CONTEST ID

SSA SANCTIONED SOARING CONTEST

Pilot Kit

REGION 4 NORTH 2026

MID-ATLANTIC SOARING ASSOCIATION

PILOT NAME _____

Contents:

- List of Key Contest Personnel
- Schedule of Events
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- Radio Frequencies and Turnpoints (printable)
- Control Point Map / Diagram Links

List of Key Contest Personnel

Region 4N, Fairfield, PA October 3–10, 2026

ROLE	*Name*	*Email*	*Personal Phone*
Contest Manager	Jeff Eggers	Region4N@gmail.com	808-779-5759
Assistance Contest Manager (Logistics)	Peter Glause	peterglause@yahoo.com	202-203-0138
Assistance Contest Manager (Facilities)	Danila Smirnov	danilasmirg@gmail.com	202-908-8366
Competition Director/Weather	Erik Mann	erik.h.mann@gmail.com	201-618-8663
Scorer	Rick Fuller	rfuller767@comcast.net	703-200-6029
Retrieve Office Coordinator	Danny Brotto	dbrotto@comcast.net	Whatsapp Channel
Flight Operations	Cathy Williams	clsoar2@gmail.com	717-253-1764
Tow Plane Operations	Glenn Collins	pwrlessflt@msn.com	703-615-0732
Registration/ Airport Manager	Mark Philip	markaphilip@gmail.com	770-540-5503

