

CORDELE-CRISP COUNTY AIRPORT REGION FIVE SOUTH CONTEST

ETIQUETTE, FLIGHT OPERATIONS AND SAFETY RULES

Cordele Racing, LLC and Crisp County welcomes you to the Region Five South SSA sanctioned glider race. The FBO is run by Richter Aviation, LLC (Eric Richter) and the Airport Manager is Dub Cooper. Dub and his wife Cecile are dear friends to the soaring community and have extended every possible courtesy to the contest since its inception in 1971. They have worked diligently with the city and county to improve the airport to aid the contest such as:

- Adjusting their business and operational 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, electric and sewer services.
- 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 beautiful 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 welcome to use the restroom at the Contest Office. All others please use the portable toilets.
- Pay special attention to automotive traffic requirements.
- Pay attention and monitor the radio whenever possible while driving.
- 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)

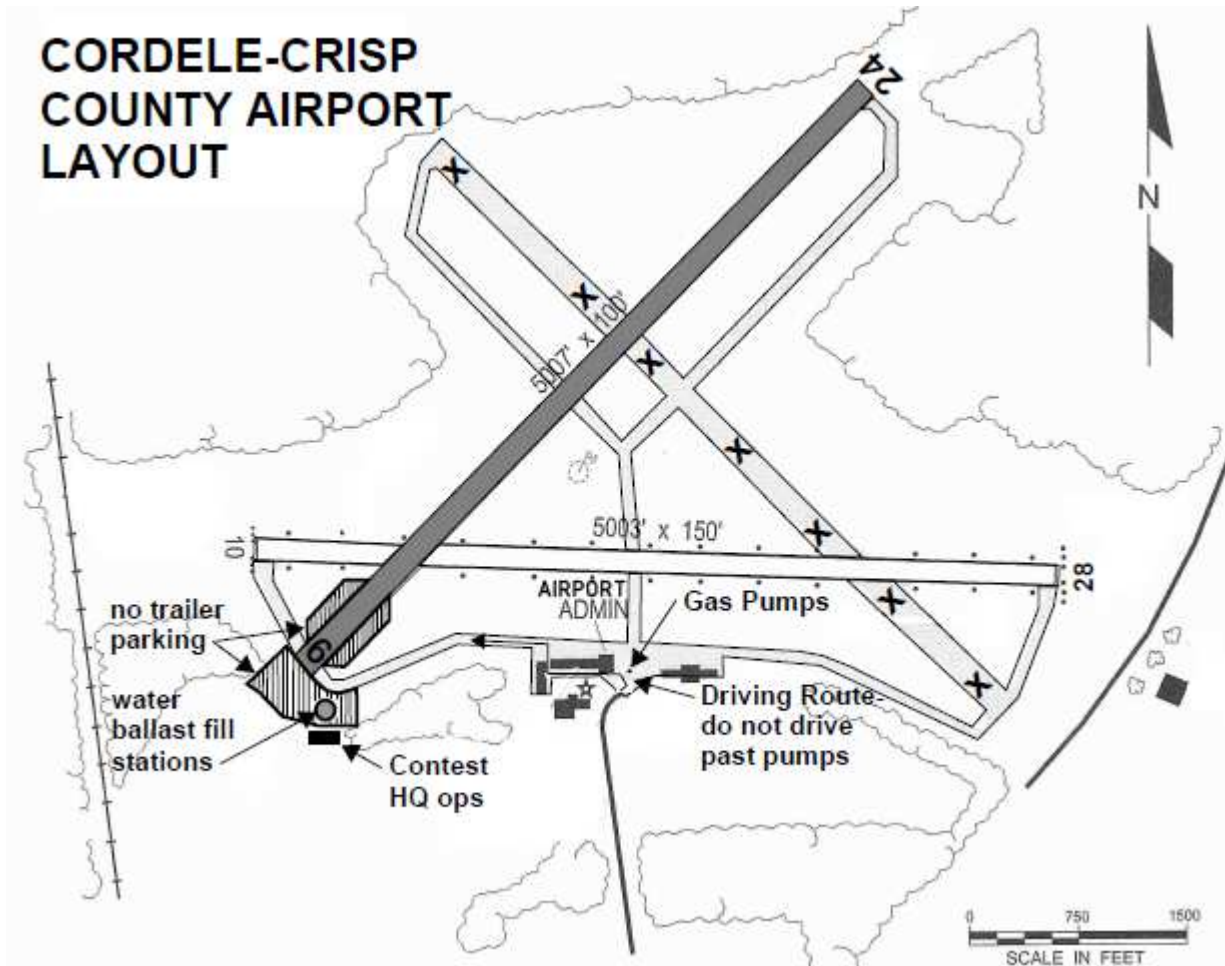
Crisp County-Cordele Airport was built during World War II and was known as Cordele Army Airfield. It was also known as [Turner AAF](#) Auxiliary Airfield No. 7. The airfield supported the AAF Advanced Pilot (Twin-Engine) school. It currently has three crossing 5000 runways (two active and one closed). 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 over 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 areas 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” 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 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 6/24 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! 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. 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 the FBO! Continue past 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 and trailer parking. Under NO circumstances may vehicles use the central taxiway from the FBO ramp or cross RWY 10/28 from that taxiway. 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.**

