

SSA Region 1 – 2025 XC Camp

Hartness State Airport, Springfield VT

Pilot Guide

June 29 - July 6, 2025



Contents List:

- **List of Key Event Personnel**
- **Site Diagram**
- **Gridding, Launch and Relight Procedures**
- **Off-Field Landing & Retrieve Communication Procedures**
- **Field Operations Rules**
- **Map of Control Points**
- **Schedule of Events**

List of Key Personnel

2025 XC Camp, Springfield, VT

Camp Manager (CM)	Alasdair Crawford (802) 591-7706 / alasdair@tds.net
Operations Director (OD)	Mark Farley / mcfarleyvt@gmail.com
Camp Director (CD)	Tony Smolder / tsmolder@att.net
Scorer	tbd
Chief Tow Pilot	Jim Malecha / fedup1825@gmail.com
Meteorologist	Rick Roelke / rickroelke@gmail.com
Retrieve Office Coordinator	Dennis Mackey / dennisamackey@gmail.com
Airport Manager	Chris Beitzel (802) 272-7725/ christopher.beitzel@vermont.gov

Contest Site Diagram

2025 XC Camp, Springfield, VT

The picture below provides a general layout of the airport for contest purposes.



Please minimize driving vehicles on the ramp. **Outside of designated gridding times no vehicles may enter runway areas without prior permission and unless equipped with a flashing or rotating beacon and a working radio tuned to the CTAF frequency of 122.8.** Please respect the hold-short lines.

Runway 5/23 is 5501x 100ft long. The grass on the east side of the runway is useable other than approx. 1000ft at the north-end which is too narrow. Beware of runway edge lights and drop-off on east edge of grass. Generally the pavement is the better choice, but the grass is useable if the runway is occupied. If landing on the '5 Right', plan to land to the north of the intersection of Runway 11/29. If landing on '23 Left' land beyond the first 1000ft after the grass widens out.

Runway 11/29 is 3000x 75ft. The grass on the south side is excellent, wide and very useable. If landing on '29 Left' please plan to land beyond the intersection of Runway 5/23.

Important: Be aware that (i) there is a steep drop-off at the approach end of Runway 29. In moderate to strong wind conditions this can create a substantial downdraft on final – do not fly a shallow approach to Runway 29 and (ii) terrain on approach to Runway 11 slopes down towards the runway and can give an illusion of being lower than you are. There is a tendency to land-long.

CTAF - 122.8

AWOS - 121.425

EVENT - 123.3

Gridding, Launch and Relight

2025 XC Camp, Springfield, VT

Please refer to the Airport diagram in the preceding section for graphic depictions of the explanations below.

Staging

All critical assembly, positive control and release checks must be completed prior to staging. Critical assembly checks must be dated and initialed on your left wing root tape by the person who assisted you.

All Runways have adequate grass verges on either side to allow gliders to be staged off to the side of the runways prior to grid time.

Yellow Markers with Red numbers indicating grid numbers will be located in the grass just off of the pavement. **Gliders may be staged in the grass up to 60 minutes prior to grid-time (11:30 onwards).**

Place the nose of your glider next to your assigned marker ensuring that the no part of the glider is closer to the pavement than the runway lights.

Wingroots will be checked for initials and dates prior to staging. If no initials or current date you will not be allowed to grid.

Staging Procedure

- Monitor 122.8 while on taxiway; be prepared to pull off and clear for power traffic. Switch to 123.3 only after Staging.
- Pull off at your (numbered) Grid Position. See Grid Sheet for position number (changes daily).
- Ensure that no part of the glider is closer the payment than the runway lights.
- Remove tail dolly to prevent rotation if you leave the ship.

Gridding

Grid time will be 12:30 pm unless otherwise announced at the daily pilots meeting. All pilots are expected to be back with their aircraft and ready to compress the grid at grid-time.

Gridding Procedure

- **Move into position on runway at Grid Time** (announced at meeting and/or task sheet, subject to delays a broadcast on 123.3).
- If you are not there at Grid Time, other people may move your ship into position.
- Critical Assembly Check daily sign-off must be visible (Operations may remove unverified ships from grid).
- Cars and RVs must move to designated parking area at Grid Time
- Leave your keys in the car; be ready to move vehicles if need arises. Make arrangements to have your cars and wing stands/wheels removed from the field immediately after you take off. Once removed, tail dollies should be given to the staging crew to be put in a centralized location for recovery after landing.
- Grid time announced at pilots meeting

- Crew cars stay behind the line of launch as it progresses
- Elephant March: If wind direction changes, listen on 123.3 for mass marching orders from Operations.

