



Rally Course POH

Crew Number: _____

Pilot

Copilot

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INTRODUCTION

Welcome to the Hayward – Redding – Bend 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 rally numbers 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.

A formal mandatory course briefing will be conducted on Thursday, June 11 at 4:00 PM. The briefing is held in the same hangar where the registration desk is located. A “quick brief” is conducted first for returning racers to highlight procedural changes from the previous year. **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 – 82nd edition, dated 03/12/2009
- San Francisco Terminal Area – 74th edition, dated 03/12/09
- Klamath Falls Sectional – 80th edition, dated 04/09/09

Equivalent coverage World Aeronautical Charts may be used if desired.

- CG-18 – 38th edition, dated 07/03/2008
- CF-16 – 38th edition, dated 01/15/2009

HWD ACTIVITY SCHEDULE

All times are PDT.

Thursday, June 11

- 1200-1600** Impound and check-in.
1200-1500 BBQ Lunch at registration.

- 1600** ***MANDATORY COURSE BRIEFING***

The briefing is held in the Airport Maintenance Hangar, in the same building and adjacent to the registration check-in desk. If you have already received your course POH, you may start your preflight planning prior to the briefing.

Friday, June 12

- 0700** Coffee and snacks in the briefing hangar.

- 0715** Supplemental weather briefing and course update.

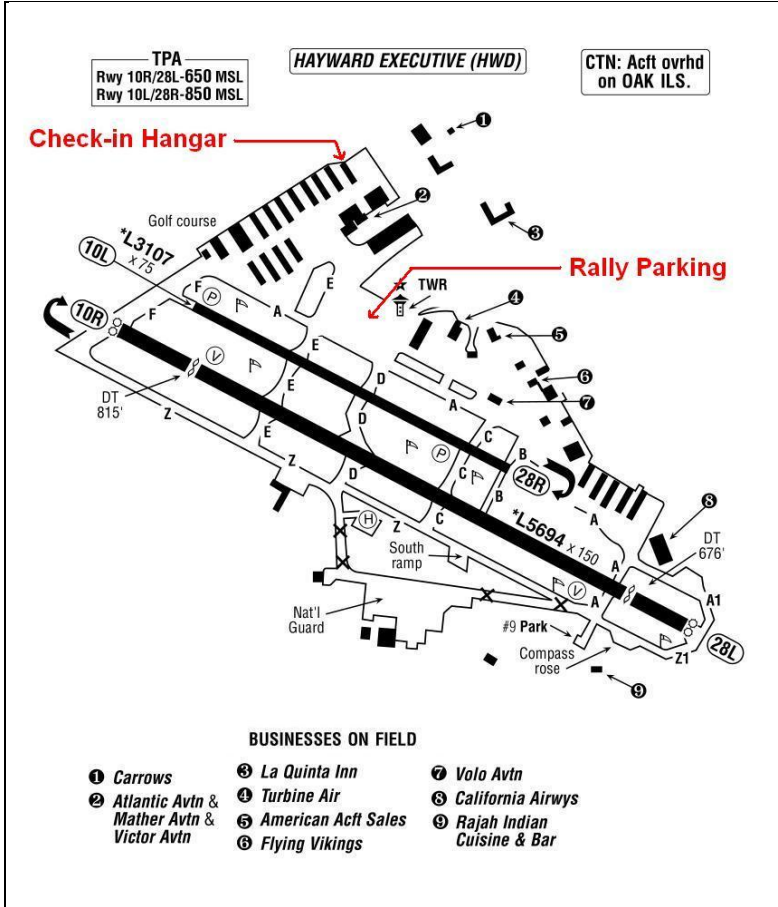
- 0800** Crew photos – at planeside.

- 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



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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.

2009 Hayward Air Rally Committee

Supreme Arbiter of Inane Discussions:	Chris Verbil
Vice Chair:	Gary Waldeck
Treasurer:	Tom Neale
Secretary:	Jenny Donnelley
Registrar:	Lynne Allen
Publicity Guy®:	John Crozier
Webmaster:	Tom Neale
Course Design:	Steve Allen
Hayward Ramp Operations:	Jenny Donnelly
Hayward Impound:	Kim Purcell
Redding Ramp Operations:	Cheryl Knight
Airborne Timing Lines:	Del Hocker
	Ray Hazel
Bend Ramp Operations:	Steve Verbil
Bend Hotel Operations:	Marie Damon
Advisor Emeritus:	Don Nisley

Volunteers

Hayward Ramp and Impound:	Rob Kirkpatrick
	Chris Lea
	Noel Barker
Registration and Check-in:	Alameda County 99s
Photographer:	Carl LaRue
Rally Artwork:	Tim Purcell
Hayward Arrival Barbecue:	Valerie Farnsworth
Hayward Departure Timers:	Genny Solorio
	Alameda County 99s

Checkpoint 'Howie' Timer:

Redding Ramp Crew:

Judy Barker

John Doig

Nick Dunham

Levi Gunter

Jack Kilpatric

Marc Knight

Bob Moore

Michael Morgan

David Shoffner

Diana Ward

Noah Wedan

Kyle Wimmer

Dick Wilkinson

Cheyenne Bell

Audry Schutte

Barbara Crooker

Sue Kerr

Redding Poker Dealers:

Redding Lunch (Mount Shasta 99s):

Redding Departure Timers:

Lindsay Edwards

Lerose Lane

Tony Miller

Checkpoint 'Goering' Timer:

Jim Daman

Bend Ramp Crew:

John Busche

Ed Endsley

Robin Griswold

Matt Hagedorn

Gary Miller

Special Projects

Brent Bolen

Hayward Executive Airport Manager: Lloyd Partin

Redding Municipal Airport Manager: Rod Dinger

Redding Jet Center, Aviation Services Manager: Doug Coble

Bend Municipal Airport Manager: Gary Judd

Professional Air, Global Director of Fun: Butch Roberts

Shilo Inn Suites Bend, Director of Sales: Carla Moore



CONTACT INFORMATION

Hayward Impound:	Until 1800 only: (510) 760-1986 After hours: (510) 385-1104
LaQuinta Inn HWD:	.....(510) 732-6300
Chris Verbil:	.....(408) 757-3426
Prescott FSS	.....122.5 via Oakland RCO, (800) WX-BRIEF or (928) 583-6154
Rancho Murieta FSS:	.....122.4 (N); 122.05 (S)
Redding Tower:	.....(530) 221-4475
Redding Ramp Crew:	.....(530) 941-5481
Mc Minnville FSS:	.....122.3 via Sun River RCO, 122.5 at Bend
Bend FBO:	.....(541) 388-0019
Shilo Inn Suites:	.....(541) 389-9600
Bend Ramp Crew:	.....(203) 556-5082

RDD Redding Jet Center (AirBP, (530) 224-2300, Unicom 122.95): Accepts Visa, Mastercard, American Express, Multiservice, Avcard, cash and personal checks.



BDN Professional Air (Exxon Mobil, (541) 388-0019, Unicom 123.0): Accepts Visa, Mastercard, American Express, Discover, Multiservice, Avcard cards, cash. No 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 Fifty 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 Fifty is over Hooterville checkpoint at 7,500, making left turns."

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

Example "Redding Tower, Race Fifty inbound for landing."

If you call Approach, Center, 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 Bend, you should close your FAA VFR Flight Plan through normal methods.

FLIGHT PLAN TIME CALCULATOR

Hayward Takeoff Time

	Z
+	
=	Z

+ ETE from Group Flight Plan

= Your Flight Plan ETA



RALLY SCORING

HAYWARD - REDDING TIME ESTIMATE

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

REDDING – BEND TIME ESTIMATE

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

HAYWARD - REDDING 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 “Howie” timing line to the Redding airport, VFR pattern, landing, taxi, and engine shut down at the race ramp. Runway 30 is the expected runway for arrival at RDD.

REDDING – BEND 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 “Goering” timing line to the Bend airport, VFR pattern, landing, taxi, and engine shut down at the race ramp. Runway 16 is the anticipated runway for landing at BDN if the surface wind is less than five knots.

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 airborne 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. REDDING FUEL – Redding 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 Redding 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 Redding segment of the top white copy only.

3. BEND FUEL – Bend 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 Redding and Bend.

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 checkpoints, and altitudes flown – traffic can be hazardous over 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 “Howie” and “Goering”, 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 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 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 Fifty 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 1245.**
- 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 run.
- 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 establishing two-way communications with ATC.

- 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.

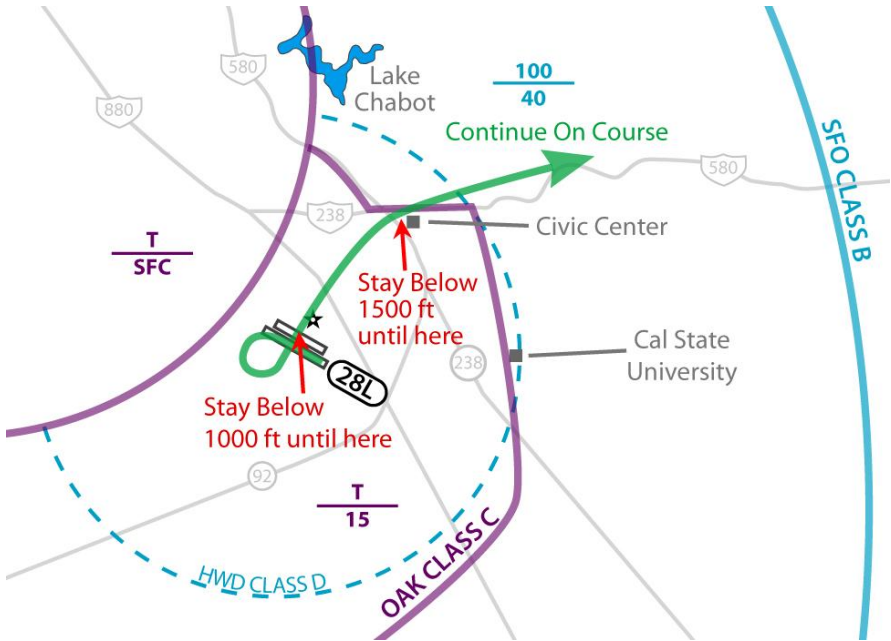
NorCal Departure - 125.35

Livermore ATIS - 119.65

Livermore Tower - 118.1

Continue to page 20.

