appropriately,
- ✓ Assist any official investigation.

Pre-Contest Responsibilities

Registrar

The Registrar shall verify each competitor has completed the emergency contact information on the Contest Entry form.

The Registrar shall ensure the Volunteer Coordinator collects emergency contact information from all volunteers who are not competing in the contest.

Contest Director

Before practice flights begin, the Contest Director, Safety Director, Chief Judge, Starter(s), and Box Monitor(s) should meet and review the Incident Response Plan.

Safety Director

The Safety Director or their appointee (Box Monitor) shall ensure that, prior to operating in the Aerobatic Box, each competitor has:

1. Completed Registration
2. Signed the Aerobatic Box Practice Waiver
3. Received a briefing on the proper procedures for practice flights, including operations from start up to shut down of their aircraft

All practice flights will be monitored by a volunteer qualified to assist the pilot by radio.

Medical director

The Medical Director shall collect the names and contact information of all contest attendees with emergency and medical training, and work with the Volunteer Coordinator as needed.



Contest Roles and Responsibilities

Contest Director

The Contest Director has final authority over all contest operations.

Registrar

The contest Registrar is responsible for pre-contest collection of emergency contact information for each participant.

Safety Director

The Safety Director is responsible for pre-contest safety planning.

The Safety Director (or their designee such as a Box Monitor) is responsible for ensuring contest aircraft operate with sufficient spacing on the ground and in the air during **practice flights**. During contest flights, the Safety Director ensures the contest is conducted safely.

Medical Director

The Medical Director is responsible for evaluating condition of competitors and coordinating medical services during the contest. During an incident, the Medical Director can provide medical care to injured personnel.

Chief Judge

The Chief Judge is responsible for ensuring contest aircraft operate with sufficient spacing during **contest flights**. Additionally, the Chief Judge shall watch for in-flight incidents, with the assistance of the line judges, assistants, and corner judges.

The Chief Judge should initiate a response for any observed incidents that occur during contest operations.

Starter

The Starter has primary responsibility for ensuring aircraft operate safely during start, taxi, shutdown, fueling, and any other type of ground operations during **contest flights**. The Starter will also watch for taxi, takeoff, and landing incidents.

If the Starter sees an incident, the Starter should contact the Chief Judge immediately. If the Starter cannot reach the Chief Judge promptly, the Starter should initiate the incident response.



Contest Briefing

Contest Director

- ✓ Instruct the competitors that the Chief Judge has the primary responsibility to initiate a response by calling 911 to activate local emergency management response.
 - Wait for instruction from Chief Judge, or Starter
 - Avoid taking pictures, posting to social media, or making phone calls
- ✓ Review alternate airport choices, including direction and distance from the contest airport.
 - The closest airport may not be the best choice
 - The closest airport is Forest City Municipal with two paved runways (asphalt runway 5,796 ft X 100 ft and 2,700 ft X 60 ft)
- ✓ The Medical Director should introduce attendees with medical training
- ✓ Any additional information that's appropriate for U.S. Nationals at Genesee County Airport.



Urgent Actions

Responsibility during the immediate moments after an incident fall on the Chief Judge Chief Judge assistant, or the Starter.

Perform the following:

1. Take Charge
2. Identify the Incident Site(s)
3. Call 911
4. Shut down all contest operations
5. Contact the Contest Director

Take Charge

- ✓ Announce that an incident has occurred and ask everyone nearby to wait for further instructions
- ✓ Take a moment to assess the situation. Consider both the immediate emergency and whether other participants or the public is in danger. Then take appropriate action.
- ✓ If appropriate, direct nearby personnel, including the medical director to the scene and provide necessary support until the Mason City ARFF or local Fire and EMS personnel arrive on scene.

Identify the Incident Site(s)

- ✓ Make a rough estimate of the bearing and distance from a well-known point (e.g., the judge's line or a building on the ramp) to the site(s).

Shut Down All Contest Operations

The Chief Judge or the Starter shall

- ✓ Recall contest aircraft, which may require competition aircraft land at an alternate airport.
- ✓ Cease all ground operations.
- ✓ Remove all bystanders from the ramp and any other area that could be needed by emergency services.

