

The Quiet Times

P.O. Box 292592 Anchorage, Alaska 99520
907-566-3524 quietrights@yahoo.com

February 2000

Alaska Quiet Rights Coalition

Thanks for continuing to support AQRC. We believe natural quiet is an essential part of the experience of wild places and Alaskan communities, and we are working hard to protect opportunities to hear that quiet. We need your help. Please give us a call, send us an e-mail, or check the volunteer box on your membership form to let us know you have some time to contribute to the cause. We will contact you and talk to you about your interests. Jim Adams, President, AQRC

Chugach National Forest

The Chugach National Forest, that great wild expanse of forest and tundra, mountain and glacier that covers the eastern Kenai, surrounds Prince William Sound, and extends across the Copper River Delta and beyond---is up for a new management plan. The CNF planning team process was made public to an unprecedented extent. AQRC members participated fully, even submitting an AQRC Alternative that emphasized a balance between motorized and non-motorized forest use. The result so far is that the concept

of natural quiet, the needs of non-motorized folks for quiet recreation, and the needs of communities for peace and quiet are all recognized in at least some of the alternatives being considered. The process wasn't perfect and neither are the products, but quiet types can be reassured the quiet majority was heard.

Six alternatives have been chosen for environmental analysis. Parts of three of the alternatives are compatible with quiet interests. One of those was based in large part on the AQRC Alternative. By April, the Forest Service should come up with a preferred alternative that incorporates parts of all the alternatives. Then we will get out the troops and attend hearings again.

A major concern is the Forest Service definition of traditional activity in ANILCA wilderness currently includes snowmachine and perhaps other noisy machine use. Our dilemma will be whether to support wilderness hoping someday it really will be true wilderness free of buzzing machines, or to support non-motorized backcountry designations for all our favorite quiet places. Stay tune to opportunities to comment on the selected Forest Service alternatives. Libby Hatton, AQRC

Seward

About 100 local Seward trail users met November 16 to solve a conflict between motorized and nonmotorized uses on Exit Glacier road.

Some skiers hoped to establish a shared use plan - temporal separation - that would eliminate their major complaints: safety, noise and exhaust fumes. The snowmachiners, reluctant to accept any closure, pushed for community cooperation, believing that common courtesy and common sense could alleviate the objections. This view was shared by the mushers present and some of the "multi-users". After hearing reports from agencies including the NPS, USFS, DNR, the Seward Army Recreation Camp and the Eastern Kenai Peninsula Environ. Action Association, we broke into small group groups to identify solutions. Solutions were reported back to the facilitator, Dave Paperman of the Chamber of Commerce.

Our list identified a second trail parallel to the road for non-motorized uses, signage explaining courtesy and safety, and possible speed limits. A trail users group will be established to continue dialog and serve as a self policing entity. The committee will implement the solutions identified.

Did quiet rights win? Depends on expectations. We won because we started with nothing and now have some solutions, however feeble and unenforceable. Very important though is a preserved sense of community cohesion. Never have these two groups behaved so amicably. Seward residents hope the attitude - if not the solutions as well - will be a model for other communities grappling with the impacts of snow machines.

But we lost in the sense that no solution addresses the noise nor the stench. And no solution promises a sufficient sense of safety. It's likely that an increase in the sense of risk and threat to safety will be necessary for the snowmachiners to accept some form of closure. Unfortunately, that increase will most likely be in the form of an injury or death. Such is human nature.

Mark Luttrell

Eastern Kenai Peninsula Environmental

2nd Annual AQRC Cacophony Awards!

Perfect Pitch Award To the citizens of **Haines**, who struck a loud chord, which still reverberates around the state, in their efforts to preserve the quiet of their community and local recreation areas from the frenzied noise of industrial tourism.

Tin Ear Award To **Ted Carlson**, former Assembly member, whose advocacy to open up the Municipality of Anchorage to snowmachines fell (thankfully) on deaf ears.

Sound Barrier Award To the **Kachemak Bay Coalition** which seeks to protect Kachemak Bay and Fox River Flats Critical Habitats from the ill effects of jetskis by not only alerting the public, but by proactively educating the public.

Vroom Vroom Award

To those in the **snowmachine community** whose ideological stance leads them to consider "highmarking" a "traditional activity".

Stone Deaf or "hear no evil" Award

To the **cruise lines** whose focus on the tourist dollar has made them deaf to the plight of Juneau residents who suffered 33,412 helicopter overflights in the 1999 tourist season.

