

ALAA Newsletter
Jay Valle, Editor
1421 Latchford Avenue
Hacienda Heights, CA 91745

FIRST CLASS MAIL



**AMERICAN LANDS ACCESS
ASSOCIATION, INC.**

Protecting the Public Lands for the Public

<http://www.amlands.org/>

April May June 2013



AMERICAN LANDS ACCESS ASSOCIATION

NEW MEMBERSHIP and ANNUAL RENEWAL FORM

PLEASE PRINT ALL INFORMATION

(Must be postmarked or received by December 31 each year)

Member/Contact Name: _____
Last First

Last First

Organization Name _____

Address: _____
Street City State Zip

Mailing Address: _____
(If different than above)

Phone Number: _____
Primary Residence Primary Business (if any)

Email Address _____
Name Address

Name Address

Member Signature _____ **Date:** _____

**Send Completed form with renewal Dues to: Dues are: \$25.00 for individual/couple
\$50.00 for a club or society**

New Member _____ **(X) Renewal** _____ **(X) Amount Enclosed \$** _____

American Lands Access Association

C/O Membership Chairman

P O BOX 54398

San Jose, CA 95154

Email to: membership@amlands.org

Make Checks payable to: American Lands Access Association (ALAA)

A grassroots 501-C-4 Educational, non-profit organization dedicated to keeping public lands open for the public



American Lands Access Association, Inc.

Protecting the Public Lands for the Public
January February March 2013

PRESIDENT'S MESSAGE

Shirley Leeson

president@amlands.org

A Number of things have happened since this last newsletter. As many of you know Ruth Bailey, long time advocate for ALAA, charter member and ALAA Treasurer passed away. In her last days Ruth recognized that someone needed to take her place as ALAA Treasurer. We were fortunate that she looked within her own club and asked Frank Mullaney to step forward and he did. Through our ALAA email ballot he was approved by the officers/directors, and Frank was elected. Many of you know Frank as the AFMS 'badge man' but he's also a businessman and had been Treasurer of their gem and mineral society for the past four years. All this caused a great deal of work, changing bank accounts, which turned out to be a monumental effort on the part of Frank, our Secretary, Susy Martin, and the various bank branch employees, etc. In the end all was taken care of. In addition Colleen McGann had taken over the membership duties earlier to ease Ruth's duties. With all this we decided to create a post office box in San Jose for both Frank and Colleen to jointly use. This has proven very useful. Then all our on line addresses had to be changed. All is now done and with a sigh of relief from all who participated. I want you to know we now have a stronger infrastructure established for ALAA which will benefit all.

At Quartzsite in January, 2013, the Special Meeting of Officers/Directors approved several things:

- Approval of Liability Insurance for ALAA. While we have had Officers/Directors Insurance, we needed Liability Insurance and that has been done.
- A draft of a brochure for ALAA was shown and those present approved that the brochure be completed and that has been done.
- Two new State Representatives were approved: Jan Baumeister, South Dakota and Carl Talbott, North Carolina. Both are at work in their districts.

We have also had a number of regional meetings/programs at the Northwest Federation Mid-Year meeting (April); the Rocky Mountain Federation Show (May) and Convention and most recently at the California Federation Convention and Show (May 31-June 2). The Mid-year NFMS meeting was a resounding success with John George as speaker. At Rocky Mt. I was given time to speak to the directors about the importance of belonging to ALAA. And just a few weeks ago, under rather unusual circumstances, outside under heavy clouds and winds to match, we had Kim Campbell Erb give us an overview of the California Desert and what's left of it for rockhounds. In all instances, getting publicity out has been difficult. We haven't been able to use the usual newsletters because of time constraints and deadlines. Also getting facilities and firming up speakers missed deadlines for newsletters. Please, everyone....use our website www.amlands.org put it on your 'favorite' site. Our webmaster extraordinaire, John Martin has almost daily changes and updates.

Till next time,

Your President, Shirley Leeson – president@amlands.org

For current information and alerts go to the ALAA Web Page at <http://www.amlands.org/>. You can also download a copy of the current newsletter or peruse the archive of previous editions.

