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FALL/WINTER 2023

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## ON THE COVER

Natalie, Katie and Marceline are enjoying the annual Storybook Holiday event in Frostburg, Maryland.

See "Storybook Holiday Celebrates 20 Years" on page 12.

PHOTO BY MATTHEW CRAWFORD



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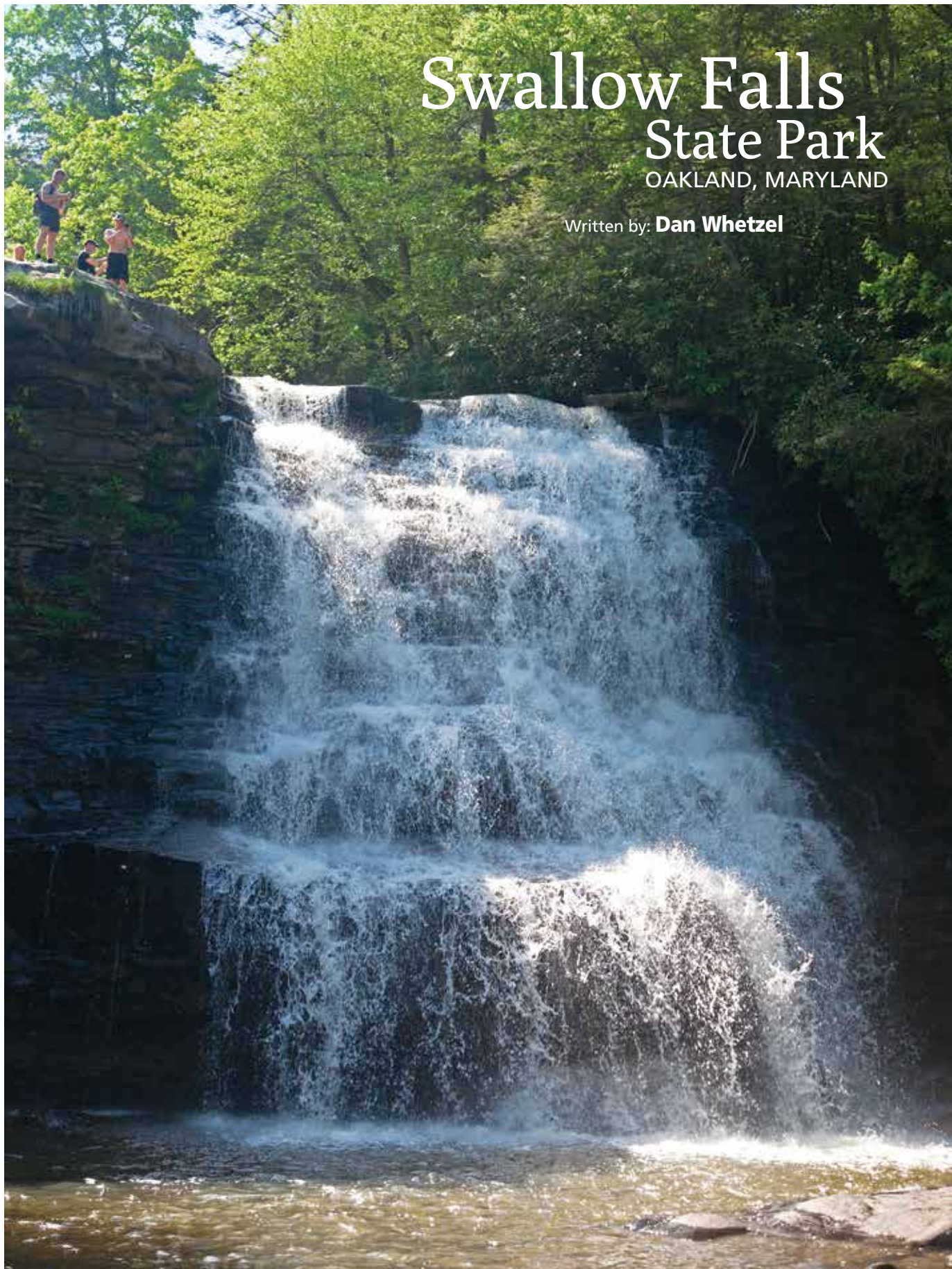




# Swallow Falls State Park

OAKLAND, MARYLAND

Written by: **Dan Whetzel**





Where do visitors enjoy the splendor of four waterfalls by walking a short scenic trail? And where may one experience a forest that provides a glimpse into the primeval past? The answer is Swallow Falls State Park, an area known for its natural beauty and unique environmental setting.

Swallow Falls State Park located in Garrett County, Maryland, offers a variety of natural wonders within quiet surroundings. Its 37 acres of Hemlock trees are remarkable not only for their appearance, but also for their affect on the senses—the dense shade and canopy cause a silence bordering on reverence. The tall silent sentinels have survived for more than 300 years in a region that was heavily logged in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, thereby elevating them to a place of special significance. Swallow Falls is one of the few areas in Maryland where the public may enjoy a large grove of the old-growth trees accompanied by one of the nine state-designated “Scenic Rivers.”

Swallow Falls visitors become immersed in the sights and sounds of the Youghiogheny, a whitewater river that surges north through the shaded forest and rocky gorge. To experience the river and nearby Muddy Creek, it is recommended that guests follow the Swallow Falls Canyon Trail that begins in the visitor’s parking area. The trail sign is easily spotted and provides a convenient way to experience the flora, fauna, and waterfalls.



The most popular of the water features is Muddy Creek Falls, the highest free-falling waterfall in Maryland. Three additional waterfalls on the trail—Upper Swallow Falls, Lower Swallow Falls, and Tolliver Falls have their own aesthetically pleasing qualities that are favorites of photographers and guests who enjoy the peaceful qualities of the park.



**Facing page: Muddy Creek Falls, Maryland’s highest free falling waterfall.** PHOTO BY MIKE CALHOUN

**Above: Swallow Falls State Park, named for a rock pillar that once housed hundreds of nesting cliff swallows, is also home to 37 acres of old-growth Hemlock trees.**

PHOTO BY MIKE CALHOUN

**Left: Many winters in Garrett County are cold enough to freeze Muddy Creek Falls, although water continues to flow under the spectacular frozen structure.**

PHOTO BY LANCE C. BELL



**Right: Upper Swallow Falls on the Youghiogheny River is a popular spot for photographers, swimmers and waders.**

*PHOTO BY MIKE CALHOUN*

**Below: The two couples are believed to be Harvey Firestone and wife, Idabelle, (left) and Henry Ford and wife, Clara, (right) enjoying Upper Swallow Falls while on vacation in the early 1920s.**

*PHOTO PROVIDED BY SWALLOW FALLS STATE PARK*



Henry Krug, a private land owner of the Muddy Creek Falls section, also protected the old-growth forest from exploitation and later willed the property to the Grand Masons Lodge whose members enjoyed it as a retreat center.

The Garretts and Free Masons were not the only ones enjoying Garrett County hospitality. In 1921, American industrialists Henry Ford, Thomas Edison, and Harvey Firestone vacation-

Swallow Falls State Park has been a popular destination site since its inception when the Civilian Conservation Corps (CCC) built roads, stone and log accommodations, and additional infrastructure during the 1930s. A park pavilion constructed by the CCC is still in use and provides a venue for special events.

Public access to the park's core area was made possible after a generous donation by John and Robert Garrett, whose family played a significant role in the industrial development of Western Maryland. Their gift of nearly 2,000 acres of land to the state in 1906 added to the family's legacy. Fortunately, the donors stipulated that the forest must be managed and protected.

ed for four days at Muddy Creek Falls. The self-proclaimed "Vagabonds" set up camp adjacent to the falls where their activities were widely reported in national publications. The group not only brought attention to the benefits of outdoor recreation and forest conservation, but they also sparked an interest in vacation travel. Increased ownership of automobiles and the building of hard surface roads generated an interest in the hospitality industry that benefitted the captains of industry.

The state of Maryland later made formal arrangements with the Grand Masons to assume ownership of Swallow Falls State Park. Today, the camping amenities of Swallow Falls State Park include 65 designated sites, a playground,



picnic ground, and trails through the forest. Fishing and swimming are also available summertime activities.

Richard Hill, Park Naturalist, is familiar with Swallow Falls and nearby Herrington Manor State Parks. Over the years he observed that, “Most visitors are initially interested in seeing the waterfalls and old-growth forest. The near total shade, all the time, captures their interest. The only light in the forest happens when a Hemlock falls.” Richard also notes, “Once visitors are here, they also enjoy the special events that happen throughout the year. It is interesting that many of the guests I meet at Swallow Falls return every year.”

Special events continue to draw new visitors and long time friends to the park. “In the fall, during the Autumn Glory Festival, we have folks who come for the “Apple Butter Boil.” And throughout the year special events are popular, like weddings in the CCC Pavilion.”

Swallow Falls State Park could be described as a peaceful experience. According to Richard, it is an experience that more than 350,000 guests enjoy each year. Visitors may also conveniently travel to nearby Deep Creek Lake and other area outdoor attractions in Garrett County.

---

*Swallow Falls State Park is located nine miles north of Oakland, Maryland, at 2470 Maple Glade Road.*



**Top: One needs to be cautious with the deeper, swifter current of Lower Swallow Falls.**

PHOTO BY MIKE CALHOUN

**Above: Gentle Tolliver Falls on Tolliver Creek is a beautiful spot for photos.**

PHOTO BY SHELBY CALHOUN

**Left: Park Naturalist, Richard Hill, is familiar with Swallow Falls and nearby Herrington Manor State Parks.**

PHOTO BY DAN WHETZEL



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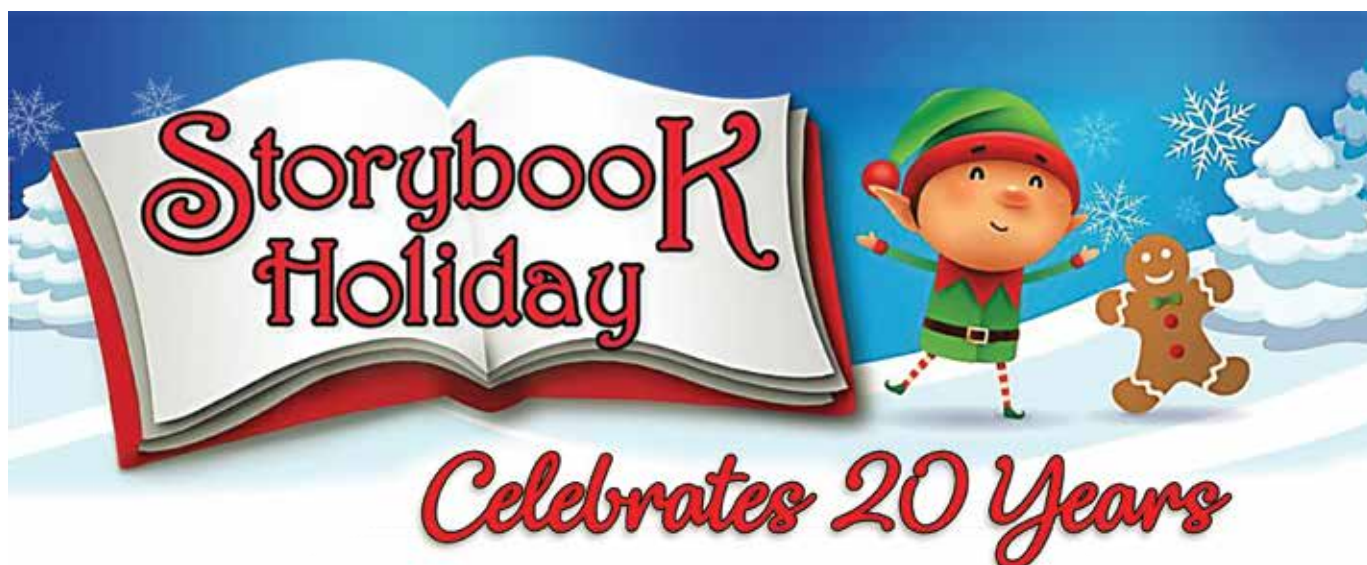


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Written by: **Ashli Workman**  
 Photography by: **Ty DeMartino**

Frostburg, Maryland, affectionately known to many as the Mountain City, is a little college town on “the Mountain Side of Maryland.” That means it’s in Allegany County, on the westernmost side of the state of Maryland. It’s about three hours from Washington and Baltimore and two hours from Pittsburgh, but during the month of December, one may easily mistake this community and its glowing holiday spirit as the gateway city to the North Pole.

About 7,000 people live in Frostburg year-round, but the population increases from September to May when students move in to attend Frostburg State University (FSU), a four-year institution that is part of the University System of Maryland. But unlike some college towns across the United States, the gift that keeps on giving in Frostburg may just be the synergy between the city and campus communities. It is a partnership that has spanned generations, engaged many events and programming, and spurred city-wide development, but never is the magical harmony between

the two more apparent than it is during the holiday season.

And while Frostburg is a super-festive town from Thanksgiving weekend through New Year’s Day, there’s one particular day when the town takes it totally over the top... and that’s the first Saturday of December, when the community and the University show up in full Christmas spirit for the annual “Storybook Holiday.”

The event, which will celebrate 20 years in 2023, was created two decades ago by Dr. Bill Bingman and Dr. Barbara Ornstein of Frostburg State University’s Children’s Literature Centre, after being inspired by their annual travels to the West Virginia Reading Association conference in White Sulphur Springs. “Nearby Lewisburg, WV, held a holiday festival to showcase their businesses and town, and each year we would begin our annual conversation



**Elf-in-training “Elfie”  
 (aka Jake Nowaczyk)**





on the return trip home to Frostburg,” said Barb. “We were inspired to create a children’s holiday event in our city, which would revolve around children’s literature.”