HWD DEPARTURE DIAGRAM



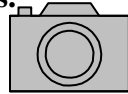
Oakland Aircraft, Inc.

HWD – RDD CHECKPOINTS

<input type="checkbox"/>	Checkpoint 1	Amador County
	Elevation 1690'	(O70)
	Pattern Altitude 2690'	Lat N 38° 22.61'
	Overfly Above 3500'	Long W 120° 47.64'

A tall obstruction that is visible on approach to runway 1 is:

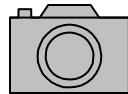
- A. twin American flags at a car dealership.**
- B. multiple glass-and-steel office buildings.**
- C. a water tower.**



<input type="checkbox"/>	Checkpoint 2	Milhou
	Elevation 2625'	(79CL)
	Pattern Altitude 3600'	Lat N 39° 19.49'
	Overfly Above 4500'	Long W 121° 04.56'

Which part of this ridge-top airport was recently paved?

- D. mid-field taxiway**
- E. run-up area**
- F. none**



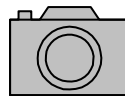
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<input type="checkbox"/>	Checkpoint 3		Oroville
	Elevation 192'		(OVE)
	Pattern Altitude 992'	Lat	N 39° 29.27'
	Overfly Above 2500'	Long	W 121° 37.32'

Between the golf course and new residential subdivision on the northwest side of the airport, there is a

D. gas station and convenience store.

E. softball field complex.



F. single white radome.

-
- Proceed to Haigh (O37) airport for start of timing line “Howie” approach.
 - To stay clear of Chico Class D airspace, remain above 2,700’ enroute from Oroville to Haigh.**
 - From Haigh, proceed to Corning (004), then track northerly from Corning to remain east of Red Bluff (RBL).
 - Stay east of I-5 to remain clear of the RBL traffic pattern. **Remain above 2,000’ until passing RBL.**
 - Copy Redding ATIS 124.1 as soon as possible.**



Portable Air Conditioning Systems for General Aviation Aircraft

Wouldn't that feel good right about now?

Continue to page 23.

REDDING AREA TIMING LINE IDENTIFICATION

HOWIE

Frequency 122.9

Lat 40° 21.894'

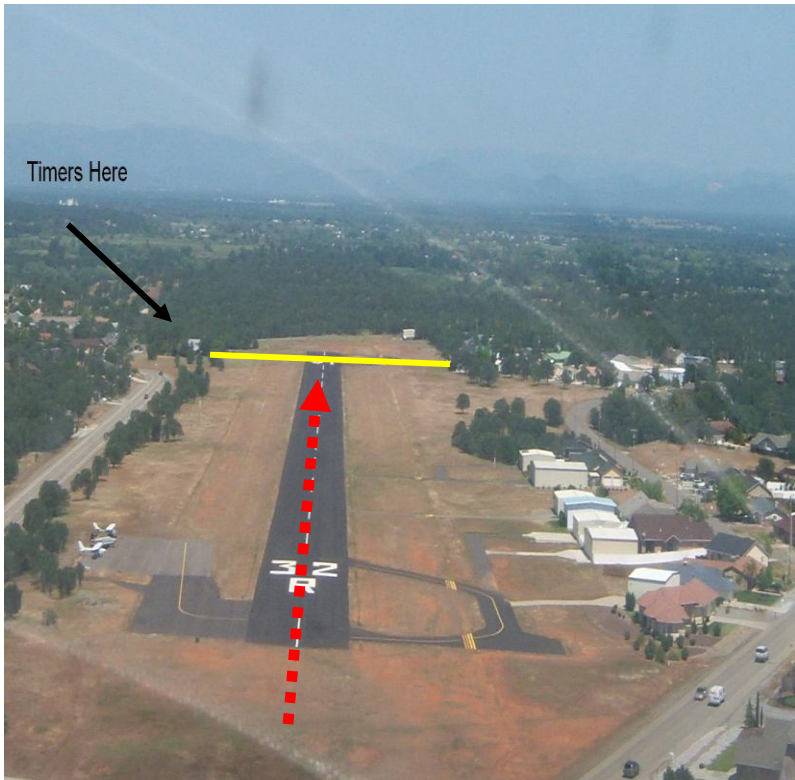
Long 122° 13.038'

Field Elevation

615'

The timing line is on the runway at the Lake California airport (68CA). The line is directly in front of the only house on the west side of the field, at the north end. Fly a low pass over the runway, south to north. The timing line is approximately 10 nautical miles from Redding Municipal Airport.

Required altitude over the timing line is 915 feet MSL.



