



Rally Course POH

Crew Number: _____

Pilot ☐

Copilot ☐

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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 15: the first is at 2:00 P.M., the second is at 6:30 P.M. You must attend one of these briefings. The first briefing is held in the same hangar, adjacent to the check-in table. The second briefing is held in the conference room in the ATC tower, second floor. **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 ramp 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 – 80th edition, dated 03/13/2008
- ❑ San Francisco Terminal Area – 72nd edition, dated 03/13/2008
- ❑ Los Angeles Sectional – 82nd edition, dated 12/20/2007

Equivalent coverage World Aeronautical Charts may be used if desired.

- ❑ CG-18 – 37th edition, dated 07/05/2007

HWD ACTIVITY SCHEDULE

All times are PDT.

Thursday, May 15

- ☐ **1000-1800** Impound and check-in
1200-1700 BBQ Lunch at 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 ATC tower conference room.

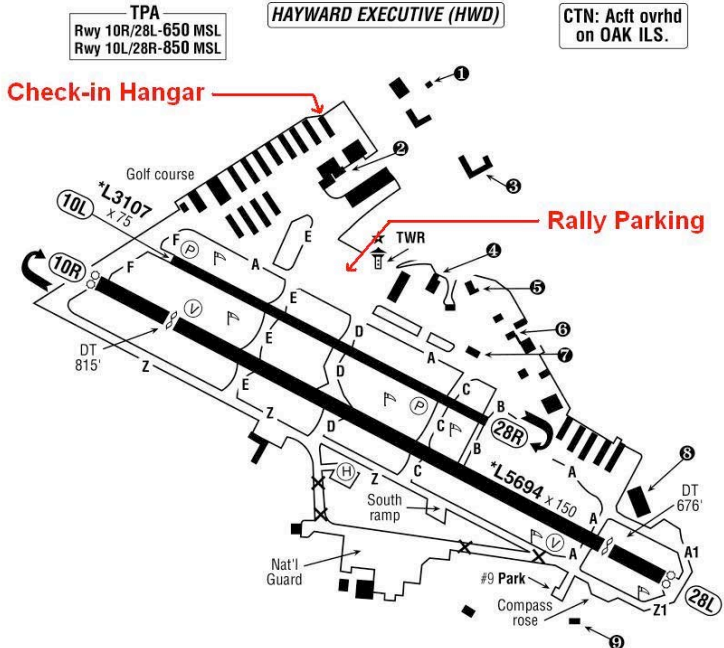
Friday, May 16

- ☐ **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



BUSINESSES ON FIELD

- | | | |
|---|-----------------------|------------------------------|
| ① Carrows | ④ La Quinta Inn | ⑦ Volo Avtn |
| ② Atlantic Avtn & Mather Avtn & Victor Avtn | ⑤ American Acft Sales | ⑧ California Airwys |
| | ⑥ Flying Vikings | ⑨ Rajah Indian Cuisine & Bar |

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COMMITTEE MEMBERS AND VOLUNTEERS

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

2008 Hayward Air Rally Committee

Chairman:	Gary Waldeck
Treasurer:	Tom Neale
Secretary:	Jenny Donnelley
Registrar:	Lynne Allen
Publicity:	Tony Flusche
Recruiting:	Rod Fite
Webmaster:	Tom Neale
Statisticians:	Lynne Allen Steve Allen
Supreme Arbiter of Inane Discussions:	Chris Verbil
Hayward Ramp Operations:	Jenny Donnelly
Bakersfield Ramp Operations:	Dee Blum
Course Design:	Jacqui Talley
Special Projects:	Steve Allen
Database Design and Scoring:	Brent Bolen
Airborne Timing Lines:	Fred Strout
	Del Hocker
	Don Nisley
Palm Springs Hotel Operations	Marie Damon

Volunteers

Hayward Ramp and Impound:	Kim Purcell Rob Kirkpatrick Noel Barker Chris Lea
Registration and Check-in:	Ann Pescatello Mary Mastroieni
Photographer:	Carl LaRue |

