



Gertha, center, with friends at job site.



One of two buildings nears completion.

Mechanics Give Week For Mission Building

Five men of maintenance services took a week's vacation early in January. Jerry Miller, Lee Porter, Gertha Shipman, Bob Tucker and Jack Whitmire went to Sanderson, Texas, to use their skills for a special piece of work.

Before the week had ended, they had done much of the heavy work of building two 28' X 60' structures for a missionary team named "Flight for Christ, Inc."

Paul Ray, who started "Flight for Christ", is a former plant employee. He worked here when the Brevard Plant was part of the Pigments Department.

Paul is a missionary, one of two who will live with their families on an old World War II airbase which he has leased from the government. The field is about fifteen miles from town.

Chances are you haven't heard of Sanderson, Texas. It's a little town,

almost lost in the vast flat country near the Big Bend of the Rio Grande River. The next town is 60 or 70 miles away, it's twelve miles to the Mexican Border.

Sanderson is a good place to "get away from it all". On a clear day, Paul can see the mountains of Mexico dimly outlined on the horizon. Mexican and Indian families live in those mountains, in country which has never known a road.

"Flight for Christ" was begun to get supplies to missionaries in the mountains. An airplane can get there in thirty minutes, but it's a three week trip by mule.

The ministry has outgrown the small airplane they were using, so they're buying a larger one which needs the larger field. They needed a place to live and room to store supplies.

Midway Baptist Church, on the Roman Highway, has been sending donations to "Flight for Christ" as part of their missionary program. When members started talking of going to Texas to donate work as well as money, other men caught their enthusiasm.

The church offered \$300 for gasoline, then two motor homes were made available for the trip. Eight men decided to go.

The trip began January 5. Bob Tucker traveled with Ray Aiken, a brickmason. Their wives went along to cook for the group.

The four other du Ponters went with Ted Owen, a real estate agent, and Hub Powell, building contractor.

One group made the trip in 31 hours, stopping only for fuel. When they arrived Sunday morning, they decided to go across the border for some souvenirs and sightseeing. While they were in Mexico, they went to church. Services were in Spanish, with occasional comments in English for the visitors.

The other vehicle got in much later in the day. They had been delayed by icy roads and traffic-blocking accidents of a winter storm in northcentral Texas.

Work began Monday morning. Jerry Miller, official awakener, had everyone up and moving by five o'clock. "Better than any alarm clock," says Tucker.

The weather was bitter cold, and the masons had problems. Their mortar was freezing on the board; icy lumps formed before any blocks could be laid. They discussed the problem and decided to seek a non-technical solution.

They gathered in the cold morning and prayed for better conditions for the job. Soon a warm breeze took away the chill, and pleasant weather began which was to last for the whole week.

The work continued until 9:30 that night. A group of bone-weary people drove back to Sanderson for a bath, some food, and sleep.

(Cont. On Page 3)

Wreck Proves Value of Belts

On Friday, January 19, Yvonne Collins of maintenance services took a ride she doesn't expect to forget. She was in an auto accident which damaged the front, top, back and both sides of her car.

"I always was a 'seat belt groper'." says Yvonne. "When I get into a car, I'm digging down in the candy wrappers to find the belt. My husband, Doug, would always fasten his if someone asked him to, but he's a real believer after what happened to us that night!"

Yvonne had left their little girl with a sitter. She had asked her husband to buckle up, then they started on a routine trip down a familiar road. The night was cold, the roads clear. No reason to anticipate an emergency.

She turned the car off NC 191 and started up the hill on the road leading to the Asheville airport. Their speed was about 40 miles per hour as they reached the top of the hill. Yvonne saw headlights at about the same time she realized the road was completely covered by ice.

At first she thought the car ahead was parked in a driveway, then she saw it had been abandoned with its front in her lane, the back wheels off the road in the ditch. She couldn't stop or steer on the ice. She hit the other car.

"I couldn't believe all the things that happen," she said. "I somehow thought

we would hit and just stop. But you don't. You have no control over your body, you can't brace. Our heads were snapped forward, my arms and legs went every way. Then the car bounced backward and went up an embankment and when it hit something in back, my head was thrown that way."

The car had slid up the bank on one side, now it started to roll. It slid a bit on the other side, then fell over on its roof. The side window broke out behind Yvonne's head. The rear window popped out. The windshield shattered but remained in place.

"The windshield wiper was going," said Yvonne. "Here I'm hanging upside down in the dark, smelling gasoline, and I remember the windshield wiper going back and forth."

After the wreck, Yvonne and Doug were able to prevent three more impacts by waving a warning from the top of the hill. The next three cars ran off the road, but there were no more crashes.

The fourth vehicle stayed on the road, and stopped to help the victims of the accident.

"I really believe in using seat belts," said Yvonne. "Our wreck should be proof enough for anybody. I'll tell anyone who wants to talk about it that there's just no excuse for not wearing them."

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