

CROSMAN CHRONICLES



Our Secretary's Observations

By Colin Kelly (Form II)

This school year has been great so far. As it is the last year in Crosman Hall for everyone, we are all trying to enjoy our remaining time in this historic building. As this school year unwinds, everyone is also excited about the construction of the brand new middle school that will be finished in the fall of 2020. The memories we have built in Crosman Hall are great, and we will carry them with us forever. Yes, we will miss it when it's gone.

On a less sentimental note, winter is flying by and spring will be here before we know it! This means warmer weather, outdoor sports, less video games, and of course, 8th Grade Graduation. No one can wait to be outside and running around without a coat, but could this really mean that we could get through an entire school year without any snow days? That would be

a first, but let's just say I have built more than a few snowmen in March. So here it is: The Middle School Secretary's official snow day predictions for the rest of this year (Written Feb. 10th). I am predicting a snow day in February and at least a two-hour delay in March. That's right, you heard it here first.

In and outside of class, middle school students seem to be having a great time so far in 2019, and as it continues to warm up, people should be even less cranky, getting more sleep, and generally relaxing. You could say the students will be warming up to more kindness. Well, I plan to keep this optimistic outlook on 2019. I hope we all have a great third trimester, and we close out both this school year, and Crosman Hall, on a very high note. Go Fords!



A Blurb About The Sony PS5

Robert Green (page 3)



The Timothy School

Ian Rosenzweig (page 5-6)



Living in The Sahara Desert

Pierce Laveran (Page 12-13)

Technology & Aviation



Bombardier C-Series

by Pierce Laveran (Form I)

When most people think about commercial airplanes two things usually come to mind; Airbus and Boeing. These two manufactures located in America and Europe are the world's leading plane manufacturers. But what you don't know is that if you are on a 1-2 hour flight you might be on an Embraer or Bombardier plane. I will focus on Bombardier for now. Bombardier is a plane manufacturer based in Canada. They are most known for their Learjet series and their CRJ series which are used by airlines such as American Airlines. Recently, Bombardier had an idea to create a small technologically advanced, fuel efficient plane that would bring short amounts of passengers on long routes (Or short ones). Testing was going great until on a test flight, when an engine suffered an uncontained engine failure. From here, the plane went downhill. This prevented them from taking part in an air show and also the project started running out of money in 2015. At this point, Boeing was asking for high tariffs on the plane and then they tried dumping them to Delta Airlines. For anyone who doesn't know what dumping is, it is when a company gives away something for a price lower than it cost to produce them because it is failing. But, they defied all odds and on June 15, 2016 Swiss Airlines

entered their first CS100 (Short for C Series - 100) into service between Zurich and Paris (about a 2 hour flight). Shortly after this, Airbus decided to buy a 50.01% stake in the program making them the owners of it. Bombardier now owns 31% of the program and the plane is now marketed as the Airbus A220. Lately Delta has hopped on the train with 90 total orders that are expected to be delivered around 2023. Right now, two versions of the A220 are available: The CS100 and the CS300. The main difference between these two is that the CS300 is bigger meaning it can hold more passengers than the CS100 (about 10-20 more people depending on the layout of the plane). Right now, the program has about 537 orders in total and has only delivered 57. The airlines that are currently operating the aircraft are Delta Airlines, AirBaltic, Korean Air, and the Lufthansa Group. Many big airlines plan to operate the plane such as Air Canada who has placed 45 orders for both models and JetBlue has 120 orders in total. Swiss Airlines having an almost fully Airbus fleet has been liking the plane and placed 3 more orders for the plane. As for right now the single aisle plane is doing quite well for all the things it is been through. Bombardier says that they plan to keep making solid progress with the plane.



The Airbus A220-300
(Image Courtesy of Airbus)



A Blurb About the Sony PS5

by Brenner Green (6th Grade)

The PlayStation 4 holds the record for most items sold on one day with over 1 million units sold on its release date. Sony announced that it would be releasing a PS5 at E3 in 2020, and it is expected to clash head to head with the new Xbox 2. It will also be released at E3 (Electronic Entertainment Expo) in 2020. Sony will not be using the new built in screens on the console, but instead they will go for a more traditional console experience with a disc drive, but the PS5 will still have new features and ground breaking technologies such as Minimal Carbon Footprint Control. The PS5 is expected to be priced at over \$350. This new PlayStation is long overdue as the PS4 is 5 years old compared to the Xbox 1, which is only 3 years old. With only a few new

technologies, the PS5 will be a considerable \$50 more than the PS4. A portion of the funds will go to improving the environment, but that is a fraction of what Xbox has promised to contribute. Another big factor is that the standard price of a video has started to go up as well. With all of these factors it will be an exciting new **R**elease.



