



Rally Course POH

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INTRODUCTION

Welcome to the Hayward – Bakersfield – Palm Springs Air Rally. This event will test your piloting skills and knowledge of your aircraft. 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 19: the first is at 2:00 P.M., and the second is at 6:30 P.M. You must attend one of these briefings. The 6:30 briefing will be held in the La Quinta Hotel, ask the front desk for directions. **We recommend “first-time racers” sit towards the front of the briefing area so the briefer can more easily answer all your questions.**

For those staying overnight at the Hayward Airport La Quinta 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 impound until Friday morning.

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

- San Francisco Sectional – 78th edition dated 03/15/2007
- San Francisco Terminal Area – 70th edition dated 03/15/2007
- Los Angeles Sectional – 80th edition dated 12/21/2006

Equivalent coverage World Aeronautical Charts may be used if desired.

HWD ACTIVITY SCHEDULE

All times are local.

Thursday, May 18

- 0900-1800** Impound and check-in
- 1400**
-or- *MANDATORY COURSE BRIEFINGS*
- 1830**

The 1400 course briefing is held in the Airport Maintenance Hangar, in the same building and adjacent to the registration check-in desk. The 1830 briefing will be conducted in La Quinta.

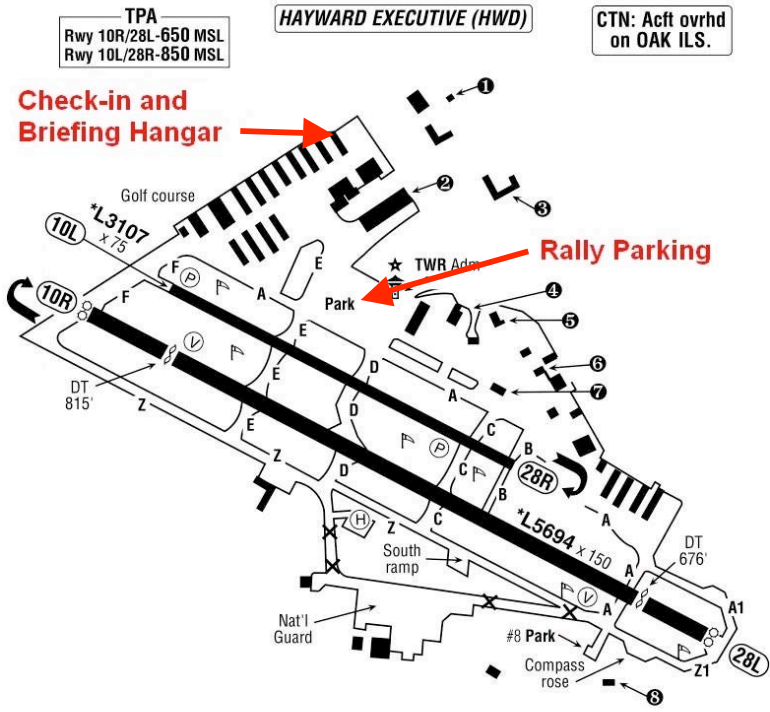
Friday, May 19

- 0700** Coffee and donuts in the briefing hangar.
- 0715** Live FSS weather briefing.
- 0800** Crew photos – at planeside.
- 0900** First aircraft departs – weather permitting.

With the exception of crew photos, you must be at your aircraft 30 minutes before the first launch (0830) with your preflight estimates completed on the official race forms. A rally 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



TPA
Rwy 10R/28L-650 MSL
Rwy 10L/28R-850 MSL

HAYWARD EXECUTIVE (HWD)

**CTN: Acft ovrd
on OAK ILS.**

Check-in and Briefing Hangar

Rally Parking

BUSINESSES ON FIELD

- | | | |
|-------------------------------|-----------------------------------|--------------------|
| ① Carrows | ④ California Airwys & Turbine Air | ⑥ Flying Vikings |
| ② Atlantic Avtn & Mather Avtn | ⑤ American Acft Sales | ⑦ Hayward Jet Cntr |
| ③ La Quinta Inn | ⑧ Rajah Indian Cuisine & Bar | |

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COMMITTEE MEMBERS AND VOLUNTEERS

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

2007 Hayward Air Rally Committee

Chairman:	Gary Waldeck
Treasurer:	Tom Neale
Secretary:	Jenny Donnelley
Registrar:	Lynne Allen
Mr. Language Person:	Chris Verbil
Sponsorships:	Tony Flusche
Webmaster:	Tom Neale
Statisticians:	Steve & Lynne Allen/Fred Strout
Course Design:	Steve Allen
Hayward Ramp Operations:	Jenny Donnelly
Bakersfield Ramp Operations:	Dee Blum
	Jacqui Talley
Special Projects:	Brent Bolen
Checkpoint Mike Timers:	Del Hocker
	Ray Hazel
Checkpoint Bette Timers:	Don Nisley
	Skip Stroobant
Palm Springs Hotel Operations	Lynne Allen
	Marie Damon

Volunteers

Hayward Ramp and Impound:	Kim Purcell
	Rob Kirkpatrick
	Noel Barker
	Judy Barker
Registration and Check-in:	Ann Pescatello
	Mary Mastroieni
Photographer:	Lynnette Flusche

Hayward Arrival Barbecue:
Hayward Departure Timers:

Valerie Farnsworth
Judy Barker
Jenny Solorio
Billie Sposeto

Checkpoint Mike Arrival Timers:

Del Hocker
Ray Hazel

Bakersfield Taxiway Flag Men:

Pat Bergin

Bakersfield Parking Directors:

David Donahue
Marc Pasquini
Sheena Grewal

Bakersfield Ramp Fuel Officials:

Donna Webster
Janice Sullivan
Sue Lewis
Scott Bell

Bakersfield Ramp Drivers:

Rey Portellio
Marty Davis
J J Shapiro

Bakersfield Poker Dealers:

Judy Gregory
Joan Paynter

Bakersfield Lunch Staff:

Priscilla Spencer
Dee Blum

Bakersfield Photographer:

Jacqui Talley

Bakersfield Departure Timers:

Lisa Bowman

Checkpoint Bette Arrival Timers:

Bunny Haberfelder
Michael Sullivan

Palm Springs Ramp:

John Collum
Don Nisley

Skip Stroobant

Steve Verbil

Steve Allen

Hayward Airport Manager: Ross Dubarry, Acting
Hayward Airport shuttle van provided courtesy of



Director of Kern County Airports: Jack Gotcher
Bakersfield hangar facilities provided courtesy of Mel and Suzanne McGowan.

CONTACT INFORMATION

Hayward Impound:	Until 1800 only: (510) 760-1986 After hours: (510) 385-1104
Gary Waldeck:	.....(510) 219-9464
Oakland FSS:	.....122.5, (800) WX-BRIEF or (510) 273-6111
Rancho Murieta FSS:	..... 122.65 (N); 122.45 (S)
Bakersfield Tower:	.....(661) 861-4325
Bakersfield Ramp:	.....(661) 665-0783
Riverside FSS:	.....122.2, 122.3 or (866) 838-2250
Palm Springs Tower:	.....(760) 327-1546
Palm Springs FBO:	.....(760) 320-7704
Palm Springs Comfort Inn:	.....(760) 778-3699
Palm Resort Hotel	.....(760) 325-1301
Palm Springs Ramp Crew:	.....(203) 556-5082 .....(510) 967-3551

BFL Mercury Air Center (Chevron, 661-391-4900, ARINC 131.6): Accepts Visa, Mastercard, American Express, Chevron, Avcard, Multiservice cards. No cash or personal checks.

BFL Loyd's Aviation (Avfuel, 661-393-1334, Unicom 122.5): Accepts Visa, Mastercard, American Express, Avcard, Discover cards. No cash or personal checks.

PSP Atlantic Aviation (Chevron, 760-320-7704, Unicom 122.95, ARINC 129.975): 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 rally pilots know your intentions, particularly in the vicinity of any checkpoint.

AIR-TO-AIR FREQUENCY ** 122.75 **

As detailed in 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 rally, will be using the frequency on a shared basis much like Unicom.

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

Example "Race Twelve is approaching Tracy at 3,500."

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

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

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

Example "Bakersfield Tower, Race Twelve inbound for landing from checkpoint Mike."

If you call Palm Springs Approach/Tower/Ground, FSS, Flight Watch, or any other agency while enroute use your "N" number. Only ATC facilities directly involved with the Air Rally 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 rally scoring. It is simply a VFR Flight Plan that the committee files and opens on your behalf.

The rally 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 entry 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 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.

Upon arrival in Palm Springs, you should close your FAA VFR Flight Plan through normal methods. For Rally Pilots, PSP Tower will close your flight plan only on request.

FLIGHT PLAN TIME CALCULATOR

Hayward Takeoff Time

+ ETE from Group Flight Plan

= Your Flight Plan ETA

	Z
+	
=	Z

Hayward and Palm Springs are both PDT (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 – PALM SPRINGS 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 Palm Springs. 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 rally at BFL.

BAKERSFIELD – PALM SPRINGS 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 Palm Springs airport, VFR pattern, landing, taxi, and engine shut down at the race ramp. Runway 31R is the anticipated runway for rally landing at PSP.

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 you start to refuel, or the fuel vector will be disallowed.

New Scoring - 2007

Time scoring:

- **Analog Class:** One (1) point per second penalty from estimated time.
- **Digital Class:** Three (3) points per second penalty from estimated time.

Fuel scoring:

- **Analog:** 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.
- **Digital:** 4.5 penalty points for each 0.1% fuel estimate error.

The Digital Class entrants start scoring with a 50 point offset.

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 rally 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 Rally Committee for infractions such as violation of Class “B” or “C” airspace, Restricted Areas, hazardous flight practices, or other known violations of FARs.

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 rally winner and order of finish.

Please consult the official Air Rally rules available on the web site (www.hwdairrally.org), for more information on how the race is scored.

ABOUT THE RACE SCORING FORM

Included in your crew 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 rally 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 rally official will take just the Bakersfield segment of the top white copy only.

3. PALM SPRINGS FUEL – Palm Springs 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 Palm Springs.

4. CHECKPOINTS - During the rally, you will be flying over the mandatory checkpoints listed in this Rally 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 official scorers may ask you for your copy after the rally has been completed.

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 crew 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 rally scorers can determine from your answer that you were over the checkpoint, credit will be awarded. Sometimes checkpoints do change from the time the course is designed until the day the rally is flown; if a majority of pilots miss or challenge a checkpoint question it will be considered for removal from the scoring process.

CAUTION

Due to different cruise speeds of rally 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 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 rally due to mechanical difficulties or other problems, close or modify your flight plan with the nearest FSS. Try to notify another rally aircraft of your intentions so that information can be relayed to the Rally Committee. Crews receiving information about an airplane dropping out of the rally 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 Rally Course 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 document 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 rally scoring sheet. The official 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.

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

HWD DEPARTURE PROCEDURES

Check boxes are provided for your planning use if desired.