Region 4N Schedule of Events

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

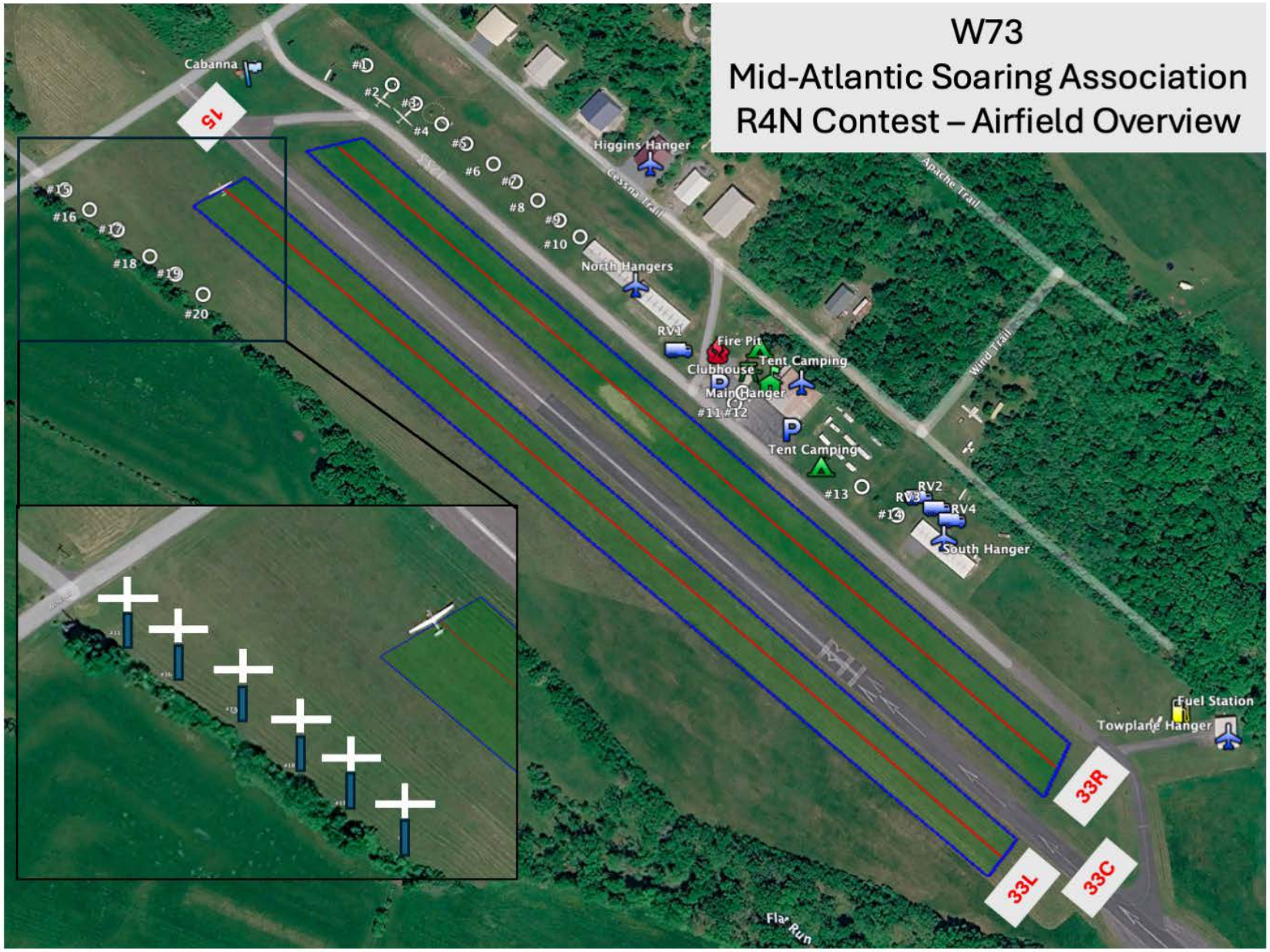
(W73) Fairfield, PA

October 3 – 10, 2026

Saturday 10/3	Sunday 10/4	Monday 10/5	Tuesday 10/6	Wednesday 10/7	Thursday 10/8	Friday 10/9	Saturday 10/10
1 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 am – 6 pm Clubhouse **Official Practice Day** **Pilots' Meeting** 10:00 AM – Pavilion	**Registration ends** 9:00 AM **Mandatory Safety and Pilots' Meeting** 9:00 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	**Lite-fare Breakfast 8:00 AM –** Pavilion **Pilots' Meeting 10:00 AM –** Pavilion
Tows available **Practice Tasks** **No Grid**	**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 *Bratwurst with Sauerkraut*, Beans, Potatoes, Pies.German Beer Cost: $20	**Open Grill**	**Open Grill**	**Pizza Party @ Pavillion** 6:30 PM – Pizza and Salad Wine and Beer Cost: $20	**Open Grill**	**Dinner in Town Fairfield, PA** 6:30 PM *Firehouse Fairfield, PA* BYOB Cost: $25	**Open Grill**	**Closing Ceremonies and Awards – end of day**
First-timers Overview of the Fairfield Site and Contest Flying by Dave Weaver 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!!**

Contest Site Diagram

Region 4N, Fairfield, PA



The Facilities

Region 4N, Fairfield, PA

- **Glider Trailers**
  - Glider trailer spots are assigned by contest number. Hitch location is marked with blue flags. Ten slots are north of taxiway, ten along the treeline and four in vicinity of the hanger. Trailers along the treeline should be parked at an angle to minimize disruption to the 33L runway (see diagram). Please use your assigned spot or talk to Facilities about reassignment.
- **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 15-20A 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.
  - Pavilion - covered structure just outside the Club room; used for daily pilot briefings, meals and socializing.
  - Higgins' Hanger – backup briefing space in case of inclement weather.
  - Gazebo – covered structure 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.
  - 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 W73 (as of 8/31/2026)

Region 4N, Fairfield, PA 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:	82 ft. trees, 370 ft. from runway, 92 ft. left of centerline, 2:1 slope to clear RY 15 HAS +15 FT ROAD AT RY END 125 FT L/R OF CNTRLN.	60 ft. trees, 1022 ft. from runway, 163 ft. left of centerline, 13:1 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)