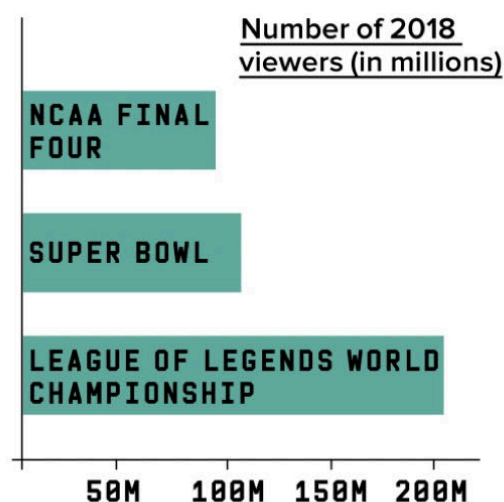
The PS5

(Image Courtesy of Gamepur)

ESports

by Nicholas Lu (6th Grade)

Recently, a new trend has taken the world by a storm. This new trend has been around for some time, but just recently it has expanded rapidly. The Wired Magazines reports that more people watched the League of Legends World Championship than the Super Bowl and NCAA Final Four combined.



Now, video games are being played and watched more and more, but is there a price? Recent studies show that of College Esports players 45% report having eye fatigue, 34% report having back and neck pain, and 27% report having wrist and hand injuries. Also, the World Health Order, WHO, has added gaming disorders to its list of mental health conditions. On the other hand, shooter video games have been linked with an increased ability to pay attention and improved visual ability. Action video games also seem to boost hand eye-coordination for adults and children alike. Studies also show that children who play action video games have better motor skills than their peers who do not play. However, children who spend more time playing video games and watching TV are more likely to be obese or overweight.

The Rise of Amazon's Airline

by Christopher Schwarting (Form I)



Most of us have heard of Amazon, the increasingly dominant online commerce company that makes getting any item you want easier by delivering it to your front doorstep. The company once depended on the United States Postal Service, United Parcel Service, and Federal Express for making these deliveries. However, with increasing demand for Amazon deliveries, Amazon has been making leaps in making their delivery process faster and more efficient. One such leap has been with a rising dominant air service, now called Amazon Air.

Since its announced plan for startup, Amazon Air has grown drastically. According to Amazon, Amazon Air has approximately 40 planes in its fleet currently, having the 40th one being delivered in November 2018. All of the airplanes owned by Amazon, many sporting a special "Prime Air" livery, are being operated by cargo airline companies such as Atlas Air and Air Transport International. Plans for the further expansion of the Prime Air fleet have been announced by Amazon, so that the fleet will grow to around 50 planes by 2020. The airline is based in Cincinnati and North Kentucky.

While the airline is growing at a steady rate, concerns have been rising about Amazon's new cargo carrier. Amazon has faced serious criticism for not allotting enough time for pilots to recover from long flight hours, as well as underpaying them compared to other cargo carriers. This has resulted in questioning after a recent accident on February 23, when an Amazon Air plane operated by Atlas Air crashed into Trinity Bay on approach to Bush International Airport in Houston, Texas. However, technical failure, among other reasons, could have been the cause of the accident, making the reasoning for the crash currently unknown. Concerns have also been raised for other cargo companies that deliver a percentage of Amazon's

packages. According to an Air Cargo News article published in 2018, they stated that Amazon's new startups in becoming a self-operating delivery service would hit companies such as Federal Express, United Parcel Service, and the United States Postal Service in reducing their income, and could eventually financially threaten them. In an article by CNBC, it was recorded that Amazon had delivered and transported 26% of its packages to buyers in early 2019, and the percentage is expected to continue to increase. It also stated that the greater amount of the shipping process Amazon can control, the lower its operating cost and shipping times will be. While Amazon continues to increase the amount of packages it handles independently has been making some companies and people worried, FedEx's Senior Vice President of Integrated Marketing, Patrick Fitzgerald, said in an interview with CNBC, said, "We honestly don't see a world where Amazon would be a competitor to FedEx." This statement also provides a critical point in the question of Amazon Air will challenge other airlines. In FedEx's case, because of their 700 aircraft and wide array of package deliveries and logistic operations, Patrick Fitzgerald sees little worry and competition from Amazon. It is now up to time and company decisions to determine whether Amazon will dominate or fail in the packaging transportation industry.



