

Hayward - Las Vegas ▶ ▶ ▶ annual **AIR CRUISE**



HAYWARD AIR TERMINAL

20301 SKYWEST DRIVE HAYWARD, CA 94541

January 1969

NEWSLETTER

Dear Fellow Pilots:

Since we are now at the front end of 1969, this would seem like an appropriate time to touch base with you on what we are planning for this year's Air Cruise.

As a result of the help we have due to the addition of numerous new committeemen, we are further down the pipe in planning than we were at this time last year. Not only are we well along in the planning, but many of the necessary contacts and basic arrangements have been made.

To begin with, I would like to mention a few of the things we consider firm at this time. The event will be held May 16 - May 18 and, as in the past, will be best time and fuel estimate. Registration Day will be Thursday, May 15.

The race will start at Hayward Air Terminal and finish at Convention Center in Las Vegas, followed by landing at McCarran Field where we will be hosted by Hughes Aviation. The intermediate fuel stop will be Meadows Field in Bakersfield, but fueling this year at this point will be optional. All aircraft will, however, be required to pass the timing point and land so that everyone will have the same number of "ups and downs".

We will not require that pilots use Tehachapi Pass upon departing Bakersfield, nor will penalty be exacted for flying a devious course upon departure for purposes of gaining altitude before going through the mountains. This rule was instituted because of the difficulty some of the smaller aircraft have encountered with overheating on the climb-out due to a weather delayed start in Hayward and a subsequent late take off from Bakersfield.

Fueling will be done or supervised by the pilot. He will determine the proper fuel level by visual reference to some feature of the tank or filler neck which he feels he can recognize and thereby duplicate the proper fuel level. No calibrated devices may be used, including dip sticks, fuel gauges, etc. This practice will be followed at Hayward upon arrival, at Bakersfield and again at Las Vegas, with the exception that at Las Vegas the fueling must be done with the pump meter covered until such time as the pilot advises the attending official that he is satisfied with his fueling. At this point, the pump meter will be uncovered and the quantity recorded. No further fueling will be allowed.

Cash prizes will be essentially the same as in 1968 with \$500, \$300 and \$200 for 1st, 2nd and 3rd places respectively, as well as trophies for these places. Graded cash prizes will run to 15th place. This year there will be trophies for the top three co-pilots as well. With the exception of the top three places, there will be engraved participation trophies for all competing pilots regardless of place.

We will continue the package entrance fee plan which we instituted last year. This will include entrance fee, room for two for two nights at the Stardust Hotel in Las Vegas, an arrival "Happy Hour" and an evening cocktail awards party or banquet. The price will be \$60.00 per airplane for two people, plus \$35.00 for additional couples.

We will use the Doric Motor Hotel as official race headquarters in Hayward, and we have reserved a block of thirty rooms. When you receive your information package in March, you may request that one or more of these rooms be reserved for your party. You may make other arrangements if you wish, but you must do so independently.

The breakfast briefing will be dropped in favor of a short operational briefing at Hayward City Hall the night before the race. The primary purpose of this briefing will be to answer questions and discuss any possible last minute changes in operational procedures. Since weather briefings are expected to be available on an individual basis at registration during the day time, this should be a short meeting and will be followed by a "Get Acquainted" gathering at the Doric.

Recently, Operations Chairman Jim Cook and I flew to Meadows Field and McCarran Field to determine if these facilities might not be better suited to a race of the proportion for which we are planning this year. By prior arrangement Mr. Earl Taylor, Airport Manager at McCarran Field, had set up meetings for us with representatives of the FAA, Hughes Aviation and other interested parties. We were cordially received and all persons concerned gave a great deal of their time to assist us in making arrangements for this year's race. Mr. Bob Thorne, Chief Pilot for Hughes Aviation, was definitely of the opinion that their facilities at McCarran Field could more than adequately satisfy the needs of our group, whereas a race as large or larger than last year's event could be expected to present problems in logistics and facilities at North Las Vegas Air Terminal. Inasmuch as Hughes Aviation just recently hosted the AOPA Plantation Party with some 2600 aircraft in attendance, we were inclined to agree with him. Bob took a great deal of interest in our needs and has offered us facilities and services for the contest which should be more than adequate.

We were also most warmly received by Mr. "Pete" Peterson, FAA Tower Chief at McCarran, who discussed traffic details since there has been an approximately 35% increase in commercial traffic in the Las Vegas area in the past year.

Because an operation of the proportion of ours is inclined to create traffic problems in specific local areas, there was the matter of integration of race traffic with local activities in the Las Vegas area. Pete, however, worked out an air corridor by which we may approach Convention Center and remain outside of the air space used by the heavy commercial traffic at McCarran as well as the F-111 traffic from Nellis Air Force Base.

It was requested that, as a group, we have simplex capability on 121.1 Mhz (Mc) which is McCarran Expanded Radar Approach Control. This is so that ATC can identify us on radar at Goodsprings and keep us advised as to the local traffic conditions. For those who are unaccustomed to flying in a high density traffic area, let me hasten to say that the entire procedure is quite simple and can be followed by any pilot with enough experience to fly in the race. We mention the additional frequency capability since this has not been required in the past and some of our stalwart group with smaller radios (myself included) may wish to plug in an extra crystal.

On our return from Las Vegas, we visited Mr. Jack Viles, Line Chief at Bakersfield, who also received us cordially and discussed the accommodations which Meadows Field would be able to provide for our race. He assured us that he could have a minimum of six fuel trucks available and would contact the airlines concerned requesting that they suspend jet training operations at the field until the last race plane has departed for Las Vegas. Jack indicated that he felt the airlines would be more than willing to cooperate. He also offered to assist us in contacting the local organizations which have helped us in the past by providing timers, officials, etc. These groups include the Sheriff's Air Patrol, of which Jack himself is a member, the Ninety-Nines, the Civil Air Patrol and the Bakersfield Chamber of Commerce. Since Meadows Field has provided us with good facilities in the past, and experienced personnel are available, we felt that this facility was better suited to our needs than any other field near the mid-point of the race. Personal experience has shown that perhaps the greatest danger in landing at Meadows Field is that of being run down by a conglomeration of fuel trucks racing to service you!

Since this has begun to look like the State of the Union message, I will mention without comment a few items which are being studied at the present time. Among them are improved timing, possible relocation of the pivot point of Hesperia to make this check point a challenge to the old-timers as well as to the new-comers, possible two flight system taking off in staggered groups and reporting to two separate off-course check points between Hayward and Bakersfield to reduce congestion, improved facilities for the awards party at Las Vegas, and more merchandise prizes and special trophies. We have a number of other things in the mill which we think will prove interesting, but preliminary planning at this point precludes our mentioning them.

Due to the favorable response we received on the pilot questionnaires from last year and from the number of interested inquiries we have received since then, the Committee feels obligated to plan for a "full house" 100 plane race in May. As you may imagine, an operation of this size requires

a great deal of planning and coordination on the part of a great number of people. Past experience has shown that 50% or more of the registrations received arrive within thirty days of the race. We are, at the present time, considering a plan whereby those persons who have participated in past races will be able to make a reservation for the 1969 event up to a certain point. More information will be available on this at a later date.

We would like to call your attention to the fact that registration fees are returnable at any time upon receipt of written cancellation up to 72 hours prior to the race. Perhaps in the past, there has been a tendency on the part of many contestants to withhold their registration form and entrance fee until the eleventh hour because of uncertainty as to their ability to make the race. We would like to encourage all of you to submit your entrance forms and fees as soon as it is feasible because of the distinct possibility we may have to turn many away this year. By doing this, not only will you assure yourself a starting position in the race, but you will help the Committee in anticipating the number of aircraft involved, facilities required, etc. This will also help us to present to you a race which will be well organized and enjoyable for all.

We are enclosing a self-addressed, stamped postcard which we ask you to complete and return if you intend to participate in the 1969 Air Cruise. You are not in any way obligating yourself by completing and returning this card, but it will help us in our planning.

If you know of anyone who has indicated an interest in participating in this annual event, have them drop us a postcard. They will be added to our mailing list and will receive all advance information because, all other factors being even, first come, first served policy will be used in case of a sell out.

Additional up-to-date information will be sent to you with your information package and registration form in a couple of months.

We are looking forward to seeing you all in May, so in the meantime, "mind thy airspeed lest the ground rise up and smite thee!"

