



CONTEST ID

SSA-SANCTIONED SOARING CONTEST

Pilot Kit

REGION 4 NORTH 2022

MID-ATLANTIC SOARING ASSOCIATION

PILOT NAME _____

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List of Key Contest Personnel

Region 4N, Fairfield, PA

October 1 – October 8, 2022

<i>ROLE</i>	<i>Name</i>	<i>Email</i>	<i>Personal Phone</i>
Contest Manager	Dave Weaver	Region4N@gmail.com	703-472-1797
Competition Director	Robert Jackson	rdjacksonrj@aol.com	717-642-9886
Scorer	Rick Fuller	rick.fuller@cox.net	703-200-6029
Chief Tow Pilot	John Machamer	jkmach@compuserve.com	717-253-1661
Weatherman	Richard Kellerman	richard.kellerman@gmail.com	610-925-0198
Retrieve Office Coordinator	Cathy Williams	clsoar2@gmail.com	717-253-1764
P40 TFR Coordinator	Glenn Collins	pwrlessflt@msn.com	703-615-0732
Airport Manager	Robert Jackson	rdjacksonrj@aol.com	717-642-9886



Region 4N Schedule of Events

https://www.midatlanticsoaring.org/content.aspx?page_id=22&club_id=218612&module_id=310488

(W73) Fairfield, PA

October 1 – 8, 2022

Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 Official Practice Day	2 Contest Day	3 Contest Day	4 Contest Day	5 Contest Day	6 Contest Day	7 Contest Day	8 Last Day
Registration 9:00 AM – Clubhouse Official Practice Day Practice Day Pilots' Meeting 10:00 AM – Pavilion	Registration ends 9:00 AM Mandatory Safety and Pilots' Meeting 9:30 AM – Pavilion	Lite-fare Breakfast 8:00 AM – Pavilion Pilots' Meeting 10:00 AM – Pavilion	Lite-fare Breakfast 8:00 AM – Pavilion Pilots' Meeting 10:00 AM – Pavilion	Lite-fare Breakfast 8:00 AM – Pavilion Pilots' Meeting 10:00 AM – Pavilion	Lite-fare Breakfast 8:00 AM – Pavilion Pilots' Meeting 10:00 AM – Pavilion	Lite-fare Breakfast 8:00 AM – Pavilion Pilots' Meeting 10:00 AM – Pavilion	Lite-fare Breakfast 8:00 AM – Pavilion Pilots' Meeting 10:00 AM – Pavilion
Tows available	Competition Flying Grid	Competition Flying Grid	Competition Flying Grid	Competition Flying Grid	Competition Flying Grid	Competition Flying Grid	Competition Flying Grid
Danny's Brats 6:30 PM – Pavilion <i>Bratwurst with Sauerkraut,</i> Beans, Tin-Foil Potatoes, and various Pies. Beer and Wine Cost: \$10	BBQ Dinner 6:30 PM – Fairfield Fire Hall <i>Pulled Pork with Corn,</i> Cole Slaw, and various Pies. Beer and Wine Cost: \$25	Lasagna Dinner 6:30 PM – Pavilion Lasagna from Venturas, and various side dishes. Beer and Wine Cost: \$20	Chili Fest & Open House 6:30 PM – Machamer Museum Homemade Chili, Salad, Cornbread Wine and Beer Cost: \$20	Open Grill	Contest Banquet 6:30 PM <i>Mansion House, Fairfield, PA</i> Pay Bar Cost: \$42	Open Grill	Closing Ceremonies and Awards – end of day
First-timers Overview of the Fairfield Site and Contest Flying by Rick Fuller 8:00 PM	Fire Pit & Story Time	Fire Pit & Story Time	Fire Pit & Story Time	Fire Pit & Story Time	Fire Pit & Story Time	Fire Pit & Story Time	See you next year!!



COVID Procedures

Region 4N, Fairfield, PA

- COVID is still very much around, and the number of infections continue to grow in the unvaccinated population.
- M-ASA will be following standard COVID mitigation procedures, and adhering to CDC guidelines, mandates in the Commonwealth of Pennsylvania, and Adams County.
- We hope all of you will be fully vaccinated for your safety, the safety of other participants, and the safety of the volunteers.
- The situation is much better than previous years, but is still quite dynamic. With your cooperation we will adapt as we need to.



Contest Site Diagram

Region 4N, Fairfield, PA





The Facilities

Region 4N, Fairfield, PA

- **Glider Trailers**

- Park your glider trailer in one of the slots shown on the map. Nine slots along the taxiway are numbered to limit wing interference. The ones near the trees are not, so please use your judgement in picking your location.

