



SSA-SANCTIONED SOARING CONTEST Region 5 South National & Regional Pilot Kit - 2023

- 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 – *There are changes from 2022*
Updated 2023 turnpoints are now available at
<https://soaringweb.org/TP/Cordele>
*****Also See email that sent this file
- Schedule of social events



2023 R5S National / Regional
June 3rd – 13th

KEY CONTEST PERSONNEL

<u>CONTEST MANAGERS</u>	-	CHRIS CARTER & LYN FORBES 770-843-4099 404-247-7545
<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>	-	MURRAY FORBES – 404-556-1616
<u>REGISTRATION</u>	-	MITCH DEUTSCH – 404-538-4940
<u>RETRIEVES</u>	-	CHRIS CARTER – 770-843-4099 JANET WILLIAMS – 850-896-0265
<u>CHIEF TOW PILOT</u>	-	MARTIN HOLLATZ – 513-207-5621

RETRIEVE OFFICE

770-843-4099 (Verizon) – Chris
850-896-0265 (Verizon) - Janet
Both numbers accept texts &
SPOT or INREACH
Texts Preferred



***2023 15 Meter/Open Class Nationals
and 2023 Region 5 South Contests
ETIQUETTE, FLIGHT OPERATIONS
AND SAFETY RULES***

Cordele Racing LLC and Crisp County welcome you to the SSA Sanctioned 15 Meter/Open Class Nationals and Region 5 South glider races.

Crisp County-Cordele Airport's new 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 pages 3 and 4 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 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
WX AWOS - 3PT: 119.325 (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 host to glider contests for 53 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 (KABY) in Albany, GA, CTAF 120.25; and Heart of Georgia Regional (KEZM) 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 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 6/24. Please have a hand-held radio tuned to the Crisp County-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

- **REFER TO THE SITE MAP** – Given the number of gliders at the contest this year, we have had to assign areas for different glider classes. 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

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. 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 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 Crisp County-Cordele Airport 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”.

New Procedure: Tow pilots will monitor the airport frequency (123.05MHz); 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). **When safely off tow, switch to the contest frequency (123.30 MHz).** Contest tows are to 2000’ AGL (2300’ MSL). Please release promptly when this altitude is reached. Should a re-light during launch be needed, use the airport frequency (123.05MHz) to announce your intentions.

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.

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.

New Procedure; “Tasks will first be available electronically on the **Signal app**. 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 (123.30MHz). No contest launch will happen sooner than 20 minutes after the distribution of a task sheet. Please use the crew frequency 123.5 for all communications with your crew. When returning to the field, at 10 miles switch to the CTAF frequency 123.05. 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 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 runway 24, you will want to roll to the end of the runway. There is NO reason to plan a base leg passed 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 123.050 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 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 6 – land on runway 10/28 (depending on the wind) and clear the runway to the south. Inform the CD 123.05 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 runway 6 for relaunch. If we are using RWY24, land on runway 28 and pull off at the closed runway to your right. Move aircraft clear of RWY28. 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 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 100 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 (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.
- **For National contest pilots, ensure your loggers are set to a 1 sec logging interval IAW the 2023 SSA/FAI Rules. Failure to do so will result in a penalty.**
- 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.

2023 CORDELE TURNPOINTS

Updated 2023 turnpoints are now available at <https://soaringweb.org/TP/Cordele>

Make sure your file is from 2023. The changes include removing airport/landable attributes from several points that are not usable anymore, and adding twelve closer-in turnpoints to make tasking easier, especially on weaker days.

ADDITIONAL INFORMATION

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

Worldwide Soaring Turnpoint Exchange

Official Cordele, Georgia Control Points

Contest: 15 Meter and Open Class Nationals, 2023

Courtesy of [Fernando Silva](#) and [Chris Ruf](#)

Dated: 02 January 2023

Magnetic Variation: 4.6W, Datum: 100

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

Information about soaring at Cordele, Georgia is available at www.flycordele.com/

The primary specification of the waypoint coordinates is degrees, minutes, and seconds

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.