Hayward Arrival Barbecue:
Hayward Departure Timers:

Checkpoint Mike Arrival Timing:
Bakersfield Ramp Crew:

Valerie Farnsworth
Judy Barker
Jenny Solorio
Billie Sposeto
Ray Hazel
Marie Andrews
Sara Bell
Scott Bell
Pat Bergin
Lisa Bowman
Patti Browne
David Donahue
Shane Ellis
Bunny Haberfelde
Karen Kaylor
Sue Lewis
Becky Litteral
Betty McGowan
Suzanne McGowan
Joan Paynter
Pricilla Spencer
Janice Sullivan
Michael Sullivan
Leta Talley
Donna Webster
Lynne Allen
Ray Hazel

Palm Springs Ramp Crew:

Hayward Airport Manager: Lloyd Partin
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) 342-4558
Riverside FSS:	.....122.2, 122.3 or (866) 838-2250
Palm Springs Tower:	.....(760) 325-5766
Palm Springs FBO:	.....(760) 320-7704
Palm Resort Hotel	.....(760) 325-1301
Palm Springs Ramp	
Crew:	.....(510) 757-3551 .....(510) 589-5849

BFL Atlantic Aviation (AirBP, 661-391-4900, Unicom 122.95):
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, Discover cards.
No cash or personal checks.

PSP Atlantic Aviation (Chevron, 760-320-7704, Unicom
122.95): 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 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 One 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 One 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 One inbound for landing from checkpoint Mike."

If you call 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 aircraft, PSP Tower will close your flight plan only on request.**

FLIGHT PLAN TIME CALCULATOR

Hayward Takeoff Time

Z

+ ETE from Group Flight Plan

+

= Your Flight Plan ETA

=

Z

Hayward and Palm Springs are PDT (UTC -7)



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

Scoring – Penalty Points

Time scoring:

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

Fuel scoring:

- **Traditional:** Penalty points accrue at the rate of three (3) points for each one tenth of one percent (0.1%) difference in actual fuel used, as compared to your pre-flight leg fuel estimate.
- **Digital:** Six (6) penalty points for each 0.1% fuel estimate error.

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 RALLY 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 by a ramp official 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 completed, 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 is 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 0800 Friday morning. A rally official will pick up your time and fuel estimates by 0830.

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 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 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 1202.**
- ☐ 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 **Error! Bookmark not defined..**
- ☐ **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.