An Amazon 'Prime Air' Aircraft

(Image Courtesy of GeekWire)



The Timothy School

by Ian Rosenzweig (6th Grade)

Students in Mrs. Thorburn's third-grade class have a unique opportunity to get to know students who are very different from the typical Haverford student. Through the Pen Pal Program, Mrs. Thorburn has established with the Timothy School, both Mrs. Thorburn's students and those from the Timothy School work to overcome the challenges of autism to communicate with one another.

The Timothy School is located in Berwyn. According to its website, the Timothy School is "the oldest non-profit approved private school in Pennsylvania devoted exclusively to teaching children with autism." Its "mission has expanded to increase community awareness of the needs of children and adolescents with autism," and Mrs. Thorburn's Pen Pal Program does just that. The Pen Pal Program is good for Haverford boys and the Timothy School students. Haverford boys gain the experience of meeting people with different abilities, and the Timothy School kids are exposed to different environments and new people. But the students do not just write letters to one another. They meet each other in person too. The Timothy School students typically visit Haverford in November, and the Haverford third graders typically visit the Timothy School in April.

In an interview, Mrs. Thorburn recounted how she first got into working with Timothy. The head of the Lower School in the early 2000s sent out a note asking which teacher would like the experience for his or her class, and Mrs. Thorburn volunteered. "I really put it upon my boys to be the ones who interact when the Timothy Students are coming. Within five minutes the nervousness goes away and the friendships start growing. They see

differences in their buddies, and they see what their buddies see in them." Mrs. Thorburn also shared that a former student, James Landman, who is currently a senior at Shipley, has been working with the Timothy School almost as long as Mrs. Thorburn. James and his mom, Beth Landman, who is also involved with The Timothy School, return to Ms. Thorburn's classroom every year along with current 5th-grader Esref Erkmén, and current 6th graders Alex Borghese and me (Ian Rosenzweig) to present to the third graders before the Timothy School visits.

James Landman stresses the idea that the Timothy students are not all very different from us. They just see the world and act in it a little bit differently. "One of the things we try very hard to express to the third graders is," as Mrs. Thorburn said herself in an interview, "each Timothy School student has a special talent. The students and teachers both inspire me and many others. We think the empathy part is huge. The best gift you get is a friend. The connection does not end at the end of the year. It is meaningful, and it's rewarding too.

My experiences with Timothy have been more than rewarding. They have made me look at the world in different ways. I see the Timothy students twice a year and see many of them grow and change emotionally every time. One of my favorite experiences every time is seeing my old pen pal. She still recognizes me, which always brings James' big point back to my mind. The Timothy students are not that different from us. In many cases, their abilities are more advanced than ours, they just have a harder time expressing them.

The Timothy School (Continued)

by Ian Rosenzweig (6th Grade)



One of my responsibilities when helping out with the Timothy school is to make sure everything is ready for our visit, but one of the best parts of returning is getting to interact with not just the students, but the teachers as well. Some of the teachers have been there every year I have, and even before. The teachers share their students' work with the third graders, and I always listen in, learning about how the teachers have methods of communicating and getting through to these students, who often want to hear, but do not know how to listen. I learn so much just from the 4-5 hours I spend with these students twice a year.

One of Mrs. Thorburn's big goals in the program is to teach her third-grade kids to care. She says, "To have kids so invested is amazing. I love that none of them are just doing it for the sake of doing it." I see and feel this myself too. Every year, I watch the kids meet their pen pals for the first time, and within the first five minutes of watching the kids from their respective schools interact, I see all the worries fade away, and new friends made.

The Timothy School visit is a chance to put many of the Haverford core virtues into practice. Mrs. Thorburn says, "It is the very best lesson I teach my kids - to be respectful, to have empathy, and to always treat anyone they meet as equals. Compassion is a necessary character trait."

