



2026 Hayward Air Rally Course Handbook

Race / Crew Number: _____

Pilot ☐

Copilot ☐

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WELCOME and INTRODUCTION

Welcome to the **62nd Annual** Hayward Air Rally!

The Hayward Air Rally is the longest continually held proficiency flying event in North America. Having grown out of a personal challenge between Hayward city officials in 1965, the rally is now in its 62nd year!

This event is staged by the Hayward Air Rally, Inc., a non-profit California public benefit corporation with IRS 501 (c) (3) status. The Hayward Air Rally's primary charter is to enhance general aviation safety by encouraging aircraft pilots to stay proficient in basic flight navigation and fuel management techniques.

The rally is designed to give pilots a chance to exercise their flight planning, navigation, and pilotage skills, as well as put their knowledge of their aircraft performance to the test. Beyond the competition, the event also provides rally crews ample opportunity to socialize with a group of like-minded fellow aviation enthusiasts.

Traditionally, the rally consisted of a two-leg course to a weekend destination city such as Laughlin, NV, or Bend, OR. We flew two years during the COVID pandemic using an out-and-back format to nearby Tracy. In an effort to reduce the cost and time commitment for participants, we have been flying single-leg courses in recent years. We will again be flying a single leg this year from Hayward to Sacramento McClellan. While on the rally course around the Central Valley, there are a series of visual checkpoints that must be identified, as well as airborne timing points that must be overflown.

Prior to departure from Hayward each rally crew turns in estimates of their expected flight times (takeoff to timing points) and fuel consumption (engine start to shutdown) for the course.

Rally participants are scored on a combination of:

- Checkpoint Identification
- Matching Predicted Time
- Matching Predicted Fuel Used

This POH document is provided in printed format when you complete the inspection and check-in process after arriving at Hayward. The POH is also provided electronically as a PDF file available on the Rally website (www.hwdairrally.org) the day prior to the Rally.



If you obtained the POH as a download from the Rally website, you may want to print some or all of this document to have with you in your aircraft. In particular, you are likely to want (need) the pages with the checkpoint identification questions and the timing line instructions.

A formal, mandatory course briefing will be conducted on Friday, May 29, 2026 at 4:00 PM at the Hayward Administration Building conference room and via internet video conference. The instructions for joining the video conference will be sent separately by email to all participants.

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

- ☐ San Francisco Sectional
- ☐ San Francisco Terminal Area (optional)

EVENT SCHEDULE

All times are PDT.

Friday, May 29

- 1200-1600** Arrival window for check-in and inspection of pilot documents, installed equipment and Race numbers.
- On arrival proceed to the Transient (“Green”) ramp. Rally volunteers will direct you to a parking spot.
- 1600** **MANDATORY COURSE BRIEFING** in the HWD Administration Building and via Zoom video conference - details provided by email to registered participants.

Saturday, May 30

- 0730-0930** Late arrival window for check-in and inspection of pilot documents, installed equipment and Race numbers.
- Please pay attention to control tower operating hours and runway closures in the Chart Supplement.
- On arrival proceed to the Transient (“Green”) ramp. Rally volunteers will direct you to a parking spot.
- 0730-0930** Turn in pre-flight time and fuel estimates to a Rally official.
- 0900** Crew photos – at plane side.
- 1000** First aircraft departs on rally course, weather permitting.
- DO NOT DEPART before turning in your estimates form to a Rally official!**
- 1300-1800** Hospitality suite at Lions Gate Hotel, Sacramento and/or visit Aerospace Museum of California
- 1800** Awards banquet at Aerospace Museum of California
- 2100-????** Hospitality suite at Lions Gate Hotel, Sacramento

AIR RALLY COMMITTEE AND VOLUNTEERS

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

Hayward Air Rally, Inc.

President
Treasurer
Secretary
Directors

Kim Purcell
Hugh Gregg
Sam Sun

Committee Members

Hugh Gregg, Kim Purcell, Sam Sun,
Chris Verbil, Steve Verbil
Shawn Britton, Chris Lea,
Zhidao Leeroybruce, Mitzi Saylor

Volunteers

HWD Ramp Lead
Hayward Inspection and Check-in
HWD Ramp Volunteers
Hayward Departure Timers
Cameron Park Arrival Timers @ Checkpoint 'Hazel'
MCC Ramp Lead
MCC Ramp and Transportation Volunteers

Chris Lea
Chris Lea, Rob Kirkpatrick, Kim Purcell
Mitzi and Dave Saylor, Jamie West
Becky Failor, Kris Foster
Mitzi and Dave Saylor
Ken Dyche
Nick Alvaro, David Dudley,
Flying Panthers staff and students

Lions Gate Hospitality Suite
Photographer
Rally Artwork
Rally Course Design
Rally Registrar
Scholarship Coordinator
Social Media
Webmaster
Zoom Video Conferencing

Pam Dyche
Carl La Rue
Tim Purcell
Sam Sun
Chris Verbil
Shawn Britton
Zhidao Leeroybruce
Sam Sun
Hugh Gregg, Chris Lea

Special Recognition

Ray Hazel Memorial Scholarship Recipients

Kaitlyn McMahon, Corinne Arthur

Hayward Executive Airport, Manager
Hayward Executive Airport, Operations Supervisor

Douglas McNeeley
Pam Svrdlin

Hayward APP Jet Center, Manager
McClellan Jet Services, Operations Manager

Tom Panico
Anthony Myers

The Hayward Air Rally Committee says **THANK YOU!** to all of our volunteers. This event would not be possible without the support and effort of this terrific group of these hard working people.