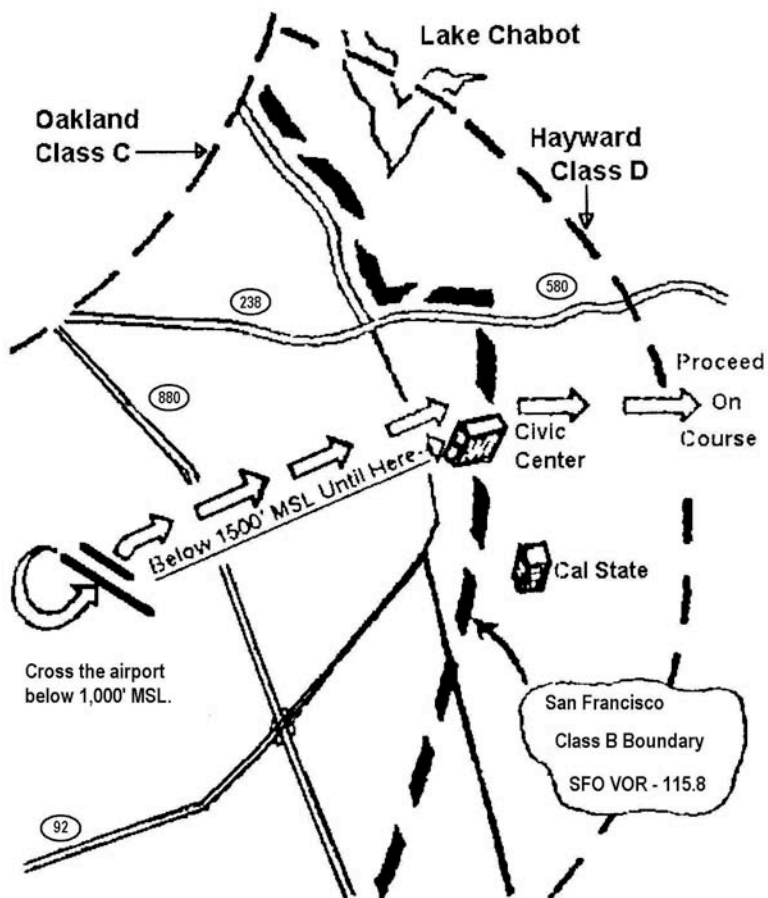
NorCal Departure - 125.35

Livermore ATIS - 119.65

Livermore Tower - 118.1

Continue to page 19.

HWD DEPARTURE DIAGRAM



Oakland Aircraft, Inc.

HWD – BFL CHECKPOINTS

<input type="checkbox"/>	Checkpoint 1		Oakdale
	Elevation 234'		(O27)
	Pattern Altitude 1234'	Lat	N 37° 45.38'
	Overfly Above 2500'	Long	W 120° 48.01'

The airport name and frequency are painted on the:

- A. ramp.
- B. runway.
- C. closed taxiway.

<input type="checkbox"/>	Checkpoint 2		Mariposa- Yosemite
	Elevation 2254'		(MPI)
	Pattern Altitude 3254'	Lat	N 37° 30.65'
	Overfly Above 4500'	Long	W 120° 02.37'

Three concrete (white) squares are visible near the:

- D. runway 08 threshold.
- E. runway 26 threshold.
- F. back of the control tower.

Continue to next page.

<input type="checkbox"/>	Checkpoint 3	Mercey Hot Springs
	Elevation 1260'	
	Pattern Altitude N/A	Lat N 36° 42.26'
	Overfly Above 3500'	Long W 120° 51.59'

At these coordinates I saw:

G. one swimming pool behind a row of trees.

H. five large swimming pools.

I. four buildings form a square around a swimming pool.

- ☐ Proceed to Lost Hills (L84) airport for start of timing line “Mike” approach.
- ☐ **To stay clear of Lemoore MOA, remain below 5,000’ enroute from Mercey Hot Springs to Lost Hills.**
- ☐ Copy Bakersfield ATIS as soon as possible.

Continue to page 23.

BFL AREA TIMING LINE IDENTIFICATION

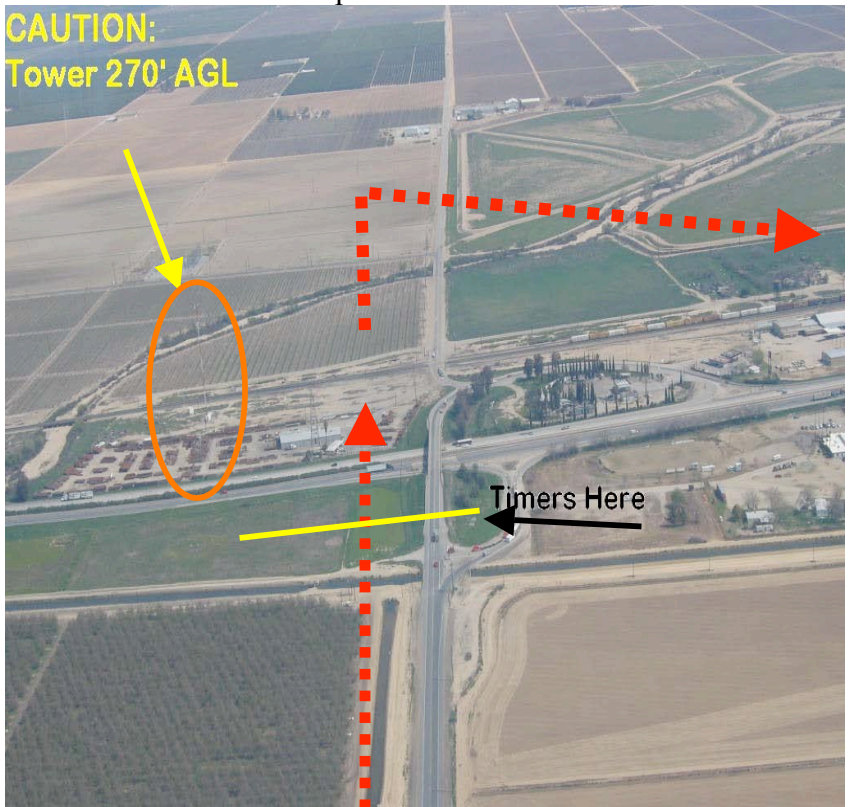
MIKE **Frequency 126.4**
Lat 35° 36.121' **Long 119° 12.729'**