As a former third grader who has now had the chance to interact with the Timothy School students for the past four years, I agree that the visits help us practice compassion, but the day is all about the virtue of friendship too. Seeing the Haverford boys' looks of excitement and expectation on the bus while going to The Timothy School in the spring always brings a smile to my face. They can not wait to see their friends again. All of the worries from the first 5 minutes of the

first visit never shows at the beginning of the second visit. At the end of the program, Mrs. Thorburn's students no longer see the Timothy kids and other people with disabilities as different. They see them as equals, who see the world differently. We all learn a little humility, as we see that there are many different perspectives and ways of **N**avigating through the world.

After the visits each year, Mrs. Thorburn has a reflection discussion with her students. They discuss feelings, take-aways, and experiences, all bringing something to the table for the others to learn about. They learn to see the world and its people through a different set of eyes.

I, too, see the world and its people differently after my experiences with The Timothy School. About 1% of the world's population has autism. That is about 70 million people. While some can communicate better than others, they all have something that we can learn to appreciate. We are all part of a community and we all have something of value to contribute.



Information About the New Middle School

by Render Ford (Form I) and Luke Putter (Form I)



In the school year of 2020, the new sixth graders, seventh graders, and eighth graders will not be learning in Crosman Hall. They will be learning in a new, yet-to-be-named Middle School, that has many new features. Some of these features are size, rooms, and overall looks. The new middle school will be a lot bigger than the current Crosman Hall. There will be a lot of new rooms, such as the Makerspace. Finally, the looks are supposed to represent a transition from Lower School to High School, so the new Middle School will have a mixed styling between old and modern. Overall, the new Middle School will have a lot of new things that will make it much better than Crosman Hall (in our opinion).

First of all, let's talk about the size and shape. The new middle school will look just like the pictures that you may have seen in the front hallway of Crosman, right next to Mrs. Giovinazzo's office.

Image of The New Middle School Building:



Dr. Nagl informed us that it is about 50% bigger than the current Crosman Hall.

There will be many new rooms in this new building. It will have three floors, as opposed to the current two, and instead of one floor being built underground, all three floors will be above ground, as you can see in the picture. One of these new rooms is the Makerspace, which is a very cool new

lab where we can create and explore. We will also have an assembly space for public announcements.

Finally, let's talk about overall looks. The look of the school is supposed to be a transition between modern and old styling, and between the current Lower and Upper schools. Therefore, one half of the school will be made out of a more modern look, with wood, and the other half will be an older look. The modern half is supposed to be the Upper School half, while the old half is supposed to be the Lower School half.

So far the funding efforts have not been completed. As a matter of fact, only about half of the needed money has been raised. This building is much larger than our current Crosman Hall, so it is going to take a long time to build. With these factors, the total cost of the building will be about \$18,000,000. The money that is going to be needed is coming from alums, parents, and other resources. We hope to collect all of the money by the end of this school year so that we can begin the building process.

There is one major downfall of our new and coming Middle School. We will have to spend a year in trailers. The current Seventh Graders have this the worst. The Seventh Graders have to spend an entire school year in "The Learning Village," but then they will not get the chance to attend any classes in the new school. The current Sixth Graders will get a year in each of the three so they probably have it the best. Let's just hope that next year "The Learning Village" has reasonable conditions.

The new middle school is going to be a very cool learning place once it is constructed. It will have new looks, rooms, and it will be much less crowded. Overall, this is going to be a great new school once it is completed.

The Learning Village - Should We be Hyped?

by Drew Glaser (Form I) and Ethan Lee (Form I)



The Haverford Community has been abuzz with all the announcements of the new Middle School to be completed in around September of 2020. However, there have been very few announcements on the “Learning Villages” the Haverford Middle School will be in for one year. What are they like? What are they made of? How are the spaces laid out?

Well, this is what we know for sure, the teachers do not like the use of the term, “trailers.” With hesitation, Mr. Greytok said, “We will be in a... Mobile Learning Facility. We will be hanging out, doing all of our normal classes, [and] having a good time.”

Mr. Greytok has his doubts about the “Mobile Learning Facility” (MLF). He stated “I am cautiously optimistic. I am not nearly as confident [in the learning village] as the new middle school.”

The MLF will be bigger than the current Middle School. The “trailers” that are put into our minds are not what we probably think they are. The MLF are buildings on wheels basically. “It will be very, very clean. They are mobile learning facilities, and once you put them together, it will look like a regular building, maybe even nicer,” said Mr. Greytok. “There will be 12 rooms in the building. Some people will have to share a space and some will remain and go to the high school.” The villages will be rolled from the street onto Eagle Field, and then to the tennis courts where they will reside for the year. The tennis team will be relocated for the year.