Contact Contest Director

- ✓ Chief Judge or Starter shall contact the Contest Director
- ✓ Provide an initial situational report
- ✓ Provide periodic updates as needed



Next Steps

Chief Judge

- ✓ Make sure all competition aircraft are safely on the ground.
- ✓ Make sure the Judges line personnel are safe and secure

Starter

- ✓ Inventory the contest aircraft to ensure that they are all accounted for.
- ✓ Ensure the tarmac/ramp is clear of contest attendees, until the incident is fully resolved.
- ✓ Unless approved, do not allow people to depart to the incident site(s).
- ✓ Work with medical director to coordinate support for anyone emotionally affected by the incident.

Medical Director

- ✓ Coordinate the IAC's emergency response. It may take time for Mason City ARFF and/or local Fire and EMS personnel to arrive on scene.
- ✓ Ensure IAC emergency operations do not interfere with local emergency responders.

Contest Director

- ✓ Stay in contact with the Chief Judge.
- ✓ When practical travel out to the incident site.
- ✓ Record names and status of any victims, and where they are being taken for medical treatment.
- ✓ Discourage recording, social media posts, and phone calls.
- ✓ Coordinate safe departure of any IAC volunteers from the incident site.



Post-Incident (Same Day)

Chief Judge

Clear the Judge Line of personnel and equipment

Starter

Clear the tarmac of aircraft

Contest Director

Continue to manage the situation after the initial emergency response.

✓ Contact Headquarters

- IAC President
- IAC Executive Director
- EAA Risk Management

✓ Contact Mason City Airport Management

✓ Brief Contest Attendees

- Provide attendees with a brief synopsis of what happened.
- Let them know the status of any victims.
- Tell them to remain silent on social media
- Ask them to refrain from responding to any media inquiries.
- Tell them not to contact families of any victims.
- Determine who needs emotional support.
- Tell them whether the contest will continue.

✓ Coordinate with NTSB

- Prepare a list of witnesses for the NTSB.
- Encourage witnesses to write down what they saw.

✓ Respond to Family Inquiries

- Do not make initial contact. Let local authorities do that job.
- If family members reach out to you, it's ok to tell them what you know.
- Remember that this is an important moment in their lives that they will remember.



✓ Care of Hospitalized Victims

- Provide or coordinate emotional and logistical support for any hospitalized victims.

✓ Contact FAI Headquarters

- Provide notification of the accident.

✓ Respond to Press Inquiries

- There is nothing gained by speaking to the press, issuing press releases, etc. It's best to say, "We have no comment at this time."
- Direct all Press Inquiries to the IAC President and IAC Executive Director.
- Press may call and ask for contact information of witnesses. Do not share anyone's contact information.

About the NTSB

This task is normally the responsibility of the pilot(s), but if the incident is reportable under [49 CFR Part 830](#), you may notify the NTSB. (Excerpts from this regulation appear in Appendix E).

Ensure that witnesses write down what they saw so they can submit it to the NTSB.

About the Media

Following a serious incident, it is common to receive many media inquiries. It's best not to speak to the media at all. Refer all media contacts to the IAC President and the Executive Director through their email addresses: president@iac.org and execdir@iac.org.

The media's interest in the story will last a few days.

About Liability Concerns

Following an incident, attorneys may contact you or other contest attendees. You are under no obligation to take sides in any dispute, and there is no guarantee that you will not be the subject of a lawsuit. Contact your own attorney for advice before responding to any such inquiries.

About Families of Victims

The families of an incident victim often have many questions about what happened. The "Why?" of the incident is very important to them.

Do not speculate as to the cause of the accident or any other non-factual matters.

Be a good listener and provide whatever facts you can if you feel safe doing so. Share stories of your positive experience with the victim.



About Eyewitness Trauma

Emotional trauma can be lasting and debilitating. Trauma affects everyone differently depending on life experience, their relationship to the victim(s), and their proximity to the incident scene. It is common for survivors to feel guilt. They may spend significant time each day reliving the experience. Emotional trauma can last for days, weeks, months, or years.

Look for signs of emotional trauma in yourself and in others and encourage those suffering from emotional trauma to seek professional assistance.