Words from our newest ALAA Member John D. George, Bates, Oregon

Hello all and thank you for the opportunity to introduce myself and a few of my friends to a cause we all hold dear to our hearts, that being the continued open access to our lands (American Lands). My name is John George and I come from a small town in the mountains of Northeastern Oregon and have been working with friends and family to engage the US Forest Service and our local congressional staff in regards to implementation of the Travel Management Rule that is balanced and takes into consideration the traditional and cultural uses of our rural communities into account and allows us to continue our loves unabated from unnecessary regulation and grief.

Roughly this time last year the Wallowa Whitman National Forest (WWNF) released its Record of Decision (ROD) for the WWNF Travel Management Plan (TMP).

The previous forest supervisors had been told numerous times the public did not want additional road closures as over half of the 2.3 million acres Nation Forest (NF) had been locked as Wilderness or National Recreational Area designation. With subsequent Roadless designations through the late 80's and early 90's that locked up further ground, along with special management designations for watershed protection, and experimental forest uses, locking up additional lands and far exceeding 50% of the forest to a "non-motorized use or limited use" category.

After the release of the ROD, Forest Access for All (Baker, Oregon) and Citizens for Balanced Use (Gallatin Gateway, Montana) banded together to inform the public how to appeal the ROD. Much, if not all of the credit goes to Kerry White of CBU and Carrie Matthews of FAFA for



the withdrawal of the ROD as the mass appeals from the public they helped organize and pressure from our Representative Greg Walden gave the USFS reason to withdraw the decision.

I have been engaging with Forest supervisors and congressional staff on the matter and will continue to do so. The forest service has failed on numerous fronts to take a hard look at social/economic issues on a local level, has misrepresented their own studies to gin up conflict in user groups that does not exist, allowed small minority opinion groups to dictate how the majority will access their lands, allowed employees to publicly shame citizens in an attempt to silence them, and allowed employees to slant the ROD in a way to only justify their desired outcome

and not look at the entirety of the situation, to just name a few.

We are now preparing for the next round of meetings, discussions, comments and appeals (if needed). I have been working to get the word out to every person and group that we need their help. Only through a considerable effort can we keep the WWNF and Malheur NF open to everyone. The WWNF is now asking for individuals and groups interested in keeping up to date with their actions in regards to the TMP to fill out a request form, even if you have already requested before and get it to them. My gut tell me this is a twofold effort: A) to facilitate outreach to the public, both as a legitimate effort and a show of 'see we tried' and B) a way to take the pulse of the situation to assess if things have settled down enough to start back up. I desperately need everyone that wants to keep our lands open to join us with us in Northeastern Oregon to send I a request for both email and mailed notification. The link for the Newsletter and request is http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5441652.pdf

GO IMMEDIATELY TO OUR WEBSITE: www.amlands.org and click on any item on the left hand side. NOW!

**A SAD STORY
DON'T LET THIS HAPPEN TO
YOUR TOWN**

Shirley Leeson

Recently some folks in Dorris, CA contacted ALAA and CORVA for help. The Klamath Forest in their area was implementing closures. The local people wanted to make changes. Amy Granat of CORVA really tried to help but found it was TOO LATE. No one had done the early homework of attending Forest Service meeting and sending in their 'comments.' Is there any help? Not unless the county wasn't included in the earlier meetings as an equal partner of the forest service.

BEWARE, if you don't get involved, YOU will find yourself in the same pickle as the people in Dorris, California. When the Forest Service and/or BLM make noises about meetings and ask for comments, unless you actually do something....you won't be able to come in at the last minute and change the end results.

NMOHVA's Brief Filed June 10th!

As we told you last month, Monday, June 10th was the deadline for NMOHVA to file the "Opening Brief" for our lawsuit challenging the Santa Fe National Forest's Travel Management closures. This month we can tell you that the brief was filed on schedule with the court! The ball is now in the opponent's court. The Forest Service and its Department of Justice legal team have until August 12th to respond to our Opening Brief. Then, it's our turn again. After the FS files their "Response Brief", NMOHVA can respond one final time with a "Reply Brief" by August 27th.

