

31th Annual Senior Soaring Championship



Pilot Kit

- List of Key contest personnel
- Schedule of Events
- Contest Procedures
- Airfield Notes
- Turnpoint/Control Point List
- Social Calendar
- Field Diagram and Grid Procedures



Seminole-Lake Gliderport

4024 Soaring Lane Clermont, FL 34714

Key Contest Personnel

Contest Manager	- Rich Owen
Contest Director	- John Good
Scoring	- Rick Sheppe, cleverly masquerading as Sandra Danoff
Weatherman	- Fernando Silva
Registration	- Chris Carter (Chief Registrar) - Susan Owen - Leigh Zimmerman - Michelle Sorenson
Retrieve Office	- Ted Haller
Operations	- Bill Foster - Charles Peterson - Jack Brinekerhoff
Chief Tow Pilot	- Ray Smith (SLG)
Tow Pilots	- Martin Hollatz (SLG) - Tom McLinskey (SLG) - Zack Kessler (Golden Eagles) - Steven Diehl (Miami Gliders)
SLG Manager	- Mihaela Luculescu



Seminole-Lake Gliderport

4024 Soaring Lane Clermont, FL 34714

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
7	8	9	10	11	12	13
<p>Geezer Glide Party at "The Glider House" across the runway from the club-house</p> <p>Time 5:00pm or after flying.</p> <p>Bring a dish to share and BYOB</p> <p>RSVP to Rich Owen required.</p>	<p>Note: According to rules for the Seniors, we must have 1 crew day. This day is determined by the weather and is announced by the CM. Right now, it is TBA.</p>	<p>Parachute packing by Strong Enterprises</p>	<p>Registration open 10 AM–1PM 4PM – 6PM DG Hangar</p> <p>* Parachute packing by Strong Enterprises</p>	<p>Registration open 9 AM – 12PM 4 PM – 6PM DG Hangar</p> <p>* Parachute packing by Strong Enterprises</p>	<p>Registration open 9 AM – 10AM DG Hangar</p> <p>* Pilots Meeting Notes Distributed Electronically 10:15 AM</p> <p>Doughnuts & Coffee</p> <p>Practice Day</p>	<p>Mandatory Pilots Meeting Notes Distributed Electronically 9:45AM</p> <p>* Doughnuts & Coffee</p> <p>* Welcome dinner by Texas Roadhouse Pork Chop & Beef Skewer</p> <p>6:30PM Free DG Hangar</p>
14	15	16	17 Happy St Patricks' Day	18	19	20
<p>Pilots Meeting Notes Distributed Electronically 10:15 AM</p> <p>Doughnuts & Coffee</p> <p>Daylight Saving Tonight Move clocks 1 hour forward</p>	<p>Pilots Meeting Notes Distributed Electronically 10:15 AM</p> <p>Doughnuts & Coffee Dinner catered dinner by Texas Roadhouse 6:30PM – \$32 sign up @ Registration DG Hangar</p>	<p>Pilots Meeting Notes Distributed Electronically 10:15 AM</p> <p>Doughnuts & Coffee</p>	<p>Pilots Meeting Notes Distributed Electronically 10:15 AM</p> <p>Doughnuts & Coffee * Prime Rib catered dinner by Texas Roadhouse 6:30PM – \$32 sign up @ Registration DG Hangar</p>	<p>Pilots Meeting Notes Distributed Electronically 10:15 AM</p> <p>Doughnuts & Coffee</p> <p>Doughnuts & Coffee</p>	<p>Pilots Meeting Notes Distributed Electronically 10:15 AM</p> <p>Doughnuts & Coffee * Awards banquet at DG Hangar 6:30 drinks, 7:30 dinner 1 ticket included with entry. Additional tickets \$35</p>	<p>THANK YOU</p> <p>Thank You for sharing a great Seniors with us.</p> <p>Have a safe drive home!</p>



Seminole-Lake Gliderport

4024 Soaring Lane Clermont, FL 34714

Contest Procedures

This document describes procedures that (unless otherwise announced) will apply throughout this contest.

Times

- Pilot meeting notes will be distributed electronically by 10:15
- All gliders staged (near assigned grid positions) by 11:40
- Place gliders on assigned grid positions at 11:45 (we will try and avoid any meetings at front of grid)
- First launch time announced by CD
- Task opens approximately 15 minutes after last regular entry glider launches
- Contest sunset time is 19:30

Standard values

- Start radius = 5 miles; maximum start height = as denoted on task sheet
- Finish radius = 2 mile; minimum finish height = 1,100ft MSL
- Minimum task time = 1:30
- Minimum task distance = 40 handicapped miles (subject to publication of 2021 SSA Racing rules)

Glider Weighing Procedures

All gliders need to be weighed in the configuration that it will be flown in. Personnel from Operations will set up abeam the DG hangar, near the runway, on the practice day and will continue until all aircraft are weighed. Once that is accomplished, a list of adjusted handicaps will be distributed. You have 24 hours to make corrections once that list is published. Contest day results cannot be made official until this process is complete.

