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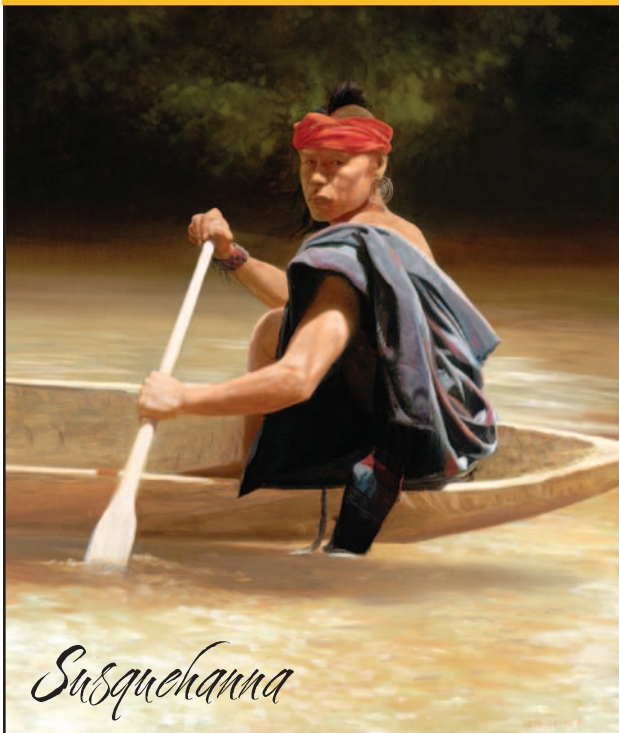
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# Lee Teter

Legendary Painter from Western Maryland



## Susquehanna

*Long before the first building was seen in Harrisburg, PA, technology was creeping up the Susquehanna River at a steady plodding pace. People had lived on the banks of the Susquehanna for a long time, but a few thousand years after the glaciers had retreated, technology along the river and the pace of change quickened. Cloth, beads and metal started to change the world for the Susquehannocks.*

*The Indians living on the banks of the Susquehanna had developed a secure way of life and had adapted social changes to fit the land around them. They didn't "need" another way of life, but they liked the pretty things brought up the river. Cloth was a favorite with all tribes. Colorful fabrics, rich and soft, became new clothing. Gleaming brass metal polished to a bright sheen was desirable as personal decoration. Axes saved time and energy.*

*These new things began the process of change that would lead to a world in which Indian villages would become archeological sites, and a way of life, developed over centuries, would become just a memory.*

*Today, as automobiles cross the river on bridges of steel and concrete, passengers only get to enjoy the river for a few seconds. A city of people live nearby yet in spite of all the new things brought to the river and in spite of all the changes, relatively few people really experience the river. Few people touch it, hear it and smell it. "People" are ever changing water in the same river bed. We are the same people who have always lived along the Susquehanna.*

— Lee Teter

More of Lee Teter's work and a list of dealers may be viewed on his web site at [www.leeteter.com](http://www.leeteter.com), or locally in Western Maryland at The Art Gallery, 1059 National Highway LaVale, Maryland, 301-729-8989.

# Mountain Discoveries™

*Mountain Discoveries* is a FREE publication printed twice yearly — Spring/Summer and Fall/Winter. *Mountain Discoveries* is focused on the Western Maryland region including neighboring Pennsylvania, West Virginia and Virginia. The magazine features people, activities, places and articles of interest, and is written and produced by people in this area.

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# Pestilence and the Perfect Storm

The scene: A meeting house somewhere on the outskirts of Medford, Massachusetts.  
The year: 1868

Written by **Titos Menchaca** Photography by **Lance C. Bell**

A stately, scholarly-looking gentleman presides over a meeting of the Greater Medford Entomological Society. They have been here for hours, all engaging in lively discourse about spider minutiae and the social behavior of ants. All except for one. He is a quiet man sitting in the back waiting for his turn to speak.

Finally, after all have had their say, the presiding gentleman asks if there is any new business to discuss. The quiet man raises his hand and, rising, clears his throat.

"Yes, Mr. Teravel, is it? How may we help you?"

"It's Trouvelot, sir."

"Yes, of course. Please forgive me. How may we help you, sir?"

"Well, you see. Being an amateur entomologist, I have been trying for some time to solve an issue of low disease tolerance in native silk-producing moths. Well, some months back I got the idea to cross-breed them with the Gypsy Moth from my home region in France, some of whose egg masses I had brought back with me from a trip to see my family."

"I see."

"Yes, well, I was cultivating them in my back yard under some large nets and well, some seem to have escaped."

"Escaped, really? And is it your wish to have this assembly assist you in capturing them?"

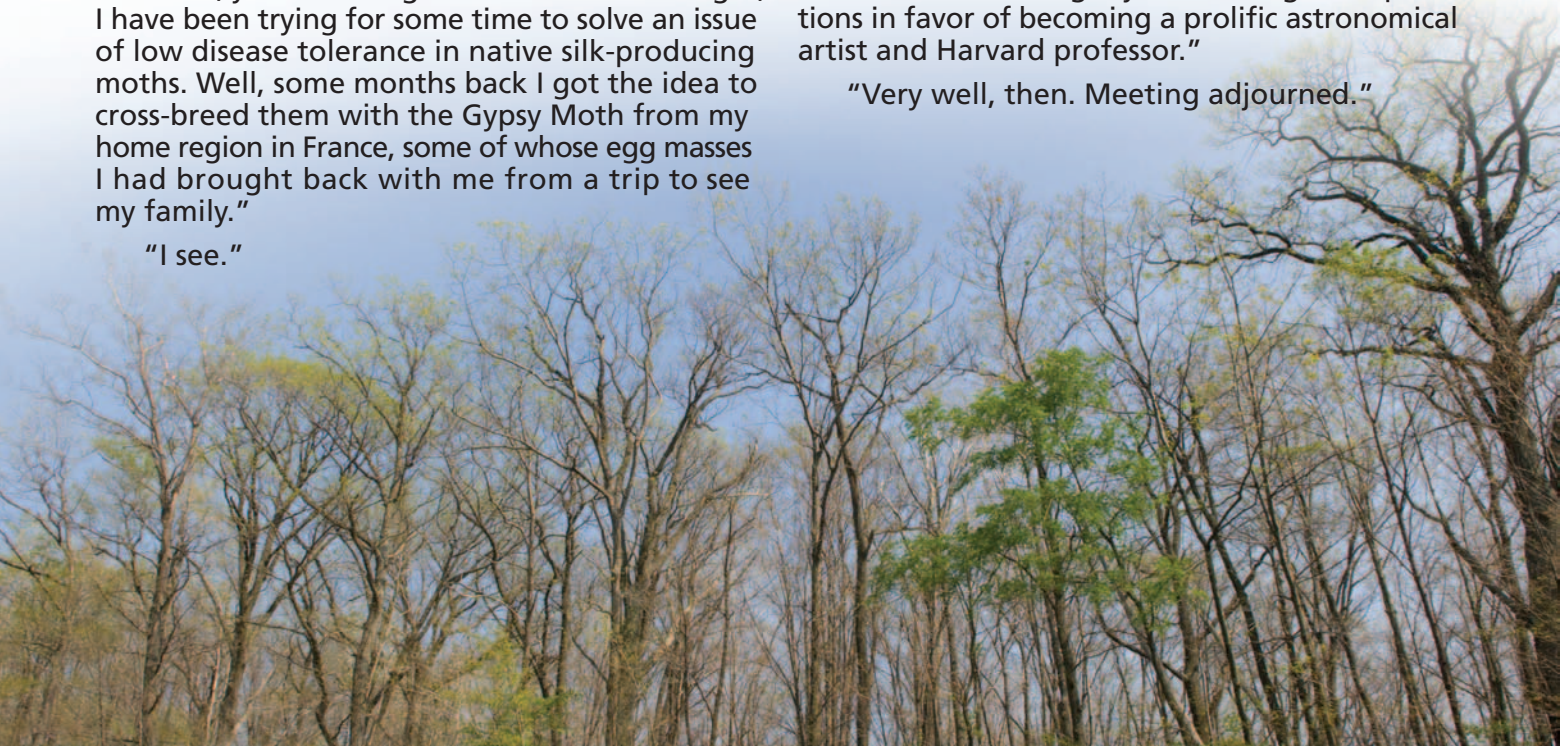
"No, sir. It is my suggestion this assembly find the means to burn the square-mile wooded area behind my home."

Silence. Then...

"Sir, we are learned scientists, not arsonists. All of nature has balance. I am sure these gypsy moths will find their place and all will be right once again. Now, is there anything else, Mr. Trouvelot?"

"No, thank you. However, I wish to announce that I will be retiring my entomological aspirations in favor of becoming a prolific astronomical artist and Harvard professor."

"Very well, then. Meeting adjourned."







**EYE TO EYE with an adult male Gypsy Moth.**

As unlikely as it is that this farcical dialogue actually took place, the facts remain: In about 1868, amateur entomologist Leopold Trouvelot brought a mass of gypsy moth eggs from Europe back to Medford, MA; some escaped; a warning was ignored; they've been wreaking havoc in the American northeast since. The tri-state area has certainly suffered its share of deforestation at the peds

**MORE THAN JUST A LITTLE OFF THE TOP:** An up-close look at the devastation an army of hungry caterpillars can do. This canopy (left) should be thick and lush with leaves this summer instead of looking like it does here. This summer, gypsy moths have decimated over 40,000 acres of forest in Garrett County alone.

of these ravenous creatures, and certainly numerous efforts have been made to control them, some being more successful than others. However, in the summer of 2007, a sinister combination of weather, timing, politics and natural cycles conspired to make this year's infestation the worst it's been in over a decade. It truly was the summer of the perfect storm.

By way of introduction, the gypsy moth (or *Lymantria dispar* Linnaeus, if you prefer) is one of the most infamous vermin of hardwood trees in the eastern United States. In the last quarter century or so, it has defoliated close to a million or more forested acres each year. The worst was in





**THE MAN MANY TURN TO FOR ANSWERS:** Wendell Beitzel is Garrett County's Delegate in Annapolis. He receives stacks of letters weekly from constituents asking for help with the gypsy moth plague. He and Sen. George Edwards are working hard to find additional funding in next year's budget to combat the infestation.

**WHICH WAY TO THE BUFFET?:** The ravenous caterpillar stage of the gypsy moth's development spells big trouble for surrounding forests.



was in 1981, when a record 12.9 million acres were defoliated. Think Rhode Island, Massachusetts, and Connecticut combined and you'll have a good idea of the area.

The main problem with invasive species of this sort is, of course, lack of natural predators from their native regions to keep populations in check. (Anyone remember the Africanized Honey Bee scare — the dreaded “killer bees” — in the southwest United States back in the early '90's?) The question, then, is how do you control that which is seemingly uncontrollable? Well, for over three-quarters of the last century (1906-1986), scientists used a common,

parasitic European fly, *Compsilura concinnata*, as a bio-control. It worked like a charm. That is until they figured out that desirable moth populations were deteriorating as well. It turns out the flies had a much longer life cycle than the intended targets and were preying on other moths months after the gypsy moths pupated (that is, gone into their cocooning stage just before emerging as winged, adult moths). After that, it was too late for the flies to infect them with their parasites.

Learning from this experience and others, and with the advancements in science, today we rely on a combination of the pesticide Dimlin and a fungal agent known as BT (*bacillus thuringiensis*), both of which are sprayed onto infected areas. These agents, or more specifically their associated costs and delivery systems, were but two of the essentials in the mix of 2007's perfect storm.

### *The Waters Roil...*

Normally, the eggs hatch in late April or May, coinciding with the budding of most hardwood trees. This year,

however, a late cold snap delayed many egg masses from sprouting, giving the larvae inside a reprieve from the spraying that ensued at the end of May. The BT must be consumed to be effective, but these late bloomers didn't see the light of day until after the spray was no longer effective due to runoff from spring rains. Dimlin, for its part, has limited geographic effectiveness due to its toxicity. Then there's the fact that both funding and staffing for the spraying of these moths have been drastically reduced over the last decade.