The current Form I class will be Form II as we transition from Crosman Hall to the new Middle School. “I am not very happy about the

time of this transition,” said Form I student Russell Yoh. “I want to be able to use the new Middle School. As long as the MLF is nice then I will be fine. Man, I am not supposed to be eating this popcorn.” As you might have picked up, many current Form I students are not very happy with the new Learning Village, like Russell. Although I can see their doubts, they might be satisfied with new learning facilities.

6th graders feel more optimistic about the MLF because they will be able to use the new Middle School. “It feels good because we feel like we are a **S**pecial class. It will be an adjustment, but it will be okay,” says an anonymous 6th grader.

“We have had the MLF before, [and] we won’t make the same mistakes as before,” says Dr. Nagl. When the lower school was being built, there was also a MLF, but that MLF was not set up properly and was not safe.

After many ideas for the name of the MLF, Render Ford came up with the name Virtue Village. Some buildings in the Virtue Village will be called Building Courage, Building Respect, and Building Honesty.

The new MLF will be a change to our daily Middle School life. It will be bigger and better than the current Crosman Hall. It is the reader’s choice - Is the Learning Village something to look forward to?

100 Days of Crosman Hall Trivia - Answers

Kindly Provided by Mr. Greytok



89-100: Answers from the Crosman Hall Trivia

Q: 100 - Who is Crosman

A: The First Headmaster

Q: 99 - When built about 70 years ago, what building did Crosman Hall replace, being built on the same site?

A: The Oaks

Q: 98 - Who was the first principal of the Middle School in 1956?

A: Kenneth Kingham

Q: 97 - Which former/retired Middle School math teacher played football for the Pittsburgh Steelers?

A: Mike Mayock

Q: 96 - What was the exact day and date of the dedication that renamed the Oaks to Crosman Hall?

A: Friday, October 28th, 1955

Q: 95 - What former Middle School Latin teacher married a lower school teacher, became a leader at Vanguard, sent his sons to Haverford, was on the board of trustees and still supports the school with donations?

A: Bill McNabb

Q: 94 - What was the name of the old room that used to occupy what is now the dish washing area in the dining hall?

A: The Keynote Room

Q: 93 - Name the last three Middle School Administrative Assistants, not including Mrs. G. A: Adair, Collette, Cates

Q: 92 - What figures adorn the weathervanes on top of the cupolas on Crosman Hall?

A: Golfer & Horse and Buggy

Q: 91 - What was Mr. Crosman's wife's full maiden name?

A: Sarah Elizabeth Fuller

Q: 90 - Who was our former Latin and history teacher who also coached varsity soccer?

A: Joe Tatta

Q: 89 - What former teacher was affectionately referred to as, "The Curmudgeon?"

A: Bill Dickson

Crosman Chronicles Word Scramble

Hello fellow contestants, and welcome to the 2019 Winter Crosman Chronicles Word Scramble! The objective of this competition is to find the marked letters in this issue of the paper and unscramble them to find a hidden word or phrase! To compete, all you have to do is find the letters and unscramble the message! Once you have the message unscrambled, approach Ms. Nelson during Break or Lunch and tell her you have the message. If you are the first in your grade to do this, congratulations! You have won a dress down day!

The letters may appear anywhere throughout the paper, so be thorough! There are a total of 15 letters you must find. Each letter will appear bolded and underlined. It might look something like **T**his. (The example is not a part of the Word Scramble)

Personal Writings



The Laotamotic Industry

by Jack Suter (Form II)

Early civilizations have always needed forms of transportation. These forms all need a clear path to get places. These are what we know as roads. Roads have also always been a resource to trade, and growth in the economy. Though roads affect the economy, they also strongly affect the environment. These are the reasons that roads can not only have really good effect, but also really bad effects on civilizations. With the growth in population, the forms of transportation grow because more people have to get places. This is where cause and effect comes into play; when a variable gets bigger or changes, something else needs to change and accommodate the growth in other areas of the economy. The people in Laos have been using roads for hundreds of years, though only now have people started to realize impacts that the automotive industry has had on the economy and environment.

Roads and automobiles have had large effects on the environment in Laos. Laos is a very beautiful place that has many mountains and a tropical climate, which means that it has a lot of water and waterfalls. In fact, Laos is famous for a waterfall called Kuang Si Falls. This is a huge tourist site for Laos, though it is affected by the oils and gasses that come out of the tailpipes of vehicles in Laos. Oils that leak into water sources pollute the water and harm aquatic life.