The preparation of the Opening Brief initiated the "heavy lifting" for our legal team. With

Karen Budd-Falen and her associates spending many hours in preparing the extensive (fifty-four page) document, our expenses rose dramatically. NMOHVA did as much of the paralegal work as possible to help keep the costs down but there are many things only the legal professionals have the expertise to complete.

Please consider supporting this very important legal battle. While this particular "fight" is focused on routes in the Santa Fe National Forest, it has huge implications for the Gila National Forest and all of New Mexico's other forests. If you have already contributed, THANKS, we are accomplishing all of this on the strength of our members and our friends support. If you haven't yet contributed, please take a few minutes to consider how important access to your local Forest is to you, your family, and

HELP NMOHVA FUND THE LAWSUIT!

Legal battles are, unfortunately, necessary. NMOHVA is only the third organization to challenge one of the National Forest Travel Management decisions in the whole USA. Legal battles are also expensive. While many of our members have already given generously, we depend on contributions from friends and other partners to help pay for this lawsuit.

Your chosen recreation. ALL OF YOUR DONATIONS TO NMOHVA's ACCESS DEFENSE FUND GO COMPLETELY AND DIRECTLY TO SUPPORT THIS LAWSUIT!

Together, we ARE DOING more!
New Mexico Off Highway Vehicle Alliance
13170 Central Ave SE, Suite B
PMB #322
Albuquerque, New Mexico 81123

ALAA is a member of NMOHVA and supports this lawsuit

LATE BREAKING NEWS

There will be an ALAA meeting at the NFMS BUTTE, MONTANA show on **Saturday, AUGUST 10th** at 10am at the Civic Auditorium (show location) We are working on having the "CITIZENT FOR BALANCED USE" a Montana based advocate for Forest Access join us in a round table discussion.

RECENT HAPPENINGS IN THE DESERT DISTRICT

By Kim Campbell Erb

Last week, June 8, in Ridgecrest, was the second meeting of BLM's Desert District Advisory Council ("DAC") in 2013. The main focus of the meeting was the West Mojave ("WEMO") Route Plan. As many of you may be aware, the DAC had formed a subgroup to have public meetings where information was collected regarding the routes within the Desert District that the public considers most important and wants the BLM to keep open.

Pursuant to the decision of a lawsuit filed by eleven environmental organizations against the BLM, the prior WEMO Route Plan was invalidated and the BLM was ordered in September 2009 to prepare a revised plan pursuant to what is termed as the "minimization criteria" described in 43 CFR 8341.2. The court also ordered that all open routes be marked with signs, and all routes not marked should be considered closed. (This is a major change to what I understand BLM's prior policy was to consider all routes open unless marked "closed".) For more information regarding the court's order, please see the following webpage: http://www.blm.gov/ca/st/en/fo/cdd/wemo_court_mandates.html.



Kim, a member of the BLM Desert Advisory Council represents Recreation users of the Mojave Desert including Rockhounds. She is our voice!

Because the West Mojave area of the BLM's Desert District is very large, this is a monumental effort. For that reason, the BLM requested that the DAC form a subgroup to study the WEMO Route Plan Network and advise it. The following is a link to the mission statement of the DAC's WEMO Subgroup:

http://www.blm.gov/pgdata/etc/medialib/blm/ca/pdf/cdd/west_mojave_plan_updates.Par.36910.File.dat/WEMOMissionStmnt_fnl.pdf

There were many meetings of the subgroup as well as task groups that met in Barstow and Ridgecrest, each of which centered around a particular Travel Management Area in the West Mojave, and then sub-regions of those areas. Maps were provided by the BLM for those areas for most meetings for the public to view and mark-up to indicate the routes that they were concerned about. For each meeting, advance public notice was required, a meeting location had to be secured and several BLM staff-members as well as DAC and subgroup members had to attend. It took over a year to collect and assemble the information. The maps and mapping efforts were difficult. Neither the DAC members nor the Subgroup members are paid or reimbursed for their costs to attend these meetings, so they were truly a labor of love by those who care and are committed to

making a difference to the outcome of the WEMO Route Plan. For me personally, each drive to Ridgecrest took 5 ½ hours of driving time alone (over 300 miles round trip), not including gas stops, traffic or the actual meeting time. Each drive to Barstow took over 3 hours of driving time round trip plus meeting time. When this was in full swing, it typically involved one subgroup meeting per month and one task group meeting every other week, alternating between

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RECENT HAPPENINGS IN THE DESERT DISTRICT

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the two locations.

