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 gridironrs 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.

In a most tragic incident in American sports history, 71 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. 8. The tragedy of 10 years ago occurred in dense fog at Toledo Express Airport just after lift-off. A chartered 11-year old C-47 airplane owned by Arctic Pacific Airlines was to carry the team home after a game with Bowling Green University. Twenty-two of the 25 people aboard were killed in the crash. In addition to the 11 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 games with Bowling Green had been booked some two years prior, before college President Julian McPhie 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 areas acquired was 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 McPhie 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 retreat.

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. Sheehan, administrative head of the Federal Aviation Agency. The letter was a copy of one sent to the president of independent airlines.

(Continued on page 2)
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 and review their lives as altered by this first-of-its-kind disaster.

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

He walked into the kitchen of his parent's 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. Al Martinai 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 Martinai had been a coach for two years and had dealt in insurance and in real estate.

The crash occurred when Martinai was a sophomore, and he did not continue his schooling. "I was at Poly on a four-year scholarship. They asked me back, but I guess I was just too young to make the decision."

Concerning football, "I'd like to be more involved in it, but I work eight hours a day and even at home, so there's not much time. But if I was a millionaire that's what I'd do. I'd like to, but there doesn't seem to be any money in it."

As he leaned on the table his large muscular arms flexed and the question of something new. It's rewarding; it's good work—I could handle the weight of my body weight—I could handle the weight easily, I was 260 pounds."

Behind him in the living room, a sculpture of "Praying Hands" poses a silent testament to the agony it survived, the trauma that it lived. Martinai said that a federal suit was still in process, but it didn't bother him. "If I was getting paid for it I wouldn't bother me at all."

One is bitter; one is not.

By Jim Fahey

"It still have had 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 remembers the anguish of the run-in traged,y which killed many of his friends and fellow gridders. "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 least 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 Tulipe trip. His teammates had taunted him the week before the trip. "We had to think about that all the time...It's 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 feel 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 sat 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 drove 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." Owens remembered. "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 personal and well-adjusted individual to a unique form of high school counseling. As a home-school consultant, Owens and two others work as liaison 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 his eighth year, Overfelt boasts a healthy mixture of Caucasian, black and Mexican-American students seemingly free of ethnic hostility. Owens and his coworkers are responsible for this achievement.

The silence was stirred only by the noise of a breaking football huddle, and attention was on 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.

"We've lived in San Mateo for about 15 years. He's been married to his wife for about 20 years and they have three children. That's kind of a 10-year-old average in our school," Owens said.

"I'm doing what I wanted to do."

General Owens at right) remeins brotber-brother relationships. Today, he and Oscar Gonzalez 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'
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 Penn Riddle High School football coaching staff for three years. Following this, he lived in Baker-Field 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 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, Elizabeth, and three children live in San Francisco. The football player runs his own Phillip Realty dealership and owns a wholesale's 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 cheek bones and severe cuts around the waist inflicted by the seat belt. Shimek tried coming back to the college to study, "but I just couldn't concentrate on my studies. My GPA dropped way down from a respectable 3.0 I don't want 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 Wichita 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.

Before moving to Visalia, Coach Kelly was married, now has two daughters and a son. They have been "noticeably affected" by the recent crash removed this likelihood," Stork added. "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 team. Last year, Pinole ranked 18th in the East Bay, but Brown expects a possible top-ten ranking this time around.

A little disappointment was a major alteration between former and Redwood High School Varsity Coach Roger Kelly. In 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."

Two in quail country

Dick McBride recalls looking out the window into the plane's nose cone during the run. The plane came down and slowly became airborne.

"I was sitting over the left wing looking at the engines when all of a sudden it just stopped running. When we hit the ground I was bounced off across the runway still strapped to my seat. There I was in the window of my head shinny twice because 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, hlnerals, law suits, rest and more rest. After making a more serious school, McBride finally got back to college. In his final year with the Mustangs, the 1963 season, McBride quarterbacked the team a 4-6 record.

Upon graduating in 1963, Physical Education, McBride went to work as a teacher.

"I was offered a teaching position at Santa Ynez High School in Santa Ynez, California. Today, McBride is 36 years old and "feels great."

In 1960, a 39-point in a 15-point class, McBride indicated. This gives him a great deal of knowledge. "We stress individual sports like tennis and swimming and badminton."

McBride continued playing baseball, however, a sport in which he had always excelled.

In 1960, William quit school, and he and his wife, Nancy, moved to Inglewood. 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 Cornell and Sara Ranches, Williams keeps busy as a cattle buyer. Although he admits "it's hard work," he says he enjoys it.

California Poly wanted a name back East and they got it all right," says Jerry Williams who played for and the Mustangs in 1960. After recovering from a broken leg and nose, Williams decided he had had enough with football for one lifetime and turned in his jersey. He continued playing baseball, however, a sport in which he had always excelled.

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"We have a lot of good players in Santa Ynez area as long as the cattle business is good," says Williams.

Something he did not like, though, was the "players' decision to take the Mustangs eight years ago." The players' left wing was speaking. The plane was burning out of control. Why the pilot took off I'll never know."
Not all the seats on the plane were comfortable. Some reclined and offered the passengers more room and space. Carl Bower drove one for such a seat as he boarded, but another grumbler bumped him out of the seat, and the guy who got it was killed. Bower

"Today, Bower is an assistant football

1st. He was a former mentor. "He had to get 40 ball

in 1963, Johnson was the regional

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: the home town of Farmington.

"The first report was saying that all aboard were killed," recalls Mrs. Gary Porras. "That's when I heard the voice."

According to Mr. Short, Don Oomen's

is one exception. That one exception still

Widows packed up, left

Carl Bower faced miniatures football

with infant son, Lawrence Joel.

the report of the unhappy news to the family."

When Gary Van Horn died on the runway

job. She, and Larry Austin's

Ray Porras is not known to have

in Ceres, California. Don


wife, four children. Mrs. Bowaer is a graduate of

family includes three children. A 1963 graduate of this college, Adams has married. His family

Peggy I

'f smell boozes'

Joes and Bill Stewart aboard the returning

airliner.

Joes, a student pilot, was not at all

impressed with Arcadia Pacific's star pilot,

Donald Chester. The pilot and his co-pilot

weren't clawed shaken all the time. Joe

recalled, "I saw him (the pilot) in a car

before the flight.

Stewart had enough money between

them to ride the train home. "We
weren't first stringers," Joe said,

and head of paraplegic's cancelled their

plan. Bowaer was killed on impact. Joe 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 Jobs. Following his graduation,

he served five years as a

Marine pilot. Joe claims he liked the

Marines. "They have good airplanes," he

commented.

With the military behind him, Joe

manages a citrus and avocado ranch in

Visalia, California. Although 10 years

removed, he claims that something always

reminds him of the tragedy. Ironically,

last August he married a TWA steward-

ess."

There were many concerned people that

October night awaiting the report of sur-

vivors aboard the crashed plane. Kathy

Melchride, a young co-od on campus, has a

doubtful answer for the report. Her brother,

Dick Melchride, and her name, Ray

Bowaer, were both aboard that plane.

Both were killed

Today, the Bowaers 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.

Bowaer has a vivid recollection of the

crash. He feels extremely fortunate to

be alive."

Bob Johnson does not recall much

about the crash. He was shocked and

(num. He was not present when the

plane went down."

After graduation in 1932, Johnson

returned to his native state of Michigan. A

career in the coaching field was sacrificed

for a job as an insurance salesman. Six

years later, Johnson is the regional

director for the Hamilton International

Insurance Company. His office is in the

home town of Farmington.

Gregory and John Brennan, Bill

Dauphin and Russ Woods who were

unavailable for comment.
Hughes returns for '61 football season

'I owed it to the kids'

"I can only express my great sorrow and deepest sympathy at your university at this time of tragedy. It is claimed "time hada all wounds," but nothing can return the lives of your boys and coaches lost in this acci dence."

This was an excerpt from a letter written on October 3, 1970, 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, Roy 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, would remember the night of horror this way:

"We picked 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. That was 75 feet up, the noise in the cabin suddenly changed. One minute had stopped. Before there was time to think or cry, or scream, an explosion. The other motor pulled the plane around, the wing dipped and we plunged straight to the ground."

"I tried a few minutes. I tried to get up out of my seat. Donly I could see the front part of the plane on fire. It had split into two pieces. I heard screams and wailing of the passengers."

"Two of my assistant coaches, Sheldon Harden and Willard Price, were just standing there. Willard Price saw one of my boys go from the plane and must have been killed. But it wasn't until hours later that I learned of the 18 players' deaths."

Hughes was hospitalized in Toledo for nine days with a broken leg and major damage to his thigh and knee.

Although Hughes was due to retire after the 1960 football season, he played on as head coach for one last year. Eleven players who made the trip to Toledo in 1960 returned for spring practice in 1961. "I felt it was my duty to those kids," Hughes said.

"If we were determined enough to play, knowing that over half of the 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 6-4 record, far better than anyone anticipated. However, it should not come as a great surprise. During the 12 seasons Hughes served as head coach, he compiled a 78-30-1 career record.

Football on basketball budget

It was nearly 8 p.m. in San Luis Obispo when the fateful news came in. Of the 48 people aboard the airliner, all but one man survived. That one man was Sheldon Harden.

Upon being checked (or hidden Injuries, Harden had the feeling that the rest of his body and the 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 1965 Harden was given $10,000 with no help from any outside organization.

During the years Harden headed the coaching staff of the Mustangs (1965-1975), there were no dorms for the athletes, no scholarships. The "largest" gift given to an athlete during those years was $500, 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 $500 while other state schools were offering in excess of $700."

In 1964, budget tightening cut this college's fine athletes. Don Horn, now a professional coach 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. The Mustang Booster Club dissolved the year before the crash but was seriously injured. The former coach now lives with the effects.

Recently, he underwent surgery for his injuries sustained 10 years ago. Following the operation, he hobblled about on crutches for 11 months. In fact, for years he limped on the leg that cried for a cure, 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 Bowlwing 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 compiled during his reign. "In the years following the crash, Harden received only a 250 the help that Harper gave," 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.
Last one in, last out

Dr. Arthur James, 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.

The people of Toledo were fantastic, according to Dr. James. They frequently visited the hospital, bringing cards and books and generally helping the victim feel as comfortable as possible. Dr. James said he had 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 home."

Still an avid football fan, Dr. James has since been team with the 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 action 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 government regulating of charter flight companies would help prevent further disasters, Dr. James feels.

One could simply refer to it as human instinct. The fact is, almost everyone feels the 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 teletype 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, immediately began work. All personal articles destroyed in the crash were replaced. A scholarship fund for each child was established. The board of directors put no stipulations on how the scholarships would be used; those children who lost their fathers, upon reaching age 16 and for the following four years, an award of $1,000 a year was declared; for children of those children who were merely injured $1,000 a year for four years, beginning at age 16. Minor brothers and sisters of those players whose mothers were widowed would receive $600 for four years. In addition, $6,000 was set aside to purchase and install the scoreboard, landscaping and plaque at the base of the scoreboard in Mustang Stadium. A 1960 Football Team Memorial Loan Fund was set up to aid future needy students on campus.

The Memorial Fund is still active today. Allotment payments are being made each month, and will be made each orphan child reaches age 18. To date $904,553.37 has been spent. This figure includes the scholarships money set aside in trust funds. The total assets in the fund are just under $44,000. The corporation will not live forever. It was "incconceivable" that the fund would run as long as it has, according to Dr. James. Now that the board of supervisors has established mat that were set up under the fund, the corporation will not live forever.

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 college and university students contributed money to the fund. This is how the Memorial Fund was established.

Benefit concerts were added to the fund. The Los Angeles Board of Directors put no stipulations on how the money was to be used. That was the committee's job to determine the needs of the families and allocate the funds, according to the priority of need 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.

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Cycles?

One team was on route to a football match; the other team was returning from an away game. There were similarities between the 1970 Wichita State University football team and the 1980 University of Wisconsin football team. Both were returning from away games. However, there were many poignant and meaningful differences.

The one most unfortunate parallel involved a PTSD diagnosis. Both teams were heavily dependent on a team captain to guide the team.

Despite all the dangers posed for collegiate and professional aviation in general, there has been a legitimate statute for airline industry standards. The government has been known to certify the fitness of its personnel. This has included ensuring that these professionals are fit for their positions.

The outcome of the proceedings that were initiated 10 years ago remain un-determined. If the government pleads innocence, whether the plane was overloading or underloading, it may be demonstrated that the charter airline was responsible for the crash. It is alleged that the pilot asked personal questions as part of the ground charter. The company denied having adequate backup personnel. It is believed that the plane was not capable of handling the weight of the passengers.

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Shoe quota support

By MIKE FRITZELER
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 $1.1 billion a year in higher prices for footwear, the committee voted to kill it in Senate floor debate.

The committee voted 5-4 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.—cast their ballots Tuesday in favor of the quota, the issue was decided by a 6-vote margin.

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

In New York before the British-American Chamber of Commerce, Commerce Secretary Edward 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.

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British businesses
Oil fire from blowout
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Wait two man were killed.
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many as 07 were raced, most
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Coast Guard officials said 89
men were on the platform at the
time of the accident and that
all of them had been accounted
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The state college system. However,
creases depressive effects."
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 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 838 yards.

With two seasons to go Thornes needs just 1,199 yards to break the career rushing set by Joe Acosta with his 1,999 Monterey 143 9419

Thornes had his longest sprint of the season at Pomona, a 91-yard dash the first time he carried the ball. Later he scrambled 16 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 and will be run by the Mustang varsity tennis players.

Trophies will be given to the winners as well as the individual championship and consolation winners as well as the individual singles and doubles champions.

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One of his scores came on a pass against Fresno State, and the other 11 came on rushes.

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

Talking about the contest, Blower said, "This was the best week of the season. We played very well. They were emotionally and technically prepared better for the game. The varsity was flat."

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

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"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 that we have a game under our belt and it should help us," Blower concluded.

"Probably the most disappointing thing about this week's point against the frosh was the varsity's rebounding. Although owning a height advantage over the frosh the varsity was rebuffed 44-43."

It is rebounding that Blower is banking on as well as a major area of improvement, one that will springboard the Mustangs to a fine season.
Varsity escapes with victory

by Eric Minckelsen
Sports Writer

As Winter's first rains drive the sports action indoors the basketball season enters full swing. 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 fresh-up Frosh. Robert Jennings, at 5-9 and the starting center summed things up a bit when he said, "the game revealed their need to play together as a team." Unquestionably, Coach Stoner will be working hard to get this team to work together for the first "real" competition this weekend.

Billy Jackson, a 6-3 forward from Monrovia paced the Frosh in scoring with 27 points. John Parker, a 6-3 forward, hitting for 27 points. 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.

Outhustled, Outrebounded...and much of the time out-plotted the Varsity, the Frosh forced the game into double overtime before the Mustangs could pull out a victory.

Euphemismes 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.

Dance gig set

AAIA is sponsoring a dance Friday, Dec. 4 in the Astro Hanger from 8 to 11 p.m. Admission to the boogaloofest, which will feature the tunes of "Jolting Effort" and "Apricot", will be one dollar.

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Horace, better known as Puffy Williams just a point behind at 36, provided a great deal of the leadership that almost produced a victory for the Frosh over their "big brothers." Outhustled, Outrebounded...and much of the time out-plotted and out-thought the Varsity, the Frosh forced the game into double overtime before the Mustangs could pull out a victory.