- **Camping**

- There are camping sites available for RV's and Tents for a modest fee for the competition duration: RV: \$40, Tent: \$20
- RV slots will be positioned for electric accessibility. There are *no water or sewage hook ups*.
- Tents will not have electricity available
- The specific RV / Tent slots will be assigned upon registration / check in. Please check with Registration Desk before you set up your stakes.

- **Toilet and Shower**

- 2 showers and 3 indoor toilets are available. Portable toilets will be available close to the grid.

- **Gathering areas**

- Club Room (aka Clubhouse) - used for registration, scoring, retrieve desk, "safety box", computer access, copiers, access to toilets, and shower access. Due to its limited size and COVID constraints, meetings and briefings will be conducted outside.
- Pavilion - covered structure just outside the Club room; used for daily pilot briefings, meals and socializing.
- Gazebo (s) – covered structures near the flight line; focal point for meetings / briefs once gliders have gridded.

- **Cell phone / Communications**

- Cellular phone coverage can be inconsistent depending on the carrier. AT&T and T-Mobile tend to have decent signals; however, Verizon Wireless is shielded by the ski hill and its coverage may vary.
- WiFi coverage is available at the Pavilion, the Gazebos and much of the camping areas near the main hangar.

- **Battery Charging**

- Tables with power strips for charging batteries, cell phones and other devices will be in the Main Hangar. Since this will be a shared space, please label your devices.



Mid-Atlantic Soaring Center

Region 4N, Fairfield, PA

W73 (as of 8/31/2022)

<https://www.airnav.com/airport/W73>

FAA Identifier: W73

Lat/Long: 39-45-25.3440N / 077-21-04.9540W
39-45.422400N / 077-21.082567W
39.7570400 / -77.3513761
(estimated)
Elevation: 573 ft. / 175 m (estimated)
Variation: 10W (1985)
From city: 2 miles SE of FAIRFIELD, PA
Time zone: UTC -4 (UTC -5 during Standard Time)
Zip code: 17320

Airport Operations	Open to the public		
Control tower:	No		
ARTCC:	WASHINGTON CENTER		
FSS:	WILLIAMSPORT FLIGHT SERVICE STATION	Pattern altitude:	TPA 1365' MSL.
NOTAMs facility:	IPT (NOTAM-D service available)	Wind indicator:	Yes
Attendance:	SAT-SUN DAYLIGHT HOURS, ALL MON - FRI UNATTENDED	Segmented circle:	yes SEGM CIRC ON EAST SIDE OF ARPT; 45 FT DIAM.

Runway 15 / 33 Information

Dimensions:	2700 x 50 ft. / 823 x 15 m	
Surface:	asphalt, in good condition	
Weight bearing capacity:	Single wheel: 12.5 Double wheel: 12.5	
Runway edge markings:	RY 15 NOT MARKED WITH THLD OR MAGNETIC HEADING.	
	RUNWAY 15	RUNWAY 33
Traffic pattern:	left	right
Displaced threshold:	no	900 ft.
Markings:		basic, in good condition
Obstructions:	76 ft. tree, 373 ft. from runway, 93 ft. left of centerline, 2:1 slope to clear RY 15 HAS +15 FT ROAD AT RY END 125 FT L/R OF CNTRLN.	58 ft. tree, 1025 ft. from runway, 162 ft. left of centerline, 14:1 slope to clear RY 33 APPROACH SLOPE 20:1 TO DSPLCD THLD.

Mid-Atlantic Soaring Association (W73) Airport Communications

CTAF: 123.3
WX ASOS at HGR (18 nm W): 126.375 (301-745-3497)
WX AWOS-3 at DMW (18 nm SE): 121.25 (410-876-1281)
WX AWOS-3 at N68 (19 nm NW): 120.725 (717-261-1943)