You could say the event was drawn up, because it was at the Princess Restaurant, one of the most recognizable establishments in Frostburg’s downtown, famous for its old fashion sodas, burgers, and homemade pies, that Bill and Barb sat down for lunch and began putting ideas to paper on the back of the restaurant’s placemat.

“We had absolutely no money the first year,” said Barb. “We began with a tiny craft and gift workshop, a ‘letters to Santa’ station, and a few other hands-on activities. With no budget, we charged \$1 to make a craft.” Barb recalls how in that very first year, they crossed their fingers for just 50 people to show, but when the doors opened, hundreds lined up to enter the event space. “Near the end of the day, a father approached us and thanked us for providing an event for his children. He explained that both he and his wife had recently lost their jobs, and that Storybook Holiday was essentially going to be their kids’ Christmas,” shared Bill. “We knew then and there that we had to find a way to ensure that we could create an annual event that was free to all families.”

Twenty years later, Storybook Holiday is not only the largest annual awareness campaign for the University’s Children’s Literature Centre, but it is also a major holiday event for



**Top: A highlight of Storybook Holiday is the Christmas parade on Main Street, Frostburg.**

**Middle: Dr. Barb Ornstein, FSU Children’s Literature Centre and one of the creators of Storybook Holiday.**

**Bottom: The Community Model Railroad Club display brings joy to children and adults alike.**





the city of Frostburg and the Mountain Maryland region. As the single-biggest business day for shops and restaurants in downtown Frostburg, the event attracts thousands of people – both locals and visitors – to the town for festivities. It is also a picturesque example of collaboration between the Children's Literature Centre, Frostburg State University students, the City of Frostburg, the Frostburg business community, Allegany County schools, students and families, and generous donors that continue to support, fund, and build the longevity of this special event.

And the magic will return for the 20th anniversary on **Saturday, December 2, 2023**. Here's what you can expect to see in Frostburg this time of year:

### Elves!

As you might have guessed, elves may just be the most important part of Christmas. According to holiday folklore – real elves keep a low profile, so the students at FSU transform into “elves-in-training” to spread joy throughout



**Top left:** Introducing one of the Elf teams.

**Top right and above:** The Elf Olympics, always a crowd pleaser, includes package wrapping, cookie tossing and much more...

the town and earn a spot as one of Santa's elves at the North Pole. During the day, children can have **Breakfast with the Elves** at the historic Hotel Gunter or join them in the **Elves' Secret Workshop** at City Place to create a





**Author Deborah Wagner-Brenneman, presents her book *The Perfect Tree for Mrs. B.*, at Main Street Books along with bookstore owner Fred Powell.**



**Featured author/illustrator, Will Hillenbrand (left) and Dr. Bill Bingman, FSU Children's Literature Centre and one of the creators of Storybook Holiday, at the 2022 book reading presentation and autograph session.**

special holiday craft. They can also write a letter to Santa (and receive a personalized answer back from the North Pole), get their photo with an elf, and vote for the Best Elf. Picking your favorite may be the challenge, because the town is filled with over 200 elf 'volunteers' (each with their very own elf name) buzzing around spreading holiday cheer, assisting with visitor needs, and putting on all the event festivities. But one of the very, very best parts of the day has to be the annual Elf Olympics. Contests include cookie tossing, package wrapping, tree decorating, toy creating and even song serenading. It is a proven crowd favorite: take our word for it – these elves are highly competitive.

### **Books!**

The fact that an entire town comes out to celebrate books and reading would just about warm even the Grinch's cold heart, and that is the very foundation of this event. The mission of the Children's

Literature Centre at FSU is to promote literacy and cultivate awareness and understanding on the importance of reading. There are storybook readings and author/illustrator presentations at the Frostburg Community Library, Hotel Gunter, and Frostburg's independent bookshop, Main Street Books. For its 20th anniversary, Storybook Holiday will welcome back author and illustrator, Will Hillenbrand, who will read, present, and sign copies of his latest children's holiday-themed book – *Little Red* (which also happens to feature a special dedication to the town of Frostburg).



**A child mails her letter to Santa with help from an elf-in-training at City Place during Storybook Holiday.**





### Jack Frost!

When Frostburg's Christmas parade winds its way down Main Street, also known as the historic National Road, it is led by none other than the town's very own holiday mascot – Jack Frost. Contrary to what you may think, Frostburg is not named for the icy guy. There is no Storybook Holiday without Jack Frost, portrayed by Frostburg local and educator – Rick Stevenson. But how Jack came to be may not be so obvious. It actually started very early in the history of the event, when, at the last minute, the event organizers needed someone to portray Santa. That is where Rick stepped in. After the event, Rick was asked to join the event the following year. He obliged, but under one condition... he would not be Santa. Instead, he suggested that he return the next year as Jack Frost.

It may even surprise Rick that nearly 15 years later, the popularity of this character still has an impact on the event. And it has become a family affair, as his wife Jackie portrays (you guessed it) Jackie Frost, and their three children – Lakyn, Brooks, and Reid, dress as Suzy Snowflake, Jack Frost Jr, and Jack-Jack Frost. You can catch the family as Jack emcees Elf Olympics, makes a snowy appearance in the parade, welcomes children to Santa's House (oh – did we mention that Rick's Mom is the town's Mrs. Claus?), and provides merriment and glee when Jack comes back at the end of the day – riding a fire truck – and starts the annual town-wide snow-ball fight.

### Decked Halls!

Since its inception, Storybook Holiday has involved elementary schools throughout the region by having classrooms create window displays revolving around a holiday picture book for participating businesses. Frostburg businesses benefit greatly from the event's growing success too. In 2022, the City of Frostburg provided a "Holly Jolly Hometown Mini-Grant" to assist businesses with investing in their exterior décor to assist in transforming the Mountain City into the Magical City. From Thanksgiving through New Year's, just walking the streets downtown is enough to feel the spirit of Christmas. Storefronts are painted, large, live greenery adorns every lit downtown lamppost, and lights and trees are hung from every window and corner.



**Top:** Jack Frost (local educator, Rick Stevenson) entertains the crowd.

**Middle and Bottom:** Inside City Place children can experience writing a letter to Santa, making a special holiday craft, and getting their photo taken with an elf.





**Students from Frostburg's Mountain City Center for the Arts perform during Storybook Holiday.**

### Community Support!

One of the original purposes of Storybook Holiday was to showcase the town of Frostburg and its businesses. This led to the creation of “Sticker Stops,” where children and families visited participating businesses to collect special holiday stickers on a Storybook Holiday bookmark.

During the height of COVID, the event was heavily scaled back to accommodate the unknowns of the pandemic. Hundreds of visitors to each business could not occur, and the Storybook planning team sought an alternative. With inspiration from the town of Berkeley Springs, WV, an idea, and now a new tradition was born. ‘Frostburg Decks the Meters’ was introduced to the event as a contest to create a safe outdoor experience for the community, which welcomed businesses, organizations and families to adopt a parking meter to decorate for a community-wide contest. From

that year on, all 75 city parking meters continue to be adopted and decorated, with a committee determining the winners. A decorated meter also means no need to pay to park during the holiday season, which encourages the community to mingle and support Frostburg downtown retailers.

In 2022, Frostburg's holiday season shined a little brighter when the town and its signature event were chosen to be featured on UPtv's reality series “Small Town Christmas.” The docuseries pays tribute to small towns that celebrate the holidays in big ways, and is hosted and executive-produced by Megan Alexander, a national correspondent for “Inside Edition” and best-selling author of the children's book, *Small Town Christmas*. “Small Town Christmas” decided to film in Frostburg not only because of the town's



**Some samples of the 75 parking meters adopted and decorated by businesses, families, and community organizations.**





**Preparing for the Elf Olympics at a recent Storybook Holiday event.**

“cool” name but also for its over-the-top Christmas celebration and support of literature. With Alexander’s background as an author and her interest in promoting Christmas traditions, Frostburg was a natural fit. Filming last year paid off with Frostburg featured as Season Two’s final episode. Viewers can catch Frostburg’s episode again when season three resumes on UPtv this upcoming November.

As evening approaches everyone turns out at City Place for the Festival of Trees. Each tree has been decorated by a different community group and Christmas carols are sung while Santa comes to check everything out.

The event wraps up with a classic holiday movie at the historic Frostburg Palace Theatre (minimal cost, advance ticket purchase suggested).

When asked how Storybook Holiday’s longevity and success continues, Dr. Ornstein credits it all to the serendipitous nature of Frostburg itself. “We truly do not think this event could be so successful in any other city in the country. Without the constant support of the City of Frostburg, Brian Vought – Director of Parks & Recreation, and community and business members on our event planning committee, we are encouraged to try new components each year.” Dr. Ornstein added, “We also have a phenomenal group of FSU and area students who volunteer as elves-in-training to create the magic. And of course, we couldn’t do it without the help of the City, our CLC graduate assistants, dedicated EDUC alumni, and the generous donors and sponsors we’ve had over the past 20 years.”

What started as a children’s event to showcase children’s literature has morphed into a huge opportunity to create holiday magic for everyone in attendance and everyone involved. “We had hoped that the event would be a success, but could not have envisioned its constant growth and impact on the local businesses,” added Dr. Bingman.

Around here, they like to say, “Frostburg: It’s just cooler here,” and they are not kidding. The enchanting magic of this town and this event can only be compared to the final scene from the classic cartoon version of the Grinch, when all the Whos in Whoville gather, clasping hands and singing in unison ‘Welcome Christmas’ while swaying under the glistening snow. As the Grinch watches high from the mountaintop, the narrator reads, “Maybe Christmas, he thought ... doesn’t come from a store. Maybe Christmas, perhaps ... means a little bit more!”

And it means more in Frostburg.

It’s the magic. The sea of smiling faces from people far and wide decked out in their Christmas best. The simplistic sound of sleigh bells mixed with children’s laughter. It’s the hospitality of a small town during the holidays. It is slowing down, during what can be the most hectic time of the year, to enjoy the heart of the season. It is seeing a community really embrace each other and work together to bring magic to families.

The heart of Frostburg shines during Storybook Holiday, and maybe that is the reason why 20 years later, Storybook Holiday is not slowing down.





## Upcoming Community Events *for 2023-2024*

### **CLC Book Award — Saturday, October 7, 2023**

Created in 2012, this annual award honors a children's picture book that embodies the attributes of Compassion, Love, and Courage. An award banquet is held each fall to honor the recipient. To nominate a book, please review the criteria on our webpage – [www.frostburg.edu/clcbookaward](http://www.frostburg.edu/clcbookaward)

### **Storybook Holiday — Saturday, December 2, 2023**

Celebrating its 20<sup>th</sup> year, this day-long family event features: Author/Illustrator presentation, Breakfast with the Elves, Elf Olympics, Storybook Holiday parade, Elves' Secret Workshop, Letters to Santa, Storybook Readings, Sticker Collecting at participating businesses, Santa's House, Miniature Railroad Display, Craft Vendors, Jack Frost Community Snowball Toss, Festival of Trees, and a classic movie at our town theatre.

### **Harry Potter Book Night — Saturday, February 3, 2024**

This Hogwarts-themed event (in association with *Bloomsbury Press*) in February is held within the Lewis J. Ort Library and Lane Center on the FSU campus. Children participate in various Harry Potter activities such as: House sorting, Hogwarts classes, costume contest, and other magical fun.

### **Spring Festival of Children's Literature — Friday & Saturday, April 26 & 27, 2024**

Founded in 1982, the Festival is a two-day professional conference at the end of April, which brings children's literature advocates to Frostburg. It offers an opportunity for librarians, educators, future educators, families, students, and others to interact with celebrated authors and illustrators, as well as attend teacher workshops that apply current theory and ideas to the classroom.

### **Pirates Ahoy! — Wednesday, July 10, 2024**

In this July community event, children participate in various pirate-themed activities, including an author/illustrator presentation, treasure hunt, creating pirate crafts, and costume contest.

### **Adopt-a-School — ongoing**

CLC Staff make monthly visits to a designated school to share and read aloud the most current children's books. Students also attend age-specific author/illustrator presentations each semester, and school staff is encouraged to participate in Centre professional events throughout the year.

### **Super Sleuth Podcast — ongoing**

Geared for upper elementary students, the podcast focuses on figures throughout history. Each episode features a different mystery historical figure. Students determine the person featured, based on clues and vocabulary that accompany each mystery "guest." Every episode features a children's book that students can find at their local library, to learn more about the featured person. The podcast concludes with one clue about the next episode's mystery figure.

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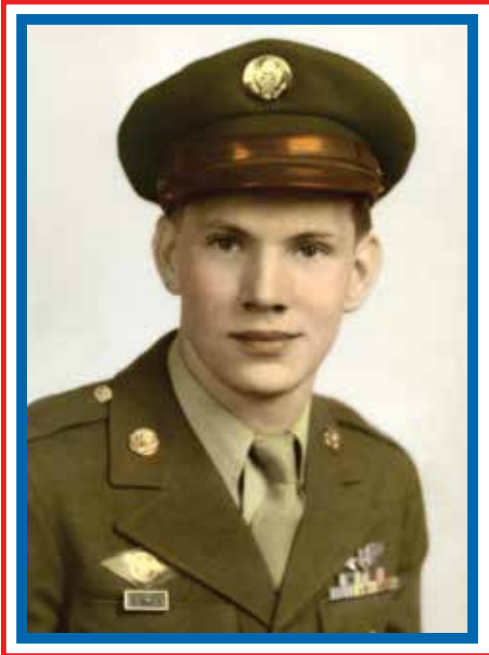




# Sgt. Lawrence Grove, Jr.

ONE MAN'S UP CLOSE AND PERSONAL EXPERIENCE WITH  
**THE BRIDGE ON THE RIVER KWAI**

Written by: **Dan Whetzel**



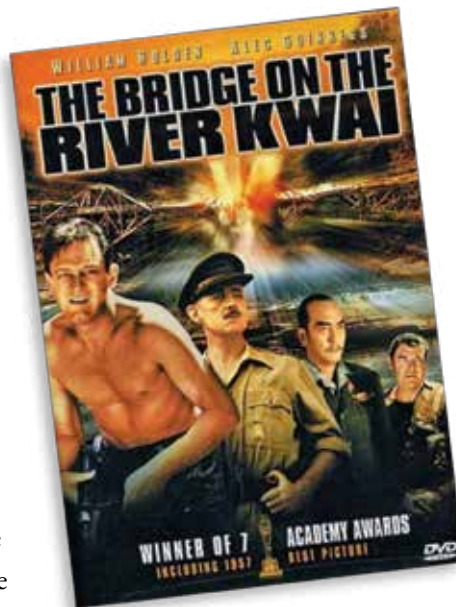
**SGT. LAWRENCE GROVE, JR.**  
(hand-tinted 1945 military photo)

Larry Grove, 98, displays his WWII medals and patches from his enlistment in the Army Air Corps.

