



SSA-SANCTIONED SOARING CONTEST

Region 5 South Pilot Kit - 2022

- 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 – *There are changes from 2021*
- Control Point map or diagram
- Designation of current control point and closed airspace database version –
*****See email that sent this file
- Schedule of social events



June 3th – June 11th 2022
Region 5 South – Cordele GA

KEY CONTEST PERSONNEL

<u>CONTEST MANAGERS</u>	-	CHRIS CARTER & LYN FORBES 770-843-4099 404-247-7545
<u>CONTEST DIRECTOR</u>	-	MARSHALL MCCLUNG – 540-521-9808
<u>SCORING</u>	-	SANDRA DANOFF – 412-973-1417
<u>WEATHER</u>	-	SCOTT FLETCHER – 864-420-1749
<u>OPERATIONS DIRECTOR</u>	-	MURRAY FORBES – 404-556-1616
<u>REGISTRATION</u>	-	MITCH DEUTSCH – 404-538-4940
<u>RETRIEVES</u>	-	PAULA MITTELL – 804-393-0440
<u>CHIEF TOW PILOT</u>	-	MARTIN HOLLATZ – 513-207-5621

RETRIEVE OFFICE

804-393-0440 (8043930440@reach.com) - **Paula**

Backup 770-843-4099 (Verizon) – **Chris**

Both numbers accept texts & SPOT

Texts Preferred



Region5 South

ETIQUETTE, FLIGHT OPERATIONS

AND SAFETY RULES

MGSA and Crisp County welcomes you to the Region 5 South SSA sanctioned glider race. The FBO is now Richter Aviation, LLC and is run by Eric Richter. Dub Cooper, aided by his wife, Cecile is still the airport manager. Eric Richter is familiar with our contest and still extends a cordial welcome to Region 5 South. As friends to the soaring community the Cooper's have extended every possible courtesy to the contest for many years. They have worked diligently with the city and 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 gridging 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, they only ask that besides adhering to the contest guidelines and rules that you:

- Enter the airport properly as described on page 8 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 airports transient customers. Come down to the contest area and lounge with your pilot and crew buddies.
- Ladies are allowed to use the FBO 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!

AIRPORT AND TASK BACKGROUND

CKF

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

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 host to glider contests for over 50 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 land owner, 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 in Albany, GA. CTAF 120.25 and Heart of Georgia Regional in Eastman, GA, CTAF 124.55. 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 manmade 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 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.



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 6/24. Please have a hand-held radio tuned to Cordele CTAF 123.050 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 123.050 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 RWY24 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 123.050 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

- 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.
- Glider trailers may be parked on either side of the taxiway from the main airport ramp area out to RWY 10 (EXCEPT in those areas marked with colored marking paint and as shown on your airport layout on page 3 AND IN FRONT OF RVs).
- **No trailer parking or glider assembly will be allowed in the safety zones and the “water ballast area” (please do not encroach on the water ballast area or you will be expected and instructed to move).**

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

Staging for the selected runway may be done at any time prior to grid time unless instructed differently by the CD. Gridding will be by rows or numbers; again depending on the desires of the CD. You will be informed of which grid setup the contest will use. Open Class will have special gridding procedures. Please work with your adjacent “grid neighbors” to make this happen safely and efficiently in the space available.

If RWY 24 is the launch runway, gliders must be towed along RWY 06 to the grid area on RWY 24 while monitoring CTAF 123.050. 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!

Once you are in position on the RWY 24 grid, **all vehicles must be moved to the east side of the runway a minimum of 100 feet back from the runway edge to allow towplanes access to the grid or may be taken back to the assembly area prior to the launch.** The west side of Runway 24 is where tow planes will be landing. Launch will not begin until these areas are clear of vehicles, equipment and people! Once on the grid, select the contest radio frequency: 123.3 (or others that may be announced by the CD). A frequency will be used for all phases of the contest including pre-launch announcements, launch, pre-start, on-course, arrival and landing transmissions. During official contest periods, operations will monitor the Cordele CTAF and advise contest glider pilots of any reported or observed local traffic. Radio transmissions to your crew should always be made on the standard crew frequency of 123.5.