It's the middle of the lunch hour and Wendell Beitzel is sitting at his desk, piled high with letters from constituents from Garrett County asking their State Delegate what can be done about the gypsy moth problem there. “Obviously, more funding is what we want, and I'm working very hard with Sen. George Edwards to find a solution,” he said, adding, “Hopefully, all agencies — local, county and state — will be able to come up with adequate additional funding to have an effective control of the next year's hatch.”

Asked about the combination of events that have made this a banner year for the pesky worms, Beitzel can't help but agree. “Yes, I would say “perfect storm” is a good





**FOLLOWING THE CALL OF NATURE:** With a very short life span, the adult gypsy moths (the females are white) pursue their sole ambition: to perpetuate the species. They're very good at it, too. The females can lay up to 1,000 eggs in a single egg mass.



**HOME SWEET HOME:** Egg masses over-winter in the nooks and crannies of hardwood trees until spring weather signals the larvae that it's time to emerge.

description. The dry winter, the warm spring, the cold snap and the missed window for spraying—coupled with the decreased funding—have definitely made for an unusual series of events and some very barren landscapes.”

### *The Waves Start To Roll...*

Aesthetics aren't the only issue here, though. Although pines and hemlocks sometimes wind up in their crosshairs, oak trees are by far the number one item on the gypsy moth's menu. No leaves means no acorns, and that means a whole host of woodland fauna will be very hungry. According to a 1999 National Wildlife article by Les Line, "...acorns are a significant food item for some 150 species of birds and mammals and typically make up at least 25 percent of the diets of black bears, raccoons, gray and fox squirrels, wild turkeys and white-footed mice, to name a few. White-tailed and black-tailed deer, meanwhile, eat oak foliage along with bushels of acorns.”

And as tragic and sobering as that is, it's about more than Bambi having to go to bed without supper. The

implications to the area—encompassing the local economy, quality of life and health concerns—are widespread as well.

Some numbers to consider from the Garrett County Forest Board:

- 2 – the number of consecutive years of infestation it takes for an oak tree to die;
- 1,000,000 - 2,000,000 – the number of dollars in annual sales generated for the State of Maryland by Savage River State Forest;
- 20,000 – the number of acres (out of 54,000) decimated in Savage River State Forest this year;
- 50 – the percentage of trees lost per acre;
- \$35,000,000 – projected lumber revenue lost to the State of Maryland over time.

What about Potomac Garrett State Forest/Backbone Mountain this year? Four thousand acres severely damaged; \$4,000,000 in lost revenue over time. Add to these numbers





**ABOVE PHOTO: Monroe Run Vista Overlook off New Germany Road, August 2006.**

**BELOW PHOTO: Monroe Run Vista Overlook off New Germany Road, August 2007.**



the loss in dollars to plant nursery and tree farm owners, diminished hunting and tourist traffic, lowered real estate values and the cost to the county to remove dead trees and debris and the numbers seem incalculable.

But hey, if numbers aren't your thing, how about some images that are a bit more corporeal? The larvae are about 1/16th of an inch long and sport eyelash-length hairs on their backs that wave flirtatiously as they undulate along trees, cars, roofs, backyard swing sets and the occasional unsuspecting bouffant that unknowingly passes beneath them as they go about their day's work. And as for manners, well, they have none. Loud chewing (no doubt with their mouths open) and the patter of dropping fecal matter are their contributions to the forest's symphony. Neither are

they completely benign in their human contact. There seems to be some statistical evidence that the exposure to the caterpillar itself may cause rashes in school children, according to CDC.

As an aside, there is one fascinating aspect to these creatures. When they have decimated an area to the point where there are no more leaves to eat, they crawl to the tops of the trees and spin a thin thread of silk which is subsequently caught by a passing breeze. Then, like the bumbling wizard leaving Oz, they are whisked away to find another buffet, a phenomenon known as "ballooning."

Lastly, with all this undulating, loud chomping, forest decimating and dropping patter going on this summer, these fellas were, for the most part, certainly the talk of

*continued on page 11*



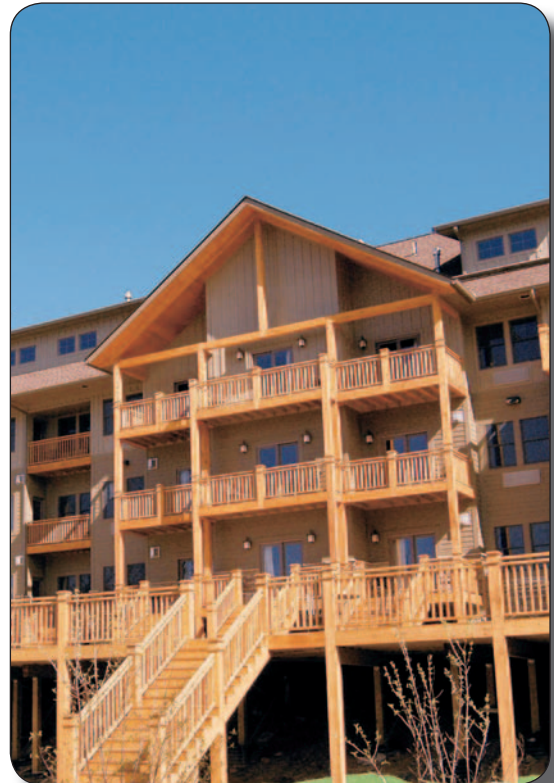


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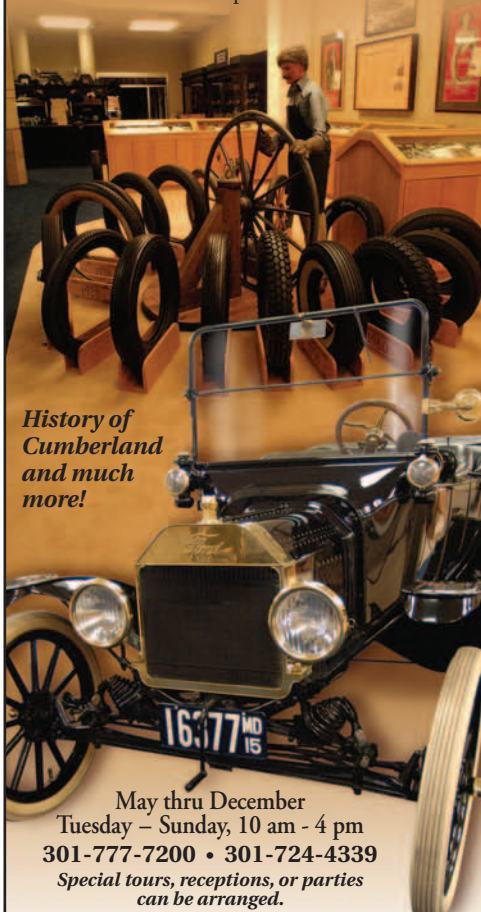


## Allegany County Museum

81 Baltimore St., Downtown Cumberland

### 2007 Calendar of Events

- May 5** **Antique Discovery Show**  
Weschler's of Washington, DC.  
*Identification and appraisal of  
antiques, collectibles, etc.*  
Sat. 10 am - 12 noon ?
- June 9-10** **Heritage Days Open House**  
*Special tours and exhibits.*  
Sat. & Sun. 10 am - 4 pm
- June-Sept.** **"Friday After Five"**  
Friday evenings 5-9 pm
- July 7-8** **Canal Fest/Rail Fest**  
**Museum Antique Car/Truck Show**  
*Model canal boats, model trains, etc.*
- Sept. 22** **7th Annual Ford Model T  
& Model A Car/Truck Show**  
*Exhibits & tours. Sat. 10 am - 4 pm*
- Nov. 18-  
Dec. 9** **Festival of Trees** 1 - 4 pm
- Nov. 23** **Holiday Open House**  
*Special decorations, quartet, carols.*  
Fri. 5-9 pm
- Dec. 6,  
13, 20** **Santa Claus Visitation**  
*Mr. & Mrs. Claus, carriage rides,  
photos, treats, etc. Free 5-9 pm*
- Dec. 31** **New Year's Eve Open House**  
*Music, exhibits, refreshments.*  
Sun. 9-12 pm



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## Pestilence and the Perfect Storm *cont. from page 8*

the county. Even the folks down around Deep Creek Lake, whose pristine lakefront terrain is dotted with fine restaurants and multi-million dollar homes are being whipped by the winds of the storm. "Yeah, I've heard some hubbub over in (lake community) Sky Valley as to whether the trees are gonna start dying out," says Bob Orr of Off Lake Rentals. "I think they've had major problems there for two years in a row now." Likewise, Steve Green of High Mountain Sports, an avid mountain biker, has come across the devastation firsthand. "On one ride out to Savage River Reservoir the forest suddenly turned from green to brown," he marveled. "It was like night and day, as though you suddenly rode into winter."

Now, as the last months of 2007 wind down, all through the forests oval-shaped egg-masses are lying dormant, waiting for the spring. What they find when they emerge to resume their rampage, and whether they even will, is being decided miles away in Annapolis. Hopefully the powers that be will hear the call of the wild... above the crunching of leaves... amid the perfect storm.

Thanks to Tom Pelton of the *Baltimore Sun*, The Maryland Department of Agriculture, the University of Maryland Extension Service and the Garrett County Forestry Board for information in this article.

*Titos Menchaca is a freelance writer, actor, musician, entrepreneur and former Garrett County resident now based out of Austin, Texas.*


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# Ridin' The Rails at WISP

## On The New Mountain Coaster

Written by **Lori Epp** Photography by **Lance C. Bell**



### DEEP CREEK LAKE

has established Western Maryland as a premiere adventure destination resort within the Eastern United States in the summer of 2007. Two new features that are only the 2nd of their kind on the East Coast opened in the Summer of 2007 on Wisp Mountain. The first is the recirculating whitewater course opened by Adventure Sports Center International located atop Wisp Mountain. The second feature is the Mountain Coaster at Wisp Resort that debuted on Thursday, August 30, just in time for the Labor Day Weekend. The Mountain Coaster is only the 4th of its kind in North America.

The purchase agreement signed in March 2007 with Wiegand of Germany included the materials, delivery and installation of the Mountain Coaster. The first crate arrived from overseas in early May and once Garrett County Planning and Zoning Committee approved plans, construction began. Wiegand sent representatives to work alongside and assist Wisp Resort employees on the construction and establish operating procedures for the Mountain Coaster. After construction was complete, the inspection process began with TUV Industrie Service of Germany. After the German inspection passed, the Maryland Department of Labor, Licensing and Regulations, who work closely with Wisp Resort and their chairlift inspections, gave approval to open the Mountain Coaster to the general public. Chairlifts and the Mountain Coaster are both unique installations for the Department of Labor, Licensing and Regulations to inspect since these amusement features are the only one of their kind in Maryland.





The Mountain Coaster at Wisp Resort is a gravitational hybrid of an Alpine Slide and a Roller Coaster boasting a 1,300 foot uphill track while twisting, turning, dipping and rolling for 3,500 feet downhill over 350 vertical feet on the eastern side of Wisp Mountain. Guests ride in 'coaster carts' that hold up to two riders and regulate their own speed with a set of handbrakes on the side of each cart. A centrifugal braking system restricts the coaster cart's downhill speed at 26 mph. Other safety features include 3 track surveillance cameras, track netting and fencing, 5-6 trackside staff members to monitor cart activity and a planned lighting system for nighttime and year-round operation. Children must be a minimum age of 3 years old and a minimum height of 37" in order to be able to ride as a front seat passenger. Children must be at least 8 years old, a minimum height of 51" and are able to exhibit the ability to operate the brake levers safely in order to ride alone in a coaster cart. Children under the age of 8 are only permitted to ride as a front seat passenger and only if accompanied by a rider who is at least 16 years old and is able to exhibit the ability to operate cart controls and seat belt.