PHOTO BY MIKE CALHOUN



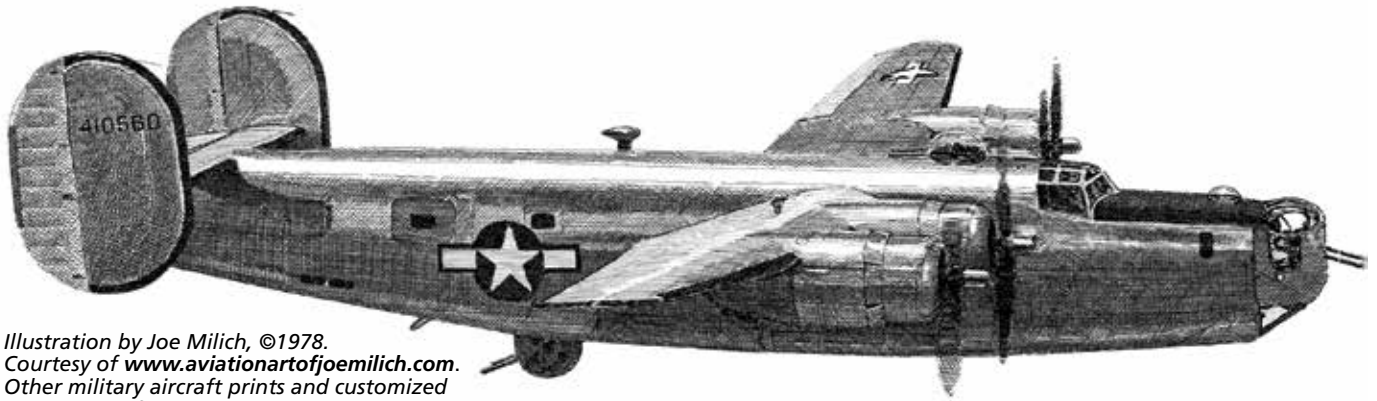
*The Bridge on the River Kwai* is widely considered to be one of the greatest war films of the twentieth century. The 1957 box office hit won multiple honors, including best picture and best actor at the 30<sup>th</sup> Academy Awards. Acclaim continued over the decades when the British Film Institute voted it the 11<sup>th</sup> greatest British film of the 20<sup>th</sup> century, the National Film Institute included it in a list of best films ever made and the Library of Congress added the movie



to its registry. Few films have received such consistent acclaim—*The Bridge on the River Kwai* currently holds a 96% approval rating by *Rotten Tomatoes*, the popular review site for film and television.

The World War II movie is based on Pierre Boulle's novel about the Imperial Japanese Army's construction of a railway in Thailand using Allied prisoners of war (POWs) and the native population as forced laborers. Prisoners suffered brutal conditions that resulted in approximately 20 deaths per work day





*Illustration by Joe Milich, ©1978.  
Courtesy of [www.aviationartofjoemilich.com](http://www.aviationartofjoemilich.com).  
Other military aircraft prints and customized  
matting and framing also available.*



**Larry received his Aerial Gunner's Wings from the Harlingen Army Gunnery School in July 1944.**

**B-24 Model J Liberator (above) similar to the plane Larry and crew flew during their combat missions of WWII. Their main plane was called "Double Trouble" and favored an illustration of a busty female as did much of the artwork from that time period.**



**Tail turret assembly typical of the B-24 Liberators of WWII. As the name implies, the tail gunner position was at the rear of the B-24 bombers.**

prompting survivors to label the project, "Death Railway." It is estimated that 13,000 POWs and between 80,000 and 100,000 civilians died during captivity.

The film opens with scenes of British POWs sabotaging construction of a railroad bridge they are forced to build under the strict supervision of Japanese guards. The arrival of British Commanding Officer Colonel Nicholson, played by actor Alec Guinness, creates confusion among the POWs who question Nicholson's orders. Instead of endorsing sabotage plots against their Japanese captors, Nicholson forbids them. The Colonel believes that building the bridge will be a way of maintaining order and demonstrating British superiority over their captors. Over time, the bridge becomes an obsession that is contrary to his duties as a British officer.

As depicted in the movie, the bridge is an elaborate wooden structure requiring engineering knowledge and skilled

labor. While Nicholson's construction efforts proved to be successful, the POWs rightly viewed Nicholson's work as collaboration with the enemy and resented working to complete the structure.

Upon completion of the bridge, Japanese dignitaries are scheduled to arrive amid celebrations. Allied Intelligence becomes aware of the bridge's readiness, however, and determines to destroy it before Japanese forces and supplies can be transported. A team of Allied commandoes is quickly dispatched to deploy explosives against the wooden structure. The film's dramatic climax, including the detonating of explosive charges and the actions of Colonel Nicholson, contributed to the film's popularity.

Lawrence "Larry" Grove, a resident of Corriganville, Maryland, has greater insight and personal experience with the bridge on the River Kwai than most individuals associated with the movie, or the actual bridge, because he was aboard



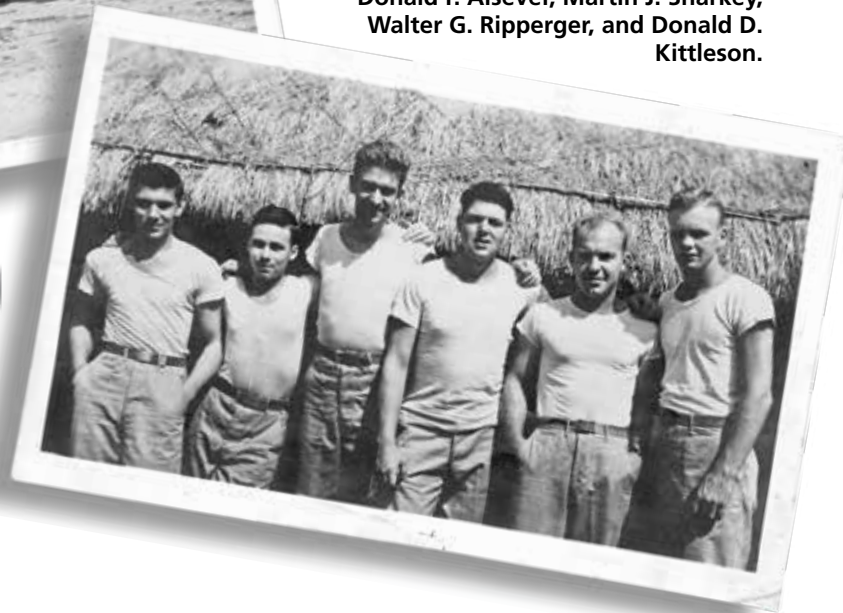


**Left:** The crew posed for this photo with B24 Liberator #42-78690 after a check out flight. Back row officers (l to r): 2nd Lt. Clement Tromblay, pilot; Amos Leighton, copilot; Charles C. Curtin, navigator; not pictured Robert H. Cline, bombardier. Front row enlisted men (l to r): Donald D. Kittleson, flight engineer/waist gunner; Donald T. Alsever, radio operator/top gunner; Walter G. Ripperger, ball gunner/armor; Martin J. Sharkey, waist gunner; James Hecht, nose gunner; and Lawrence "Larry" Grove, tail gunner.

**Below right:** The crew of enlisted men in front of their basha (hut) at Pandaveswar Airfield. (l to r): Larry Grove, James Hecht, Donald F. Alsever, Martin J. Sharkey, Walter G. Ripperger, and Donald D. Kittleson.



This patch was designed by 2nd Lt. Clem Tromblay. He drew the picture and the enlisted men painted the collage.



the B-24 Liberator whose mission was to destroy it in 1945. Larry is also keenly aware that the book and movie, while containing elements of historical accuracy, are not to be taken literally and in many ways have confused the truth about actual events. The movie's popularity should not overshadow the heroism of Allied airmen who repeatedly risked their own lives for the purpose of saving others. In many ways Larry's journey is typical of Americans from the Greatest Generation who fought in a war that had to be won—a necessary war, as it was called.

Larry's formal introduction to the war began with an early graduation from Allegany High School in January 1944. Receiving a diploma one semester early meant that Larry could be inducted into the Army Air Corps where he hoped to realize his dream of flying an aircraft. Initially inducted at Fort Meade, Maryland, and later sent to Miami Beach, Florida, for basic training, Larry experienced

disappointment when the Army Air Corps discontinued the cadet program. As an alternative, Larry recalled three choices being presented. "I was told the three options were gunnery, gunnery, and gunnery, so I was sent to gunnery school. We didn't have any say in the matter."

Larry successfully transitioned to the training and received Aerial Gunner's Wings from the Harlingen Army Gunnery School, Harlingen, Texas, in July 1944.

After reporting to Fresno and later March Air Force Base, California, a 10-man crew was formed. The men received combat training at Tonopah, Nevada, and later at Hamilton Field where a B-24 Liberator, #42-78690 awaited them. Following a series of flights within the states, orders finally arrived for overseas duty. As Larry recalled, "No one told us where we were headed. Our officers knew, but it was only later I learned the destination."



DATE 1945	AIRCRAFT IDENT. MARK	MAKE - MODEL & HORSEPOWER OF AIRCRAFT	FROM	TO	TYPE OR CLASS			LANDING
Feb.		model J (4) Panda AAB.		LOCAL	Me-L			185
2/1/45	U.S. ARMY	CVB-24 P/N 1200 Pandaveswar, India		COX'S BAZZAR	Me-L			1
2/6/45	U.S. ARMY	model J (4) Panda AAB.	Pandaveswar, India	BURMA & RETURN.	Me-L			1
2/9/45	U.S. ARMY	model J (4) Panda AAB.	Pandaveswar, India	BRIDGE #600 B.S.R.R.	Me-L			1
2/12/45	U.S. ARMY	model J (4) Panda AAB.	Pandaveswar, India	BURMA Siam Railway	Me-L			1
2/13/45	U.S. ARMY	model J (4) Panda AAB.	Pandaveswar, India	LOCAL	"			1
2/13/45	U.S. ARMY	model J (4) Panda AAB.	Pandaveswar, India	KANCHANBURI (By Air)	Me-L			1
2/13/45	U.S. ARMY	model J (4) Panda AAB.	Pandaveswar, India	KANCHANBURI, Thailand	Me-L			1
2/17/45	U.S. ARMY	model J (4) Panda AAB.	Pandaveswar, India	Moulmein Ye R.R.	Me-L			1
2/25/45	U.S. ARMY	model J (4) Panda AAB.	Pandaveswar, India	BURMA	Me-L			1
2/25/45	U.S. ARMY	model J (4) Panda AAB.	Pandaveswar, India	BRIDGE #51A BAN DARA	Me-L			1
2/25/45	U.S. ARMY	model J (4) Panda AAB.	Pandaveswar, India	BURMA	Me-L			1



Above: A copy of pilot Clem Tromblay's log book with the February 13, 1945, entry highlighting their mission from Pandaveswar Airfield, India, to Kanchanaburi, Thailand, and Bridge 277 (the bridge on the River Kwai).

Left: Southeast Asia map indicating the flight of the four bombers on their combat mission to Kanchanaburi, Thailand. After leaving India they did not fly over land so enemy radar would not detect their presence. All four crews safely returned after their 15 hour, 10 minute flight.

Larry's Liberator was destined for the China-Burma-India Theatre (CBI) with Pandaveswar Airfield in India serving as home base for the 10th Air Force, 7<sup>th</sup> Bomb Group, 493 Squadron. The crew arrived at its destination in October 1944 and began combat missions soon after, but it was the bombing mission on February 13, 1945, that brought Larry into contact with the bridge that was to become famous more than a decade later.