Launching and Relights

Launching will begin at the CD's discretion, but in no case any earlier than 15 minutes after grid-time. This break allows time for ground operations to ensure that all non-essential vehicles etc. are cleared from the launch area and to make an orderly transition from gridding to launch.

Procedures vary by Runway. **Winds permitting the preferred Grid runways are 5/23.** Runways 11/29 will however be used when wind conditions dictate.

To reiterate **there will be no release checks during launch these must be completed prior to gridding. You are expected to be in your glider, with all check-lists completed and ready to launch no later than when in 5th position for a launch.** If you are not ready you will be pulled off to the side and launched at the rear of your class.

After hook up, your wing will be levelled and launch will be immediate. There will not be any pause between taking up slack and beginning the launch roll and standard SSA launching signals will not be used, so be ready.

If you wish to abort your action is to *pull the release.*

There are no tow hook-up charges nor charges for aborted tows, so if things are not going well, don't hesitate to pull the release – you will not incur any charges for doing so. You will be re-launched at the rear of your class.

Keep Tow Plane Landing Areas clear of personnel and equipment.

Runway 11 – Tow planes land in the grass to the south of the runway, i.e. "11-Right". All personnel and equipment must therefore remain on the north-side of the pavement. The "11-Right" grass can also be used for Re-lights. Land long to leave room for landing tow-planes. You will be assisted across the pavement by ground personnel and towed back to the grid in north side grass.

Caution- Be aware that when landing on Runway 11 the ground on the approach slopes down towards the runway giving the impression of being lower than you actually are on final.

Runway 29 – Tow planes land in the grass to the south of the runway, i.e. "29-Left". All personnel and equipment must therefore remain on the north-side of the pavement. Except in strong wind conditions, gliders requiring a re-light for 29 should land on Runway 23 Pavement and will be towed back to the launch area on the north-side grass.

Caution- Be aware that there is a sharp embankment/drop off on the approach end of Runway 29, this can lead to strong sink on short final as the air curls over and down the embankment. Use a steeper approach and do not attempt to land short on Runway 29.

Runway 05 – Tow planes land in the grass to the east of the runway, i.e. "05 –Right". All personnel and equipment must therefore remain on the west side of the pavement. Except in strong wind conditions, gliders requiring a re-light for 05 should land on Runway 11 or 29, whichever has the lesser cross-wind component. The "05-Right" grass to the North of the 11/29

intersection can also be used for re-lights (watch for runway lights) in stronger wind conditions. It is recommended pilots walk the "05-Right" area to gain familiarity with obstructions and runway lights before attempting to use the grass for landing.

Runway 23 – Tow planes land in the grass to the east of the runway, "23-Left". All personnel and equipment must therefore remain on the west side of the pavement. Except in strong wind conditions, gliders requiring a re-light for 05 should land on Runway 11 or 29, whichever has the lesser cross-wind component. The "05-Right" grass to the North of the 11/29 intersection can also be used for re-lights (watch for runway lights) in stronger wind conditions. It is recommended pilots walk the "23-Left" area to gain familiarity with obstructions and runway lights before attempting to use the grass for landing.

If landing for a relight you should announce your intentions on 123.3 ("Alpha Bravo Charlie, landing, runway 23"), then land and roll well clear (if you couldn't climb, others may be having trouble, too). Find the CD and state your intention to relaunch: you'll have to wait at least until your class's normal launches are completed. The launch team should then assist you in repositioning your ship for re-launch. Clearly, your crew should be there to help with all this.

Launch/Towing Procedure Summary

- Towing will be from the designated hard-surface runway (airport will be NOTAM closed or 45min PPR). Launch may begin as soon as 15 minutes after grid time.
- BE READY to go when it is your turn. If you are not ready, pull out. BE READY to roll when the slack is out. Don't make the operations wait on you. Be prepared.
- Tow speed 75 mph. Don't ask for another speed unless there is a safety issue.
- Towplanes follow a specified route but may deviate or circle to climb faster.
- **Release at 2,500 AGL** or if you get a wave-off. It's courteous to fellow pilots & launch crew to release early (in lift).
- Turn RIGHT after release. Towplane is turning left.
- After **release all pre-start thermalling within the start cylinder area must be to the left.**
- Towplanes land short on the grass (see runway specific notes above) and taxi to the front of the grid.
- Motorgliders: Warm up ahead of time. Roll forward -100 feet prior to full power. Launch when signaled.