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.

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.

Contest frequency is 123.300 and all sailplanes are required to use this frequency during all official contest functions: starts, finishes, task announcements, etc. Note: the launch and landing frequency may be 123.3 or altered by the CD by previous announcement at the regular pilot's meeting. Radio-equipped towplanes shall use the designated launch frequency when a glider is being towed. If another frequency is used other than 123.3 to launch, such as CTAF, as soon as you maintain a stable climb, switch to the contest frequency 123.3 for safety or task messages from the CD. 123.500 is reserved for pilot-to-crew communication.

If flying during unofficial contest periods, use Cordele CTAF on 123.050 for staging, launch, arrival, landing and at all times within 5 miles of the airport.

During official practice periods and the contest, local/transient traffic announcing on CTAF will be relayed to contestants on 123.300.

Please, no thermaling below 500 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 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 off RWY 06/24, enter the pattern for RWY 10/28. Pull clear of the runway and request a re-light from operations. Please do not obstruct RWY 10/28 to local traffic! Do not block the intersection of 10/28 and 06/24. You will be towed when the last sailplane in your class has been towed. Note that towplanes will be landing on RWY 10/28 when RWY 6 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 in 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 to the left of the RV Parking area or approximately 200 yards east of the Contest Operations. Please bag all garbage prior to putting it into the dumpster. There are usually two portable toilets close to the dumpster. 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 (ex. 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 that has not been cleared for landing by operations management 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 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 gliders 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** – both retrieve numbers accept 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 numbers are busy, please text your coordinates together with all the information required to the number(s) 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 land owner 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.

Retrieve Office Responsibility:

1. Will remain open from the time of launch until 7PM 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 123.3 for this purpose! Use 123.5 or 123.45 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 tow personnel for your aero retrieves on the last day of the contest before leaving the contest site.

