

KEYSTONE WING SLIP

Pennsylvania Wing Civil Air Patrol

NEWS MAGAZINE

CIVIL AIR PATROL HOLDS CORPORATE LEARNING COURSE

Instructor, Lt Col Walter Vertreace

Special Edition
Vol 17



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2005



To: The PA Wing Membership:

Education is the best way to enhance this organization. CLC, SLS, Commanders Course, Level 1 and Conferences are the way to make the organization grow. The better prepared you as the senior members, the better program we will have.

Once all the other appropriate courses have been concluded, CAP, (Civil Air Patrol), Region and National, offer "Staff Colleges" to increase the member's knowledge of CAP as a corporation. There is a whole world out there in CAP, away from your units. Regulations are posted from the USAF and CAP. Regulations are established for levels over the unit level. It is important that you expand your knowledge of these programs to thoroughly understand the CAP Corporation.

This summer I encountered Captain James Kee, Commander of Squadron 122, at Hawk Mt. My immediate thought was that he was delivering his cadets to attend the activity. This was one of those wrong assumptions! This Vietnam Veteran heard mixed things about the program at Hawk and decided to see for himself what was going on. He instead took a course and participated in training and made up his mind that this was a good thing for his cadets and seniors. I am not pitching Hawk Mountain Ranger School, rather I am trying to drive home a point! Capt. Kee listened to the stories, but participated and concluded that it was an educational experience. He took a positive action in order to aid the program.

Knowledge is the key to success! This is a major component in the building of the Pennsylvania Wing. I learn something new every day. No one individual can make a success out of CAP units on his/her own. Seek assistance and be open to suggestions. You never know who can and will contribute a great idea.

M. ALLEN APPLEBAUM, Colonel, CAP
Commander

"Service before Self"

Pennsylvania Wing Holds Corporate Learning Course



Colonel M. Allen Applebaum, Commander of Pennsylvania Wing Civil Air Patrol, addresses the students during the first segment of the Corporate Leadership Course, that was held on October 8 and 9, 2005 at Fort Indiantown Gap, Annville, Pennsylvania.

What are the roles and responsibilities of the Civil Air Patrol Wing? The Civil Air Patrol Corporate Learning Course is training that is focused on broadening the understanding of CAP beyond squadron levels of its operation. Students are to be taught what the Wing's operations consists of and how those operations affect the squadron level.

The Corporate Learning Course has six specific objectives; 1) to identify the function of the three mission elements of the wing (*Aerospace Education, Emergency Services and Cadet Programs*), 2) explain how the wing operates to carry out the Aerospace Education mission, 3) explain how the wing operates to carry out the Cadet Program mission, 4) explain how the wing operates to carry out the Emergency Services mission, 5) explain how the mission support functions support the three main mission elements of the wing, 6) analyze situations where **core values**, (*Integrity, Volunteer Service, Excellence and Respect*), impact the operation of the wing.

Presenters for the course were; Col M. Allen Applebaum, Lt Col Walter Vertreace, Lt Col Willa Hayes, 1Lt Linda A. Irwin, Captain Harold Roach, Captain Arnold Andresen, Captain Robert Gallagher, Captain Richard Tullo, Major DeEtte Riley, Lt Col William Sloane and Captain Antonio Pena.

Lt Col Randy Lentz, Pennsylvania Wing's Director of Senior Training, planned and organized the weekend training. "The class was represented by members from all four corners of Pennsylvania Wing. It was a great class with twenty-one students in attendance this year," said Lt Col Lentz.

The Corporate Learning Course is the third seminar course in CAP's senior member training program and it satisfies one of the requirements towards completing Level III, the Grover Loening Aerospace Award. Those graduating from the class will receive a certificate of completion and will be able to log their accomplishment in their CAP portfolio. Congrats to the CLC Class of 2005! - 1Lt Linda A. Irwin, Editor

IN THIS ISSUE:

CAP EDUCATIONAL PROGRAMS FOR ADULTS

- pages 1, 5 & covers

National News & Events

- page 2

Squadron News

- pages 3 & 7

PA Wing Calendar

- page 4

Eyes on Safety

- page 6

"Then and Now"

the continued Story of a Pilot's Cross Country Flight

- pages 8 & 9

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Editor; 1Lt Linda A. Irwin

Public Affairs Dept.

PA Wing Civil Air Patrol



MAXWELL AFB, Ala. — Civil Air Patrol has signed a corporate support agreement with Yingling Aviation (www.yinglingaviation.com), a Kansas-based general aviation full-service airport repair and support facility.