REDDING AREA TIMING (HOWIE) APPROACH

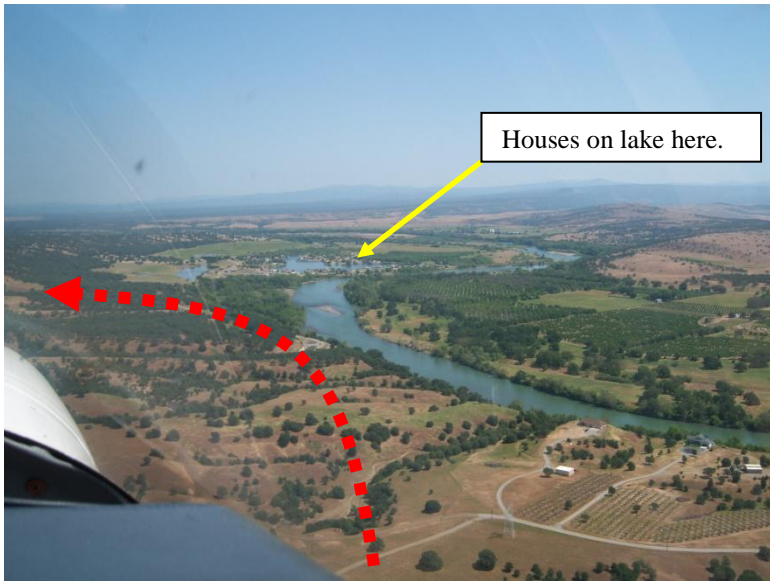
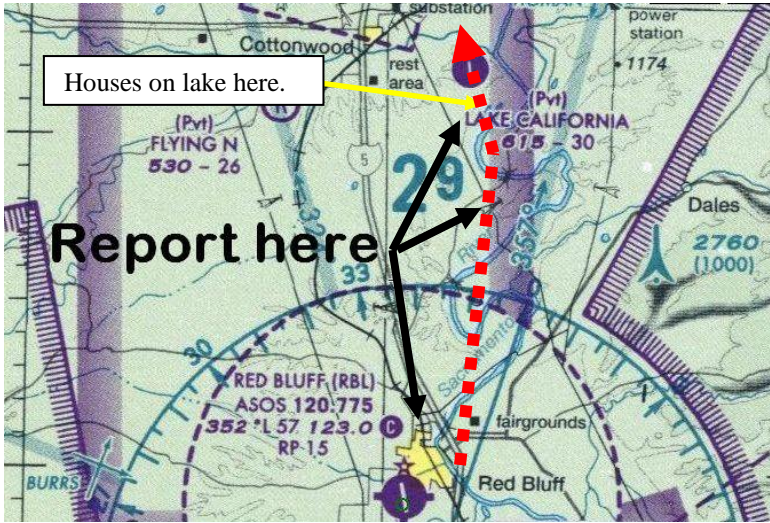
From abeam and to the east of Red Bluff (RBL), track 010° true until the houses on Lake California “marina” are visible. Refer to the pictures on the next page.

- Abeam Red Bluff, call the timers on 122.9.** *Example “Checkpoint Howie, Race Fifty at Red Bluff, inbound for timing.”*
- Transponder code to 1245** so Redding Tower will recognize you as a rally aircraft. You do not need to contact Redding Tower unless you are requesting their services.
- Five (5) miles south of Howie by your estimate: Landing lights on, and report to timers.** *Example “Checkpoint Howie, Race Fifty is five miles, lights on.”*
- Intercept the runway centerline as soon as it is visible.
- Plan your final descent to 915’ MSL prior to Howie. Caution for powerlines NW-SE, 3 nm south of Howie.
- One (1) mile prior to Howie, passing Lake California “houses on the lake” and marina on the right: Report to timers.** *Example “Checkpoint Howie, Race Fifty, one mile final for timing.”*

DO NOT FLY OVER THE TIMERS! They are located west of Lake California’s 14-32 runway, at the only house on the northwest end. Please cross the timing line at 915’ MSL, maintaining runway centerline.

When you cross the line, the timing officials should confirm on 122.9 that they have recorded your time. Your actual “clock time” will not be disclosed. **After crossing the timing line, climb immediately, continue straight out on runway heading, and contact Redding Tower.**

HOWIE APPROACH VIEWS



RDD AIRPORT ARRIVAL

- ❑ Copy Redding ATIS – 124.1, as soon as practical.
- ❑ **Departing Howie, start a climb to 1500' MSL, continue straight-out, and contact Redding Tower – 119.8.** Advise the Tower that you are inbound for landing. *Example “Redding Tower, Race Fifty, a Beech Sierra is departing Lake California, inbound with information Alpha for landing.”*
- ❑ Expect a landing on either runway 30 or 34 depending on airport traffic.

Please note that any go-arounds, extended pattern entries, 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.

Redding Tower should direct 30 landing traffic to exit at the end; landing 34 traffic will exit the runway via a left turn onto 30. Upon exiting the runway, follow the directions of the ramp officials to parking.

- ❑ **Monitor Redding 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.