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

Prior to engine start:

- Rally Score Sheet (“Fuel and Time Estimate Log”) inside cockpit.**
- Review the departure diagram on page** Error! Bookmark not defined.
- 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 rally 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 Twelve 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 rally starting 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 rally starting 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' MSL and below; and Restricted Area R-2531 – 4,000' MSL and below.

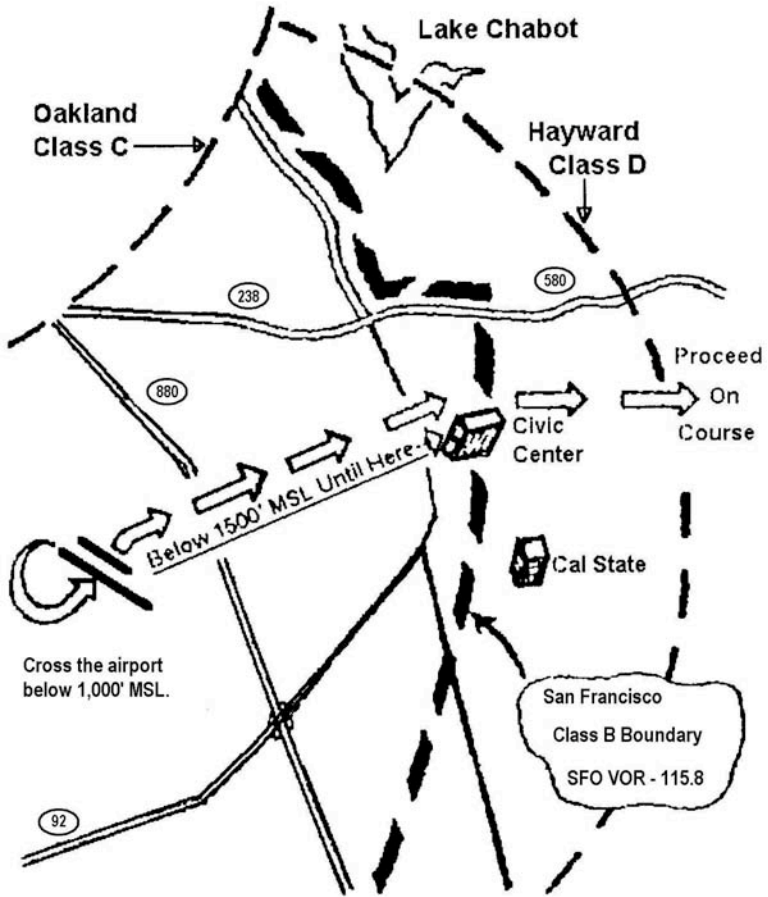
NorCal Departure - 125.35

Livermore ATIS - 119.65

Livermore Tower - 118.1

Continue to page 20.

HWD DEPARTURE DIAGRAM



HWD – BFL CHECKPOINTS

<input type="checkbox"/>	Checkpoint 1	PATTERSON
	Elevation 168'	IDENT: PRIVATE
	Pattern Altitude 1200'	Lat N 37° 28.11'
	Overfly Above 2500'	Long W 121° 10.19'

What is located between the canals at midfield?

- A. High School Football Field**
 - B. RV Park**
 - C. Sewage Pond**
-

<input type="checkbox"/>	Checkpoint 2	CHOWCHILLA
	Elevation 242'	IDENT: 206
	Pattern Altitude 1100'	Lat N 37° 06.72'
	Overfly Above 3000'	Long W 120° 14.83'

The RAILROAD TRACKS:

- D. Form a horseshoe around the RWY 12 threshold**
 - E. Parallel runway on WEST side**
 - F. Form a horseshoe around the RWY 30 threshold**
-

Continue to next page.

<input type="checkbox"/>	Checkpoint 3	MYSTERY CKPT
	Elevation 2400'	IDENT: N/A
	Pattern Altitude N/A	Lat N 36° 18.53'
	Overfly Above 3000'	Long W 120° 16.24'

At these coordinates, I observed:

- A. A lake with a dam on the south shore**
 - B. A warehouse complex/industrial park**
 - C. I smelled cows (a feed lot)**
-

- Proceed to Lost Hills (L84) airport for start of timing line “Mike” approach, and copy Bakersfield ATIS as soon as possible.

Continue to page 23.