Automobiles have also had a large impact on the economy in Laos. Automotive accidents are the cause of many deaths, roughly 12.5 out of every 100,000 people every year. In 2010, the death toll from car accidents was up to 790 people annually, taking almost 2 million dollars of government money to clean up motor vehicle

crashes. Along with the growth in the automotive industry, the growth of motorcycle use has been skyrocketing because fuel costs are lower, and maintenance is cheaper in general. Some people argue that motorcycles are better for the environment because they get better miles per gallon (MPG) and therefore in the long run, they will end up using less gasoline which means that the demand for oil will be less than it was. This then leads to less fracking, which is the process of injecting liquid at high pressure into subterranean rocks, boreholes, and other resource based holes to force open existing fissures and extract oil or gas. This has a really bad unhealthy outcome on our Earth.

The roads in Laos have been around for a while now, so the pavement is a little bumpy. The roads in Laos are crumbling at the edges and are not maintained. It is not a huge issue for the people of Laos since a vast majority of the drivers in Laos have been riding motorcycles. There are only a few other types of vehicles that can take on the conditions of the roads in Laos, one of them being the average **SUV**, but this is uncommon to see on the roads of Laos because only a small amount of people can afford a real off-road vehicle. If more people could afford off-road vehicles, then the roads would not need to be fixed, which would mean that the government would not have to waste money.

The Government in Laos has established laws to make the roads a safer place because, in the long run, the government saves a lot of money when it does not have to clean up crashes.

(Continued on Next Page)

The Laotamotic Industry (Continued)

by Jack Suter (Form II)



The government has established lots of laws to try and keep the roads in Laos safe. For instance, there are laws against driving under the influence, speed limit laws, motorcycle helmet laws, child restraint laws, mobile phone laws, and more. The government has established these laws which help, but there are a few that America has established but Laos has not, one of them being, "driving high." America had established this law because it was proven that with the law established, the death rate would instantly go down an estimated 20-30 Americans every year. It would probably be good for Laos to establish this law especially if their drug use is high.

When going to Laos, there are many types of transportation, some more common than others. One big type of transportation in Laos are called Tuk-Tuks. Tuk-Tuks are taxis and everyday drivers that have been becoming more and more common amongst the people in Laos. Tuk-Tuks are like motorcycles with a box around them. They have a 25cc engine maxing out their speed at 18.65 mph. Tuk-Tuks are so big in Laos right now because it is so much cheaper for people to buy a Tuk-Tuk rather than a car. People want the cheaper option because most people in Laos are farmers or another type of laborer who are barely, if able to feed their families at night.

Along with the **G**rowth in population in Laos, there has been an even more rapid growth in automobiles. In fact, in 1996 there were 156,302 cars registered. In 2010, there were 1,008,788 cars registered. That means that in 14 years, there has been an increase of 852,486 registered cars on the roads of Laos. This does not help with the effects on the environment because with more cars, there are more tailpipes to pollute even more of the environment. This is not entirely all bad. The

automotive industry has been doing better than it was.

There has been a lot of change in Laos with the automotive industry, but we can not always say that the changes have been for the better. Over the years, the rise of industry means more people have been on the roads, which often means more crashes, deaths, and more money to take care of those things. It can also mean new laws and reforms to make the roads safer. In our case, there have been some laws and new reforms established. For instance, Laos has recently made it mandatory to not drive while under the influence. This has helped with road safety today, but there will always be a new issue that needs to be fixed.

Often, people will argue that the growth in technologies and more production and growth in the automotive industry is good, though this is not always true. The death rate every year has just been climbing. Most people think that this is just a given along with the incline of the population and the number of registered cars, but the death rate has been growing too much even with the other growths that will affect the death rate. Something has to be done about this, or the death rate in Laos could triple.

Roads and forms of transportation have always been important in past cultures, but as the population grows, so do the effects that the automotive industry has on the environment and the economy. Even though sometimes things change, maybe in fifty years, people will not have to think about these things because there is a totally new and more efficient form of transportation. Unfortunately, we only have the power to live in the present, leaving us to have to take care of the problems now. Laos has used roads for many years, but the impacts are only being noticed now.