Relight and Pull Back Procedures

- Landings for re-lights are runway specific. Refer to the notes above;
- **If you pull-back from the grid this must be to the grass on the side of the runway that is not designated for parallel tow-plane landings** and again no part of the glider may be closer to the pavement than the runway light line. Refer to the notes above.
- No-Fault Relaunch (i.e. rope break) shall be (per 10.6.2.5) and launched as soon as practical.
- Relaunches and/or pull backs shall be towed in sequence behind the last launch of class.

Frequency Usage

- Contest frequency is 123.3
- **All Start Cylinders have a five (5) mile radius, with a maximum altitude of 5,000 ft (MSL). Report your Start Time to Operations (± 2 minutes) within 15 minutes of starting (by radio on contest frequency or via crew);**
- **All gliders must call 4 miles out e.g. “XZ 4 miles from the west” and upon finish “XZ finish” on contest frequency. Remain on the contest frequency for pattern and landing. Ground personnel will be monitoring both the Contest Frequency at CTAF during launch at during busier return periods and will inform arriving and departing VFR traffic that there is intensive glider activity;**

Retrieve and Communication Procedures

2025 XC Camp, Springfield, VT

Pilots must provide crew information to the retrieve office. If details have changed or were not provided with your initial application please do so when you register upon initial arrival. Likewise, if a pilot does not have a dedicated crew, they must also notify the retrieve office upon check-in.

Pilots landing somewhere other than the home airport, are required to complete an Outlanding Form (SC38) and telephone the Retrieve Office. Two cards are included in this package. Additional copies may be obtained from the retrieve office.

The retrieve Office numbers are printed on the daily task sheets.

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 are able to 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.** You will receive a penalty if your crew departs for your recovery 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 and make sure your trailer and tow trailer and both clearly marked with your contest ID.

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 means (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 crews are dispatched to retrieve those who landed out – or 7:00 pm, whichever is later. The retrieve office will not close until all pilots are safely accounted for.

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 cost will be \$125 per tach hour, with a minimum charge of \$75.

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 – Off Field Landing

2025 XC Camp, Springfield, VT

1. Fill out your Outlanding Card (SC 38) before calling
2. Contact your crew to let them know that you have landed out.
3. If you have a tracker (SPOT), make sure you activate the landed out signal
4. If you DO NOT have a crew available to contact, then call the retrieve office.
5. If the pilot has not been able to locate/contact their crew, the pilot should call the retrieve office.
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/Lon
 - 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. **If pilot contacts crew directly - Crew must notify the retrieve office that their pilot has landed out; and provide out-landing information to office 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 7pm unless the crew or pilot has called in to request it stay open.

Retrieve Procedures – Aero - Retrieves

2025 XC Camp, Springfield, VT

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 tracker (SPOT), make sure you activate the landed out signal
4. If you DO NOT have a crew available to contact, the call the retrieve office.
5. If the pilot has not been able to locate/contact their crew, the pilot should call the retrieve office.
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.
7. Request an Aero Tow Retrieve with the Retrieve Office
8. The Chief Tow Pilot (Jim Malecha) will be contacted and arrange for an aero-retrieve by one of his team.
9. Aero-retrieves can only be arranged through the retrieve office. Do not contact the Tow pilot directly.
10. The aero-retrieve fee is: \$125 per tach hour, starting from the home airport.
11. Minimum charge for aero-retrieve is \$75.00

Retrieve Procedures – Crews [Give this page to your crew]

2025 XC Camp, Springfield, VT

1. All Crews must be listed on the Mandatory Signup Sheet next to their pilot's information at time of registering on site and must have a cell number.
2. All crew must notify the retrieve office if they leave the field, indicating the approximate return time, and if they have a contact number. Please be aware that cell coverage can be 'spotty' in this area due to local hills and terrain.
3. If your pilot lands out the Retrieve office will attempt to contact you first on the number you have provided and then on **123.5**.
4. 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.
5. Crews may NOT initiate radio or cell calls to contact their pilots while flying. In case of emergency contact the CD.

