

## DSGH board formally adopts \$7.8M budget

**BY SPEEDY NIEMAN**  
Editor-Publisher

Deaf Smith County Hospital District directors formally approved a \$7.8 million budget Tuesday night and set the tax rate at 12.56 cents per \$100 valuation.

No citizens were present for a public budget hearing and the board made only minor changes in the proposed budget before approving

the 1989-90 version. The tax rate was .1246 last year, but an effective rate of .1256 was needed to bring in the same tax revenue, according to tax appraisal district calculations.

Gary Moore, hospital administrator, said the budget assumes that a 7 percent increase in hospital rates and a 5 percent increase in patient volume will fund the anticipated increases in operating costs. The

addition of new physicians is expected to increase patient volume.

Patient revenues are tabbed at \$7.1 million for the coming year but revenue deductions (Medicare, Medicaid, indigent care and uncollectible accounts) lower the net revenues to \$4.9 million. Tax revenue is tabbed at \$608,813 and other revenue at \$90,760 to provide

a total operating revenue of \$5,624,042.

Total operating expenses are listed at \$5,526,328 and the budget shows a bottom line of \$52,653. Prior to changes made Tuesday night, the proposed budget had showed a profit of \$116,968. A pay increase for all employees of about 4 to 5 percent is included in the new budget.

The board also approved a capital budget for equipment and renovations of approximately \$390,000. Moore explained that the board will still approve each item as it is requested and that some of the items will not be purchased for two or three years. Some of the more expensive items include an anesthesia machine, urology equipment, nuclear medicine camera, patient

room furniture and renovations.

Board members present for the meeting were Frank Zinser, Raymond Schroeder, Margie Ford and Craig Smith. Absent were Ralph Detten and Dr. Nadir Khuri. Zinser presided in the absence of board president Detten.

## \$50 billion may be short for S&L plans

**WASHINGTON (AP)** - The \$50 billion savings and loan bailout signed by President Bush this month probably isn't large enough, federal regulators are indicating after a look at new figures on the industry's health.

The nation's 2,934 S&Ls lost \$3.7 billion in the April-June quarter, up from \$3.5 billion in the first three months of the year, the Office of Thrift Supervision said Tuesday. It was the biggest loss since the record \$4.1 billion loss in the second quarter of 1988.

The latest discouraging report came just two weeks after President Bush signed legislation authorizing \$50 billion to close or sell failed institutions over the next 26 months.

During the six months leading up to the bill's approval, administration officials repeatedly said they believed \$50 billion would be adequate, although they couldn't guarantee it.

Now, regulators' statements indicate that private analysts probably are right in predicting the administration will have to come back to Congress for more money.

David C. Cooke, executive director of the Resolution Trust Corp., the new agency charged with the cleanup, said Tuesday the \$50 billion won't cover much more than 500 failed S&Ls. The agency now has 264 insolvent S&Ls in its control after closing seven this month.

funds will have to be found to deal with insolvent institutions.

For the first half of this year, losses were mounting at a rate that could make 1989 the worst year for the savings industry since the Depression, topping 1988's record of \$13.4 billion.

Most of the loss this year is attributed to recognition of problems with loans that started going sour long ago. But private analysts point out that for the first time since last year's January-March quarter, the thrift industry is failing to make a profit on current operations.

The second quarter operating loss was \$400 million, down from a \$400 million profit in the first quarter, a swing attributed to rising interest rates earlier this year.

Rising interest rates help push S&Ls into the red because they have to pay more to attract deposits even though earnings on mortgages already in their portfolio remain flat.

"The operating loss figures show the extent to which this industry is still very vulnerable to interest rate fluctuations," said Bert Ely, a financial institutions analyst in Alexandria, Va.

The Resolution Trust Corp. is trying to bring down the cost of deposits by injecting \$15 billion to \$16 billion in government funds into ailing thrifts before Sept. 30, Cooke said. The agency estimates that will cut losses by about \$500 million a year.

In the second quarter, as in the past, losses were concentrated in Texas, but for the first time California and Arizona rivaled the oil-producing states, which have been plagued for several years by bank and S&L failures.

Texas losses totaled \$1.3 billion, a little more than a third of the \$3.5 billion in red ink recorded in the state during the same period a year ago.

California thrifts lost \$950 million, the second-worst total in the nation, and a sharp turnaround from profits of \$127 million a year ago. S&Ls from Arizona, which is suffering a real estate downturn, lost \$515 million, a marked deterioration from the \$58 million loss a year ago.

Barth said the California loss was heavily influenced by two large institutions which were taken over by regulators and forced to recognize losses from sour loans.

Lincoln Savings and Loan Association in Los Angeles posted a \$788 million loss, while Gibraltar Savings of Beverly Hills lost \$332 million, he said.



Philip Milburn, 18, of Hereford earned the honor of Eagle Scout during ceremonies Monday in Hereford. Milburn, of Troop 51, earned his honor for his work with the Deaf Smith County Unit of the American Red Cross, concentrating on work during the holidays when he helped deliver food and toys to needy families.

## Colombia nabs five in killings

**BOGOTA, Colombia (AP)** - Police arrested five men suspected in the assassination of Luis Carlos Galan, the presidential hopeful whose slaying sparked a government crackdown on Colombia's notorious drug traffickers.

Also Tuesday, police said they had started proceedings to extradite the reputed finance chief of the Medellin drug cartel to the United States, where he faces conspiracy and drug trafficking charges.

The arrests in Galan's slaying created additional security headaches for a nation under a years-old campaign of terror by drug traffickers and their hired hitmen.

The arrests in downtown Bogota appear to reflect an unusual efficiency on the part of security forces. Never before in a major drug-related assassination had police announced key arrests with such speed. In many cases no arrests were ever made.

The five men were presented to reporters at national police headquarters, where they were under heavy guard. Police said all were Colombians.

They stood silently, their faces fixed in a blank expression. They were dressed in casual clothing and four appeared to be in their 20s or 30s. The fifth was older, perhaps in his 50s, with graying hair.

A police communique gave their names and said they were captured earlier Tuesday but provided no further details.

The men were not known members of the drug trafficking commu-

nity, which authorities say routinely hires killers and helps finance the training of shadowy death squads in association with right-wing extremists.

Several men are believed to have participated in the killing of Galan Friday at a campaign rally in Soacha, a town outside Bogota.

Witnesses and police say one man pumped five bullets into Galan's abdomen and legs as he stood on a small stage, while at least four other men raked the air with automatic weapons fire to spark panic and allow the triggerman's escape.

Galan, a 46-year-old senator and member of the center-left Liberal Party, was popular and considered the front-runner in the race for president in May 1990 elections. He repeatedly called for eradication of the country's powerful cocaine cartels.

His death capped two days of assassinations, including those of a police colonel and a magistrate, that prompted President Virgilio Barco to re-establish an extradition treaty with the United States, where about 80 Colombians are wanted on drug charges.

As part of the emergency crackdown on traffickers, police and military forces have staged nearly 500 raids, seizing hundreds of cars, trucks, small planes and helicopters and entire estates allegedly owned by the drug lords.

The raids continued Tuesday on ranches, farms and residences of suspected dealers.

## Voyager looks for more rings

**PASADENA, Calif. (AP)** - Voyager 2, only a day away from its close encounter with Neptune, searched today for more moons and rings after the surprising discovery of a first complete ring around the storm-wracked planet.

"Suspects have been seen here and there," said Bradford Smith, a University of Arizona planetary scientist who heads Voyager's photographic imaging team at NASA's Jet Propulsion Laboratory.

"I would expect several more satellites."

So far, Voyager has found four small moons besides Nereid and backward-orbiting Triton, which were first seen years ago from Earth.

After Voyager makes its closest approach by flying 3,000 miles above Neptune's cloudtops at 8:55 p.m. PDT Thursday, the probe may find a sheet of ring material encircling the planet - similar to the broad band of dust it discovered around Uranus in 1986, laboratory astronomer Rich Terrile said.

Smith announced Tuesday the spacecraft found at least one complete ring of diffuse debris orbiting Neptune, with part of it thicker than other parts. He said a partial ring discovered by the spacecraft almost two weeks ago also may prove to be a second complete ring.

Tuesday's find, the latest in a string of discoveries by the probe during passes by Jupiter in 1979, Saturn in 1981 and Uranus, elated scientists.

"I like the idea Voyager is going out with a bang. It's going to blow our minds," said Carolyn Porco, a planetary scientist with the University of Arizona, Tucson.

Pictures taken by Voyager on Aug. 11 revealed two partial rings - or ring arcs - extending around Neptune. One of them couldn't be found in later images and was dubbed the "lost arc," until Voyager relocated it Tuesday and found it goes all the way around the planet.

Finding a complete ring was surprising. Voyager project scientist Edward Stone said two months ago

the planet might be orbited by 50 to 100 ring arcs, but he backed away from that Tuesday.

About 9 o'clock PDT tonight, Voyager will cross within 1 million miles of Neptune, speeding toward the giant gaseous planet at 38,047 mph. It will be about 2.75 billion miles from Earth, having traveled a curving path of 4.4 billion miles since it was launched in 1977.

At 2:10 a.m. Friday, Voyager will zip within 24,000 miles of the moon Triton.

Vice President Dan Quayle is scheduled to visit the Jet Propulsion Laboratory several hours later to congratulate Voyager scientists and engineers.

Voyager was programmed to search today for more rings and arcs - including any that might be in or near Triton's orbit - and to look for "shepherd moons." Rings get their shape from the pull of gravity between a planet and its moons, so moons that corral rings are called shepherd moons.

Today's picture-snapping schedule also included 30 images of Triton, four photos of one of the moons Voyager discovered, and 22 pictures of Neptune and its surprisingly turbulent weather, with racing clouds and an Earth-sized cyclone.

Because of its bluish color and bright clouds, "Neptune looks Earthlike," Porco said. "With clouds floating in the atmosphere, it looks homey."

The space probe also was to measure temperatures at various altitudes in Neptune's atmosphere.

Some scientists have said arcs and rings could be the remnants of moons torn apart by gravitational forces, but Porco said it was more likely some of them form when moons collide.

**Hustle Hereford looks at the comings and goings at Hereford Municipal Airport --Page 6**

## Reps may spend holidays in Austin

**AUSTIN (AP)** - Gov. Bill Clements chose Nov. 14 as the date for the Legislature's next try at workers' compensation reform so lawmakers will have plenty of time to study the problem, an aide says.

Clements on Tuesday announced that date for convening this year's second special session devoted to the thorny workers' comp problem.

Despite the governor's urgings, lawmakers failed to pass a workers' comp bill during the 140-day regular session or the 30-day special session that ended in July.

"Members of the Legislature had requested sufficient time, the staff needed time to prepare, and mid-November looked like the best possible time," said Rossanna Salazar, Clements' press secretary.

"He is hopeful that the Legislature can take care of workers' comp before Thanksgiving," she said.

The Nov. 14 opening date means the special session will convene just nine days before the Thanksgiving holiday, possibly giving lawmakers incentive to find a quick solution.

"It will certainly cause the members to want to resolve it by Thanksgiving if possible," said Tim Conger, press secretary for House Speaker Gib Lewis, D-Fort Worth. "That could certainly be done if all sides come to the table willing to bargain."

But given the deadlock that has lasted all year, it might not happen so fast.

"If they can't (pass a bill quickly), they get to come back after Thanksgiving and work on it some more," Ms. Salazar said, noting that the Dallas governor also "has talked about Christmas in Austin" if the Legislature

fails to pass a workers' comp bill.

Conger said a quick session could preclude consideration of other issues.

"It doesn't appear likely that in a nine-day period you could see it opened to the other items he (the governor) has mentioned," Conger said.

Agendas for special sessions are set by the governor, and Clements earlier said he might include abortion laws among topics lawmakers could consider.

But when asked about abortion and other possible agenda

items Tuesday, Clements said only, "I'm not going to make that decision now."

The workers' comp system - which pays benefits for workers injured or killed on the job - has been criticized by businesses for having high insurance rates and by labor for providing inadequate benefits.

The reform battle has pitted the conservative House on the side of business against the more liberal Senate, which generally has sided with organized labor and trial lawyers.

Clements has argued that the troubled system is keeping some new businesses from locating in Texas and keeping others from expanding here.

Last week, the insurance industry asked the State Board of Insurance to boost workers' comp rates by 34.9 percent in 1990. The industry cited mounting losses in asking for that increase.

Rates have risen nearly 150 percent since 1985. The board will consider the 1990 rates at October hearings and set the rates in November.

AUG 23 1989



# Lifestyles

## Ann Landers



### Scout project

Mark Kriegshauser, right, of Troop 51 undertook the repainting of St. Anthony's School library as his project towards attaining the rank of Eagle Scout. Helping with the project are, from left, Aaron Albracht, Andy Kalka, and Michael Kriegshauser. Helpers not pictured include Derek Zinser, Keith Simmacher, Mary Zinser, and John and Judy Kriegshauser.

## Senior Citizens

### LUNCH MENU

**THURSDAY**-Italian spaghetti, seasoned green beans, garden salad, carrot cake, garlic bread.  
**FRIDAY**-Fish fillet, scalloped

potatoes, seasoned mixed greens, raspberry gelatin salad, pineapple-upside down cake.

**MONDAY**-Sloppy Joe on bun, pinto beans, coleslaw, fresh fruit or sherbet.

**TUESDAY**-Smothered steaks, baked potato with topping, buttered spinach, perfection salad, banana-split cake.

**WEDNESDAY**-Roast turkey with gravy, cornbread dressing, yam patties, green beans with pimento, angel delight.

### ACTIVITIES

**THURSDAY**-Knitting 9:30 a.m., oil painting 9:30-11:30 a.m., choir 1 p.m., birthday social 6:30 p.m.

**FRIDAY**-Advanced line dance 10 a.m., beginners line dance 1:15 p.m.

**MONDAY**-Advanced line dance 10 a.m., devotional 12:45 p.m., beginners line dance 1:15 p.m.

**TUESDAY**-Stretch and flexibility 10-10:45 a.m.

**WEDNESDAY**-Stretch and flexibility 10-10:45 a.m., ceramics 1:30 p.m.

### Blood drive today

The Community Center will be the site of today's blood drive held from 4-8 p.m.

The drive is being sponsored by the blood drive committee of the Women's Division of the Deaf Smith County Chamber of Commerce.

**DEAR ANN LANDERS:** My mother used to say, "Always wear nice underwear. You never can tell when you'll get into an accident." I thought that was pretty funny. Yesterday I stopped laughing.

A college friend and I went bike riding. We are experienced cyclists and neither of us had ever had an accident. Della's bike suddenly hit a hole in the cement. She went sailing head first and landed in a clump of bushes. Fortunately a squad car was within 100 feet of us and the police officers rushed her to the hospital. Of course I went along.

The first thing the doctor did was cut off Della's blouse and slacks. Soon she regained consciousness and called me by name. Although she was in pain she seemed much more concerned about her underwear than her injuries. And well she might have been. I never saw such a filthy brassiere--torn and faded--and her pantie girdle was in even worse condition.

Luckily she suffered only a broken shoulder and a dislocated hip, but she told me later that her embarrassment over her underwear was more painful than her injuries.

I learned a lesson at Della's expense, Ann. Maybe others can profit by it as I have.--Neat All The Way Through

**DEAR NEAT:** Thank you for sharing. OK, girls, take a fast reading. Are you wearing undies you wouldn't mind modeling in an emergency room? How's the lace on your slip? Is your girdle a wee mite shredded? Did your hurriedly pin that busted bra strap this morning instead of sew it on? Upgrade your underwear, sisters. You never know.

**DEAR ANN LANDERS:** My next-door neighbor has read every word you have ever written. Before you get to feeling flattered let me tell you that the idea behind this is to catch you in a

mistake. She checks out every fact, gets on the phone and calls the newspaper, the public library, legal aid, welfare agencies, clinics, veterinarians, doctors, clergymen, police, firemen, the post office--anybody she can pump for information.

I would judge that this nut spends anywhere from two to three hours a day trying to trip you up. She thought she had you the day you said a pregnant WAC is not kicked out of the service and dishonorably discharged. Her face fell a foot when she was told by the recruiting officer here, "Ann is right. Pregnant WACs are simply separated from the service."

This woman used to be the town's

worst meddler and most vicious troublemaker. Since she has made you her hobby she hasn't had time for trouble-making and gossip. So thank you.--RCO

**DEAR RCO:** I am delighted that I am providing a harmless outlet for the woman's energies. If she catches a mistake, I'd be delighted to hear from her.

**CONFIDENTIAL TO PLENTY SUSPICIOUS:** Just because a man wants to smell good doesn't mean he has another dame someplace. Good grief, woman, get off his back or he might make good your goofy accusations.

Lonesome? Take charge of your life and turn it around. Write for Ann Landers' new booklet, "How to make Friends and Stop Being Lonely." Send a self-addressed, long, business-size envelope and a check or money order for \$4.15 (this includes postage and handling) to: Friends, c/o Ann Landers, P.O. Box 11562, Chicago, Ill. 60611-0562.

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## Wilson celebrates birthday

Mrs. R.L. Wilson celebrated her 83rd birthday recently in her home with family members and friends.

Those attending included the honoree's daughter, Helen Haltom of Lubbock, and her grandchildren, Lizan Haltom of Lubbock, Roy Haltom and daughter, Pam, and Mr. and Mrs. Terry Haltom and children, Nathan and Emily Jo.

### WHAT'S IN A NAME?

**WASHINGTON (AP)** - The familiar names of some major cities overseas are not always the ones used by their inhabitants.

Vienna, for instance, is called Wien by those who live there and Russians call Moscow Mockba. Prague is called Praha by Czechoslovaks, Rome is Roma to people in Italy, Lisbon is Lisboa in Portugal and people in Poland's capital call it Warszawa.

Other examples: Algiers (El Djazair); Belgrade (Boograd); Istanbul (Stamboul); Copenhagen (Kovnhaven), and Havana (Habana).

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# Local airport serves agribusiness role

## Hereford's friendly flying center home to jet set, spray planes, charter service

By ORVILLE HOWARD  
Special Feature Writer

Space hopping may be moons away but the jet set is alive and well in Hereford where corporate executives from across the nation find a friendly flying center out on the east side of town.

Though the Hereford region is known internationally for production of high-quality foods and feed commodities, the Hereford Municipal Airport has maintained a low profile in high travel despite key roles in Texas agribusiness.

"It's not at all unusual to see \$30 to \$50 million worth of airplanes parked out here," said John Smith, who with his wife, Donna, operate the aviation center. "In addition to executive jets from outside of the Hereford area, we have between 40 and 50 privately-owned planes based here the year around."

Smith was speaking of the sleek corporate jets which daily home in on Hereford's agribusiness and manufacturing firms. In addition to being the world's largest beef producing center, the Golden Triangle is recognized worldwide for its production of cereal grains, vegetables and livestock feed commodities. And spiraling from this High Plains nucleus are spinoffs in high-tech commodity analysis, high finance, white-collar legal counseling, corporate management and traders from international marketing points.

As Smith spoke of the jet set, trimmed spray planes were taking off only minutes apart in routine battles of the bugs. "It's not out of the ordinary for just one spray company to make 35 to 40 take-offs and landings in a day for just one plane," Smith added, as he glanced to one of the aerial workhorses banking for a westward straightaway. "We have four aerial spraying firms based here the year around and of course, we have others which work out of here from time to time."

Smith has a loading dock specially designed to service and load planes in the aerial spraying industry that has been a key link in High Plains commodity production for the past 40 years.

Known throughout the Southwest for his excellent charter plane service, Smith speaks modestly of his skills at the controls but enjoys small talk on the many pilots who have passed his way.

"There's Marshal Formby who grew up here in Hereford and took his first flying lessons right out there on that runway," recalled Smith, as he beamed approval of Formby's outstanding flying record. "Now, he's out there handling those F-16s." This Sunday, Formby and his F-16 are to be featured as part of the U.S. Air Force flying exhibition at the Amarillo Air Show.

Smith dropped the names of another dozen pilots who had earned their first pilot's licenses in one of his training classes. "There was a time when I was training 15 or more a year but for some reason that number had dropped off considerably during the past few years," he noted. He attributed much of the dip in pilot training to the nation's economic slide during the mid-1980s and to the fact that much of the mystic has now gone out of flying.

"Back in the 1950s and 1960s, it seemed that everyone was wanting to learn to fly, but times have changed... seems like most of the younger set wants someone else to do the flying," he reflected. "It kind of bothers me somewhat when I look around at the airports across the country and see that most of the pilots are showing a lot of grey hair."

The veteran pilot said there are no figures available to back his content-

ions, but he believes that a big segment of Hereford's industrialization may be attributed to the excellent airport facilities available to air travelers. A spacious lounge, at the flight center, furnished with all of the comforts of home, allow travelers a contented view of all air traffic and off to the left another lounging area give visitors a more serenity view of fields and stock blended with interstate runs down U.S. Highway 60.

A roomful of snack and beverage dispensers is tucked to one side of the entrance of the airport's headquarters and the flight briefing area, located at the rear runway entrance, is flanked by business offices and a ground-to-ground and ground-to-air radio room. Though the airport is not equipped with Omni signals, it does maintain non-directional radio signals that allow for instrument landings.

The 600-acre airport also boasts one of the finest light-engine service centers in the Southwest. Owned and operated by Dwain "Pitt" Pittenger of Hereford, Deaf Smith Acro, Inc., is equipped to handle any A&E Mechanic work in the business. A native of Oklahoma, Pittenger glided a 30-year career in aerial spraying to a ground profession in airplane mechanics back in 1979.

Local pilots and commercial spray rigs were bouncing off a privately-owned dirt runway when Pittenger came to Hereford in 1951. Four years later in 1955-56, Deaf Smith county and Hereford resident voted down a proposed bond issue to establish a regional airport. Following the bond defeat, residents of the city of Hereford proposed a second bond issue that would affect only the taxpayers of Hereford. This \$100,000 bond issue was approved in a citywide vote in 1957 when two dryland farms totalling about 600 acres were purchased to establish an airport at a point 4 miles northeast of Hereford adjacent to U.S. 60. The first runway was 4,400 feet but this asphalt-surfaced runway has now been lengthened to 5,400 feet, or just more than a mile. This lighted runway while handle any twin-engine plane in the air and commercial planes up to the DC-3 levels.

"We're not sure just how heavy a plane it will handle, but we know it will handle DC-3s...we had one to make an emergency landing here a few years ago and the runway handled it in fine shape," said Smith.

"We were flying off a dirt runway for a year or so until they got the paving going," recalled Pittenger, who retired from aerial spraying 10 years ago to go into full-time plane servicing at the Hereford airport. "After the city got the land bought and the runway completed, there wasn't any money left to build any hangars. So, the city made a deal with Bob Hill down at Hart who built the first office, shop hangar and two rows of T-hangars...I believe about 16. He also build a house for a caretaker."

Pittenger said the best he could recall was that the airport was leased on 10-year terms with 10-year options and that after the first 10 years the buildings became the property of the city of Hereford. Following a period of airport management problems, Hill returned to the family cattle business near Hart and turned the airport facilities back to the city of Hereford which ran the airport for a few months. The unit was then leased to Jerry Cady and Frankie Longhofer, Pittenger recalled, who operated the airport for a couple of years or so.

The city then got the airport back for the third time and ran it for about six months when it was leased to a spray pilot by the name of Bob Doughman and Olin Parris, a local farmer who had served as a World War II fighter pilot and was a former airline pilot. When Doughman decided to quit the business,

Parris ran the airport alone for a time, then brought in a second partner, Leland Shelton. The airport at that time went under the name of B&O Spraying Service and Whiteface Aviation. At this point in time, around 1963, Pittenger came in to run the maintenance shop on a part-time basis.

While the city of Hereford was having its ups and downs in keeping the airport leased as a private business, another story was unfolding in the Easter Community out on the south side of the county. The Smiths and the Charles Frye family had a farming operation going together. And Frye, being a pilot and having his own plane on the farm, suggested that he would teach the Smith's children how to fly if Mrs. Smith would teach the Frye children how to swim. Mrs. Smith had received extensive water-safety training during college days at Texas Tech in Lubbock.

But there was a time factor hitched to the proposal--the Frye children were ready to go swimming but the Smith children would not be ready to go flying for a number of years. So, Donna and John Smith came into the flying picture--Frye would teach them how to fly and the children would come later. Both Smith and Frye were born in Hereford, but the farming had pulled them to the Easter Community.

Daily take-offs and landings on a pasture runway caught the attention of nearby neighbors and before many months had gone by, the flying-swimming deal had spawned into a community affair. Neighboring farmers began to fumble at winged controls and then came the purchase of a second, and then a third aircraft. Before the grass greened in the spring of 1963, the Easter Flying Club had been formed and was off the ground with a sizable membership. Smith's first plane was a 1946 Cessna 140, somewhat removed from his six-place Cessna 210 Turbo now used in charter service.

Smith pointed out that about the time the Easter Flying Club was moving at a peak point, the Hereford airport once again came up for lease when Parris decided to get out of the flying business. Charles Frye, his father, Harlan, and a cousin, Houston Frye, made a bid for the airport and got it. By this point in time, about 1965, the Easter community had also organized an Easter Lions Club that had grown to more than 30 members with most of the Lions being farmers on work days and pilots on holidays.

"We used to pull off our own little aerial shows to raise money for the community," recalled Smith who, along with Frye, had three farm-based hangars. "We really had a lot of fun flying around the countryside back in those days."

While keeping his Easter farm on even keel, Frye was having management problems at the Hereford airport, so in late 1966, he convinced Mrs. Smith to take over day-to-day operations of the airport. When Charles Frye left the airport business to go into heavy construction work, Mrs. Smith took over as manager and in about 1971 she and her husband picked up Frye's 10-year lease with the city of Hereford. At this point, the name was changed from Hereford Acro to Hereford Municipal Airport.

During the late 1960s, Mrs. Smith earned her commercial flying license and multi-engine rating and by the time her husband joined her at the airport on a full-time flying and management basis, Donna had become a seasoned charter pilot. During these years, a number of improvements were added to the aviation center, including the 1,000-foot extension of the runway. Two privately-owned hangars, Gearn Industries, Inc., and American Dusting Corp., grace the airport skyline.

# HUSTLE HEREFORD



**Donna and John Smith**  
...operators of airport facility

American Dusting was an Oklahoma-based firm transplanted to Hereford in 1951 by the Raymond Frye family and Gearn Industries of Hereford is a family-owned operation that manufactures a wide range of precision and high-tech equipment for all phases of industrialization.

Frye pointed out that the Hereford airport landing facilities could handle any of the computer-type aircraft and commercial rigs up to around the DC-3 size but there has never been a move to expand the unit into regional commercial airport. "I have my customers here around Hereford and in many of the nearby communities and those are the ones I try to take care of," said Smith. "It would take a lot of money and a lot of passengers to pay for a daily commuter service to the larger airports at Amarillo or Lubbock...it's not impossible, but it would take a lot of backing in both, money and development."

The airport is also equipped with a shorter crosswind runway for lighter aircraft, with the main runway running with the prevailing winds of south-westerly to northeasterly directions.

The closest thing to a large commercial aircraft landing at Hereford came a few years ago when some French dealers were transporting a DC-3 to Phoenix by the way of Canada. Their first landing in the U.S. was at Kansas city where custom authorities took a mundane approach to the foreign visitors, and not being able to speak French, sort of waved them on after refueling the plane. At some point over the Texas Panhandle, an oil line ruptured in the DC-3 and the French pilot set the big bird down on the Hereford runway.

Despite a language barrier, the local U.S. Customs officials soon learned that the French visitors had not cleared Customs in Kansas City and a lengthy questioning session followed. Eventually, the French were allowed to go back to France but the plane was impounded and parked for a couple of months.

Pittenger, who is a certified FAA

mechanic, told of the time he discovered first-hand what is meant by a wind-shear. "I had always sort of criticized the newspapers when they told of how a plane sort of fell out of the sky," said Pittenger. "Then one day when I was taking off with a load of spray the thing just fell to the ground."

Pittenger walked away from the crash that happened almost on the Hereford city limits--"I'm telling you it's a funny feeling when you suddenly discover you're falling straight down...I thought it couldn't happen but it can when you hit a wind-shear."

The 61-year-old mechanic is now refurbishing an antique Cessna twin-engine plane built partially of wood. Introduced to the flying world in 1939, the plane was first built for commercial travel then came World War II and Cessna switched its production to the Armed Forces training market. The wooden-winger soon gained a nickname of being the "Bamboo Bomber." The origin of the nickname was not known by Pittenger who found the old plane stored at Julesburg, Colo.

Pittenger is now in the final stages of full restoration of the antique aircraft which is billed as a prize possession by plane collectors. He plans to have the Bamboo Bomber flying high over Hereford before snow falls.

Mrs. Smith, who has managed the airport operations for a couple of decades, leaves the flying to her husband these days, but she can call nearly every local pilot by his first name. Smith handles the charter work and loves every minute of flight time--even after having logged more than 9,000 hours behind the controls. "It's really great when you might be eating a steak on a remote ranch down in South Texas one day and be with some of your other local friends the next day in Colorado Springs or Denver," said Smith, as he reminisced on his charter plane service. "The local cattle industry, the beef packing business, the seed business, sugar beets and

vegetables all contribute greatly to the Hereford Municipal Airport, but we believe in return, the airport contributes greatly to these industries."

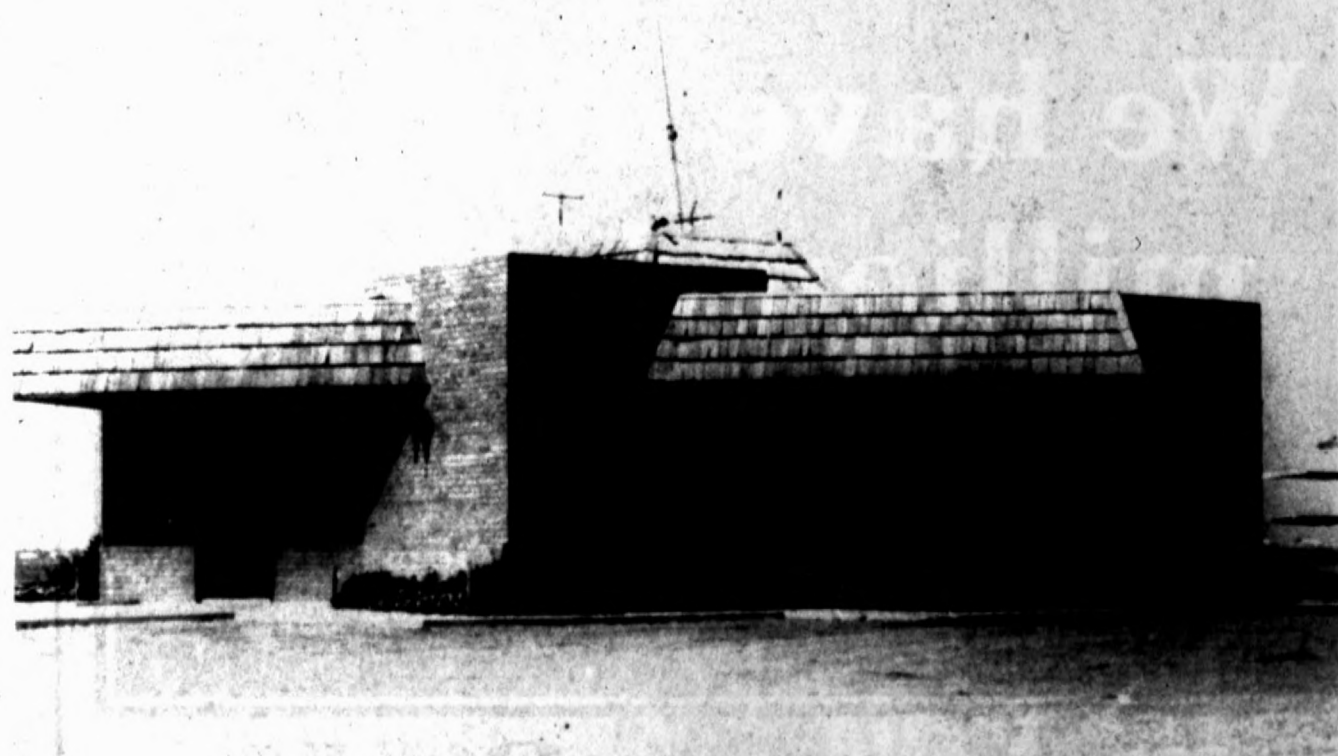
Besides the airport, the Smiths have three planes, a parrot and a feisty poodle named Charlie. "We've really enjoyed our work here with the Hereford area people," said Mrs. Smith, who was born and reared in the farming community of Morse, Tx. She was the daughter of Mr. and Mrs. Robert E. "Boy" Womble.

A son of Mr. and Mrs. Ray Smith, John was reared in Friona and he and the former Miss Womble met and were married while attending school at Texas Tech. He received a degree in agriculture in 1952. They have two daughters, Dianne and Debbie.

Smith says that some of the most personal rewards in his flying career is seeing veteran pilots in successful positions who got their training on the runways of the Hereford airport: "I have watched many local youngsters mature into some of the finest pilots in the world...and then there's the local people--they're the greatest.

"I have never wanted to run an airline or be some great commercial airline pilot. I'm doing exactly what I've always wanted to do and that is to have a local flying service built around local customers--that is what I do best."

**"Hustle Hereford"**  
is a regular Wednesday feature of **The Brand**, presenting articles about businesses and people who help make this a hustling, progressive community.



**Municipal aviation center on east side of town offers excellent facilities for air travelers**



**Dwain Pittenger**  
... provides light-engine service

## Celebration planned for 50th birthday of 'GWTW' film debut

**EDITOR'S NOTE** - The 40th anniversary of the death of "Gone With the Wind" author Margaret Mitchell is likely to go largely unnoticed in Atlanta this week, but a celebration is in the works for December, marking the 50th anniversary of the debut of the film. Meanwhile, those who knew her are waiting curiously for the publication of a GWTW sequel, something Miss Mitchell herself had opposed.

By CAROL WOODFORD  
Associated Press Writer

ATLANTA (AP) - A tourist in search of Margaret Mitchell's roots would have a hard time finding them 40 years after the author of "Gone With the Wind" died in her beloved Atlanta.

Frankly, she would have liked it that way.

Miss Mitchell, known for her love of privacy, wanted her childhood home destroyed so no one could turn it into a shrine. Her wishes were followed, and her hometown still has few physical reminders of its most-famous writer.

The same passion for privacy was evident in August 1949, when Miss Mitchell died after being struck by a speeding car on Peachtree Street.

Her funeral on Aug. 18 was open to 350 relatives and friends who received printed invitations. It was a nine-minute service followed by a brief graveside ceremony, and the family declined flowers except for a blanket of blossoms that covered the top of her casket.

The author's brother, Stephens Mitchell, "wanted to make sure the thing was held in good taste, not...some sort of circus," said his son, Gene, who now lives in Michigan.

But Atlantans, shocked by the death of the woman they knew affectionately as Peggy, would not be denied the chance to pay their last respects.

Crowds stood outside the funeral home, waiting with reporters in the heat to hear the service on loudspeakers. Others stood with heads bowed as the cortege wound its way to Oakland Cemetery, where Miss Mitchell was buried beside her parents in a grave marked with a simple marble headstone.

There had been crowds, too, at Grady Hospital, where Miss Mitchell lay in a coma for five days after the Aug. 11 accident. Curiosity seekers and fans descended on the hospital, and family friends volunteered to help answer the hundreds of telephone calls seeking news of her condition.

Nancy Wooten, a retired nurse who worked at Grady during Miss Mitchell's final days, recalled that the windows in her room were kept tightly closed for privacy despite the August heat and the lack of air conditioning.

"We had to go outside to an old icehouse and bring buckets of ice in" to help cool the room, she said.

When Miss Mitchell died on Aug. 16, at the age of 48, there were messages of condolence from around the world.

"The city was certainly struck by it," recalls Celestine Sibley, a friend of the author who kept vigil at the hospital as a reporter for The Atlanta Constitution. "People felt a tremendous sense of personal loss."

Public sentiment was strong against Hugh Dorsey Gravit, the 29-year-old off-duty taxi driver who was driving the car that struck Miss Mitchell. Gravit was charged with murder, but was convicted of involuntary manslaughter and served less than a year in prison.

Gravit, now retired and living about 30 miles east of Atlanta in Covington, refuses to discuss Miss Mitchell's death.

"I paid my debt 40 years ago, but people just won't leave me alone," he said in a brief telephone interview.

Ms. Sibley, who still works for the Constitution as a columnist, contends that Gravit was unfairly portrayed as a heartless killer.

"He was the opposite - grief-stricken," she says.

Miss Mitchell and her husband, John Marsh, were on their way to see a movie the night she was injured. They were crossing Peachtree Street to get to the theater when Gravit sped around a curve toward them. Marsh stepped forward and survived, but his wife tried to make it back to the curb and was hit as Gravit's car went into a long skid.

Marsh, who had suffered from heart problems, lived less than three years after his wife died. Because the Marshes had no children, the rights to "Gone With the Wind" went to Stephens Mitchell, who died in 1983.

Today all "Gone With the

Wind" royalties belong to his two sons, Gene and Joe, although the rights to the book are in the hands of an administrative committee of three Atlanta lawyers. The committee, which is self-appointing, is to exist as long as there is business generated by "Gone With the Wind."

Margaret Mitchell, born in Atlanta in 1900, took nearly 10 years to write her famous book, the only one she ever published. A former reporter for the Atlanta Journal Sunday Magazine, she based her 1,037-page novel on the Civil War stories she heard as a child from those who lived through the war and Reconstruction.

Prior to "Gone With the Wind," Peggy Mitchell Marsh was known to her friends as a petite, fun-loving and often irreverent socialite who loved to give parties for journalists and Atlanta's literary crowd.

Some of them knew she was working on a book, keeping the manuscript in a growing pile of manila envelopes in the living room of her apartment, but she refused to talk about it.

"We all wondered what Peggy's book was going to be about," recalls Yolande Gwin, a retired society writer for the Constitution.

The 1936 publication of the novel, which won a Pulitzer Prize the next year, placed Miss Mitchell and her husband, a Georgia Power Co. executive, squarely in an unwelcome spotlight.

"I am sure Scarlett O'Hara never struggled harder to get out of Atlanta or suffered more during the siege of Atlanta than I have suffered during the siege that has been on since publication day," she wrote in July 1936.

It was her desire to keep her private life private that prompted Miss Mitchell to ask her brother to have their childhood home razed after he no longer had use for it. The house was torn down in the 1950s, but its site is marked with a plaque, placed by the Georgia Historical Commission.

Another GWTW landmark - the Loew's Grand Theater, where the film based on her book had its gala premiere in 1939 - was gutted by fire in 1978 and has been replaced by an office tower. Its site also is marked with a plaque.

Atlanta has a Margaret Mitchell Court, Margaret Mitchell Drive, Margaret Mitchell Square and Margaret Mitchell Elementary School, plus a handful of library exhibits about her life and work.

But efforts to establish a Mitchell museum in Atlanta or nearby Clayton County, where her fictional plantation Tara was set, have so far been as unsuccessful as the Confederate cause. The latest - a campaign to save "The Dump," the apartment building where she wrote much of the book - has been tied up in court since early last year.

The anniversary of Miss Mitchell's death this year may go largely unnoticed, but a celebration is in the works for December, the 50th anniversary of the film's debut.

Meanwhile, those who knew her are waiting curiously for the publication of a "Gone With the Wind" sequel, something Miss Mitchell herself had opposed.

Stephens Mitchell opposed it too. But shortly before his death, he authorized attorneys to go ahead with the sequel, knowing that a flood of unauthorized versions was likely as soon as the copyright on his sister's book expired in 2011.

A Virginia author, Alexandra Ripley, was chosen to write the sequel, which is due out next year.

In a 1988 interview, Ms. Ripley acknowledged that Margaret Mitchell fans are likely to view her efforts critically.

"This one will never be mine," she said. "It's a foster mother kind of thing. I am trying to prepare myself for a universal hatred of what I'm going to do."

Latin America earned about \$91 billion for its exports in 1987, compared with \$101 billion in 1981, says the Inter-American Development Bank. Because of a marked decline in capital inflows since 1983, the region's exports increased their share in the generation of foreign exchange, from about 70 percent in 1978-81 to almost 95 percent in 1983-87.



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## Texas Business Today

# Liability continues after firm sold

Dear Commissioner Nabers: I own several convenience stores. Five months ago I sold one of my locations and made arrangements with the buyer to keep my employees on. Three months later I got a Notice of Maximum Potential Chargeback from TEC because one of the employees was fired. I responded with the information I just gave you and got a decision telling me that my account would be charged anyway. Why should my account be chargeable when I arranged continued employment for the employee? It is not my fault that he is no longer working there and it is not fair that this should adversely affect my other locations by increasing my tax rate.

— J.W.  
Texas City, Tx.

Dear J.W.: The only issue involved when an employer receives a Notice of Maximum Potential Chargeback is the chargeability of benefits to that employer's account based on the claimant's separation from that employer.

The benefits in your case are chargeable to your account because of the nature of the claimant's separation from YOUR work. Even though you arranged for him to continue working for the new owner, the fact remains that the claimant was separated from your employment when you sold that business. Your decision to sell was not under the claimant's control and because

there was no misconduct involved when he was separated from your employment, your account cannot be protected.

Dear Commissioner Nabers: Our corporation, Texas based, is planning to open an office in California in mid-October. Two of our current employees will be transferred there to get things rolling. The corporation has already paid the required 1989 unemployment taxes on these individuals to the state of Texas. Will we have to pay again on them in California?

— K.E.  
Houston, Tx.

Dear K.E.: No. As long as these employees will work in

California for the same corporation they worked for in Texas, you will not owe taxes on their earnings in California until 1990. The California taxable wage base is \$7000 compared to \$9000 for Texas, so you would receive a credit for the taxes you have already paid. Your corporation will, however, have to set up an account and file wage reports with the California employment security agency for the fourth quarter of 1989. Check with the local California employment security office in the city in which you are opening your business for forms and further information.

COMMISSIONER  
Mary Scott  
Nabers



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# Hints from Heloise

DEAR HELOISE:

I am a newlywed, and my husband and I just bought a new mattress and box spring. When I was young, my mother used to turn the mattresses on all the beds periodically but I never paid much attention to how often.

Now I feel I should have paid attention because I would like to keep our new mattress in the best shape possible so it will last a long, long time. Do you know how often I should turn the new mattress? — Lynn Murray, Pacifica, Calif.

According to The Better Sleep Council, your new mattress should be

turned over, as well as turned end to end, regularly. Turning it every few weeks after first purchasing the mattress, and thereafter every few months, will help to provide even wear and keep it in good condition.

Remember with all the turning of the mattress, about every eight to 10 years you should turn the mattress "out." Years of sleeping in the same, familiar bed often prevents one from realizing that it has seen its better days. No matter how regularly the mattress is turned, it will gradually lose support.

When it is time for the mattress to

go, get rid of the box spring too. Although it may not show any signs of age, it has received the same wear and tear. An old box spring should not be used under a new mattress — it will shorten its life.

After all, we spend about a third of our life in bed so let's try to be as comfortable as we can. — Heloise

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# Back-To-School Sale

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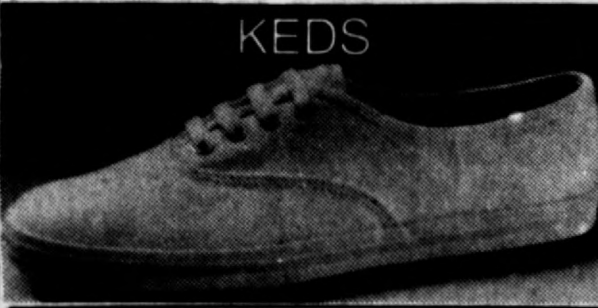


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# TENT SALE!

Country Style  
**Sofa & Chair**  
by Padgett  
Blue checked fabric  
was \$1,549.95  
**\$577!!**  
1 Only

5 Pc.  
**Dinette Oval Table**  
with 4 Chairs on casters  
was \$749.95.  
**\$297!!**  
1 Only 5 Pc.

4 Pc.  
**Bedroom Suits**  
Dresser · Mirror · Chest  
· Headboard  
was \$949.95.  
**\$397!!**  
1 to Sell

Country Style  
**Sleeper Sofa**  
Queen Size Innerspring mattress.  
was \$1,289.95  
**\$487!!**  
1 Only

## And Much More!

**Marantz Stereo Priced To Go!**

Admiral  
7 Cycle - Portable -  
3 - Level  
**Dishwasher**  
was \$599.95  
**\$337!!**  
1 to Sell

Corner  
**Curio Cabinet**  
Country Pine Finish  
was \$369.95  
**\$137!!**  
1 Only

Large  
Gold Framed  
**Mirrors**  
was \$214.95  
**\$88!!** each  
2 Only

Panasonic  
Canister  
**Vacuum Cleaner**  
with attachments  
was \$399.95  
**\$199!!**  
1 Only

Wood  
**Dinette Table**  
"Perfect Game Table"  
**\$59!!**  
8 Left

**USE YOUR CREDIT - NO MONEY DOWN!!**

**20 LB. CAPACITY WASHER WITH MATCHING DRYER**

Truckload Direct from Factory

**SAVE - ONLY \$647. Pair W/T**

• Almond color only.

**\$10<sup>43</sup> Down as little as 34<sup>64</sup> Monthly**

Large 20 Lb. Capacity  
3 Timed Wash Cycles  
Water Level Selector  
Cold Water Wash Cycle  
Water Temperature Selector  
3/4 HP Motor  
2 Speed Motor  
Turbo-power Agitator  
180° Lid

W20G2

**Admiral**

Permanent Press Cycle  
Fluff Cycle  
Timed Drying  
Large Capacity  
Large Lint Filter  
Airlock Door Seal  
Lint Barrier  
Drum Seal

DE20G2

**Admiral**

**ARVIN WINDOW COOLERS**

Pump  
2 speed  
1/3 HP  
Motor

"Built To Last"

**Last Call Only 4 Left Giveaway PRICES!**