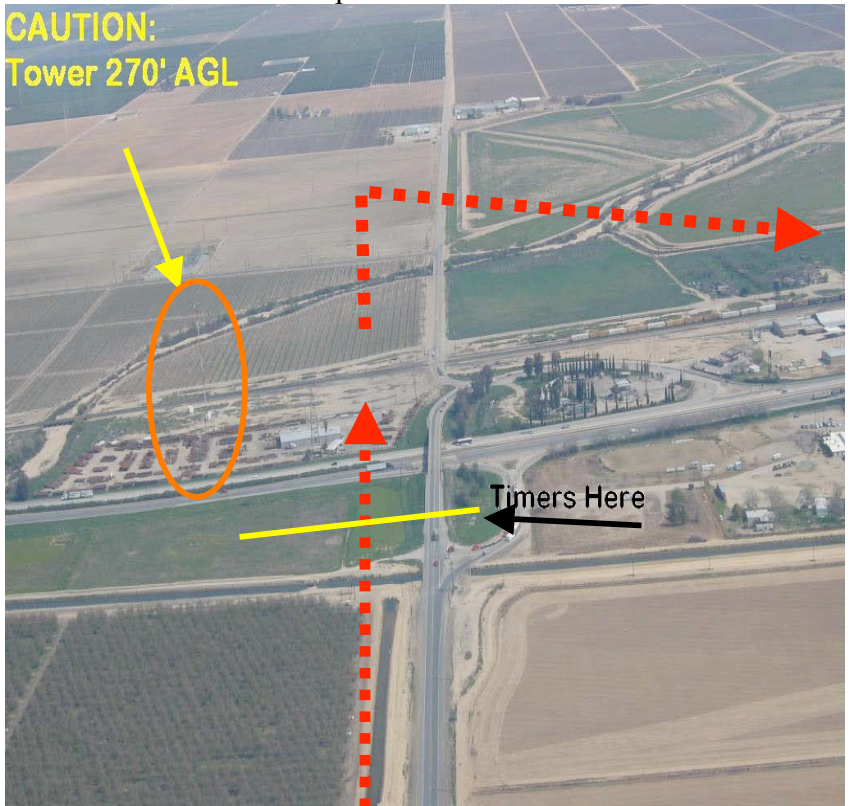
BFL AREA TIMING LINE IDENTIFICATION

MIKE **Frequency 126.4**
Lat 35° 36.121' **Long 119° 12.729'**

The timing line is just west of Hwy-99 at Famoso, at the Hwy-46 intersection. The timing line intersects the grassy oval, about half-way from Hwy-99 to the canal.

Required altitude over the timing line is 1,500 feet MSL.
The timing line is approximately 13 nautical miles from Bakersfield Meadows Airport.

CAUTION:
Tower 270' AGL



BFL AREA TIMING (MIKE) APPROACH

From **<Checkpoint 3>** intercept I-5 south and proceed to Lost Hills (L84), turn left and follow Hwy-46 east. Refer to the diagram on the next page.

- ❑ **Over Lost Hills, call the timers on 126.4.** *Example*
“Checkpoint Mike, Race Twelve over Lost Hills, 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.

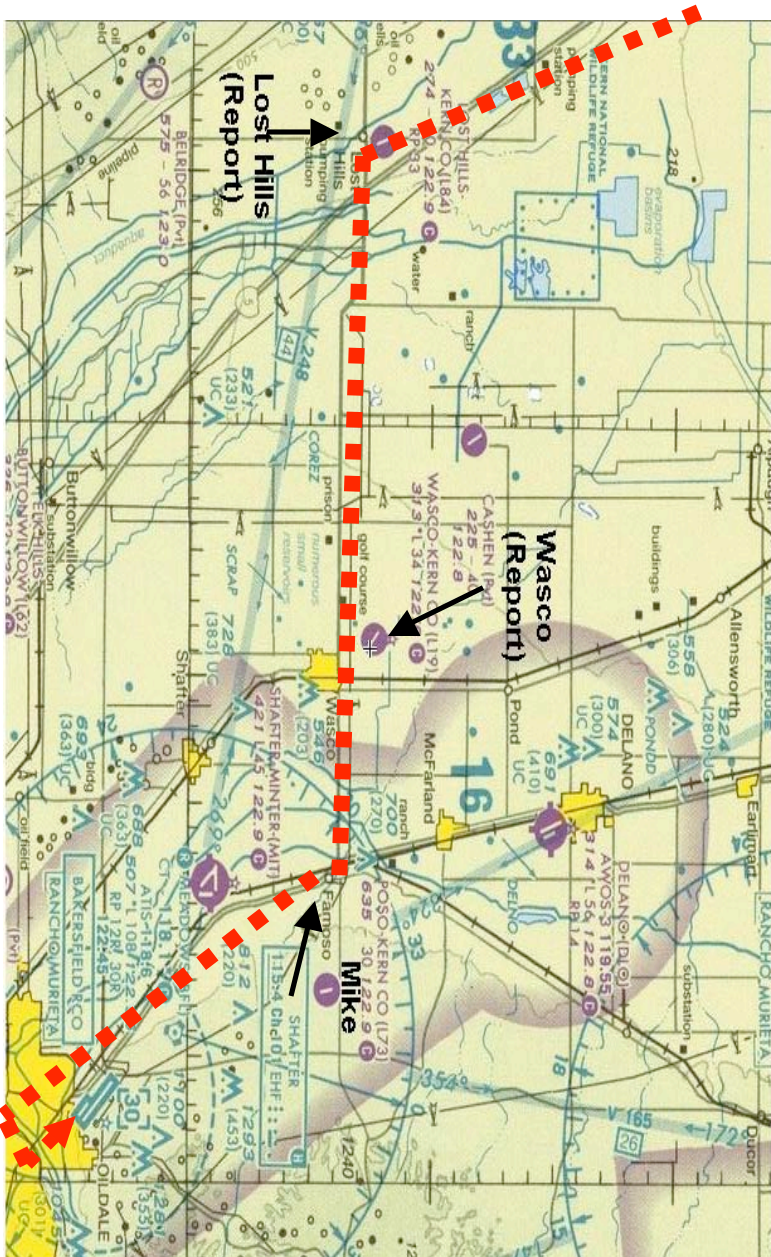
- ❑ **Seven (7) miles west of Mike (abeam Wasco): Landing lights on, and report to timers.** *Example*
“Checkpoint Mike, Race Twelve Wasco, lights on.”
- ❑ Traffic permitting, maintain 1500’ MSL to Mike.
- ❑ Remain slightly to the north of Hwy-46 as you fly from Wasco to Mike.
- ❑ **One (1) mile west of Mike: Report to timers.** *Example*
“Checkpoint Mike, Race Twelve one mile final for timing.”