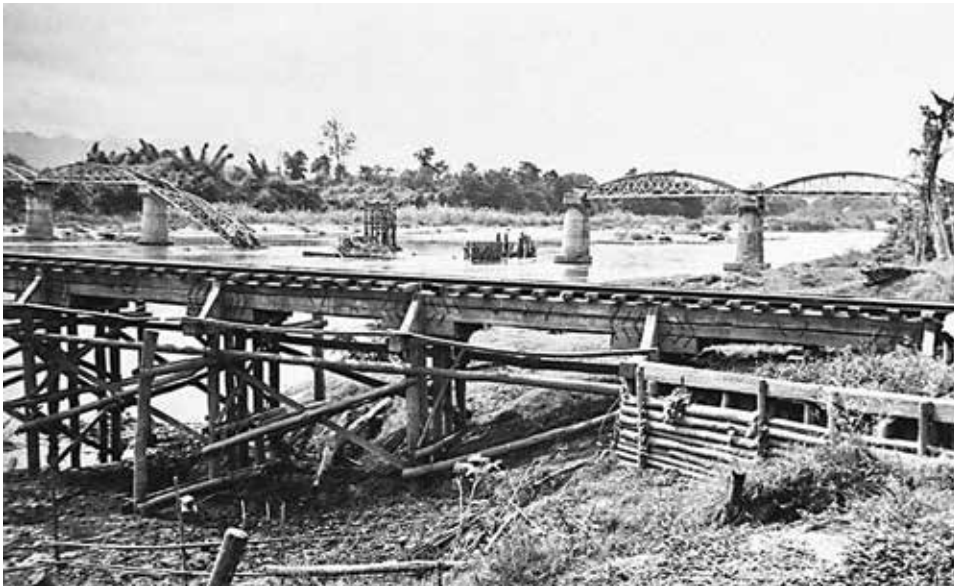
As Larry remembered, "At the time, it was just another bridge that we were to take out. Two attempts had been made before our mission — it was a difficult target. We also learned there was a POW camp close to the concrete bridge." Specifically, airmen were briefed that two parallel bridges located at Kanchanaburi, Thailand, were targets for the day.



TOTAL TIME AS CO-PILOT		TOTAL TIME SOLO TIME TO DATE
DAY	NIGHT	
70:45	44:30	735:20
1:25	"	1:25
6:10	"	6:10
	"	14:40
	"	1:10
	"	15:10
	"	13:50
	"	12:10

Another portion of pilot Clem Tromblay's log book with his remarks about the February 13, 1945, mission. It mentions their "low level of 300 feet and very heavy flak and fire."

REMARKS:
Awarded: AIR medal
: cluster TO AIR medal
Promoted: TO 1 <sup>st</sup> LT. A.C.
Ship #42 check out.
Local Bomb Range Low level 300' 12-100 lbs.
X-COUNTRY CFR. WITH C.O. Maj. CRAIG.
Burma Siam Railway. #40
6-1000 GP. Bho. Bridge #600 3 direct hits.
Local low altitude (300') bombing 15-100 lbs.
(By Pass) Bridge 2 direct hits approach 1 direct hit on
Low level 300' very heavy flak and fire. Bridge #41
Maunmei Ye R.R. Low level 300' flak and fire. #48.
Bridge #48 (581) 1 direct hit on #48 6-1000 GP.
6-1000 GP. NO hits. Bridge #51A. #46



The February 13, 1945, mission with four B-24 bombers was headed toward Kanchanaburi, Thailand, to strike two bridges (one wood and the other steel, concrete and other materials). The mission was confirmed with major damage to both bridges.

On this mission, Larry's aircraft was accompanied by three B-24s. Each B-24 Liberator was well equipped to handle the assignment—a trained 10 man crew, two bomb bay tanks of gasoline, and time delayed fuses attached to 1,000 pound bombs.

The four bombers flew over Calcutta at an altitude of 1,000 feet before encountering the Bay of Bengal where they dropped closer to the water—enemy radar in Burma would detect their presence if a low altitude was not

maintained. It was crucial to maintain the element of surprise because the Allied bombers were too far from home base for a friendly fighter escort.

The Liberators continued to skim across the water until daybreak where they encountered the coastline and city of Tavoy. The pilots then entered into a steady climb to clear the mountains at the Burmese coastline and headed toward the targets near Kanchanaburi. The POW camp was quickly spotted near the bridges.





Among Larry's WWII memorabilia was this propaganda flyer, written in Burmese, alerting citizens to be on the lookout to aid downed Allied pilots. Larry mentioned they dropped thousands of these flyers during their missions.



The plan was to strike both bridges—one built from wood and the other from steel, concrete and other materials. Neither bridge resembled the one from the movie.

As the targets grew closer, Larry recalled the pilots aligned in trail formation with his plane at second position. As the targets grew closer, the pilots contacted the nose gunners through an intercom system with orders to open fire on the bridges. As Larry explained, “This was to make sure we were aligned with the bridges. We went in at 300 feet and must have surprised them because the first plane didn’t encounter resistance, but we had flak and small arms fire (as noted in the pilot’s log book). I remember four bursts of flak off our left rudder. If it had tracked a couple of feet faster, we would have been hit, lost our left rudder, and went down.” Fortunately, all four bursts exploded near the same place, so the plane and crew continued their flight.

From his tail gunner position Larry also recalled seeing a high value steam engine target. “We were just coming off the bridge when I saw the steam engine. I tried to get on it, but we were in a left bank and headed between two mountains to gain altitude. I couldn’t get my gun at the correct angle. I then spotted a group of men shooting at us with small arms fire—I could see the flashes from their guns. I returned fire on the men and compound.”

All four crews safely returned after the 15 hour, 10 minute flight and learned that aerial photographs confirmed major damage to both bridges.

In some ways the February 13<sup>th</sup> mission could be called routine, and it was unfortunately one that would need repeating because the Japanese repaired the rails. In fact, there were many missions along the river valley over the course of the war as Allied bombers struck the railway without fanfare.

Even Larry paid little attention to the bombing after the fact. “I didn’t think anything about the mission; it was just Bridge 277, until I picked up the newspaper one day in 1967. There was a photograph of Americans and Japanese walking across a bridge. I exclaimed to my wife, Mary Lou, ‘We bombed that bridge.’ Then I read the caption, and it said “Kanchanaburi,” so I knew it was the Bridge 277.”

Crew members began to contact each other and occasionally meet to reminisce about their military service. Over the years military historians have contacted Larry seeking particular details of the raid.

One troublesome memory from the bombing remained in Larry’s mind for decades. It had been noted that a bomb may have ricocheted off the water at the POW camp perimeter. “I worried for a long time that we may have hit the camp. Later we found out that it never happened, so I felt relieved.”



As time passed the fictional movie served the purpose of highlighting historical events surrounding Kanchanaburi, the railroad and forced laborers. And what is Larry's opinion of the movie *The Bridge on the River Kwai*? "It was a good movie, but it didn't have anything to do with what actually happened when the bridge was bombed."


Sergeant Grove concluded his military service with 18 missions and 232 hours of combat flying. He later worked for Walter N. Yoder & Sons as a mechanical estimator for employment and enjoyed hobbies of recreational flying, hunting, target shooting, hand-loading ammunition and building target crossbows for tournament competition. Larry was awarded a second place trophy in Maryland State Competition for crossbow shooting.

Today, it is interesting to note that Bridge 277 the Allied bombers repeatedly tried to destroy remains in service and is part of the tourist industry. Visitors may use rail service or walk the bridge at their own pace. Also, the nearby Jeath War Museum and Kanchanaburi War Cemetery commemorates the thousands of native railroad workers and POWs who perished as victims of Japanese war time imprisonment.




Bridge 277 today is part of the tourist industry; visitors may walk the bridge at their own pace and visit the nearby Jeath War Museum and Kanchanaburi War Cemetery.

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— *Wikipedia*



Written by: **Shelby Calhoun**

Baking & Photography by: **Michelle Crawford**

Products born out of necessity have long been the beginning of amazing discoveries. Salt Rising Bread is believed to have been developed by women in the Appalachian region of early America. Yeast found in sourdough and other breads is the leavening that makes dough rise, but with yeast being difficult for pioneer women to obtain, they had to utilize other resources. They may not have known the science of the process, but they found it was possible to create a batter-like starter culture from bacteria. The starter, consisting of warm water or milk being added to cornmeal or potatoes was the beginning of the process. The cornmeal or potato mixture would start to ferment; but to keep the mixture fermenting and not kill the growing bacteria; the starter had to be kept warm – but not too hot.

This starter is then used to create an overnight ‘sponge,’ which is then used to leaven dough, raising it to its final form. The “rising agent” has been identified as *Clostridium perfringens*, not salt, and is presumably derived from the environment. It turns out bacteria like *Clostridium perfringens* are ubiquitous – they’re found all through nature, on potatoes, in flour, and in cornmeal. According to the **West Virginia Medical Journal**, the baking process reduces the bacteria to safe levels.

The origin of the name Salt-Rising (or Salt-Risen) bread is difficult to understand since the bread contains little or no salt. Speculation leans toward the starter culture of the pioneer women being kept in the salt barrel for safe-keeping, and providing warmth until it raised enough to be baked.

Salt-rising bread is denser, with a closer grain than yeast-leavened bread and it has a distinctive taste and odor. The sharp smell comes from the fermentation of the ingredients. People that are familiar with the bread consider it to be fragrant, because they know the pungent smell means the starter is working and they’re looking forward to the finished product. Others compare it to the smell of old cheese or smelly socks.

The favorite way to eat the bread seems to be toasted with butter. Some like it dipped in sweet coffee or toasted with milk and brown sugar on top. Still others enjoy the salt rising bread as a grilled cheese sandwich.

Pioneer women of early America would probably be astounded to find that one of their everyday skills would qualify them as Artisans in the 21st century.



## Classic American Salt-Rising Bread

Please read this recipe start to finish before beginning, in order to plan a timeline.

### Starter 1

¼ cup milk  
2 tablespoons yellow cornmeal  
1 teaspoon granulated sugar

### Starter 2

1 cup hot water (120°F to 130°F)  
½ teaspoon salt  
½ teaspoon baking soda  
½ teaspoon granulated sugar  
1½ cups King Arthur Unbleached All-Purpose Flour

### Dough

4 tablespoons soft butter  
½ teaspoon salt  
2¼ to 2½ cups King Arthur Unbleached All-Purpose Flour

### Instructions

**To make Starter 1:** Heat the milk until it's nearly but not quite boiling; small bubbles will form around the edge of the pan, and you might see a bit of steam.

Cool the milk until it's lukewarm, then whisk together the milk, cornmeal, and sugar in a small heatproof container. The container should be large enough to let the starter expand a bit. Whisking vigorously will help prevent lumps.

Cover the container with plastic wrap, and place it somewhere warm, between 90°F and 100°F. A turned-off electric oven, with the light turned on for about 2 hours ahead of time, holds a temperature of 95°F to 97°F. **Our chef used an instant pot on Yogurt setting for 12 hours.**

Let the starter rest in its warm place overnight, or for 8 to 12 hours. It won't expand much, but will develop a bubbly foam on its surface. It'll also smell a bit fermented. If it doesn't bubble at all, and doesn't smell fermented, your starter has failed; try again, using different cornmeal, or finding a warmer spot.

**To make Starter 2:** Combine the hot water (120°F - 130°F) with the salt, baking soda, and sugar, stirring to combine. Add the flour, stirring until everything is thoroughly moistened.

### Stir Starter 1 into Starter 2.

Cover the bowl with plastic wrap, and place it in the same warm spot Starter 1 was in. Let it rest until very bubbly and doubled in size, 2 to 4 hours. If it's not showing any bubbles after a couple of hours, move it somewhere warmer.

Transfer your bubbly starter to a larger bowl.

Stir in the soft butter, salt, and flour. Knead until smooth; the dough will be soft, and fairly elastic/stretchy.

Shape the dough into a log, and place it in a lightly greased 8½" x 4½" loaf pan.

Cover the pan, and place it back in its warm spot. Let the loaf rise until it's crowned about 1/2" to 3/4" over the rim of the pan, which could take up to 4 hours or so. This won't form the typical large, domed top; it will rise straight up, with just a slight dome.

Towards the end of the rising time, preheat oven to 350°F.

Bake the bread for 35 to 40 minutes, until it's nicely browned. Again, it won't rise much; that's okay.

Remove the bread from the oven; if you have a digital thermometer, it should read about 190°F to 200°F at its center. Wait 5 minutes, then turn it out of the pan onto a rack to cool.

Store cooled bread at room temperature for 5 to 7 days; freeze for longer storage.

### Note:

*If you've never made salt-rising bread, trust the recipe. Yes, it's supposed to smell that way. Yes, it's very important to keep the starter warm. The end result will be a distinctively flavored, fine-grained loaf of bread that will stay fresh for almost a week. The bread's aroma is redolent of cheese, but there's no cheese in this bread; the flavor comes from the slight fermentation of the ingredients during the bread's preparation. Be prepared; the starter and dough will smell like... dirty socks? Old sneakers mixed with Parmesan cheese? Somewhat unpleasant, anyway, but please bear with it — it's just the enzymes and bacteria doing their jobs and giving the bread its special qualities.*



◀ Bubbly starter



◀ Making the dough



▲ Shape the dough into a log

▲ Let the dough rise 4 hours or so







# Thousand Acres Golf Club *on Deep Creek Lake*



Written by: **Mary Reisinger**  
Photography by: **Deen Kaplan**

Thousand Acres is located on a peninsula that juts into the southern end of Deep Creek Lake. In addition to its many lakefront homes, the community features a golf course. Until recently, the course was limited to nine holes. It has now been expanded to eighteen holes, as originally envisioned.

Deep Creek Lake, originally created by damming Deep Creek in the 1920s, was built to produce electricity. In the 1950s and 1960s the utility Penelec (Pennsylvania Electric Company) retained the lake and a buffer zone but sold much of the land around the lake for private use. One of the major purchasers was Fulcher P. Smith; his name lives on today in a local conservation area.

Fulcher eventually allocated the various properties he owned to his children; his daughter Connie and her husband General Joe Franklin developed the Thousand Acres property over several decades. Joe Franklin was an avid golfer, so while







most Thousand Acres' lakefront lots sold for homes, it was natural that a generous portion of the interior acreage was earmarked for a golf course.

A full eighteen-hole golf course was planned from the beginning; however, construction was done in stages. Course architect Craig Schreiner, from Myrtle Beach, designed the course with his trademark attention to environmental sensitivity and ease of maintenance. The front nine holes were built in 2008-2009 by Bret Winegardner of Lakefront Enterprises. The course opened for business in 2010 as a semi-private club that both members and non-members could enjoy.

