

Mountain Musings

Asheville Civitan Club, Inc.
PO Box 1755, Asheville, NC 28802

Asheville Civitan Foundation, Inc.
PO Box 1755, Asheville, NC 28802



Asheville Civitan Club
Officers and Directors, 2001-2002
Officers:
President - Carla Sutherland
Pres. Elect. - Richard Richards
Secretary - William Pomeroy
Treasurer - Frank Holby

Directors:
Robert Mayer, Ralph Scarritt, Robert
Welch, MaryAlice Chutter, Walter
Adamson, Barbara Whitaker
Ex officio: Gary Hannah, Jim Sawyer

Chaplains: Charles Johnson, Mason
Wilson, Bancroft Smith

Sgts-at-Arms: Don Fox, Lawrence
Wilson, Robert Potter, Larry Knees

Mountain Musings Editor: Roger Hill
e-mail: rhill@ashevillecivitan.org
Publisher: SysAdmin Services, Inc.



Asheville Civitan Club, Inc.
Builders of Good Citizenship
82nd Year of Service
Mountain Musings is the
official weekly bulletin of
The Asheville Civitan Club
and
The Asheville Civitan
Foundation

Asheville Civitan Foundation
Officers and Directors, 2001-2002
Officers:
President - Gary Hannah
Vice President - Ahmad Amara
Secretary - Richard Smith
Treasurer - Murray Hollyday

Directors:
Robert Etter, Rehan Farnsworth, John
Gile, Mark Matthews, Bancroft Smith,
Ex officio: Carla Sutherland, James
Sawyer, Frank Holby, Scholarship Chair

Past Governor NC District West:
William M. Pomeroy, Jr.

Past Lt. Governors NC District West:
Robert Gray, 1998-1999
Ralph Scarritt, 1995-1996
Fred Rutledge, 1994-1995

Mountain Musings



www.ashevillecivitan.org

TUESDAY, FEBRUARY 26, 2002

TRINITY EPISCOPAL CHURCH, 12:00 NOON

NEW MEMBER INDUCTION

JOHN TRAW will introduce three new members who will give brief autobiographical sketches. Also, **President CARLA SUTHERLAND** and **President GARY HANNAH** will present updates on the status of the **Club** and **Foundation Boards**, respectively.

DENNIS MICHELE will give the invocation.

ROBERT POTTER will be the greeter.

MENU FOR TUESDAY: Spinach and Mushroom Quiche * Green Salad * Croissants
Fruit Bowl * Assorted Desserts * Coffee * Tea * Milk

P.E.P. AWARDS

Dr. LARRY McCALLUM reminded the membership that the **P.E.P. Supercitizen Award**

ceremony will be held at T.C. Roberson High School on Friday, February 15, 2002 at 1:30 p.m. The **Club** has taken part for some years and he would like to see several members in attendance.

President SUTHERLAND asked that we keep **Dr. WILLIAM MYNATT** in our thoughts and prayers for his recovery from serious surgery this week.

SPEAKERS FOR MARCH AND APRIL

March 5, Scholarship Awards—Ahmad Amara; March 12, Wayne McDevitt--“A Day in the Governor’s Office”; March 19, 81st Anniversary Celebration—George Wyncoff, Region 3 Governor; March 26, Gene Rainey--“Our Next Generation”; April 2, Karen Cragnolin—River Link; April 9, Steve Metcalf, State Legislator; April 16, General Jerome Jones--“Perspectives on the War on Terrorism”; April 23, Southern Appalachian Repertory Theatre; April 30, Good Citizenship Day.

“AIRPORT UPDATE: Life after 9/11/01”

C.M. “MIKE” ARMOUR, Airport Director of the Asheville Airport, spoke on the changes in practices and procedures mandated after the 9/11/01 terrorist attacks. Almost inevitably, the early and even subsequent responses by various government entities were hasty, often chaotic and, frequently, ill-conceived. By 10 a.m. the morning of the attacks, all commercial traffic was ordered to land. By the next day, the local airport was holding twice daily briefings to apprise its various entities of the latest FAA rulings and to evolve plans to anticipate the tighter security that was sure to be mandated.

The most far-reaching of the policy changes was the prohibition of parked vehicles within 300 feet of the terminal building. This affected 60% of the public parking area at the airport and 100% of the rental return lot. The employee parking lot was converted to a public lot and the employee lot was relegated to the “back 40,” requiring shuttle buses from each to the terminal. Another change was the assignment of National Guard troops. At first, they had no specific duties other than “standing guard,” but as time passed some concessions were made in this regard.

The 300 foot rule was relaxed later, but only with the provision that these vehicles be searched. Although this put the public parking lot back in use, it burdened the airport with another expense. Congress got into the act and created the Transportation Security Agency and mandated background security checks on all employees, new and old. **Mr. ARMOUR** suggested that this will be a real problem when two construction contracts are let shortly and all of those workers will have to be vetted.

Generally speaking, Asheville Airport has fared pretty well service-wise as an aftermath of the attacks. Only two scheduled flights have been lost, but Commair will be up to four flights again by next month and the Continental Express flight direct to Newark has rescheduled to early morning which should appeal to more businessmen. Also, ASA has replaced two of its turboprop planes with regional jets, which have a larger passenger capacity.

The two construction projects in the works will: 1. Revamp and enlarge the baggage claim area and 2. Create a new ground level boarding area. So, in spite of a slight downturn in traffic since 9/11 (5%), **Mr. ARMOUR** is looking to the future for the airport and he hopes that the amenities which were lost after the attacks, such as the restaurant and the onsite travel agency, will return. The goal, he said, is to hang on to the flights that are in place and trust that eventually patronage will return to normal levels at the very least.

E.B. WHITE ON MOTORCAR DESIGN

(Submitted by Bob Potter)

Writing in October, 1940, Mr. White observed: **“By following no particular principle of design and by ignoring the functional aspects of an automobile, these manufacturers eventually achieved a vehicle which not only was stranger looking than anything which had heretofore been evolved, but which, because it cut off the driver’s view, proved itself capable of getting into more scrapes. At first the advantages of this design were not apparent, but it didn’t take long before the motor car industry realized it had hold of something which, from a commercial angle, was pure gold.”**

One Man’s Meat,” pp. 164-65, Penguin, 1966.