While terms of the agreement were undisclosed, Yingling has made a financial contribution to the CAP hurricane Relief Fund, which was started to help CAP members who experienced losses in the wake of hurricanes Katrina and Rita. In return, the company will be recognized as an official CAP Corporate Partner and receive the right to use the CAP name and corporate partner mark in their advertising, marketing and promotional programs during the year.

“We want to thank Yingling for their contribution to the CAP Hurricane Relief Fund and their support of our members in need,” said CAP National Commander Maj. Gen. Antonio J. Pineda. “Their contribution will help CAP families who lost a great deal – many of whom continued to serve their communities during relief operations.”

Thousands of CAP volunteers from across the country, including those in the states most affected by the hurricanes -- Alabama, Mississippi Louisiana and Texas -- have assisted in the extensive relief efforts at the request of the Department of Defense and numerous federal, state and local emergency management agencies. To date, members have been involved in hundreds of aerial damage-assessment, search and rescue, and emergency official transport missions.

Yingling Aviation is a full-service fixed base operation that provides 24-hour line services at Mid-Continent Airport in Wichita, Kan. A Cessna-authorized service center for nearly 60 years, Yingling is the largest Cessna parts supplier in the world. CAP operates a nationwide fleet of more than 550 single-engine aircraft, most of which are Cessna C-172s and C-182s.

“When you see everything the Civil Air Patrol contributes behind the scenes, and in particular in the wake of Hurricanes Katrina and Rita, the decision to make a contribution to CAP was an easy one.” said Lynn Nichols, president of Yingling Aviation

Other CAP Corporate Partners include: Abacus Software, Air BP, AirGator, America’s Aircraft Engines, Cessna Aircraft, Engine Components, Inc., Epic Marketing, Estes-Cox, Flight Schedule Pro, Goodyear, Intergraph, Lear Chemical/ACF-50, Tanis Aircraft Services and VTS Inc.

-James E. Shea, Director, Strategic Partnerships, National Headquarters Civil Air Patrol

PA Wing Section of the Cadet Programs will be conducting interviews for the National Activities, CLS Staff, Encampment Staff, Power Flight Students, and Glider School Students

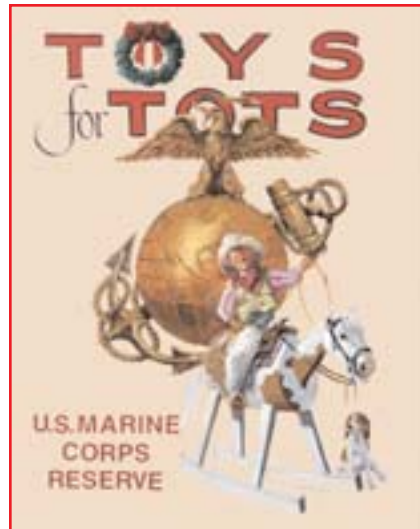
Saturday, Jan 21, 2006, at Wing Hdq., starting at 9:00 AM, all Cadets interested in attending any of these schools or national activities should come prepared with proper forms and resumes (where required). Some of the schools will issue a written test that morning also.

UNIFORM OF THE DAY IS BLUES.

Also any Cadet that is selected for a staff position of any of the PA. schools, must attend a required staff training weekend to be held on March 4,5, 2006.

Bruce Brinker, Lt. Col.,CAP
PAWG Director of Cadet Programs

TOYS FOR TOTS



Colonel M. Allen Applebaum, Commander of Pennsylvania Wing Civil Air Patrol, announced that once again, the Wing will be sponsoring the *Toys For Tots* program, this holiday season.

He asks of every member, when visiting Wing Headquarters, to kindly bring along a new, unwrapped toy

and deposit it in the container provided by *Toys For Tots* representative, John Gingrich, Sr., (Marine MSgt. Retired), and we will again share the joy of giving. The toys will be delivered to underprivileged Pennsylvania’s tots, to help them have a brighter holiday.

Thank you in advance for your continued support in this program.

On 1 December 1941, a formal order was signed creating the Civil Air Patrol as the civilian auxiliary of the United States Army Air Corps. The weekend near the Anniversary date is recognized as Civil Air Patrol Sunday/Sabbath.

CADET INFORMATION

Information about the National Cadet Special Activities planned for next summer is on-line now. With over 20 types of activities to choose from, every cadet can find something that matches their interests. Apply 1 November through 31 December. See www.cap.gov/cadets and click "NCSAs" for details.

