

San Luis Obispo

California State Polytechnic College

Wednesday, December 2, 1970

Grid teams meet fiery ends



Don Adams—survivor of the tragic airplane crash which killed 16 of this college's football players one decade ago.

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 gridgers were to challenge the University of Utah team. Fourteen players, a coach and an athletic director lost their lives when the ancient, overloaded aircraft plunged into a ridge of the Continental Divide near Silver Plume, Colorado.

The Southern Airways DC9, 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, 75 people, including 38 team members, five coaches and a team trainer, were killed.

This college can empathize with the remorse that darkens the Wichita and Marshall campuses. Familiar with grief, this school suffered a similar loss one decade ago, Oct. 29. The tragedy of 10 years ago occurred in dense fog at Toledo Express Airport just after lift-off. A chartered 15-year old C-46 airplane owned by Arctic Pacific Airlines was to carry the team home after a game with Bowling

The football schedule at Ohio's Bowling Green University has been bizarre in a tragic way. Following this college's 50-0 loss to the mid-eastern university in 1960, 16 Mustangs died on takeoff from Toledo Express Airport. Bowling Green also played Marshall University of West Virginia the week prior to their tragic fate. The Ohio eleven further played Utah State the week before Wichita was to meet the Utah squad.

Green State University. Twenty-two of the 48 people aboard were killed in the crash. In addition to the 16 players, the pilot, co-pilot, 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 deaths. The game with Bowling Green had been booked some two years prior, before college President, Julian McPhee ordered the de-emphasis of football on this campus. De-emphasis meant, among other things, reduction of the athletic department's budget. Money had to be saved wherever possible. One of the greatest expenses acquired in out-of-state scheduling is airline fare. The round trip to Toledo by scheduled airline would have cost nearly \$10,000, but by unscheduled charter airline the figure could be shaved to less than \$7,000.

President McPhee said of the period just prior to de-emphasis, "We got too big for our old 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.R. Quesada, administrative head of the Federal Aviation Agency. The letter was a copy of one sent to the presidents of independent airlines.

(Continued on page 8)



Survivors rap

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, review and relate their lives as altered by this first-of-its-kind disaster.

None of the surviving members of the 1960 football team entered professional ranks. Some of the players had no big league aspirations; however, one promising young guard, Al Marinal, did have visions of a pro ball career. His visions have since turned to impossible dreams.

'It don't bother me to talk about it; why do they try to hide it?'

He walked into the kitchen of his parents' home in San Francisco and sat at the kitchen table. The Saturday night movie cranked softly in the background and a football player of ten years ago spoke of his life today and yesterday.

Al Marinal 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 Marinal had been a coach for two years and had dealt in insurance and in real estate.

The crash occurred when Marinal 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. Besides, 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—but they were lucky really!"

As he leaned on the table his large muscular arms flexed and the question of his physical fitness arose. "I work out all

the time; I got to. With an office job I don't get to move much; it's pretty tedious. I always gotta work out. Well, it's not only body-wise, but it sort of gets all your tension out; you just can't go around punchin' people."

Concerning football, "I'd like to be more involved in it, but I work eight hours a day and overtime, so there's not much time. But if I was a millionaire that's what I'd be doing. I'd be all over the country; I'd just volunteer, but I'm not in that situation yet." A hearty deep laugh rang in the kitchen. "Lately I'm getting more involved emotionally and not so much physically. At San Mateo City College I sit in the press box helping defense. I'm a spotter; I'm getting more kicks out of it. Ted Tollner is down there, I really enjoy it and wish it was all year long. They're a good group of kids; I get a big bang out of it. It's not a job when you're helping the kids. I think I have more fun doing it for nothing than if I was getting paid for it. I do more not being paid. Like when I played, I did it 'cause I wanted to."

"I played guard down there, tackle in high school. Professionally I felt that there was a better chance for me at guard 'cause I was 6'2"—professional tackles are 6'4" or 6'8", and I couldn't stretch myself. But my body weight—I could handle the weight easily, I was 250 pounds."

Clasping his hands together his eyes told his enthusiasm as well as his words. "I think guard is the greatest position in the

world of all—I played both tackle and guard—and guard's the best and the most difficult of all." The muscular guard went to Polytechnic High School in San Francisco. He remarked, "But things have changed since I went there, and it didn't get better." It seems that a lot of the team members are now on drugs. How about the San Luis Obispo team he asked? He said when he was here they pulled pranks but the drug scene was out.

The subject of insurance came up and Marinal said that a federal suit was still in progress. Two or three years ago the survivors could have settled for 80 per cent of the suit, but they refused. So, they are still fighting. "I was the highest one, (in terms of suit) \$274,000. Well, with all the injuries I have—well, first put it this way: How much are you worth? Of course when this happened I was 20 years old. If I was playing pro ball then I would have sued for twice as much; but I wasn't professional." After the accident he could never play ball again.

If the plane crash victims lose the suit to the Federal Government, they intend to try to introduce a bill again, according to Marinal. Eight years ago they tried but failed. The bill did and would ask for \$350,000 relief for each of the college's air crash victims. Marinal said that it was a good idea then and now, but in 1963 there wasn't enough support.

An attorney in San Francisco, Melvin Belli is handling the case. Each victim

gradually turned his case over to Belli and he handles it entirely. And as Marinal put it, "It's a pretty involved thing!"

Just then the Saturday night movie ended. A motorcycle roared by on the street outside the kitchen window and Al Marinal rose to file through old papers looking for photographs of the crash. He began explaining details of the tragedy.

"That afternoon we played in the storm. The airport closed, but at 7:30 we got off the bus, and unloaded our own equipment. We had to push the airplane out into the direction of the field. The plane was alongside the hanger and us football players had to push it to the lights 'cause we couldn't see them. We climbed into the plane on a ladder, like firemen. He (pilot) cranked up the engines, taxied—we had to aim the plane to take off. He went to one side and saw that he was going to hit the lights, so he pulled it up and as it went up he didn't have enough air speed, so he just went into stalling position and it crashed. We were overloaded. Just ask my lawyer."

By this time the 11:00 o'clock news was well underway. Marinal called the craft a two engine "cigar box, really a thick heavy old plane."

Some talk followed as to when this article would be published. Marinal said, "I'm really surprised they allow you to write something like this. You mean they went for it? It don't bother me to talk about it; why do they try to hide it?"

One is bitter; one is not

Folded together, scarred, each finger testifying to the agonies it survived, the hands of Billy Ross cradle his coffee cup. Behind him in the living room, a sculpture called "Praying Hands" poses a silent tribute to a tragedy.

Now living in Bakersfield, California, with his wife and three children, Ross explains that after seven months in the hospital he exercised by squeezing a rubber ball to regain strength in his hands. He had been severely burned and some of the joints in his fingers had to be pinned. Nevertheless, he coaches the "C" string football team at West High School in Bakersfield as well as teaches health, driver education and physical education.

In September, 1961 Ross 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 Deuel Vocational Correctional Institution in Tracy, California. He stayed there approximately two years.

Making Bakersfield his home for the last three 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.

Ross' sons are both active athletes. He plays baseball with them, and one son, Bailey, has won a trophy for pitching no-hitter ball games. The oldest son, Wyatt, will start football next season. Ross also has a daughter, Tara, who is the youngest of the three children.

This crash survivor is not bitter toward this college about what happened in 1960, but he thinks that some of the Memorial Fund money has not been used properly. He believes that more financial aid from the Fund should go to widows.

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 fitness is still his bag, however. Fahey coaches 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 person he once was. "I still have bad dreams about the crash and get very nervous," he added.



Billy Ross and son, Bailey.



Jim Fahey: "I still have bad dreams."

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 gridgers. "At first I thought I was the only one who made it; then I saw some of the others moving around."

Stymied momentarily from a gashed forehead and a slashed 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 prior to take off by taping news clippings of aviation disasters on the fullback's locker door. The pin-ups were hung in jest, but no one had the customary last laugh, not even Owens.

"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!'"

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 personable and well-adjusted individual to a unique form of high school counseling. As a home-school consultant, Owens and two others work as liaisons between San Jose'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 its eighth year, Overfelt boasts a healthy mixture of caucasian, black and Mexican-American students seemingly free of ethnic hostility. Owens and his grass roots cohorts are responsible for this achievement.



General Owens (at right) recalls team's brother-brother relationships. Today, he and Oscar Gonzales are home-school consultants at William C. Overfelt High School, San Jose.

Ironically, the last 10 years have included no "times in" for football. "The crash spoiled it for me," Owens confesses. 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'

The silence was stirred only by the noise of a breaking football huddle, and attentions were drawn from the cool breeze in the San Mateo sky to the football coach on the city college field. Ted Tollner's actions were enthusiastic and spirited as he tried to build his team for their next game. This is his third year working for San Mateo City College.

Soon his athletic figure came striding forward. The subject of his family sparked the conversation.

His eyes lit up when he spoke of his three children, two girls and a boy. When he was asked their ages he said, "11, 7, and 5...I have to think about that all the time...it's getting terrible;" a soft chuckle followed. He explained that he was married while he attended this college and interjected that between 10 and 12 of the men of the football team were married while in school.

He graduated from this college and returned one year later for graduate work. Physical Education was his concentration and his first job out of college was coaching football and baseball for

Woodside High School in San Mateo. He stayed with the high school for five years, then moved on to the city college where he is now employed.

Then he perched his leg on a stadium bench and began to talk of the 10-year-old crash. "The crash becomes vaguer and vaguer as I think about it. As far as details go, all I can remember is that we had just been beaten that afternoon, and we were really down, and the weather was brutal. It was foggy and cloudy and we went out to the airport. We knew things weren't right because we waited for about an hour or two... I lose track of details...but you kinda had the feeling things weren't right. Then, finally, we got on the plane, but they said, 'Let's go back to the airport,' and, finally, they put us on and said, 'Let's try and make a go of it.' We got in there and they revved up the engines. It took them quite awhile until they sounded decent, and finally we took off."

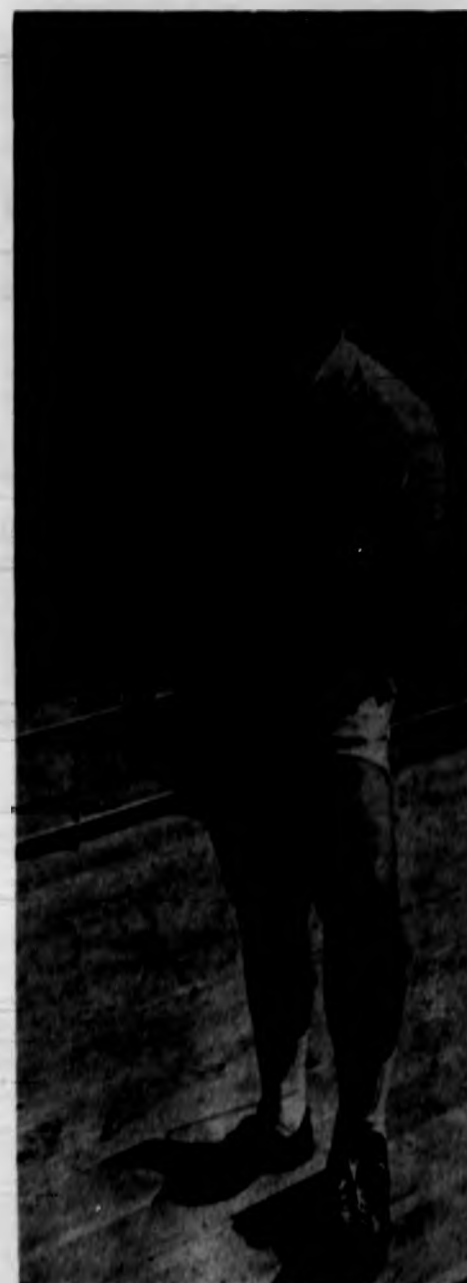
"And all of a sudden, when the engines gave out, we dove back into the runway and then it was chaos. I was thrown clear 'cause I was sitting in the middle. I

couldn't help because I hurt my leg badly. 'There were halloween parties goin' on. It was Oct. 29th, and it took the ambulance drivers a long time to get there. Besides the fog, it was just a bad deal; it was hours and hours before all of us got to the hospital.' Tollner adjusted his glasses and said he has returned to San Luis Obispo a couple of times to watch the spring football practice and the spring games. "I don't get to go out in the fall 'cause I'm coaching; so, I never get to see them play. Except I did see them play against Santa Clara several years ago. So my trips are mainly in the spring, although sometimes in the summer they have that PE workshop. But I've more or less lost contact." The players shouted and resumed play. "I like San Luis Obispo," the coach remarked. Tollner said there are about 10 guys who now coach in the bay area who were in the plane crash. "I'll see them twice a year," he said.

On the topic of law suits: "It was supposed to be settled by the end of this year, but we've heard that for years." He continued, "The federal government lost two times; we've won two times. They

have their Supreme Court appeal coming up. If they lose that, then it's over."

The affect of the plane crash on Tollner's life was summed up in his closing statement: "For the most part I can live a normal life and do what I was pursuing before the accident. I'm doing what I wanted to do."



Doing what he has always wanted to do, Ted Tollner (above and at left without helmet) coaches football at San Mateo City College.



1960 crash victims feel need to help

Wichita disaster causes 'weird feeling'

Roger Kelly is coaching varsity football at Redwood High School in Visalia, California.

Kelly, now married, has two daughters Kim, 10, and Michelle, 4.

Before moving to Visalia, Coach Kelly was a member of the Paso Robles High School football coaching staff for three years. Following this, he lived in Bakersfield for two years and worked as an assistant football coach.

When asked about the Wichita State plane crash he said, "It was a weird feeling. It happened on Friday—the day of one of our football games. It was a coincidence and sad 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, Elisabeth, and three children live in San Francisco. The ex-football player runs his own Phillips 66 dealership and owns a wholesale business selling parts to service stations.

Although his life has leveled off, the 1960 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, broken chest 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 2.7." 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 as far as I can see. A big stink was made for 10 years, and the very same thing happened again."

Shimek does not blame anyone in particular for the two similar accidents. He blames everyone, "all the way down the line, from the college administrators to the charter flight operators. It's very small of any of them to put anyone's life at stake," he said. "I always thought the Federal Aviation Administration took care of the safety of planes; but they didn't, and they aren't."

A member of one ordeal, Gil Stork commented that he has been "noticeably affected" by the recent crash of the Wichita State football team. He said that he had a helpless feeling because he wanted to do something to help those from Wichita State. But, there was nothing he could do.

A sophomore at the time, Stork was seriously injured in the Toledo air crash. Because of injuries received, he was unable to play the following season. After a year in recovery, the former math major rejoined the team and, in his senior season, served as team captain.

After graduation the local boy became a teacher at San Luis High School—the high school where he had once been a star athlete. In 1967 Stork joined the Cuesta College faculty where he is now assistant football coach and a math instructor.

Looking back to 1960, Stork said in retrospect, "In the first part of the season we played Brigham Young University and went to Utah on a first-class airline. I first noticed that we were no longer flying first class by looking at the stewardesses. Going to BYU there were two, young, good looking girls; flying to Bowling Green there was just one older lady who served us."

At the Toledo hospital Stork was in the same room with Al Marinal, one of the most severely injured ball players. "Marinal had the ability to receive a professional contract, but injuries from the crash removed this likelihood," Stork said.

Stork, married and a father, is beneficiary of settlements from the crash. All the medical bills have been paid and, in



A little disagreement becomes a major altercation between referee and Redwood High School Varsity Coach Roger Kelly.

1967, he received a large cash settlement.

When asked if he would like to come back to his alma mater as a coach or math instructor, Stork said, "As long as we come up with a winning team I won't be looking for another job."

Fred Brown, head basketball coach at Pinole Valley High School, expects a promising year for his hoopsters. Last year, Pinole ranked 18th in the East Bay, but Brown expects a possible top-ten ranking this time around.

In 1960, Brown played on two Mustang teams, the basketball squad and the ill-fated football team. Since the flight to meet Bowling Green University, he has not been on an airplane, charter or otherwise.

Married and father of two children, Brown was one of the few who survived the crash without major injuries. With similar tragedies making recent headlines, Brown stated, "I was quite disappointed that no token of condolence was sent by the members of the 1960 Poly team."

Two in quail country

Dick McBride recalls looking out the window into fog as the plane roared down the runway and slowly became airborne.

"I was sitting over the left wing looking at the engine when all of a sudden it just stopped running. When we hit the ground I went bouncing off across the runway still strapped to my seat. There I was in the seat, my head swollen twice the size it is now. I was lying off to one side watching the whole thing."

The following months were like a nightmare. Hospital beds, reporters with cameras, funerals, law suits, rest and more rest. After missing a quarter of school, McBride finally got back to campus. In his final year with the Mustangs, the 1962 season, McBride quarterbacked the team to a 4-5 record.

Upon graduating in 1963 in Physical Education, McBride went to work as a combinator. He then became a coach for Santa Ynez High School in Santa Ynez, California. Today, McBride is 29 years old and "feels great!" At 205 pounds he is above his 195-pound college weight; just heavy enough, he winked, to keep his heavy-weight wrestlers in line. In fact, he could not be happier. Besides coaching varsity wrestling, he is the school's head football coach.

"Coaching," McBride says, "is especially rewarding when you see kids like Milan and Johansen (quarterback and linebacker for the Mustangs) do well in college ball."

Santa Ynez High School draws its students from Buellton, Ballard, Solvang, Los Olivos and Santa Ynez. About 750 students go there, and the student-teacher ratio is low. "There are around 30 kids per

class," McBride indicated. This gives him a great deal of time with each student. As a result, "we stress individual sports like tennis, golf, swimming and badminton. "When a student graduates from here, he can keep up a pretty good rally in tennis or badminton. A kid can't use sports like flag football after he graduates, so we don't stress those."

The McBrides have two daughters and think Santa Ynez is a good place to rear a family. Besides, the "fishing and hunting is good here in the valley," the coach added. In fact, McBride and Jerry Williams, are planning a quail shoot in the very near future.

"Cal Poly wanted a name back East and they got it all right," says Jerry Williams who played end for the Mustangs in 1960.

After recovering from a broken leg and nose, Williams decided he had had enough football for one lifetime and turned in his jersey. He continued playing baseball, however, a sport in which he had always excelled.

In 1962, Williams quit school. He and his bride, Nancy, moved to pint-sized Santa Ynez, California, to settle down. Today Williams is a rancher and a family man with three boys, ages eight, six and two. As a manager for Cornelius and Sons Ranches, Williams keeps busy as a cattle buyer. Although he admits "it's a hard job," he says he plans to stay in the Santa Ynez area "as long as the cattle business is good."

Something he did not like, though, was the pilot's decision to take the Mustangs aloft 10 years ago. "Our plane's left engine was sputtering. The plane was bouncing from side to side. Why the pilot took off I'll never know."



McBride "looks great," coaches wrestling and football at Santa Ynez High School.



Gil Stork sustained serious injuries at the time of the crash, but later became team captain and is now assistant football coach at Cuesta Community College, San Luis Obispo.

'I smell booze'

Not all the seats on the plane were comfortable. Some reclined and offered the husky athletes more stretch-out space. Carl Bowser dove for one such seat as he boarded, but another gridder bumped him out of the way. "The seat I chose I gave up, and the guy who got it was killed," Bowser recalled with some remorse.

Today, Bowser is an assistant football coach at Bakersfield College. A happy home life is supported by a wife, the former Marian Cossa of Santa Maria, and four children. Mrs. Bowser is a graduate of this college's Education Department.

At Bakersfield College, Bowser has coached many eventual Mustangs, including Joe Nigoe, Johnny Miller and Carl Smith.

"For about six months after, I was somewhat bitter myself," Bowser admits in retrospect. "But, after getting over the shock of the thing I didn't hold Cal Poly responsible." The junior college grid coach recalls various animosities on this campus following the disaster. "I think a lot of people unduly held it against Coach Hughes." Bowser is quick to defend the former mentor. "He had to get 40 ball players there, so he went the best way possible. He could have overruled the pilot that night; but, he didn't have the money to put us up for the night."

This college has long attracted football talents from the Bakersfield area. Bowser and several life-long friends, including Larry Austin and Joel Copeland who were fatally injured in Toledo, were attracted here by the same force. Friends to the end, Bowser named his first son, Lawrence Joel, in their memory.

Although 10 years has put a lot of distance between the former players, a few survivors manage to meet a few days each year in Northern California. "We have a little reunion every year at Russian River," Bowser said. "All the guys who were around in '67, '68, '69, and '70." All

the guys" was later qualified to exclude those who would prefer to forget the past and the people involved with it.

Don Adams chose a window seat as he thought of the trip back to San Luis Obispo. Jim Fahey sat next to him. As the pilot strolled past their seats to the controls, Adams' neighbor leaned toward him. "I smell booze," he whispered.

Residing in Ceres, California, Don Adams coaches wrestling at Modesto High School in Modesto. His other duties include teaching history and serving as an assistant football coach.

Like other survivors, Adams has married. His family includes three children. A 1962 graduate of this college, Adams returns to campus every other summer for the physical education clinics held here.

Fear of repercussion drove Brent



Carl Bowser fondles miniature football with infant son, Lawrence Joel.

Jobe and Bill Stewart aboard the returning airliner.

Jobe, a student pilot, was not at all impressed with Arctic Pacific's star pilot, Donald Chesher. The pilot and his co-pilot "weren't clean shaven all the time," Jobe recalled. "I saw him (the pilot) in a bar before the flight," Jobe added.

Jobe and Stewart had enough money between them to ride the train home. "We weren't first stringers," Jobe said, and fear of reprisal cancelled their plan. Stewart was killed on impact. Jobe was invited to make the return trip in the cabin with the pilots. As he entered the plane he saw a vacant seat in the rear of the craft. "I can't describe it; something said, 'stay!'"

It would take more than one air crash to ground Brent Jobe. Following his graduation, he served five years as a Marine pilot. Jobe claims he liked the Marines. "They have good airplanes," he commented.

With the military behind him, Jobe manages a citrus and avocado ranch in Vista, California. Although 10 years removed, he claims that something always reminds him of the tragedy. Ironically, last August he married a TWA stewardess.

There were many concerned people that October night awaiting the report of survivors aboard the crashed plane. Kathy McBride, a young co-ed on campus, had a double concern for the report. Her brother, Dick McBride, and her fiancé, Roy Scialabba, were both aboard that airplane. Both survived the crash.

Today, the Scialabbas live in San Jose. He has been the assistant football coach at Andrew Hill High School for the past five years and heads the wrestling program at the school. In addition, he teaches boys' physical education.

Scialabba has a vivid recollection of the crash. He feels extremely fortunate to



Former Marine pilot Brent Jobe and "Rommel" tour by dune buggy the vast citrus ranch which Jobe manages.

have come out of the accident in the condition that he did. Just prior to take-off he returned to the air terminal to recover an article he had forgotten. When he returned to the plane Al Marinal had moved into his seat. As a result, Scialabba feels some responsibility for the critical injuries received by Marinal.

Scialabba escaped with a punctured lung and minor scrapes and bruises. However, doctors have contributed a resultant ulcer to the crash.

Bob Johnson does not recall much about the crash. He was knocked unconscious that dreary Saturday night and remained in a coma for about a week. He received multiple fractures in both arms and legs. With exception of a minor twist in one arm, he has recovered completely.

After graduation in 1962, Johnson returned to his native state of Michigan. A career in the coaching field was sidelined for a job as an insurance salesman. Eight years later, Johnson is the regional director for the Hamilton International Insurance Company. His office is in his home town of Farmington.

Other survivors include John Brennan, Bill Dauphin and Russ Woods who were unavailable for comment.

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 to the unwary housewife.

"The first report was saying that all aboard were killed," recalls Mrs. Gary Short, the former Kay Copeland. "Then other reports came in." Confirmation of her husband's demise did not come until 4 o'clock the following morning. For Kay Copeland, it was a nine-hour phone-side vigil.

With her husband gone there was nothing to keep the young widow in San Luis Obispo. She, and Larry Austin's widow, returned to her native Bakersfield where she took a secretarial job at North High School.

Kay knew Gary Short; the two had been friends before her marriage to Copeland. One year following her return to Bakersfield, Kay Copeland and Gary Short were wed. Today, Short teaches government classes and counsels students at North High School. Mrs. Short still holds her secretarial duties but has graduated to the high school district main office. The couple has three children: Todd, 7; Casey, 4; and Melissa, 1.

Mrs. Short recalls that following her second marriage, her husband enrolled at this college to pursue his degree and teaching credential. Short commuted between Bakersfield and San Luis Obispo on weekends, spending only a precious few days a month with his wife and family in the valley.

"I would love to live in San Luis Obispo," Mrs. Short noted. "I still love it—with the one exception." That one exception still occupies a place among her many memories of her life with Copeland. "I will always remember him, but (now) I'm as happy as could be."

When Gary Van Horn died on the runway of Toledo Express Airport in Ohio, he, and

four other player-victims, left widows in California.

Upon receiving the news of her husband's death, Karen Van Horn, now Mrs. Robert Cary, thought it "unforgivable" that such a tragedy should have occurred. Ten years later she admits that "everyone's kind thoughts, deeds, moral support and generosity to me and mine have never been forgotten and were a great help in my readjustment."

The Cary family, including four children aged 4 through 12, reside in Visalia, California. There, Mrs. Cary and her husband operate an A and W Root Beer restaurant.

"I'm not sure as to what should be done," the widow stated in reference to recent airplane mishaps, "but the regulations have to be changed. I have heard horror stories of how other teams traveled, and I know that something has to be done. Football players make a lot of money and spread good will for their schools; so, they should expect safe transportation."

Mrs. Cary's two oldest children can look forward to well-financed college careers. Since their father was Van Horn, they will be entitled to educational grants from the Memorial Fund established for survivors of the dead.

Five women were widowed the night of October 29, 1960, as a result of the Ohio nightmare. In addition to Karen Van Horn and Kay Copeland, Mrs. Larry Austin, Mrs. Don Omeara and Mrs. Ray Porras were also left in mourning.

Marlene (Austin) Hall now resides with her second husband in Buckner, Kentucky.

Mrs. Ray Porras is not known to have remarried. Although unavailable for comment as was Mrs. Hall, she is believed to be living with her four orphaned children in Whittier, California.

According to Mrs. Short, Don Omeara's widow "disappeared" following the accident. Neither friends nor college officials have heard from her in 10 years.



Kay Copeland waited by the phone 9 hours for confirmation of her husband's death. Now Mrs. Gary Short, she, husband Gary and children, Casey, Melissa, and Todd reside in Bakersfield.

Coaches, crutches, chaos

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

"I can only express my great sorrow and deepest condolences 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, recalls the night of horror this way:

"We began to pick up speed. It seemed to me that we left the ground rather quickly almost as if the plane was being forced up."

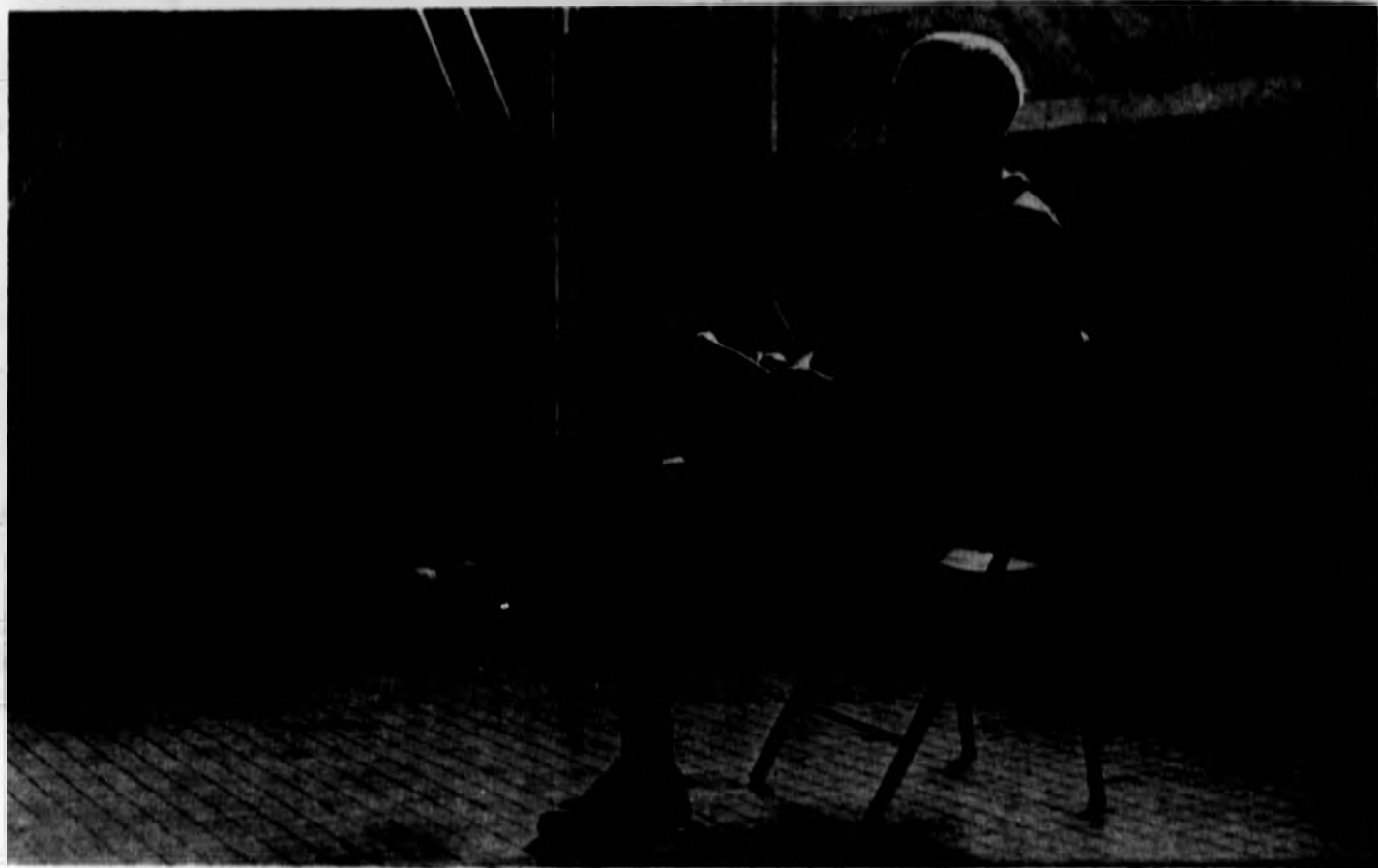
"The kids yelled. They always did on takeoffs. Then at 75 feet up, the noise in the cabin suddenly changed. One motor had stopped. Before there was time to think or cry out or do anything, the other motor pulled the plane around, the wing dipped and we plunged straight to the ground."

"I was dazed for a few minutes, I tried to get up and couldn't move. Dimly I could see the front part of the plane burning. It had split in two pieces. I heard screams and saw people running."

"Two of my assistant coaches, Sheldon Harden and Walter Williamson and the stewardess pulled me out of the aircraft. I knew most of my boys were in the front end and must have been killed. But it wasn't until hours later that I learned of the 16 players' deaths."

Hughes was hospitalized in Toledo for nine days. He sustained scalp wounds and major damage to his thigh and knee.

Although Hughes was due to retire after the 1960 football season, he stayed on as



Poolside personage of a former head coach. LeRoy Hughes retired from his head mentor duties the year following the crash.

head coach for one last year. Eleven players who made the trip to Toledo the year before turned out for spring practice in 1961.

"I owed it to those kids," Hughes said. "If they were determined enough to play, knowing that over half of the expected lineup was killed the year before, I certainly was going to do all I could as a coach to have a winning team."

The Mustang gridders ended the 1961 season with an even 4-4 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 completed a 73-38-1 career record.

In 1960, Walt Williamson was an assistant coach at this college. Having sustained very light injuries in the crash of that year, Williamson returned to his duties, but later went on to scout 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, "It was very unpleasant to coach there (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."

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 hell for 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 of Arctic 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 limped 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 stayed in coaching for about five years after the Bowling Green trip, and watched the football program deteriorate into almost nothing.

He is quick to defend former coach Sheldon Harden and the poor record that was compiled during his reign. "In the years following the crash, Harden received only a fifth the help that Harper gets," 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 10 games there are only two or three games worth playing." He was pointing to the Fresno State and Cal State Long Beach games.

Football on basketball budget

It was nearly 8 p.m. in San Luis Obispo when this campus received the grim news. Of the 48 people aboard the airliner, all but one were killed or hospitalized. That one man was Sheldon Harden.

After being checked for hidden injuries, Harden was released to a nearby Toledo hotel where he relayed the news to President Julian A. McPhee. Although he knew none of the details, Harden explained to McPhee that he did know that some of the players had been killed and several more had been injured.

Harden, an assistant coach who served under head coach Roy Hughes, related his observations that fatal night.

"People were tossed everywhere. Some were even thrown out of the aircraft. Afraid of the airliner exploding, a few of the lesser injured returned to the interior of the plane to help remove bodies and survivors. I remember seeing Wayne Sorenson, a reserve quarterback, enter behind me to remove two passengers from the plane. He saved two lives despite the punctured lung he sustained in the crash. He didn't live to tell about it. He died in the hospital the next day."

Many people suffered due to the plane crash of 1960, but the one man who came out of the disaster without a scratch probably suffered the longest. Harden became head coach of the Mustang gridders at the beginning of the 1962 season when Coach Roy Hughes, who was head coach for 11 seasons, retired from head duties to teach in the Physical Education Department. Harden had the tedious job of rebuilding a football program here when the word "football"

was taboo with the administration, student body and the community.

In 1962 the football budget was drastically cut to the point where the entire football program was nearly abolished. Harden tried recruiting, but without the support of the college or community. He was quite unsuccessful. After the plane crash, the Mustang Booster Club dissolved, further decreasing the football budget. According to Harden, today's football program has in excess of \$25,000 plus whatever the new Booster Club gives. In 1962 Harden was given \$15,000 with no help from any outside organization.

During the years Harden headed the coaching staff of the Mustangs (1962-1967), there were no dorms for the athletes, no part-time jobs and very few scholarships. The "largest ride" given to an athlete during those years was \$800, hardly enough for books. Harden had to depend on the location of the campus, reputation for certain majors and the wrestling team, which brought a few good athletes to the campus.

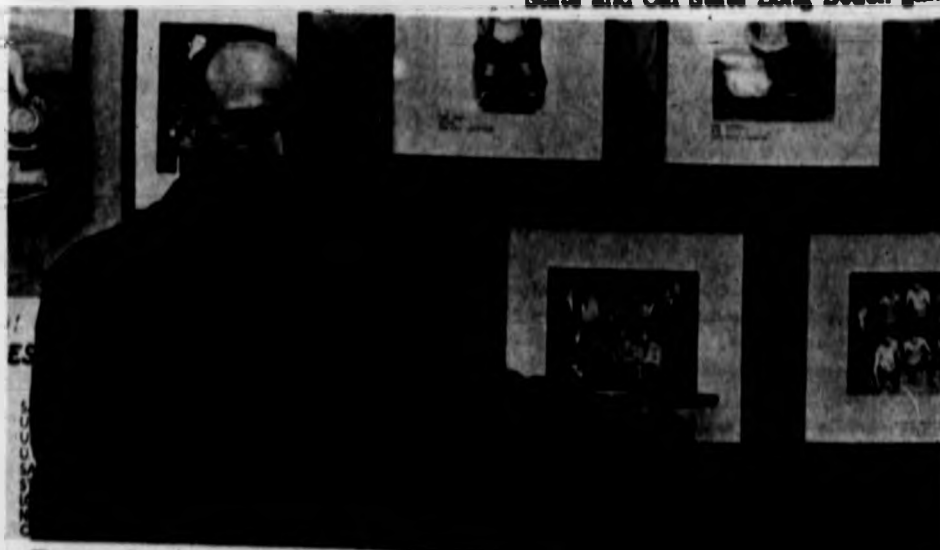
Today, players are offered housing, scholarships of \$300 and, in certain cases, part-time employment.

"Boys don't like to play for a loser, and during this period of building we were a loser," Harden explained. "We could offer the exceptional ball player a maximum of \$200 while other state schools were offering in excess of \$700."

In 1964, budget tightness cost this college a fine athlete. Don Horn, now a professional quarterback for the Green Bay Packers, was prepared to enroll here

on the maximum scholarship. Just before entering for Spring practice, the athlete was offered a larger scholarship by San Diego State which Horn chose to accept instead. The Mustangs ended with a perfect 0-10 record that year. Such was the story during the next five years of building. At least 15 outstanding gridders were lost because of the low budget Harden was given to work with.

During his six years as head coach, Harden compiled a 17-42-0 record. With such a record, he may never qualify for a coach's Hall of Fame, but his success in maintaining a football team on a basketball budget is, in part, responsible for this college's now-outstanding gridiron team.

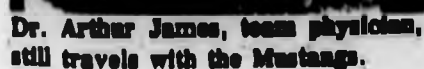


Former head coach Sheldon Harden points to award-winning wrestling team he coached.

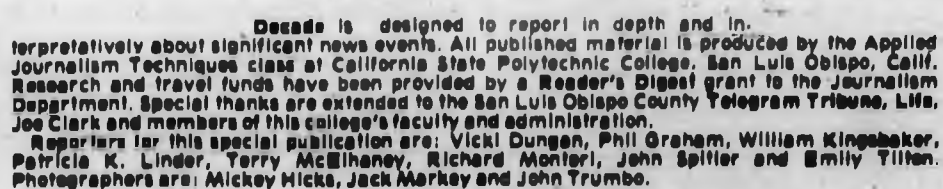
A need is answered

To date, all medical bills and burial

"I haven't spent any of the money yet," said Nettleship. "The important thing is to prevent this kind of thing from happening again."



Regarding court actions prompted by the 1980 disaster, Dr. James feels that the proceedings have been unnecessarily drawn out and that increased hardships for those involved have ensued. More strict government regulating of charter flight companies would help prevent further disasters, Dr. James feels.



Toledo turmoil

(Continued from page 1)

"You have set an enviable goal for the rest of the industry," Quesada had written. "Your achievement speaks well for the rigid safety standards and careful adherence to the principles of air safety."

After learning that their flight would be handled by Arctic Pacific Airlines, a Seattle based firm operating out of Oakland, school officials were somewhat dismayed. The school had experienced poor service with Arctic Pacific previously on a team flight to Bozeman, Montana.

After unloading the Mustang team in Toledo, the Arctic Pacific plane, helmed by Captain Donald Chesher, continued to Youngstown, Ohio, to transport the Youngstown University team to a game with Southern Connecticut College. Directly following the game in Connecticut, the Youngstown University team was flown home, the plane was refueled, and Chesher continued to Toledo to pick up the Mustangs—who had been walloped by Bowling Green 50-6—for the flight to the West Coast that night. They were scheduled to leave at 10 p.m. on a trip which would take a minimum of eleven and a half hours. The crash occurred at 10:02 p.m.

The fog at the Toledo Express Airport was thick and the captain of the plane debated whether to take off. Chesher, at age 38, had had 20 years of flying experience without an accident. He had been with the airline since 1957. Before joining Arctic Pacific, Chesher had been a member of both the Royal Canadian Air Force and the U.S. Army Air Corps during World War II. He was decorated for heroism by both the American and Canadian governments.

Chesher's co-pilot Howard Perovich had a special stake in this particular flight. Perovich, 30, had picked up his mother and sister-in-law in Connecticut for the trip back to California. He was going to introduce them to his bride of four days.

Captain Chesher chose to leave that night. Reports of the actual crash vary among the survivors. It is generally agreed that something happened to the port engine as the aircraft rose 60 to 100 feet off the ground. The airplane veered to the left and cartwheeled onto the runway. The left engine had been purchased from a salvage company in Suffolk, Virginia prior to the trip. According to investigators, the engine had been built for military purposes and did not meet commercial standards. Arctic Pacific had assumed that the firm installing the engine would have it certified by the FAA. The installers assumed that the airline was responsible for such certification. Hence, no federal certification had been made.

Changes in the travel procedure of the California Collegiate Athletic Association resulted from the accident. For several years following the crash, schools in the association, which includes this college, could play only in California or in states contiguous to California. The teams traveled mostly by bus and were allowed air travel only with regularly scheduled carriers. In recent years the Mustang team has reinstated travel to distant states.

The college is still conscious of the event that occurred one foggy night in Toledo. Today survivors can talk of the circumstances surrounding the tragedy. Many of those close to the deceased wish only to forget.

Editorial

A plane crashes in Toledo. Twenty-two persons die, and an airline disintegrates. Survivors demand justice.

The government pleads innocence. A college pleads ignorance. The government fights for 10 years while the college withdraws for seven. And another plane crashes. Cycles? Tragedy!

Antidote for a tragedy: Add to small college bowl one football budget, well drained. Add twist of bitterness; taste with a muted mouth. If too strong, dilute generously with tears. Pour over entire campus and let steep seven years or until ahhh.

Not a pleasant concoction, but equally unpleasant was this college's formal reaction to the disaster of 10 years ago. In de-emphasizing the football program, President Julian McPhee stifled this campus in the wake of its most grievous hour by gagging the one sport that should have shouted with new-found spirit the following year. With a humiliating seven-year tribute to the dead and the bereaving,

Poignant parallels

One team was enroute to a football match; the other team was returning from a gridiron defeat. There were other dissimilarities between the 1970 Wichita State University football team and the 1960 Mustang lineup. However, there are far many poignant and meaningful similarities in the tragedies.

One of the most unfortunate parallels involves economics. Both athletic departments were snugly strapped down by tight budgets.

Today, Wichita State must certainly have reservations about sacrificing quality for economy, just as this college had 10 years ago. Wichita State was also seeking to avoid the high costs of chartering planes from scheduled or supplemental airlines. Both colleges were probably unfamiliar with flight operating procedures and regulations. They leased aircraft about which they had little or no knowledge and employed pilots who may or may not have been competent.

Despite all the dangers posed for colleges and social clubs, many men in the aviation business insist there is a legitimate role in their industry for planes that are leased and crews that are hired separately to man them. "This can be a wonderful arrangement if everybody knows what they are getting; but college deans might not be in a position to know what they are getting. And this can be a problem when people use this as a subterfuge to run charters," according to Joe Fugere. He is chairman of the safety committee of the National Air Transportation Conferences (NATC). The colleges may be shopping for bargains, but in aviation, like everything else, you get what you pay for," said Fugere, who finds cost a poor reason for skimping on safety.

In still another parallel, the weight of the crafts were different, but the principles of overload was the same. The plane flying out of Toledo, Ohio, 10 years ago was 2,000 pounds overweight. The plane out of Denver, Colorado, attempting to cross the Continental Divide was carrying 4,000 pounds more than it was authorized to hold, according to the Federal Aviation Agency's initial calculations. At a Civil Aeronautics Board hearing it was stated that the maximum weight allowable for the C-46 aircraft taking off from Toledo was 48,850 pounds. Investigators calculated that the Arctic-Pacific plane carried 48,850 pounds.

Both colleges had received forewarnings in the form of previous near disasters. This college's unused learning experience was direct and unhappy during a football flight to Bozeman, Montana, also with Arctic-Pacific. The plane lost power in one of its two engines fifteen minutes after take-off and was forced to

Make an emergency landing in Bakerville, Calif. Eventually, the team had to be transferred to another non-scheduled carrier.

Wichita State's forewarning was not quite as direct as the one for this college; nevertheless, it proved meaningful. The aging airliner on its first passenger flight after coming out of mothballs was involved in an accident the week prior to its fatal voyage. In Oklahoma City, a landing gear collapsed on take-off and the airliner veered off a runway. A damaged propeller had to be replaced.

Ironically, both planes were involved in naturally hazardous conditions at the time. When the San Luis Obispo team boarded at Toledo, the worst fog in a year covered the airport. Donald Chesher, captain of the plane, debated taking off. At that time, pilots could make such decisions, and airport towers were compelled to grant takeoff clearance if requested (the law has since been changed; takeoff decisions are now left to the tower personnel). Chesher chose to leave that night, even though the fog was so heavy that the airport was closed to all incoming traffic.

A dead end canyon and a steep rise to the Continental Divide provided the hazards for the Wichita State flight to Logan, Utah. The craft, unable to rise above the wooded peaks of the divide, slammed against the rocky, wooded terrain while allegedly attempting to land on a highway.

Wichita's dangers were further enhanced by the craft's pilot and co-pilot. Ronald G. Skipper, co-pilot and survivor of the tragedy, is not qualified to command a Martin 404, the downed plane. Skipper was co-piloting an unfamiliar craft over an unfamiliar and dangerous route. The pilot of the craft, Dan Crocker, had been hired as a mechanic. Skipper, as senior crew member commented that he knew almost nothing of Crocker's flight history.

A mystery revolving around the pilots of this college's chartered craft will never be solved. Although the bodies of pilot Donald Chesher and co-pilot Howard Perovich were burned beyond recognition, identification recovered from their corpses revealed that Chesher was sitting in the co-pilot's chair, rather than at the main controls.

One last meaningful but pathetic parallel exists. In 1960 loud cries of charter airline reform were heard. They died to a barely audible pitch, except for those of a dedicated few, until 1970. Perhaps the recent crash will produce some badly needed reforms in charter flights. Perhaps the reforms will be waiting for a third parallel to be written in 1980. Perhaps.

Liability suits still in limbo

On July 28, 1970, the Ninth District Court of Appeals in San Francisco upheld a lower court ruling of liability against the federal government in a suit filed by survivors of the 1960 Toledo, Ohio plane crash.

Previously in 1967, Judge Fred Kunsel of the U.S. District Court in San Diego ruled that the federal government was liable for damages because of negligence by air traffic controllers in permitting the plane to take off in heavy fog.

After liability was established, individual damage suits were filed against the government by survivors of the crash and by families of the deceased. The plaintiffs were awarded over \$2,000,000 in damages in the joint suit filed by 33 separate plaintiffs.

Since air controllers as Federal Aviation Agency employees are under governmental control, the burden of the suits was directed at the government. Insurance companies were held responsible for the payment of only \$800,000.

The court ruling was based almost entirely on the air controller's lack of sufficient warning to the Arctic Pacific captain against taking off under hazardous weather conditions.

It was brought out in the hearings that it was the pilot's decision to take off. According to the Appeals Court Clerk of the San Diego District Court, Hal H. Kennedy, the pilot asked tower personnel what was the clearance between lights. Controllers replied that it was a distance of 300 feet and the pilot, claiming to see three such lights, decided to embark. (Records show that the distance between runway lights at Toledo Express Airport is 300 feet.) Just after lift-off the plane flipped and crashed.

The actual cause of the crash was not determined by the trial court. The issue at hand was whether or not the government was liable because of the action of the air controller.

The charter airline was accused of negligence. There was some issue as to whether the plane was overloaded and operating in sub-standard condition. Arctic Pacific Airlines was in financial difficulty at the time of the flight and the decision of the pilot to take-off despite hazardous weather conditions may have been influenced by the fact that the airline could not afford to lay over and pay hotel rates for the 44 passengers aboard. When the government was found liable, however, these issues had no further significance in the first trial. According to Donald A. Fareed, an assistant U.S. attorney who represented the government in the district trial, the federal government is now considering an appeal to the Supreme Court. If the Court upholds this appeal, the government may also move to appeal the awards of the damage suit in which the plaintiffs were granted over \$2,000,000.

The outcome of the proceedings that were initiated 10 years ago remain undetermined. If the government decides against appealing the liability suit to the Supreme Court and does not begin an appeal of the damage suits, the survivors and dependents of those killed in the crash can finally expect to receive the funds that were awarded them in the first trial three years ago.

Editorial

unforgetting of those players who died wearing school colors, then they will gain the support of their student bodies and earn the respect of all others in academia. Conversely, should they choose to follow the recipe for recovery that this college conjured a decade ago, these two institutions shall surely become the foci of despair.

Should they choose the latter course, however, with such they will stand alone, for no longer is the poisonous antidote for tragedy brewed at this college.

And the government? It stands alone, alone to its ankles in a mire of legal stagnancy from which only the Supreme Court can lift it. And should the Court remove the guilt, do the tragedies that befell this campus and that of Wichita State become the ghostly precedents of another decade? With a successful appeal by the federal government, will the courts be upholding federal laxity in governing the airline industry? What can be the outcome of such judication? Tragedy? Cycles!

Cycles?



a lifetime of gridiron honor rusted into oblivion.

Although administrators of Wichita State University failed to benefit from this college's first mistake, let them, and those of Marshall University, benefit from this college's most egregious blunder. No matter how honorable the intention or how admirable the tribute, to punish a campus by slashing away at the cleats of its most popular spectator sport is to strip academia of its extracurricular pleasures.

With a change in college presidents, a new direction in administrative thinking and planning has been born. The game of

football has emerged from its dismal cocoon and, to date, has surpassed all previous levels of emphasis.

A small college not dependent upon field accomplishments for national recognition can endure and has endured the lengthy wait for football liberation. However, can a major university endure the same? Would any institution want to?

Wichita State and Marshall Universities each must now choose a post-disaster direction commensurate with their goals. Should they choose to rebuild their football teams without de-emphasis and without years of lingering remorse or fear, yet

Shoe quota support

Wednesday, December 3, 1970, Mustang Daily

Page 8

By MIKE FEINILBER
WASHINGTON (UPI) —After an overnight flurry of lobbying, three members of the Senate Finance Committee cast the deciding votes 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 8-6 Monday to kill the shoe quotas. 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 9-6 vote.

Congressmen and senators from New England, where most of the nation's shoe factories are located, urged the three absentees to support the quotas. As the committee gathered, a lobbyist from the International Ladies 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 Emaurice H. Stans sought to defuse the argument that the bill would touch off an international trade war harmful to the economies of all trading nations.

That argument is the chief weapon of the Senate's outnum-

bered free trade bloc, which hopes to stall action on the bill when it reaches the floor about Dec. 10, only nine days before Congress hopes to quit for the year.

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 6 per cent after 1971.

Andrew F. Brimmer, a member of the Federal Reserve Board, has estimated the textile

quotas will cost consumers \$1.9 billion a year and the shoe quotas will cost \$1.9 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 9 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 All-Americans are selected by a panel of judges on behalf of Holstein World, a magazine serving the breeders of registered Holstein-Friesian dairy cattle throughout the nation and Canada.

Six Holsteins in each of the classes recognized for competition at fairs throughout the nation are nominated for the honor each year. The nominees are selected by a panel of judges from photographs submitted by the breeders and on the basis of the showing winning for the past season.

The nominees from here are Polytechnic Fury Repose, a heifer calf, and Polytechnic

Knight Ballena, a junior yearling.

The calf is sired by Ideal Fury Reflector, through an Ohio artificial breeding service.

The junior yearling is sired by Polytechnic Imperial Knight, a herd sire maintained at the college. The junior yearling also is a granddaughter of Poly Leader Boley, reserve 2-year-old All-American and a nominee for aged cow All-American honors.

Polytechnic Knight Ballena was first place junior yearling and junior champion female Holstein-Friesian at the Grand National Livestock Exposition at the Cow Palace in San Francisco in October. Ideal Fury Reflector won the first place ribbon for heifer calf at the Western National Holstein Show in Fresno earlier this month.



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Oil fire from blowout

NEW ORLEANS (UPI)—A Shell Oil Co., drilling platform with 23 producing wells burst into flames in the Gulf of Mexico 10 miles off the Louisiana coast Tuesday. At least two men were killed.

The Coast Guard said as many as 87 were rescued, most of them burned.

Coast Guard officials said 88 men were on the platform at the time of the accident and that all of them had been accounted for.

The platform, 65 miles south of New Orleans near Bay Marchand, is adjacent to the Wiser Wildlife Management area in 88 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 Smith 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 afterwards.

"I heard something make a loud noise," said Jack Jones of LaMarque, Tex., who was working on the platform at the time. "It was gas ... like an air hose coming on, only a hundred times louder."

"By the time I grabbed a (life) jacket, the fire was coming," Jones said. "It was an oil well that blew out."

Jones said he and other workmen aboard the platform slid down ropes and jumped 75 to 100 feet into the water.

"I helped pull in two men who were apparently drowned," he said. "They busted open when they hit the water. That's the only two deaths I know of."

The rescued and injured men were being taken to hospitals across Southeast Louisiana by Coast Guard helicopter, private boats and aircraft. Some men were reported taken to Shell's platform "A," nearby the burning structure.

With the platform still burning, the Coast Guard said no pollution was observed in the water. As long as the fire consumed the oil, there was no way to determine whether the gulf was in for another massive oil slick such as that caused by a Chevron Oil Co. platform last February or the slick that covered beaches near Santa Barbara, Calif., in 1969.

Oil companies have been working on the problem of putting out well fires without allowing massive slicks.

Chevron was fined \$1 million earlier this year after being charged with 900 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.

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 by the new federal agency that will administer them.

Acting Secretary Fred J. Russell called off publication of the rule changes in the Federal Register, which had been scheduled today—just one day before the Environmental Protection Agency comes into official being.

Authority for water quality controls shifts from Interior to the new agency Wednesday.

William D. Ruckelshaus, President Nixon's nominee to head the environmental body, told the Senate Public Works Committee he had asked Russell to hold off on the changes so he could give them "fullest consideration" and decide on them himself.

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Oil slick nears Florida coast

TALLAHASSEE, Fla. (UPI)—A 75-mile-long oil slick believed caused by an Italian oil tanker has been spotted off the Florida Keys and may imperil the Pennnekamp Coral Reef State Park, State Natural Resources Director Randolph Hodges disclosed today.

"As of this morning it was one mile off the park at its nearest point and five miles off at the farthest point," Hodges told the cabinet. He said the half-mile-wide slick stretched

from Key Largo to Marathon.

Hodges' disclosure of the oil slick coincided with another report from New Orleans that a well belonging to Shell Oil Company had blown out today in the Gulf of Mexico. Ten to 12 workmen reportedly were blown into the water, and the platform burst into flames, the Coast Guard said.

Hodges said the oil slick was reported by a fishing boat about 4:30 p.m. Monday and a Marine patrol pilot later followed the slick to its southernmost point and discovered the Italian oil tanker "Gelesial" immediately in front of the slick and traveling south.

State officials are checking with federal agencies to determine the destination of the tanker and to decide what steps can be taken to recover both actual and punitive damages, Hodges said.

Hodges said the major immediate problem was in figuring how to contain the slick and prevent the oil from sinking to the bottom of the Pennnekamp Coral Reef Park off Key Largo. "It might be a quite expensive operation in that particular area," he told the cabinet.

Although the spill was classified as "very large," Hodges said it was not comparable to the Tampa Bay oil spill of last February in which several thousand gallons of oil spilled from a tanker which ran aground.

Cut may hurt


(Continued from page 1)

Sen. John R. Mills, D-San Diego, contender for Senate President Pro Tem, said "It is fortunate that we didn't pass the governor's tax reform bill last year. We would have had to spend that money to balance his budget."

Assembly Democratic leader John Miller of Berkeley called the cutbacks a "classic example of what a governor does to increase depressive effects." The administration on this campus was unable to make comment as to the effects the budget cutback will have on the state college system. However, according to Don McCaleb, Public Information Service, the extent of the effects, if any cannot be ascertained until the particulars of the economy plan are fully reviewed.

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Thornes wins
plgskln honor

Tailback Darryl Thornes put the capper 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 this college's "Player of the Week."

Thornes wrested both the team and conference rushing title from teammate Joe Nigos 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 914. The mark set last season by Joe Acosta is 919 yards.

With two seasons to go Thornes needs just 1,325 yards to break the career rushing set by Alex Bravo from 1961 to 1963, which stands at 2,328 yards.

Thornes had his longest sprint of the season at Pomona, a 61-yard dash the first time he carried the ball. Later he scampered 16 yards for his 12th touchdown of the season.

The Mustang tailback led both this college and the conference in

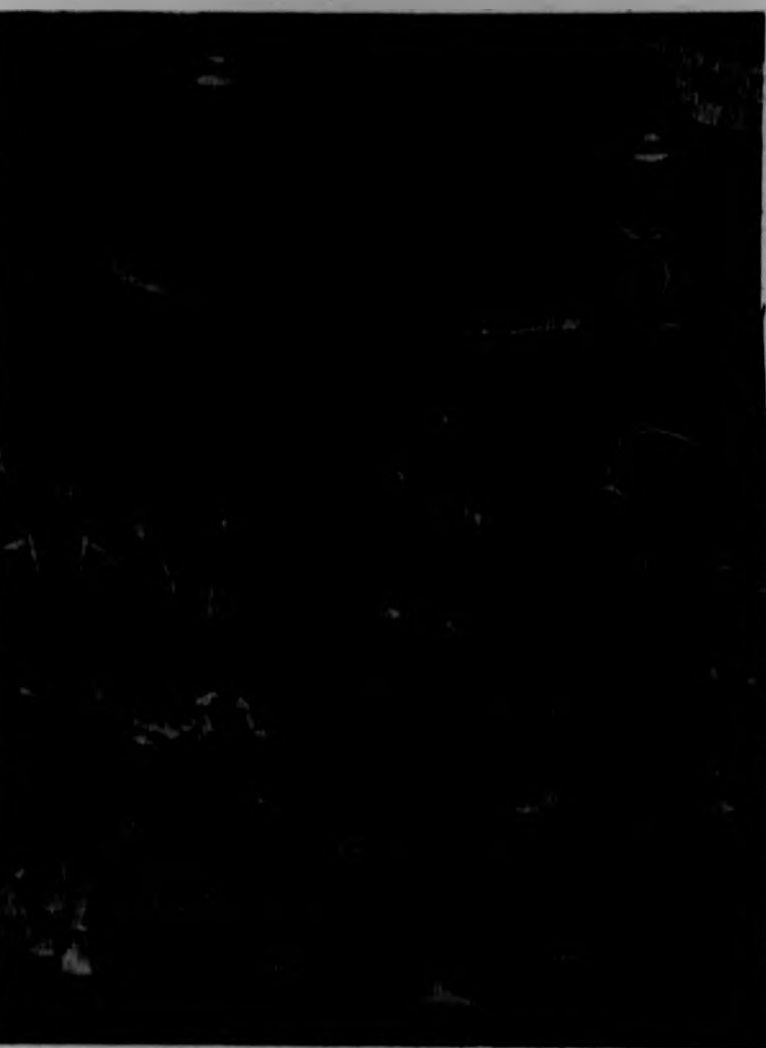
Cal Poly Invitational

The Cal Poly Open Invitational Tennis tournament will be held this 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 including San Mateo, DeAnza, Foothill Cabrillo, Fresno, College of Sequoias, Hancock, Ventura and Santa Barbara will compete in the meet as well as the Mustang frosh team.

Trophies will be given to the

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Mike Jackson, who is still feeling the effects of a knee injury sustained last season, goes up for a shot against the frosh in Monday night's fray. Photo by Russ Brabenec

scoring this season with 72 points. One of his scores came on a pass against Fresno State, and the other 11 came on rushes.

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 and will be run by the Mustang varsity tennis players.

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Cagers need to improve

Coach Neale Stoner of the Mustang basketball team expressed concern over his team's Monday night performance against the Mustang freshmen. The Varsity was taken into double overtime before finally winning the contest 91-82.

Talking about the contest, Stoner said, "The frosh played very well. They were emotionally and technically better prepared for the game. The varsity was flat."

"The game showed that there are some intangible areas we were concerned about before the season—such areas as lack of poise, our ability to play together as a team in as much as we're playing so many sophos, and our lack of consistency."

"These are vital areas, if we are going to be a winning basketball team. I hope the game prepared us for Hayward State (the Mustang's Friday night opponent). The most important factor about it is we have a game under our belt and it should help us," Stoner concluded.

Probably the most disappointing thing about his team's play against the frosh was the varsity's rebounding. Although owning a height advantage over the frosh the Varsity was outrebounded 44-42.

It is rebounding that Stoner is banking on as being a major area of improvement, one that will springboard the Mustangs to a fine season.

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Varsity escapes with victory

by Eric Michielssen
Sports Writer

As Winter's first rains drive sports action indoors the

basketball season enters full swing.

The annual Varsity-Frosh game Monday night, won by the Varsity 91-82, 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 fired-up Freshmen. Robert Jennings, at 6-6 and the starting center summed things up a bit when he said, "the game revealed their need to play together as a team." Undoubtedly, Coach Stoner will be working hard to get this team together for the first "real" competition this weekend.

Billy Jackson a 6-5 forward from Monrovia paced the Mustangs with 26 points, while three other players hit double figures, Lewis Jackson with 20 Dennis d'Autremont 17, and Jennings 16.

Leading the way in the

rebounding department was the muscular sophomore Jennings who grabbed 14 off the boards for the Varsity. Right behind him was another sophomore Billy Jackson, with ten. Ralph Reese of the Frosh, led his club with 10 rebounds.

Pacing the Frosh in scoring was another young man from Monrovia John Parker, a 6-3 forward, hitting for 27 points.

Horace, better known as Pinky, Williams, just a point behind at 26, provided a great deal of the leadership that almost produced a victory for the Frosh over their "big brothers."

Outthrusting, Outrebounding, and much of the time out-playing the Varsity, the Frosh forced the game into double overtime before the Mustangs could pull out a victory.



Sophomores Robert Jennings and Billy Jackson go up for 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 26 points.

Photo by Russ Brabenec

Dance glg set

AIAA is sponsoring a dance Friday, Dec. 4 in the Aero Hanger from 9 am to 1 am. Admission to the boogaloo fest, which will feature the tunes of "Joing Effort" and "Apricot", will be one dollar.

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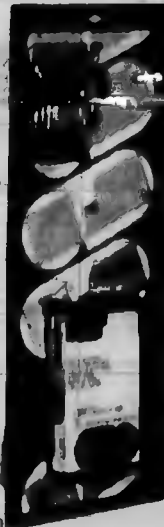
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