

April 23, 1961

80 Mississippi Men
Form Crusade To West

JACKSON, Miss. (BP)--Eighty Mississippi Baptist men, mostly laymen, will form a pioneer missions crusade to the West for the week of July 25-30.

Elmer Howell, Jackson, secretary of the state Baptist Brotherhood department, sponsor of the crusade, said that the men would speak in Baptist churches in Colorado and Nebraska.

Cooperating with the Mississippi men is the Denver General Association of Southern Baptists. Leroy Smith, superintendent of the Denver group, said it will assign churches and mission stations and make all local arrangements.

The men will pay all their own expenses.

Thirty-eight of the men are scheduled to witness in the immediate Denver, Colo., area, five are to speak in churches or mission stations in western Nebraska, with the remainder to serve in other parts of Colorado.

Howell is serving as coordinator of the project. Two consultants include Owen Cooper, Yazoo City layman, and Chester L. Quarles, Jackson, executive secretary, Mississippi Baptist Convention.

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Board Maintains Same
Cuban Mission Policy

(4-23-61)

ATLANTA (BP)--Southern Baptist missionaries in Cuba must decide whether to remain in the strife-torn island or return to the United States.

"Our six missionaries are registered with the Swiss embassy, and except for transportation problems, can leave the country," said Loyd Corder of Atlanta, secretary of the department of language group ministries of the Home Mission Board of the Convention.

Since the United States broke diplomatic relations with the Castro government, the missionaries have been allowed to make the decision to stay or leave. Four missionaries were reassigned on request, one couple to Panama and one couple to Texas.

However, reports reaching the mission board repeatedly stressed growth in finances and church membership among the 85 churches.

"With mail and telephone communication stopped, we do not know what the Baptist mission situation is in Cuba," Corder said. "We were in touch up until the time of the reported invasion."

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Hobbs Speaks Before
Midwestern Graduation

(4-23-61)

KANSAS CITY, Mo. (BP)--Herschel H. Hobbs, pastor, First Baptist Church, Oklahoma City, was to speak at the first commencement services held by Midwestern Baptist Theological Seminary here on May 12.

The seminary, which began classes three years ago at Calvary Baptist Church here, will have 56 candidates for the degree of bachelor of divinity. The school, which moved in 1959 to its campus at Vivion Rd. and North Oak St. Trafficway, now has an enrollment of 342.

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SOUTHERN BAPTIST CHURCH MUSIC
CONFERENCE

Third Baptist Church
St. Louis, Missouri
May 22-23, 1961

Dwight F. Phillips, President

PROGRAM

MONDAY MORNING

9:00 Executive Council Meeting
10:00 Moments of Worship
10:15 Presentation of Program - Welcome to St. Louis
10:30 President's Address
10:45 Miscellaneous Business
11:00 Report from Special Committee on Ethics Paul McCommon
11:15 Report from the Executive Council
11:30 Concert, The Bison Glee Club, Oklahoma Baptist University,
Warren Angell, Director

MONDAY AFTERNOON

2:00 Joint Session of Religious Education Association and Church
Music Conference

Hymn, Prayer, Special Music
The Junior Choir, Tower Grove Baptist Church, St. Louis,
Robert Murphy, Director

2:25 Panel Discussion
"The Use of Music and Education in the Growth and Development
of a Child"

Moderator: Allen W. Graves, Dean,
School of Religious Education,
Southern Baptist Theological Seminary

Panel Members:
Robert Stroble, Minister of Education,
First Baptist Church, Amarillo, Texas;
James Berry, Minister of Music,
Myers Park Baptist Church, Charlotte, N. C.;
Miss Ann Bradford, Professor of Childhood Education,
Southwestern Baptist Seminary, Ft. Worth, Tex.

3:10 "Vocational Volunteers...Our Responsibility"
Oliver C. Wilbanks, Minister of Education,
Second Ponce de Leon Baptist Church, Atlanta, Ga.

3:40 "Pastor, Minister of Music, Minister of Education...a Team"

Panel Members:
James Potter, Pastor
Pritchard Memorial Baptist Church, Charlotte, N. C.;
Taylor Bowers, Minister of Education,
Central Baptist Church, Miami, Florida;
Joe Santo, Jr., Minister of Music,
Brookside Baptist Church, Tulsa, Oklahoma

MONDAY EVENING

7:30 Moments of Worship
7:40 Concert, The Male Chorale, Southern Baptist Seminary,
John Sims, Director

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2 - Southern Baptist Church Music Conference

- 8:00 "Seminary Church Music Education and Its Future"
(1) Music skills and academic goals - T. W. (Jack) Dean,
Southwestern Baptist Seminary
(2) Church music relationships and objectives -
Carlyle D. Bennett, Golden Gate Baptist Seminary
(3) Relating music to our denomination - W. Plunkett Martin,
New Orleans Baptist Seminary
(4) The teaching profession - G. Maurice Hinson,
Southern Baptist Seminary
- 8:40 Organ Solos, H. Max Smith, Southeastern Baptist Seminary
- 8:50 Concert, The Southwestern Singers, Southwestern Baptist Seminary,
Robert L. Burton, Director

TUESDAY MORNING

- 9:00 Moments of Worship
9:15 Reports of Budget and Membership Committees
9:30 Departmental Conferences for Election of Officers
10:00 Hymn
10:05 Election of Officers and Miscellaneous Business
10:40 "Church Music..."

In South America - Don and Vi Orr,
Cali, Columbia, S. A.

In Europe - Claude H. Rhea, Jr.

A Task for Us - Sara Thompson, Kathryn Bailey, Ralph Bayless
- 11:40 Concert, William Carey College Chorale, Hattiesburg, Mississippi,
Donald Winters, Director

TUESDAY AFTERNOON

- 2:00 Moments of Worship
- 2:05 "The Curriculum Guide" W. L. Howse
- 2:15 Department Conferences

Church Musicians - Paul Bobbitt
Music Educators - Donald Winters
Denominational Workers - Eugene F. Quinn
- 3:20 Concert, Susan Walters, pianist, (eight-year-old prodigy)
- 3:40 "Sestenuite"...Historical Committee, Eugene F. Quinn, Chairman
- 4:10 Presentation of New Officers
- 4:15 Adjourn

BAPTIST FEATURES

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NEWS SERVICE OF THE SOUTHERN BAPTIST CONVENTION

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W. C. Fields, *Director*

Theo Sommerkamp, *Assistant Director*

April 23, 1961

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EDITORS NOTE: L. Cullom Claxton (known as Lonnie to airline friends) is a deacon in First Baptist Church, Nashville, Tenn. With 20 years of flying experience and 14,000 hours for American Airlines, he has earned not only seniority rights but respect of his fellow airmen. He passes up the best flight runs to arrange to be at home every Sunday to teach his class of married young people. In fact, he attends about as many deacons meetings and Wednesday night prayer services as do many members who seldom go out-of-town. His runs take him out three or four days a week. He consented to write this article for Baptist Press about drinking in flight.

By L. Cullom Claxton
Captain, American Airlines

Non-Drinking Passenger
Forgotten Man Aloft

(Picture included)

Drinking on airplanes creates nuisances and embarrassments as well as actual dangers for the pilot, stewardesses and passengers.

I've had at least one potential danger situation during my 17 years as a pilot for American Airlines. The number of embarrassing or nuisance situations are too frequent to count.

Although my 14,000 hours of flying gives me enough seniority to bid in for some plush runs, I don't fly them because I like to work out a schedule where I can be at home on Sunday to teach my Sunday school class. My runs are locals mostly between Nashville and Cleveland, Ohio, making several stops in between.

Because I don't fly plush runs, I don't experience the problems from drinking passengers as much as some pilots I know who do have these runs. But they tell me of incident after incident--which are becoming more frequent--on their flights. The airlines concentrate their liquor service on the plush, non-stop runs. One even has gone so far as to call them "champagne flights."

Even though a good many pilots drink off-duty (the airlines won't let them drink 24 hours before taking a flight), I know their attitudes, they would vote unanimously against the service of liquor in flight. The Airline Pilots Association has for a long time tried to promote legislation in Congress that would prohibit the serving of alcoholic beverages on airplanes. This is not only for safety but because of the other things which drinking on board causes.

My own experience illustrates a point I'd like to make: The biggest danger is from the person who's drunk a little before boarding (but not enough for the pilot to refuse him for drunkenness) and who drinks enough more on the flight to make him intoxicated.

A passenger boarded my run one day. He undoubtedly had been drinking previously because he didn't drink enough on the flight itself to get drunk. But what he drank aboard was enough to reach the level of intoxication.

I was distracted from my duties at the controls by this terrible noise just back of the pilot's compartment. It was bad enough I felt warranted to leave the controls up to the co-pilot and investigate. (We never leave the controls except for an emergency, and even then only one pilot can do so.)

The passenger was shaking the exit door with all his might, kicking it and in every way trying...in his mental and physical condition...to get the door open. We were flying at 8000 feet but this inebriated passenger insisted we were on the ground. He didn't want to be kept waiting any longer, he wanted to get off the plane.

I got him back to the cabin and his conversation was loud, vulgar at points...re-pulsive to me and to everybody else aboard. It was especially irritating to passengers who weren't drinking.

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This door-and-step assembly on the Convair opens together and is located just in front of the propellor to the right engine. At the speed we were flying, this whole assembly and the individual would have gone right into the propellor. The least I can say is that every life on that plane was in danger at that moment, not just his life, everyone's.

The new jet planes have three pilots but the danger element may be even greater. They have more passengers because the planes are larger. They fly at higher altitudes and have pressurized air in the cabins. A broken window or opened exit door at high altitude could create an explosive decompression dangerous to the occupants.

I mentioned the effect on the stewardesses. Most of these are young unmarried girls from 20 to 24 years of age. A drinking passenger often becomes "fresh" with the stewardess, grabbing her by the arm as she reaches across him to serve dinner to another passenger and making suggestive remarks.

If a girl with high Christian convictions about drinking were to tell the personnel recruiters of the airlines she wouldn't serve or mix drinks in flight, she would not be accepted as a stewardess in the first place. Stewardesses are expected to know the names of all the drinks and how to mix them.

I've described male passengers in both of the situations of danger and embarrassment. This is because more men fly...businessmen on the move constantly for their companies...than women and because they tend more to create such problems. But that doesn't mean drinking women don't create embarrassing situations too.

I recall one incident of a woman passenger trying to undress. She obviously didn't know where she was or what she was doing. She had to be restrained from undressing in the aisle.

There is another nuisance which is irritating both to the stewardess and passengers. Drinking increases the tendency for airsickness. So often the heavy-drinking passenger vomits all over the place including nearby passengers. The foul odor causes other passengers to get sick. A sober passenger would use the disposal bags airlines place in the cabin for airsickness.

The airlines, in thinking up this gimmick to attract more passengers and to meet competition from other carriers, have definitely overlooked the rights of the individual who does not prefer to be in a drinking atmosphere. It is my strong opinion... even though the drinker says otherwise...that his drinking is my business when he leaves his home, drives his car out on a public highway or gets into my airplane.

I don't think the airlines anticipated all the problems they would have later when they began serving liquor on their flights. But they are afraid to stop now, because, unless their competitors quit also, they would lose some traffic.

But if all the airlines were to quit serving alcohol, I don't think it would decrease the number of passengers. Flying is here to stay. In my opinion, there is no substitute for it.

So far in Congress, the Airline Pilots Association has never been able to get a bill out of committee. I don't think it would stand a chance of passing, so many of the senators and congressmen fly and like to have their cocktails aboard.

There is still a third way in which alcohol could be gotten off the airways. This is through the regulatory agency, the Federal Aviation Agency. To some extent, the FAA has some regulations already dealing with this. For example, it is a violation of regulations for a passenger to drink from his own supply of liquor while flying.

The agency has recognized the problem and has gone just a little way toward doing something about it, but not very far. It could solve it with just one blanket regulation. It makes the rules under which the airlines operate. I feel it would be justified in adopting this rule to maintain air safety.

A non-drinking passenger ought to voice his objections to drinking aloft to airlines management, to his senators and congressmen, and to the FAA. Right now, he is the forgotten man.