

2004 Hayward Proficiency Air Race



Race Crew POH

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INTRODUCTION

Welcome to the Hayward – Bakersfield – Laughlin Proficiency Air Race. This event will test your piloting skills and knowledge of your aircraft, and also demonstrate the safety and efficiency of General Aviation. By this time, your aircraft should be parked in the impound area, fueling completed, prohibited cockpit equipment disabled, and your race number affixed to the airplane. You should already be checked in at the registration table and have all your paperwork completed with the check-in volunteers.

There are two formal mandatory course briefings on Thursday, May 13: the first is at 2:00 P.M., and the second is at 6:30 P.M. You must attend one of these briefings, although you can attend both if you wish. **We recommend “first-time racers” sit towards the front of the briefing hangar so the briefer can more easily answer all your questions.**

For those staying overnight at the Hayward Airport Vagabond Inn, courtesy transportation is available – please ask any race official or volunteer for directions. Please take everything from the airplane you might need overnight, as you will not be allowed to return to the airplane after impounding until Friday morning.

In addition to your flight planning gear, you should bring the following charts to the briefing:

- San Francisco Sectional – 72nd edition dated 03/18/2004
- San Francisco Terminal Area – 64th edition dated 03/18/2004
- Los Angeles Sectional – 74th edition dated 12/25/2003
- Phoenix Sectional – 71st edition dated Thursday 05/13/2004 (impound day), 70th edition obsolete.

Equivalent coverage World Aeronautical Charts may be used if desired.

HWD ACTIVITY SCHEDULE

All times are local.

Thursday, May 13

0900-1800 Impound and check-in

1400

-or-

1830 *MANDATORY RACE COURSE BRIEFINGS*

The race course briefing is held in the Airport Maintenance Hangar, on the diagonally-opposite side of the building from the registration check-in desk.

Friday, May 14

0700 Coffee and donuts in the briefing hangar.

0730 Live FSS weather briefing.

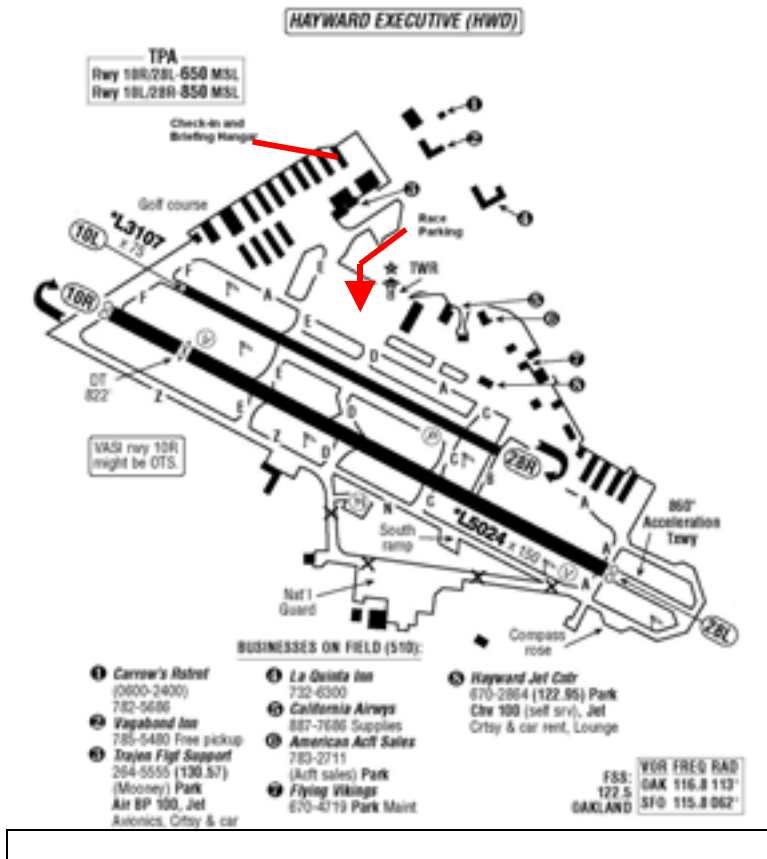
0800 Race crew photos – at planeside.

0900 First aircraft departs – weather permitting.

With the exception of crew photos, you must be at your aircraft 15 minutes before the first launch (0845) with your preflight estimates completed on the official race forms. A race official will pick up your estimates at that time. You will be signaled to start your engine(s) shortly thereafter, the exact launch sequence and approximate times are discussed in Thursday's briefing.

Be ready to go on time or you will be penalized and started last. There is no penalty for engine starting difficulties or other maintenance-related problems, but you will be started after all the others.

HWD AIRPORT DIAGRAM



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COMMITTEE MEMBERS and VOLUNTEERS

In order that you may easily recognize your Committee Members and Race Officials, they will be wearing red streamers with their name tag.

2004 Hayward Air Race Committee

Chairman:	Dennis Strout
Treasurer:	Bob Hecoeks
Secretary:	Genevieve Woods
Registrar:	Vacant
Publicity:	Eric Helms
Sponsorships:	Chris Verbil
Webmaster:	Tom Neale
Statisticians:	Steve and Lynne Allen
Course Design:	Steve Allen
Hayward Ramp Operations:	Jenny Donnelley
Bakersfield Ramp Operations:	Naomi Witmer
Special Projects:	Brent Bolen
Checkpoint Mike Timers:	Del Hocker
Checkpoint Bette Timers:	Don and Jeanie Nisley
Laughlin Hotel Operations	Skip Stroobant
	Nan Tabualevu
	Diane Savage
	Annette Granger

Volunteers

Hayward Ramp:	Kim Purcell
	“Frenchy” Laplante
	Noel Barker
	Ed Nelson
	Herb Schneider
	Bill Hayford
Registration and Check-in:	Ann Pescatello
	Mary Mastroieni
Photographer:	Eric Helms

Hayward Arrival Barbecue:
Hayward Departure Timers:

Valerie Farnsworth
Judy Barker
Jenny Solorio
Billie Sposeto
Del Hocker

Checkpoint Mike Arrival Timers:

TBD

Bakersfield Taxiway Flag Men:

Al Green

Bakersfield Parking Directors:

Bill Clauser

Bakersfield Ramp Fuel Officials:

Norm Howard

Bruce Murray

Jacqui Talley

Leonard Powell

Kathy Derck

Donna Webster

Sally Howard

Margie Murray

Don McGowan

Bakersfield Ramp Drivers:

Priscilla Spencer

Bakersfield Poker Dealer:

Marianne Laxague

Bakersfield Lunch Staff:

Joan Paynter

Betty McGowan

Nancy Feiber

Barbara Green

Jackie Clauser

Bakersfield Photographer:

Norman Salisbury

Bakersfield Departure Timer:

John Collum

Tammy Collum

Checkpoint Bette Arrival Timers:

Don and Jeanie Nisley

Skip Stroobant

Laughlin Ramp:

Gus Telles

Hayward Airport Manager: Brent Shiner

Hayward Airport shuttle van provided courtesy of



Director of Kern County Airports: Ray Bishop

Bakersfield hangar facilities provided courtesy of Mel and Suzanne McGowan.