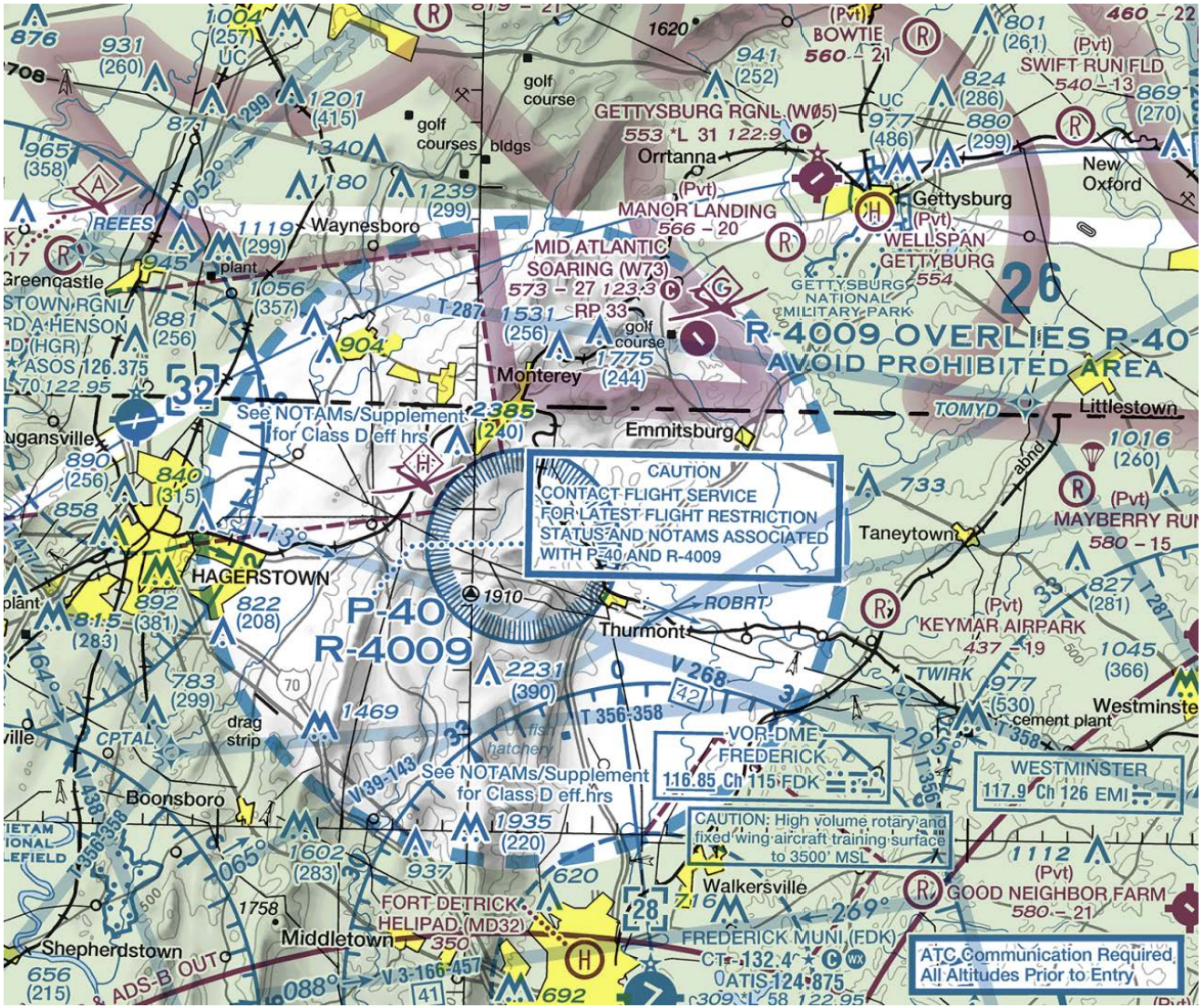
- **MULTICOM 123.3 USED DURING GLIDER ACTIVITY.**

Other Remarks

- EXTSV GLDR GND & FLT OPNS.
- RWY 15 CLSD FOR APCH AND LNDG. EXTREME CAUTION: ALL TKOFS USE RWY 15. ALL APCHS & LNDGS USE RWY 33. ROTORCRAFT AIR & HOVER TAXI RSTD TO RWY.
- KARLINDO PERSONAL USE ARPT LCTD 1300 FT E OF RWYS.
- ARPT OPS RESTRICTED, IAW TFR RULES, WHEN P-40 EXPANDED TO 10 NM RADIUS.
- GLIDERS OCCASIONALLY LND ON TURF AREA ADJ TO RWY 15/33.
- FOR CD CTC POTOMAC APCH AT 866-709-4993.
- ROTORCRAFT EXERCISE EXTREME CTN AT N END OF RWY DUE TO GLIDER GND OPNS.
- ARPT CLSD TO NGT OPNS.