BrightLine Bags

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.**

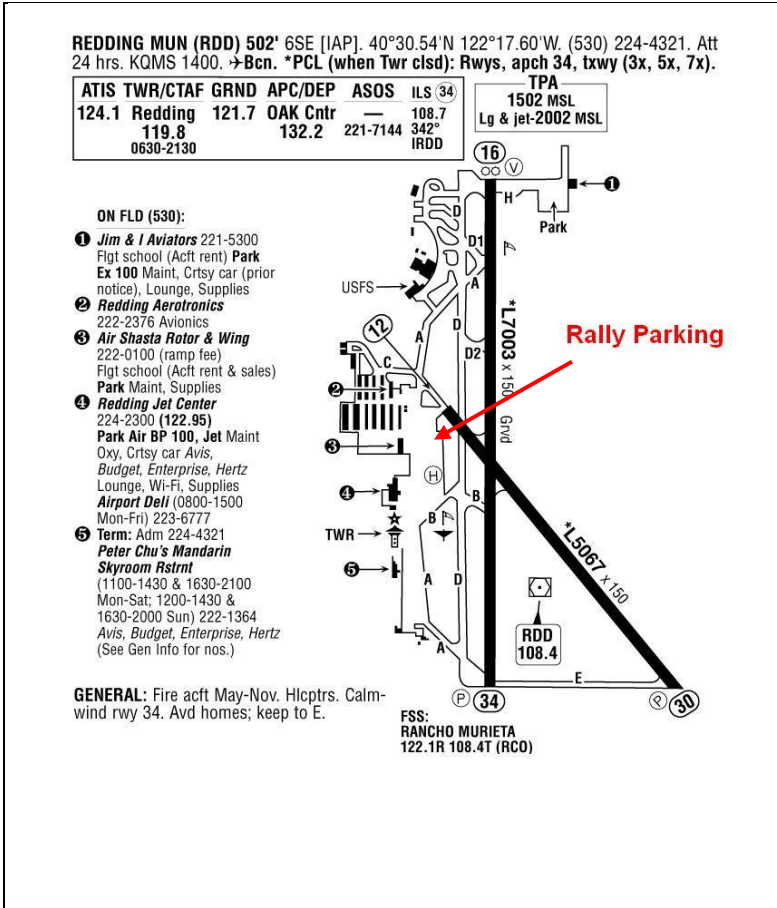
The pilot or copilot must remain with the aircraft until fueling is completed. Please be prepared to pay for your fuel at the truck. See the contact information on page 8 for which payment methods will be accepted by the FBO.

When fueling is complete, you may proceed to the FBO area for lunch. Inside the FBO, the Mount Shasta 99s will have a deli box lunch available for a cost of \$10. Chilled bottled water is available courtesy of the Air Rally Committee.

- If you are playing poker don't forget to draw two more cards.
- Free wireless internet access and a flight briefing room are available in the FBO for updating weather briefings and flight plans.



RDD AIRPORT DIAGRAM



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RDD DEPARTURE PROCEDURES

- Copy ATIS on 124.1 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.
- Call Ground Control on 121.7 for taxi clearance.**
Expect Runway 34 in use for departures.

After completing your run-up:

- Switch to Redding Tower on 119.8.** No call is necessary until you are number one to go.
- Transponder on to 1245.**

Standard departure is straight out from Runway 34.

- Taxi up to and HOLD SHORT of 34. When you are number one for takeoff, call the Tower on 119.7.**
Advise them you are ready for takeoff with a straight-out departure. *Example “Redding Tower, Race Fifty ready at 30 for straight-out.”*
- TOWER WILL CLEAR YOU FOR TAKEOFF.**

The rally timers are located on the left shoulder near the beginning of 34, and are monitoring tower frequency. **When tower says “cleared for takeoff”, taxi into position and hold. Look at the timers to give you a countdown 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.**

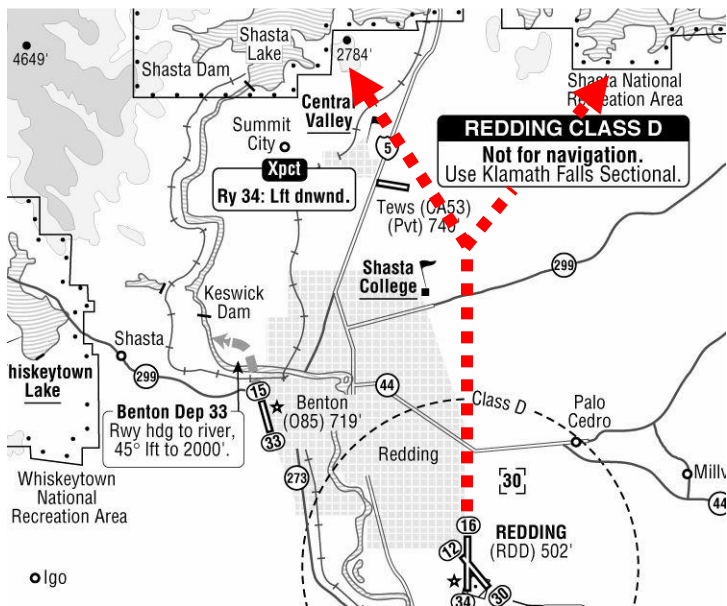
Continue to next page.