Snowmachines on State Highway Right of Ways

The snowmachiners' dreams--and our nightmares-- are of a statewide system of snowmachine trails, utilizing the state highways, bike trails, and right-of-ways to connect all of Alaska for recreational snowmachining, thereby opening every rural neighborhood, community and all public lands for noisy winter play. The current effort surfaced in the spring of 1999 when a contractor hired by DOT, Jacques Boutet, advertised public scoping meetings in Fairbanks and Wasilla (only). At these hearing locations during the summer, selective studies of how they do it in certain lower 48 states were presented by Fairbanks snowmachiner and advocate, Scott Heidorn. At the Wasilla meeting, Ethan Birkholz from the DOT said the purpose was to determine if and how non-motorized and snowmachine use can co-exist on the state highway right-of-ways. Jacques said the purpose was to come up with a multi-use trail policy that accommodates snowmachines. There was no "if" in his definition of purpose. **Thus far no alternative actions have been presented at meetings. AQRC wrote to DOT commenting on the lack of statewide hearings, the selection bias of the Heidorn study and the variable definitions of the purpose of the Boutet contract. There has been not yet been a final report from Boutet to DOT.**

A phone conversation with Ethan Birkholz, DOT project manager in the Fairbanks office, produced the information that Jacques' contract had been extended to the end of February. Ethan Birkholz quoted state laws that apply to the question of snowmachines on highways. He said there is a law that

says no motor vehicles are allowed on separated paths or bike trails. He said in the past, in Fairbanks, the law has been interpreted by DOT to apply to the summer season only. Very recently, DOT apparently had second thoughts about its interpretation. It has removed bike trail signs in the Fairbanks area that read "No motor vehicles April 1 to October 15". Another state law says snowmachines can drive 3 feet away from the shoulder in the right of way of state highways. Also according to Ethan, federal funding allows snowmachine use on highway right-of-ways, but it is dependent on local jurisdiction. E.g. It is unlawful in Anchorage to ride snowmachines on highways, but in Valdez it is lawful and trails are maintained. **Like nightmares, this subject seems to float around ill-defined, out of control; an amorphous black cloud without edges or definition. And like some nightmares, it is recurrent. Stay Alert.**

Libby Hatton, AQRC

Snowmachine Dangers

From a letter by Dr. Stephan S. Tower, Anchorage orthopedic surgeon, "The Alaska State Department of Epidemiology published a review of snowmachine death and hospitalization from the 1993-4 seasons. **The rate of death per mile is 8.5 times greater for snowmachine traffic than for road traffic.** The rate of injury requiring hospital time was 11.5 times that of road traffic. **Alaska boasts the nations highest snowmachine fatality rate.** Wisconsin is a poor second with one-tenth the rate. I have just reviewed the Alaska State Trauma registry for the 1996 - a 33% increase in hospitalizations due to snowmachine trauma since 1993-94."

Libby Hatton, AQRC

Juneau

1999 was the summer of our discontent here in Juneau. Flightseeing operators made 16,706 landings on the Juneau icefield, flying 7 days a week, from early morning to nearly 9 pm. Juneau, Thane, and Douglas residents were accosted with the whine of float planes enroute to a lodge in Taku Inlet where cruise ship passengers indulge in a salmon dinner and a fixed-wing flightseeing adventure.

Sadly, the tourist season got off to a deadly start with a helicopter crash that claimed the lives of 6 cruise ship passengers and the helicopter pilot. Controversy developed as the paper in Anchorage reported what the Juneau Empire did not - that a short time before the crash the pilot had expressed to a friend, concerns about the danger of flying around the icefield. The season ended with three helicopters crashing in September on the same glacier. One went down and the 2 sent up to the glacier to find it also crashed - this accident resulted in no deaths, though passengers, pilots, and mountain rescue personnel spent a cold night at 5,200 ft.

Juneau residents received news in July that **Royal Caribbean Cruise Lines had pleaded guilty to 21 felony counts of polluting waters in 4 states, the Virgin Islands, and Puerto Rico. Seven of the felonies were committed in Alaska as Royal Caribbean ships discharged dry cleaning solvents, photo-finishing chemicals, and oily bilge water into Juneau harbor and Lynn Canal.** The president of this corporation came to Juneau to "apologize" in a performance for our Assembly and citizens that that would make any New York public relations firm proud.