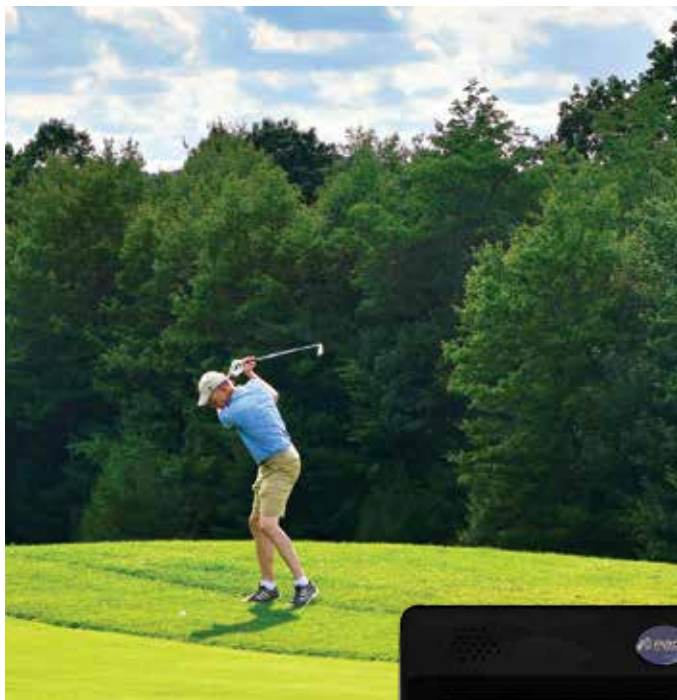
The front nine were well-received. Much of the original woodland has been preserved, and wildlife abounds throughout Thousand Acres. The course is carefully maintained with ample golf cart tracks and paved roads. A small cabin serves as a golf shop stocked with golf apparel, snacks, and beverages. The quality of the course, the skilled landscaping, and the natural beauty of the surroundings immediately made Thousand Acres Golf Club an important addition to the golfing options in the area.

**Autumn provides gorgeous colors on the golf course and hiking trails throughout the development.**

When it came time to add the back nine, Bob Raley, manager, knew the club had “a good stretch of golf” in its existing front nine. “We needed the back nine to complement what we already had.” Bob had a great team on the job. He credits designer and shaper Bob Holcomb for knowing what features would fit most naturally into the new section of the course, and Bret Winegardner for again overseeing the construction with skill and speed. Bob Raley is proud of the accomplishment. “We’ve *finally* completed the project.”

This new part of the course opened in May of 2023. On hand to celebrate the grand opening and offer their congratulations to owners Albert “Bud” Hawk and Cindy Stark were Connor Norman, Business Development Specialist and Chair of the Garrett County Diplomats; Delegate Jim Hinebaugh; County Commissioners Paul Edwards and Ryan Savage; Judge Justin Gregory; Garrett County Chamber of Commerce Interim President Andrew Fike;





Golf Cart Positioning Systems enable golfers to navigate the course with ease providing a personalized experience tailored to their needs. Maps offer accurate real-time distance measurement and information about location on the course.



Above: Bob Raley, manager, is proud of Thousand Acres' championship-caliber 18-hole golf course and looking toward the future for additional recreation offerings and continual golf course improvements.

Below: Wildlife abounds throughout Thousand Acres.

and Chamber Board Chair Steve Stuck. Garrett County Diplomats Steve Bortz, Jessica Dijak, Leah Diehl, David Jochynek, Leah Knicely, Julie Mead, and Emily Tobin assisted in the official ribbon cutting.

The result is a championship-caliber golf course of just over 7200 yards. Notable holes include the (par 3) 17th hole, with an elevated tee and a long view of both the 10th and 18th fairways. Another standout is the (par 4)

11th hole with its elevated tee shot over one of the largest wetlands in the Deep Creek Lake basin. Bob notes that about an acre of wetland was added to enhance this hole.

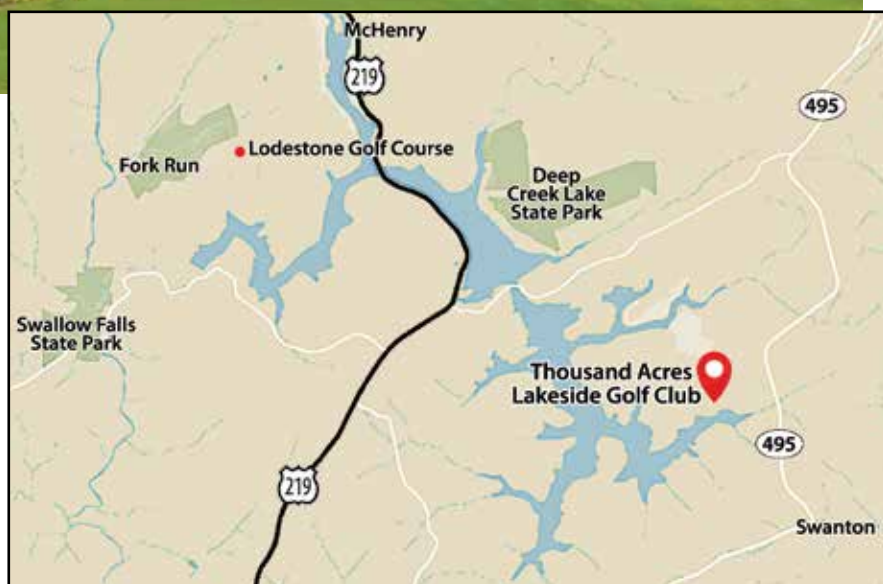
Even though the golf course now boasts eighteen holes, there is still work to be done. Thousand Acres intends to significantly enhance its recreational offerings. For golfers, indoor golf simulators will be available. Outdoor golf practice areas will be improved, with mats for use in the







Thousand Acres Golf Course is located on a peninsula on the southern end of Deep Creek Lake. PHOTO BY LANCE BELL



fringes of the season when the grounds may not be optimal, a chipping green, and practice bunkers. Naturally, attention will be paid to the continual improvement of the course itself.

Additionally, Thousand Acres at Deep Creek Lake will provide passive lake access with a dock for swimming and non-motorized boating such as kayaks, canoes, and paddleboards. Cross country skiing will make winter use of the golf course. Hiking trails throughout the development, and sports courts for pickle ball and tennis are also anticipated.

A clubhouse, slated for construction in 2024, will serve all these recreational enthusiasts. It will include a full-scale restaurant and bar, the first of its kind on the southern end of the lake.

Building lots are still available within the golf community, but you don't have to live there to play. Thousand Acres Golf Club is located at 500 Lakeside Drive in Swanton, Maryland, 21561. For more information, check the website ([thousandacresgolf.com](http://thousandacresgolf.com)), or contact the office at **301-387-0387**.





Sunset at the 18th hole on  
Thousand Acres Golf Course.

PHOTO BY DEEN KAPLAN

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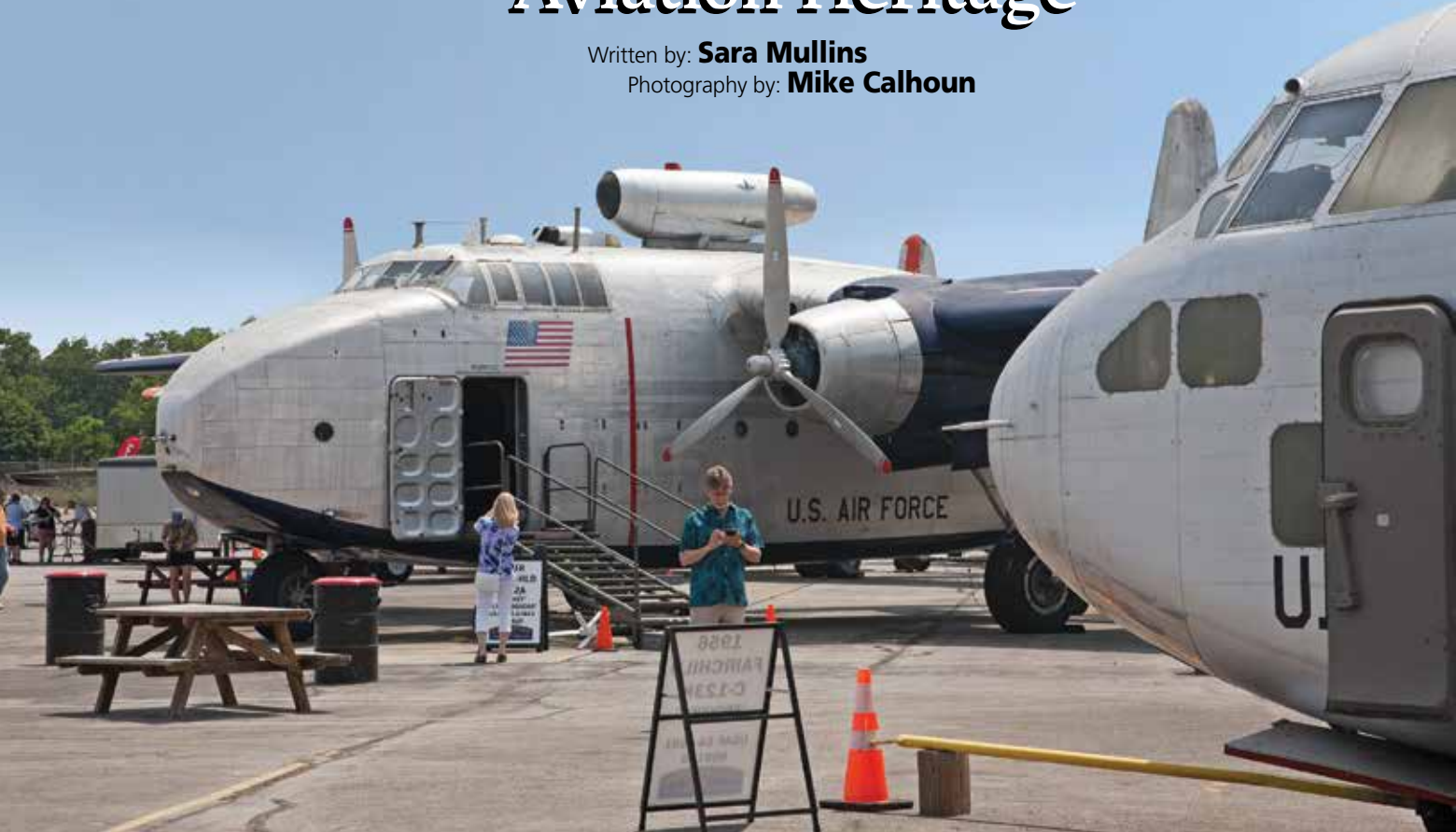
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# Celebrating Hagerstown's Aviation Heritage

Written by: **Sara Mullins**  
Photography by: **Mike Calhoun**



## HAGERSTOWN AVIATION MUSEUM

Transportation in many forms has long been a hallmark of the city of Hagerstown, Maryland. First established at the crossroads of the "Warrior Trading Path," the Eastern Native American North / South Trading Route, the town grew quickly and was a prized location for transportation of all kinds, beginning with foot travel and covered wagons and river navigation. When the railroad arrived it spurred the growth of Hagerstown into a transportation center. Its "Hub City" nickname arose from the convergence of railroad lines into the city center in a pattern resembling the spokes on a wagon wheel.

Today the city sits at the crossroads of two major interstate highways, I-70 and I-81, where it serves as a gateway to the Baltimore and Washington, D.C., areas. Hagerstown now serves as a "hub" of government, commerce and recreation for the Tri-State Area of Maryland, West Virginia and Pennsylvania.

Building aircraft in Hagerstown began in 1916 and grew steadily. Production was boosted in 1929 when Sherman

Fairchild, a New York inventor, businessman, and aviation pioneer bought controlling interest in the Kreider-Reisner aircraft manufacturing company changing the name to the Fairchild Aircraft company and subsequently producing thousands of aircraft for military and civilian customers until 1984. In 1995, several local aviation enthusiasts provided aerial entertainment at the Fairchild Homecoming and Air Show. Discussion followed about establishing an aviation museum to collect and preserve as many Fairchild aircraft as possible. In 1999, the group held its first board meeting to lay the groundwork for the museum and acquired its first aircraft, a 1928 Kreider-Reisner KR-31. Momentum for the museum foundered after Dick Henson, chief test pilot at Fairchild and founder of Henson Aviation, passed in 2002. Two years later, three aviation enthusiasts – Kurtis Meyers, John Seburn and Steve Christiano – produced the documentary "Hagerstown, Remembering Our Aviation Heritage" that was a hit with local viewers.





“What sets the Hagerstown Aviation Museum apart from similar museums,” Seburn says, “is the connection this collection of airplanes and artifacts has to the Hagerstown area.” Seburn serves as the president of the museum’s board of directors. The museum already has a following around the country, thanks to social media and a segment on the Travel Channel’s “Mysteries at the Museum.”

By 2005 the Hagerstown Aviation Museum was officially established and dedicated to preserving and promoting the region’s 90 plus years of aviation history, and showing appreciation for the men and women who contributed. Thanks to the support of loyal donors throughout the past 25 years, the museum has grown from a concept to the world’s largest Fairchild Aircraft and memorabilia collection. Twenty-three historic aircraft and more than 10,000 photos and artifacts, spanning over a century of aviation in Hagerstown, are housed in the 35,000 sq. ft. area Dome Hangar, Fairchild’s first flight test hangar.

Seburn views the Dome Hangar as the perfect spot for this museum to tell the story of Hagerstown’s aviation history, especially regarding the Fairchild Aircraft plant near the airport. During World War II, military aircraft were produced there by more than 10,000 employees. Seburn’s grandfather worked at Fairchild from 1941 to 1966.