Guests have been asked to describe their Mountain Coaster experience and even as the level of thrill differs, each explains with a smile on their face. Once aboard the coaster cart, a motorized pulley carries the cart uphill while the rider relaxes and takes in views of Deep Creek Lake and Garrett County below. As the cart crests the track, and the rider releases the automatic-brakes, gravity pulls the cart into the first turn among the woods of Wisp Mountain. The rider has enough time to catch their breath and prepare for the second turn that is just inside the treeline of

Chairlift #1. Skiers, snowboarders and summer chairlift riders will be entertained by coaster-goers on turn #2. The grade percent increases and the third and final turn, just above Boulder Ski Trail, is the most thrilling turn and brings out smiles, laughs and screams from most riders. After a few rollers on a straight-away, riders enter the first of two back to back corkscrews. The Mountain Coaster track finishes with more rollers, dips and turns to bring the carts back to the loading area with riders grinning and laughing.

### Mountain Coaster Rates Summer 2007

**1 Ride:** \$9.50 single rider, \$15 double riders  
**3 Ride Pack:** \$25 single rider, \$40 double riders  
**10 Ride Pack:** \$75 single rider, \$130 double rider

### Operating Hours Summer 2007

**Thursdays & Fridays:** 1 pm – 6 pm  
**Saturdays & Sundays:** 10 am – 6 pm

**The Mountain Coaster will be transformed into a Haunted Coaster this autumn season to give guests an extra thrill.**

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# MARYLAND Hunter Education

## Teaching Safety, Respect and Responsibility for 40 Years

Written by **Dorie Coleman, DNR** Photography by **Lance C. Bell**

**KARRINGTON PAUGH**, although an experienced shooter, goes through detailed instruction with official Maryland instructor, **JIM TICHNELL**. The gun is a 410 shot gun and was not loaded for this photo or for instruction purposes. At the end of the instruction all of the students actually shot the gun and did very well with it and their new knowledge of firearms safety.

A CENTURY AGO WHEN THE MARYLAND COUNTRYSIDE WAS THE PROVINCE OF SUBSISTENCE FARMERS, YOUNG PEOPLE ABSORBED THE FUNDAMENTALS AND ETHICS OF HUNTING BY SIMPLY FOLLOWING THEIR FATHERS AND GRANDFATHERS INTO THE FIELDS AND WOODLOTS THAT SURROUNDED THEIR HOMESTEADS.

Today, in a society where a supermarket is within 10 minutes of most residents, hunting is no longer a necessity but a manner to supplement the family diet while passing down time-honored traditions from one generation to the next. In this setting, skill sets are not necessarily as well-developed, and the pastime is often practiced in close proximity to neighborhoods and settled areas.





**DWIGHT WILSON** (far right), 30 year veteran of the Maryland Hunter Safety Program discussing the safety and proper instruction of the course. **JIM TICHNELL** (back) looks on as (left to right) Alec and brother Cory Horner share instruction with Karrington Paugh.

Enter Maryland's Hunter Education Program offered by the Maryland Department of Natural Resources. The goal of the program is to reduce hunting accidents and violations within the context of promoting safe, knowledgeable and ethical hunting activities and wildlife conservation. For 40 years, the program has been committed to putting safe, knowledgeable and responsible hunters into the state's forests and fields. Over the past seven years, more than 50,000 residents have completed a Maryland's Hunter Education Course.

In 1966, the State of Maryland started with a voluntary program of hunter education. Eleven years later, the Maryland General Assembly made it mandatory for all first-time hunters to complete a hunter education course. Today more than 600 instructors teach over 200 hunter education courses each year, with approximately 7,200 enrolled annually.



It's no accident that hunting is a safe activity – today's hunters are better educated than ever before! Young and old, male and female, they are taking to the field armed with the knowledge of how to hunt safely and responsibly provided by thorough preparation. Maryland's Hunter Education Program is one of the best in the nation because its instructors are dedicated to insuring that first-time hunters have the skills and aptitude to be safe and responsible in the field.

Hunter Education Courses are offered statewide, ensuring that anyone who would like to hunt can find a class nearby. Students must attend all sessions and classes run a minimum of 10 hours in length but typically run 12 to 14 hours. As there is no minimum age to obtain a hunting license in Maryland, there is no minimum age to take a Hunter Education Course. Young children often have a difficult time



with the amount of information that must be learned, and they may also lack the upper body strength and coordination to safely handle a firearm during practical exercises. With that in mind, most courses require that youngsters under the age of 14 attend with a participating adult.

The course includes instruction in hunter responsibility, firearms and ammunition, firearm handling and safety, marksmanship and shooting fundamentals, principles of wildlife management, bow hunting, muzzleloader hunting, safety and first aid, water safety, and Maryland legal requirements. In order to pass the course, students must pass a 50 question multiple-choice exam with a grade of 80 percent, demonstrate to the instructor that he or she can safely handle a firearm through practical exercises, and participate in live firing. Students must also be recommended by the instructor to obtain certification by demonstrating responsibility and the maturity to be a safe, responsible and ethical hunter. Maryland Hunter Education Certificates are recognized by all 50 states and the Canadian provinces.

Hunter education courses are scheduled between August and October with most offered in the late summer and early fall prior to the start of hunting seasons. As the program's dedicated corps of volunteer instructors is comprised of hunters, they generally prefer to be in the woods rather than the classroom during hunting season.

Recently, the Maryland Hunter Education Program has developed a program of independent study to provide an alternative method of delivery of the education course. Implemented successfully in several states, Maryland's program was tested in Frederick County and is now expanding to other parts of the state. Hardly a short cut to receiving a Certificate of Competency, the Independent Study Program is a self-paced course in which students must read a study guide and complete a workbook prior to attending a one-day program of instruction and testing.

Maryland residents 16 years of age and older can participate in the Independent Study Program. A minimum of 8 to 24 hours is required to complete the program's workbook, which must be completed in its entirety prior to the class. The workbook is then reviewed by an instructor for completeness, and the student then participates in a lecture covering hunter ethics, basic firearm safety and handling, and tree stand safety. As with the traditional course, the student must then pass a 50 question exam with a minimum

score of 80 percent. Only then are firearms handling and live firing skills evaluated. Upon successful completion, a Certificate of Competency is issued allowing the participant to purchase a hunting license.

What many people do not realize is that the majority of funding for Maryland's state wildlife programs comes from hunting licenses and fees and from a special federal excise tax on sport hunting devices and ammunition. About 77 percent of Maryland's state budget for wildlife programs for the fiscal year 2008 comes from these two sources. The federal aid funds are derived from an 11 percent excise tax on sport hunting devices and ammunition through the Pittman-Robertson Fund. Since 1937, sportsmen and women have been contributing to this fund through the excise tax mechanism. Each state receives a share of the funds, which is administered by the U.S. Fish and Wildlife Service. Less than one percent of funding for Maryland's wildlife programs comes from the state of Maryland's general fund.

So you want to take to the Maryland wilds to try your hand at hunting this fall...before you head out, be mindful of what's required. To purchase a hunting license or to hunt in Maryland, state law requires:

- Presentation of a Certificate of Competency in Firearms and Hunter Safety (required for junior licensees), or
- Certification that the applicant held a hunting license issued prior to July 1, 1977, or
- Certification that the applicant hunted on private property prior to July 1, 1977, and was legally exempt from purchasing a hunting license, or
- Certification that the applicant is purchasing a nonresident license and will only hunt waterfowl.

For course information contact the Maryland Natural Resources Police Safety Education Division at (410) 974-2040 or visit the DNR website. A complete class listing is available at: <http://www.dnr.maryland.gov/wildlife/hunterinfo.html>.

You can help ensure the future of hunting by becoming a member of our elite corps of Maryland Hunter Education Instructors. For further information contact Maryland's Hunter Education Coordinator, Rick Walbeck at 410-260-328 or email to [rdwalbeck@dnr.state.md.us](mailto:rdwalbeck@dnr.state.md.us).



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# Going Once, Going Twice, Sold

Written by **Dan Whetzel** Photography by **Lance C. Bell**

Bob Mallow in action  
with his rapid chant.



June and Bob Mallow of  
Mallow Auction Service.

AUCTIONS HAVE PROVEN TO BE A POPULAR METHOD OF SELLING LARGE QUANTITIES OF MERCHANDISE IN A SHORT PERIOD OF TIME.

The selling process can be traced back to the ancient Babylonians and Romans who used it to liquidate the spoils of war. In more recent centuries, auctions have

become popular venues for selling everything from expensive antiques to garage sale items. In fact, auctions have become highly publicized events that draw large crowds for bidding and socializing. Dealers, collectors, and general curiosity seekers are drawn to the rapid fire chants that make auctions both a business event and entertainment.





**Ernie Ellifritz, Assistant Auctioneer  
at Mallow Auction Service.**

Auctions can be divided into several general types. One common type is referred to as the “English” auction where bidders openly compete by raising a low starting bid until no participant is willing to raise it further. A “Dutch” auction works in the reverse manner because the auctioneer starts with a high asking price which is lowered until a participant accepts the last announced dollar amount. Other types, like a silent auction, sealed-bid first auction, and all pay-auction, are less common but can be expected to yield the same expected revenue for a seller.

One commonality among all open-cry auctions is the auctioneer’s chant, a rhythmic form of communication. Each auctioneer develops his own style that is complete with “filler” words that can make the rapid-fire sale a form of entertainment. Until the audience becomes familiar with the auctioneer’s chant, it can be difficult to determine what is being stated. It is useful to know that filler words are never numbers but instead are favorite terms frequently used in combination by an auctioneer as he develops a unique style. A typical auction chant goes as follows:

**“Who’ll give me a one dollar bid,  
now two,  
Now two, who’s gonna give me  
three?  
Three dollar bid, who’s gonna  
give me four?”  
Or: “Who’ll give me an eight  
dollar bill,  
An eight dollar bill?  
I got an eight dollar bill!  
Now, who’ll give me a nine dollar  
bill,  
A nine dollar bill?”**

Chants are sometimes supplemented by light hearted comments: **“What you see is what you get,  
And you’ll get what you can’t see,  
too!”**

And when a piece is being hoisted for display at bidding, and then dropped and broken:

**“All right, and we’ll even include the pieces!”**

And when the bidding seems too slow:

**“Hey, wake up out there!”**

And when the auctioneer wants to stress the cleanliness of property:

**“This house is so clean, she even put newspapers under  
the cuckoo clock.”**

And in between numbers and bidding shouts:

**“Always listen to the auctioneer, he’ll never steer you  
wrong.”**

And, of course, the signature cry:

**“Sold to buyer number 223 for eight dollars!”**

**Mallow Auctions are held at the Baltimore Pike  
Firehall, 5 miles east of Cumberland, MD, on the  
National Pike, Rt. 144, just off I-68, Exit 46. For a  
listing of their auctions, go to [Auctionzip.com](http://Auctionzip.com).**

**Ball Auctions are held every Saturday, starting  
at 4 pm, located on Rt. 39, Terra Alta, WV (within 10  
miles of Oakland, MD). [www.ballauctioninc.com](http://www.ballauctioninc.com).**



# Mark Ball leads his audience like the conductor of a symphony.



**RHYTHMIC HAND MOVEMENTS** are generally used to signify bids, thus making prices more apparent to the audience. Sometimes auctioneers sound like singers because they have developed a rhythm and a beat to their chants. Despite the variety of chant styles, they all serve two common purposes—to move the auction along at a faster pace than permitted by conventional speech and to enable the audience to listen more intently for longer periods of time. Auctioneers are able to attend schools that provide information and training on different aspects of the business. In particular, they provide instruction on number calling, filler words, and voice control.

Auctioneers become interested and trained in the business in various ways. Well-known Western Maryland auctioneer, Bob Mallow, started with an interest in antiques and collectibles. The general knowledge acquired in that field helped him to become successful in a number of other related areas. Mr. Mallow believes a major draw for auctions is the belief that people are able to set prices rather than have them established by someone else. “There is an element of control in that belief,” according to Mr. Mallow.