The Civic Leadership Academy runs out-of-cycle with the other NCSAs, and therefore the application process is different. Cadets have just a few more days -- until 1 November -- to apply. At CLA, cadets explore their federal government, check-out careers in public service, meet with elected leaders during CAP Legislative Day, and tour the Capitol, Supreme Court, State Department, Pentagon, and CIA Museum. The academy is held in Washington from 25 February - 4 March. For application details, see the CLA website:

<http://level2.cap.gov/index.cfm?nodeID=5546>

If you have questions about the NCSA application process, please contact your Unit, Group or Wing level Cadet Program Director, or Don Karle at dkarle@cap.gov.

Thank you.,

Curt LaFond, Civil Air Patrol.

National Headquarters, LEAD Team: Leadership, Education, and Development



Pennsylvania Wing Doylestown Composite Squadron

Doylestown Composite Squadron members pose with a new squadron flag received from Arrow Tool, Die and Machine Co. of Philadelphia, Pa. Shown with the flag are, from left, Doylestown squadron Cadet 2nd Lt. Brad Gorg, Mr. Comly, owner of the company, and Sr. Mbr. Steve Fedor.

Doylestown Composite Squadron members received a new squadron flag from Arrow Tool, Die, and Machine Co. of Philadelphia, Pa.

Mr. Richard Comly, the company's owner, presented the flag during the cadet opening formation.

Mr. Comly donated the flag after seeing how hard the squadron's honor guard worked.

Accepting the flag were: Cadet 2nd Lt. Brad Gorg, Doylestown's cadet commander, and Sr. Mbr. Steve Fedor, the squadron's flight officer.

2nd Lt. Annette Carlson - Doylestown Composite Squadron

Golden Triangle Composite Squadron helps collect new, used textbooks

-2nd Lt. David L. Veres, Golden Triangle Composite Squadron

Golden Triangle Composite Squadron senior member 1st Lt. Stanley Newhard helped the humanitarian project "Books and Computers for Africa" by collecting hundreds of new and used textbooks.

At his own expense, Lieutenant Newhard delivered the books to Patience L. Simmonds, associate librarian at The Pennsylvania State University's Erie campus, and faculty advisor to the Organization of African Students at Behrend.

Donations were sorted and boxed by Golden Triangle squadron cadets, coordinated by Capt. Bob Frost, squadron commander.

A reservist with the 911th Airlift Wing, Pittsburgh, Pa., Lieutenant Newhard also assisted fund-raising efforts to cover projected shipping costs to Ghana's Ministry of Education, Youth and Sports.

Founded by Simmonds and spearheaded by the Pennsylvania State University's Organization of African Students, "Books and Computers for Africa" seeks to provide educational resources for schools and communities throughout Africa.

Simmonds praised Lieutenant Newhard and the squadron for their service. "Their help was invaluable," she said. "They were very professional in the way they tackled the job, and the young cadets were amazing. The help they all provided was much needed!"

Squadron commander Capt. Robert Frost agrees. "I have never met a person with more community-centered energy than Stan," he said.

Future efforts will be joined by the Erie Composite Squadron.

Beaver County Composite Squadron cadets selected to attend National Blue Beret in Oshkosh, Wis.

Beaver County Composite Squadron cadets 2nd Lt. Nick Pasquerell and Master Sgt. Codie Rufner were selected to attend National Blue Beret in Oshkosh, Wis.

During the air show Cadet Pasquerell earned 14 sorties and three finds, while Cadet Rufner earned 18 sorties and four finds.

Both cadets completed all requirements for national cadet special activity, the search and rescue ribbon and the find ribbon. In addition they also completed the requirements for flight line marshaller training and mission radio operator training.

The largest air show in the country provides cadets and senior members training in all aspects of air show support, including aircraft and electronic direction finding.

Congratulations Cadets Pasquerell and Rufner!

PENNSYLVANIA WING CALENDAR OF EVENTS

November 2005 to August 2006

(Continuous training of our members and providing encampments for our cadets, is a high priority for the Pennsylvania Wing. This calendar is just a brief update of the 2005-2006 calendar of events. Keep checking the Pennsylvania Keystone Wing Slip as well as the Pennsylvania CAP Web Page for future dates on Civil Air Patrol events.)