After a summer of listening to tail rotors and breathing cruise ship stack emissions, Juneau voters voted overwhelmingly in favor of a \$5 per passenger tax and voted out an Assembly member well-known for her close ties to the cruise ship industry. Following two public workshops on flightseeing noise, citizens formed a non-profit called Cruise Control to serve as an alternative to the city-sponsored Tourism Advisory Board. As their first action, Cruise Control is addressing flightseeing noise by looking into sponsoring a comprehensive study, drafting a noise ordinance that would include qualitative as well as quantitative controls and monitoring requirements, and asking the Forest Service to reduce landings on the icefield.

Within a month of Cruise Control's formation, the Destination Juneau Association was organized by pro-tourism business owners. With a goal of countering what it sees as "misinformation," this group plans to promote development of the visitor industry, welcome tourists, and relay to Juneauites how our quality of life is improved by the visitor industry.

This fall, Princess Cruise Lines announced its ships would leave town several hours earlier each evening next summer. Downtown merchants contend they may lose 25% of their revenues as a result. Holland America Lines will no longer make contributions to local charitable organizations.

The U.S. Forest Service's draft EIS. due this January, will set forth the number, routes, and conditions of helicopter landings on the Juneau Icefield. Juneau citizens will have plenty to do this winter to ensure quiet places.

Sue Schrader Juneau, Alaska

Heli Flightseeing Targets 650,000 Juneau Visitors

This summer, Juneau (population 30,000) will host an estimated 650,000 visitors (or white-footed tourons as they are affectionately called by locals). The vast majority will arrive via cruise ships, AKA floating shopping malls, for a 12-hour stay in town. Some days will see 5 or 6 of the behemoth boats jockeying for position in Juneau's tight little harbor - no wonder the Coast Guard personnel appear to be graying rapidly. Jockeying for customers are scores of vendors, hawking aerial tram rides, salmon fishing, river rafting, canoeing, bicycling, and of course, helicopter flightseeing to the local glaciers for walking around or dog-sledding.

Several years ago, the locals responded to massive increases in the number of cruisers by speaking out frequently in a variety of public forums and by collecting enough signatures on a ballot initiative to institute a \$7 per visitor tax. Although the initiative garnered only 46% of the total vote, in the downtown precincts (where impacts from cruisers are most significant), it passed by over 70%. The city officials were goaded into action and have formed a tourism advisory committee.

Last summer, for the first time, the city instituted a Tourism Hotline for locals to call. Of nearly 300 complaints, about 10% cited helicopters as their concern. Almost 60% of the calls complained of cruise ship smoke emissions and noise. Despite the low percentage of helicopter complaints to this hotline, noise from overflights has been a major concern expressed at public hearings/meetings on tourism impacts.

The major holder of Forest Service permits for landings on the glaciers is TEMSCO, the company running tours to the Mendenhall Glacier. TEMSCO did alter their flight path to avoid flying over the most heavily populated areas of Mendenhall valley, yet they still impact hundreds of homes as six helicopters traverse the valley multiple times hourly enroute between the airport and the glacier.

This spring the tourism advisory committee formulated a "Voluntary Compliance Program" in an effort to appease those citizens calling for new ordinances to control the impacts of 650,000 visitors a summer. The program consists of 24 guidelines for tour operators to adhere to, addressing commercial passenger vehicle issues, flightseeing issues, walking, hiking, and bicycling issues, etc. **Of 67 operators who were sent the program and asked to indicate if they would abide with the guidelines, 27 have done so.**

To their credit, the 3 helicopter operators, TEMSCO, ERA, and Coastal, all signed the voluntary guidelines, which asked they not fly before 8 am or after 7 pm, that they will be sensitive to impacts to back-country users and wildlife, that they maintain a minimum altitude of 1,500' over residential areas when weather permits (which it frequently does not), and that they will adhere to the principles of the Helicopter Association International Fly Neighborly program.

Unfortunately, with thousands of flights over the downtown and valley areas occurring this summer, these guidelines will do little to address the adverse impacts of these free-wheeling rotor machines.

Sue Schrader, Juneau

Glacier Point

Friends of Glacier Point (FOGP) has been battling the Department of Natural Resources for the past year following a decision by the DNR commissioner to allow unlimited commercial tours at Glacier Point, 10 miles south of Haines. The tours are displacing hikers, kayakers, and other local recreation users of this area, which has been wild country until recently.

DNR has been largely ignoring the impacts of industrial-scale tourism on public lands. Commissioner Shively recently rejected a FOGP appeal on the Glacier Point tours, saying that DNR's responsibility extends only to equipment the tour operator stores overnight and not to his daytime operations.