Gridding

All gliders are assigned a contest grid row each day; positions change after each valid contest day. **At 10:15, all Guests must move their ships to the pre grid position. At 10:20 gliders, 20 meters or greater in wingspan will proceed to the grid. First glider there will be in the last regular entry row.** Other gliders will fill in until there are no more long winged ships. **At the time the CD announces, short winged ships will proceed to their assigned grid row.** Gliders are staged near their assigned

position, but well clear of the runway to allow other gliders to move freely. At the briefed time, move gliders into position on the grid. Cooperate!

Motor vehicles should drive on the runway only when towing a glider, and only at very modest speeds. When not towing a glider, do not cross runways, at any time, except at the ends.

Launch safety

Critical assembly check: place initials on the left wing root tape indicating that the items essential for safe flight have been checked and verified to be correct. A glider without these initials can be denied a launch. You are encouraged to have another person help you with these checks.

Spoilers should at all times be in a safe position: either locked closed, or extended and moving so it's obvious the pilot has control of them.

Launching & Relight

Except for closing the canopy, you should be completely ready to launch when you are fifth in sequence. Tow pilots will monitor the airport frequency (123.3MHz); 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 (136.55 MHz).

Contest tows are to 2000' AGL (2100' MSL). Please release promptly when this altitude is reached.

Should a re-light during launch be needed, use the airport frequency (123.30MHz) to announce your intentions. A landing over the grid (in the launch direction) is preferred, wind permitting. Roll out to the west, well clear of the runway. If you wish to re-launch, inform the CD. You will be instructed when to move your glider to the launch end of the runway (which will happen after all gridded gliders are launched). We have ground crew personnel to help. If landing to the north, plan your touchdown north of the east/west crosswind runway!

Tasks

Sports Class rules allow Modified Assigned Tasks and Turn-Area tasks. A Task Sheet will be distributed to all pilots each day. 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 (136.55 MHz).

The task will be posted outside the office when complete (take a photo of it). The task

will be distributed electronically no later than 11:30. Tasksheets will be sent out via the Signal telephone app or email if you do not want to use the app. We moved away from WhatsApp due to your concerns with privacy. Tasks will often be available earlier. No contest launch will happen sooner than 20 minutes after the distribution of a task sheet.

Landing

Within 10 miles of the finish, switch to the airport frequency (123.30 MHz). At 6 miles from the finish point (the center of the finish cylinder) and thus 4 miles from the edge of the finish cylinder, transmit “[contest ID] six miles”. This will alert all pilots of your position and give time to properly sequence in the landing pattern. Fly patterns on the east side of the airfield. Use radio calls when they will enhance safety, but keep them to the minimum to avoid radio congestion.

Be aware of the wind, the actions of other airborne aircraft, and those ready for launch. During finishes, wind and landing advisories may be available on the airport frequency, but pilots bear the full responsibility for safe operation. Upon landing, it is mandatory to roll well clear of the runway, even at the cost of stopping further from your trailer than desired. **The newly paved road east of the runway, has a small lip where the grass transitions to the paved surface. Walk this area first before you attempt to cross the road after landing.**

Note that the short east-west runway is for towplanes only – it is too narrow to be acceptable for use by gliders.

Flight Documentation

If you have an engine, please submit a flight log documenting an engine run prior to the first contest day. Submit flight documentation via email within 1 hour of landing at the airfield. After an outlanding, submit via email while you wait for your crew, but not later than 9:00AM the next day. **A flight log file must be submitted for every launch taken every day**; the penalty for failure to do this is the same as for a serious airspace violation. Flight logs should be emailed to sandra.danoff@gmail.com.

A Task Claim form is rarely needed; the only routine case will be when a motor glider uses its engine on course. The Scorer has extra blank Task Claim forms. If you have any questions on your score, penalties or log, contact Sandra via email or call the office. We would like to keep contact between volunteers and pilots a little restricted.

Outlanding procedures

The contest area contains many airfields; most – but not all – are eligible for an airfield landing bonus. Read the Airfield Notes section of this Pilot Kit for detailed notes on various fields.

After any outlanding – especially one that is not at an airfield – you should attempt to find the landowner and make him your friend. Be aware that in Florida it's against the law (and very bad form) to cut a fence or lock. So, unless it's an emergency, plan to carry the glider out of the field.