| | | | | | |
|----------------------|-------------|--|-------------------|-------------------------|------------------------|
| NOVEMBER 2005 | | | | | |
| 11 - 13 | All Times | NER Conference | Boxborough MA | | |
| 19 | 1000 - 1200 | CAC | FIG, Bldg 3-108 | 1st Lt Heather Sterner | CAC Advisor |
| 19 | 1300 - 1500 | PA Wing Staff Meeting | FIG, Bldg 3-108 | Lt Col Walter Vertreace | Chief of Staff |
| DECEMBER 2005 | | | | | |
| 17 | 1000 - 1200 | CAC | FIG, Bldg 3-108 | 1st Lt Heather Sterner | CAC Advisor |
| 17 | 1300 - 1700 | PA Wing Staff Meeting / Holiday Party | TBA | Lt Col Walter Vertreace | Chief of Staff |
| 30 | | Nominations for Wing, Regional, National Calendar Yr. 2005 Due | | Lt Col Walter Vertreace | Chief of Staff |
| JANUARY 2006 | | | | | |
| 21 | 1300-1500 | PA Wing Staff Meeting | FIG, Bldg 3-108 | Lt Col Walter Vertreace | Chief of Staff |
| FEBRUARY 2006 | | | | | |
| 18 | 1300-1500 | PA Wing Staff Meeting | FIG, Bldg 3-108 | Lt Col Walter Vertreace | Chief of Staff |
| MARCH 2006 | | | | | |
| 18 | 1300-1500 | PA Wing Staff Meeting | FIG, Bldg 3-108 | Lt Col Walter Vertreace | Chief of Staff |
| APRIL 2006 | | | | | |
| 05 | All Times | Combined Staff Training | TBA | Lt Col Bruce Brinker | Dir. Of Cadet Programs |
| 15 | 1300-1500 | PA Wing Staff Meeting | FIG, Bldg 3-108 | Lt Col Walter Vertreace | Chief of Staff |
| MAY 2006 | | | | | |
| 20 | 1300-1500 | PA Wing Staff Meeting | FIG, Bldg 3-108 | Lt Col Walter Vertreace | Chief of Staff |
| JUNE 2006 | | | | | |
| 17 | 1300-1500 | PA Wing Staff Meeting | FIG, Bldg 3-108 | Lt Col Walter Vertreace | Chief of Staff |
| 17-24 | All Times | CLS | Ft Indiantown Gap | Lt Col Bruce Brinker | Dir. Of Cadet Programs |
| JULY 2006 | | | | | |
| 07 to 17 | All Times | Hawk Mt Summer Ranger School | Hawk Mountain | Lt Col Bruce Brinker | Dir. Of Cadet Programs |
| 15 | 1300-1500 | PA Wing Staff Meeting | FIG, Bldg 3-108 | Lt Col Walter Vertreace | Chief of Staff |
| 15 to 22 | All Times | Powered Flight Encampment | TBA | Lt Col Bruce Brinker | Dir. Of Cadet Programs |
| 22 to 29 | All Times | PAWG Encampment | Ft Indiantown Gap | Lt Col Bruce Brinker | Dir. Of Cadet Programs |
| 22 to 29 | All Times | Glider School | TBA | Lt Col Bruce Brinker | Dir. Of Cadet Programs |
| AUGUST 2006 | | | | | |
| 19 | 1300-1500 | PA Wing Staff Meeting | FIG, Bldg 3-108 | Lt Col Walter Vertreace | Chief of Staff |

Programs for Adults

Civil Air Patrol (CAP) offers a wealth of professional education and training for our adults so those members can effectively accomplish CAP's missions. Members who engage in CAP professional development become eligible to receive special awards signifying their achievements, as well as satisfy requirements for promotion within the CAP organization.

Professional Development

Professional Development = Building our members!

CAP's professional development programs are designed to help senior members perform missions for America.

CAP professional development offers classroom, on-line and traditional correspondence study options. One can choose from a wide variety of CAP and Air Force-developed courses; CAP's in-residence courses, AFIADL (Air Force Institute for Advanced Distributed Learning and CAP is a partner in this Air Force program), and CAP's free on-line distance learning modules.

Awards can be earned through CAP's professional development programs but the greater award is the satisfaction of being a role model for the cadets and a mentor for other senior members. There are books that have been selected for CAP's senior members to read, which represents a variety of military and civilian leaders. From best selling author Tom Clancy, to leadership expert Stephen Covey, to Mayor Rudy Giuliani's thoughts on leadership. These books will help members to highlight CAP's enduring competencies: Aerospace Advocacy, Character Development, Leadership and Citizenship.