People suffering from emotional trauma often feel better after talking about their experience. Be a good listener.

About the Decision to Resume Contest Operations

Do not resume the contest after an incident involving serious injury until any on-site investigation is complete and any wreckage has been removed. In such a situation, the airport is likely to remain closed, anyway. Realistically, this may mean the contest is simply unable to continue.

In other situations, the decision is up to the Contest Director after careful consideration.

It's ok to seek advice from trusted parties, but do not poll contest attendees or otherwise defer the decision to others. This shows a lack of leadership. Simply do not continue the contest unless it is clearly safe and prudent to do so.

Aerial tributes such as a missing man formation are not covered by IAC sanction, insurance, or the FAA waiver. Do not authorize any such flights.

Report to FAI Headquarters

The contest Director should send a copy of the final accident investigation report and include a report from the FAI Jury, all witness statements, and other relevant information.



Appendix A - Key Contacts

Title	Name(s)	Phone #	Radio Freq/Channel
Contest Director*	Wayne Forbes		
Assistant Contest Director	Lorrie Penner		
Safety Director*	TBD		
Chief Judge	TBD		
Starter*	TBD		
Medical Director	TBD		
International Jury President	TBD		
Mason City Airport Manager	David K. Sims	641-430-0980	
Mason City Airport ARFF		911	
Clear Lake Fire Department Mason City Fire Department	Fire Dept	911	
IAC Officers & Contacts 2026	Philip Gragg, President Vice President Jordan Ashley, Treasurer Sarah Arnold, Secretary		
IAC Executive Director	Tin Dahnke		
EAA Risk Management	Primary - Tammy Thomas Secondary – Kelly Ruh		

* - Consider giving these individuals separate mobile phones for contest operations only, in order to prevent them from being swamped by calls if an incident occurs. These individuals' phones should also be pre-programmed with key contact numbers.

Appendix B - Terrain Access Diagram

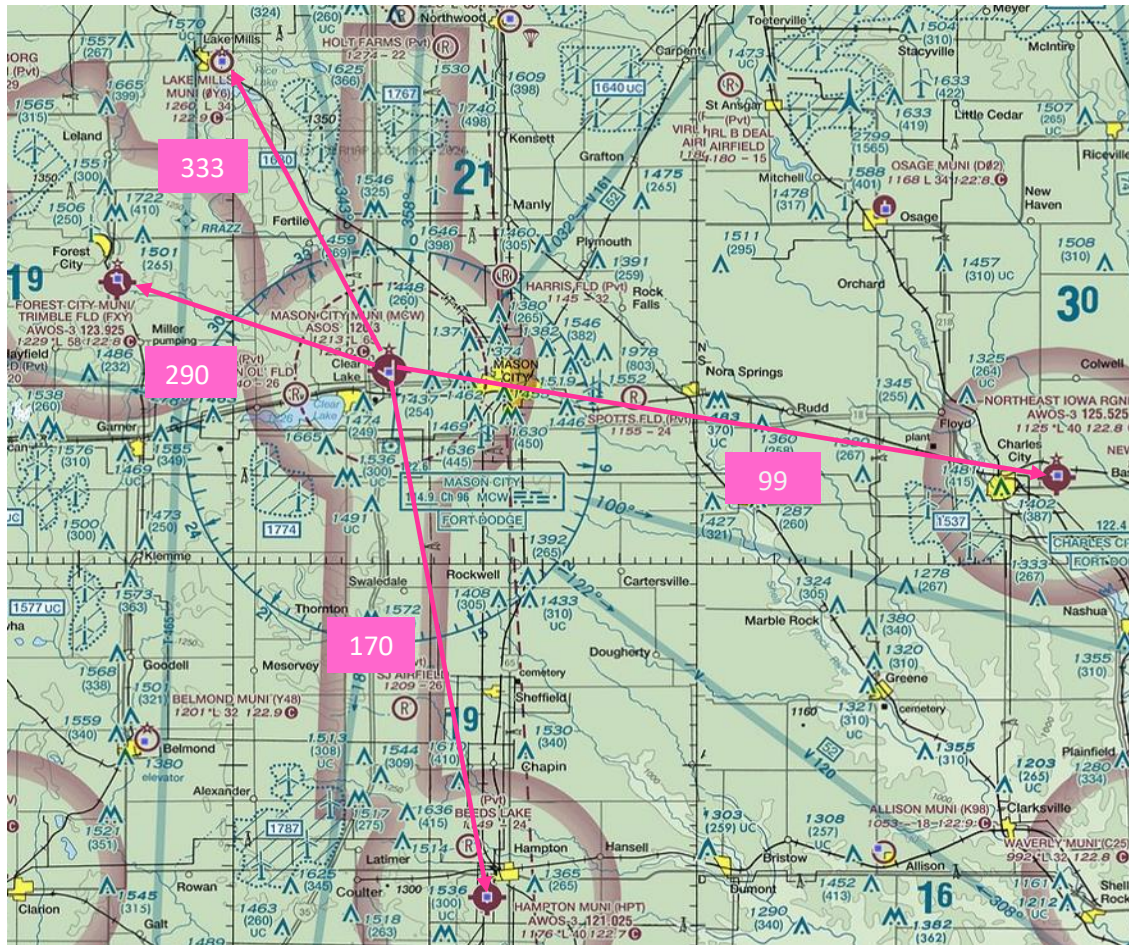
The picture below is Mason City Municipal Airport. The red box is the approximate location of the aerobatic box to be used for the 2026 World Aerobatic Championships. The purple oval is main ramp and hangars, which will be the main ground location for contest personnel and aircraft.