"Please note that private use airports in the FAA's National Airspace System are for the use of the owner only or with the permission of the owner only. Other users are not authorized and should not be attempting to land at private use airports."

[Use is subject to these conditions.](#)

Number	Name	Codes	Links	Latitude ° ' "	Longitude ° ' "	Latitude ° ' "	Longitude ° ' "	Elevation Feet	ID	ICAO ID	Frequency	R/W Direction	R/W Length Feet	R/W Width
1	Start Cordele	DS	a,Q,Z,R,A,I,g,S,V,v,N,G	31 59 24 N	83 46 31 W	or 31 59.400 N	83 46.517 W	310	START	CKF			123.05	10
2	Finish Cordele	DF	a,Q,Z,R,A,I,g,S,V,v,N,G	31 59 24 N	83 46 31 W	or 31 59.400 N	83 46.517 W	310	FINISH	CKF			123.05	10
3	Cordele	DH	a,Q,Z,R,A,I,g,S,V,v,N,G	31 59 24 N	83 46 31 W	or 31 59.400 N	83 46.517 W	310	CKF	CKF			123.05	10
5	Start NE	S	a,Q,Z,R,A,I,g,S,V,v,N,G	32 03 00 N	83 43 00 W	or 32 03.000 N	83 43.000 W	310	START NE	ADK	5.4	44	122.9	05
6	Start SE	S	a,Q,Z,R,A,I,g,S,V,v,N,G	31 56 00 N	83 43 00 W	or 31 56.000 N	83 43.000 W	310	START SE	ADK	5.2	143	122.9	05
7	Start SW	S	a,Q,Z,R,A,I,g,S,V,v,N,G	31 56 00 N	83 50 00 W	or 31 56.000 N	83 50.000 W	310	START SW	ADK	5.2	226	122.9	05
8	Start NW	S	a,Q,Z,R,A,I,g,S,V,v,N,G	32 03 00 N	83 50 00 W	or 32 03.000 N	83 50.000 W	310	START NW	ADK	5.4	325	122.9	05
10	Adel	AT	a,Q,Z,R,C,A,I,g,S,V,v,N,G	31 07 57 N	83 27 30 W	or 31 07.950 N	83 27.500 W	240	15J	15J	62	167	122.8	05
11	Alapaha	T	a,Q,Z,R,C,A,I,g,S,V,v,N,G	31 22 53 N	83 13 29 W	or 31 22.883 N	83 13.483 W	300	ALAPHA	ADK	53	147	122.9	05
12	Albany	AT	a,Q,Z,R,C,A,I,g,S,V,v,N,G	31 31 46 N	84 11 59 W	or 31 31.767 N	84 11.983 W	200	ABY	ABY	40	223	120.25	05
13	Alma	AT	a,Q,Z,R,C,A,I,g,S,V,v,N,G	31 31 44 N	82 30 07 W	or 31 31.733 N	82 30.117 W	200	AMG	AMG	81	117	122.7	16
14	Americus	AT	a,Q,Z,R,C,A,I,g,S,V,v,N,G	32 06 23 N	84 11 36 W	or 32 06.383 N	84 11.600 W	470	ACJ	ACJ	26	293	122.8	05
15	Andrews	ATP	a,Q,Z,R,C,A,I,g,S,V,v,N,G	31 24 56 N	84 42 47 W	or 31 24.933 N	84 42.783 W	250	4GAB	4GAB	68	239	122.9	18
16	Ashburn	AT	a,Q,Z,R,C,A,I,g,S,V,v,N,G	31 40 57 N	83 37 53 W	or 31 40.950 N	83 37.883 W	390	75J	75J	23	163	122.7	17
17	Bainbridge	AT	a,Q,Z,R,C,A,I,g,S,V,v,N,G	30 58 18 N	84 38 15 W	or 30 58.300 N	84 38.250 W	140	BGE	BGE	87	221	122.8	09
18	Baxley	AT	a,Q,Z,R,C,A,I,g,S,V,v,N,G	31 42 50 N	82 23 38 W	or 31 42.833 N	82 23.633 W	200	BHC	BHC	83	107	122.8	08
19	Berrien	AT	a,Q,Z,R,C,A,I,g,S,V,v,N,G	31 12 45 N	83 13 35 W	or 31 12.750 N	83 13.583 W	240	4J2	4J2	63	153	122.7	10