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 Mercey Hot Springs, 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 One over Lost Hills, inbound for timing.”
- ❑ **Transponder code to 0202** so Bakersfield Approach will recognize you as a rally aircraft.

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

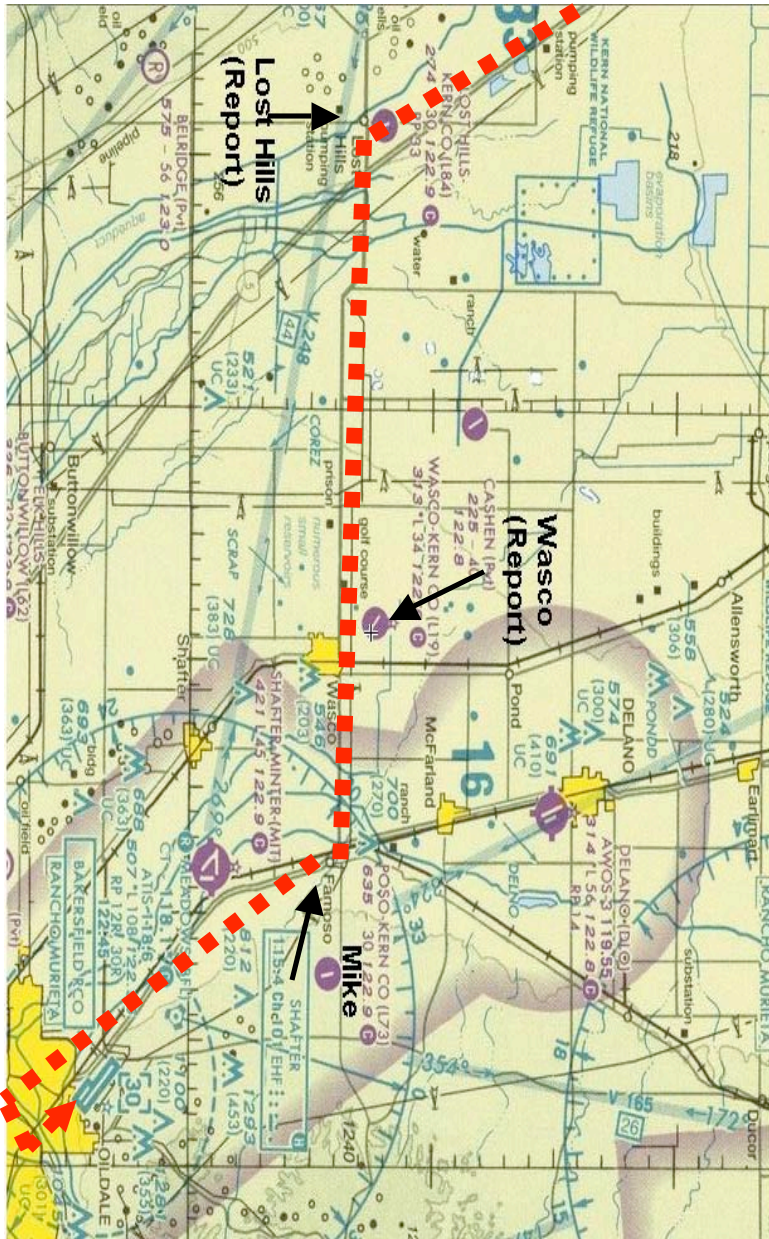
- ❑ **Seven (7) miles west of Mike (abeam Wasco):
Landing lights on, and report to timers.** *Example*
“Checkpoint Mike, Race One Wasco, lights on.”
- ❑ Traffic permitting, maintain 1500’ MSL to Mike.
- ❑ Remain slightly to the north of Hwy-46 as you fly from Wasco to Mike.
- ❑ **One (1) mile west of Mike: Report to timers.** *Example*
“Checkpoint Mike, Race One, 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 will be made. After crossing the timing line turn right and follow Hwy-99 south.