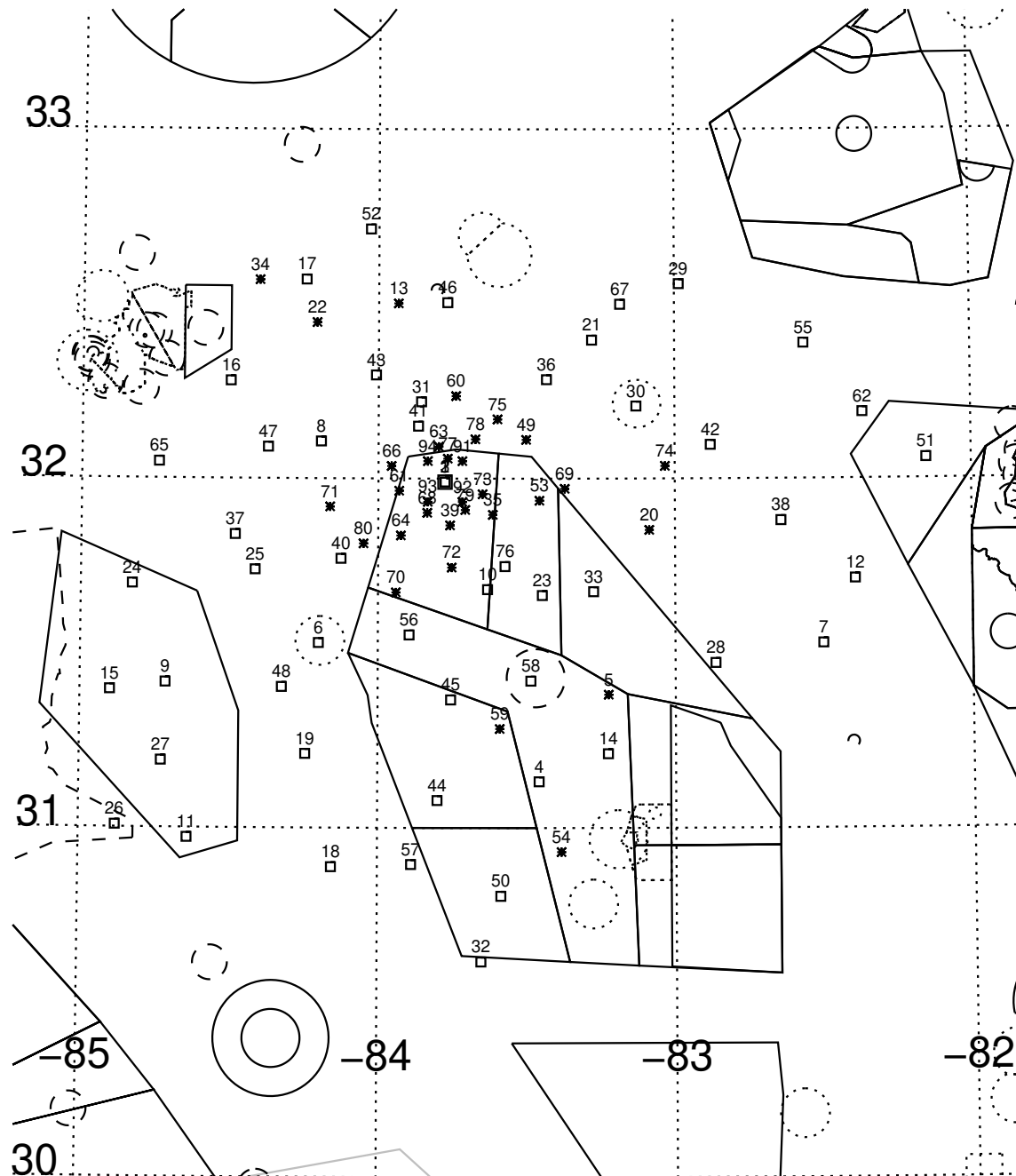
2022 CORDELE TURNPOINTS

Updated 2022 turnpoints are now available.

<https://soaringweb.org/TP/Cordele>

Per Chris Ruf, there have been changes to the file since 2021. Make sure your file is from 2022. The changes include removing airport/landable attributes from several points that are not usable anymore, and adding 12 closer in turnpoints to make tasking easier, especially on weaker days.

Cordele, Georgia: Region 5S, 2022



Worldwide Soaring Turnpoint Exchange

Unofficial Coordinates for the Cordele, Georgia Control Points

Contest: Region 5S, 2018

Courtesy of Chris Ruf (greeneggsandjam@yahoo.com)

Dated: 10 April 2018

Magnetic Variation: 4.6W, Datum: 100

Time zone: US/Eastern, Summer offset from GMT is -4:00 and in Winter it is -5:00.

Printed Friday, 20 April 2018 at 06:31 GMT

UNOFFICIAL, USE AT YOUR OWN RISK

Do not use for navigation, for flight verification only.

Always consult the relevant publications for current and correct information.

This service is provided free of charge with no warranties, expressed or implied.

User assumes all risk of use.