20	Bird Field	APT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	30 37 21 N	83 15 34 W	or	30 37.350 N	83 15.567 W	150	BIRDFIEL	FA11	99	167	122.9	03
21	Blakely	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 23 40 N	84 53 57 W	or	31 23.667 N	84 53.950 W	210	BIJ	BIJ	78	243	122.9	05
22	Buena Vista	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 16 46 N	84 30 00 W	or	32 16.767 N	84 30.000 W	680	82A	82A	47	300	122.9	14
23	Butler	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 34 11 N	84 14 43 W	or	32 34.183 N	84 14.717 W	670	BUTLERMU	6A1	49	330	122.9	06
24	Cairo Grady	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	30 53 17 N	84 09 17 W	or	30 53.283 N	84 09.283 W	270	70J	70J	79	201	122.7	13
25	Camilla	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 12 43 N	84 14 35 W	or	31 12.717 N	84 14.583 W	180	CXU	CXU	60	212	122.8	08
26	China Hill	LT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 51 10 N	83 05 12 W	or	31 51.167 N	83 05.200 W	250	CHINAHIL	ADK	41	108	122.9	05
27	Cochran	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 23 47 N	83 16 47 W	or	32 23.783 N	83 16.783 W	340	48A	48A	40	50	122.8	11
28	Cuthbert	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 41 52 N	84 49 36 W	or	31 41.867 N	84 49.600 W	460	25J	25J	65	257	122.9	18
29	Dawson	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 44 21 N	84 24 50 W	or	31 44.350 N	84 24.833 W	320	16J	16J	41	250	122.8	14
30	Donalsonville	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 00 25 N	84 52 39 W	or	31 00.417 N	84 52.650 W	150	DONALSON	17J	94	229	122.9	01
31	Double R Duster	LT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 11 31 N	84 43 34 W	or	31 11.517 N	84 43.567 W	160	DOUBLERD	ADK	79	230	122.9	05
32	Douglas	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 28 21 N	82 51 52 W	or	31 28.350 N	82 51.867 W	260	DQH	DQH	64	128	122.8	04
33	Dublin	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 33 26 N	82 59 06 W	or	32 33.433 N	82 59.100 W	310	DBN	DBN	61	54	122.7	02
34	Eastman	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 12 27 N	83 07 49 W	or	32 12.450 N	83 07.817 W	310	EZM	EZM	41	73	124.55	02
35	Everidge	ATP	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 13 11 N	83 51 19 W	or	32 13.183 N	83 51.317 W	450	47GA	47GA	17	348	122.9	N/
36	Fitzgerald	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 40 35 N	83 16 29 W	or	31 40.583 N	83 16.483 W	370	FZG	FZG	37	131	123.0	15
37	Hawkinsville	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 17 00 N	83 25 58 W	or	32 17.000 N	83 25.967 W	270	51A	51A	29	49	122.9	10
38	Hayes	ATP	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 50 23 N	84 28 54 W	or	31 50.383 N	84 28.900 W	400	9GA3	9GA3	43	261	122.9	E/
39	Hazelhurst	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 52 48 N	82 38 34 W	or	31 52.800 N	82 38.567 W	260	AZE	AZE	67	101	122.8	14
40	Headland Muni	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 21 51 N	85 18 45 W	or	31 21.850 N	85 18.750 W	360	HEADLAND	HDL	100	249	122.9	17
41	Landfill	T	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 51 58 N	83 45 29 W	or	31 51.967 N	83 45.483 W	380	LANDFILL	ADK	8.6	178	122.9	05
42	Leesburg	ATP	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 46 15 N	84 07 30 W	or	31 46.250 N	84 07.500 W	260	8GA3	8GA3	26	238	131.0	18
43	Lilly	ATP	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 09 00 N	83 51 55 W	or	32 09.000 N	83 51.917 W	350	5GA6	5GA6	12	339	122.9	09
44	Marianna Muni	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	30 50 16 N	85 10 55 W	or	30 50.267 N	85 10.917 W	110	MARIANNA	MAI	115	231	123.0	18
45	McKenzie	T	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 57 19 N	83 38 55 W	or	31 57.317 N	83 38.917 W	440	MCKENZIE	ADK	7.8	112	122.9	05
46	McRae	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 05 49 N	82 52 46 W	or	32 05.817 N	82 52.767 W	200	MQW	MQW	53	86	122.9	03
47	Metter	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 22 26 N	82 04 53 W	or	32 22.433 N	82 04.883 W	200	METTER	MHP	103	79	123.0	10