CONTACT INFORMATION

Hayward Impound:	....Until 1830 only: (510) 385-1102 After hours: (510) 385-1104
Dennis Strout:	.....(408) 646-1981
Chris Verbil:	.....(408) 757-3426
Bullhead Ramp Crew:	.....(505) 544-5140
Bullhead FBO:	.....(928) 754-3922
Ramada Express Hotel:	.....(800) 243-6846 or (702) 298-4200
Oakland FSS:	.....122.5, (800) WX-BRIEF or (510) 273-6111
Bakersfield Tower	.....(661) 861-4325
Rancho Murieta FSS:	.....122.45
Bullhead Tower:	.....(928) 754-2449
Prescott FSS:	.....122.55 or 122.2
Los Angeles Center:	.....Remote via 118.25 when Bullhead Tower is closed.

BFL Mercury Air Center (Chevron, 661-391-4900): Accepts cash or Visa, Mastercard, American Express, Chevron, Avcard, Multiservice cards. No personal checks.

BFL Loyd's Aviation (Avfuel, 661-393-1334): Accepts Visa, Mastercard, American Express, Avcard, Discover cards. No cash or personal checks.

IFP SunWestern Flyers (Chevron, 928-754-3922): Accepts Visa, Mastercard, American Express, Discover, Chevron, Avcard, Multiservice cards. No cash or personal checks.



RADIO PROCEDURES

During your flight while not monitoring ATC where required, please use the in-flight air-to-air frequency of **122.75**.

Use this frequency to let other racers know your intentions, particularly in the vicinity of any checkpoint.

Let other racers know where you are and what you intend to do – position, altitude, and direction of turns are especially important.

Example "Race Seven One is approaching Tracy at 3,500."

All turns around checkpoints should be made to the LEFT. Be sure to announce on the air-to-air frequency that you are circling the checkpoint.

Example "Race Seven One is over Hooterville checkpoint at 7,500, making left turns."

AIR-TO-AIR FREQUENCY ** 122.75 **

In accordance with the AIM, keep in mind that the use of air-to-air frequencies are for all authorized users. Other pilots, who are not in the race, will be using the frequency on a shared basis much like Unicom.

While communicating with Hayward Tower, Bakersfield Tower, or Bullhead City Tower, USE YOUR RACE NUMBER. This will alert controllers for special handling.

Example "Bullhead Tower, Race Seven One inbound for landing from checkpoint Bette."

If you call FSS, Flight Watch, or any other agency while enroute use your "N" number. Only ATC facilities directly involved with the Air Race will know anything about your race number.

FLIGHT PLAN PROCEDURES

A standard VFR Flight Plan will be filed based on the information provided by you on your entry application. This Flight Plan has absolutely nothing to do with the race scoring. It is simply a VFR Flight Plan that the committee files and opens on your behalf.

The race committee will file and activate this Flight Plan for you upon departure from Hayward. **Your ETE is calculated by using your pre-flight estimate from your race application, and adding a two-hour “pad”.** You will receive a copy of the group flight plan before departure – it is your responsibility to update FSS if you need more time than filed.

If you arrive at Bullhead City prior to 6:30 PM local time (0130Z), the Bullhead Tower staff will close your Flight Plan for you.

If your flight lasts longer than planned total enroute time, you must amend your plan through standard FSS procedures. Use your “N” number to discuss your flight plan with Flight Service.

If you arrive at Bullhead City after the tower closes, you must close your Flight Plan manually. If you cannot contact FSS through normal methods, Bullhead Ground frequency 118.25 is remote to Los Angeles Center after the tower closes. You could request Center to notify FSS for you.

FLIGHT PLAN TIME CALCULATOR

Hayward Takeoff Time		Z
+ ETE from Group Flight Plan	+	
= Your Flight Plan ETA	=	Z

Hayward is PDT (UTC -7)

Bullhead City is MST (also UTC -7)

RACE SCORING

HAYWARD - BAKERSFIELD TIME ESTIMATE

This is your estimate of elapsed time from the start of the takeoff roll at Hayward, to overhead the “Mike” timing line near Bakersfield. This estimate will include your time necessary to fly to all the required checkpoints prior to crossing the timing line.

BAKERSFIELD – BULLHEAD CITY TIME ESTIMATE

This is your estimate of elapsed time from passing the timer’s table on the takeoff roll at Bakersfield, to overhead the “Bette” timing line near Bullhead City. This estimate will include your time necessary to fly to all the required checkpoints prior to crossing the timing line.

HAYWARD - BAKERSFIELD FUEL ESTIMATE

This is your estimate of fuel that you will use on the first leg of the race. It should include the fuel you burn for engine start, taxi, run-up, take-off and climb, all the enroute portion, flight from “Mike” timing line to the Bakersfield airport, VFR pattern, landing, taxi, and engine shut down at the race ramp. Runway 30L is the usual runway in use for the race at BFL.

BAKERSFIELD – BULLHEAD CITY FUEL ESTIMATE

This is your estimate of fuel that you will use on the second leg of the race. It should include the fuel you burn for engine start, taxi, runup, take-off and climb, all the enroute portion, flight from “Bette” timing line to the Bullhead City airport, VFR pattern, landing, taxi, and engine shut down at the race ramp. Runway 16 is the usual runway in use for the race at IFP.

ADJUSTMENTS

Adjustments to fuel estimates may be made if you are vectored or forced to deviate from your planned route by ATC, for safety reasons, or are forced to do a go-around at the arrival airport. Race officials refer to these optional fuel adjustments as a “fuel vector”.