Appendix C - Alternate Airports

In the event the airport becomes unusable, airborne competitors should consider landing at one of the following facilities.



Name	ID	Bearing	Distance	Runways	Freq
Forest Municipal	FXV	290	14 NM	15-33 Asphalt 5,790' X 100' 09-27 Asphalt 2,700' X 60'	122.8
Hampton Municipal	HPT	170	26 NM	17-35 Asphalt 4,000' X 75'	122.7
Northeast Iowa Regional	CCY	99	32 NM	12-30 Concrete 4,000' X 75' 04-22 Grass 2,500' X 160'	122.8
Lake Mill Municipal (No FBO)	OY6	333	17 NM	18-36 Grass 3,380' X 100'	122.9



Appendix D – Definitions

Definitions

- **Incident:** A significant injury, serious illness, or fatality involving anyone associated with an IAC contest (competitor, volunteer, spectator, or bystander), or property damage related to contest operations.
- **Site:** The location of any ill or injured persons, or damaged property. Keep in mind that a single incident may have multiple sites (for instance, a pilot who bails out may land far from the aircraft.)
- **Damage:** As defined by NTSB rules, [49 CFR Part 830](#) (excerpts provided in Appendix C below.)
- **Resources:** Personnel, vehicles, and equipment that may be useful in an incident response. This can include contest personnel, on-airport emergency services, and municipal emergency services.



Appendix E – Excerpts from 49 CFR 830 (NTSB Accident Reporting)

Note: The text below is copied from the government GPO Access web site: www.gpoaccess.gov, and is subject to change. Ellipses (...) indicate text that has been removed for the sake of brevity and clarity. You are encouraged to use the official online copy of this regulation if circumstances permit.

Title 49: Transportation

PART 830—NOTIFICATION AND REPORTING OF AIRCRAFT ACCIDENTS OR INCIDENTS AND OVERDUE AIRCRAFT, AND PRESERVATION OF AIRCRAFT WRECKAGE, MAIL, CARGO, AND RECORDS

Subpart A—General

§ 830.1 Applicability.

This part contains rules pertaining to:

- (a) Initial notification and later reporting of aircraft incidents and accidents and certain other occurrences in the operation of aircraft ...
- (b) Preservation of aircraft wreckage, mail, cargo, and records involving all civil and certain public aircraft accidents, as specified in this part, in the United States and its territories or possessions.

§ 830.2 Definitions.

As used in this part the following words or phrases are defined as follows:

Aircraft accident means an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.

Civil aircraft means any aircraft other than a public aircraft.

Fatal injury means any injury which results in death within 30 days of the accident.

Incident means an occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.

