

FALL 1994

HIGH

LEADER
EDITION

ADVENTURE

A Royal Rangers Magazine For Boys



**Air Traffic
Controllers
At Work**

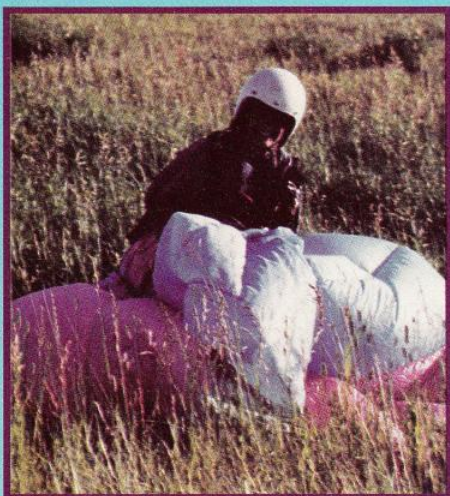
**Junior Councilmen
Growing Strong**

**My First
Jump**

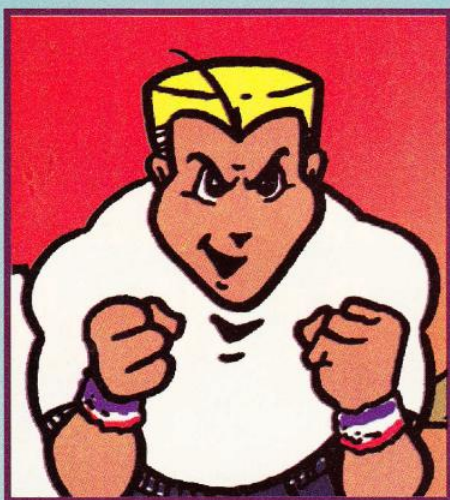


The Silent Bird: Sailplanes

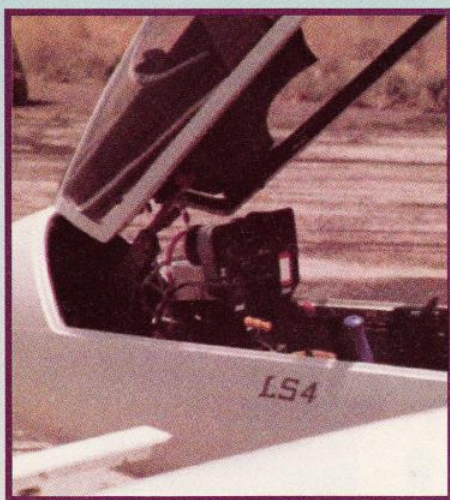




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Air Traffic Controllers At Work

by Joseph E. Roberts, an air traffic controller and outpost commander, Harlingen, Texas

Have you ever visited a big airport to watch the airplanes take off and land? If so, you've probably wondered how they keep out of each other's way. You may also have noticed the control tower at the airport—a glass-enclosed room topping a tall building.

Most air traffic control towers are operated by the Federal Aviation Administration, a branch of the federal government.

These control towers are located at all major and regional airports in the United States.

A tower's main function is to provide a safe and orderly flow of air traffic to and from the airport. Each airplane is required to call the tower by radio before entering the airspace assigned to that tower. A tower's airspace is usually an area 5 miles around the airport and up to 3000 feet above ground. The tower controller tells the pilot what to do in order to "get in line" for landing. The pilot, then, follows the instructions given by the controller.

A tower also has control of the runways, taxiways, and other areas of the airport. This is called the "movement area." Any airplane or vehicle in this area must talk to the tower by radio.

When an airplane is ready to leave the airport, the pilot must contact the tower for permission to taxi to the runway. The controller tells the pilot which runway to use and, if needed, the route to take to the runway.

When the pilot is ready for takeoff,

he requests takeoff clearance. The controller will clear the airplane for takeoff and give the pilot any needed instructions.

A tower also provides other services to the pilots. The controllers may observe and record the weather conditions at the airport. They also give flight-plan information to pilots

who wish to fly using an IFR clearance. This is an **Instrument Flight Rules** clearance, where the pilot flies along specific, charted routes.

IFR clearance provides the pilot full air traffic control services from takeoff to landing. All airliners are required to fly using IFR clearance.

Sometimes the tower controller may have to provide emergency services to a pilot. If a pilot gets lost, for example, the controller can help by using radar or other methods to find the airplane. If an airplane has a problem in flight, the controller can contact emergency agencies to assist the pilot.

An air traffic controller must be highly trained to perform his or her job. The training process begins for most controllers at the FAA Academy in Oklahoma City. Each controller must pass an initial screening program. If the controller successfully passes this screening, he moves to a

computerized tower simulator. This is a tower cab located inside a large room. From inside the cab, it appears that one is looking at a real airport, but it is all generated by computers. After completing the simulator training, the controller is assigned to a tower.

At the tower a controller-in-training is assigned to an instructor and given on-the-job training. The new controller trains until he demonstrates the ability to work on his own.

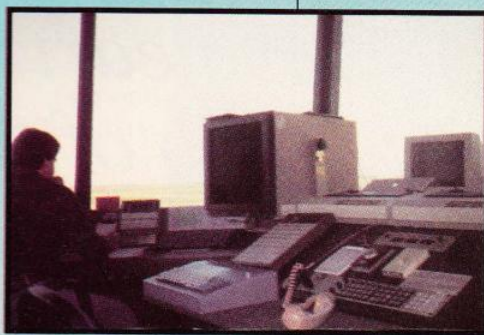
This process can take 1-2 years, depending on the ability of the person and how difficult it is to work in the tower.

Some towers are extremely busy; controllers may talk to 100 or more airplanes per hour. This is why a control tower is important at busy airports. It coordinates the safe takeoffs and landings for several airplanes at the same time.

Editor's Note: The control tower reminds me of our awesome God. The Lord sits high above us, watching over each Christian night and day. He guides us through life's journey and leads us safely along the way. He sees beforehand any danger we may encounter and redirects us with His mighty hand. He makes our pathway smooth.

How true are the words, "The path of the righteous is level; O upright One, you [Lord] make the way of the righteous smooth" (Isaiah 26:7, NIV).

Let God be your "air traffic controller." As we allow Him to chart our paths, we can stay on the right spiritual course. And only through Him can we make the final flight to heaven. All aboard! ☸



My First Jump

by J. L. Gonzalez

Sky was all I could see out my window, so I looked out the other side over John's shoulder.

The airport looked like a tiny model without detail. The edges of the hangar and other buildings blended in slightly with the surrounding field.

The people looked like squashed colored ants.

As the plane returned to the horizontal, I was struck with a startling realization. Even though the wind didn't suck me out the open door, soon I would be jumping from the plane of my own free will.

Kirsten, leaning against the pilot's seat facing me, tried to reassure me.

We watched as Richard was the

first to make his way onto the strut. He had been calm all day, so calm that our jump master, Randy, was unsure whether to let him take his first jump.

My heart stopped when he let go of the strut. I knocked Perry farther into the back of the plane as I searched out his side window for any sign of the earth-bound body of Richard.

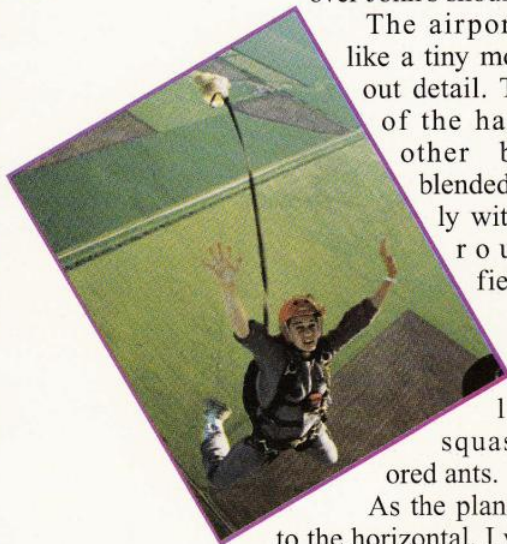
Next was John. He too was calm, but an excited calm. As John stepped out, Perry

emerged from the depths of

the plane.

My Turn To Jump

I moved toward the door in anticipation, restraint, eagerness, and most



My heart stopped when he let go of the strut. I knocked Perry farther into the back of the plane as I searched out his side window for any sign of the earth-bound body of Richard.

of all fear of the unknown. Now at the window on the door side, I had a clear view of Perry as he hung from the strut. The wind forced his body to a 35-degree angle. Perry disappeared the instant he let go.

Randy, our jump master, returned inside to look at me. I put my head to my knees as he got my pilot chute out. My body quivered in fear, and once again Kirsten reassured me.

Facing Randy once again, a scream was forced back down my throat by the wind. Randy grabbed my helmet. Shaking me, he said, "Get a grip on it!"

On what? I thought. *I'm trying.* I put my arm out to get a feel for the wind, and it almost got blown away.

"All the way out," Randy said. This was the part where I exited of my own

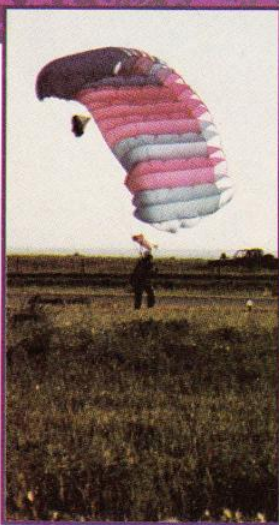
free will.

I fought the wind as I inched my way to the end of the strut then stepped off the tire. Hanging there, losing strength in my hold, I was unable to decipher Randy's instructions. "Smile" was the only word I recognized. So I smiled as one would when confronted by a bear.

I hung for an eternity, then decided that even if I couldn't hear instructions, I'd have to let go sooner or later. Aggressively I yelled, "Dot!" (the starting of the departure count).

I was then airborne.

As the wind whipped me into oblivion, I was unable to follow through with the rest of the count.



Only the word *count* came to mind, so I yelled it till I felt the canopy deploy.

Returning to a vertical position, I was so relieved that I felt my body go limp. My chute had opened correctly and there was no need to count anymore.

Prepare for Landing

From 3,000 feet (about 1 kilometer) up, you can see for many miles on a clear day like we had. I was oblivious to this view until the ground crew radioed me to do some 360s.

The 3 to 5 minute descent seemed to pass in seconds. It was already time to prepare for landing.

The ground raced toward me like the grass along the roadside when you're driving down the highway. Upon command I got into position as I'd been taught.

The earth was too sweet to step on, so I let myself go limp and embraced it.

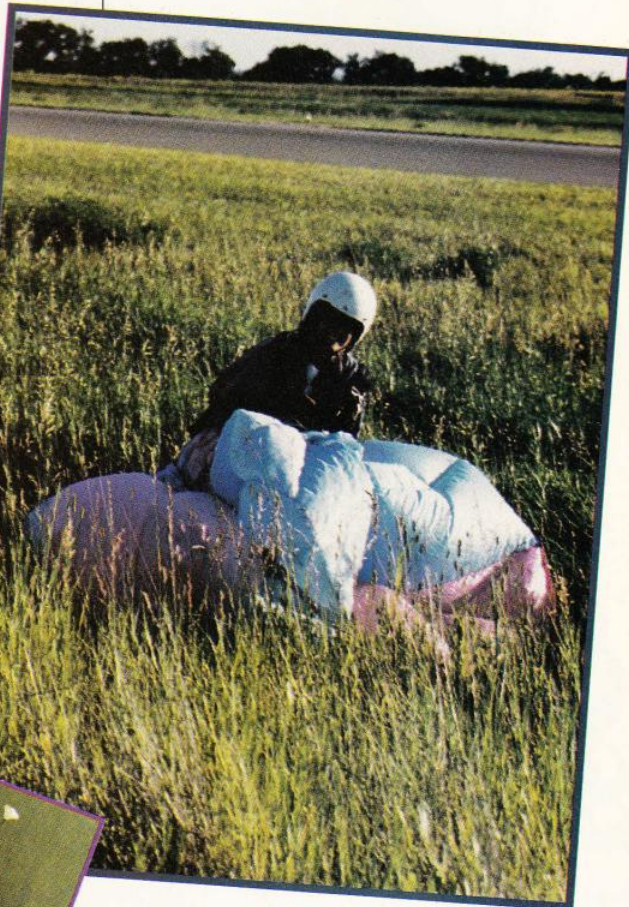
Now, when asked about my skydiving

experience, I respond enthusiastically: "I now know why the pope kisses the ground. I can't wait to go again!"