The size of crowd’s attending Mallow’s Auction depends on what is being offered. “I have my trustworthy



**Sean Ball, Mark’s son, leads an outdoor auction at the Terra Alta location. Sean has been auctioneering for the past six months. Although new at auctioneering, he has grown up with the auction experience.**

crowd that comes most of the time, but it really depends on what is listed. There might be a coin auction that would not interest antique dealers and vice-versa. Antique and collectibles auctions usually draw a lot of people. People check it out for an adventure, hoping to find that one item they may want. It’s a form of entertainment.”

Mark Ball of Terra Alta, West Virginia, also learned the business through experience, working for two auctioneers before establishing his own business in 1982. After a start in Aurora, West Virginia, the auction house was moved to Terra Alta (just a few miles west of Oakland, MD on Rt. 39), where crowds gather every Saturday of the year to hear the auctioneer’s cry. And according to Mr. Ball, “Auctions should be entertaining. The crowd expects a fast paced auction and the entertaining part of it keeps the bidding going. If the auction pace is too slow or not





**Mark Ball with son, Sean and wife, Sherri.**

**Mark Ball presiding over one of his weekly auctions where a wide variety of items, from household and garden to electronics and antiques cross the auction block.**

entertaining, you will lose the crowd.” Bob Mallow and Mark Ball’s views on the showmanship aspect of auctions is supported by research that shows a major reason people attend the events is the entertainment value they hold.

One of Ball Auction’s most entertaining and well-attended events occurred in unusual circumstances. A Franklin, West Virginia, estate auction featured coffin maker’s equipment, including old wooden caskets and tools of the trade. Mr. Ball sold the items from a chicken coop to a crowd estimated at 2,000-3,000 people. Regularly scheduled Saturday auctions in Terra Alta draw regular customers and vacationers. Ball Auctions is the largest weekly auction in the area and it features scratch and dent items as well as new goods.

The bidding process is interesting to watch. “Sometimes people are willing to pay more for an item at an auction than at an antique store because of a ‘comfort zone.’ A person may walk into an antique store and see an item they like. Not being an expert on it, they may feel unsure about making the purchase. But at an auction, there is someone bidding against them who is willing to pay just a dollar less, so the bidder knows the item has value, and a comfort zone is created,” stated Mr. Mallow.

Also of interest is why people bid. Auction-goers recognize dealers and closely watch them because they know that dealers need to make a profit on goods purchased at an auction. According to Mr. Mallow, “A collector knows that if he outbids a dealer by one bid, it’s a good deal.” Another reason to bid includes a competitive spirit that

may develop over time. Collectors attending local auctions sometimes end up bidding against each other, thereby creating a possible bidding conflict at some point in the future. When collectors meet in head-to-head competition for an item they both want, the one may continue to run up the bid insuring that his competitor will have to pay a premium price. Mr. Ball agrees with the competitive spirit of bidding, “Competition between bidders happens a lot. One bidder will make sure another one has to pay a higher price.”

A major influence on traditional auctions in recent years is the internet, especially eBay. “What was once uncommon became common,” stated Mr. Mallow. “There may be ten of one item listed on eBay that we wouldn’t normally see locally in ten years.” On the other hand, “smalls,” that is, little goods that can be quickly packed and sent through the mail, have risen in price at local auctions due to eBay.

Mark Ball has noticed other changes in auctions over the years. “Now days, people want a place to sit, food services, and a nice building. Its part of the entertainment value and you need a place for that. Also, younger people don’t care as much about accessories for the home, so the prices on those items have fallen.”

Despite fluctuations in the price of goods caused by on-line auctions and aesthetic trends, the live event will always remain a popular source of entertainment and an opportunity for good values. Nothing beats the live show.

So, when you hear the auctioneer’s cry, “wake up out there,” the next bidding opportunity could be yours.





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# Garrett Airport Gets a Facelift

NEW EXPANSION MEANS MORE BUSINESS AND RECREATIONAL OPPORTUNITIES FOR GARRETT COUNTY

Written by **Dan Whetzel** Aerial Photography by **Lance C. Bell**



Skeeter Bowman with his red Taylor Craft plane.

*This plane, and a display featuring Skeeter and McHenry in their earlier days, can be seen at Bear Creek Traders in McHenry.*

A RED SINGLE-ENGINE TAYLORCRAFT BC 65 AIRPLANE CAN BE SEEN CIRCLING ABOVE DEEP CREEK LAKE. The pilot slowly turns the aircraft and starts a descent toward McHenry, Maryland, making a final approach toward gently sloping farmland. The plane touches down at Bowman's dairy farm property along U.S. Route 219, and gently bounces across the grass field marked with several orange windsocks. The pilot slowly taxis toward a tie-down area and then steps from the plane. Upon descent, he quickly secures the plane and proceeds to walk down a gentle slope toward Deep Creek Lake, Bowman's General Store, and the Post Office. Such was a day in the life of Deep Creek Lake's airport in the 1950's.

Charles "Skeeter" Bowman was the Garrett County World War II veteran and flying enthusiast who converted a section of the family dairy farm into a landing strip that served recreational flyers and a few local business owners. Mr. Bowman has subsequently witnessed many changes over the years, including the construction and expansion of modern airport facilities two miles from the family farm.

The most recent expansion of Garrett County's Airport connects the region with exciting business and recreational opportunities. Fly-in vacations and quick business trips are now possible at Maryland's mountain top airport because an expanded runway and other improvements have created a user friendly and versatile facility.

The airport's 3,000 foot runway was lengthened to 5,000 feet, and outfitted with night lights and a parallel taxiway. Gone is the old terminal building, having been replaced with a modern facility that features a pilot lounge and passenger amenities, including a television, periodicals, and a snack area. Offices and meeting rooms



The first airfield at Deep Creek Lake (above) was part of the Bowman dairy farm; now part of the Garrett County Fairgrounds.



Garrett County business owners agree the expanded access and facilities improvements will benefit their enterprises.





add to the facilities business purposes, while a pilot planning room is complete with internet access, navigational aids, and the Automatic Weather Observation Station (AWOS). According to airport manager, Edward Kelly, “This system gives pilots the opportunity to pick up weather before taking off, while flying, or even checking conditions at other airports. Quite a few people have asked about getting their small jets and airplanes in here. Now business owners are able to fly to Garrett County. The new airport facilities are also useful for promoting tourism and fostering second home ownership; some private homeowners fly to Garrett County from Florida and South Carolina.”

Mr. Kelly points out that a twin-engine King Air plane needed exactly 3,000 feet for take-off and landings. During marginal weather conditions, pilots became apprehensive, especially with a loaded aircraft. Now it will be easier for pilots to use the facility. With the extended runway, the airport is accessible to jets carrying as many as 30 passengers.

Twelve new T-hangers are being constructed with the possibility of more in the future. Currently, 15 single-engine planes are based at the airport. Various types of aviation fuels are available, including Jet A. Fuel trucks stand ready for serving planes on the runway. Additional improvements include dusk to dawn lighting, Papi Precision, GPS and VOR Approaches. Physical improvements are supported by staff personnel on duty from 8 am to 6 pm, seven days a week.

Garrett County business owners agree the expanded access and facilities improvements will benefit their enterprises. Previously, some of the larger aircraft landed in

Morgantown, West Virginia, or other nearby airports to pick up passengers and supplies intended for Garrett County businesses. Passengers and supplies are now only two miles from Deep Creek Lake hotels, restaurants and other facilities. And the airport is just 13 miles from the town of Oakland, the county seat and population center.

Ernest Gregg, President of the Garrett County Commissioners, stated, “The airport will help economic development because many home based businesses are already located around the county. Many were established because the owners had airport access. Personally, I am very supportive of the airport’s expansion.”

Gregg, like other businessmen, recognized the need for improvements because he, too, had to use other airports. Consequently, Commissioner Gregg became involved in a previous airport expansion in the late 1980’s. At that time the commissioners formed an airport advisory group comprised of local pilots, business representatives, and interested citizens with the purpose of surveying the airport’s needs. According to Mr. Kelly, “They gave us advice and suggested changes. Local pilots told us what they thought was needed.” Garrett County officials responded to their requests and concerns.

While upgrades and expansions at the Garrett County Airport have brought many changes, at least one tradition lives on. If one watches closely, “Skeeter” Bowman’s single engine aircraft may be seen circling above McHenry, preparing for a final approach toward the airport at Deep Creek Lake.





Be It For One Man and Lady

# Lady Liberty Shines

IN RAWLINGS, MARYLAND

Photography and Writing by **Lance C. Bell**

a surprise to his wife, Debbie, who has always loved the Statue of Liberty. She thought it would be around 3 or 4 feet tall, but was astonished at its final size.

Charlie was born and raised “just up the road” and has lived in the area all his life. He has no formal art training but is a natural; his favorite medium is charcoal. He was popular in elementary school for painting on the windows and later for his lighted, very large Christmas motifs placed outside his business. However, the Statue of Liberty is his first three dimensional attempt at such a large size. The entire “Lady” is sculpted from 1/4” steel rod; bent, shaped by hand and welded in free form style. Then, it is covered with wire screen, molded and painted green like Ms. Liberty. The crowning glory is the torch made of brass which shines like a true flame. The statue is lighted at night and can be seen in front of O & R Trucking on Rt. 220 in Rawlings. (*Rawlings is located between Cumberland, MD and Keyser, WV.*)

**CHARLES O’HAVER**, a quiet, pleasant truck mechanic and garage owner applies his hidden creative talents for his wife, Debbie, and the community.

Charlie has a lot of creative skills and uses them in tune with his ingenuity and shop to create master pieces like his 12’6” Statue of Liberty. Charlie owns and operates O & R Trucking & Auto Repair in Rawlings, MD. His knowledge of metal, welding and a page-size printout of Ms. Liberty was all he needed to begin his statue as a gift for his wife. The size of the statue came as





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Volunteer Roy Brown  
scraping soil from one of  
the excavation pits at  
the June 2007 dig.



# Why Do They Keep Digging Up The Past?

Written by **Mary Meehan** Photography by **Lance C. Bell**



Sifting for artifact in a quarter  
inch mesh screen.

Susquehanna Indian  
painting by Lee Teter.  
The Susquehannock and  
Shawnee tribes were among  
the residents who lived here  
along the Potomac River.





**AS A BOY GROWING UP IN RAWLINGS, MD, GARY GRANT HUNTED FOR ARROWHEADS ON THE JOHN BARTON FARM.** Finding his first arrowhead made him ask, “Okay, who made this? How did they make it?” While accounting became Grant’s profession as an adult, archeology is his delight. Besides reading and taking courses in it, he has participated in digs in Colorado, West Virginia, and “all over the State of Maryland.”

Thirty acres of the old Barton Farm are now the Barton Site, an archeological dig on Route 220, south of Cumberland. Grant and other volunteers now work there under the supervision of Dr. Robert Wall, an archeologist who teaches at Towson University, Towson, Md. They’re digging into the story of American Indians who lived along the Potomac River from 12,000 or more years ago through the arrival of English settlers in the 1700s A.D. Members of the Susquehannock and Shawnee tribes were among later residents of the area.

The Western Maryland chapter of the Archeological Society of Maryland provides major support for work at the Barton Site. Ed Hanna, a retired police officer who heads the chapter, notes that there are ancient sites everywhere in Western Maryland. Most are in or near valleys and rivers, which Hanna calls “the interstates” of ancient times. The Barton site, on a Potomac River flood plain, was the location of many successive settlements, and silt deposits from flooding sealed off one era from another. This stratification aids archeological understanding, so Barton is a prime site. Now owned by the Archaeological Conservancy, a New Mexico-based group, the site has been excavated since the late 1980s by volunteers working with Dr. Wall.



Roy Brown (*kneeling*) prepares archeological features for photographs by Dr. Robert Wall (*left, standing*).