For an orderly transition out of the area, proceed straight out until well clear of the RDD traffic pattern and Class D airspace.

- Monitor Redding Tower on 119.7.** No further call is necessary unless you are requesting ATC assistance.

When safely clear of the Class D to the north, there is no further need to monitor RDD Tower, and you may leave the frequency without asking Tower for a frequency change.

- Monitor the air-to-air frequency 122.75.**
- Proceed on course to your first checkpoint.
- Review your ETA to Bend on page 10, and update your Flight Plan with FSS as necessary.



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Continue to next page.

RDD – BDN CHECKPOINTS

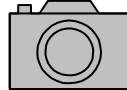
Checkpoint 4 **Butte Valley**
Elevation 4243' **(A32)**
Pattern Altitude 5043' **Lat** **N 41° 53.23'**
Overfly Above 6500' **Long** **W 121° 58.54'**

At Butte Valley, how many aircraft t-parking spots are clearly painted today on the ramp mid-field?

J. 6

K. 10

L. 24



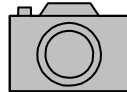
Checkpoint 5 **Chiloquin State**
Elevation 4217' **(2S7)**
Pattern Altitude 5217' **Lat** **N 42° 34.99'**
Overfly Above 6500' **Long** **W 121° 52.57'**

Adjacent and west of the approach end of runway 35, is a:

M. football field with artificial grass surface.

N. open dirt horse arena.

P. new swimming pool.



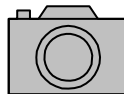
<input type="checkbox"/>	Elevation 4638'		Beaver Marsh State
			(2S2)
	Pattern Altitude 5638'	Lat	N 43° 07.74'
	Overfly Above 6500'	Long	W 121° 49.07'

At this dirt strip, there is a small patch of asphalt at:

R. the runup area adjacent to south end.

S. the taxiway adjacent to north end.

T. a midfield parking ramp.



-
- Proceed to Sun River (S21).
 - Consider 7,500' or above for terrain avoidance enroute to Sun River. Minimum crossing altitude at Sun River is 6,000'.
 - From Sun River, proceed to Millican (N43° 52.76', W120° 55.17').
 - Copy the Bend AWOS 134.425 as soon as possible.



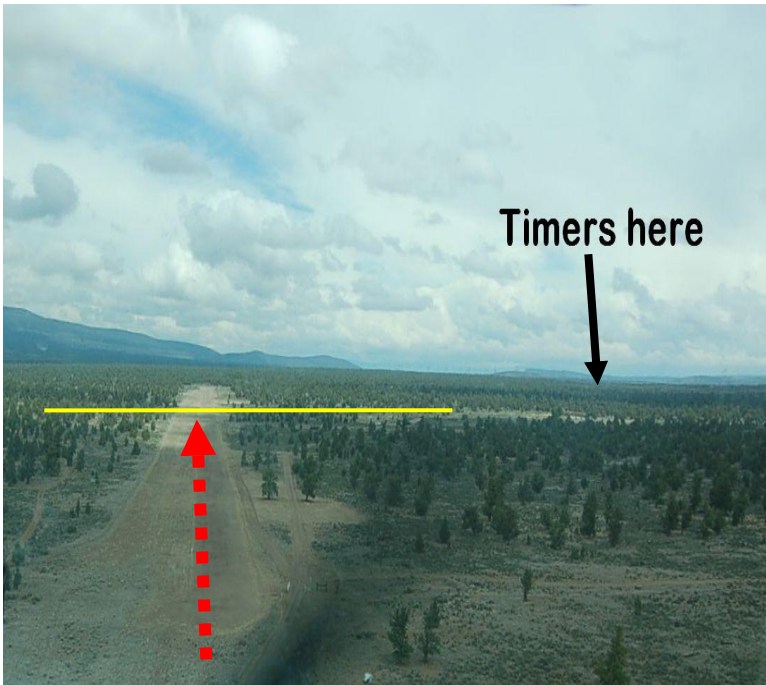
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BEND AREA TIMING LINE IDENTIFICATION

GOERING **Frequency 122.75**
Lat 44° 05.750' **Long 120° 56.813'**
Field Elevation **3450'**

The timers are located at the Goering Ranches airfield (50OR), at the hangar located mid-field on the east side of the runway. Fly directly over the runway, from south to north, maintaining runway centerline. The timing line is approximately 11 nautical miles from Bend Municipal Airport.

Required altitude over the timing line is 3,750 feet MSL.



BEND AREA TIMING (GOERING) APPROACH

From Sun River S21, fly to Millican. At Millican, you are approximately 12 miles from the timing line. Refer to the diagram on the next page.

- ❑ **Overhead Millican: Call the timers on 122.75.** *Example “Checkpoint Goering, Race Fifty at Millican, inbound for timing.”*

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

- ❑ From Millican, fly northwesterly, following the clearly visible powerline towards Goering.
- ❑ **Seven (7) miles out, at the bend in the powerlines: Landing lights on, and report to timers.** *Example “Checkpoint Goering, Race Fifty is at the powerline bend, lights on.”*
- ❑ Plan your descent to 3,750’ MSL prior to Goering.
- ❑ **Two (2) miles south of Goering, at a double jog in the E-W road: Report to timers.** *Example “Checkpoint Goering, Race Fifty is two miles for timing.”*

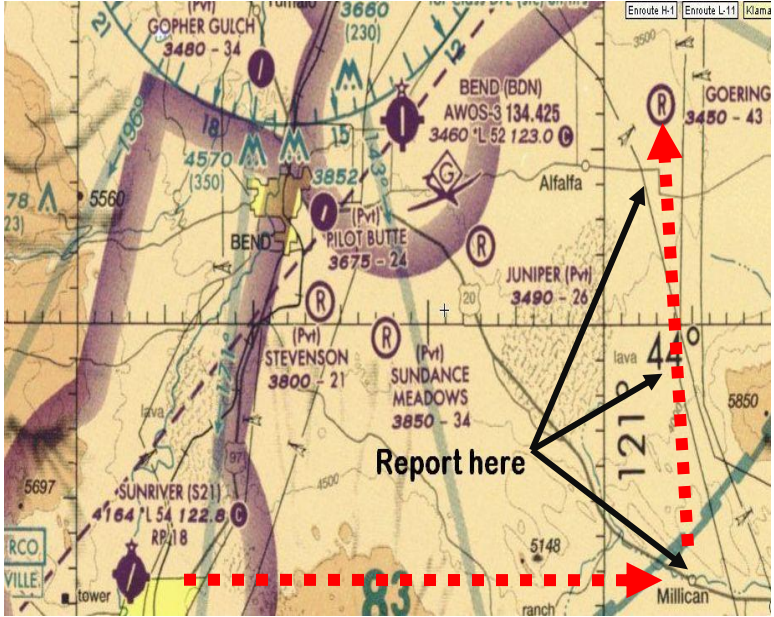
The Goering timing line is the intersection of the runway and perpendicular taxiway, located mid-field.

DO NOT OVERFLY THE TIMERS! The timers will be to the east of the runway, adjacent to the hangar. Please cross the timing line at 3,750’ MSL.

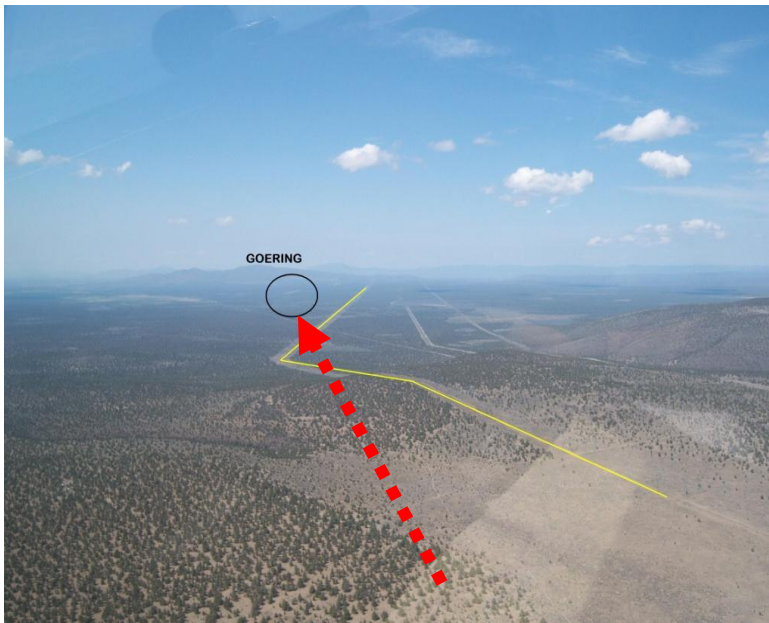
When you cross the timing line, the timing officials should confirm on 122.75 that they have recorded your time. They will not report your actual clock time; only an acknowledgement that your time has been recorded will be made.



GOERING APPROACH VIEWS



Not true scale



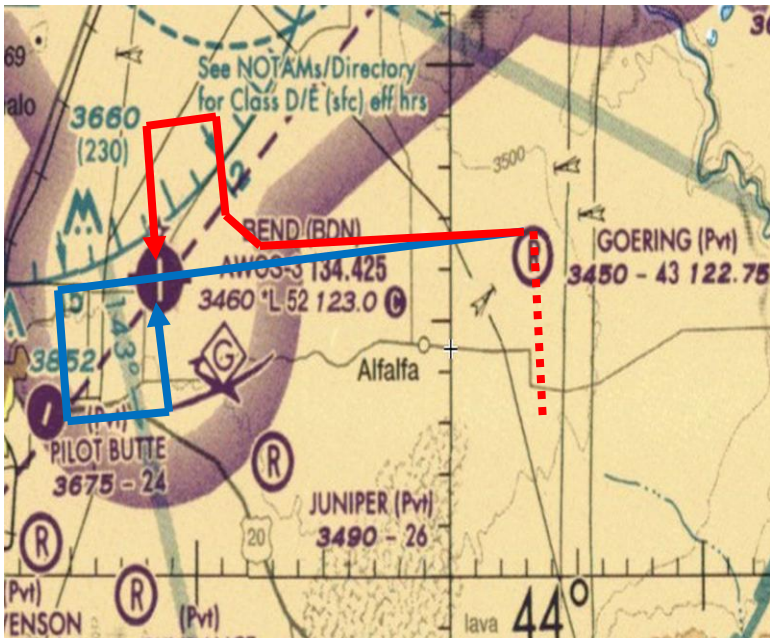
BDN AIRPORT ARRIVAL

At the timing line you are approximately thirteen (11) miles from Bend Municipal Airport.