Editor's

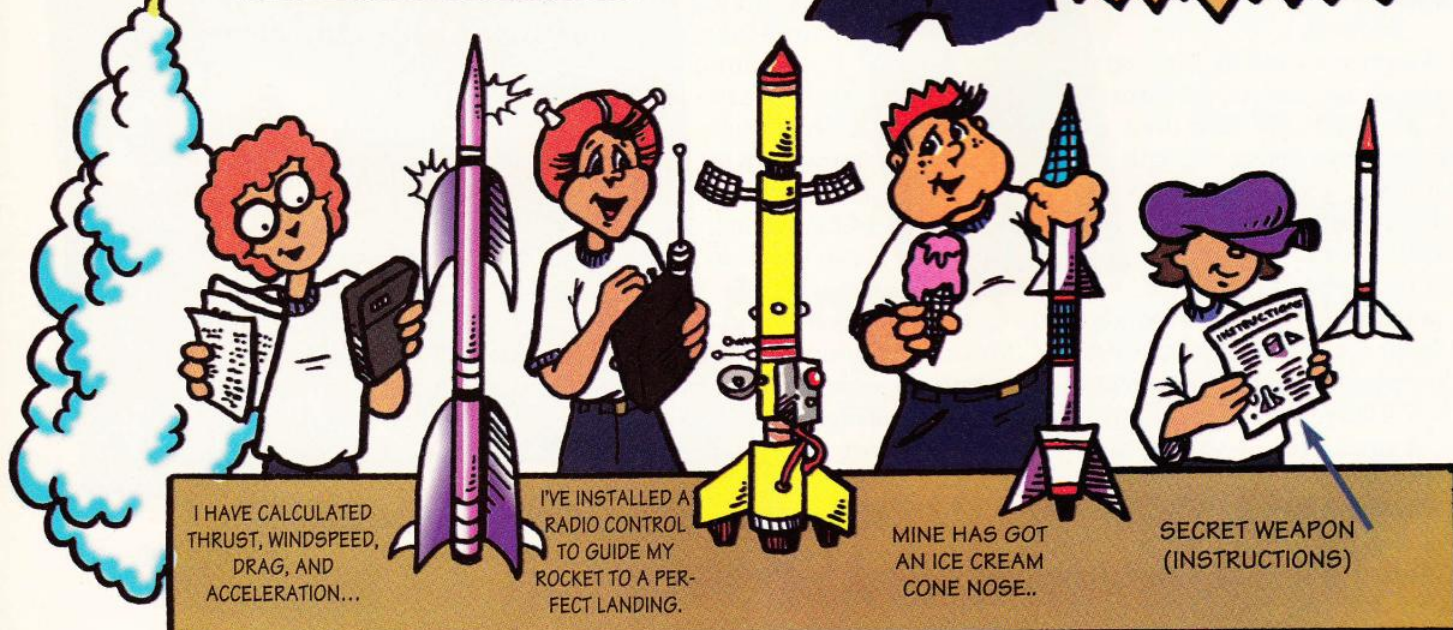
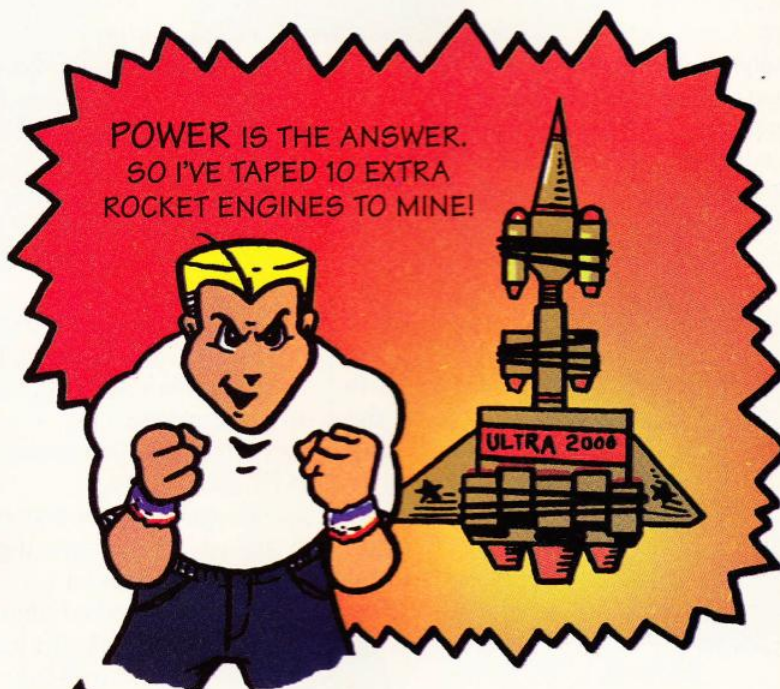
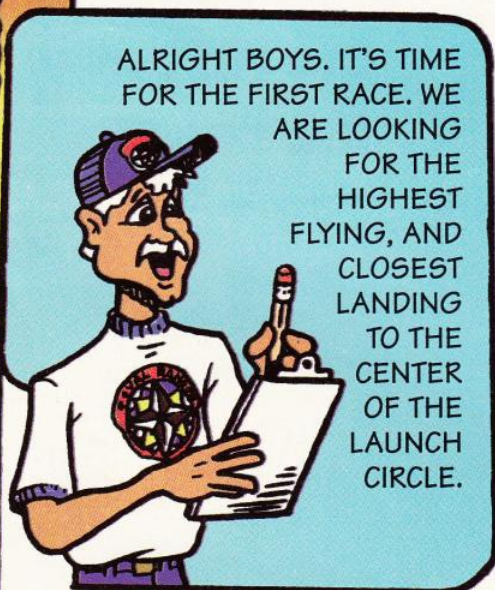
Note: Skydiving is a potentially dangerous sport, requiring rigorous training and parental consent.

As the wind whipped me into oblivion, I was unable to follow through with the rest of the count.



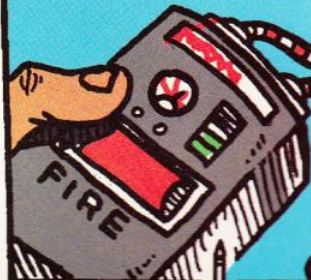


BY ROB HAWKS AND DAVID SMITH



10...9...8...7...6...5...4...3...2...1...0...

BLAST OFF!



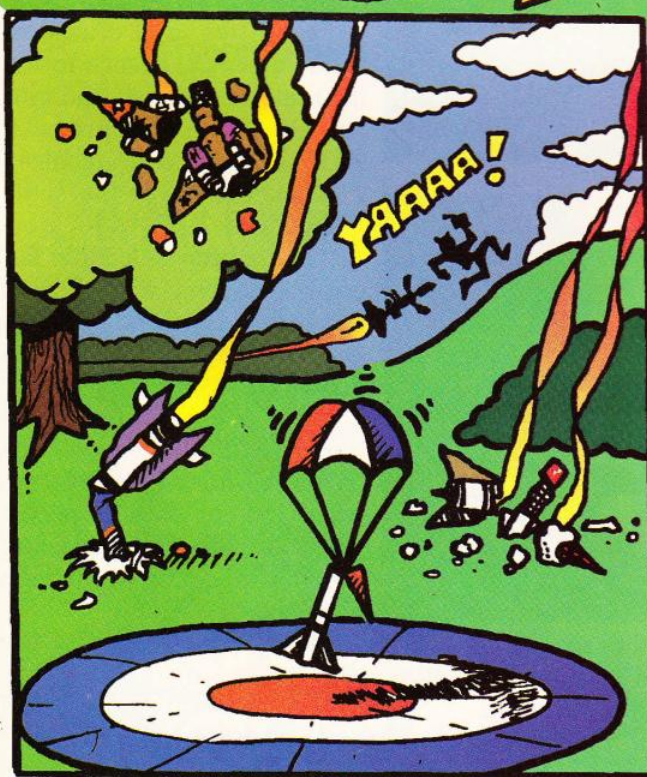
BOOM!

CRASH!

YAAAAA!

ZOOOM!

THUD!



TAG ALONG WINS!



PROVERBS 12:15

THE WAY OF A FOOL SEEMS RIGHT TO HIM,
BUT A WISE MAN LISTENS TO ADVICE.

READ THE BIBLE. IT'S GOD'S INSTRUCTION
FOR YOUR LIFE.

R.H. AND D.S.

AIM and You

by Chuck Goldberg, managing editor, national Youth Department, General Council of the Assemblies of God

The smell of hot dogs and barbecue is in the air. Vendors sell all kinds of Buffalo Bills and Dallas Cowboys equipment. The air crackles with excitement as fans stream into the Georgia Dome in Atlanta for Super Bowl XXVIII.

Many of those fans did not enter the stadium empty-handed that day last January. They received gospel sports literature from 1 of about 80 Assemblies of God youth who had come from across America to spread the gospel through AIM.

What Is AIM?

AIM is Ambassadors in Mission, an Assemblies of God program that allows young people to go on short missions trips for 1 or 2 weeks. Most trips are to other countries, where AIMers work with missionaries. But many districts throughout the United States sponsor stateside trips where AIMers work with local churches.

During Super Bowl afternoon, the youth handed out 2,000 sports magazines and 35,000 sports tracts in 4 hours. Over the whole weekend, the 80 or so youth gave 45,000 pieces of literature—all paid for by Light-for-the-Lost.

During the World Cup soccer competition this past June and July, AIMers reproduced their Super Bowl success in nine American cities. Of



course, not every AIM outreach is this glamorous or attention-getting; but they're all powerful and life-changing. That was the case in 1992 with Harvest Utah. It happened when

Assemblies of God churches decided to take a stand for Christ because the Mormon religion was growing so fast.

Their AIM outreach attracted 800 youth, who went door-to-door with literature to 27,655 homes. The result? Nearly 500 people accepted Christ. AIMers also drew crowds with drama and music, before preaching and inviting hearers to accept Christ. Other AIMers conducted a children's crusade, with great results. In Magna, Utah, AIMers helped start a church.

AIMers Speak

As you can tell, AIMers are involved in all kinds of ministry: door-to-door witnessing, song, drama, mime, clowning, puppetry, tract distribution, street rallies, and crusades. AIMers get the chance to use their talents, abilities, and gifts for God. In the process, AIMers return home completely changed, never the same again.

"I have been called into foreign missions work," said Amanda Britton, Salem, Oregon. "I'll be back after I'm done with school."

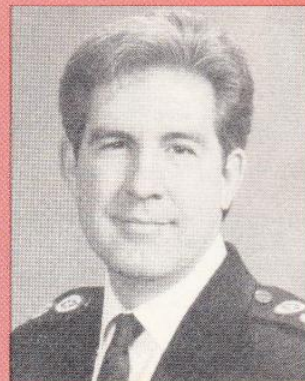
Said Joe Kilpatrick, Jr., Springfield, Missouri: "This trip has opened my eyes to what God can do with people who open their hearts and allow Him to work through them."

Should Your Outpost Get Involved?

You may think, "This is great stuff for these people, but I don't know if it's for me." If you're a born-again

HIGHFALL
1994

ADVENTURE

*A Royal Rangers Magazine For Leaders***LEADER**

Marshall Bruner
National Public Relations
Coordinator

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One-on-One Talking About Home?

It was the fastest flight ever. The rapid ascent left the earth violently shaking. The sun flickered to a grayish dim as though an eclipse had occurred. Something had transpired that day as never before. As the airway calmed and the ground trembled from weakness, seismologists scrambled to explain this phenomenon. Scientists began to concoct theories to rationalize its unexplainable occurrence. Yet some wearily knew what had happened.

This flight will not be recorded in the science digests written by scholars or read about in the annals of history books. It can be found, however, in the Word of God. Of course I have created my own scenario of what could happen to earth and its surroundings following that flight. But what is sure is that this flight, in all its grandeur, will come to pass. We commonly refer to it as the Rapture.

Friend, what a glorious day that will be when we, in the twinkling of an eye, are transformed and swooped away to meet our Maker in the sky. As the trumpet blasts, only heavenly ears will hear our beckoning home. Tears of joy will dance with glee in the eyes of believers as we first see the King of kings and Lord of lords.

Ponder with me what lies ahead for the saints of God—following that heavenly flight, the Great Tribulation, Christ's thousand-year reign on earth, the eternal doom of Satan—as these words are spoken by the Almighty Christ: "It is done. I am the Alpha and the Omega, the Beginning and the End. To him who is thirsty I will give to drink without cost from the spring of the water of life" (Revelation 21:6, NIV).

What indescribable delight will exude through us as we first view our new home, the city that is "laid out like a square, as long as it [is] wide It [measures] 144 cubits thick ... made of jasper The twelve gates [are] twelve pearls, each gate made of a single pearl. The street of the city [is] pure gold, like transparent glass The river of the water of life, as clear as crystal, [flows] from the throne of God and of the Lamb down the middle of the great street of the city. And there [God's redeemed] will reign for ever and ever (Revelation 21:16-18, 21; 22:1, 2, 5, NIV).

What blessed hope for those who believe!

Recently I heard a gospel song on the radio that said something like this: "Why isn't anyone talking about going home anymore?" The recording artist continued by saying perhaps we are too content, too comfortable, too distracted.

You will read in the following editorial, by National Commander Ken Hunt, about Willem Brandt. He was a World War II prisoner in a Japanese camp called Si Ringo Ringo. In the midst of the prisoners' despair, God had given them an assurance there was a home waiting for them. They *longed* to be home. Are you eager to go home?

As you meet with your Rangers this quarter, hopefully you will use the contents of this publication and share about the fun and adventure of the air world. Please take adequate time to share about the flight that will one day be launched in record time. Read to your boys from Revelation, and pass on to them the hope of the redeemed.

Let's prepare our Rangers to soar, as having wings of eagles, high above the "earthly things," so they may see beyond the obstacles that hinder spiritual sight, so they can envision the future of what God has in store for them, and so they may grasp the vision of being home in Father's house.

Help them strap their "flight suits" on, for the journey is near!

Marshall Bruner

Let the Light Shine

by Ken Hunt, national commander



Ken Hunt, national commander

October is Royal Rangers Week. Let's "Go Change the World!"

In 1856 Edward Kimball played an important role in a young man's life. Kimball was the Sunday school teacher of D.L. Moody, who had only visited Kimball's class a few weeks.

Kimball went into the store where Moody worked as a shoe clerk, placed his hand on Moody's shoulder, and said, "Young man, I'm concerned about you." Kimball said it with such emphasis, his lips trembling. Little else was said about Moody's spiritual condition before Kimball had left.

Moody was troubled at Kimball's words as the Holy Spirit began to convict him. So he went down into the basement, knelt down by the boxes of shoes, and cried out to Jesus Christ. There he gave his heart to the Lord.

Moody later became a powerful evangelist. In 1879 Moody, through his ministry in England, awakened the evangelistic zeal in the heart of Frederick B. Meyer. Meyer was the pastor of a small church. Later Meyer, preaching on an American college campus, brought to Christ a student named J. Wilbur Chapman.

Chapman, a worker with the

Y.M.C.A., employed a former baseball player named Billy Sunday to do evangelistic work. In turn, Sunday held a revival in Charlotte, North Carolina.

Some local businessmen became so excited what God had done at the revival in Charlotte that they later planned another campaign. There Modcai Hamm, a convert of D.L. Moody, was invited to preach. In that revival led by Hamm, a young man named Billy Graham heard the gospel and yielded his life to Christ.

From 1947 unto today, Graham has preached to more than 78 million people in crusades and rallies. In those meetings more than 2 million people have recorded their decisions for Christ.

It all started with a humble Sunday school teacher. We as commanders can likewise be used in a wonderful way for the Lord. Who knows? You could be commander of a Ranger who someday may be a great evangelist. Let's pass on the Light.

His Life Reveals Us to Ourselves

If we are to be used by God in an unprecedented manner, we must allow God's Light to reveal our inner selves. We can never see ourselves truly until we see ourselves in the context of Christ.

In that Light the woman of Samaria saw herself as she was and said, "Come, see a man, which told me all things that ever I did" (John 4:29). And in that Light the robber, who hung on the cross next to Jesus, asked, "Lord, remember me when thou comest into thy kingdom" (Luke 23:42).

When we come close to Jesus, we begin to see, through the dealing of the Holy Spirit, our sinful selves and our merciful, forgiving King.

His Light Reveals Christ to Us

When the Light shone, John the Baptist so recognized Jesus that he declared, with no hesitation, "Behold the Lamb of God, which taketh away the sin of the world" (John 1:29). And there on the road to Damascus, Paul, after the Light was revealed, cried out, "Who art thou, Lord? And the Lord said, I am Jesus whom thou persecutest" (Acts 9:5).

It is the Light of Christ that reveals Christ to us. And it is only through this revelation that we can be empowered by the Holy Spirit.

During your camp-outs, the light from the dying embers of a council fire sets the mood. Your devotionals are surely convincing. But it is not through ourselves that spiritual things can be accomplished. It is the Light of His holy presence that causes that young Ranger to see his sinfulness. It is the Light of Christ that sets that boy's face aglow. And it is the fire of the Holy Spirit that sets that boy's soul ablaze and his tongue to utter strange things.

Restore My Sight, Oh God

God can and will anoint us to lead boys to Christ if we allow Him to restore our sight.

Paul was totally blind without the revelation of Jesus Christ. He was blind not only physically ... but spiritually as well. But God restored his sight. Acts 9:18 tells, "Immediately there fell from his eyes as it had been scales: and he received sight. Paul's vision was restored. But most importantly, he could now see spiritually.

Lord, remove the scales from our eyes, as You had for the apostle Paul, that we might see You and that we might envision what You want for us!

Commander, vision is essential for ministry! "Where there is no vision, the people perish," states Proverbs 29:18. It is a mandate that we gain a vision for the Royal Rangers ministry. Without this vision ... boys *will* perish. Happy are those who obey God's commands, Proverbs 29:18 further states. They are happy in the fact that they are doing God's will: carrying out the vision of reaching the lost.

We who are in national, regional, and district leadership have a vision to reach the inner cities of America for Christ. We have a vision to hold national training conferences to better train urban commanders. We have a vision to develop more tools that can be used in the hands of commanders to evangelize boys. We

have a vision to penetrate the United States and the world for Christ through Royal Rangers.

Presently our ministry is established in 53 other nations. And this is only the beginning, friend. We are praying that Royal Rangers will be established in Russia this year. Several things are being accomplished to work toward this goal. There is such a spiritual vacuum among the youth there. They are searching for the truth. And we believe that our ministry can be used to reach thousands of boys and girls for Jesus Christ.

We must go change the world for Christ! But we have little time left, for I believe Christ is coming soon.

His Light Renews Our Hope

There is a story of a man named Willem Brandt. He was a World War II prisoner on a Japanese island in a camp named Si Ringo Ringo. Brandt told of how the prisoners were starving and had nothing to eat but rats and snakes. One prisoner, he noted, had a substance to eat, however, that was filling: a candle.

When he could stand the torture of hunger no longer, this friend of Brandt would take his candle, which was hidden in a crumpled suitcase, and nibble on it. He had promised Brandt a small piece of it.

One evening one of the prisoners mentioned it was Christmas day. He added, "Next Christmas we'll be home!"*

Then another prisoner recalled, "When it is Christmas, the candles burn and there are bells ringing."

With those thoughts in mind, the prisoners lay on their boards, which served as beds. The tin shack in which they slept was dark, the prisoners were starving and lonely.

Then, Brandt noted, his friend went to his old suitcase, opened it, and took out the candle. Brandt was certain the friend was going to eat it. But then, to his surprise, the hunger-stricken man went outside, picked up an ember from their captors' smoldering campfire, walked back to his bed, and lit the candle.

A little flame began to flicker. As the flame began to shine, the prisoners gathered—one by one—around the candle. There those dejected, emaciated prisoners stood around a flickering light of hope.

"It's Christmas," said the parson in a husky voice. Then from John 14:5 he spoke the words, "The Light shineth in

darkness." Then another added, "And the darkness overcame it not."

Though these words were from centuries ago, that night they became a living reality—a message for each of them.

"We knew," said Brandt, "this not because we reasoned it out at the time, but because we felt it, silently, around the piercing flame." He then added: "We saw things [and heard things] that were not of this world.... We heard the bronze

**Lord, remove
the scales
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eyes, as You
had for the
apostle Paul,
that we
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You and that
we might
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what You
want for us!**

sound of a thousand bells ringing and a choir of angels singing for us."

Brandt continued his story: "The candle burned higher and higher, ever more pointed, until it touched the very roof of the dark shed, and then it went on, reaching to the stars. Everything became full of light. Not one of us ever saw so much light again."

They were now free, uplifted, and no longer hungry. Brandt then noted that someone said, " 'Next Christmas we'll be home,' and this time they knew it would be true. For the light itself had given them this message—it was written in the Christmas flame in fiery letters."

The prisoners were given a new hope that Christmas night: an assurance there was a home waiting for them. Some prisoners were released and went home before the next Christmas. The others? Well, they went home as well—home to be with Jesus. Brandt himself helped "lay them down in the earth behind [their] camp, a dry spot in the swamp. But whey they died," he noted, "their eyes were not as dim as before. They were filled with ... the Light that the dark could not conquer."

Shining in the Darkness

Friend, Jesus is that Light that shines in this darkened world. As the Lord enables us, we will continue to share the Light. This year, through our new Light-for-the-Lost Junior Councilmen program, we are endeavoring to place at least 200,000 Bibles (the Light) in the hands of the urban lost.

Somewhere a dad, incarcerated in spiritual bondage, will find real freedom. Somewhere in the United States a mom, who has been battered and abused, will find hope. Somewhere a darling girl, abandoned and hopeless, will find the love of a heavenly Father. And somewhere in the States a young lad, who is searching in all the wrong places, will learn of the Father and come home to His house, where there is light that overcomes the darkness.

You, a commander on the home front, can also be a shining light in a sin-darkened world. Boys will come to your outpost this year who do not know Jesus as personal Savior. They will come in search of happiness and love. They will be looking for honesty and searching for someone who will care.

Therefore, I challenge you to be used by God as never before. Allow the light of Christ to reveal ways of needed change in yourself. Permit Him to remove any scales from your blinded eyes. Let Him show himself to you in ways unthinkable. Renew your hope in our Savior. Then allow the Light to shine through you so that the many needy, wanting, spiritually starving boys in your community can find their way to Father's house.

Together, let us "Go Change the World."

*Quotes and story of Willem Brandt taken from the *De Kaars* (1977), Hollandia, B.V. Baarn, Holland.

'94 National Council Rings 'Missions'

The sounds of missions challenge echoed in Springfield, Mo., as 228 Royal Rangers commanders gathered for the 1994 National Royal Rangers Council in March.

District, regional, and national leaders from around the nation attended the March 17-19 meetings.

The previous council urge for greater missions involvement was reflected as national reports were given this March:

- In 1993 the Frontiersman Camping Fellowship had raised more than \$3,300 for urban ministry.
- The new Light-for-the-Lost Junior Councilmen program, introduced during last council, has generated more than \$40,000. Another \$80,000 was pledged during the 1994 council. Preparations are underway to develop and distribute 100,000 urban youth Bibles designed to reach African-American youth, with plans to develop an additional 100,000 for Spanish-speaking American youth. The Bibles will be given to the Division of Home Missions for distribution in the 39 major cities targeted by DHM.
- The national office, assisted by a Rangers urban committee, is developing a resource guide for urban commanders.
- The first national Rangers urban Prayer Task Force was conducted in Chicago, Illinois.
- Curriculum and achievements being developed to strengthen the ministry of urban outposts.
- Urban commanders training conferences being held in districts.
- National leadership being certified to teach Turning Point seminars—dealing with life-controlling problems—to district and local commanders.
- Discussions underway to work with the national Teen Challenge center in hopes of training Teen Challenge students to work with urban Royal Rangers.

The commissioning of "Go Change the World" was presented on the opening night of the council, March 17, by National Commander Ken Hunt.

"Where there is no vision, people will perish," said Hunt that night. "Our inner cities are desperately sending out a cry for help. There has never been such a time of need as now. The boys and men of our nation who live in the inner city 'war zones' must have relief, and Royal Rangers involvement in urban projects is essential. Until now these areas of ministries have seemed remote, far away. But through the insistent pull of the Holy Spirit, we know His Light must shine. The Light always brings us to a place of prayer."

Preceding the service, a video was shown to emphasize the cutting-edge Rangers program at Chicago's New Heritage Christian Center, led by Senior Commander Mario Jones. The video showed excerpts of an interview with Jones at TV Channel 38 in Chicago. Also that night National FCF President Fred Deaver was awarded the first FCF Flame of Honor medal. The award is given to individuals who have demonstrated unselfish sacrifice and unparalleled contribution.

Five Medals of Merit were presented that night and during the following evening services—awards given to commanders for their outstanding service to the ministry. Those recognized were as follows: Joseph R. Flower, Johnny Soto, David Wharton, James Woodward, and John Vasquez.

Flower was recently named an honorary member of the National Royal Rangers Council for his years of support to Royal Rangers while serving as general secretary for The General Council of the Assemblies of God. He retired from his position November 1993.

During council business the following day, elections were held for three council officers. Those elected were James Barger, council president; Freddie Espinoza, council vice president; and Mark Gentry, council secretary. Each will serve a 2-year term.

A major topic of discussion during council was the 1994 National Camporama, held at the national Royal Rangers campground at Eagle Rock, Missouri, July 11-15. A survey during council indicated that nearly 4,000 Royal Rangers and leaders expected to attend. The Camporama also carried a missions theme: "From the Regions Beyond."

A council report noted that new Pioneers and Trailblazers handbooks will be published in early 1995, that an urban commanders training guide will be soon released, and that "values" teaching curriculum for Rangers may be available in 1994. Another new item discussed was the Royal Rangers Training Academy, to be held at the national campground in 1995.

Also during council funds were raised to purchase a cannon for the national campground. The 43 councilmen's wives who attended raised another \$168.50 to purchase kitchen supplies for the national campground. In the succeeding two nights of council meetings, nightly speakers were Charles Hackett, executive director, Division of Home Missions, and Loren Triplett, executive director, Division of Foreign Missions. Both guest speakers carried strong the council theme as they challenged commanders toward world evangelism.

Triplett's special message was part of the Silver Eagle Banquet, where district commanders were awarded for their outstanding duty

to Royal Rangers in 1993. In all, 43 district leaders were honored with the Silver Eagle Award.

Awards were also presented to commanders for their districts' outstanding financial contributions and chartering increases. District Commander Sherman Metcalf received for his Rocky Mountain District the National Royal Rangers Training Center Award of Excellence. District Commander David Stoller received for his Oregon District the Chartering Award of Excellence.

The challenge toward world missions will not be forgotten by the 1994 councilmen. Since council reports indicate districts are gearing up for urban ministry. An urban Pow Wow was scheduled in Wisconsin for August. The South Central Region has begun to raise funds to sponsor a thriving urban outpost in Dallas, Texas. A Ranger of the Year who attended council is preparing for urban ministry this summer in Ohio. District commanders in New York are preparing workshops to better train their local urban commanders. District commanders in Los Angeles, California, are working with urban Spanish-speaking congregations and movements to further develop the Royal Rangers ministry. Some districts are planning their first urban Prayer Task Force efforts. And leaders across the nation are reporting of urban men who are being called into the ministry of reaching urban boys for Christ.

Indeed the challenge is great ... yet boldly being proclaimed: "Go Change the World!"

Council Elects New Officers

Three new officers were elected to serve the council during the 1994 National Royal Rangers Council. They each will serve a 2-year term.



James Barger, regional coordinator for the Great Lakes Region, was voted president of the council. At his local church, he continues his responsibilities as board member, Sunday school teacher, and

Trailblazers commander.

"I consider my most important accomplishments as being those things 'my boys' [Rangers] have accomplished," noted Barger. "And my greatest blessing is having played a



part in the lives of boys who are now men—some as pastors, some being missionaries, others good moral Christian laymen."

Freddie Espinoza, district commander for the Pacific Latin District, was voted

council vice president. He serves as pastor of Gospel Temple, a Spanish-speaking church in east Los Angeles, California. He has served in Rangers leadership since 1979. He is burdened to reach the inner-city boys of his district and to assist in the overall thrust to evangelize urban America. He plays a vital role in the national Urban Task Force Committee. "I love Royal Rangers," Espinosa said, "and am looking forward to serving in my new position and continuing to help achieve our Decade of Harvest goals."

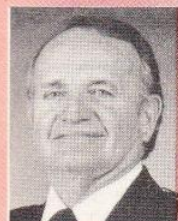


Mark Gentry will serve as council secretary after having completed two terms as council vice president. He has served in national leadership since 1977. Gentry has dedicated hundreds of man-hours to the ministry.

He has also served in numerous overseas Royal Rangers camps, conducting National Training Camps, Staff Schools, and children's camps. He pastors Faith Assembly in Fort Smith, Arkansas.

"The greatest public honor I have received in Royal Rangers is election to the National Royal Rangers Council," said Gentry.

"Representing the leadership in this position is one of the most satisfying experiences of my life. I look forward to the next 2 years of His service."



David Wharton completed his second and final term as council president. He has been a national officer for 10 years and has served in numerous leadership roles since 1963.

Wharton will continue to serve on the Royal Rangers National Executive Committee as national field advisor. Wharton was recognized for his years of dedicated, unwavering service during the 1994 National Royal Rangers Council. He noted that his true reward is two-fold: first, helping develop the Royal Rangers ministry from its early beginnings; second, hearing the word "thanks" from the men who, as boys, were influenced to serve the Lord by his leadership as outpost commander.

Seoul PTF Scheduled for Fall

The national Royal Rangers Office, including the entire Men's Ministries Department and the Division of Foreign Missions, is combining efforts to participate in a Prayer Task Force trip this year in Seoul, Korea. The PTF will be held Sept. 27-Oct. 7, in conjunction with the World Assemblies of God Congress, in which over 1 million people are expected to gather. Royal Rangers leaders and District

Men's Directors throughout the nation will attend to fast and pray as the World Congress convenes.

"The Prayer Task Force will make a life-changing impact on those who will attend," said National Commander Ken Hunt. "Words alone cannot express what happens when PTF team members gather on foreign soil in prayer. It is blessing first hand as we seek God in earnest to intervene in a glorious way!"

Participants will leave Los Angeles, California, for Seoul on Sept. 27. The group will arrive in Seoul, capital of South Korea and home of the world's largest full gospel church, late afternoon the following day. Opening ceremony for the World Congress is scheduled for 2:00 p.m. Sept. 29, at the Yoido Full Gospel Church, pastored by Dr. David Yonggi Cho. Speakers for that service are Dr. J. Philip Hogan, former executive director, DFM; and Dr. Cho.

On Sept. 30 the PTF team will depart for an hour's drive to "Prayer Mountain," where hundreds of believers pray every day. The visit to Prayer Mountain will be an experience that will not soon be forgotten," notes Rev. Bill Strickland, PTF coordinator for the Division of Foreign Missions.

That same evening services will be held at the Yoido Full Gospel Church. Special speakers for that evening are Rev. Charles Oswede, of Nigeria, and Rev. Robert Lim, of Singapore.

A plenary session will be held the following day beginning at 10 a.m. Speakers will be Dr. Peter Kuzmic, of Croatia, and Dr. Andrew Evans, of Australia. At 2 p.m. Dr. Prince Guneratnam, of Malaysia; and Rev. Thomas Trask, general superintendent of The General Council of the Assemblies of God, U.S.; will address the congress.

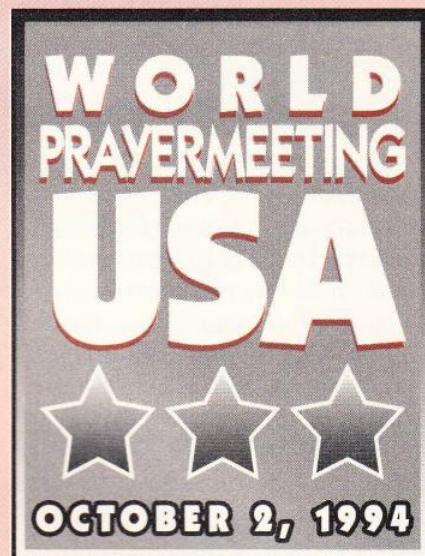
Participants will attend church services throughout Seoul on Sunday, Oct. 2. Then on Oct. 3 a "Grand Prayer Rally" will be held at 2 p.m. at the Yoido Plaza.

"One of the most exciting elements of the 1994 World Assemblies of God Congress will be the final prayer rally," said Rev. Strickland. "We anticipate over 1 million believers will gather to intercede for our world. Can you imagine the impact?"

The following persons will address the congress during that meeting: Rev. Loren Triplett, executive director, DFM; Dr. Cho; Rev. John Bueno, Latin America field director, DFM; Rev. J. Motsatse, of South Africa; Rev. J. Pawentaore, of Burkina Faso; and Rev. Wellington da Costa, of Brazil.

Following the World Congress, PTF members will enjoy tours to Hong Kong October 4-7 before returning home.

World Prayermeeting USA



Be a part of the largest prayer meeting in history, October 2, 1994. While 1 million gather in Seoul, Korea, Christians in Assemblies of God churches will gather in rallies across the United States to pray for the world. The nationwide telecast, "World Prayermeeting USA," will link our churches into one gathering. In addition to hearing testimonies from Seoul and other locations in the United States, hearts will be challenged when *Revivaltime* speaker Dan Betzer, speaking from a great rally in Phoenix, Ariz., concludes his message and Assemblies of God adherents across the country are asked to pray for the lost.

How Churches Can Participate

Join with other churches in your section and district for an area-wide rally. Being part of a world prayer meeting will be realized when God's people come together in a unified setting.

How to Intercept the Telecast

The signal will be on at least two satellites. All that is needed is a satellite dish and a screen(s) or monitor(s) large enough for group viewing. Costs are affordable when shared by several churches. The Sept. 1994 *Ministers Letter* will give specifics of where the telecast can be picked up. The telecast may be available on local cable systems. Again, this information will appear in the *Ministers Letter*.

Telecast Time

The telecast will begin Sunday, Oct. 2, 1994, at 5 p.m. PDT; 6 p.m. MDT; 7 p.m. CDT; and 8 p.m. EDT.

Prayer Topics

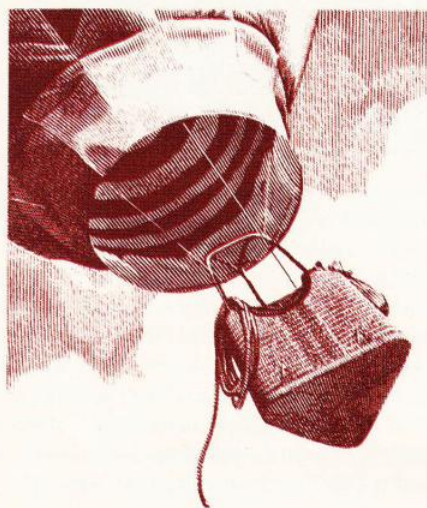
In addition to praying that God will heal the ills of our nation, prayer requests from around the world will automatically be sent to those churches that have made a commitment to be

continued on page 11

by John Eller, national dispatcher

Straight Arrows

Overall Approach—Introduce your Straight Arrows to the air world of balloons and helicopters. These are both exciting and adventuresome for boys this age. Our first 6 weeks will focus on balloons, the final 7 weeks on helicopters. Your local library should have several resources on these subjects. Look in the children's section.



September

1st Week: Hot Air Balloons. Obtain and display photos of hot air balloons. (Posters are available in some areas.) Demonstrate how the hot air balloon works. Have the boys take turns standing on a chair and holding their hands high. They may feel the difference in temperature. Fill a few toy balloons with air and tie the ends. Allow the boys to release them above a heat vent or other source of heat. Explain why the heat elevates the balloons.

2nd Week: Helium Balloons. Explain that some balloons will float upward if they are filled with something lighter than the air we breathe. Share about the joy of watching a balloon go upward when filled with helium. If possible, obtain a helium tank. Use balloons of different shapes and colors to fill with helium. Tell how these balloons are used by florists for birthdays and hospital arrangements. Ask the boys questions like these: Have you ever received a balloon like this? What did it

say on the outside? How long did it last? Have you ever sent someone a birthday balloon?

3rd Week: Balloons for Message. Using either the hot air concept or helium, tie messages on a string to each balloon that the boys have written. The messages do not have to be long. You may need to help the boys write their names and a short message. Tell how this was a means of communication before telephone and television. Ask questions such as these: What would you have done if you received a message by balloon? How do you think people must have felt 100 years ago when a balloon came floating by? Was this a good way to send mail? How heavy could a letter be if a balloon were to carry it?

4th Week: Balloons for Travel. Continuing the discussion from last week, use the "Around the World in 80 Days" theme. This week use a larger balloon with a basket tied underneath. Use a few plastic figures inside. Allow the boys to take turns guiding the basket and balloon around the room. Designate different points in the room to represent Africa, Europe, Asia, America, etc. Assign other leaders to explain briefly what life is like on each stop. Allow the boys to ask questions. Ask the boys, "What do each of you like best about balloons?" Duplicate some coloring sheets with drawings of balloons, and allow the boys to color these. Recognize each boy for his work.

October

1st Week: Field Trip. Hot air balloons are a rare and beautiful sight. When they fly they usually draw much attention. If possible, plan a field trip to see a hot air balloon in flight. It may be possible to arrange to see a series of flights. Obtain a white poster board for each boy. Using a felt-tip marker, design a different balloon on each poster board. Provide paints so each boy can paint his own balloon poster. Have the boys sign their names on their colorful poster and take home. You may want to roll up and tie each poster after the paints are dry to help in transportation.

2nd Week: Balloons and Weather. Explain that it is not a good idea to start

out on a balloon trip in bad weather. Tell your boys that weather is important to balloonists. Show how wind direction, for example, is a factor in flight. Demonstrate a wind sock by cutting the toe from an ordinary men's sock, sewing the top around a metal ring, using an electric fan to demonstrate wind direction. Vary the speed of the fan to show how the wind can change. Ask the boys questions like these: Are wind socks used at airports today? Do they help flyers other than balloons? Have you ever seen a real wind sock? What color was it? Was the wind blowing? What did it tell you?

3rd Week: Helicopters. Using a chalk board, make a list of the names for helicopters: 1. Whirlybird, 2. Chopper, 3. Flying Windmill, and 4. Eggbeater. Ask these questions: Which name do you like best? Have you ever ridden in a helicopter? What was it like? Are helicopters safe? Where would you go to see a helicopter? Use a toy helicopter to demonstrate blade rotation and how the craft stays in the air. Ask each boy to tell where he would like to visit by helicopter. Ask the boys these questions: Are most trips by helicopter long or short? Why do radio stations use helicopters to check on the traffic around big cities? Why does the highway patrol use them? Does our president ever fly in a helicopter? Why?

4th Week: Kinds of Helicopters. Explain the following: There are many kinds of helicopters, and each is built to do a different job. Helicopters fly up and down, so they do not need a runway to take off or to land. The rotor blades are like airplane wings. When they spin through the air, this movement creates lift so it can fly. There is also a throttle to change the speed of the engine. Engine speed and rotary pitch must be coordinated, or worked together. If possible, invite a pilot or someone from the Armed Forces with experience to talk to your boys about helicopters. He or she will be able to explain how the helicopter flies.

5th Week: The Joy Stick. Explain that this control makes the helicopter move forward, backward, or sideways. Use a toy helicopter to demonstrate this movement. Tell how this is important in search and rescue efforts. Most boys have seen

this on television. Explain how many lives are saved each year through the use of helicopters. Demonstrate the joy stick using a wooden chair, carried by two leaders. Allow the boys to take turns using a pretended joy stick to change direction. Use a safety belt for each rider.

November

1st Week: News. Show a copy of a major newspaper. Tell the boys that news is big in our time. Show how helicopters are at work to obtain the news. Spread out the newspaper on a table, and point out the areas of news that may have been gathered with the aid of a helicopter. Provide safety scissors for the boys to cut out news items about helicopters. Allow the boys to paste the clippings on a poster board. Next, have the boys make up a news story. Give each boy the lead sentence, and have him complete the story line. Turn on a radio on the hour so the boys can listen to the news. Have the boys determine if a helicopter was used for gathering some of the news, like a traffic report.

2nd Week: Forest Protection. Years ago fire towers were the best means of surveying the forests for fires. While they are still in use today, something new has come along. Helicopters and airplanes are now used to spot and put out fires in many places. Using a toy helicopter, tie beneath it a small cup. Using a pail of water, demonstrate how helicopters can dip water from a lake and put it on a fire. Allow the boys to take turns doing this. Invite a forest agent or a conservationist to give a short talk on forest fire prevention. If no one is available, obtain a video from the library or the national Forest Service. Or refer to the *Adventures in Camping* handbook (1993 edition).

3rd Week: Military. Ask each boy to bring their favorite military helicopter to the meeting for display and discussion. Allow each boy to demonstrate his toy and tell why it is his favorite. Discuss how helicopters are used by the military for training, transportation of troops and supplies, and actual warfare. Tell how parachutes and rope ladders are used. Give the boys twine and help them weave a rope ladder for their helicopters. Using a chalkboard, have the boys help

list some of the reasons why helicopters are used by every branch of the Armed Forces.

4th Week: Field Trip. Set up a field trip to see a helicopter at work. If there are no military bases near you, contact radio stations or ambulance services. Another possible source would be local airports or tourist attractions. If a field trip is not possible, obtain a video showing how helicopters are used by organizations involved with protection and security. Have a leader describe in detail his experience in a helicopter and some things that happened along the way. The talk could include helicopters looking at the Grand Canyon, volcanoes, and rescue at sea. Tell how helicopters assist in locating herds of animals needing to be moved to other areas. Show how food and other supplies are brought in this way. Discuss how snow skiing is assisted by helicopters at work to make the skiing more safe and enjoyable.

Buckaroos

Overall Approach—This quarter for Buckaroos is an introduction to commercial airlines. Some of your boys have probably taken a flight, while some have not. The aim is to emphasize the air world through civilian aviation. A visit to your nearest commercial airport will be helpful in training and will spark your own ideas. This should be a very creative and exciting quarter for your boys, and you are the key to make it happen.



September

1st Week: Airports. Explain that the airport terminal is a large building where

airplanes depart and return. List some things that can be seen at an airport: 1. airport parking, 2. directional signs, 3. hangars, 4. terminal, 5. runways, 6. control tower, 7. radar, 8. taxis, 9. rental cars, 10. buses, 11. places to eat, and 12. airplanes. Discuss each of the above. The discussion could include telling about the air traffic controllers and about the hangars, where repairs are made and the airplanes are serviced for the next day. Point out that many people work through the night to get the planes ready.

2nd Week: Tickets. Secure a sample or used ticket for show and tell. Many boys may have never seen one. List on a chalk board where you may buy tickets: 1. travel agents, 2. ticket counters, 3. by phone/mail. Mention schedules and cost. Ask these questions: Can you take a flight anytime you want to? Why are TV monitors in the airport? Ask the boys to name some airlines. Ask which is their favorite and why. Involve the boys in a discussion on where they or their parents or relatives have flown to and on what type of airplane.

3rd Week: Baggage. Explain this about traveling by plane: You must take things with you to use while you are away. It is like camping in the sky. There are baggage limits. You can't take everything you have. Most of your toys will be left at home. Most companies allow two bags to check in and two for carry on. Checked bags are stored underneath the airplane and carry-ons in the openings above the seats inside. Ground crews place tags, bearing abbreviations, on the luggage to determine their destination and load the bags onto the plane. List on the chalkboard a few abbreviations: ATL (Atlanta), LAX (Los Angeles) DAL (Dallas/Fort Worth), MCI (Kansas City, Mo.), ORD (Chicago O'Hare), STL (St. Louis), ORL (Orlando, FL), CLT (Charlotte, NC).

4th Week: Getting Ready. Lead a group discussion on all the things a person should take on a trip to the east or west coast. Clothes will depend on the time of year. Display a suitcase filled with various items, and show the boys how to pack a suitcase. Display a couple of carry-on bags and show what can be put

in them. Secure some paper tags from the airport, and give one to the boys to write their names on.

October

1st Week: Boarding. Make a list of things that happen when boarding an airplane: 1. baggage check, 2. boarding pass (show sample), 3. security (metal detectors), 4. flight number, 5. concourse and gate number, 6. airport shuttle, 7. moving walkways, 8. escalators, and 9. seat assignments (aisle or window). Discuss what the pilot, copilot, and crew are doing to prepare for departure: Instruments and weather are checked. Computers calculate the time required for the flight. The handicapped and those with small children are boarded first. Once passengers are seated, they buckle their seat belts. Some flights provide ear phones for music and some show movies. Next, explain how it feels inside an airplane about to depart.

2nd Week: Takeoff. List on a poster or chalkboard some steps involved in takeoff: 1. push back from the terminal, 2. captain asks crew to be seated, 3. taxi to end of runway, 4. engines are opened on full speed, 5. nose goes up at 90 mph, 6. airborne at 110 mph., 7. thrust of the jets, 8. climbing fast, 9. cruising altitude usually 21,000-41,000 feet, 10. with seat belt sign turned off, passengers may move about. Ask questions like these: Why are runways important? Who gives the signal for take off? Why should everyone be seated when taking off? Why are the engines at full speed?

3rd Week: Travel Agent. A field trip to a travel agent would be very interesting for your boys. They can see the colorful posters and pick up a few brochures. Call ahead to get permission. If a field trip is not possible, collect information from a travel agent to distribute to your boys. Get them to imagine going to far-away places and the things they could do on a vacation to Africa, Australia, Asia, the Middle East, or the Far East. Ask the boys where they would like to travel to. Use a world globe to identify the places.

4th Week: The Flight. Describe the airplane ride—floating on air. Occasional bumps are wind currents. Airplanes are made like a bird in flight to give a smooth

ride. The jet liners travel 300-500 mph. Talk about head wind, tail wind, and the jet stream. Use a toy airplane to show how the airliner changes direction by banking. Explain that clouds are usually below the airplane in flight. The earth from far above looks like a giant Chess board.

5th Week: In Flight. Continue with last week's discussion: Inside the airplane much is happening. There is food service and soft drinks. There are newspapers and magazines. There are rest rooms. The flight crew provides pillows and blankets to those who wish to sleep. People are seen reading, eating, working with lap computers, filling out business forms and reports, visiting with other passengers, or just enjoying the flight. Prepare a typical meal airline passengers might have: bran muffin, yogurt, grapes, cheese, butter, orange juice, etc.

November

1st Week: Preparing to Land. Before landing the captain and crew are busy preparing to land the aircraft. They must check wind direction and altitude. They must communicate with the air traffic controllers. (There are highways in the sky, just like there are on earth. Some of these air highways follow the major car roads.) The airplane must slow down and begin to descend. The passengers can feel this shift in speed. The air starts to get bumpy again. The seat belt sign flashes on. All cups and containers must be picked up. All bags inside must be properly stored. Everyone sits down and waits. Some flight patterns to land take longer than others, depending on traffic. Some planes must circle 15 minutes or longer before landing. Demonstrate a typical communication between the cockpit and control tower.

2nd Week: Landing. When the airplane touches down, it usually bounces up a little. This is normal. When it settles back, the captain will reverse the airflow into the jets, which acts as a breaking system. The passengers can feel this big time? The plane is then taxied to the terminal. Along the way, passengers are asked to remain seated with seat belts fastened, until the aircraft has come to a complete stop. Ask the boys some ques-

tions like these: Why are passengers asked to do this? Why is the seat belt important? (Why are seat belts important on cars?) Using an ordinary chair, allow the boys to sit in the chair with a belt or rope to see how it feels. Have two leaders pick up the chair and pretend the boys are in an airplane seat.

3rd Week: Arrival. When the seat belt sign is turned off, passengers are free to move about the cabin and collect their belongings. The front door will be open to let out the passengers. Airline personnel are there to direct them to baggage claim. There, family members eagerly await to greet their loved ones. At the baggage claim area the luggage is placed on a carousel. Passengers check their claim tags with those on the luggage going around the carousel. This is important so they will not pick up another's bag that looks like theirs. Anytime you are in an airport, stay close to the adults traveling with you. This is for your safety.

Commander, list on a chalkboard four things to do when arriving: 1. deplane, 2. check directions, 3. get bags, 4. find car and load luggage.

4th Week: Field Trip. If possible, plan a trip to an airport. You will need one-on-one supervision by adults. Visit the observation deck. Watch the landing gear as it moved. Point out the warning lights. Watch air freight loading. Tour the inside of a large jet. Enjoy a soft drink or snack.

Pioneers, Trailblazers, Air-Sea-Trail Rangers

Overall Approach—Our focus this quarter is the air world, and what a world it is! Man has always had the desire to know what is above the earth, in the air, and beyond. Boys are particularly attracted because of the adventure and excitement. Use their interest to make the air world come alive for them. The suggestions offered here should be supplemented by other resources available in public

libraries, national publications, and your own files as well. Involve your leaders and boys in research and presentation when possible. Display posters showing items as the following: aircraft, lunar map, space suit, capsule.

September



1st Week: Astronauts. For many years people dreamed of traveling in space. Scientists had questions like: What would it be like? What would they possibly find? How high could they fly from the earth? What is on Mars? In 1777 Franz Joseph Haydn wrote an opera called *The World on the Moon*. In it some people visited the moon. It was a song and a joke. Around 1780 a man in France invented a spaceship. It was a basket tied to a balloon. People rode in it. In 1865 Jules Vern wrote about a "moon train." It looked like a rocket with cars attached. Meanwhile scientists were studying space. Johannes Kepler figured out in the 1600s that the planets moved around the sun in orbits. In the 1900s the Russians, Germans, and Americans began working on rockets. On November 3, 1957, the Russians sent up the first space traveler. She was named *Laika*. They could not get her back. She died in space.

Craft Project: Create a solar system on the floor, using different sizes of balls. Label the planets. Most any encyclopedia is a good reference.

2nd Week: Famous Firsts. Assign three leaders or boys to give a talk about what it must have been like to be one of the "firsts." The dream of space travel came true on April 12, 1961, when Yuri Gagarin, a Russian, orbited the earth one time. He was the first human being to travel in space, and he came back safely.

Russians called their space travelers *cosmonauts* (meaning "universe sailors"). American space travelers are called *astronauts* (meaning "star sailors"). Both words are from the Greek language. The first American in space was Alan Shepard. On May 15, 1961, he flew for 15 minutes. He did not orbit the earth. John Glenn was the first astronaut to do that. On February 20, 1962, he went around the earth three times. In 1963 Russia sent the first woman into space. Valentina Tereshkova circled the earth 45 times. In 1964 Russia sent up three cosmonauts in the same spacecraft. On March 18, 1965, cosmonaut Alexei Leonov took the first space walk.

3rd Week: Gemini/Apollo. The United States began its Gemini program in 1965. Two people could travel in a Gemini spacecraft. There were 12 Gemini flights in all. The Gemini astronauts practiced hooking up their spacecraft with other spacecrafts. Edward White became the first American to walk in space. In 1966 the United States began its Apollo program. In 1968 *Apollo 7* sent back live TV pictures and sound from space. That same year *Apollo 8* orbited the moon 10 times. On July 20, 1969, Neil Armstrong and Edwin Aldrin became the first men to walk on the moon. Armstrong stepped out first. The whole world watched on television as he climbed down the ladder. As his foot touched the moon he said, "That's one small step for man, one giant leap for mankind."

Craft Project: Construct a model capsule for display and discussion. Show how the capsule was assembled as a part of the rocket.

4th Week: Moon Landing. Almost a day later, Armstrong and Aldrin flew back to Michael Collins in the command module. They left behind a plaque which reads: "Here men from the planet earth first set foot upon the moon, July, 1969, A.D. We came in peace for all mankind." More moon landings followed. Longer times were spent in space. All sorts of scientific experiments were conducted. On June 18, 1983, Sally K. Ride became the first American woman in space. In September 1983 Guion Bluford became the first black American to travel in space. Quiz the boys by asking these questions: Would you like to be an astro-

naut? What would you expect to do? What kind of training is required?

October

1st Week: Rockets. Rockets have been used for space shots since the 1950s. Rockets lift off slowly then gradually pick up speed. Within minutes they are soaring to embark on the adventure of space. The rockets are very much like jet engines, with one major difference: Rockets carry their own oxygen supply (oxidizer). They do not depend on the oxygen in the air. Rockets are built in stages, which fire at specific times then break away. Not all rocket attempts have been successful. Some have lost their lives in these experiments. Many brave men and women have participated in space exploration. For a show and tell, obtain a model rocket for break-down and assembly. Discuss the stages of the engines and how they break away. Discuss what type of fuel a rocket burns and about how much fuel is loaded onto a rocket.

2nd Week: Skylab. Scientific experiments in space have brought new technology to the world of medicine. In the zero gravity of space, scientists are able to conduct experiments that would not be possible on earth. There are biological and chemical routines that have advanced knowledge rapidly. More breakthroughs are expected in the years just ahead. Make a list of possible experiments. Tell how the scientists in *Skylab* go about a daily routine. Ask the Rangers these questions: What are they looking for? Is space exploration worth the time and effort?

3rd Week: Discovering Earth. *Skylab* has provided a unique way of watching the earth. *Skylab's* 270-mile altitude and special orbit gave the astronauts and their instruments a unique look at the earth. The orbit was planned by engineers so the space station flew over 75 percent of the earth's land and oceans—including those places where 90 percent of the world's people live and 80 percent of the world's food is grown. It passed over all parts of the United States, except Alaska, during daylight hours. It flew across Africa, Australia, Japan, most of Europe, South America, and much of Asia. No manned American spaceship had ever flown over so many countries. *Skylab* went around

Your Outpost Planning Guide

the world every 90 minutes and came over the same place every 5 days. An incredible amount of information and data was collected.

Craft Project: Assign a boy to obtain aerial photos from books or other resources showing what earth looks like from space. Provide paper or poster board for the Rangers to draw their own.

4th Week: Benefits From Skylab. The astronauts aboard collected information that help in exploring and mapping the earth, and for keeping an eye on its resources. They obtained practical information about crops, forests, and insect plagues. They also learned about oil, metal ores, volcanoes, earthquakes, hurricanes, storms, snow, and ice. They learned about wave heights, air and water pollution, areas of drought, and the growth of cities. Photographs from space have shown evidence of new copper deposits in Colorado and oil and tin deposits elsewhere. A possible copper lode was discovered in Nevada. The check-by-ground teams confirmed this. They obtained information on the weather—with winds over 70 mph and waves over 50 feet high. Involve the Rangers in a discussion on the following questions: How do these discoveries help us? What good is there watching the weather? Why should we know about the possible outbreak of insect plagues?

5th Week: Telescopes Via Satellites. Telescopes have been launched to explore beyond our solar system. One of the most famous is the Hubbell, which took some repairs to work. We now have our best view ever from outer space. Scientists have learned more in the last 25 years about outer space than was known in all the years previous. Special projects are gaining more information about the planets, comets, and black holes. It is now possible to see where man could not see before and discover the secrets of our universe. When we look at the vast world of outer space, we ask again, "What is man that you are mindful of him?" (Psalm 8:4, NIV). God is mindful of us, even though we may seem like just a speck in His great plan.

Project: Plan a "star gaze" with binoculars or a telescope. Point out various stars, planets, and constellations. Focus

on the moon and its importance in controlling the ocean tide on earth.

November

1st Week: Warplanes. Airplanes became a vital part of warfare during World War II. Assign a boy to research warplanes in your local public library and bring a report to the outpost. The research should include fighter planes, bombers, and transport planes. Show how warfare was accelerated by air power. Tell why the air force of any nation is considered important to defense. If possible, show pictures of these warplanes in action.

2nd Week: Aircraft Carriers. Advancement of warplanes in combat produced the need for aircraft carriers. These are ships whose top deck is a landing and take off operation. These carriers were very important in World II, the Korea war, the Vietnam war, and Desert Storm. Discuss how the advancement to technology has made it possible to take the Air Force anywhere in the world. Explain and discuss how the aircraft carrier operates. Ask these questions: Why are they vital to modern warfare? How did the carriers figure into the victory of Desert Storm?

3rd Week: Missiles. Missiles are motorized rockets with a payload of explosives. In recent years an effort has been underway to reduce the number of warheads stored and positions around the world. Involve the Rangers in the following discussion: Why does man fear the destructive power of nuclear weapons? Do you think the world would be safer without nuclear power? Why do you think so? Ask a leader to give a talk on the development of nuclear power, showing its destructive and constructive aspects. Show how nuclear power is used in peace time to generate electric power. Discuss how missiles are used in defense.

4th Week: Show and Tell. Ask each leader and boy to bring their favorite aircraft model or symbol from the air world for display and discussion. You may have them brought in at random. Or you may assign the following items to be brought for discussion: air balloons, airplanes, rockets, capsules, aircraft carriers, helicopters, and airliners. Coach each boy to develop a 2-minute talk about the item he brings. Mark the items from each boy and use as a special display for Parent's Night. Encourage variety and creativity. Allow the boys to put their own special emphasis on each item. Offer ribbons for the best displays.

Stake A Claim

Invest in an acre or more of land for the National Royal Rangers Training Center near Eagle Rock, Missouri.

I will invest in _____ acre(s) of land for the National Royal Rangers Training Center at \$500 an acre. (A claim conveys no legal interest.)

I will pay my pledge of:

☐ \$540 per acre within 1 year
(12 monthly of \$45)

☐ \$600 per acre within 2 years
(24 monthly of \$25)

Name _____

Mailing Address _____

City _____

State _____ ZIP _____ Acct #001-01-035-4001

Church to receive World Ministries credit

City _____ State _____

Royal Rangers STAKE A CLAIM Pledge Form

Have a Merry Merit Encampment

by David North

Have you considered holding a weekend merit encampment? The idea is to conduct a camp-out with activities scheduled that will enable Rangers to complete their requirements for earning one or more advanced merit.

Perhaps the following will give you some ideas for holding your own "Outpost Merit Encampment."

The Northwest Division Rangers of the Southern Missouri District have held three Aviation Encampments. From those encampments we have developed a complete Advancement Academy, offering more than 40 advanced merits during a 6-day camp.

The Aviation Encampment is held over a Friday evening and all day Saturday at an airport. Each group attending provides its own camping equipment, but activities are conducted with all groups combined.

Friday evening classes include lecture time and a video presentation on aviation careers, basic aviation theory, aviation power plants, airfoils, the phonetic alphabet, and more. On Saturday more "practical" sessions are held. The Rangers are allowed to fly several different types of flight simulators and to visit an aviation lab with wind tunnels and an aviation shop,

The highlight of the day for the Rangers, however, is actually flying an airplane. Flights last about 45 minutes, with each flight carrying the pilot and three Rangers.

where mechanics work on small airplanes.

The highlight of the day for the Rangers, however, is actually flying an airplane. Flights last about 45 minutes, with each flight carrying the pilot and three Rangers. On every run the airplane takes off and lands three times, giving each Ranger aboard the chance to fly the plane from the copilot's seat. What a rush for the boys!

Another highlight of the weekend is a visit by a skydiving team. The Rangers enjoy watching the professional skydivers perform various routines in midair. We also invited military helicopter pilots to fly in for a visit.

The encampment provides a thrilling weekend for the Rangers and covers all the requirements needed for the boys to go home with the Aviation Merit. Most importantly, however, is the spiritual emphasis offered. Nothing is as exciting for the Rangers as renewing their commitment to the Lord Jesus Christ.

You, too, can conduct a weekend Aviation Encampment or numerous other encampments that will enable your Rangers to earn advanced merits. Doing so can help the boys build self-esteem ... and provide an environment for camaraderie and an in-depth walk with the Master Ranger—Jesus Christ.

continued from page 5

prayer partners in the Decade of Harvest and/or participants in the *Revivaltime* World Prayermeeting. But, most importantly, we will pray for the lost and that the moral decay of our nation and world be reversed.

Prepare Today

Tell your pastor that your outpost wishes to join in prayer during this world prayer meeting. Ask him how you can help in promoting this needed cause.

For additional information, contact Decade of Harvest; 1445 Boonville Ave.; Springfield, MO 65802-1894.

News Briefs

- Congratulations to the 147 boys who earned the Gold Medal of Achievement in 1993. That same year 15 Rangers were awarded the Medal of Valor for risking their lives to save the lives of others. Nine Rangers were awarded the Certificate of Valor for saving the lives of others at no risk to themselves.
- Approximately 15,600 individuals had enrolled in the *Leadership Training Course* in 1993. Of those receiving training, 3,102 individuals earned the Leaders Medal of Achievement by completing the standard *Leadership Training Course*. Another 920 individuals earned the Leaders Medal of

Achievement for completing the *Buckaroos-Straight Arrows Leadership Training Course*.

- Two hundred and ninety-five churches reported the following statistics:

Boys saved: 1,350

Boys filled with the Holy Spirit: 346

Advanced merits earned: 2,078

Rank advancements earned: 5,183

- The attendance of our National Training Camps in 1993 are as follows:

Advanced National Training Camps: 150

Eagle Rock Adventure: 82

National Training Camps: 706

National Training Trails: 40

Air-Crafts for Rangers

by John and Bonnie Eller

The crafts shown below can be used in your meetings to emphasize the Air World theme. Boys young and old alike enjoy making and flying these handmade flying objects.

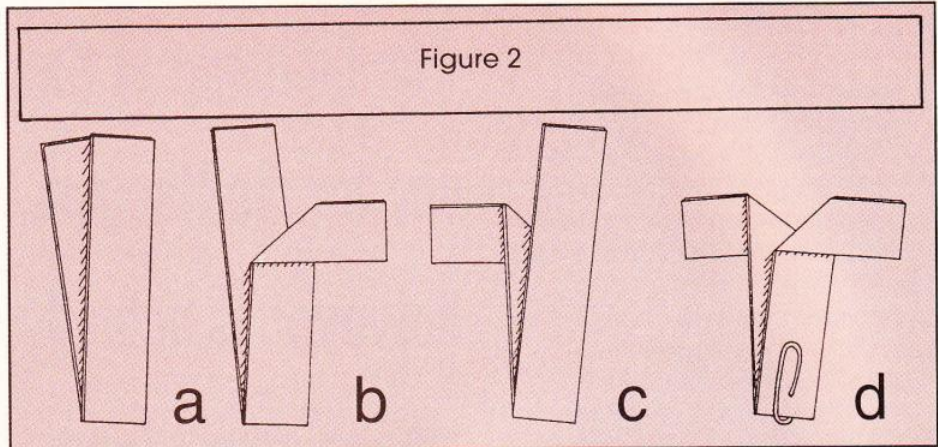
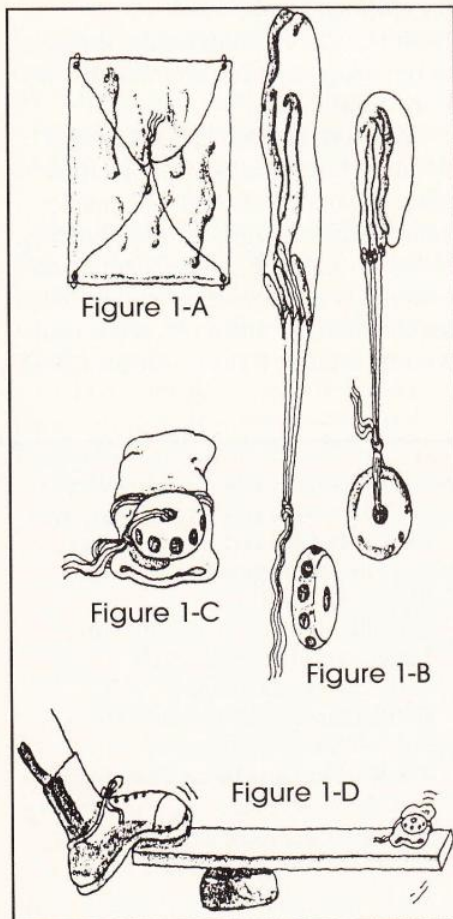
Pocket Parachute

Nearly everyone enjoys making a parachute. So let your Rangers make a pocket parachute. It is designed with the right combination of materials for floating slowly to the ground, especially on days with a gentle breeze.

Items Needed:

1. Plastic bag
2. String
3. Tinker Toy
4. Ruler
5. Scissors
6. Pencil (or nail)

Plastic bags work better than paper or cloth because they are lightweight and



strong. Brightly colored plastic can be seen better, too.

Measure and cut a piece of plastic 12 inches square. Punch a hole in each corner (see figure 1-A), but not too close to the edges or the hole could tear out. The hole can be made with a pencil point or a nail. Cut four pieces of light string, each about 12 inches long. Tie a string to each corner of the plastic by putting the string through and tying a knot.

Lay the plastic flat, and gather all strings in towards the center. Tie all strings in a knot where they meet (see Figure 1-A). Next, tie the Tinker Toy connector (or piece of wood with hole in middle) at the end of the strings (see Figure 1-B).

Finally, fold up the parachute—as in Figure 1-C. Now it is ready to launch. The parachute can be tossed into the air, launched as in Figure 1-D, or released from a ledge.

Twirling Copters

A toy helicopter just won't fly. You only can move it along the ground. But a Twirling Copter will go high into the sky! It is easy to make and lots of fun to throw into the air. The two blades look like they are playing tag with each other.

Items Needed:

1. Strip of paper
2. Paper clip

Cut out a long, narrow strip of paper. Fold it as shown in the diagram (Figure 2). Place a paper clip onto the bottom fold. Then throw it high into the air!

Whirling Bird

Items Needed:

1. Piece of cardboard
2. Colored construction paper
3. Liquid white glue
4. Pencil
5. Poster paints
6. Straight Pin
7. Felt-tipped markers (or crayons)
8. Yarn
9. Cork
10. Long strip of paper
11. Pin

First, trace a bird onto a piece of cardboard, as shown in Figure 3-A. Then cut out the cardboard bird, and make a hole near the bird's beak. Next, lay the bird-shaped cardboard onto construction paper and trace its shape. Repeat this step again. Cut out the shapes and glue them onto the cardboard.

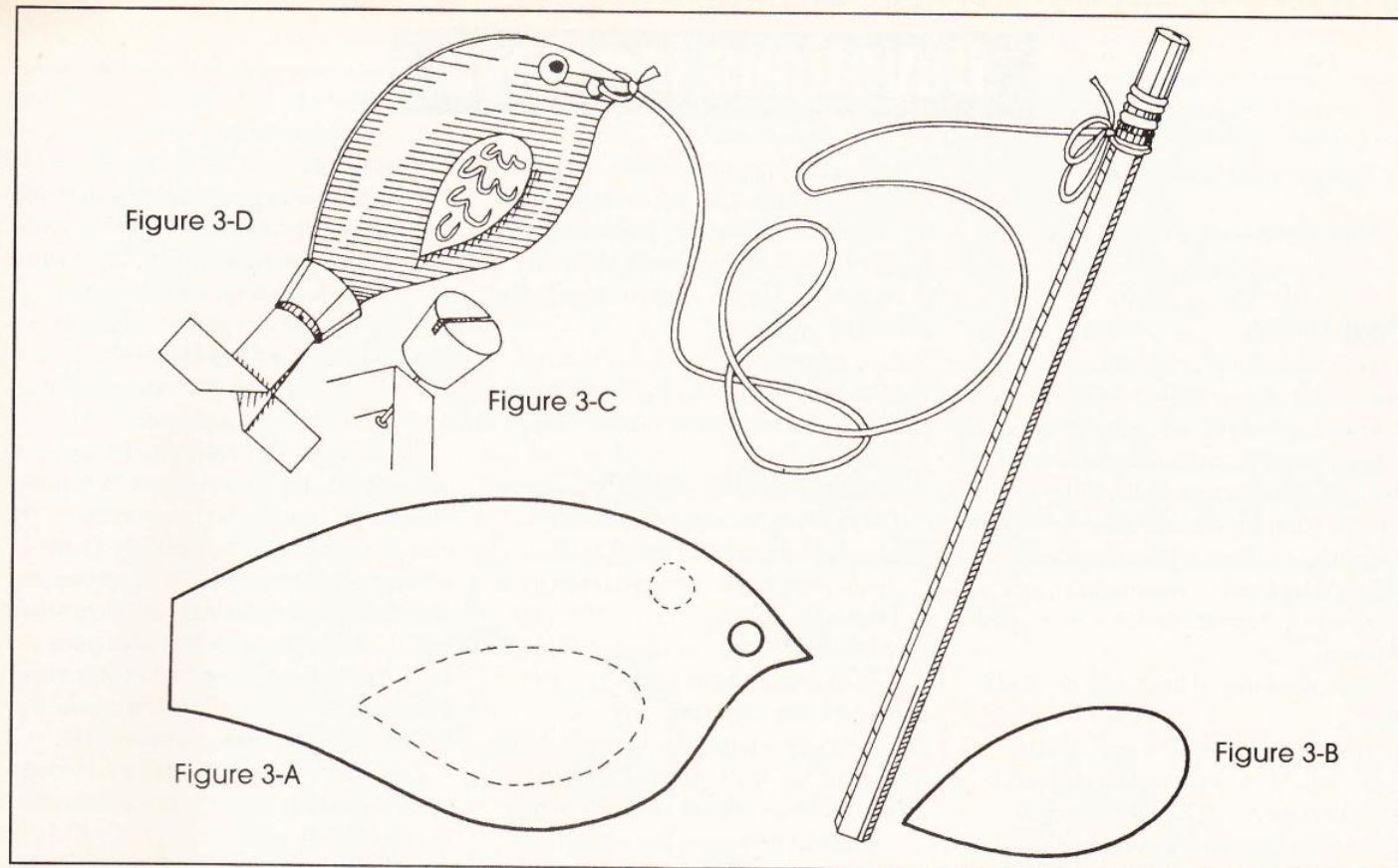
Next, trace onto construction paper two wings (see Figure 3-B). Cut them out and glue onto the body of the bird.

Form the tail by cutting out a long strip of construction paper. Bend it in the center, then secure the tail onto the cork with a pin (see Figure 3-C). Do not push in the pin all the way. Finish folding the tail as shown in Figure 3-D. Now insert a cork, with glued slit, onto the end of the bird.

Next, insert yarn through the hole near the bird's beak and tie it. Tie the other end to a pencil. Now whirl the bird over your head.

Propeller Stick

American Indians knew how to make a



propeller stick that would spin in either direction. Your Rangers can make one as well.

Items Needed:

1. Two 8- to 12-inch sticks
2. 3-inch stick
3. Headed nail
4. Penknife
5. Hammer

Using a piece of a dead tree branch, or a stick, 8-12 inches long, whittle half the length of it down to the bare wood, using a penknife (commander should either closely supervise or perform this task, depending on the age group).

On the whittled end of the stick, cut

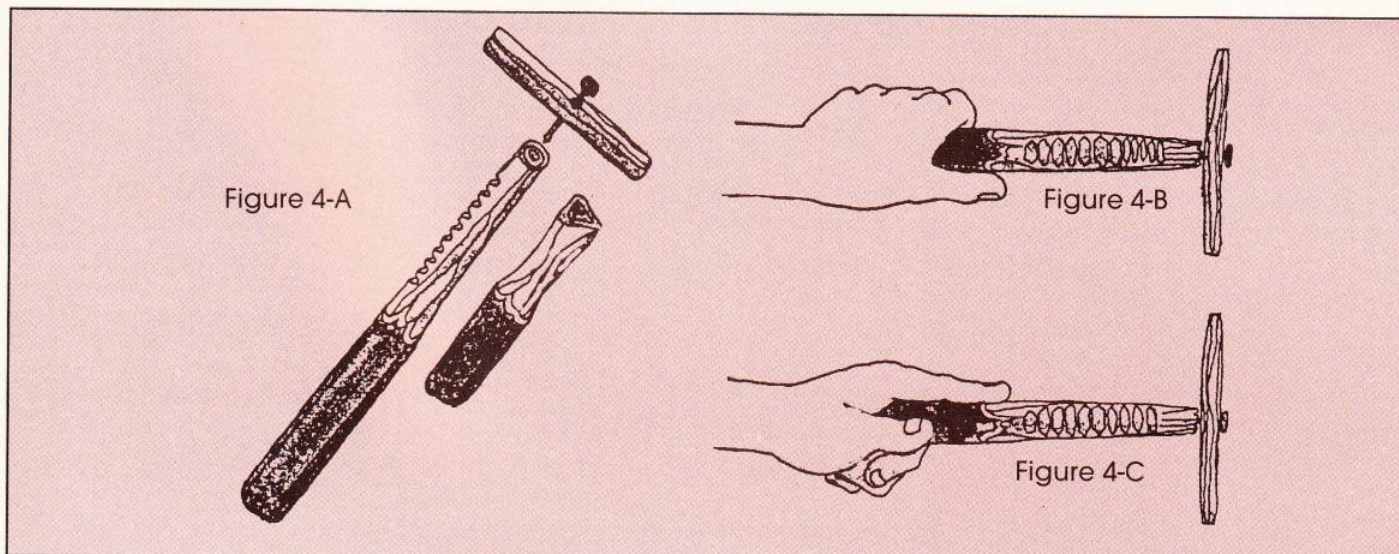
about six or eight notches in a row (see Figure 4-A). Make the propeller from a smaller stick, about 3 inches long, and whittle it down to the bare wood. (It does not need to be in the shape of a propeller at all.)

Measure to the center of the propeller, and make a hole through it slightly larger than the thickness of the body of a headed nail. Now mount the propeller onto the notched end of the larger stick with the headed nail, as in Figure 4-A. Do not drive in the nail all the way, which will enable the propeller to spin easily. If needed, balance the propeller by carving chips off the heavier end.

The propeller is made to twirl by rubbing a round stick across the notched stick, which causes vibrations. Whittle down one end of the rubbing stick to a slightly pointed edge, which will be used to rub on the notches.

Hold the propeller stick in one hand, and point it slightly down. Hold the rubbing stick in the other hand, and rub back and forth over the notches. Try rubbing fast, then slow, then easy, then hard, until you find just the right rhythm to make it spin.

You can change directions of the propeller by the way you hold it (see Figures 4-B, 4-C).



Devotions for Boys

by Rev. Lauren W. Orchard

All Scripture verses cited, unless noted, are from the New International Version.

High Aces

They were the first of their kind. Never before had anyone achieved their success. They were warriors—knights in leather riding powerful canvas chargers into dizzying and glorious battle. They faced terrible odds; the deck seemingly stacked against them. Their equipment often failed, their training was minimal, and there was no second chance if their steed faltered.

They were the aviation aces of World War I.

The names of the aces reads like a “who’s who” of aerial combat legend: Max Immelmann, Charles Nungesser, Rene Fonck, Raoul Lufbery, Eddie Rickenbacker, and Manfred Freiherr von Richthofen (the “Red Baron”). History changed through them and their machines: the *Neuport 17*, the *French SPAD*, the German *Albatros D. Va* and *Fokker*, and the British *B.E.2* and *S.E.5A*’s.

These pilots and their planes brought warfare into the skies above the trenches and fields. Many were wounded multiple times, and several survived crash landings. Yet each won the respect of other fliers because of their determination and dedication to their countries. Against any and all odds, they attacked the enemy with the belief they were destined to win.

We as Christians are also destined to win. Except our battle is a spiritual one. One of the greatest aces of the Church proclaimed, “We are more than conquerors through [Christ] who loved us” (Romans 8:37). He was the apostle Paul. He had engaged the enemy so often he was confident he would win the battle against “principalities and powers in heavenly places” (Ephesians 3:10, KJV).

Throughout the history of the Church, there have been great warriors and knights fighting for the truth of God’s Word. Yet today the battle for the truth has turned our homes and schools into trenches and fields of hurt and bleeding lives.

We need a new breed of spiritual war-

riors. We need “high aces” who have the determination and dedication to stand for the truth of God’s Word—in spite of the odds. Perhaps your name can be listed in the history books. Perhaps you can be one of God’s “high aces.”

Commander, read Romans 8:37 and Ephesians 3:10 then discuss how these Scripture verses relate to the devotional.

The Impossible Journey

They said it was impossible. After scores of attempts and 5 deaths in 105 years of trying to cross the Atlantic Ocean in a balloon, the *Double Eagle II* landed near Miserey, France, on August 17, 1978.

Ben Abruzzo, Maxie Anderson, and Larry Newman made the 3,100-mile flight from Maine to France in 137 hours, 6 minutes. They had tried before. They had dreamed of success and failed. Now they had achieved their goal. But not without cost.

In their 11-story-high, silver and black neoprene-coated, nylon-cloth-covered, helium-filled balloon, they lifted off into the early morning darkness to start their journey.

One day two of their radios failed, so they struggled to create a communications link. On the fifth day they began losing altitude. From 23,500 feet high, they dropped to 3,500 feet in a couple of hours. Much of their equipment was thrown overboard to lighten the load, including their oxygen tanks. Later they experienced severe headaches from lack of oxygen as they rose back into the higher altitudes.

The impossible had become the possible as the men worked together—in spite of overwhelming conditions.

Many people have said living the Christian life is impossible. They start off with great expectations. But then the problems of life send them plummeting down. Their communications with safety fail, and they throw every part of their lives overboard. But as Christians we must learn to trust the team (the “crew”) God has established for our journey.

Jesus has set the goal across the great ocean of life. He has navigated the journey himself and has supplied us with the means to arrive safely. The Holy Spirit now helps us to navigate life’s adventures. And the Church—the body of Christ—has been created by God to bear each other’s burdens and to see we get across together. Some say the Christian life is impossible; but with God ... nothing is impossible.

Commander, read Matthew 19:26 then discuss how this Scripture verse relates to the devotional.

Flying Free

The harness was secure. With the helmet in place, the extra clothing seemed a bit bulky. Now Danny began to feel the weight of the bar. As he began to run down the grassy hill, the bar pulled back, resisting his efforts. The pressure increased until his feet no longer touched the ground.

The green valley below jumped into view, and the red, blue, and gold panels of his hang glider billowed up in the morning sunlight. He was flying free.

Shifting his weight and moving the bar, Danny guided his hang glider out over the valley. With a delicious sensation he found an area of thermal updraft and began soaring in an upward spiral. Danny

Royal Rangers Decade of Harvest

Earmark your calendar for the dates scheduled for the Royal Rangers Decade of Harvest prayer and fasting days. The first Saturday of every month has been designated a day of fasting and at least 1 hour of prayer for the Royal Rangers Decade of Harvest efforts.

SEPTEMBER

Sun	Mon	Tue	Wed	Thurs	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

OCTOBER

Sun	Mon	Tue	Wed	Thurs	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

NOVEMBER

Sun	Mon	Tue	Wed	Thurs	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

thought of the freedom experienced in flight as the wind brushed across his ears (called "white noise") and as he gazed at the pristine blue sky and the checkerboard valley of farms below. Quietly he looked over his gear while feelings of power and grandeur surged inside.

Reality checked his euphoria. If he hadn't been attached to the hang glider by the cable and harness rig, there would be no flight. He realized his freedom was based on being secured to the means of his flight. Without that security there was only disaster.

At the next Royal Rangers meeting, Danny shared with his Air Rangers buddies the reality check he had experienced. The dependence on the cable and harness for the flier in the hang glider made it possible for the exhilaration of flying free.

We as Christians must also depend on a greater force: We are dependent on the holding power of God and the sustaining grip of the Holy Spirit. True freedom is experienced when we fully rest and trust in the means of our freedom.

Jesus said, "I am the way and the truth and the life. No one comes to the Father except through me" (John 14:6).

Flying free in life will only occur when we recognize the truth and trust in God's way for living life.

Commander, read again John 14:6 and involve the boys in a discussion on how this verse and the above devotional relates to them.

Beyond Comprehension

The assignment seemed easy. Commander Don told the boys to select two aircraft and report on their history, use, and capabilities. Nothing very hard for Air Rangers—right?

But Adam was confused. Three large aviation books sat on the table in front of him. There were just too many types of aircraft. He couldn't decide on only two.

All the contraptions attempting flight in the early days made Adam laugh. Even the early biplanes could not compare with the contemporary planes of today. There were lighter-than-air, fixed wing, and rotor craft. Differences were seen in military, civilian, space, and experimental creations.

Chapter after chapter showed bombers, transports, fighters, interceptors, air-to-ground attack craft, observation

decks, rescue and reconnaissance, and more. There were gliders, propeller, jet and rocket powered vehicles.

Adam's mind just plain hurt from looking at too many planes. Studying the history of aviation and the capabilities of so many different types was a nightmare in itself. Slowly Adam closed the books and the note pad. Picking two aircraft to write about had seemed easy. But that was before he realized how great and diversified was the aviation industry and history.


Later that night, before crawling into bed, Adam picked up his Bible and turned

to 1 Corinthians 2:9. He read, "No eye has seen, no ear has heard, no mind has conceived what God has prepared for those who love him."

As he turned out the light a thought flashed through his mind: *If man could create such a varied and diversified number of aircraft (and that was hard to comprehend) then God really must have some creativity in mind to show those who love Him. Now that would really be a report!*

Commander, read again 1 Corinthians 2:9 then ask your Rangers to share what this verse means to them.





GO CHANGE THE WORLD

(JOHN 8:12)

ROYAL RANGERS WEEK
OCTOBER 2-8, 1994

Christian who wants to serve Christ, then an AIM missions outreach is for you. All you have to do is be willing, and God will do the rest through you.

David North, senior commander for Outpost 88, Central Assembly of God, Raytown, Missouri, is a big believer in Royal Rangers being a part of the harvest through missions.

"In Royal Rangers here at Central Assembly," said North, "God has given us a vision for missions and ways that we can be involved in fulfilling the Great Commission in these last days."

Those ways include financial giving as an outpost to Latin America ChildCare, ministering at churches in the Kansas City area, and going to Bolivia early in 1993 for their first-ever Royal Rangers missions trip.

"Missions is sharing the love of Jesus Christ with those who are lost," said North. "It doesn't have to be in a

foreign country. Your neighborhood is a mission field. Your outpost is a mission field. Your school is a mission field. Missions is more than




preaching, or giving, or praying, or building. Missions is *loving*.

"We believe that the goal of Royal Rangers is not as much ministry to boys as it is 'boys in ministry,'" North continued. "Thank God for boys who name the name of Jesus and are willing to give themselves away in ministry for the kingdom of God."

What To Do

If this describes you, start by asking God what He would have you do. Maybe that will mean talking to your commander about missions for your outpost right in your own city. Maybe it will mean going on an AIM trip to another city. All kinds of AIM opportunities happen every summer, so the time is now to plan for the future.

Planning is well underway for the '96 Olympics also slated for Atlanta, where AIMers will again be on hand to witness and distribute literature. Maybe you and others in your

outpost will be there too! 

Editor's Note: Rangers can earn the AIM Merit by completing the requirements listed in the Royal Rangers Leaders Manual (1993 edition).

Junior Councilmen Growing Strong



ave you joined yet? If not, you're missing the chance of a lifetime!

It's the new Royal Rangers missions program: Light-for-the-Lost Junior Councilmen. If you have at least the Pioneers Second Class rating, you can become a Junior

Councilmen. Ask your commander how to join.

The Junior Councilmen program is gaining momentum. By April 1994 about 50 Rangers across the nation had completed requirements to become Junior Councilmen.

The Junior Councilmen's first gospel

literature project is the urban *Book of Hope* Bible. It is designed to reach the urban youth of America. Already more than \$38,000 has been received for this project, with another \$80,000 pledged.

The Bibles will be given to the Division of Home Missions. DHM, then, will distribute the Bibles to 39 major cities that have been targeted for evangelism.

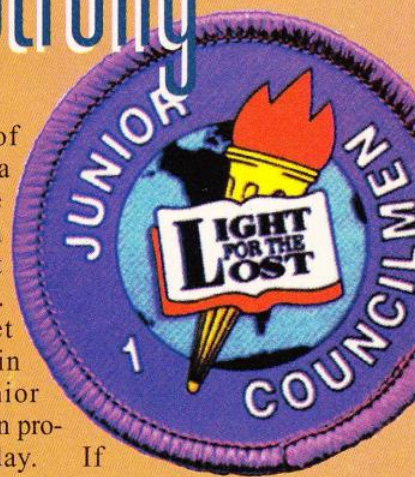
Our goal is to purchase 1 million urban *Book of Hope* Bibles. We can reach this target if Rangers and commanders across the nation will each give at least \$1. You will help us, won't you? Tell your commander that you want to give. Your senior commander can gather all the offerings and send the money to the national Light-for-the-Lost Office.

Care enough ... to give the urban

boys of America the chance to learn about Christ. Also, get involved in the Junior Councilmen program today.

If you're not yet old enough to join, then get involved in Royal Rangers missions projects. There's lots to do for Jesus in reaching the lost!

(Senior Commander, mark offering as "Royal Rangers Inner City, project #8581"—send to Light-for-the-Lost; 1445 Boonville Ave.; Springfield, MO 65802-1894.)



THE SILENT BIRD

THE EXCITING
WORLD OF THE
SAILPLANE PILOT IS
AVAILABLE TO
ALMOST EVERYONE.
AS EARLY AS AGE 14
ALMOST ANYONE
CAN EXPERIENCE HIS
FIRST SOLO FLIGHT
ON A SAILPLANE.

by **Randy Claunch**, *South Central
Region public relations coordinator*

Long distance flying without an engine? Sound impossible? Not for the sailplane! The exciting world of the sailplane pilot is available to almost everyone. As early as age 14 almost anyone can experience his first solo flight on a sailplane—also called a glider.

A 16-year-old can get his private license by passing both the Federal Aviation Administration's written test and the flying test. Generally, 30-40 flights are needed to be a certified FAA pilot. More than 20,000 glider pilots are FAA licensed in the

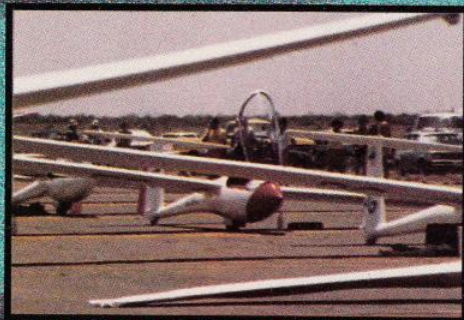
United States. They get to enjoy soaring quietly high above the earth—the silent bird.

Preparing for Flight

When preparing for flight, the sailplane pilot can choose several options of launching. A single engine tow plane can pull the aircraft into the air behind a 200-foot tow rope, which is later released. Or a large earth-bound winch can be used to pull the plane into the sky. Also, an automobile can be used to pull the glider during launch. Some sailplanes have onboard engines and are self-launching.

Every glider pilot must have a support team. The support group





helps the pilot prepare for the flight, assists with the actual launch, keeps in radio contact during the flight, and helps in the retrieval of the glider upon landing.

During a good day's flight, a glider may fly 200 miles or more. The world record for a glider is 907.7 miles of flight. Incredible!

Weather Watch

Being a glider pilot is an adventure that never becomes boring. A pilot must become aware of the challenges of nature. The ground terrain, the clouds, the temperature—all affect the flight of the sailplane.

Then there are the ever-changing weather conditions called "thermals." Thermals are rising columns of hot air caused by the uneven heating of the ground. Thermals enable the sailplane to soar, which means to fly without an engine and without loss of altitude.

The sailplane rides on thermals as the heat lifts and propels the plane. A thermal is the most frequent type of lift used by the sailplane pilot during his flight. The world altitude record for a sailplane is 49,009 feet.

The Sport of It

Glider pilots can join clubs and compete in contests, too. Some glider pilots participate in regional, national, and international competitions. The competition is referred to as a "task." A task is usually a trian-

gular course that starts at the home field. From there it continues through a series of ground landmarks (or turn points) then finishes at the home field.

The minimum task in a world competition is no less than 60 miles (100 kilometers). Regional contests, held annually, consist of 3-5 daily tasks to determine champions. Winners can proceed to national competition.

A set of three national contests are held to determine the national champions. Each national event has 7-9 daily tasks. Finally come the World Soaring Championships, which are held on a biannual basis. The event is hosted by various countries to determine the World Soaring Champions in various contests.

Plans are underway to hold the first international competition at the 1995 Olympic Memorial Festivities in Greece. In 1996 the Olympics will sponsor a gold medal in sailplane competitions. College scholarships are even available to glider pilots who are 14-20 years old.

It is evident that soaring is an ever-growing sport. Young pilots can see the world from a bird's-eye view. The always-changing weather conditions, atmosphere, and clouds ensure that every flight will be new in itself. Perhaps someday you, too, can experience this great sensation of soaring as with wings of eagles. 🌐

THE SAILPLANE RIDES
ON THERMALS AS
THE HEAT LIFTS AND
PROPELS THE PLANE.
A THERMAL IS THE
MOST FREQUENT
TYPE OF LIFT USED BY
THE SAILPLANE PILOT
DURING HIS FLIGHT.

MAJOR BUMMER



by Rev. Robb Hawks, national programs coordinator

The doorbell rang again. Jonathan was not about to leave his Sega Genesis, not with a record score in the works. The doorbell rang again and again. The distraction was too much. His Sonic Hedgehog bit the dust and there went his record score. He ran to the door and opened it. There stood his cousin Robby, with a big box under his arm.

Robby was grinning from ear to ear. He was wearing his Pioneers uniform and announced that he had just completed his Master Rating.

"Major cool," Jonathan exclaimed. "Congratulations. So, what are you doing here?"

"My grandparents just sent me this awesome gas-powered plane," Robby said. "And I need some help learning how to fly it. Would you help?"

Jonathan thought for a moment then grabbed his sweater. Quickly they were out the door and up the street to the Myrtle S. Finney Elementary School. It had a big playground with lots of room to fly the airplane. Jonathan found a perfect place in the parking lot. There were no cars, the buildings blocked the steady breeze blowing in from the west, and the temperature was perfect.

Jonathan opened the box. Wow, it was a chrome-plated Cox P-63 King Cobra World War II fighter plane. Under its wings were spring-loaded missiles that could be fired. And the pilot could be ejected! This was one very slick airplane.

Jonathan went about taking the plane from the box and carefully making sure the control lines were properly attached. Robby was excited, too. He had gotten the plane for his birthday. Everything was there: the gas, the battery, the plane, and the flight instructor—Jonathan.

Jonathan began to explain how the plane worked. There were two strings

that were attached to the plane's "elevators," which controlled the plane's up-down controls. The control cable—about 30 feet long—ran through the plane, out the wing, then attached to a handle.

To fly the plane would be really simple. Jonathan started the plane's small gas engine. "Brrt. Brrrrt. Bruuuuumm," revved the engine. Robby held the plane so it wouldn't take off while Jonathan ran to the end of the cable to pick up the control handle.

"Let it go!" Jonathan yelled. Robby let loose of the plane. It quickly gained speed, skipping along the ground. The plane had a tendency to move toward Jonathan, but that was alright. He took a step or two back as he kept the control line taut.

Suddenly the plane was in the air and flying. Around and around it went. Robby was jumping up and down with excitement. Jonathan slowly turned in a circle as the plane sped around him. With the smallest flick of his wrist, the plane would either climb or dive. After a few minutes the gas was gone. The engine sputtered, and Jonathan gently landed the shiny, plastic plane.

"Yippee!" cried Robby. "That was great. Let's do it again."

"Don't you want to try it?" Jonathan asked him.

"I don't know,"



Robby answered.
"What if I crash
it or some-
thing?"

"Don't worry.
How do you expect
to learn,"

Jonathan coun-
tered. The
argument went
around and
around.

Jonathan enjoyed
flying the plane
but felt a little
guilty about hav-
ing all the fun.

He finally forced
Robby to fly the plane.
Robby went and stood with control
lines in hand. Jonathan started the
plane and released it. Things were
looking good for the first 5 seconds
or so, then everything fell apart, liter-
ally.

The plane began to move closer to
Robby as it began its takeoff. Robby
went into a total panic and froze.
Instead of stepping back to keep the
control lines taut, he began to grab
the strings and pull on them.

He pulled the up string and the P-
63 King Cobra shot skyward.
Panicking, Robby pulled the down



string. At a maximum speed the
shiny fighter plane went into a full
speed dive.

"Pull up! Pull up!" Jonathan
screamed at the top of his lungs.

"Help!" came Robby's terrified
response. The plane streaked toward
the ground at full speed. Robby and
Jonathan watched in terror as the
plane exploded into dozens of little
pieces, each flying in all directions
and skipping across the ground.

Robby and Jonathan stood there in

total shock. The beauti-
ful fighter was gone. The
plane was totally
destroyed. Robby and
Jonathan both began
to apologize to each
other. Robby was
sorry he crashed
the plane;
Jonathan was
sorry he pressured
Robby into doing
something he
wasn't ready for.

The seriousness of the
situation suddenly
struck Jonathan. He
almost drowned
when his friends

pressured him into rock diving in the
quarry last spring when he knew he
couldn't swim. He remembered how
angry he became toward himself
when his commander kindly
explained how foolishly he had
behaved. Now he saw that he had
just done the same thing to his cousin
Robby.

Then Jonathan recalled the Bible
verse he had learned at Rangers: "He
who heeds discipline shows the way
to life, but whoever ignores correc-
tion leads others astray" (Proverbs
10:17, NIV). 🌐

STORE TREK

by Doug Banta

I open the sealed orders at 1400
hours. *When was it, I wonder, that the
top brass decided I get all the mis-
sions no one else can handle?*

I check out my favorite vehicle
from the motor pool. They try to give
me a standard issue model, but I
insist on *Black Bart*. I have done
some less-than-authorized alterations
on the engine and body armor, so it's
the only ground-effect Hovercraft I
can trust to get me where I'm going
and back in one piece.

I leave home base by one of seven
secret exits. The sun is shining. It

feels good to be back in the field.

People in my line of work stay
alive by noticing everything—little
details like the ratio of pedestrians on
the north side of the street versus the
south. Luckily, the figure today is
0.95, well within expected limits.
That doesn't mean they are all above
suspicion. The little, old lady with the
larger-than-normal baby stroller
deserves special attention. I also
make a mental note to keep an eye on
the guy in the funny hat mowing his
lawn.

As I pass Billy's house, he calls
out, "You goin' swimming today?"

I yell back behind me, "Maybe

tomorrow," and think to myself, *If
I'm still alive.*

What enemies will I have to
defeat? On previous missions I had
outgunned countless outlaws. One
time, I remember, it was invaders
who were turned back. Spies! That's
it: spies from another country.

I make it to my objective and fol-
low orders. A gallon of milk and a
loaf of bread—\$3.50. Now the hard
part: getting back to home base with
the courier pouch handcuffed to my
handle bars. 🌐

*Your imagination is a wonderful
gift from God. Enjoy it. And keep it
pure for the Lord!*

WHY NOT HALLOWEEN?

by D. Edson

In the dark behind me I hear a heavy footstep and the sound of another heavy foot being dragged across the floor.

Lord, please help me find my way out! I say to myself as I frantically try to grab hold of something...anything!

A groping horror seemed to about seize me as I felt a cold draft hit the back of my neck. Suddenly a furry hand grabbed me and pushed me outside. The door swung behind me with a scull and crossbones painted on it. A wave of relief swept over me because I finally made it through the haunted house.

"Happy Halloween!" said a man wearing a ghoulish wolf mask, complete with fake blood dripping off one of the huge grotesque fangs in his mouth.

"Right," I say, "it's just Halloween."

Is Halloween just another holiday?

On the surface Halloween is nothing more than trick or treat, parties, and costumes. But did you know that Halloween is a sacred day for witches? That's right! There really are witches! So, how did other people start celebrating their most unholy day?

It may surprise you that a major Christian holiday got mixed up with a major pagan festival that occurs on October 31.

A long time ago, the early Roman Catholic Church started a holiday to be celebrated in the month of May, called "All Saints' Day." The purpose of this new holiday was to honor people who were killed because they were Christians. After a couple of hundred years, the Roman Catholic Church decided to move the holiday to November 1.

Moving the holiday was a bad idea because All Saints' Day was celebrated

the day after a major pagan festival, which welcomed the arrival of winter on October 31. As a result the two holidays were combined. For example, All Hallows' Day was another name given to All Saints' Day, and October 31 was

love. They followed the leadership of evil priests, wizards, magicians, and sorcerers, called Druids. The Druids had a lot of influence over the Celts and encouraged them to worship a false god they believed to be the lord of the dead, called Samhain.

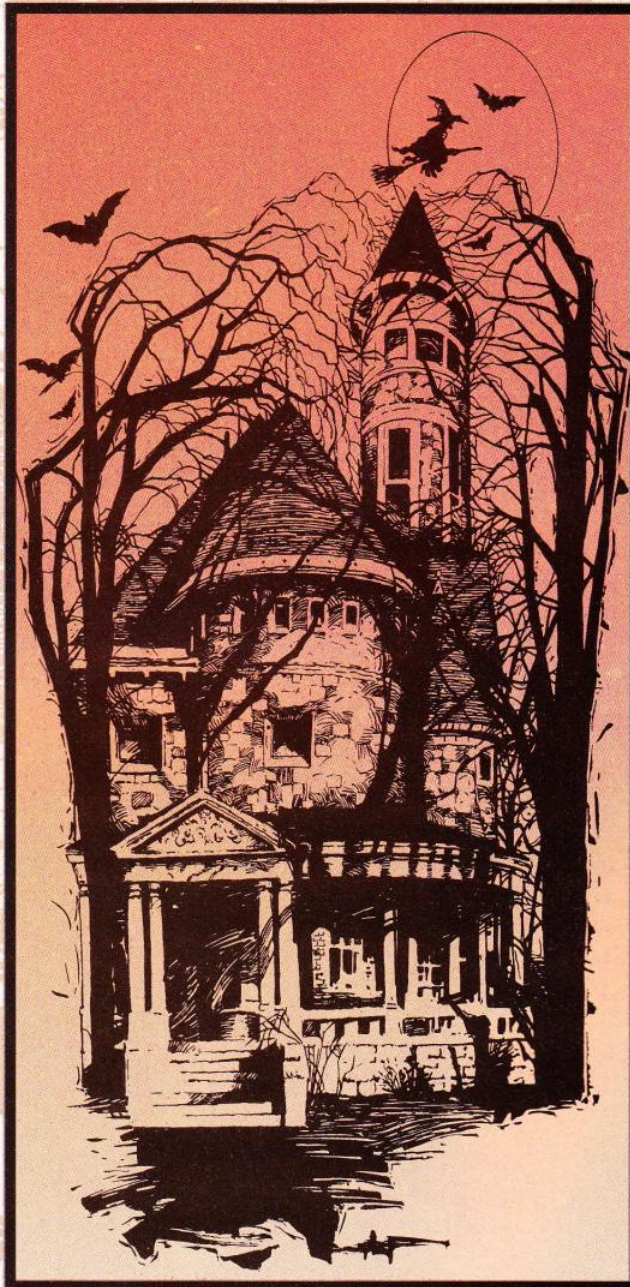
October 31 was thought to be at a time when the doorway to the underworld would be opened and contact with evil spirits would be made easier. As a result huge bonfires were lit on hillsides, and pitchforks with burning hay would be waved in the air to scare the spirits away. If the bonfires and burning pitchforks could not scare the spirits, people dressed up in ghoulish costumes in order to be able to blend in with the evil spirits that were moving around them.

The Celts also believed that spirits would play evil tricks on them if they did not leave treats in their homes when the spirits came to visit. Today people offer food to children who are dressed up like them. Of all the horrible things the Celts and Druids did, the worst was throwing innocent people into the huge bonfires to please these "restless spirits."

So now you know why celebrating Halloween isn't such a good idea.

But there are many fun things Christians can do on this day, which can be renamed "October Fest." For example, you and your outpost could hold a harvest party, which is one of the most popular alternatives to Halloween. The purpose is to celebrate the cycle of life, death, and rebirth, which is symbolic of our relationship with Jesus

Christ. Your outpost can enjoy lots of fun, food, and games. Later in the evening you can gather around a campfire for praise and worship. There is no better way to ruin Halloween for Satan than to win others to Jesus! ☸



called All Hallows Eve. Eventually the name was shortened to Halloween.

Early celebrations of Halloween started with an ancient pre-Christian people from Europe, known as the Celts. Like all people they were very religious but were ignorant of God's

Comedy CORNER

A Straight Arrow and a Buckaroo, seated next to each other at the awards banquet table, put their dirt-covered hands atop the crisp, white tablecloth.

"Mine's dirtier than yours," said the Buckaroo triumphantly.

"Yeah, but you're 2 years older than me," snorted the Straight Arrow.



"Sonny, is your mother home?" asked the salesman.

"Yes, sir," answered little Billy as he played outside.

After knocking on the door for some time, the salesman stated, "I thought you said your mom was home."

"She is," the boy exclaimed, "but I don't live here."



Mother: "How did you do on your test today, Tom?"

Tom: "I did what Washington did."

Mother: "What was that?"

Tom: "Today I went down in history!"



Question: "Why was Adam a famous runner?"

Answer: "Because he was first in the human race."

An Army private approached his drill sergeant to explain that he had lost his rifle. The sergeant quickly responded that the private would have to pay for it. "Suppose I was driving an Army jeep and somebody stole it," questioned the private. "Would I have to pay for that, too?"

The sergeant answered with a definite "Yes!"

The private slowly walked away, mumbling to himself, "Now I know why the captain always goes down with his ship."



Patient: "Doc, tell me in plain English exactly what's wrong with me."

Doctor: "In plain English, you're just lazy."

Patient: "Oh, I see. Well, then, could you give me a medical term for that I can tell to my friends?"



Questions: "Why is Sunday the strongest day?"

Answer: "Because all the other days are weekdays."



The doorbell rang, and the housewife opened the door. "I hate to tell you this, ma'am," said the stranger standing outside, "but I just ran over your cat. I'm terribly sorry,

and I would like to replace him."

"Well, don't just stand there," she replied. "There's a mouse in the kitchen!"



As he clicked through the television channels, the youngster noticed a ballet. Two young women in the ballet were sweeping across the stage on their tiptoes.

"Mom," said the youngster in a questioning voice, looking strangely at the TV, "why don't they just get taller girls?"



The father, getting ready for vacation, loaded the pet squirrel, cage and all, into the front trunk of his foreign, rear-engine car. Later, at a remote gas station in the mountains, he told the station attendant to "fill 'er up." With those words he and his family went to gaze at the beautiful view.

When they returned, the father asked how much he owed. "Don't rightly know," said the attendant, scratching his head. "I gave your engine two bags of peanuts, but I can't figure out how to change the oil."

Thomas LaMance
Prewitt, New Mexico



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