If you require a fuel vector adjustment, you must notify a ramp race official before starting refueling or the fuel vector will be disallowed.

All aircraft start with a score of zero (0) points.

Time penalty points will accrue at the rate of one (1) point per second your actual flight leg time differs from your pre-flight estimate time.

Fuel penalty points accrue at the rate of three (3) points for each one tenth of one percent (0.1%) difference in actual fuel burn, as compared to your pre-flight leg fuel estimate.

Additional penalty points are assigned for the following infractions:

Not ready for Hayward engine start at assigned time.....	100 points
Misidentification of a mandatory checkpoint.....	250 points
Orbiting within sight of “Mike” or “Bette” timing lines for any reason.....	300 points

Disqualification may occur for any of the following reasons:

- Failure to cross any timing point.
- Refueling without a race official present.
- Refueling without the truck fuel meter covered.

In addition, an aircraft may be disqualified or penalty points may be assigned at the discretion of the Race Committee for infractions such as violation of Class “B” or “C” airspace, Restricted Areas, hazardous flight practices, or other known violations of FARs.

Twenty (20) penalty points will be removed from your score for correctly answering a bonus checkpoint question. *These bonus checkpoints are not mandatory* – you may choose to fly to them or not – but they are generally designed into the course to direct you around a problem of some sort. There is no additional penalty assigned if you miss a bonus checkpoint, you can only gain bonus points to reduce your score.

All the penalty points for fuel, time, checkpoints, and any other infractions are totaled for each leg, then added together for a cumulative score. The lowest total score determines the race winner and order of finish.

<p>Please consult the official race rules, mailed to you with your race entry confirmation letter, for more information on how the race is scored.</p>

ABOUT THE RACE SCORING FORM

Included in your race kit is a three-part scoring form, titled “Fuel and Time Estimate Log”. This form is printed in triplicate. Please note, starting at the bottom of the form:

1. TIME AND FUEL ESTIMATES - complete this section with your estimates on Friday morning. It will be picked up just prior to your departure. The race official will take the bottom segment of the top white copy only.

2. BAKERSFIELD FUEL – Bakersfield ramp officials will enter the amount of fuel as shown by the truck meter, any fuel vector adjustments declared, and a fuel truck calibration factor.

Every fuel truck used at Bakersfield is calibrated to ensure the quantity dispensed is reliable and consistent across all trucks. The calibration factor is a numerical value obtained after a meter-measured amount of fuel is dispensed into a container of very precise, known volume. The fuel truck meter amount is multiplied by the calibration factor, which results in a fuel total for scoring.

After you sign this section, the race official will take just the Bakersfield segment of the top white copy only.

3. BULLHEAD-LAUGHLIN FUEL – Bullhead City ramp officials will enter the amount of fuel as shown by the truck meter, fuel vector adjustments, and any fuel truck calibration factor. The same fuel truck calibration procedure is used at both Bakersfield and Bullhead City.

4. CHECKPOINTS - During the race, you will be flying over the mandatory and bonus checkpoints listed in this Race Course POH. At each checkpoint, you will select the correct

answer for a question about that checkpoint. After you complete the checkpoint questions and sign this section, the official will check to see that any instruments disabled at Hayward impound are still in that condition.

After all required entries and signatures are complete, the ramp official will then remove the remaining portions of the white and yellow copies.

You will have the complete last pink page of the scoring form for your records. **Please bring your copy to the hotel**, as it contains all the information pertinent to your score. In the event of incomplete records on the course, the race scorers may ask you for your copy after the race is complete.

GENERAL CHECKPOINT INFORMATION

All checkpoints have been visually previewed and photographed from the air at an altitude of at least 1,500 feet AGL.

Your race kit contains a multi-part “Fuel and Time Estimate Log” that requires an answer for a question about each checkpoint. You should select what you believe is the correct response for each checkpoint question.

If you feel that none of the answers are correct, take written notes of what you do see from the air. If the race scorers can determine from your answer that you were over the checkpoint, credit will be awarded. Occasionally checkpoints do change from the time the course is designed until the day the race is flown; if a majority of racers miss or challenge a checkpoint question it will be considered for removal from the scoring process.

CAUTION

Due to different cruise speeds of race aircraft, ground tracks inbound to the checkpoint, and altitudes flown – traffic can be hazardous over the checkpoints as aircraft converge. Monitor the air-to-air race frequency of 122.75 particularly in the vicinity of checkpoints. Broadcast your position and altitude when approaching, over, and departing a checkpoint.

If for any reason you must leave the race due to mechanical difficulties or other problems, close or modify your flight plan with the nearest FSS. Try to notify another race aircraft of your intentions so that information can be relayed to the Race Committee. Racers receiving information about an airplane dropping out of the race should report it to the officials at the next timing point, and to the ramp officials at the next airport of landing.

Checkpoint diagrams and information are placed in this POH in the correct flight order.

Latitude and longitude coordinates are provided to assist you in locating each checkpoint on your aeronautical charts. **The coordinates provided are approximate and should not be relied on for navigation.**

Descriptions of certain area features are included where it may be beneficial for safety or to avoid possible confusion about checkpoint identity.

All features indicated on the checkpoint description are clearly visible from 1,500 feet AGL and above.


Within the limitations of the FARs and procedures specified in the AIM, *pilots may cross the mandatory visual checkpoints at an altitude and heading of their choosing*, but any suggested overflight altitudes and magnetic headings are stated for safety reasons. *For the airborne timing checkpoints “Mike” and “Bette”, a mandatory altitude is specified* so timing officials on the ground can easily identify your race aircraft.

Diagrams in this POH are NOT TO SCALE.

Safety in the air is up to you – the pilot. If any checkpoint becomes, in your opinion, unsafe due to weather or other factors which may obscure terrain or an area where a checkpoint may be located, use your discretion. If you decide to bypass a checkpoint, note your reasons and submit it with your race scoring sheet. The race scorers will decide the validity of your action by comparing it to the procedures used by other aircraft in the same vicinity at the same time.

<p>USE EXTREME CAUTION IN THE VICINITY OF CHECKPOINTS. ANNOUNCE YOUR POSITION, ALTITUDE, AND INTENTIONS ON THE AIR-TO-AIR RACE FREQUENCY OF 122.75.</p>

HWD DEPARTURE PROCEDURES

Check boxes  are provided for your planning use if desired.