EVENT CONTACT INFORMATION

Hayward Ramp and Inspection (Chris)	(408) 483-8872
Hayward Ramp and Inspection (Kim)	(530) 409-2357
MCC Ramp Boss (Ken)	(707) 974-2877
Event Organizer / Course Designer / Official Scorer (Sam)	(858) 869-7446

FSS	122.5 via Oakland RCO, (800) WX-BRIEF
FSS Radio	122.2

FBO Information:	
HWD APP Jet Center	ASRI 129.725 or phone (510) 259-1347
MCC McClellan Jet Services	(916) 641-8970

Lodging Information:	
Home2Suites HWD	(510) 783-0825
LaQuinta Inn HWD	(510) 732-6300
Lions Gate Hotel MCC	(916) 640-0835



Hayward



Sacramento

RALLY ENTRY CLASSES

There are several entry and scoring classes for the Hayward Air Rally, as follows:

- **Analog Class** – may be elected independently for time and fuel scoring. Only analog instrumentation (VORs, ADF, analog fuel flow indicators) are allowed in this class. Some aircraft equipped with digital instrumentation may compete in Analog Class by covering disallowed equipment.
- **Digital Class** – may be elected independently for time and fuel scoring. GPS, DME, and digital fuel totalizers are allowed in this class. Note that some technologically advanced aircraft may only be able to compete in digital class due to required equipment installations.
- **Non-compete Class** – Not offered this year.
- **Masters Class** – A separate scoring class reserved for two-time rally winners.

RALLY SCORING

Rally participants should perform all necessary pre-flight planning for a day-VFR flight over the rally course. During your planning, you should establish a **flight time estimate** from the start of your takeoff roll at HWD **to the airborne timing line at Checkpoint Hazel**, as well as a **fuel consumption estimate** from engine start at HWD **to shutdown at MCC**.

Rally scoring is determined by points accrued for deviation from these preflight time and fuel estimates and various infractions as follows:

Time (navigation) scoring:

Analog Class: One (1) point per second of deviation from estimated time.

Digital Class: 1.5 x 1 point per second of deviation from estimated time. Standard mathematical rounding applies to the nearest whole point.

Fuel scoring:

Analog: 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. Standard mathematical rounding applies to the nearest whole point.

Digital: 1.5 x 3 points for each 0.1% fuel estimate error. Standard mathematical rounding applies to the nearest whole point.

Additional 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
Correct identification of a bonus checkpoint (not an infraction!)	Minus 20 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 points may be assigned at the discretion of the Rally Committee for infractions such as violation of Class “B” or “C” or “D” airspace, TFRs, Restricted Areas, hazardous flight practices, other violations of FARs or flagrant disregard for the spirit of the rules.

All points for fuel, time, checkpoints, and any 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 online at <http://www.hwdairrally.org/about/rules.html>, for more information on how the race is scored.

ABOUT THE RALLY SCORING FORM

Included in your crew kit is a two-part scoring form, titled “Checkpoint, Fuel and Time Estimate Log”. This form is printed in duplicate. Please note, *starting at the bottom* of the form:

1. TIME AND FUEL ESTIMATES - complete this section with your estimates on Saturday morning. This section of the form will be picked up by a ramp official just prior to your departure. The rally official will take the bottom segment of the white copy only. **DO NOT DEPART** before handing this part of the scoring form to a Rally Official.

Hayward - McClellan TIME ESTIMATE

This is your estimate of elapsed time from the start of the takeoff roll at Hayward **to overhead the “Hazel” timing line** at the Cameron Park airport. This estimate will include your time necessary to fly to all required checkpoints prior to crossing the timing line.

Hayward - McClellan FUEL ESTIMATE

This is your estimate of fuel that you will use flying the course, from engine start at HWD **to shutdown at MCC**. It should include the fuel you burn for taxi, run-up, take-off and climb, all the enroute portion, flight from “Hazel” timing line to the McClellan airport, landing, and taxi to the race ramp.

Note that the TIME estimate is from takeoff to timing line, but the FUEL estimate is necessarily from startup to shutdown.

2. SACRAMENTO FUEL – McClellan ramp officials will enter the amount of fuel as shown by the truck meter in Box A, a fuel truck calibration factor (Box B), and any fuel vector adjustments declared (Box D).

Fuel Correction Factor

Every fuel truck or pump used in the Rally 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. All fuel scores shown on the scoring form are subject to verification and adjustment during the final scoring process.

