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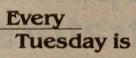
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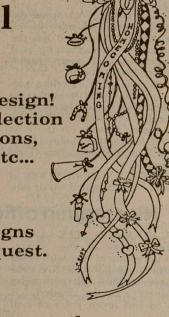
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WWII veteran gains approval as instructor

Tuesday, September 20, 1988/The Battalion/Page 9

still in elementary school, Odessan Wayne "Hank" Henry already was flying his own planes, using the stars

But his planes were the miniature,

hand-held variety whittled from wooden banana and apple crates. At night, a candle in a fruit jar served as a beacon guiding the wooden contraptions to a make-believe airfield - Henry's back yard.

Today, the 68-year-old World War II veteran has been flying the real thing for nearly half a century.
In the '40s, Henry used his nav-

igational expertise to teach bomber crews how to use stars to direct their planes during night missions to secretive bombing targets.

Nowadays, Henry uses his smarts to teach West Texans how to fly small aircraft.

Henry and his wife, Bea, 67, estimate as many as 1,500 people have learned how to fly from their Midland International Airport head-quarters, home of Hank's Flite Center, a flight instruction school housed in a modest brick office nearly undetectable at the end of a row of hangars.

A small patch of grass separates the building from a paved runway, only steps away from the front door. Those unfamiliar with the airpark

are directed to the center by two simple wooden blue arrows placed where the Highway 80 airpark enprinted in bright yellow paint adorns the signs.

The Henrys, who have lived in Odessa since 1957, started the flight school in 1965.

It's here that Mrs. Henry said her husband tries to instill good habits in new pilots. Students learn how to pull out of a spin, a maneuver no longer required to pass a flight test. The maneuver is part of Henry's stress on safety — lessons that include advising pilots to turn back if

facing severe weather.

Midlander Ken Hifiker, 32, learned to fly from Henry's expertise about two years ago and praised the man's flight knowledge.

Some instructors tell students how to do things but not the reason for the maneuvers, Hifiker said. But Henry knows the practical side of flying. "He's extremely safety conscious and just a wealth of information and experience," Hifiker said.

Last month, the Federal Aviation Administration acknowledged that

The FAA, in conjunction with five other aviation associations, sponsors a yearly Flight Instructor of the Year award, Don Muzeroll, a Fort Worthbased FAA aviation safety inspector,

The board selected Henry as the 1988 Flight Instructor of the Year in the Southwest Region.

Delta pilot grieves deaths of fourteen in crash at D-FW

GREENVILLE (AP) — The pilot of ill-fated Delta Air Lines Flight 1141, thankful that so many survived the jet's crash, said he still grieves over its victims.

Capt. Larry Davis, who was piloting the craft when it crashed on takeoff, told the Fort Worth Star-Telegram in Monday's editions there was no time to pray before im-

"At times, I experienced great grief over the people that died in the accident," he said. "I still have a lot of grief over that, and I have to admit that to the world."

Fourteen people died in the wake of the Aug. 31 crash.
Davis, whose jaw was wired shut

from facial injuries he sustained, said he was glad to be one of the 94

'I'm so thankful for all those people who were able to get out," he said quite clearly, considering the circumstances. "I felt like when impact began, that we were all dead.

"I think God saved us from death," the 48-year-old Davis said.

Davis is a Christian who believes strongly in the power of prayer. But there was no time before the Boeing 727 went down at Dallas-

Fort Worth International Airport.
"Everything happened in 11 seconds and I was totally occupied with

the airplane during that time," Davis said at his home south of Greenville,

about 40 miles northeast of Dallas.

"At times, I experienced great grief over the people that died in the accident."

- Capt. Larry Davis

Davis also suffered back injuries in the crash.

He cannot eat solid food because of the jaw wires, but he said the bands should come off soon.

"Anything I can strain through my teeth, I can eat," he said.

Davis said although he already has been served papers for a lawsuit filed in connection with the crash, he confident God will see him

"I feel like the Lord is definitely in control of everything that is taking place and that is going to take place. he said. "I pray that the truth will be

Whether or not Davis knows the cause of the crash, he's not saying. He told the Associated Press Monday he wouldn't comment on it.

Some, including the Greenville City Council, have praised Davis because so many people survived. But he takes no credit.

'I think every Delta pilot would do the same thing," he said. "You do everything you can."

Working oil, gas rigs **lowest since August**

HOUSTON (AP) — The number of working oil and gas rigs showed the biggest single-week decline since mid-July, dropping by 17 to total 921 as production was partially interrupted by preparations for Hurricane Gilbert, Baker Hughes Inc.

It was the lowest level reported since the count reached 894 on Aug. 1, Baker Hughes economist Ike Kerridge said Monday.

The dip in the number of working Texas rigs centered in the state's Gulf Coast region, signaling that weather played a factor in the lower numbers, Kerridge said.

The count probably would have plunged still lower if a more accurate method were available for recording offshore rig evacuations, he

"The offshore count really does not reflect the shortened rig count in the gulf due to Hurricane Gilbert,"

Kerridge said.
"Our feeling, from what we have heard, is that most of the rigs in the gulf were shut down at least a few

The count had increased by five in last week's tally to total 938, halting a month-long trend of small de-

Baker Hughes' rig count, the widely watched industry index of drilling activity, reflects the number tered throughout the state.

of rigs actively exploring for oil as of last Friday, not the number of rigs producing oil.

Houston-based Hughes Tool Co., an oil toolmaker company that merged with Baker International Corp. of Orange, Calif., has kept track of the number of working rigs since 1940.

The rig count reached a peak of 4,500 active rigs in December 1981, which was the height of the oil boom. But oil prices plunged to less than \$10 per 42-gallon barrel in the summer of 1986 and the rig count went with it, dropping to 663 — the lowest since Hughes began compiling figures.

The lowest level this year was the

reported 880 rigs on May 2.

Among major oil producing states, Louisiana had 11 fewer working rigs, followed by Texas, 10; Wyoming, four; Oklahoma, three; and Kansas, which declined by one.

North Dakota and Pennsylvania both increased by four working rigs, while Ohio gained three and Colorado, California and New Mexico added two each. Michigan gained

Although Texas declines primarily were reported along the coast, Kerridge said Louisiana's were scat-

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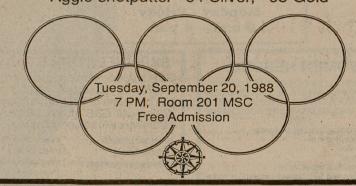
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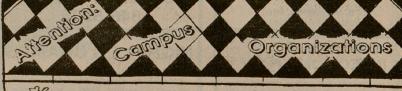
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