*Continue to page **Error! Bookmark not defined.***

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 One 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 **Error! Bookmark not defined.** 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 courtesy of the rally committee. The Bakersfield 99s will have a deli sandwich 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.



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BFL AIRPORT DIAGRAM

BAKERSFIELD; MEADOWS (BFL) 507' 3NW [IAP]. 35°26.03'N 119°03.46'W. (661)
391-1800. Att 24 hrs. KPMC 1560. →Bcn. *PCL (when Twr clsd): Rwy, cntrl
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°	
	0600-2300		118 OM			IBFL	

ON FLD (661):

1 Loyd's Avtn
393-1334 (122.95)
(Acft sales) **Park**
Avl 100, Jet Oxy
Crtsy car *Enterprise*
Lounge, Wi-Fi
Supplies
Loyd's Acft
393-1588
Maint. Oxy

② **Mercury Air Cntr**
(ramp fee)
391-4900
(#2 continues)

(122.95 & 131.6)
Park Chv 100
 (self srv)
Jet Crtsy car
Hertz Lounge
 Wi-Fi, Supplies
④ Term: Adm
Avis, Budget,
Hertz, Nat'l (See
 Gen Info for Term.)
④ Int'l Term:
 CAP 339-3505
⑤ Bakersfield Avtn
Svcs 339-6191
 Maint, Oxy
⑤ Megahertz
Avionics
 393-1818
Park Avionics
 Crtsy car

FSS:
RANCHO
MURIETA
122.45 (RCO)

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

GENERAL: Ant NE. Mil tfc.
Crop dstrs. Ultralghts. Hlcptrs.
Noise Abate; snstv areas S &
E. Jets—Rstrctns apply.

ARR/DEP: Calm-wind rwy
30R. Rwy 12R/30L clsd
when Twr clsd.

Lunch Hangar

Rally Parking

ARR: Rwy 30R—Only 7429' avbl for Indg (DT). Establish wings level on final min 300' AGL.

Rwy 30L—4000' avbl for landing (DT).



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. (OPT)
- ☐ **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 0202.**

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 One ready at 30 left for right crosswind departure.”*
- ☐ **TOWER WILL CLEAR YOU FOR TAKEOFF.**

The rally timers are located on the left shoulder near the beginning of 30L, and do not have radio contact with the tower.

When tower says “cleared for takeoff”, taxi into position and hold. Look to the timers to give you the count down to go: 10 seconds, 5 seconds, then a drop of the flag. **Start your takeoff roll at the flag drop.** Your timing for the second leg of the rally will begin when the timers drop the flag.

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.

