

Two Impacts Cited In Crash That Claimed MU Team, Fans

Last Of 75 Bodies Are Recovered As 'Inquiry' Unfolds

By RUSSELL SCOTT

Initial impact through treetops on a tall ridge west of Tri-State Airport preceded by a scant three seconds the fiery crash Saturday night of a chartered Marshall University jetliner in which 75 persons perished.

The cockpit recorder of the Southern Airways DC-9 carrying the Marshall football team, its coaches and others revealed "three seconds of continuous noise before the mechanism shut off," John H. Reed, chairman of the National Transportation Safety Board, said at a news conference Sunday night.

Earlier in the day, the grim task of recovering the remains of the crash victims was completed and the task of making identifications of victims was assumed by a special Federal Bureau of Investigation disaster team.

And Sunday night, while federal authorities were announcing their findings to date in the tragedy, 7,000 persons gathered at Memorial Field House for a memorial service for the 37 Marshall gridgers, the nine coaches and assistants, the 24 fans and prominent Huntingtonians and the five crew members who lost their lives.

Cause of the crash remained unknown, Mr. Reed told some 15 newsmen at the conference there was "no evidence of any particular problem" encountered by the twin-engine DC-9 as it approached Runway 11 at Tri-State.

He said the craft had passed over the port's outer marker 1½ minutes prior to skimming through the tops of trees approximately 65 feet beyond the brow of a hill and leaving a trail of debris for about 200 yards to where it smashed to the ground and exploded.

"The airplane was shedding parts from the first impact," said Mr. Reed, who headed up a full team of federal investigators to first conduct a field investigation and then prepare a final report, which probably will not be completed for "a number of months."

The field probe is expected to take about three to four weeks, after which Mr. Reed said a public hearing with several days of testimony will be arranged. He said the hearing probably will be held in the Huntington area.

The chairman said he had seen "the swath cut through the trees" and the "final path of the plane until it crashed into the hillside" about two miles south of Kenova and just east of W. Va. 75.

"We pledge to learn the cause of the accident," said Mr. Reed, adding that "All aircraft accidents are very sad. This is rated as one of the most tragic crashes in domestic aviation history."

The plane, bringing the Marshall players back home from a game with East Carolina University at Greenville, N. C., picked up the crew which perished at Atlanta.

Mr. Reed said the jetliner clipped the first tree 66 feet above the ground on a ridge immediately to the west of W. Va. 75 and then tumbled while cutting a 95-foot swath through that hillside and crashing on the other side of the highway.

"Obviously the aircraft was lower than it should have been, but we don't know why," he said. "Our job is to find the reason."

Mr. Reed reported no evidence has been found of mechanical failure, that sequence lights were operating normally during the localized approach to the runway, that all handling appeared to be routine, and that there was no indication at this time of pilot error.

The transportation board head said Tri-State Airport has (See TOO, Page 3)



Impact speed of an estimated 160 miles an hour resulted in this scattering of wreckage over a wide area in a hollow west of Tri-State Airport

Here Is Official List Of 75 Victims

Following is a complete list of the 75 football players, coaches, passengers and crew reported by Marshall University to have been killed when a chartered jetliner crashed Saturday night at nearby Kenova:

PLAYERS

1. James Adams, Mansfield, Ohio
2. Mark Andrews, Cincinnati, Ohio
3. Mike Blake, Huntington, W. Va.
4. Dennis Blevins, Bluefield, W. Va.
5. Willie Bluford, Greenwood, S. C.
6. Larry Brown, Atlanta, Ga.
7. Tom Brown, Richmond, Va.
8. Roger Childers, St. Albans, W. Va.
9. Stuart Cottrell, Eustis, Fla.
10. Rick Dardinger, Mount Vernon, Ohio
11. David DeBord, Quincy, Fla.

12. Kevin Gilmore, Harrison, N.J.
13. Dave Griffith, Clarksville, Va.
14. Arthur Harris Jr., Passaic, N.J.
15. Bob Harris, Cincinnati, Ohio
16. Bob Hill, Dallas, Tex.
17. Joe Hood, Tuscaloosa, Ala.
18. Tom Howard, Milton, W. Va.
19. Marcelo Lajterman, Lyndhurst, N. J.
20. Richard Lech, Columbus, Ohio
21. Barry Nash, Man, W. Va.
22. Pat Norrell, Hartsdale, N.Y.
23. James Robert Patterson, Louisville, N.C.
24. Scotty Reese, Waco, Tex.
25. Jack Repasy, Cincinnati, Ohio
26. Larry Sanders, Tuscaloosa, Ala.
27. Al Saylor, Cuyahoga Falls, Ohio.

28. Art Shannon, Greensboro, N.C.
29. Ted Shoebrieger, Lyndhurst, N. J.
30. Allen Skeens, Ravenswood, W. Va.
31. Jerry Stainback, Newport News, Va.
32. Donald Tackett, Paden City, W. Va.
33. Bob Van Horn, Tuscaloosa, Ala.
34. Roger Vanover, Russell, Ky.
35. Fred Wilson, Tuscaloosa, Ala.
36. John Young, Buckhannon, W. Va.
37. Tom Zboril, Richmond, Va.

COACHES

38. Deke Brackett
39. Al Carelli Jr.
40. Charles Kautz, athletic director
41. Frank Loria
42. Gene Morehouse, sports information director
43. Jim "Shorty" Moss
44. Jim Schorer, trainer.

45. Rick Tolley, head football coach

PASSENGERS

46. Gary George, Beckley W. Va., student assistant to the sports information director.
47. Dr. Ray Hagley, Huntington physician
48. Dr. Hagley's wife
49. Arthur L. Harris Sr., father of player Art Harris Jr., Passaic, N. J.
50. Dr. Brian O'Connor, Huntington, Marshall admissions director.
51. Dr. H. D. Proctor, Huntington physician
52. Dr. Proctor's wife
53. Dr. Glenn H. Preston, Huntington dentist
54. Dr. Preston's wife
55. Dr. Joseph Chambers, Huntington physician
56. Dr. Chambers' wife
57. Michael Presteria, Huntington
58. E. O. Heath, Huntington
59. Mrs. E. O. Heath
60. James Jarrell, Huntington

61. Mrs. James Jarrell
62. Murrill Ralsten, Huntington city councilman
63. Mrs. Murrill Ralsten
64. Parker Ward, Huntington
65. Ken Jones, WHTN-TV sports director, Huntington
66. Jeff Nathan, Parkersburg, sports editor of Marshall's student newspaper.
67. Charles Arnold Huntington
68. Mrs. Charles Arnold
69. Donald Booth, address believed to be Huntington
70. Norman Whisman, address believed to be Huntington

CREW

71. Capt. Frank Abbot, College Park, Ga., the pilot.
72. 1st Officer Jerry Smith, Stone Mountain, Ga.
73. Charlene Poat, College Park, Ga., stewardess
74. Patricia Vaught, East Point, Ga., stewardess
75. Danny Deese, Atlanta, Ga., charter coordinator

Photographs on this page and on Pages 3, 13, 14, 16 and 17 are by Chief Photographer Maurice Kaplan, Frank Altizer, Lee Bernard, Jack Burnett and Haven Summers of the Huntington Publishing Company, and by Associated Press photographers Harry Cabluck and Harvey Georges.

AN EDITORIAL

We All Mourn Our Tragic Loss

NATURE HAS A WAY of shielding us from the full force of a shattering blow. When disaster is greater than the mind can tolerate in full consciousness, it penetrates slowly. Successive shocks produce a state of shock.

It was in this state of shock—a condition of suspended consciousness—that this stricken community struggled through the first 24 hours after the warning alarm of a possible DC-9 plane crash near Tri-State Airport broke the comparative calm of a rain-spattered Saturday night.

IT BEGAN AS A RUMOR. Then word went around that it could be the plane carrying the Marshall University football team, along with coaches and some of the more ardent fans. From that point, the catastrophe deepened and widened with the inevitability of a Greek tragedy.

"It's another Wichita," we whispered fearfully to one another remembering the crash in early October of one of the planes carrying the University of Wichita football team that killed 31 persons.

But it was worse than that. Not one of the fine young athletes who made the trip to East Carolina University was spared. The coaching staff perished almost totally. Some of the community's leading physicians, surgeons and business men, with their wives, were among the victims.

YESTERDAY WAS SPENT in a daze of grief and continued shock. Those closely involved in the tragedy—perhaps mercifully—were too busy with the necessities which the living must perform for the dead, to contemplate the full extent of their loss. When death takes such a giant swing with his scythe, everybody is involved.

We have all been numb and distraught. It has been much like that terrible time when young John Kennedy lay dead and we looked at one another without total recognition.

(See A TIME, Page 3)

A Test Of Faith

By BOYD JARRELL

Faith says death is swallowed up in victory, but faith when confronted with overwhelming, sudden multiple death faith needs a reminder. That reminder that God, our help in ages past, is our eternal home was reaffirmed last night as nearly 7,000 persons poured into Huntington's Memorial Field House to pay tribute to the Marshall University football squad members, coaches and townspeople killed in Saturday night's plane crash.

The spoken faith did not preclude stunned grief and among the early arrivals to the memorial service were many students, silent and subdued; some wearing black arm bands and many reeled from weeping.

The first few rows of chairs set up on the field house playing floor were reserved for members of the families of the crash victims. These sat silently with heads bowed. The speakers' platform before them contained a simple Marshall University seal on a black background. Uniformed nurses were on hand.

The governor of West Virginia, student spokesmen and visiting dignitaries joined in a communal mourning, a shared grief. Prayers for the departed were coupled with the binding up of wounds.

The tenor of the whole program Sunday night was that those present not forget and become themselves living memorials. The picture was one of tightly controlled grief with no one present untouched by the tragedy.

Although the program was 15 minutes late in starting, there was no restiveness. The throng shared a common silence.

The Rev. Robert D. Cook, rector of St. John's Episcopal Church, set the tone for the memorial in his invocation which found as its theme a sorrow measured by the compassion of God, in whose keeping was commended the departed. The mourning community was asked to walk in trust.

When the Rev. Charles H. Smith, pastor of the First Baptist Church, read from Ecclesiastes the familiar "for everything there is a season," there was visible weeping.

Michael Gant, president of the Marshall University student government, told the solemn assembly "We are all brothers in this hour... We have lost so many like ourselves... the wounds are deep... something is gone and we miss it." The students feel the pain, he said, and no one is untouched.

He asked his listeners never to forget but to remember as they mourn because "there is much more living to be done and we need one another."

Gov. Arch A. Moore Jr. called the many victims "beautiful young people" and (See WE ALL, Page 3)

7,000 Mourners Crowd Field House For Memorial

Southern VP Defends DC-9 As 'Beautiful' Plane

By RUSSELL SCOTT

A Southern Airways official said Sunday that Marshall University had used that airline on chartered team flights in the past but he denied that the DC-9, the line's major aircraft, was hard to maneuver and potentially hazardous to land at Tri-State Airport.

Victor Pruitt, Southern's vice president of system planning at Atlanta, Ga., was one of half a dozen officials of the airline in Huntington to assist in the investigation of Saturday night's tragic crash south of Kenova.

Marshall had not chartered Southern Airways in recent years, but the school apparently had flown the airline in past years. Verification of that was to be made through a check of airline records, Mr. Pruitt said, but he added that it was possible a DC-9 could have been used on a previous Marshall charter flight.

The craft which crashed and burned was modified to seat 95 passengers and the official said Southern has landed "quite a few DC-9s at Tri-State Airport without a problem."

He declined, however, to answer questions regarding the capabilities of the airport or the causes of the crash itself, saying such information would be better obtained from members of the National Transportation Safety Board investigating the tragedy.

"The DC-9 is an easily-maneuverable plane" and is used quite extensively by Southern to handle as many as 15 chartered team flights each weekend during football seasons, Mr. Pruitt said. He said the plane has "beautiful flying characteristics."

He stated it would be "premature at this

point" to speculate on what may have caused the craft, carrying most of the Marshall football team, its coaches and a number of fans, to drop into a hillside less than a mile west of the runway at Tri-State.

Mr. Pruitt said, "This is the initial incident where we have lost either a passenger or a crewman in more than 21 years of operation. We never had a fatality until that horrible day of yesterday."

Other senior airline officials who flew to Huntington with Mr. Pruitt included Graydon Hall, senior vice president and general manager, and R. N. Harbottle, vice president of technical services.

"Southern is working with the National Transportation Safety Board in a comprehensive study of the accident," Mr. Pruitt said.

"Also Southern people are doing whatever we can to assist the victims' families."

He said Southern was a scheduled airline serving 13 southern states and more than 50 cities, including Washington, D. C., New York, St. Louis and Chicago. The line primarily uses two types of aircraft, the DC-9 and the Martin 404, which seats about 40 passen-

gers, for smaller flights. Both aircraft are used on scheduled as well as chartered flights.

Mr. Pruitt and other Southern representatives landed at Tri-State on a special flight in a DC-9 shortly before midnight Saturday. The plane, however, landed from the east—not from the west as the ill-fated Marshall plane—and he would offer no comment on the reasons for the different approach.

Regarding the Tri-State Airport, Mr. Pruitt said Southern "wouldn't come into any airport with potential restrictions or with problem areas."

• The Herald-Dispatch — Mon., Nov. 16, 1970 13

Victim Identification Said Matter Of Days

By JOHN RAYMOND

A light snow fell over the area at 1:30 p.m. Sunday as eight muddy, grim faced Kenova Volunteer Firemen recovered the last of the remains of 75 persons killed Saturday night in the crash of a chartered Southern Airways DC-9 jetliner near Tri-State Airport.

Dead in the crash were nearly the entire Marshall University football team, coaching staff and a host of prominent Huntingtonians and MU boosters.

Police officials in charge of the recovery operations said it will probably be early today before the first of the remains will be positively identified and released to next of kin for completion of funeral arrangements.

Capt. J. D. Baisden, in charge of the recovery operations, said all 75 bodies have been recovered but all are so badly mangled and burned that visual identification is impossible.

He added that tentative identification of about 15 vic-

tims has been made from personal effects found in the pockets of their clothing.

The Federal Bureau of Investigation Disaster Identification Unit joined state police Sunday afternoon to press the identification operation which is expected to last at least three or four days.

FBI agents assigned to the unit are especially trained in the identification of mangled and burned bodies. The unit brings with it much specialized equipment. Facilities of the State Police Laboratory in South Charleston will also be used in the process.

All the remains have been taken to the West Virginia National Guard Armory at Tri-State Airport — which has been turned into a temporary morgue — and placed in 75 individual plastic bags. All lesser body parts have been placed in a refrigerated truck at the armory for matching with the proper body trunk as the identification process develops.

Despite all the advanced scientific processes available to the crew working on identification, Capt. Baisden said Sunday, "It is a very likely possibility that some of the victims will not be positively identified."

Walter Rollins, an area mortician aiding the state police in initial identification efforts, said it is his opinion that all 75 victims were killed instantly.

Asked if he had ever seen bodies as badly burned and mangled as those of the crash victims, he replied, "Yes, just as badly—but never as many."

At the crash scene, where Cabell County State Police Commander Sgt. Fred Donohoe was in charge, the area was turned into a sea of mud by the constant travel back and forth over the wet ground by police, security officials and firemen.

"This is the most totally destroyed aircraft I have ever seen," was the way Sgt. Donohoe described the crash which covered a burned spot of woods ringed by broken trees less than half the size of the football field the MU gridders had played on just a few hours before the crash.

Destruction of the aircraft was so complete that only a portion of the fuselage be-



lieved to have been in the flight deck area, the verticle stabilizer of the tail section and the two jet engines were recognizable as parts of an airplane.

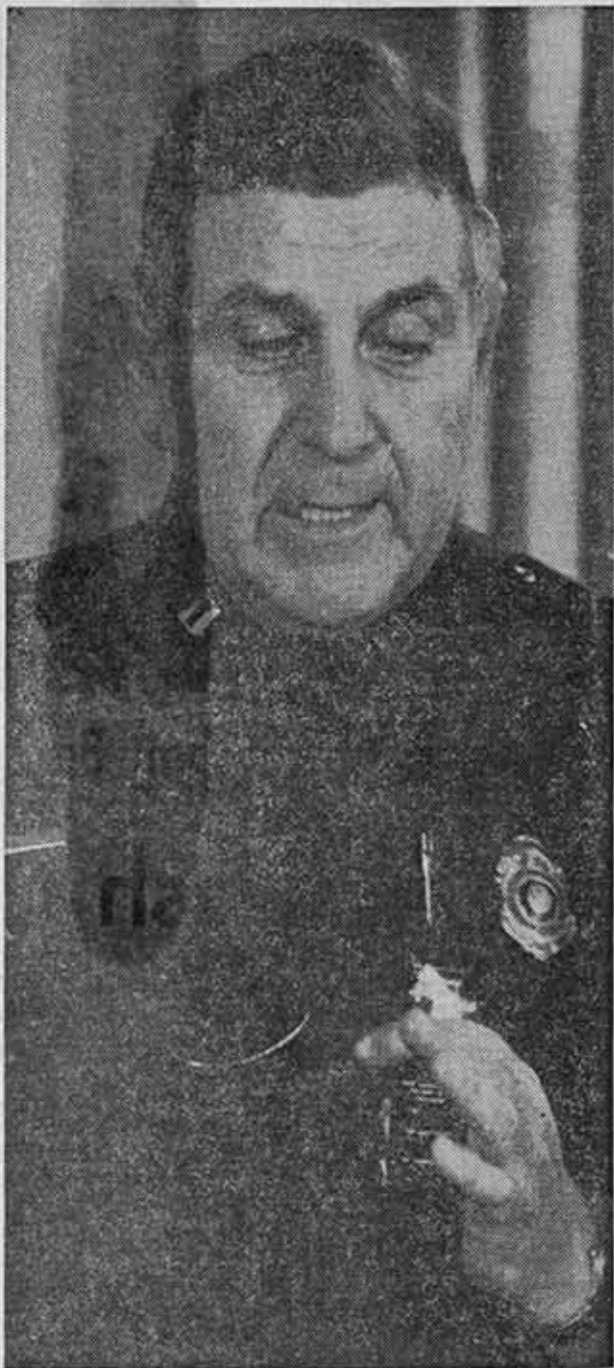
Mud as much as six inches deep grabbed the shoes and boots of everyone at the scene as they moved about the area.

During recovery operation at the scene, the remains were first placed in plastic bags and then placed inside regular body bags.

The bags were carried some 100 yards to the closest point vehicles could reach and placed on a National Guard truck which in turn carried them the one half mile to W. Va. Route 75 where they were transferred to waiting ambulances for the trip to the temporary morgue at the armory.

It was extremely quiet at the crash scene on Sunday. Talk was in a hushed voice and the only loud noises heard were when a recovery worker would call for some material or equipment and the occasional roar overhead of a plane departing Tri-State Airport.

The twisted hulk of the Southern Airways' DC-9 (top photo) rests where it lodged among trees on a mountainside. In photo at right, Sgt. Fred Donohoe, commander of the Cabell County detachment of the West Virginia State Police, issues instructions through a "bullhorn." Firemen (bottom photo) sift through wreckage in search of the bodies of the 75 victims.



State Police Captain J. D. Baisden explains the procedure followed in recovering the charred remains of the 75 persons killed in the crash. The recovery operation was completed Sunday afternoon.



'A Tragedy That Consumed Us All,' Shaken Gov. Moore Says Of Crash

By LLOYD D. LEWIS

The governor said he understood it hit and what happened. Gov. Arch A. Moore said he understood it hit and what happened. Gov. Arch A. Moore said he understood it hit and what happened.

Gov. Moore said authorities had told him Sunday at the West Virginia National Guard Armory at Tri-State Airport that about 15-20 bodies had been thrown clear of the plane. The area surrounding the crash, he said, was being methodically cleared and a tragedy beyond comprehension.

Gov. Moore said of the plane disaster that killed 75 Marshall University football players, coaches, fans and crew members only five hours earlier.

"There were beautiful young men on that plane... and community men and women devoted to their university and state," the governor said. "Some of these young men I knew as individuals and there was even one I had met who was nicknamed 'the little governor.'"

Although he referred to what happened before the plane crashed as "pure supposition,"

Gov. Moore said, "It couldn't be adequately described. No words can explain it." The manifest, or list of passengers, was being put together "on the basis of people asking others who was aboard and who drove and so on." The governor said a copy of the manifest would take some time to compile—perhaps two or three days.

The task of compilation, he said, "is going to be very difficult" but he stresses that "the situation is under complete and adequate control."

MU Athletic Dept. Begins Painful Task

Starling, Dawson Placed In Charge

By ERNIE SALVATORE
Executive Sports Editor

Marshall University's shattered athletic department, its football ranks decimated by the worst air sports tragedy in the nation's history, began the slow, painful task of pulling itself back together today.

In command was Ed Starling, the assistant athletic director and native of Williamson. Starling was one of the two members of the athletic department's administrative staff who didn't make Saturday's ill-fated trip to Greenville, N. C., for the football game with East Carolina. The other was business manager Jim Hodges.

On the return leg of the flight the DC-9 Southern Airways jetliner, with 75 persons aboard, crashed against a hillside less than two miles from its destination, the Tri-State Airport near Kenova. All of the passengers and crew were killed.

Among the dead were Charlie Kautz, the athletic director, Gene Morehouse, the sports information director and Marshall's radio sports voice, head football coach Rick Tolley, four of his assistants, the head trainer, the senior assistant trainer, and 35 players.

14 Varsity, 30 Frosh Players Remain

Three assistant coaches, 14 varsity and 30 freshman football players are all that remain. These, for various reasons, weren't aboard the plane Saturday.

Placed in charge of this squad remnant was William (Red) Dawson, a native of Valdosta, Ga., and defensive coordinator. As was the case with Starling, Dawson's temporary status was made by Dr. Donald N. Dedmon, Marshall's acting president.

Both Mr. Dedmon and Dawson met with about half of the surviving players Sunday afternoon. They assured the players that Marshall football was not destroyed.

"We're wiped out," Dr. Dedmon conceded, "but we won't stay wiped out. That I can promise you. The boys we lost were a choice group, and our university is better for having had them."

Dawson, who escaped death aboard the plane because he was on a scouting trip, fought grimly to keep his emotions under control when he spoke to the players.

'Lot Of Tough Times Together'

"We've been through a lot of tough times together," he said. "You know what they say about tough times making men out of you. I just can't imagine anything, however, that could be worse than what has just happened. There is absolutely no way that anything worse can happen to us."

Besides Dawson, the other coaches not on the plane were Carl Kokor, a native of Niles, O., and defensive line coach, and Mickey Jackson, a native of Harper's Ferry, W. Va., coach of the offensive backfield and receivers. Kokor and Jackson were at University Park, Pa., Saturday scouting Ohio University which was to have played Marshall next Saturday.

Also not on the plane were two graduate assistant coaches, Gale Parker and John Hurst, the team statistician, Joe Wortham, and the equipment manager, John Hagen.

Parker did fly to Greenville with the team Friday evening, but he returned by automobile with Dawson who had been scouting several football prospects at Ferrum, Va., Junior College.

Wortham To Handle Public Relations

Wortham missed the trip to take a National Teachers Conference examination. Starling said Wortham would be asked to handle some of Morehouse's public relations duties for the next few days, at least.

According to Parker, Coach Tolley, a former Ferrum assistant coach, had been at Ferrum Wednesday to sign several possible recruits. He said the head coach then was flown back to Huntington in a private plane by one of the victims of Saturday's crash, Parker Ward.

Mr. Ward was a prominent automobile agency owner. Starling said that plans would go forward for the start of

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The Emptiness Of Fairfield Stadium Echoes The Emptiness Of Marshall University Football Fans

Hopes For Grid Future Downed In Crash

By CRAIG AMMERMAN
Associated Press Writer

An end of a hard-luck era born out of scandal, losing streaks, probations, coach dismissals and conference rejection had appeared on the horizon this year for Marshall University's football team.

With help from concerned citizens, the West Virginia Legislature and a "gritty bunch of boys," Marshall's beleaguered football program showed signs of coming alive.

There was hope that a team which had suffered a near all-time losing streak the past two years could bounce back and become a winner.

That hope crashed here Saturday night with the chartered airliner that carried to their deaths most of the school's football squad and coaching staff.

When the DC9 jet smashed into a hillside and burned, killing all 75 persons aboard, the final chapter was written

to a nightmarish era of football competition at Marshall.

Dead are head Coach Rick Tolley, five of his assistants, Athletic Director Charles Kautz and Sports Information Director Gene Morehouse.

Dead too, are 33 football players who had suffered through some of the chapters of adversity.

Last fall, any hopes for football future at Marshall looked bleak. The school had not won in 21 straight contests.

Investigation Results

An investigation had documented charges of a recruiting scandal and the head basketball and football coaches were reassigned in the wake. An assistant football coach was fired. The athletic director resigned.

The Mid-American Conference suspended Marshall for the recruiting irregularities and for what it termed,

"woefully inadequate facilities." The National Collegiate Athletic Association NCAA placed the school's football program on one year's probation.

Tolley was named interim head coach three days before fall practice started.

Tolley had a limited staff, and fewer than 40 players reported when drills opened. Less than 10 freshmen had been signed to grants-in-aid.

Marshall's winless string soon extended to 27 games, and the Thundering Herd meekly edged within one game of setting a national standard for major colleges.

Then a Renaissance began to take hold.

Behind scrambling quarterback Ted Shoebridge, Marshall rallied to win three of its four remaining games. Shoebridge, a junior, established a handful of school records and ignited boosters' hopes for better days.

Tolley launched a heavy recruiting program and produced good results. During fall practice, he flatly predicted a winning season.

Record Not Indicative Saturday's loss to East Carolina left Marshall 3-6 in the year, but the record was not entirely indicative of the team's performance.

Two losses came by two points. Another by a touchdown. A last-second field goal

attempt, which would have won one of those games, skimmed the under side of the crossbar.

Tolley held to his commitment to rebuild Marshall's football program. The 30-year-old personable coach

beefed up his staff and launched an even more intense recruiting program this fall.

He received help from concerned citizens who, through private fund, drives, raised

(See ALL, Page 16)

All Must Be Begun Anew

(Continued from Page 14)

\$150,000 for scholarship. The West Virginia Legislature gave him \$1 million for an artificial playing surface, 7,000 additional seats and new dressing rooms.

All signs pointed to brighter days.

"We've begun to turn our program around," Tolley said two weeks ago. "We're heading in the right direction."

Now all must be begun anew.

Marshall Basketball Season Will Open As Planned

(Continued from Page 14)

the basketball season "otherwise we'll just have to play it by ear." He missed the trip, he said, to go fishing.

"I hadn't had a full weekend at home in Williamson with my family in a long while," he said. "This looked like my only chance for another long while what with basketball coming up. So, I took it."

Hagen bowed to superstition for not being aboard the plane. The trip began on Friday the 13th. Taking note of that, he drove both ways.

Following the conclusion of two days of mourning Tuesday, the athletic department, the athletic board and the administration expect to begin consolidating moves towards

keeping the athletic program in operation until the pain of Saturday subsides.

Meanwhile, the first formal breakdown of the squad losses in the crash were compiled by Coach Dawson. These showed that the player losses number 11 sophomores, 14 juniors and 10 seniors.

Quirks of fate prevented two varsity players from making the trip. Ed Carter, a sophomore tackle from Wichita Falls, Texas, was attending the funeral of his father. Richard Taglang, a junior defensive back from Bethlehem, Pa., missed the team bus Friday.

Injuries kept four other varsity players home. These are: Felix Jordan, sophomore defensive back from Cincinnati; Nate

Ruffin, junior defensive back from Quincy, Fla.; Frank James, junior linebacker from Barboursville; Greg Finn, junior defensive end from Boston, Mass.; and Pete Naputano, junior defensive end from Altoona, Pa.

Ruffin, sole survivor now of the crack freshman team that entered Marshall in 1968, has been out since the second game of the season. He is suffering from calcium deposits in his right bicep and faces surgery.

Besides these, seven others survive their teammates—Mike Swartley, a junior center from Steelton, Pa., Wes Hickman, a junior center from Overland Park, Kansas, and Jon Calvin, a red shirted offensive tackle from Cuyhoga Falls, Ohio.

The other red shirts with three years of eligibility are Joe Dilensky, Skip Graul, M. J. McRoberts, and Blanton Prater.

Lament For Crash Dead Reflects Grief Of City

By CRAIG AMMERMAN
Associated Press Writer

"This town died today." With that cry, a nurse at Huntington Hospital reflected the grief at Marshall University and its home city after Saturday night's crash of a Southern Airways chartered DC9 carrying the school's football team and others.

Among those on the plane, in addition to the players, coaching staff and boosters, were three prominent physicians and their wives, a newly elected state legislator who also was one of Huntington's wealthiest men, a past president of Marshall's alumni association, a city councilman, two past presidents of the Marshall athletic boosters club, an industrialist and the sports director of a local television station.

In all, there were 75 dead, and a school of 8,500 and a city of 73,000 went into mourning.

At midnight, about 400 students and citizens joined hands in a campus memorial service, opened with the singing of an African hymn, "Kumbaya."

Most wept openly. Some fell to their knees as they sang. "Someone's singing Lord, kumbaya... Someone's hurting Lord, kumbaya... Someone's praying Lord, kumbaya." Friends had to carry young Mrs. Roger Childers from a Huntington hospital, where she had gone "hoping for a miracle."

Childers had been a Marshall linebacker, but suffered a head injury. He successfully underwent dangerous brain surgery during the summer and while recovering was serving as student team manager, hoping to join the playing team again someday.

At a makeshift treatment center in the school's physical education building, doctors and nurses treated students in shock.

"Alex, please come back... please come back," a coed screamed as she lay on one of 100 mattresses set up in the center.

"God what has happened?" another coed cried. In hallways outside, secreta-

ries and football coaches sat staring and crying. Most of their bosses were aboard the twin-engine jet. Head coach Rick Tolley, and athletic director Charles Kautz, were among the dead.

At nearby Cabell-Huntington Hospital, citizens and students were ushered to a conference room. They had come late in the night, looking, hoping, for survivors.

At least 10 of them crumpled to the floor when the cordoned-off hospital, primed for caring for survivors, remained quiet.

There were no injured. Three prominent Huntington physicians—Dr. Ray Hagley, a past president of the Marshall alumni association; Dr. H. D. Proctor and Dr. Joseph Chambers—were aboard the plane with their wives. So were Dr. Glenn H. Preston, a well known Huntington dentist, and his wife.

Other passengers included Huntington city councilman Murrill Ralsten and his wife, and Michael Prester, a wealthy Huntington trucking executive who was elected Nov. 3

to the West Virginia Legislature.

The coaches, players and boosters who died were among those who, in the last two years, had rallied in support of Marshall. It was a tough two-year period—when the school went 27 games without a victory, was expelled from its conference for recruiting violations, and saw its head coach removed for alleged irregularities.

It was those people who had spearheaded drives that raised \$150,000 for scholarship funds and pressured the West Virginia Legislature into releasing \$1 million for an artificial playing surface.

At the airport at nearby Kenova, the wife of television sportscaster Ken Jones and their three children were in the crowd awaiting the return of the chartered plane.

They waited and watched in the cold night air as the big jet lazily circled beneath low, dark rain clouds, making its final approach.

Their gaze turned to horror when the jet disappeared behind a hill, followed by a brilliant flash and a mushroom of black smoke.

In Charleston, newsmen awaited another telephone call from Jeff Nathan, sports editor of Marshall's student newspaper. He had called the Sunday Gazette-Mail sports desk earlier after the game from Greenville, N.C., and gave sketchy accounts of the action.

But he said he had to hurry. "I don't have too much time. Our plane is leaving right away and I'll have to hurry." He added as he hung up, "The plane is leaving, I'll call when we land."

From a Huntington telephone booth Saturday night, Rich Taglang, a junior football player, told his parents in Bethlehem, Pa., that he was alive.

Taglang was late Friday when the plane departed for Greenville, and he missed the trip.

"I'm alive, he sobbed into the telephone. 'Nobody else is... they're all dead.'"

Worst Air Disaster For W. Va.

The Associated Press

The tragic crash near Tri-State Saturday night of a chartered jetliner carrying the Marshall University football team, coaches and fans home from a game was the worst air disaster in West Virginia history.

The Southern Airways DC-9 skimmed the top of a ridge near the West Virginia-Kentucky border before cartwheeling into a second hill, just two miles from the airport runway west of Huntington, killing all 75 persons aboard.

Prior to the Tri-State disaster, the worst crash of an airplane in the Mountain State had been the one involving a Piedmont Airlines plane at Charleston's Kanawha Airport on Aug. 10, 1968.

In the Piedmont crash, 32 persons were killed outright when the plane came in from Cincinnati early in the day and crashed short of the runway, and three persons later died of injuries.

Early morning fog and haze over the Kanawha Valley were cited as contributing causes.

Before that, the state's worst crash involved an Air National Guard plane which crashed April 8, 1951, also while attempting to land at Kanawha Airport. The crash killed 21 Guardsmen.

During World War II, an Army troop transport smashed into a mountaintop in McDowell County, killing a number of servicemen.

The mountains have been scarred by the crashes of many smaller aircraft, with the most recent being the crash of a plane which fell in Preston County the night of the general election, Nov. 3, killing one person outright and resulting in the death later of a second person.

Tri-State Airport was the scene of the crash Oct. 29 of a small Army airplane. Killed in the crash were Maj. Gen. Edwin Burba, deputy commander of the U. S. First Army, and two warrant officers.



Students Hold All Night Service At Campus Christian Center.

Artists Series Called Off City, Courthouse Offices Are Shut, Events Canceled

By BOB WITHERS

Several government offices, meetings and luncheons will be closed or cancelled here today and Tuesday as Tri-State Area residents mourn the loss of most of the Marshall University football team and coaching staff and several boosters in the tragic plane crash near Tri-State Airport Saturday night.

City Hall and all Cabell County offices will be closed for the two-day period, it was announced Sunday. The Cabell Court signed an order closing county offices at a special meeting called for that purpose.

Dr. Donald N. Dedmon, acting president of Marshall, announced that all classes at the university would be suspended on Monday and Tuesday. Cabell County's schools will be in session as usual, however, Superintendent Willis Hertig told The Herald-Dispatch. Mr. Hertig said that the board had not authorized the closing of the schools.

Dr. J. Bernard Poindexter, president of the Huntington Board of Park Commissioners, said Sunday that Park Board offices would be closed Monday. Also, all flags on park property will be flown at half mast until further notice.

Functions postponed until undetermined future dates include a Huntington East High School football banquet previously scheduled for 6:30 p.m. Friday and an initiation ceremony of new members into Kappa Delta Phi sorority, which was set for 7:30

p.m. Friday in the North Parlor of MU's Old Main.

Eight New Careers classes, sponsored by the Southwestern Community Action Council, set for Tuesday, were cancelled but will resume Thursday. The monthly luncheon meeting of the community affairs department of the Huntington Woman's Club, set for noon Wednesday, was also cancelled.

Meanwhile, flags will be flown at half-staff in Boyd County, Ky., and Lawrence County, Ohio, officials said. Ashland Mayor Charles H. Gartrell said city officials will join in the mourning. Ironton City Manager James B. Skirvin said no decision has been made concerning office-closings in conjunction with the memorial service here.

The sisters of St. Marys Hospital announced Sunday that a memorial mass will be conducted at 3 p.m. today in the hospital chapel for the crash victims.

The executive committee along with members of the board of trustees of the Marshall Artists, Inc., have decided in view of the period of mourning at Marshall University to cancel tonight's concert featuring Paul Mauriat. Those holding tickets should retain them and not discard them as they will be honored at a later date.

The vice president-manager of the corporation, Curtis Baxter, is making every effort to reschedule this concert soon.

The Huntington Audubon Society has cancelled a meeting scheduled for tonight at Marshall University.

Bryant Replacing Prester As Planning Group Head

Louis N. Bryant of Ironton, chairman of the Lawrence County Board of Commissioners, will act as interim chairman of the Kyova Interstate Planning Commission, it was announced Sunday.

Michael R. Prester of Huntington, the chairman of Kyova and the Tri-State leader who spearheaded organization of the commission, was aboard the ill-fated Southern Airways jetliner that crashed near Kenova Saturday.

Ray Crabtree, commission director, announced Sunday that Mr. Bryant will become acting chairman by virtue of his vice-chairmanship of the commission.

Other officers are H. Glenn Fogle of Kenova, a Wayne County Court member, secretary, and Ashland Mayor

Charles H. Gartrell, treasurer.

Mr. Crabtree said a meeting scheduled for Tuesday has been cancelled. "A meeting will be scheduled in the near future when the nominating committee will recommend the new officers," he said.

Mr. Prester, a Huntington trucking executive, had been Kyova's chairman since its organization in 1968. Creation of the planning commission followed a 15-year effort by him to have Huntington-Ashland-Ironton leaders work in unison on regional-type problems and needs.

Mr. Prester won election in the Nov. 3 balloting to the House of Delegates (D-Cabell County).



Bulldozer brought to site of tragedy to aid in sorting through wreckage of chartered airliner



Coeds Attend Memorial Services Sunday On Marshall Campus

Poor Visibility, Emotional Students Cause Overflights

Below minimum weather conditions 39 minutes after the crash of the chartered Southern Airways jetliner near Tri-State Airport and emotional Marshall University students were the reasons for overflights at the field by four airline flights Saturday night.

Piedmont Airlines flight 84 from Chicago was due to land at Tri-State Airport at 8:24 Saturday night—just 39 minutes after the nearest approximate time of the crash that claimed the lives of most of the Marshall football team, its coaching staff and several prominent Huntington residents.

A Piedmont spokesman said Sunday night that the tower was reporting visibility at three-eighths of a mile at the time of the scheduled landing. Minimum visibility for an instrument landing at Tri-State is three quarters of a mile.

Eastern Air Lines cancelled the landings of flights 637 from Newark at 8:25 p.m. and 651 from Washington at 11:35 p.m. as a safety factor, according to Robert Dillard, Eastern station manager.

"There were a lot of emotional Marshall students all over the ramps and taxiways trying to locate the crash of the team plane and we just decided it would be a danger-

ous operation to try and land the flights.

"Also, FAA likes to check out all the landing aids before they are used again after a crash such as the one Saturday night," Mr. Dillard explained.

Allegheny Air Lines flight 515 from Pittsburgh was cancelled after the crash but this action was attributed to poor weather conditions by an Allegheny spokesman Sunday night.

State's Grief 'More Than Our Share' - Hechler

WASHINGTON — "Our hearts go out to the families of those who were lost, as Marshall University and the entire community weep for their sons and daughters," Rep. Ken Hechler, D-W. Va., said of the plane tragedy that killed 75 at Tri-State Airport in Huntington Saturday.

"In the past few years," Rep. Hechler added, "West Virginia has had more than our share of grief-laden disasters — the Silver Bridge, Farmington and now this most poignantly personal tragedy which affects every one of us."

"Yet somehow tragedy always brings out the best in the rest of us, in unselfishness, cooperative spirit and determination to look to the future with confidence. Out of these ashes, the indomitable spirit of Marshall will rise to new heights."

"The saddened and sobered city of Huntington will move into its centennial year with a new resolve that what we accomplish will honor the memories of those we have lost," Rep. Hechler concluded.