The 1943 era wooden “Dome Hangar” served as Fairchild’s flight test hangar prior to a larger flight test hangar being built in 1945. The “Dome Hangar” will be home to the museum’s collection of smaller aircraft. The two hangars are connected by a building that will be used as an exhibition area for the museum’s many



**Some of the collection of airplanes inside the Dome Hangar:**  
1993 Fairchild RC-26B “Condor” USAF 92-9373 and 1942 Fairchild PT-26 WWII trainer (top photo); 1933 Fairchild 22 C7D (middle); and 1928 Kreider-Reisner KR-31 biplane (bottom) — the first aircraft acquired by the museum.





Visitors can climb inside the cargo area aboard the museum's historic U.S. Airforce 1956 Fairchild C-123K "Provider."

displays. In addition, a workshop building was included in the purchase and a restoration shop will be established in this area.

The Dome Hangar had been leased since September 2020 until the museum purchased the facility in April 2023. The purchase included the Dome Hangar, plus a restoration shop area, exhibition area and eight acres of ramp space. This purchase was made possible by a \$5 million grant from the State of Maryland, following former Governor Hogan's 2022 visit when he viewed a 3-D presentation showcasing the museum's vision of the future. The visit, occurring near the end of Hogan's tenure in office, was timely.

In 1954, Fairchild agreed to build the Fokker F-27, the first turboprop jet airliner in the United States. One of the first jet-powered commercial airliners to go into production, it was a revolutionary design in many ways. The plane was manufactured from 1952-58 in Hagerstown. The museum's 1958 Fairchild F-27 had been stored at an airport in Greybull, Wyoming, since the early 1990s, and then donated to the Hagerstown Aviation Museum in 2016. Despite years of sitting in the sagebrush, the aircraft was still in good condition. After an inspection of the airframe and engines, it was determined the F-27 was not airworthy. The F-27 was dismantled by B&G Industries and the fuselage was loaded on a trailer. On July 17, the aircraft arrived at the museum and was promptly unloaded by the Digging & Rigging crew. The museum is very grateful for the donated services of DL George & Sons who made the arrangements and covered the cost of transportation for the F-27.



Currently the museum is open only for special events and group tours with an opening planned in October. Once the museum is complete, visitors will be able to see real planes constructed in Hagerstown up close and personal, along with the museum's extensive archive of thousands of photographs, artifacts, models, personal items, artwork and paintings. Future plans include an exhibit of a mock aircraft assembly line, an archive of the museum's collection of photos and documents, and the acquisition of a 1945-era flight test hangar.

Adventurous visitors can experience the thrill of open-cockpit flying in the museum's 1943 Fairchild PT-19 Primary Trainer by making a \$200 donation. Sign-ups are first come, first served, at the museum gift shop in the Dome Hangar. Flights are limited to one passenger – and the pilot.

Seburn hopes the museum will play an educational role by hosting field trips and inspiring young people to pursue careers in aviation, engineering and manufacturing. He believes that Hagerstown's position between the Air and Space Museum in Washington, D.C., and the National Museum of the U.S. Air Force in Dayton, Ohio, — two of the region's largest aviation museums — could bolster visits by groups from around the world.

On the second Saturday of September, the museum presents its annual **Wings and Wheels Expo** featuring a large display of warbirds, modern aircraft, classic cars, trucks, and RC

model aircraft. The Expo is planned as a fun day for the family to visit the airport and learn more about Hagerstown's aviation past, present, and future. Wings and Wheels

is a community event providing the opportunity to enjoy airplane rides, music and food. Visitors can climb aboard the Hagerstown Aviation Museum's historic Fairchild C-82 and C-119 Flying Boxcars,

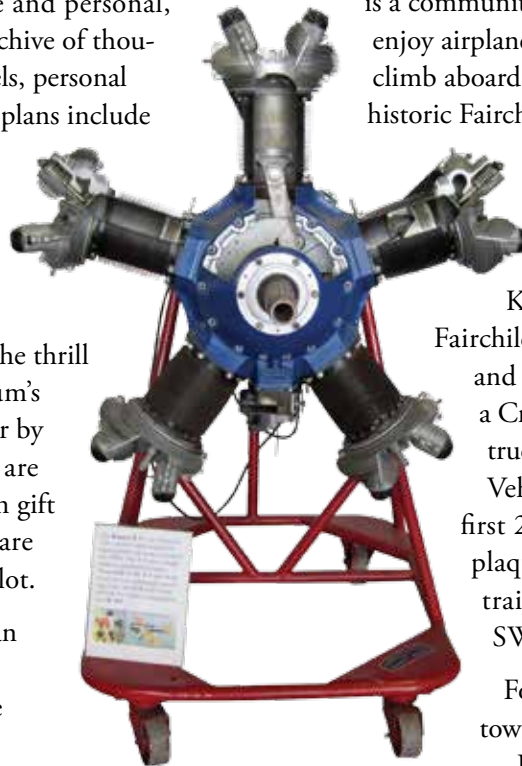
C-123K Provider, and PT-26 WWII trainer aircraft. Exhibits feature

other museum aircraft built in Hagerstown, including the 1928

Kreider-Reisner KR-31 biplane, 1943 Fairchild PT-19 WWII Trainer, Fairchild 22 and Fairchild 24. The Expo also includes a Cruise-In with antique and classic cars, trucks, antique tractors, and motorcycles. Vehicle registration is \$10 each and the first 200 vehicles receive a custom dash plaque. Other attractions include tractor-trailers, cranes, law enforcement and SWAT vehicles, and much more.

For more information on the Hagerstown Aviation Museum and its Dome Hangar renovation, visit its Facebook page or website at [hagerstownaviationmuseum.org](http://hagerstownaviationmuseum.org), call 301-733-8717 or send a message to [info@hagerstownaviationmuseum.org](mailto:info@hagerstownaviationmuseum.org). Volunteers are always welcome.

Donations can be made online at [hagerstownaviationmuseum.org](http://hagerstownaviationmuseum.org) or by a check made out and sent to the Hagerstown Aviation Museum, 18450 Showalter Road, Building 8, Hagerstown, MD 21742.



**The Kinner R-5 American five cylinder radial engine was used for light general and sport aircraft of the 1930s. Thousands of the reliable R-5 and its derivatives were produced, powering many WWII trainer aircraft (military designation R-540).**



**1970 Bell UH-1V1 "Huey" Helicopter on display.**



**Have a flight experience in the museum's 1943 Fairchild PT-19.**



# The Traditional Art of Glassmaking Survives

Written by: **Mary Reisinger**

Glassmaking was once a vital part of the American economy, employing huge numbers of people not only to make the glass, but also to provide the raw materials used in its manufacture, to sell it, to ship it, and to use it for purposes such as containers or windows.

Early American glass furnaces burned wood or coal and were fanned by hand-powered bellows, but when natural gas was discovered, that became the fuel of choice. West Virginia, home to abundant natural gas deposits, became known for its glassblowing, with famous manufacturers such as Fenton and whole towns such as Weston devoted to the glass industry.

Though in recent decades glassmaking has declined throughout the United States, there are still some excellent practitioners operating in this region. Two of these are Scott Meyer of Davis, West Virginia, and Dwight Yoder, of Swanton, Maryland.

## Scott Meyer/*Glass by Scott*

From a very young age, Scott Meyer was a maker. He drew the birthday cards he gave, and fashioned gifts by hand. He had art lessons from Pat Witt, now 96, a well-known painter in his hometown of Millville, New Jersey. When an uncle bought him a stained glass kit, Scott assembled it, but putting together pieces of glass paled in comparison to the glass making he had already seen at Wheaton Village. Wheaton Village, which showcases traditional culture and crafts including glass making at the historic Wheaton Glass factory, was near enough to Scott's home that he visited daily.

After a stint in the military, Scott was employed in construction and became adept at welding, mechanical repair, and building. He volunteered at the Wheaton Glass factory



**A variety of Scott Meyer's handmade vases are displayed at his studio, "Glass by Scott," in Davis, West Virginia.**

PHOTO BY MARY REISINGER

and had opportunities to learn from the glassblowers who worked there. One of the professionals, Joe Mattson, showed him some basics. Scott also experimented when the glassblowers were on break. Eventually, Scott was asked to substitute for an absent glassblower, and his career began. By 1991, he had enough experience to set up his own shop in rented space in Millville. Glassblowing tools are expensive, so Scott used his other skills to make about half of the equipment needed.

In 2003, he moved to West Virginia and worked as a glassblower. Scott went back to Millville in 2009; however, "once you live in West Virginia, you can't live anywhere else," so he made a five-year plan to return. In 2014, he started West Virginia American Art Glass in Weston, but Weston didn't attract enough customers, so he searched for a more suitable location. In 2019, he located a garage at



**Above: Scott turns the flower-shaped bell of a hummingbird feeder.**

**Above right: Glass frequently goes back in the "glory hole" to maintain a workable temperature. Color is added to clear glass.**



**Inset: Clear glass is dipped or rolled in frit (shown here in cast iron pans) to add color.**



**Below: Scott especially enjoys making collectible marbles.**

*PHOTOS BY MARY REISINGER*

14470 Appalachian Highway in Davis, West Virginia, near many tourist attractions. After renovating and equipping the building, he set up shop in 2020.

Scott's garage would be easy to miss or to mistake for a flea market or bike repair shop. However, a pleasant surprise awaits those who enter. Inside is a working glass studio. The creations of several potters and other artists are stocked in the shop. Scott is knowledgeable about a wide array of objects such as Schwinn bicycles and vintage photographs, and these also abound in his inventory, but Scott's real purpose is glass, and he makes glass pieces every day.

For Scott, creating with glass is play rather than work. The glass finds its own shape, forming the fluted rim of a vase or the curling tendrils of vine over pumpkins. He particularly admires the perfection of the glass sphere. He loves antique marbles, and the first thing he ever made was a marble. His marbles now sell as collectibles, yet Scott was for a long time reluctant to spoil the smooth sphere by signing his marbles. When customers insisted on it, he decided to





use part of his nickname—Old Marble Nut—so his signature is “OLD” and the year.

Scott has been asked to contribute to museum exhibits in Chicago and elsewhere. One piece he made—a ruby and cobalt blue vase with a feathered pattern—is in the Museum of American Glass in West Virginia. He also has marbles on display at the Museum of American Glass in Wheaton Village.

Scott feels a responsibility to his customers, whom he regards as his employers. He’s open 7 days a week, noon to 6 PM, and he’s always willing to provide a glassblowing demonstration, a wide array of other artists’ work, an ever-changing display of collectibles, and shelves of his own work, including vases, hummingbird feeders, and marbles.



## Dwight Yoder/Keen and Bright

Dwight Yoder grew up in the Appalachians, with a father he describes as a “history nut.” He was steeped in the lore of the area and in family stories. His childhood was spent largely outdoors. He camped, constructed boats, fished, and hunted.

His first childhood attempt at building a canoe with baler twine, cherry saplings, and canvas never floated, but as an adult he became an expert canoe-maker. Unfortunately, his asthma was triggered by the dust of boat construction. A friend suggested he try glassblowing and Dwight discovered an affinity for it. Dwight entered an apprenticeship program at fine glass manufacturer Simon Pearce, in Mountain Lake Park, Maryland, and has worked there for over two decades, rising to production manager.

Along the way, Dwight worked on a harvest crew, got a GED, learned taxidermy, took some college business classes, and married Jenelle from Iowa, who was in Garrett County doing an internship. They had three children, and earning a living became a priority.

Dwight thinks of his life as metaphorically paddling a canoe; the pandemic brought him to consider that he was

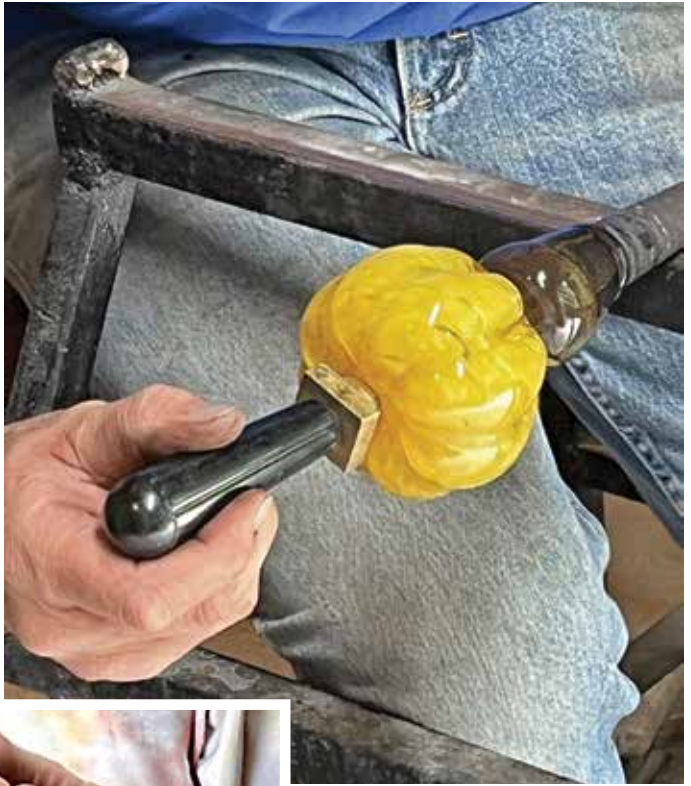


**Top:** Dwight and Jenelle pose in the basement work room.

**Bottom:** The “glory hole” is fired up outside in the summer because of the heat it produces.

PHOTOS BY MARY REISINGER





near the other side of the body of water he had been on, and that it was time to find a new lake. His next venture turned out to be going part-time at Simon Pearce and starting his own glassmaking business, named Keen and Bright because of a Canadian children's song: "My paddle's keen and bright, flashing with silver..."