- **MULTICOM 123.3 USED DURING GLIDER ACTIVITY.**

Other Remarks

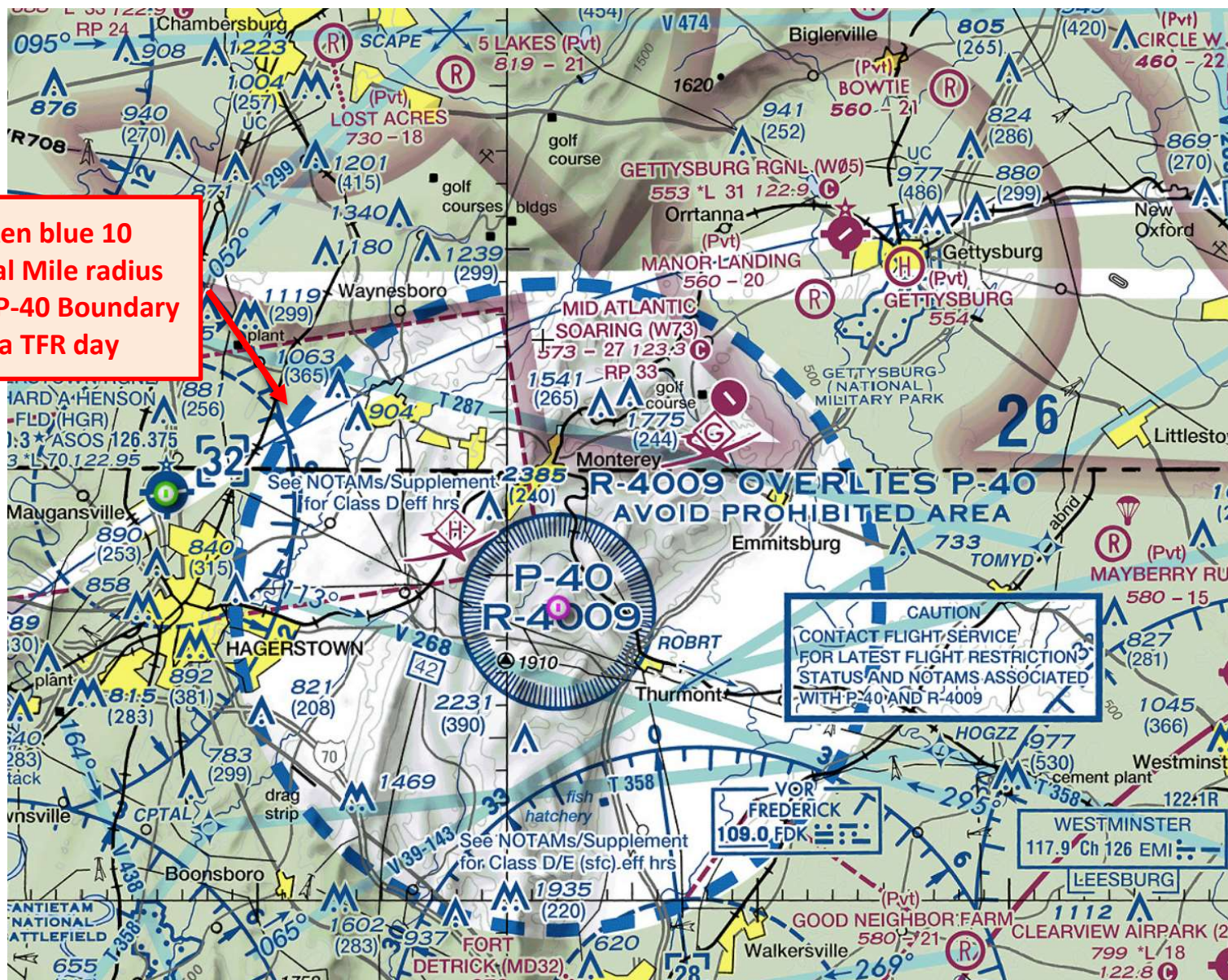
- EXTSV GLDR OPNS.
- RY 15 CLSD FOR LANDINGS.
- KARLINDO PERSONAL USE ARPT LCTD 1300 FT E OF RYS.
- ARPT OPS RESTRICTED, IAW TFR RULES, WHEN P-40 EXPANDED TO 10 NM RADIUS.
- GLIDERS OCCASSIONALLY LAND ON TURF AREA ADJACENT TO RY 15/33.
- FOR CD CTC POTOMAC APCH AT 866-709-4993.
- RY 15 NOT MARKED WITH THLD OR MAGNETIC HEADING.