Fuel Adjustments (Fuel vector)

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

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

3. CHECKPOINTS - During the rally, you will be flying over the mandatory and bonus checkpoints listed in this Rally Course POH. At each checkpoint, you will select the most 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. It is recommended that you take a photo of each check point to prove that you successfully navigated to it in the event that you answer a question incorrectly.

Bonus checkpoints are optional. It is up to each team to determine whether the additional time and fuel is worth the effort to go to each Bonus checkpoint. **Scoring for each Bonus checkpoint is based entirely on answering the question correctly, not just locating it.** Each correctly answered Bonus checkpoint question will subtract 20 points from your score.

After all required entries and signatures are completed, the ramp official will then remove the remaining portion of the white copy.

You will have the complete last yellow page of the scoring form for your records. **Please keep your copy**, as it contains all the information pertinent to your score. In the event of incomplete records on the course, the official scorer may ask you for your copy after the rally is completed.

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. Pilots not participating 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. Keep your announcements brief and succinct.

Example: "Race One-eleven is approaching checkpoint one at 3,500."

Avoid circling over checkpoints, but where necessary, **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-eleven is over checkpoint two at 5,500, making left turns."

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

Example: "Hayward Tower, Race One-eleven inbound for landing with information Alpha."

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 (HWD tower) will know about your race number.

It is always a good idea to monitor Guard (121.50) on a second radio when you can. Please don't meow.

FLIGHT PLANS

In past years, the Rally Committee filed a standard VFR Flight Plan for each participating aircraft. Because of the short turnaround time for Saturday morning arrivals and the fact that departure order and time will not be pre-determined, we will not be doing so this year.

The entire route is in radar coverage and all participating aircraft should be ADS-B Out equipped. Enroute ATC facilities have been notified of the participating aircraft and general route. You are encouraged to file a VFR flight plan on your own and/or use ATC flight following if you so desire.

Note that depending on the service you use to file your flight plan, VOR radial-distances may be specified in the form VORrrrddd (e.g. OAK113007) and latitude/longitudes in the form dddmmN/dddmmW (e.g. 3739N/12207W). Having said that, it may be easier to provide only a simplified route (e.g. HWD .. HYP .. MCC) as opposed to listing every waypoint. It's up to you.

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 “Checkpoint, 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.

You are encouraged to take a photo of each checkpoint in case there is any question about whether you successfully navigated to that location.

If you feel that none of the answers are correct, take written notes of what you do see from the air. If the rally scorer 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. You may also want to monitor the CTAF of any airports that are also checkpoints.

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

Latitude and longitude coordinates for some checkpoints are provided to assist you in locating them 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 suggested overflight altitudes are stated for safety reasons. **For the airborne timing checkpoint “Hazel”, 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.

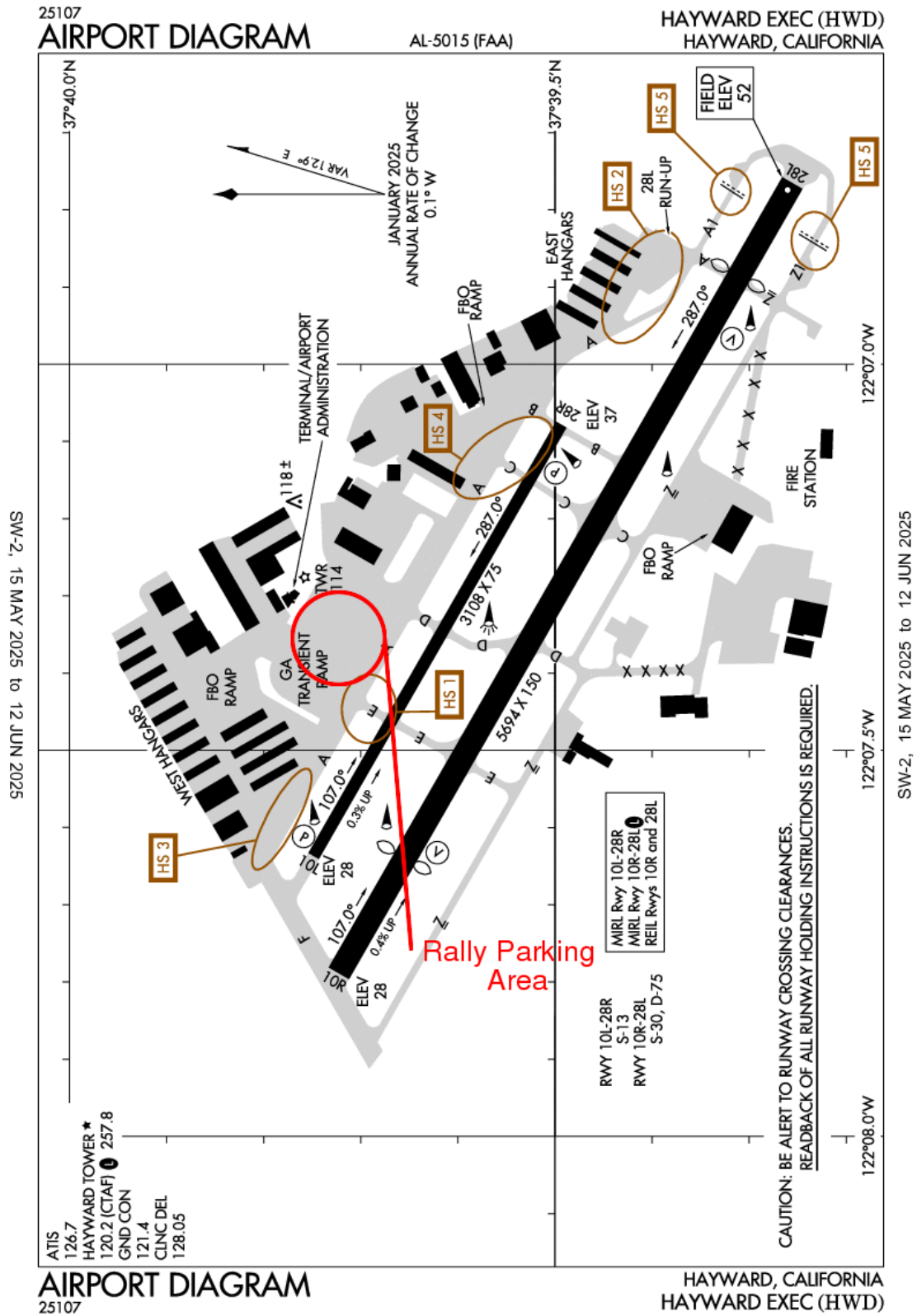
Safety in the air is up to you – the **Pilot In Command**. If any checkpoint becomes, in your opinion, unsafe due to weather or other factors which may obscure terrain or an area where a checkpoint may be located, use your discretion. If you decide to bypass a checkpoint, note your reasons and submit 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.