Number	Name	Latitude ° , ' , ''	Longitude ° , ' , ''	Latitude ° , ' , ''	Longitude ° , ' , ''	Elevation FEET	Codes*	ID	Distance Sm	Bearing Sm	Comment
1	Start Cordele	31 59 24 N	83 46 31 W	31 59.400 N	83 46.517 W	310	SA CKF				CKF, RW width: 150, AWOS: 119.325, UNICOM: 123.05, Fuel: 100LL
2	Finish Cordele	31 59 24 N	83 46 31 W	31 59.400 N	83 46.517 W	310	FHA CKF				CKF, RW width: 150, AWOS: 119.325, UNICOM: 123.05, Fuel: 100LL
3	Cordele	31 59 24 N	83 46 31 W	31 59.400 N	83 46.517 W	310	TA CKF				CKF, RW width: 150, AWOS: 119.325, UNICOM: 123.05, Fuel: 100LL
4	Adel	31 07 57 N	83 27 30 W	31 07.950 N	83 27.500 W	236	TA 15J		62	167	15J, RW width: 100, UNICOM: 122.8, Fuel: 100LL
5	Alapha	31 22 53 N	83 13 29 W	31 22.883 N	83 13.483 W	295	T ALAPHA		53	147	Town
6	Albany	31 31 46 N	84 11 59 W	31 31.767 N	84 11.983 W	197	TA ABY		40	223	ABY, RW width: 148, ATIS: 133.05, Tower: 120.25, UNICOM: 122.95, Fuel: 100LL
7	Alma	31 31 44 N	82 30 07 W	31 31.733 N	82 30.117 W	200	TA AMG		81	117	AMG, RW width: 100, AWOS: 118.325, UNICOM: 122.7, Fuel: 100LL
8	Americus	32 06 23 N	84 11 36 W	32 06.383 N	84 11.600 W	466	TA ACJ		26	293	ACJ, RW width: 100, AWOS: 128.375, UNICOM: 122.8, Fuel: 100LL
9	Andrews	31 24 56 N	84 42 47 W	31 24.933 N	84 42.783 W	245	TAP 4GA8		68	239	4GA8, RW width: 60
10	Ashburn	31 40 57 N	83 37 53 W	31 40.950 N	83 37.883 W	389	TA 75J		23	163	75J, RW width: 75, UNICOM: 122.7
11	Bainbridge	30 58 18 N	84 38 15 W	30 58.300 N	84 38.250 W	141	TA BGE		87	221	BGE, RW width: 149, AWOS: 121.125, UNICOM: 122.975, Fuel: 100LL
12	Baxley	31 42 50 N	82 23 38 W	31 42.833 N	82 23.633 W	201	TA BHC		83	107	BHC, RW width: 75, AWOS: 118.2, UNICOM: 122.8, Fuel: 100LL
13	Beckley Duster	32 30 04 N	83 56 00 W	32 30.067 N	83 56.000 W	425	TAP 1GE4		37	350	1GE4, RW width: 40
14	Berrien	31 12 45 N	83 13 35 W	31 12.750 N	83 13.583 W	239	TA 4J2		63	153	4J2, RW width: 75, UNICOM: 122.7
15	Blakely	31 23 40 N	84 53 57 W	31 23.667 N	84 53.950 W	213	TA BIJ		78	243	BIJ, RW width: 98, AWOS: 118.475, CTAF: 122.9, Fuel: 100LL