Prohibited and Restricted Areas P-40 and R-4009

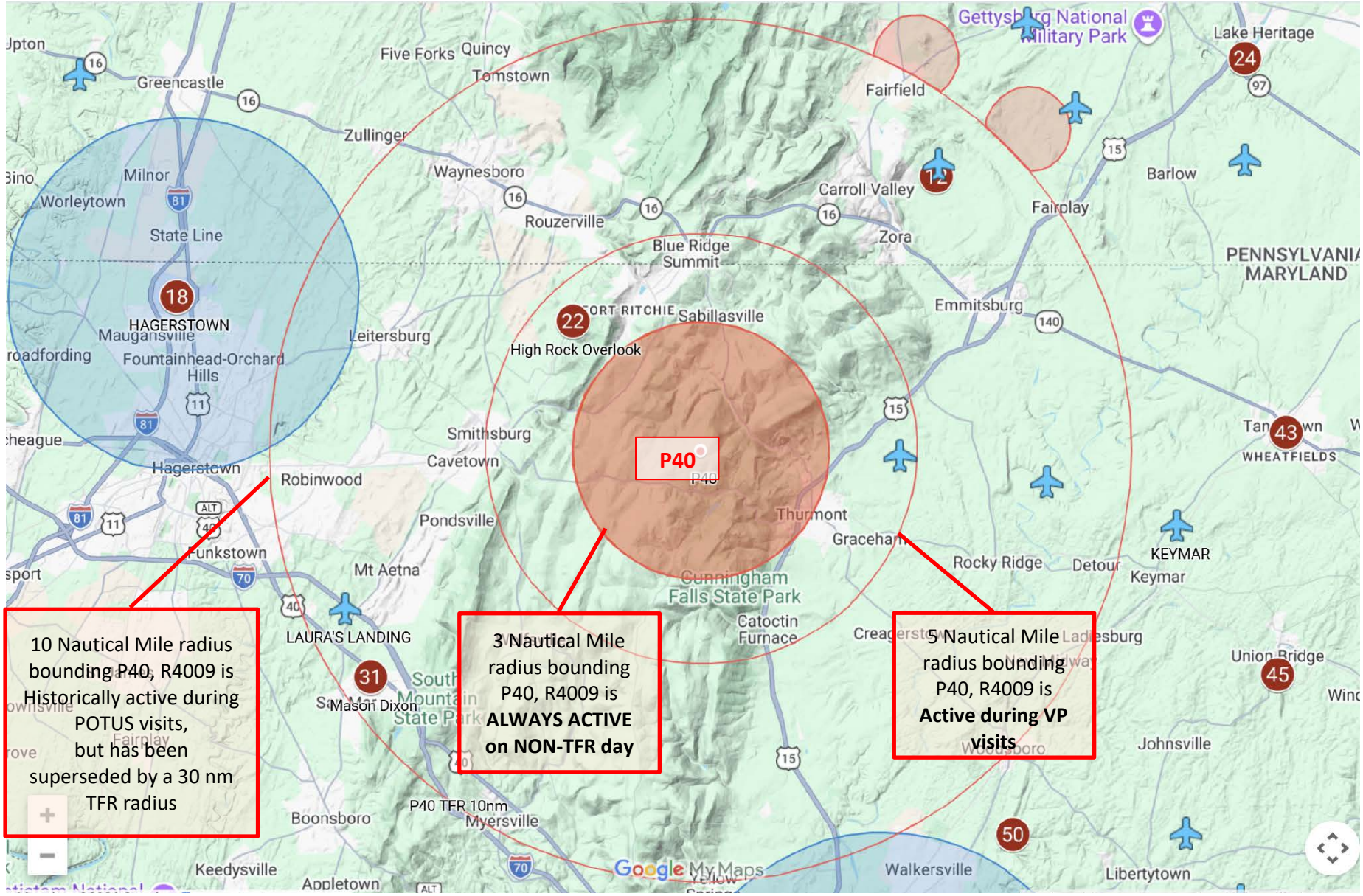
Region 4N, Fairfield, PA



Prohibited and Restricted Areas P-40 and R-4009

Region 4N, Fairfield, PA

3, 5 and 10 Nautical Mile Boundaries



10 Nautical Mile radius bounding P40, R4009 is Historically active during POTUS visits, but has been superseded by a 30 nm TFR radius