If for any reason you must leave the rally due to mechanical difficulties or other problems, close or modify your flight plan (if you filed one) 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.

HAYWARD AIRPORT DIAGRAM

Reference only. Do not use for navigation.



HWD DEPARTURE PROCEDURES

Check boxes ☒ are provided for your planning use if desired.

Crews should be at their airplanes by 0900 Saturday morning. A rally official will collect your time and fuel estimates by 0930.

Prior to engine start:

- ☐ **Rally Score Sheet bottom section collected by a Rally Official**
- ☐ **Rally Score Sheet (“Fuel and Time Estimate Log”) inside cockpit**
- ☐ **Review the departure diagram on page 14.**
- ☐ **Monitor and copy ATIS – 126.7**
- ☐ **GPS DATA LOGGER SWITCHED ON or App Logging started - if you are using one.**

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. Request taxi clearance with the ATIS. Example: “Hayward Ground, Race One-eleven ready for taxi 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 two-minute intervals. Please ensure you are inside the run-up area and not blocking Taxiway Alpha.

When you are “number one holding short”, call the tower ready to depart, number one.

- ☐ **Switch to and call Hayward Tower on 118.9 (their secondary frequency) – “Hayward Tower, Race One-eleven, ready for takeoff 28R, right crosswind departure below one thousand five hundred.”**
- ☐ **Transponder on to 1203 with ALT.**
- ☐ **TOWER WILL CLEAR YOU FOR TAKEOFF.**
- ☐ **Once cleared for takeoff, line up and wait on Runway 28R.**

The rally timers are located on the west ramp near the beginning of 28R, and are monitoring tower frequency. When they see you are in position for takeoff, they will transmit a timing call, ideally at the top or bottom of the minute (:00 or :30 seconds).

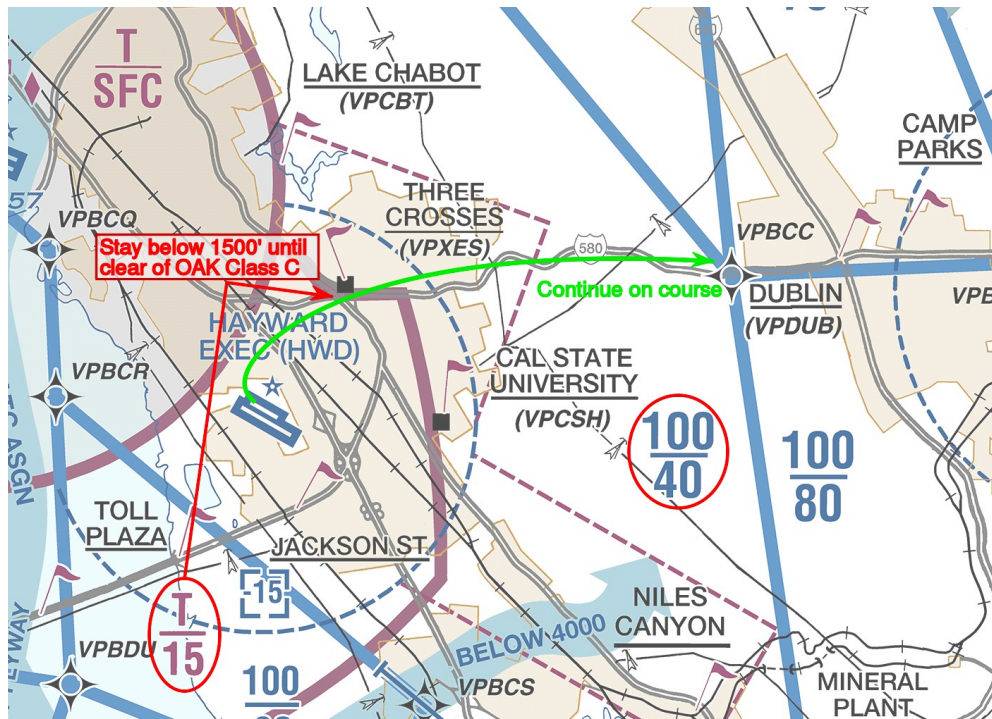
- ☐ **Listen for timing call from the timers, such as “Race One-eleven, MARK!” Your timing for the first (and only) leg of the rally will begin on this mark. Start your takeoff roll at the radio call.**
- ☐ **The Rally departure for 28R is a right cross wind departure. Remain outside of the Oakland Class C in front and above you.**
- ☐ **Continue to monitor the tower frequency 118.9 after takeoff.**
- ☐ **Proceed direct to Three Crosses (VPXES, north side of the intersection of the I580 and I238 freeways) below 1,500’ MSL. Please do not fly towards Cal State Hayward.**

