

List of Key Contest Personnel

Region 7 Soaring Contests - 2026

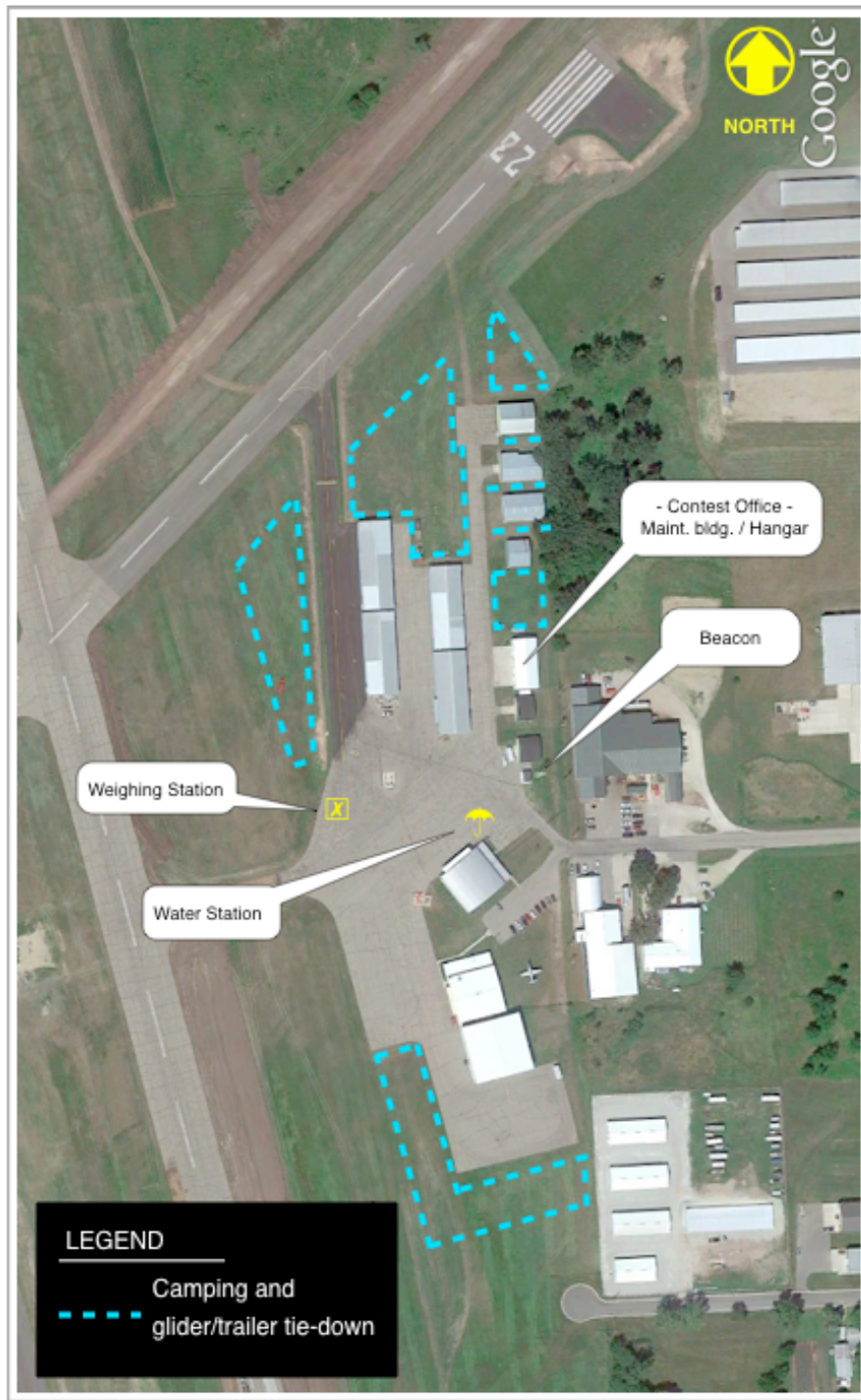
Albert Lea, Minnesota

Contest Manager	Leon Zeug
Operations Director	Paul Campobasso
Competition Director	Geoff Weck
Scorer	Thomas Pressley
Chief Tow Pilot	
Line Chief	
Meteorologist	
Retrieve Office Coordinator	
Airport Manager	Jim Hanson
Convention & Visitors Bureau	Chamber of Commerce

Contest Site Diagram

Region 7 Soaring Contests - 2026
Albert Lea, Minnesota

KAEL Contest Venue



Gridding, Launch, Relight, and Landing

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KAEL Operations



KAEL Landing Options



Retrieve and Communication Procedures

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

Retrieve Phone Number by email

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. Beyond that, they wait for crews to check for info about their pilots.

Be Prepared and leave your car keys in your vehicle

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. 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 make arrangements for the retrieve. **Either you or your crew must relay this information to the Retrieve Office before the retrieve.** Expect a penalty if your crew sets out before this is done.

Crews

Pilots must either have a designated crew or make some arrangement (say 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. 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 must call the Retrieve Office when they are together. 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 crew and pilot are not in contact by 7 pm, one or the other should call to request that the Retrieve Office stay open. You must then call when together, so the Retrieve Office can be closed.

Aero Retrieves

Aero retrieves will be available from contest towplanes. The cost will be \$150 per tow hour, with a minimum charge of \$100. You will pay your tow pilot directly.