3 Nautical Mile radius bounding P40, R4009 is **ALWAYS ACTIVE on NON-TFR day**

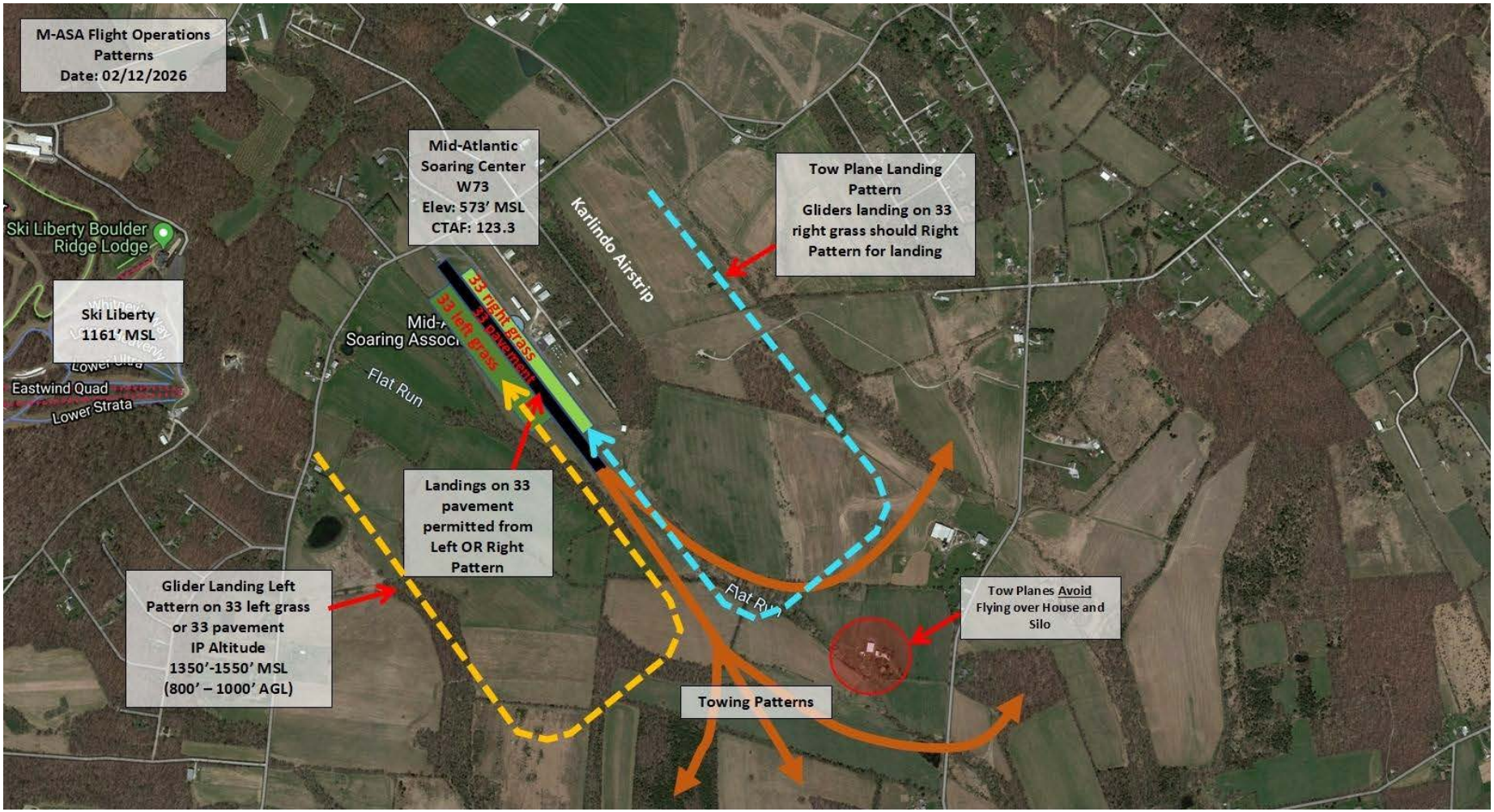
5 Nautical Mile radius bounding P40, R4009 is **Active during VP visits**

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 30 nm Temporary Flight Restriction (TFR) around P-40 from the surface to 18,000’ MSL. **This has become the norm** instead of the historical 10 nm radius. **There will be NO COMPETITION DURING THIS TFR.**
    - When the Vice President is in residence at Camp David, a 5 nm TFR is issued. **COMPETITION WILL CONTINUE DURING THIS TFR.**
    - If there is a TFR we will provide detailed instructions at the Pilot Briefings for those days.

Field Operations Procedures: Gridding, Launch and Relight

Region 4N, Fairfield, PA



Pilot Safety Briefing Outline

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

2. Airfield
    a. Public use, privately owned airport. Heads up for home and transient aircraft.
    b. NOTAM: 7 am – 3 pm daily
    c. Safety First
        i. Pets on leashes
        ii. Children under adult Supervision
        iii. Drive slow
        iv. Road is also a taxiway
        v. Stay off runway as much as possible
    d. 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.
    e. Traffic Cones mark drainage ditches and culverts. Largest incursion into runway 33R is about 50'.
    f. Drainage along taxiway and runway are deep in places, more so toward the South end of the runway.
    g. If no crew, ask Line Crew for help maneuvering your glider.