Last year, Chilkat Guides, a local tour company, began flying cruise ship passengers from Skagway and Haines to Glacier Point for a tour in 20-passenger motorized canoes on the glacial lake at the foot of Davidson Glacier. Chilkat Guides is already bringing 10,000 tourists a season to this wilderness recreation spot in fleets of small planes that land all day long at a primitive landing strip near the point. These flights are not only causing a serious noise impact for local users and wildlife at Glacier Point, but they are also creating major disturbances enroute as they pass over rural residential areas outside of Haines.

The quality of life for Haines residents is being seriously impacted by the rapid rise of commercial tour operations in prime local recreation areas. Glacier Point demonstrates how quickly a favorite wilderness area can be completely transformed by industrial-scale tourism associated with large cruise ship shore excursions. It's a growing

problem, and the state has done little in response to it.

DNR is hiding behind an outdated and legally-questionable policy that allows unlimited daytime use of state lands for commercial tours. This "day-use" policy has no place in the management of public recreation areas, where potential exists for commercial tours to monopolize an area all day, every day during the entire season. DNR is ignoring its own planning procedures by failing to identify the carrying capacity of the land and to assure that traditional recreation uses are not being displaced by commercial operations. FOGP has also questioned DNR's policy of allowing commercial operators to profit from public lands while paying a minimal fee of \$250/year.

Bowing to local pressure, DNR last month finally conducted a public meeting in Haines about management of Glacier Point. After hearing testimony from dozens of local citizens urging the state to protect traditional public recreation uses, DNR staff insisted there was nothing they could do and suggested the community work something out locally. This option was disregarded by Chilkat Guides' owner Bart Henderson, who said he wouldn't put limits on himself and as long as the cruise ships sent him business he'd expand his tours.

In the absence of anyone taking management responsibility, it looks like the carrying capacity of public lands is going to be determined by the tour directors on the cruise ships. FOGP is considering a legal challenge to DNR's day use policy and its failure to protect public recreation opportunities on state land as required under state statute and existing state land management plans.

George Figdor, Haines

Haines Cruise Ship Initiative

In October, voters in Haines approved by a substantial majority a ballot initiative to limit the number of large cruise ship dockings in the community. While an advisory vote, the outcome sent a clear message to officials about the extent of concern in the community over the adverse impacts of cruise ship based tourism.

While Haines is currently getting far fewer ships than nearby Skagway, there is an emerging sentiment in Haines to keep the community a quieter destination than its neighbor to the north. Most Haines residents have been to Skagway in the summer and have seen first hand how the cruise ship industry can overrun and totally change the character of a small town.

Sponsors of the initiative in Haines were careful in wording the ballot measure. The measure, while seeking to freeze large ship dockings at current levels, also expressed support for tourism that is compatible with the quality of life in the community, such as independent travelers, small specialty tour boats, and tours and conferences.

The vote followed a summer of controversy surrounding the cruise ship industry, which intensified following the conviction of Royal Caribbean for discharging toxic substances in the waters of Southeast Alaska. One of their prime dump sights was in local fishing grounds close to Haines, where dry cleaning and photo chemicals were routinely discharged for a number of years. Locals strongly protested the RCCL actions at a public meeting and a dockside demonstration in front of one of the RCCL ships.

Local government officials and tour operators assured the cruise ship industry at the time that they were still loved in Haines and the protesters represented only a small minority of the community. To everyone's surprise the cruise ship limitation initiative was approved by over 55% of the voters. A companion initiative instituting a cruise ship tour tax was approved by an even larger majority, despite a sizable campaign to defeat it. **Unfortunately, the Haines Borough Assembly under pressure from the cruise ship companies and large tour operators has been throwing up roadblocks to forestall implementing these voter initiatives.**

George Figdor, Haines

The Bible declares that on the sixth day God created man. Right then and there, God should have demanded a damage deposit.

**AQRC Meetings
are held the 2nd Thursday of each
month. Call for location.
907-566-3524**

**Please pay membership fees for
the year 2000.
Membership form included
as newsletter insert...**

AQRC Board Members
Jim Adams,
Michael Allwright,
Cliff Eames, Dan Elliot,
Elizabeth Hatton,
Trisha Herminghaus,
Tamea Isham, Tom Meacham,
Susan Olsen, Bob Randall,
Kate Worthington

Jetskis and Kachemak Bay's Critical Habitat Areas

Personal watercraft, commonly called "jetskis", are still relatively uncommon in Kachemak Bay, but their popularity is increasing. It's a matter of time before they're a problem here as they are at Big Lake and nationwide.