Oakland Class C airspace is 1,500’ MSL and above – do not enter without establishing two-way communications with ATC (NorCal Departure on 125.35)

- ☐ **Monitor Hayward Tower 118.9 until abeam Lake Chabot or you are sure you are outside the lateral boundaries of OAK Class C and HWD Class D.**

Proceed on course to the first checkpoint

HWD DEPARTURE DIAGRAM



CAUTION

While we usually depart fastest-first to allow aircraft to spread out on the rally route, that may not be the case this year depending on the volume of Saturday morning arrivals. Be aware while on course you could be overtaken from behind by faster airplanes.

COURSE CHECKPOINTS

Select the most correct answer for each checkpoint. If unsure, note what you see. Things sometimes change since the checkpoint was surveyed. For traffic flow, these checkpoints should be flown in the order listed.

Checkpoint 1

West Island

Elevation 7'

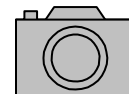
Lat N 38° 01.4'

Overfly Above 2500'

Long W 121° 46.9'

On the narrow island west of the Antioch Bridge, there is a charted 400' MSL group obstruction. This appears to be:

- A. Two black and white tower structures**
- B. Two tower structures, one solid black, one black and white**
- C. A single black and white tower structure**



If you have not already, after West Island, climb above 3000' to avoid any traffic on the instrument approaches into CCR.

Checkpoint 2

Berryessa Peak

Elevation 3057'

Sorry, no GPS coordinates!

Overfly Above 4000'

On the ridge east of Lake Berryessa, there is a lookout tower charted at 3057' MSL. At this location there are:

- D. Several radio towers with a large fire lookout tower**
- E. Several radio towers and a large satellite dish**
- F. Several radio towers and some boxy ground level buildings**



Checkpoint 3

Richvale (07CL)

Elevation 36'

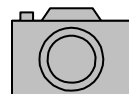
Lat N 39° 29.8'

Overfly Above 2500'

Long W 121° 46.2'

This airstrip

- G. Is marked with both runway numbers and "R" at each end**
- H. Is marked with just an "R" at each end**
- J. Has no runway markings**



COURSE CHECKPOINTS (continued)

Checkpoint 4 Optional Bonus

Challenge

Elevation 3695'
Overfly Above 4500'

Lat N 39° 28.5'
Long W 121° 12.1'

About 5nm east of Brownsville Airpark (2CL1), just south of the town of Challenge, is a charted lookout tower at 3695' MSL. At this location there is a large vertical panel installed near the lookout tower, facing northwest. The face of this panel appears to be

- K. Marked with a black B
- M. Marked with a black lightning bolt
- N. Marked with a colored solid circle
- P. Unmarked

Checkpoint 5

Nevada Union High School

Elevation 2720'
Overfly Above 4500'
Note GOO 2.5nm SE, TPA is 4100'

Lat N 39° 14.4'
Long W 121° 03.2'

At the high school on the north side of town, there is a squarish blue roofed building west of the tennis courts, and next to the baseball fields. This building has solar panels

- S. Adjacent to two sides of the building (east and west)
- T. Adjacent to all four sides of the building
- W. On the south facing roof



Checkpoint 6

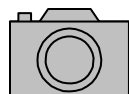
Mystery

Elevation 2899'
Overfly Above 4000'

Sorry, no GPS coordinates!

Fly 13nm out from the Hangtown VOR on the 136 degree radial. At this location, there is

- X. A holding tank in a clearing next to the ridgetop road / truck track
- Y. A burn scar on the side of a ridge
- Z. A runway



From the last checkpoint, it is suggested that you proceed to the town of River Pines for start of Timing Line 'Hazel' approach at Cameron Park (O61).