DO NOT FLY OVER THE TIMERS! They are located south of Hwy-46 and west of Hwy-99 in the grassy oval. 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. After crossing the timing line turn right and follow Hwy-99 south.

Continue to page 25.

MIKE APPROACH CHART



BFL AIRPORT ARRIVAL

- ❑ Copy Bakersfield ATIS – 118.6 – as soon as practical.
- ❑ **Departing Mike, contact Bakersfield Tower – 118.1.**
Advise the Tower that you are inbound for landing.
Example “Bakersfield Tower, Race Twelve 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.

Rally 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 rally 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 set to zero 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 a full lunch available for a cost of \$10.

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

Continue to page 28

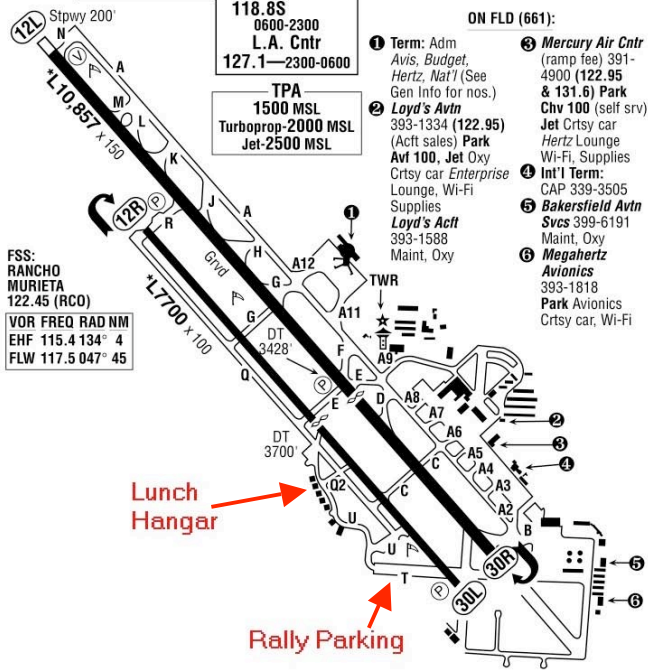
BFL AIRPORT DIAGRAM

BAKERSFIELD; MEADOWS (BFL) 507° 3NW [IAP]. 35°26.02'N 119°03.41'W. (661)
 391-1800. Att 24 hrs. KPMC 1560. →Bcn. *PCL (when Twr clsd): Rwys, cntrln
 12L/30R, PAPI, apch 30R, txwy (3x, 5x, 7x).

ATIS	TWR/CTAF	GRND	APC	DEP	ASOS	VOT	ILS (30R)
118.6	Bakersfield	121.7	Bakersfield	—	111.2	111.9D	
399-9425	118.1		126.45	126.45	393-3766	301	IBFL
	0600-2300		118.8S				
			0600-2300				
			L. A. Cntr				
			127.1—2300-0600				

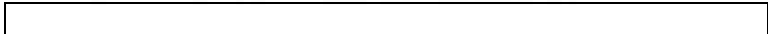
TPA
 1500 MSL
 Turboprop-2000 MSL
 Jet-2500 MSL

- ON FLD (661):**
- 1 Term: Adm
 Avis, Budget,
 Hertz, Nat'l (See
 Gen Info for nos.)
 - 2 Loyd's Avtn
 393-1334 (122.95)
 (Acft sales) Park
 Avt 100, Jet Oxy
 Crtsy car Enterprise
 Lounge, Wi-Fi
 Supplies
 Loyd's Acft
 393-1588
 Maint, Oxy
 - 3 Mercury Air Cntr
 (ramp fee) 391-
 4900 (122.95
 & 131.6) Park
 Chv 100 (self srv)
 Jet Crtsy car
 Hertz Lounge
 Wi-Fi, Supplies
 - 4 Int'l Term:
 CAP 339-3505
 - 5 Bakersfield Avtn
 Svcs 399-6191
 Maint, Oxy
 - 6 Megahertz
 Avionics
 393-1818
 Park Avionics
 Crtsy car, Wi-Fi



FSS:
 RANCHO
 MURIETA
 122.45 (RCO)

VOR FREQ RAD NM
 EHF 115.4 134° 4
 FLW 117.5 047° 45



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BFL DEPARTURE PROCEDURES

- Copy ATIS on 118.6 before engine start.
- Rally 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 5220.**

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 Twelve 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 rally 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.**

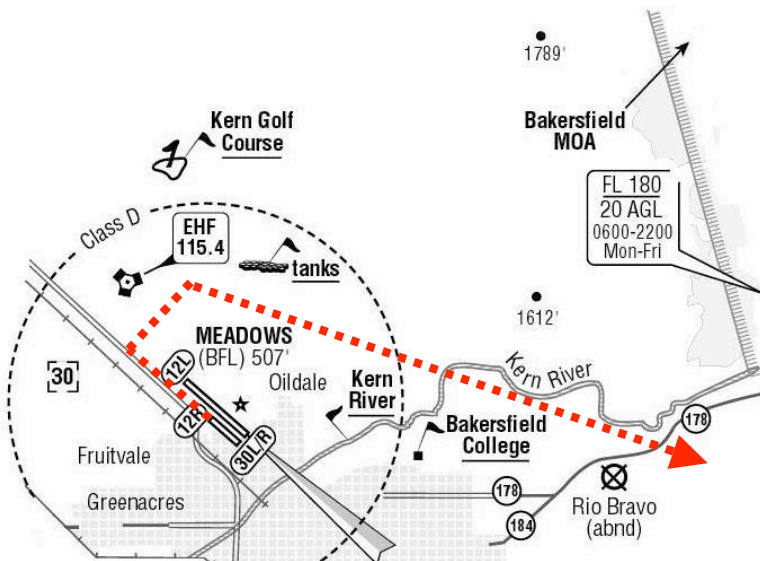
For an orderly transition out of the area, proceed on an extended right crosswind departure until well clear of both arrival and departure corridors for BFL.

