

Marshall Team, Coaches, Fans Die In Plane Crash



Flaming Debris All That Remains...

Gov. Moore Declares At Scene:

'Tragedy Of Highest Degree'

BY JACK HARDIN

"A tragedy of the highest degree."

Gov. Arch A. Moore, Jr., stood at the scene and listened as names of non-team members were read to him.

"No... Oh, God, No. This

can't be happening. Why do these things have to happen? These people are our friends."

The state's chief executive, after leaving the scene, said it would probably be eight or nine hours before the bodies can be taken, not until day-

break can a thorough search be conducted.

Special identification teams from the State Police at Charleston are en route to the scene, the governor said, and they will conduct investigation processes on the bodies.

"All that have been found are burned beyond recognition," he said. The bodies will be removed to an airport hangar, and National Guard trucks and other emergency vehicles were available to transfer the bodies.

The governor said some re-

ports indicated the plane hit a hillside west of the runway, bounced off and exploded in mid-air before crashing.

Other reports said the plane first exploded, then hit the hillside, bounced into the air, and then crashed.

Harry Hatten, who owns a farm on the other side of the hill, and his family were out in the backyard at the time of the crash and saw the plane, and remarked, "He's flying too low."

They then saw a flash of fire.

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The tragedy was "the worst domestic air crash this year," a Federal Aviation Agency spokesman in Washington said, and it was described as one of the worst in history involving an athletic team.

The crash also was the worst in West Virginia air travel history.

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A nearby resident, Mrs. Larry Bailey of 1926 Coal Branch Road, told Hardin she saw the jet coming down. She said she heard an explosion and "the plane seemed to come down flat."

The Herald-Advertiser's David A. Peyton reported by radio-telephone that he had walked completely around the scene and "everything is charred beyond belief."

Peyton said it appeared an area about 200 feet in diameter had been leveled and small fires were still burning. He said only the plane's two jet engines and a section of wing were recognizable. "Wreckage is scattered all over the place. People who were here when

it happened said they heard one big 'thud' and that was all."

The heat from the wreckage was hampering recovery efforts. The scene was described as chaotic. Great numbers of people swarmed during thick underbrush to reach the scene during the first two hours. State police were clearing everybody, including newsmen, from the area by 10 p. m.

A Tri-State Airport employe returning from the scene said, "Bodies are stacked in a big heap, all of them charred. There can't be anyone alive."

Police said every ambulance within a 10-mile radius was alerted. Cabell - Huntington Hospital asked visitors to leave, and sealed off its entrances in gearing for the emergency, but it soon became apparent there would be no survivors.

Hardin and Peyton described the scene as horrifying. "There are charred pieces of bodies all over the place," Hardin said. Peyton said he had counted 12 forms that were recognizable as bodies, but that he saw pieces of bodies, bones and limbs scattered throughout the area.

Many of the bodies had been covered with white plastic by firemen and other emergency authorities at the scene.

Gov. Moore arrived at the scene shortly after 10 p. m.

A ten-man investigative team from the National Transportation Safety Board was dispatched from Washington late Saturday night, according to board chairman John H. Reed.

Less than two months ago, on Oct. 3, one of two chartered planes carrying the Wichita University football team, coaches, boosters and others, crashed in the mountains of Colorado, killing 31 persons, including 13 football players.

Traffic was being turned away from the airport at the foot of the road leading up the hill to the terminal.

Southern Airways released a statement at 10:20 p. m. indicating there were 70 passengers aboard. Southern said it was the first crash in its 21 years of operation.

Fifteen bodies were found near a section

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75 Believed Aboard Plane; Airline Silent

A chartered jet airliner carrying the Marshall University football team, coaches and a number of prominent Huntington residents crashed in flames on its approach to Tri-State Airport Saturday evening.

There were no survivors.

Southern Airways of Atlanta, Ga., said its two-engine DC-9 was carrying 70 passengers and five crewmen.