K-Bay and Fox River Flats Critical Habitat Areas, the Kachemak Bay National Estuarine Research Reserve, and Kachemak Bay State Park accentuate the uniqueness of Kachemak Bay. **Traditionally the Bay has supported diverse, but relatively compatible activities: sport and commercial fishing, shellfish farming, native subsistence, lodges, kayaking, camping, and pleasure boating. Jetski use potentially conflicts with all of these activities.**

The foregoing language indicates that prohibition of jetskis in critical habitat areas is mandated if jetskis create adverse effects on fish and wildlife and interfere with other public use for which the area was established. Such effects of jetskis are already well documented elsewhere. Therefore, the existing regulations not only provide the authority, but require that jetskis be prohibited in the Fox River Flats and Kachemak Bay Critical Habitat.

Throughout North America wildlife experts have documented jetski disturbance to loons, grebes, waterfowl, seabirds, and shorebirds, as well as otters, seals, and other marine mammals.

Jetski jet drives cavitate, creating marked changes in loudness and pitch disturbing to many birds and other wildlife as well as humans. Unlike outboards and other conventional boat sounds, jetski noise and their high speed fail to alert wildlife.

Many people are concerned about jetski safety. Injury rates are reportedly 8.5 times higher than rates for traditional motorboats, and most accidents are due to excessive speed and operator inexperience. The vast majority of jetskis have no reverse gear or rudder. When the throttle is cut, little control is possible. In Alaska this summer, two jetskiers drowned, and another was seriously injured in a collision caused by reckless operation.

What You Can Do: Write Governor Tony Knowles, Alaska Department of Fish and Game Commissioner Frank Rue, and Alaska State Park Director Jim Stratton. Since they hope to have regulations in place by spring, ask them to prohibit jetski use in the Kachemak Bay and Fox River Flats Critical Habitat Areas because of the documented effects experienced in other parts of the country. Write a letter to the editor.

Governor Tony Knowles
State Capitol Building
Alaska Department of Fish and Game
P.O. Box 110001

Juneau, AK 99801-0001
Tony_Knowles@gov.state.ak.us

Commissioner Frank Rue
P.O. Box 25526

Juneau, AK 99802-5526
commrrue@fishgame.state.ak.us

**Jim Stratton, Director Alaska Division
of Parks and Outdoor Recreation**
3601 C. St., Suite 1200

Anchorage, AK 99503-5921 269-8700;
Jim_Stratton@dnr.state.ak.us

**Stop by the Kachemak Bay Conservation
Society and the Cook Inlet Keeper's office
in the Lakeside Mall. Scientific
studies/reports, magazines, newspaper
articles, fact sheets, petitions, video clips,
and additional information are there**

Nina Faust, Homer

South Side Denali

After months of hashing it out, the Governor's Consultation Committee on south-side Denali Development submitted its recommendations to the Governor in November. The results are a mixed bag. Recommendations include:

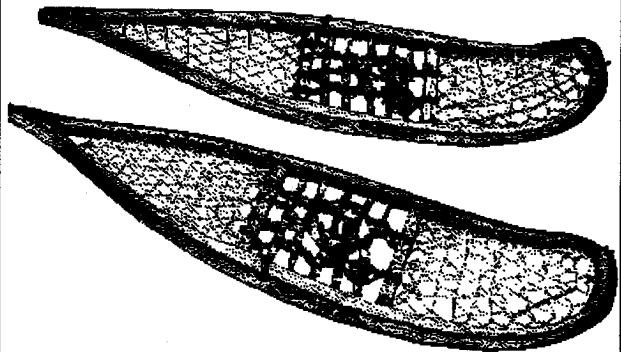
- Building a visitor center at Chulitna Bluff along the Parks Highway (near Byers Lake Campground and includes upgrade of the campground);
- Building a "contact station" at the junction of Parks and Petersville Road to provide basic park information;
- Upgrading (widening/repaving) the existing Petersville Road
- Paving the road past the Forks Roadhouse, up to a new campground to be built between the Roadhouse and Petersville (location not specified, not more than 50 sites and no RV dump); and
- Implementing a shuttle-bus only road system past the campground to a destination Nature Center (5,000 sf including decks) in the Peters Hills within the State Park Boundary.