Crews should be at their airplanes by 0830 Friday morning. A race official will pick up your time and fuel estimates by 0845.

Prior to engine start:

- Race Score Sheet (“Fuel and Time Estimate Log”) inside cockpit.**
- Review the departure diagram on page 19.**
- Monitor and copy ATIS – 126.7.**
- Place this green start card in windscreen or out window so the ramp official can clear you for engine start.

A race official will indicate when you should start the engine(s). You will also be given a signal to taxi to run-up. When directed to taxi:

- Contact Hayward Ground – 121.4. Advise you are proceeding with the ATIS.** Example *“Hayward Ground, Race Seven One is taxiing with information Alpha.”*

When you get to the run-up area, you will have plenty of time for a proper check – but be prepared to move along as we attempt to launch aircraft at one-minute intervals.

When you are “number one holding short”, a race timing official will signal you to taxi into takeoff “position and hold”.

- Switch to and monitor Hayward Tower – 120.2.** No call is necessary, simply monitor the tower frequency.

Continue to next page.

- Transponder on to 1200.**
- The race official will raise his flag ten (10) seconds before the start of your takeoff run, and raise his other hand and count down the final five seconds with his fingers. At the drop of the flag the clock is running for your flight, and you should start your takeoff roll.
- Continue to monitor the tower frequency 120.2 after takeoff.
- Takeoff time recorded in Flight Plan Calculator on page 10.
- Standard departure for 28L is a left 270 overhead departure.** No right turnouts from 28L due to noise abatement requirements.
- Cross over the airport below 1,000' MSL.**
- Proceed direct to the Hayward Civic Center below 1,500' MSL.**

Oakland Class C airspace is 1,500' MSL and above – do not enter without ATC communications.

- Monitor Hayward Tower 120.2 until abeam Lake Chabot or Cal State Hayward.
- Proceed on course to your first checkpoint. Altitude and heading are at your discretion.

Please note the Livermore Class “D” area – 2,900 feet MSL and below; and Restricted Areas R-2531A and B – 4,000 feet MSL and below.

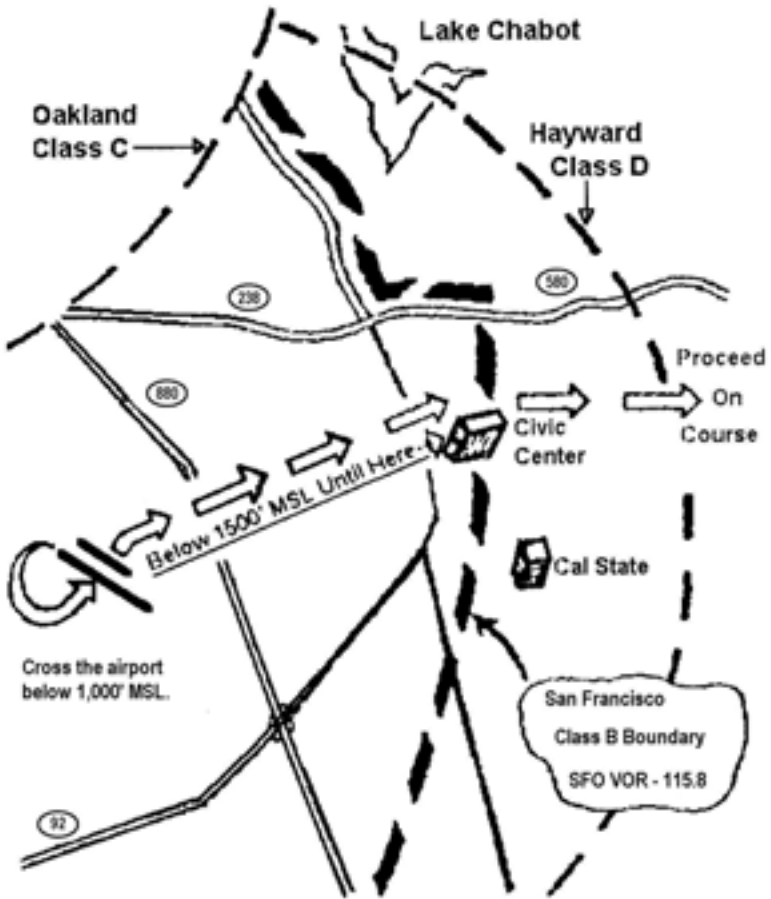
NorCal Departure - 135.4

Livermore ATIS - 119.65

Livermore Tower - 118.1

Continue to page 20.

HWD DEPARTURE DIAGRAM



ZANETTE

Aircraft Insurance Center

1 (888) SAFE-FLT

HWD – BFL CHECKPOINTS

<input type="checkbox"/> Checkpoint #1		Westley (Pvt)
Elevation 96'		
	Lat	37° 33.5'
Overfly Above 2000'	Long	121° 12.7'

At Westley, I observed?

- A. A square pond at EAST end of runway.
- B. The town is located NORTH of runway.
- C. Faded lettering “WESTLEY” on hanger roof.

<input type="checkbox"/> Checkpoint #2		Chowchilla (206)
Elevation 242'		
Pattern Altitude 1200'	Lat	37° 06.7'
Overfly Above 2200'	Long	120° 14.8'

At Chowchilla, there is a?

- T. “U” shaped pond on the other side of HWY 99.
 - U. Oval racetrack abeam the runway 30 threshold.
 - V. Row of tall trees obstructing runway 30 threshold.
-

Continue to next page.

<input type="checkbox"/>	Checkpoint #3	Corcoran (CRO)
	Elevation 197'	
Pattern Altitude 1200'	Lat	36° 06.1'
Overfly Above 2200'	Long	119° 35.7'

What is in the grass area SOUTH of runway 31 displaced threshold?

- D. White lettering “KERN CO”.**
- E. White lettering “CORCORAN”.**
- F. A large, gushing, water fountain.**

<input type="checkbox"/>	Bonus Checkpoint #1	Gilbreath (Pvt)
	Elevation 220'	
	Lat	35° 41.8'
Overfly Above 1200'	Long	119° 36.2'

At Gilbreath, I saw?