(Classroom photos by Lt Linda A. Irwin)





WINTER OPERATIONS

Special Safety awareness should be placed on winter operations for aircraft, vehicles, and personal injury. Allow extra time for equipment preparation. You should not be hurried in a/c de-icing or vehicle operations. Some suggestions for each are as follows:

A. **Aircraft** - If possible, aircraft should be in a heated hanger prior to use the night before. All ice, snow, and frost must be removed prior to flight. FRO's should include this warning in their release instructions. Attention should also be placed on taxiways and runways for contaminants. Winter operations also suggest stronger wind conditions.

B. **Vehicle** - Always keep fuel tank filled to maximum. Have special winter supplies in the vehicle such as: tire chains, de-ice spray, windshield scrapers, snow removal brushes, shovel, kitty litter (for traction enhancement), blankets, and a survival kit. Remember if stranded on a highway, be cautious of carbon monoxide poisoning from the engine exhaust. Open a window and park with the front of the vehicle facing into the wind. **WARNING - BE AWARE OF THE EXHAUST FUMES FROM THE VEHICLE IN FRONT OF YOURS.**

C. **Personal Safety** - Dress for the worse case scenario expected for outdoor operations, avoid exposure of bare skin to the elements, and have extra stockings and gloves available. Remember fingers and toes are the most susceptible to frostbite injury. Slips and falls are the second most dangerous occurrence for injury.

THE BOTTOM LINE IS - DON'T EXCEPT ANY UN-NECESSARY RISKS. IF YOU HAVE TO, USE ORM (operational risk management) PRINCIPALS.

LtCol Ray Whetstine, PAWG SE

Towing the New C-182T - Article from The Sentinel

Since taking delivery on some of the new C-182T aircraft, we've heard several complaints from embers in the field that the tow bar is too short. The National Headquarters Director of operations recently experienced this first-hand. The only way you can use it is to pull the aircraft while bending down at the waist and sticking your back under the prop spinner and part of the cowling. It's a very awkward position and has the potential to strain someone's back. This feedback was recently passed to Cessna's Product Safety Department who is investigating why the tow bars were shortened and whether there are plans for a design change. There are several after market tow bars that would remedy this situation. Until we know more, use caution when using the short bar. Hopefully, we'll soon have a better solution.

SC Wing Landing Incident - Article from The Sentinel

After retrieving their C-182RG from the paint shop, the pilot landed at Rock Hill/York County Airport. During the landing, the aircraft departed the side of the runway, traveled across the grass median and then entered a taxiway intersection. During the transition from the grass back onto the hard surface, the nose gear fork and wheel sheared off of the strut. Subsequently, the prop struck the ground and the engine stopped suddenly. No injuries but, this is sure to be an expensive repair. The 78 year-old pilot has 4,200 hours of flight time and 159 hours in this model. Winds were 50° off of runway heading at 8 kts. The FAA and SC Wing are investigating this incident.

Seatbelts Will Save Your Life - Article from The Sentinel

A Nebraska Wing van was returning home from the Mississippi disaster relief when a tractor/trailer rig swerved to avoid a deer and struck the CAP van sending it into a ditch, where it struck a decayed tree. Fortunately, the senior member driving and the two cadet passengers were buckled-in and weren't injured, except for some minor cuts from broken glass. This is a good example of how quickly a situation can deteriorate, even though your doing everything right. Your only protection is to drive defensively all the time and the biggest favor you can do for yourself and your passengers is to insist that everyone buckle-up and stay buckled-up for the entire trip. As you may remember, we experienced a vehicle fatality a while back when a passenger removed his seatbelt during a long cross-country trip, in order to sleep on a van seat. The van left the highway and rolled, ejecting the sleeping passenger. Don't gamble with your life - Wear your seatbelt and live!

William P. O'Hara
President

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Once-shy teen reaches CAP pinnacle

Full credits; JOHN LATIMER, Staff Writer Lebanon Daily News

Before joining the Civil Air Patrol cadet program three years ago, the last thing Kyle Coughlin considered himself to be was a leader.

"I was so shy before I joined that I hated to talk on the phone. That's how bad it was," recalled the Northern Lebanon High School senior. "It's kind of bad to say, but my parents did almost everything for me. The people in CAP say it is amazing how much I've changed. I'm not as shy anymore."

Coughlin, who is 18 and lives with his mother, Donna, and stepfather, Tony Stewart, in Fredericksburg, credits the guidance he's received and the accomplishments he's achieved as a CAP cadet for helping him to overcome his bashfulness. Recently, he received the Billy Mitchell Award, the second-highest award given to CAP cadets and an accomplishment equivalent to a Boy Scout earning his Eagle badge.

