



## YouthBytes.org - A Powerful Tool for Youth Workers

YouthBytes is a simple, yet effective tool in the hands of those who have a passion to reach and teach this generation. The Episode Guide is designed to help you implement YouthBytes into your particular setting at whatever level you choose: from a full meeting schedule to just a small video to enhance your meeting. We encourage each worker to add his or her own stories, experiences and illustrations to make your particular scenario work. The discussion questions are also just a starting point and we encourage each group to go further and deal with local issues and topics that might be relevant.

### Each YouthByte Episode will include :

- Video summary
- Icebreaker
- Primary Lesson
- Facts, figures and illustrations used in the episode
- Key Scriptures
- Discussion Questions
- Complimentary story

We look forward to getting your feedback and comments for these Episode Guides. Also let us know what subjects you would want new YouthBytes to cover. As always, testimonies are welcome. Comments, ideas, and testimonies can be sent to [feedback@youthbytes.org](mailto:feedback@youthbytes.org).

## Disc 11 ~ Soaring High Taking Off



### Video Summary

In this powerful episode, Chad examines the power of your attitude on your progress in life. The episode revolves around a 1935 acrobatic Waco bi-plane. Chad and Chris are literally taken for spins, loops and other acrobatic maneuvers. Many great lessons about life and attitude are imparted in the lead up to the flight, and then in the flight itself. Chad deals with issues like fear, negativity and submission to authority. He especially teaches about the need to trust in God's Holy Spirit who is illustrated through the skills of Mike Blackstone, a veteran aviation pilot who has been flying since he was 8 years old. This episode has breathtaking footage as Chad and Chris adventure high over the Pacific Ocean in a beautiful flying machine.



### Icebreaker ~ Flying First Class

A beautiful, young, blonde woman boards a plane to New York with a ticket for the economy section. She looks at the seats in economy and then looks into the forward cabin at the first-class seats. Seeing that the first-class seats appear to be much larger and more comfortable, she moves forward to the last empty one.

The flight attendant checks her ticket and tells the woman that her seat is in economy. The blonde replies, "I'm young, blonde and beautiful, and I'm going to sit here all the way to New York."

Flustered, the flight attendant goes to the cockpit and informs the captain of the blonde problem. The captain goes back and tells the woman that her assigned seat is in economy. Again, the blonde replies, "I'm young, blonde and beautiful, and I'm going to sit here all the way to New York."

The captain doesn't want to cause a commotion, and so returns to the cockpit to discuss the blonde problem with the co-pilot. The co-pilot says that he has a blonde girlfriend and that he can take care of the problem.

He then goes back and briefly whispers something in the blonde's ear.

She immediately gets up, says "Thank you so much," hugs the co-pilot, and rushes back to her seat in the economy section.

The pilot and flight attendant, who were watching with rapt attention, together ask the co-pilot what he had said to the woman. He replies, "I just told her that the first class section isn't going to New York".



### Primary Lesson ~ Whatever your situation, don't complain but maintain a right attitude

This lesson attempts to teach a principle that the children of Israel in the Old Testament just could not seem to understand or embrace. God loves an attitude of faith, trust in Him, gratitude, submission to authority, and one that reflects a positive disposition towards life and its challenges. In the Old Testament, God's chosen people came victorious out of Egypt, but spent 40 years in the wilderness learning this very lesson. They murmured, complained, envied, rebelled and doubted the very God who had already done so much for them. Many young people think that a wrong attitude is no big deal. In God's book, it can rob you of blessing and close off God's best for your life. Your attitude really will determine your altitude in life.



### Facts, Figures & Illustrations ~ Facts about Flight

#### Wright but Wrong

A bishop of more than a century ago pronounced from his pulpit and in the periodical he edited that heavier-than-air flight was both impossible and contrary to the will of God. Oh, the irony that Bishop Wright had two sons, Orville and Wilbur! Wright was wrong. Sure of himself, but wrong.

#### Brief History of Flight

The first aircraft built were kites, which apparently made their appearance sometime in the fifth century. They were flown chiefly for amusement, but were also used by early scientists studying the possibilities of flight. An English monk, and scientist, Roger Bacon was the first person in history that we know of who seriously studied the concept of flight. He lived from 1214 - 1294, and was one of the western world's first real scientists. His studies convinced him that if a craft were properly constructed, air would support it in the same manner in which water supports a boat.