- T. A large red & white silo near the ranch at the SOUTH end.**
- U. Culverts or pipes stacked and scattered at SOUTH end of runway.**
- V. A windmill is clearly visible at midfield.**

-
- Proceed to Delano (DLO) airport for start of timing line “Mike” approach, then copy Bakersfield ATIS – 118.6 – as soon as possible.

Continue to page 23.

BFL AREA TIMING LINE IDENTIFICATION

MIKE

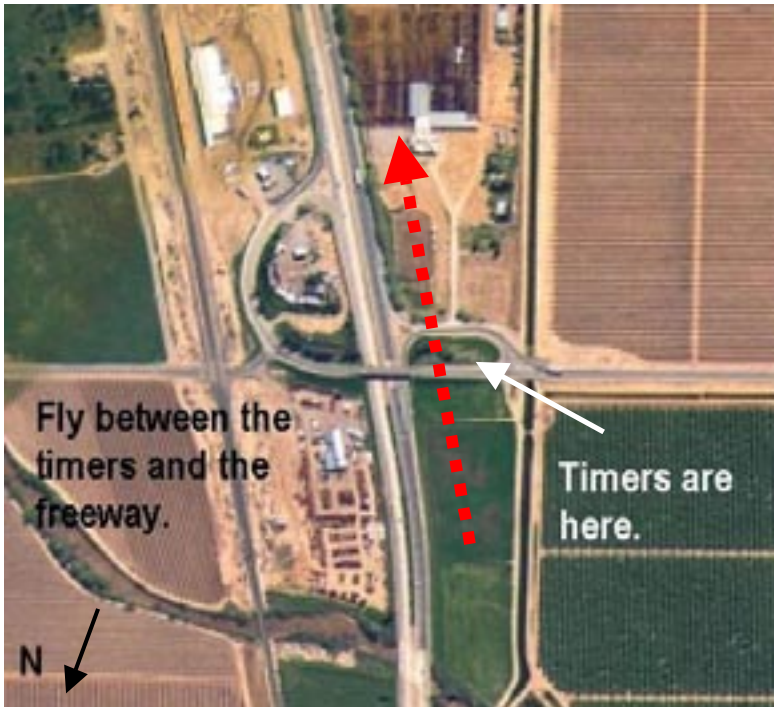
Frequency 126.4

Lat 35° 36.12'

Long 119° 12.67'

The timing line is the Hwy-99 overpass at Famoso. Cross the east-west road at a point between the timers and the freeway.

Required altitude over the timing line is 1500 feet MSL. The timing line is approximately 13 nautical miles from Bakersfield Meadows Airport.



BFL AREA TIMING (MIKE) APPROACH

From Gilbreath, fly to Delano (DLO) then follow Hwy-99 south. Refer to the diagram on the next page.

- Ten (10) miles north of Mike (near DLO), call the timers on 126.4.** *Example “Checkpoint Mike, Race Seven One over Delano, inbound for timing.”*
- Transponder on to 0202** so Bakersfield Approach will recognize you as a race aircraft.

You do not need to contact Approach unless you are requesting their services.

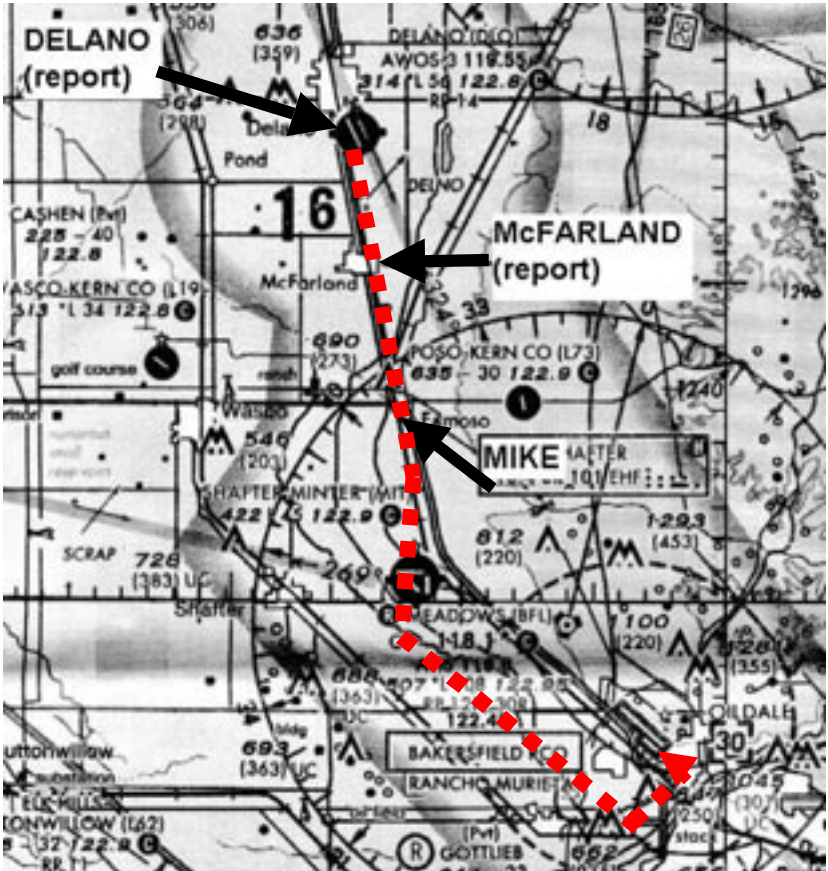
- Five (5) miles north of Mike (over the town of McFarland): Landing lights on, and report to timers.** *Example “Checkpoint Mike, Race Seven One is five miles, lights on.”*
- Traffic permitting, maintain 1500’ MSL to Mike.
- Remain over Hwy-99 or slightly to the west as you fly from Delano to Mike.
- One (1) mile north of Mike: Report to timers.** *Example “Checkpoint Mike, Race Seven One at one mile final for timing.”*

DO NOT FLY OVER THE TIMERS! They are located west of the highway at the Famoso overpass on Hwy-99. Please cross the timing line at 1500’ MSL.

When you cross the timing line, the timing officials should confirm on 126.4 that they have recorded your time. They will not report your actual clock time; only an acknowledgement that your time has been recorded is made.