Why do I mention all of this? Because the Subgroup's report was presented to the DAC at this meeting for approval and forwarding to the BLM.

Many of us on the DAC who participated in the WEMO Subgroup process were very surprised and horrified to hear the "minority" and "dissenting" reports of some of the members of the Subgroup, and to hear other members of the DAC explain why they could not support the Subgroup's report and findings. Several of us were also extremely concerned because the failure of the DAC to approve the report would likely mean that it's recommendations would not be forwarded to the BLM. Since the basis for the report was the information gathered from the public, this would be devastating to those of us who were involved in the process.

If one looks at the Subgroup's mission statement, one realizes, in hindsight, that it was excessively technical and overly ambitious. The problems lie in the following two elements of the Subgroup's mission:

- Identify a range of alternatives for the 8 Travel Management Areas (TMAs) within the West Mojave Planning Area (WEMO)
- Prepare a report that will include all appropriate documentation supporting the range of alternatives. The report shall include adequate strategies that meet the minimization criteria as ordered by the Federal Court Judgment of 2009 and Remedy of 2011

These items would require the Subgroup to be comprised of the type of experts that perform environmental studies and prepare Environmental Impact Statements. Understanding the "minimization criteria" alone is problematic, but the reality is that none of us are experts qualified

to perform the type of studies and prepare the type of reports that the mission statement contemplates. We should have reviewed the mission statement at subgroup meetings, and requested that the mission statement be changed to what it was understood to be, which would have been a reasonable supplement to what had already been done by the BLM.

What the Subgroup did was make a heroic effort to generate more public involvement by providing a forum for them to provide information about the routes they consider important and why. They collected the type of detailed information necessary to communicate this information to the BLM so that they could consider this in making their own recommendations about which routes to keep open and which to close.

But the Subgroup's dissenters and the DAC members who objected to the Subgroup's report had reviewed it's mission statement and could see that the subgroup had not identified a range of alternatives nor had it included strategies to meet the "minimization criteria".

Fortunately, the DAC's chairman, Randy Banis could see that this was going to be a significant problem. Rather than taking a vote of the DAC members to approve the report or not, he took a vote regarding whether to forward the report to the BLM as it is, for what it is, so that the BLM could officially receive it and consider the very valuable data collected from the public contained in it.

It was very upsetting to me personally to hear the dissenters and objecting DAC members describe why they could not support the Subgroup's report, but as I review the mission statement and what the Subgroup actually did (which was all that should have been their mission), I can see that perhaps the dissenting Subgroup members and objecting DAC members were correct. The two items from the mission statement listed above were entirely inappropriate for a subgroup comprised of active public citizen volunteers ra-

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RECENT HAPPENINGS IN THE DESERT DISTRICT

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ther than environmental consultants, and did not truly describe the purpose of the Subgroup which was not to redo the efforts already completed by the BLM's environmental consultants, but instead to generate more public participation and obtain more input from the users whose access would be affected by the BLM's decisions regarding the WEMO Route Plan.

This was not the only topic of discussion at the meeting. If you are interested in learning more, please see this website where the transcripts and other documents from this and prior meetings can be found and reviewed:

<http://www.blm.gov/ca/st/en/info/rac/dac.html>.

The next meeting of the Desert Advisory Council will be held November 3 and the focus topic will be the "working landscape" (which seems to involve putting the land "to work" in a responsible manner). This will be the last meeting of 2013.

In the meantime, the Special Recreation Permit ("SRP") Subgroup will be meeting monthly to review and advise the DAC and the BLM regarding the criteria for determining when a Special Recreation Permit is required for a non-competitive event, the application process and the requirements imposed. ***It would be wise for those clubs that participate in field trips on BLM land to get involved in order to have a say in how such field trips are viewed by the BLM and whether the requirements imposed are reasonable or not.*** The next meeting will be on June 26 from 6:00 to 8:00 p.m. at the BLM's Desert District office at 22835 Calle San Juan de Los Lagos, Moreno Valley, CA 92553. The following is a link to the BLM's website providing further details about the Subgroup and the meeting:

http://www.blm.gov/ca/st/en/info/rac/dac/dac_srp_subgroup.html

Clear Creek: The Clear Creek Management Area (CCMA), San Benito County, California William "Bill" Spence Central Coast, CA ALAA Rep

CCMA is a 75,000 acre tract of BLM-administered public land in southern San Benito County, California, located midway between King City to the west and Coalinga to the east, approximately a 3-hour drive south of San Francisco. The dominant geological feature of CCMA is a 30,000 acre intrusion of serpentine along fault systems in surrounding Franciscan (metamorphosed marine sediment) rocks. The serpentine itself yields high quality chrysotile asbestos, and the contacts between the Franciscan rocks and serpentine yield a host of collectible mineral species including multiple varieties of garnet, jadeite, clinocllore, benitoite (California's State Gemstone), neptunite, perovskite, fresnoite, joaquinite, artinite, magnetite and others. CCMA is located at about 5000 feet elevation. It is hot and dry in the summer months, but temperatures can fall below freezing in the winter. Vein systems in and around CCMA contain mercury ore (cinnabar) and chromite which were commercially worked until the mid-20th century. The famous mercury mining complex at New Idria is just outside the CCMA boundary. Chrysotile was mined commercially until about 1990, when political and economic pressures forced closure of the mines. Largely as a result of these commercial activities, an extensive network of unpaved roads developed through the area, and these roads have facilitated rockhounding and motorcycleing.

The area has been a favorite of rockhounds since the beginning of the 20th century when benitoite was discovered there, and mineralogists and rockhounds from all over California

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The Clear Creek Management Area (CCMA),

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have historically trekked there in the spring and fall months. Beginning in the 1970's BLM actively developed CCMA as an off-road motorcycling venue. Until the closure in 2008, it was considered one of the Top 10 off-road locations in the country. Hunters find deer and wild pigs in the areas on the periphery of the serpentine zone. During the 19th century the bandit, Joaquin Murrieta, made at least one of his hideouts near this area, and there is on-going historical and archaeological interest in such places.

In the 1980's (for reasons which are not entirely clear) the Environmental Protection Agency began focusing its attention on naturally occurring chrysotile in CCMA. This is significant in that EPA's charter had previously been to ameliorate the effects of industrial pollution on the environment. Using more stringent criteria than those used by OSHA, EPA forced the closure of the chrysotile mines in and around CCMA. Studies undertaken at that time, however, did not suggest any elevated health risks (even by EPA standards) associated with recreating in CCMA, so rockhounding, biking and hunting continued as before. Undeterred, EPA came back in 2005, claiming they had improved technology, and conducted a new "study", and predictably they determined that the health risks of recreating in CCMA were unacceptably high.

Meanwhile BLM had other problems. Unfortunately a certain segment of the off-road community was prone to disregarding rules, resulting in vandalism, damage to out-of-bounds environmental areas and littering property of ad-

jacent landowners. For its part, the environmental lobby had identified a supposedly "threatened" sub-species of evening primrose, which it used to gain legal standing to interfere in the BLM's management of CCMA. Environmentalists threatened lawsuits if BLM didn't more effectively keep off-roaders out of primrose habitat and, just as bad, could withhold support for land swaps and acquisitions that BLM might desire. Administratively the conflict between off-roaders and environmentalists was a headache for BLM.

[The San Benito Evening Primrose is one of more than two dozen "sub-species" of evening primrose that are common in the western US. They are all small, ground-hugging plants with yellow flowers. Recent studies suggest that the San Benito sub-species is much more common than previously claimed, especially on the periphery of CCMA, and should never have been declared threatened. It appears in large stands in rainy years. It is doubtful that by any objective criteria it is even a valid sub-species of the broader and more common evening primrose family.]