Making many of his own tools, Dwight set up shop in a small basement room. He keeps the "glory hole" (a partially open cylindrical furnace used to generate high temperatures) outside in the summer because of the heat it produces. His pieces can be found in some area shops: the Penn Alps Gift Shop and the High Country Creamery in Grantsville, the Art Gallery in Oakland, and the WV Highlands Artisans Gallery in Davis, West Virginia. Jenelle spends time at the Highlands Gallery required for membership. Dwight and Jenelle also take their wares to fairs and festivals such as Autumn Glory and the Native Plant Sale at New Germany.

Recently, with the aid of a grant from the Garrett County Arts Council, Dwight assembled portable equipment that allows him to demonstrate glass making at outdoor venues such as the Funky Blues Festival at the Garrett County Fairgrounds in August 2023, where he was a featured artisan.

**Dwight puffs air into a pumpkin (top left) and custom stamps the bottom of the pumpkin (top right).**

**Inset: Close up of the Keen and Bright stamp.**

**Bottom right: Dwight applies the stem to the pumpkin.**

*PHOTOS BY MARY REISINGER*



## Glassmaking continued...



Finished pieces such as pumpkins and a basket of hollow glass floats are stored on the shelves in Dwight and Jenelle's "wareroom."

PHOTOS BY MARY REISINGER



Dwight's glass pieces reflect his lifelong love of the natural world. He makes glass mushrooms, pumpkins, and flowers, and strives to replicate the natural form of a deer's antler. He envisions various ways to use the antlers—as handles on mugs or as chandeliers, for example. In addition, Dwight makes bowls and glasses and other functional glassware. One special option is for brides and grooms to pour together frit (colored bits) during their ceremony and then give the combination to Dwight who makes a custom piece using the frit and clear glass.

On their website, Dwight and Jenelle post pictures of some of the pieces he creates, which can be bought online. Dwight also writes reflective and compelling journal entries, in which we see how he and his family integrate faith, outdoor activities, family time, and work. It's a balance the couple strive to maintain and something they encourage others to find.

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# A Miner's Angel

## *in the Georges Creek Valley*

### ALLEGANY COUNTY, MARYLAND

Written by: **Bucky Schriver**

The influx of millions of European immigrants in the mid-1800s and the dawn of the Industrial Revolution in America initiated the transformation of a generally rural agrarian society into one that was much more urban and competitive. For decades, a contentious relationship between labor and management festered, often resulting in deadly violence. In the effort to find a peaceful balance between competing interests of company owners and employees, several historically notable figures emerged on each side of the bureaucratic struggle. One of the most memorable advocates of labor reform was Irish-born Mary Harris Jones, better known as “Mother Jones.”

Mary G. Harris was born on May 1, 1830, in County Cork, Ireland. Her parents were impoverished Roman Catholic tenant farmers. In 1835, Mary's father Richard Harris immigrated to America and found work as a railroad laborer. After establishing himself as an American citizen, he sent for the rest of his family.

Richard's work in railroad construction soon led him to Toronto, Canada.

Mary Harris was educated in the Toronto school system and was eventually able to land a teaching job at a convent in Monroe, Michigan.

She later moved to Chicago, where she worked as a seamstress. According to her autobiography, she “preferred sewing to bossing little children.” Mary relocated

again, this time to Memphis, Tennessee, where in 1861 she married George Jones, an iron worker and staunch unionist. In 1867, Mary's husband and all four of her children succumbed to the Yellow Fever epidemic that ravaged the Memphis area.



**Mary G. Harris Jones**

Mary returned to Chicago and after taking on a business partner, went to work as a seamstress and dressmaker.

While working for the wealthy elite who lived on Lake Shore Drive, she remembered looking out of the plate glass windows at the poor jobless wretches who walked along the lake front. She wrote in her autobiography that “The contrast of their condition with that of the tropical comfort of the people for whom I sewed was painful to me. My employers seemed neither to notice or care.”



After her sewing establishment was destroyed in The Great Chicago Fire of 1871, Mary became more engrossed in the labor struggle, leading her to become a member of the Knights of Labor, a predecessor of the United Mine Workers of America.



She was later elevated to the role of traveling labor organizer in the United Mine Workers Union, which was formed in 1890. The diminutive 5-foot-tall Mary Harris Jones projected a striking image with her customary black dress with white lace collar and black hat. She became a polarizing, nationally recognized figure, called “the miner’s angel” by her supporters and “the most dangerous woman in America” by a former U. S. District Attorney. She became accustomed to referring to the miners as “her boys,” and they responded in kind by calling her “Mother.” Her passionately eloquent speaking skills and her unwavering defiance struck fear into the hearts of those whom she opposed.

In May 1900, Mother Jones was summoned by the United Mine Workers to rally the striking Georges Creek coal miners in Western Maryland. Union organizer Thomas Brehany, a resident of Pekin, met Mother Jones at the train station in Cumberland and introduced her to the crowd. The association with Mother Jones ended up costing Brehany his job.

On Thursday, May 31, Mother Jones led a parade of more than 300 miners from Frostburg, Eckhart, and Vale Summit on a march to a union rally in Knapp’s Meadow. The marching miners stepped to the beat of a fife and drum band while 70-year-old Mother Jones rode in a carriage at the head of the procession. Most of the Georges Creek coal miners supported continuing the strike, but the miners from Lonaconing, most of who were employees of the New Central Coal Company, the American Coal Company or the Georges Creek Coal & Iron Company, were largely in favor of returning to work.

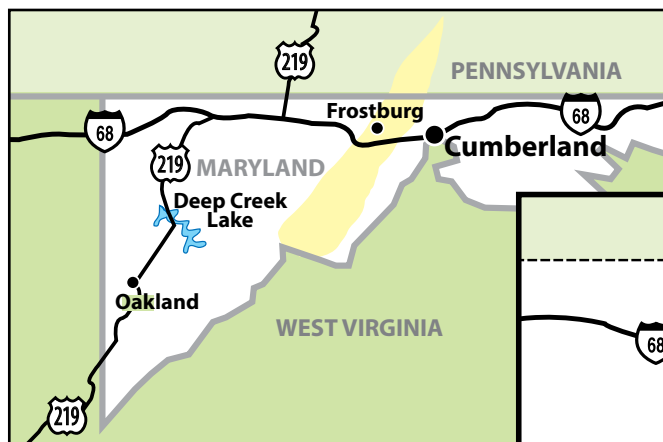
On the evening of the same day, Mother Jones addressed 1,500 people from the porch of the Brady Hotel in Lonaconing. Daniel Young, President of the District 16 United Mine Workers Local, presided at the gathering. On the following afternoon Mother Jones addressed an estimated 4,000 people for more than an hour. Nearly every woman in the region turned out. According to a story in the *New York Sun*, Mother Jones “set the miners wild, and even the



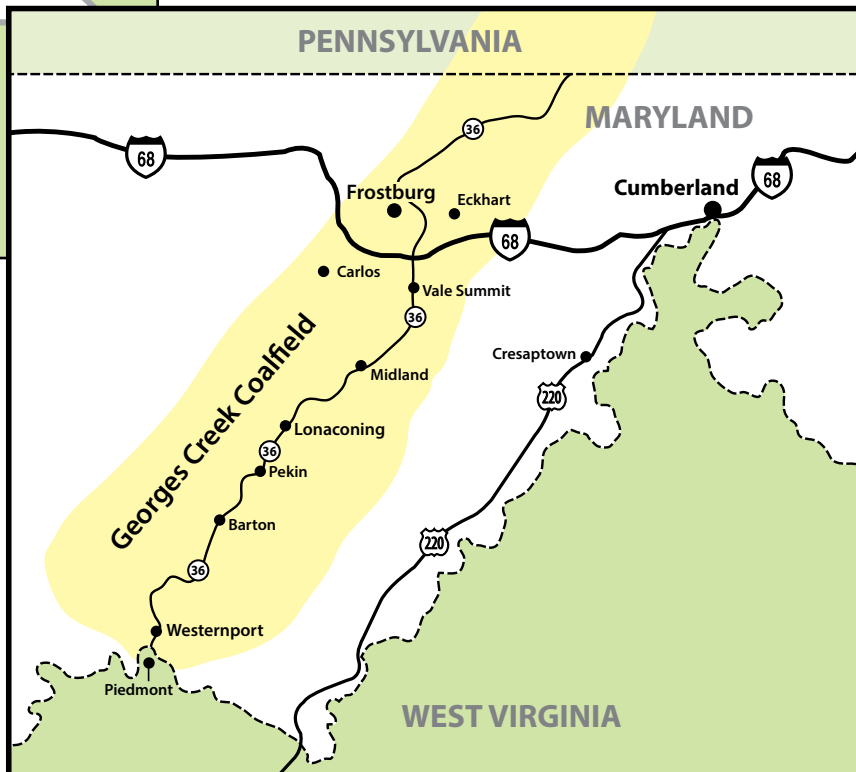
**Top:** Mother Jones, known as “the grandmother of all agitators,” leading a parade of protesters in Illinois.

**Middle:** Mother Jones speaks to a large crowd of men and women in Montgomery, West Virginia, in 1912, ahead of the Paint Creek Miner’s Strike.

**Bottom:** Labor activist Mother Jones speaks in Seattle, Washington, May 1914.



Map of the Georges Creek area and some of the towns Mother Jones visited in May and June 1900.



miners' wives and daughters, who were pleading for the men to return to work, were won over to her side. Before she went into the region last Thursday, it was estimated that 70 percent of the miners (the Lonaconing miners) wanted to return to work. Now, they are all determined to hold out."

Mother Jones held rallies in other Georges Creek Valley towns in the following days. On June 4, she spoke in Carlos; on June 5, in Midland; on June 6, in Barton; and on June 16, in Piedmont, West Virginia. The United Mine Worker's Union was holding out for an increase in the per ton rate from 45 cents to 60 cents. Shortly after Mother Jones' visit to the Georges Creek coal region, a compromise was reached. The mine owners and the union agreed to a 55 cents per ton rate, with no blacklisting of the striking miners.

Her duties as a union organizer took her many places from coast to coast. In 1902, Mother Jones and several other organizers were arrested by United States Marshals in Clarksburg, West Virginia, during a rally of union miners. The detainees were taken to Parkersburg, West Virginia, where they were to be incarcerated. Upon reaching Parkersburg, the men were taken in one direction, while a nephew of one of the marshals took Mother Jones in another direction. When she inquired about why they were separated, she was told that the miners were going to jail, and she would be held under guard in a motel room. Mother Jones protested and demanded to go to jail with "her boys." Her wish was granted, and she was taken to the same jail as the miners.

While rallying miners in Colorado in 1903, Mother Jones was awakened at night by a loud knock on her door. A man in a military uniform told her that she was to come with him. She was taken to a train station, to be evicted from the state, by order of the Governor. While on the train, her persuasive manner elicited sympathy for the miners from the engineer. She told him that she did not want to cause him to lose his job but would be grateful if he would take her to Denver instead. The engineer was won over and complied with her request. When she arrived in Denver, she wrote a note to the governor, stating that "The civil courts are open. If I break a law of state or nation, it is the duty of the civil courts to deal with me. That is why my forefathers established these courts, to keep dictators and tyrants such as you from interfering with civilians." She challenged the governor to evict her. Fearing the legal ramifications and the negative publicity that picking on a little old woman would bring, the governor declined to pursue the matter further.

In her autobiography, Mother Jones described a chance encounter with a little trapper boy while she was touring the



**Mary "Mother" Jones' granite monument at Union Miners Cemetery in Mount Olive, IL.**

coal mines between Pittsburgh and Brownsville, Pennsylvania. When she asked his age, he claimed that he was 12. After learning who she was, the trapper boy felt more comfortable about being honest with her. She asked the boy "I know you told the mine foreman you were twelve, but what did you tell the union?" The boy responded by saying "Oh, the union is different. I'm ten come Christmas." When she asked the boy why he wasn't in school, he said because "I ain't lost no leg."

Mother Jones would often visit Mount Olive, Illinois, during her travels. Mount Olive was the site of the Battle of Virden. On October 11, 1898, a gun battle broke out between union and non-union miners, resulting in seven miners being killed and 40 wounded.

On October 12, 1923, one day after speaking at Mount Olive during the 25th anniversary of the Battle of Virden, Mother Jones announced that, when she died, she wished to be buried at Union Miners Cemetery in Mount Olive, with the martyrs of Virden.

Her incendiary passion finally flickered and died out on November 30, 1930, when Mother Jones passed away in Silver Spring, Maryland, at the age of 100. In accordance with her wishes, she was laid to rest at Union Miners Cemetery. Even death could not sever the ties to her beloved miners.

In 1936, the Progressive Miners of America and the organization's women's auxiliary raised \$16,000 to erect a granite monument in memory of Mother Jones. An estimated 50,000 people attended the dedication of the Mother Jones Memorial on October 11, 1936, the 38th anniversary of the Battle of Virden. The monument features a 22-foot-tall central pillar with a Bas-relief of Mother Jones, flanked by two bronze statues of coal miners.



Mary Harris Jones, who was once mocked in the U. S. Senate for being "the grandmother of all agitators," was banished from more places and imprisoned more times than any other

labor leader of her era. From the coal mines of Maryland, Pennsylvania, West Virginia, and Virginia, to the iron ore mines of Colorado, the copper mines of Arizona, and the textile mills of Pennsylvania, Mother Jones could be found anywhere there was a fight for workers' rights. Her now famous motto was "pray for the dead and fight like hell for the living." When asked by a congressman in 1910 where she lived, she replied "in the United States, but I do not know where. My address is wherever there is a fight against oppression. Sometimes I am in Washington, then in Pennsylvania, Arizona, Texas, Minnesota, or Colorado. My address is like my shoes; it travels with me."