The Civil Air Patrol is a civilian auxiliary of the Air Force. Its cadet program provides kids and young adults between the ages of 12 and 21 with an opportunity to develop leadership skills while learning about aviation, aerospace, search and rescue techniques, and military protocol. For those who are motivated, it is also a sure-fire way to earn a pilot's license.

A strong urge to learn how to fly dating back to when Coughlin was 10 and he flew to Puerto Rico is what attracted him to become a Civil Air Patrol cadet in ninth grade.

"Flying is what basically brought me there and kept me there, but eventually I made so many friends in the squadron that I didn't want to leave," he said.

The cadets take flying lessons at Pottsville's Joe Zerby Airport in a single-engine Cessna 172. Coughlin remembers his first time behind the controls.

"The first time the pilot told me I was going to be flying I was nervous, to tell you the truth," he said. "I didn't want to mess up. But after I did it for a while, I just thought what I was doing was amazing - looking down from so high up."

After taking lessons for about a year, Coughlin earned his license with one final test - a solo flight.

"I did it a week after my 16th birthday," he said. "We were going to do it on my birthday, but it rained. That made me mad."

A second lieutenant, Coughlin was recently appointed the cadet commander for the nearly two dozen boys and girls in Squadron 307, which meets for two hours every Wednesday night at Lebanon VFW Post 23, 718 Chestnut St. It is a job with a lot of responsibilities, according to Maj. Tom DiJohnson, the adult squadron leader.

"We empower our cadets to run the program," he said. "This is supposed to be a cadet-run program with senior leader oversight. It is a very busy job being a cadet commander. Coughlin - who also finds time to run his own yard-work business, plays goalie for the Vikings' varsity soccer team and earns grades that put him near the top of his class - is up to the task," DiJohnson said.



Lebanon Mayor, Robert (Bob) Anspach, presenting the Billy Mitchell Award to Cadet Coughlin while his parents, Mr. & Mrs. Coughlin look on..

"I've been impressed with his leadership ability since I met him," he said. "He was picked as cadet commander because he has a lot of maturity for his age and a good personality for it. He is not a real authoritarian or screaming-type of leader. He has a more mild-mannered style of leadership, which is a good fit for us."

Coughlin's experience as a CAP cadet has helped him set a course for the rest of his life, which includes a career in the military. He has already been accepted into the Navy and will head to boot camp in Illinois about a month after he graduates from high school. There, he will train for a career, not as a pilot but as a hospital corpsman and eventually as a special operations Navy Seal.

Coughlin said flying will always be a part of his life, but he decided against a career as a military pilot - because he loves it so much.

"I thought about it for a while, but I came to the conclusion that if I did that for a living, it might take the fun out of it for me," he said. "I don't want to basically spoil it, I guess."

(Best wishes to Cadet Coughlin in his future endeavors.)



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And so our story continues ...(Part I in the May issue and Part II in the July issue), by William J. Doyle, Jr. (Captain CAP)

Now I needed to take stock of my situation. The Mooney held signal flares, two blankets and a first aid kit. In terms of victuals, there were several bottles of water, a canned ham, and a bottle of Asti Spumonte. The ham and Asti had been holiday gifts from my new clients while I had brought the water with me. I wrapped these items in one of the blankets. The last thing I did before getting out of the cockpit was press the activate button for the ELT, or emergency location transmitter. With my survival bundle in hand I went to look for shelter I could use for the night. Just one night or was I being overly optimistic? Would my ELT signal even be picked up on Christmas Eve?

The "building" I had seen from the air was really two buildings. One was a barn. The other was a farmhouse. All of them were in darkness. I was about to try the farmhouse when I heard a painful moan from the barn.

I entered the barn and called, "Hello! Anyone there?" There was no reply, just another moan. I set down my bundle and began making my way toward the sound, shining my light back and forth. It was then that I found her. She was huddled in a corner. She was very young, very frightened, and very pregnant.

I shined the light on me, told her my name, and that I meant her no harm. I also said that I was flying overhead when my engine failed and that I made an emergency landing right outside the barn. I told her that I wanted to check out the farmhouse and that I would be back soon. She looked at me with worried, saucer-like eyes and said, "Please hurry. I think the baby is coming."

I knocked on the farmhouse door and got no answer. The door was locked but there was a key under the Welcome mat. Once inside I tried several light switches but there was no electricity. I located a wall phone in the kitchen but got no dial tone. There was furniture in the house. While the house might be a better place for a baby to be born, I was afraid to try moving my young mother-soon-to-be from the barn to the house. Upstairs I found pillows, bed linens and blankets, which I took. I also pulled a mattress off of a twin bed in one of the bedrooms. In the master bedroom, I found a large granny nightgown in the dresser. I wrapped my treasures into a bundle, carrying them and dragging the mattress back to the barn.

Once back in the barn, I was pleasantly surprised to find a stone fireplace and positioned the mattress near it, and then put a sheet on the mattress to help it resemble a bed. I brought in a good supply of firewood, found some kindling and used one of the Mooney's signal flares to get a good fire going. Next I helped my young charge to make her way to the mattress. As I assisted her in rising from her corner, I noticed a wet mark on the back of her jeans. She saw me looking and said that she thought her water broke. The baby was definitely on its way.

Ever the witty one, I said, "You know, it will be easier for you to have this baby if you're not wearing your Calvin Klein's."

This brought a smile, the first I'd seen and a reply, "You're right. I guess at a time like this it's best to relax modesty a little."

So I draped the granny nightgown over my shoulder then held up a blanket as a sort of dressing screen. She removed her clothes, took the granny nightgown from my shoulder, and put it on. I helped her onto the mattress and put some pillows behind her head and shoulders to make her comfortable. No sooner had I done this than she was racked by a spasm. The contractions of labor had begun.

"Is this your first baby?"

"Yes. And, I'm scared! For me and for my baby!"

"Are you a doctor or nurse?"

"No. Are you one?"

"No. I'm a pilot and a computer techie. Have you been to any classes on childbirth?"

"Just what we learned in my Family and Consumer Science course. I'm a high school senior, or at least I was. When I discovered I was pregnant I wore baggy clothes to hide it. My boyfriend wanted me to have an abortion but I wouldn't do that because I felt it was wrong. My parents are very religious. Two days ago I ran away so I wouldn't embarrass them. Now I wish I was dead." At this she began to sob hysterically.

I held her as I once held my own daughter. "Oh my poor dear child, please don't cry. Everything will be fine." I felt strange calling her a "child" because she would soon be a woman in the fullest sense of the word. For now, though, I thought she needed the comfort and support of a father figure.

Still crying, she sobbed, "How can you say that? Nobody cares about my baby and me! Not even God!"

And then I knew! God hadn't been screwing with me. He was giving me an opportunity. He put me here this Christmas Eve to help and maybe to save. Still holding her, I said, "Honey, you and your baby are going to be just fine. Mommies have been having babies since long before there were doctors and nurses. Trust me. Your body and your baby will both know what to do. And God does care about you! Why else would He have made my engine fail right over where you were? I think He put me here to find something. And He gave me a job, too! I'll be right here with you, holding your hand and helping you."

"Are you sure?"

"Of course, I'm sure. I was raised on Star Wars! Just think that I'm Luke Skywalker and believe that I'm here to rescue you. And as for you, my young Lucy, you need to trust the Force!"

And so it began. She took my words as an article of faith. For many hours I held her hand and spoke to her soothingly. As her contractions came in short, regularly spaced intervals, I would squeeze her hand and tell her to push. Not only did I find myself holding her hand and squeezing it as she pushed, I found myself pushing along with her. My abdominal muscles were getting sore and I was getting exhausted. If it was that way for me, what was it like for her?

Every so often I would kneel between her legs and raise her granny nightgown. Eventually she began to dilate. This was good; it meant her body was preparing itself to deliver her baby. I was not certain exactly how much she needed to dilate, but my intuition told me it had to be enough for the baby's head to come out. So what was that, four inches or so? I prayed that her body could handle everything because we were really depending on nature, since I knew next to nothing about childbirth.

(continued on page 9)

I had rigged a broom handle as a sort of yoke behind her head and shoulders. This would give her something to hold onto while I was between her legs receiving the baby as it came out. Checking on her again, I could see a tiny head coming out. "Push, push," I coaxed. I could see and hear her panting and grunting as she pushed.

The tiny head was clear and the little shoulders were starting to come out, first one then the other. "Only a little more. Just a couple more pushes," I whispered. She heaved and pushed and the little form came sliding out, right into the blanket I was holding. It howled and wailed. There was nothing wrong with this kid's lungs. I smiled at her and said, "You have a son."

She smiled back and I thought I saw a mouthed, "Thank you." I nodded a "Yes," and thought, "And thank you too, God."