Operator means any person who causes or authorizes the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft.

...

Serious injury means any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); (3) causes severe hemorrhages, nerve, muscle, or tendon damage; (4) involves any internal organ; or (5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

Substantial damage means damage or failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairings or cowling, dented skin, small puncture holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered “substantial damage” for the purpose of this part.



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Subpart B—Initial Notification of Aircraft Accidents, Incidents, and Overdue Aircraft

§ 830.5 Immediate notification.

The operator of any civil aircraft, or any public aircraft not operated by the Armed Forces or an intelligence agency of the United States, or any foreign aircraft shall immediately, and by the most expeditious means available, notify the nearest National Transportation Safety Board (NTSB) office¹, when:

(a) An aircraft accident or any of the following listed serious incidents occur:

- (1) Flight control system malfunction or failure;
- (2) Inability of any required flight crewmember to perform normal flight duties as a result of injury or illness;

...

- (4) In-flight fire;
- (5) Aircraft collision in flight;
- (6) Damage to property, other than the aircraft, estimated to exceed \$25,000 for repair (including materials and labor) or fair market value in the event of total loss, whichever is less.

...

- (8) Release of all or a portion of a propeller blade from an aircraft, excluding release caused solely by ground contact;

...

§ 830.6 Information to be given in notification.

The notification required in §830.5 shall contain the following information, if available:

- (a) Type, nationality, and registration marks of the aircraft;
- (b) Name of owner, and operator of the aircraft;
- (c) Name of the pilot-in-command;
- (d) Date and time of the accident;
- (e) Last point of departure and point of intended landing of the aircraft;
- (f) Position of the aircraft with reference to some easily defined geographical point;
- (g) Number of persons aboard, number killed, and number seriously injured;
- (h) Nature of the accident, the weather, and the extent of damage to the aircraft, so far as is known; and
- (i) A description of any explosives, radioactive materials, or other dangerous articles carried.

Subpart C—Preservation of Aircraft Wreckage, Mail, Cargo, and Records

§ 830.10 Preservation of aircraft wreckage, mail, cargo, and records.

(a) The operator of an aircraft involved in an accident or incident for which notification must be given is responsible for preserving to the extent possible any aircraft wreckage, cargo, and mail aboard the aircraft, and all records, including all recording mediums of flight, maintenance, and voice recorders, pertaining to the operation and maintenance of the aircraft and to the airmen until the Board takes custody thereof or a release is granted pursuant to §831.12(b) of this chapter.

(b) Prior to the time the Board or its authorized representative takes custody of aircraft wreckage, mail, or cargo, such wreckage, mail, or cargo may not be disturbed or moved except to the extent necessary:

- (1) To remove persons injured or trapped;
- (2) To protect the wreckage from further damage; or
- (3) To protect the public from injury.

¹ A list of NTSB regional offices is available from: http://www.nts.gov/abt_ntsb/regions/aviation.htm



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(c) Where it is necessary to move aircraft wreckage, mail or cargo, sketches, descriptive notes, and photographs shall be made, if possible, of the original positions and condition of the wreckage and any significant impact marks.

(d) The operator of an aircraft involved in an accident or incident shall retain all records, reports, internal documents, and memoranda dealing with the accident or incident, until authorized by the Board to the contrary.

Subpart D—Reporting of Aircraft Accidents, Incidents, and Overdue Aircraft

§ 830.15 Reports and statements to be filed.

(a) *Reports.* The operator of a civil, public (as specified in §830.5), or foreign aircraft shall file a report on Board Form 6120.1/2(OMB No. 3147–0001) within 10 days after an accident, or after 7 days if an overdue aircraft is still missing. A report on an incident for which immediate notification is required by §830.5(a) shall be filed only as requested by an authorized representative of the Board.

(b) *Crewmember statement.* Each crewmember, if physically able at the time the report is submitted, shall attach a statement setting forth the facts, conditions, and circumstances relating to the accident or incident as they appear to him. If the crewmember is incapacitated, he shall submit the statement as soon as he is physically able.

(c) *Where to file the reports.* The operator of an aircraft shall file any report with the field office of the Board nearest the accident or incident.