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MIKE APPROACH CHART



BFL AIRPORT ARRIVAL

- ❑ Copy Bakersfield ATIS – 118.6 – as soon as practical as requested by BFL ATCT/TRACON.
- ❑ **Departing Mike, contact Bakersfield Tower – 118.1.**
Advise the Tower that you are inbound for landing.
Example “Bakersfield Tower, Race Seven One is departing Checkpoint Mike, inbound with information Alpha for landing.”
- ❑ Climb to 2000’ MSL and fly directly overhead the Shafter-Minter (MIT) airport.
- ❑ From MIT continue southeast towards BFL and expect a left downwind entry for landing on 30L.

Please note that any go-arounds, extended downwinds, etc. will not be penalized. You have already been timed and you can request a fuel adjustment (vector) prior to fueling with a ramp official present.

Race parking is near the approach end of runway 30L. Upon exiting the runway, follow the directions of the ramp officials to parking.

- ❑ **Monitor Bakersfield Ground – 121.7.** No call is necessary unless directed by Tower.

When you are parked and out of the airplane, you will be met by a ramp official and a fuel truck. Fueling must be supervised by a ramp official – don’t forget to declare any “fuel vector” requested if necessary.

- A race official must be present during refueling, and the truck fuel meter must be covered prior to fueling.**
- Verify that the truck fuel meter has been zeroed prior to covering.**

The pilot or copilot must remain with the aircraft until fueling is completed. Please be prepared to pay for your fuel at the truck. See the contact information on page 8 for which payment methods will be accepted by each FBO.

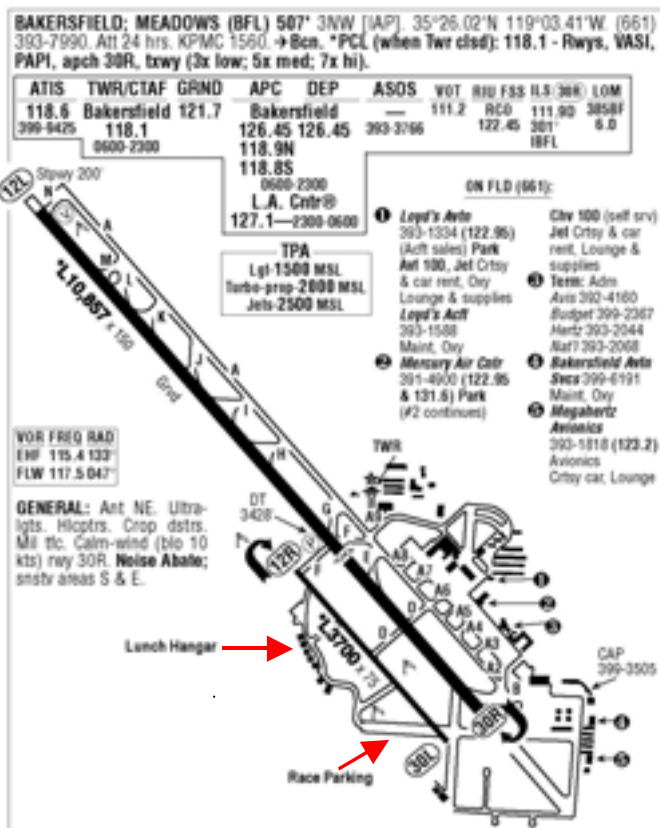
When fueling is complete, you may proceed to the hangar for lunch. Courtesy transportation to and from the hangar is available; ask any ramp official for directions.

At the hangar, complimentary soft drinks and bottled water, fresh fruit, cookies, and other light snacks are available free of charge. The Bakersfield 99s will have sandwiches available for a nominal cost of \$5.

- If you are playing poker don't forget to draw two more cards.
- Internet access and a voice telephone line is available in the hangar office for updating weather briefings and flight plans.

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BFL AIRPORT DIAGRAM



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BFL DEPARTURE PROCEDURES

- Copy ATIS on 118.6 before engine start.
- Race Score Sheet (“Fuel and Time Estimate Log”) inside cockpit.**
- Review the departure diagram on the next page.**
- Place this green start card in windscreen or out window so the ramp official can clear you for engine start.
- Monitor Ground Control on 121.7 as you taxi.** No call is necessary, simply monitor the ground frequency.

After completing your run-up:

- Switch to Bakersfield Tower on 118.1.** No call is necessary until you are number one to go.
- Transponder on to 1200.

Standard departure is a right crosswind from Runway 30L.

- Taxi up to and HOLD SHORT of 30L. When you are number one for takeoff, call the Tower on 118.1.** Advise them you are ready for takeoff with a right crosswind departure. *Example “Bakersfield Tower, Race Seven One ready at 30 left for right crosswind departure.”*
- TOWER WILL CLEAR YOU FOR TAKEOFF.**

There may be a short delay while Tower sequences your takeoff to coordinate the right turn out between 30R arrivals and departures.

Your timing for the second leg of the race will begin when you pass the timers at the timing line. They are located on the left shoulder near the beginning of 30L.

Continue to next page.

DO NOT START YOUR RIGHT CROSSWIND TURN UNTIL INSTRUCTED BY THE TOWER.

For an orderly transition out of the area, proceed on an extended right crosswind departure until well clear of both arrival and departure corridors for BFL.

After leaving tower frequency:

- Monitor Bakersfield Departure on 126.45.** No call is necessary unless you are requesting ATC assistance.

When suitably clear of the BFL corridors, you may proceed to the Tehachapi Pass area, staying to the east of the city of Bakersfield and the abandoned Rio Bravo airport.

- Monitor the race air-to-air frequency 122.75.**
- Proceed on course to your first checkpoint.



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BFL – IFP CHECKPOINTS

<input type="checkbox"/> Checkpoint #4	Tehachapi (TSP)	
Elevation 3998'		
Pattern Altitude 5000'	Lat	35° 08.1'
Overfly Above 6000'	Long	118° 26.4'

At Tehachapi:

- J. These are 2 large warehouses on the airport NORTH of runway 11/29.
- K. A new parallel paved runway is under construction.
- L. There are 3 short curved streets on the other side of highway 58.

<input type="checkbox"/> Checkpoint #5	Apple Valley (APV)	
Elevation 3062'		
Pattern Altitude 4100'	Lat	34° 34.5'
Overfly Above 5100'	Long	117° 11.2'

The segmented circle (traffic indicator) is located?

- M. Midfield on runway 18/36 where taxiway forms “Y”
 - N. Near runway 36 threshold at midfield of runway 8/26.
 - O. Between runway 18/36 and parallel taxiway.
-

Continue to next page.