Volunteer Bob Bantz, working one of the large sifters, watches for beads, scrapers, pottery and points.

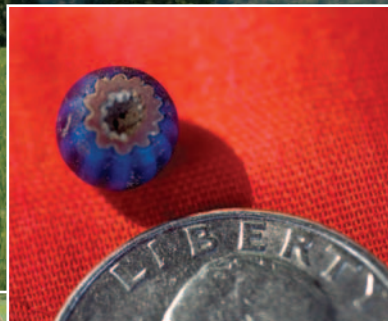
Antler pendant and a bone bead found at the site in June 2007.



Freelance collection of arrowheads is no longer allowed on the property. Instead, the volunteers work together to find artifacts and old building sites and to explain how the old residents lived. As Gary Grant says, their life is “a fascinating puzzle that needs to be put together.”

Dr. Wall, who already has a huge amount of data from prior work at the site, uses that and surveying equipment to map out areas to be excavated in the summer months. Each excavation pit is large enough for one or two people—sometimes more—to work in; and five or more pits may be worked simultaneously when there are enough volunteers. One day last June, Ed Hanna’s pit was about 16 inches deep, and he was already back to the 1600s. Others were working on a “deep unit” that was expected to go down about eight feet and possibly as far back as 15,000 years.

As some volunteers scrape soil from the pits, others run it through large sifters that are suspended from tripods. Standing at the sifters, they push the dirt through and watch carefully for bone beads, stone scrapers and awls, pieces of pottery, and “points.” The latter are small, triangular stones that the Indians cut and sharpened for use as knives, spear points, or arrowheads.



Glass trade bead from early contact with Europeans.

David Frederick points out traces of an 1800s settler’s plow and 1600s Native American post structure.





Andrew Barnhart, a high school student from Hagerstown, Md., was one of the sifters in June. He said he found the work “a lot harder than what I expected,” but he enjoyed finding “a couple of beads, a couple of points.” He is considering a career in archeology.

So are several Towson University students who were working at the site as part of an archeology course for which they’ll receive academic credit. Leah Singleton said she was “just baking” in the summer sun and that her muscles ached by the end of each day. “I’m like, wow, I haven’t talked to that muscle in a long time,” she laughed. She had found only bones and points in her first days of sifting, but was glad that others had found more interesting items—a stone awl, for example. Sharon Rossman, another Towson student, wants to be a forensic anthropologist. She was happy to find a bone bead and a few points. While she liked the summer heat, she acknowledged some boredom in “just sifting.”

But when volunteers had time to look up or walk around, they had striking views: West Virginia’s Knobly Mountain on the southeast, farm country to the south, and Maryland’s majestic Dans Mountain to the west. The people who lived there thousands of years ago must have enjoyed their magnificent valley.

David Frederick had graduated to working in a pit, carefully scraping the surface and watching for evidence of primitive buildings. Frederick, who grew up in Cumberland and now lives in nearby Keyser, W.Va., was using up his vacation to help with the dig. A maintenance supervisor at a saw mill, he said many people think he’s crazy to work in a hot field as a volunteer during his vacation. But he added, “I’m getting paid. Not in money, but in knowledge.”

He thinks often about the ancient people who lived at the Barton Site “and how hard a life they had here.

And I just imagine trying to do things with stone tools—and not being able to go down to the hardware store and buy what you need.” It’s believed that the bow and arrow were invented around 1000 A.D. Without them, Frederick said, hunters had only knives and spears to kill deer, elk, and bear. That made hunting both difficult and dangerous. Or, as Ed Hanna remarked, one can imagine a hunter’s “trying to get dinner before dinner gets him.” Some food, though, was much easier to gather: Laboratory analysis of soil

from the pits has identified corn as well as seeds from blueberries and strawberries that the primitive people apparently ate.

Frederick read a newspaper notice about a Barton excavation a few years ago, then went “out to see what was going on and just got hooked on it.” Several other members of his family have helped out at the dig. His wife Darlene was hooked by finding a piece of pottery on her first day. “You know, it just takes one piece,” she said. She is a special-ed teacher in art, “so the pottery intrigues me.”

While they used stone for tools and weapons, the Native Americans who lived at the Barton Site didn’t build with stone. The volunteers, though, can infer much about their homes by watching carefully for post holes. When posts rotted in the soil, they left stains behind that are still visible today. This makes possible some well-educated guesses about house structures and village palisades. Gary Grant mentioned evidence of a house discovered last year at the Barton Site. The Indians worked around a fire in the center of the building, he said. They made beads and fishhooks from bone, as well as “some of the prettiest sharpened tools that you would ever want to see.”

Roy Brown, a Cumberland resident who is retired from work in printing and graphic design, is a seasoned volunteer at the Barton dig. Others there hold him in awe because he understands ancient artifacts by copying them with painstaking accuracy, using only those tools available to the Indians before the Europeans arrived. He has even done replications for museums. Brown recalled making a bow some years ago: “I used all stone tools. I had to make a stone ax to cut the tree down, and then stone scrapers” and stone knives. He added that “once you cut a tree down with a stone ax, you have a much greater appreciation for what it takes to make a palisade around a village or to build a lodge.”

Dr. Wall and his volunteers take great pains to record—in writing, maps, and photographs—everything they find. He and his Towson students also do laboratory analysis of the artifacts. Wall hopes to use some Barton material for an exhibit on the ancient people at the Allegany County Museum in Cumberland. “We do traveling exhibits, too,” he says. “We take some materials from what we’ve found and put some graphics together with that.”

*continued on page 52*





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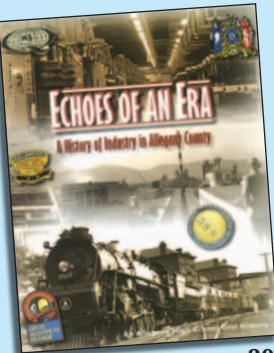
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## What is it with chocolate that very few of us can resist?

Yes, the taste of course. But there's more than that. Biting into a rich homemade white chocolate macadamia nut turtle for example—you close your eyes at the first bite so all your senses hone-in on your taste buds where you savor the decadence of it all. Sound good? There's a new shop at Deep Creek Lake to indulge in every kind of chocolate treat you can imagine. Deep Creek Sweets, located next to Pine Lodge Steakhouse on Route 219 in McHenry, has homemade chocolates and fudge, as well as other delectable sweet treats from exceptional chocolate makers in the east. In only a few months, Deep Creek Sweets has become a lake destination.

Kathy Kessler, owner of the Tourist Trap and Animaland knew opening a gourmet chocolate shop would appeal to the residents and visitors to the area. "People asked me all of the time where they could buy good candy here," Ms. Kessler remarked. "After hearing this over a hundred times, I knew it was right." Deep Creek Sweets though isn't just another chocolate shop.

Garrett County native and chocolatier, Barb Michael, creates the home-made chocolates right in the shop. Ms. Michael has been making chocolate delights for seven years under her private label, Little Yough Chocolates. Her tasty treats include the white chocolate macadamia-nut turtle, as well as dark chocolate and milk chocolate turtles, Chocolate wafer & cream cookies covered in white, dark or milk chocolate, mouth-watering white and dark chocolate covered strawberries (in season), chocolate covered pretzels, potato chips (yes, that's right), huge chocolate and caramel covered apples, white mint, dark and milk chocolate nut bark, and so much more. Ms. Michael is so serious about creating and making chocolates, she has recently returned from a three-day chocolate "Boot Camp" in Madison, Wisconsin. An intense program, Ms. Michael has expanded her knowledge of chocolate making, which includes the art of truffle making. "I learned so much at camp," she said "There were about 25 candy makers from

Written by **Paula Yudelevit** Photography by **Lance C. Bell**



large and small companies and shops all over the country. We learned from each other."

Deep Creek Sweets flavorful variety of fudge is a big attraction. Fourteen to sixteen flavors line the marble counter top daily. Made at the shop, these include colorful and scrumptious flavors like Rocky Road, Chocolate Brownie and Cookies & Cream. For a different twist, there's Key Lime, Raspberry Cheesecake and Tiger Butter (a really yummy fudge with layers of vanilla and peanut butter, topped with swirls of chocolate).

Craving more? Deep Creek Sweets carries 24 flavors of sugar-free chocolates, plus old-fashion candy store confections. "A box of chocolates is one of the best gifts you

can give," explains Ms. Kessler. "Not to mention it's also a great treat to have for yourself!" The shop's signature pink and chocolate striped bags and boxes make beautiful gift presentations, as do an assortment of fine baskets.

There's a sweet treat for everyone—including the four-legged ones. Ms. Michael and her daughter, Bailey, created a line of treats for one of your best pals. These dog bones are dipped in a carob and yogurt that dogs absolutely love and are totally pet safe.

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# The Rock Allegany County Speedway

Written by **Courtney Kamauf** Photography by **Lance C. Bell**



Car #7 owned and driven by Dave Troutman.



**FOR THOSE WHO WONDER HOW WATCHING CARS GO AROUND IN CIRCLES CAN BE EXCITING, YOU NEED ONLY ATTEND AN EVENT AT THE ROCK TO UNDERSTAND.**

The roar of the engines (buzzing of the 4-cylinders aside), combined with the vibrations of the cars zooming past, coupled with the dust flying up into the night sky as fans scream for their favorite drivers racing side by side, creates an atmosphere that is pure electric.

Nestled in the heart of the scenic Allegany County Fairgrounds, with the majestic face of Knobley Mountain as its backdrop, is The Rock Allegany County Speedway—a 5/8 mile oval stock-car racing track. Unlike tracks seen on the NASCAR circuit, which are paved, The Rock is comprised of clay. This past April, 2,500 additional tons of clay were leveled, rolled, and packed into the track, resulting in one of the fastest tracks in the area. While some label stock-car racing as a boring, backwoods, hillbilly sport, the intricacies that go into racing are actually quite fascinating.

For those who have never been to a race, here are the basics. Drivers compete in a total of 28 races from April through November. Each week, drivers compete in five to six lap “heat” races, the finishing order of which determines the starting order for the main events, called features. Features, depending on the class of car, are 12 to 25 lap races, the winner of which takes home the trophy and the glory. Drivers receive points based upon their finishing order in the feature. Points pay to win 175, and decrease 5 points for each position thereafter. The driver who accumulates the most points in each division for the entire year is named the track champion in their respective division.

In a typical racing season, The Rock hosts six different classes of race cars. The fastest, and most well-known cars, are those in the Super Late Model division. With upwards of an eight hundred horsepower engine, and their sleek aerodynamic winged design, these monster machines careen around the dusty oval at over 130 miles per hour. But this speed and power comes at a price. In order to be competitive in this division, new parts and equipment are a must. The days of piecing together old equipment and still being able to run up front are a thing of the past. A new motor alone will cost a Super Late driver in the neighborhood of \$30,000. Factor in a new car, at approximately \$20,000, and spare parts, for roughly \$10,000, and these drivers can easily have \$60,000 in their race cars.



Another breathtakingly fast class at The Rock is the Limited Late Model division. These cars look very similar to those in the Super Late division, but are equipped with slightly less power. Limited Late cars have approximately 500-600 horsepower engines, and travel at speeds approaching 115 miles per hour. While the engine capacity is slightly less, the costs of operating a Limited Late Model team are still staggering. A new car can cost up to \$20,000, with a new motor costing an additional \$15,000.

Fan favorites at The Rock include the Street Stock and Hobby Stock divisions. These cars depart from the sleek appearance of those in the Super and Limited Late divisions, in which bodies are mandated to be American manufactured stock car bodies. Instead, the criteria for Street and Hobby Stocks are that the cars must be domestic from 1965 to present. This results in a more box-shaped car, like something that can be seen on the highway. Street Stock cars have 300-400 horsepower engines, while Hobby Stocks have approximately 300 horsepower. For the entire car, drivers invest \$15,000-\$20,000 for Street Stocks and \$10,000 for Hobby Stocks.