CHECKPOINT HAZEL TIMING LINE

Cameron Park (O61)

Frequency 123.05
AWOS 120.0

Timing Line Definition & Endpoints

Runway 13 threshold line extended to northeast:

N 38° 41.482' W 120° 59.124' to
N 38° 42.040' W 120° 58.128'

Point (on timing line abeam Runway 13 threshold)

N 38° 41.584' W 120° 58.942'

Ground Elevation 1287'

Traffic Pattern Altitude 2301'

Overfly the timing line at 2300' MSL

The timers are located at the northwest end of Runway 31, abeam the Runway 13 threshold line. Join and fly a close left downwind leg for Runway 13, about half a mile abeam the runway. If there happens to be traffic in the Runway 31 pattern, this flight path should keep you clear of them. Make appropriate announcements on CTAF. You should be at pattern altitude (2300') approaching and over the timing line.



CHECKPOINT HAZEL APPROACH

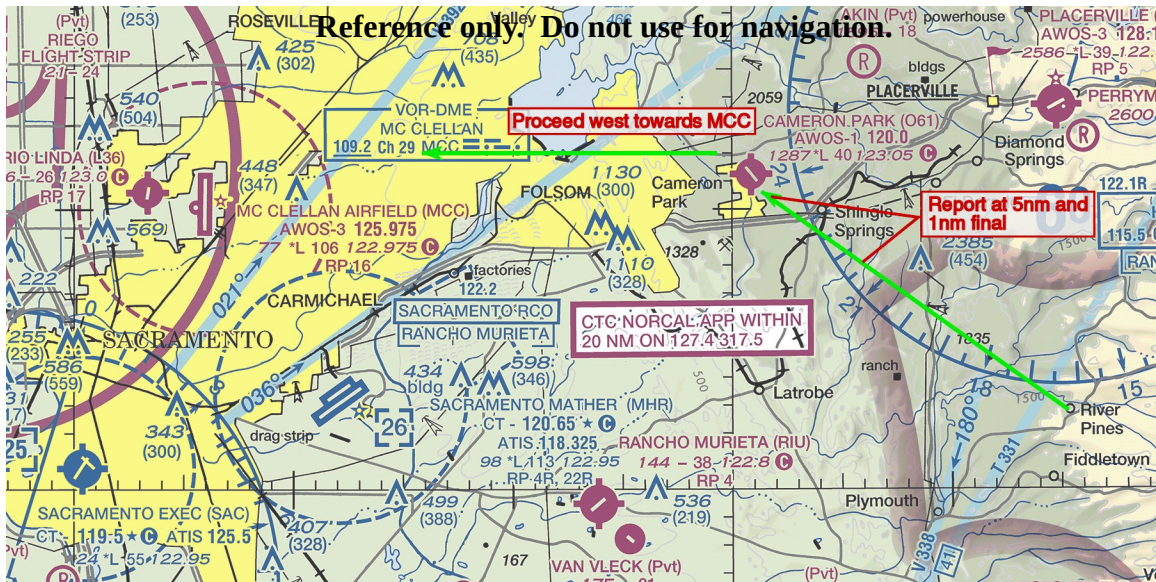
At River Pines, you are approximately 14 miles from the Hazel timing line. Refer to the diagram below.

- ❑ **Five (5) miles southeast of Cameron Park by your estimate, call the timers on 123.05** (Cameron Park CTAF): Landing lights on, and report to timers. *Example: "Cameron Park traffic, Race One-eleven is five miles southeast for timing, lights on."*
- ❑ Align to the right side of Runway 31 as soon as it is visible, and fly the left downwind leg for Runway 13 about half a mile abeam the runway.
- ❑ Plan a descent to the 2300' MSL pattern altitude prior to reaching Cameron Park.
- ❑ **One (1) mile prior to Cameron Park: Report to timers.** *Example: "Cameron Park traffic, Race One-eleven, one mile southeast for timing."* If there is traffic in the vicinity, you can also add *"We will be flying a downwind leg for Runway 13 and then departing to the west."*

DO NOT FLY OVER THE TIMERS! They are located west of Cameron Park's 13-31 runway, at the departure end of runway 31 (the runway 13 threshold line). Please cross the timing line at 2300' MSL while flying the left downwind leg for Runway 13.

When you cross the timing line, the timing officials should confirm on 123.05 that they have recorded your time. They will not report your actual clock time; only an acknowledgment that your time has been recorded will be made.

After passing the timing line and the (roughly) east-west road north of the airport, make a left turn towards MCC.



In Memoriam: Ray Hazel, April 1, 1951 - Feb 3, 2023

This year's timing line, as well as our current scholarship program, is named in memory of Ray Hazel, a participant and volunteer with the Hayward Air Rally for more than 30 years. He first flew as a passenger in 1988, then as navigator from 1998 to 2005, winning the event in 2001. Since then, he was our veteran timing line official until his passing. If you've flown the rally in recent years, it was likely his voice that greeted you at the final timing line. Please keep Ray's ever joyful attitude towards life in your memory.