<input type="checkbox"/>	Bonus Checkpoint #2		Tower
		Lat	35° 06.2'
Overfly Above 5000'		Long	115° 47.2'

These coordinates are labeled on the chart as “tower”, I observed there:

- W. A dirt road leads into the site 20 miles from the EAST.
- X. Several buildings form a perimeter around the single tower in the center of the compound.
- Y. This “site” is a man-made plateau; the sides of the fill are plainly visible.

<input type="checkbox"/>	Checkpoint #6		Nipton
		Lat	35° 27.9'
Overfly Above 4000'		Long	115° 16.2'

At NIPTON:

- P. The highway asphalt East and West of the railroad has a red/pink color.
- R. A water canal parallels the railroad on the EAST side.
- S. There are no trees within a mile of the highway/railroad intersection.

-
- Proceed to Searchlight (1L3) airport then south via US 95 for timing line “Bette” approach.

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IFP AREA TIMING LINE IDENTIFICATION

BETTE

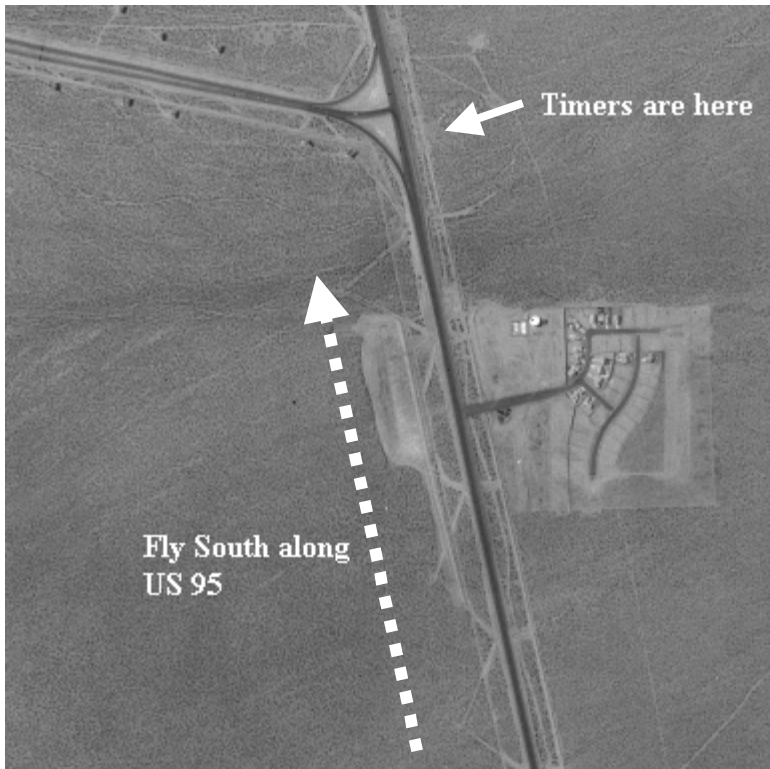
Frequency 126.4

Lat 35° 11.59'

Long 114° 51.22'

The timing line is at the intersection of SR 163 and US 95.

The timing line is approximately seventeen (17) nautical miles from Laughlin-Bullhead International Airport. This photo is old, and does not show all of the buildings that are present now.



IFP AREA TIMING (BETTE) APPROACH

IFP AREA TIMING (BETTE) APPROACH

From Nipton fly to the Searchlight (1L3) airport, suggested heading 081. At Searchlight, you are approximately 19 miles from the timing line. Refer to the diagram on the next page.

- At, or before Searchlight, advise Bullhead tower of your location.
- At Kidwell (1L4) airport: Call the timers on 126.4. Example “Checkpoint Bette, Race Seven One over Kidwell, inbound for timing.”

The Bette timing officials will not reply until you are much closer to their location.

- Continue south along US 95 toward checkpoint Bette.
- Traffic permitting, maintain 1800’ MSL to Bette.
- One (1) mile north of Bette: Report to timers.** Example “Checkpoint Bette, Race Seven One is one mile final for timing.”

The timing line is approximately 75 yards north of where SR 163 intersects US 95. Fly just to the East of US 95.

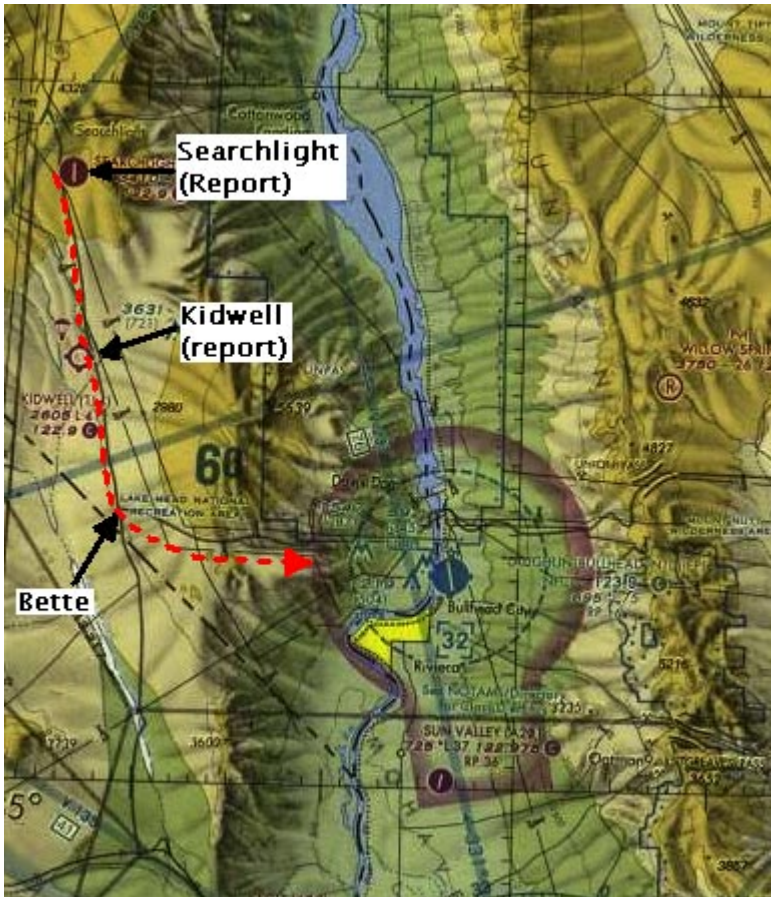
DO NOT OVERFLY THE TIMERS! The timers will be West of US 95 approximately 75 yards north of the intersection. Please pass the timing line at 3500’ MSL.