Prohibited and Restricted Areas P-40 and R-4009

Region 4N, Fairfield, PA

Broken blue 10
Nautical Mile radius
circle is P-40 Boundary
for a TFR day

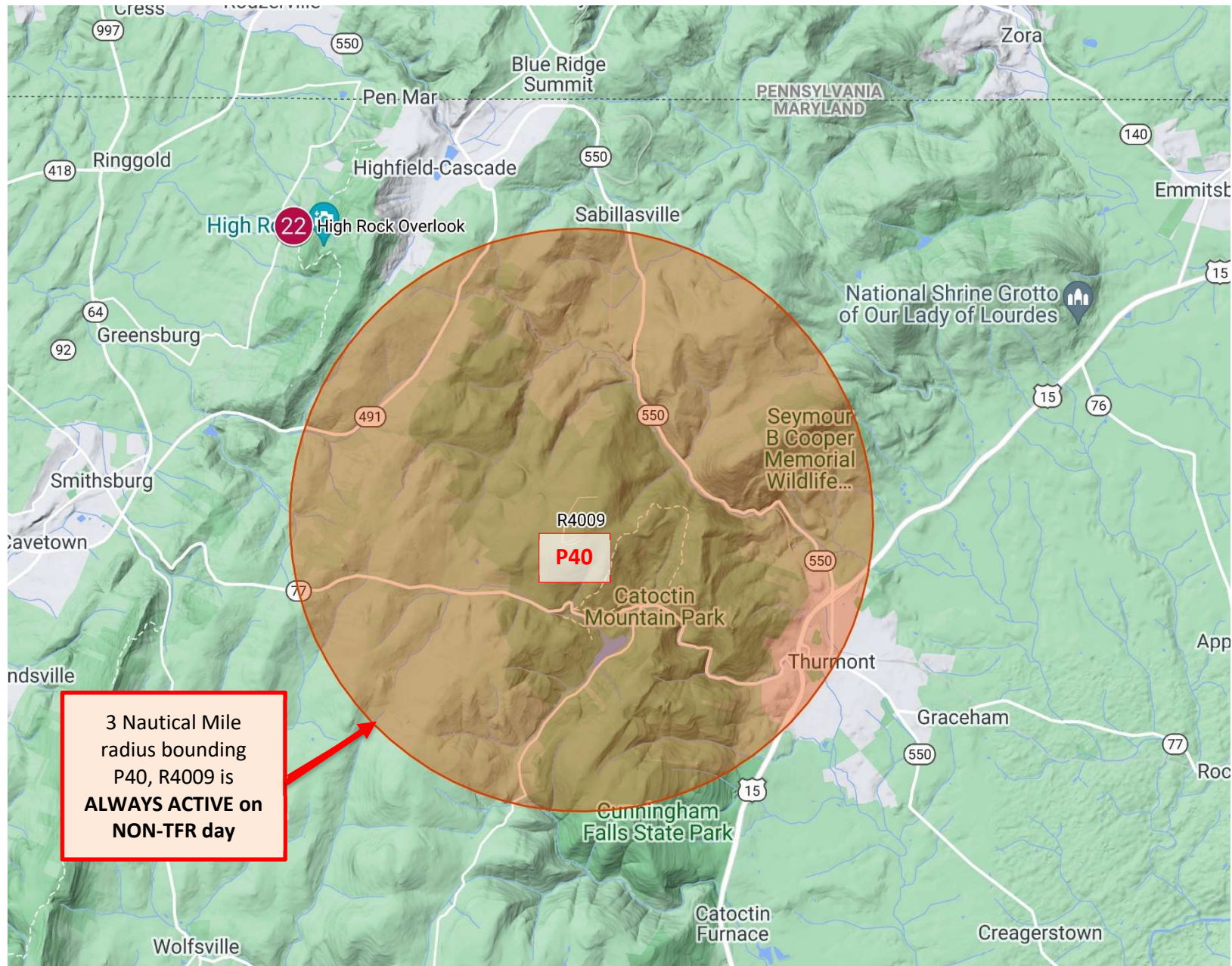




Prohibited and Restricted Areas P-40 and R-4009

Region 4N, Fairfield, PA

3 Nautical Mile Boundaries





Prohibited and Restricted Areas P-40 and R-4009

Region 4N, Fairfield, PA

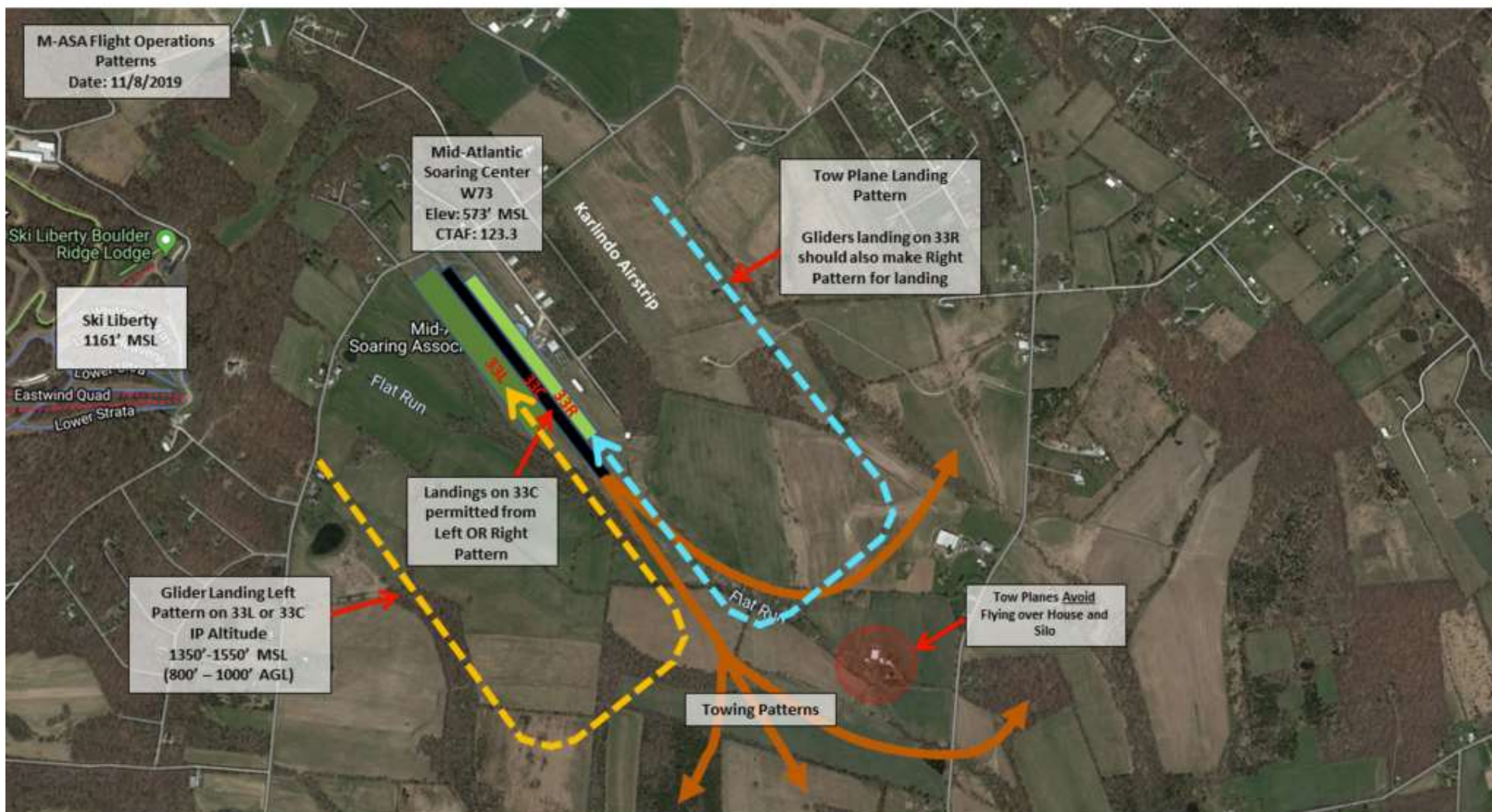
OPERATING DURING A TFR

- The Mid-Atlantic Soaring Center (W73) is located 8.5 miles northeast of the center of the Presidential Retreat known as Camp David. This is charted as Prohibited Area P-40 surface to 4,999' MSL and Restricted Area R4009 from 5,000' to 18,000' MSL. This is normally a 3 nm radius. When the President is in residence at Camp David, the FAA, at the direction of the Secret Service, issues a 10 nm Temporary Flight Restriction (TFR) around P-40 from the surface to 18,000' MSL.
- To fly from M-ASC (W73) when the TFR is in effect, each pilot and aircraft must be on the Secret Service Approved List. If you wish to fly when the TFR is in effect it is highly recommended you apply to be added to the list. Getting approved is a simple process, but the turnaround time can be unpredictable. Complete and submit the Waiver Request Form *well in advance of the competition*. The list is updated as part of the annual renewal process in the late spring and again around Labor Day to pick up new pilots. There is no cost or obligation, and you can use this approval to fly anytime during the year. Email Region4N@gmail.com to obtain the blank Waiver Request form.
- Although it is hard to predict, Presidential visits to Camp David are normally known well in advance and are usually on weekends.
- If you are not on the approved list; there will be adjustments to the operations during a TFR. We will use Gettysburg (W05) for start and end. Pilots not on the approved list will launch from and land in Gettysburg.
- If there is a TFR we will provide detailed instructions at the Pilot Briefings for those days.



Field Operations Procedures including Gridding, Launch and Relight

Region 4N, Fairfield, PA





Pilot Safety Briefing Outline

1. Facilities

- Restrooms in back of clubhouse. Showers in far-left Corner of Main Hangar. Porta toilets near the grid.
- Kitchen W/sink, refrigerator in back of clubhouse
- Hangar - packed, watch your head maneuvering around
- Battery charging stations - in hangar
- Electrical posts - available for campers
- Field - firm but soft in spots. Drains to the southeast
- Car parking - Don't block taxiways, dirt taxiway to private hangars, trailer hangars, dumpster entrance, , or dirt road to holding tank.

2. Airfield

- Public use, privately owned airport. Heads up for home and transient aircraft.
- Safety First
 - Pets on leashes
 - Children under adult Supervision
 - Drive slow
 - Road is also a taxiway
 - Stay off runway as much as possible
- The runway slopes downhill to the southeast. Takeoff downhill on runway 15 and land uphill on runway 33 left, right or center. Use chocks at all times. Roughly 50- foot difference end-to-end.
- Traffic Cones mark drainage ditches and culverts. Largest incursion into runway 33R is about 50'.
- Drainage along taxiway and runway are deep in places, more so toward the South end of the runway.
- If no crew, ask Line Crew for help maneuvering your glider.

3. Runways

- 2700' asphalt runway – 50' wide, No lights
- 33R grass - 160' wide
- 33L grass - 300' wide
- Takeoff downhill on runway 15 asphalt and land uphill on runway 33
- Runway edges drop 4-5 inches off the asphalt.
- 33R-traffic cones. Land on left 2/3rds. Some rough spots.
- During launch, towplanes will have exclusive use of 33R. Gliders relight on 33L.
- Karlindo - private airport 1000' to NE. Use for emergencies or if traffic pattern is dense. Can self-retrieve.
- PTT (Rope Break) Fields - Know your options
 - Look at these on first launch. Pictures in clubhouse.
 - Straight ahead -- Cross Culvert
 - Field to left-2, 30-acre fields with fence between
 - 2-3 Fields to right
 - Karlindo - private field, left turnout. 1200'. Parallels 15/33. Beware of new house on SE end.

4. Grid

- Numbered metal markers at grid spots. Odd numbers on hangar side of runway, Stage on grass until grid time.
- Grid time - move onto runway and compress toward NW end to have max runway available.
- Line Crew will assist - with or without you.
- Critical Assembly Check (CAC) - Line crew will check each morning for a fresh signature/date. Team up with another pilot.
- Use a wheel chock or brake on grid - Runway 15 slopes DOWNHILL
- Move all cars to parking areas after gridding.

5. Launch

- Remove wheel chock before launch, use your wheel brake on launch so you won't run over the tow rope or line crewman will hold tail to prevent running over rope.
- Next launch will be assumed to be ready. If not, glider will be pulled aside. Be ready well in advance. (3 tow planes.)
- Glider in first grid position will be hooked up*. No thumbs up. No rudder wag.
- Spoilers - If you intend to use them, cycle a couple times just before launch to let Line Crew know.
- Line Crew will keep area clear +/- 45 degrees either side of launching glider.
- The final launch signal will be given by the Chief of OPs who will be positioned at the wingtip of the glider being launched.
- Tow Planes – 99Z, 58L, and Maybe 096. Call signs on flaps. Use call signs in communications on tow.

* Ropes - Dacron, two weak links, 1125# at glider; 1400# at tow plane.

6. Relights

- Relights should land on 33L, roll long, well clear of the launch point, and then be positioned on 15C at the CD's direction.
- The CD will position the relight either at the end of its launching class or at the end of the grid.

7. Landings

- Roll as far as practical to leave room for others behind you.
- If landing on asphalt runway, plan to roll to the end.
- If it's busy, Line Crew will help you off the runway.

8. Retrieves

- \$150 / tach hour. Minimum cost \$75. Aero retrieves are to be only from airports shown on the current Sectional, and at the discretion of the tow pilot.
- Pay M-ASA, not tow pilots.

9. Scoring

- Require an IGC file if you take off, even if you don't start a task.
- Blue baskets for Logs In and Logs Out
- Option: Email logs to region4n@gmail.com
- Bonus points for landing at fields on the current Sectional chart.

10. P-40 TFR

- Simple but important procedures to follow in case we operate under M-ASA's TFR waiver.
- If there's a TFR, typically on the weekend, we'll provide detailed brief at the morning pilots' meeting.
- Pilots MUST be able to identify the 10NM TFR.



Retrieve and Communication Procedures

Region 4N, Fairfield, PA

Pilots landing somewhere other than the home airport, are required to fill out an Outlanding Form (SC38) and telephone the Retrieve Office.

The retrieve numbers should be printed on the Daily Task Sheet

Crews are not required to keep the Retrieve Office informed of their whereabouts. Instead, *if the crew has supplied the Retrieve Office with a mobile phone number* the Retrieve Office will call this as necessary. The Retrieve Office will also call for a crew on 123.5. Beyond that, they wait for crews to check for info about their pilots.

Be Prepared

If Pilots call without having filled out an **Outlanding Form** the Retrieve Office will ask you to do so and call back later. Only if it is truly impractical to find a usable telephone should you attempt to relay landing information via radio to another pilot.

The pilot may also call his crew directly. In this case, the crew must stop at the Retrieve Office before departing and supply all the info that the pilot would have given in the phone call to the office.

If pilots can reach their crew directly by phone, give them your **Outlanding Form** information and to make arrangements for the retrieve. **But either you or your crew must relay this information to the Retrieve Office before the retrieve begins.** Expect a penalty if your crew sets out before this is done.

Crews

Pilots must either have a designated crew or make some arrangement (probably with another crewless pilot) to deal with the possibility of a landout. It is not reasonable to ignore this duty and then expect the Retrieve Office to do it for you. Please organize your trailer and vehicle for a retrieve before flight.