We had to wait three hundred years before the next notable advancements came in the history of flight. Leonardo Da Vinci never flew, but he thought about it a lot. He designed three different types of flying machine - the helicopter, glider, and ornithopter. The ornithopter was designed with wings which were supposed to flap like a bird's. These craft were never built, and wouldn't have flown anyway, as they were designed to use the human body as a power source. Da Vinci lived about four hundred years before the steam or internal combustion engine was developed and muscle power was the only power source he knew.

About four hundred years after Leonardo Da Vinci designed his ornithopter, a gentleman named George Cayley developed some theories of his own about flight. He lived in the period immediately preceding the era when flight was achieved (1773 - 1857). He proved his theories with kites and gliders, earning the title of 'the father of aviation'. He designed the helicopter, and most later achievements in flight were based on his work.

The Wright brothers, Orville and Wilbur finally worked out the remaining problems on the sands of Kitty Hawk, North Carolina on December 17, 1903. Their achievement was another turning point in human history. Transportation became faster and easier. People could travel long distances over land and water in a single craft. The airplane freed people from land-based transportation.

Many pioneers in aviation came after the Wrights. Charles Lindburg, who flew the first flight across the Atlantic, and Amelia Earhart, who was the first woman to fly across the Atlantic, are the best known heroes in a long list of people who left their mark on the history of flight and transportation in our world.

Source: <http://www.littletoyairplanes.com/history/historyofflight.html>



### Key Scriptures (From New King James Version, unless otherwise noted)

**2 Timothy 1:7** ~ *For God has not given us a spirit of fear, but of power and of love and of a sound mind.*

**Jeremiah 15:17** ~ *I did not sit in the assembly of the mockers.*

**Proverbs 14:30** ~ *A sound heart is life to the body, But envy is rottenness to the bones.*

**Numbers 21:4-6, 9** ~ *Then the people of Israel set out from Mount Hor, taking the road to the Red Sea to go around the land of Edom. But the people grew impatient along the way, and they began to murmur against God and Moses. "Why have you brought us out of Egypt to die here in the wilderness?" they complained. "There is nothing to eat here and nothing to drink. And we hate this wretched manna!" So the LORD sent poisonous snakes among them, and many of them were bitten and died.... (9) So Moses made a snake out of bronze and attached it to the top of a pole. Whenever those who were bitten looked at the bronze snake, they recovered!*



## Discussion Questions

1. Discuss how a negative and faithless attitude affects other people around you. Have the people in your group go in a circle and read Numbers 32:5-13, each person reading a verse and then discuss how infectious and dangerous a fearful, faithless attitude can be.
2. Discuss how hanging around negative, critical and complaining people can affect your own attitude towards your parents, government, your teachers and others? Even one person with a critical attitude can affect a whole group. In light of this, read and discuss Proverbs 22:10 which reads, *“Cast out the scoffer, and contention will leave; Yes, strife and reproach will cease.”*
3. Discuss a time when you said something that really helped lift another person out of depression or despondency. If you have a situation of your own when someone said the right thing to you in the right way and at the right time, then also share it.
4. When you really are struggling in your faith, you need people strong in their faith to pray for you and encourage you with their words. Pray for each other and make sure you pray words of faith, blessing and encouragement.



## Complimentary Story ~ Pilot Walks Away from Three Crashes Unharmd, by Robert Allan Longwell

***“BABY BOY FOUND ON DOORSTEP”*** was the newspaper headline heralding my birth.

Whisked off to the Colorado Home for Abandoned Children, I was called “Baby Loomis” after the name of the owner of the boarding house on whose steps I was so ungraciously deposited.

Not knowing my actual birth date, I was arbitrarily given the birthday of February 10th.

With all this ensuing publicity, I had already become a celebrity of sorts. In fact, immediately there were five couples lining up at the state adoption agency clamoring for the right to become my adoptive parents. Mr. and Mrs. Theodore Longwell from Colorado Springs, having just previously lost a son in childbirth and supposedly unable to have more children, were the chosen parents.

After having enjoyed a monopoly on parental care and keeping from my adoptive parents, I was only eleven months old when they gave birth to their own natural daughter. Suddenly, this change of events made me quite unneeded, unnecessary and unwanted. They heartlessly found another children’s home into which I was summarily discarded.

The excuse they used for justifying their actions was that I had developed a case of skin eczema, which they wanted someone else to treat. The emotional trauma of having been once again abandoned only exacerbated this medical condition. Skin testing revealed that I was allergic to every food except for okra and dates, which became my sole diet for many years. The bloody sores on my body were so visible and itchy that I was nicknamed, “Scratch.” The malnutrition coupled with the humiliation soon categorized me as the “resident black sheep.” The matron’s hostility plus the other children’s cruelty made life at *the* children’s home nearly unbearable.

