

## PRAYERS

**Butch and Chris** – They continue to recuperate. Chris had the last round of chemo last week. Butch had his knee replaced on June 13<sup>th</sup>.

**Chanice** – She is done with dialysis but is suffering from an infection.

**Connie** – She will go back to Rochester in August for another check up.

**Carson Lohr** (Connie's grandson)- Waiting for results from an MRI on his knee.

**Zack Opheim** – Continued digestion problems.

## Congregation News

### Happy Father's Day to all of our Fathers

**THOUGHT FOR THE WEEK:** Happiness is a place somewhere between too much and too little.

### Those Privileged to Serve

#### Sunday Morning Service:

**6/17/18**

Bible Class	Colby Crawford
Announcements	Colby Crawford
Song Leader	Tom Bright
Opening Prayer	Colby Crawford
Lord's Supper	Tom Bright
Scripture Reading	Paul Darling
Sermon	Paul Darling

**6/24/18**

Paul Darling
Tom Bright
Colby Crawford
Paul Darling
Colby Crawford
Tom Bright
Tom Bright

#### **Bible Classes**

#### **Sunday Morning**

Adult	Colby Crawford
Children	Colby Crawford
Toddlers	Cindy Bright
Babies	Anissa Crawford

#### **Wednesday Evening**

Tom Bright
Linda McBrayer

#### **Birthdays & Anniversaries**

June 21<sup>st</sup> – Tom & Cindy Bright

#### **Building Cleanup**

Bright

#### **Aberdeen church of Christ**

**1801 S. Lincoln St.**

**Aberdeen, SD 57401**

**605-225-3621**

**[www.aberdeenchurchofchrist.net](http://www.aberdeenchurchofchrist.net)**

#### **Bulletin Submissions**

If you would like anything added to the bulletin such as prayer requests, news, or events, please make submissions by Friday night to: [tlbj@sbcglobal.net](mailto:tlbj@sbcglobal.net)

# Aberdeen church of Christ

June 17, 2018

## **The Ultimate Sacrifice**

There was once a bridge which spanned a large river. During most of the day the bridge sat with its length running up and down the river paralleled with the banks, allowing ships to pass through freely on both sides of the bridge. But at certain times each day, a train would come along and the bridge would be turned sideways across the river, allowing a train to cross it. A switchman sat in a shack on one side of the river where he operated the controls to turn the bridge and lock it into place as the train crossed.

One evening as the switchman was waiting for the last train of the day to come, he looked off into the distance through the dimming twilight and caught sight of the train lights. He stepped onto the control and waited until the train was within a prescribed distance when he was about to turn the bridge. He turned the bridge into position, but, to his horror, he found the locking control did not work. If the bridge was not securely in position, it would cause the train to jump the track and go crashing into the river. This would be a passenger train with MANY people aboard.

He left the bridge turned across the river, and hurried across the bridge to the other side of the river, where there was a lever switch he could hold to operate the lock manually. He would have to hold the lever back firmly as the train crossed. He could hear the rumble of the train now, and he took hold of the lever and leaned backward to apply his weight to it, locking the bridge. He kept applying the pressure to keep the mechanism locked. Many lives depended on this man's strength.

Then, coming across the bridge from the direction of his control shack, he heard a sound that made his blood run cold. "Daddy, where are you?" His four-year-old son was crossing the bridge to look for him. His first impulse was to cry out to the child, "Run! Run!" But the train was too close; the tiny legs would never make it across the bridge in time. The man almost left his lever to run and snatch up his son and carry him to safety. But he realized that he could not get back to the lever in time if he saved his son. Either many people on the train-or his own son-must die.

He took a moment to make his decision. The train sped safely and swiftly on its way, and no one aboard was even aware of the tiny broken body

thrown mercilessly into the river by the onrushing train. Nor were they aware of the pitiful figure of the sobbing man, still clinging tightly to the locking lever long after the train had passed. They did not see him walking home more slowly than he had ever walked; to tell his wife how their son had brutally died.

Now, if you comprehend the emotions which went through this man's heart, you can begin to understand the feelings of our Father in Heaven when He sacrificed His Son to bridge the gap between us and eternal life. Can there be any wonder that He caused the earth to tremble and the skies to darken when His son died? How does He feel when we speed along through life without giving a thought to what was done for us through Jesus Christ?

When was the last time you thanked God for the sacrifice of His Son?

### **Trust the Instrument Panel**

Dr. Edwin Lutzer tells the story of flying on a commercial air flight. Seated next to him was a man who used to be a commercial airline pilot, but now flies his own smaller plane. The two became engaged in a conversation about the safety of flying.

The pilot said, "Many people think these huge jets are built more safely and, therefore, are safer to fly than smaller planes. People think that because there are more crashes with smaller planes than with commercial jets.

"But," he said, "that's not true. The reason why so many lighter planes crash is not because of bad equipment. It's because of inexperienced pilots flying the little planes."

Lutzer replied, "Tell me more."

"The error in inexperienced pilots is that they refuse to believe their instruments," the pilot said. "In a storm, they trust their instincts rather than their navigation instruments. That's where they get into trouble."

"For example, they are absolutely convinced that the altitude of the plane is increasing when it's not. There is an internal mechanism that tells them the altitude. But, when the altitude is not increasing, they often choose to disbelieve the instruments and adjust the plane according to their senses. They think that the plane is turning or banking when it's actually not. When the pilot ignores his readings and adjusts the plane according to his intuition, it's sure to crash."

Then he said, "There wouldn't be as many light planes that crash if pilots would devotedly believe their instruments panels rather than accepting what they think their senses are telling them."

### **OBSERVATIONS:**

1. A crash is inevitable when we attempt to fly by "the seat of our pants" [i.e., by emotion or intuition].  
*"There is a way that seems right to a man, but the end is the way of death,"* Proverbs 14:12; cf. Judges 21:25; Acts 26:9).
2. The instrument panel [i.e., the Word of God] is always true.  
*"The entirety of Your word is truth..."* (Psalm 119:160a; cf. 25:5, 10; Proverbs 3:5-6; John 17:17; Romans 3:4).
3. In order to arrive at our intended destination [i.e., heaven], we must pilot according to divine revelation rather than human intuition.  
*"You will guide me with Your counsel, and afterward receive me to glory"* (Psalm 73:24; cf. 119:105; Isaiah 55:8).

### **Who Am I?**

A prisoner.

He was charged with sedition.

He was released instead of Jesus.

Answer last week. **Mephibosheth**

### **Welcome to our Assembly. . .**

Whether you are a first time visitor or a long time member of this congregation, we are happy to have you with us this morning. For those visiting, please make yourself comfortable. A good deal of information about this church and its activities can be found on this sheet. We encourage and invite anyone interested to participate in the activities offered throughout the week. If you have any questions about the facilities, our worship service, or want more information about the church, feel free to ask anyone present. Someone will be glad to help you!