TRAILER TIE-DOWN AND ASSEMBLY CLEARANCE

- 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. Gridding will be by rows, not numbers. 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 6 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, move your vehicle a minimum of 100 feet back from the runway edge. These 100 foot safety lines will be marked at each end of RWY 06/24. 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. This 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

Launch may begin 20 minutes after grid time. Pilots should be in the cockpit with all checklists completed and ready for launch 5 minutes prior to their anticipated launch time. 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 5 and 10.

Contest frequency is 123.300 and all sailplanes are required to use this frequency during all official contest functions: launch, starts, finishes, task announcements, etc. Radio-equipped tow planes shall use the contest frequency when a glider is being towed. While on course, each pilot should monitor the contest frequency 123.3 for safety messages from other pilots. 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 thermalling below 1000 feet AGL. Re-lights will be available on the specified runway (usually RWY 10/28).

During contest operations, including practice days, thermal ling turns must be to the left within 5 miles of the airport and within any active start cylinder.

Tow planes towing gliders have right-of-way over other aircraft (including gliders). Gliders have right-of-way over powered aircraft. Landing aircraft have right-of-way. An aircraft in distress has right-of-way over all others.

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. Before flying, provide the retrieve office with the name and complete contact information of your crew or sign up on the “crewless list.”
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.
 - If the Retrieve numbers are busy, please text your coordinates together with all the information required to the same numbers. The office will start working on your retrieve faster and they will get in touch with you to confirm all information
 - 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:
 - Call 911 to make sure your landout 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.
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 backup). Your pilot can be given an administrative penalty if this is not done.
 - Confirm the landout 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)
 - Once you are with your pilot, CONTACT the Retrieve Office so they can take you off their list of tasks to follow.

Retrieve Office Responsibility:

1. Will remain open from the time of launch until 7PM if there are no reports of a landout or until the last pilot-crew has reported they are together and okay.
2. Will remain open as long as a pilot is out, but not yet together with his or her crew.
3. Will produce a landout check-out/check-in card to monitor the landout 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.

* 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.

** The aim of this condition is so that volunteers working retrieve don't get stuck in the office concerned and awaiting news of a retrieve while the pilot and crew who didn't call in are sitting in a restaurant somewhere having a cold one. The Retrieve Office is dedicated to helping the pilots and crews get in and out as expeditiously as possible and they only ask for your cooperation in following their process.

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 6/24. You will be towed when the last sailplane in your class has been towed. Note that tow planes 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 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. However, the FBO toilets should be designated for the FBO's transient business customers unless an emergency exists.

DUMPSTER

A large dumpster is located in the edge of the woods to the left of the last electrical pole or approximately 100 yards east of the Contest Operations. Please bag all garbage prior to putting it into the dumpster.

UNLICENSED DRIVERS, CHILDREN AND PETS

Unlicensed crew, friend, 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 and 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 quite plentiful and active in dry weather. Step carefully.
- 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.