After outlanding, fill out an Outlanding Form and telephone the Retrieve Office at 352-394-5450 (primary number) or the other number printed on the task form. Do not use the radio for this purpose unless phone contact isn't possible. **You may call your crew directly to arrange a retrieve, but the Retrieve Office must be fully informed (by pilot or crew) before any crew departs the airfield.** The Retrieve Office can assist with maps and driving instructions. Once your crew departs, we will assume you are able to do the retrieve without difficulty. If you have any problems, please call and we will offer help and stay available for as long as necessary. We will not secure the Retrieve Office until everyone is accounted for. Do not forget to obtain a new Outlanding Form from the Scorer.

Airfield and Database Notes

Important disclaimer: In all cases, determining whether a safe landing can be accomplished at any location is, regardless of information presented in contest documents or databases, solely the responsibility of the pilot.

The database for the 2021 Seniors has not changed from last year. We did add a number of additional turnpoints close in to aid in flying Modified Assigned Tasks in 2019. The original turnpoint list was not renumbered so your previous charts are still good. A pen and ink change will be required for charts older than 2019. The database can be found on the Worldwide Turnpoint Exchange: **Clermont (Seminole Lake, Seniors, 2019) [8 January 2019]**

The following airfields have been removed from the 2019 version of the database and are ineligible for the airfield landing bonus.

Carlstrom
Griffin Blue Head
Idle Wild
Market World

The following airfields may be suitable – with care – for glider landings but have issues that make them ineligible for an airfield landing bonus.

Fender (8.5 mi NNW of home) – rough E-W strip; cemetery at the east end. Not glider friendly. Very nice pasture just south, across road from Fender. Very

friendly to glider pilots.

Field Dreams (aka Field of Dreams, 2 mi NW of #8 Cub Haven) – not listed as an FAA airfield, but appears to be a landable field.

Frazier (6.5 mi SSE of home) – no landing problems, but access gate to property closes at 5:00 pm. Owner is very friendly to glider pilots.

Kings Field (4.5 mi SE of Osborn) – listed as an airfield, appears more like a driveway through a pasture. Often has stock on field; owner is just starting to like us.

Montgomery (Turnpoint #27) – stock has occasionally been seen on this field. Only open gate is at the west end. Not recommended for larger than 15 m. Runway looks like dirt road and is bordered by fencing. Driving access is via Route 479, south of airstrip.

Tex Merritt (12.3 NNW of home) – Recently observed with an “X” on the runway. Not recommended for gliders greater than 18-meter wingspans. Metal grate over water pump, south side of runway, midfield. Maintain wings level until stopped!!! Use Grass Roots, 2 mi ESE.

Trask (Turnpoint #38) – grass strip appears landable but is no longer an airfield.

Weeks (Turnpoint #41) – aka Fantasy of Flight and is now called Orlampa on the latest sectional – no landing problems, but landings by transient aircraft may incur a fee. Not glider friendly!! Aero tow retrieves are not allowed, and gates close at 5pm. Consider Flanders, 3 mi NNW and friendly.

The following airfields (not all of which appear on all charts) are considered generally suitable for glider landings and are **eligible for an airfield landing bonus**.

Rock Ridge (8.5 mi SSW of home) – good E-W grass strip. Watch out for horses on the field.

Sheets (8.8 mi N of home) – an active hang-glider airfield, adequate for sailplanes. Aero retrieves are now allowed. The airfield is under new ownership. Please be nice!!

Wallaby Ranch (14.1 mi SE of home) – an active hang-glider airfield, adequate for sailplanes. Aero retrieves only allowed if owner is on the property. Be nice, they are changing their view of us!

The following points have some special notes:

Bartow – a controlled field surrounded by Class D* airspace to 1600' MSL. Tower hours reported as 7 days a week from 0600-1800.

Blackwater – Tampa Class B airspace lies just west of the road that passes west of this airstrip; maximum penalty-free altitude is 2500' MSL.

Bob White (Turnpoint #4) – lies underneath Orlando Class B airspace; maximum penalty-free altitude is 5500' MSL.

Brooksville – Tampa Bay Regional Airport (formerly Hernando County) – a controlled field surrounded by Class D* airspace to 1500' MSL. Lies underneath Tampa Class B airspace; maximum penalty-free altitude is 5500' MSL.

Burntwood (Turnpoint #6) – a grass strip aligned 15-33. Horses are frequently on the field.

Chalet Suzanne (Turnpoint #8) – grass runway looks wide but runway lights define a much narrower landing area. Sold on 2/28/15. Aircraft have been seen on the property this year. Low approach on 1/25/21 shows field in good condition.

Flanders (Turnpoint #13) – it's important to roll clear (or push your glider off) after landing. Trailer access is through a locked gate. Call Retrieve Office for code.

Frostproof (Turnpoint #15 – aka Lake Clinch) – N-S runway lies north of the lake and looks something like a street. You may find this strip uncomfortably narrow for gliders above 18m span. Ridge Landing is better suited for big wing gliders and is 2mi west of Frostproof.

Flying Gators (aka Florida Flying Gators) – remains open as an active ultralight airfield.

Gore – looks narrow but has accommodated a 20-meter ship. Lies underneath Orlando Class B airspace, maximum penalty-free altitude is 5,500'MSL.

Green Swamp (Turnpoint #19) – N-S grass strip can be hard to recognize because a paved street runs along its east edge.

Lakeland – a controlled field surrounded by Class D* airspace to 2600' MSL. Very friendly to glider pilots.

Lake Wales – lots of sport parachuting activity.

Leesburg (Turnpoint #23) – a controlled field surrounded by Class D* airspace to 1600' MSL.

Midway Lake (Turnpoint #26) – note that Tampa Class B airspace lies about 2 miles west of this airstrip; maximum penalty-free altitude is 2500' MSL.

Ocala (Turnpoint #30) – a controlled field, surrounded by Class D* airspace to 1500' MSL.

Zephyrhills – lots of sport parachuting activity. Tows available from Tampa Bay Soaring during the weekend.

* Note that contest rules allow a pilot to overfly Class D airspace, and to enter it if relevant FARs are observed.

Social Calendar

Saturday – 6:30 PM - Welcome dinner catered by Texas Roadhouse. Grilled pork chop with 4oz beef skewer, green beans, mashed potatoes and salad. DG Hangar, Free

Monday – 6:30 PM - Catered dinner by Texas Roadhouse. Ribs with 8oz chicken breast, corn, green beans, and salad. DG Hangar, \$32 per person – pay at registration



Come join your US
Soaring Team for
Dessert after dinner

Wednesday – 6:30 PM - Catered dinner by Texas Roadhouse. Prime rib dinner with all the trimmings. DG Hangar, \$32 per person, pay at registration

Friday – 6:30 cocktails, 7:30 dinner - Seniors banquet and awards ceremony, DG Hangar, each pilot receives 1 ticket included with registration. Extra tickets available (\$35) at registration.



General Gliderport Contest Information

Driving onto the Gliderport Property

For our new guests, it is extremely important for you to be aware of aircraft in the flight pattern at all times! The airport road (Soaring Lane) crosses the runway at the north end. Please stop and look in both directions before proceeding across the runway. Low landing gliders may be hard to see from the north, so stopping and looking is imperative.

Auto Parking

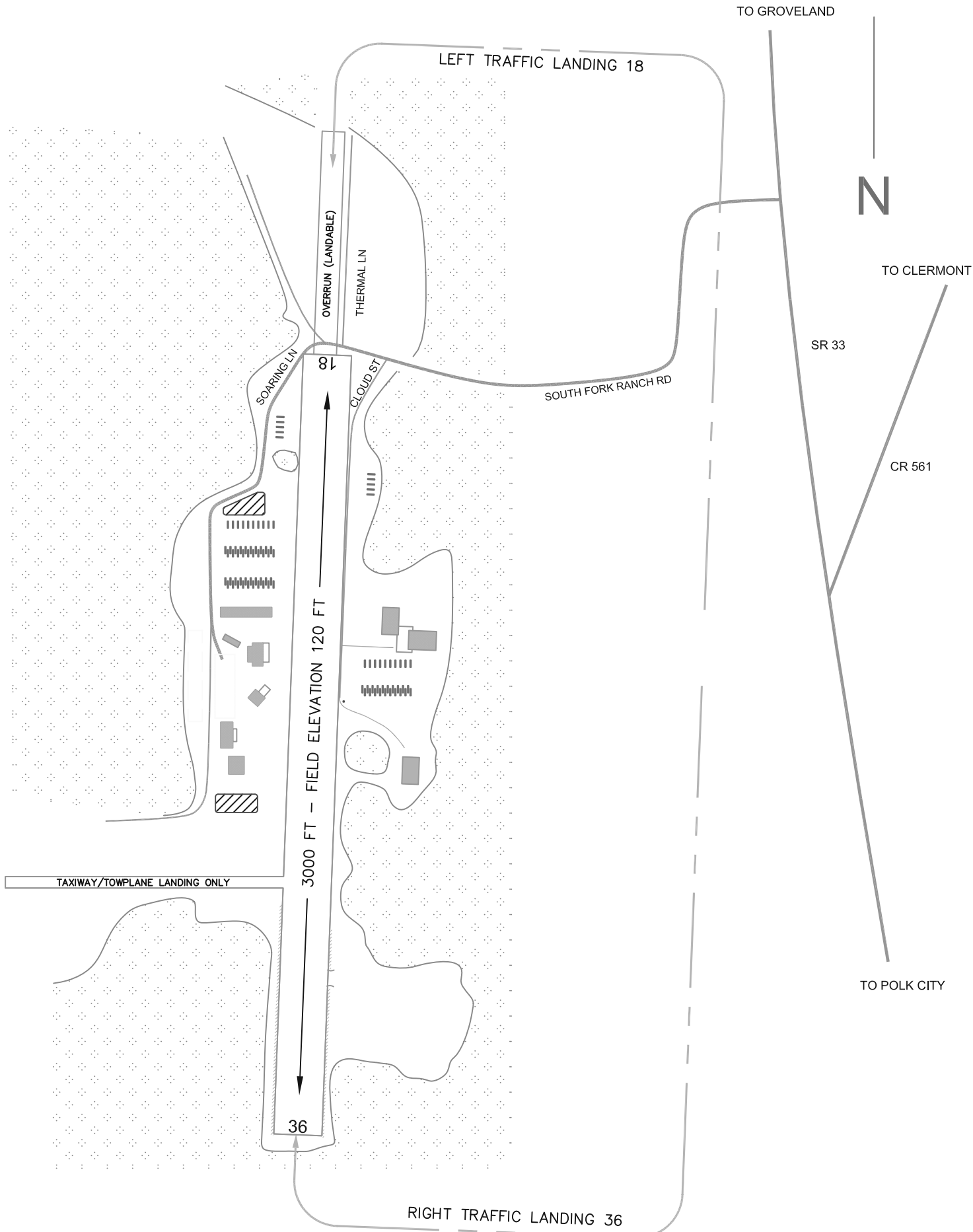
For all events, cars should be parked on west side of the entrance road. Our normal parking lot is designated "RV Parking Only" and has a sign saying that at the lot entrance. RV owners may temporarily bring their cars in this area to unload groceries. Please follow the signs and observe the "No Parking" areas. Cars and RV's are approved to be around the grid area before the launch with a few exceptions. At the north end, either side of the runway is fine. At the south end, vehicles can only be on the east side of the runway when the gliders are staged. **Under no circumstances should vehicles or personnel return to the parking area until the launch is complete! If you need to retrieve something in the parking area, contact one of our team members so we can escort you safely there and back!**

RV Parking

There is a lot of planning and coordination that goes into managing the many RV's that stay on the field. **There is no "first come first serve" parking for RV's.** The RV Parking Manager, Enrique Mertins, will inform you where to park. Water pressure and the number of water connections are not sufficient to support all the RV's. Please use the water supply to fill your on-board potable water tank only. Be kind to your neighbor.

Guests and Pets

Please inform your guests not to cross the runway unless escorted. **Animals are strictly prohibited from being off leash on gliderport property at any time!** As good pet owners, we always clean up after our furry friends. We are very guest and pet friendly but do require everyone to abide by these common-sense rules.



SEMINOLE-LAKE GLIDERPORT - FIELD DIAGRAM

OVERRUN

18

TRAILER PARKING - NORTHWEST

TRAILER PARKING - NORTHEAST

RETENTION POND

TRAILER PARKING - WEST

T HANGAR

APARTMENT

MAIN HANGAR

OFFICE & POOL

RV PARKING & HOOK-UP

AUTO PARKING

DG HANGAR

HOUSE

RETENTION POND

HOUSE & HANGAR

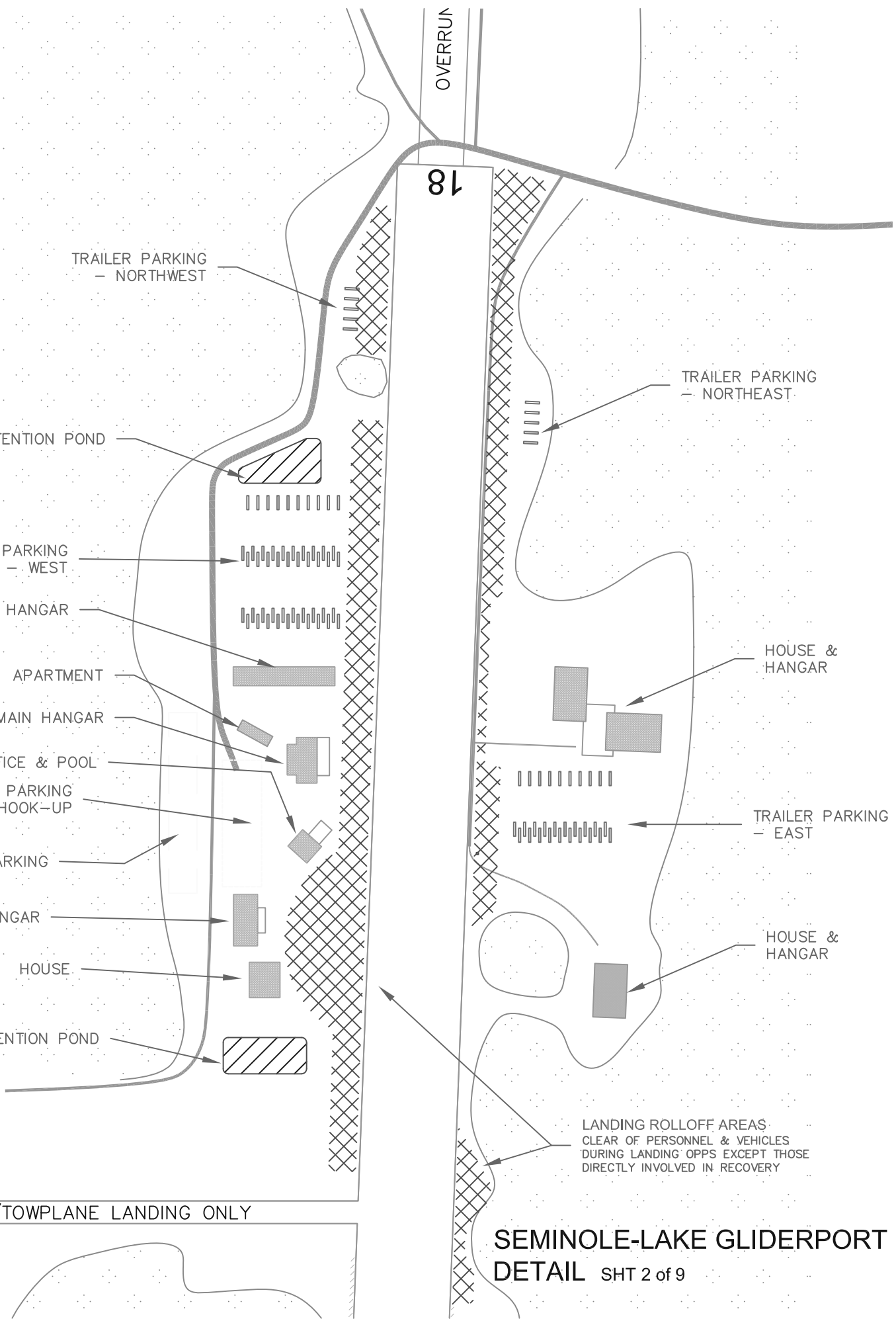
TRAILER PARKING - EAST

HOUSE & HANGAR

LANDING ROLLOFF AREAS
CLEAR OF PERSONNEL & VEHICLES
DURING LANDING OPPTS EXCEPT THOSE
DIRECTLY INVOLVED IN RECOVERY

TAXIWAY/TOWPLANE LANDING ONLY

SEMINOLE-LAKE GLIDERPORT DETAIL SHT 2 of 9



3 ONLY

*** CAUTION SWALE ***

TOW VEHICLE RETURN

36

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26
- 27
- 28
- 29
- 30
- 31
- 32
- 33
- 33

TOWPLANE APPROACH CORRIDOR
PARKING PROHIBITED THIS AREA WHEN ACTIVATED BY CD DUE TO WEATHER REQUIREMENTS

TOWPLANE APPROACH CORRIDOR
SEE NOTE ABOVE

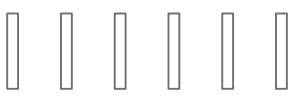
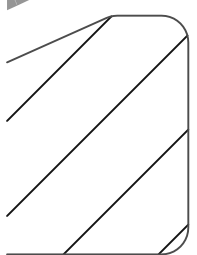
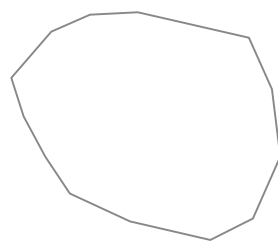
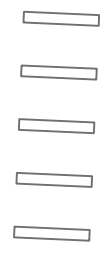
LAUNCH PARKING

*** CAUTION ***
DITCH - NOT PASSABLE

SEMINOLE-LAKE GLIDERPORT
SOUTH GRID - PRIMARY

LAUNCH
PARKING

LAUNCH
PARKING
- AS
AVAILABLE



8

TOWPLANE TAXI CORRIDOR

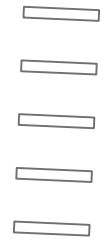
21
20
19
18
17
16
15
14
13
12
11
10
9
8
7
6
5
4
3
2
1

20
19
18
17
16
15
14
13
12
11
10
9
8
7
6
5
4
3
2
1

G
G
G
G
G
G
G
G

LAUNCH
PARKING
- DO NOT
BLOCK
ROAD

WHEN GRIDDING, THE FIRST PERSON TO
ARRIVE AT THE ASSIGNED ROW TAKES
EITHER THE POSITION AT THE LEFT SIDE OR
THE EXTREME RIGHT, LEAVING THE
INBOARD RIGHT POSITION FOR THE LAST
PERSON TO ARRIVE



ALL GLIDER WINGTIPS ADJACENT TO THE
TOWPLANE TAXI CORRIDOR SHALL BE
SECURELY HELD TO THE RUNWAY
SURFACE BY USE OF WINGSTAND OR
SIMILAR UNDER OPPOSITE WING - WEIGHT
ON LOW WINGTIP NOT ACCEPTABLE

RUNWAY

ROAD

DRIVEWAY

HOUSE / HANGAR

TRAILER TONGUE AT FLAG
& SOUTH OF LINE

TREE



NO TIE-OUT
THESE LOCATIONS

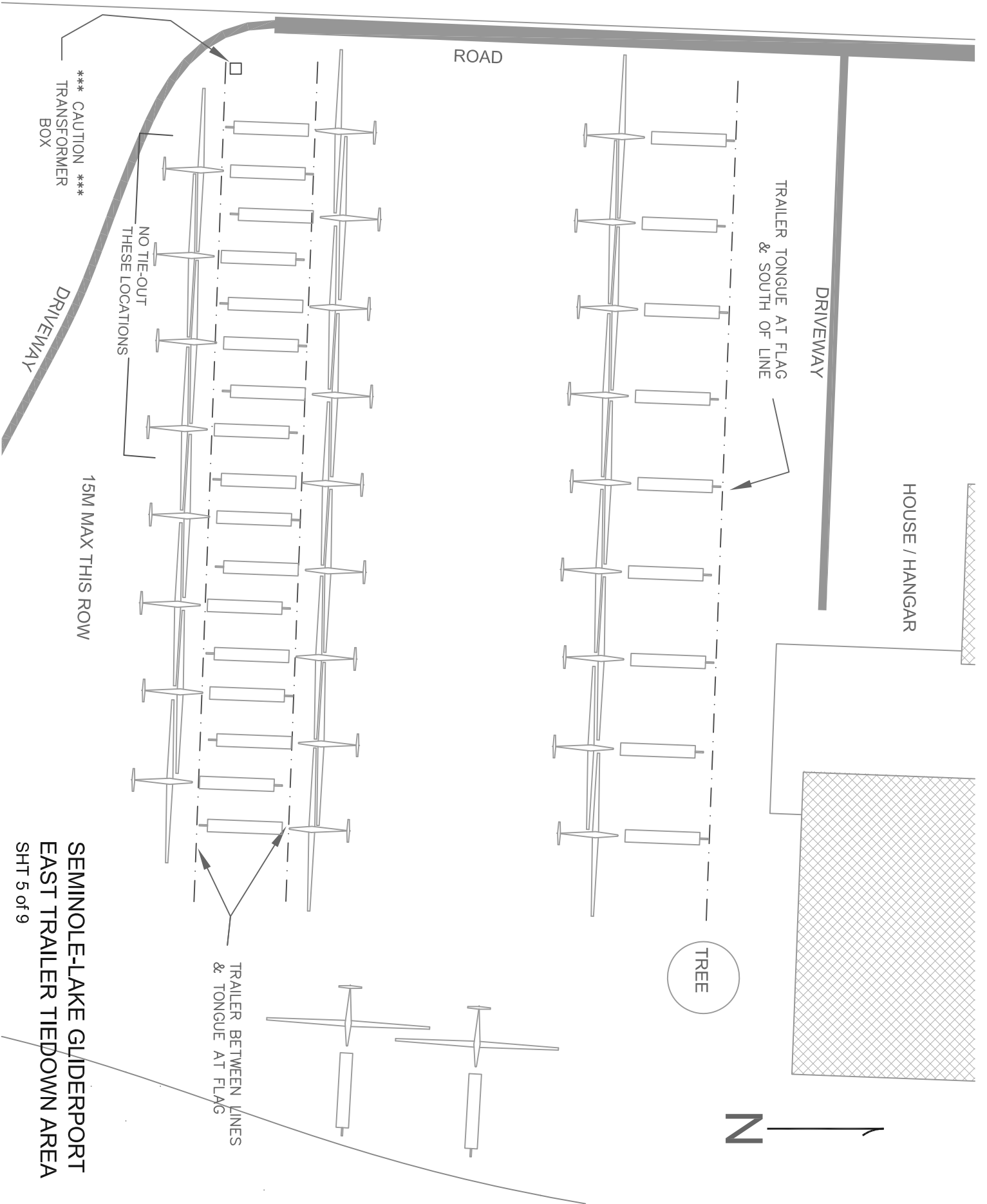
15M MAX THIS ROW

*** CAUTION ***
TRANSFORMER
BOX

DRIVEWAY