MCC AIRPORT ARRIVAL

Leaving the timing line you are approximately nineteen (19) miles from McClellan Airfield (MCC). Copy the MCC AWOS on 125.975 and make calls on CTAF 122.975 starting 10 miles out. Note the 1600' MSL base of the Class C shelf approaching MCC, though it should pose no issue if you are at the pattern altitude of 1152' MSL.

Both traffic patterns at MCC are on the west side of the field. Left traffic for Runway 34 or right traffic for Runway 16. Due to the Class C shelf and the fact Rio Linda Airport is just 2 miles west of MCC, consider using the alternate midfield entry described in the FAA Airplane Flying Handbook: "Enter on a midfield crosswind at pattern altitude, carefully scan for traffic, announce intentions, and then turn downwind. This technique should not be used if the pattern is busy." This method is shown in panel B of the diagram below.

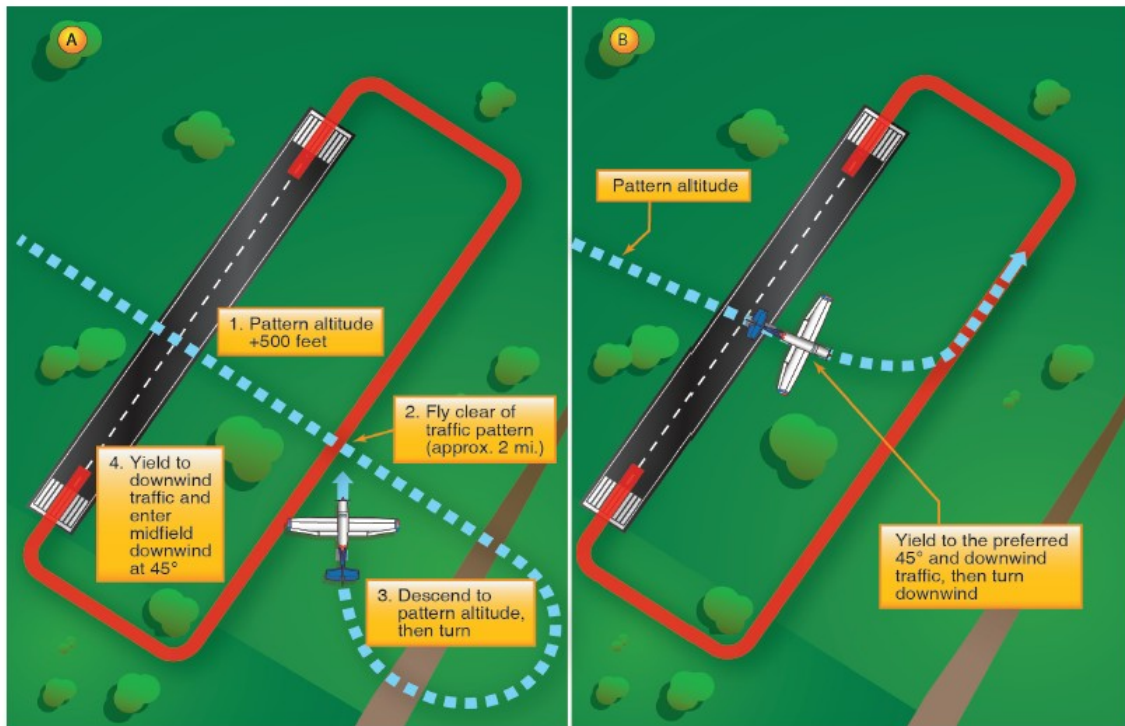


Figure 8-3. Preferred entry from upwind leg side of airport (A). Alternate midfield entry from upwind leg side of airport (B).

Note that any 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.