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 – Crews

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Welcome to the Region 7 Soaring Contest - 2026

- Fly well and safely, race fast and socialize – this is Region 7!
- Extend your appreciation to the contest volunteers, include them in your hangar talk, and socialize with them while at the airport.
- Extend your appreciation to the airport manager.

Safety

- Make safety first.
- Report any information immediately to the CD or CM if you observe or become aware of any serious accident.
- Report unsafe activities (flying or on ground) to CM or CD, anonymously or not, orally or in writing (use Safety Box at headquarters).
- Stay behind glider prepared to launch (CRITICAL!)
- NO SMOKING on the airport.

Registration

- Register in the Contest Office at the old FBO Bldg/Hangar next to the gated entry. No contest flying is to be done prior to registration. Please use the SSA online entry system and send in your completed paperwork along with your deposit.

Tie Downs

- Secure your trailer and glider in designated areas knowing that thunderstorms may pass through. Tie downs are first-come-first-claim.
- Towplanes on Apron by FBO.

Camping

- Camping sites are first-come-first-claim.
- Park your RV or camper, or erect your tent at the airport in areas that don't interfere with movement of gliders and other airfield operations.
- Plan your use of water and other camping operations. There are no sanitary or water hookups. A sanitation pump out truck will be available on a schedule. Airport potable water is available requiring you to move your rig to the water-station.

General Airport Operations

- Use the noted grass areas parallel or next to the runways as alternative landing areas to the airport runways.
- Avoid at all reasonable effort the unlandable grass islands in between the Runway 17/35 and the taxiway. This unlandable area has grades that will lead to glider damage and possibly pilot injury.
- Use the taxiway to move your glider only if you have 15m or shorter wings and follow the centerline;
- Use the runway to move gliders with wingspans longer than 15m in avoid the blue taxiway markers.
- Operate at this municipal airport assuming continuous use by general aviation.
- Leave the area near the fuel pumps free at all times.
- Avoid a low final near the apron when landing on designated landable, grassed areas.

Driving on the Airport

- No driving on the runways (unless directed by Operations to re stage sailplanes or retrieve sailplanes).
- Contest ID shall be annotated on crew vehicle (visibly).
- No driving on aprons, ramps, taxiways (unless towing a glider); monitor 123.0 until staged, then switch to 123.3.
- 10 mph speed limit on any airport road or taxiway.

Pets

- All pets must be on a leash at meal events and during the launch.

Access and Local Facilities

- Stay off of runway and taxiway with vehicular traffic before NOTAM period. Be sure to monitor 123.0 for incoming traffic when driving on a runway or taxiway.
- Use porta-potties by the Maintenance Building/Hangar, and the runway ends.

Glider Preparation

- Expect uncertain opportunities to charge your batteries at the airport. The contest organizers will do their best to provide some capacity.

Pilot Meetings

- 10 AM daily in the Main Building/Hangar unless otherwise announced.
- No cell phone ringing or use during meetings (expect a \$5.00 fine)

Weighing

- Top 5 finishers from prior contest day in each class as directed by the CD.
- Weigh Station on the grid prior to launch.

Staging

- Monitor 123.0 while on the runway or taxiway; be prepared to pull off and clear for power traffic. Switch to 123.3 after Staging.
- Stage according to the Contest Manager's directions via Signal.
- Pull off at your (numbered) grid position. See grid sheet for position number (changes daily).
- Leave several feet of clearance to the edge of the asphalt so others can get to their grid position.
- Remove tail dolly if you leave the ship.

Gridding

- Move into position at grid time (announced via Signal 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).
- **Angle park cars and RVs at grid time** (west side of Runway 17/35 and always behind the line of launch)
- 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.
- Grid time announced via Signal or the task sheet.
- NO PARKING BETWEEN TAXIWAY AND RUNWAY. 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.

Launch/Towing

- Towing will be from the taxiway and runway (airport NOTAM for glider activity). Launch may begin as soon as 20 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 80 mph. Do not 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 2,000 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 because the towplane turns left.
- Towplanes land short on the grass 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.

Relights and Pull Backs

- Relights on Runway 5/23 or the grass east of the taxiway. Pull well off to either side.
- No-Fault Relaunch (i.e. rope break) shall be (per 10.6.2.5) as soon as practical.
- Relaunches and/or pull backs towed in sequence behind the last launch of class.

Starting

- There are 4 start points cylinders N, S, E, W.
- All Start Cylinders have 5-mile radii unless modified on the task sheet.

Racing Files and the Internet

- Provide only *.igc files to the Contest Office for scoring from recorders approved for your contest. The scorer is not at the airport so all files will be sent to the scorer via the internet at **Scoresr7@gmail.com**
- Expect limited internet access at the airport primarily at the main hangar. The contest organizers will use their internet access for weather prediction, scoring, managing glider retrieves, and contest reporting.

Contest Communication

- The CD will use the smart phone app, **SIGNAL**, to inform all contestants.
- The CM will invite the contestants and those the contestants wish to add to the contact list to start using, **SIGNAL**.

Contest Turnpoints

Go to the Region 7 website for a quick quick access to the turnpoint files, or go to <http://soaringweb.org/TP> and download the data files and maps. Follow the tabs – North America/Minnesota/Albert Lea to find the page that lists the downloadable files. John will have generated new files for this contest with minor changes from 2023. If the files to download don't work in your flight computers, try the zipped file at the bottom of the page.