Living in The Sahara Desert

by Pierce Laveran (Form I)



Recently over winter break, I visited Morocco. I went to many different cities including Fez and Marrakech, but the highlight of my trip was staying in a camp three hours away from civilization in the Sahara Desert. It started with 2 flights on a plane (Royal Air Maroc ATR 72) and a 3 hour car trip into the desert. Half of the ride was bumpy on sand, but we would drive through a small “city” every so often. We had to tie our luggage to the top of our car as there was no where else to put it. We were in a grey Toyota, but there were Mercedes G Wagons taking the trip as well. There was also the option to pay \$8,000 dollars to take a helicopter out to our camp because there was a small helipad next to our camp. After 3 hours in the car, we realized that we were lost. After meeting a group of Nomads, we were finally directed towards the camp. It was late afternoon when we arrived, and we were greeted by a man named Bashir. He showed us around the main “area” which consisted of a dining tent, a tent filled with a couple couches and a cooler, and some other tents. In the middle of all the tents, there was a huge fire pit with cushions around it. Bashir showed us to our tents which were right across from each other. I slept with my two sisters and my parents slept together. My tent had 3 beds, a heater, and a chair. Off to the side of the tent, there was a bathroom, which consisted of a pot and a bucket of **H**ot and cold water to wash yourself with. After about an hour of settling in, we climbed a nearby dune to watch the sunset. On the dune there were things you could do like sand boarding (similar to snowboarding, but on sand). After the sunset, we had dinner, and then listened to a band who played by the fire pit. A man named Bobo who worked there brought us to our tent after the music was over and then we went to bed.



It gets pretty cold in the Sahara during the night. For safety reasons, we had to turn the heater off, so we slept with coats and hats on. On Christmas day, we woke up and went straight to breakfast. After breakfast, my family relaxed on the dunes and then camels were brought for us to ride. I was on the smallest one in the back, and we went for a ride through the dunes. It was a really cool experience. After the camel ride, we went sandboarding for a bit and then returned to the camp for lunch. After lunch, my family went on a walk, but I did not want to go, so I stayed back and joined the people who ran the camp. In total, about 20 people work there and they are all very nice. I still message Bashir, one of the employees, often. After my family got back, we climbed the same dune, had dinner, and listened to music. That night, a family left the camp, but about 15 new people arrived. In total the camp could hold about 30 people at once.

(Continued on Next Page)

Living in The Sahara Desert (Continued)

by Pierce Laveran (Form I)



When we went to bed each night, we usually had power running from a small generator, but one night, we lost power because there was a problem with the generator. My sisters and I had to use our phone flashlights until they died and charged them in the morning when the power turned back on. The next morning, when we woke up, we did the same thing, which was have breakfast. Straight after breakfast, we went on a walk in the desert with one of the men that works there. Halfway through the walk, a driver from the camp picked us up and brought us to three tents in the desert. Living in the tents was a single woman who lived there as a nomad. It was really interesting to see how she lived everyday in a tiny tent and took care of goats. She had a small motorcycle which could take her to places because her husband was in the city most of the time. She made us fresh bread and tea which was super delicious. After we drove back to the camp, we had lunch, which was the same most of the time. Lunch consisted of Tagine with rice and chicken which was made by the camp chef. Following lunch, we had a bit of time to rest, and then got back into the car. This time, the car took us to a different camp. At this camp, there were ATV's that our family rode around the desert. We followed a guide who took us up dunes. It was one of the best experiences



that I had in the desert, and if you go, I **R**ecommend that you do it. After the ATV's, we went to a different dune where everyone at the camp was watching the sunset. We hiked up the dune to watch it, and it was super cool. The light was super good for photos and it seemed like you could see the whole desert. We then drove back to the camp and had dinner, watched music and went to bed. The next morning, we had to wake up, have breakfast, and sadly leave. Although the ride back was cool, it was sad to leave. We then spent 7 hours in the car on our way to Marrakech and that's where the desert trip ended. This was one of the best experiences I have had, and if I had the chance, I would do it again. If you go anywhere near the desert, I recommend that you do and take advantage of all the things there.