If you come to The Rock and think that you are being attacked by a swarm of bumble bees, do not be alarmed. What you are hearing is the sound of the 4 and 8-cylinder Junk Cars coming around the track. The most plentiful cars in attendance at the track each week, these cars are meant to be a more affordable class for racers. With only a few safety modifications, these cars are essentially stock from



top to bottom. The engine is stock, with approximately 100-150 horsepower. Even with this small engine, these cars experience speeds of 75-85 miles per hour. Making the necessary safety modifications, and improving upon the cars within the rules, 4-cylinder drivers can put approximately \$1,500 into their race cars.

With all classes, there are many other expenses that have to be considered above and beyond the purchase price of the car itself. While some drivers are local, others travel from 30 minutes up to several hours to get to the track. With the rising cost of gasoline, this is becoming a burgeoning expense. While most drivers tow their cars on a trailer attached to their pick-up truck, drivers in the Super and Limited Late divisions often invest in large haulers, similar to those seen at a NASCAR event. Once drivers arrive at the track, entrance to the pits is \$20 per person. In addition, racing fuel costs approximately \$50 each week. With all the side by side, fast paced, hard hitting action on the race track, accidents are inevitable. After purchasing a brand new car, it is not uncommon that cars flip over, slam into the wall, and are all but destroyed. Even a minor accident can require hundreds of dollars of repairs.

So, given the cost structure and grueling nature of the sport, everyone who has the time and money to race must be a retired millionaire, right? To the contrary, most of the drivers that come to The Rock are typical blue collar workers. While there is the occasional wealthy driver, the vast majority of these men and women are living from paycheck to paycheck, putting every last available dime and piece of their time into their race cars. Racing is in their blood, and even though in some of the classes the money that they win for participating is less than what they paid to get into the track, they continue to come back every week, because it is what they love to do.

Perhaps the most interesting facet of racing at The Rock is the diversity of drivers that attend. If your vision of the driver who has won the most races, and is currently leading the points, in the fast paced Limited Late Model division is of a 30-40 something year old man, then think again. While this type of driver is commonplace at The Rock, this coveted position is held by Randy Burkholder— an 18 year old high school student from Chambersburg, PA. In the 4-cylinder class, several of the drivers are not even old enough to have a driver's license. In addition to these young men, The Rock is also home to several female drivers. Shelly Beegle is a regular in the Hobby Stock series, as is another young driver, 17 year old Alicia LeGros. Racing at The Rock is also a family affair. In the 4-cylinder division, for example, Bob Imes races his son Jason and grandson Jay every week. In addition, Randy Burkholder's father, Darryl, competes in the Super Late division.

While most of the drivers on a typical racing night come from the surrounding areas in Maryland, Pennsylvania, and West Virginia, on nights of major events, drivers arrive from across the entire United States. One of the biggest events held at The Rock is the Big Kahuna, held from October 4th through the 6th. Unlike other races, which are solely sanctioned by the track itself, this event is a MACS (Mid-Atlantic Championship Series) sanctioned event for the Super Late Model division. MACS is a national sanctioning body, in the same vein as NASCAR, that travels to different tracks and holds events throughout the racing season. The Big Kahuna is the last of the fourteen MACS races on the schedule for 2007. This year, the series has traveled to ten different speedways in Ohio, Pennsylvania, Virginia, and Maryland. The total purse, or amount of money given out to the drivers who compete, in MACS sanctioned events is much greater than the purse on a





typical night at The Rock. A typical payout to win a Super Late race at The Rock is \$1,200, and the total purse is, depending on the number of competitors, approximately \$8,000. For a MACS race, however, the pay to win increases to \$5,000 and the total purse is a whopping \$35,000. This series also has its own points system, independent of any individual track. So, a driver could conceivably be eligible for the track championship at his local track, as well as the MACS title, by attending all the races.

So, for a great time on a Saturday night, look no further than your local dirt track at The Rock Allegany County Speedway.

For more information on racing at The Rock Allegany County Speedway, visit [www.therockspeedway.com](http://www.therockspeedway.com) or call Oval Track Promotions at (410) 857-3821, or the Fairgrounds at (301) 729-1200.



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# Shelly Beegle Living in the Fast Lane

Written by **Sara Mullins** Photography by **Lance C. Bell**

**FOR MOST OF US, MIDLIFE IS A TIME TO SLOW DOWN A BIT AND REASSESS OUR LIVES.** We ponder things like retirement, the spiraling costs of prescriptions and long term health care insurance.

But not Shelly Beegle. At age 54, she decided to take up stock car racing. “I’ve always been an aggressive person,” she said. “I started riding Harleys 20 years ago when not many women rode motorcycles.”

She now drives a 1986 Monte Carlo, appropriately red, in the Pure Hobby Stock division, as #17. She found sponsorship support, a necessity for this costly sport and often a challenge for female drivers, from Bedford Valley Petroleum and Kyners Auto Sales.

According to NASCAR statistics, women are big race fans these day, making up almost half the audience. Others are heading to the pits for jobs as crew members and drivers, but Shelly is one of only a few to date. Consequently she has been unable to find racing suits and fireproof clothing designed for a woman’s frame and has to make do with what’s available for the guys. (Attention, entrepreneurs: This could be a great business opportunity.)

Since “starting her engine” in April 2007, Shelly has raced 16 times, most often at the Allegany County Speedway known as The Rock. During her first time out, she came in at No. 8. Next week, she was No. 6. Two races later, she was up to the No. 3 position in points. And this ranking included two races that she couldn’t finish because of mechanical problems.

“I’d never been to a race until I met my husband Shane,” she said. Shelly recently married Shane Beegle, a veteran driver with 12 years’ experience in Late Model dirt track racing. “While watching a race with him, I thought to myself, ‘I could do that.’”

So she did, competing against 30 other drivers. She said that Shane wasn’t sure how long she would race, but changed his mind when he saw her talent and potential. To accommodate her petite stature, Shane retrofitted her car with a youth seat and platform to elevate the gas pedal. He told her to “drive your line,” always watching the competition to check on their positions and figure out how to pass safely. “When you drive,” she said, “you must make the right choice at the right time.”









Shelly learned that lesson quickly, after her first accident. When her car was hit from behind, she went into a spin that resulted in extensive damage to her car. Shane, a skilled mechanic, put it back together in a week and she was back on the track.

“But the second accident was *ugly*,” she said thoughtfully. “I was coming around turn 3 and then into 4 when I started to pass another driver, but his back end hit me and I spun in front of him and then went over his car towards the wall. I thought, ‘Here comes that wall,’ while my car rose about 30 feet and went spinning into trees that knocked the car upside down on an angle atop the barrier, and then flipped back onto the track. There was lots of smoke and the car was smashed. Shane was right there. It took 45 minutes to cut me out. I had tests and

x-rays, but suffered only a mild concussion. Shane said, ‘We’re going to buy a car.’ I agreed and we bought another car the next Monday.”

Shelly believes that her resolve to keep racing helped her gain recognition from her male cohorts. “Shane told me, ‘You need to gain their respect and then you’ll do fine,’” she said. She noticed other drivers watching as she was cut out of her car. “One came over and said, ‘We want to make sure you’re okay because we’re all family.’ Later a veteran driver called to check on me and asked, ‘Are you coming back on the track?’ I said I wasn’t sure they wanted me back, but he said they did.”

Now she feels like one of the gang and credits support from her “wonderful crew chief,” a go-kart champion who helps her to stay calm and focused before starting out, her stepdaughter (“a heaven-send”) and, of course, Shane.



Levi, one of Shelly and Shane’s eight dachshunds.



Shelly’s Crew Chief, John Flick, helps keep her calm and focused.



Shelly’s stepdaughter, Heather Morris, is also part of the racing team.

On Saturday, June 23, 2007, Shelly’s major accident involved hitting the wall, spinning into trees, flipping, and coming back to rest onto the track. It took 45 minutes to cut her from the car, but miraculously she only suffered a mild concussion, but the car was in bad shape (*photos below*).

*Photo below right:* Shelly in action in the RE/MAX number 17 car.







Shelly (first year racer) and husband, Shane Beegle, a 12 year veteran of Late Model dirt track racing.

Shelly Beegle has another life as Shelly Ott, when working as an associate broker for RE/MAX Realty Agency, Inc. in Chambersburg, Pa., where she has sold real estate for the past 20 years. Her real estate connections led her to Shane.

“A banker hooked me up with Shane to buy timber off 400 acres I own near Hyndman and we started dating eight months after meeting,” she recalled. Shane, “a bit of a rebel,” is a logger and excavator, and also owns property. The couple combined their talents and have been selling wooded lots in a development named Little Ridge Estates.

Shelly and Shane share their Everett home with her eight dachshunds – another hobby. “Before Shane, real estate and dogs were my life,” she said. She belongs to

a dachshund rescue group. And she enjoys hunting. “I can enjoy a personal life now,” she said, “now that I’ve established my business.”

Art is another passion she indulges, with a collection that began about 20 years ago, thanks to guidance from an art collector she met in Kalispell, Montana.

Jackson Hole, Wyoming, is where Shelly and Shane were married—on April 9, 2006—and Montana is where they hope to retire. They own property near Lewistown and have broken ground for a new home.

For now, though, racing satisfies her adventurous spirit. “I’ve always been an aggressive person. I’m scared to death before starting out but I’m okay once I start driving.” It appears that Shelly won’t be slowing down any time soon.





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# A Night to Remember

THREE STATES AND TWO COUNTIES IN THE WESTERN MARYLAND REGION WILL NEVER FORGET THE WINTER STORM OF '64, WHEN A MASSIVE B-52 BOMBER CRASHED IN THE NIGHT.

Written by **Dan Whetzel**



**THE WESTERN MARYLAND MOUNTAINS HAVE WITNESSED HISTORICAL EVENTS FOR MORE THAN TWO CENTURIES.** From the construction of Fort Cumberland during the French and Indian War in the 18th Century, to strategic transportation initiatives of the National Road, Baltimore & Ohio Railroad, and the Chesapeake & Ohio Canal in the 19th Century, nationally significant events placed Allegany and Garrett Counties at the center of newsworthy happenings. While those initiatives were the result of careful planning, one of the more recent newsworthy stories was not intended because it involved the crash of a nuclear-laden United States B-52D Strato-Fortress bomber on January 13, 1964.

The startling news that a nuclear-laden B-52 Strato-Fortress and its five man crew were officially missing during its flight from Westover, Massachusetts Air Force Base to Turner Air Force Base in Albany, Georgia, set in motion activities at the local and national levels. Within hours of

the aircraft's disappearance from communications channels, it was determined the bomber crashed during a blizzard in the Appalachian Mountains of Western Maryland, not far from the town of Lonaconing.

The B-52 incident must be placed in the context of the Cold War. Deteriorating relations between the United States and Soviet Union following World War II caused both sides to produce and stockpile weapons of mass destruction. The B-52's were a strategic part of America's deterrence plan against a surprise Soviet attack, and 12 of the aircraft were airborne at all times; each one containing thermo-nuclear weapons. The giant bombers were formidable weapons' carriers capable of delivering massive conventional or nuclear payloads. From wing to wing the aircraft measured 185 feet, from front to tail, 156 feet, while the giant tail fin soared four stories in height.

The cause of the B-52 crash near Lonaconing was directly related to the convergence of two storm systems,



one from the west and a more violent one from the southwest that caused “the worst ever turbulence,” according to experienced co-pilot, Captain Parker Peedin. Increasing turbulence prompted the pilot, Major Thomas McCormick, to request a lower altitude at 29,000 feet. Minutes later the request was granted, but weather conditions continued to rapidly deteriorate as the B-52 slammed into the storm fronts. Returning to a higher altitude did not alleviate the problem either. As the aircraft encountered violent turbulence, the tail fin snapped off hurling the massive metal bulk into the left horizontal stabilizer and tail gunner’s pod. Now unbalanced, the plane’s right wing rose causing the aircraft to roll onto its back and descend in a lopsided spiral. A Mayday and then bailout call was issued by Major McCormick at 1:30 A.M. on January 13th.



**This B-52 is not the bomber that went down, but is the same size, era and type.**

Key events of the terrible night are known. Captain Peedin ejected into the frigid air, falling at the rate of 120 miles per hour. A fortunate landing caused him to strike a small tree located on a farm about two miles south of Grantsville, Maryland. A Civil Air Patrol plane later spotted Captain Peedin and directed rescuers to his location.

Major Tom McCormick, likewise, ejected and found himself landing at the base of a tree nearly three miles from where his co-pilot struggled against the blinding snow. He, too, made a decision to stay on site until morning hours. Walking a distance of nearly two miles the next day, McCormick encountered a farm house along Route 40 and was later transported to Cumberland for medical evaluation.

Sergeant Mel Wooten was not so fortunate. A piece of the disintegrating plane severely injured his left leg, head, and chest areas. Landing in a field known as Dye Factory,

he could see the lights of Salisbury, Pennsylvania, only a half mile in the distance. But injuries prevented Sergeant Wooten from covering that distance; his body was recovered at the edge of Casselman River.

Navigator Major Robert Payne successfully parachuted from the doomed aircraft but was injured in the process. His decision to walk to safety that night included an unsuccessful attempt to build a fire. After failing to climb a creek embankment, Major Payne slid backward into the partially frozen stream where he tragically perished before rescuers could locate him.

Bombardier Robert Townley apparently could not eject himself and perished in the plane.

Search and rescue efforts caused Cumberland, Grantsville, and Salisbury to be centers of activity as federal, state, and local officials quickly organized. Volunteer fire departments and veterans organizations offered their services. Five

hundred soldiers from Fort Meade and one hundred Marines from Quantico, Virginia, were deployed in search and rescue efforts. According to the *Cumberland Times*, St. John’s Lutheran Church in South Cumberland hosted the servicemen by introducing them to Maryland fried chicken dinners and other meals. Hundreds of dinners were prepared by more than 70 volunteers who assembled at the church.

Location of the downed aircraft was crucial due to its payload. Once located, the Maryland State Police arranged a “top security” ring around the main wreckage site until federal officials could quarantine the mountain area. Of chief concern was the whereabouts of the two, 24 megaton nuclear bombs that were onboard. Due to the remote location of the aircraft, it was not until January 15th that efforts were successful in removing the nuclear bombs from Big Savage Mountain. A local stone quarry operator used a “highlift” to raise the bombs onto open flat bed trucks. Incredible by today’s standards, the flat beds remained open



with only tarps and straps covering the bombs. A small sign attached to the rear of the flat beds succinctly understated the cargo—"Explosives." Maryland State Police escorted the trucks from Big Savage Mountain to Maryland Route 36, and from there, to United States Route 40 and Cumberland. A trip across Blue Bridge into Ridgeley, West Virginia, and the short trip along narrow Route 28 brought the bombs to Cumberland's Municipal Airport for transport. Residents recall the tarpaulin covered objects on the flat beds that were parked along the airport terminal road. The Air Force dispatched a Douglas C-124 Globemaster II to the Cumberland Airport, probably the largest aircraft to land at the facility.

An investigation of the tragedy revealed that other B-52 crashes also involved a faulty bulkhead and support system for the tail. The report specifically concluded the Western Maryland crash was the result of a faulty bulkhead and the tail ripping off in heavy turbulence. No pilot error was involved. The final report of the crash remained "classified" even to family members.

A large memorial located about a mile east of Grantsville on U.S. Route 40, called the Mountain District American Legion Monument, was dedicated in July 1964. Two thousand people attended the dedication including Strategic Air Command dignitaries, Major McCormick, Captain Peedin, and family members of those airmen who perished in the crash six months previously. A B-52 flew over the site at low altitude to mark the solemn ceremonies. Additional smaller markers commemorate the individual airmen who perished.



## GUARDING THE WRECKAGE

**An Air force officer, left and a sentry armed with a carbine stand guard over part of the wreckage of the Strategic Air Command B-52 that crashed on a slope at Big Savage Mountain Jan. 13, 1964. (AP Photo)**

In recent years, there has been renewed interest in the B-52 incident as Van Gaus and Steven Johnson continue to research the circumstances surrounding the crash and subsequent investigation. Visits to the crash site have provided interesting and informative information about the Cold War incident that unexpectedly thrust Western Maryland into the center of national news for a week in January 1964.





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*We are overwhelmed at the many kindnesses shown by so many people.*

*It has been a week of great joy that two of them returned safely and one of great sorrow for the three that didn't come home. The families of these three men are wonderful and they are going to be fine.*

*I want to thank you for the kind words and your prayers for my husband and his crew.*

*Gratefully,  
Kloriemarie McLarnick  
(Mrs. Theo. W. McLarnick)*



Memorial for Major Robert E. Townley, located at the crash site.

Dedication of memorial for Sergeant Melvin Wooten, attended by survivor, Captain Parker Peedin (left).



This piece of the B-52 was found near the crash site and identified as a Flexible Ammunition Chute.



Van Gaus

Mountain Discoveries would like to express appreciation to Van Gaus, Steve Johnson, and Dave Woods for their contribution in the completion of this article as well as friends, Michael T. Moody, Trent R. Berry, John Lynn, Jack Garron, Bill Bush, Eric Hunt, Chris Quinn, Marvin "Shep" Sheppard & James Hunt of Lockheed Martin for their help in identifying parts. Also, to Martha Werner's daughters, Pat Kaylor and Susan Gordon, for the use of their mother's personal correspondence, memorabilia and photos.



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## Why Do They Keep Digging Up The Past? *cont. from page 33*

Ed Hanna would like to see more observers and volunteers at the Barton Site. He acknowledges, though, that archeology "isn't for everybody.... If your only interest is to find the neat stuff—the beads, or the copper, or the spear points, or something—you know, that interest will run out when the artifacts run out." On the other hand, if you see archeology "as a connection to people, you have a longer-running interest." He invites those who would like to learn more to: "Come visit us. Come to our meetings, and meet some of us... That camaraderie always helps a lot. You feel like you're not alone in a new territory."

*The Western Maryland Chapter of the Archeological Society of Maryland meets in the LaVale Public Library, LaVale, Md., at 7:30 p.m. on the 4th Friday of each month from September-May (except December). The meetings, free and open to the public, often feature guest speakers—and sometimes a "show and tell" of artifacts. Digs at the Barton Site take place in the summer and occasionally in the early fall. For more information, contact Ed Hanna at wmdasm@yahoo.com or (301) 777-1380. Also, see marylandarcheology.org on the Internet.*



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*Professional photography by Lance C. Bell, PPA, AAD-INC.*



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# A Great Show For All Ages Puppets...

Photography by **Lance C. Bell**

YOUR FIRST THOUGHTS MAY RANGE ANYWHERE FROM SOCK PUPPETS TO THE EXTRAVAGANZA OF JIM HENSON AND THE MUPPETS. . .

but for a church in rural Garrett County, it is a professional program featuring the many multi-faceted world of puppetry with a heart for their community. The puppet team, under the direction of Scott Weeks, coined its name S.C.W.O.T (Serving Christ With Our Talents) and has been a mainstay outreach ministry at Pleasant View Baptist Church for some 12 years now. Previously the church threw together a hodge podge group of people and used puppets occasionally at summer Vacation Bible School and pre-parade outreach at the Autumn Glory Festival in Oakland.

Once the team got off the ground, first only doing small programs for their children's department on Sunday mornings, they began to undertake larger projects. The team in its early years did go on the road to other churches in Maryland, Pennsylvania, West Virginia and Virginia. In 1996, they increased their outreach to involve a larger pre-parade ministry along with the church's children's choir. Following that ministry the church saw how effective puppets were at drawing a crowd, so the team decided to do a full-fledged Christmas production at the church and invite the community. This they did with overwhelming results. They put together a multi-tiered stage of mostly black



curtain for the Christmas season of 1996, and did their first program entitled "3 Wise Men and a Baby." They invited their family and friends of the community. That year the team planned on one performance in an auditorium that seats about 300 people, and the turnout was so great that some of the people had to wait in the basement of the church, so they did a second performance about an hour and a half later that night. The next year the church did not know what to expect. Scott's dream was to have a professional program of the same caliber of Broadway or Sesame Street. He wanted to produce it to the best of his ability. That year Scott, by chance, crossed the path of a guy named Alex Flanigan. Alex was a jack-of-all-trades and could do just about anything. As Scott and Alex's friendship grew, they began catching the vision together. Scott would dream it, and Alex would help make it a reality by helping to design and build elaborate puppet stage sets.







**THE PUPPETEERS** – *Back row, left to right:* Kelsie Umbel, Justin Weeks, Sally Miller, Michael Welch, Sheri Weeks, and Scott Weeks. *Middle row, left to right:* Alex Flanigan, Josiah Weeks, Danielle Massey, Leesha Weeks, DJ Flanigan, and Andrew Harvey. *Front row, left to right:* Rebekah Rush, Elizabeth Rush, Katie Welch. *Puppeteers not shown:* Holly and Jason O'Brien.

It is typical to find Scott and Alex working until wee hours in the morning planning, designing, and building what gives their church the title, “the puppet church.” Ever since that time, the program has grown and flourished into something a lot of people consider an annual family Christmas tradition. People call months in advance each year to see when the performances are taking place. After the 1996 Christmas production the team has presented annual Christmas programs, with the exception of taking two years off for the birth of Scott’s two children.

These programs are not just your average puppet show, nor are they just for kids. In fact, the programs are targeted to teens and adults and contain clean adult humor. Scott’s philosophy is make it appeal to the adults and teens and kids will automatically love it. The entertainment comes with a message, a message of hope and good news. The entire church supports the puppet ministry. It is not out of the ordinary for the church to begin the re-modeling and facelift of the front of the sanctuary a month before the program. With the help of many, the multi-level set takes

up the entire 50 feet of the front of the church. The show is a professional quality full-length program featuring a multitude of high-tech and cutting edge techniques. The church presents it *free of charge* as a Christmas gift to the community. Spectators from past performances have said that the team is of Broadway caliber. You have to see it to believe it!

In addition to preparing for the Christmas program this year, the team is now preparing for their pre-parade outreach that takes place October 13 on Second Street in Oakland between the First United Bank and the Oakland Post Office during the Autumn Glory Parade. The program will start around 11:30 and will end at 12:30 to make way for the Grand Feature Parade.

In celebration of their 10th Christmas program, the team is planning on doing an encore presentation of “The Last Mailing Day Before Christmas,” one of the favorite programs for many of the team members. The performances will be given ***FREE of charge***, however seats in the church’s sanctuary are limited so please call and reserve

*continued on page 56*



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## Puppets... continued

your seat and receive a complimentary ticket. Last year the church scheduled 7 performances—two on Friday evening, three on Saturday, and two on Sunday. The programs filled up so quickly that the team scheduled an additional eighth performance. Because the popularity continues to grow, there has been some discussion of doing the program over two weekends. Although times have not been secured yet, it is likely the program will be the weekend of December 14, 15, and 16. Tickets usually are offered (free) after Thanksgiving each year so please visit the church website at [www.pleasantviewbc.org](http://www.pleasantviewbc.org) or call the church at **301-334-8515** for the latest information.

Pleasant View Baptist Church is located approximately 2 miles south of Oakland, MD on Route 219 and is pastored by Pastor Wally Weeks. The address is 8931 Garrett Highway, Oakland, MD. You will not be disappointed, and you may find yourself coming back year after year, and bringing more and more people with you.