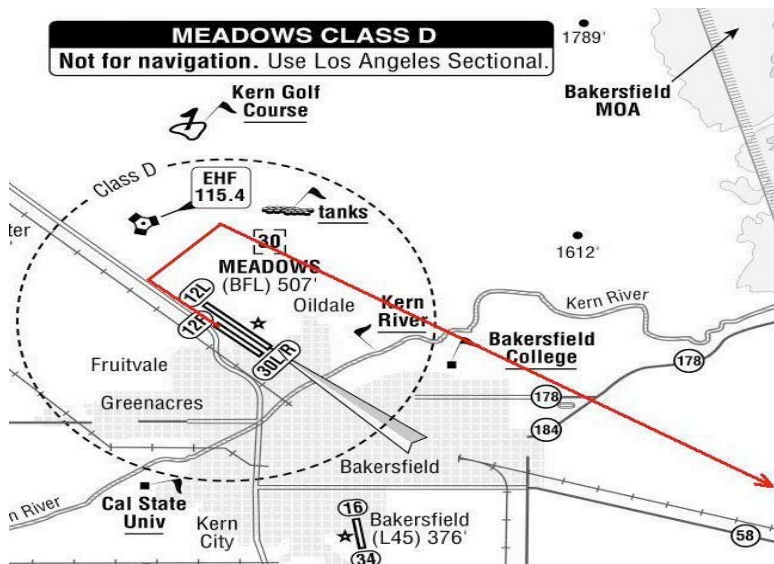
After leaving tower frequency:

- ☐ **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.

- ☐ **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	Mountain Valley
Elevation 4220'	(L94)
Pattern Altitude 5220'	Lat N 35° 06.06'
Overfly Above 6500'	Long W 118° 25.39'

At Mountain Valley:

- J. all runways have number markings.**
- K. a segmented circle is located between the runways and the ramp.**
- L. an RV campground/storage facility is at the west end of airport.**

<input type="checkbox"/> Checkpoint 5	Agua Dulce
Elevation 2660'	(L70)
Pattern Altitude 3460'	Lat N 34° 30.15'
Overfly Above 4500'	Long W 118° 18.88'

There is a long silver (or gray) building almost perpendicular to the runway at:

- M. runway 04 approach end.**
- N. midfield.**
- P. runway 22 approach end.**

Continue to next page.

<input type="checkbox"/>	Checkpoint 6	Hesperia
	Elevation 3390'	(L26)
	Pattern Altitude 4390'	Lat N 34° 22.62'
	Overfly Above 5500'	Long W 117° 18.96'

Note: VCV Class D, 12 nm NW of Hesperia below 5400'.

Three light colored storage tanks are located near:

R. parallel to runway.

S. south end of field.

T. north end of field.

-
- ☐ **Departing Hesperia, transponder squawk to 4306.**
 - ☐ Proceed to Lucerne Valley (N 34 26.8, W 116 57.8).
 - ☐ 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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Portable Air Conditioning Systems for General Aviation Aircraft

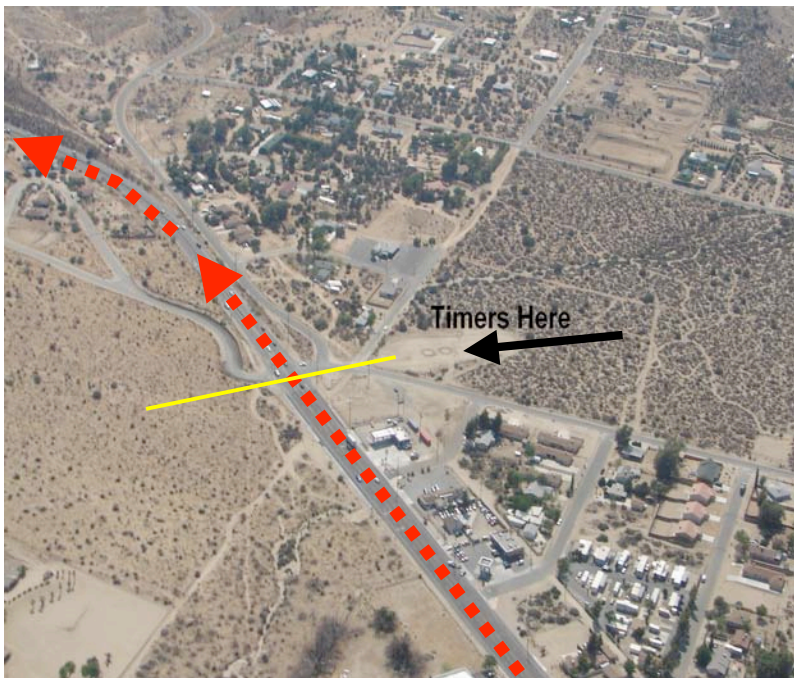
PSP AREA TIMING LINE IDENTIFICATION

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 southwest.