Chocolate and Vanilla Sugar Swirl Cookies

by Jai E. Bonaparte (Form I)



Chocolate and Vanilla Sugar Swirl Cookies Recipe

Original Recipe Credited to TASTY by Katie Auburn

Yield: 12 Cookies

Prep Time: 15-30 Minutes + Chilling 1 Hour

Bake Time: 10 Minutes

Total Time: Approximately 2 Hours

DIRECTIONS

1. In a large bowl, beat together butter and sugar until light and fluffy.
2. Beat in egg, sugar, and salt until combined.
3. Beat in flour until thoroughly combined.
4. Remove the dough from mixing bowl on to a floured surface and make the dough into a ball and cut in half.
5. Place one half back into the bowl previously used with cocoa powder and mix until distributed evenly.
6. On a large cutting board covered in plastic wrap, use a rolling pin to roll out each piece of dough to make two 12x9-inch rectangles. Tip: Place wax paper over the dough while rolling to keep the dough from sticking to the rolling pin.
7. Place one dough over the other dough rectangle.
8. Use the plastic wrap under the regular dough rectangle to help you roll the two rectangles up so a swirl pattern is made in the dough.
9. Fill a flat dish or baking pan with sanding sugar. Roll the dough around it until the outside is completely coated.
10. Chill for at least 1 hour.
11. Preheat the oven to 375°F.
12. Cut the dough into between 1/2 and 1/4-inch slices and place them on a cookie sheet.
13. Bake for 8-10 minutes, until blonde.
14. Enjoy!

INGREDIENTS

- 8 tablespoons butter (soft)
- 1 cup sugar
- 1 egg
- 1/2 teaspoon vanilla extract
- 1/2 teaspoon salt
- 1 1/2 cups all purpose flour
- 1 1/2 tablespoons Cocoa powder
- Sanding Sugar (to taste)

Swirl Cookies

(Courtesy of
Bake From
Scratch)



Red Grapes Versus Green Grapes

by Jai E. Bonaparte (Form I) and Russell Yoh (Form I)



Red Grapes

(Image Courtesy of AdamsApple LLC)



Green Grapes

(Image Courtesy of Google APIS)

Fruit is one of the main food groups fit for a healthy functioning human body, and any fruit offers lots of nutritional value and relatively few calories. Grapes are no exception. Below are arguments of why Green grapes are better than the Red grapes, and why Red grapes are better than Green grapes.


Red Grapes

- Researchers believe that parts of red grapes can help **P**revent lung, breast, and colon cancer.
- The skin of red grapes contains a strong antioxidant that helps maintain the health of the skin.
- Contain higher numbers of antioxidants because of the anthocyanins that give them their color.
- Low in calories and are fat and cholesterol free.
- Most health experts recommend red grapes to green, as they have “flavonoids.” Some of these flavonoids can help lower blood pressure, as well as cure cancer.

Green Grapes

- Grapes are a moderate source of calories.
- One cup of green grapes has 100 calories.
- Most of those calories come from carbohydrates, and each cup of grapes contains 27 grams of total carbs, including roughly 1.5 grams of fiber.
- Green grapes have very little fat.
- Green grapes are full of antioxidants.
- Green grapes can be a healthy way to get a little energy boost.
- A cup of green grapes supplies 22 micrograms of vitamin K. Vitamin K is crucial for blood clot formation.

Join the
Newspaper Club Today!
We Meet Every Wednesday
in Mr. Romero's Room!

Special Thanks to:

for Printing this Edition
of the Crosman
Chronicles!

Members of the
Crosman Chronicles:

Ms. Nelson (Supervisor)
Ms. Brown (Supervisor)
Christopher Schwarting (Editor)
Russell Yoh (Asst. Editor)
Tate Conklin (Asst. Editor)
Ethan Lee
Render Ford
Luke Putter
Drew Glaser
Jai Bonaparte
Colin Kelly
Pierce Laveran
Ian Rosenzweig
Brady Cross
Jack Suter
Nicholas Lu
Elliot Lee
Brenner Green
Lucas Harrington

Haverford School Peer Mediators:

Charlie Aschkenasy
Aidan Briddell
Brendan Cooleen
Jay Crowther
Ivan Harlamov
Cameron Jenkins
Joey Kauffman
Nicholas Keszeli
Nate Mirin

Connor Pinsk
Cole Pressman
Arnav Sardesai
Isaiah Shuchman
Jaiden Shuchman
Jack Squillaro
George Vollmer
Evan Wang
Colin Zeller

Things to Remember:

Pennies for Patients

Minimester

Giving Opportunities

-Joy of Sox
-Mitzvah Circle
-Cradles to Crayons
-Animal Toy Collection

Post Spring Break Dress Code

- Shorts

March Birthday Dress Down Day

- March 14th