***Editor's Note:** I thoroughly enjoyed this show and would recommend it for everyone in your family. The performance, music, sound and mechanics were first rate. The colorful glow puppet on page 54 is about 5 feet tall, as were several of the other puppets. You cannot see it but the puppeteers have these large puppets strapped to the front of their chest, arms and legs, which is the reason they wear all black on a black stage. With the lights off in a darkened auditorium you see nothing but the glow of the puppets, due to the special lighting. Amazingly these large puppets take two people to operate, one in front with the puppet attached to them, while the other person reaches across the front person's shoulders to operate the head and mouth, (of the puppet). It is truly amazing the effect the audience sees.*



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# Adventure Sports Center International

## Now Open At WISP

Written by **Sara Mullins** Photography by **Lance C. Bell**

After years of discussion, planning and anticipation, ASCI — the Adventure Sports Center International — is now open for business as the East Coast's premier adventure destination. Located just above Maryland's Wisp Resort next to Deep Creek Lake, ASCI sits upon 18 acres donated by Wisp, atop the 3,115 foot summit of Marsh Mountain. The Center's operations are housed in a structure reminiscent of a casual country lodge, featuring two covered side porches and dormer windows, and housing offices, a conference/class room and pro shop with carefully selected equipment for sale or rent.

Open to the public since May 2007, ASCI has added another reason to visit Marsh Mountain, one that makes it unique: it is now home to the world's only controlled whitewater course located atop a mountain. This 1,700 foot-long course, which caters to skill levels ranging from amateur sports enthusiasts to world-class competitive athletes, offers visitors an authentic whitewater experience in a setting that appears natural, yet is controlled by state-of-the-art technology that allows for multiple adjustments. Options include guided whitewater rafting, kayaking and canoeing. The average rafting trip lasts about two hours, including five to seven circuits.



Those who prefer to stay dry can explore the 550-acre Fork Run Recreation Area adjacent to ASCI. Opportunities now available include 3.5 miles of trails for mountain biking and hiking, plus areas for rock climbing and “bouldering,” defined by Wikipedia as the sport of “climbing without a rope on large boulders to a height no higher than that from which a fall causes significant bodily harm.” By May 2009, mountain bikers and hikers will have an additional seven miles of trail to explore. Other planned options include a freeriding course for a more



extreme mountain biking experience, additional rock climbing and bouldering venues, rappelling, outdoor classrooms, a Global Positioning System navigation course, a group camping area, trailhead amenities, a Challenge Course and even a course on medicinal plants.

Education is a primary focus for ASCI as a 501(c)(3) nonprofit. “This is a great nexus for outdoor recreation and environmental awareness,” says Matt Taylor, ASCI’s director of operations. “This is an institution that allows us to practice what we preach and build clients’ personal awareness. Plus it’s tons of fun, a bigger-than-life gymnasium.” Taylor says he has seen people who were once fearful of water and rivers emerge with a newfound sense of self-esteem after successfully navigating the course’s rapids.

The ASCI logo, EVOLVE, cleverly illustrates the concept of adventure sports as a catalyst for personal growth. Juxtaposed near its letters are five silhouettes of an individual in the process of, in ASCI’s words, “evolving to the next level of adventure:” 1) lounging in a recliner, 2) stooping in a rather ape-like position, 3) standing somewhat more upright, 4) purposefully striding along, and finally, 5) skillfully maneuvering a kayak with proper body position and paddle poised overhead.

The Center itself has evolved considerably since opening in May. “We’re ahead of where we thought we’d be,” says Taylor. “We strive to be conservative and stay within boundaries, yet be ambitious with our goals. We want to foster a long-term sensibility that combines conservation with recreation.” By mid-summer, at least 200 visitors per day came to experience the whitewater course, and more than 1,000 spectators attended the summer’s Olympic whitewater trials. Taylor hopes the Center will eventually lure up to 500 whitewater enthusiasts per day and 5,000 attendees to major events during the whitewater season.

“The public is most curious about the whitewater course, especially the technical details,” says Taylor. “It’s essentially an artificial riverbed, a hybrid of natural

materials and high-tech techniques.” Designed by the McLaughlin Whitewater Design Group of Denver, Co. (<http://mclaughlinwhitewater.com>) with input from ASCI staff, the course features six wave-shaper metal plates on hinges that can be raised or lowered with pneumatically controlled bladders that literally raise and lower the course’s bottom to adjust its 10 individual rapids to achieve Class II, Class



III or Class IV conditions. A conveyor system located between the entry point and the course itself allows visitors to experience multiple trips along the course without having to disembark. The course is designed to simultaneously accommodate about 120 rafters and 30 individual boaters.

And then there’s all that water—13 million gallons—that’s needed to fill the course. Fortunately, a reservoir in the form of Deep Creek Lake sits below the course. The WISP needs water from the Lake to operate some of the most sophisticated snowmaking operations in the world. The Center needs water from the Lake for the whitewater course. So a synergy emerged from a mutual need. The WISP tied its pumping system to that of ASCI; in return, WISP developed a system to pump water around the ASCI whitewater course to decrease the water temperature



and thus create a giant radiator for snowmaking. The result is energy savings. In the summer, excess water from the course is fed into the Wisp irrigation system to water the WISP golf course and mountaintop residences. The result is water savings. It's a win-win situation that works for the greater good.

The ASCI vision took shape after the 1989 Whitewater Slalom World Championships were held on the Savage River in Garrett County. The event's organizers were encouraged by the former president of the ICF (the International Canoe Federation, the world's governing body for all paddle sports) to utilize the world-class outdoor resources of Garrett County and the Allegheny Mountains and thus make adventure sports a part of the region's overall cultural and economic future. Because naturally occurring whitewater in Garrett County can only be found in remote locations, the idea of building an artificial, re-circulating whitewater course gained support. The vision soon expanded to include programming in other adventure sports now offered or planned.

Before developing ASCI, its founders laid a foundation for adventure sports in Garrett County by creating the Garrett College Adventure Sports Institute (ASI). This was the first undergraduate program in adventure sports recreation management in the United States. Since then, ASI has graduated students who are now leaders in the adventure sports industry. As anticipated, ASI has developed local talent as a home-grown human resource for ASCI; seven are graduates. The two entities share a common vision, as well as many of the same board members.

And so ASCI was born, with construction beginning in August 2003 and completed in April 2007. Its doors opened to the public the next month. The total cost: \$24 million. In the course of excavating the more than 40 million pounds of rock at the site, it became clear that many of the larger boulders (up to 80 tons each) could be used in the course to simulate a natural riverbed and allow easy access at all points of the course for safety personnel.

"ASCI is staffed with leaders in outdoor experiences," says Taylor. "We make the outdoors accessible." World-class instructors help visitors hone their skills in all disciplines offered. As per its educational mission, the Center runs corporate retreats, teaches GPS and orienteering skills,

offers onsite child care at the Adventure Zone, hosts children from groups like the Darrell Green Youth Life Foundation and operates a Kids' Adventure Camp. To support local paddlers, ASCI hosts the Friday Night Fun Series of bi-weekly whitewater competitions that allow participants to accumulate weekly points to win a title as the King or Queen of the River or pick up weekly prizes.

In addition, ASCI offers three service programs. The Yough Paddling Club, according to Taylor, "gives local paddlers ownership of paddling in the area" and encourages seasoned paddlers to help their younger cohorts enhance their skills. The Community Days program offers residents of Garrett and Allegany Counties an 80 percent discount on rafting and kayaking at the course. And the Scholarship Fund, with more than \$20,000 to date in contributions, allows local school groups to visit the Center and enjoy its programs.

Then there are the world-class events that inspire and energize participants and spectators alike. A month after opening, the ASCI Showdown Pro Climbing Competition featured top athletes in the fields of freestyle kayaking and rock climbing. In early August, the Center hosted the US National Whitewater Slalom Competition for its last race before the pre-Olympic competition in Beijing, China. The US Freestyle Kayak National Competition is slated for the last weekend of September. And the 2007 Whitewater Symposium will unite those working in all aspects of kayaking, from instructors to manufacturers to outfitters. Taylor plans to locate the International Whitewater Hall of Fame at ASCI, and envisions its evolution into an Adventure Sports Hall of Fame.

On a more local level, ASCI will participate in Garrett County's fall festivities by hosting the first annual Autumn Glory Adventure Triathlon, featuring whitewater paddling, mountain biking and trail running. The date is October 13.

If there is a central theme to ASCI, it would be synergy: with the Wisp Resort; with ASI; with Garrett County government, tourism and businesses; with the community; with the world of professional adventure sports athletes; with its environment and among its talented staff members. The result is a unique, family-friendly venue that offers visitors a taste of the wilderness in a spectacular setting.



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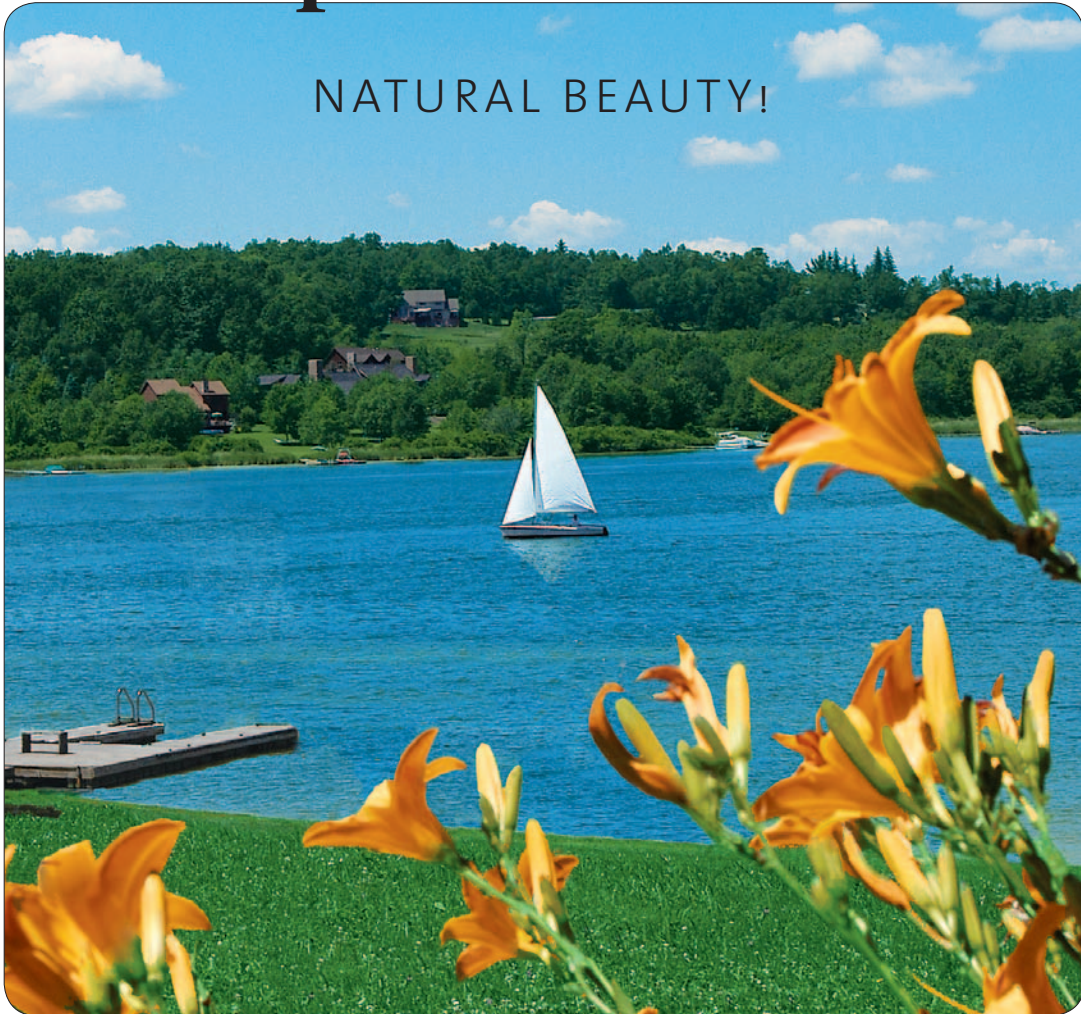
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