Field Operation Rules

2025 XC Camp, Springfield, VT

Safety

- Make safety first.
- Report unsafe activities (flying or on ground) to CM or CD, anonymously or not, orally or in writing (use Safety Box at Retrieve office).
- Stay behind glider prepared to launch (CRITICAL!)
- NO SMOKING on the airport

Tie Downs

- Ships and trailers must be secured. Tie downs are first-come-first-claim.
- Designated Areas (see airport diagram).
- Towplanes on Apron by FBO/Terminal

Driving on the Airport

- No driving on runways or movement areas of the airport (unless directed by Operations to stage or re-stage sailplanes).
- Contest ID shall be annotated on crew vehicle (visibly).
- No driving on aprons, ramps, taxiways (unless towing a glider);
- Vehicles must be equipped with a radio or handheld and monitor 122.8 until staged, then switch to 123.3. Outside of designated contest staging times vehicles must be equipped with a flashing or rotating amber beacon.
- 10 mph speed limit on any airport road or taxiway;

Pets

- No pets off leash at meal events, police the dogs and keep dog on leash during launch

Access and Local Facilities

- Stay off of runway and taxiway with vehicular traffic before NOTAM period. Be sure to monitor 122.8 for incoming traffic when driving on a runway or taxiway..
- Use porta-potties, bathroom in CAP headquarters or the Terminal Building. Please do not overwhelm bathrooms in the Terminal Building.

Pilot Meetings

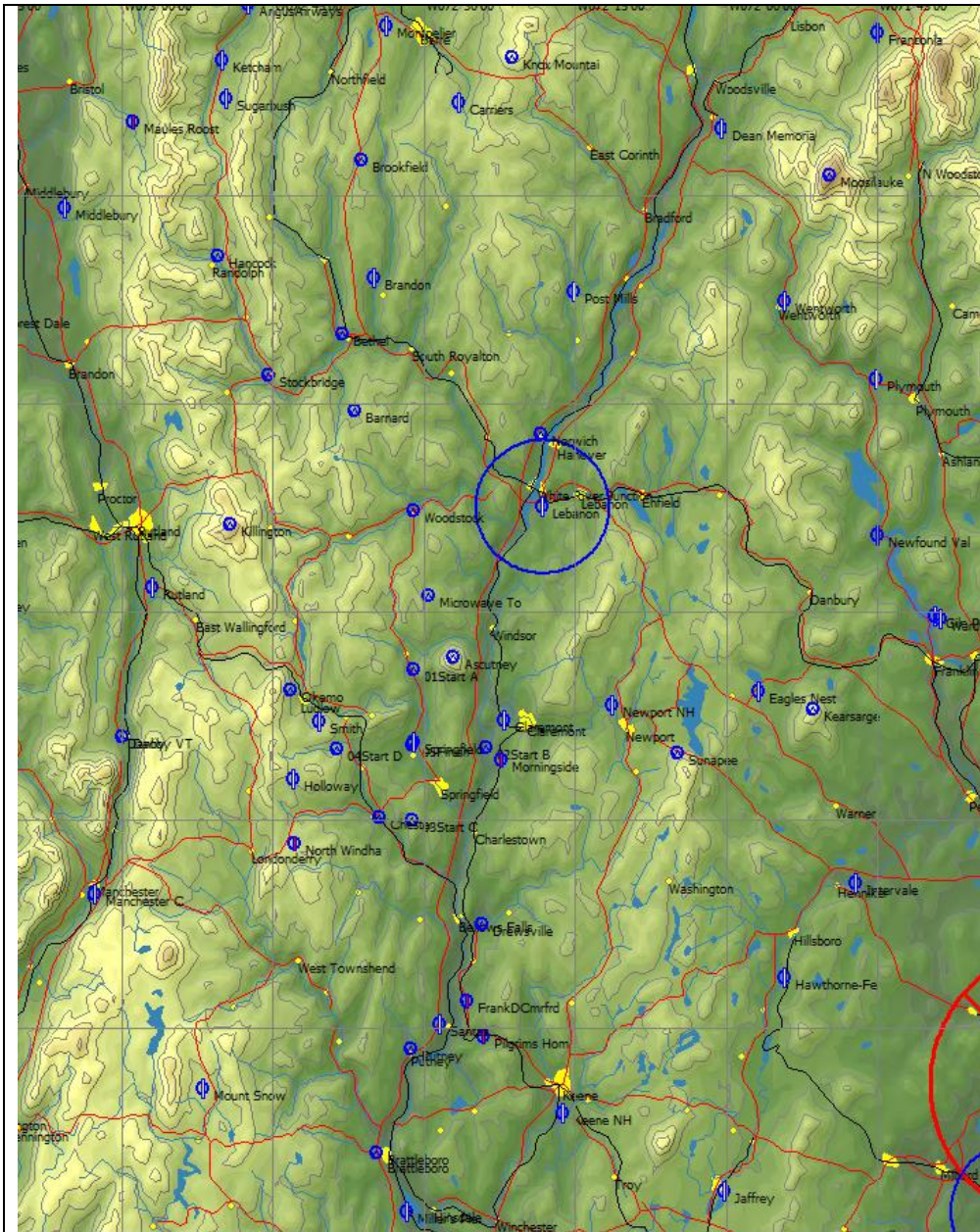
- Daily at Terminal.
- No cell phone ringing or use during meetings (**expect a \$5.00 fine**)