Then suddenly, without warning, my adoptive parents, whom I barely knew, withdrew me from the children’s home at age fifteen, and the family, such as it was, moved to Los Angeles. Just two years later, Pearl Harbor was bombed and World War II began. I enlisted in the Naval Flight Training Program because it presented a challenge that I absolutely could not resist – that of landing a plane on the pitching deck of an aircraft carrier!

After completing Preflight school, I was sent to Primary Flight Training. At long last, I finally got my hands on a real Naval Aircraft. It was the N2S Stearman biplane, which had a two-pilot crew and was constructed of a canvass covered wood frame with an open cockpit. Part of the training in this plane included mastering a

maneuver that had little tolerance for error and was somewhat dangerous. It was while I was alone practicing this technique on an extremely windy day that I suffered what was a near fatal crash. The airplane sustained irreparable damage, but, unbelievably, I walked away from the crash scene without so much as a bruise.

After finishing flight training and receiving my Wings and Commission, I was ordered to dive-bombing school in the Curtis SB2C "Helldiver." Then, to my complete surprise, I was assigned to an Anti-Submarine Warfare (ASW) Squadron in the fleet. While on active duty, I flew off 5 different aircraft carriers – Coral Sea, Sicily, Saipan, Mindanao and Palau. This involved making 120 carrier landings, about half of which were at night on Jeep carriers.

Speaking of night carrier landings, I was soon to take the ride of my life! On one such night landing, my tail hook failed to release. After touch down, the out-of-control aircraft went careening down the deck heading towards the bow and into the sea where I would surely have been run over by the ship! At the last second, however, my right wing tip struck the superstructure, which hurled the aircraft to the right and off the flight deck into an empty gun tub. I was so far off the deck that the engine, though pointing straight down, was still idling. The fuel tanks were ruptured and the smell of raw gasoline indicated that a fire or explosion was imminent. My choices were to jump into the black sea 60 feet below, and possibly never be found, or to wait helplessly to be rescued. Just then, the deck crew threw me a line and pulled me up to the flight deck like some great, dangling fish. For a second time, I had experienced a plane crash in which I was not injured in any way.

After completing 6 years on active duty, I immediately joined the Naval Air Reserve program. This afforded me the opportunity of continuing to fly naval aircraft while attending college.

On one specific occasion, while flying the AF2S "Guardian," my engine failed over the densely forested area south of the Okeefenokee swamp in Florida. I radioed for help and within minutes two Navy jets were overhead. They directed me to a small clearing in the middle of the thick forest where a ranger station had been erected. Miraculously, I touched down in the small open clearing. Although the plane was completely demolished, I was once again totally unscathed!

Some years later, as I pondered my history of aircraft crashes, particularly the odds that any pilot would walk away from three major crashes without so much as a slight cut, I had to admit it, those odds were about a zillion to one! Finally, I was compelled to accept the fact that, yes, there was a God, and that God had been protecting me and saving me from several major aircraft disasters. It altered my religious convictions radically and I have never been the same.

My full-time profession was actually a career as a commercial airline pilot. I began with Western Airlines, which ultimately merged with Delta Airlines. It always amazed me that I would get paid for doing something I loved so much. As I gained seniority and became a Captain, I was able to select "preferred" routes and spent the last 16 years of my airline career flying from Los Angeles to Hawaii. After 40 years with the airline, during which time I had accumulated over 24,000 hours of flight time, I retired as Number 4 on a seniority list of 9,000 pilots.

As a youth, I probably would have been voted "least likely to succeed." However, with God's help, I overcame many of life's major obstacles and was blessed to accomplish the following:

- Graduated "Cum Laude" from the University of Southern California majoring in Music.
- 26-Year Naval career advancing to the rank of Captain.
- Airline Captain with Western Air Lines and Delta Airlines.
- Pianist in public performances for a Christian ministry for 16 years.

Returning to my birthplace, laden with a host of unpleasant memories, was a gut-wrenching decision when I selected Colorado Springs for my retirement. As the Lord would have it, in contrast to my impoverished and lonely childhood, I purchased a lovely home in an exclusive suburb and married a beautiful, loving Christian woman.

For the twice-abandoned little boy who was laughed at, ridiculed and scorned, God had mercy, grace and favor. To summarize the essence of my life in a single sentence: "When my father and mother forsake me, the Lord will take me up!" (Psalm 27:10.)