Very truly yours,

Bill Kinder

Bill Kinder, General Chairman
1969 HAYWARD-LAS VEGAS AIR CRUISE

BK: jd

Encl:

Hayward - Las Vegas ▶ ▶ ▶ annual **AIR CRUISE**



HAYWARD AIR TERMINAL

20301 SKYWEST DRIVE HAYWARD, CA 94541

March 1969

NEWSLETTER NO. 2

Dear Fellow Pilots:

Enclosed is your application and information package for the 1969 Hayward-Las Vegas Air Cruise.

We urge all of you to read the rules carefully, particularly those of you who have flown with us in previous years. There have been a number of changes made this year, many of which were suggested by you on last year's questionnaires.

Please note that the fueling procedure has been completely changed. With the purchase of new timing equipment, the timing procedure has also been revised. You will not be required to carry a log sheet for timing and fuel consumption this year.

We have simplified the process of keeping time and feel that this will result in a more organized race for both contestants and committee officials.

Cruise number this year will not determine starting position. We will start the faster planes first. Because of this and because no paperwork will be exchanged between starting line officials and the aircraft, we feel that we will be able to launch planes from Hayward at least twice as fast as in the past.

The committee also feels that the faster launching of aircraft will enable the speedier planes to get to Bakersfield, refuel if necessary, and be on their way - making for less congestion and more rapid service for the slower aircraft. This will more than make up for the later start for the smaller planes.

We do not plan to use Hesperia as the southern pivot point this year. We are presently working on a new pivot point which will eliminate the advantage the veterans have enjoyed because they had it "wired". This point and other mystery check points will be announced at registration.

We have secured the services of Warren Boggess as Master of Ceremonies for the Awards Party. Warren needs no introduction to Bay Area pilots and all those within earshot of radio station KSFO in San Francisco.

He does a weekday flying traffic advisory which is widely heard, particularly by those who commute on the freeways. Warren also operates Pacific States Aviation at Buchanan Field in Concord, California, and is Mayor of that city.

Also participating will be Pancho Barnes, pioneer aviatrix, and, for a number of years, hostess of the Bendix Air Races which assembled for the start at her ranch on the Mojave Desert.

Although our regular publicity campaign has not been started, we have received approximately seventy postcards to date indicating an intent to enter this year's air cruise.

Approximately 50% of last year's contestants were newcomers, so if we were to have a similar increase in the size of the cruise due to newcomers, it is highly likely that we may have to turn some away because of our limitation of 100 aircraft. This limit is not determined so much by our ability to handle the aircraft but rather by the number of reservations we can make in Las Vegas for the weekend.

As a matter of fact, one of our enterprising contestants sent his entry fee in with his postcard, thereby becoming the first registrant in this year's event even though we had to hold his fee in escrow since entry forms were not available at the time.

Experience has shown that entries are received in increasing frequency as the deadline for registration draws near. This has been true particularly during the last two weeks that applications are accepted.

If you wish to participate this year but have been accustomed to delaying the mailing of your application until the last week or two, we urge you not to do so.

If all goes according to plan - and we have every reason to believe that it will - we expect this year's cruise to be a real "turkey shoot". So, let's hear from you soon.

Very truly yours,

Bill Kinder

Bill Kinder, General Chairman
1969 HAYWARD-LAS VEGAS AIR CRUISE

BK:jd

Encl:

HAYWARD-LAS VEGAS AIR CRUISE

RULES AND REGULATIONS

- I. The 1969 Hayward-Las Vegas Air Cruise is a proficiency contest. It will start from the Hayward Air Terminal, Hayward, California, at 0700 PDT, Friday, May 16, 1969, and end at McCarran Field, Las Vegas, Nevada. Contestants must finish at or before 1600 PDT on the same day. In the event of a delayed take-off at Hayward or for any reason, the Committee may, at its discretion, extend the finishing time. A compulsory stop must be made at Meadows Field, Bakersfield, California, and a compulsory pass must be made at one or more "mystery" check points between Hayward and Bakersfield and at least one other between Bakersfield and Las Vegas. These check points will be made known to the contestants at registration on Thursday, May 15, 1969. All flying must be done under VFR rules and during daylight hours.

Prize money will be distributed as follows:

PLACE	AMOUNT	PLACE	AMOUNT
1	\$500	8	\$50
2	\$300	9	\$50
3	\$200	10	\$50
4	\$150	11	\$50
5	\$100	12	\$50
6	\$ 75	13	\$50
7	\$ 75	14	\$50
		15	\$50

Additional merchandise prizes will also be awarded.

II. Pilot Qualifications

Pilots must possess and carry with them their own:

1. Airman's Certificate, private or higher.
2. Current medical certificate.
3. Current FCC Radio-Telephone License to operate an aircraft radio.

III. Aircraft Qualifications

1. Entries are limited to normal and/or utility category (as defined by the FAA) reciprocating engine powered civil aircraft not exceeding 400 horsepower per engine. No experimental or military aircraft are permitted.
2. All aircraft shall have a minimum range of 400 miles plus fuel reserve as required by Federal Air Regulations.

RULES AND REGULATIONS (CONTINUED)

3. An operating two-way VHF radio is mandatory. Appropriate crystals must be installed to communicate with terminal and enroute towers, FAA Flight Service Stations, McCarran Approach Control of 121.1 Mhz, unicoms of 122.8 Mhz and 123.0 Mhz, and emergency frequency of 121.5 Mhz.
- IV. All pilots will be expected to fly their aircraft and plan their flight in accordance with all pertinent Federal Air Regulations and Cruise rules. Any changes to, or modification of aircraft or deviation from good pilot practice and technique that may be considered by the Committee as purposeful violation of the "spirit of fair play" will be justification for disqualification and forfeiture of entrance fees.
- V. All necessary documentation and licenses, as required under F.A.R. and F.C.C. rules pertaining to pilot and aircraft, must be in order and properly carried or displayed. All documentation and licenses shall be presented upon demand to Cruise officials or representatives of the Federal Aviation Administration.
- VI. Cruise Number
1. Each aircraft will be assigned a cruise number from 1 to 100 at the time the application is received by the Committee.
 2. The pilot will be responsible for having that number on both sides of the vertical tail or aft portion of the fuselage and under one side of the wing so as not to conflict with the aircraft registration number. The numbers must be in sharply contrasting color when compared to the basic paint design and the aircraft registration numbers. Each number must be a minimum of 15 inches high with a minimum 3 inch stroke. The number must be of such material as to remain legible for the duration of the Cruise. All numbers must be on participating aircraft by close of registration, May 15, 1969 (1700 PDT). This is the contestant's responsibility. The Committee will have no facilities at Hayward for accomplishing this.
 3. If, because a cruise number is less than the minimum prescribed dimension, is located in such a manner or is of such a color as to be difficult to read because of aircraft color or registration number location, or is of such material that during the course of the cruise it becomes illegible, no protest involving mistaken identification will be honored. The dimensions which have been stipulated are minimum and, if space permits, the pilot may make them larger if he so desires.

RULES AND REGULATIONS (CONTINUED)

VII. A VIOLATION OF ANY CRUISE "RULES AND REGULATIONS" OR FAA REGULATIONS WILL JUSTIFY DISQUALIFICATION AND FORFEITURE OF ALL ENTRY FEES.

VIII. Entry Applications and Registration

1. Application for entry must be completed and mailed to:

Air Cruise
Hayward Air Terminal
20301 Skywest Drive
Hayward, California 94541

2. Entries must be received or postmarked no later than midnight, Friday, May 2, 1969. The Committee reserves the right to limit the Air Cruise to 100 aircraft. In the event the limit is reached and a determination must be made regarding entries received on the same day, a drawing will be held to decide the accepted entry.

3. Entry fee in full must accompany the entry form.

Entry Fees

\$60.00 - Includes 1 double occupancy room for two nights at the Stardust Hotel, Cruise headquarters in Las Vegas, end of cruise "Happy Hour", awards party, participation trophy and registration fee.

Passengers - \$35.00 for each additional double occupancy room.

All above rooms reserved for May 16 and 17, 1969.

4. Entry fees will be refunded only if a minimum of 72 hours advance notice before the start of the cruise is given.
5. Registration will begin at 0900 PDT, Thursday, May 15, 1969, at the Hayward Air Terminal. All contestants must be registered and all paperwork completed before 1700 PDT. Security guards will be posted at 2000 PDT. No one will be allowed in or about contestant's aircraft after this time.
6. All pilots and passengers must sign a waiver releasing sponsors, officials, committees, workers and all other individuals, agencies and groups from any and all liability whatsoever. These forms are enclosed with the entry application and must be completed, signed by the pilot and all passengers and returned with the signed entry application. This is your responsibility. The Committee will not assume responsibility of locating you and/or your passengers to sign the waivers to make you legal.