Number	Name	Latitude ° , ' , ''	Longitude ° , ' , ''	Latitude ° , ' , ''	Longitude ° , ' , ''	Elevation FEET	Codes*	ID	Distance Sm	Bearing	Comment
16	Buena Vista	32 16 46 N	84 30 00 W	32 16.767 N	84 30.000 W	682	TA	82A	47	300	82A, RW width: 75, CTAF: 122.9
17	Butler	32 34 11 N	84 14 43 W	32 34.183 N	84 14.717 W	667	TA	BUTLER	49	330	PUB AWOS:119.525 RY 06/24:2400x180-TURF RY 18/36:5002x75-ASPH-LGT
18	Cairo Grady	30 53 17 N	84 09 17 W	30 53.283 N	84 09.283 W	265	TA	70J	79	201	70J, RW width: 75, UNICOM: 122.7, Fuel: 100LL
19	Camilla	31 12 43 N	84 14 35 W	31 12.717 N	84 14.583 W	175	TA	CXU	60	212	CXU, RW width: 100, AWOS: 118.675, UNICOM: 122.8, Fuel: 100LL
20	China Hill	31 51 10 N	83 05 12 W	31 51.167 N	83 05.200 W	250	T	CHINAHILL	41	108	Church
21	Cochran	32 23 47 N	83 16 47 W	32 23.783 N	83 16.783 W	336	TA	48A	40	50	48A, RW width: 75, UNICOM: 122.8, Fuel: 100LL
22	CrossRoads Farm	32 26 48 N	84 12 32 W	32 26.800 N	84 12.533 W	438	T	CROSSRD	40	326	Farm
23	Crystal Lake	31 39 56 N	83 26 50 W	31 39.933 N	83 26.833 W	327	TAP	OGE1	30	144	OGE1, RW width: 40
24	Cuthbert	31 41 52 N	84 49 36 W	31 41.867 N	84 49.600 W	457	TA	25J	65	257	25J, RW width: 60, CTAF: 122.9
25	Dawson	31 44 21 N	84 24 50 W	31 44.350 N	84 24.833 W	321	TA	16J	41	250	16J, RW width: 75, UNICOM: 122.8, Fuel: 100LL
26	Donalsonville	31 00 25 N	84 52 39 W	31 00.417 N	84 52.650 W	148	TA	DONALSONVILL	94	229	PUB AWOS:119.675 RY 01/19:5182x100-ASPH-LGT
27	Double R Duster	31 11 31 N	84 43 34 W	31 11.517 N	84 43.567 W	164	TL	DOUBLERDUSTR	79	230	2400x50' Phone 229-758-3280
28	Douglas	31 28 21 N	82 51 52 W	31 28.350 N	82 51.867 W	257	TA	DQH	64	128	DQH, RW width: 100, AWOS: 119.075, UNICOM: 122.8, Fuel: 100LL
29	Dublin	32 33 26 N	82 59 06 W	32 33.433 N	82 59.100 W	310	TA	DBN	61	54	DBN, RW width: 150, AWOS: 118.425, UNICOM: 122.7, Fuel: 100LL
30	Eastman	32 12 27 N	83 07 49 W	32 12.450 N	83 07.817 W	305	TA	EZM	41	73	EZM, RW width: 100, AWOS: 119.425, ATIS: 119.425, Tower: 124.55, UNICOM: 122.95, Fuel: 100LL
31	Everidge	32 13 11 N	83 51 19 W	32 13.183 N	83 51.317 W	450	TAP	47GA	17	348	47GA, RW width: 80
32	Finlayson	30 37 00 N	83 39 09 W	30 37.000 N	83 39.150 W	150	TAP	FINLAYSON	95	180	PRI RY 09/27:3000x100-TURF
33	Fitzgerald	31 40 35 N	83 16 29 W	31 40.583 N	83 16.483 W	365	TA	FZG	37	131	FZG, RW width: 300, AWOS: 118.625, UNICOM: 123.0, Fuel: 100LL
34	FoxRun Farm	32 34 05 N	84 24 12 W	32 34.083 N	84 24.200 W	650	T	FOXRUNF	54	322	Farm
35	Hartley Church	31 53 47 N	83 36 50 W	31 53.783 N	83 36.833 W	430	T	HARTLEY CHURCH	11	129	Church
36	Hawkinsville	32 17 00 N	83 25 58 W	32 17.000 N	83 25.967 W	270	TA	51A	29	49	51A, RW width: 60, CTAF: 122.9
37	Hayes	31 50 23 N	84 28 54 W	31 50.383 N	84 28.900 W	401	TAP	9GA3	43	261	9GA3, RW width: 110
38	Hazelhurst	31 52 48 N	82 38 34 W	31 52.800 N	82 38.567 W	255	TA	AZE	67	101	AZE, RW width: 75, AWOS: 119.125, UNICOM: 122.8, Fuel: 100LL
39	Landfill	31 51 58 N	83 45 29 W	31 51.967 N	83 45.483 W	375	T	LANDFILL	8.6	178	Landfill
40	Leesburg	31 46 15 N	84 07 30 W	31 46.250 N	84 07.500 W	260	TAP	8GA3	26	238	8GA3, RW width: 75
41	Lilly	32 09 00 N	83 51 55 W	32 09.000 N	83 51.917 W	352	TAP	5GA6	12	339	5GA6, RW width: 80
42	McRae	32 05 49 N	82 52 46 W	32 05.817 N	82 52.767 W	203	TA	MQW	53	86	MQW, RW width: 75, CTAF: 122.9
43	Montezuma	32 17 46 N	84 00 30 W	32 17.767 N	84 00.500 W	339	TA	53A	25	332	53A, RW width: 75, CTAF: 122.9
44	Moultrie	31 04 43 N	83 47 59 W	31 04.717 N	83 47.983 W	294	TA	MGR	63	186	MGR, RW width: 100, AWOS: 118.925, UNICOM: 122.8, Fuel: 100LL
45	Oak Ridge	31 22 00 N	83 45 18 W	31 22.000 N	83 45.300 W	350	TAP	13GA	43	183	13GA, RW width: 150, UNICOM: 122.8
46	Perry	32 30 13 N	83 46 02 W	32 30.217 N	83 46.033 W	419	TA	PXE	35	5	PXE, RW width: 100, AWOS: 123.825, UNICOM: 122.7, Fuel: 100LL
47	Peterson	32 05 26 N	84 22 20 W	32 05.433 N	84 22.333 W	526	TAP	4GA5	36	286	4GA5, RW width: 230
48	Pinebloom	31 24 11 N	84 19 22 W	31 24.183 N	84 19.367 W	170	TAP	GA14	52	223	GA14, RW width: 75
49	Pineview	32 06 40 N	83 30 05 W	32 06.667 N	83 30.083 W	280	T	PINEVIEW	18	67	Town
50	Quitman	30 48 17 N	83 35 10 W	30 48.283 N	83 35.167 W	180	TA	4J5	83	177	4J5, RW width: 76, CTAF: 122.9
51	Reidsville	32 03 32 N	82 09 06 W	32 03.533 N	82 09.100 W	195	TA	RVJ	95	91	RVJ, RW width: 75, CTAF: 122.9, Fuel: 100LL
52	Roberta	32 42 50 N	84 01 39 W	32 42.833 N	84 01.650 W	505	TAP	0GA9	52	348	0GA9, RW width: 125, Fuel: 100LL
53	Rochelle	31 56 13 N	83 27 24 W	31 56.217 N	83 27.400 W	322	T	ROCHELLE	19	106	Rd Int.
54	Shilo	30 55 52 N	83 23 01 W	30 55.867 N	83 23.017 W	211	TAP	1GA5	77	167	1GA5, RW width: 75
55	Soperton	32 23 15 N	82 33 48 W	32 23.250 N	82 33.800 W	345	TA	SOPERTON	76	73	PUB 4J8 RY 16/34:3000x50-ASPH
56	Sylvester	31 33 08 N	83 53 42 W	31 33.133 N	83 53.700 W	403	TA	SYV	31	198	SYV, RW width: 75, UNICOM: 122.8

<i>NumberName</i>	<i>Latitude</i> ° , ' , ''	<i>Longitude</i> ° , ' , ''	<i>Latitude</i> ° , ' , ''	<i>Longitude</i> ° , ' , ''	<i>ElevationCodes</i> <i>FEET</i>	<i>ID</i>	<i>DistanceBearing</i> <i>Sm</i>	<i>Comment</i>
57 Thomasville	30 53 43 N	83 53 15 W	30 53.717 N	83 53.250 W	264 TA	TVI	76 190	TVI, RW width: 101, AWOS: 119.175, UNICOM: 123.075, Fuel: 100LL
58 Tifton	31 25 14 N	83 29 09 W	31 25.233 N	83 29.150 W	355 TA	TMA	43 161	TMA, RW width: 100, AWOS: 118.525, UNICOM: 122.7, Fuel: 100LL
59 TyTy Poultry	31 17 01 N	83 35 25 W	31 17.017 N	83 35.417 W	258 T	TYTY POULTRY	50 172	Chicken Coups
60 Unadilla	32 14 10 N	83 44 18 W	32 14.167 N	83 44.300 W	366 T	UNADILLA	17 12	Building
61 Vet Mem Park	31 57 54 N	83 55 47 W	31 57.900 N	83 55.783 W	315 T	VETMMPRK	9.2 264	Bridge
62 Vidalia	32 11 23 N	82 21 57 W	32 11.383 N	82 21.950 W	275 TA	VDI	84 85	VDI, RW width: 100, AWOS: 119.925, UNICOM: 122.8, Fuel: 100LL
63 Vienna	32 05 29 N	83 47 47 W	32 05.483 N	83 47.783 W	326 T	VIENNA	7.1 355	Downtown
64 Warwick	31 50 13 N	83 55 25 W	31 50.217 N	83 55.417 W	315 T	WARWICK	14 224	Town
65 Westbrook	32 02 51 N	84 44 24 W	32 02.850 N	84 44.400 W	550 TAP	WESTBROOK	57 279	PRIIRY 18/36:3200x100-TURF
66 Whisky Island	32 02 09 N	83 57 20 W	32 02.150 N	83 57.333 W	277 T	WHISKY ISLAND	11 291	River Island
67 Whitehall	32 29 56 N	83 11 03 W	32 29.933 N	83 11.050 W	350 TAP	WHITEHALL	49 49	AP 4017x70'
71 Start NE	32 03 00 N	83 43 00 W	32 03.000 N	83 43.000 W	310 S	START NE	5.4 44	Start NE
72 Start SE	31 56 00 N	83 43 00 W	31 56.000 N	83 43.000 W	310 S	START SE	5.2 143	Start SE
73 Start SW	31 56 00 N	83 50 00 W	31 56.000 N	83 50.000 W	310 S	START SW	5.2 226	Start SW
74 Start NW	32 03 00 N	83 50 00 W	32 03.000 N	83 50.000 W	310 S	START NW	5.4 325	Start NW