3. Runways
    a. 2700' asphalt runway – 50’ wide, No lights
    b. 33R grass - 160' wide
    c. 33L grass - 300' wide
    d. Takeoff downhill on runway 15 asphalt and land uphill on runway 33
    e. Runway edges drop 4-5 inches off the asphalt.
    f. 33R-traffic cones. Land on left 2/3rds. Some rough spots.
    g. During launch, towplanes will have exclusive use of 33R for landings. Relighting gliders land on 33L.
    h. Karlindo - private airport 1000' to NE. Use for emergencies only.
    i. PTT (Rope Break) Fields - Know your options
        i. Look at these on first launch. Pictures in clubhouse.
        ii. Straight ahead -- Cross Culvert
        iii. Field to left-2, 30-acre fields with fence between
        iv. 2-3 Fields to right
        v. Karlindo - private field, left turnout. 1200'. Parallels 15/33.

4. Grid
    a. Numbered metal markers at grid spots. Odd numbers on hangar side of runway, Stage on grass until grid time.
    b. OK to rig at grid spot on runway.
    c. Grid time - move onto runway and compress toward NW end to have max runway available.
    d. Line Crew will assist - with or without you.
    e. Critical Assembly Check (CAC) - Line crew will check each morning for a fresh signature/date. Team up with another pilot.
    f. Use a wheel chock or brake on grid - Runway 15 slopes DOWNHILL
    g. Move all cars to parking areas after gridding.
5. Launch
    a. 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.
    b. Next launch will be assumed to be ready. If not, glider will be pulled aside. Be ready well in advance. (3 tow planes.)
    c. Glider in first grid position will be hooked up*. No thumbs up. No rudder wag.
    d. Spoilers - If you intend to use them, cycle a couple times just before launch to let Line Crew know.
    e. Line Crew will keep area clear +/- 45 degrees either side of launching glider.
    f. The final launch signal will be given by the Chief of OPs who will be positioned at the wingtip of the glider being launched.
    g. Tow Planes – Use call signs in communications on tow.

    * Ropes - Dacron, two weak links, 1125# at glider; 1400# at tow plane.
6. Relights
    a. Relights should land on 33L, roll long, well clear of the launch point, and then be positioned on 15C at the CD’s direction.
    b. The CD will position the relight either at the end of its launching class or at the end of the grid.
7. Landings
    a. Roll as far as practical to leave room for others behind you.
    b. If landing on asphalt runway, plan to roll to the end.
    c. If it’s busy, Line Crew will help you off the runway.
8. Aero-Retrieves
    a. $200/tach-hr, $100 min
    b. Retrieves are possible from open Public-Use Airports published on the FAA Sectional Chart, contingent on tow plane availability.
    c. Retrieves from published Restricted Airports at the discretion of the tow pilot.
9. Scoring
    a. Require an IGC file if you take off, even if you don’t start a task.
    b. Blue baskets for Logs In and Logs Out
    c. Email logs to region4n@gmail.com
    d. Bonus points for landing at fields on the current Sectional chart.
10. P-40 TFR
    a. Currently TFRs come in two varieties: 5 mile (minor factor) and 30 mile (shut down operations).
    b. See airspace overview.

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 instructions are printed on the Daily Task Sheet (and back of name tags)

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 use your phone 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.** 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: $200 / tach hour with a minimum charge of $100. 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/INREACH), make sure you activate the appropriate (landed out) message.
4. If you DO NOT have a crew available to contact, then call (or WhatsApp) the retrieve office.
5. Make sure that when you call your crew or the Retrieve Office, that you have all the information as shown on the ***Outlanding Card***. 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
6. If you are unable to contact your crew the retrieve office will try and contact them.
7. The retrieve office is not responsible for finding you a crew, organizing your trailer or vehicle.
8. Crews must notify the retrieve office if their pilot has landed out; and again, before leaving the airport.
9. 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.
10. The Retrieve office closes at 7:00 pm unless the crew or pilot has called in to request it stay open.

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.

Airfields, Control Points & Map Links

Region 4N, Fairfield, PA

As of 9/1/2026. Designed for cockpit use. Print, cut along the dashed lines, and fold.

9/1/2026

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	122.975
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 C Top 4400' 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: 330° - 079°		118.25
	Harrisburg TRSA: 080° - 179°		126.45
	Harrisburg TRSA: 180° - 329°		124.1

9/1/2026

2026 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	**HAGERSTWN 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 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.

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: Region 4N Competition Page

Link to Map: Region 4N Printable 2 Page Map