When you cross the timing line, the timing officials should confirm on 126.4 that they have recorded your time, and switch to tower frequency. They will not report your actual clock time; only an acknowledgement that your time has been recorded is made.

- After the timing line, continue south, climb as required and turn left so as to proceed to IFP, arriving **South** of the Power Plant, and most likely join a right downwind for landing south (or left base for landing north).

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BETTE APPROACH CHART



IFP AIRPORT ARRIVAL

At the timing line you are approximately seventeen (17) miles from Laughlin-Bullhead International Airport.

- ❑ **Departing Bette, contact Bullhead Tower on 123.9.**
Advise the Tower that you are 17 miles west, inbound for landing. *Example "Bullhead Tower, Race Seven One is 17 miles west, inbound for landing."*

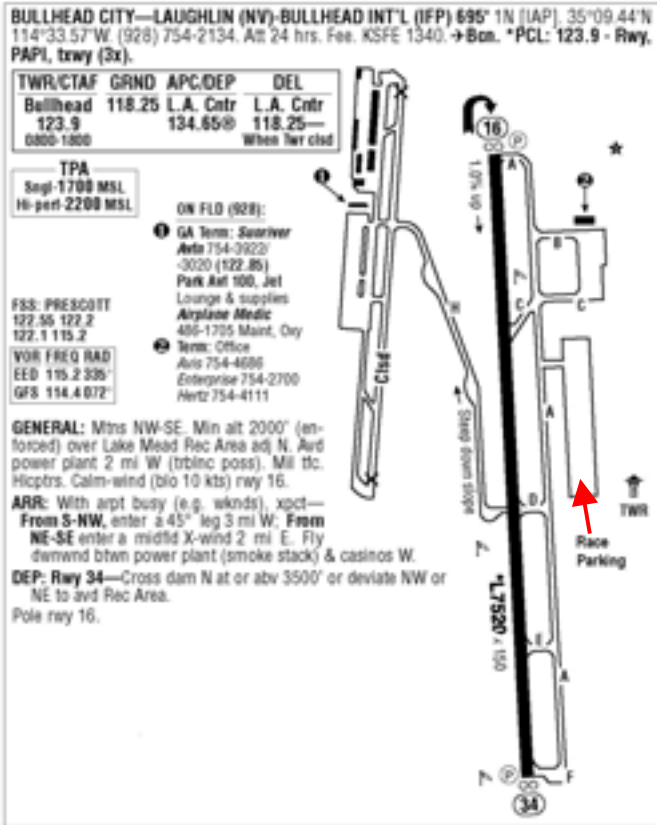
Continue south, then east towards the power plant and expect a right downwind entry for landing on 16.



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IFP AIRPORT DIAGRAM



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Any number of go-arounds, extended patterns due to traffic, etc., will not be penalized. You have already been timed and you can request a fuel vector adjustment prior to fueling with a ramp official present.

Race parking is on the ramp east of the runway. Upon exiting the runway:

- Switch to Bullhead Ground – 118.25.** Ground will direct you to race parking.

When you are parked and out of the airplane, you will be met by a ramp official and a fuel truck. Fueling must be supervised by a ramp official – don't forget to declare any "fuel vector" requested if necessary.

- "Prohibited cockpit equipment" status will be verified on ramp arrival.**
- A race official must be present during refueling, and the truck fuel meter must be covered prior to fueling.**
- Verify that the truck fuel meter has been zeroed prior to covering.**

The pilot or copilot must remain with the aircraft until fueling is completed. Please be prepared to pay for your fuel at the truck. Payment methods accepted by this FBO are listed on page 8.

When fueling is complete, you will be expected to complete your race scoring form including all your checkpoint answers. The ramp official will then collect the final scoring copy, leaving you with a pink copy for your records.

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- ❑ **Is your Flight Plan closed?** If you arrived during tower operating hours, your flight plan has been closed on arrival. If you land after tower hours, you must close it manually.
- ❑ **Remove your race numbers, if tape has been used.** The desert sun could damage your paint if tape-applied numbers are left on the airplane.

Courtesy transportation to the hotel is available; ask any ramp volunteer for directions.

Please take everything you will need at the hotel at this time, including your remaining pink copy of the race scoring form.

The East GA parking ramp at IFP is a secured area. If you need to return to your airplane prior to Sunday morning, you will need to coordinate your request with the FBO – refer to the contact numbers on page 8.

Upon arrival at the hotel, you can pick up your room keys at the Air Race reception desk, in the area of the West Tower entrance. Some arrivals before 1500 may find that their room has not yet been cleaned; you can drop your bags at the room and it should be cleaned shortly. Please be patient with the hotel staff as several racers may get to their rooms before hotel “regular check-in” time.

If you require room charge privileges, credit card deposits for room telephone use, or other special needs at the hotel, you can proceed at your leisure to the “Express Check-in” area of the front desk to make arrangements.

The final card draw for Poker and your entry for the optional Keno tournament can be accomplished at the Air Race reception desk near the hotel West Tower entrance.

HOTEL ACTIVITY INFORMATION

HOSPITALITY SUITE – Coronado Room

Friday – 1400 to 2300

Saturday – 0800 to 1530, and 2000 to 2300

AWARDS DINNER

Saturday – Pavilion Room

No-Host Cocktails start at 1630

Dinner and Presentations 1730 – 1930

SUNDAY DEPARTURE

Shuttles will be available at the front of the hotel. Please check-out of the hotel at the front desk before going to the airport.

The dedicated race-only van will have trips at 0700, 0800, and 0900.

The hotel van will have runs on the hour starting at 0900, with the last airport trip scheduled for 1300.

Thank you for participating in this year's Air Race. We sincerely hope you had an enjoyable time. Please e-mail us with your comments: info@hwdairrace.org

HELP WANTED

Get in on the year-round planning effort for the 2005 Hayward Air Race! Great pay, wonderful office view, fantastic benefits. Liberal time-off policy. Contact Dennis Strout for more details. EOE M/F/D/V