Required altitude over the timing line is 4,000 feet MSL.

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



PSP AREA TIMING (BETTE) APPROACH

From Lucerne Valley, 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 One 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 One is five miles, lights on."*
- ☐ Traffic permitting, maintain 4,000' MSL to Bette.
- ☐ **One (1) mile north of Bette: Report to timers.** *Example "Checkpoint Bette, Race One is one mile final for timing."*

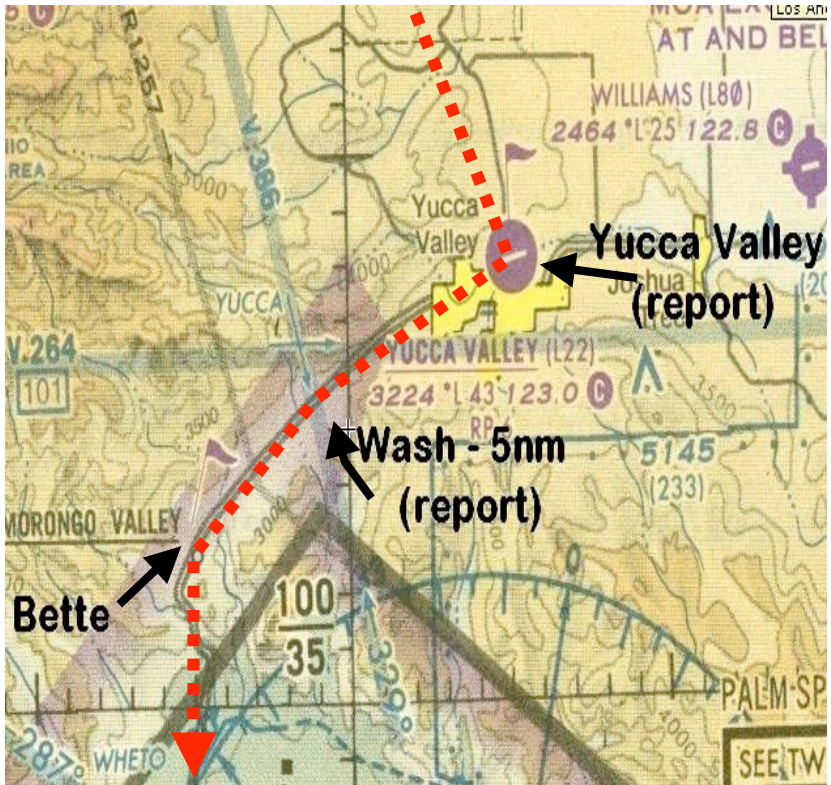
The Bette timing line is adjacent to a gas station and a U-shaped highway intersection in Morongo Valley.

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 4,000' 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 will be made.