Much of the package is receiving muted support (or at least neutrality) from the conservation community, but this support stops short at the new destination "Nature Center" in the heart of the wild and spectacular Peters Hills. The scale and numbers proposed, coupled with upgrades for more traffic, will likely erase vast amounts of natural quiet. Other concerns include the fact that this is all being discussed even though the adjacent National Park has no backcountry management plan in place, wildlife and human use information is incomplete, and there are poor rules governing snowmachines.

What happens next is the Governor forwards his final recommendations (which are likely to mirror the committee's) to the interagency implementation partnership management team, and then for another round of public comment and environmental review.

**For a copy of the report and to be added to the mailing list (including email updates), contact DNR's Sandra Cleveland
Sandra_Cleveland@dnr.state.ak.us,
907-269-8700**

Sandra Ganey, AQRC



**The next issue of The Quiet Times will be a lay person's primer about the basics of ANILCA.
What does this legislation say?
Look for the
Alaska Quiet Rights Coalition's
ANILCA primer in the spring of 2000.**



Snowmachines in Denali

The U. S. District Court in Anchorage has decided the first round of what may be a lengthy process to determine whether the core area of Denali National Park (the area comprising the old Mt. McKinley National Park) will remain quiet, or will instead become a snowmachine playground. On Nov. 18, 1999, Judge Sedwick ruled that the National Park Service had not properly closed most of the Old Park to snowmachines for "traditional uses", because it had failed to define what were to be considered "traditional uses" under ANILCA Sec. 1110(a). At the last minute in the court briefing process, NPS for the first time asserted that recreational snowmachine use was not a "traditional use" in the Old Park, but this claim had little effect on the outcome.

Following the decision, NPS has taken immediate steps to define "traditional uses" in a proposed final regulation (whose comment period closed January 11, 2000). It has also proposed a temporary regulation which uses the same "traditional uses" definition, and which would replace, on an immediate basis, the earlier temporary closure regulation which the Court held was invalid.

The conservationist intervenor-defendants in the lawsuit (which include AQRC) are very pleased with the scope and the legislative support in ANILCA for the NPS's proposed definition. Both the proposed NPS permanent regulation and the proposed temporary regulation would close -- to both "traditional" and recreational snowmachine use -- the designated Wilderness area of the Old

Park. This is the entirety of the Old Park except the developed areas and the road to Wonder Lake, which are closed to snowmachines under other authority.

Thus even the two drainage corridors on the south side of the Old Park near Cantwell (which NPS had declared open to "traditional uses" in 1998 under pressure from Alaska's Congressional delegation, but which had been widely considered and used as snowmachine playgrounds) would be closed to all snowmachine uses by the proposed regulations.

An appeal of the Court's decision is expected to come from the NPS, or the conservation intervenor-defendants, or both. Although the adoption of final regulations moot any ultimate decision on an appeal of the 1998 temporary regulations, participation in this appeal may help to position the parties for the more long-term court battle, one which the proposed final NPS regulations appear certain to provoke from the motorized end of the spectrum.

AQRC has supported and participated in this lawsuit as a named intervener, and it has added a unique focus in support of natural quiet as a factor in this unique national park and Wilderness Area. Through its participation, AQRC is gaining increased recognition as a potential "player" in public land use decisions which may have noisy consequences.

We are in the process of developing a web site. In the next few weeks look for us at www.quietrights.org
If you have skills that would help us create our web page please call Jim Adams 258-4800.

*It's the great, big, broad land way up yonder,
It's the forests where silence has lease;
It's the beauty that thrills me with wonder,
It's the stillness that fills me with peace."*
Robert Service

Let's keep it that way!

Please fill out this **membership form** and mail with your check to:

AQRC, P.O. Box 202592, Anchorage, AK 99520
Please make checks payable to Alaska Quiet Rights Coalition.

I want to be a member of AQRC _____

I have enclosed:

Student/Senior \$15___ Annual dues \$20___ Family Membership \$35___
Quiet Benefactor \$100___ Silent Friend \$250___ Naturally Quiet Patron \$500___
Other \$___

Membership and donations are tax-deductible.

Please, Please, PLEASE print clearly! (Many thanks!)

Name _____ Home Phone _____

Address _____ Work Phone _____

City _____ State _____ Zip _____

email _____ Fax _____

I want to help, please contact me. _____

I am interested in being on the board _____.

Send me alerts. _____

I am too busy to read newsletters, please remove me from your mailing list. _____

Questions? Suggestions? Ideas? Call us at 907-566-3524. quietrights@yahoo.com