Two colleges stand deep in mourning over the recent loss of football team members in a pair of tragic air crashes.

On Oct. 2, Wichita State University in Kansas embarked upon a flight to Logan, Utah in a chartered, World-War-II surplus plane. There the gridironers were to challenge the University of Utah team. Fourteen players, a coach and an athletic director lost their lives when the accident overtook aircraft plunged into a ridge of the Continental Divide near Silver Plume, Colorado.

The Southern Airways DC-9, carrying the Marshall University team home from Greenville, North Carolina, went down while attempting to land at Tri-State Airport in West Virginia. In this most tragic incident in American sports history, 71 people, including 38 team members, five coaches and a team trainer, were killed. This college now empathizes with the remorse that darkens the Wichita and Marshall campuses. Familiar with grief, this school suffered a similar loss one decade ago, Oct. 2. The tragedy of 10 years ago occurred in dense fog at Toledo Express Airport just after lift-off. A chartered 11-year old DC-6 airplane owned by Arctic Pacific Airlines was to carry the team home after a game with Bowling Green State University. Twenty-two of the people aboard were killed in the crash. In addition to the 11 players, the pilot, copilot, two passengers and a football booster died. Twenty-five others were injured, some so severely that they still bear the scars.

Circumstances surrounding the tragedy added to the turmoil caused by the untimely death. The games with Bowling Green had been booked some two years prior, before college President, Julian McPhoe ordered the de-emphasis of football on this campus. Deemphasis meant, among other things, reduction of the athletic department's budget. Money had to be saved wherever possible. One of the places acquired was in-state scheduling. Round trip to Toledo by scheduled airline would have cost nearly $110,000, but by unscheduled charter airline the figure could be shaved to less than $7,000.

President McPhoe said of the period just prior to de-emphasis, "We got too big for our friends. The first thing we knew, we had to start booking games out of the state and traveling greater distances. This made me uneasy. I decided to retrench."

About a month before the fatal crash and before it had been determined who would fly the team to Toledo, college administrators received a letter from E.E. Mandado, administrative head of the Federal Aviation Administration. It was a copy of one sent to the presidents of independent airlines:

"(Continued on page 6)"

Don Adams—survivor of the tragic airplane crash which killed 11 of this college's football players one decade ago.
He walked into the kitchen of his parents' home in San Francisco and sat at the kitchen table. The Saturday night movie crashed early in the background and a football player of ten years ago spoke of his life today and yesterday.

Arminio placed his elbows on the table and told of his present position with Standard Oil Company in San Francisco. He is a draftsman and says that, "It's tough, the discipline, but challenging. I like it—it's not football—but it's hard and challenging and you discipline yourself to stay inside...that's the hardest. But I'll never get tired of it, there's always something new. It's rewarding; it's good work—I'm working for one of the biggest oil companies in the country."

Before going into drafting Arminio had been a coach for two years and had dealt in insurance and in real estate.

The crash occurred when Arminio was a sophomore, and he did not continue his schooling. "I was at Poly on a four-year scholarship. They asked me back, but forget it—I was on crutches and in and out of the hospital for years. Instead, they just got on the wrong side of me. There was a lot of unfairness." The draftsman continued on with his memories of the college.

"Over half of the frosh team flunked out of Poly, really. And a couple of us went on—

Told. Behind him in the living room, a sculpture hands of Billy Roes cradle his coffee cup. A few blocks from the Roes family, another Bakersfield resident who resides in San Luis Obispo team he asked? He said, "I'm really surprised they allow you to use the stadium, but I was here they pulled pranks but the players had to push it to the lights cause there were no lights. If I was playing pro ball then I would have made much more money."

One is bitter; one is not.

Folled together, scarred, each finger telling to the ages it survived, the hands of Billy Ross create his coffee cup. Behind him in the living room, a sculpture called "Praying Hands" satisfies a silent tribute to a tragedy.

Now living in Bakersfield, California, with his wife and two boys, Ross explains that after seven months in the hospital, suffering from burns, he received a rubber—rather painful—regain strength in his hands. He had been severely burned and some of the joints in his fingers had to be pinned. Nevertheless, he coating the "C" string football team at West High School Bakersfield as well as teaches health, driver education and physical education.

In September, 1961 Rose returned to this college, graduating with a teaching credential in June, 1964. His first job was that of acting coach and physical education director at Tracy (CA) Vocational Correctional Institution in Tracy, California. He stayed there approximately two years.

Making Bakersfield his home for the last couple of years, Ross tries to maintain contacts with other survivors. Perhaps the easiest of these to visit is Carl Bowser, another Bakersfield resident who resides just a few blocks from the Ross family. Rose not only both active athletes, he plays baseball with them, and one son, Bailey, has been pitching no-hitter ball games. The oldest son, Wyatt, will start football next season. Rose also has a daughter, Al, who is the manager of the three children.

Billy Ross and son, Bailey.

Memories. Color them ugly. Jim Fahey, Color him bitter. Bitterness toward the college drove him away from the physical education department following the crash. Physical education is still his bag, however. Fahey teaches PE in Gilroy. Married and the father of three children, he confesses that it took many years of attitude adjustment before he was able to enter the teaching profession.

Emotionally, Fahey insists he is not the same man. "I still have bad dreams about the crash and get very nervous," he added.

By personal or telephone interview all but a very few of the 1960 air crash survivors have told their story. Through their own words they relive and relate their lives as altered by this first-of-its-kind disaster.
First impulse: run

Wearing a burgundy colored sweat shirt and a pair of well-worn jeans, General Owens, whose first name depicts a military rank this easy-going civilian will never hold, takes a moment to reflect upon a 10-year-old recurring nightmare.

"I remember (the plane) going down. There were lights; there were always lights. I staggered out, almost out, but I knew what was going on. Everything was blurry, real blurry. When I got out the plane was burning like a torch. My first thought was that the plane was going to blow up. So, I started to run."

Owens still recalls the anguish of the runway tragedy which killed many of his friends and fellow griddlers. "At first I thought I was the only one who made it; then I saw some of the others moving around."

Stunned momentarily from a gashed forehead and a scissored cheek, Owens soon returned to the airplane's fiery fuselage and began assisting those victims less fortunate than himself. "I remember I put my coat over one guy's legs, but I wouldn't go back in the plane."

His hesitance is understandable. Owens had deep reservations about flying and was particularly wary of the Toledo trip. His teammates had taunted him the week before the trip. "It was particularly wary of the Toledo trip. Wa wore the dorms before the trip. One guy was telling how the school had had plane troubles before. 'Oh, my God,' I said. This year we'll probably crash."

The year following the plane crash, Owens left the college to work as a substitute teacher. Eventually, he enrolled at Fresno State College where he received his degree in Health Science in 1968.

With the crash 10 years behind him, General Owens, a stout, jovial, once-married, football fanatic devotes his talents as a personal and well-adjusted individual to a unique form of high school counseling. As a home-school consultant, Owens and two other work as liaison between San José's William C. Overfelt High School and that city's racially integrated east side.

"When I first came here three years ago," Owens recounts, "there was a lot of tension, racial tension. The kids formed together in gangs. You could feel the tension just walking down the hall."

Now in his eighth year, Overfelt boasts a healthy mixture of caucasian, black and Mexican-American students seemingly free of ethnic hostility. Owens and his colleagues are responsible for this achievement.

"Nobody was happy," Owens remembers. "Nobody was looking forward to the trip. We heard it was going to be a two-engine deal."

Owens recalls the days before the tragedy. "We were all real close, like a brother-brother relationship. We were sitting around the dorms before the trip. One guy was telling how the school had had plane troubles before. 'Oh, my God,' I said. This year we'll probably crash."

General Owens (at right) remenisms a brother-brother relationship. Today, he and Oscar Gonzales are home-school consultants at William C. Overfelt High School, San José.

Ironically, the last 10 years have included no "times in" for football. "The crash spoiled it for me," Owens confides. Nevertheless, he follows professional football from a TV chair and keeps abreast of this college's gridiron activities, even though his college alma mater, Fresno, is San Luis Obispo's league rival, says Owens. "The coach at Fresno told me, 'You should have come here in the first place.'"

"I can live a normal life"
Hoger Kelly is coaching varsity football at Redwood High School in Vista, California. Kelly, now married, has two daughters, Kim, 16, and Michelle, 4.

Before moving to Vista, Coach Kelly was a member of the Peace Riders High School football coaching staff for three years. Following this, he lived in Bakers­ Field for two years and worked as an assistant football coach.

When asked about the Redwood State plane crash, he said, "I was a weird feeling. It happened on Friday—the day of one of our football games. It was a coincidence and said that it happened almost 10 years to the day of Poly's crash."

"If a college doesn't have the money to travel properly, it just shouldn't travel at all.

This is the opinion of former tackle Walt Shimek.

He, his wife, Ellenabeth, and three children live in San Francisco. The football player runs his own financial dealings and owns a wholesale's business selling parts to services stations.

Although his life has leveled off, the 1980 tragedy changed him entirely for three or four years. "I didn't know if I was coming or going during that period," he said.

The young tackle was laid up for five months with contusions, three cracked vertebrae, two broken cheek bones and severe cuts around the waist inflicted by the seat belt. Shimek tried coming back to this college to study, "but I just couldn't concentrate on my studies. My GPA dropped way down from a respectable 4.0 to a 3.0."

He also contends that the crash ruined a promising football career for him. Shimek feels that the Wichita incident sounds like "exactly the same story as happened to us. Nothing has been improved for as far as I can see. A big stink was made for 10 years, and the very same thing happened again."
Widows packed up, left

It was early in the evening. Mrs. Joel Copeland was watching the evening news on television. The announcer's voice brought the first report of the unhappy news back to her home town.

"The first report was saying that all aboard were killed," recalls Mrs. Gary Short, who was a student at Bakerfield College. "I didn't believe it." The next report came in just as Gary and his wife, Marian, were leaving for a movie. "I was ready to get into bed," she said.

Bakerfield College was a happy and cozy place, according to Gary Short. "It was a safe place," he said. "It was a place where I could be myself." Gary was a student pilot at the time of the crash.

Marian Copeland, Gary's wife, was a student at the time as well. "I was in the middle of the Student Union," she said. "I didn't realize what was happening until I heard the news." Marian was a secretary for the college's athletic department.

When the crash occurred, Gary was flying a small plane from Bakersfield to Santa Maria. "I was flying with a friend," he said. "We were both passengers." Gary was not the pilot, but he was responsible for the plane's safety.

It was Gary's turn to be the one who packed up and left. "I had to leave the house," he said. "I had to take care of things." Marian stayed behind to care for their daughter, who was just a few weeks old.

The crash was a tragic event that changed the lives of many people. "It was a dark day," said Marian. "It was a day of mourning." The couple, who were married for just a few months, lost everything in the crash.

The crash occurred while the couple was on their honeymoon. "I was just starting my life with Gary," said Marian. "I was just starting to get to know him." The couple had plans to build a life together, but those plans were cut short.

The crash was a reminder of the fragility of life. "Life is precious," said Gary. "We need to cherish it." The couple, who were both pilots, knew the dangers of their profession. "We knew the risks," said Gary. "But we were willing to take them." The crash was a tragic reminder of the risks of aviation.

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Hughes returns for '61 football season
'I owed it to the kids'

"I can only express my great sorrow and deepest sympathies to you and your university at this time of tragedy. It is claimed "time heals all wounds," but nothing can return the lives of your boys and coaches lost in this accident." This quote was taken from a letter written on October 3 to the president of Wichita State University following the plane crash that took the lives of 33 players and coaches. The sender of that letter, Leroy Hughes, experienced a similar disaster 10 years prior as one of the 48 persons aboard the plane that crashed at Toledo Express Airport.

Hughes, head coach of the 1960 Mustangs, reminded the night of horror this way: "I was up and couldn't move. Dimly I could see the front part of the plane burning. It was nearly 8 p.m. In San Luis Obispo, California. Two of my assistant coaches, Sheldon Harden and John Williamson, were in the airplane. William's stewardess pulled me out of the aircraft. I knew most of my boys in the front end and must have been killed. But it wasn't until hours later that learned of the disaster. It was nearly 8 p.m. In San Luis Obispo, California.

Hughes was hospitalized in Toledo for nine days as blood loss and major damage to his thigh and leg occurred. Although Hughes was due to retire after the 1960 football season, he stayed on as head coach for one last year. Eleven players who made the trip to Toledo that year before turned out for spring practice in 1961. "I owed it to those kids," Hughes said. "If they were determined enough to play, I knew they would be there in 1961."

The Mustangs ended the 1961 season with an even 6-4 record, far better than anyone anticipated. However, it should not come as a great surprise. During the 13 seasons Hughes served as head coach, he compiled a 73-8-1 career record.

In 1960, Walter Williamson was an assistant coach at this college. Having sustained very light injuries in the crush of that year, Williamson returned to his duties, but later went on to coach for the Baltimore Colts. In 1967, he coached the Continental Football League and traveled to Greece in 1968 as coach of the Greek Olympic National Track and Field Team. Now an assistant athletic coach at California State College at Los Angeles, Williamson commented, "I was very unpleasant to coach to this college (this college) several years after the crash because of the de-emphasis on sports." However, he added, "I am very happy that it has changed now, thanks to the new college president."

In 1963 the football budget was $35,000 plus whatever the new Booster Club dissolved, further decreasing the de-emphasis on sports. However, he added, "I am very happy that it has changed now, thanks to the new college president."

Coach hassles long-time limp

Thinking back to the date of the mishap, Howard O'Daniels reached over to his calendar and marked it, "That day will be hall of me," he said. "It has been for the past 10 years.

O'Daniels was an assistant football coach at this college in 1960. Although a passenger in the Pacific, he survived the crash but was seriously injured. The former coach now lives with the after effects.

Recently, he underwent surgery for hip injuries sustained 10 years ago. Following the operation, he hobbled about on crutches for 11 months. In fact, for years he hobbled on the leg that cried for a cane, but, as O'Daniels phrased it, "I guess I was just too proud to use one."

O'Daniels, now retired from the gridiron, is an instructor in the Business Administration Department here. He was in coaching for about five years after the Bowling Green trip, and watched the football program deteriorate into little almost nothing.

He is quick to defend former coach Sheldon Harden and the poor record that was compiled during his reign. "In those years following the crash, Harden received only a fifth the help that Harper got," O'Daniels commented. Harper is now Athletic Director and head coach of the Mustangs.

When asked if a California football team has to travel out of state to get good competition, O'Daniels answered, "Look at this season's schedule. Out of 18 games there are only two or three games worth playing." He was pointing to the Fresno State and Cal State Long Beach games.

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$260,000 FUND

A need is answered

One could simply refer to it as human instinct. The fact is, almost everyone feels a need to do something helpful for a community which has undergone a tragedy. That crisis filled night in 1960, this campus became flooded with calls and telegrams from people wanting to help those involved in the crash. Concerned people from across the nation, as well as around the world, pledged their assistance, wanting to donate money as well as services. That very night a Memorial Fund was set up for the victims of the crash.

The Memorial Fund committee, comprised of faculty members, administration officials of the college, alumni and students, body officers, worked around the clock the next day. They handled the wave of incoming calls, donations and pledges. It was the committee's job to receive the contributions and determine the needs of the individuals involved. It was the policy of the committee to serve as a receipt and disbursing organization, and would at no time solicit funds. There was never a need for solicitation. More than 3,000 individuals, groups and organizations made contributions. The donations ranged from less than one dollar to several hundred dollars.

Benefits were held around the country to raise money for the needy families of the crash victims. Elementary school classes donated their penny collections. High school students and university students made a larger contribution. Donations were received from every state. Within a year and a half, $90,000 of such donations were added to the Memorial Fund. The greatest effort came Thanksgiving Day, Nov. 25, 1961. Fresno State College and California State Teachers' College, Fresno, organized a telethon, were among the last survivors to be removed from the area. The doctor's injuries were not extensive and he was allowed to return home in less than a week.

The people of Toledo were fantastic, according to the physician. They frequently visited the hospital, bringing cards and books and generally helping the victims feel as comfortable as possible. Dr. Jamea said he lost his clothing in the crash and that "if it hadn't been for the people in the area, I'd have had nothing to wear." Still an avid football fan, Dr. Jamea has since flown with the team to Humboldt State College and Montana State College for games. The team physician is an unofficial position, but the doctor feels that it is necessary to have a physician travel with the team. A regular team physician gets to know the players and their injuries and is better able to treat them.

Regarding court actions prompted by the 1960 disaster, Dr. James feels that the proceedings have been unnecessarily drawn out and that increased hardships for those involved have ensued. More strict governmental regulating of charter flight companies would help prevent further disasters, Dr. James feels.

Last one in, last out

Dr. Arthur Jamea, athletic team physician at this college and a plane crash survivor, recalls that he was sitting in the tail section of the plane that fateful night. He feels that this may have helped save his life. He was one of the last persons to board the plane and took a seat in the tail section because the rest of the plane was filled. Actually, it was a bad seat. I wasn't near a window and couldn't see a thing," he recalls.

The tail section of the plane broke off on impact and Dr. James was knocked unconscious, receiving bruises and abrasions. He and John Nettleship, sports editor of the San Luis Obispo County Telegram-Tribune, were among the last survivors to be removed from the area. The doctor's injuries were not extensive and he was allowed to return home in less than a week.

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Poignant parallels

One team was routed to a football match; the other team was returning from a test flight. There were similarities between the 1976 Wichita State University football team and the 1980s-era Continental Airline Stratocruiser. However, there were distinct differences as well.

Wichita State's forward was not quite as direct as the one for this college; Wichita's pilot, Chesher, had a job to do. However, there was no question of the magnitude and meaning of the tragedy.

One of the most unfortunate parallels involved the role of the media. Both teams were immediately subject to a flood of newspaper stories and radio and television coverage. The media's role in the tragedy was a topic for heated debate among the survivors. It was generally agreed that the media had done its job well, but it was also recognized that the media's role in such a crisis is complex and often difficult to assess.

The actual cause of the crash was not clear immediately. The investigation would take place at a later date. The team was traveling on a charter flight, and the plane went down near the woods of the divide, where there was a steep rise to the mountains.

The survivors of the crash were flown home, and the plane was refueled. The investigation was conducted by the National Transportation Safety Board (NTSB). The NTSB is an independent agency that investigates accidents in the transportation industry.

The NTSB investigation would take place over the next few days. The team was scheduled to return to campus in the wake of its worst ever, the terrible accident on the football field, on December 6.

The team's next game was scheduled for December 9, and the team was scheduled to travel to a neighboring state to play in the championship game. The team was not scheduled to return to campus until after the game.

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Shoe quota support

By MIKE FEINLEIBER
WASHINGTON (UPI) — After an overnight flurry of lobbying, three members of the Senate Finance Committee cast the deciding vote Tuesday to retain a quota on foreign-made shoes in a House-passed trade bill.

Estimating that the shoe quota will cost American consumers $1.9 billion a year in higher prices for footwear, the Nixon administration had campaigned against the restriction. It may seek to kill it in Senate floor debate.

The committee voted 8-4 Monday to kill the shoe quota. But when three senators who missed that meeting—Democrats Albert Gore, Tenn., Harry F. Byrd Jr., Va., and Vance Hartke, Ind.—all cast their ballots Tuesday in favor of the quota, the issue was decided by a 5-4 vote.

Congression and senators from New England, where most of the nation’s shoe factories are located, urged the three senators to support the quota. As the committee gathered, a lobbyist from the International Garment Workers Union buttonholed members in the corridors, asking them to support quotas.

In New York before the British-American Chamber of Commerce, Commerce Secretary Maurice H. Stans pledged that President Nixon will not administer the law in a way to provoke a trade war. He said "the most fundamental point" about the bill was the wide discretionary powers it gives the president.

British businessmen have warned of "massive retaliation" if the bill becomes law. The administration supports the bill’s textile quotas but opposes the shoe quotas. Both quotas restrict imports to the average of shipments for the years 1967-69 but allow an annual increase of no more than 5% per after 1971.

Andrew F. Brimmer, a member of the Federal Reserve Board, has estimated the textile quotas will cost consumers $1.3 billion a year and the shoe quotas will cost $1.2 billion because low-price imports will be barred.

Shoe quotas would dent the economies of Spain, Italy, Mexico and Japan, the chief exporters of shoes to this country.

Study break

The American Institute of Aeronautics and Astronautics is planning a dance to be held in the Aero Hanger, Friday, Dec. 4, from 8 p.m. to 1 a.m.

Two local bands will provide the entertainment, the "Joint Effort" and "Apricot". The dance promises to provide a welcome study break for those who are studying for finals. Admission is $1 per person.

Heifers named in title contest

Two registered Holstein-Friesian heifers in the dairy herd at this campus are being considered for All-American titles. The heifers are Polytechnic Fury Reserve, a heifer calf, and Polytechnic Imperial Knight, a junior heifer.

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Another good thing is the way we handle your checking account when you leave school for summer vacation. You can have a zero balance and you don’t have a penny’s maintenance charge. And you won’t have to open a new account come fall.

Bank of America has more branches than any bank in California, too—so there’s one in your home town. And you’ll be able to transfer the balance in your school branch to your home branch and back again, without a murmur.

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Oil fire from blowout

NEW ORLEANS (UPI)—A Shell Oil Co. drilling platform with 50 producing wells burst into flames in the Gulf of Mexico 16 miles off the Louisiana coast Tuesday. At least two men were killed. The Coast Guard said as many as 80 were rescued, most of them burned.

Coast Guard officials said 80 men were on the platform at the time of the accident and that all of them had been accounted for.

The platform, 46 miles south of New Orleans near Bay Marchand, is adjacent to the former Wildlife Management area in 56 feet of water. Because the well was still burning, there was no indication whether an oil spill would develop.

A Shell spokesman said two wells were being drilled on the platform at the time of the accident. The work was being done by Storm Drilling Co., of Houston. Workers from South Wallender Inc., of Harvey, La., were also aboard.

The Coast Guard and workmen aboard the platform said a well on the structure blew out of control, with the fire starting shortly afterward.

Regulation of oil spills

WASHINGTON (UPI)—The Interior Department today held up some proposed relaxations of oil spill regulations in order that they can be passed upon charged with 900 violations of safety regulations in the gulf.

Four oil companies, including Shell, have since been charged with similar violations of federal drilling operations in the Gulf.

Shell officials said they had called in the firm of oil well fire fighter Red Adair of Houston to help put out the fire. They also said three barges containing fire fighting equipment were being moved into the area around the flaming platform.

Chevron was fined $1 million earlier this year after being charged with similar violations of safety regulations in the gulf. Four other oil companies, including Shell, have since been charged with similar violations of federal drilling operations in the Gulf.

Shell officials said they had called in the firm of oil well fire fighter Red Adair of Houston to help put out the fire. They also said three barges containing fire fighting equipment were being moved into the area around the flaming platform.
Tailback Darryl Thornes put the marker on the finest season ever performed by a sophomore at this college by rushing for 179 yards against Cal Poly Pomona last week, and was selected as both the California Collegiate Athletic Association and the college's "Player of the Week."

Thornes wrested both the team and conference rushing title from teammate Joe Acosta with his explosive performance in the 1970 Mustang finale at Pomona.

The speedster was stopped just six yards short of setting a new single-season rushing record for the Mustangs, finishing with 841. The mark set last season by Joe Acosta is 913 yards.

With two seasons to go Thornes needs just 1,199 yards to break the career rushing set by Alex Bravo from 1971 to 1973, which stands at 2,939 yards.

Thornes had his longest sprint of the season at Pomona, a 91-yard dash the first time he carried the ball. Later he accumulated 10 yards for his 13th touchdown of the season.

The Mustang tailback led both this college and the conference in championship and consolation winners as well as the individual singles and doubles champions. The tournament is being sponsored by Head Mustang Tennis Coach Ed Jorgensen.

The tournament is being held Friday and Saturday on the Mustang courts. The tournament will begin at 11 a.m. on Friday and will continue through Saturday.

Twenty-two junior colleges sponsored by Santa Maria, Dykema, Foothill, Cabrillo, Fresno, College of Sequoias, Hancock, Ventura, and Santa Barbara will compete in the meet as well as the Mustang freshmen team.

Organizers need to improve the Mustang basketball team's preparedness before Hayward State basketball tournament. Staking out his team's preparation, Coach Noala Stoner said, "The freshmen have been quite prepared, we've had a height advantage ever since the varsity was surrounded by 6-footers, our ability to play together as a team is as much as we've playing so many minutes, and we lack of consistency."
Varsity escapes with victory

by Eric Mitschke
Sports Writer

As Winter's first rains drive

basketball season enters full

The annual Varsity-Frosh

game Monday night, won by the

Varsity 91-81, gave basketball

fans here their first glimpse of

the 1970-71 Mustang cagers

coached for the second year by

Neal Stoner.

Playing a little tight in this,

their first team effort the

Mustangs needed two overtime

periods to dispose of the Frosh-

Froshmen. Robert Jennings, at

6-6 and the starting center summed

things up a bit when he said, "the

game revealed their need to play

as a team." Un-

doubtedly, Coach Stoner will be

working hard to get this team

together for the first "real"

competition this weekend.

Robert Jennings and Billy

Jackson go up to get a rebound

against the freshmen. Jackson and

Jennings led the team in

rebounds with 14 and 10

respectively. Jackson

also led the varsity scorers

with 27 points.

Dance gig set

AAA is sponsoring a dance

Friday, Dec. 4 in the Aero Hanger

from 8 to 11 p.m. Admission

to the bongodootse, which will

feature the tunes of "Jolting Ef-

fort" and "Apricot", will be one

dollar.

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