*Continue to page **Error! Bookmark not defined.***

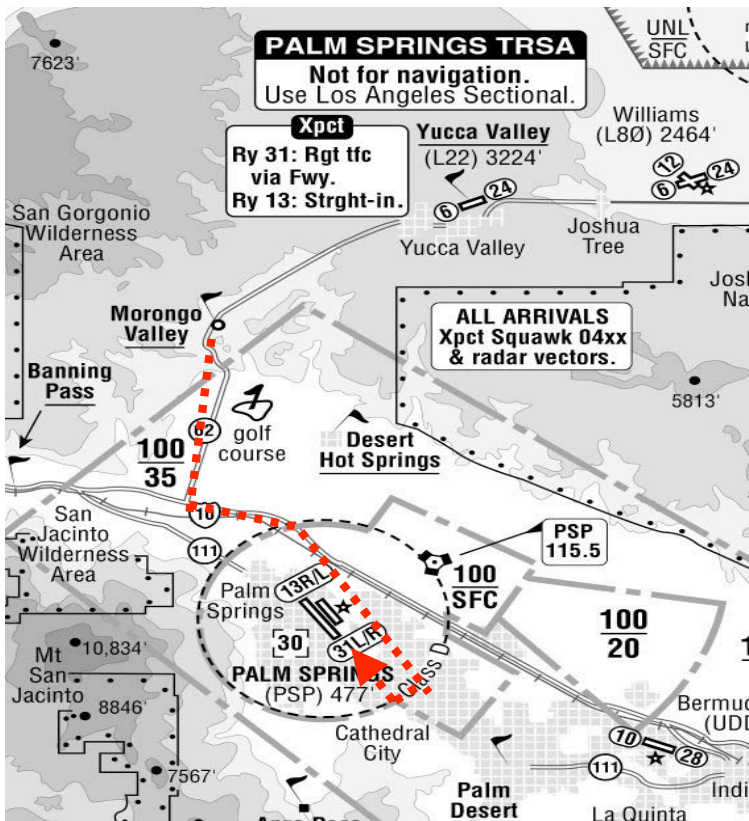
BETTE APPROACH CHART



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

Departing Bette, at 4,000' minimum, follow Hwy-62 south, and contact Palm Springs Tower on 119.7. Advise ATC using your N-number that you are inbound for landing. *Example "Palm Springs Tower, Trinidad 20GF is at Morongo Valley with Information Bravo for landing, negative TRSA service."* **Descend to 2,000' by I-10.**

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

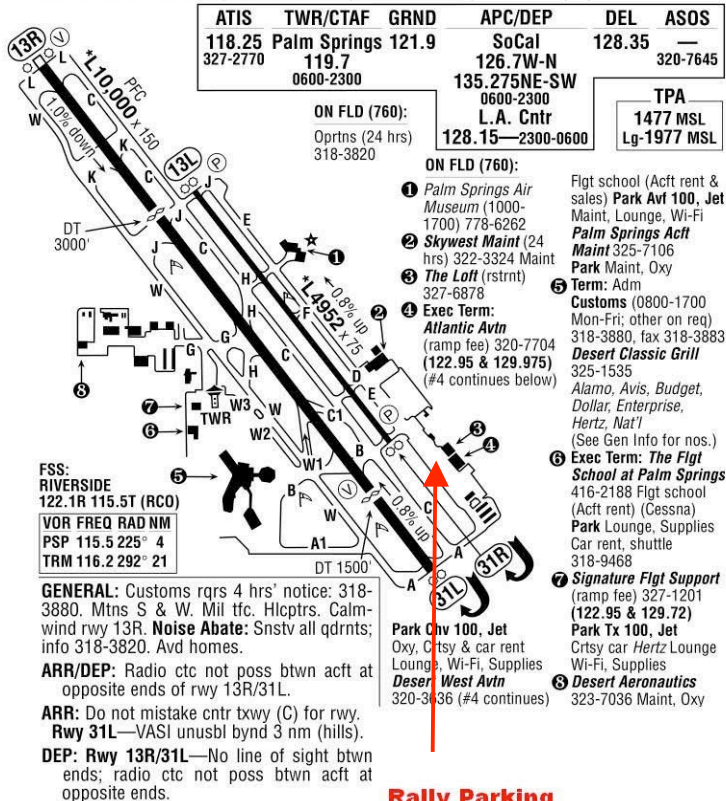


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PSP AIRPORT DIAGRAM

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).



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 **Error! Bookmark not defined.**

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 **Error! Bookmark not defined.** *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 get current information on the events available to you in Palm Springs.



HOTEL ACTIVITY INFORMATION

HOSPITALITY SUITE

Palm Mountain Room, Palm Mountain Resort & Spa

Friday: 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 1745 – 2000

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. Our vans will be running continuously from 0700 to 1030. The hotel van will be available starting at 1100.

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 2009 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.