AEROSPACE MUSEUM
OF CALIFORNIA

MCC AIRPORT DIAGRAM

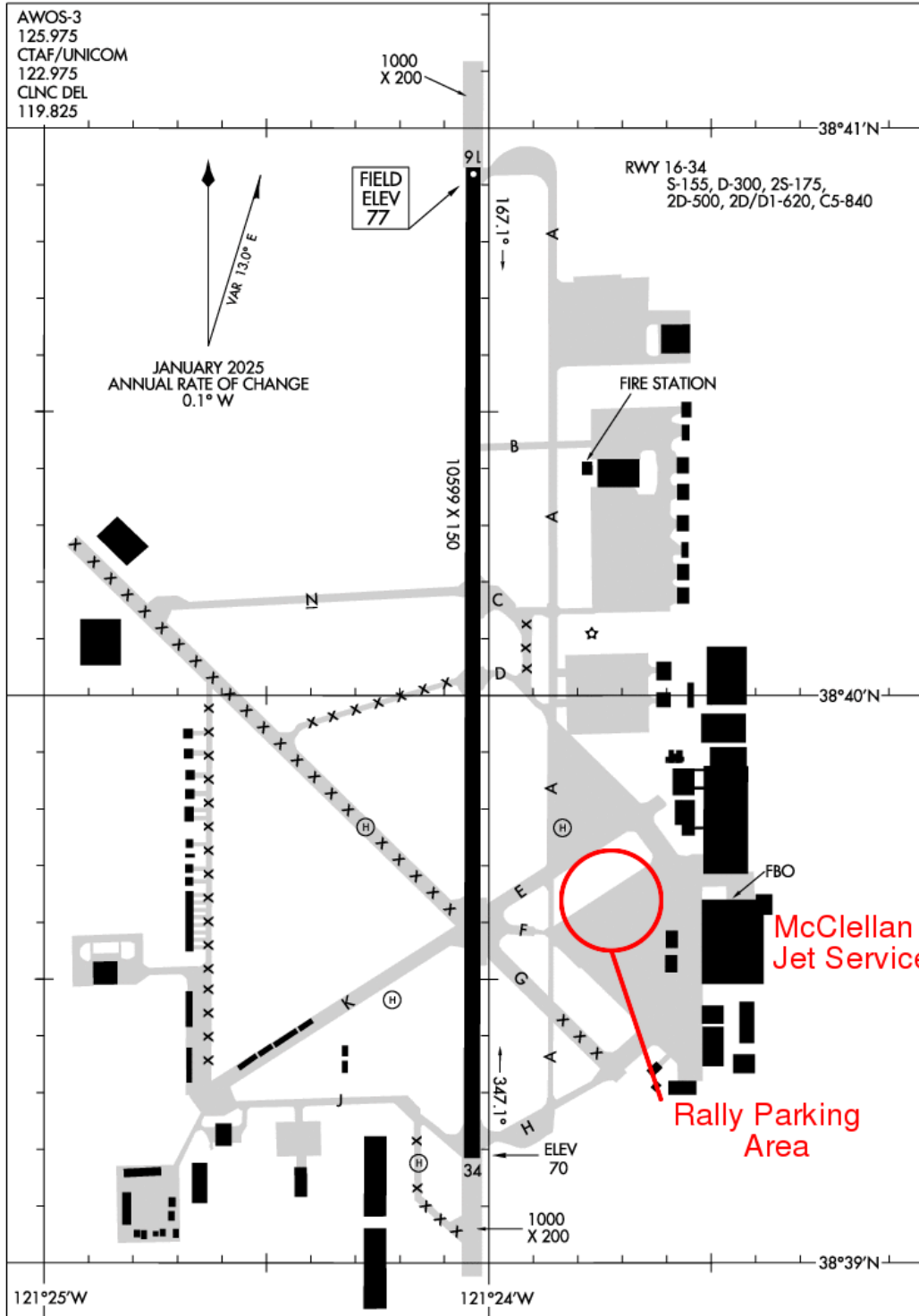
Reference only. Do not use for navigation.

25107

AIRPORT DIAGRAM

AL-357 (FAA)

MC CLELLAN AIRFIELD (MCC)
SACRAMENTO, CALIFORNIA



SW-2, 15 MAY 2025 to 12 JUN 2025

SW-2, 15 MAY 2025 to 12 JUN 2025

AIRPORT DIAGRAM

25107

SACRAMENTO, CALIFORNIA
MC CLELLAN AIRFIELD (MCC)

MCC FUELING

After landing, exit at the first available taxiway on the east side. Enter the FBO ramp from Taxiway A. Marshalers will then direct you to the parking area.

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 desired "fuel vector" BEFORE starting to fuel.

- ☐ **Flight plan closed, if you filed one.**
- ☐ **GPS DATA LOGGER SWITCHED OFF or App logging stopped, if you are using one.**
- ☐ **"Prohibited cockpit equipment" status will be verified on ramp arrival.**
- ☐ **A rally official must be present during refueling, and the truck fuel meter must be covered prior to fueling.**
- ☐ **Verify that the pump fuel meter has been set to zero prior to covering.**
- ☐ **The rally official will verify that the as-fueled fuel tank configuration matches the scoring form**

The pilot or copilot must remain with the aircraft until fueling is completed. 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 form copy, leaving you with a yellow copy for your records.

Please pay for your fuel at the FBO counter! Lunch will be on your own. Transportation will be available to the Lions Gate Hotel, where we will have a hospitality suite open with snacks and refreshments, as well as the Aerospace Museum of California where the dinner banquet will be held. There, you will be able to share stories of your rally adventures with fellow participants prior to our evening awards banquet.

Don't forget to remove your race numbers, if tape has been used. The sun could damage your paint if tape-applied numbers are left on the airplane.

ACKNOWLEDGMENTS

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

We rely on the City of Hayward for their continued support and we depend on the pilot community at large to continue to grow the Rally in size and also expand our scholarship program. A portion of your entry fees are considered a tax-deductible contribution to our scholarship fund.

The Hayward Air Rally Committee says **THANK YOU!** to all of our volunteers and sponsors. This event would not be possible without the support and effort of this terrific group of hard working people.

HELP WANTED!

Get in on the planning effort for the 2027 Hayward Air Rally. Here is a prime opportunity to pad your resume with non-profit organization expertise. Contact Kim Purcell or Sam Sun for more details.

The Hayward Air Rally is only possible through the generous help of all our friends in the community.

As you can see from the Committee and Volunteers list earlier in this document, it takes nearly as many people (dozens!) to organize and run this event as compete in it!