I set the little bundle down and used the elastic band from an instrument yoke clip to tie off the umbilical about two or three inches out from the boy's navel. With my Swiss Army knife I severed the umbilical cord. Handing the new bundle of life to his mother, I focused on the other end, waiting for the afterbirth. This happened within ten minutes, and I was able to capture and contain it in a sheet that I had reserved for that purpose. Once the placenta had been fully expelled, I checked as best I could for internal bleeding. As best as I could tell there was none, at least not any bleeding that was leaking out of her.

Don't ask me how I knew to do any of that. Some of it might have been remembering back to when my wife was pregnant with our two children, now aged 29 and 23, respectively. Some of it might have been from my training in the Air Force, and some of it might have been from first aid training I received in the Civil Air Patrol. But my clergyman of yesteryear, the one who had such an impact on me in my teen years, had said that in times of severe crisis God often inspires us to rise to the moment. At the time, I was very doubtful of that, but after tonight, I wonder. Actually, it was no longer tonight. It was now tomorrow. Christmas Day! I wondered what this all symbolized. Two thousand years ago another Child was born in a barn.

As I sat back to rest, I saw one of the most beautiful sites that I have ever seen. Our new mother's face was radiant with joy as she lay back with her new son's head at her breast giving him his first meal. And he, for his part, was hungrily engorging himself on his mother's milk. As I had hoped, they both figured out what to do.

I needed to get these two cleaned up. So it was time for another run to the farmhouse. With more foresight and planning, I would have thought to get the things I needed before the baby was born. But if you're not an OB/GYN or an LDRP nurse, it's not every day that you do this. Before I left the barn, I put some more logs on the fire.

As I stepped outside, I could still see the Magi Star-shaped moon in the west. I turned my palms out, extended my arms in supplication, looked Heavenward, and said, "Thank you God for this night, for this mother, and for this child." I felt, now, that I had more of an understanding, not to mention the beginnings of a faith.

In the kitchen I found towels and two large kettles. Fortunately, the water was still running, cold only, but the pipes had not frozen. I took the stuff back to the barn and set the kettles on the fire. As the water lost its chill and began to warm, I dipped a towel into the kettle. Gently, I began to wash her abdomen and extremities.

With gentle entreaties I managed to get the small head and lips pried from his mother's breast, resulting in vehement complaints from the small but well functioning lungs. Using another towel I began to wipe down the baby. This produced some complaints too but soon he was clean and returned to his mother's bosom. Content now, both mother and child went to sleep.

I dozed off myself when a familiar droning sound awoke me. I ran outside with another signal flare from the Mooney. In the post dawn sky I saw a Cessna 172 Skyhawk. This one was red, white, and blue. I wondered if the tail had the letters "USAF AUX" and the Civil Air Patrol emblem.

I ignited the flare and frantically waved it. The plane seemed to fly longitudinally down the runway, but then it turned away. I wondered whether they saw the flare.

To be continued ...

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The old adage, “ignorance is not an excuse”, has never been more true than in PA Wing. CAP in general and PA Wing in particular offer a vast range of formal and informal educational opportunities for both Cadet and Senior members.

Cadets have a structured aerospace and leadership development program plus encampment and Cadet Leadership School (CLS). Glider and powered flight training is also available at bargain-basement prices!

Senior members also have a wide variety of options to extend knowledge and skills such as the Corporate Learning Course (CLC), Squadron Leadership School (SLS), Region Staff College, and many other courses. The Senior training program provides for the selection of specialty tracks and expansion of responsibilities as training progresses.

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Hawk Mountain Ranger School operates an eastern and western winter survival school and a nine day summer Ranger School in July. Both Ranger and ES ratings can be earned at these schools. In the fall, orienteering, first-aid, and Ranger Team Competition provide more learning options. Ranger Staff Cadet Training (eight weekends—March to June) are open to Cadets and Seniors to audit classes or test for ratings.

I have observed many informal small group or one-on-one mentoring situations at almost every event I attend or visit. We are fortunate to have many highly qualified and dedicated people who are willing to share their skills—all you need do is ask them!!

Attend our scheduled events, share your knowledge, learn from others—you will help others and also feel the reward that teachers feel when achievement takes place.

If you know of a specific training need that is not being met, contact me at: runyanexp75@aol.com or call Wing HQ and leave a message for me.

Richard Y. Runyan, Lt. Colonel CAP
PAWG Director of Training

(If you are not a Civil Air Patrol member but are interested in learning more about the Civil Air Patrol or how to become a member, please contact the Pennsylvania Wing Headquarters at 717-861-2335 or log on to our web site at; www.pawg.cap.gov.)

Instructor, Col M. Allen Applebaum