The plane was returning the Marshall football players, most of the coaching staff and a group of supporters from Greenville, N. C., where East Carolina University defeated the Marshall team Saturday afternoon.

The crash occurred about 7:45 p. m. less than a mile west of Tri-State Airport. Weather conditions were poor and light rain was falling.

The Herald-Advertiser's Jack Hardin, the first reporter at the scene some 250 yards east of W. Va. 75 south of Kenova, said:

"There's nothing here but charred bodies. It's terrible."

Bodies and wreckage were scattered over a wide area.

Gov. Arch A. Moore Jr. and Dr. Donald N. Dedmon, Marshall's acting president, rushed to the scene.

Hardin reported a piece of the plane was found on a hillside about a half-mile from the principal crash site. He said sections of bodies also were reported found there, too. Searchers were combing the hillside early this morning with the aid of flares.

At 12:10 a. m., the first bodies were placed on National Guard trucks. They were being taken to the National Guard Armory at the airport, where a temporary morgue was established. Hardin said recovery crews were running short of bags to hold the bodies.

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...Of Chartered Airliner

25 Fans, Officials On List

Some 25 persons not on the official Marshall University football team travel list were believed to have been among the victims of Saturday night's tragic crash. These reportedly included:

Charles E. Kautz, the MU athletic director.

Michael R. Prestera, 206 Forest Road, a former president of the Big Green Club and a delegate-elect to the West Virginia Legislature.

Dr. Herbert D. (Pete) Proctor and his wife, Peggy, 1781 Woodward Drive.

Dr. Ray R. Hagley and his wife, Shirley, 2960 Staunton Road.

Dr. Joseph E. Chambers and his wife, Peggy, 1781 Woodward Drive.

E. O. (Happy) Heath and his wife, Elaine, 301 W. 11th Ave.

Dr. Glenn H. Preston and his wife, Phyllis, 116 Woodland Drive.

City Councilman Murrill Rabten and his wife, Helen, 1510 Washington Blvd.

James R. Jarrell and

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Inside

Additional photographs, stories, reports, Pages 13, 32 and 33.



GOV. ARCH A. MOORE AT SCENE

List Of Players Believed Aboard

This is a travel list of players and coaches for Marshall University's football game Saturday with East Carolina University at Greenville, N.C., released by the university:

Jim Adams, Mansfield, Ohio; Tom Howard, Culloden, W. Va.; Bobby Hill, Dallas, Texas; Scotty Reese, Waco, Texas; Kevin Gilmore, Harrison, N. J.; Ted Shoebright, Lyndhurst, N. J.

Stuart Cottrell, Eustis, Fla.; Al Saylor, Cuyahoga Falls, Ohio; Mark Andrews, Cincinnati, Ohio; Rick Dardinger, Mt. Vernon, Ohio; Robert VanHorn, Tuscaloosa, Ala.; Freddy Wilson, Tuscaloosa, Ala.; Dennis Blevins, Bluefield, W. Va.

Larry Brown, Atlanta, Ga.; Willy Bluford, Greenwood, S.C.; Larry Sanders, Tuscaloosa, Ala.; Tom Brown, Richmond, Va.; Tom Zhorill, Richmond, Va.; Art Harris, Passaic, N.J.; Joe Hood, Tuscaloosa, Ala.

Bob Harris, Cincinnati, Ohio; Allen Skeens, Ravenswood, W. Va.; Mike Blake, Huntington; Marcello Lederman, Lyndhurst, N.J.; Pat Norrell, Huntsville, N.Y.; Bob Patterson, Louisville, N.C.; Art Shannon, Greensboro, N.C.; David DeBord, Quincy, Fla.

Roger Vanover, Russell, Ky.; John Young, Buckhannon, W. Va.; Rick Lech, Columbus, Ohio; Gary George, Charleston, W. Va.; Dave Griffith, Clarksville, Va.; Jerry Stainback, Newport News, Va.; Roger Childers, St. Albans; Donald Tackett, Paden City; Barry Nash, address unknown.

Coaches

Rick Tolley, Jim "Shorty" Moss, Al Carella, Frank Loria, Deke Brackett, Jim Schroer and Dave Byrd.

And, The Green Bus Pulled Away . . . Empty

'Sons Of Marshall' They Will Always Be

By DAVID S. MC GUIRE

The chartered bus, striped prominently with its bright green, stood empty, still and motionless.

The night, belittlingly, was miserable.

A chilly wind swept first a drizzle, then a steady rain and finally a few drops on the bus, parked in front of the operations building at Tri-State Airport.

Critically but efficiently, airport personnel went about their work.

At first there was bewilderment at word of the crash. Then the terrible shock. Finally the incomprehensible grief that overshadows nearly everything when the "Why?" can't be answered.

Authorities called waiting relatives and friends into a room off the terminal lobby

and later took families and relatives to the West Virginia Air National Guard Armory where a temporary morgue was set up in the hangar.

Strict security measures were imposed.

All incoming highway traffic was stopped. Those with out-of-state licenses were not allowed to turn off Walker Branch Road onto the airport road. Only law enforcement

officers, National Guardsmen, relatives and others having official business were allowed to take the road leading from the terminal building to the Armory.

A crowd wearing a white jacket with the green Marshall University lettering on back walked toward the bank of four pay phones which were all busy. "See stopped, road. Only law enforcement

step and stopped against a pole. Red-eyed and weeping, she bit her fingers and waited for her turn.

A few Marshall students wearing fraternity jackets hunched in their chairs while cradling their faces. One had tears streaming down his face.

On the walkway between the terminal and the gates, a cluster of people stood talking in hushed tones.

The lower building was a maze of activity, although traffic into the port was canceled.

One passerby ducked into the ground floor of the tower and flatly said, "Yes, I was over there. Bodies are stacked over there in one big heap, all charred. There can't be anyone alive."

Charles Dodrill, Airport Authority president, was busy in the operations building talk-

ing on a telephone. "No, there isn't anything official yet," he commented at 9:35 p.m. "Word of the casualties, of course, will have to come from Southern Airways," he answered.

Moments later, word came that state police said there were no survivors.

Outside, the rain picked up in tempo and the wind left chiller, marsh chiller.

And there was the bus, cold, being almost like a drum, still in slow motion.

Soon, the driver reappeared and asked if he were free to go. "An Army officer told me to stand by in case there were any survivors. I called the office and they said for me to shuttle survivors to the hospital," he explained.

"Well, in that case, you are free to go," he was told.

Silently, he turned and walked toward the bus.

The almost military cadence of the engine brought to mind the Marshall Fight Song.

There were no Sons of Marshall aboard when the green-striped bus pulled slowly away.

Nevertheless, there were truly Sons of Marshall. Gone, yes, but still Sons of Marshall.



FIREMEN TAKE HOSE INTO FLAMING DEBRIS OF SOUTHERN PLANE IN WOODED AREA

Dedmon Shocked By Crash

Dr. Donald Dedmon, acting president of Marshall University, said late Saturday night that he "saw no survivors or evidence of survivors" at the scene of the crash of a twin-jet Southern Airways DC9 carrying Marshall University's football team, rosters and crew.

State Police and Federal Aviation Administration spokesman said there were no apparent survivors. Initial reports indicated there were 70 passengers aboard and a crew of five.

"Our university community is indescribably shocked," Dedmon said. "My heart goes out to the relatives and loved ones of our players, staff and fans."

"I went to the scene. I wanted to see for myself. I saw no survivors or evidence of survivors," the acting MU president said.

He added, "Next, I went to Cabell-Huntington Hospital to talk with friends and relatives. I feel so helpless and wish desperately that I could do something to lessen the grief and pain."

Sobs, Anguish Pierce Cold, Rainy Night At Marshall U.

By JACK SEAMONDS

It was a rainy, cold night at Marshall University.

"The first thing that hit you, that brought the story home, was the cries of those being treated by doctors for shock. Mattresses were lined up on the floor in Gullickson Hall, and students milled around the building in small groups, asking the fearful questions, 'Is he was he?' 'Were there any survivors...?' 'And his wife, too?'"

Two students carried a girl, limp and moaning, into the auditorium where she was treated for shock. Hospital partitions shielded the victims of shock from prying eyes. "I didn't like to stop the sob, the anguished cries. One heard the scream, 'Alex, come back... Alex, please come back...'" And the listener was overcome with nausea.

Codes were passing out coffee to the students, and athletic officials were busy

trying to locate those rumored not to have been on the plane. And they were praying.

Names were mentioned. . . Morehouse. . . Tolley. . . and on and on. . . and always the fear kept coming back. . . Were they on the plane?

Across campus, a memorial service was underway in the Campus Christian Center. Seven MU ministers and some 400 MU students offered their prayer for the victims of the crash.

The service opened with a mournful, plaintive African folk song, "Kumbaya."

"Someone's singing 'Laudy Kumbaya. . . Someone's baring Lord, Kumbaya. . . someone's praying 'Lord, Kumbaya.'" The lyrics filtered through the crowd, and no one dared not sing. And still the tears came.

And then the prayers. "They, those who have been so dear to us, have so soon passed by. He is watching us. He is here with us. He is binding us together. And the Lord shall watch over them, as they enter the Kingdom of Heaven." The ominous "Amen" was punctuated by the wailing of a siren on Fifth Ave.

A light, cold rain fell on the students, faculty and staff as they left the chapel. And the tears, the sobs, began anew.

"God, what has happened. . . what has happened," sobbed a red-eyed coed as she walked slowly back to her dormitory room.

He Missed The Plane

Rich Taggart, 20, a junior and football player at Marshall University, missed his team's airplane flight to Greenville, N.C., Friday.

Taggart, a Bethlehem, Pa., native, called his parents from a Huntington phone booth Saturday night to tell them he wasn't aboard a DC9 Southern Airways jet that crashed and burned near here Saturday morning.

Taggart didn't say why he failed to make the plane.

(Continued From Page 1)

of the fuselage — the biggest section of the craft left intact.

The spectacular crash occurred about one and one-fourth mile east of the Kenova exit of Interstate-64 and large numbers of people were drawn to the scene.

Rev. Homer Pelfrey, a former Wayne County sheriff, said he and Floyd Nichols, a resident of the area, were in their homes when they heard the explosion and were the first to arrive on the scene. Mr. Pelfrey said he found a billfold belonging to one of the Marshall players.

State police said the wreckage was still too hot to permit full recovery operations.

An emergency center was established in the office of John Calles, Marshall director of development, and a group of local ministers had been assembled to notify relatives of victims as soon as positive identification was made.

Gov. Moore spoke with members of families of the victims who had gathered at the airport. He advised them not to go to the temporary morgue because of "the condition of the bodies." The governor then went to the morgue himself.

Marshall officials said the school's cheerleaders were not aboard the plane.

Marshall students were helping to set up temporary quarters for relatives of the victims at Gullickson Hall — the Marshall physical education building. Students were carrying mattresses, pillows and sheets and blankets to the building. Area restaurants were supplying food and coffee.

John Young, who lives about a half-mile from the crash site, said he "heard this loud noise. . . I ran out to see what it was and all I saw was a big ball of fire. Nobody could have survived that."

Albert Rich, whose house also is about a half mile from the scene, said he first thought the loud noise was lightning. He went out to see.

"I heard this one bang and a minute later there was this terrific bang which shook the whole house. I ran outside to see if there was a storm, and I saw this flash over the hill," Rich said.

He said the plane skimmed the top of an abandoned house just before it crashed.

A light rain hampered rescue efforts, where the site was accessible only by a narrow, dirt road which had turned mostly into mud.

It was the second fatal crash at the airport in 16 days. Three Army officers were killed in the crash of a military plane Oct. 29. A fourth passenger, critically injured, survived.

In the earlier crash, the airplane hit a hill 2,700 feet short of the runway, after apparently losing power in one of its two engines.

Military authorities still are investigating the incident.

Approximately 175-200 National Guardsmen were at the airport awaiting instructions. The bulk of the troops, from the 19th Special Forces, returned from field exercises in the Martha area.

Also there were elements of the 25th Transportation Co., which was at the armory when the alert was sounded; the 146th Medical detachment, a helicopter ambulance group, and a detail from Fort Bragg, N. C., who was conducting the weekend maneuvers for the Special Forces at Martha.

Huntington Mayor Robert Hinerman declared a period of mourning, until further notice, and requested that all flags over city buildings be flown at half-staff. He asked the public to do the same.

Accompanying him were City Manager Edward Ewing and Gary Bunn, planning director.

City Manager Edward A. Ewing, Mayor Robert Hinerman, and Councilman Owen Duncan, arrived at the airport about 11:30 p. m.

Councilman Duncan said he almost went on the trip. The plane left the airport about 7:30 p. m. Friday.

He said he was just returning from a business trip in Green Bay, Wis., and was leaving the airport when City Councilman Muril Ralsten invited him to go along. Ralsten explained to him the \$50 ticket would buy a round trip, one meal, lodging and entrance to the football game.

"I came within a hair of going," Duncan said, adding his sympathies to the families.

A Southern Airways DC-9, apparently exactly like the one which crashed, arrived at Tri-State at 11:50 p. m., carrying a team of investigators for the airline. There were six people aboard the big plane and all made an obvious effort to avoid newsmen. The plane landed from the east, the opposite direction from the attempted landing of the ill-fated Marshall charter plane.

Piedmont Flight 919, the first airplane to land at the airport since the accident, arrived approximately on schedule shortly after midnight.

Stan Champer, one of the passengers on the plane and city editor of the Ashland Daily Independent, said he was originally on a flight from Chicago which was due to land in Huntington at 8:30 p. m.

The passengers were told they would be flying to Roanoke instead of Huntington, Mr. Champer said. At Roanoke the passengers were taken off the Piedmont jet and placed on a Piedmont prop jet for the flight which stopped at Greenbrier Airport, Beckley Airport and Charleston's Kanawha Airport. They arrived four hours late.

Mr. Champer said they were never officially told of the disaster near Huntington. "We thought we were flying over because of bad weather," Mr. Champer said, "but while we were in Roanoke word of the tragedy spread among the passengers quickly."

Mr. Champer was returning from the National Convention of Sigma Delta Chi held last week in Chicago.

Gov. Moore announced early this morning a concurrent investigation would be conducted by state and federal authorities. Airport manager A. O. Cappadony said at 1 a. m. that FAA investigators were expected to arrive in about 45 minutes. Peyton reported that four ambulances had gone to the temporary morgue by 1 a. m.

Cabell County Sheriff Joe Neal, returning to the airport from an inspection of the temporary morgue at the armory, said it was his understanding some bodies were thrown clear of the wreckage and they were identifiable by sight.

He said the National Guard had spread sheets on the floor in preparation for the bodies which he said would probably be brought in in plastic bags. He also said he understood that a cooling unit from the Logan Packing Co. would be brought in to preserve the bodies.

Capt. J. D. Bridden, Company B State Police commander at South Charleston, said no newsmen would be allowed at the temporary morgue until positive identification was made.

Relatives or friends who might give identifications were being allowed within the morgue.

Operations at the airport remained normal and there was to be no interruption of regular flights, officials said.



THIS IS THE TYPE OF PLANE WHICH CARRIED MARSHALL PLAYERS AND FANS

An Epitaph

The adjacent story quite obviously was written prior to the tragic air crash which took the lives of an undetermined number of Marshall University football players, coaches, athletic department personnel and fans. To have rewritten the story, to have pretended that the game had never been played, would have been a disservice to those who took part in it. Therefore, it is being presented in its entirety as an epitaph.



Down In Front
Ernie Salvatore
Executive Sports Editor

The Tragedy

What do you write at a time like this? You believe that it can never really happen to your own people. Others go down in air crashes. Entire teams are wiped out. Individuals with well known names go down in their isolated tragedies and you mourn briefly for their misfortune.

But, never to your own people. Then, it comes into the news room, silently, swiftly, it comes — a simple report that a chartered airliner carrying the Marshall University football team home from its ninth game of the season has crashed against a soggy West Virginia hillside, two miles short of the runway.

And, the report says, it immediately exploded into flames.

"Ambulances are requested from all points in the area," the police radio crackles.

You can't believe it. Twenty-five years in the newspaper business notwithstanding, you can't believe it. But, soon, the mounting truth of it all forces you to believe it. There is nothing else you can do.

Reports Include Friends Names

The first fragmentary reports include the names of your friends. Coaches, athletic department people, players, just plain loyal friends who went where the Thundering Herd went in all kinds of weather, under all kinds of conditions, wet, hot or dry.

Incredible. Less than two months ago a large portion of the Wichita State team was wiped out in a similar tragedy.

Now, it's our own beloved Marshall.

Who'll be next? How many more tragedies of this kind are going to occur before a way is found to stop them?

An honest question, asked in grief, and it deserves an honest, straightforward answer. Fatalism has no place in these circumstances, at least that is what you tell yourself.

The Marshall air tragedy is the worst in the history of West Virginia. It is the third involving a college football team within the past decade, the second involving a Mid-American Conference team, indirectly because Marshall is no longer a member of that athletic body but was for 34 years. The first involved the California Poly team on a take-off tragedy at the Toledo Airport after it had played Bowling Green, a MAC member.

This is the sum and the substance the crash.

Perhaps The Final Chapter

And, in that binding explosion, another and perhaps the final chapter in the worst era in Marshall athletics has been written.

It began with the athletic recruiting scandal that hit the campus in 1960. It continued with the suspension from the Mid-American Conference, and the almost total overhaul of the athletic department. Probation from the National Collegiate Athletic Association of one year's duration followed.

Though an application for readmittance to the Mid-American was denied last February, the lides began to shift in Marshall's favor. Money was allocated by the state to remodel Fairfield Stadium, cover it with AstroTurf, and improve other facilities on the campus.

An ambitious fund raising drive was launched, aimed at a goal of \$150,000, the largest in the school's history. The coaches were brought in. Schedules were being adjusted. The idea was that if Marshall could not find a family of schools to belong to, it would operate as a full-grown independent.

This year's football team was to take the first step in that direction. Consisting of holdovers from last year's Thundering Herd which, along with the scandals, had to suffer through a winless streak that reached 27 games before ending with a three-game winning streak, it got off to a good start.

But, injuries to the thin forces, never numbering more than 48 players in this age of specialization, took their toll. Nevertheless, except for losses to Toledo and Western Michigan, the Herd was in contention in every game it played.

Won Three-Lost Six

When the end came against that hillside Saturday night, it had won three games, and lost six — two by three points, and one by two points. Always, against superior forces. Always against the odds. That seemed to be this ball club's luck. That seemed to be Marshall's luck in recent years.

There was a touch of irony in Greenville, N. C., Saturday where Marshall bowed to East Carolina before explaining on its ill-fated trip. Watching his old school for the first time since his graduation in 1953 was one of the greatest football players in Marshall history, John Zentini. "The Shack of Seth."

Last week Zentini was elected to the West Virginia Sports Hall of Fame. The entire 1959 Marshall team should be inducted with him next spring in Morgantown along with those people who went down with it.

Those deaths have to be given some kind of meaning. Perhaps there will be one in this gesture.

Bobcats' Hess 'Shocked'

ATHENS, Ohio—(AP) The most shocking news I've ever heard," said Ohio University football coach Bill Hess, "is that just a terrible, terrible tragedy." Hess was asked about the crash of the Ohio U-Marshall game, he said, "The game is insignificant to play Marshall University. It's not important to this weekend, had just heard about it at this time."



At left: The Herd on defense... Al Saylor (88), Larry Brown (68), Art Shannon (34), Pete Napulano (84), Scottie Reese (83)... at right: Bob Harris (12) prepares to pass as Art Harris (22) blocks (AP)



Action From Saturday's Marshall-East Carolina Game Before Tragic Crash Here Last Night

Controversial Call Ends Chances For Tie

East Carolina Nips Herd 17-14

(Editor's Note: Mike Brown, who covered Saturday's ill-fated Marshall-East Carolina game, was not aboard the plane that took the Thundering Herd and its traveling party to their deaths. He motored to Greenville, site of the game, with his wife.)

By MIKE BROWN
Marshall University Sports Editor
GREENVILLE, N.C. — East Carolina University place kicker Tony Guzzo kicked a 21-yard field goal with 12:27 left and that

proved to be the difference as the Pirates edged the Herd in the contest when quarterback Ted Shoebridge was called for intentional grounding, a call which left the Thundering Herd and its small group of fans puzzled.

The controversial call all but ended Marshall's hopes for gaining at least a tie on a day in which it turned in what coach Rick Tolley felt was a sub-par performance.

Shoebridge, who didn't get into the game until the second half, had driven the Herd 83 yards in less than one

minute and was knocking on the door when the call came. On a third and 10 at the ECU 25, Shoebridge failed to pass and was called by the Pirates Jim Godger at the East Carolina 44. Shoebridge got off the pass but was called for grounding the ball which carried a five-yard penalty from the spot of the call.

The pass was intended for halfback Art Harris who fielded it on the bounce. "The ball only hit about five feet from me," explained Harris who shared everyone else's puzzlement about the call.

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Quarterback John Casazza added 14 yards for the Pirates, getting six of them on a touchdown run in the second period.

"The performance by the East Carolina running backs overshadowed fine defensive performances by Marshall linebacker Jerry Stainback and defensive guard Larry Brown. Stainback was in on 22 tackles, nine of them unassisted, and Brown was in on 18, seven unassisted.

The bright spot offensively added 14 yards for the Pirates, getting six of them on a touchdown run in the second period.

THE HERALD-ADVERTISER
•SPORTS• —Sunday, Nov. 15, 1970 21

'Great Potential' Gone

By The Associated Press
A team with "excellent potential" led by a gallant, aggressive quarterback. "The 1969 season" record was somewhat misleading," said the Marshall University football brochure.

This was the 1970 prospectus of a team wiped out in the crash of a DC9 Southern Airways plane in Kenova, W. Va., Saturday.

The mishap occurred after another losing effort, 17-14 to East Carolina.

The Thundering Herd had expectations of a better season than last, when they won only three games in 19. But highly-touted quarterback Ted Shoebridge was unable to get the

team untracked and Marshall had a 24 mark with Saturday's loss.

Marshall was not an easy victim but fell to hard-hitting clubs. The Toledo Rockets beat the Thundering Herd 50-3 in the second game of the season. Their worst loss.

"Marshall" was its opening game against Morehead, lost to Toledo, then beat Xavier. In succession, came losses to Miami of Ohio, Louisville, Western Michigan, and Bowling Green.

Shoebridge, a junior from Lyndhurst, N. J. had broken several school records as a sophomore. In one season, he tied a career mark for most touchdown passes with 13.

"Ted is an excellent football player," Coach Rick Tolley had said, "and, in general, a real outstanding athlete in every respect."

Two injuries hurt Shoebridge, Saturday, his seasonal marks falling off almost 50 per cent in the important categories of complete passes, yardage gained and touchdown passes.

Art Harris, a sophomore from Passaic, N.J., was a bright spot for Tolley. The youngster was the team's leading runner, pass-catcher and kick-off return specialist.

Other top ground-gainers included Joe Hood, a sophomore from Tusculum, Ala. and senior Kevin Gilmore, from Harrison, N.J. Hood was the used as a target for Shoebridge's passes.

Tolley was in his second season as head coach. He had taken over in a "temporary" capacity last year, according to the brochure.

Marshall forged a 7-7 half-time tie on an electrifying 41-yard interception return by Stu Cottrell, second longest in school history, with 1:19 left in the half.

East Carolina, following a 45-yard field goal attempt by Lajerman which fell short, drove from its own 28 to the Marshall 22 where it had a first down.

Casazza, who had completed four straight passes on the drive, attempted to pass to the right side. MU defensive end Dave Griffith batted the ball right-back into the startled Casazza's hands and he ineffectively threw the ball again. Cottrell picked the ball up in the flat and rapped down the sidelines.

Hood fumbled on the ECU 48 with Chuck Zadnik falling on the football, setting up ECU's second TD. The Pirates, aided by a face-masking call on Larry Sanders, scored in seven plays with

Wallace going in from the one.

After an exchange of punts, Shoebridge moved the Herd 78 yards in only seven plays, hitting Bobby Guzzo for the score with six minutes left in the third period, tying it at 14-14.

The big play in the drive came when Shoebridge hit Bob Harris for 46 yards on third and 21 from the Marshall 13. Harris took the ball on the MU 43 and carried it to the Pirates 41.

Hood got 11 on a halfback draw, Shoebridge and Bob Harris teamed for 13 and another first down at the 13. Shoebridge then hit Ripway in the middle of the end zone with a perfectly thrown pass.

Marshall's season marks falling off almost 50 per cent in the important categories of complete passes, yardage gained and touchdown passes.

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Continued: East

for Marshall was Shoebridge who completed 14 of 32 passes for 187 yards in his best showing of the year. He had a touchdown pass of 46 yards to Jack Ripway in the third period.

Bob Harris, who was used only as a receiver in the second half, caught four passes for 86 yards and teamed up with Shoebridge to keep the Herd in contention.

The Pirates got excellent field position in the second period when Mike Mills covered Hood's fumble. Casazza scored his first touchdown of the season when he rolled around right end with 12:04 left in the half.

Marshall forged a 7-7 half-time tie on an electrifying 41-yard interception return by Stu Cottrell, second longest in school history, with 1:19 left in the half.

East Carolina, following a 45-yard field goal attempt by Lajerman which fell short, drove from its own 28 to the Marshall 22 where it had a first down.

Casazza, who had completed four straight passes on the drive, attempted to pass to the right side. MU defensive end Dave Griffith batted the ball right-back into the startled Casazza's hands and he ineffectively threw the ball again. Cottrell picked the ball up in the flat and rapped down the sidelines.

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SUMMARY	
Marshall	14-32-187-1
East Carolina	17-28-141-2
Marshall	14-32-187-1
East Carolina	17-28-141-2

STATISTICS	
First down	14-32-187-1
Yards passing	187-141
Points	14-17
Turnovers	1-2
Penalty yards	4-10
Fumbles	1-0

INDIVIDUAL LEADERS	
Passing	Shoebridge 14-32-187-1
Rushing	Harris 46-1
Receiving	Harris 46-1
Field Goals	Guzzo 1-1
Punting	Shoebridge 1-0
Interceptions	Cottrell 1-41
Blocked	Griffith 1-0

TEAMWORKERS	
Marshall	Stainback 22
East Carolina	Wallace 1
Marshall	Stainback 22
East Carolina	Wallace 1

TEAMWORKERS	
Marshall	Stainback 22
East Carolina	Wallace 1
Marshall	Stainback 22
East Carolina	Wallace 1