48	Montezuma	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 17 46 N	84 00 30 W	or	32 17.767 N	84 00.500 W	340	53A	53A	25	332	122.9	18
49	Moultrie	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 04 43 N	83 47 59 W	or	31 04.717 N	83 47.983 W	290	MGR	MGR	63	186	122.8	04
50	Oak Ridge	ATP	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 22 00 N	83 45 18 W	or	31 22.000 N	83 45.300 W	350	13GA	13GA	43	183	122.8	16
51	Paso Fino Farm	APT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	30 52 50 N	83 24 52 W	or	30 52.833 N	83 24.867 W	230	PASOFINO	0GA8	80	169	122.9	03
52	Perry	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 30 13 N	83 46 02 W	or	32 30.217 N	83 46.033 W	420	PXE	PXE	35	5	122.7	18
53	Peterson	ATP	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 05 26 N	84 22 20 W	or	32 05.433 N	84 22.333 W	530	4GA5	4GA5	36	286	122.9	18
54	Pinebloom	ATP	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 24 11 N	84 19 22 W	or	31 24.183 N	84 19.367 W	170	GA14	GA14	52	223	122.9	09
55	Pineview	T	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 06 40 N	83 30 05 W	or	32 06.667 N	83 30.083 W	280	PINEVIEW	ADK	18	67	122.9	05
56	Quitman	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	30 48 17 N	83 35 10 W	or	30 48.283 N	83 35.167 W	180	4J5	4J5	83	177	122.9	10
57	Raju	APT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 04 17 N	84 42 52 W	or	32 04.283 N	84 42.867 W	630	RAJU	05GA	55	281	122.9	18
58	Reidsville	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 03 32 N	82 09 06 W	or	32 03.533 N	82 09.100 W	200	RVJ	RVJ	95	91	122.9	11
59	Richter Airpark	ATP	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 44 54 N	83 34 22 W	or	31 44.900 N	83 34.367 W	360	GE12	GE12	20	149	122.95	10
60	Roberta	ATP	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 42 50 N	84 01 39 W	or	32 42.833 N	84 01.650 W	510	0GA9	0GA9	52	348	122.9	07
61	Rochelelle	T	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 56 13 N	83 27 24 W	or	31 56.217 N	83 27.400 W	320	ROCHELLE	ADK	19	106	122.9	05
62	Smithville	T	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 54 11 N	84 15 12 W	or	31 54.183 N	84 15.200 W	340	SMITHVIL	ADK	29	263	122.9	05
63	Sod6T	LT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 06 45 N	83 40 22 W	or	32 06.750 N	83 40.367 W	410	SOD6T	ADK	10	40	122.9	05
64	Soperton	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 23 15 N	82 33 48 W	or	32 23.250 N	82 33.800 W	350	SOPERTON	4J8	76	73	122.9	16
65	Spence	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 08 16 N	83 42 15 W	or	31 08.267 N	83 42.250 W	290	MUL	MUL	59	181	123.0	14
66	Swainsboro East GA Reg	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 36 33 N	82 22 12 W	or	32 36.550 N	82 22.200 W	330	SWANSBRE	SBO	93	67	122.975	14
67	Sylvester	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 33 08 N	83 53 42 W	or	31 33.133 N	83 53.700 W	400	SYV	SYV	31	198	122.8	01
68	Thomasville	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	30 53 43 N	83 53 15 W	or	30 53.717 N	83 53.250 W	260	TVI	TVI	76	190	123.075	04
69	Tifton	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 25 14 N	83 29 09 W	or	31 25.233 N	83 29.150 W	360	TMA	TMA	43	161	122.7	16
70	Vet Mem Park	T	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 57 54 N	83 55 47 W	or	31 57.900 N	83 55.783 W	320	VETMPRK	ADK	9.2	264	122.9	05
71	Vidalia	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 11 23 N	82 21 57 W	or	32 11.383 N	82 21.950 W	280	VDI	VDI	84	85	122.8	07
72	Warwick	T	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 50 13 N	83 55 25 W	or	31 50.217 N	83 55.417 W	320	WARWICK	ADK	14	224	122.9	05
73	Waycross	AT	a,Q,Z,R,C,A,I,g,S,V,V,N,G	31 14 54 N	82 23 43 W	or	31 14.900 N	82 23.717 W	130	AYS	AYS	96	126	122.8	01
74	Whisky Island	T	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 02 09 N	83 57 20 W	or	32 02.150 N	83 57.333 W	280	WHISKY I	ADK	11	291	122.9	05
75	Whitehall	ATP	a,Q,Z,R,C,A,I,g,S,V,V,N,G	32 29 56 N	83 11 03 W	or	32 29.933 N	83 11.050 W	350	WHITEHAL	4GE3	49	49	122.9	07