Crew Communications

When the Retrieve Office hears from a pilot that has landed out, they will summon the crew by a phone call to a number that the crew has left at the Retrieve Office (or a radio call on 123.5). If the crew does not respond, it becomes the crew's responsibility to check with the Retrieve Office.

After Retrieve and Office Closing

Outlanded pilots and retrieving crews are encouraged to call the Retrieve Office when they are together. But the Retrieve Office will close when all pilots are accounted for and crews are dispatched to retrieve those who landed out – or 7:00 pm, whichever is later.

If 7:00 is approaching and crew and pilot are not in contact, one or the other should call to request that the Retrieve Office stay open. Having done this, you must then call when together, so the Retrieve Office can be closed.

Aero Tow Retrieves

Aero retrieves will be available from contest towplanes. The minimum aero-retrieve fee is: \$150 / tach hour with a minimum charge of \$75. Retrieves will be charged to the pilot's account.

You must be at an airfield deemed acceptable for aerotowing and there must be ample time to complete the retrieve before sunset. You must arrange the aero retrieve through the Retrieve Office. If you fail to supply the Retrieve Office with complete and correct information (e.g., you give the name of an airfield different from the one where you actually landed), expect to pay for any and all flying that becomes necessary.



Retrieve Procedures for Pilots – Off Field Landing

Region 4N, Fairfield, PA

1. Fill out your **Outlanding Card (SC 38)**
2. Contact your crew to let them know that you have landed out
3. If you have a messaging tracker (SPOT), make sure you activate the HELP (landed out) message.
4. If you DO NOT have a crew available to contact, then call the retrieve office at (717) 642-9907 DO NOT LEAVE A MESSAGE – call back to the secondary numbers indicated on the **Daily Task Sheet**.
5. If the pilot has not been able to locate/contact their crew, the pilot should call the retrieve office at (717) 642-9907 DO NOT LEAVE A MESSAGE – call back to the secondary numbers indicated on the **Daily Task Sheet**.
6. Make sure that when you call your crew or the Retrieve Office, that you have all the information as shown on the **Outlanding Card**. DO NOT WASTE TIME WITH POINTLESS CHATTER. You can explain all flight details when you get back.
 - a. Verify the condition of the pilot and ship
 - b. Lat/Long
 - c. Control points declared
 - d. Airport bonus claimed
 - e. Your contact phone number
 - f. Directions and where you are in relation to the ship
 - g. Who you have arranged to act as your crew
7. If you are unable to contact your crew the retrieve office will try and contact them
8. The retrieve office is not responsible for finding you a crew, organizing your trailer or vehicle.
9. Crews must notify the retrieve office if their pilot has landed out; and again, before leaving the airport
10. Please make sure you leave your keys in your vehicle, your vehicle is identified with your contest number and that your trailer is identified with the same contest number.
11. The Retrieve office closes at 7:00 pm unless the crew or pilot has called in to request it stay open.



Retrieve Procedures for Pilots – Aero - Retrieves

Region 4N, Fairfield, PA

1. Fill out your **Outlanding Card (SC 38)**
2. Contact your crew to let them know that you have landed out
3. If you have a messaging tracker (SPOT), make sure you activate the HELP (landed out) message.
4. If you DO NOT have a crew available to contact, call the retrieve office at (717) 642-9907 DO NOT LEAVE A MESSAGE – call back to the secondary numbers indicated on the **Daily Task Sheet**.
5. If the pilot has not been able to locate/contact their crew, the pilot should call the retrieve office at (717) 642-9907 DO NOT LEAVE A MESSAGE – call back to the secondary numbers indicated on the **Daily Task Sheet**. Make sure that when you call your crew or the Retrieve Office, that you have all the information as shown on the **Outlanding Card**.
6. Request an Aero Tow Retrieve with the Retrieve Office; do not contact the Tow Pilot directly. The aero-retrieve fee is based on \$150/ tach hour rate, subject to a \$75 minimum.
7. The Chief Tow Pilot will be contacted and arrange for an aero-retrieve. Aero retrieves are to be only from airports shown on the current Sectional, and at the discretion of the Tow Pilot. There must be ample time to complete the retrieve before sunset.
8. The retrieve is payable to M-ASA and not the Tow Pilot. The cost of the tow will be reflected in the pilot's bill.



Retrieve Procedures – For Crews

Region 4N, Fairfield, PA

1. All Crews must be listed on the ***Mandatory Signup Sheet*** (see the full pilot/crew signup sheet SC 44) next to their pilot's information and have a cell number.
2. If your pilot lands out the Retrieve office will attempt to contact you on the phone number you have provided.
3. Crews must notify the Retrieve office when their pilot lands out, or when they leave on a retrieve. Be prepared to give the retrieve office all the information on the ***Outlanding Form***.
4. Crews may NOT initiate radio or cell calls to contact their pilots while flying. In case of emergency contact the Competition Director.