- ❑ **Departing Goering, start a climb to 4,500' first, then turn west towards BDN, and contact Bend Unicom on 123.0.** Advise airport users that you are inbound for landing. *Example "Bend Traffic, Race 50, a Beech Sierra, is ten east requesting airport advisory."*

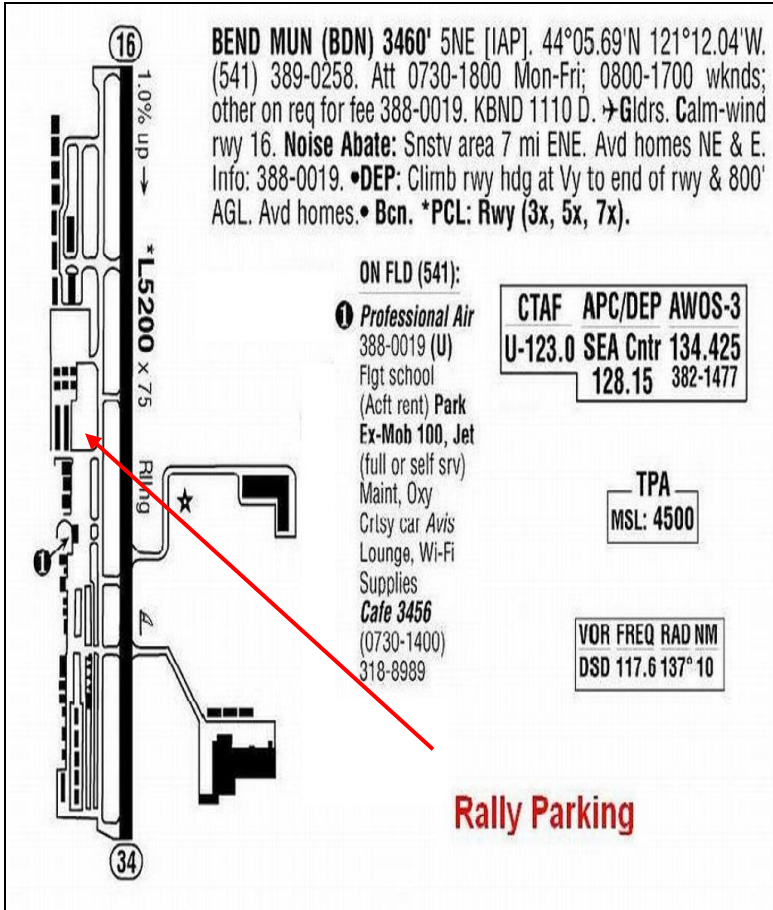
Do not extend your approach to Bend much to the north. The RDM Class D airspace extends to within 5.4 nm of BDN.

If runway 16 is in use, make a right 45 entry at 4500' to left downwind (red). For runway 34, cross over midfield at 5000' with a left turn to a left downwind (blue).



Not true scale
Continue to page 37

BDN 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.

Rally parking is on the main ramp, west of the runway. Upon exiting the runway, look for rally officials to guide you to 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 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 disposable camera and the final scoring copy, leaving you with a pink copy for your records.



Continue to next page

- ❑ **Is your Flight Plan closed?** You must close your flight plan with FSS prior to landing at BDN, or using normal procedures after landing. *The airport and FBO staff will not close our flight plans on arrival.*

- ❑ **Remove your race numbers, if tape has been used.** The high-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. If you reserved a rental car in advance, it should be available at the FBO.

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 BDN is accessible 24 hours daily. The FBO at Bend has normal operating hours of 0730-1800 (Fri) and 0800-1700 (Sat-Sun). *A fee may be charged by the FBO for callout, outside of normal business hours.*

Shilo Inn Suites Hotel: Please check-in with Air Rally staff at a special registration desk to the left, as you enter the main lobby. You will receive your room key(s), complete the poker games and get current information on the events available to you in Bend.



HOTEL ACTIVITY INFORMATION

HOSPITALITY SUITE

Rooms 609-610, Shilo Inn Suites
3105 O.B. Riley Road
Bend, OR 97701

Friday: 1400 – 2300

Saturday: 0800 – 1600 & 2000 – 2300

AWARDS DINNER - SATURDAY

Ballroom, Shilo Inn Suites

No-Host Cocktails start at 1730

Dinner and Presentations 1800 – 2100

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 rally committee van 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 2010 Hayward Air Rally! Great pay, wonderful office view, fantastic benefits. Contact Gary Waldeck for more details.