Pilot & Social Schedule

June 3rd – June 10th, 2023 R5S 18M & Sports
 June 3rd – June 13th 2023 15M & Open Nationals

PRACTICE DAYS - CONTEST MEETING @ 10:00am Register before you fly Starting Thurs June 1st

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
May 28th	May 29th	May 30st	May 31st	June 1st	June 2nd	June 3rd Official Practice
				Registration 9 AM – 1:00 PM 10 AM – Brief Pilot Meeting in the tent Unofficial Practice	Registration 9 AM – 1:00 PM 10 AM – Brief Pilot Meeting in the tent Unofficial Practice	Registration 9 AM – noon Office - Later hours contact Chris Carter * 10:00 AM Pilots Meeting at Community Center Welcome Dinner 7 PM - At Tent or Hangers
June 4th Contest Day	June 5th Contest Day	June 6th Contest Day	June 7th Contest Day	Jun 8th Contest Day	Jun 9th Contest Day	Jun 10 th Contest Day
9:30 Mandatory Pilots Meeting 10:00 AM Pilots Meeting Both Mtgs. at Community Center <i>There will be 1 rest day determined by weather.</i>	Pilots Meeting 10:00 AM * Margaritas & Heavy Appetizer Get Together – BYOB in Tent after flying	Pilots Meeting 10:00 AM	Pilots Meeting 10:00 AM * 6:30 Cocktails 7 PM Dinner at Fritz Farm - Smoakies BBQ Ribs & Chicken \$33	Pilots Meeting 10:00 AM	Pilots Meeting 10:00 AM * 7:00 PM – Dinner Low Country Boil – Lion’s Club No Charge Hosted by Crisp County Chamber of Commerce	Pilots Meeting 10:00 AM REGIONAL Final Contest Day Winners announced in Tent after flying. Travel Safe
Jun 11th Contest Day	Jun 12th Contest Day	Jun 13th Contest Day				
Pilots Meeting 10:00 AM	Pilots Meeting 10:00 AM Pizza & Salad, Beer in tent after flying - \$10	Pilots Meeting 10:00 AM Nationals Final Contest Day Awards Banquet – Fritz Farm - Steak 7 PM \$40	<i>Travel Safe</i>			