Communications

- Contest frequency is 123.3
- All Start Cylinders have a five (5) mile radius, with a maximum altitude of 5,000 ft (MSL). Report your Start Time to Operations (± 2 minutes) within 15 minutes of starting (by radio on contest frequency or via crew); All gliders must call 4 miles e.g. "XZ 4 miles from the west" and upon finish "XZ finish" on contest frequency.

Control Point Map

2025 XC Camp, Springfield, VT



This map gives a general feel for the contest area.

We are currently in the process of updating the control point files. The main purposes of this update are to

- (i) Add a few additional closer in turn points to assist with the Bus class tasking;
- (ii) Designate some additional airstrips currently listed as land-points but not turn-points as turnpoints.

As a general guide:

- Terrain to the East and south into the Connecticut River valley including such waypoints as Claremont, Parlin, Drewsville, Keene and Santa's is generally forgiving with good land-out options. This is good "Bus Class" territory.
- To the north, Plymouth, Post Mills, Dean Memorial and Franconia are possibilities for sports depending on the day.
- To the west, the terrain is more aggressive and typically reserved for stronger days with higher bases.
- There is very little airspace to contend with.

The latest Turnpoint and Airspace files can always be down-loaded from the turnpoint exchange or from the Contest Website:

Contest website: www.flynesa.com/Region1

Turnpoint Exchange: <http://soaringweb.org/TP/Springfield>

JUNE/JULY

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
29 Arrival Day	30 Day 1	01 Day 2	02 Day 3	03 Day 4	04 Day 5	05 Day 6
Normal Club Operations Day Tows Available. Pilots must complete registration and obtain a field briefing if they wish a tow.	0900: Ops & Safety Update 0915: Prior Day Analysis 0945-1115: Classroom 1130: Stage 1200: Lunch 1230: Grid time 1245: Launch 1300-1700: Flying 1730: Social & Debrief	0900: Ops & Safety Update 0915: Prior Day Analysis 0945-1115: Classroom 1130: Stage 1200: Lunch 1230: Grid time 1245: Launch 1300-1700: Flying 1730: Social & Debrief	0900: Ops & Safety Update 0915: Prior Day Analysis 0945-1115: Classroom 1130: Stage 1200: Lunch 1230: Grid time 1245: Launch 1300-1700: Flying 1730: Social & Debrief	0900: Ops & Safety Update 0915: Prior Day Analysis 0945-1115: Classroom 1130: Stage 1200: Lunch 1230: Grid time 1245: Launch 1300-1700: Flying 1730: Social & Debrief	0900: Ops & Safety Update 0915: Prior Day Analysis 0945-1115: Classroom 1130: Stage 1200: Lunch 1230: Grid time 1245: Launch 1300-1700: Flying 1730: Social & Debrief 1830: Cookout – Hosted by NESAs & GBSC	0900: Ops & Safety Update 0915: Prior Day Analysis 0945-1115: Classroom 1130: Stage 1200: Lunch 1230: Grid time 1245: Launch 1300-1700: Flying 1730: Social & Debrief
06 Day 7						
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Schedule of Events
2025 XC Camp, Springfield, VT

NOTES: