



**SSA-SANCTIONED
SOARING CONTEST
Region 5 South
18 Meter * FAI * Sports
Pilot Kit - 2026**

- List of key contest personnel
- Contest site layout/diagram
- Flight Operations Procedures (gridding, launch, re-launch, etc.)
- Roadmap of the contest area
- Communication procedures for off-site landings
- Scoring Procedures
- Designated airfields list & current control point and closed airspace database version:

Updated in 2026 - turnpoints are available at
<https://soaringweb.org/TP/Cordele>

*****Also See email that sent this file for new file name

- Schedule of social events

KEY CONTEST PERSONNEL

<u>CONTEST MANAGER</u>	-	CHRIS CARTER – 770-843-4099
<u>CONTEST DIRECTOR</u>	-	RICH OWEN – 407-325-6500
<u>SCORING</u>	-	SANDRA DANOFF – 412-973-1417
<u>WEATHER</u>	-	SCOTT FLETCHER – 864-420-1749
<u>OPERATIONS DIRECTOR</u>	-	ERIC TELLMANN – 804-937-7834
<u>REGISTRATION</u>	-	MITCH DEUTSCH – 404-538-4940
<u>SOCIAL COORDINATOR</u>	-	JANET WILLIAMS – 850-896-0265
<u>RETRIEVES</u>	-	CHRIS CARTER – 770-843-4099
<u>CHIEF TOW PILOT</u>	-	MARTIN HOLLATZ – 470-597-0540

RETRIEVE OFFICE

770–843–4099 (T-Mobile) – Chris
Number accepts texts &
SPOT or INREACH
Texts Preferred



CRISP COUNTY-CORDELE AIRPORT DIAGRAM
2026 Region 5 South Contest

2026 Region 5 South Contests at Cordele

ETIQUETTE, FLIGHT OPERATIONS AND SAFETY RULES



Cordele Racing, LLC and Crisp County welcome you to the SSA Sanctioned Region 5 South glider races.

Crisp County-Cordele Airport's FBO is Richter Aviation, LLC and is run by Eric Richter. Eric is familiar with our contest and extends a cordial welcome to all pilots.

Dub Cooper, aided by his wife, Cecile remain the airport managers. As friends to the soaring community the Coopers have extended every possible courtesy to the contest for many years. They have worked diligently with the County to improve the airport to aid the contest such as:

- Adjusting their business routines to provide a yearly venue for glider racing.
- Dedicating and closing a main commercial runway to provide for full fleet gridding as well as allowing the race management to markup runway to accommodate grid placement.
- Ensuring NOTAMs are current and in force during the race.
- Creating an RV friendly camping area to accommodate both RV and tent camping with water and electric services.
- Providing contest office trailer.
- Being there when the contest management needs them during the contest to respond to the many things that come up during a contest.

In exchange for their generosity, we ask that besides adhering to the contest guidelines and rules that you:

- Enter the airport properly as described on the pages of this document.
- Keep off the grass beside the FBO office under which resides the septic drain field. You'll be glad you did.
- Do not park campers behind the FBO.
- Do not lounge in the FBO. The limited space is for the airport's transient customers. Come down to the contest area and lounge with your pilot and crew buddies.
- Ladies are allowed to use the FBO & Trailer bathrooms. All others please use the portable toilets.
- Pay special attention to automotive traffic requirements.
- Pay attention and monitor the radio whenever possible while driving on airport property. This is a MUST when crossing the active runway.
- Have a good time!

SAFETY IS THE NUMBER 1 GOAL

Cordele has a very good safety record during its entire history. We want to continue this excellent record and ask that everyone during the entire contest stay on their toes with your head on a swivel when on the ground and in the air. And, if you feel you are not on top of things and having any misgivings, please do not hesitate to take a day off. You are the "pilot in command" of your glider and totally and solely responsible for your decisions during the contest. Do what's right for you to be safe!

AIRPORT AND TASK BACKGROUND

KCKF: Crisp County-Cordele Airport
Lat/Long: 31-59-19.8000N / 083-46-26.1000W
Elevation: 310 feet
CTAF/Unicom: 123.05 MHz
WX AWOS - 3PT: 119.325 MHz or (229-276-2669)

The Crisp County-Cordele Airport was built during World War II and was known as Cordele Army Airfield. It was also known as Turner AAF, Auxiliary Airfield No. 7. The airfield supported the AAF Advanced Pilot (Twin-Engine) school. It currently has three crossing 5000-foot runways (two active and one closed). The airport has frequent crop duster operations that will be active during the contest. The crop dusters are not radio-equipped. You can also expect transient IFR and VFR traffic.

Cordele has been hosting glider contests for 55 years. The airport is centered in the task area which is about 60 miles in any direction from the airport center. A major appeal to the Cordele area is that the task area is primarily located over agricultural land. Most of the soil is alluvial silt material, soft and gentle on landing. Farm fields tend to be large and landable. Crops tend to be low in late May-early June. In the event you need to make the acquaintance of a local landowner, make sure your straps are tight before touchdown. You won't roll far. We suggest that you keep a link with you that fits your tow-hook so a rope can be attached in the event you need to be pulled from a field.

Beside large fields, there are several public and private airports scattered about. Most see limited use. Currently there are two airport turnpoints with airspace issues. Southwest Georgia Regional Airport (KABY) in Albany, GA, CTAF 120.25 MHz; and Heart of Georgia Regional (KEZM) in Eastman, GA, CTAF 124.55 MHz. You must contact the tower when in their airspace. Most of the time they are very helpful and pleased to provide assistance.

During the growing season, you will probably see huge smoke plumes from ground fires. These are farmers burning the previous year's stubble before planting. Many glider pilots have used these man-made super thermals to get the upper hand on pilots who do not encounter these events on their course. However, we do recommend that you use extreme caution when entering the smoke plumes. They can be somewhat violent to the unsuspecting and a lengthy stay in the smoke can limit your visibility and be a problem with pilots with any kind of respiratory issues.

Agricultural fields begin soon after leaving the airport. Therefore, when returning, there are safe areas for final glides except from the south, which would be over town, but easily circumnavigated. Plan your final glide carefully.

PLEASE SEE SITE MAP PDF – ADDITIONAL ATTACHMENT

RWY 10/28 is the “primary runway AKA the Active Runway” and is always open. It has an instrument approach and must never be obstructed. The only approved point for gliders/crews to cross RWY 10/28 is at the intersection of 10/28 and RWY 06/24. Please have a hand-held radio tuned to the Crisp County-Cordele CTAF 123.05 MHz and carefully clear for traffic if you find it necessary to cross this runway to stage. RWY 10/28 may be used for glider landings if necessary. RWY 10 is left traffic. RWY 28 is right traffic. **Pilots must be very attentive to the radio and visually when landing on RWY 06/24 and crossing active RWY 10/28.**

RWY 06/24 is the “contest runway”. It will be NOTAM closed, 24 hours per day, to normal traffic during the contest. During this time, it is reserved for soaring contest operations only. CAUTION: Many pilots do not

read NOTAMS and may try to land there anyway. Monitor 123.05 MHz when on or near RWY 06/24. 06/24 is the primary runway for glider operations. RWY 06 is left traffic. RWY 24 is right traffic.

RWY 13/31 is closed and will not be used for normal contest operations. The surface is not maintained. Use this runway for landing with caution and at your own discretion. Transient aircraft arriving and departing during periods of glider operation will be asked to “back-taxi” on RWY 10/28.

SPECIAL NOTE RWY 24

When utilizing RWY 24 for launch, the tow planes will be using the grass to the **north** of the approach end of RWY 24 for landing. NOTHING is allowed in this area after grid time! ***This area must be completely cleared prior to launch.*** Also, once launch begins on RWY 24, there will be no vehicle traffic allowed to leave the RWY 24 grid vehicle parking area until the launch is completed. Crews may move vehicles from this area prior to launch or after launch is complete. Vehicles must be parked 100 ft or more from the runway edge during launch.

VEHICLES

Please do not exceed 15 mph while driving on the airport. All vehicle operators are strongly urged to monitor CTAF on 123.05 MHz while driving on the airport property.

Very Important Airport Access Directions: To gain access to glider trailer parking and Contest Operations from the airport gate entrance, please make an immediate tight left turn after passing through the gate. Pass BETWEEN the airport fence and the fuel pump. DO NOT drive on the “runway side” of the fuel pump or in front of the FBO! Continue past the back of the FBO and down the line of open sided hangers. Turn right at the end of the open hangar and then make a left turn onto the taxiway. Use caution, this is an active taxiway. Follow the taxiway west to Operations, RV and trailer parking. Under NO circumstances may vehicles use the central taxiway from the FBO ramp or cross RWY 10/28 from that taxiway (unless given explicit instructions by the FBO to do so). The taxiway complex north and east of the FBO is CLOSED to automotive traffic “unless specific permission is given to retrieve a glider who has landed on the closed runway or the end of RWY 10.” Only the taxiway to the contest office is open to automotive traffic. **Violations may result in administrative penalties.**

RV PARKING

If you will be bringing an RV to the contest, please read the separate [RV Parking](#) document prior to arriving at the contest.

TRAILER TIE-DOWN AND ASSEMBLY CLEARANCE

- **REFER TO THE SITE MAP** – Please refer to the site map for the location where you may put your glider trailers. This may be different from requests and also different from where you have parked in prior years. We appreciate your assistance in making sure that everyone has the space they need.
- **Glider trailers are required to be tied down** for this contest due to pop up thunderstorms and wind gusts.
- Trailers may not be parked within 100 feet of any runway whether marked or not and no glider assembly will be allowed within 100 feet of any runway. You will be instructed to move.
- Please leave enough clearance between your assembled sailplane and the taxiway so that others may freely use the taxiway. Power traffic may also use this taxiway to access Runway 10/28 prior to grid time.

- **No trailer parking or glider assembly will be allowed in the safety zones and the “water ballast area” or in front of the RV parking as marked by signs (please do not encroach on the water ballast area or you will be expected and instructed to move). Please refer to the site map.**

RAMP AREAS

All hangars and ramps must remain unblocked by any object or vehicle so aircraft can come and go at all hours.

STAGING AND GRIDDING

DO NOT GRID ON PRACTICE DAY UNTIL AFTER THE PILOT MEETING. Gliders must be ready to tow to the grid by 11:00 AM. Gliders will stage on the grid via rows (not individual grid numbers). A description of that process is included as an addendum document and this will be reviewed during the Pilot Meetings.

If RWY 24 is the launch runway, gliders must be towed along RWY 06 to the grid area on RWY 24 while monitoring CTAF 123.05 MHz. This necessitates crossing RWY 10/28. On most occasions, there will be a safety monitor at the runway intersection. Look carefully and cross only on their direction. If there is no safety monitor directing you at the intersection, please monitor your radio, look, and listen very carefully before crossing!

Launch operations will be conducted from the Cordele-Crisp County Airport CTAF frequency (123.05 MHz). The tow pilots will also monitor this frequency. Note the N-number of your towplane and use it in the rare case when a call is necessary. Do not make routine calls to tow pilots, such as to thank them for your tow (do this on the ground).

Contest tows are to 2000’ AGL (2300’ MSL). Please release promptly when this altitude is reached. **When safely off tow and in a stable climb, switch to the contest frequency (123.30 MHz).** Should a re-light during launch be needed, switch back to the airport CTAF frequency (123.05 MHz) to announce your intentions.

The contest radio frequency will be 123.30 MHz (or other that may be announced by the CD). This frequency will be used for all phases of the contest including pre-launch announcements, pre-start and on-course transmissions. During official contest periods, operations will monitor the Crisp County-Cordele Airport CTAF 123.05 MHz and advise contest glider pilots on the contest radio frequency of any relevant issues.

Radio transmissions to your crew shall always be made on the standard crew frequency of 123.50 MHz.

LAUNCH OPERATIONS

A final Launch Time will be announced either at the pilot’s meeting or on the grid via radio. Pilots will have 15 minutes from the announced launch time until the first launch begins. Pilots should be in the cockpit with all checklists completed and ready for launch 5 minutes prior to their anticipated launch. **Pilots MUST be ready to launch when the rope is taut between the sailplane and towplane. However, if at any point prior and during the beginning launch (ex. ground roll) you believe there is a problem, RELEASE from the tow.**

Crews are expected to assist with the launch of both their pilot’s aircraft and of adjacent sailplanes. Please help out if you see the need!

INFLIGHT CONSIDERATIONS

Traffic patterns are arranged to avoid disturbing the downtown and residential areas south of the airport. Use right traffic for RWY 24 and 28. Use left traffic for RWY 06 and 10.

Communication Procedures:

Tasks will first be available electronically on the **Signal app**. If you have not used Signal at a prior contest, please download that app to your phone. Important information will be communicated via Signal, as well as an early view of the daily Task. A paper Task Sheet will be distributed to all pilots each day on the grid. The task will also be posted outside the Scoring trailer when complete (take a photo of it). This will usually include several possible tasks, labeled A, B, C, etc. **Task A is always active unless & until a change is announced to all pilots, either at a grid pilot meeting, in person by the CD, or by a radio call with confirmation.** Task start/changes/roll calls will be made on the contest frequency (123.30 MHz). No contest launch will happen sooner than 20 minutes after the distribution of a paper task sheet.

When returning to the field, at 10 miles out switch to the CTAF frequency 123.05 MHz. Do not announce you are switching or announce you are on the CTAF frequency. At 4 miles from the edge of the Finish circle or line, call out "XX, 4 miles" and the direction you are approaching from. Use the radio sparingly in the traffic pattern. Calling downwind and calls deconflicting with traffic are always appropriate. Please fly good traffic patterns. When landing on RWY 24, you will probably want to roll to the end of the runway. There is NO reason to plan a base leg beyond the end of the runway. Extended periods of time on final with your dive brakes retracted, flying down the runway in ground effect is a sure sign of a poor pattern. This has been a problem in the past. Patterns like this can cause other pilots with lower energy states difficulty and could be unsafe. **Consistently flying this type of approach may result in an Unsportsmanlike Penalty.**

If flying during unofficial contest periods, use the Crisp County-Cordele Airport CTAF on 123.05 MHz for staging, launch, arrival, landing and at all times within 5 miles of the airport.

Please, no thermaling below 1000 feet AGL. **Thermal only to the "left" within any Start Cylinder and/or 5 miles from the airport.** Please do this for flying during any event or contest period in Cordele. Re-lights will be available on the specified runway (usually RWY 10/28).

Towplanes, specifically towing gliders have right-of-way over other aircraft (including other gliders). Gliders have right-of-way over non-contest powered aircraft. Landing aircraft have right-of-way. An aircraft in distress has right-of-way over all others.

RE-LIGHTS

If the launch is still in progress, for RWY 06 – land on RWY 10/28 (depending on the wind) and clear the runway to the south. Inform the CD on 123.05 MHz that you would like a re-light. There are lights on this runway and some areas of steep drop-offs. A golf cart will tow you back to RWY 06 for relaunch. If we are using RWY 24, land on RWY 28 and pull off at the closed runway to your right. Move aircraft clear of RWY 28. We will send a launch crew and tow you from that spot. If all aircraft has been launched, the CD will clear you to land opposite direction (towards the grid) and spin you around for a re-light. Note that towplanes will be landing on RWY 10/28 (depending on the wind) when RWY 06 is in use for launch.

PORTABLE TOILETS

Portable toilets are provided for your convenience on the airport. Please do not put foreign objects (non-tissue) into the tanks. Remember, if you didn't digest it, don't put it into the tank! Ladies may use the restroom in the Contest Operations Office. The FBO toilets are for transient business customers only.

DUMPSTER

A large dumpster is located in the edge of the woods at the back of the RV Parking area or approximately 100 yards east of the Contest Operations. No loose garbage, please bag all garbage prior to putting it into the dumpster. There are usually two portable toilets available. We attempt to place them in a shaded area close to the RV Parking. Please do not park in front of them or so close that the disposal trucks do not have adequate access.

UNLICENSED DRIVERS, CHILDREN AND PETS

Unlicensed crew, friends, or family members are forbidden to operate any type of motorized vehicle on the airport property (i.e., golf carts, motorbikes, etc.) For their safety, children are forbidden to play on the ramp or airport taxiways. Please do not allow unleashed pets on the airport.

HAZARDS

For your comfort, we have found that being aware and optimistically dealing with these issues can make your stay and event even more fulfilling.

- Days can be very hot at this time of year, so good hydration is a must! Drink, Drink, Drink! Also, the “pros” know to rig at first light, then go back and shower and stay cool till it is time to stage. Be a pro!
- It is highly recommended that you use copious amounts of sunscreen as necessary to prevent sunburn and possibly skin cancer - the bane of the glider pilot's life!
- Fire ants and scorpions can be active in dry weather. Step carefully especially in the wooded area.
- While not a big issue, snakes can be more plentiful when there is a lot of rain. Again, watch your steps and especially in and around the wooded areas.
- There are fox and coyote holes as well as holes from broken drainage lines in the grass areas on the airport. Drive very carefully in these areas. Landing in any grass is **NOT RECOMMENDED**. Lush green grass may indicate a hole or a low, soggy area.
- Remember, you are **required** to tie your trailer down at this contest, due to the possibility of evening thunderstorms. We do not recommend tying gliders out at night. Use tie down materials that are sturdy, unlike dog rope anchors which tend to be brittle and with limited strength. **Pilots are solely responsible for their equipment and valuables while attending this contest.**

SCORING PROCEDURES

I'm looking forward to being your scorer – Sandra Danoff. A few reminders and notes:

- The scoring office will be located in the office to the left end of the office trailer by the tent.
- Logs are due within 1 hour of returning to the field – but sooner is always appreciated.
- Logs may be turned in in-person or emailed to ssa.scoring@gmail.com

- For handicapped classes, you have 24-hours after the handicap report is published to correct any errors for your own glider or to question another glider's data. Please provide your feedback promptly.
- Any time you leave the ground (tow or self-launch), you must turn in a log for that flight. **Every time...**
- If you have a logger failure and cannot produce any log for a flight, you must come to the scoring office to let the scorer know that you cannot provide documentation.
- **NEW REQUIREMENT FOR MOTORGLIDERS**
 - 6.3.3.1 An entrant shall submit to the Scorer a flight log for each flight recorder that will be used for flight documentation. Such flight logs must have been made within 14 days of the first scheduled contest day, or prior to any start used for task scoring on the entrant's first competition day, and must include proper record of the use of the power unit.
 - 6.3.3.2 Each flight log submitted for scoring shall be from a device from which a log was submitted under ¶ 6.3.3.1, and shall include a continuous record of the power unit.
- Preliminary (i.e., unchecked) scores are uploaded to the SSA web site as soon as they are run. Note that for a MAT, preliminary scores can be quite unreliable – so please wait till the scores are marked unofficial before bringing questions to the scorer. After the logs/traces have been reviewed and penalties have been checked and entered, scores are marked as unofficial. Contestants then have 24-hours to review the results before scores become official.
- In addition to the scores on the SSA web site, a **tinyurl** will be published on the task sheet. This provides a way to see the logs as soon as they are loaded.
- Be kind to your scorer...

LANDOUT RETRIEVE PROCEDURES:

(Read carefully as penalties may apply)

The mission of the Retrieve Office is to get a crew to its pilot as soon possible while monitoring the situation as backup. In order for this activity to be successful, the pilot **MUST** provide the Retrieve Office with a name (s) and phone number (s) of his or her crew before flying. You may also join a “crewless list” created by other pilots agreeing to crew each other in a landout event and this list must be provided to the Retrieve Office. However, be advised that if you are on the “crewless list” and there are many land outs, you may have to wait until other “crewless list” pilots have returned to the airport to receive help. **The Retrieve Office WILL NOT find you a crew if you have not provided one or are on the “crewless list.”** Therefore the following are the responsibilities required of the Pilot, Crew and Retrieve Office:

Pilot Responsibility in a Landout:

1. During registration, review the Pilot / Crew list and make any needed changes, this includes the name and complete contact information of your crew or indicate you should be included on the “crewless list.” Note: This should be done during registration, however the retrieve office should be notified of any changes during the contest.
2. In the event you land out:
 - First fill out the landout card with all the appropriate information and especially Lat/Long. Otherwise if the Retrieve Office is handling several land outs and you don’t have the info quickly, you may be instructed to call back to keep from tying up busy lines.
 - Call the Retrieve Office (even if you decide to call your crew first), but you must inform the Retrieve Office of your land out situation, coordinates, etc. *This may be done by your crew.* **Note** – the retrieve number accepts texts with this information. We will confirm that information is received, but this may take a few minutes if there are a large number of land outs.
 - If the Retrieve number is busy, please text your coordinates together with all the information required to the number provided. The office will start working on your retrieve faster and they will get in touch with you to confirm all information. **You may also drop Google pin (or equivalent) to get your specific coordinates to the Retrieve office and/or to your crew.**
 - Ascertain if you’d like an automotive or aero retrieve.
 - Provide any details of the geography and what is needed to retrieve you.
 - If you are in a non-airport field and after calling the Retrieve Office, attempt to locate the land owner or call the sheriff.
 - Additional Suggestions:
 - Based on circumstances, you may want to call 911 to make sure your land out has not been reported as a “crashed airplane.” This is happening more and more. You will find it much less of a hassle if you are proactive in calling 911 and resolve this quickly ... unless you enjoy being the object of a police report scrutiny.
 - Plan your egress and discuss it with the landowner or sheriff if possible.
 - You and your crew physically mend (rake, reset plants, etc.) when in field crops, if at all possible. This can make a huge difference in how you are treated and helped by a farmer.