After leaving tower frequency:

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

When safely 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 air-to-air frequency 122.75.**
- Proceed on course to your first checkpoint.



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Continue to next page.

BFL – PSP CHECKPOINTS

<input type="checkbox"/>	Checkpoint 4	RACETRACK
	Elevation 2400'	IDENT: N/A
	Pattern Altitude N/A	Lat N 34° 52.45'
	Overfly Above 5500'	Long W 118° 15.90'

The best description of this “RACE TRACK” is:

- J. ONE oval track
- K. SEVERAL irregular tracks
- L. A STRAIGHT drag strip

<input type="checkbox"/>	Checkpoint 5	HELENDALE (SILVER LAKE)
	Elevation 2500'	IDENT: N/A
	Pattern Altitude N/A	Lat N 34° 44.59'
	Overfly Above 5500'	Long W 117° 20.88'

Just WEST of the housing and lakes:

- M. TWO water tanks
 - N. RAILROAD yard
 - O. Uncharted 500' RADIO TOWER
-

Continue to next page.

<input type="checkbox"/>	Checkpoint 6	LUCERNE VALLEY
	Elevation 3000'	IDENT: N/A
	Pattern Altitude N/A	Lat N 34° 26.67'
	Overfly Above 5500	Long W 116° 57.80'

At the main crossroads in town, the streets form a:

J. Letter "T"

R. Letter "Y"

S. TRIANGLE shape

-
- Follow the highway east from Lucerne Valley to Yucca Valley Airport (L22), remaining near the highway for terrain avoidance.
 - Plan to cross L22 at 5,500' MSL.
 - Copy the Palm Springs ATIS on 118.25 as soon as possible.

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PSP AREA TIMING LINE IDENTIFICATION

BETTE

Frequency 126.4

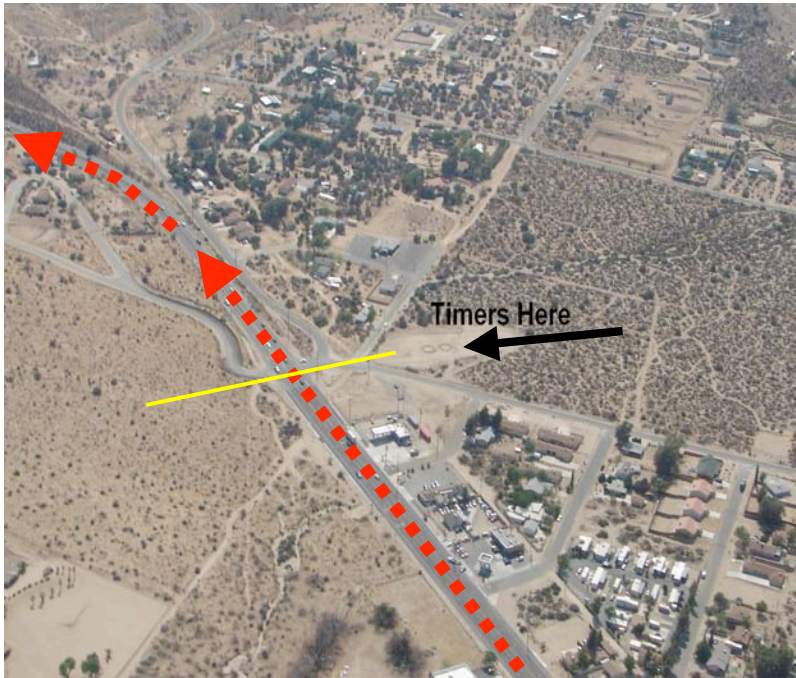
Lat 34° 02.592'

Long 116° 35.101'

The timers are located west of Hwy-62 in Morongo Valley, adjacent to a gas station and a visible intersection in a U-shape. Fly directly over Hwy-62 as you head southwesterly.

Required altitude over the timing line is 3,600 feet MSL.

The timing line is approximately 13.5 nautical miles from Palm Springs Airport.



PSP AREA TIMING (BETTE) APPROACH

From **<Checkpoint 6>**, fly to the Yucca Valley airport (L22) by following Hwy-247. At L22, you are approximately 10 miles from the timing line. Refer to the diagram on the next page.

- Overhead Yucca Valley: Call the timers on 126.4.**
Example “Checkpoint Bette, Race Twelve over Yucca Valley, inbound for timing.”

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

- Turn SSW to follow the highway towards Morongo Valley.

By your visual estimate half way from L22 to Morongo Valley, at the site of a seasonal wash, report to timers:

- Five (5) miles out: Landing lights on, and report to timers.** Example “Checkpoint Bette, Race Twelve is 5 miles, lights on.”
- Traffic permitting, maintain 3,600’ MSL to Bette.
- One (1) mile north of Bette: Report to timers.** Example “Checkpoint Bette, Race Twelve is one mile final for timing.”