Codes*

- A: Airport
- F: Finish Point
- H: Home airport
- L: Landing point
- P: Private
- S: Start Point
- T: Turnpoint

Pilot & Social Schedule

June 3rd – June 11th, 2022
Region 5 South – Cordele

Fri & Sat PRACTICE DAY CONTEST MEETING @ 10:00am

Register before you fly starting on Saturday June 4th

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
May 29th	May 30th	May 31st	June 1st	June 2nd	June 3rd Practice Day	June 4th Mandatory Practice
Tows available/ MGSA Camp	Tows available/ MGSA Camp	Tows available/ MGSA Camp	Tows available/ MGSA Camp	Tows available/ MGSA Camp	Registration 9 AM – noon Office * 10:00 AM Pilots Meeting in Tent on field Also Tows available for MGSA Camp	Registration 9 AM – noon Office - Later hours see Chris Carter * 10:00 AM Pilots Meeting in Tent on field Welcome Dinner 7 PM - At Hangers or Tent on field
June 5th Contest Day	June 6th Contest Day	June 7th Contest Day	June 8th Contest Day	Jun 9th Contest Day	Jun 10th Contest Day	Jun 11 th Contest Day
9:30 Mandatory Pilots Meeting & 10:00 AM Pilots Meeting - Both are in Tent on Field * <i>There will be 1 rest day determined by weather.</i>	Pilots Meeting 10:00 AM in Tent on Field * Martin's Margaritas & Heavy Appetizer Get Together – BYOB in Tent after flying	Pilots Meeting 10:00 AM in Tent on Field	Pilots Meeting 10:00 AM in Tent on Field * 6:30 Cocktails 7 PM Dinner at Fritz Farm - Smookies BBQ Ribs & Chicken \$35	Pilots Meeting 10:00 AM in Tent on Field	Pilots Meeting 10:00 AM in Tent on Field * 7:00 PM – Dinner Low Country Boil – at Lion's Club 7 th ST No Charge Hosted by Crisp County Chamber of Commerce	Pilots Meeting 10:00 AM in Tent on Field * Final Contest Day Winners announced in Tent after flying. Travel Safe