Crew Responsibility:

1. The crew will monitor his or her phone during the flying day and should be in close vicinity to operations. Crew should notify the retrieve office if they leave the field during the day and let them know when they return.
2. If you are on a “crewless” list, be available to help retrieve other pilots after putting your glider in the box.
3. If your pilot lands out:
 - Go to the Retrieve Office to decide on a course of action (even if your pilot has contacted you directly, the Retrieve Office needs to know of your plans as a back-up). Your pilot can be given an administrative penalty if this is not done.
 - Confirm the land out location so both crew and Retrieve Office are on the same page.
 - Sign out to go get the pilot with the Retrieve Office (very important).
 - You may contact the Retrieve Office for assistance with locating your pilot or helping with communications when necessary.

- Once you are with your pilot, you are only REQUIRED to contact the Retrieve Office if they have been assisting you with locating your pilot. The intent is to not tie up phone lines with additional calls. A text to the number provided is appreciated but not required under other circumstances.
- If you do not have a crew, we expect that you will crew for each other. There will be a board in the office that notes if any pilot needs a crew. Once your plane is secure, please check that board and make yourself available to help other pilots.

Retrieve Office Responsibility:

1. Will remain open from the time of launch until 7 PM if there are no reports of a land out or until all pilot-crew are accounted for.
2. Will remain open as long as a pilot is out, but not yet together with his or her crew.
3. Will produce a land out check-out/check-in card to monitor the land out activity and verify completion of the retrieve.
4. Will provide directions (and moral support) if needed by the crew.
5. Will coordinate an aero retrieve if requested. *
6. Will inform the CD if pilots and/or crew did not follow procedures.

Using your glider radio to request a retrieve:

Only if it is truly impractical to find a usable telephone should you attempt to relay landing information via another pilot. Do not use the competition frequency 123.30 MHz for this purpose! Use 123.50 MHz or 123.45 MHz to relay retrieve info **only if telephone contact is not possible**. Texts often work when calls will not go thru.

* **Aero Retrieve:** The cost will be provided at the pilots meeting and will be a per hour tach rate (pro-rated if more than one sailplane is retrieved from the same area). You must pay contest registration personnel for your aero retrieves on the last day of the contest before leaving the contest site.

2026 CORDELE TURNPOINTS

While the 2025 turnpoints did not change for 2026, several non-turnpoint /waypoints were removed as they were reported as no longer landable or usable.

Current 2026 turnpoint files are available at <https://soaringweb.org/TP/Cordele>

ADDITIONAL INFORMATION

Please see the Contest website www.flycordele.com for additional information about restaurants, hotels, local attractions and merchants.

2026 R5S Pilot & Social Schedule

May 30th – 31st - Practice

June 1st-6th - Contest

PRACTICE DAYS & CONTEST MEETINGS @ 10:00am

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
May 24th	May 25th	May 26th	May 27th	May 28th	May 29th	May 30th
	<i>MEMORIAL DAY</i>					Registration 9 AM – noon Office - Later hours contact Chris Carter * 10:00 AM Pilots Meeting at the Tent
May 31st	June 1st Official Practice	June 2nd Contest Day	June 3rd Contest Day	June 4th Contest Day	June 5th Contest Day	June 6th Contest Day
Registration 9 AM – noon Office - Later hours contact Chris Carter 10:00 AM Pilots Meeting Welcome Dinner 7 PM – Hamburger & Brats - At Lion's Club	9:30 Mandatory Pilots Meeting 10:00 AM Pilots Meeting Location - TBD * Pizza & Salad At Tent - \$15	Pilots Meeting 10:00 AM	Pilots Meeting 10:00 AM * 6:30 Cocktails 7 PM Dinner at Fritz Farm * Ribs & Chicken \$35 at Fritz Farm	Pilots Meeting 10:00 AM	Pilots Meeting 10:00 AM * 6:30 Cocktails 7:00 PM – Dinner: * Low Country Boil – Lion's Club No Charge Hosted by Crisp County Chamber of Commerce	Pilots Meeting 10:00 AM Final Contest Day Winners announced in Tent after flying. Travel Safe

**Register
before
you fly
Starting
Saturday
May
30th**