TRAILER BETWEEN LINES
& TONGUE AT FLAG

SEMINOLE-LAKE GLIDERPORT
EAST TRAILER TIEDOWN AREA
SHT 5 of 9





NO TRAILERS NORTH
OF THIS LINE

ROAD

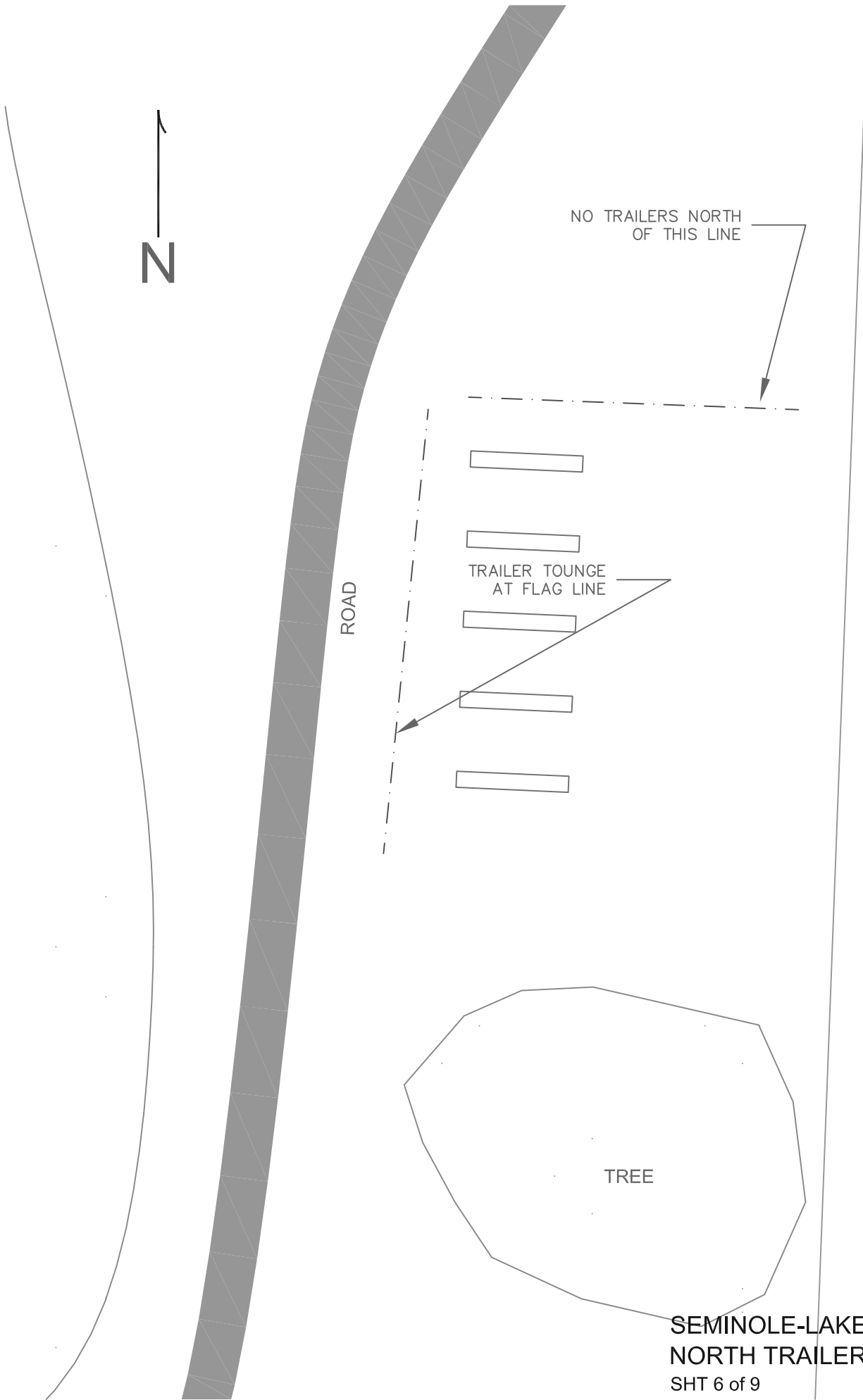
TRAILER TOUNGE
AT FLAG LINE

RUNWAY

TREE

SEMINOLE-LAKE GLIDERPORT
NORTH TRAILER TIEDOWN AREA

SHT 6 of 9

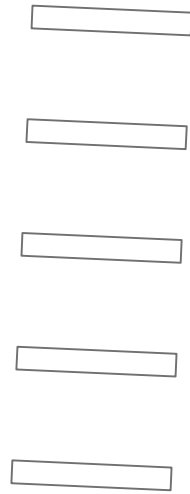




RUNWAY

ROAD

TREE LINE



SEMINOLE-LAKE GLIDERPORT
NORTH TRAILER TIEDOWN AREA
SHT 7 of 9