Radio Frequencies & Turnpoints

Region 4N, Fairfield, PA

As of 9/15/2022. Designed for cockpit use. Print, cut along the dashed lines, and fold.

9/15/2022

TP #	AIRPORT / FACILITY	AWOS/ ASOS/ ATIS	CTAF/ CT
7	CARLISLE N94		122.8
8	CARROLL COUNTY DMW	121.25	122.7
9	CLEARVIEW 2W2		122.8
10	DONEGAL SPRINGS N71		122.8
12	FAIRFIELD W73 (Mid-Atlantic Soaring Center)		123.3
14	FREDERICK FDK (Class D Top 2800' MSL)	124.875	132.4
15	FRONT ROYAL FRR	121.85	123.0
16	GETTYSBURG W05		122.9
18	HAGERSTOWN HGR (Class D Top 3200' MSL)	126.375	120.3
23	KAMPEL 2N5		122.9
30	MARTINSBURG MRB (Class D Top 3100' MSL)	119.925	124.3
34	MIFFLIN COUNTY RVL	123.85	122.7
38	POTOMAC W35		122.9
42	SMOKETOWN S37		123.05
49	WINCHESTER OKV	124.85	122.7
51	YORK THV	119.275	123.0

FRANKLIN COUNTY N68	120.725	122.9
STATE COLLEGE UNV (Class D Top 3500' MSL)	127.65	128.475
LANCASTER LNS (Class D Top 2900' MSL)	125.675	120.9
HARRISBURG MDT (Class D Top 2800' MSL)	118.8	124.8
CAPITAL CITY CXY (Class D Top 2800' MSL)	134.95	119.5

Potomac Approach: Dulles Sector, 091° - 240°	128.525
Potomac Approach: Dulles Sector, 241° - 330°	120.45
Potomac Approach: Dulles Sector, 331° - 090°	126.1
Harrisburg TRSA: 310° - 079°	118.25
Harrisburg TRSA: 080° - 179°	126.45
Harrisburg TRSA: 180° - 309°	124.1

9/15/2022

2021 Region 4N Turnpoints			
#	Name	#	Name
1	Airville	28	Lockings
2	Beavertown	29	LOST ACRES 8PN0
3	Biglerville	30	MARTINSBURG MRB
4	Bluemont Gap	31	Mason Dixon
5	Breezewood	32	McConnellsburg
6	Burnt Cabins	33	Middletown
7	CARLISLE N94	34	MIFFLIN CTY RVL
8	CARROLL CTY DMW	35	Mont Alto
9	CLEARVIEW 2W2	36	Mount Holly
10	DONEGAL SPR N71	37	Pine Grove Furnace
11	DRACO 84PN	38	POTOMAC W35
12	FAIRFIELD W73	39	Pretty Boy Dam
13	FIVE LAKES PA81	40	Roxbury
14	FREDERICK FDK	41	Shippensburg
15	FRONT ROYAL FRR	42	SMOKETOWN S37
16	GETTYSBURG W05	43	Taneytown
17	Gobbler's Knob	44	Thompsontown
18	HAGERSTOWN HGR	45	Union Bridge
19	Hanover Quarry	46	Waggoners Gap
20	Harpers Ferry	47	Waterford
21	HEBERLIG PS02	48	Williamsport
22	High Rock	49	WINCHESTER OKV
23	KAMPEL 2N5	50	Woodsboro
24	Lake Heritage Dam	51	YORK THV
25	Lewistown	97	W05 AUX START
26	Lineboro	98	W73 FINISH
27	Little Britain	99	W73 START

AIRPORTS in CAPS



EMERGENCY: 121.5
M-ASA W73 CTAF: 123.3
M-ASA Phone: 717-642-9907



Control Points & Map Links

Region 4N, Fairfield, PA

Control Points and Airspace:

It is the pilot's responsibility to retrieve latest turnpoint information from John Leibacher's Worldwide Soaring Turnpoint Exchange.

<https://soaringweb.org/TP/Reg04n>

We are grateful to John Leibacher for his time and effort in updating the files. Control Point and Closed Airspace Database Version is dated July 5, 2022. Please review the Change History link on this page, as well as the disclosures about conditions for use of the data.

Map:

An up-to-date detailed turnpoint chart is available upon registration and from the link below. It is not suitable for navigation. While every attempt has been made to ensure its accuracy, you assume all risk of use.

Competition site:

https://midatlanticsoaring.org/content.aspx?page_id=22&club_id=218612&module_id=310488

Link to Map:

<https://midatlanticsoaring.org/docs.ashx?id=1041722>