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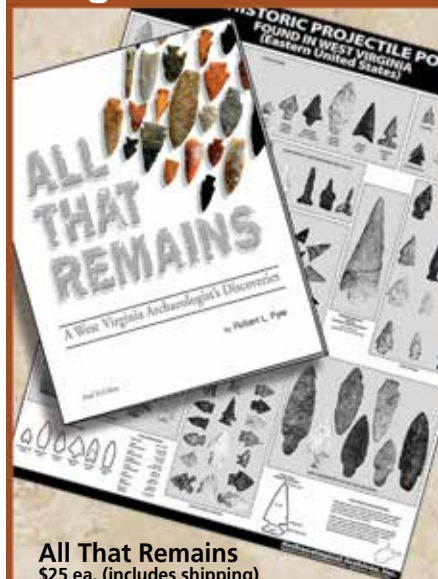
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# Wolf Den Run State Park

## OFF-ROAD FUN



### THE ONLY MARYLAND STATE PARK FEATURING SPECTACULAR OFF-ROAD ADVENTURES

Written by: **Dan Whetzel**

You now have an opportunity to explore and experience Garrett County, Maryland, like never before. Fifty miles of rocks, dirt, and trails in an off-road vehicle (ORV) await those willing to take up the challenges of outdoor adventures in a spectacular park setting. The experience is also unique because there is no other state owned destination like Wolf Den Run—it is the only Maryland state park featuring off-road trails for full size trucks, all-terrain vehicles, side-by-sides, and dirt bikes.

Wolf Den State Park consists of three parcels of land in close proximity that feature off-road excitement and other outdoor activities including bird watching, hiking, fishing, and hunting. Since opening in 2019, the park has hosted thousands of outdoor and nature enthusiasts seeking a wilderness environment.

According to Donnie Oats, Park Manager, “Land was purchased for the park in 2018 and we opened for riding in July 2019. The property was previously operated as a





private business for off-road vehicle riding and hunting. We used the existing trails, so the purchase worked out perfectly.”

The park has been welcomed by Garrett County residents who embrace the outdoors. The county government has also been a welcoming host by permitting limited use of off-road vehicles on county roads. The permitting has made the park easily accessible as residents may drive their ORV to the park for recreation instead of having to trailer them. Daryl Anthony, Executive Director Maryland Office of Outdoor Recreation, adds that the use of off-road vehicles at the park has reduced the amount of illegal riding that was occurring because legal trails were previously unavailable.

Municipalities are not included in the county permitting and decide independently whether off-road vehicles may be driven.

The opening of Wolf Den State Park has also been timely because it meets the needs of a rapidly growing outdoor industry and increasing sales of off-road vehicles. Daryl recalled, “At first there were dirt bikes and ATV’s, and then side-by-sides were introduced that changed the industry.”

Side-by-sides are commonly described as off-road vehicles with a minimum of two seats positioned side-by-side and enclosed within a rolled cage. They are four wheeled vehicles controlled by a steering wheel that is similar to a typical car. Daryl explained that side-by-sides made it easy to get into off-roading experiences and take the family. Hunters also enjoy the benefits of the vehicles because they easily cover rough terrain and carry supplies.



**Ample parking for trucks and trailers is available at several locations throughout Wolf Den Run State Park. Riders must bring their own vehicles and register online or in person at the camp office.**

*PHOTOS BY DARYL ANTHONY*





**Top:** Huckleberry Rocks Area has one of the spacious parking areas. The trails are well marked and color coded according to levels of difficulty — green, blue and black.

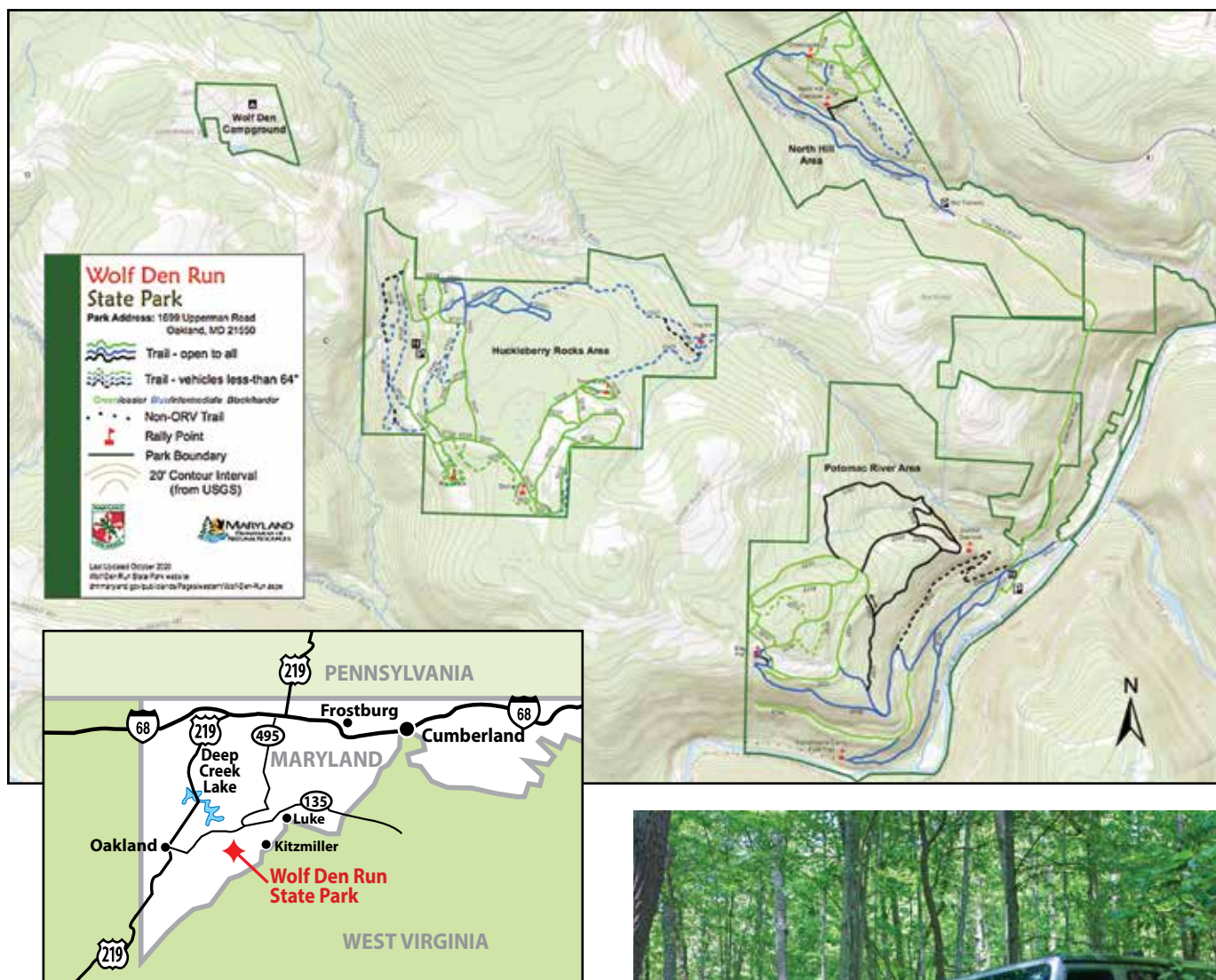
PHOTOS BY MIKE CALHOUN

He also stated that retail sales of full size four wheel drive vehicles dramatically increased in recent years. “Everybody wants four wheel drive. And manufacturers are offering optional “off-road” packages that feature heavy duty shocks and other enhancements. The advertising for those vehicles emphasizes adventure and we provide that in our park.”

Guests are welcomed to an expanse of property that includes three miles of frontage on the Potomac River, three brook trout streams, mixed forest and rugged mountainous terrain. The 50 mile network of trails is well marked and color coded according to levels of difficulty, so there is sure to be a trail that suites everyone’s wishes.

Much of the Wolf Den land area experienced coal mining operations in the twentieth century that left marks on the landscape. Park officials, partnering with local groups, quickly began to manage resources and create opportunities by improving the watershed. Luke Mongrain, State Park Supervisor Ranger, explained that one of the park’s initial successes was the removal of a culvert that blocked the passage of brook trout in Wolf Den Run. “We partnered with Trout Unlimited to secure funding and remove the barrier. The project is a great example of making the area more sustainable. All of our proposals are reviewed by





Maryland Department of Natural Resources agencies, so we can implement the best plan.”

Another example of effective land use was the decision to use existing trails that predated the park’s opening. Luke explained, “We have not opened new trails. Instead, we are first focusing on stabilizing the existing trails by controlling erosion and managing other resources.”

Wolf Den will continue to improve the outdoor experience by adding trails for all types of riding, including hill climbing.

A second major enhancement will be upgraded amenities for campers. Currently, the camping sites are designated as “primitive” meaning without electricity or water hookups.

Daryl stated that future plans include working with local officials. “We want to continue to commit to additional opportunities in the county and continue economic



**The 50 mile network of trails includes mixed forest and rugged mountainous terrain. A primitive camping area is currently available near the Park Office (no electricity or water hookups available at this time).**

PHOTO BY MIKE CALHOUN



development the park provides. Wolf Den will also show the success of this outdoor recreation model, so it can be expanded to other counties in the state.”

While the park offers multiple experiences, Daryl believes the most import factor staff considers is resource management. “It is vital to consider resource management and sustainability; it is always our overriding concern when deciding on development and the expansion of recreational opportunities.”

All riders at Wolf Den must bring their own vehicles and register online or in person at the camp office (office hours: 9 am – 3 pm daily). Payment of a fee is due prior to riding. If riders plan to visit regularly, an annual PASSPORT option is available for 75 dollars for residents and 100 dollars for out-of-state residents. PASSPORT is valid for one year from the month of purchase and offers unlimited day use of all Maryland state parks, unlimited boat launching, and a 10 percent discount on state operated concession items.

Wolf Den State Park is located at  
1699 Upperman Road, Oakland, MD 21550  
Park Office: 304-334-1272



Luke Mongrain, Jim Moore, and Daryl Anthony (left to right) guided *Mountain Discoveries'* writer, photographer, and editor on an off-road adventure on a beautiful day in July. PHOTO BY MIKE CALHOUN

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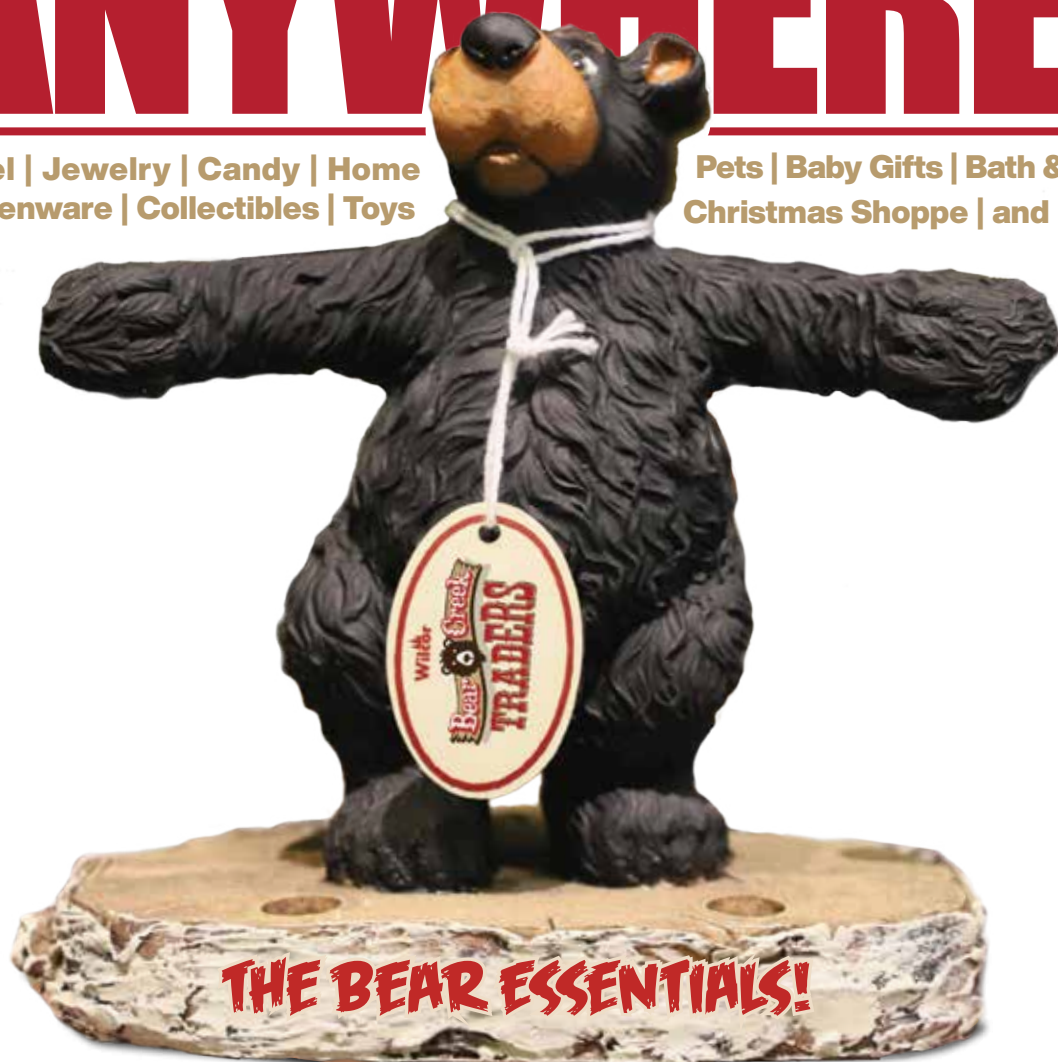
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