On May 1, 2008 BLM cited the new EPA study and issued an Emergency Closure of CCMA, pending the completion of a revised Resource Management Plan (RMP). The RMP is the basic land planning methodology used by BLM and the Forest Service. The guidelines for developing an RMP are specified by NEPA (the National Environmental Policy Act). Essentially NEPA delineates a process for soliciting public input via hearings and meetings, receiving inputs from other agencies, considering the inputs, and rolling them together in a land management plan that optimally meets the needs of all parties. It provides for issuance of drafts

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The Clear Creek Management Area (CCMA),

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and opportunities to protest and appeal. It specifies times to be allotted for each such activity. If executed promptly the NEPA process should enable completion of an RMP in less than 2 years. Normally the previous plan would remain in place until the new RMP is approved. Theoretically BLM/Forest Service are not supposed to make land use decisions prior to receiving public input.

In the case of CCMA it should be noted that an Emergency Closure in response to EPA's theoretical risk calculations (which have never been substantiated by actual evidence of real disease among CCMA users) is outside the scope permitted by NEPA. Under NEPA, emergency closures should be limited to situations posing danger of immediate harm—fires and toxic spills. The Emergency Closure immediately prohibited rockhounding, cycling and other recreation in CCMA, and CCMA continues to be closed more than 5 years after the order while the RMP process drags on. The effect of the closure was to immediately reduce BLM's budget and manpower requirements for CCMA to zero and to remove any sense of urgency in moving the RMP process forward.

BLM issued its Draft RMP for CCMA in November 2009. As expected, off-roaders would be barred under any of the alternatives that were being meaningfully considered. The Draft did include language in the "Preferred Alternative" suggesting that rockhounds would be minimally affected. For the next 3 years efforts were made to pacify the off-road community; California Parks Dept OHV Division commissioned an independent consultant to do a sanity check on the EPA study; the consultant determined EPA was greatly exaggerating the risk; EPA apparently caused the firing of the Parks Dept employee who commissioned the study; Governor Brown had a statement issued by the Parks Dept endorsing

EPA's study; changes occurred in BLM's California management; etc, etc.

The Final RMP was published in April 2013. Under this plan, off-roading is banned at CCMA, and only a few roads are open to facilitate site-seeing at Joaquin Rocks (remember Joaquin Murrieta?). The language assuring minimal effects on rockhounds is missing, without explanation. On behalf of ALAA and other clubs, this author filed a Protest within the allotted 30-day timeframe, and we are awaiting BLM's response. The Protest requests insertion of language acknowledging that BLM will issue special permits allowing access to additional roads within CCMA for purposes of rockhounding. It also challenges the validity of BLM's actions at CCMA under NEPA and the scientific integrity of the EPA study.

To be continued.....

No More Quiet Recreation

By Amy Granat, CORVA Managing Director
From CORVA, with permission,
Newsletter May 2013

It is an insidious term, "*Quiet Recreation*". Upon first hearing it, one could imagine a pastoral setting, with birds chirping and the sound of wind rustling through the trees. Oftentimes I have enjoyed the sounds of nature while driving my 4WD through a forest, marveling at the myriad of noises one can hear while traveling down a road, believing myself engaging in my own special form of peace and solitude.

But "Quiet Recreation" has quite a different meaning when it comes to land use planning efforts by federal agencies. As little as 10 years ago, this terminology did not exist. There was an understanding among land managers that public land should be dedicated to a myriad of uses, and some of those uses involved machinery of different kinds. Whether a chainsaw, a 4WD vehicle or

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No More Quiet Recreation

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a dirt bike, it was understood that public land was working land. After all, mining and timber harvesting was part of the reason public land was codified; to make sure the benefits from public land would be available to all Americans.

“Quiet Recreation” has become common terminology among land use managers because anti-access groups have introduced the phenomena, and it has spread like wildfire, because it is hard to respond to this seemingly benign request.

To say motorized recreation advocates want “Noisy Recreation” makes us sound callous and uncaring about the spectacular sceneries we find on public land. The call for “Quiet Recreation” has also become a subtle way to demean or degrade any type of motorized access. At its very core is a strong reek of discrimination against the use of motorized vehicles on public land.

And with the mask of civility removed, it becomes clear that activities using motorized and mechanized equipment are being reduced to second class citizens in the eyes of public land managers.

When the Wilderness Act of 1964 was passed, one of the principles was the creation of areas where no mechanized/motorized equipment or vehicles would be allowed to operate. The premise behind that injunction is understandable to most, and the original estimate of 10 million acres throughout the United States suitable for this designation, fairly reasonable. The added reality that these areas would also be made inaccessible to anyone unable to withstand strenuous hikes seemed a small price to pay to protect the very small percentage of public land perceived eligible as Wilderness.

Fast forward almost 50 years, and we find that California alone is home to 14.1 million acres of Wilderness, with unceasing calls for more and more designations. Along with Wilderness Study Areas, that also abound in all our forests and BLM lands, these areas are the epitome of quiet. As no mechanized or motorized activity is allowed at all in either type of Wilderness, any

one seeking refuge from noise can easily find it in these areas that otherwise serve as a barren wasteland for all activities.

With all other motorized, mining, hunting with game carts and mountain bike riding confined to non-Wilderness or Wilderness Study Area lands, the vast number of people who engage in these activities find ourselves sharing a smaller and smaller percentage of public land. But to add insult to injury, we now find ourselves the target of further assaults by being targeted by calls for “Quiet Recreation”. It is defined by its advocates solely as human-powered recreation, and in its essence precludes motorized vehicles, mountain bikes and equestrian activity. Anti-access groups speak of this concept in glowing terms, referencing respite from urban landscapes and silence to relieve the stress of everyday life. But they completely overlook the fact that they have 14.1 million acres of respite and silence built into Wilderness areas spread throughout the State of California, with the rest of humanity trying to coexist in whatever land is leftover.

If we let this terminology pass without attacking it every time we come face to face with this discrimination, we stand a chance to lose what little area we have left. But more than that, we will be conceding the high ground; we will be conceding in some subconscious way that our chosen form of recreation is less valuable, less important, or less vital than “Quiet Recreation”.

I don't buy it, I don't agree with that assessment. Those of us in the motorized community have occasionally exhibited a form of collective guilt, because we have been beaten down so many times by accusations and innuendo in land use plans. I now give all of you permission to shed those erroneous illusions, to break out of your downtrodden psyches to proclaim loud and clear that motorized recreation is quiet recreation; that motorized recreation is going to stay on public land through the force of our efforts. Anyone that tries to influence public policy with calls for more barren landscapes, sans the energy of an engine should be quickly and decisively directed to the nearest Wilderness Area.

Clear Creek Management Plan - Postscript -

From: Cooper, Hubert
Sent: Monday, June 10, 2013
To: president@amlands.org
Subject: Clear Creek Management Area

As the Hollister Field Office Manager, I have been asked to respond to your recent email on access to Clear Creek Management Area.

I want to thank you for providing your concerns and acknowledge your support for Bill Spence's protest of the Proposed RMP for Clear Creek Management Area. **Your letter along with letters from several other gem clubs certainly illustrates the value that the Gem and Mineral Clubs place on this area.**

The Bureau of Land Management has received Mr. Spence's protest. BLM will be working to resolve the protest during the next 8 weeks along with other protests received. BLM is committed to providing for public use in this unique area with appropriate limitations to insure public health and safety. Gem and mineral collection is well recognized by BLM as important use and BLM will continue working with clubs as BLM implements decisions currently being developed for this area.

Rick Cooper phone:831-630-5010
 BLM Field Manager cphone:831-206-6682
 Hollister Field Office fax:831-630-5055
 20 Hamilton Court
 Hollister, CA 95023

Two Organizations Join ALAA

First, the Association of Applied Paleontological Sciences, a group of fossils dealers, have joined ALAA. We have them on our LINK. Go

to www.amlands.org, look on the left hand side for LINK, they are listed there. We look forward to receiving information from them regarding the collecting of fossils. Or if there is any collecting allowed on private lands in the U.S. Currently NO COLLECTING of vertebrate fossils are allowed on public lands.

Second, the New Mexico Off Highway Vehicle Alliance also joined ALAA.

This is the first off-road Association to join us and we are delighted to have them. ALAA is a group member of the NMOHVA and we are supporting their protest/lawsuit on the Santa Fe Forest Service Travel Management Plan. After many meetings and input from off road people the Forest Service choose to close over 70% of the roads within the forest. This was unacceptable. These closings effected hunters and campers especially and they weren't even aware that this was happening. It pays to keep up with what's going on in your immediate back yard. You can go to www.amlands.org and on the left side look for ACTIVE ISSUES, click and go to New Mexico and you see what's going on.

Blue Ribbon membership as an organization

**ALAA - membership # 43813
Expires: 3-30-2014.**

If any of you want to get Blue Ribbon "alerts" you can go to sharetrails.org and at the bottom of the page click on scribe to alerts. They have a fantastic crew who searches everything for up to the minute information on public lands everywhere. (you may get more than you bargained for...)

Shirley, Your president, ALAA
president@amlands.org



Dee Holland hold down the fort at the Rocky Mt. Convention and Show, Sandy, Utah. May 18, 2013



And here we are at Ventura (CFMS show, June 2013)

NEW P.O. BOX for ALAA

You can now reach the ALAA Treasurer,
Frank Mullaney and ALAA Membership,
Colleen McGann at:

P.O. Box 54398, San Jose, CA 95154

RUTH BAILEY

gone but not forgotten, ever

Ruth Bailey passed away peacefully with her family by her side, Saturday, April 27th, 2013.

Ruth was someone everybody knew. Her accomplishments were legendary but she never mentioned all she had accomplished in her lifetime. For whatever reason she continued to offer her time, expertise and knowledge to each person who asked for her help. She hated to say "no" to anyone who needed her.



She was a staunch member of the Santa Clara Valley Gem & Mineral Society in San Jose, California. She was involved in Lapidary and Jewelry both at the club level and also at the CFMS level and later at the AFMS level judging competitive exhibits and giving support and help to beginners. She was by-laws chair, parliamentarian many times at both the CFMS and AFMS levels.

Ruth was CFMS President in 1983. She was there during good time as well as bad times. She was awarded the highest achievement in CFMS, the Golden Bear in 1989. And was the Honoree for the CFMS Scholarship in 1986-87.

She went on through the AFMS chairs culminating in the AFMS presidency in 1994 in Houston, Texas. She was recognized as Honoree for the AFMS Scholarship in 2003 by the CFMS, and chose two students from Stanford University.

Ruth was honored along with Ed Romack in 2009 at the AFMS Billings, Montana AFMS/NFMS Convention and Show, with the highest award given "The AFMS Recognition Award."

Not one to sit on her laurels, she involved herself in Competitive Judging, at both the CFMS and AFMS level, attended Wildacres Judges Training, and was a member of both the CFMS and AFMS Uniform Rules Committees; helped with the Endowment Funds for both CFMS and AFMS. She was AFMS Scholarship Secretary beginning in 1998 to present. Ruth was also a charter member of

S.C.R.B.E., an editor's thing.... And was a Bulletin Editor Judge at both the CFMS and AFMS level.

Over the years in her lighter moments she attended many Northern California club events, always bringing an exhibit to share, even when the cases became too heavy for her to put in her car by herself. She also enjoyed the early years at Quartzsite and Tucson.

I'm exhausted just writing and remembering. Most people would be proud of even one of her many accomplishments, but she never thought about it in that vein.

As for ALAA, American Lands Access Association, Ruth was there in Brunswick, Ohio at the beginning of ALAA 1992. She was a charter member and director until she became the Treasurer beginning in 2009, and kept our books straight and the officers and directors straight too. She was ALAA membership chair as well until 2013 when we wrestled the membership away from her to give her some much needed rest.

Ruth, you are already missed...but we know you would say, "Get on with it, we have work to do."

Shirley Leeson,
ALAA President 2013
.....and friend.

BILLIE WRIGHT

July 1935 – April 2013

Life is About the Journey not the Destination - Emerson

Billie passed away after an extensive illness. Billie and John Wright were on their way to the AFMS Convention in La Habra, CA 2010, when she suffered a serious setback and they rushed her to the hospital. From that point on Billie was in and out of many of the top hospitals in the Southeast.

Both Billie and John were well-known throughout the Southeast for their interest in ALAA, AFMS Boundaries and other rock related activities. John will resume his duties as an ALAA Director.

Our condolences to John and his family.

The ALAA family

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