RULES AND REGULATIONS (CONTINUED)

If, at the starting line, the number of people in your aircraft does not match the number of waivers in your file, your aircraft will be returned to the parking area until such time as the discrepancy is corrected. You will then be required to wait until the last regular departure has occurred before you can be started.

7. Insurance Waiver

Each pilot will be required, at registration on Thursday, May 15, to sign a statement asserting that he has in effect as of the date of the race a standard aircraft liability policy.

IX. Briefing

All pilots must attend a pre-cruise briefing at 1900 hours, May 15, 1969. The briefing will be held in the Council Chambers at Hayward City Hall, 22738 Mission Boulevard, Hayward. The briefing will begin promptly at the appointed hour. Co-pilots or navigators may attend, but due to seating limitations, we must limit the number of persons to two per entry.

X. Fueling

Fueling will be done or supervised by the pilot. This applies to all points, including Hayward upon arrival. The pilot will determine the proper level of fuel to be added to his aircraft but he must do so by visual reference to some feature of the tank which he can recognize and be satisfied that he can duplicate the proper fuel level. No calibrated devices such as dipsticks, fuel gauges, etc., may be used.

The pump meter will be covered by an official at Las Vegas until such time as the pilot states that he is satisfied the level of his tanks is correct. When he so states, the meter will be uncovered and the quantity recorded. Be absolutely certain that your fuel level is correct before you notify the official since once the meter is uncovered, no further fueling will be permitted.

No fueling is to be done unless under the observation of an Air Cruise official. This applies until 1600 PDT, May 16, 1969.

The pilot may position his aircraft as he desires for fueling provided he does not move it from its parking space. All fueling areas will be on hard surfaced ramps.

Fueling at Meadows Field IS NOT mandatory if the pilot feels he has sufficient fuel and reserve to reach Las Vegas. All aircraft, however, will be required to pass the timing point at Meadows Field and land. Whether or not fuel is added at Bakersfield,

RULES AND REGULATIONS (CONTINUED)

the pilot must park his aircraft in an assigned parking spot in order that his fuel entry, even if it is zero, can be recorded. He is then free to move to the starting line and continue the race if he so desires. It is suggested that those pilots whose aircraft have a safe non-stop capability spend a minimum amount of time on the ground at Meadows Field, thereby avoiding undue delays at the starting line due to bunching up. Maximum allowable time from timing point to engine start for take-off at Bakersfield will be one hour. In the event of mechanical problems or other difficulties which are deemed reasonable by a Committee official, additional time will be allowed.

XI. Starting - Two Flight System

In order to reduce congestion, speed the launching of aircraft and increase safety, the cruise will be divided into two flights; each having its own off-course check point or check points between Hayward and Bakersfield.

The entries will be separated in such a manner that there will be approximately the same number of aircraft of equal speeds in each flight. Both flights will be arranged in such a manner that the fastest aircraft will take off first; the slowest, last. The assignment by flights will be accomplished by the Committee between the close of registration (May 2) and the day of the race.

Upon arrival on registration day you will be met by an official and directed to a parking spot. You will be given a colored card to display in your windshield which will designate to which flight you belong. It is expected that Runway 28R will be used as the parking area, with the two flights facing each other on opposite shoulders of the runway.

A few minutes before designated take-off time, the starter will point to the first aircraft in one of the flights and motion to start engines. You will be expected to start your engine immediately and taxi to the end of Runway 28L. Approximately 30 seconds later, the starter will turn and face the first aircraft in the opposite flight and the same procedure will be repeated. He will then, at 30 second intervals, start the second aircraft of the original flight, the second aircraft of the second flight, etc.

You are to taxi immediately to the threshold end of Runway 28L where you will be met by an official who will direct you to one or the other side of the runway. You will then taxi forward, staying close to the edge of the hard surface until you reach the starting line.

RULES AND REGULATIONS (CONTINUED)

The starting official's table will be located on the runway centerline at this point. When it is time to start your aircraft, the flagman will turn and face your aircraft, holding the flag unfurled over his head. At the proper instant, he will swing the flag down in an arc to the ground, indicating your time has started. You will immediately move out on your take-off roll. When you are sufficiently down the runway so as to avoid backwash at the starting line, you may ease toward the center of the runway for your take-off.

Stay alert and watch for the flag. Do not expect more than a 15 to 30 second delay once you have reached the starting line.

If, for any reason, you feel it advisable to abort take-off after reaching the starting line, signal "thumbs down" and all starts will be held up until you have been directed straight ahead down the runway to the first turn off and back to the parking area.

If Runway 28L is used, the flight taking off from the right shoulder of the runway will make a right crosswind departure. The flight taking off from the left shoulder of the runway will make a left downwind departure. As soon as the aircraft taking off has made its crosswind turn, the next aircraft from the opposite flight will be started. Inasmuch as consecutive aircraft will be turning in opposite directions, it is expected that launching will occur approximately every 30 seconds.

The flights will be arranged in such a manner that the prescribed departure will take them conveniently near a heading to their off-course check points.

If Runway 10R is used, the flight taking off from the right shoulder will make a straight out departure and the flight taking off from the left shoulder will make a left crosswind departure.

Additional details and diagrams will be provided at registration.

XII. At Las Vegas

All aircraft will be required to enter the Las Vegas Valley at Goodsprings. Upon arrival over Goodsprings, the pilot will contact McCarran Approach Control on 121.1 Mhz and make a standard position report identifying himself by cruise number. He will then make his approach to Convention Center along the route prescribed by the Approach Chart that will be supplied at registration.

He will continue to monitor 121.1 until he is instructed to make a frequency change. If the pilot is advised of traffic, he will advise Approach Control as soon as possible that he either has or does not have contact. Upon passing the timing point at Convention

RULES AND REGULATIONS (CONTINUED)

Center, he will be advised regarding landing at McCarran Field. He will be met by a vehicle and directed to the fueling area.

XIII. General

1. Protests

All protests must be filed with the Air Cruise Committee within one hour of the official end of the cruise. Protests must be in writing and accompanied by a \$25.00 cash deposit. Protest fees will be refunded only if the protest is held valid. The decision of the Air Cruise Committee is final and there is no appeal.

2. Authority of Air Cruise Committee and Officials

In the event of any doubt as to the meaning or interpretation of any of the rules and regulations, a decision of the Committee is final. In the event of extenuating circumstances, the Committee may interpret the rules liberally in the case of a specific contestant, providing an unfair advantage is not thereby granted. It shall not be the position of the Committee to disqualify any contestant on the basis of trivialities or technicalities which do not have a direct bearing on the outcome of the cruise, providing they do not involve a willful violation of cruise rules and regulations.

3. Concurrence with Rules

Remittance of entry fee with a signed and completed entry application constitutes total unqualified acceptance of all Air Cruise rules, regulations and instructions. No protest regarding the appropriateness of any of the above will be honored.

4. Time and Fuel Formulae

The winning aircraft will be determined by the following formula:

- A. Time errors will accumulate at the rate of one point for each second off estimate.
- B. Fuel errors will accumulate at the rate of 10 points for each tenth of a gallon off estimate.
- C. Time and fuel error points will be added, with the lowest total points being considered the winner.

RULES AND REGULATIONS (CONTINUED)

Time will accumulate from the drop of the flag at Hayward to the airborne check point at Meadows Field and will be added to the time from the drop of the flag at Meadows Field to the airborne check point at Convention Center in Las Vegas. This shall be known as "total elapsed time".

"Total fuel consumed" will be the amount of fuel, if any, added at Meadows Field plus the amount needed to bring the tanks to the proper level in Las Vegas.

Pilots are advised to consider taxi time at all points plus fuel consumed between passing the airborne check point and landing.

5. Route

The route of the cruise will be indicated on appropriate charts at registration and will take into consideration the various "mystery" check points. The pilot will be required to pass his prescribed check points, but is not necessarily required to use the routes suggested by the Committee. It should be kept in mind, however, that shorter routes are preferred inasmuch as unnecessary devious routes will tend to increase errors in fuel consumption.

6. Orbiting

Orbiting for purposes of manipulating time or fuel consumption will be considered grounds for disqualification. This does not apply to aircraft which may be circling or flying a devious course for purposes of gaining terrain clearance.

7. Flight Plan

The Committee will file a mass flight plan for all aircraft participating in the Air Cruise. It shall be the responsibility of each pilot to contact a Flight Service Station in the event he is going to be substantially delayed or is forced to abandon the race, notifying them of his new ETA or cancelling himself off the flight plan.

XIV. Accommodations

All pilots and passengers participating in the 1969 Hayward-Las Vegas Air Cruise must pay for all accommodations in Hayward and all additional expenses incurred on their bill for their room in Las Vegas other than the daily rate for the room itself. Each person will be expected to check out and settle all charges at both places upon leaving.

RULES AND REGULATIONS (CONTINUED)

The Air Cruise Committee will pay room rentals in Las Vegas for the nights of May 16 and May 17 only, per package plan reservations.

The pilot will be responsible for payment of any charges incurred by him with the Hughes Tool Company. This includes tie-down fees, which will be \$2.00/night for single engine aircraft and \$3.00/night for twins.

1969
HAYWARD-LAS VEGAS AIR CRUISE
HAYWARD AIR TERMINAL
20301 SKYWEST DRIVE
HAYWARD, CALIFORNIA 94541

April 1969

Dear Fellow Pilots:

We have found it necessary to make a change in the arrangements for one area of this year's Air Cruise (Here it comes, Edna!).

From our information, it appears that due to a change in management at the Stardust Hotel in Las Vegas and the ensuing confusion resulting therefrom, our confirmed reservations have slid down a crack. This confirms our original belief that if we are not capable of creating our own crises, someone else will crank one out for us!

Within a matter of days of learning this information, a member of the Hayward City Council flew to Las Vegas and was successful in rounding up sufficient reservations, quality-wise as good or better than our original ones.

This will result in no change in entrance fees. It will mean, however, that it will be necessary to accommodate the Air Cruise contestants and their guests at one of two, or perhaps three, different hotels.

Since it is now intended that the awards party on Friday night will be held at the Thunderbird Hotel, it will be necessary for those not staying at the Thunderbird to arrange to get there for the occasion. We realize that this may result in some inconvenience to a few of the persons involved, but we would expect that it would not result in anything more than grabbing a taxi for a couple of miles down the Strip.

Registration to date is running ahead of any previous year and all other operational details and social affairs are firm as reported to you earlier. Final arrangements for the race should be complete within the next week and we are very pleased with the way things are going.

Our new timing equipment has arrived, has been calibrated, and the largest error in any of our timers is two tenths of a second per hour and this particular timer will be used only as a back-up.

Something new this year, which I am sure will interest a number of our group, is the addition of pilot and co-pilot trophies for best in class, 0-110 horsepower, presented by Cabot, Cabot and Forbes Industrial Center at the Hayward Air Terminal. These are really beauties!

Just wanted to let you know the latest developments, and we will be seeing you shortly. Keep in mind the final date for registration which is May 2, 1969.....

Sincerely,

Bill Kinder

Bill Kinder, Chairman
Hayward-Las Vegas Air Cruise

BK: jd

1969

**HAYWARD-LAS VEGAS
AIR CRUISE**



P R O G R A M

HAYWARD

AIR RACE HEADQUARTERS - HAYWARD AIR TERMINAL & DORIC MOTOR HOTEL

MAY 15, 1969

9:00 A.M. - 5:00 P.M.

AIRCRAFT REGISTRATION - HAYWARD AIR TERMINAL

7:00 P.M.

PRE-CRUISE BRIEFING - HAYWARD CITY HALL COUNCIL CHAMBERS

8:00 P.M.

GET-ACQUAINTED HOUR - DORIC MOTOR HOTEL, NORSE ROOM

MAY 16, 1969

5:30 A.M.

BUS PICK UP AT DORIC MOTOR HOTEL TO HAYWARD AIR TERMINAL

7:00 A.M.

DEPARTURE OF FIRST AIR CRUISE AIRCRAFT

LAS VEGAS

AIR RACE HEADQUARTERS - McCARRAN FIELD AND THUNDERBIRD HOTEL

MAY 16, 1969

UPON ARRIVAL AT McCARRAN FIELD

"HAPPY HOUR" AT HUGHES FLIGHT CENTER

10:00 P.M.

AWARDS PRESENTATION - THUNDERBIRD HOTEL

1969
HAYWARD-LAS VEGAS AIR CRUISE

CONTRIBUTORS AND SPONSORS

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BAKERSFIELD CHAMBER OF COMMERCE
BAKERSFIELD CIVIL AIR PATROL
BAKERSFIELD 99's
BAKERSFIELD SHERIFF'S AERO SQUADRON
BAY CITIES 99's
BEECHCRAFT WEST - OAKLAND
CABOT, CABOT & FORBES, INC. - INDUSTRIAL CENTER, HAYWARD
CALIFORNIA AIR NATIONAL GUARD - HAYWARD
CAREER AVIATION ACADEMY - HAYWARD
COOPER MOTORS - HAYWARD
DORIC MOTOR HOTEL - HAYWARD
FEDERAL AVIATION AGENCY
FLIGHT SAFETY, INC. - HAYWARD
HALEY'S FLYING SERVICE - TRACY
HAYWARD FORD MOTORS - HAYWARD
HUGHES TOOL COMPANY - LAS VEGAS
JEPPESEN & COMPANY - DENVER
KERN COUNTY AIRPORT SYSTEM
LAS VEGAS 99's
MACK WESTERN - MACK TRUCKS, INC. - HAYWARD
NATIONAL AVIATION UNDERWRITERS - HAYWARD
NOVA-TECH, INC. - HARBOR CITY
OLSON COMPANY - NEW JERSEY
PACIFIC STATES AVIATION - CONCORD
SAILPLANE CORPORATION OF AMERICA - EL MIRAGE
SHELL OIL COMPANY
SOUTHLAND SHOPPING CENTER - HAYWARD
TURNER BUICK - HAYWARD
U.S. AVIATION WEATHER BUREAU

HAYWARD AIR TERMINAL
20301 SKYWEST DR.
HAYWARD, CALIF. 94541

4-10-69

E N T R Y R E C E I P T

TO: William Keck

Your entry fee of \$ 60.00, Check No. (90-2204),
dated 3-27-69, is hereby acknowledged.

Your cruise number assignment is 15.

Be sure to have it placed on your aircraft in accordance
with the rules.

Reservations have X been made at the Doric Motor
Hotel, per your request, for 1 room(s).

AIR CRUISE COMMITTEE

By Bill Kinder
Bill Kinder

No copy

1969
HAYWARD-LAS VEGAS AIR CRUISE

LIST OF ENTRANTS

May 16, 1969

<u>ENTRY NO.</u>	<u>AIRCRAFT "N" NO.</u>	<u>AIRCRAFT TYPE AND COLOR</u>	<u>NAME AND ADDRESS</u>
1	7900Z	Cessna 150C Brown/Tan	Edna Loudon 22125 Ellinwood Dr. Torrance, Ca. 90503
2	9303Y	Bonanza M-35 White/Red/Black	James Cook 5019 Tyler Lane Castro Valley, Ca. 94546
3	3507W	Piper Cherokee 6 White/Green	Dave Griswold 22436 N. Fifth St. Castro Valley, Ca. 94546
4	5123P	Piper Comanche Red/White	Mathias Hugo, Jr. 106 So. Main St. Bishop, Ca. 93514
5	3852W	Piper Cherokee 6 White/Blue/Black	John Parker 6111 Doncaster Place Oakland, Ca. 94611
6	6938P	Piper Comanche Brown/White	Jack Pankey 2241 Reading Ave. Castro Valley, Ca. 94546
7	9586B	Cessna 180A Coral/Ivory	William Cornitius 203 Laurie Lane Santa Paula, Ca. 93060
8	8893M	Beech Musketeer A23 White/Brown	Albert Gaub 432 Rivercrest Lane Hayward, Ca. 94544
9	3849T	Piper Arrow White/Yellow	Louis Robinson 23907 Second St. Hayward, Ca. 94541
10	9465W	Piper Cherokee White/Yellow/Black	John Petersen 20707 Sunnymount Ave. Sunnyvale, Ca. 94087
11	6959P	Piper Comanche Yellow/Brown	Kris Kutsuris 1723 Vista Grand Dr. San Leandro, Ca. 94577

LIST OF ENTRANTS

-2-

<u>ENTRY NO.</u>	<u>AIRCRAFT "N" NO.</u>	<u>AIRCRAFT TYPE AND COLOR</u>	<u>NAME AND ADDRESS</u>
12	7664Y	Piper Twin Comanche Red/White	Bruce Bauer 1722 Arrowhead Dr. Oakland, Ca. 94611
13	2504Y	Cessna 172 White/Blue	Sandy Sanford 886 San Ardo Way Mountain View, Ca. 94040
14	29561	Cessna Cardinal 177 Orange/Brown/White	Dale Drake, Jr. 332C So. Steckel Dr. Santa Paula, Ca. 93060
15	3908N	Bonanza 35 Aluminum/Blue	William Keck 2041 Trimble Way Sacramento, Ca. 95825
16	2739W	Mooney MK-21 Red/White	Harry Gaul 7208 Lotus Ave. San Gabriel, Ca. 91775
17	7621W	Piper Cherokee White/Red/Tan	Jerry Fontes 17844 Via Valencia San Lorenzo, Ca. 94580
18	3956T	Piper Arrow Red/White	Joseph Parker P. O. Box 391 Norco, Ca. 91760
19	2350W	Beech Musketeer A23 White/Red	Frank Madden 19208 Pacific Hy. South Seattle, Wash. 98188
20	183R	Bonanza H-35 White/Green/Black	Richard Mora 936 Dornajo Way Sacramento, Ca. 95825
21	5756Q	Mooney MK-20C White/Yellow	Steve Econome 3908 Carrington St. Oakland, Ca. 94601
22	5564R	Cessna 172 Green/White	Donald Egbert 1568 Fallen Leaf Dr. Milpitas, Ca. 95035
23	5062C	Bonanza B-35 White/Blue/Red	Russ Kilmer 3700 Morse Ave. Sacramento, Ca. 95821
24	8460S	Cessna 182H White/Red/Black	Clarence LaPlante 16135 Penn Ave. San Lorenzo, Ca. 94580

LIST OF ENTRANTS

-3-

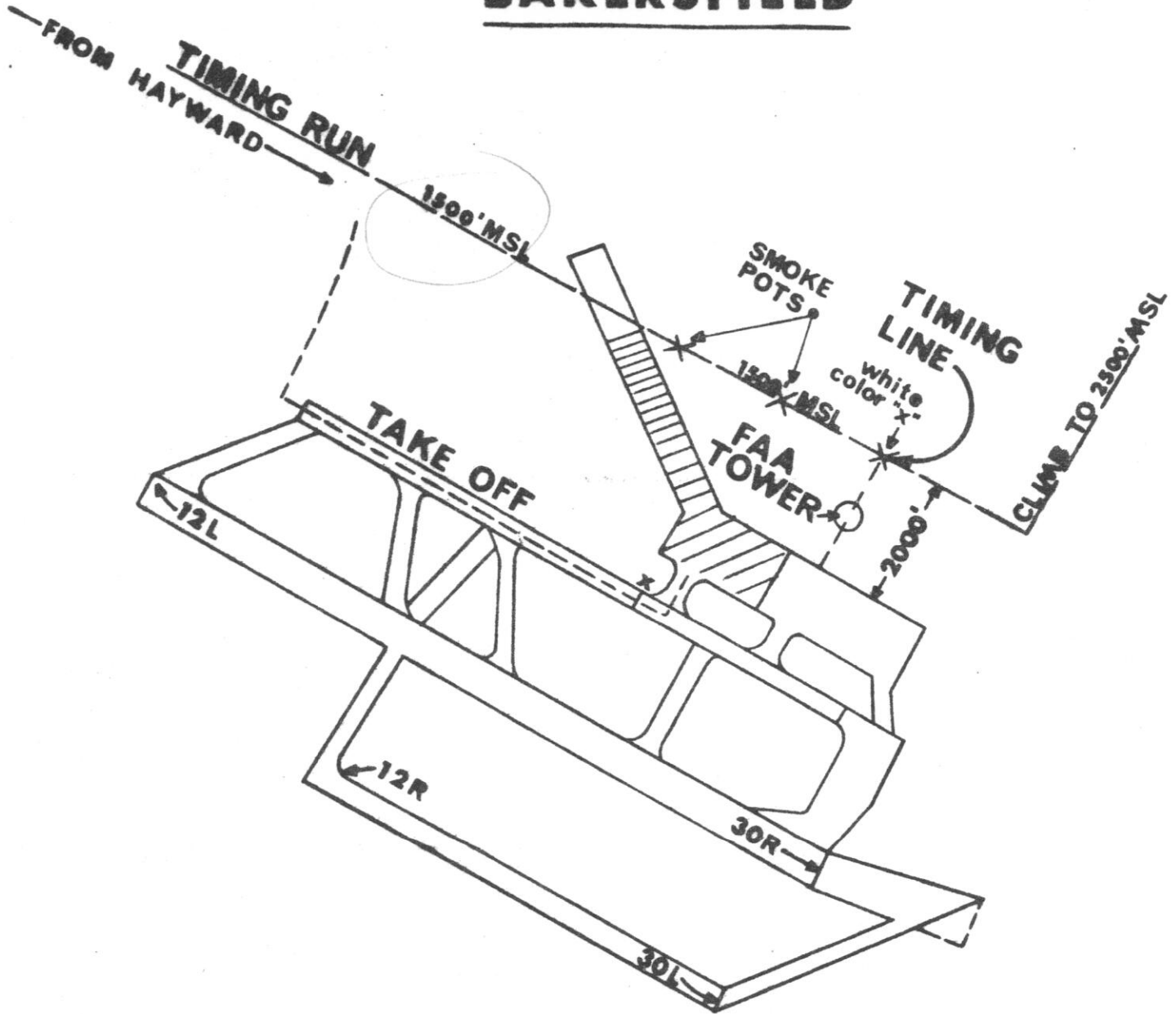
<u>ENTRY NO.</u>	<u>AIRCRAFT "N" NO.</u>	<u>AIRCRAFT TYPE AND COLOR</u>	<u>NAME AND ADDRESS</u>
25	6395S	Cessna 150 Orange/White	Doris Bailey 291 N. Oak, Apt. E Orange, Ca. 92667
26	4801B	Cessna 310 White/Blue	Philip Reames, M.D. 2777 Pacific Ave. Long Beach, Ca. 90806
27	1112F	Cessna 172 Yellow/Black	Michael Andersen 17631 Kittridge Ave. Van Nuys, Ca. 91406
28	3318S	Cessna 210 White/Blue	Virginia Wegener 725 N. Leaf West Covina, Ca. 91790
29	9034S	Bonanza S-35 White	Caroline Schutt 60 Westhaven Dr. Daly City, Ca. 94015
30	3061B	Cessna 195 White/Brown	Lee Smiley 11844 Lundy Lane Los Altos, Ca. 94022
31	666W	Bonanza C-35 Red/White/Black	William Miles, Jr. 3337 Routiers Rd. Sacramento, Ca. 95827
32	7350T	Cessna 172 White/Red/Black	Vito Teti 1601 W. 107th St. Los Angeles, Ca. 90047
33	8210U	Cessna 172 Brown/White	Harry Nixon 31422 Brae Burn Ave. Hayward, Ca. 94544
34	3905T	Piper Arrow White/Blue	Walker Saunders 2275 Zinfandel Dr. Rancho Cordova, Ca. 95670
35	3236Y	Cessna 182E Blue/White	Curtis Harris Operations, ATC Div. NAS Alameda, Ca. 94501
36	6762N	Mooney Dk Green/Lt Green	Gail Eckstein 2702 Bradford Ave. Arcadia, Ca. 91006
37	965C	Stinson 108-3 White/Tan	Robert Kendall 3455 Brookdale Blvd. Castro Valley, Ca. 94546

LIST OF ENTRANTS

-4-

<u>ENTRY NO.</u>	<u>AIRCRAFT "N" NO.</u>	<u>AIRCRAFT TYPE AND COLOR</u>	<u>NAME AND ADDRESS</u>
38	4089D	Cessna 182 White/Brown	Charles Brenton 1121 Edgewood Rd. Redwood City, Ca. 94062
39	95643	Taylorcraft BC12D White/Blue	Lorena Robinson 5408 Tanya Ave. Las Vegas, Nev. 89107
40	4507J	Piper PA-28-180 White/Yellow/Black	Keith Brewster 1152 Snowberry Ct. Sunnyvale, Ca. 94087
41	3362X	Mooney MK-20E Green/Cream	Robert Wiles 19388 Barclay Rd. Castro Valley, Ca. 94546
42	89308	Cessna 140 White/Blue/Black	David Butler 5040 Whittier Dr. Sacramento, Ca. 95820
43	5539W	Piper Cherokee White/Red	Kent Cross 11444 Lorena Lane El Cajon, Ca. 92020
44	9201B	Cessna 175 Aqua/Brown/White	A. J. Malin 1462 Hamrick Lane Hayward, Ca. 94544
45	9707J	Piper Cherokee Blue/White	George Baker 23 N. Ellsworth Ave. San Mateo, Ca. 94401
46	6825U	Mooney MK-20D Maroon/White	Don Lewis 450 St. Andrews St. Hayward, Ca. 94544
47	5104L	Piper P-28-180 Bronze/White	James Knuppe 4343 E. Castro Valley Blvd. Castro Valley, Ca. 94546
48	8187N	Piper 140B White/Red/Blue	Joseph Lee 820 Coventry Court Sunnyvale, Ca. 94087
49	7597M	Cessna 175 Green/White	Evan Day 6512 Markley Way Carmichael, Ca. 95608
50	5962A	Cessna 172 Yellow/White	Russ Edgett 855D Jean Dr. Campbell, Ca. 95008

BAKERSFIELD



BAKERSFIELD

I. ARRIVAL PROCEDURES

- A. Frequencies utilized: 118.8 approach control, 118.1 local control, 121.7 ground control. If unable 118.8 or 118.1, transmit 122.5, listen 118.8.
- B. Initial contact on 118.8 (122.5) at McFarland, California.
- C. Remain on 118.8 until reassigned another frequency.
- D. Race identification only to be used; i.e., "HAYWARD RACE 11".
- E. Race course direct from McFarland to Bakersfield VORTAC.
- F. Altitudes - Inbound:
 - 1. Control zone entry, 1500 MSL.
 - 2. Cross final check point, 1500 MSL.
 - 3. Traffic pattern entry: turn left (east bound), climb to 2500 MSL. (We will attempt to provide right base turns insofar as possible.)
- G. Traffic Pattern - Inbound:
 - 1. Right traffic to Runway 30R will be utilized for "timing point" and landing, if possible, east side of airport.
 - 2. Left traffic will be utilized on a "when necessary" basis. Left turn to 2500 MSL. Cross over airport at 2500 MSL for left traffic, west side of airport.

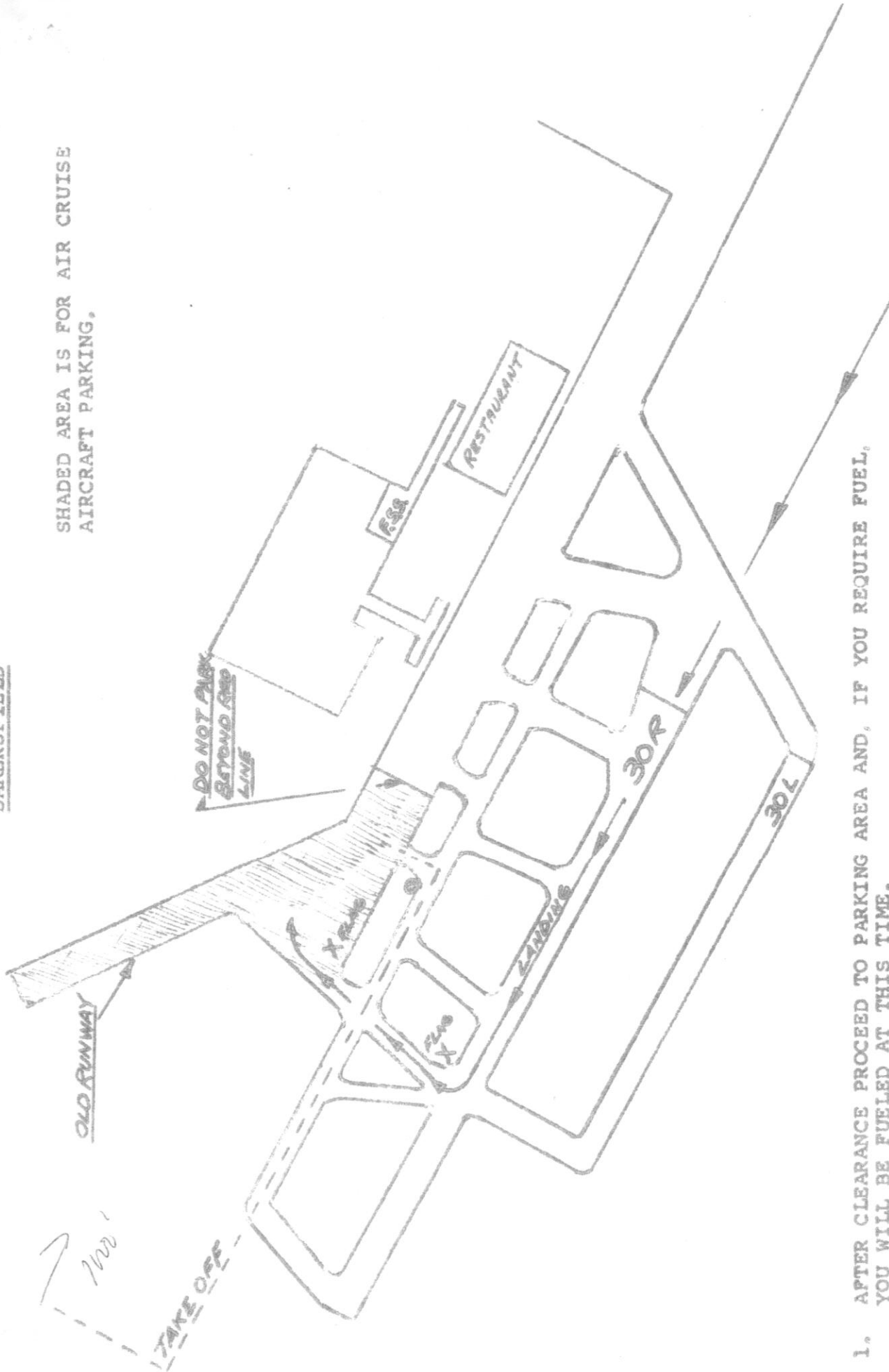
II. DEPARTURE PROCEDURES

- A. Contact ground control 121.7 for taxi instructions.
- B. Change to local control frequency 118.1 for departure.
- C. Departures will be from parallel taxiway.
- D. Right turn after departure will be made after crossing the northwest end of the taxiway. Stay well below 1500 MSL upon right turn departure from right parallel taxiway 30R until clear of right downwind leg 30R.

No deviations from Federal Air Regulations are implied. Altitudes and procedures shall be in accordance with Federal Air Regulations at all times.

BAKERSFIELD

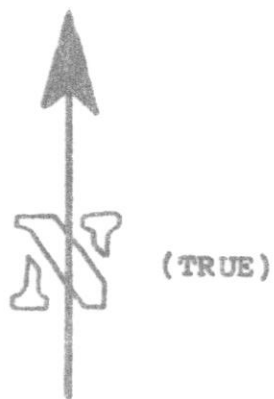
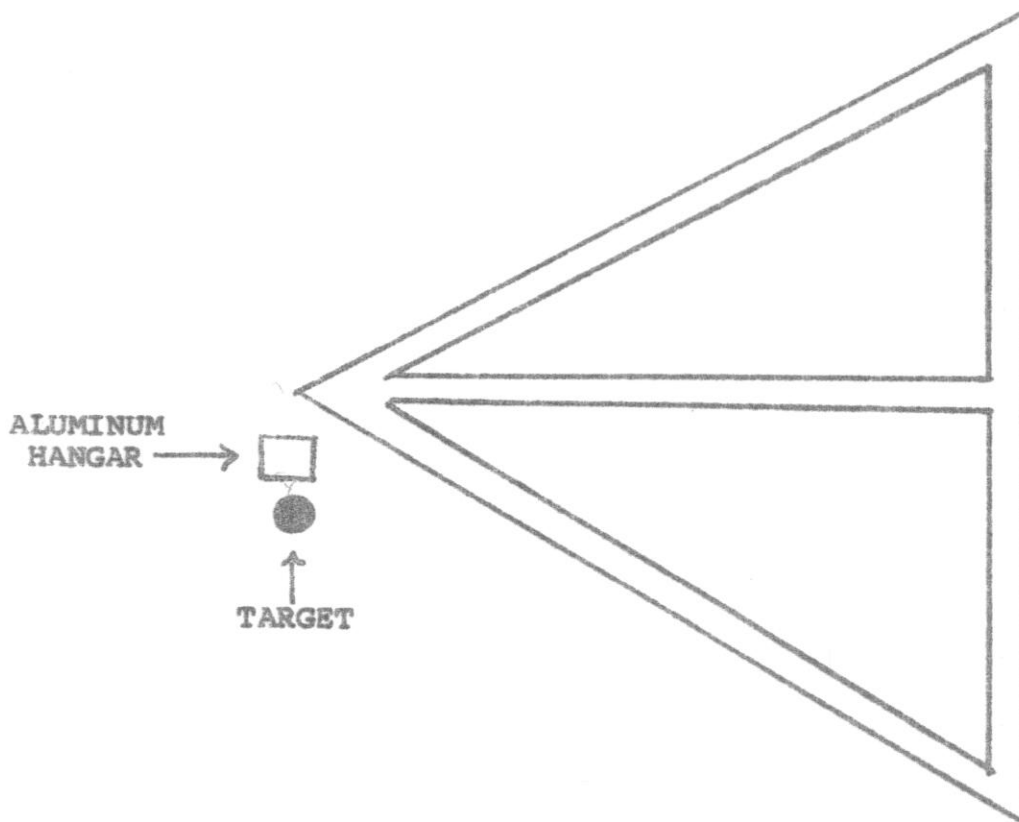
SHADED AREA IS FOR AIR CRUISE
AIRCRAFT PARKING.



1. AFTER CLEARANCE PROCEED TO PARKING AREA AND, IF YOU REQUIRE FUEL, YOU WILL BE FUELED AT THIS TIME.
2. THE NINETY-NINES WILL HAVE COFFEE AND DONUTS AVAILABLE FOR CONTESTANTS AND PASSENGERS AT THE FUELING AREA.
3. NO OFFICIAL TIMES WILL BE GIVEN OUT AT THIS LEG.
4. REMEMBER - ONLY ONE HOUR GROUND TIME IS ALLOWED AT BAKERSFIELD.

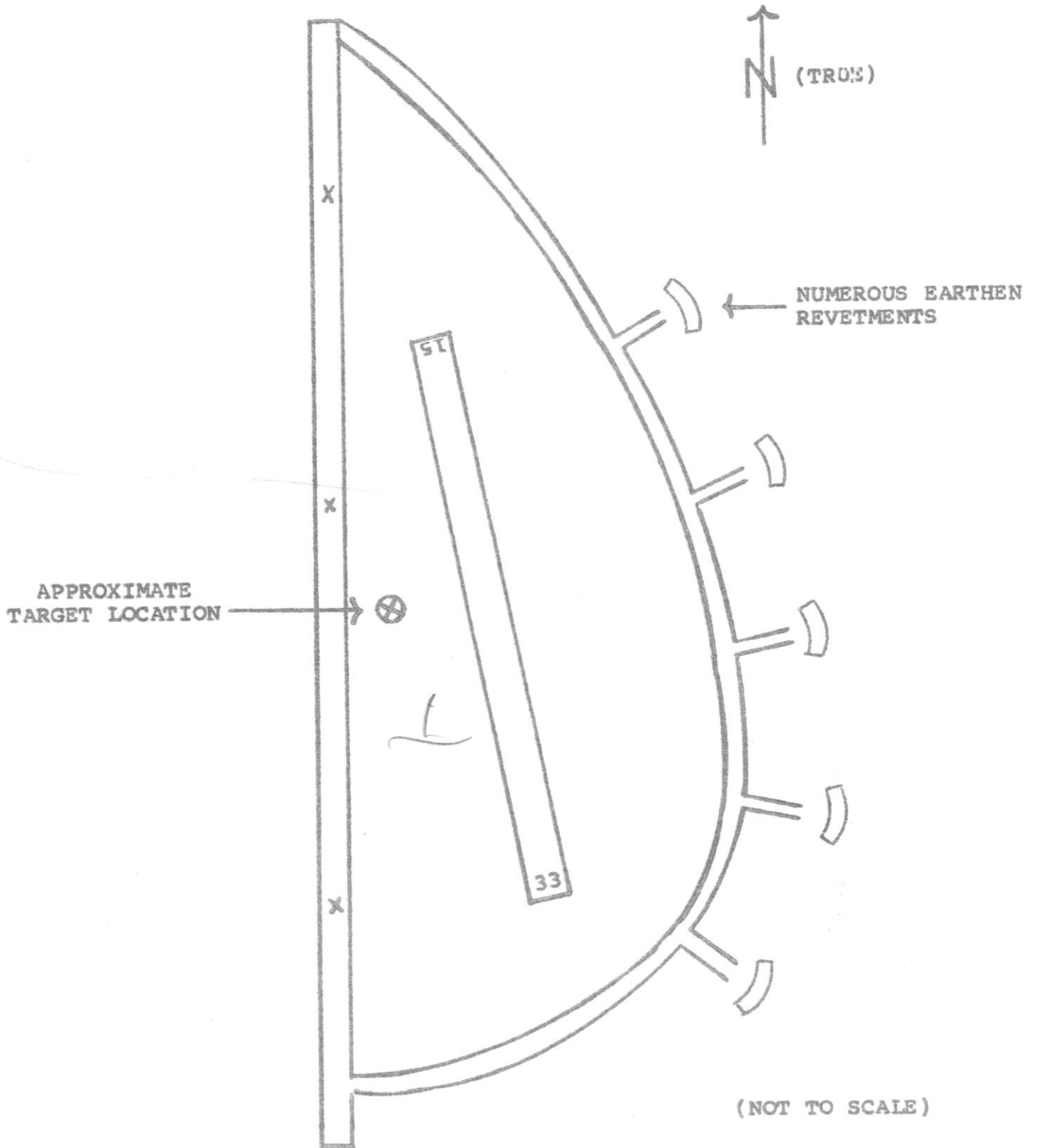
***** GOOD LUCK *****

EL MIRAGE



PROP: GUS BRIEGLER
(714) 388-4111

LOST HILLS



451
2979
162

CONVENTION CENTER
FINISH TIMING POINT

*grid needle
to
finish*

AIR RACE
PARKING & FUEL
AREA

4 1/2 mi

STARDUST
RACE TRACK
APX. 12° MAG. 121 MI.
FROM GOODSPRINGS

LAS VEGAS

⊗ GOODSPRINGS
TOWN

16N

1. CALL LAS VEGAS APPROACH CONTROL ON 121.1 OVER GOODSPRINGS AT 7500 MSL USING AIRCRAFT TYPE AND RACE NUMBER.
 2. YOU WILL BE VECTORED OVER RACE TRACK & CONVENTION CENTER BY APPROACH CONTROL. STAY ON 121.1 UNTIL TOLD TO CHANGE FREQUENCY.
 3. CONVENTION CENTER DOME WILL BE THE FINAL TIMING POINT. YOU SHOULD BE AT 2971 MSL (800' AGL) AT THE FINAL TIMING POINT FOR EASY IDENTIFICATION BY TIMING CREW.
 4. AFTER LANDING ROLL YOU WILL BE DIRECTED TO PARKING AND FUELING AREA BY THE C.A.P.
- NO DEVIATIONS FROM FEDERAL AIR REGULATIONS ARE IMPLIED. ALTITUDES AND PROCEDURES SHALL BE IN ACCORDANCE WITH FEDERAL AIR REGULATIONS AT ALL TIMES.

***** GOOD LUCK *****

1969
HAYWARD-LAS VEGAS AIR CRUISE

HAYWARD AIR TERMINAL
20301 SKYWEST DRIVE
HAYWARD, CALIFORNIA

May 26, 1969

Dear Fellow Pilots:

Enclosed is your copy of the results of this year's Air Race. We believe the scoring this year was as fair and accurate as we have ever had. All arrival and departure times were kept in chronological order rather than by race number. In this way we had a means of locating any possible errors. None have been found. We did have some difficulty in several cases where timing officials were unable to spot a particular race plane at the timing point although they had been alerted by radio and were looking for it. In all cases more than one official was present and were trying to locate the aircraft in question.

At Bakersfield the timing was done from the tower with officials coordinating with the tower crew in sequencing inbound aircraft. In spite of this, one or two aircraft were not seen until minutes after presumably passing the timing point. One plane was so far off the timing run that it passed directly over the tower so low its engine was heard inside the tower cab. Upward visibility is quite limited so that a plane in close to the tower would be in the official's blind spot. We believe this may account for the one or two cases of "no arrival time" at Bakersfield. At Las Vegas two planes were seen making what was assumed to be their timing run so far from Convention Center that although race numbers could be seen, they could not be identified even with binoculars.

Several contestants had trouble identifying the shape of the marker at El Mirage. Since we checked these markers prior to the race and found 2000 feet AGL to be a good altitude for identification, it would appear that some programmed for a higher altitude to minimize altitude variations and could see the color but not the shape which is consistent with our findings. We were also told that binoculars were useless due to the rough air.

We have not posted scores for those aircraft which were not observed at the designated timing points for obvious reasons. Although, in some cases, we could bracket a position in the standings based on arrival times of aircraft arriving at about the same time, we feel it would be unfair to the other contestants to try to place these aircraft where guesswork is involved.

In the case of aircraft who failed to identify the targets at off-course check points, we feel it would be inappropriate to place them since we do not know what their score would be if they had taken the necessary steps to positively identify the marker.

We would like to correct an error made by the Committee in Las Vegas in announcing that Race No. 40 finished in last place. Our tabulation of results at that point were written in long-hand and Race No. 40 was mistaken for Place No. 40 which, indeed, coincidentally is last place.

We would like to extend our sincerest apologies for this mistake and hope that it has caused no undue personal embarrassment to the crew of Race No. 40.

Last place was awarded to Mr. Jack Petersen, member of the Committee, who arrived some 36 minutes early and was later married that same day to his fiancée, Renee - so we suspect a conflict of interest. We are not so concerned about the poor showing on the part of our committee-man, but we don't recall that the matter was brought to a vote. On behalf of the rest of the Committee, we would like to extend our sincerest congratulations and best wishes.

We would like to recognize Lee Smiley and his wife who, despite an engine fire on take off at Bakersfield, made it to the Awards Party and, happily, in good condition. We sincerely hope that they will be back in the air soon.

A debriefing is planned for members of the Hayward City Council and the Air Race Committee in the middle of June. We would like to have as many of the Pilot Questionnaires as possible on hand at that time. These were included in your chart cases with a stamped, self-addressed envelope.

Please do not under-estimate the importance we place on your opinions and ideas. We have already received several thought-provoking suggestions and we're sure that many of you who completed these questionnaires last year saw some of your own ideas used this year --- so let's hear from you soon.

REMINDER: If you desire photographs that were taken at the airport in Las Vegas as you deplaned and displayed at the Awards Party, they may be obtained from Ullom's, P. O. Box 925, Las Vegas, Nevada, Attention: Betty Pritchard.

Enjoyed having you all with us this year and we will be looking forward to seeing you at the next fire and life boat drill!!!!!!!

Best regards,

Bill and Joani
Bill and Joani Kinder

HAYWARD--LAS VEGAS AIR CRUISE

May 16, 1969

<u>PLACE</u>	<u>NAME</u>	<u>RACE NO.</u>	<u>EST TIME</u>	<u>ACTUAL TIME</u>	<u>EST FUEL</u>	<u>ACTUAL FUEL</u>	<u>POINT SCORE</u>
1	Donald Egbert	22	04:50:00	04:49:55	43.5	44.0	55
2	Bill Keck	15	03:50:39	03:51:07	35.9	36.4	78
3	Ginny Wegener	28	03:06:30	03:06:52	41.9	41.3	112
4	Bruce Bauer	12	03:10:00	03:11:42	54.1	53.9	122
5	Lou Robinson	9	03:40:00	03:38:24	39.0	39.4	136
6	Sandy Sanford	13	04:50:00	04:50:03	41.6	40.2	143
7	Harry Gaul	16	04:05:15	04:05:29	35.4	33.7	184
8	Steve Econome	21	03:38:00	03:37:08	32.2	33.6	192
9	Bill Miles	31	03:54:00	03:54:25	35.8	34.0	205
10	Phil Reames	26	03:06:00	03:05:48	58.1	56.1	212
11	Bob Kendall	37	05:17:05	05:21:47	53.5	52.8	352
12	Dave Griswold	3	04:20:00	04:19:46	67.6	64.2	354
13	Kris Kutsuris	11	03:27:20	03:28:22	45.4	42.4	362
14	Jim Cook	2	03:21:00	03:21:25	42.8	46.5	395
15	Dick Mora	20	03:26:00	03:32:09	33.5	33.1	409
16	Al Gaub	8	05:04:00	04:57:08	43.5	42.8	482
17	John Parker	5	04:00:44	03:59:39	52.8	57.0	485
18	Don Lewis	46	03:55:11	03:53:04	33.7	37.6	517
19	Joe Parker	18	03:53:09	03:59:40	32.7	34.2	541
20	Frenchy LaPlante	24	04:12:00	04:17:22	52.5	54.7	542
21	Walker Saunders	34	04:15:00	04:13:57	42.5	37.7	543
22	Russ Kilmer	23	03:32:00	03:40:09	31.9	33.0	599
23	Jack Pankey	6	03:25:00	03:20:10	46.4	43.3	600
24	Curt Harris	35	04:02:00	03:54:52	46.5	48.5	628
25	Charles Brenton	38	04:14:40	04:10:53	52.8	48.7	637

<u>PLACE</u>	<u>NAME</u>	<u>RACE NO.</u>	<u>EST TIME</u>	<u>ACTUAL TIME</u>	<u>EST FUEL</u>	<u>ACTUAL FUEL</u>	<u>POINT SCORE</u>	
26	Edna Loudon	1	05:20:00	05:29:59	27.5	28.1	659	
27	Kent Cross	43	04:01:30	04:10:30	41.8	43.1	670	
28	Lorene Robinson	39	05:50:00	05:44:53	38.2	34.5	677	
29	Bill Cornitius	7	04:03:25	04:06:22	40.1	34.9	697	
30	Mike Andersen	27	04:55:30	05:02:45	34.9	37.7	715	
31	Mathias Hugo	4	03:36:33	03:49:08	39.4	38.9	805	
32	Russ Edgett	50	04:46:00	04:58:47	40.4	39.1	897	
33	Caroline Schutt	29	03:07:21	03:21:10	48.3	46.6	999	
34	Harry Nixon	33	05:10:00	05:26:44	34.8	34.6	1024	
35	Frank Madden	19	04:36:00	04:55:34	52.0	51.7	1204	
36	Doris Bailey	25	04:56:10	05:14:44	31.3	32.7	1254	
37	Dave Butler	42	05:38:30	05:45:40	32.5	23.9	1290	
38	Bob Wiles	41	03:25:31	03:37:24	30.6	38.6	1513	
39	Dale Drake	14	05:17:00	05:06:17	46.3	34.9	1783	
40	Jack Petersen	10	04:22:00	03:59:18	61.7	48.6	2672	

	Lee Smiley	30	Engine fire at Bakersfield. Forced to abort race. On hand for Awards Party. Good show!! Only pilot to finish race without airplane!!!!					

	Jerry Fontes	17	Improper target identification - El Mirage.					
	Vito Teti	32	Officials unable to locate aircraft on timing run.					
	Keith Brewster	40	Officials unable to locate aircraft on timing run.					
	A. J. Malin	44	Officials unable to locate aircraft on timing run.					
	George Baker	45	Improper target identification - El Mirage.					
	Joseph Lee	48	Improper target identification - El Mirage.					
	Evan Day	49	Improper target identification - El Mirage.					



Hayward to Vegas - - on the nose

It's quite a distance from Hayward, Calif. to Las Vegas, Nev.

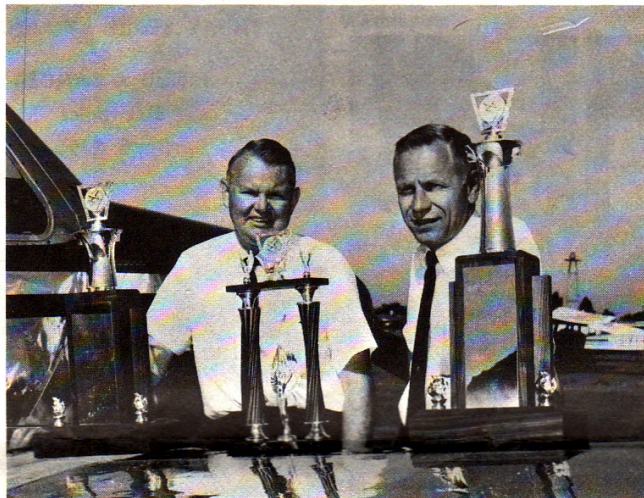
Especially when you have committed yourself to flying that distance — 562 miles — in a certain amount of time with a certain amount of fuel.

But the Solid Rocket Division's W. J. Keck, pilot, and J. E. Carver, crew, came within 28 seconds of their estimated time of arrival and one-half gallon of their estimated fuel consumption.

That feat earned them second place among 49 aircraft entered in the Hayward-Las Vegas Air Cruise Proficiency Race, an annual event sponsored by the city of Hayward.

They used 35.9 gallons of fuel and covered the distance in three hours, 50 minutes and 39 seconds.

The race course included two check points which re-



TROPHIES GALORE—John Carver and Bill Keck, with trophies they collected for their precision flight from Hayward to Las Vegas.

quired that the aircraft descend to identify mystery symbols on the ground.

Keck and Carver get better every year. In 1967, they placed 12th and in 1968.