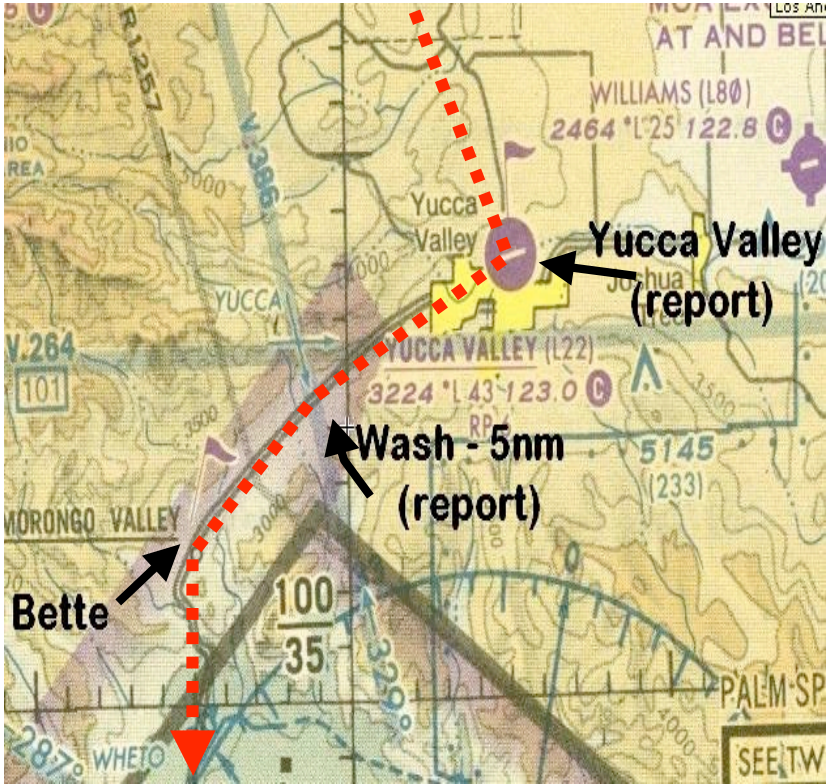
The Bette timing line is adjacent to a gas station and a U-shaped highway intersection in Morongo Valley.

DO NOT OVERFLY THE TIMERS! The timers will be to the west of the highway in a dirt field. Please cross the timing line at 3,600’ 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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BETTE APPROACH CHART

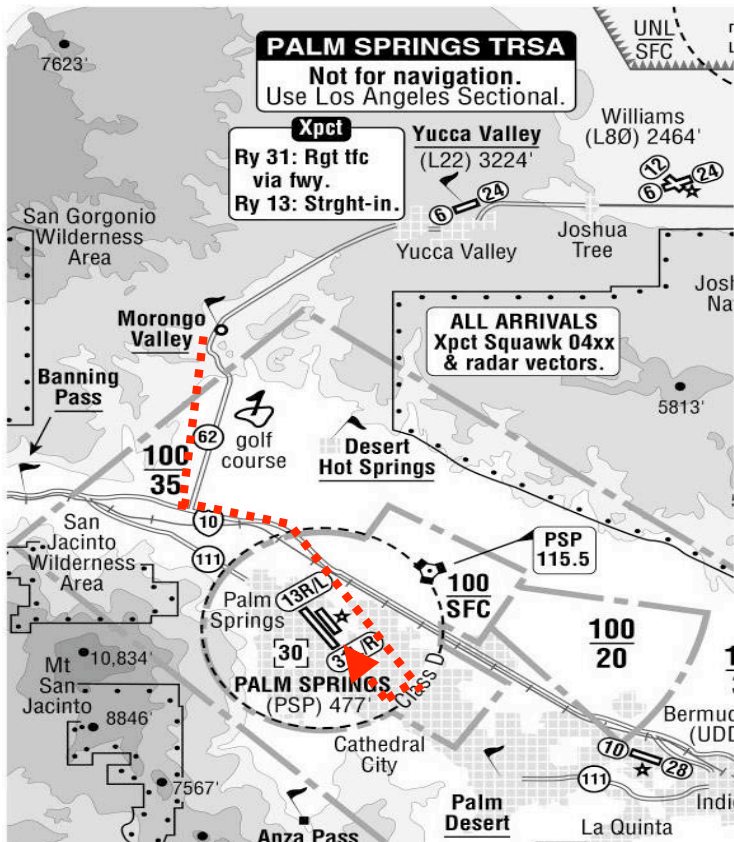


PSP AIRPORT ARRIVAL

At the timing line you are approximately thirteen (13) miles from Palm Springs Airport.

- **Departing Bette, climb to 4,000' minimum, follow Hwy-62 south, and contact Palm Springs Approach on 126.7.**
Advise ATC **using your N-number** that you are inbound for landing. *Example "Palm Springs Approach, Cherokee 2102W is at Morongo Valley with Information Bravo for landing."*

Unless directed by ATC, remain north of I-10 and expect a right downwind for landing on Rwy 31R.



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PSP AIRPORT DIAGRAM

PALM SPRINGS INT'L (PSP) 477° 2E LRA [IAP]. 33°49.78'N 116°30.40'W. (760) 318-3800. Att 24 hrs. KPSI 1450. →Bcn. *Rwy 13L/31R unlgtd when Twr clsd. REIL, VASI 31L & PAPI 31R on req thru Twr. PCL (when Twr clsd): 13R/31L (5x).

ATIS	TWR/CTAF	GRND	APC/DEP	DEL	ASOS
118.25	Palm Springs	121.9	Palm Springs	128.35	—
327-2770	119.7	119.7	126.7W-N	320-	320-
	0600-2300		135.275NE-SW	7645	

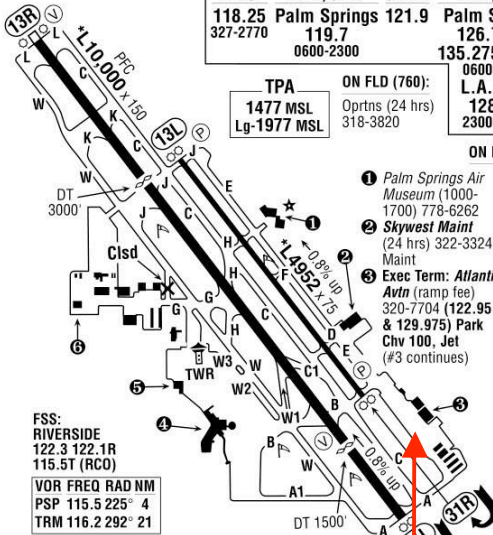
TPA
1477 MSL
Lg-1977 MSL

ON FLD (760):
Oprtns (24 hrs)
318-3820

0600-2300
L.A. Cntr
128.15
2300-0600

OFF FLD (760):
Customs
(24 hrs)
318-3880

ON FLD (760):



FSS: RIVERSIDE
122.3 122.1R
115.5T (RCD)

VOR FREQ RAD NM
PSP 115.5 225° 4
TRM 116.2 292° 21

GENERAL: Customs reqrs 4 hrs' notice: 318-3880. Mtns S & W. Mil tfc. Hlcptrs. Calm-wind (blo 8 kts) rwy 13R. **Noise Abate:** snstv all qdrnts; info 318-3820. Avd homes.

ARR/DEP: Radio ctc not poss btwn acft at opposite ends of rwy 13R/31L.

ARR: Do not mistake cntr txwy (C) for rwy. **Rwy 31L**—VASI unusbl bynd 3 nm (hills).

DEP: **Rwy 13R/31L**—No line of sight btwn ends.

- 1 Palm Springs Air Museum (1000-1700) 778-6262
- 2 Skywest Maint (24 hrs) 322-3324 Maint
- 3 Exec Term: Atlantic Avtn (ramp fee) 320-7704 (122.95 & 129.975) Park Chv 100, Jet (#3 continues)

- Maint, Oxy, Crtsy & car rent, Lounge
Wi-Fi, Supplies
Freedom Avtn (24 hrs) 641-5949 Flgt school (Acft rent)
Palm Springs Acft Maint 325-7106
Park Maint, Oxy
- 4 Term: Adm **Desert Classic Grill** 325-1535
Alamo, Avis, Budget, Dollar, Enterprise, Hertz, Nat'l
(See Gen Info for nos.)
 - 5 Exec Term: **Signature Flgt Support** (ramp fee) 327-1201 (122.95 & 129.72) Park Tx 100
Jet Crtsy car Hertz Lounge, Wi-Fi, Supplies
The Flgt School at Palm Springs 416-2188
Flgt school (Acft rent) (Cessna) Park Lounge, Supplies
 - 6 **Desert Aeronautics** 323-7036 Maint, Oxy

Rally Parking

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- Switch to Palm Springs Tower – 119.7 – when directed by Approach.** Use your N-number.

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.

Rally parking is on the ramp southeast of the approach end of runway 31R. Upon exiting the runway:

- Switch to Palm Springs Ground – 121.9.** Ground will direct you to our group parking if you identify yourself as a rally aircraft.

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 set to zero 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 rally 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.

Continue to next page.

- ❑ **Is your Flight Plan closed?** If you arrived during tower operating hours, your flight plan will be closed for you ***upon request to the Tower or Ground.*** If you land after tower hours, you must close it normally.
- ❑ **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 rally scoring form.

The parking ramp at PSP is accessed through the FBO, whose normal operating hours are 0600 – 2200. **If you need to return to your airplane outside of those hours, you must coordinate your request in advance with the FBO** – refer to the contact numbers on page 8. *A fee may be charged by the FBO for ramp access outside of normal business hours.*

Palm Mountain Resort Hotel: Please check-in at the registration desk. Once you have checked in, there is a rally registration desk on the patio near the Hospitality Suite. Please check in with rally staff to complete the Poker games and to gain current information on the events available to you in Palm Springs.

HOTEL ACTIVITY INFORMATION

Hospitality Suite

Friday: location will be provided at check-in 1400-2300

Saturday: 0800-1600 & 2000-2300

Awards Dinner - Saturday

Spa Resort and Casino
100 North Canyon Drive
Palm Springs, CA 92262

No-Host Cocktails start at 1630

Dinner and Presentations 1730 – 1930

SUNDAY DEPARTURE

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

Our vans will be running continuously at about 20 minute intervals. Each van will make a stop at both hotels (Comfort Inn and Palm Mountain Resort). 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 Rally. We sincerely hope you had an enjoyable time. Please e-mail us with your comments: info@hwdairrally.org

HELP WANTED

Get in on the year-round planning effort for the 2008 Hayward Air Rally! Great pay, wonderful office view, fantastic benefits. OK, so maybe there is no pay at all but we do offer a very liberal time-off policy. Contact Gary Waldeck for more details.

RACER'S CHOICE AWARD

Each crew is requested to submit a nomination for this award.
You may submit up to two entries per crew.

**Please complete, detach, and turn in this page to the
Hospitality Suite no later than noon on Saturday.**

You may nominate an airplane an individual or a race crew for
any reason you choose but they do need to have competed in the
rally.

Your Race number _____

Pilot _____ Co-Pilot _____

Name or race number of who you are nominating

If using race number are you nominating the

Plane _____

or Crew _____

Brief explanation for your choice:

Suggestions of any criteria for this award for next year: